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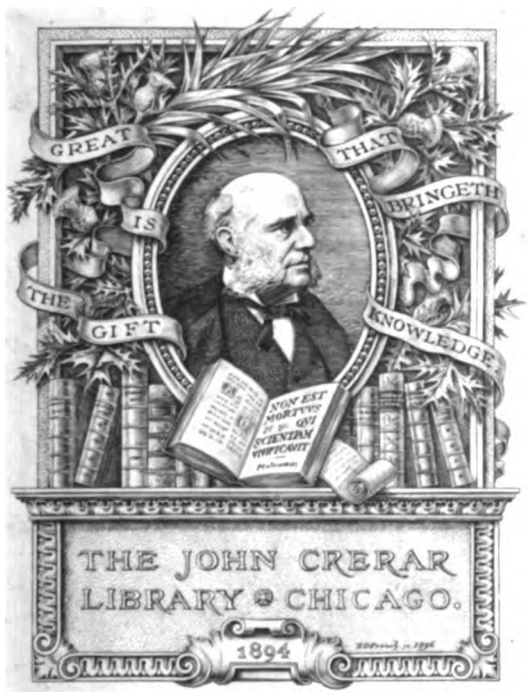

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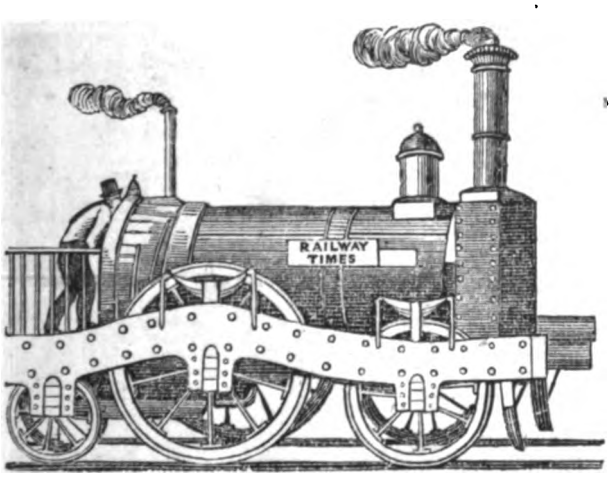
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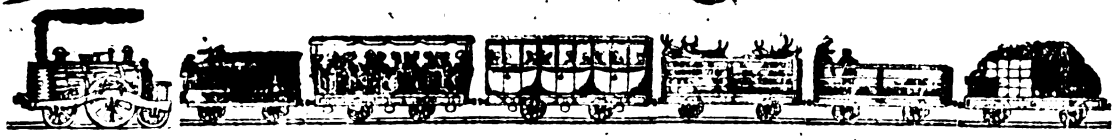
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No. 157. Vol. III.—No. 1.] SATURDAY, JANUARY 2, 1841. [Price 6d.

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The Bankers have been severally instructed to charge interest, at the rate of 5 per cent. per annum (according to the provisions of the Act of Incorporation), on all sums which shall be tendered after the 15th January.

GEORGE CARR GLYN, Chairman } of the Board of
I. F. LEDSAM, Deputy-Chairman } Directors.

By order,

R. CREED, Secretary.

December 19, 1840.

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6d. to	Dartmouth Arms	From		
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R. S. YOUNG, Secretary.

14th December, 1840.

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The Specification and Conditions of Contract may be seen on application to Mr. P. W. Barlow, the Resident Engineer, at the Railway Office, Tunbridge, and at the Office of Mr. Thomas Thurston, Land Surveyor, at Ashford, on and after the 1st day of January, 1841.

The Directors will not consider themselves bound to accept the lowest Tender, nor will any Tender be received after One o'Clock on the day appointed for receiving the same.

By order of the Directors,

J. S. YEATS, Secretary.

Railway Office, 10, Coleman street,
23rd Dec. 1840.

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EAST-ANGLIAN RAILWAY FROM LONDON TO CAMBRIDGE, NORWICH, AND YARMOUTH.

A Meeting was held on Wednesday, at the East India and Colonial Club-rooms, in Suffolk-street, Pall-mall, for the purpose of considering the propriety of establishing a Railway to join the Northern and Eastern Railway at Bishop's Stortford, to Norwich and Yarmouth, by Cambridge, Newmarket, and Thetford.

The Meeting, which was both numerous and highly respectable was attended by the Marquis of Douro, M.P., W. L. Chute, Esq., M.P., Benjamin Smith, Esq., M.P., Mr. Alderman Farebrother, Isaac Jermy, Esq., Recorder of Norwich; Samuel Bignold, Esq., Edward Varnish, Esq., General Blachford, Major Head, Captain Kerr, Richard Broun, Esq., George Robinson, Esq., William Taylor, Esq., W. J. Taylor, Esq., J. W. Smith, Esq., Thomas Hammond, Esq., (Yarmouth), J. L. Cataude, Esq., (Yarmouth), J. Harman, Esq., Chairman of the Brighton Railway; D. M'Lean, Esq., William Drake, Esq., (East Dereham), Mr. Mann, (Norwich), William Park, Esq., (Thetford), Christopher Spanton, Esq., (Attleborough), Richerd Lloyd, Esq., A. A. H. Backwith, Esq., Governor of the Corporation of Guardians of Norwich; William Andrews, Esq., William Larton, Esq., Jas. Sowerby, Esq., Joseph Parkes, Esq., W. M. Kitton, Esq., of Norwich, with numerous other influential gentlemen.

W. L. W. CHUTE, Esq., M.P., was called to the Chair.

The MARQUIS OF DOURO, in moving the first resolution, observed, that some people objected to Railways altogether, and thought that they did not contribute much to the public convenience; but even those persons would agree that a Railway to Norwich was necessary when they were made aware of the fact, that those places which had an easy and quick communication with London by means of railway had an advantage of which Norwich and Yarmouth had hitherto been deprived, and which proved highly injurious to the commerce and agriculture of these populous and important towns.—(Hear, hear.)

This resolution, as well as the others which followed it, will be found in our advertising columns.

SAMUEL BIGNOLD, Esq., of Norwich, seconded the resolution. He felt that the railway was necessary for the welfare of the city of Norwich, which stood particularly in need of the benefits of a railway communication with the metropolis. (Hear, hear.) He had lately had an opportunity of communicating with the leading manufacturers in Norwich, and there was an universal complaint that the manufacturing interest was suffering greatly in consequence of not having the advantage of a railway. The merchants and traders of London could visit York and return to London almost in the time they could now merely go to Norwich. He was therefore prepared to support to the utmost the formation of a railway to Norwich, but he would not lend that support to any project which he was not fully satisfied was set on foot for the public good. If he could for a moment suppose there was any political object, or any other object in this project than the promotion of public interests and the welfare of his fellow-citizens, he would immediately retire from it. (Hear, hear.) Two years ago there was a talk of a railway to Norwich, but there was then an unwillingness on the part of the citizens of Norwich to put down their names for shares, because they were apprehensive that the project would terminate like the Eastern Counties' affair—that the railway would be completed for about thirty or forty miles from London, and Norwich left in the lurch. He himself stated at the time, that if they would commence the work at Norwich he would take shares to the amount of 1000*l*. He was prepared to say the same again; and if it could be shown to the citizens of Norwich that there was a *bona fide* intention of connecting Norwich with the metropolis, people of all shades of political opinion would come forward and support it. (Hear, hear.) He highly approved of the line now contemplated, and would support it by taking shares, although it would not be in his power, being a commercial man, to take any active part in the management. Mr. Bignold concluded amidst great applause, by seconding the first resolution, which was carried unanimously.

B. SMITH, Esq., M. P. for Norwich, proposed the second resolution, and expressed his opinion that the line proposed by Mr. Rastrick, the engineer, was a good line. Indeed he did not scruple to say that he had always been of opinion that a line in the direction of Cambridge would be the cheapest and most preferable.

THOMAS HAMMOND, Esq., a Magistrate of Yarmouth, and Chairman of the Fishing Merchants' Club, seconded the resolution. He was happy to say that in the town of Yarmouth all party feeling with regard to this matter was completely buried in oblivion. Every one must feel the importance of a railway not only to Yarmouth and Norwich, but to the whole county—(Hear, hear)—and he was authorised to state on behalf of the trading and fishing interests in the town of Yarmouth, that they would lend their utmost endeavours to carry the measure into full effect (Cheers.) He agreed with Mr. Bignold, that the work should be commenced simultaneously at each end, because Norwich and Yarmouth had been thrown in the background by the conduct of the Eastern Counties' Railway Company. He understood that the Members for Yarmouth were out of town, otherwise he had ascertained that they would have attended this Meeting; but he would state for the information of the gentlemen present, that a few weeks ago he had a long conversation with them upon the subject of a line of railway to Yarmouth, and they both pledged themselves to use their utmost endeavours to have it carried into operation. (Cheers.)

Mr. RASTRICK then read the following extracts from an able and elaborate Report which he had prepared:—

"The line proceeds from Bishop's Stortford to Cambridge, thence to Newmarket, Mildenhall, Thetford, Attleborough, Wymondham, and Norwich to Yarmouth.

"In carrying out the line, but little difficulty will be experienced in getting through Parliament as to the part between Bishop's Stortford and Cambridge, inasmuch as all questions with the landowners have been settled in the Act obtained by the Northern and Eastern Company, but subsequently abandoned by them for want of funds.

"The geological character of nearly the entire line is the chalk formation furnishing materials of the most favourable description, both for cuttings and embankments, and the road when once made, may be maintained at the minimum expense.

"The most expensive part of the line is between Bishop's Stortford and Cambridge, and the time required for its completion would be about three years.

"This part of the line has, however, extensive advantages, forming, as it does, the key of all railways to the metropolis coming in this direction from the north, as well as from Norwich and all other parts of Norfolk, Lincolnshire, Huntingdonshire, Cambridgeshire, Suffolk, and some portion of the county of Middlesex, thereby insuring a good dividend to the shareholders upon that portion of the capital expended in forming it.

"The obtaining the proprietorship of this part of the line is therefore most important.

"No tunnel will be required from Cambridge to Yarmouth, a distance of nearly 80 miles, and there are no extraordinary deep cuttings nor embankments, and only one viaduct, and no deep ravines or rapid rivers to cross, whilst the materials are of such an excellent quality of cuttings that they may be cut upright, and a large portion of the land is of so inferior a quality, that its purchase will form an inconsiderable item in the expenditure, and the line does not pass through or interfere with any gentleman's park or pleasure grounds, nor in any way passes in an objectionable manner through any town.

"The whole line will form an easy and expeditious means of communication from, to, and between Cambridge, Newmarket, the Swaffhams, Fordham, Soham, Mildenhall, Thetford, Brandon, Harling, the Buckenhams, Kenninghall, Attleborough, Hingham, Wymondham, Norwich and Yarmouth, affording facilities for branches from Ware, Hertford, Huntingdon, St. Neots, Ely, Bury St. Edmund's, Downham, Swaffham, Dereham, Lynn, and thence to Wisbech, Stamford, and the whole of the improving and important district of the Great Bedford Level of the Fens; and also forming the natural communication between the metropolis and the contemplated new district of the Great Level of the Wash.

"With all these populous cities, towns, and villages, there can be no doubt but that the passenger traffic along this line will be immense, and the line between Cambridge and Yarmouth can be made in the short space of two years, whilst that from Bishop's Stortford will require only one year longer—so that this entire line will be open to the public in three years.

"The cost between Cambridge and Norwich is estimated at a less sum per mile than any other railway in the kingdom of so great an extent can be made for, this part of the line extending for 63 miles.

"The cost between Norwich and Yarmouth is estimated at a still less sum per mile; this part of the line extending over about 18 miles, and giving the greatest possible facility to the fishing interest in sending off their fish to the metropolis, and the interior of the country, and forming the most advantageous and important station in the kingdom for the northern foreign mail packets."

Mr. Rastrick also produced an estimate of the expenses of the formation of the line, together with a calculation of the traffic from data carefully collected, showing a profitable return to the shareholders for the capital to be invested.

The resolution was put by the Chairman and carried unanimously.

Mr. BECKWITH then handed to the Chairman a letter from the Sheriff of Norwich, expressing his most decided approbation of the meeting, and the proposed line of railway.

Mr. Bignold proposed the third resolution, which was seconded by E. Varnish, Esq., and carried unanimously.

Mr. BIGNOLD rejoiced to learn from the Report of their talented engineer that the contemplated line of railway would not interfere at all with the parks or estates of private gentlemen, and he hoped that circumstance would conciliate many in their favour. He alluded to that statement in the Report more particularly, because a very intelligent and influential gentleman, who he believed was honoured and respected by all who knew him (Mr. Richard Gurney), had expressed, through the press, his hostility to railways, because they cut through and destroyed valuable estates, but when that gentleman ascertained that Mr. Kastrick's line would commit no such injury, he (Mr. B.) hoped that his extensive and powerful influence would be exerted in favour of an undertaking that could not fail to prove highly beneficial to his fellow-citizens. (Cheers.)

Mr. RASTRICK wished to state that there was one nobleman's park that would be affected by the line, namely, Lord Braybrooke's, but the Act obtained by the Northern and Eastern Counties' Railway Company, would obviate all difficulty in that respect.

ISAAC JERMY, Esq., Recorder of Norwich, and Chairman of the County Quarter Sessions, rose to move the next resolution. In doing so he observed, that a meeting had been advertised, to be held at Norwich next Thursday. To the requisition calling that meeting were the names of a great number of men of property and influence, and that meeting had been called for the purpose of considering, not what particular line should be adopted, but what was best to be done without regard to the interests of solicitors, agents, (engineers, or any party whatsoever. (Hear.) For himself he could conscientiously state that he discountenanced anything of the sort, but before they could expect to enlist the public in their cause, they must satisfy them that they were determined to carry on the undertaking perfectly independent of all private interests. (Hear, hear, hear.) The best way in which they could manifest such a determination, was to tender their co-operation to the meeting about to be held at Norwich, to afford them every information and explanation in their power, and to unite with them in carrying out the common object. If that meeting desired a little deviation from the proposed line, the object should be to endeavour to meet their view. So if meetings should be held in Suffolk or Cambridge, they ought to be met in the same spirit. (Hear, hear.)

J. HARMAN, Esq., Chairman of the Brighton Railway Company, seconded the resolution. He was in no way connected with the counties of Norfolk and Suffolk, but was a London man. He had, however, been engaged in a very large undertaking of the same character, and having had the plans and sections of the proposed railway to Yarmouth laid before him and explained by Mr. Rastrick, who had acted with him in carrying out the London and Brighton Railway, he had no hesitation in saying that he fully approved of the undertaking. At the same time he would state his conviction, that if they went before Parliament with any decided opposition they would find it difficult to get parties to co-operate with them, if gentlemen who were interested in the promotion of the railway did not come forward in a manner to convince the monied interest of London and other places that they were earnest in their object. There ought, therefore, to be the greatest co-operation throughout the whole of the line. He could safely say, having looked at the plans and sections, and the estimates of Mr. Rastrick, and having devoted some time to his able Report, that that gentleman had furnished them with an estimate founded on honest principles. Those who embarked in the undertaking need be under no apprehension of not receiving ample remuneration for their capital and trouble. He should be glad to render all the assistance in his power in carrying out the undertaking, but he must first of all be persuaded that the gentlemen who had projected it were in earnest, and felt the necessity of a railway.

CHRISTOPHER SPANTON, Esq., Attleborough, stated, that he had received a note from Sir Thomas Beevor, expressing his approbation of the undertaking. He had waited on Lord Albemarle, who had told him that his engagements would prevent his attending the Meeting, but that he was ready to assist the measure by all the means in his power, and his lordship had distinctly authorised him (Mr. Spanton) to state to the Meeting, that he was perfectly satisfied the railway would prove advantageous to his property and the country in general. (Hear, hear.) A letter had also been put into his hand by Mr. Cufaude, of Yarmouth, from the mayor of that borough, approving the line; and he could assure the meeting that throughout the district in which he resided (Attleborough) the landowners were unanimously in favour of the proposed railway, (Hear, hear.)

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WILLIAM CLARK, Esq., Clerk of the Peace of Thetford, begged leave to state that he had been requested to attend the Meeting on the part of Thetford, and to express the concurrence of the inhabitants of that borough in the measure, and their desire to see it carried into full operation. He (as the agent of my Lord Ashburton) could also state that as the line projected by Mr. Rastrick would not interfere prejudicially with his lordship's estate, he (Lord Ashburton would support it. The intended railway would certainly pass through Lord Ashburton's property as well as his own, but he (Mr. C.) would cheerfully submit to any thing that was for the good of Thetford and the country in general. (Hear, hear.) John Deck, Esq., of Bury, had also written to say that he highly approved of Mr. Rastrick's line, and that the inhabitants of Bury were anxious to see the main trunk of the railway established, in order that a branch might be carried on to Bury, and that he was convinced the Marquis of Bristol, ever anxious to promote the interests of that borough, would give the undertaking his cordial support. (Hear, hear.)

Mr. DRAKE stated that he should not have obtruded himself upon the notice of the meeting but for the observations of Mr. Harman, the Chairman of the Brigton Railway. Having, however, been in communication with several of the noblemen and gentlemen whose names had been mentioned in the announcement of the meeting to be held in Norwich, and holding letters from Lord Sondes and others of those parties, containing assurances that they were not pledged to any particular line, he felt it due to the meeting, and particularly to those London capitalists who had honoured the meeting with their sanction and presence, to assure them that the requisitionists of the Norwich meeting would approach the discussion of the subject unfettered, and quite prepared to adopt the most practicable and least expensive line; and, indeed, had they been aware of the great sacrifice in expense and labour which had been incurred in maturing and perfecting the able plans, sections, and report, which Mr. Rastrick had this day produced, he (Mr. D.) felt assured that these gentlemen would not have felt any such meeting necessary.

Mr. DRAKE added that he was also intrusted with letters from influential inhabitants of the important town of Lynn, expressive of cordial co-operation in the object of the meeting, and begging that the extension of the line to that densely-populated and wealthy district might not be lost sight of; which letters were handed in to the Chairman.

The resolution was then put and carried.

Mr. VARNISH proposed the 5th resolution, which was seconded by D. M'LEAN, Esq., and carried unanimously.

A. A. H. BECKWITH, Esq., Governor of the Corporation of the Court of Guardians of the City of Norwich, then moved a vote of thanks to the Chairman. He observed that one advantage that would attend the railway would be the employment of a vast number of poor persons, who were at present in a state of the most abject poverty. He had been informed by several manufacturers, that the falling off in the staple trade of Norwich was mainly owing to the defect of communication between Norwich and the metropolis, as compared with the facility of communication between London and the northern counties. It was of vital importance to Norwich that the railway should be completed as soon as possible, and it would prove a great benefit not merely to commerce, but to agriculture.

R. LLOYD, Esq. seconded the vote of thanks, which was carried amidst great applause.

The CHAIRMAN returned thanks, and observed, that he had felt great pleasure in attending the meeting. As one of the representatives of the county, he considered it to be his bounden duty to do all he could to benefit it, and he thought he could not benefit it more than by assisting in the accomplishment of that great measure they had met to carry out. (Hear, hear.) He thought he might now congratulate the county on the fair prospect of attaining that desirable object, and the county of Norfolk would no longer be the only county that was not blessed with the advantage of a railway communication. Great unanimity had prevailed at that meeting, and he hoped it was an earnest of the union and good feeling that would exist throughout. If they made a strong pull they must succeed, and it was his opinion, after due consideration, that Mr. Rastrick's line was the one that ought to be adopted, going as it did near Cambridge. (Hear, hear.) No agricultural county could possibly raise money enough for the purposes of a line of this nature, and therefore they must of course look to London and other places for the principal part of their funds. There was, however, only one way of inducing the monied interest to render assistance, and that was by taking shares themselves. Let every gentleman who wished to see a railway to Norwich and Yarmouth established, just calculate upon the advantage he himself would derive from it, say fairly what he would give to see it accomplished, and then put down his name for that amount of shares. (Hear, hear.) They would then very soon derive assistance from capitalists. (Hear, hear.) In conclusion, he begged again to return his sincere thanks for the honour they had done him, and would be happy to meet any gentlemen who could conveniently attend the meeting to be held next Thursday in Norfolk.

In pursuance of the above resolutions a Company was immediately formed, and shares to a large amount taken in the room.

MANCHESTER AND BIRMINGHAM RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL General Meeting of the shareholders in the Manchester and Birmingham Railway Company was held on the 24th ult. at the York Hotel, Manchester, convened by an advertisement in the following terms:—

MANCHESTER AND BIRMINGHAM RAILWAY.—Notice is hereby given, that a special general meeting of the proprietors of the Manchester and Birmingham Railway Company will be held on Thursday, the 24th day of December instant, at twelve o'clock at noon precisely, at the York Hotel, in King-street, Manchester, in order to consider and determine upon the propriety of borrowing any sum or sums of money not exceeding the amount which the said Company are authorised to borrow on the credit of the Manchester and Birmingham Railway; and, if so decided upon, to make such order or orders as may be necessary to empower the said Company, or the Directors thereof, to mortgage, assign, and charge the property of the said undertaking, and the rates, tolls, or other sums arising or to arise by virtue of the said Act, as a security for any money so borrowed as aforesaid, with interest to or for the benefit of the party or parties, or his, her, or their trustee or trustees, who shall advance the same.

There was not a numerous attendance, about fifty gentlemen being present. THOMAS ASHTON, Esq., of Hyde, Chairman of the Board of Directors, presided.

R. C. SHARPE, Esq., one of the Directors, having read the above advertisement,

The CHAIRMAN said—You have heard the advertisement, gentlemen; if any gentleman has any observations to make, I shall be very glad to hear him.

After a short pause,

Mr. SLATER, one of the law clerks, said—It is moved by Mr. John Brown, and seconded by Mr. Leo Schuster, "That the Manchester and Birmingham Railway Company be empowered forthwith, or so soon as may appear practicable, to borrow and take up at interest, under the authority of their Act of Parliament, any sum or sums of money not exceeding 700,000*l.* on the credit of the undertaking; and that the Directors of the said Company be, and are hereby empowered, to mortgage, assign, and charge the property of the said undertaking, and the rates, tolls, or other sums arising or to arise by virtue of the said Act, as a security for any money so borrowed as aforesaid, with interest, to the benefit of the party or parties, or his, her, or their trustees, who shall advance the same."

After a pause,

The CHAIRMAN said—Gentlemen, you have heard the resolution. It is moved by Mr. Brown, and seconded by Mr. Schuster. If you wish it to pass in its present shape, you will signify it in the usual manner.

Dr. LYON—I think, Mr. Chairman, it will be surely premature to pass this resolution without any inquiry.

The CHAIRMAN—I waited in the expectation of something being said, but I have heard no inquiries.

Dr. LYON—For my own part I should be glad to see some one who holds a larger interest in the Company than I do, coming forward to make inquiries. At the last meeting it was stated that the Directors would soon be able to form a tolerably correct estimate of the total cost of the line. I think the present is a very favourable opportunity for receiving that estimate, if they are prepared to give it. If 700,000*l.* be actually necessary to bring the line to completion, it shows that the cost will be very large indeed, much beyond anything that was anticipated—it will be near three millions in all.

The CHAIRMAN—There will be another meeting for that purpose, you know; this is only a special meeting, for the purpose that has been stated.

Dr. LYON—But I think the question as to the total cost, very fairly comes before us.

R. C. SHARPE, Esq. (a Director)—I think I may call to Dr. Lyon's remembrance that the estimate he refers to was promised to be given at the next half-yearly meeting—the next general meeting. This is a special meeting, which has arisen in consequence of our application for authority to borrow money. But the Directors stated that they would be prepared with their estimate at the next general meeting of shareholders; and it was so understood.

Mr. ALBRECHT—Will you allow me to ask, what is the length of the line from Manchester to Crewe?

The CHAIRMAN—Thirty miles.

Mr. ALBRECHT—Then, if I understand right, you want to borrow 700,000*l.* to make the line to Crewe?

Mr. SLATER (Law Clerk)—"Any sum not exceeding 700,000*l.*," are the terms of the resolution.

The CHAIRMAN—Yes; that is the extent of the power we have under the Act of Parliament.

Mr. H. NEWBERY (a Director)—It is also to include the Macclesfield branch, of 10 miles. Dr. Lyon will recollect that it was stated at the last meeting what would be the probable cost of the line between Stockport and Crewe.

Dr. LYON—Yes; 23,500*l.* a mile.

Mr. NEWBERY—You have already had that estimate, the contracts for that part of the line being then all let. At present, the Directors are not in a position to say what will be the probable cost of the whole, until we have let the Macclesfield line of ten miles. At the next meeting, I expect we shall be in a position to do so. But in this, I am speaking entirely on my own authority. I don't know that it will be so.

The CHAIRMAN—And there is the station.

Mr. NEWBERY—Yes; there is the station in Store-street (Manchester), the contract for which is not let yet.

The CHAIRMAN—The Crewe line was let on very favourable terms indeed.

Mr. NEWBERY—It does not follow, because we take power to borrow 700,000*l.*, that we shall want it all. My own opinion is that we shall not want it all.

The CHAIRMAN—It is what the Act gives us power to borrow; it says any sum not exceeding that.

Mr. SHARPE (Director)—It would have been useless to come twice before the shareholders for this purpose.

Mr. G. R. CHAPPELL (a Director)—Besides, I think it is due to the public that they should know that we have authority to borrow to that amount, as a security to any who may lend us money on this undertaking. I think that the security we are now giving will be found to be as good as any in the kingdom of a like nature; because, we have the power to call up a certain sum from the shareholders, in addition to which we have the power to borrow a certain sum—all which is a security to those who may lend us. And though we take power to borrow 700,000*l.*, it does not follow that we shall want it all, and it need not be called for. This resolution is merely to show that we have that power, and to give security to the public.

Mr. NEWBERY—If any shareholder wishes to ask any other question, we are very much disposed to give all the information in our power. Would Dr. Lyon, or any other shareholder, put any question that he thinks proper? The Directors here are quite willing to give any information that the shareholders want. There is nothing we know of which we want to keep from them. The more questions they put, and the more answers we give, I am quite sure the line will be the better thought of. (Applause.)

Mr. ALBRECHT—I believe a great many of the shareholders think that it is a great deal of money which has been spent, and is to be spent. It shows

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so much. The sum of 1,200,000*l.* has been called up; you have made six miles of the railway; and calling it 24 from Stockport to Crewe, and reckoning it to cost 25,000*l.* a mile, that will be only 600,000*l.* from Stockport to Crewe. Then, from Macclesfield to Crewe, we are not aware what the cost will be; very likely it may cost as much as from Stockport to Crewe. Then you will want this 700,000*l.*, or a great portion of it, to make this part of the line!

The CHAIRMAN—No, no; we don't want it all; we only take power to borrow that sum.

Mr. ALBRECHT—Well, I calculate that you will only want 500,000*l.*

The CHAIRMAN—You forget the Macclesfield branch of ten miles.

Mr. ALBRECHT—No; I supposed that a great portion of the money was wanted for that line.

Mr. JOHN BRADSHAW (a Director.)—A great portion of money has been expended for purchases of land for that line.

Mr. ALBRECHT—I understood that 1,200,000*l.* had been paid up by the shareholders.

Mr. NEWBERY (Director)—No; it is not all paid up, but we have made calls to that extent.

The CHAIRMAN — When we have called up 1,200,000*l.*, that is, four-sevenths of our whole capital, then we are entitled to borrow.

Mr. J. BRADSHAW—And that sum has been called for, but all the calls are not yet paid.

Mr. ALBRECHT—I certainly don't see that I have the right to inquire into this, but I think it would be satisfactory to the shareholders, who perhaps feel something like myself, to know how much short of the 1,200,000*l.* has been paid up.

Mr. M. LYON (a Director)—The sum paid up is from 130,000*l.* to 160,000*l.* short.

Mr. SHARPE (a Director)—There is not quite half of the entire capital which we are empowered to raise, paid up. But the arrears are daily coming in; they may be all paid up to-morrow. In round numbers there is 1,050,000*l.* pretty nearly paid up.

Mr. NEWBERY (a Director)—We have power to call up 70*l.* a share, which, upon 30,000 shares, is 2,100,000*l.* We have already called up 1,200,000*l.*, of which sum 150,000*l.* or 160,000*l.* is still unpaid. But that includes the arrears upon the whole of the calls; it includes the last call just made, which has only been made about a month. It does not follow, you know, that we must go on calling up the remaining 900,000*l.*, nor does it follow that we should borrow the whole of the 700,000*l.* We wish to ease the shareholders as much as possible; and if we can borrow the remainder of the money that will be wanted, we shall make no further calls. But it does not follow that we shall borrow 700,000*l.* because we have power to do so.

Mr. ALBRECHT—It does not follow that you will want it.

Mr. NEWBERY—Not at all.

Mr. ALBRECHT — And when the arrears of 160,000*l.* come in, then you will have occasion to borrow less.

Mr. NEWBERY—And as soon as we let the Macclesfield branch, we shall be able to state the entire cost of the whole line, the 40 miles. Perhaps it might be as well to state why we have not let this part of the line. The contracts were let, but in consequence of Mr. Winterbottom's unfortunate affair, who had the management of one part for Sir Salusbury Davenport, it has thrown it to one side, and we are now in treaty with Sir Salusbury Davenport, to remedy some defects in consequence of Winterbottom going off as he did. The very moment *that* is rectified, and as soon as we see our way clearly without burdening the shareholders too much, we shall then commence the line. I have no doubt the line will be commenced in the spring of next year, and that it will be completed as soon as the main line to Crewe.

Mr. SHARPE (a Director).—Yes, that will be the case.

Mr. NEWBERY.—I can assure you, and the Macclesfield people, that we have no intention whatever of throwing that branch overboard; many of them, I know, have thought so; but the delay is entirely owing to Winterbottom's affair.

Mr. SHARPE—Had it not been for that, the contracts would all have been let.

Mr. WINSOR—Can you inform us what the cost is likely to be?

The CHAIRMAN—I think it was estimated at 22,000*l.* a mile, by Mr. Buck, at the last meeting.

A SHAREHOLDER—Is the Company suffering any pecuniary loss by Mr. Winterbottom?

Mr. NEWBERY—I hope not; but that is really a difficult question just now. We did pay him some money; but I speak with great difficulty. All that I am afraid of is, that I should be disclosing too much of the case.

Mr. ALBRECHT—It is not of a serious nature, at all events.

Mr. NEWBERY—The amount in dispute is one thousand pounds.

Mr. ALBRECHT—Oh, that is a mere trifle.

Mr. NEWBERY—But I believe that any twelve men would say, from the documents which we have in our possession, signed by Sir Salusbury Davenport, that we never should be called upon to pay a fraction of that money over again. I believe Winterbottom had a complete authority to receive the money.

Mr. CHAPPELL—He had authority to sell the land, and to receive the money.

The CHAIRMAN (after a pause)—Is there any other question that you choose to ask?

Mr. WINSOR—I should like to ask how the arrangement with the Grand Junction Company is going on?

The CHAIRMAN—That is not the business of to-day.

Mr. WINSOR—I am aware of it: but when you asked if there were any other questions to put, I thought you put it generally, the other business being concluded.

Mr. NEWBERY—I don't exactly understand your question, Mr. Winsor.

Mr. Winsor—I meant to ask, if any arrangement had been come to between you and the Grand Junction Company?

Mr. NEWBERY—Oh yes; that was settled eighteen months ago.

Mr. WINSOR—But it has never been given to the shareholders.

Mr. NEWBERY—Exactly so; but we stated, you remember, that we had valid and sufficient reasons for not disclosing it. At present there is a Company intimately connected with this, who will be in Parliament next session, and I leave it to any gentleman to say, whether we should put ourselves in the position that we might do by disclosing this arrangement.

Mr. WINSOR—I should like to know whether this Company has any connection with the Extension Company?

Mr. NEWBERY—Upon my word, that is a very dangerous question. There is a meeting of that Company called for the 11th of next month, and those questions might be very properly put at that meeting; but I should not like us to speak so as to damage that Company.

Mr. WINSOR—But are our Company going to Parliament.

Mr. NEWBERY—Certainly not; we have nothing of the kind going on.

Mr. ALBRECHT—All you are going for is going to the public for the money.

The CHAIRMAN, having again read the resolution put it to the meeting, and it was carried unanimously.

Mr. SHARPE—As you have empowered the Directors to borrow money on behalf of the Company, of course it will be the object of all connected with it to forward the object of the meeting by obtaining loans. The Directors have drawn up a sketch of what they consider the exceedingly good security which this railway offers to those who have money to advance on loan. There are a number of them, which are very much at the disposal of gentlemen who think that they can obtain money on loan by placing them in the hands of their friends.

The following is a copy of the document referred to:—

The security for loans to the Manchester and Birmingham Railway Company is peculiarly great. By the terms of their Act of Parliament the interest of money borrowed is required to be paid half-yearly, in preference to any dividends being paid to the proprietors; and if the interest of any loan be in arrear for thirty days, a receiver of toll may, after ten days' notice, be appointed, and the money so received applied in discharge of the interest due.

The whole works of the Company with the tolls and rates payable to them, will be mortgaged to the parties advancing the money, and the usual provisions are introduced in their Act, for giving to mortgagees the means of recovering the principal money, as well as the interest, by the appointment of receivers, &c.

The Company have already called for from the proprietors	£1,200,000
They have power to call for the further amount of	900,000
Total capital, which can, if required, be called up from the proprietors	2,100,000
The Company are empowered to borrow on mortgage	700,000
Total	£2,800,000

But as the works of the Company will not cost (including all expenses) the 2,100,000*l.* which the proprietors may be required to provide, the object of taking loans on mortgage is merely with a view to relieve the proprietors from further calls. The power to make further calls, will, however, remain, and if the whole sum of 700,000*l.* be borrowed, the mortgagees would have, in the liability of the proprietors, a reserved capital more than equal to discharge the sum advanced, independently of the railway and works. This is a protection which, it is believed, no other public Company has been in a situation to offer. The line has been opened to Stockport six months, producing from this short portion of the railway (only five miles) an income of more than after the rate of 15,000*l.* per annum, and the works on the remainder of the line will be completed in 15 months.

Manchester, 4th December, 1840.

The CHAIRMAN having vacated his seat, it was taken by Mr. John Bradshaw.

Mr. WINSOR—I beg leave to move a vote of thanks to Mr. Ashton, for his able and satisfactory conduct in the chair.

Mr. EVANS—I beg to second the motion.

The motion was unanimously carried, and the meeting then broke up.

LOCOMOTIVE CARRIAGES ON PUBLIC ROADS.—A gentleman, whose public and private character entitles him to our best consideration, has communicated to us the nature of a correspondence which has taken place between Sir James Anderson and himself, relative to an experiment of his locomotive carriages on the excellent highway between Leeds and Sheffield, passing through the important towns of Wakefield and Barnsley. From the satisfactory information afforded by Sir James Anderson, as to the efficiency of his new locomotive carriage, for many reasons we shall be glad to learn that an experiment would be made on the above line of road. From the circumstances of the North Midland Railway running at a distance from these influential towns, and the loss, in consequence of the accommodation rendered to the public by the coaches which have been withdrawn from the road, we are inclined to think that Sir James Anderson's experiment, if successful, would be a subject of general congratulation, and would meet with corresponding encouragement—and we shall use every means in our power to report to the public the result of the experiment.—*Leeds Intelligencer*, Dec. 19.

BRISTOL AND EXETER RAILWAY.—On Saturday last, the main arch of the Bridge, 120 feet span, over the river Avon, near the Cattle Market, was keyed in; on which occasion the ceremony of setting the key stones was performed by Mr. W. Neale, assistant engineer. This bridge, which for magnitude and simple elegance cannot be surpassed by any in the West of England, was designed by Mr. Gravatt, the celebrated engineer, and executed by Mr. S. Bromhead, to whom for the stability and excellence of the work much praise must be justly awarded. The "Somerset Bridge," over the Parrett, near Bridgewater, 103 feet span and only 12 feet rise, is also rapidly approaching completion. It is built of lias, and will present an elegant appearance, The shareholders in this railway will receive with pleasure these evidences of advancement in the progress of their line, which, there is every reason to believe, will be opened to Bridgwater before Midsummer next.—*Bristol Journal.*

MECHANICAL ARRANGEMENTS OF RAILWAYS.

LETTER I.

To the Editor of the Railway Times.

SIR,—On referring to your back columns, I perceive that the greater part of the various subjects I have discussed have been handled in a desultory manner—a result, probably, of their being taken up occasionally controversially—a position not favourable to consecutive philosophical discussion. If your columns be not better occupied, I will now take in succession the component parts of railway machinery, and endeavour to present an analytical digest of them, as to their mechanical principles and practical illustrations; showing the departure from principles in existing applications, where such may occur, and suggesting other methods for consideration. But it is first necessary to analyse the

ROADWAY.

Whatever may be the upper structure, whether wood, metal, or stone, the under structure must be so arranged as efficiently to support it. The natural base may be moss or bog, sand, loam, gravel, clay, chalk, or rock.

Three of these—loam, gravel, and chalk—may serve to lay rails on, with little artificial preparation. Sand, if not shifting, may also serve. These four substances being porous, will drain themselves with little trouble.

The other three—moss, clay, and rock—will require artificial arrangements.

The moss is a bed of vegetable sponge saturated with water, and lying on the surface, commonly on a bed of impervious clay. To carry a road across this substance, it is necessary to cover it with a buoyant material—commonly brushwood or hurdles—of so much less specific gravity, as will float the loads which pass over it, with very trifling elastic displacement, otherwise a continuous hill will be presented in front of the wheels, requiring a great increase of draught power.

Clay is a substance which in a dry state pulverises, in a damp state becomes plastic, and subject to alter its form and position by concussion or pressure, and in any state is impervious to water, so that it requires expensive drainage. To obviate the evils arising from its plastic properties, it is essential to cover it with such a mass of gravel or other material as will prevent the surface concussion or pressure from disturbing it, care being also taken to drain away the surface water, so that the gravel may not be saturated and thus forced down into the clay.

Rock, owing to its hardness, is mischievous for a roadway, on account of the violence of the concussion. It must, therefore, be covered with such a thickness of gravel or similar material as will diminish the concussion.

For the purpose of forming a surface on which to plant the rails, it is usual on moss or soft ground to lay wooden sleepers at right angles to the length of the rails. On harder ground, or where a bedding or ballasting of gravel is used, heavy square stones are placed corner to corner lengthwise with the rails. Sometimes, instead of cross sleepers, longitudinal sleepers of wood are laid lengthwise with the rail. When stone sleepers are used, it is desirable that they be firmly bedded in the gravel ballasting to form a solid crust, the whole in a slightly arching form beneath, from side to side, and resting on a soft understratum. This is the principle of the best Macadamised roads.

When stone sleepers are used, a cast-iron chair is bedded upon curb and spiked down to wooden trenails, a fold of tarred felt being interposed between the iron and the stone, to alleviate concussion. The real use of it, however, is to ensure *a fit*, for the pressure renders it little inferior to stone in hardness. These chairs being placed at the distance of about three feet from each other, the iron rails are placed in their bearings, and keyed with wedges of iron or wood, the latter being the most durable, owing to their elastic resilience, the thrust of the wheels tending to force the rails outwards against the wedges.

This mode of laying rails is objectionable, inasmuch as there is no cross tying to prevent the rails from forcing apart from each other by the action of the wheels, which is technically called "widening the gauge." It is objectionable in a second point of view, because the rails bearing only at intervals, are in reality a species of bridges resting on piers, and therefore they are subject to deflect between these piers or supports, rendering the road uneven; and this can only be avoided by making the rails disproportionately heavy to the weight which would be required were the bearing continuous, and the strain thus rendered equal. It is objectionable in a third point, because the rail being necessarily placed above the level of the stone sleepers, there is so much additional leverage given to the wheels to act in pressing the rails outwards; the rail being higher than it is wide, rocks in its base. It is objectionable in a fourth point of view, because there is no elastic resilience downwards to alleviate the concussion of the wheels.

When cross wood sleepers are used the same kind of chairs and rails are applied, but the gauge is preserved of an equal width. Much of the concussion is also removed, but the objection to the deflection between the chairs remains nearly though not quite the same, the support under the chair being more elastic, and thus alleviating this defect. The objection to the height of the rail above the chair remains precisely the same. But the wood is subject to rot.

When longitudinal wood sleepers are used, it is customary to lay them in a bed of concrete composed of gravel and lime. In such case, iron chairs are not used, but the rails being rolled with a flat base, wider than the rail is high, they are screwed down to the sleepers with a continuous bearing through their whole length. The objection to the height of the rail is thus removed, and the objection to the unequal resistance is also removed. The rail being slightly resilient from end to end, the concussion also is removed. These longitudinal rails are sometimes fixed down by piles, and the width of gauge is preserved by cross ties of wood.

The great objections to this kind of rail are—First, the wood is sunk in the concrete bed, and exposed to the influence of moisture getting beneath it. Secondly, the rail is so fixed to the wood, that in case of accident it is a troublesome operation to replace it. Thirdly, the sleeper itself being made of soft wood, it is necessary to cover its upper surface with a plank of hard wood to prevent the rail from pressing into it alternately at either edge, thus crushing the fibres and becoming unsteady. Fourthly, the points of the rails where they abut together, offering a less resistance than at other parts they are apt to be forced down, and the level of the rail destroyed, unless in the first instance it be made disproportionately heavy. Fifthly, no provision is made for expansion and contraction by heat and cold.

Thus the rails fixed on chairs are stronger at the joints than at other parts, and the rails on continuous bearings are weaker at the joints than at other parts.

The objection to the rotting of the wood has been met by applying the Kyanising process to it. If this is effectual as an antiseptic, it must be at the cost of much of the elasticity of the timber—partly stonifying it. Timber is a compound of longitudinal fibres, held together by a species of vegetable cement. In the cement the rot takes place. The Kyanising process tans this cement much as oak bark does leather, and it acquires chemical durability by the loss of mechanical strength. It also loses resiliency and it is possible that the running of engine wheels over it for a considerable time may tend to consolidate the fibres, and ultimately to break them into minute portions. On the American railways, a common practice is to lay down longitudinal fir bearers on cross timbers or sleepers, the latter on the ground, the former in the air. Flat iron bars are nailed or screwed on the bearers for the wheels to run on. The destruction then takes place by the rust destroying the elasticity of the wood, and the subsequent crushing of the fibres under the rolling wheels.

The most eligible mode of laying down rails to obviate the defects of various kinds already pointed out, would, I judge, be as follows, so far as observations founded on experience of existing defects may be trusted:—

The road being first properly ballasted, blocks of concrete, of the size of the ordinary stone sleepers, formed of granite and bitumen, or broken stone and bitumen, should be sunk to about two-thirds of their depth in the ballast. The upper surfaces of these blocks should be moulded with a shallow channel of three inches deep, and the size of the longitudinal timber bearers, which should be from twelve to fourteen inches square, and from fifteen to twenty feet in length, the ends always abutting together on a single sleeper. The concrete blocks being thus moulded into channels, the bearers will be perfectly secure and level in them.

In order to secure a continuous bearing to the rail, and a perfect system of joints not liable to rise or fall one above the other, or to alter their positions with each other laterally, and at the same time to permit free expansion and contraction, with heat and cold, it would be necessary to adopt a rail of a form different from any yet brought into use. Till this be accomplished, the best rail is that with flat continuous bearings, similar to the Great Western, screwed to the longitudinal timbers, but the screws should be applied in long slots, and not in circular holes, in order to allow for expansion and contraction, otherwise there will be a tendency to strain and loosen the screws. The joints of the rails should of course alternate with the joints of the timber bearers, both being of the same length.

The longitudinal bearers and rails thus laid will be perfectly available and secure against vertical pressure, but it is necessary also to provide for fixture to the ground, and for preserving the width of gauge. The only mode of fixing to the ground is, by piles on the outside of the longitudinal bearers, placed at convenient distances between the concrete blocks. To these piles the bearers should be bolted, the bolt being firm in the bearer, but the hole in the pile head being a slot, so that the bearer and rail would be enabled to rise and fall on the nuts being loosened, in order to level the rails.

To preserve the gauge the simplest mode would be by cross-ties of wood from pile to pile; the best mode would be by long iron bolts with nuts and screws, which could be tightened with little difficulty as the outward pressure of the wheels might render it necessary. If these bolts were screwed up tight against cross timbers adjusted to proper lengths, it would be a still firmer method. The whole frame would thus resemble in its general appearance a large ladder pinned to the ground.

A cheaper mode than this would be to lay the longitudinal bearers on cross timbers, which would adjust the gauge, but it would not be so permanent. The concrete sleepers and cross bolts would be saved.

The great advantage in using the concrete blocks would be, that the timbers would be entirely out of the ground, and would rest on a substance free from moisture. They could easily be examined and replaced at all times.

As to the manufacture of the rails themselves, it might be found advantageous on short lines of road with constant traffic, to use steel, and more especially when stationary engines are used.

A certain amount of adhesion is requisite for the wheels of a locomotive; but as regards the wheels of the vehicles which it draws, the harder, smoother, and straighter the road is on which they run, the less will be the amount of friction and retardation. The same remarks apply to the wheels themselves. The more perfectly circular their peripheries, and the harder the metal the better, provided only that it be not brittle.

It will be evident, therefore, that two different principles are requisite for the construction of engine wheels and carriage wheels. The principle of adhesion which is valuable in the wheel of the locomotive, is the greatest source of mischief in the wheel of the train carriage.

But the object to aim at is, to destroy as much as possible the sources of adhesion between the rails and carriage wheels, because there are other means to resort to, to insure the adhesion of the locomotive wheels, which will be adverted to in the proper place.

In my next, I purpose to discuss the question of railway wheels, a subject of considerable importance, and which, I foresee, will, before many years elapse, prove a subject of dispute between railways, requiring legislative interference to settle. The old highways proportioned their tolls to the damage done to the roads by the various vehicles, and a similar principle must ultimately obtain on railways. The carriages of different lines must at times run throughout. Passengers will not like being shifted from carriage to carriage on each separate line between London and Edinburgh, and to shift goods is an expense for loading and unloading.

But careful managers of well conducted lines will not endure that ignorant or obstinate managers of other lines shall run imperfect vehicles beyond their own ground without paying a tell proportionate to the damage they do. This consideration alone must force on a series of experiments for the purpose of ascertaining the kind of vehicle which will do the least damage to the rails and road, and that will form the standard. It is most probable that these experiments will be conducted by government officers, as a question in which the public are strongly interested, for *that which is most economical to the Companies as to the saving of rails and road is synonymous with the greatest safety to the public.*

I remain, Sir, yours obediently,
WILLIAM B. ADAMS.

Porchester Terrace, December 19, 1840.

THE JOINT STATION AT LONDON BRIDGE AND ITS MANAGERS.

To the Editor of the Railway Times.

Sir,—In your valuable paper of last Saturday's date, "A Railway Shareholder" comments in no measured terms upon the conduct of the Croydon Railway Directors *especially*, for having illegally voted, or self-granted to themselves, 333*l.* 6s. 8d. as a remuneration for extra service required in the management of the London Bridge station.

This gentleman evidently lets his zeal run away with his judgment, inasmuch as he at once singles out and inflicts upon the Croydon Directors a severe castigation, when in justice they ought only to have been coupled with the Directors of the Dover and Brighton lines: he pretends not to know—at least he neglects to state the fact—that the South-Eastern Company at their last half-yearly meeting, sanctioned something of the same kind, and, moreover, it is well known that a similar resolution is agreed on at the Brighton Board, and will be brought forward for confirmation at their next meeting, which will take place in January next. At the same time I beg to thank "A Railway Shareholder" for having called my attention to the subject, and to assure him that he must not think that I approve of this self-grant, if it can with justice be so designated; on the contrary, I disapprove of it *in toto*: but at the same time, I was desirous to show him that he was wrong for singling out the Croydon Directors for his animadversions, when clearly other parties were equally guilty with themselves.

My object is not to follow "A Railway Shareholder" through the whole of his valuable (though somewhat flippant) letter, more especially because you, Mr. Editor, in your leading article in the same paper, have fully answered him, to every word of which I must completely and cordially subscribe. I am very unwilling that any of these Companies should be saddled with any additional burthens at the present time, for God knows they have, and have had, plenty to contend with already, and let me remind the Directors, that it is the last ounce that breaks the back of the camel. Moreover, I am confident that in one line (the Croydon), there is no necessity for any such addition either at present or any future period. I will tell you why; there are, I believe, eight or nine Directors of the Croydon Railway. It is well known that not more than three or four regularly attend the Board: this line is not more than nine miles long: it is finished, paid for, and in excellent condition; all are agreed that it is the most perfect and creditable piece of work of the kind in the kingdom: there are now no anxious negotiations afloat with its extensions, none, I mean, that require so many Directors at the Croydon Board. In short, there is but little to be done in comparison with lines contemplated or in making. I would, therefore, (and I throw it out for the consideration of the proprietors previous to the next half-yearly meeting, which will be held early in March), reduce the number of Directors from eight or nine, to three, and also reduce their present remuneration, which is ridiculously small when divided amongst the former number, from 500*l.* to 300*l.* or perhaps 266*l.* 13s. 4d., this would still give 500*l.* to the Directors, adding the 333*l.* 6s. 8d., lately self-voted, for their services. Then, I think, the shareholders should go one step further, and say the money shall be appropriated or divided as follows, viz. 200*l.* to the Chairman, and the remainder equally between the other two.

Now, I cannot help thinking that three Directors are amply sufficient for this short line, and that 500*l.* thus divided would be ample remuneration for their services, and make it worth their while, in addition to their own interests as shareholders in the concern, to pay every attention to the proprietors' interests and the public safety. I for one feel confident in the soundness of this opinion. It is a perfect farce to say that eight or nine Directors are necessary to manage nine miles of finished railway, and that in addition to a well paid Secretary, Lawyer, Resident Engineer, &c. &c. &c. Therefore, if "A Railway Shareholder" agrees with me in all this, and will bring forward a resolution at the next half-yearly meeting, embodying this opinion, I will venture to tell him that a vast majority of the shareholders will most gladly give him their support.

As I am interested in several railways, I cannot take leave of "A Railway Shareholder" and yourself, Mr. Editor, without once more thanking you for drawing my attention to this subject. I am confident there is something seriously wrong both in making and working of railways; let us carry out what I now recommend to the Croydon Company, and I venture to predict a rise upon all, or nearly so, of from 20 to 30 per cent. in price.

In proof of what I have here stated being consonant to reason and common sense, whilst I was writing the above, I received a letter from a clever and valued brother shareholder, which contains the following passage:—"It is important to the well being of the shareholders that there should be nothing like jobbing, and such a management cannot be required until the Brighton and Dover lines are in operation. It seems to me too, that when this management enters upon their duties, we ought to discontinue the allowance of 500*l.* a year to our Directors, for they can then have nothing more to do, than what the stake they have in the concern should prompt them to: indeed, the secretary should do the whole of the business of the railway, as the secretary of the Manchester and Bolton manages the business of that line entirely; engineering and all—the engineer, in fact, having undertaken the secretary's duties, from having so little to do on so short a line in the single office of engineer." To these very pithy and sensible remarks, I could add additional testimony from various quarters, but I fear I have already occupied too much of your space. Let me, in conclusion, entreat you to persevere in exposing all mismanagement, which is the ruin of railway shareholders, and injurious to the public at large. I am delighted to have you as a coadjutor in removing the cumbrous machinery which at present exists—and in many instances exists only for the purpose of creating confusion in the working of the lines, and ruining the proprietors.

I am, sir, your most obedient servant,
ANOTHER SHAREHOLDER.

December 22, 1840.

INVESTMENT OF RAILWAY RECEIPTS IN EXCHEQUER BILLS—THE JOINT STATION AT LONDON BRIDGE.

To a "Railway Shareholder."

Friend,—Thou hast written much with which I am well pleased, but thou hast also written that which had been better by *thee* never written. I am, as thou art, a Railway Shareholder. To do thee justice, thou labourest hard in thy vocation, and hast fine talent (of a most sarcastic character when need be), but of late thou hast written over-hastily and without thy usual judgment, as I will endeavour presently to convince thee. In thy letter published by our friend, the Editor, in his excellent paper of the 12th December, thou didst urge that railway traffic receipts should be invested in Exchequer Bills—a goodly proposal, if practicable. Suppose the Birmingham Company to adopt thy suggestion and invest their large receipts, and Exchequer Bills to fall, what then, my talented friend, becomes of thy vaunted gain? If Exchequer Bills were always of one value, thy advice would be good; but I will tell thee a tale. A gentleman within the last six months held 3000*l.* trust money, and wishing for the short period he would be required to hold it, to invest it in some Government security in preference to his bankers, he chose Exchequer Bills, and so great was the fall before the day of sale came, that he was minus 300*l.* by the transaction! Suppose the Birmingham Company in his place, the shareholders would have lost their dividend. Brokers must also be employed and paid, and might not Railway Companies be then fairly called gamblers in the funds? Thy suggestion, friend, is full of evil.

I have not done with thee. In thy letter published on the 19th, thou complainest against the new Board formed to manage the joint station at London Bridge, which, when finished, will be common to the Brighton, South-Eastern, and Croydon Railways; because, forsooth, the duties which the Managers will have to perform are those which as Directors in one Company or the other they would *virtute officii* have had to attend to, and that the 1,000*l.* allotted them is so much improvidence, and the whole arrangement needless. Hearken unto me, friend. Can'st thou not see that this Board of nine, to manage the most important business of *three* railways, is the first step towards a general reduction of the unwieldy number of their Directors—hence not to be quarrelled with—and that though the duties are those which each Board would but for the arrangement entered into have had to superintend, the responsibility and trouble in that case resting with about fifty instead of nine, it surely is better to have nine men good and true, than fifty of divided responsibility. Conceding this, why object to pay the nine responsibles, who do the labour of the fifty irresponsibles? Neither hast thou remarked, in reference to this joint station, that the expenses of *one* establishment, in clerks, &c., and *one* set of buildings instead of *three*, must be a great present and future saving.

Do, I pray thee, read, mark, learn, and inwardly digest thy thoughts before again thou puttest them on paper, or woe to thy utility in the field thou hast, with these exceptions, so well, so talentedly, so boldly, so honestly occupied. A few more such letters as thy two last, and then "an end to all thy greatness."

I am,
THY FRIEND.

Cheapside, December 30, 1840.

North Midland Railway.—We are glad to hear that the Directors of this Company have reduced the fares from Sheffield to several stations on the line. We are sure this will give much satisfaction to the public, and that the Company will find the change beneficial. They also commenced on Monday to book through from Sheffield to Wakefield, Horbury, Dewsbury, and Cooper Bridge, on the Manchester and Leeds line, the nearest points to Huddersfield and Halifax, and at reasonable fares.—*Derbyshire Chronicle.*

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MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.

To the Editor of the Railway Times.

SIR,—I observe in the newspapers an advertisement from the Directors of the Manchester and Birmingham Extension Railway Company, convening a general meeting of the proprietors for the 11th January, "to consider the expediency of adopting certain resolutions in relation to a proposed variation of the original line of railway, and for the dissolution of the Company, and re-organisation thereof, or formation of a new Company for the purpose of making the proposed new line."

I confess that this rejoices me, for I had hitherto been led to apprehend, that an attempt was to have been made to proceed with another application to Parliament, without consulting the shareholders, and giving to such as might desire to do so, an opportunity of withdrawing from the concern, and receiving back what remains of their original deposit money. Such a course would have been as *ill-judged*, as it would have been *unfair*, for it is quite manifest, that a line branching out of the Grand Junction Railway at Stafford, as now proposed, cannot be the same thing as an extension of the Manchester and Birmingham Railway, to which we originally subscribed our money, nor could it have been so viewed by Parliament, and therefore the attempt to apply for a *Stafford* and *Rugby* Railway Bill, as a renewal of the application for the *Manchester and Birmingham Extension Railway* Bill, must inevitably have failed. The two projects being perfectly distinct, the Directors have taken a wise course to dissolve the old Company, and organise (if it be possible) a new one, which will enable all those who approved of the Extension project, as benefitting the Manchester and Birmingham Railway, or as affording an independent line to Manchester, but who do not approve of the Stafford and Rugby project, as not being productive of either of those advantages, to withdraw their capital from that undertaking.

It is to be hoped, however, Sir, that the Directors will be prepared at the meeting with a precise statement of the amount of money expended in the original contest for the Extension Bill, and of the balance of the original deposits which remained in their hands after that contest, for it is quite clear that the money which was subscribed towards the Extension project cannot fairly be applied to any other without the consent of the shareholders, and therefore they are entitled to a return of all that remained unexpended of their deposit money at the close of the session 1839. The sum *proved* before Parliament in that Session as having been actually *paid up* by the several shareholders amounted to no less than 100,000*l.*, and therefore it is but reasonable to suppose that there must be a very considerable balance still in the hands of the Directors to be divided among the shareholders. If any choose to re-subscribe to the new project of the Stafford and Rugby Railway they can of course leave the balance due to them in the hands of the Directors, paying up in addition what may be necessary to comply with the Standing Order of the House of Commons, which requires that before any Bill is introduced into Parliament it shall be *proved* that such shareholder has paid up 10 per cent. of the amount of his subscription.

It is most important that the absolute necessity of this deposit of 10 per cent. by each subscriber, on the amount of his subscription, prior to the introduction of the Bill, should be distinctly known to all the shareholders; for if any attempt be made to induce them to leave in the hands of the Directors what remains of their deposits, under the hope that the Standing Order requiring 10 per cent. to be actually *paid up* can be evaded, this hope will assuredly not be realised. There is no Standing Order to which the House of Commons attaches more importance, and it is not only required that prior to the introduction of the Bill, and *subsequently* to the session preceding that in which it is introduced, each subscriber shall sign a contract binding himself, his heirs, executors, administrators, and assigns, to the payment of the sums subscribed by him, but also that he shall state on the face of the deed the amount of money which he has actually *paid up*, and which is required to be one-tenth part of his whole subscription. The Standing Orders also require, that the names of every subscriber appearing in the deed, with the number of shares taken by him, and the amount actually paid up by him, shall be *printed* and circulated among the members of the House.

As a good deal of misapprehension exists on this subject, among those who are not acquainted with the forms of Parliament, and as I think that in a matter of so much importance all parties should be supplied with *accurate information*, I beg to subjoin a copy of the Standing Orders of the House of Commons on the subject:—

No. 29. "That an estimate of the expense (of the undertaking) be made and signed by the person making the same, and that a subscription be entered into under a contract made as hereinafter described to three-fourths the amount of the estimate."

No. 32. "That all subscription contracts shall contain the Christian and surnames, description, and place of abode, of every subscriber; his signature to the amount of his subscription, *with the amount which he has paid up*; and the name of the party witnessing such signature, and the date of the same respectively; and that it be proved to the satisfaction of the Committee on Petitions that a sum equal to one-tenth part of the amount subscribed has been deposited in the Court of Exchequer, and that not less than three-fourths in number of the subscribers shall have paid up their shares of such deposit."

No. 33. "That no subscription contract shall be valid, unless it be entered into subsequent to the close of the session of Parliament previous to that in which application is made for leave to bring in the Bill to which it relates, and unless the parties subscribing it bind themselves, their heirs, executors and administrators, for the payment of the money so subscribed."

No. 34. "That previous to the presentation of a petition for the Bill, copies of the subscription contract, with the names of the subscribers arranged in alphabetical order, *and the amount of deposit respectively paid up by each subscriber be printed*, at the expense of the promoters of the Bill, and be delivered at the vote-office, for the use of the members of the House."

I am, Sir, your most obedient servant,

A LOVER OF FACTS.

P.S. The advertisement convening the meeting states, that certain resolutions are to be submitted to it from the Provisional Committee; would it not be fair that these resolutions should be circulated some days previously, among the shareholders? Men do not like to commit themselves to resolutions in which their fortunes may be involved, without being allowed some time for consideration.

MANCHESTER AND BIRMINGHAM EXTENSION, *alias* STAFFORD AND RUGBY, RAILWAY.

To the Editor of the Railway Times.

SIR,—At a time when the Directors of the above are advertising a meeting of their proprietors to consider the expediency of again altering their project, it may be amusing, and perhaps not altogether useless, to trace the various proceedings of this Proteus-like Company from it origin, and the numerous shapes which it has assumed, in its struggles to become incorporated by Parliament.

So long ago as 1836, the present Manchester and Crewe line was before Parliament under the name of the Cheshire Junction Railway. It was then opposed and defeated by the promoters of the Manchester South Union Railway, who purposed carrying a line by Macclesfield and the Valley of the Churnet.

In 1837 the Manchester and Crewe line was again brought forward by the Cheshire Junction Company in the shape of a branch to another line falling into the Grand Junction Railway near Stafford, and which was especially intended to benefit the Potteries. In the same year, the Manchester South Union Company having abandoned the Churnet line in consequence of the objections of some influential landowners, promoted a new line from Manchester through the Potteries to *Stone*, and thence in the line of the late Manchester Extension Railway to Tamworth, where it was taken up by the Birmingham and Derby Railway Company, who then proposed making a line from Tamworth to Rugby, instead of their present branch to Hampton-in-Arden.

The Cheshire Junction Company (composed principally of the present promoters of the Stafford and Rugby project, and the late promoters of the Extension project) then successfully opposed the Tamworth and Rugby line, and so far succeeded against the South Union Company, as to obtain a resolution of Parliament, that the line beyond Stone in the Potteries was *wholly inexpedient*. Whereupon the two Companies were united for the purpose of jointly making the line from Manchester to Stone, under the name of the Manchester and Birmingham Railway Company.

Within one year, however, after their incorporation, we find this Company (now, as before observed, principally formed of the original promoters of the Cheshire Junction Railway, many of the South Union Directors having retired from it) all at once becoming singularly enlightened as to the propriety of taking up the old South Union and Tamworth and Rugby schemes, which they had theretofore so vigorously opposed. They had been blind, they told their shareholders in the Manchester and Birmingham Railway, not to have seen before the great advantage which it would be to Manchester to have a line to London wholly independent of the Grand Junction, and especially blind had they been to the advantage which such a line would afford to the Manchester and Birmingham Railway. They therefore proposed forthwith to bring in a Bill for making the Extension line, and as soon as it should be carried, to amalgamate that undertaking with the Manchester and Birmingham Railway, and unite the two Companies into one.

What good natured creatures shareholders are at a public meeting, and how easily they bite at any project put forward for their benefit by the Directors in whose judgment they place so much confidence! Mr. A. proposes, and Mr. B. seconds a motion, that the Extension line be promoted; deputations are appointed to wait on landowners and canvass members; meetings are held; the Pottery folks are delighted with their independent line; and the subscription deed is executed with a clause in it to the effect, that in the Bill provision is to be inserted for incorporating the Extension with the Manchester and Birmingham Company.

The Birmingham and Derby Company, in the meanwhile, looking on the Tamworth and Rugby scheme as hopeless, had begun their branch to Hampton-in-Arden, but the Director of the Extension line (liberal souls!) determined that their shareholders *should* have their Bill, so they made *satisfactory arrangements* to prevent any opposition from this Company, or their powerful friend at Tamworth, by reason of the ruin of the branch. They also, with the utmost generosity, silenced the objections of the very greediest among the landowners; and thus, with colours flying, and a case described as *irresistible*, they appeared before Parliament.

The result of the contest is known. The independent line from Manchester had it all its own way, but the shareholders were luckily saved from a victory which would have proved their ruin, by the determined opposition of landowners and of the competing Railway Companies, by which the session was exhausted before the Bill even got out of the House of Commons.

Thereupon a meeting was held; vengeance was vowed against the opponents, who were described as everything that was bad, for having had the audacity to defend their properties from invasion,

as a man would his premises against a housebreaker, and a renewed application was resolved on *nem. con.*; the merits of an independent line being so obvious, and the gaining 14 miles on the journey to London so essential, as to claim the support of every disinterested person in Manchester.

The year 1840 came, however, and no application to Parliament was made, but it began to be rumoured that the Manchester and Birmingham line to Stone wouldn't do; the Congleton viaduct would be ruinous; and then what *madness* to run a competing line to the Grand Junction all through the Potteries! Still to give up the Extension Bill, after such hopes, such exciting pleasures, such anticipations of pickings, and patronage for the future! Oh! it couldn't be! Let the amalgamation of the two Companies be given up; let the Pottery line be also given up, if it wouldn't pay; but a Bill in Parliament *always* pays—that must not be given up under *any* circumstances. To ensure its success, a bargain is made with the Grand Junction Company, under which they (poor blind creatures) all at once kindly consent to the making of a competing line to their own, on which they had expended something like 10,000*l.* in opposing in 1839, (their Chairman ought to be indicted for such a dereliction of his duty—it is really *marvellous!*) and now we are told that the Pottery line being abandoned, and it having become therefore impossible to extend it, the Extension line is also given up, and in its stead a line is to be made from Stafford to Rugby, in connection with the Grand Junction Railway, the deluded shareholders in which must necessarily be ruined by their bargain! Heaven pity them! What *was* their Chairman about? He looks like a clever fellow, and one likely in a bargain to take good care of himself and his shareholders (*ut mos est*)—and this is the character I have always heard of him, but,

"Fronti nulla fides—nimium ne crede colori!"

Thus, then, we find the original Cheshire Junction Company, who in 1837 obtained leave to make a line to Stafford, and successfully opposed the Tamworth and Rugby and Extension Railways, on the ground of their *inexpediency*, in 1839, themselves the revivers and re-promoters of those projects, on the ground of *public necessity*, and proposing to incorporate them with their own undertaking; in 1840, abandoning their own line to Stone in the Potteries, and putting up with a branch to Crewe, and in 1841 calling on the subscribers to the Extension line to abandon that also, and resubscribe to a line from Stafford to Rugby, wholly unconnected with the Manchester and Birmingham Railway, and instead of giving to the people of Manchester an independent line, saving 14 miles in the journey to London, dooming them to travel on FOUR lines, with a saving of only 8 miles in the length of the journey, and a probable loss of nearly half an hour in its duration! MONSTROUS!!!

One of the most amusing modes adopted of forcing thir new project on the shareholders, is by telling them that nearly all the money originally subscribed by them is gone, and therefore they may as well have a try for the Bill with the remainder, as it cannot cost so much as the first application, and the feeling expressed in its favour in the House of Commons in 1839 was so strong, as to ensure success in the next season! Without stopping to enquire what the shares would be worth if the Act were obtained (of which, however, the present value of shares in some favourite Manchester railways may afford a good test), it may be sufficient to say, that the *Stafford and Rugby project* has never yet been before Parliament, and therefore no opinion has yet been expressed upon it, though it may be well to remind its promoters, that they themselves in 1837 gave evidence to prove, and obtained a resolution of the House of Commons to the effect, that the making of a railway beyond Stone in the Potteries towards London, was inexpedient and uncalled for by any public necessity.

I have some reason for knowing, that many of the most influential supporters in Parliament of the Manchester Extension project are disgusted with the abandonment of the Pottery line, the advantage of *extending* which, and of forming an independent railway to Manchester, 14 miles shorter than the present lines, formed the main argument in support of the preamble of the Bill. But can the same arguments now be used, when no Pottery line exists—when 6 miles out of the 14 to be saved are given up—when the interests of the public are wantonly sacrificed for the purpose of putting money into the pockets of the shareholders—and when in lieu of an independant line to Manchester, it is now proposed that four different lines under four different managements shall be traversed in the journey to London? I know that the promoters of this new project hold out great expectations to their shareholders, from the support which Sir Robert Peel gave them on occasion of their last application, but if he sanctions such a stock-jobbing juggle as this (for it deserves no better name), he will do more to sacrifice his popularity in Staffordshire, and his character for consistency, than by any step which he has taken for many a day. Neither do I believe that he will do so. Let him inquire how many shares in the undertaking have been subscribed for by persons residing in the county, and he will probably find the return *Nil.*

It is absurd to argue, because several landowners on the line have given their consent to the measure, that therefore it is generally desired. As old Horace sang of old, and the adage has lost none of its truth by time,

"Aurum per medios ire satellites,
Et perrumpere amat saxa, potentius
Ictu fulmineo."

If the chaste Danae were not proof against the influence of the golden god, neither are landowners. But which of them have *subscribed* to the undertaking? They will readily take money from the promoters of the line, but would they *give* any to promote it *themselves?*

There are, no doubt, many honourable men in Manchester who took shares in the original Manchester and Birmingham Extension Railway project, either because they thought it would benefit the town of Manchester or the Manchester and Birmingham Railway, which it was to have extended. Let these now consider *calmly* and *dispassionately* the history which I have given them of the various proceedings of this Company, (and which cannot be controverted), let them ask themselves what are the objects for which the measure altered and crippled as it is is now promoted—are they *public* or are they *private?* Let them weigh the possible advantages of the project against its certain disadvantages and the needless injury it would inflict, and if they come to the conclusion, (which I am sure they *must* do from a calm and unprejudiced view of the case), that the whole project is the mere offspring of speculation, and uncalled for by the wants or wishes of the public. Let them, now that the opportunity is afforded them, withdraw from the concern and extinguish it for ever. They will thus save themselves from certain loss and honourably relieve those on whom the measure would inflict a wanton injury from the doubt and anxiety which its agitation during the last *four* years has occasioned them.

I remain, Sir, your most obedient servant,

AN INHABITANT OF STAFFORDSHIRE.

CARRIAGE OF GOODS ON THE GRAND JUNCTION RAILWAY.

To the Directors of the Grand Junction Railway.

GENTLEMEN,—Our attention has been called to a letter in the *Railway Times* of the 26th instant, purporting to be signed by your Treasurer, and to have been written by your authority.

It is there stated that, "It is not true that the Company have refused to allow their waggons to go forward on the London line, or to receive from the London Company theirs:—what they have done was, simply to decline furnishing Messrs. Pickford and Co. with waggons from Birmingham to London *gratis*, when these carriers had consigned and paid for their goods from Lancashire, as far as Birmingham only. The Company do not consider themselves bound to furnish carriers on another line with their waggons, without some compensation for the use of them, which Messrs. Pickford and Co. refused to give."

We are surprised that Mr. Chorley should have been the writer of that letter, because it was to that gentleman, that, on the 30th of September last, Mr. Hayward applied on behalf of this firm, and was by him distinctly informed, that your trucks would not be allowed to go on to London with any goods but those loaded by your own agents; and that the trucks of the London and Birmingham Company would not be allowed to proceed along your line.

About this information there could be no mistake, as it was intimated to Mr. Hayward by Captain Cleather in the morning, *before* the meeting of the Board; and, *after* the meeting had taken place, Mr. Hayward called, by appointment, to receive the determination of the Directors. The refusal was explicit and unconditional. Nothing was said at this time as to any *charge* for the accommodation thus afforded to the carrier and the public by this mutual interchange of trucks:—nor was it likely, since it was a matter of arrangement between the Companies themselves.

The payment to the Grand Junction Railway Company for the use of their trucks on the London and Birmingham Railway, was, the corresponding use of London trucks in ease of their own upon their line; the balance (if any) being a matter of account between the Companies. Any payment made by the carrier would in fact be a double payment; he would be paying for two trucks, and using one.

The permission which you then explicitly refused has never since been offered to this firm. It is true that you have offered to allow your trucks to proceed to London, but at a charge which you well knew to be prohibitory. You have continued to refuse permission for London trucks to pass over your line.

Mr. Chorley is well aware that from that period to the present, we have been compelled to carry on our business under the disqualifications imposed upon us by this refusal, with great additional cost, risk, and trouble.

It is with reluctance that we come forward on this occasion through the medium of the public press; but we think it necessary to correct the erroneous statements contained in Mr. Chorley's letter. If facts are to be laid before the public at all, on the authority of either party, they should at least be correctly stated. We entirely coincide in the opinion you express, that "as Messrs. Pickford and Co. have referred their difference with the Company to a legal decision, it appears to the Board that it would be indecent and improper, whether openly or anonymously, to appeal on *ex parte* statements, to another tribunal, while the matter is thus pending."

We beg to state, that neither directly nor indirectly, have we written or caused to be written, or known anything about the writing of, any anonymous communication on this subject; and we request you will abstain for the future from any such discourteous insinuations.

We have no doubt that the public at large will form their judgment upon the facts of the case, when laid before them in open court, rather than from any *ex parte* statements that may be offered, either by the carriers or the Grand Junction Railway, neither of which parties they will probably consider to be a perfectly impartial witness. It is not likely that they will omit to notice either the *reductions* or the *advances* which you may have thought fit to make in your charges for goods or passengers, nor that they will fail to connect them with the circumstances under which these changes may have respectively been made.

The accuracy of your Treasurer's figures and calculations we must be allowed to deny.

Since he has alluded to the objects and interests of the carrier, it may not be out of place that we should state them plainly for ourselves. We want a "clear stage and no favour"—*a perfect freedom of competition for all parties upon equal terms.*

We do not profess to be disinterested or unduly patriotic in this matter. It needs no deep knowledge of political economy to be aware that, when all compete on equal terms, the public servant will only prosper so far as his interests are commensurate with those of his master, the public. And for ourselves, many years' experience has taught us to be perfectly satisfied with our share of the bargain upon these terms. So you, on your part, may venture to assure yourselves that, if you can really perform for 70s. what the carriers, competing with each other, did for 100s., you will speedily get all the business, without any of these vexatious interferences, and without denying to us those advantages of mutual arrangement which the London and Birmingham Company afford equally to all parties. But if it should appear that you are adding to those of the toll owner the far greater expenses and liabilities of the carrier, without reserving to yourselves any remuneration for your risk and labour, who could avoid the conclusion that you are actuated by some motives of temporary policy, and look forward to reimburse yourselves handsomely hereafter?

We are, Gentlemen,
Your obedient servants,
PICKFORD & CO.

London, Dec. 30, 1840.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—Your correspondent "A Railway Traveller," asserts that my list of 117 coaches, which the opening of the Leeds line will remove from the turnpike road is incorrect, as there never were 15 coaches from Manchester to Rochdale. Now, Sir, I have again referred to the list of coaches published by authority of "Board of Stamps and Taxes," and I can assure your readers that my list is correct in every particular.

"A Traveller by Railway," who it is evident is no proprietor of railway stock, has fallen into this mistake from not knowing what is meant in railway *parlance* by so many coaches running on a given line of road. The method adopted is to ascertain the number of *trips* made per day, and multiply them by 10 or 15, to ascertain the number of passengers daily; no respect is had to the actual number of *vehicles* running. To do so would be absurd, as from London to Liverpool 15 coaches were licensed, in 1837, to perform 10 trips per day, whereas between Manchester and Rochdale some of the coaches were licensed to perform 2, and some even more than 2, trips per day. The object being to obtain the actual number of travellers, it matters not how many *vehicles* are employed. It appears I was mistaken in saying that no third class passengers had been carried on the 27½ miles recently opened. I thank "A Traveller by Railway" for his correction. Not having been down the line lately, I some months ago sent my servant to inquire at the office in Manchester what was the fare from Manchester to Leeds by the third class carriages; the reply was, "that no third class passengers could be taken (*through*, I presume,) for the present." Still this does not materially affect my argument, that in the present imperfect state of our traffic arrangements, the present receipts form no just criterion of what the result will be on the opening throughout.

In August, 1837, the London and Birmingham Company's receipts amounted per week to only 7,000*l.*; they at that time booked passengers throughout, but coached 30 miles of the distance. In August, 1840, the weekly receipts amounted to 18,000*l.*, and in one week to upwards of 19,000*l.*!!

"A Traveller by Railway" says the Leeds line *will not answer* till the branch lines are open. I agree with him so far as to grant him that these branches must be completed before the resources of our line are fully developed; but long ere then I hope to pocket a few handsome dividends. Does "A Traveller" require to be informed that our Directors are now going on rapidly with the construction of the branches to Heywood and Oldham, and that the Halifax branch will speedily be commenced?

"A Traveller" asserts that none of the Oldham and Manchester coaches have yet been removed by the opening of the railway to Mills Hill. Now, Sir, one half of the coaches discontinued running some time ago.

Having been for the last three or four years a heavy holder in the Manchester and Leeds line on investment, I have taken pains to ascertain its real merits, and have frequently travelled along the line and spent a few days in each of the various towns through which it passes. I would recommend any of your readers who are holders in this line and who feel anxious as to the result, to do as I have done. They will speedily have their doubts removed, and come to the same conclusion as I have, that the line will pay a fair dividend.

One would suppose on hearing the remarks that are made respecting the Leeds line, that such a line as the Liverpool and Manchester had no existence—that a railway in a manufacturing district was something new!—and that the Leeds line would show whether it was possible such a line could pay! And yet the Liverpool line has been dividing 9 or 10 per cent. for the last ten years.

The Leeds line has termini nearly as good as the Liverpool line; it has at least *eight times* as much local traffic (which, on the Grand Junction line, gives three-sevenths of the whole receipts); and it will derive a much larger revenue from goods.

A great deal has been said regarding the poverty of the population on the Leeds line. Never was there a greater mistake. That there exists a vast population of the working classes is true enough, but it is also true that there is a dense population of wealthy manufacturers, and landholders—a vast number of commercial gentlemen visit the district from London, Liverpool, Scotland, Ireland, and foreign parts, for the purpose of buying goods, or selling produce; and the Liverpool line has shown that a wealthy commercial population can support a railway as well as the higher circles can.

As a shareholder of long standing in the Leeds line, I only know of one objection to it, and that is the cost. It has been great—but so will our traffic receipts. At one time I counted on a dividend of 10 per cent., but with our cost per mile, we shall probably get only 6½ or 7 per cent. This, however, will well content,

Sir, yours, very respectfully,
A HOLDER OF ONE HUNDRED SHARES AND UPWARDS IN THE LEEDS LINE.

29th December, 1840.

LONDON AND SOUTH WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—About twelve months ago, a great commotion was made in the railway world by a correspondent asking the question, "*Will Railways Pay?*" On looking over my file of your valuable paper the other day, I was much pleased with your then remarks at the end of his letter, thus:—"It is probable that for some time at least, the anticipations *once* entertained of railway gains will not be realised, but *we* see nothing in the present position to justify the desponding views of our correspondent. It is not fair to judge of the ultimate success of lines still uncompleted, although even here there is every reason to be satisfied."

Being a shareholder in the South Western line, I could not but compare his desponding picture of that undertaking with the present receipts. He sets down the twelve months, when opened through, at 156,000*l.*; whereas the last six months (as per your traffic returns) have produced the astonishing sum of 143,000*l.*! which doubled will be 286,000*l.* for the year, being nearly 100 per cent. more than his statement, and that under the disadvantage of a first opening when the goods traffic cannot be fully brought into play.

It appears to me, that the South Western will be a good paying line, for as soon as the Gosport branch is complete (which I suppose it will be in three or four months), the whole of the Portsmouth, Portsea, and Chichester coaches will come upon the line, which together with the numerous vans and waggons from Portsmouth, will produce no inconsiderable revenue; to say nothing of the facility with which invalids and others can get over to Ryde and other parts of the Isle of Wight from Gosport.

The vast increase of passengers which will come upon the different lines into London during the ensuing season, from the many fresh openings in the north, will cause a mutual benefit to all; and I have every confidence, Mr. Editor, in the approach of better days and increasing dividends upon all the well-conducted lines, particularly if shareholders will attend the February meetings, not as a mere matter of form, but as meetings of business, and elect only such Directors as they think will keep down the expenses and encourage cheap travelling.

I remain, &c.,
NORTH-WESTER.

THE PROPOSED "DICTATORSHIP."

To the Editor of the Railway Times.

SIR,—Were I inclined to be sarcastic at second-hand, I should commence the answer which Captain Watts, by "irony, ridicule," and sharp comparison has provoked, in the words of a writer whose letters will be extant while the English language is read, and say to him, "I compassionate your labours." It has taken Captain Watts two months to print an amended edition to my second letter, and the air of "self-approbation" (an organ, I apprehend, which is very fully developed in his cranium) that runs through the whole of it, justifies my indulgence in the hope that he has felt relief from its issue. I congratulate him on his safe delivery, though his return to health and vigour should expose me to wit, which if it do not flash or sparkle, is alarming from its weight and quantity. Having by voluntary act launched myself on the stormy sea of public discussion, I have no room for complaint; my composition, my matter, and my motives, are at the mercy of my opponents, and I must bear with the fortitude I can summon the shafts of ridicule or contempt which may be aimed against me. In this peril I console myself with the reflection that if I have not the dexterity of my adversaries, and cannot send my bolts with their unerring direction, I yet have a bow that is still flexible, with a good dry string, and though I hit nothing but the winds, while I have an arrow I will shoot in my defence.

In sporting phrase, I thought that you and I, Mr. Editor, having each let go a barrel at him, the railway overseer had been "well killed," and I am still of that opinion, Captain Watts's asserted resuscitation of him nevertheless; for as it appears that Captain Watts's thoughts are perplexed by demonology and ghosts, it may be that the impression of his mind has been conveyed to his eye, and the unsubstantial figure of his supervisor presented in full relief to his view. Taking it, however, that Captain Watts is under no delusion—that the overseer is a reality, a proper man, a body we can touch—for that, I believe, is the test as to a ghost "and no mistake"—that the supervisor is "scotched not killed"—why we have nothing for it but to do execution upon him again, and we will perform that act of public justice in all mercy.

It is, indeed, very surprising that a man of Capt. Watts's penetration and experience should still cling to the carrying into effect this very foolish notion. Is it reasonable to think, that the public would submit to the decision of differences between them and railways, by a hired railway servant, or that the engineers, secretaries, and other officers, would be ordered about by a non-descript being, who, by no possibility, could be so competent as themselves to direct their business? And suppose—and absurd the supposition is—that the appointment *were* made, does Capt. Watts imagine that Parliament, government, railways, any one, would be mad enough to supersede the institutions of the country, in favour of a railway policeman, for at best he could

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be nothing more, and permit him to punish with "certainty and severity." It will never be tried, but if it were, the public would soon settle his business for him; his first interference would inevitably show him the way to the tank and to dismissal, or I am no judge of the common sense and spirit of my countrymen. Capt. Watts, in the warmth of his friendship, began to fancy that the Midland Counties, and the Birmingham and Derby, could only settle their differences by the aid of his protege. I told him he was disturbed by a phantom,—that, like reasonable men, they would compromise, or go to Lincoln's Inn, and they have done the former; still, had the overseer taken his seat on the railway bench, I would have gone to see him—it would have been so fine a scene. We have several ex-Chancellors, and, as they must be at a discount, I hope Capt. Watts could have borrowed, or bought, an ex-wig, which would have made the thing complete in all its parts. To suppose that an inflated railway chap, strutting about with the notion that "his appearance commanded respect—his tone obedience," could be any thing, in the eyes of the public, but eminently ridiculous, one must be under an aberration of mind. Respect and obedience indeed, pooh! They would have cared no more for him than for a cock turkey with his tail spread; the only serious part of the matter would have been the paying such an animal, and that we will not do, no, not a stiver; "we wont have him at no price;" he would be another incubus, an unhealthy excrescence, a railway wen, a recipe for increasing our 45 per cent. average expense of working. In the name of my fellow shareholders, I dismiss him, to the end of the Greek kalends—for the time the boy sold his top—for ever and a day.

I have a high opinion of Capt. Watts's tact, and this I say unaffectedly and seriously. In commenting on my colleague,\" Examiner's," and my proposed alterations in management, he has shown consummate address, by using the effective method, when not discovered, of "damning with faint praise." I give him credit for masking his battery, but I am aware of his position, and have no intention of entering the defile it commands.

A RAILWAY SHAREHOLDER.

P. S.—I submit, Mr. Editor, that you have not headed the letters on this subject with your usual point; should they not be topped by "How to make a snug railway place," and "Demurrer to the fingering of 1000*l.* a year of railway money"?

RAILWAY COMMUNICATION WITH SCOTLAND.

THIRD REPORT of Lieutenant-Colonel Sir Frederick Smith, of the Royal Engineers, and Professor Barlow, to the Lords of the Treasury, in pursuance of the Addresses of the House of Commons of the 14th and 20th August, 1839.

Railway Committee Office, James-street, Buckingham-gate, 14th Nov. 1840.

SIR,—The Report which, in obedience to the instructions of the Lords Commissioners of the Treasury, dated the 26th of November, 1839, we had the honour to transmit to you on the 16th May last, respecting the competing lines for a railway communication between London and Glasgow, contains a distinct expression of our opinion, that of the three projects which had been submitted to us for that portion of the distance which extends from Lancaster to Carlisle, the preference was due to the project brought forward by Mr. Larmer, for a railway up the valley of the Lune, and by Orton and Penrith.

We, however, observed that this line would not extend to the district of Kendal the benefits of railway communication; and being aware that this thriving town would not only afford great support to any railway passing near it, but at the same time derive important advantages from such a mode of transit, we had directed the attention of the surveyors to this subject, and suggested the expediency of fresh surveys being made, in order to ascertain the practicability of uniting Mr. Larmer's project by the valley of the Lune with that of Mr. Bintley by the valley of the Kent, so as to carry the line within a short distance of the town of Kendal.

It appears that nearly at the period when our Report on these northern lines was forwarded to you, some gentlemen connected with Kendal, and who are very desirous of carrying a railway near to that town, employed Mr. Larmer to re-survey the valleys of the Lune and Kent, and to examine the ground which separates these rivers to the north of Kendal. The result is, that this gentleman has considerably modified and improved that part of Mr. Bintley's line which is to the south of Kendal; he has also made some slight alterations in that part of his own line lying between Orton and Low Borrow Bridge; and he has laid before us a plan and section for a line to be formed through the pass which intervenes between the Grayrig Fell and the Lambrig Fell, and connects the valleys of the Lune and Kent.

Mr. Larmer terms this new line the "Grayrig Junction," and, for the sake of distinction, we shall give the title of the "Grayrig Line" to the whole project on which we are now about to report, pursuant to the instructions we had the honour to receive from you, dated the 29th May last.

The two principal points which we have kept in view in this investigation are, to determine how the construction of the railway, according to this combined project, would affect the traveller between London and Carlisle; and secondly, whether it would entail an increase of expense more than commensurate with the advantages to be derived from the line passing near the town of Kendal.

In our last Report, we stated that the locomotive power requisite to work the Lune line, expressed in horizontal distance, would be 78 miles and one chain; and we find, that by the Grayrig line it would be 78 miles and 62 chains.

This increase of 61 chains is not sufficient to form an important objection to the Grayrig project, as regards the traveller between London and Carlisle.

In the appendix (A) we have given a copy of a comparative estimate, submitted to us by Mr. Larmer, of the probable cost of the Lune line, and the Grayrig line.

As we are not in possession of cross sections of the ground where the heavy cuttings and embankments would be formed, nor of borings where the former would be necessary, and as we have also not been supplied with drawings of the bridges, viaducts, &c., it is not in our power to pledge ourselves to the *positive* accuracy of these estimates; but we think the details given are sufficiently correct to test the *relative* cost of the two projects; and there does not appear to be any reason for doubting Mr. Larmer's statement, that the Grayrig project would not require a capital of more than 126,219*l.* 7*s.*, beyond what would be necessary for that of the valley of the Lune.

In our former Report on the lines between Lancaster and Carlisle, in estimating the population within ten miles of each route, the population of Kendal was considered as belonging both to the line of the Kent and to that of the Lune; and, according to this arrangement, the former was stated to be likely to afford railway accommodation to a population one-tenth larger than would derive this advantage from the latter.

The Grayrig line would accommodate a still larger number of persons than the original line of the Kent, as it would include the greater part of the population which gave the latter, under this head of comparison, the superiority over the original Lune Line, and in addition would include the inhabitants of Ravenstonedale, Kirkby Stephen, Brough and Appleby, to which the original Kendal Line had no title. Thus the Grayrig Line will have a decided superiority over the Line of the Lune on the score of population, and therefore the traffic on the former, on this account alone, might reasonably be expected to be greater than on either of the other Lines; but when it is considered that a Line to Kendal would bring the lake tourists to within eight miles of Windermere, it may be fairly presumed that the number of passengers on this line would be much greater than on its competitors.

Kendal, as a commercial and manufacturing town, is of great importance in the county of Westmoreland, and there is no doubt that on the formation of a railway by the Grayrig Line, the supply of coal for the Kendal district would be almost exclusively derived from Carlisle; indeed it has been shown to us that a revenue of 10,000*l.* a year may be expected from the carriage of coals alone.

In considering the relative merits of the three projects, we find that the Lune Line has a small advantage over the other Lines in regard to a saving of distance and economy of construction, but it has the defect of depriving the important town of Kendal of direct railway communication, and embraces a smaller population.

The great objection to Mr. Bintley's Line was a summit tunnel of an almost impracticable character.

The Line now proposed possesses the principal advantages, and is free from the chief defects of the other projects, and we *therefore recommend it in preference to either.*

We shall now proceed to give a general description of the Line which we thus recommend for adoption.

In our Report of the 16th of May, it was stated that Mr. Bintley proposed to form a junction with the Preston and Lancaster Railway, at a point about two miles and 54 chains south of the terminus at the latter place, and to pass under the town of Lancaster by a tunnel.

Mr. Larmer in commencing at the Lancaster terminus, very materially improves this line, as he thereby saves two miles and 54 chains of construction, and avoids the inconvenience and expense of a separate station; and by keeping to the East of the Line proposed by Mr. Bintley, he is enabled to dispense with the tunnel under the town of Lancaster, which was a great defect in Mr. Bintley's project.

The following table exhibits the gradients on the two Lines up to Kendal, from which it will appear that the Line as revised by Mr. Larmer is in that respect superior to the original Line of Mr. Bintley.

Mr. Bintley's Original Line.

Miles.	Ch.			
1	16½	fall	1 in 133	REMARKS.—Commencing at the distance of 2 miles and 54 chains south of the Lancaster terminus.
1	54	,,	1 in 221	
1	79½	rise	1 in 585	
1	35½	fall	1 in 263	
1	32	rise	1 in 389	
—	54	level		
—	75	fall	1 in 261	
2	17½	rise	1 in 140	
3	42	level		
—	40½	fall	1 in 206	
3	75½	rise	1 in 181	
2	72	,,	1 in 153	
22	34			

Mr. Larmer's Improvment of Mr. Bintley's Line.

Miles.	Ch.			
1	35	fall	1 in 200	REMARKS.—Commencing at the Lancaster station.
3	62	,,	1 in 660	
2	50	level		
2	7	rise	1 in 160	
4	16	level		
1	76	rise	1 in 170	
3	—	,,	1 in 160	
1	23	,,	1 in 150	
20	29			

Although the gradients are in a slight degree more favourable according to the line as altered by Mr. Larmer, yet the cost of the earthwork will be rather greater, and Mr. Larmer will require a more expensive bridge for the crossing of the Lune, for its length will be about 600 yards, and its height 60 feet; whereas the bridge proposed by Mr. Bintley would not be above one-fourth of the length and one-half of the height of Mr. Larmer's.

However, this difference will be much more than compensated by the saving of the tunnel under the town of Lancaster, and by the shortening of the line.

The deviations from Mr. Bintley's line, proposed by Mr. Larmer, are not of sufficient importance to require to be particularly mentioned here.

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The direction of the line recommended is shown on the accompanying plan, by which it will be seen that it is intended to pass along the face of the high ground about a mile eastward of Kendal.

Mr. Larmer's junction line commences at a hamlet to the north of Kendal, called Scalthwaiterigg Stocks, whence it takes a north-easterly course, twice crossing the turnpike-road to the northward of Docker Garths and Mosedale Hall; it then proceeds nearly in an easterly course to the farm at Shaw-end. This point is the summit of the junction portion of the line, and is 562 feet above the level of the sea at low water at Lancaster, or 446 feet above the point of connection with the Preston and Lancaster Railway, the distance being 26¾ miles. Here a cutting will be requisite of two miles in length in gravel and rock, and of the extreme depth of 52 feet, and of the mean depth of 35. This is the heaviest piece of work on the junction line.

From Shaw End the line tends more to the northward, and curving round the foot of some high ground, approaches the banks of the Lune near Dillicar-park, and converges towards Mr. Larmer's original line, which runs almost parallel to the river, up to Low Borrow Bridge.

Although the direction of Mr. Larmer's original and improved lines is nearly the same, yet such are the abrupt and precipitous forms of the hills that a considerable difference exists in the levels and gradients.

We subjoin a Table of distances and gradients of the entire Grayrig line, and we have only further to remark, that after an examination of the ground, we have thought it proper to suggest to Mr. Larmer the expediency of occasional breaks in his long gradients, for the purpose of easing the engine on the ascending planes, and of diminishing the earthwork in construction.

Table of Gradients of Grayrig Line between Lancaster and Carlisle.

Names of Places.	Intermediate distance.		Total distance.			Feet per mile.	Ratio.
Lancaster	1	35	1	35	fall	26½	1 in 200
	3	62	5	17	fall	8	1 in 660
	2	50	7	67	level		
	2	7	9	74	rise	33	1 in 160
	4	16	14	10	level		
	1	76	16	6	rise	31	1 in 170
	3		19	6	rise	33	1 in 160
Kendal	7	45	26	51	rise	35	1 in 150
	2	65	29	6	level		
	2	74	32	30	rise	13½	1 in 400
	4	22	36	52	rise	35	1 in 150
Orton Tunnel	1	22	37	74	level		
	3	66	41	60	fall	35	1 in 150
	1	64	43	44	level		
	1	47	45	11	fall	17	1 in 310
	4	1	49	12	fall	26½	1 in 200
	1	69	51	1	fall	17	1 in 300
	1	55	52	56	rise	5	1 in 1056
Penrith	1	69	54	45	rise	3½	1 in 1650
	2	53	57	18	fall	21	1 in 251
	1	25	58	43	level		
	5	54	64	17	fall	25	1 in 210
Carlisle	6	—	70	17	fall	33	1 in 160

We do not consider it necessary to give minute details of the proposed line, as in the annexed copy of Mr. Larmer's Report all the most important features of this project are fairly shown.

The heaviest work on the whole line is the Orton tunnel, which Mr. Larmer proposes to make of the length of one mile and 22 chains; but according to the section, in the accuracy of which we have full confidence, it appears that there will be heavy cuttings at both ends of the tunnel, the greatest depth being at one end 95 and at the other 98 feet.*

Now as we doubt the expediency of making a cutting in this instance of above 70 feet in depth, we are of opinion that it would be proper to extend the length of the tunnel to a mile and a half.

Mr. Larmer acquaints us that, on a careful examination of the Orton Hill, he has every reason to believe that the tunnel would pass entirely through sandstone; and as it would only be 340 feet below the summit of the hill, we have no doubt that this work might easily be completed in three years from the time of its commencement, under the supposition that Mr. Larmer has rightly informed us as to the nature of the rock through which the tunnel is to be formed.

We have the honour to be, Sir,
Your most obedient Servants,
FREDERIC SMITH, Lieut.-Col. R.E.
PETER BARLOW, F.R.S.
HENRY AMSINCK, Lieut. R.N., Sec.

Robert Gordon, Esq., M.P.
&c. &c. &c.

* The line of the tunnel in Mr. Larmer's original project was very accurately surveyed by Lieut. H. D. Fanshawe, of the 12th Foot, who reported that the ground was fairly delineated in Mr. Larmer's section.

PROPOSED RAILWAY IN CANADA.

(From the *Globe* of Monday.)

THE *Great Western* brought little fresh intelligence from Canada. But, perhaps, the project of a new railroad, which has been urged upon the Governor-General by the inhabitants of the eastern townships of the Lower Province, as well as by other parties whose interests are much bound up with the commercial prosperity of Canada, may be accepted as a convincing proof of the opinions there entertained of the probability of continued quietness.

It is proposed that this railroad shall intersect the fine tract of country between the town of Sherbrooke and St. John's. The whole length of projected road, it is calculated, will not exceed 85 miles. Its route will start from Sherbrooke, and pass through the townships of Oxford, Ascot, Hetley, Bolton, Stukeley, Brome, and Shefford, a small portion of St. Hyacinthe, Monnai, and Renville, to St. John's, where the farmer of the townships may take his choice of the markets of Montreal, Quebec, and the United States—all of which are accessible either through the Champlain and Saint Lawrence Railroad, the Chambly Canal, or Lake Champlain.

It is proposed to carry this project into effect in three ways, or by conjoining them:—

First, as a Government undertaking, to be managed by a Board of Trustees; the funds to be raised upon the credit of the province; the interest to be paid from the receipts of the railroad, or in case of a deficiency from that source, by the public revenues, as in the case of some works of Lower Canada, and numerous public works in Upper Canada.

But as this sort of scheme offers little check upon excessive speculation, still less upon extravagant outlays of the public money, it would scarcely need the experience of the results of the public undertakings in Upper Canada, to induce the Governor-General to negative it.

The second proposition—that of a Joint-stock Company, with corporate privileges, like the Champlain and St. Lawrence, and other railroads—would be negatived by the capitalists, who would in vain look for an adequate return for capital so employed in a thinly inhabited country.

The third proposition—which, however, the projectors have, with great sagacity, urged as their dernier resort—is that of a local undertaking, for which the funds are to be raised on the credit of government, and the payment of the interest to be secured by local assessments upon the lands of residents and non-residents, something in the following manner:—The lots to be divided into three classes; the first class to include all lots lying within 10 miles of the railroad; the second class those lots lying between 10 and 20 miles; and the third class to include all lots between 20 and 30 miles of the railroad; the assessments to be graduated according to the distance which each class of lots may be situated from the railroad. That the income from the undertaking also form a sinking fund to pay up the capital and keep the road in operation, and when the capital shall have been paid, the railroad to become the property of the districts through which it may pass.

This appears to us to be the true art of honest borrowing. If the Americans had had the virtue to adopt the plan of securing the interest of money required for their local works by local assessments, their "go a-head" system would not have met with the checks which it has recently received, and the money wasted upon works begun and not completed—indeed, very often abandoned upon the payment of a high premium to the contractors—would have been spared for other undertakings. Nor is Canada itself without moral lessons of this kind.

Moreover, the capital thus raised and repaid for judicious enterprise will be advanced as readily for similar undertakings—so that the prudent course—not in appearance so rapid at starting—would enable our fellow-subjects to go a-head with even more spirit and success than their neighbours.

How much better is this than the torpid and bankrupt state into which Upper Canada has fallen by its extravagant enterprises in magnificent projects beyond its means, till it has been compelled to sue for relief to the mother country to complete its works! Yet it must be admitted that its canals are more national than local, and therefore justified the application of the public money to them, besides that while the commerce of that fertile country promised (and will fulfil its promise when the finance of the two provinces has been united in practice as well as by law) to afford an indemnification for the outlay.

PROPOSED RAILWAY THROUGH FIFE.

ON Monday a meeting of gentlemen friendly to the project of a western railway through Fife, was held in the Council Chamber, Edinburgh. It is proposed that this railway should be formed through Fife, as the great line of communication from Edinburgh to the North of Scotland—to commence at that point on the north shore of the Frith of Forth, where a suitable low-water pier may be established; and proceeding to the east end of Loch Leven, through Glenfarg, to the Tay, by the best route which may be ascertained; and from thence one branch to run to Perth, and another, after crossing the Tay by a bridge, along the Carge of Gowrie to Dundee; it being conceived by the projectors that this line would best unite the interests of the adjoining counties of Edinburgh, Fife, Forfar, Perth, and Kinross. On the motion of Mr. James Aytoun, Advocate, Captain Donaldson Boswell was called to the chair.

The CHAIRMAN having stated the object of the meeting, observed that they had already seen the success which had attended the great railways of England; and he was sure there was no want of enterprise in Scotland to follow so good an example.

Mr. MILNE then read a Report on the proposed line, describing the results of his survey, the advantages of the western line, and the nature of the operations connected with its construction. From this Report it appears that the line commences at a point on the north shore of the Frith of Forth, where a low-water pier may be erected, and after passing Kirkaldy, runs through the great coal and lime fields of Lochgelly and Auchterderran—continues by the west end of Bishop Hill, or Loch Leven flat, and crosses the Tay by a bridge six miles east from Perth, at which point a junction is formed with the line between Perth and Dundee, thus serving as a railway to both of these towns; that this line will also afford an easy and cheap communication by a junction railway to Dunfermline and the great coal fields in the west of Fife; as also a convenient communication to Auchtermuchty, Cupar, and the district called the How of Fife, by the nearly level valley of Stratheden; that the gradients are of a favourable nature; and that the length of the line across Fife from Perth to Tay, is twenty-three miles; to Perth twenty-eight, and to Dundee thirty-eight.

After some remarks from Mr. Aytoun, Mr. Ellice, jun., M.P., and others, a committee was appointed to promote the object in view.—*Edinburgh Paper.*

[We learn from other quarters that this scheme has been taken up with great spirit by many influential parties, and that upon its success will greatly depend other extensions of the railway system in Scotland. For this reason, as well as on account of its own merit, we trust it will prosper.—ED. R. T.]

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48¼	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73¾	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—¶	—	64000	8½	2	Ditto (*Debentures*)	4½	4½	4½	4½	5	5	5
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	129½
51	40	12500	50	35	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	35	Gosport	..	..	..	..	..	..	..
97	97	10918	100	100	Grand Junction	..	..	..	..	..	..	211
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	93
—	—	10918	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	28½
74	....	10000	100	70	Great North of England	..	..	..	..	..	..	..
118	73	25000	100	65	Great Western	90	90½	91½	91	..	..	90½
—	—	25000	50	50	Ditto (*New Shares*)	61	61½	62	62	62½	62½	61½
—	—	37500	20	4	Ditto (*Fifths*)	10½	10½	10½	11	11	11	10⅝
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
....	....	11000	20	1	Harwich	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	43	44½	44⅝	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	27
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
71½	....	45000	15	15	Leipsic and Dresden	..	..	..	..	..	..	..
31	31	5200	100	100	Liverpool and Manchester	..	..	..	..	..	..	186
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7468	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	89½
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	172	172	171	..	..	172
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	27	..	..	27½
—	—	81250	32	24	Ditto (*New Shares*)	..	..	49½	49½	..	..	50
4	3¾	24000	25	22½	London and Blackwall	..	18½	..	18½	..	..	..
46	5¼	36000	50	50	London and Brighton	43	43⅜	42⅝	44⅛	..	..	43⅛
10½	10½	33000	avr.	13⅓	London and Croydon	..	12½	..	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	.....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	.....	2	Ditto (*Scrip*)	..	..	..	..	..	..	..
76	76	36000	avr.	38⅛	London and South-Western	55	..	56½	56½	..	..	56½
50	40¼	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	77
—	—	13000	50	30	Ditto (*New Shares*)	32½	..	..	..	..	..	..
10	10	6201	100	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5⅛	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000§	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	73½	75	..	..	..	..	76
—	—	10000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	9½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	74½	..	..	..	..	..	76
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	..	..
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	82
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
.....	.....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	28	South-Eastern and Dover	11½	..	..	..	12¼	12	12
21½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	67	..	68	68	68	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Dec. 30th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh.	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	4	..
18000	50	35	Edinburgh and Glasgow	29	29½
1950	25	25	Glasgow and Garnkirk	24½	25
16000	25	23	Glasgow and Greenock	22	22½
12500	50	35	Glasgow and Ayr	34½	34½
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	78	77
680	25	25	Ballochney	..	85
4000	25	25	Dundee and Arbroath	27	27

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	December 26	..	£826 19 3	£283 13 2	£1,110 12 5 ††
1,266,666 0 0	£1,013,723 0 0	.... (a)	*†Birmingham and Gloucester	51	51	December 25	4,740	919 11 2	83 6 9	1,003 7 11
370,000 0 0	353,287 15 6	....	Dublin and Kingstown	6	6	December 19	19,290	....	....	440 19 2
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16¾	16¾	December 26	3,075	129 2 11	41 3 7	170 6 6
2,183,333 0 0	....	....	*Eastern Counties'	126	17½	December 27	8,367	....	....	550 10 10 ‡‡
833,000 0 0	631,241	.... (a)	*†Glasgow, Paisley, and Ayr	51	40	December 26	8,007	....	....	604 11 11
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6¾	6¾	December 26	6,761	....	....	244 0 2
1,957,800 0 (b)	....	14 0 0	Grand Junction	115 (c)	115	December 26	..	5,700 13 9	1,781 11 9	7,482 5 6
4,999,999 0 0	....	....	Great Western	118	73	December 27	..	4,885 19 11	671 10 8	5,557 10 7 §§
533,333 0 0	460,000 0 0	.... (a)	Hull and Selby	31	31	December 27	2,703	368 19 1	104 18 5	473 17 6
488,000 0 0	....	....	Lancaster and Preston	20½	20½	..	..	....	....	....
1,832,375 0 0	1,410,000 0 0	10 0 0 (d)	Liverpool and Manchester	31	31	December 25	..	2,654 19 10	2,195 5 9	4,850 5 7
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112¼	112¼	December 26	..	11,778 9 0	3,185 4 1	14,963 13 1
800,000 0 0	668,068 0 (e)	.... (a)	*London and Blackwall	3¾	3¾	December 31	25,731	....	....	486 6 8 ¶¶
2,400,000 0 0	1,091,369 0 (e)	.... (a)	*London and Brighton	46	5¼	December 28	2,167	67 16 8	18 10 9	86 7 5
741,000 0 (f)	629,307 0 0	.... (a)	London and Croydon	10½	10½	December 29	7,012	....	....	544 8 11½
993,300 0 (g)	793,300 0 0	1 0 0 (h)	London and Greenwich	3¾	3¾	December 31	34,649	....	....	1,081 17 6
2,260,000 0 (e)	2,193,617 0 (i)	5 0 0 (k)	London and South-Western	77	77	December 27	..	3,170 4 6	569 13 4	3,739 17 10
2,800,000 0 0	895,914 0 (l)	.... (a)	*Manchester and Birmingham	40	5½	December 28	11,701	....	....	339 6 9
650,000 0 0	.... (m)	1 5 0	Manchester and Bolton	10	10	December 24	..	341 3 0	165 13 4	506 16 4
2,500,000 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	.... §
1,333,000 0 0	1,440,000 0 0	.... (a)	Midland Counties'	57	57	December 26	6,656½	1,208 0 2	595 3 4	1,803 3 6
950,000 0 0	....	....	Newcastle and Carlisle	61	61	..	..	....	....	....
3,000,000 0 0	2,705,676 0 (o)	.... (a)	North Midland	72½	72½	..	..	....	....	.... ‖
730,000 0 0	560,000 0 0	6 13 4	North Union	22	22	December 25	3,672	911 8 1	131 6 11	1,042 15 0 ¶
1,200,000 0 0	297,430 0 0	.... (a)	Northern and Eastern	30	19½	December 29	5,777	....	....	445 12 7***
500,000 0 (n)	....	.... (a)	Preston and Wyre	19	19	..	..	....	....	....
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	December 27	7,526	....	....	202 5 2
446,666 0 0	446,500 0 0	4 16 0 (o)	York and North Midland	23	23	December 28	5,312½	....	....	909 7 1†††

NOTES.

(a) Not open long enough. (b) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (c) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (d) Maximum allowed by Act. (e) Up to July 1. (f) Including the new capital for the London-bridge station. (g) Including new capital for widening line, &c. (h) Preference shares guaranteed 5*l*. per cent. (i) Including Gosport branch. (k) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (l) Up to July 31. (m) The expenditure mixed up with that on the canal, with which the line is connected. (n) Including harbour and docks. (o) From 14 miles only.

†† From which deduct Toll to London and Birmingham Company, 131*l*. 6s. d.—leaving a balance of 979*l*. 5s. 11d. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. ‖ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line.

§§ The receipts for the week ending December 20 were—Passengers, 4,069*l*. 19s. 9d.; Merchandize, 854*l*. 2s. 10d.; Total, 4,924*l*. 2s. 7d.

¶¶ The traffic for the week ending December 24 was—Passengers, 19,217; Amount, 367*l*. 12s. 6d.

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TO CORRESPONDENTS.

Veritas.—*One at a time, if you please. You will understand what we mean. Besides, we do not altogether like your tone; but nevertheless, if you wish it the letter shall appear hereafter. The other letter next week.*

A second **Veritas** *(we wish our correspondents would vary their signatures), on the Croydon line, next week also.*

Mr. W. T. Rathbone, Mr. Edward Cropper, and Mr. David Hodgson.—*R. T. F. requests we will once more repeat the question addressed by him to the first two of these gentlemen, and declared by* A Holder of Fifty Shares in the Eastern Counties' *to be equally applicable to the third. We shall do so, though it really seems hardly worth while. If these gentlemen could have "cleansed themselves from the foul aspersion," they would to a certainty have done so before now.*—"Is it true, that certain of the Directors of this Company have the privilege of travelling *free* by railway for the whole or part of the distance beween Liverpool and London, and yet draw from the funds of the Eastern Counties' Company six guineas for each trip, up and down, at a time when this unfortunate concern is on the verge of bankruptcy, and the only fund there is to pay these guineas out of is borrowed money?"

Philo-Pooh! *will be inserted as an advertisement, but not otherwise. What the* Pooh-dle *may have done for the London and Westminster Bank, and other Companies, is not the question; and even as to them we should say, "Cum grano 'pooh'-salis;" but,* how has he done for *the poor Eastern Counties' Railway?*

X. Y. *must use his own judgment. It would be a difficult and invidious task for us to say "which is the best line at present prices to hold."*

Inquisitor.—*We shall be glad to hear again from this correspondent, but his present communication contains nothing tangible.*

A Subscriber.—*The crowded state of our columns prevents us from complying with our correspondent's request.*

Carriage of Goods on the Grand Junction Railway.—*Messrs. Pickford and Co. have, it will be seen, themselves taken up the subject, and therefore* Observer *and others must excuse us for deferring their letters.*

A Railway Shareholder's *very interesting reply to* **Examiner** *is postponed till next week, solely on account of its great length.*

Erratum.—*In our last number, for "Railway* Legislation *in Norfolk," read "Railway* Agitation," *&c.*

Our correspondence increases so much, that it would be extremely inconvenient to acknowledge each particular communication, and to give our reasons for rejecting many of them. Our friends, therefore, must take it for granted, that when their favours are not inserted or acknowledged, within a few weeks from the time they are sent, they are declined. We cannot undertake to return rejected MSS.

THE RAILWAY TIMES.

SATURDAY, JANUARY 2, 1841.

In our last number we adverted briefly to a few of the leading characteristics of the year which has just closed, and although it is,—if not easier at least,—more profitable to draw lessons of wisdom from the past than to form conjectures for the future, we may be pardoned for just hinting at a probable contingency in the railway history of the year upon which we have now entered.

The contingency to which we allude, is the interference of Parliament in the future management of railways. That an attempt will be made to strike a blow at railway interests by those who have ever been ill-affected towards them, there can be but little doubt. Unfortunately there is a fair pretext for interneddling, in the late melancholy occurrences upon the several lines; and although it does not follow that any degree of interference which can possibly emanate from the legislature could infallibly prevent the recurrence of similar casualties, there is the novelty of whatever nostrum may be proposed to recommend it to some, and the feeling of hostility to which we have already alluded, to secure the support of others. We have uniformly deprecated the attempts made by injudicious friends of the system to excite an outcry against every species or degree of control which the legislature might think it necessary to exercise over railway interests. There is nothing in the nature of railway property to exempt it from the superintendence to which every other species of property is subject, while there is much in its bearings upon the interests of the public generally, to justify and call for some peculiar interference. To suppose that Parliament ought to remain mere passive spectators of the mode in which Railway Companies exercise the rights and privileges which have been conferred upon them, were to suppose that the interests of the many ought to be made subservient to the benefit of the few. Nor would a salutary control from without be at all prejudicial to railway proprietors themselves. On the contrary, it would be much for their advantage that this control, if judiciously called into action, should exist. The public are always suspicious of the exercise of whatever appears to be an irresponsible power, and what can be more so than the principle set up by some, that Parliament having once conferred certain privileges upon Railway Companies has no right to regulate their proper application? For Parliament to appear indifferent upon this subject, would be more injurious to railway interests than the judicious exercise of a superintending care.

It will not be imagined, then, that we are opposed to extraneous interference in Railway Management merely because it *is* extraneous, nor that we have so strong a dread of restrictive enactments that we should deprecate every measure with this ostensible object. The part which we took during the discussion on Lord Seymour's Act will sufficiently show that we have a regard for the interests of the public, as well as for the prosperity and just rights of the Companies, and that we conceive the two to be identical, if properly considered. What we say in behalf of railway interests, as they may be supposed to clash with the interests of the public, will probably, therefore, be looked upon as having more weight than the opinions of those who, at every hazard, would support the one at the expense of the other.

We much fear that an attempt will be made in the coming session to interfere with Railway Management to an extent which is neither required by the exigencies of the case nor justified by regard for the public interests. We need not say that we hope every such attempt will be resisted as it deserves to be, and we have no doubt that with unanimity and exertion among the Companies it will be resisted successfully. It is not because defects may be apparent in the present mode of Railway Management that it is to be entirely superseded, and a new and untried system substituted in its place. Perfection in arrangements is not to be looked for at once, and however much the theoretical fancies of railway reformers may appear to partake of this character, it will be an ominous day for railways when the slow but sure teachings of experience are put aside for the plausibilities of amateur Directors. None but those who have experienced the difficulties which have obstructed the past progress of Railway Managements, can judge adequately of their variety or extent, nor know how much has been overcame, when they see that a great deal yet remains to be achieved. If, instead of affording facilities for perfecting the present system of management, Parliament should seek to create a new mode of internal discipline, the interests of the public, not less than those of the Companies, require that the attempt be promptly and powerfully counteracted. It is such an attempt as this that we dread, and it is to forewarn those concerned in resisting it, rather than to enlarge at present upon the topic, that we now call attention to the subject.

Two things are to be equally guarded against in the position which the Companies may be called upon to assume in the coming campaign, namely, resisting *all* concession, and conceding too much. The former is the error into which they are the more likely to fall, and it may prove a fatal one. While they show that they are determined to protect their property against injustice and spoliation, they must at the same time evince a disposition to consult public feeling, should that feeling be in favour of further measures of precaution than the Companies may themselves think necessary. They must not stickle for, and stand out upon, indifferent points, but concentrate all their energies to repel aggression in matters of vital moment, should such aggression be made or meditated. Their strength is great; let it not be frittered away on trifles, much less be exerted in opposition to schemes that have even a small measure of practical utility to recommend them. Timely concession on unimportant points, oftentimes averts unjust and injurious interference in matters that are really of consequence. The Companies have, at present, a strong support in public opinion, which is, on the whole, unquestionably on their side, notwithstanding the efforts made by an interested faction to give it a contrary direction; and it is to be hoped that nothing will occur to give occasion for judging otherwise than favourably of railway arrangements generally. There is unquestionably much room for amendment in many parts, and it will be well if the several Managements set about the task of improvement, without waiting till it is forced upon them by popular clamour, or legislative enactment. Once more we would warn railway proprietors to be on their guard. If they are compelled to act upon the defensive, timely preparation may be of much service. We have no doubt that the Companies will do their duty individually, but some means ought, we think, to be adopted for enabling them to act in concert. Without at present bringing forward any scheme of our own, we shall be happy to hear what any of our numerous correspondents may have to say on this subject.

The proceedings at the recent special meeting of the Manchester and Birmingham Railway Company, of which we elsewhere give a *verbatim* report, are on many accounts deserving of particular notice. They are, indeed, of a character so enormously flagrant—so extraordinary we were about to say, but we fear the spirit which pervades them is much too common—that to pass them over without the most marked reprobation, were to do injustice to all who desire to see railway facilities extended throughout the kingdom in the only way in which they *can* be extended, namely, by affording the prospect of a reasonable return to the promoters.

We do not intend to touch at present upon the Extension scheme, with which this Com-

pany is so closely connected, although it is strongly provocative of remark to observe the cool, cavalier manner in which the Chairman took care to tell *nothing* in reference to that project, or to the memorable "arrangement" with the Grand Junction Company, in almost the same breath that one of his colleagues vehemently protested how ready the Directors were to disclose *everything* that the proprietors could possibly desire to know! What we now wish to call attention to is, the state of the parent line, and its future prospects, as bearing upon the general question of railway communication.

We do not dispute the utility of the Manchester and Birmingham line as a public work, nor have we much doubt that it would have turned out a very tolerable investment had it been carefully and economically constructed, but here comes our cause of complaint; it has *not* been economically made so far as it is yet carried; it will therefore prove a ruinous speculation to the proprietors, and consequently serve as a "heavy blow and great discouragement" to all future works of the kind. How stand the simple facts? The line, including the branch to Macclesfield, is about 40 miles in length, and the available capital of the Company, as stated by the Directors themselves, is 2,800,000*l.* The Directors are, or profess to be, of opinion that the whole of this large amount will not be required; but other parties, who are quite as good judges as the Directors can be, and much more likely to speak the *whole* truth in reference to it, believe, that instead of a surplus there will be a considerable deficiency if the present large outlay is continued; and that after every farthing of share-capital, and every shilling of borrowed money authorised by the Act have been expended, a further capital will be required to complete the work. Of this, however, hereafter. For the present we will assume the sufficiency of the existing capital, and then observe what are the prospects of the proprietors. The Manchester and Birmingham Railway will depend almost entirely upon the traffic which it can attract from the Grand Junction, and of this traffic the utmost that it can look for is generally estimated at *one-fourth* part of the whole. Now the last dividend received by the Grand Junction proprietors was at the rate of 14 per cent. per annum, *one-fourth* part of which would be just 3½ per cent. per annum to the Manchester and Birmingham proprietors, supposing the outlay upon the two lines to be precisely the same, and that the *divided* traffic could be carried at exactly the same per centage on the *united* gross receipts as it is carried for at present by the Grand Junction Company alone. But to suppose that the two lines can be worked, in opposition or even in conjunction, as cheaply as the one line now in operation, is to suppose that two expensive establishments can be kept up at the same cost as a single establishment; and mark, moreover, the relative cost of construction of the two lines. *The Grand Junction line cost on an average* 25,000*l. per mile; the Manchester and Birmingham,* ADMITTING THE PRESENT CAPITAL TO BE SUFFICIENT, *will cost just* 70,000*l. per mile, or very nearly three times as much as its established rival!* What then becomes of the 3½ per cent. above referred to? Will it prove 1 per cent.? Will it, after paying *at least* 5 per cent. to the mortgagees upon this 700,000*l.*, be ½ or ¼ per cent.? We doubt it much.

True, as we said before, the Directors appear to think that the whole of the 2,800,000*l.* will not be required, but upon what grounds does this statement rest? They pretend that they cannot furnish an estimate of the total cost of the line until the Macclesfield branch is put under contract, and yet, forsooth, they express a confident belief that there will remain a surplus! For anything that they seem to know to the contrary, there may be a large deficiency. They have already called up, they tell us, 1,200,000*l.*, and have now obtained power to borrow 700,000*l.* more; they have only completed six miles of railway; they admit that there is still *fifteen months'* work upon the main line (and we know too well that promises of railway openings are not always observed to the letter), and they state further that one-fourth part of the whole work is still unlet, namely, the branch to Macclesfield, (a branch, by the way, that will create little new traffic, although it will facilitate that which *without it* would come upon the line—a branch too undertaken, or rather *promised,* in order to prevent the inhabitants of that not very large town from patronising another project,) and yet they have the hardihood to declare their conviction that the whole of the 2,800,000*l.* will not be required!

This is but a sorry prospect for the poor proprietors (the bondholders, of course, will take care of themselves, that is, if the receipts suffice to pay common interest on the borrowed capital), and it may be asked why we thus discourage and dishearten them, seeing that the money has been subscribed for and *must* be paid—if not voluntarily, through the terrifying process of a court of law? We answer, that it is not yet too late for the Manchester and Birmingham proprietors to avert a portion of the consequences of the acts of their Directors. Let them bestir themselves and make an immediate and most searching inquiry into what has been done and what is now doing by their representatives, taking care to *insist* upon a more economical management of their funds, especially in the outlay upon "works"; let them do this, and they may yet save a wreck of their property from utter ruin. But it is less for the sake of this particular Company, that we have felt ourselves called upon to refer to the matter, than on account of the influence which an extravagant and unnecessary expenditure upon one line must exert upon similar works that may hereafter be projected. Should it turn out that the proprietors of the Manchester and Birmingham Railway will not receive 1 per cent. upon the money which they have risked (without the chance of the *smallest* return for years) upon that work, would it not be enough to disgust these parties with all future railways, and to deter others from embarking their property in such profitless undertakings? It is, we say, the *unnecessary* expenditure of capital with which we find fault. Why were not the Manchester and Birmingham Directors content with a line possessing such gradients as the Grand Junction? Why waste the money of their constituents in making a *fine* railway? What the proprietors wanted was a *profitable* line, and it will be but a poor satisfaction for them to know that, instead of receiving a snug half-yearly dividend, they are the owners of some of the most magnificent works in Europe. It is very well that a large expenditure should be incurred in improving the gradients of, and otherwise giving a highly-finished character to railways, which from their position must necessarily serve as trunks to other lines, and possess an immense traffic; but for the owners of secondary lines to follow such an example is as ridiculous and as ruinous as if a person with an income of 500*l.* a year were to vie in the splendour of his abode, and the style of his living, with his neighbour of 5,000*l.* Even in the great Companies this determination to obtain what is called a "good line," is frequently carried too far, and the ambitious feelings of engineers are, we regret to say, too often acquiesced in by proprietors, from a notion that because the traffic is likely to be large, the expenditure may be great in proportion. They forget the saying, quoted a week or two ago by one of our correspondents, that *even gold may be purchased at too high a price.* The saving which is effected in the daily working of a line, by having "good gradients" instead of "bad," exactly represents the amount which it is prudent for Railway Companies to expend in securing the improvement. All expenditure beyond this amount is as a dead loss, or rather a constant drawback to future prosperity. What, for instance, is the per centage which the most economical Management can save in the *working* of a line, compared with the per centage in interest on money squandered in the *construction?* It is not any peculiar thrift on the part of the Grand Junction Directors which enables their constituents to realise periodically so handsome a dividend; it is the comparative cheapness of the line. Much is predicted of the Great Western Railway, and the dividend to the shareholders will, we hope, be considerable; but what would it have been had the line been constructed at one-half the present cost, which many persons believe it might have been with as much advantage to the public, though possibly with less *eclat* to the engineer?

The proceedings at the Manchester and Birmingham meeting, afford a striking instance of the almost incredible apathy of railway proprietors in matters of vital moment. Here is a meeting called by repeated advertisements in metropolitan and local journals, to authorize the raising of nearly a million of money, and at which meeting it might reasonably have been presumed that some explanation would have been given of negociations and agreements which *do* affect the expenditure of nearly three millions sterling, and *may* affect the very existence of the Company, and yet only 50 persons are present out of a proprietary of more than 500—these 50 comprising, moreover, Directors, Secretaries, law-clerks, and doubtless not a few familiar friends of these functionaries; *the* resolution of the day is moved and seconded, the mover and seconder not taking the trouble, apparently, to open their lips, and after a few common-place questions, for which those who put them seem to have thought it necessary to apologize, and the most important of which the representatives—the stewards—the *servants*—of the proprietors, flatly refuse to answer; the resolution for raising 700,000*l.* is carried unanimously, a vote of thanks passed to those who had treated the *fifty* so contemptuously, and the meeting breaks up as if the parties had merely assembled to wish each other the compliments of the season! Can any one wonder that Directors should at times play fantastic tricks, when assurance on the one side, and credulity on the other, are so rampant? Is it not wonderful, rather, that they should condescend to go through the farce of asking the consent of their so-called constituents to any act, financial or other, which they may have in contemplation. Verily, it is "too bad." If shareholders *will* sleep on, so be it—it is more their concern than our's—but in, the name of consistency, and common

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sense, let us hear no more complaints of the miscalculations or mistakes of Engineers, the extravagance or inexperience of Directors, or the comparative unproductiveness of railway property. *The remedy lies with the complainants; if they will not step forth to help themselves, how can they expect assistance from others?*

We recommend to the attention of our readers—the Lancashire portion of them especially—the report given in our journal of to-day of the proceedings of a meeting held in London on Wednesday last, to promote the formation of a railway from London to Cambridge, Newmarket, Norwich, and Yarmouth. Mr. Chute, one of the members for West Norfolk, presided: and among the movers of resolutions in favour of the projected line (Mr. Rastrick's) were the Marquis of Douro and Mr. Wm. Smith, the representatives of the City of Norwich; Mr. Jermy, the Recorder of Norwich; Mr. Samuel Bignold, and other gentlemen of the highest local standing and influence. A County meeting, in favour of the same project, is to be held at Norwich next Thursday, and among the signatures to the requisition for that meeting, which we published in our last number, are to be found the names of nearly all the leading noblemen and gentlemen of Norfolk. It is impossible that a plan so warmly patronized by the most influential men of all parties, and which offers the benefits of railway communication to large and important districts which are at present (as it were) isolated from the rest of the kingdom, can fail of success; nor can any one who looks either to the local or public interests involved in its accomplishment, but earnestly desire that it may "speed and prosper."

Certainly, the line chosen is not in our judgment the best that could be laid down to meet the traffic wants of the East Anglian peninsula. The line which would have effected that object better than any other, would undoubtedly have been the more central line by Chelmsford, Colchester, Ipswich, and Eye; but since that line has been taken possession of by certain parties, who, though they have abandoned all intention of ever completing it themselves, stand as insuperable obstacles in the way of its being taken up by others, Mr. Rastrick must be allowed to have chosen the next best, and one too, which though it may not serve some parts of the peninsula so well, will assuredly pay the subscribers to it much better. For, by skirting the confines of Essex and Suffolk, the East Anglian line (a very appropriate name) will serve for the counties of Cambridge, Huntingdon, and Lincoln, as well as for Suffolk and Norfolk, while Cambridge and Newmarket, one the second seat of learning in the kingdom, and the other the greatest resort of the lovers of the turf, may be regarded as more than equivalent sets off for the loss of Colchester and Ipswich.

To the Eastern Counties' Company the success of the East Anglian line will be necessarily most disastrous. But having cast off Norfolk and Suffolk, (after first grossly deceiving them, and after many warnings of the ruin they were bringing upon themselves by their conduct,) they cannot blame the people of Norfolk and Suffolk for shifting for themselves, or the friends of fair play, and the public good, for wishing well to their endeavours. On referring to the revised estimates of traffic, submitted to the special general meeting of the Eastern Counties' Company on the 29th of September last, we observe that much more than one-half of all the traffic calculated upon is from places in Norfolk and Suffolk, the business of which the East Anglian line will entirely absorb! The truth is, that it is only by *compelling* all the Suffolk and Norfolk traffic to come through Colchester, that the Eastern Counties' Company can ever hope to make a shilling of profit by stopping at that place; for the Essex traffic alone never was, and is never likely to be, sufficient to yield a remunerative return for the couple of millions which must be sunk before Colchester is reached. But such compulsion, of course, is out of the question—a thing for simpletons and dreamers only to reckon upon. The railway that is carried to the doors of the people of Suffolk and Norfolk will be that which will most assuredly engross all their traffic.

In another column will be found a Report from the Government Commissioners Lieut. Col. Sir F. Smith, and Professor Barlow, upon the competing lines towards Scotland. It will be seen that we were right last week in contradicting the rumour that the east line throughout had been sanctioned. As yet only the lines on this side of Carlisle have been finally examined, the Commissioners now giving a more decided opinion than before upon the propriety of adopting a modification of Mr. Larmer and Mr. Bentley's lines, so as to take in Kendal.

The Report, which we now print, has been made public through the exertions of Mr. C. Nicholson, a gentleman who has been laudably active in promoting the success of the Kendal line. In ordinary course the Report could not have appeared until after the meeting of Parliament, but Mr. Nicholson having memorialized the Lords of the Treasury, a copy was forwarded to him with permission to make it public.

Sir F. Smith is now in the north, examining Mr. Locke's line of railway from Carlisle to Glasgow.

We feel bound in justice to Messrs. Pickford and Co., the eminent carriers, to call the attention of our readers to the reply of these gentlemen to the letter of Mr. Chorley, which appeared in our columns last week, in reference to the carriage of goods on the Grand Junction Railway.

The New Year has been from time immemorial a season of general reckoning, when profits and losses are cast up, balances struck, and lessons deduced from past experience for future guidance. Why then should not so good a custom hold also in respect of railways? Can any class of undertakings be named in which men have had so much to learn and unlearn; where they have had to pay so dearly for their schooling, or with respect to which it is of so much importance to ascertain the amount and the value of the stock of knowledge they have acquired? But the materials for a general railway reckoning where are they? We might refer to our own volumes for a very considerable, if not complete collection; but we are spared the unpleasantness of any such egotistical recommendation by the seasonable appearance this week of a volume by Mr. Francis Whishaw, C. E., on "The Railways of Great Britain and Ireland;" in which the author has brought together nearly everything requisite for the formation of an exact railway balance sheet for the 1st January, 1841. The book is dedicated to "the Railway Capitalists of the United Kingdom," and no railway capitalist who studies his own interest will remain long without it. It is a work of immense labour and research—very clearly and methodically arranged—most exact and circumstantial in all its details—rich in original and authentic information—generally honest, impartial, and judicious in its praise and censure—embellished to profusion with splendid engravings;—and taken altogether forms a New Year's Day present, every way worthy of the cause to which it is dedicated, and honourable to its author.

The whole of the railways executed or in progress are separately described in alphabetical succession, and most of them from personal inspection by the author. The general course of each railway—the gradients—the gauge—the permanent way—the earthworks—the gradients and bridges—the tunnels (if any)—the stations—the carrying departments—the locomotive engines—the estimated and actual cost—the Management—the annual expenditure, and annual revenue—form each the subject of distinct sections.

Mr. Whishaw gives then a detailed account of a numerous series of experiments which he procured to be made, "for the express purpose of showing the *every day* work performed by different kinds of locomotive engines on level planes, and also on ascending and descending inclined planes, graduated with first, second, and third class inclinations;" and it is to this part of the work that we would particularly direct the attention of every railway capitalist, desirous of ascertaining how his profit and loss account stands at the present time, and by what means the profit side may be best made to preponderate in future.

The maximum of what Mr. Whishaw calls his first class inclinations is 16 feet, or 1 in 330; of the second $52\frac{80}{100}$, or 1 in 100; and of the third 88 feet, or 1 in 60.

The general results of his experiments on railways of those different degrees of inclination are curious and instructive.—

"From these experiments we obtain some important results as regards the laying out and first cost of railways. On some of the main lines an enormously increased expenditure has been incurred for the purpose of obtaining first class gradients throughout; yet in the *every* day working of railways, we find that as high and in some instances higher average rates of speed are maintained throughout each trip on lines having a great proportion of gradients *under* the first class.

"The London and Birmingham is a forcible example of excessive first cost, occasioned in a great degree by excluding second class gradients, yet in the thirty-two practical experiments made on that line the average speed maintained throughout was equal to only 24.69 miles an hour; whereas on the Grand Junction line, where second class gradients were introduced for the express purpose of keeping down the original cost, the average speed maintained throughout twenty-four experiments was equal to 26.20 miles an hour.

"On the Newcastle and Carlisle, North Union, and Stockton and Darlington Railways, each of which have second class gradients, and some of the highest degree, the results as to the first and second class are equally favourable, and the third nearly so.

"On the Newcastle and Carlisle Railway, which in addition to some second class gradients is made up of a series of quick curves almost from end to end, the average speed maintained throughout eleven experiments was equal to 24.41 miles an hour.

"On the North Union Railway, one-fourth of the length of which is graduated with the highest degree (1 in 100) of second class gradients, the

average speed throughout was equal to 26.20 miles an hour.

"On the Stockton and Darlington Railway, which is entirely an ascending line in one direction, and has also a great proportion of second class gradients, the average speed maintained throughout six experiments was equal to 22.38 miles an hour."

Among Mr. Whishaw's "forcible examples" of the inutility of expending large sums of money in obtaining very low gradients, we miss however the Great Western, which, we rather apprehend, is quite as forcible a one as any. The omission forms an exception to Mr. Whishaw's general impartiality, which his enthusiastic admiration of the "giant" genius (p. 142) of the Engineer of this line tends rather to aggravate than excuse. On the Great Western there is no gradient from one end to the other, (with the exception of the Wootton Basset inclined plane, 1 mile 29.09 chains, and the Box, 2 miles 30.15 chains,) steeper than 15.35 feet per mile, or 1 in 344; and yet the average velocity obtained in 25 experiments detailed by Mr. Whishaw, was but 25.475 miles an hour, being actually less than the average velocity of the North Union, where the prevailing gradients are among the very steepest known to railway practice.

It must be confessed, indeed, that neither as regards the Great Western, nor any of the other lines quoted, are the data furnished by Mr. Whishaw *all* that are requisite to justify us in coming to an absolute conclusion, as to the economy of low gradients compared with high. It is not enough that we should be told the average every-day speed realised; it is necessary that we should know also *what it has cost* to realise that speed, in expenditure of fuel, and tear and wear of engines and rails. In the next edition of Mr. Whishaw's work, or in an early supplement to the present, we shall be glad to see this very needful information supplied.

Following the Experiments to which we have just adverted, there is an account of a "Reciprocating System of Railways," proposed by the author, which we have not at present leisure to examine, but of the general advantages of which we willingly give the author's own brief summary:—

"Constructed in the most substantial way, furnished and appointed in the most complete manner, and affording all the accommodation of the best railways of the present day, the original construction and entire furnishing would be reduced to an average throughout the United Kingdom of something like 15,000*l.* per mile. By this system, too, *accidents by collision*, which of late have unfortunately been of but too frequent occurrence, are rendered next to impossible, as will appear evident to any one who will carefully read the account of this proposed mode of carrying on the traffic."

An Appendix to the work contains a set of Tables exhibiting the proportional dimensions of no less *than six hundred and thirty different locomotive engines* used on British and Foreign Railways. Could but a column be added showing the proportional *performances* of these engines—this would be a set of Tables above all price. As it is, they are of great value, and perfectly unique.

—o—

THE following sentence which appeared the other day in the *Times*, in a rambling and not very luminous article on the condition of the working classes, will probably excite some surprise among those who recollect the recent fulminations of that journal:—

"We are all aware of the commotion which has recently been excited by the occurrence of several railroad accidents. *There is no doubt, we believe, that travelling, generally, has been rendered in some degree more secure than heretofore by the adoption of railroads;* but still the public would not endure the slightest carelessness—would not tolerate the least inattention in those who had the charge of these new means of conveyance. Deodand upon deodand followed, as life after life was lost, until *it became almost an established doctrine, that a casualty on a railroad must be a punishable offence.*"

Who was it that recommended the "doctrine" of "swinging deodands?" Was it not the *Times* itself?

—o—

THE *Liverpool Courier* of Wednesday states, that since the fares were recently lowered on the Chester and Birkenhead Railway, the traffic on the line has increased nearly threefold.

—o—

THE offences in connection with railways, which we have to notice to-day, are somewhat numerous:—

Towards the close of last week, the authorities of the London and South-Western Railway Company had two men brought before the magistrates of Union Hall, for having got upon a truck attached to a fast train, in order to have a ride to Southampton *gratis*. The superientendent of the line noticed two instances of dreadful accidents which had arisen in consequence of persons attempting to get by stealth on the trucks when the trains were in motion. The first was that of a man at Weybridge, who had his thigh so desperately lacerated that it was necessary to amputate it from the hip joint. The other case was that of a boy, who, in attempting to climb up, had his foot twisted in such a manner that his leg had to be cut off under the knee. Both man and boy (he said) were now at work with their wooden legs in the Company's service. The superintendent added that the least slip in the attempt to mount a train was attended with great danger to the person who ventured while it was in motion. The magistrate, as usual, lectured the men on the enormity of their offence, and fined them 10*s.* each (10 days' imprisonment in default of payment) for the double crime of attempting to defraud the Company and perilling their own lives, besides running the risk of bringing odium on the arrangements of the Management!

The same Company have recently had a case decided upon by the Southampton magistrates. It is thus described in the *Hampshire Independent* of Saturday last:—

"On Saturday last, Stephen Hasler was brought before Joseph Lobb, Esq., the Mayor, and two other magistrates, Captain Ward and P. C. Fall, Esq., on an information which charged him with having, on the night of the 13th instant, whilst employed in the service of the London and South Western Railway Company, at the first gate beyond the terminus in this town, neglected to turn the points of that particular line of rails on which the engine goes when separated from the train of carriages on its arrival. From the evidence of Mr. William Naylor, one of the Company's servants, it appeared that as is customary with him he went at a few minutes before the mail train from London, was on that night due to ascertain whether this man with the other servants was awake and on duty. He found him absent from his post, and asleep in an adjacent watch-box, and he, Naylor, himself waited for the train, and prepared for its reception. *As it appeared, however, that even if this person had not detected the omission, no concussion would have taken place to endanger life or limb, which it became necessary to substantiate, as the information was laid under Lord Seymour's Act*, the defendant was discharged. The magistrates took occasion to admonish the gate-keepers and servants of the Company who were present, as to the necessity of exercising the utmost vigilance, and individually to express their fixed determination to inflict the highest penalty on all who might be brought before them as offenders. It need scarcely be added that Stephen Hasler has been discharged from the service of the Company."

The magistrates, of course, "took occasion to admonish," but they might, we think, have gone further. If no danger could result from the man Hasler's neglect of duty, why, pray, was he stationed at this particular spot? He must have had *something* to do, and he did not do it, for he was found "absent from his post and asleep in an adjacent watch-box." If the charge could not be substantiated under Lord Seymour's Act, surely the Company's Act provided a punishment. The man however, it appears, has been dismissed the Company's service, and we hope it will be a long time before he finds similar employment.

The next case is thus noticed by the *Manchester Chronicle*:—

"Mr. James Wright, a respectable farmer at Winwick, appeared before the magistrates at Warrington on Monday, and pleaded guilty to an information preferred against him by direction of the Grand Junction Railway Company, for neglecting to close a gate opening from his farm on to the Grand Junction Railway. Mr. Fitchett Marsh, who attended in support of the information, said that the negligence of the defendant had very nearly been the occasion of a serious accident on the line. On the 16th of December he had been engaged in the carting of manure across the line from one portion of his farm to the other; and, although cautioned by the policeman on duty near the gate, to shut the gate after the carts passed through, he left it open, and some cows strayed on the line just about the time of the twelve o'clock train coming down the Newton Incline, at the bottom of which the defendant's farm is situated. Luckily the engineer saw the cattle, and succeeded, with considerable difficulty, in stopping the train, and no accident followed. The magistrates convicted the defendant in the penalty of 2*l.* and 10*s*, costs."

The penalty was, as usual, much too small, but the Directors have done their duty in bringing the case forward. But where was the "policeman on duty near the gate," who cautioned the defendant to shut it? One would think *he* might have seen "the cattle" before the engine-driver came up. The charge against the "respectable farmer" would have been equally valid had the policeman closed the gate and kept the cows in. The safety of the public ought not to be entrusted to such parties as farmers on the line, whether "respectable" or otherwise.

On Thursday, the Directors of the Croydon Company brought one of their guards named Crossley before Mr. Maltby, the sitting magistrate at Union Hall Police Office, on a double charge of presenting himself on the platform in the usual course of his duty in a state of intoxication, and of severely assaulting a superintendent who had advised him to retire. The charge of assault was waived but Crossley was convicted of neglect of duty. The magistrate deferred judgment till it should be known whether the Directors meant to retain the offender in their service. Yesterday it was intimated to Mr. Maltby that the man had been dismissed, and the magistrate considering that this would be sufficient punishment, inflicted a fine of 10*s*. only, stating at the same time that but for the dismissal, the maximum penalty of 10*l.* would have been imposed. Crossley, it seems, has been on the whole a steady and faithful servant, and for his sake we regret the occurrence, but we cannot see what other course the Directors could have pursued, *even for a first offence*. Their duty to the public is paramount, and of all offences that of intoxication is the least to be excused in a railway servant.

The last case which we have now to notice is thus reported in the *Yorkshire Gazette*:—

"Hugh Clennell, William Howe, Edwin Clennell, and Francis Burrell, all of West Auckland, waggon-drivers, *were fined two-and-sixpence each and costs*, for bringing their waggons out of a siding to the main line of the Stockton and Darlington Railway, at the time the first class train was approaching, whereby it was detained eight minutes. The conviction took place before the Auckland magistrates."

Comment upon this were superfluous. "The Auckland magistrates" sre not to be surpassed in anxiety for the public safety! No doubt the customary "admonition" was administered! How is it that the Companies submit to such decisions?

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SOME LOST CHAPTERS OF ANCIENT EASTERN HISTORY.

[*Found in exploring the Ruins of Rogulaneum.*]

Chapter the Second.

1. After these things another of the native Governors of the Iron Way, called Balklif, died, and Jesui and Malahaleel prevailed with Bozrah, so that another of their brethren, of the name of Edcrop, of the family of the Dophbrims, was elected in his stead.

2. And now Bozrah saw only with the eyes of the strangers, and did in all things only as they advised.

3. Crying aloud, nevertheless, throughout the city—'Counsel is mine! And the skilful hand is mine! For though better are the leaders, yet is it still a sorry team I have to drive!'

4. At which those who heard, would point their thumbs over their left shoulders, and pass on their way wondering.

5. For as the chariot wheel is driven by the fly that buzzeth on the top thereof, even so did Bozrah drive the team which he reviled.

6. Now Malahaleel taking Jesui and Edcrop aside whispered unto them, 'We can now do with Bozrah and his people as we list; let us therefore fill our sacks and the sacks of our brethren as fast as we can.'

7. 'It were a wise thing,' answered Jesui, 'but how may this be done?'

8. 'The way,' said Malahaleel, 'it is not very hard to find. On this side of the Ohr, which is about midway to the mouth of the Yahr, which flows into the Orient Sea, whereunto this Iron Way was designed to reach, there is a narrow strait, called the Kuhldesak, through which most of all the traffic that there is of men and of merchandise, and of cattle, throughout this land must pass, going or coming.'

9. And having thus spoken, Malahaleel paused a while, as doth the wicked when evil thoughts want utterance.

10. But resuming discourse he said, 'The fisherman looketh only to the mouth of his net.'

11. 'Truly he doth so,' said Jesui; 'what then?'

12. 'Let us too,' continued Malahaleel, 'look no further.

13. 'Let there be a strict watch set at the Kuhldesak, so that none going or coming shall pass through without paying the full tolls commanded to be levied by the King, and what need then to carry the Iron-way any further?

14. 'Let us make but *half* the way, and sack the *whole* of the tolls; and it cannot but come to pass that we shall soon grow very rich!'

15. Whereupon Jesui, turning to Edcrop, said, 'The lad speaketh shrewdly. What thinkest thou?'

16. To which Edcrop replied—'Much as thou do'st, Jesui, but what saith the edict of the King?'

17. 'The King's edict,' said Jesui, 'is peradventure, as other King's edicts are, not good for much, (for this Jesui was one of the sect called Rhads,) and may be read any way you please.'

18. 'It is even so,' replied Malahaleel, 'and is not the way to read it, that which shall serve us best?'

19. 'Thou speakest as one inspired!' exclaimed Jesui.

20. Edcrop looked doubtingly, but said nothing.

21. And so, after some further communing together, it was agreed by Jesui and Malahaleel and Edcrop, that they should strive unto the utmost that the Iron-way should be carried no further than to the strait of Kuhldesak.

22. Now when the rumour of this thing went abroad, it caused great commotion among those of the Governors who were of the tribe of Magog, which inhabiteth the parts of Kalferland, near unto and on the other side of Kuhldesak.

23. And they warned Bozrah, the chief governor, of the evil design of the strangers, but he answered only "Pooh! Pooh!"

24. And they also reproached Jesui and Malahaleel and Edcrop therewith, but they answered mockingly, 'Why talk ye of the Way on the other side Kuhldesak, while on this side ye have nearly all your work to do! Do men begin a journey at the end thereof, or build houses from the roof downwards?'

25. And at convenient season thereafter Jesui and his brethren said unto Bozrah, 'Would that these Magogs, Oh Bozrah! had understanding and knowledge of things as thou hast; but of a verity they are a useless race and a troublesome. Let us contrive, we pray thee, to put them from amongst us?'

26. And to others of the tribe of Gog they spake in like manner.

27. To Katspa, Silihud, Tufas, and Thikpol.

28. And so before long the tribe of Gog became by these means estranged from that of Magog, and the power of Jesui and his brethren increased more and more.

29. Now Bozrah dreamed; and behold he stood by the River.

30. And behold there came up out of the river nine well favoured swans, and fat fleshed, and they fed in a meadow.

31. And nine foxes came up after them, ill-favoured and lean-fleshed, and stood by the side of the nine swans upon the bank of the River.

32. And the ill-favoured and lean-fleshed foxes did gobble up the nine well-favoured and fat swans. So Bozrah awoke.

33. And in the morning Bozrah being much troubled sent for Jesui and Malahaleel and Edcrop, and told them his dream; but though they saw what it meant, and were well pleased within themselves thereat, they said it was a thing beyond their understanding.

SOUTH EASTERN RAILWAY—MR. LAWRENCE HEYWORTH.

To the Editor of the Railway Times.

SIR,—I am delighted to learn from a "South Eastern Shareholder," that I was wrong in supposing that Mr. Lawrence Heyworth is still on the Direction of that Company. We can now mutually *congratulate* each other—not forgetting, at the same time, to *condole* with other Railway Companies and shareholders less happily circumstanced. With Mr. Heyworth personally I have no fault to find; I object to him as a Director of any Railway on this side of the island, solely because should his presence be very urgently wanted at any time you must send more than two hundred miles after him. His good sense in not offering himself for re-election on the South Eastern Direction after being balloted out, I greatly admire; and only wish he would extend the same tender consideration to another metropolitan concern by which he still holds fast for no apparent purpose either of good to it or credit to himself—I mean the Eastern Counties'—by an unfortunate purchase of shares in which I have lost more than I can ever hope to recover by being

A GREAT WESTERN SHAREHOLDER.

London, Dec. 30, 1840.

THE LIVERPOOL CORPORATION—MR. T. W. RATHBONE.

To the Editor of the Railway Times.

SIR,—Your Liverpool correspondent, who ranks Mr. T. W. Rathbone amongst the decidedly rejected of the *would-be* Liverpool Town Councillors, at the late election, commits the slight mistake of putting him in the place of his brother. After all that has been said and written lately, the Deputy-Chairman of the Eastern Counties' Railway has too much discretion to expose himself to any manifestation of *popular* feeling in this quarter. Whatever people may think elsewhere of claiming to be re-imbursed, under the head of *money out of pocket*, sums of money which were *never paid at all, by anybody to anybody*, or of a man's grudging paper of his own on which to outpour the effusions of his own inordinate vanity, such things will not go down here.

I am, Sir, your constant reader,

D.

Abercromby-square, Liverpool, 29th December, 1840.

P.S.—I understand that Mr. Rathbone very solemnly denies having ever received any supply of Company *tape and wafers*, and makes quite a *boast* of this. Now, as far as my memory serves me, it was only the Company's "paper" Mr. R. was charged with using. However, it would seem very clearly to follow, from the *little* that Mr. R. denies, that he confesses *all the rest*.

LEIPSIC AND DRESDEN RAILWAY.

Traffic Returns from 1st January to 31st October in the Years 1839 and 1840.

Periods.	Year 1839. Travellers.	Year 1839. Receipts in doll.	Year 1840. Travellers.	Year 1840. Receipt in doll.
January 1 to March 31	47,604	18,472	48,503	60,442
April 1 to June 30	131,224	115,282	143,691	140,166
July 1 to Sept. 30	150,500	138,242	156,009	149,622
Month of October	45,985	49,685	48,908	56,205
Total	375,303	321,681	357,201	406,435

	Year 1839.	Year 1840.
Average travellers per day	1,251	1,191 = 183
Ditto receipts	1,073	1,354 = 208

The above account includes goods, but excludes the receipts of the portion of the Magdeburg line belonging to the Leipsic and Dresden Company.

Price of shares, 99¼ to 99½.

Leipsic, 14th December, 1840.

ACCIDENT ON THE GREAT WESTERN RAILWAY.—An accident occurred on Friday night, but not attended with any serious consequences. It appears that the mail, which left London at 9 o'clock, proceeded at an unusually slow pace in consequence of the density of the fog, and, upon its arrival at Langley Marsh, the waggon train, which started half an hour later, overtook the former train, and a concussion took place, but, owing to the relaxed speed at which both the trains were going, no injury was sustained by the passengers beyond the alarm attendant upon the casualty, and the damage done to the carriages was trifling.—*Daily Papers*, December 28.

BIRMINGHAM AND GLOUCESTER RAILWAY.—Since the opening of the entire line of railway from the Camp-hill Station, Birmingham, to Gloucester, the trains have traversed the line without the slightest accident, and with as few delays as could have been expected, those stopping at the first-class stations having performed the total distance in two hours and a half. The whole routes from the rising port of Gloucester, the key of South Wales, and from Cheltenham, are now open by uninterrupted lines of railway to Derbyshire, Staffordshire, Lancashire, and Yorkshire. We understand that very early in the new year the Company will be prepared with arrangements for the conveyance of goods, and already numerous applications have been made by carriers to put traffic on the line; it is to be hoped, therefore, that the proprietors of this spirited undertaking will speedily reap the reward of their patience and perseverance.—*Aris's Birmingham Gazette.*

PREVENTION OF RAILWAY ACCIDENTS.

To the Editor of the Railway Times.

SIR,—The facilities of immediate communication afforded by the magnetic telegraph are of so much importance that we may expect before long to see each railway thus provided. In the Evidence given on the subject of the telegraph before the House of Commons' Committee, the inventor states that he has contrived an escapement by means of which a bell may be rung at the stations calling attention to the signals. It appears to me that if each lamp on the line of railway were provided with a white and a red glass attached to a counterpoising weight, and connected with a similar escapement, it would be easy on the occurrence of an accident on any part of the line, to give at once the signal of danger from end to end. Each train would then proceed with caution to the nearest station, where the nature and locality of the accident would be ascertained, and the proper precautionary measures for the safety of the traffic be adopted.

I am, Sir, your obedient servant,

FRANCIS R. CONDER.

London, Dec. 31, 1840.

PREVENTION OF RAILWAY ACCIDENTS.

To the Editor of the Railway Times.

SIR,—When I consider the immense addition which would be made to the value of railways by the moral certainty of traversing them with safety, I feel convinced that no trouble or expense ought to be spared in promoting so desirable an object. It is allowed by all that the system is yet in its infancy, and we may conclude from the improvements which have been made in the course of time, in navigation, &c., that much will be effected as to railways. But some better means than those hitherto resorted to, are wanting to bring to the test the various expedients which may retard or stop the trains when in motion, or diminish or do away with all risk and danger in cases of collision, and also with perfect safety increase the velocity of the engine. These objects may justly be pronounced to be of national importance, for they affect most materially the safety, comfort, and convenience of the public. But it will be readily allowed that on lines in full operation there is very little opportunity of making experiments with perfect security, and in the presence of scientific men, who by such processes may judge of the value of the expedient proposed, and thus be led to suggest further improvements. The obvious plan would be to appropriate a sufficient length of rail in the neighbourhood of London, where experiments might be carried on by scientific men in the presence of the public. This would afford a theatre for the invention and display of every thing which may assist the progress of railway science. The several Companies could not be expected to lay out money for such a purpose, which could only be effected by a grant from Parliament. If the Government should patronise the measure, it might be carried into execution either by attaching the requisite length of rail to some short line, the West London, for example, or by fixing on some level spot of open ground where no expense would be required but that of laying the rails, which might be done at a comparatively trifling expense. If the experiments should not be productive of good results, it would be easy to dismantle the works and sell the materials, but if the process should add to the safety, comfort, and convenience of the public, I am certain no member of either House would think the money ill laid out. With respect to actual collisions, notwithstanding the prodigious momentum of a train, much may be done to diminish or do away all fatal results, but it appears to me that on a line in operation there can never be sufficient security for a work which ought to be carried on without the least possibility of risk or danger. On a working line accidents may easily happen by engines or trains sent on the line in the face of every precaution. Besides this, the efficacy of springs, air-tubes, &c., would be best tested and measured by acting on a fixed object.

Since my remarks respecting the Greenwich time were written, I see with pleasure that my suggestions have been anticipated by the Great Western Directors. The inconvenience which your correspondent, "A Proprietor," contemplates, may be easily obviated by stating on the time bills both the London, and local time at each station. As correctness is of the greatest importance the precise difference at each station should be carefully adjusted in the first instance by the Astronomer Royal, or some other well qualified person, for a few seconds either way may cause or prevent fatal results. Certainly no invention, however effective, will do so much to prevent accidents, as the most minute and scrupulous attention to the time of the starting of engines and trains, and their arrival at the several stations. If proper arrangements be made in the first place, the most perfect regularity may be maintained without any trouble or inconvenience to the officers of the railway.

I am, Sir, your obedient servant,

H. B.

Draycot, Chippenham, Dec. 27th, 1840.

PREVENTION OF RAILWAY ACCIDENTS.

THE following circular, issued by the Chairman of the Liverpool and Manchester Railway Company, has reference to a proposed conference of delegates from the several Companies, with a view to devise, if possible, some improved mode of working for the prevention of accidents. We purposely abstain at present from entering more fully into the subject, as we hope shortly to have it in our power to lay before our readers some important information in reference to it. It is gratifying to find that our reiterated admonitions in regard to the punishment of offending railway servants are now echoed by parties who, we have reason to know, were decidedly opposed to the clause in Lord Seymour's Act which gives the power of punishment, when that clause was first inserted at the instance of the London and Birmingham Board:—

Liverpool and Manchester Railway,
Liverpool, 14th December, 1840.

SIR,—I beg leave to hand you copy of the Report of a sub-Committee of Directors of this Company, on matters of interest in reference to the proposed railway conference. I send also a copy of the Liverpool and Manchester book of regulations; and have to only observe, that it is in the hope of narrowing the discussions at the conference, that the Directors of this Company have taken the liberty to transmit these documents for the consideration of your Board.

I am Sir, your very obedient servant,

HENRY BOOTH.

REPORT.

The London and Birmingham Company having suggested the expediency of the Liverpool and Manchester Directors preparing a draft of some general regulations to be forwarded to the different railway Companies for their consideration, prior to the conference; the Committee of the Liverpool and Manchester Board appointed for that purpose, beg leave to report—

That in considering the subject of the various accidents which have recently taken place on different railways, and the circumstances connected with each accident, it appears that they are attributable to one or more of the following causes:—

First—The want, or insufficiency of signal lights, giving warning of danger.

Second—Neglect on the part of enginemen of such signals, when given—comprehending a culpable want of care and vigilance, in not keeping a good look out; and,

Third—The difficulty of stopping a train when danger is perceived near at hand.

On the subject of signals and signal lights, your Committee are of opinion that the printed rules and regulations of this Company, which have been brought under the consideration of many other Companies, and, as your Committee believe, now constitute the basis and tenor of their respective regulations, are, on the whole, well calculated to answer the purposes intended. One modification seems desirable, namely—that the red light, or the red flag, should in all cases, and under all circumstances, be viewed as a warning against danger. On the Liverpool and Manchester line, the red light and flag are at present used at the gate houses to indicate that the Liverpool and Manchester second class trains are to stop to take up passengers; but blue lamps and flags will shortly be provided for that purpose, which will allow the red light and flag, afterwards, to be used only as a warning against danger, which your Committee think should be a universal rule.

Other lights and lamps have recently been suggested, as night signals on railways. Some experiments with the Bengal or blue lights have been made on this line; and the Eastern Counties' Railway Company have already introduced these lights, along with some portable rockets for policemen, into their code of night signals. Under strict regulations, it seems probable these lights may be used with advantage, as occasional and extraordinary signals; but the utmost care must be taken not to relax the vigilance of enginemen, by leading them to expect a glare of light sufficient to startle them into attention, before any particular caution or watchfulness on their parts is to be considered necessary; the best security in railway travelling being the unceasing vigilance and acknowledged responsibility of the man in charge of the engine.

As to negligence on the part of enginemen, and other servants on the railway, in not using due caution, and in not attending to signals when made, the Committee can only recommend great care in the selection of active, steady men in the first instance. Good wages, and a considerate regard to their comforts, so long as they do their duty; accompanied by the strictest discipline, and by uniformly putting in force the provisions of Lord Seymour's Act, in cases of any neglect of duty or disobedience of orders, hazarding the safety of life or property, although no loss of either should actually take place. Your Committee are of opinion, that bringing railway servants, in case of serious misconduct, before a county magistrate, for summary judgment under the late Act of Parliament, has a very beneficial tendency, by impressing strongly on the minds of enginemen and others, that when a transgression is committed it is an offence not merely against their employers (the Railway Company), but against the community at large, of which the laws of the country and the authorities thereof, will take prompt and severe cognizance.

And your Committee will mention in this place, the importance of an explicit understanding amongst different Companies, not to take into their employment, respectively, discharged servants from other Companies, or any servants having worked on other lines, without authentic and satisfactory testimonials from their last place.

With respect to the third point under review, the difficulty of promptly stopping trains when danger is perceived; the most efficient means hitherto employed, are immediately to reverse the engine, and put on the tender break. Great care should be taken by the engineers, that the reversing gear is of the most approved construction, not liable to get out of order, and which cannot fail to act, when the reversing lever is applied. The breaks, both of the tender and carriages, require constant attention, and they should be sufficiently powerful to enable the man who attends them, to lock without difficulty the four wheels of the carriage to which they are applied.

With regard to the numerous proposals of improvements, and schemes for the prevention of accidents by mechanical means, if that unceasing vigilance, which cannot be too strongly insisted upon, on the part of the engine-driver, should be at any time relaxed, those who have been long conversant with the practical working of a railway can hardly be aware how many of them have been long since, and under various forms, already tried, and found

to be attended with risks and inconveniences, more than compensating for any supposed advantages. Experiments of this kind, in the success of which Railway Companies are so deeply interested, are perpetually going forward, and some further improvements may, it is hoped, by degrees be generally introduced; but alterations of such vital importance in their consequences, ought never to be introduced in practice on the large scale, without considerable extent of trial and cautious experience of their practical working.

One new arrangement with a view to the safety of railway travelling, has been so publicly discussed and recommended, that your Committee cannot pass it over in silence; it is, that on each engine there should be not only the engineman and fireman to work the engine, but a conductor of a higher standing and superior acquirements, whose special business it should be to look out, and under whose orders the engineman should act.

Your Committee decidedly deprecate the idea of relieving the engineman from the responsible charge of his engine, and consequently of the train to which it is attached. But every care should be taken to get steady drivers, and more care than has, perhaps, usually been exercised in the choice of *firemen* or *stokers*. This class of servants, your Committee are of opinion, should be somewhat raised in importance in the scale of railway service. No fireman should be employed under 21 years of age, and a stricter scrutiny into respectability of character and steadiness of conduct should be instituted than they apprehend has hitherto taken place. A man of this description, after a few years service, would be prepared by ample training in the most effectual school, to take the higher place of engineman, and a steady engineman with such a fireman, your Committee are of opinion, is the proper party to have charge of the engine. It is admitted that the safety of the train depends very much on the proper conduct of the man who has the responsible charge of the engine. The question, therefore, as to the most competent conductor, should receive the fullest consideration. Your Committee, however, would apprehend the most imminent danger from any ill-advised change in the present system. What is required is constant vigilance—and there is no evidence in reference to any of the accidents which have taken place, that the exercise of this qualification on the part of the engineman, is incompatible with his other duties; no such plea has been made, and there is no reason to suppose that any such difficulty has been felt.

By introducing another man on the engine, you have another pair of eyes to *look out*; but this advantage, if it be one, might be more than countervailed by the divided authority and responsibility which must inevitably take place, for the engineman must still be responsible for the working of his engine, and cases of difficulty or danger might occur, requiring the utmost promptness of decision; as, for instance, whether to *push forward* or to *reverse* the engine; and who, in such cases, would decide? Jealousy and disunion, it is to be feared, would frequently arise. These would be destructive of confidence in their own resources, to the men themselves, and fraught with danger to the whole train. As to the necessity for superior acquirements or professional skill, there is no evidence of a single accident having occurred owing to the want of these qualifications. The desiderata are *constant vigilance* and *presence of mind in emergencies*; and your Committee are of opinion that no man, however professionally competent, ought to be trusted with the charge of an engine, till he has served an apprenticeship to the business, and has thus become familiar with the rapidity of the locomotive engine, and its consequent excitement—with its severe exposure to the weather—with the customs and practice of railway operations, and with all the contingencies of locomotive transit regarding police regulations, signals, &c.

The above observations are what have occurred to your Committee on the subject referred to their consideration. They are offered with a view to being submitted along with the printed rules of this Company to other managements, in order that the whole matter of railway regulations may undergo candid revision; and some general agreement may be afterwards come to, calculated to benefit railways, and to give increased safety and confidence to the public.

PREVENTION OF RAILWAY ACCIDENTS.

The Directors of the Manchester and Leeds Railway Company have issued their second monthly number, that for November, of a serial publication on railway accidents, addressed to their own servants in all the departments of duty on their line. It is a goodly octavo pamphlet of 42 pages, commencing with some account derived from the evidence on the inquest of the accident on the York and North Midland line, attended with the loss of two lives; and the other cases printed in the pamphlet are the committal of an engine-driver on the Liverpool and Manchester line, for a month, under Lord Seymour's act, for disobeying the regulations of the Company in reference to the locomotive engine intrusted to his care; the conviction and infliction of a penalty upon a labourer on the Manchester and Leeds line, for not removing a wheelbarrow far enough from the rails, so that the steps of a carriage upset it; the committal of a "plate-layer," on the same line, for two months to the Wakefield House of Correction, under Lord Seymour's Act, for neglect of duty in not making a signal to stop an approaching train when an obstruction had been caused by raising some rails; a caution issued by the Company to their servants referring to this case, to the effect that "in all instances where negligence or disobedience is shown to any of the rules or regulations of the Company, or any omission in the discharge of their several duties, such servants will be proceeded against with the utmost rigour; it being the full determination of the Company to use the utmost caution in order to prevent accidents, and, as far as possible, to protect the lives and property of the public travelling upon the said railway." The next case noticed is the late accident on the London and Birmingham line, where a verdict of murder was returned against the deceased engine-driver; a letter, in reference to it, reprobating the practice of employing as engineers persons who have not been properly trained to that business; and the last case noticed was the conviction of an auctioneer for having got upon an engine on the Eastern Counties' line, and turned on the steam, by which means he caused the engine to run over and dash to pieces a horse carriage and coal truck, and by this collision was himself thrown out, and narrowly escaped being killed on the spot. He was sentenced to be imprisoned for six months, and fined in the penalty of 5*l*. We understand that the Directors issue these pamphlets to their superintendents and principal servants along the line, by whom they are distributed to every individual employed under the Company, each man receiving a copy to take home for his own reading; and the material parts, either pointing out the causes of accidents, or any negligence on the part of railway company's servants, or containing useful suggestions in the way of caution or improvement, are rendered conspicuous by being printed in *italics*. Thus, these little publications must be doing great good in bringing to the knowledge of all concerned in the working of the line the danger of their negligence in reference to the lives of passengers, and the serious responsibility which devolves upon themselves, with the almost certainty of punishment for any act of gross negligence, even though it should not be attended with any serious consequences. Thus they are trained already, while the line is but partially opened, in those habits of caution and attention so desirable in, and indeed imperative upon, all persons concerned in the working of railway transit. —*Manchester Guardian.*

NORTH UNION RAILWAY—TRAFFIC RETURNS.

To Mr. Chapman, Secretary to the North Union Railway Company.

Sir,—Allow me to refer you to page 1110 of the *Railway Times*, for a brief explanation of the office and duties of secretary to a railway, and though I must dissent from many propositions urged by "Examiner," for ameliorating "Railway Management," as based on theory, I turn at once to the single extract which regards yourself, as Secretary to the North Union Board of Directors—which Company was the first to make a mystery of their traffic, thereby excluding their proprietary from that sort of information which is now published, by nearly every other Railway Company; but I must also add the Preston and Wyre, and Lancaster and Preston Railways, two tributary streams flowing into the line of which you are Secretary, or (as the writer I refer to above, designates the office) "*depository of its secrets*," have followed bad example owing to their locality, or possibly they may be under North Union influence, from using steam power of that Company, and have each refused to give their proprietary the amount of their weekly traffic.

Having, Sir, a large sum at stake in the North Union Railway, and with that anxiety every man must feel for his property, when committed to the charge of others, I am naturally desirous of having the common-place sort of weekly information, which is available to the Directors themselves; or to know what reason, if it is not caprice, causes it to be withheld.

The Spring meeting is at hand, when the proprietary will be called together to hear the Report read, and then the total traffic will be announced in one sum, extending over a period of 26 weeks, and this, in the aggregate, is all the information of receipts which will be given. True, the sources of income may be noted in four separate lines, as on the last occasion, when the figures were for

Coaching	£28,661	17	1
Coal	467	16	5
Merchandise	2,564	10	5
Rental, &c.	500	0	0
	£32,394	3	11
Profit and loss account	466	11	5
	£32,860	15	4

But is such information sufficient, when given at the tardy interval of six months to a numerous and anxious body of proprietors, who one and all are as much entitled to know the weekly traffic as the Directors themselves? Why should such information be exclusively enjoyed by those gentlemen? Why not give to the holder of a single share, the knowledge ceded to him who has his 100? How can North Union proprietors know how to value their property, unless the traffic is weekly given? It must either be detrimental to the interests of Grand Junction shareholders to have their traffic published, or highly wrong in that of the North Union being refused! I have watched the latter line from its commencement, ten years ago, and it has been more affected by the smiles and frowns of the public, than any line with which I am acquainted. In 1834-5, when 20*l*. per share had been called up, many were the parties who gave them away with that sum paid, and were heartily glad to have it in their power to say "Quits." I have known when money could be raised with facility on other bonds, but the unfortunate North Union was near being fast, at point Stand Still, as much so as another undertaking, at the present day, in the far east! And I have known North Union shares at a high premium, when they suddenly fell, without any cause then known to the uninitiated, but which I have ever supposed to arise from the close manner in which the accounts were kept, which was sufficient to alarm the public, who could not account for such secrecy.

Six weeks ago, North Union shares were at 73, and have since been sold at 83. I should like to know from what cause is this rise, and that purchasers have been so *very speculative* as to give an advance on November prices of 10*l*. per share.

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Had I any doubt of the ultimate success of this railway, or rather (to write less sanguinely) of its proving *one of the few* which will not be a loss to the shareholders, I would adopt other arguments for for the object I have in view, but I can say with truth, the only reason of an advance in North Union stock, is from the private knowledge of the sum total of its traffic having oozed out somewhere.

I have been told the Secretary (!) has an objection to publish the weekly traffic ! !

I am surprised, Sir, that such should be said of you; and cannot for a moment credit that a paid officer of a Company should throw in his objections, to give that trifling information to the proprietary which is shared by the few who have a seat at the Board.

That continued weekly absence of intelligence which every shareholder has an undoubted right to possess, must be influenced by cogent and peculiar motives for concealment. If the North Union Railway has weak points, and thus is bolstered up by secrecy, a blow must come sooner or later; or if the trains run empty at certain periods, still I say, keep it not from the proprietors! But if the mere withholding the weekly traffic from publication arises from caprice, or other motives, it is most partial and unjust to proprietors generally, and gives to Directors an undue advantage, they will do well to partake of no longer.

I remain, Sir, your obedient servant,

A. B.

Liverpool, December 28, 1840.

PRESENT POSITION OF RAILWAY INTERESTS.

To the Editor of the Railway Times.

Sir,—Enclosed I beg to send you two statistical tables which I doubt not will be perused with interest by your numerous readers and correspondents.

The first is a view of the progress made towards the completion of railways in England during the present year, showing the total number of miles in operation up to the present moment.

The second shows the interest to be derived from a given amount of receipts on five of the newly finished or extended lines of railway, the amount of receipts being taken for twelve months consecutively in order to include the best and the worst season for traffic in the year.

Table showing the progress of Railways in England during the Year 1840.

	miles.
Total distance in operation at the end of 1839	682¼
Birmingham and Gloucester	52
Chester and Birkenhead	15
Chester and Crewe	18
Chester and Crewe Extension	21
Durham and Sunderland	16
*Eastern Counties'	7¼
*Great Western	63½
Hull and Selby	31
Lancaster and Preston	20¼
*London and Blackwall	3¾
London and South-Western	17½
*Manchester and Leeds	40½
*Manchester and Birmingham	2½
Maryport and Carlisle	7
Midland Counties'	57
Newcastle and North Shields	7
North Midland	72
*Northern and Eastern	19½
Preston and Wyre	19
*Taff Vale	13
York and North Midland	8½
Total distance in operation at present	1,196¼

Those marked so [*] are unfinished lines.

Table showing the Interest accruing on £100 Stock in the following Companies bought at the current Prices.

Name.	Miles.	Cost per mile in round numbers.	Supposed weekly average receipts from Nov. 1, 1840, to April 1, 1841.	Working expenses.	Net receipts in a year of 365 days.
		£ s. d.	£. s. d.	£. s. d.	£ s. d.
Hull and Selby	31	17,000 0 0	500 0 0	45 0 0	14,326 0 0
Great Western	92	50,000 0 0	5,400 0 0	46 0 0	152,040 0 0
South-Western	76	29,000 0 0	3,200 0 0	49 0 0	85,100 0 0
Birmingham and Gloucester	52	24,000 0 0	1,100 0 0	45 0 0	31,536 0 0
North Midland	72	40,000 0 0	2,809 0 0	40 0 0	87,600 0 0

Name.	Net receipts in a year of 365 days.	Premium per share.	Discount per share.	Equal to premium on 100*l*.	Equal to discount on 100*l*.	Yearly interest on 100*l* stock.
	£			£	£	£ s. d.
Hull and Selby	14,326	..	6 per share of 50*l*.	..	12	3 1 5
Great Western	152,040	25 per share of 100*l*.	..	25	..	2 12 10
South-Western	85,100	16¾ per share of 38*l*. 17*s*. 6*d*.	..	42	..	2 14 5
Birmingham and Gloucester	31,536	..	22 per share of 100*l*.	..	22	3 4 7
North Midland	87,600	..	25 per share of 100*l*.	..	25	4 1 0

Name.	Supposed average weekly receipts from Nov. 1, 1840, to Apr. 1, 1841.	Interest accruing therefrom.	Supposed average weekly receipts from April 1, to Nov. 1, 1841.	Interest accruing therefrom.	Average rate of interest from Nov. 1, 1840, to Nov. 1, 1841.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Western	5,400 0 0	2 12 10	12,000 0 0	5 17 5	4 10 5
South-Western	3,200 0 0	2 14 5	8,000 0 0	6 15 10	5 1 10
Hull and Selby	500 0 0	3 1 5	1,100 0 0	6 15 10	5 4 10
Birmingham and Gloucester	1,100 0 0	3 4 7	2,400 0 0	7 1 2	5 9 2
North Midland	2,800 0 0	4 1 0	7,000 0 0	10 2 7	7 12 0

(1) This taken to be inclusive of the Manchester and Leeds toll.

The average of receipts assumed above are, I believe, likely to prove rather under than over the mark; but even taken as they are, they cannot fail in their results to prove satisfactory to the parties concerned in these undertakings, especially when due regard is had to the early stage of their operation.

I am, Sir, your obedient servant,

H.

31st December, 1840.

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.

The letters and other articles which have appeared in this journal during the last few months on the subject of the Manchester and Birmingham Extension scheme, have just been reprinted in the form of a pamphlet, and are prefaced by the following appropriate remarks :—

"The following extracts from the *Railway Times* on the subject of the *Manchester and Birmingham Extension Railway*, have been collected with a view of affording to the public—and especially to the inhabitants of Manchester—a means of forming a true judgment of the merits of that undertaking by perusal of the statements not only of its opponents, but also of competent judges, wholly uninterested in the question, in answer to the highly coloured representations of its promoters. These are not times when men should wilfully throw away their money in undertakings of doubtful public utility or individual advantage, and it cannot therefore but prove beneficial to parties who may be tempted to subscribe their money towards the Extension Railway, to have an opportunity of previously testing, by the opinions and experience of competent judges, the advantages which it holds out, both as a private speculation and as a work of general utility.

"Public necessity, it must be observed, is the only qualification which can entitle the measure to receive the Legislative sanction, and therefore in forming a judgment of the probability of its success before Parliament, it is essential to consider maturely what immediate public object is to be obtained by it, which can justify for its construction the outlay of two millions of money, and the wresting the properties of private individuals from them, against their wills, under the compulsory powers of an Act of Parliament. When the Grand Junction and London and Birmingham Railways were first projected, the public advantage which they held out was the shortening the duration of the journey between Manchester, Liverpool, Birmingham, and London by *more than one half*, and this great saving of time to the commercial and manufacturing public was considered of sufficient importance to justify the passing of the Acts relating to those undertakings. They have more than realized in their construction the expectations originally formed of them, and a journey which five years ago occupied nearly *twenty-four hours* is now reduced by their means to less than *ten*.

"The object of the Extension Railway is understood to be the shortening of the distance by railway, between London and Manchester and Liverpool, by about eight or nine miles, for which purpose it is proposed to construct a new railway running parallel to the London and Birmingham and Grand Junction Railways for a distance of more than fifty miles, without benefitting any town or district not approached by those railways. No *new* necessity has arisen for this line which did not exist ten years ago, and in order therefore to form a just estimate of the claim which it has to the sanction of the Legislature, let us ask ourselves, if it had been proposed at the same time as the Grand Junction and London and Birmingham Railways—what would have been the chance of its success, or of Parliament sanctioning all three lines at the same time? If it would have been scouted *then* as an absurdity, which no doubt it would, what *new* feature does it present which should induce Parliament to deal with it *now* as a measure of urgent public necessity?

"As a matter of *private* speculation, its promoters hold out, that because it runs parallel to the Grand Junction and London and Birmingham Railways, and will be somewhat shorter than they are, therefore it must take a large portion of their traffic from them; but it must be observed, that although that traffic may be sufficient for the support of one line, and pay a profit to the proprietors, it might not and would not suffice to return a fair profit on *two*; and moreover; it is well known that the Grand Junction Company have only consented to the formation of the Extension Line on terms which will effectually prevent it from diminishing any portion of their annual returns.

"All, therefore that the Extension Company could expect, would be a participation in the Liverpool and Manchester traffic passing on the London and Birmingham Railway from Rugby to Birmingham, a distance of about 40 miles, for which they propose to construct a railway 54 miles long, and this whilst the London and Birmingham Company,

with all their large traffic to Birmingham, Coventry, Wolverhampton, and other places in which the Extension Railway could not compete, pay a dividend of only 8 per cent!

"These *facts* (for they are incontrovertible) afford surely sufficient ground for reflection to all parties who may feel induced, from a spirit of speculation, to embark their money in the Extension Railway. The experience of the last few years has shown how little the shareholders have benefitted by the formation of even the most favourite lines which resulted from the railway mania in 1836 and 1837, albeit these enjoy a *monopoly* of the traffic of the counties through which they pass. There is hardly one, the shares in which might not have been purchased at a considerable discount before the completion of the work, and how many are there now which bear a premium or pay any dividend, although for years their proprietors have been without any return on their outlay?

"What superior hopes are there then for the Extension Railway? One-half the original deposits are known to have been expended, and the other half will surely go in a renewed Parliamentary contest, whether it be successful or not, when enormous sums must be immediately called for, to make good the bargains with landowners, which it is understood have been entered into, as the price of their neutrality. If the interests of Manchester imperatively called for the formation of the Extension Railway, there are many who might voluntarily suffer a considerable sacrifice of fortune to attain such an object, but it is plainly shown in the following letters, that Manchester would be prejudiced rather than benefitted by the Extension Railway. It is, indeed, manifest that two lines could not be maintained at the same expense, or with the same frequency of communication on each as one line; and therefore, if the Extension line were made, the public would necessarily have to pay higher fares, and would enjoy less frequent means of communication with Birmingham and with London than they do at present.

"These points are so fully explained in the following extracts, that it is needless here to dwell on them. The newspaper from which they are taken is the advocate of the railway interest throughout the kingdom, and the parties by whom it is conducted may be fairly supposed, from their general knowledge and daily avocations, to be well fitted to form a correct opinion of the advantages, both public and private, which all such projects hold out.

"The editorial remarks, therefore, are deserving of the most careful consideration; and a dispassionate perusal of them, and of the accompanying letters, will probably lead most persons to the conclusion that it would be far wiser, as regards their own interests, to keep their money in their pockets, than to throw it away in supporting another application to Parliament for the Manchester and Birmingham Extension (alias Stafford and Rugby) Railway Bill.

"As regards the interest of those families (and they are many) who have embarked their fortunes in the London and Birmingham Railway, at a high rate of premium, and who are dependent for their support on the interest which they receive on their outlay, and which they believed to have been secured to them, there can be no doubt that the sanction of a rival line, without a very overwhelming public necessity for its construction, would be an act of cruelty and injustice which there is no reason to believe that the legislature would wantonly inflict.

"If we look to the result of the only lines yet in existence, which even partially compete with each other, we find the Chester and Crewe bought up by the Grand Junction, and the fares on the latter raised! The Leeds and Selby bought up, or about to be so, by the North Midland and York and North Midland, by whom it will be all but closed! and the Birmingham and Derby and Midland Counties, after a fruitless competition of only six months, coalescing together, and making the increase of their respective fares to the public a condition of their coalition!

"Who can possibly doubt a similar result in the present instance? If two competing lines cannot co-exist with profit to each—either both must be worked inefficiently, or one must be closed—or the public must pay a higher rate for the use of each.

"With these observations the following extracts are recommended to the serious attention of all who take an interest in the subject."

OLDHAM AND MANCHESTER RAILWAY.—On Saturday last a number of the Directors of the Manchester and Leeds Railway, accompanied by their principal engineers, visited Oldham, and examined the nature of the country betwixt Oldham and the main line, for the purpose of determining the best course for the Oldham Branch Railway. It is very probable that this branch railway will not be highly remunerative should the trains have any stopping place betwixt Oldham and Manchester; should there be no stoppage whatever betwixt those two places, including the place of the junction with the main line, coach competition on the turnpike road will doubtless cease.—*Manchester Courier.*

EFFECT OF THE FROST ON RAILWAYS.—The *Alsace*, of Strasbourg, states that on the 15th instant three trains were stopped on the Alsace Railway, although there were six locomotive engines set at work. When brought out on the rails each engine became so clogged with ice that it was with difficulty it could be made to roll. This obstacle overcome, and the train set in motion, it required only a moment's suspension for the water in the supplying pumps to become frozen, and cease to fill the boilers. The oil also froze, and the friction became so violent that ignition and the total destruction of the whole material became imminent. In the night of the same day a train was compelled to stop in the forest of Lutterbach, on account of the engine becoming frozen. Another engine, sent to its assistance, was unable to move the train, and the passengers were of necessity taken on to the tender of the supplementary engine, and thus carried to Mulhausen. For this purpose it was obliged to make a second trip, and it was not till eleven at night that all the passengers with the guards and luggage arrived. One of the engine men had his feet frozen. The cold was so intense that the Directors, feeling that they ought no longer to risk the lives of passengers and their men, have determined to suspend the service till the weather changes.—*Globe.*

ANCIENT AND MODERN TRAVELLING.—To exhibit the contrast between the present mode of travelling by railway and what it was nearly 70 years ago in Bath, a gentleman now living in Widcombe states that in the month of Dec. 1772, he had occasion to go to Frome, and the only coach conveyance was what was called a machine, which left the Angel inn, on the Holloway side of the Old Bridge, at 6 o'clock in the morning for Salisbury, which it reached the same evening, he availed himself of this conveyance. They stopped to breakfast at St. Philip's Norton for about ½ of an hour, and also to rest the horses, and reached Beckington, the nearest village to Frome, at ½ past 10 o'clock, a distance of ten miles from Bath, in four hours and a half. This gentleman thinks this mode of travelling was rather too slow, and the present by railway rather too quick, and prefers the medium.—*Wiltshire Independent.* In the file of the *Cheltenham Chronicle*, bearing date November 11, 1813, appears the following announcement:—"Two Day Post Coach.—The public are respectfully informed, that the Cheltenham and London Two Day Post Coach will continue running, during the winter, from the Plough Hotel, at 10 o'clock in the morning, to the Angel Inn, Oxford, where it arrives to dinner, sleeps at Oxford all night, and proceeds the next morning, at 8 o'clock, to London, where it arrives to dinner." In the *Chronicle*, dated September 2, 1840, a coach is announced to leave the Plough Hotel, at 2 o'clock, and arrive in London the *same evening*: so that the journey, which used to be performed, in 1813, in thirty hours, is done, in 1840, in SIX!

COACH ACCIDENTS.

On Monday evening, as the *Nelson* coach, which runs between Nottingham and Manchester, was travelling between Cromford and Amber Gate, the coachman had occasion to slacken the speed of his horses, when the reins broke, and the horses started at full speed. The leader by some means or other broke away, the other two galloped forward, and ran against the side of the gate, at the Amber Gate toll bar. One of the horses was killed on the spot, the other leaped over the gate and escaped. The coachman was precipitated to the ground, and escaped with a few bruises; the passengers—a lady and a gentleman—were unhurt; the front of the coach was "stoved" in.—*Derbyshire Chronicle.*

On Wednesday evening last, as the *Greyhound* coach was passing through Bilston, drawn by six horses, as is the usual custom the week before Christmas, it was so heavily laden with game, as to break down in Oxford-street. The passengers all escaped without injury; the body of the coach was crushed down by the great weight that was upon it, and the back seat was broken off by the luggage that was behind; in fact, we never saw a coach so overloaded in our lives. It was very fortunate that none of the passengers were hurt, as we understand there was betwixt three and four tons weight on the coach. The guard had to go to Wolverhampton to get another coach and a waggon, before they could proceed.—*Staffordshire Gazette.*

On Tuesday night last, a little after 10 o'clock, as the *North Briton* coach, which runs between Carlisle and Lancaster, was coming in from the south and proceeding up English-street to the Crown and Mitre Hotel, an accident of rather an awkward nature occurred. Mr. David Baxter, the coachman, one of the steadiest "whips" which leave the city, perceived some carts coming right up the middle of the street, and he, trying to avoid them, pulled his horses to the wrong side of the road, being the side he could have passed easiest on, when the person who had charge of the carts pulled his first horse right upon the leaders of the coach. The leaders immediately sprung to one side, and crossed right upon the lamp post which stands between Dr. Elliot's and Messrs. Graham and Jefferson's, breaking the reins and traces. Mr. Baxter being at the time standing on the box so as to have his horses at command, was pitched violently on the flags, and had his arm dislocated at the shoulder, and his head seriously cut. The coach was relieved from the leaders and taken to the coach office, no other damage being done.—*Whitehaven Herald.*

The *Rockingham* coach from Leeds to London was overturned in Stamford on Thursday morning, at the angle of All Saints' church-yard, owing to the extremely slippery state of the road at that dangerous point. The guard was the only person hurt: he had his head cut, but was able to proceed inside the coach. The great load of luggage somewhat broke the fall of the passengers, of whom there were five. The coach was five hours after time.—*Cambridge Chronicle.*

The up *Paul Pry* coach, on Monday night, when passing along the road from Burford, was overturned opposite Stone Lands, in the parish of Brize Norton. There was only one passenger we believe, a professional gentleman from Cheltenham, who, as he was inside, was not materially hurt; but Andrews (the coachman), and Suckling (the guard), were both sitting on the box, and were thrown to the ground with great violence, and the latter very seriously bruised. Assistance was obtained as soon as possible, and the guard was removed in the coach to the Fleur-de-Lis Inn, Bampton, where medical aid was instantly afforded him, but it was unavailing, as the unfortunate man remained insensible nearly up to the time of his death, which took place this morning (Thursday). The deceased man (Suckling) was nearly 50 years of age, but has no wife nor family, and his connexions are scarcely known; we know this much of him, that he was a steady and very temperate man, and had been guard to this coach nine years, during which time he conducted himself with great civility to his employers, and was much respected by the coachmen and guards

on the road. We forbear mentioning any rumours as to the cause of the accident which produced his death, as, in the absence of the evidence of the coachman, nothing is known by us for certain. The Coroner will hold an inquest on the body.—*Oxford Journal.*

RAILWAYS IN BELGIUM.

The Belgium papers say, the new sections of railway to be opened next year are those from Ans to Liege, and from Liege to Chaufontaine, which will be in operation during the second quarter, and that of Tubise to Mons, which is to be opened during the last quarter. The total of railway expenditure for 1841 (including the new sections), is estimated, in round numbers, at 3,750,000 francs. The works generally already constructed pay the Belgian capitalists an interest of from four to five per cent. per annum. It was never the policy of the Government to exact extravagant fares. Passengers travelling by the second-class vehicles have, in fact, been enabled to traverse the country at a charge that would barely cover the expense, the moderate profit derivable from the undertaking being levied upon those who are in circumstances to contribute more liberally. Numerous lines have now been several years in operation, and so perfect is the management, which is that of the Government, that scarcely a single accident or mishap of any kind has occurred worth recording from first to last. The fact we are about to state will be thought almost incredible, but it is nevertheless true, that a man may go in the open carriages from one end of Belgium to the other, that is to say from Ostend to Liege, a trip of eight hours, at a charge of less than six shillings. The distance cannot, to judge from the excellent speed with which it is performed, be less than 150 English miles. The discipline maintained throughout is the admiration of all who have had an opportunity of witnessing it.—*Morning Post.*

Accident on the Hull and Selby Railway. On Wednesday last, when the railway train which leaves Leeds and York for Hull at 3 o'clock in the afternoon, had arrived within about three miles from Brough, the hinder axle of a waggon belonging to the Leeds and Selby Railway Company, containing a few goods, broke, and caused a part of the carriages following to go off the rails. The engine-driver immediately shut off the steam and reversed the engine, and gradually brought the train to a stop. Fortunately, the passengers escaped without the least injury, one excepted, who slightly bruised his shoulder in getting out of one of the carriages. The guard dislocated his shoulder, and bruised his face by leaping off the carriage on which he was riding; he is doing well. The engine proceeded to Hull to obtain assistance, and Mr. Locking, the Secretary to the Company, with other officers, immediately proceeded with some carriages to the place where the accident occurred, and brought the passengers and their luggage to Hull. The accident only delayed their arrival about an hour and a half beyond the usual time.—*Leeds Intelligencer*, December 26.

Projected Line of the Monmouthshire and Gloucester Railway.—Leaving the terminus on the eastern bank of the Usk, near Newport bridge, the line would pass by St. Julian's, the village, Great Bullmore, Kemeys Church, Llantrissant, Llanowel, to Ponty Llifon, where would be the station for Usk, within half a mile of the centre of the town. The line would follow the old turnpike road skirting Llandenny bottom, by Pergoed farm, to Llanardill, Llangwendw, to the east of the Twyn-yr-argoed, cross the turnpike road, about 1¼ mile from Ragland, following the valley of the Trothy to the south of Dingistow Court, to the north of Troy House by Gibraltar, crossing the Wye below the junction of the Monmow; the station would be about a quarter of a mile from the centre of the town. The line would then follow the bank of the Wye by Hadnock, leaving the Leys a quarter of a mile to the north, still following the river skirting the crown property of the Lady Park, passing on the west of Huntsham farm, crossing the Wye west of Huntsham ferry, west of Rocklands, tunnelling the ridge at Goodridge, north of the Priory, crossing the Wye, and passing to the west of Walford Church by Cobry, Brion Mill, south of Frogmore cottage, by Pontshill Lea, Knightshill mill, to Aston Cruze, where would be a short tunnel, then following by Kilcot Green, Conigre farm, a quarter of a mile south of Newent, on the west side of the Hereford and Gloucester canal, crossing the canal by Half-timber House, and passing south of Morels End, by Perch farm, crossing Alney Island to the terminus of the Gloucester and Birmingham Railway at Gloucester.—*Monmouth Merlin.*

Railway Communication with Ireland.—Before the expiration of January next, the Welsh mails will be transmitted by railway to Chester—thus enabling papers and letters to be delivered throughout Flintshire and part of Denbighshire several hours earlier than heretofore, and saving at least two hours in the delivery in every part of Wales that is in direct communication with old Cestria. The General Post-office authorities, though fully aware of the benefit that would result from an imperial railway between the two capitals, are determined to avail themselves immediately of the facilities afforded by the Birkenhead and Chester Railway, so as to save, if possible, at least an hour in the transmission of the London and Irish mails. As a temporary measure we can see no objection to this. The difficulties and delays attendant upon the Liverpool route would be avoided; and, until either Holyhead or Portdynllaen be made the terminus of an imperial route, we can see no reason why all minor and more immediate facilities should not be adopted.—*Carnarvon Herald.*

Theft by a Steam-engine!—A wiseacre, who had seen a paragraph going the rounds, stating that some knowing fellow had put a fourpenny on a railway, which the steam-engine had flattened out to the size of sixpence, bethought himself that he would try the experiment on a respectable scale. On Tuesday last, therefore, he spread out about the length of himself of fourpenny pieces at one of the crossings of the Glasgow and Ayrshire Railway, not very far from home, and, with his head leaning over the wall, anxiously awaited the approach of the two o'clock train that was to add a third to their value. But "the best laid schemes o' men an' mice gang aft agley." Up came the "smoky devil" with his long tail, and as the rails were *waxy* with the hoar frost, the four-penny pieces stuck fast all round the wheels, and off sped the train with the treasure, leaving the "go-ahead" coiner in a state of bewildered disappointment. He purposes selecting fine dry weather for his next experiment.—*Ayr Advertiser.*—[And we trust that on his "next experiment" he will be caught and treated as he deserves to be.—Ed. R. T.]

WANTED for the Berlin and Stettin Railway, a quantity of about 7,000 Tons of RAILS to be delivered next year, either the whole or greatest part, and the remainder in Spring, 1842. Offers will be received at our Office till 20th of January next, by letters sealed and marked "Tender for Rails."

Particulars of Contract and Drawings may be had at Messrs. N. M. Rothschild Sons, London; and Messrs. Zwilchenbart & Co., Liverpool.

The Directors of the Berlin and Stettin Railway Company.

Stettin, 10th December, 1840.

TO ARCHITECTS, BUILDERS, SURVEYORS, &c.—The Manchester and Liverpool Plate Glass Company, having made arrangements with Mr. John Scott, of Princip-street Works, to represent their interest in the sale of Plate Glass, at Birmingham and its environs, beg to assure you, that any orders forwarded by him will meet with prompt attention. Samples, and any information required may be obtained, and orders executed, by applying to their Agent, Princip-street Works, Birmingham.

IRON FENCE, HURDLES, GATES, &c., with every description of Wrought and Cast Iron Work, manufactured by J. Porter, 81 and 82, Upper Thames-street, and the Grove Iron Works, Southwark.

Specimens may be seen, fixed, at Thames-street.

Strained Wire and other Fences put up in any part of the Country. Brass and Iron Bedsteads, for private Families, Public Institutions, and for exportation. Wrought Iron Cattle Pens for the West Indies. The Trade supplied.

NATIONAL PROVIDENT INSTITUTION.

Enrolled under Acts of Parliament passed the 10th of Geo. IV., and 4th and 5th of Will. IV., relating to Friendly Societies. For Mutual Assurance of Lives, Endowments, and Annuities. 13, Nicholas-lane, King William-street, London.

DIRECTORS.

C. Pritchett Bousfield, Esq.	Thomas Hodgkin, M. D.
John Bradbury, Esq.	Robert Ingham, Esq. M.P.
William Cash, Esq.	Joseph Janson, Esq.
Thomas Castle, Esq.	Samuel Hayhurst Lucas, Esq.
James Crofts, Esq.	Chas. Lushington, Esq. M.P.
John Feltham, Esq.	John St. Barbe, Esq.
Joseph Hargrave, Esq.	Richard Shortridge.

Samuel Smith, Esq.

Medical Directors.—J. T. Conquest, M.D., F.L.S.; Thomas Bevan, Esq., F.L.S.

Solicitors.—Messrs. Hardwick and Davidson.

The distinguishing characteristic of this Institution is Entire Mutuality. The Whole Profits will be equitably apportioned amongst all the Assurers, who have the option to apply them either in reduction of the Premiums, or to increase the amounts assured.

The first division will be made in December, 1842, and subsequently at the end of every five years.

All Assurers are Members; have right to attend General Meetings, to vote on the appointment of officers, and are directly interested in all the proceedings of the Institution.

No Member can be involved in legal expense, as should any dispute arise, it must be settled by arbitrators appointed agreeably with the aforesaid Acts of Parliament.

Assurers may secure the benefit of their Policies to Nominees.

On the 15th of December, 1840, the Fifth Annual Meeting of the Members was held at the Office, and the following is extracted from the Report of the Directors, presented on that occasion.

The Directors of the National Provident Institution, in presenting their fifth Annual Report to the General Meeting of the Members, feel increased satisfaction in being enabled to announce the continued prosperity of the Institution confided to their management; and on referring to previous Reports, they are much gratified to find that every anticipation indulged in by them of its permanent success, has been more than realised.

The accounts to the 20th November last have been duly audited, and the capital stock of the Society on that day was £90,545 13s. 9d., which is invested with the Commissioners of the National Debt, and in mortgages, conformably with the Acts of Parliament, and the rules of the Institution—being an increase in the amount reported last year of £25,586 2s. 11d.

The annual income arising from premiums and interest of capital at the above date was £31,051 10s. 10d., showing an increase from the 14th December, 1839, to the 20th November, 1840, of £5,554 6s. 8d.

In the accompanying table, which shows the progressive business of the Institution, it will be observed that the number of Policies issued during the last 12 months has exceeded that of any previous year, except the first.

Years ending	No. of Policies issued.	Amount of Premiums received.						Amount of capital.		
		Periodical.			Single.					
		£	s.	d.	£	s.	d.	£	s.	d.
Nov. 20, 1836	616	8,021	12	2	4,866	14	7	10,736	3	0
" 1837	435	12,270	8	11	14,344	17	3	31,592	10	5
" 1838	459	17,417	13	11	4,028	1	8	46,855	0	10
" 1839	490	22,987	9	0	4,601	1	11	64,359	10	10
" 1840	494	27,236	11	3	5,230	1	6	90,545	13	9
Total	2494									

Members whose premiums become due on the 1st January next are hereby informed, that the same must be paid within 30 days from that date.

The Annual Report of the year ending November 20, 1840, is now ready, and may be had on application at the office.

JOSEPH MARSH, Secretary.

London, 28th December, 1840.

PARIS AND ROUEN RAILWAY.—CONTRACT FOR WORKS.—The Directors are now ready to receive Tenders for the Construction of the Works necessary for this Railway between the Junction with the St. Germain Railway near Courbevoie and the town of Poissy, the distance being 14,400 metres (9 miles) or thereabouts.

The Contract includes all labour and materials for the formation of the Cuttings, Embankments, Bridges, Culverts, Fencing, and other Works; also the Ballast, Sleepers, Pins, and other materials necessary for laying, for ming, and entirely finishing the permanent road. The Company will provide the land Iron Rails, Chairs, and Wooden Keys. The Contractor will be required to provide every other thing whatsoever.

The Plans, Sections, Specifications, &c. may be seen at the Company's Offices, 52, Rue basse du Rampart, Paris, and other information may be obtained from Mr. Locke, the Company's Engineer, at his Offices, 20, Adam-street, Adelphi, London.

The Directors do not bind themselves to accept the lowest Tender.

No Tender will be received after the 1st February, 1841.

By Order of the Directors,

ADOLPHE THIBAUDEAU, Secretary.

Paris, Dec. 26th, 1840.

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DUBLIN AND DROGHEDA RAILWAY.—TO CONTRACTORS.—NOTICE is hereby given, that in consequence of the extension of the Malahide Contract on the above Railway, the Plans, Sections, Drawings, and Specifications thereof will be ready for inspection at the Company's Office, 19, Marlborough-street, Dublin, on the 20th January, and not on the 5th, as previously advertised.

This Lot commences in a certain field in the parish of Raheny, and townland of Mountolive, county Dublin, numbered 2, on the Parliamentary Plan, and terminates at the northern boundary of Kilcreagh, in said county, being a distance of about Six Miles and a-half. The Contractor will be required to make and maintain all the Excavations, Embankments, Archways, Culverts, Drains and Fencing; and to complete the ballasting and laying of the permanent way of the said Railway over the whole of the said distance, and to keep the whole of the said works in repair for the space of Twelve Calendar Months after completion, and to find and provide all the requisite materials according to the Plans, Sections, Drawings, and Specifications within the period, and upon the terms and conditions mentioned and contained in the Draft Contract.

The Directors of the above Railway propose to meet on Thursday, the 17th February, at their Offices, Marlborough-street, Dublin, at Twelve o'Clock, to receive Tenders for the above Contract.

Printed Forms of Tender may be had at the Company's Offices, at which place all Tenders must be lodged at or before the hour of meeting, Endorsed, "Tender for Works," and addressed to the Chairman of the Board of Directors. No Tender will be received which is not made according to the Printed Form.

The party whose Tender is accepted, will be required to enter into a bond to the amount of five per cent. upon his Contract, and to give two Sureties for the due performance of such Contract. The names of such Sureties, with their descriptions, must be set forth in the Tender.

The Directors will not consider themselves bound to accept the lowest Tender.

Parties Tendering, or persons duly authorised by them, must be in attendance at the Company's Offices at the time of meeting.

GEORGE ALEXANDER HAMILTON,
Chairman.

December 24, 1840.

FALMOUTH HARBOUR.—The Committee for the Improvement of the Inner Harbour of Falmouth are desirous of receiving proposals for raising and removing the Sub-soil thereof by Steam, Dredges, or otherwise.

Tenders, stating the lowest sum at which the work will be undertaken, and the quantity per week to be raised thereat, will be received until the 25th day of December next, by Samuel Blight, Esq., Mayor of Falmouth, who will furnish any information that may be required.

Falmouth.

TENDER FOR RAILS AND CHAIRS.—The Directors of the Northern and Eastern Railway Company, will meet on Thursday, 14th January, 1841, to receive TENDERS for the supply of One Thousand Six Hundred Tons of Wrought Iron Rails and Five Hundred Tons of Cast-iron Chairs, to be delivered in the River Thames, at the mouth of the River Lea.

Patterns of the above may be seen at the Company's Office, Railway Station, Shoreditch.

Parties tendering to specify their mode of manufacture and terms of payment. The Chairs to be run entirely from the cold blast.

WM. BOURNE, Secretary.

December 31, 1840.

This day, Saturday, January 2, is Published, Price 6d. Stamped, the First Number of

THE GARDENER'S CHRONICLE. A Weekly Newspaper of Rural Economy and General News. The Horticultural Part Edited by Professor LINDLEY.

*** A detailed Prospectus may be had on application, or by letter, at the Office, 3, Charles-street, Covent-garden, London.

†‡† Orders received by all Newsmen.

On January 1st, 1841, Price 2s. 6d. No. I. of

THE RAILROAD QUARTERLY JOURNAL.—CONTENTS.—1. Railway Accidents during the year 1840, with Remarks, classed under the following heads, viz.:—Fires—Bad Fencing—Malignity—Furious Driving—Engine Drivers—Fog—Want of Communication with Guards—Superintendents—Springs—Buffers—Accidents to Workmen—the late Fatal Accidents.

2. The Railway Oligarchy.
3. The Greenwich Railway.
4. Paying Dividends from Capital.
5. Liabilities of Railways.
6. Railway Bye-Laws.
7. Rival Lines.
8. Resident Railway Servants.
9. South Western Railway.

London: Simpkin, Marshall, and Co., Stationers' Hall Court: and may be had of every Bookseller and Newsvender in the United Kingdom.

TO ARCHITECTS OR ENGINEERS.—AS DRAUGHTSMAN.—A Gentleman who is disengaged at the present moment, would be most happy to assist in any Office in which his services may be required.

Address, post paid, to J. H., Mr. Willkie, Baker, Aldersgate-street.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, an manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4); and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Roake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
A ditto, ditto, with reserve of leads	1	14	0

December, 1840.

TO ENGINEERS AND MILLWRIGHTS.—To be Disposed of, by Private Contract, a limited number of Licences for erecting Messrs. WHITELAW AND STIRRAT'S PATENT WATER MILL.—A description of this Water Mill will be found in a pamphlet just published. The Mill may also be seen in operation at the Shaws Water Works, Greenock; at Mr. Stirratt's Manufactory, Paisley, and other places. From its simplicity, regularity of motion, absence of liability to wear and tear, adaptation to every kind of water-fall, however high; its giving more available power from a given quantity of water and height of fall, and the cost of erection being less than one-third the price of an overshot water-wheel, it will no doubt supersede the use of the latter altogether.

Parties taking Licences early will secure to themselves superior advantages. For further particulars and terms of licence, apply to Mr. Robertson, Mechanic's Magazine and Patent Office, 166, Fleet-street, London; Mr. Whitelaw, 4, Wellington-street, Glasgow; or, to Mr. Stirratt, 61, High-street, Paisley.

TO ENGINEERS, MILLWRIGHTS, AND OTHERS.
Just published, with five Copperplate Engravings, price One Shilling,

A DESCRIPTION of WHITELAW and STIRRAT'S PATENT WATER-MILL, with an account of the performance of one of these machines lately erected at Greenock. To which is added, a practical method of determining the power which may be obtained from any given fall of water; with directions for economising the water which runs down a fall, and of rendering available as a water-power the rain which falls on high lands. By JAMES WHITELAW, Engineer, Wellington-street, Glasgow.

Published at the Mechanics' Magazine Office, 166, Fleet-street, London; and sold by D. Robertson, 188, Trongate, Glasgow.

TO TIMBER MERCHANTS AND OTHERS.—STOCKTON AND DARLINGTON RAILWAY AND MIDDLESBROUGH DOCKS.—The above Companies are in want of 4,928 Permanent Railway Sleepers. Also, 12,000 Wood Blocks, the Sleepers to be 8 feet long, 13 inches broad, and 6 inches thick; the Blocks to be 2 feet 6 inches long, 12 inches broad, and 6 inches thick, the whole to be cut out of English Elm or Larch, and delivered at Middlesbrough on Tees in the following quantities:—half on or before the 15th of April, 1841, the remaining quantity to be completed and delivered on or before the 15th of July, 1841.

Further particulars, and a printed form of tender, may be obtained by applying to John Harris, the Companies Engineer, at Darlington; the Tenders to be forwarded to him on or before the 11th of January, 1841.

Coals and Coke of every description may be had as backloading from Middlesbrough.

Darlington, 16th December, 1840.

WATERPROOF LUGGAGE COVERS.—Manufactured by JOHN EMES, (late Milton and Co.), Cut-Side, Limehouse, London, for Railway Trucks, Waggons, Barges, &c. The great improvement in the manufacture of these Covers, which are now in use on the principal Lines, and which can be recommended with confidence to the notice of Dock and Railway Companies; Barge and Waggon Proprietors, Contractors, Builders, and others, as an article of durability, possessing all the necessary qualities—viz., that of being perfectly Waterproof, and flexible, and not subject to adhesion, a fault much complained of in tarred Cloths; and can be made of either light or heavy quality to suit the purposes required. It is also prepared for covering Roofs. Verandas Coach and Guard Aprons, Horse Cloths, &c.

A supply of Covers on hand for hire, to Builders, Executors, Bargeowners, &c., requiring temporary Coverings. Rick Cloths, Poles, Blocks, Cordage, &c.

FOR SALE, TWO SELF ACTING SLIDE-LATHES, and two Planing Machines of the best quality; also a pair of Condensing Steam Engines, with 12 inch Cylinders, and 3-feet Stroke.—Apply to A. MYLNE, Engineer, West street, Glasgow.

SPECIFICATIONS OF RECENT PATENTS, —The MECHANICS' MAGAZINE, Part CCXV., price 1s. 6d., just published, contains Abstracts of the following Patents:—Gooch's, for improvements in locomotive wheels and engines to be used on railways: Smith's, for resisting shocks to railway carriages and trains, and also in the mode of connecting and disconnecting railway carriages, also in the application of springs to carriages; Bursill's, for improvements in weighing and weighing machines; Martin's, for the manufacture of certain descriptions of cement; Roberts', for an improved mode of fastening certain kinds of horn and hoof handles to the instruments requiring the same; Shuttleworth's, for certain improvements in railway and other propulsion; Greaves's, for improvements in the manufacture of knives and forks; Bush's, for improvements in fire-arms and cartridges; Dain's, for the construction of vessels for containing or supplying ink; Montmirail's, for the manufacture of bread; Hawley's, for improvements in pianos and harps; Winkles', for the construction of paddle-wheels and water-wheels; Lance's, for a new and improved instrument or apparatus to be used in whale fishery, parts of which upon an increased scale are also applicable as a motive power for driving machinery; Coates', for propelling canal and other boats; Prosser's, for manufacturing buttons from certain materials, which improvements in manufacturing are applicable in whole or in part to the production of rings and other articles from the same materials; W. S. Stocker's, for improvements in machinery for making nails, pins, and rivets; A. S. Stocker's, for the manufacture of tubes for gas and other purposes; Nickels', for improvements in the manufacture of braids and plaits; Hampson's, for block printing on woven fabrics; Carpenter's, for the application of machinery for propelling, steering, tacking, and veering vessels. Also, illustrated descriptions of Whitelaw and Stirrat's patent water mill; Bursill's patent weighing machines; Essay on the means of promoting safety in railway carriages, by Sir George Cayley, Bart; Messrs. Gabriel and Co., Imperial saw mills; Instructions for blasting rocks; and Messrs. Mullin and M'Mahon's patent safety fuse.

As well as original communications, on a new solution of the disc problem; Improved method of adjusting sundials; On the importance of uniformity in the rates of railway clocks; On the course or path of the electric fluid; Demonstration of the theory of parallels; Comparative advantages of black and white paint; On the various systems of condensation: On the superiority of screw propellers over paddle wheels: Suggested improvements in railways and carriages; Preservative properties of sulphate of copper; A new concrete for roads and streets: Mode of estimating the power of the crank in steam-engines; Plan for working the slide valve of locomotive engines with two fixed eccentrics; Instructions for moulding and casting in plaster, &c. List of Designs registered, and Patents granted in December. Title and Index to complete the Volume, &c.

The MECHANICS' MAGAZINE, VOL. XXXIII. price 10s. boards, just published, illustrated with upwards of *two hundred engravings*, contains Abstracts of all the most interesting specifications of recent English patents, as well as complete lists of English, Irish and Scotch patents, granted during the last six months; list of Designs registered, &c. &c. &c.

NUMBER 908, published this day, price 3d., contains Abstracts of the following patents:—Edmondson's, for certain improvements in printing presses; Pontifex's, for a new mode of obtaining dye colour, tannin and acids, from vegetable substances; Prosser and Rippon's, for improvements in apparatus for heating apartments, and in apparatus for cooking. With illustrated description of Mr. S. W. Smith's recently patented improvements in apparatus for supplying and consuming gas. Avery's rotary steam-engine erected at Dunston, near Newcastle; Warne's boot and shoemakers' standing or sitting frame; Long and short connecting rods; Supply of water at fires; Screw propellers v. Paddle-wheels; Recent American patents; List of Scotch and Irish patents granted in December; Action of sea water on glass; Plaster casting, &c. &c. &c.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

THE CIVIL ENGINEER AND ARCHITECTS' JOURNAL, SCIENTIFIC, AND RAILWAY GAZETTE.—The January Number, Price 1s. 6d., contains an Engraving and Description of the Pier at the Port of St. Malo—Drawings and Description of Whitelaw and Stirratt's Water-wheel—Improvement on Eccentrics of Steam Engines—Mr. Stephenson's Report on the Supply of Water to the Metropolis—Architecture of Liverpool—Architectural Criticism by Candidus on the style of Inigo Jones—Reviews of Pambour, on the Steam Engine and other Works—Proceedings of the Institution of Civil Engineers—Institution of British Architects—British Association—Progress of Railways—Public Buildings—List of New Patents—Index and Preface to the last Volume.

H. Hooper, Pall Mall East, and R. Groombridge, Panyer-alley, Paternoster-row.

*** Volume I. II. and III. may be had Bound in Cloth, Price 1*l.* each.

TO MERCHANTS, IRONMONGERS, RAILWAY COMPANIES, &c.—JOSEPH WARDEN, Jun., Wholesale Ironmonger, respectfully informs his Friends and the Public, that he is manufacturing, at his Works, Railway, Gig, and Carriage Springs, Buffer Rods, Collinge's and Mail Axles, Patent and Improved Van Arms, Improved Screw Jacks, Wind-up Jacks, Cheese and Cider Press Screws, Pully Blocks, Anvils, Vices, Spades, Shovels, Hames, Chains, &c.

Sole Manufacturer of Chalklen and Bonham's Patent Vices. 2 & 3, St. Martin's-lane, Birmingham.

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BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS.

The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive TENDERS for the LOAN of MONEY, in sums of not less than 300*l.* each, on interest at the rate of 5 per cent. per annum, for a term not less than three years. The Tenders are to express the sums and the term of years for which the same are proposed to be lent.

The Tenders to be addressed to the Secretary, at the Company's Office, in Waterloo-street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton-street, London; or to Messrs. Laurence, Cazenove, and Pearce, Auction Mart, London.

By Order,
THOMAS KELL, Secretary.

Dated this 31st day of December, 1840.

TUCK'S HERMETIC ENVELOPES, on an entirely new plan (*Manufactured by Machinery, and registered pursuant to Act of Parliament*) offer advantages possessed by no other Letter-cover yet devised. The Postage Stamp Label is affixed to the Envelope in such a manner as to serve at once to seal and frank the Letter.

Separate Waxing or Wafering rendered unnecessary.

Time in making up and dispatching less than the before introduction of the Penny Postage system.

All envelopes hitherto made on the old plan may be easily opened without breaking the seal, their contents read or abstracted, and the envelope re-placed in its original state, so as to defy detection. But this cannot be done with the HERMETIC ENVELOPES, which renders them invaluable for the enclosure of Bills of Exchange, Remittances, Confidential Communications, Legal and Official Documents, &c.

May be had at the Office, 122, FLEET-STREET, in quantities of not less than 250 of various sizes, in neat paper boxes, from 10*s.* to 15*s.* per 1000, and of all Stationers in the kingdom.

*** Orders also received at 138, Aldersgate-street.

TO CONTRACTORS, BUILDERS, IRONMASTERS, &c.—GREAT WESTERN RAILWAY, BRISTOL DIVISION.

For Sale, the following useful Railway and other Stores, all made of the best description of materials, and in good condition:—About 70 tons of flat bottomed rails, 45 lbs. per yard; 500 tons chair rails, 30 lbs. per yard; Chairs, averaging 8 lbs. each, with a large assortment of Box Wings and Crossings; a great number of Sleepers; 250 Railway Waggons; 80 Stone Trucks, all with 30 inch wheels, and 3 inch square axles; several Strong Cranes, with wrought iron guys, and gearing complete. A 6 inch Winch, Timber Carriages, 2 Stationary, 13 Carts with 6 and 8 inch wheels, one of superior make, Horses, Smiths' Bellows, Anvils, Tongues, &c. A large quantity of Tunnel Centres and Iron Work for Tunnel purposes; Memel and Pine Timber, New Rope of various sizes; Sledges, Jumpers, and Blasting Tools, &c., &c. Two River Barges, one of twenty tons, the other of 50 tons burthen. Also, 3 Pile Engines.

The whole of the above named Materials lie on convenient Wharfs for Shipment, on the banks of the River Avon, between Bath and Bristol, from whence they can be conveyed at a cheap rate, to any part, the port of Bristol offering every advantage to Shippers.

For terms and further particulars enquire of Mr. Roberts, 7, Vernon-place, London; of Mr. Hugh Ross, Saltford, near Bath; or Mr. Charles Nixon, Keynsham near Bristol.

Saltford, 25th Nov., 1840.

This day is published,

TUCK'S ROLLER CALENDAR for the Year 1841.

—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda, indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board-Room, Counting-House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5*s.* 6*d.* In addition to much useful information relating to business, &c., the Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Published at 138, Aldersgate-street, London. Sold wholesale, by Hodgkinson, Son, and Burnside, Stationers, Skinner-street; and may be obtained of any Stationer in the Kingdom.

N.B. A new Calendar can be fitted into the box at the expiration of the year.

ANDREW SMITH'S PATENT WIRE ROPE.

WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham.
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every expectation. It has been used in Shipping Five Years.

NORTH MIDLAND RAILWAY—ALTERATION OF TRAINS.

The Public are respectfully informed that on and after Monday, the 28th of December, 1840, the TRAINS of this Company, in connection with those of the London and Birmingham, Birmingham and Derby, Midland Counties, York and North Midland, and Hull and Selby, will START and ARRIVE according to the following tables, until further notice:—

DEPARTURE and ARRIVAL of TRAINS between Hull, York, Leeds, Sheffield, Derby, Birmingham, and London.

DOWN TRAINS.

Departure from			Arrival at			
London	Birmingham.	Derby.	Sheffield.	Leeds.	York.	Hull
						h. m.
h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	a.m.
8 30pm	....	3 30am	5 47am	7 8am	7 41am	9 30
Mail						
....	3 15am	*6 0	8 0	9 30	10 15	
	Mail					
....	6 45	*9 30	11 45	1 30pm	2 15pm	
6 0am	10 30	1 0pm	3 15pm	5 0	5 45	
9 30	1 0pm	3 45	5 30	7 0	7 45	
....	....	*4 0	6 15	8 0		
11 0am	....	*6 0	8 15	10 0		

SUNDAY TRAINS.

						a.m.
8 30pm	....	3 30am	5 47am	7 8am	7 4am	9 30
Mail						
....	3 15am	*6 0	8 0	9 30	10 15	
	Mail					
....	....	*6 0	10 15	12 0noon	....	
8 0am	....	*3 0pm	5 15pm	7 0pm	7 45pm	
....	....	*6 0	8 15	10 0	....	

UP TRAINS.

Departure from					Arrival at		
Hull.	York.	Leeds.	Sheffield	Derby.	Birmingham.	London
P.M.						
..	....	*6 15am	7 45am	10 15am	....	5 45pm
..	6 0am	*7 15	8 45	11 15	2 0pm	6 45
..	8 45	9 30	0 35	12 45pm	4 30	8 0
..	11 0	11 45	1 15pm	3 45	6 15	11 15
..	....	*2 30pm	4 0	6 30	....	
..	4 0pm	*4 45	6 0	8 0	10 45	
..	....	Mail.				
4 45	6 0	6 40	8 0	10 0	....	5 30am
Mail.		Mail.				

SUNDAY TRAINS.

..	7 0am	*7 45am	9 15am	11 45am	....	7 15pm
..	....	*1 0pm	2 30pm	5 0pm	7 45pm	
..	4 0pm	*4 45	6 0	8 0	10 45pm	
..	....	Mail.				
..	....	*5 0	6 30	9 0	....	
4 45	6 0	6 40	8 0	10 0	....	5 30am
Mail.						

*Trains to which third-class carriages are attached.

FARES.

London to Derby.	Sheffield	Leeds.	York.	Hull.
1st Class 1 14 0	2 5 0	2 12 0	2 15 0	2 18 0
2nd Class.... 1 3 0	1 10 0	1 15 0	1 17 6	1 19 6
3rd Class.... 0 15 0	0 18 6	1 1 0		

Third Class Passengers are not booked through to or from London.

First and Second Class Carriages are attached to all the Trains.

Third Class Passengers may be conveyed from London to Leeds in the day, by a Train leaving London at 7 a.m. and Derby at 6 p.m.; and from Leeds to London in the same time, by the 15 minutes past 7, a.m., from Leeds. Gentlemen's Carriages and Horses conveyed over the London and Birmingham Railway by these Trains, are taken at a cheaper rate.

Passengers by the half past 9 a.m., Down Train from Derby will be conveyed direct to Manchester.

Parcels, &c., are conveyed by all the Trains, and are received at all the principal coach offices in the kingdom.

Carriage Trucks and Horse Boxes are kept at all the principal stations; but to prevent disappointment, it is desirable that notice be given the day previous to their being required.

Post Horses are always in readiness on the arrival of the Trains at the Derby and Leeds stations.

Time is allowed at Derby for refreshment.

By Order, H. PATTESON, Secretary.

Office, Warnford-court, Throgmorton-street.

ROMAN CEMENT. — CONTRACTORS, BUILDERS, and others, are respectfully informed that any quantity of this article, of the best quality, may be obtained at George H. Newton's Manufactory, Wilmington Works, Groves, Hull.

G. H. N. can undertake to furnish Contractors for Public Works with a regular supply of Cement, upon the best terms, having supplied from his late Works in Derbyshire and Staffordshire, some of the heaviest Railway Contracts in the kingdom.

EAST ANGLIAN RAILWAY from LONDON to CAMBRIDGE, NEWMARKET, NORWICH and YARMOUTH.

—At a meeting held at the East India and Colonial Club Rooms, Suffolk-street, Pall Mall East, on Wednesday, the 30th December, 1840.

W. L. W. CHUTE, Esq., M.P., in the Chair.

Upon the motion of the Most Noble the Marquis of Douro, M.P., seconded by Samuel Bignold, Esq., it was unanimously resolved:—

1st. That this meeting is impressed with a strong conviction that unless the county of Norfolk, city of Norwich, and towns of Cambridge, Newmarket, Thetford, and Yarmouth, by the immediate construction of a railway to the metropolis, are placed upon an equality with other parts of the kingdom, where railroads are completed and in progress, the great agricultural and commercial interests of this important district must materially suffer in the race of competition.

Moved by Benjamin Smith, Esq., M.P., seconded by T. Hammond, Esq., of Yarmouth,

2nd. That this meeting is of opinion, that a line of railway proceeding from Yarmouth to Bishop's Stortford, by way of Norwich, Wymondham, Attleburgh, Thetford, Newmarket, and Cambridge, will afford advantages for carrying out the objects proposed, and may apparently be completed at a reasonable cost, and secure a considerable traffic, with a prospect of increase, by the junction of railways from the north, at Cambridge, and by the completion of branches from Lincolnshire, Huntingdonshire, Bury St. Edmonds, and other parts of Suffolk, and all parts of the important districts of the Bedford Level, the towns of Lynn, Swaffham, Fakenham, and Dereham, and all the western parts of Norfolk.

Moved by S. Bignold, Esq., seconded by Edward Varnish, Esq., of Bracondale.

3rd. That John Urpeth Rastrick, Esq., having produced to this meeting sections and plans extending over such line, and having made a report thereon, showing its great advantages and facilities for execution, this meeting is of opinion that a Company should be immediately formed for the completion of the same, to be styled the East Anglian Railway.

Moved by Isaac Jermy, Esq., Recorder of Norwich, seconded by J. Harman, Esq., Chairman of the London and Brighton Railway Company.

4th. That having observed with great satisfaction the announcement of a meeting of the landowners of Norfolk for the purpose of supporting a railway, this meeting requests its Chairman forthwith to put himself in communication with these gentlemen, it being the opinion of this meeting that it is essential for ensuring the success of so great an undertaking, that all interests should co-operate in one united effort to obtain its completion.

Moved by Edward Varnish, Esq., and seconded by D. M'Leay, Esq., of London.

5th. That a Committee be appointed to arrange the details of the Company, and to carry out the views of this Meeting, with power to add to their number.

W. L. W. CHUTE, Chairman.

Moved by A. A. H. Beckwith, Esq., and seconded by Richard Lloyd, Esq., of London.

6th. That the thanks of this meeting be given to W. L. W. Chute, Esq., M. P., for his able and efficient conduct in the Chair.

Just published,

THE RAILWAY CALENDAR FOR 1841,

illustrated with an elaborate and splendidly executed MAP of the RAILWAYS OF ENGLAND AND WALES, with their immediate vicinity, on a new and original plan, containing more information than was ever yet conveyed in so small a space.

The CALENDAR contains LORD SEYMOUR'S ACT for the Regulation of Railways, *verbatim*, and a compendium of Railway Information, which embraces, amongst a great variety of useful and interesting matter, the names of the Chairmen, Deputy-Chairmen, Engineers, and Secretaries, of every Railway in the kingdom, Transfer Agents, Bankers, and much exclusive information, besides answering every purpose of a general Almanack.

Price 1*s.* 6*d.*—In Case for the pocket, 4*s.*; mounted on canvass and rollers, 5*s.*—In neat frame, 5*s.* 6*d.*

Published at 122, Fleet-street; Groombridge, Panyer-alley; Tyas, Paternoster-row; Bell, Fleet-street; and sold by all Booksellers and Newsmen.

This day is published,

TUCK'S' MAP OF THE RAILWAYS THROUGHOUT ENGLAND AND WALES TO THE CAPITAL OF SCOTLAND,

beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

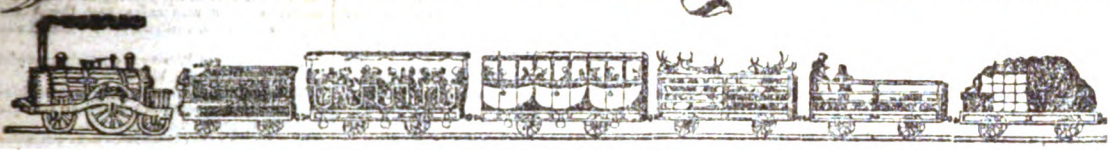
Bound in cloth, 1*s.* 6*d.*; in paper covers, 1*s.*; mounted on canvass, in cloth case, 2*s.* 6*d.*; on rollers, 3*s.* 6*d.*

Published at the RAILWAY TIMES Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster-row; Hyde & Co., and G. Bell, Fleet-street; Mann, Cornhill; and by all Booksellers and Newsmen.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, January 2, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for me and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 158. Vol. IV.—No. 2.] SATURDAY, JANUARY 9, 1841. [Price 6d.

SOUTH EASTERN RAILWAY COMPANY.—A Special General Meeting of the Proprietors will be held at the London Tavern, Bishopsgate Street, in the city of London, on Wednesday, the 20th day of January instant, at One o'Clock in the Afternoon precisely, to take into consideration the propriety of applying to Parliament for powers to make a Branch Railway from the line of the South Eastern Railway at Ashford, to Canterbury and Ramsgate or one of them.

JOSEPH BAXENDALE,
Deputy-Chairman of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman street,
5th January, 1841.

SOUTH-EASTERN RAILWAY.—To CONTRACTORS FOR FENCING.—The Directors will meet at their office, No. 10, Coleman-street, London, on Tuesday, the 2nd day of February, 1841, at half-past One o'Clock in the afternoon precisely, to receive Tenders from parties willing to contract to fence off the line of Railway with Post and Rail Fencing, from the Cranbrook and Maidstone turnpike road, in the parish of Staplehurst, to Grove Bridge, on the turnpike road leading from Ashford to Hythe, in the parish of Sellinge, being a distance of 20 miles or thereabouts.

The Specification and Conditions of Contract may be seen on application to Mr. P. W. Barlow, the Resident Engineer, at the Railway Office, Tunbridge, and at the Office of Mr. Thomas Thurston, Land Surveyor, at Ashford, on and after the 1st day of January.

The Directors will not consider themselves bound to accept the lowest Tender, nor will any Tender be received after One o'Clock on the day appointed for receiving the same.

By order of the Directors,
J. S. YEATS, Secretary.

Railway Office, 10, Coleman street,
23rd Dec. 1840.

YORK AND NORTH MIDLAND RAILWAY.—Notice is hereby given, That the January Half-Yearly General Meeting of Proprietors of Shares in the York and North Midland Railway Company, will be held, in pursuance of the provisions of the Act of Incorporation, in the Offices of the Company, in the City of York, on Friday, the 29th day of January next, at 12 o'Clock at noon precisely.

GEORGE HUDSON,
Chairman of the Board of Directors.
GEORGE BAKER,
Clerk to the Company.

York and North Midland Railway Office,
Tanner-row, 7th January, 1841.

BRISTOL AND GLOUCESTER RAILWAY.—CONTRACT FOR WORKS, WICKWAR TUNNEL.—Notice is hereby given, That the Directors will receive at their Offices, Exchange Buildings, Bristol, on or before 12 o'clock on Monday, February 8th, Tenders for the construction of the Wickwar Tunnel, and works connected therewith.

Drawings and Specifications of the Works will be exhibited at the Company's Offices, Exchange Buildings, Bristol, on and after Wednesday, 30th December inst.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office at One o'clock on the 8th February.

ROBERT FLETCHER, Secretary.

Bristol, December 22, 1840.

RIBBLE NAVIGATION.—Notice is hereby given, That the HALF-YEARLY GENERAL MEETING of the RIBBLE NAVIGATION COMPANY will be held at their Office, Chapel Walks, in Preston, in the county of Lancaster, on Thursday, the 21st day of January instant, at 11 o'Clock in the forenoon.

RICHARD PILKINGTON,
Secretary to the said Company.

Preston, Ribble Navigation Office,
2d January, 1841.

SURVEYING.—A Young Man wishes immediately to receive Instruction in Railway Surveying.—Address C. D., 19, Circus, Greenwich. He also desires to purchase a good Theodolite, &c., that has not been much used.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 250, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

Now ready, in 1 Vol. 4to, 600 pages, 17 plates.
Price £1 11s. 6d.

THE RAILWAYS OF GREAT BRITAIN AND IRELAND practically described and illustrated, by Francis Whishaw, Civil Engineer, M. Inst. C. E.

"The book is dedicated to the railway capitalists of the United Kingdom, and no capitalist who studies his own interests will [illegible] without it. It is a work of immense labour and research—very clearly and methodically arranged—and exact and circumstantial in all its details—rich in original and authentic information—generally honest, impartial, and judicious in its praise and censure, and embellished to profusion with splendid engravings.—*Railway Times.*

London: Simpkin, Marshall and Co., Stationers' Hall Court.

RECIPROCATING SYSTEM OF RAILWAYS.—By this system the most complete Railway, with the best appointments, including engines, carriages, &c., calculated for any amount of traffic, may be effected at from £10,000 to £16,000 per mile according to the nature of the country to be traversed, and the expected amount of traffic. By this mode *accidents* by *collision* are rendered next to *impossible*.

FRANCIS WHISHAW.

Gray's Inn, and Hampstead, Middlesex,
January, 1841.

LOCOMOTIVE ENGINES.—A perfect knowledge may be acquired from the PRACTICAL DESCRIPTION of LOCOMOTIVE ENGINES, by MESSRS STEPHENSON, with Forty Woodcuts of details and Four beautiful Engravings of Elevations, Plan, and Sections. 4to. 21s. All persons desirous of an acquaintance with this extraordinary Machine, especially Engine-Drivers, should possess this work.

JOHN WEALE, 59, High Holborn.

GEOLOGICAL MAP OF CENTRAL AND WESTERN EUROPE.—Mr. WEALE, after a long preparation, has now completed for publication a large GEOLOGICAL MAP of England, Wales, Scotland, Ireland, France, Germany, Switzerland; portions of Italy and the Austrian and Prussian States. Corrected to the present time. By W. S. HUGHES, F.R.G.S. Finely coloured, price £1 10s.; mounted and varnished on rollers, or folded in a case, price £2 2s.

*** The Geological features of these countries offer much research to those who seek information on minerals and the precious metals.

59, High Holborn.

ADAMS'S BOW-SPRINGS having been in use on various Lines of Railway upwards of Twelve Months, and having been found, in addition to their acknowledged ease, materially to diminish draught, and to increase safety and durability, they are now offered with the utmost confidence to Railway Managements. Testimonials from various Railways may be seen at the Vertebrated Carriage and Bow-Spring Manufactory of Samuel Adams, 159, Drury-lane, London.

N. B. These Springs, applied to carriage trucks prevent the damage to patent axletrees from vibration.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—New Shares.—Call of £5 per Share, in addition to the deposit of £5, making £10.

The Directors of the Birmingham and Derby Junction Railway Company having resolved that an instalment of £5, on each of the new Third Shares in this undertaking, created under the provisions of the Act relating thereto, passed in the last session of Parliament, (3 Vict., cap. 51), payable on or before the 29th day of January next, should be called for, proprietors of such new shares in this Company are hereby required to pay, on or before that day, to any of the undermentioned Bankers, the sum of £10 on each of their respective New Shares.

BANKERS.

London—Messrs. Glyn, Hallifax, Mills, and Co., Lombard street.
Birmingham—The Birmingham Banking Company.
Manchester—The Manchester and Salford Bank.
Derby—Messrs. W. and S. Evans.
Burton-upon-Trent—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield—Messrs. Parker, Shore, and Co.

The Bankers have been severally instructed to charge interest at the rate of £5 per cent. per annum, according to the provisions of the Act above referred to, from the 29th day of January next, on all sums which shall be tendered after that day.

HENRY SMITH,
Chairman of the Board of Directors.
THOS. KELL, Secretary.

Waterloo-street, Birmingham, Dec. 31, 1840.

N.B. The proprietors who have paid the deposit of £5 will have credit given them for the amount so paid, on payment of the above call, and as part thereof.

THE LONDON STOCK AND SHARE LIST, published every Saturday evening. Terms, £1 1s. per annum. Postage, 9s. extra, payable in advance.

This List contains the closing prices of each day's actual transactions upon the Stock Exchange, from Monday to Saturday inclusive. The length in miles, miles opened, number of shares, amount per share, amount paid up, last calls, amount of traffic, last dividend, and present value of the chief Railways in the kingdom. The present nominal value, and every other essential particular of the principal Insurance Companies, Joint-Stock Banks, Bridges, Docks, Institutions, Canals, Gas-Light Companies, Water Works, British and Foreign Mines, and other Miscellaneous Joint-Stock Companies, North American Securities, Government Funds, Foreign Stocks, Course of Exchange, Bank of England Averages, Private and Joint-Stock Bank Circulation, Grain Averages, Remarks upon the Money Market, &c. This List is got up in a most convenient form for binding, is peculiar for its lucid arrangement, and contains more matter than any other similar publication.

The same Proprietors also publish THE LONDON DAILY STOCK AND SHARE LIST, in which is given the ACTUAL DAILY TRANSACTIONS upon the Stock Exchange to 4 o'Clock, p. m. Published every evening. Terms, £5 5s. per Annum. Postage, 30s. extra, payable in advance.

They likewise publish A DAILY LIST OF NOMINAL QUOTATIONS, containing the "Jobber's" NOMINAL PRICES of the leading Railway Shares, Consols, and Spanish, at the commencement of the day, 10 o'Clock, a. m. and at the close of the market, 4 o'Clock, p. m. Published every evening. Terms, £2 10s. per Annum. Postage, 30s. extra, payable in advance.

These Lists have been established nearly 12 months, under the patronage of the most eminent Members of the Stock Exchange, Bankers, and other Capitalists interested in Public Securities, and are attended to by parties who have access to the best information, and are practically acquainted with the markets.

Orders for the regular supply of the above Lists to be forwarded to the Proprietors, J. S. TRIPP & Co., 12, Copthall-court, London.

TO DIRECTORS, GENTLEMEN, AND OTHERS connected with Railway Carriages.—WANTED a situation as Foreman in the Carriage Department; a person having a thorough knowledge of Railway Carriages, having been engaged for a series of years in the above line; can have an unexceptionable reference as to ability and attention. Please to direct to N. H. at Mr. Nicholls', No. 1, Ernest-street, Regent's Park.

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GLASGOW, PAISLEY, AND GREENOCK RAILWAY COMPANY—GENERAL MEETING.

(From the *Greenock Advertiser*, Jan. 7.)

On Saturday, the Half-Yearly General Meeting of proprietors of the railway, was held in the Sheriff Court Hall, Greenock; Robert Dow Ker, Esq., in the Chair.

Captain Huish (the Secretary) read the advertisement calling the meeting, after which

George Blair, Esq., moved that the seal of the Company be affixed to the registry of proprietors for the last six months.

William Martin, Esq., seconded the motion, which was carried unanimously, and the seal was affixed accordingly.

Captain Huish then read the following

HALF-YEARLY REPORT.

Greenock, 2nd January, 1841.

In meeting the Proprietors on the present occasion, the Directors have to express their regret that they cannot congratulate them on the whole Line having been opened. Until recently they had reason to believe that no circumstances could have so long delayed this most desirable event. Their regret is further enhanced by the fact of the Line having been for some time finished from Glasgow to Greenock, with the exception of a short distance at the Tunnels—thus delaying the opening of the whole from the obstruction at one point, unless by a change of carriages, a proposal much discussed some months ago, but which, after many deliberations, it was not considered expedient to adopt.

The quantity of work remaining to be done is very small; and, in ordinary material, the Directors would have no hesitation in advertising a very early day for opening; but, with the experience of previous disappointments, they will not name a time which they conceive can by any contingency be exceeded.

Although deeply anxious to put the Proprietors in possession of an early return, the Directors wish to impress on them that the lapse of a few days, at this dull season of the year, cannot be placed in comparison with bringing the Line into the same perfectly finished state at the Tunnels, as it is at every other point, in order to provide for that entire safety in working it, during the spring months, which the public have a right to expect, and which it is the interest of the Railway Company to afford.

It is a feeling at the Board, deduced from recent observation, that the Railway being laid is not sufficient to warrant its instant use; and they desire to present their Line, at all its points, to the Government Commissioner who will be ordered to report on it, in the most finished state.

The following reports by Mr. Locke and Mr. Errington detail the present state of the works; and the Directors may here remark, that from the first breaking ground, 27 months ago, every suggestion that the skill and experience of Mr Locke could devise has been attended to by the contractors:—

To the Directors of the Glasgow, Paisley, and Greenock Railway Company.

Gentlemen,—I feel it my duty on this occasion of meeting the proprietors, to make a few remarks on the state of the works, and on the causes which have prevented their completion at an earlier period.

To those proprietors residing on the spot, who have had an opportunity of seeing the works at Bishopton, I feel it unnecessary to apologise for the delay which has occurred; but to those at a distance, unacquainted with the difficulties that we have had to contend with in that place, it is desirable to lay them briefly before them.

The Bishopton Ridge, which divides the low land near Paisley from the Clyde, is composed of solid whinstone rock. The railway passes through it for a distance of 2,200 yards. There are two tunnels in the middle of the ridge, having an open part 100 yards long and 70 feet deep between them.

These tunnels are 320 and 340 yards long respectively. The depth of the open cutting at the entrance to each is 70 feet, and the length from the face of the east tunnel is 748 yards, and from the face of the west tunnel 946 yards.

When the Bill was before Parliament, some question arose as to the nature of the rock in this locality; and it was stated in evidence that the engineers had been driven off the ground by the owner of the land, and that there existed a doubt as to the exact nature of the rock there. Several clauses (in my opinion oppressive and vexatious) were inserted in the Bill, requiring these tunnels to be increased in length, and giving to the landowner the right to prevent any shafts being sunk in his property so as to facilitate their execution.

The rock certainly did prove harder than was expected: application to the trustees of the landowner, then a minor, was made for permission to sink shafts to facilitate the tunnels, and although we offered to remove all the rock, and restore the land disturbed by these shafts, it was refused.

To enumerate all the objections taken to our proceedings, or the obstacles thrown in our way during the execution of this work, is not my intention; but I beg to be permitted to state that, during my practice, I never met with fewer facilities than were granted at Bishopton, and have scarcely ever known more concessions made, nor greater compensation given, than have been made by this Company to the owner of the land there.

The contractor (Mr. Mackenzie) has spared neither pains nor labour to facilitate the work intrusted to his charge. He has, under great difficulties, persevered to the end, and has expended no less than 314 tons of gunpowder in removing the rock in question.

The delay is not attributable to him, and if the explanation I have offered be considered insufficient, the blame is mine. I had hoped to obtain more facilities, but have been disappointed.

The successful working of the joint line will afford, I trust, an earnest of what will be effected when the line is opened throughout to Greenock.

I am, Gentlemen, your obedient servant,
JOSEPH LOCKE.

London, 30th December, 1840.

To R. D. Ker, Esq., Chairman of the Board of Directors.

Sir,—I beg to forward to you the half-yearly Report, for the information of the proprietors.

Both lines of road are laid throughout, with the exception of about one-third of a mile in the rock cutting and the tunnels. The station house and adjoining arches have been finished some time; and, in short, the whole works are in a more complete state than is usual at the opening of a line—the sole exception being the short distance abovementioned at Bishopton.

As the delay at this point is much greater than was expected, I trust I may be permitted to detail the precise state of the works this day, for the purpose of bringing distinctly before the proprietors the probable time of opening the line. I need hardly state to the resident proprietors, that neither exertion nor expense has been spared to open the tunnels; but the nature of the material has been so uncertain, intersected as it is with tough veins and brands, that a day's work in the tunnels, with the same number of men employed, has varied from 3 feet 6 inches to 6 inches; and many experienced miners, from all parts of the kingdom, have given up their employment rather than persevere in the work upon encountering dykes of this material.

In the tunnels and adjacent rock cuttings, the greatest number of cubic yards remaining to excavate in one mass is 6,200; and the whole, divided into four portions, is about 11,000 cubic yards. To deal with this work there are nearly 1,000 men (980 is this day's return), and three fixed engines, with four double horse runs. The same number of men at work upon any ordinary rock would clear out this quantity in a fortnight; but as we are driven closer together at the different faces, and the blasts are now very frequent, the result is uncertain, and I feel bound to state that it may be far in the month of February before the line is thoroughly finished for the traffic at this point.

The length to complete in the west tunnel is 16 yards, and in the east 26 yards, which is again a proof of the very uncertain nature of the material, for the west tunnel is 20 yards longer than the east, and was delayed by an interdict against sinking the shaft, yet it is now 10 yards a-head.

There is one other and striking fact connected with this rock excavation which deserves notice, as showing how unexpected the delay has been, and how difficult to calculate. On the 30th November, 1839, I reported two thirds of all the excavation at Bishopton as finished; this was little more than 12 months' work. Now we have been another year at work, and the remaining third is not completed, although the average number of men has been nearly doubled throughout the year.

I have much pleasure in stating that this Company's engines on the Joint line have done their work well—the carriages are easy, and have now run between 16,000 and 16,000 miles without the slightest accident. All our carriages at first ordered, and 10 engines, are on the ground.

I have taken advantage of this Company's establishment on the Joint line, to train enginemen, guards, &c., to their several duties, and I trust an equally efficient working of the whole line will result.

I am, Sir, your obedient servant,
J. E. ERRINGTON.

Glasgow, 1st January, 1841.

The following is the Report of the Joint Committee:—

The Committee have to report, that from the date on which the line was opened (the 14th July) to the 30th November inclusive, a period of 4½ months, 265,343 passengers—including 50,214 carried to or from the Ayr Railway—have been conveyed along it without the slightest accident.

The Committee having no carrying establishment, and being at the commencement of working the line called on to accommodate great masses of the people, have sometimes been unable to obtain from the Companies sufficient materiel to meet the demands upon them, but they believe this will not again occur, as they are ably supported by the respective Boards, who have given instructions to their officers to render every assistance, in carriages and engines, when called on to do so by the Committee.

Much of the Committee's time has been taken up with framing such a system of regulations and code of signals for the conduct of the traffic on the line, as, while leaving unfettered the thorough trade of the two Companies, shall effectually provide against accident or detention of one Company's business by the other's. They have, they hope, succeeded in this, and they have the satisfaction of adding, that they have been warmly supported by their own servants, and by Mr. Errington, who is still in charge of the line and its working, and by the officers of the respective Companies, in carrying into effect regulations which experience has proved to be necessary for securing the safety and confidence of the public.

The works on the line are finished, but the upholding of the road is still in the contractor's hands. It is in excellent order, smooth and safe; and the Committee anticipate being enabled to contract for its maintenance on reasonable terms.

The stations at Paisley are nearly complete, and the one at Glasgow will shortly be so.

The Committee have not yet been enabled to carry goods; but the arrangements for doing so are preparing, and they will commence early in the year.

The traffic in passengers has far exceeded previous calculation, and the Committee feel confident (from tenders already received) that they will secure a considerable portion of the carrying trade.

The balance sheet of expenditure is submitted, and a statement of expenses attendant on traffic to the 30th November.

Glasgow, 22nd December, 1840.

The Directors see good reason to expect that the same success which has attended the joint line will follow on the opening of the remaining portion of the railway, and from results already obtained, they have found it necessary to order a larger supply of materiel than had been considered requisite. This will be ready before the busy season commences. A Committee of the Board is engaged in providing for the transit of passengers from Greenock to the watering places, the Highlands, England, and Ireland, in order to secure this branch of their expected revenue. The Harbour Trustees are alive to the importance of assisting them in this particular, and additions and improvements for the convenience of the deep-sea steam-boats are under consideration.

The Directors, after due consideration, have come to the resolution of encouraging carriers to come on their line, in preference to becoming carries themselves, provided they are enabled to do this with due regard to the interests of the public.

The Board has watched with great anxiety the proceedings of Parliament with reference to the existing tax on passengers. They co-operated with the other Scotch railway Companies in the last session to obtain an amelioration of this oppressive impost. From the strong recommendations of the Committee of the House of Commons, as well as the palpable injustice of the present mode of levying the tax, the Directors have a confident hope that a change will take place in the ensuing session. The exertions of the Board will be continued until this question, so vitally connected with the system of low fares, and the interests of the public, is placed on a more equitable basis.

In the circular letter dated 16th November last, the proprietors were made aware of the cause and extent of the excess of expenditure that would arise beyond the amount authorised to be raised. These are not recapitulated here, but are added to this Report.—(See Appendix.)

The proprietors will recollect that notices have been issued of an intention to apply to Parliament for power to increase the capital of the Company; and after receiving all the practical opinions from parties most conversant with these subjects which they could obtain, the Directors have now to request your concurrence in their following up these notices by the introduction of a Bill very early in the session. Any other mode of raising money would, the Board is advised, be liable to great objection, and would occasion individual inconvenience and responsibility. In the event also of their expectation being fully realised, and the trade exceeding the estimates on the unopened portions of the line, such means might be inadequate to meet the requisite expenditure. As it is intended to confine the Bill to the raising of additional capital, no opposition can be expected, and the expense of obtaining the Act cannot be great. The proprietors will bear in mind that the loan of 1,333,333*l.*, payable at various periods, will require to be provided for, and the Directors recommend that new shares should be created, which, after allowing for the debentures as they fall due, shall leave a sufficient sum to cover the whole present and future contingent excess that is contemplated, which, it will be seen from the circular, is about 50,000*l.*, required to open the line efficiently, and 40,000*l.* for future expenditure, consequent on increase of accommodation to meet a large trade. With regard to the latter item, it would, in the opinion of the Directors, be inexpedient, while applying to Parliament, to limit the Bill to the inevitable sum required; but they beg to assure the proprietors, that no expenditure beyond what is necessary for the efficient working of the railway will be incurred until they have been consulted. The mode of creating these shares, and the terms on which they will be issued, will form a subject for discussion before a special meeting, when the Bill will be submitted for consideration and ap-

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proval. Only 2*l.* per share remains to be called up on the present shares.

This Company's share of the profits on the Joint line, from 14th July to 30th November (4½ months) amounts to 2,009*l.* 17*s.* 2*d.* The interest on the loan for the six months is 2,474*l.* 9*s.* 11*d.* The Directors believe that they have consulted the wishes of the proprietors in carrying this sum of profit to the credit of the interest account on debentures, as the legitimate source from whence it ought now to be paid, leaving the balance only to be debited to capital; and they are persuaded this very flattering result, derived from a moiety only of so short a portion of the line, ought to be highly satisfactory to the shareholders.

The Directors have to request your confirmation of the forfeiture of 40 shares, numbered 2271-2280; 2816-2818; 2821-2825; 7811-7820; 2511, 2512; and 10677, 10878, all inclusive; 20 of these being forfeited to enable the parties interested more readily to complete their title to them. The former 68 forfeited shares were re-sold immediately without loss.

The following gentlemen go out of the Direction on this occasion, and the two first do not submit themselves for re-election:—W. M. Alexander, Esq., of Southbar; Capt. Houston Stewart, C.B., R.N.; and P. M. Stewart, Esq.

MARK HUISH, Secretary.

APPENDIX.

Extract from Circular Letter to the Proprietors, dated 16th November, 1840.

The whole original capital is 533,333*l.*; and it may be in your recollection that the first Report of the Directors, in 1837, exhibited an estimate of less than half a million for making the railway as then contemplated, and supplying it with a moderate amount of stock. The periodical Reports would show that the original plans have been much enlarged, especially at the termini; and experience has already demonstrated the soundness of this policy. At Glasgow, the station, in conjunction with the Ayrshire Railway Company, has been carried to the river Clyde for the purpose of meeting any opposition in the trade that may be made. In Greenock a still more important extension has been effected, namely, from Bogle street to Cathcart-street, by which passengers are brought into the centre of the town, and within one minute's walk of the quay; and the Company have power, on a small outlay, of taking the carriages alongside the steamers. The station first contemplated was at a much greater distance from the quay, and the carriages could never have been forwarded to it.

These extensions have been very costly; but when it is remembered that nearly half a million passengers annually touch at the quay en route to or from Glasgow, this expansion of the original scheme was advisable; credit was taken before Parliament for one-third of these passengers. The arrangement now making with steam boats of all classes will secure a much larger share, and, it is believed, eventually nearly the whole; and the Directors are confident that the additional revenue will be a handsome per centage on the cost of extensions.

The Joint line of railway has been fitted for a greater traffic than was at first calculated to pass over it, and the stations and approaches have been considerably extended—much of the road having been adapted for four lines of rails, and part of it being already laid in this way. Between 8,000 and 9,000 passengers have been carried along it in one day, and a great many disappointed from the limited carrying establishment. Several thousands more, must have come on it at the same time, had the line been opened to Greenock. This simple fact will show that additional accommodation was absolutely necessary.

The works have not materially exceeded estimates, and any excess has generally arisen from additional occupation bridges, drains, &c., ordered by the sheriff and awarded by arbiters, and the failure of two contractors. The engineer has endeavoured to provide in his final statement for all future contingencies, and allowing a margin for these, and including the substitution of substantial stone-walling for the ordinary post and rail fence, which will eventually be a saving, the excess in this department will be about 18 per cent. on the first estimate. The land has been very expensive, and the heavy awards of arbiters, orders of the Sheriffs, and the opposition the Company has continually met with, has caused this item to exceed the Directors' expectations. The incidental expenses are a trifle larger than anticipated, and include the expenses of the new Bill, and the interest upon loans has continued a charge upon capital. It will remain with the proprietors to decide whether any part of this should now be paid from the revenue of the Joint line. Although the expenses of conducting the traffic for so short a period cannot form certain data, yet it appears that this Company's proportion of the net profits from passengers alone, on this length of 6¾ miles, will nearly, if not quite, pay the interest on the whole of the borrowed capital.

These details will convey to you the causes of the increased expense. They fall under two heads,—1st, the certain expenditure which must be provided to complete the main line, stock, and stations, and to meet all known demands; and 2nd, the uncertain future outlay, consequent in some degree on the wants of the public, the extent of traffic, and an ample balance for depending submissions and unforseen contingencies. Looking to the great objects which have been secured, the substantial works, the enlarged accommodation, and the important extensions, the Directors conceive that an addition of 10 per cent. to the first capital, and which will open the line in an efficient manner, will be considered a very small increase, especially when it is remembered that the result of the first four months' working upon the Joint line shows an increase of nearly 40 per cent. of traffic beyond the estimates. The uncertain future demands are more difficult to ascertain, from the reasons assigned above; but the Directors are very anxious to take a wide view of them, and provide for an increase in the traffic of the whole line beyond the estimates. They conceive that, in mentioning 8 per cent. for this, they are beyond what will be required for years, unless the success of the railway should render it prudent to make extensive branches or provide a very large accommodation.

BALANCE SHEET.—30th November, 1840.

I.—CAPITAL ACCOUNT.

DEBTOR.

To amount of Receipts per last statement		£380,459	16 11
„ Arrears since received		21,962	19 7
„ Arrears of Calls on 68 forfeited Shares		1,262	0 0
„ Amount of Eighth Call of 3*l.* per share, due 27th October, 1840, on 9,407½ shares	£28,222 3 0		
Deduct previously paid, shares paid up, 3,333*l.*; also Discount on Calls paid in advance, 1*l.* 10*s.* 2*d.*	3,334 10 2		
		24,887	12 10
„ Interest		431	4 6
„ Loans on Debentures		42,182	0 0
		£471,185	13 10
Balance		42,924	19 3
Total		£514,110	13 1

CREDITOR.

By amount of expenditure per last statement	£393,835	3 9
Engineering accounts	699	8 8
Land and compensation, conveyancing, valuators' accounts, and stamps	5,595	15 10
Works	64,926	2 1
Iron rail and chairs	11,232	2 2
Lomomotive engines	3,669	9 2
Agency account, &c.	211	13 9
Advertising, printing and stationery, miscellaneous accounts, postages and petty disbursements	206	8 0
Office charges, salaries, rent, gas, taxes, and insurance	344	9 11
Police, missionary, and surgeon at Bishopton	206	2 10
Travelling charges, &c.	39	10 5
Stamps, &c. for debentures	415	12 2
Balance of interest on loans (see B)	464	12 9
Interest on paid-up shares, and on Bankers' advances	2,724	14 3
Road debt obligations, agreeably to original Act of Parliament	1,493	3 2
Carriages, trucks, &c., to account	573	19 6
Expense of new Act, to account	367	13 6
Charge for Direction	200	0 0
Joint Committee account (see A)	26,694	11 1
Total	£514,110	13 1

MARK HUISH, Secretary.

A.—CAPITAL ACCOUNT.

EXPENDITURE OF THE JOINT COMMITTEE SINCE LAST REPORT.

Land and compensation, stamps for conveyancing	£10,409	10 3
Works	41,376	12 5
Rails	586	14 3
Engineering, &c.	313	3 9
Travelling expenses	15	9 3
Office expenses, rent, salary, stationery, expenses, at the opening of the line, miscellaneous accounts, postages, and petty disbursements	381	11 6
Advertising	0	11 0
Police	105	9 9
Law expenses	200	0 0
	£53,389	2 2
One-half whereof is	£26,694	11 1

MARK HUISH, J. H. HUMFREY, } Secretaries.

II.—REVENUE ACCOUNT.

DEBTOR.

To amount of this Company's proportion of receipts from passengers and small parcels, on the Joint line, from 14th July to 30th November, 1840, 4½ months	£3,685	18 2
Interest	31	10 6
Total	£3,717	8 8

CREDITOR.

By expenditure of the Joint Committee, viz.—		
Locomotive power, previous to 11th August, when the Ayrshire Company's engines commenced to run, also of extra trips on race and fair days	£270	2 7
Mileage duty to Government	784	6 0
Salaries of Inspectors at the stations; wages of police, porters, pointmen; clothing; expense of horses and vans for parcels, &c.	486	18 4
Advertising, printing, and stationery	149	13 7
Miscellaneous accounts, postages, and petty disbursements	47	7 2
	£1,738	7 8
One-half whereof is	£869	3 10
By Locomotive power, including oil, waste, wages of engine-drivers, firemen, repairs, &c.	£278 19 6	
Coke	250 4 9	
Coaching account, including salaries of agents and booking clerk, guards and clothing	274 0 11	
Printing and stationery, tickets, miscellaneous accounts, and petty disbursements	35 2 6	
	838	7 8
	1,707	11 6
Balance, carried to the credit of the interest on debentures (see B.)	2,009	17 2
	£3,717	8 8

B.—LOAN ACCOUNT.

DEBTOR.

To interest on debentures for the 6 months ending 30th November, 1840	£2,474 9 11

CREDITOR.

By sum received and placed to this account, being the Company's proportion of profit from the Joint line for 4½ months	2,009 17 2
Balance carried to capital account	£464 12 9

MARK HUISH, Secretary.

The CHAIRMAN then said—When the Directors had last the pleasure of meeting the shareholders, I fully expected that the Report to be presented to the present meeting would have announced the opening of the line. I need not say that it is as great a disappointment to me to mention, as it must be to you to hear, that this event is still future. In referring to the Report, it contains all the explanation which I can offer of the reason why the public expectation has not been realised as to the time of opening, arising as it does from one cause, and one only; those most formidable difficulties in the construction of the tunnels, which, I am warranted to say, make that work the most arduous of a railway kind in Europe. I admit that the time required to make these tunnels has exceeded all the calculations we ever formed on the subject; every other part of the work being finished, except such small portions as it was unnecessary to push previous to the completion of the tunnels, a partial opening being considered inexpedient and unadvisable. Baffling as this work has been, it is consolatory to think that the delay has not been lost time, inasmuch as it has served a most important purpose in training the servants, in consolidating the embankments, and bringing every other part of the road into the highest working condition, previous to the opening of the line and commencement of the traffic. Another point which it becomes me to notice is the additional capital necessary to complete the works. It would certainly have been more satisfactory had such an intimation been unnecessary; and had it been possible for the Directors to overlook the substantial welfare of the undertaking, in order to consult the easiest course for themselves, we might have limited our expenditure by the prescribed capital. But finding it inadequate to make a railway such as this ought to be, we adopted a different principle, and fearlessly measured our expenditure by the wants of the railway and the interests of the shareholders. Judged by this standard, I have no fears that our conduct will meet your approbation, and I have no doubt that the same confidence and support which have carried us through many past days of difficulty, will be continued, and evinced on the present occasion, by the adoption of such measures as will enable us to bring the works to a final, speedy, and triumphant completion. (Cheers.) It is well known, that loud and urgent expressions of the public voice have been presented to the Directors, by memorials and otherwise, against opening the railway on any part of Sunday, and it is now time for me to put the question at rest, by this public intimation

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—that the railway will be closed the entire of Sunday. (Cheers.) It is some time since the Directors resolved upon this, so far as it rested with them, and I have now the pleasure to say, that the Government, much to their praise, have signified their readiness to meet the views of the Directors, in excepting the Sunday from their contract to carry the mails; that is, the mails will be carried on the railway on every other day of the week, but not on Sunday.

ANDREW ANDERSON, Esq., asked how the mails were to be conveyed on that day?

The CHAIRMAN said, the settlement of this matter lay with the Post-office, but he believed they would be carried as now.

Mr. ANDERSON said, the present mode of conveyance was a disgrace to civilisation.

The CHAIRMAN continued—The servants, and all connected with the railway, will therefore be secured in the undisturbed enjoyment of that rest which by the Sabbath (independent of its higher objects) the Almighty has wisely appointed to renew and invigorate the physical powers of man. Without taking into account the religious view of the question, the most conclusive of all, I am most decidedly of opinion that it is not only of paramount importance, but of indispensable necessity, to the safe and proper management of a railway, that the men employed should be secured inviolate in that cessation from the interminable labour and exhaustion of body and mind to which they are subject, but for the weekly rest which the Sabbath provides; and the public may rest assured that not only on that ground, but also on the higher ground of respect for the Divine command, nothing will be done on this railway to weaken that regard for the Sabbath which the Directors wish every man in their service to cherish, and which I hope will long and for ever continue to characterize the people of Scotland. (Cheers.)

The PROVOST moved the adoption of the Report. He felt they were all deeply indebted to the energy of the Directors and the skill of the Engineers for the advanced position in which the line was now placed. It was no doubt true that they had been retarded beyond the time they expected for the opening of the line, and had expended more money than was first contemplated, at which he (the Provost) was not at all surprised. On the contrary, in a work of this description it would have been wonderful had it been otherwise. The unforeseen difficulties, however, had been now got over, and he had no doubt that very shortly the line would be in successful operation, and a source of profit to the proprietors. He moved that the Report be approved of, printed, and circulated among the proprietors, and that the Directors be authorized to apply to Parliament in the ensuing session for an Act empowering them to increase the capital of the Company; and, in the meanwhile, that the works be prosecuted with unabated vigour, and that for this purpose, and to secure their due and early completion, the Directors be authorized to obtain such advances as they may find to be necessary.

A. M. BURRELL, Esq., seconded the motion, which was carried unanimously.

WILLIAM RODGER, Esq., moved that the forfeiture of the 40 shares referred to in the Report, Nos. 2,271–2,280, 2,816–2,818, 2,821–2,825, 7,811–7,830, 2,511, 2,512, and 10,877, 10,878, all inclusive, be confirmed, and sold at the discretion of the Directors.

This motion was seconded by Robert Kerr, Esq., and unanimously agreed to.

JOHN GRAY, Esq. moved that the thanks of the meeting be given to the retiring Directors; that Mr. P. M. Stewart be re-elected, and that Mr. Christopher Saltmarshe, of Grove Park, Warwick, and Mr. William Frederick Burnley, of Glasgow, be elected Directors to fill the other vacancies. It is admitted by all that the prosperity of a joint-stock company materially depends on its Directors, and hence the anxiety on the part of proprietors that suitable persons be nominated to fill the gaps which periodically occur in the Direction of a Company. This meeting may, therefore, naturally expect that I should speak in favour of the gentlemen I have now proposed. As regards Mr. Stewart, he is known to us as a tried friend of our railway; ever since it was projected he has been one of its main springs. The stirring speech he delivered at our first meeting, and which greatly contributed to the formation of the Company, is still fresh in our minds. Since then his exertions on our behalf claim our gratitude, and point to him as one whose re-election is most desirable. Mr. Burnley is also known to you as a highly respectable Glasgow merchant. He has long been one of our partners, and takes a deep interest in our line. His influence and extensive business will doubtless contribute to the prosperity of our Company. Mr. Saltmarshe is a Warwickshire capitalist, and, moreover, is one of the Directors of the London and Birmingham Railway. His intimate acquaintance with undertakings of this nature cannot fail to render his experience extremely valuable to your Directors. So long as his knowledge of our railway rested upon hearsay he viewed it with some doubt, but he came to the spot, and subjected, for days together, our line to the severe test of personal inspection. He was delighted with the execution of the works, and was so convinced that the locality rendered certain an unusually large return for money invested, that he forthwith became a very extensive proprietor of our stock. The motion with which I was entrusted conveyed thanks only to the retiring Directors, but I would also move that our cordial thanks be voted to all the Directors for their valuable services in general, and in particular for their determination that, upon the Glasgow, Paisley and Greenock Railway, the Sabbath shall be observed as a day of rest.

ANDREW LINDSAY, Esq. seconded the motion, which was agreed to unanimously.

ANDREW ANDERSON, Esq., said, that for some years past the mail between this and Glasgow had been conveyed in a manner calculated to shock humanity; and the community naturally expected, that when they were possessed of locomotive power, an end would be put to a system which was at once inefficient and cruel, and, in fact, desecrated the Sabbath far more than the running of a locomotive carriage on that day could do.

The CHAIRMAN begged to remind Mr. Anderson, that he was out of order, in so far as he was opening up a matter which had already been disposed of and settled, and the Directors' conduct approved.

SAMUEL GEMMEL, Esq., denied that the matter was settled, or that the Directors' conduct had been approved, in refusing to carry the mails on the Sabbath.

The CHAIRMAN asked if Mr. Anderson had a motion to propose?

Mr. ANDERSON said he had. He would move, that, as the Directors had refused to carry the mail on Sunday, they be requested to see that efficient means be resorted to by Government, in order to have the mail properly carried on that day.

ANDREW RAMSAY, Esq., seconded the motion.

THOMAS TURNER, Esq., moved as an amendment, that the whole matter be left to the Directors.

WILLIAM LEITCH, Esq., said the present meeting had nothing to do with the question, as to how the Government carried the mail. They could not interfere.

GEORGE BLAIR, Esq., also regarded Mr. Anderson's motion as altogether incompetent for the present meeting. They had nothing to do with the conveyance of the mail, further than to thank the Directors most cordially for exerting themselves as they had done to prevent Sabbath desecration.

The PROVOST thought Mr. Anderson should withdraw his motion. The railway Directors were not the proper body to interfere with the Government in regard to the conveyance of the mail. If interference were necessary, it should be by the community at large at a public meeting called for the purpose. He (the Provost) had no wish to obtrude his own views respecting this matter upon the meeting but it was not to be denied that a strong feeling existed throughout Scotland against Sunday traffic on railways, and that feeling was strongly participated in by the Directors, and he had no doubt by the shareholders on this line. Such being the fact, it was showing no more than a proper degree of respect to public opinion to abstain from urging Sunday traffic on the railway. It was not surprising that upon a subject of this kind a difference of opinion should exist, and both parties might be equally conscientious in holding their several views; but it too frequently happened that people set up their own standard of right and wrong, and were but too prone to measure the conduct of those who differed from them by it, without a due regard to the real state of the case.

Mr. ANDERSON withdrew his motion. His end had been served by the matter having been brought before the public. He would again repeat, that, in his opinion, the Sabbath was more profaned by the brutality attendant on the present mode of carrying the mail, than if they were to run their locomotives on that day.

P. M. STEWART, Esq. said, now that this important matter had been adjusted, he trusted they would allow him to trespass upon their attention for a very short time, while he returned thanks for his re-election. His brother had not been able to serve them here for some time past, for he was serving them elsewhere; and while Mr. Mackenzie, their spirited contractor, had been firing off 314 tons of gunpowder upon Bishopton Ridge, his brother had been firing off as much powder as he could at the walls of Acre. (Laughter and cheers.) Had his brother been at home, he was sure he would have been quite willing to continue to serve as a Director. As for his poor self, he (Mr. Stewart) would only say, that he had heard of a portrait being drawn, so that the person for whom it was meant was not able to discover any resemblance. This was the case with himself on the present occasion, for he must be allowed to say, that he could not recognise himself in the very flattering account which had been given of him by his friend Mr. Gray. The fact was that he had been so much absent from the sphere of operations that he had not been so useful as he could have wished. They had all heard of the difficulties which had been encountered at Bishopton Ridge. Now, he might say that there were difficulties abroad as well as at home. In fact, the House of Lords was a pretty stiff Bishopton Ridge, which had required a great deal of blasting, and not a little *civil* engineering, to get through. (Laughter and cheers.) He had been expecting a dividend about this time—(a laugh)—but he was happy to think that this was only postponed for a little, and not less certain than it ever was. They had only to encourage the Directors to go on, overcoming the remaining difficulties with the same indomitable resolution which had enabled them to conquer the past, and they would soon begin to reap the fruits of their enterprise. There had been a greater expenditure than they had anticipated, but even that was trifling, as compared with what had taken place on other lines. The estimated cost of the London and Birmingham Railway was 2,500,000*l.* whereas the real outlay was about 6,000,000*l.*, and yet it was one of the best paying lines in the country. The additional money sought for was in part caused by additional traffic, which would of course produce additional profit; and the extended time required for its completion would only lead to the greater durability of the works when finished. This was the last meeting they would have before dividends would be paid; and he could not allow it to close without calling attention to certain letters which had appeared in the newspapers here, under the signature of "W.," the writer of which, in his opinion, had the sole merit of suggesting the Greenock Railway. He (Mr. Stewart) had no idea who "W." was, but he thought he deserved some suitable mark of their obligations to him. In conclusion, Mr. Stewart again thanked the meeting for re-electing him; and stated that, now when the dividends were about to commence, he would be more constant in his attendance. (Cheers and laughter.)

Mr. BAIRD wished to suggest to the Directors the

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propriety of publishing the Report and balance sheets ten days before the meeting of proprietors. It was impossible that in so short a period as elapsed while they were assembled any one could master the figures.

The CHAIRMAN replied that he feared Mr. Baird's wish could scarcely be complied with; the meeting followed so rapidly on the closing of the books, the Report was frequently not decided on till very shortly before the meeting, nor indeed could it be. The Secretary would explain the difficulty.

Captain HUISH said that the meeting must be aware that it took some little time, with the voluminous accounts of a railway, after the books were nominally closed, before any complete balance sheet could be presented, and great exertion was required on the part of all in the office to overtake it. Printed balance sheets were now in the hands of the shareholders in the room; and he begged to remind them that for the next 10 days the books would lie for their inspection, and that every facility should be given by himself and the clerks to any of the proprietors who would favour them with a call.

Mr. BAIRD thought that it might appear invidious if one or two shareholders only were to avail themselves of this privilege.

Captain HUISH said, on the contrary he was sure the Directors, and he could answer for himself, would feel much gratified at their doing so, and would render any assistance.

Mr. BAIRD said, he would not make any motion on the subject, but wished the Directors to consider the matter before the next meeting.

The CHAIRMAN begged to state that a train was in readiness to convey such of the shareholders as wished to make the trip to Bishopton. The Directors were going to inspect the work.

WILLIAM LEITCH, Esq., moved thanks to the Chairman, which were given by acclamation, and the meeting adjourned to the station.

THE LATE ACCIDENT ON THE BIRMINGHAM AND DERBY RAILWAY.

THE QUEEN ON THE PROSECUTION OF THE BIRMINGHAM AND DERBY JUNCTION RAILWAY COMPANY *v.* MARSON.

AN application was made on Saturday before Mr. Justice Littledale, in chambers, by Mr. Crompton, as counsel for Edward Marson, for a writ of *certiorari* to move into the Queen's Bench—(thence to be sent down to the assize for trial)—any indictment which might be found against the said Marson for having caused a wilful obstruction of the Birmingham and Derby Railway. The facts of the case are these:—On the 2d of December an accident occurred on this railway, attended with serious consequences, by the train coming in contact with a lurry on which two men were riding towards Coleshill. The men were committed for manslaughter, and were likewise committed for trial under one of the clauses of Lord Seymour's Act. Marson also, who is foreman of the contractor for the permanent way, was summarily committed for trial at the same time, the facts against him being, that in the morning (the accident having occurred at 9 o'clock in the evening), he had proceeded along the line upon this lurry, and had sent the men forward with a message from his employer, which message the men delivered, but they afterwards loitered long on their way, and though repeatedly cautioned, eventually came in contact with the train.

The application for the *certiorari* was opposed by Mr. Dawes, as counsel for the Company, the prosecutors, on the ground, firstly, that by the 17th clause the right to the *certiorari* was taken away; and, secondly, that specific grounds should be shown for the application even if it could be entertained. Mr. Justice Littledale took until Monday to consider the application, and on that day granted the writ.

Solicitor for the Company, Mr. Carter, of Birmingham; for the applicant, Mr. Willington, of Tamworth, and Mr. Wheeler, of Manchester.

The *Midland Counties' Herald* of Thursday says the *certiorari* was served upon the justices in court on Tuesday. At a late hour on the evening of that day, the bill of indictment was preferred before the grand jury [at the Warwick assizes], who, after examining all the witnesses bound over, and several others, ignored the bill.

BRANDLING JUNCTION RAILWAY.

THE progress of the Brandling Junction Railway, as exhibited by the subjoined return of traffic in passengers, coals, and goods, in corresponding months in the years 1839 and 1840, is truly astonishing, and must be a source of satisfaction to the Directors, and those engaged in the management of the Company, as it must be gratifying to the shareholders at large. It is pleasing to note the onward movement of a great commercial undertaking like the present, affecting, as it is calculated to do, the entire district through which it passes, or between which remote places it affords a quick and certain mode of communication. The return subjoined, as we have said, embraces the last three months of the year that has just closed, and the three corresponding months of the preceding year, over the revenue of which that of the former is in excess upon the grand total of nearly one hundred per cent. The total of the three items in October, November, and December, 1839, is set down at 5,250*l.* 2s. 9d., that of the same items in the corresponding period of 1840, at 9,735*l.* 19. 1d. Descending to particulars, we find that the greatest increase has occurred in the article of coal, the return for the period embraced in 1839 being 420*l.* 1s. 1d., while that for the same period of 1840 is 3,163*l.* 12s. 6d. As connected with this item, we have been furnished with some interesting facts. There were on Thursday conveyed from the Marquess of Bute's colliery at Tanfield Lea to Shields, 139 waggons of coal in two trains. The weight of the coals was 368 tons, and that of the waggons 200 tons, making together 568 tons. The time occupied in performing the journey there and back was only two hours and a quarter, the engines starting from Green's Field, in Gateshead, and returning to the same place with a like number of empty waggons. There has been an increase in the revenue from passengers of about 30 per cent., and in the item of goods of nearly 15 per cent. The following is a copy of the return referred to:—

	Passengers.			Coals.			Goods.			Total.		
1839.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
October 6 ..	320	17	7	37	3	4	22	16	1	380	17	0
October 13..	324	6	10	24	8	7	42	19	7	391	15	0
October 20..	365	3	4	22	6	4	48	18	8	436	7	8
October 27 ..	321	15	4	35	6	1	50	4	10	407	6	3
November 3 ..	331	2	0	50	2	3	64	5	0	445	9	3
November 10 ..	292	2	3	9	18	10	58	12	0	360	13	1
November 17..	325	6	10	46	9	1	64	9	0	436	4	11
November 24 ..	299	16	1	49	1	3	74	9	10	423	7	2
December 1 ..	267	4	3	41	12	6	86	1	5	364	18	2
December 8 ..	280	16	6	24	12	10	68	15	10	374	5	2
December 15 ..	281	7	9	31	2	8	73	3	9	385	14	2
December 22 ..	306	9	3	33	19	7	60	19	8	401	8	6
December 29 ..	368	15	6	18	17	9	59	3	2	441	16	5
	4085	3	6	420	1	1	744	18	2	5250	2	9
1840.												
October 4 ..	430	18	9	228	11	6	64	1	7	720	11	10
October 11..	619	3	10	107	1	8	91	6	0	817	13	6
October 18..	448	15	0	226	2	10	71	12	9	745	10	7
October 25..	415	8	6	190	1	7	58	4	2	663	14	3
November 1	497	19	9	202	8	3	71	2	10	771	10	10
November 8	441	13	3	233	4	11	66	15	4	741	13	6
November 15	399	5	0	211	19	10	52	8	3	663	13	1
November 22	418	0	9	271	1	3	51	5	6	740	7	6
November 29	410	19	3	262	9	2	60	18	2	734	6	7
December 6	411	19	6	340	1	3	71	2	7	823	3	4
December 13.	401	0	9	308	6	0	53	13	5	763	0	2
December 20.	367	7	9	331	15	1	63	9	0	762	11	10
December 27	468	9	9	254	9	2	56	3	2	768	2	1
	5741	3	10	3163	12	6	831	2	9	9735	19	1

—*Newcastle Journal.*

RAILWAY CONS.

Why is the Great Western the most intelligent Railway?—Because it goes along "Reading."

Why will one of the Glasgow Railways be a poor investment?—Because it terminates in *Air*.

RAILWAY PROPERTY.

THE following remarks are appended to a very useful table of railways and railway capital, prepared by Mr. Richard Dawson, stock-broker, of Liverpool:—

The above list of railways, now completed and progressing, is given to prove the value of this description of property, which, in a national point of view, is highly important, for in the construction of these valuable works, though involving so very extensive a capital, be it remembered, that every shilling has been expended in our own country,—First in the payment of land to the landowner,—Secondly in the wages for the production of coal and iron in the manufactory of the materials, and lastly in the wages to the workmen in every department in the execution of these gigantic undertakings, which are both useful and ornamental, and prove the great master-mind of science. The energy and exertion required in the prosecution of these works, justly entitle the Directors and the proprietors to the best thanks of the public, and I humbly hope, they and their posterity, will derive every benefit from their untiring zeal.

Of the railways now in the course of full work, of which I have been enabled to collect the following useful information—some idea may be formed of the immense revenue that will be established when the whole of the undertakings come into active operation; but, it must also be observed, that the various lines, when completed, will greatly benefit those to which I now give the last years' gross receipts:—

Liverpool and Manchester	£255,979	9	9
Grand Junction	435,684	6	6
London and Birmingham	752,592	10	2
London and South Western	227,208	2	5
Great Western	240,084	6	7
Midland Counties	83,247	2	4
Birmingham and Derby	48,013	14	9
Total	£2,013,709	12	6

Of this sum, 1,006,854*l.* is divided amongst the proprietors; but where does the remainder go? it is expended on the works, and in wages to the labourer; equally beneficial to all.

These are the views I take of the importance of railway communications, by which the public have every facility for travelling in the most comfortable, safe, and expeditious mode possible. Time is gained by the mercantile and manufacturing community, and these are further advantages which should be considered by them as an additional source of wealth, indirectly secured to them.

This newly created property, in a very great measure, arises from the overflow of wealth, and in every point in which it can by possibility be considered, must afford, to the reflecting mind, satisfaction, in the increasing prosperity of this our native land.

The employment that has been given for several years in the execution of these works—to every individual artisan throughout the kingdom, has not only been advantageous to the poor man, but has relieved the general expenditure of the country. Peace and happiness has prevailed, where misery and want might have been the attendant, had not this necessary supply of labour been afforded to them.

RAILWAY HONESTY.—A short time ago, a lady, travelling on the Manchester and Leeds Railway, had the misfortune to lose a small silk bag in which was a valuable gold watch. Next morning the bag and watch were restored to her all safe, having been picked up at the Rochdale station by one of the porters, whose name (Benjamin Robinson) ought to be made public. Had this happened on the old coach system, how long would she have been in getting her watch back again? We ought to state, that on the lady offering Robinson 10s. for finding it, he would not take the money without the consent of the superintendent at the station.—*Correspondent.*

The Earl of Fingal has quite recovered from his accident on the Eastern Counties' Railway, and is now enabled to resume his duties as Lord in Waiting on the Queen without any inconvenience.

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RAILWAY MANAGEMENT.

To "Examiner."

SIR,—That which will not stand the test of examination and criticism, cannot be good for much, and it would ill become an individual who has so long, and in so many instances, relied on public opinion for support of the railway changes he contemplates, and yet hopes to see effected, not readily to admit the truth of your dictum that "canvassing the matter thoroughly in the columns of the *Railway Times*, will be the best mode of getting rid of our individual fallacies." If, in some matters of detail, we differ, it is not at this time of day, that either will be charged by the other, with preferring his own views from motives of puerile vanity, or pertinacity. It will liberally be conceded to both parties, that their whole and sole object is the efficiency of railway management, and that by whom the means of its accomplishment are suggested or improved, signifies nothing.

I join issue with you, in your definition of the word Director, but I would not assign to that officer the same duties.

Upon lines of ordinary length and amount of capital, I would have eight Directors, voting the whole of them the annual sum of 1,200*l.* I would not make it an office of profit—an office which it would pay a man to use influence in soliciting. I would give the 150*l.* a-year, that it might not be refused from its being an expense to persons taking it, to pay unavoidable expenses in going to and from the line, and so forth. These Directors should not, as you propose, undertake the actual labour of the railways—*that* should be done by managers. The Directors should be formed into various committees, each to control a particular branch;—it is easy to fix them with responsibility by their keeping minutes and signing them. I do not apprehend the mischief you fear, from two persons denying any specific misconduct, of which one of them must have been guilty; the delinquent could not stand long against circumstances, and the true man; and even if he should, our auditors would soon have him. I would not have higher paid Directors though they were fewer, because I propose paying more efficient people for their whole time under the title of managers, and we do not want two sets of highly paid officers. Directors, taken from their being the largest shareholders—living near the lines—and alphabetical rotation (and that is the only *safe* way of taking them) would not be professional, or practised in the minutiæ of the branches over which you would give them the general control, and therefore I support them by managers. I hold that having managers, highly paid Directors are not wanted; it would, in fact, be a duplication of office and of expense, without the performance of more work. I would not have highly paid Directors—because, according to your own showing, they could not be taken in virtue of their standing on the share list, but must be selected for their known, or imputed fitness; and what could happen from this, but bringing forward the influence of wealth, the strength of interest, and all the devices of electioneering policy, to secure, to the defeat of all we propose, the nomination of parties seeking through the power of connection, a handsome provision out of the railway purse, from filling situations for which they would be, most likely, wholly incompetent. A great cry is raised by parties who fatten on railway pay, and having "fleshed their teeth" are keen upon the scent to secure more of it for themselves, or their relatives, about gratuitous services being dear in the end. To be sure they think so, or at least they say so—it is their cue—it is the game they have to play; but it is a bug-bear, a delusion, a humbug—there is no truth in it. Large salaries are no surety for the efficient or the honest discharge of duty. What gave rise to sinecures but that the salaries were generally of an amount to make it worth the while of the aristocracy to secure them for cadets of their houses, who were not prepared by education or by habit for the task; and thence the necessity of second appointments to do the work the principal was paid to perform. Do you think there was less corruption or integrity in the House of Commons when members were paid than there is now? Does its being an office of heavy expense at present keep talent out of it though his election has been known to cost a candidate 100,000*l.* The American representatives are paid; do you think there is more virtue at Washington than in St. Stephen's? Lastly, and more to our purpose, do you think one in twenty, whose names may be called from the share-lists for *unpaid* Auditors or 150*l.* a year Directors, (supposing he feels himself qualified—and let the acceptor under the new arrangement who is not look out for squalls)—will he refuse the office? No such thing. Auditor and Director are posts of confidence, and of some importance, and lucky it is that most men have a pride in showing those they are associated with that a trust which it is offered to repose in them is not misplaced. I have another guarantee, apart from salary, the interest my Directors would have in the line. One of every three Directors would be at the new Boards, by being the largest holder, and is such a man likely to shirk the duty? I am aware it *may* happen that he lives at an inconvenient distance, but there are few things to which some objection does not exist, and to guard against this I propose to take my second man for his residing near his line. More I cannot do, for (taking the South-Western as an instance, one half of which is held in Manchester) it would be manifestly unjust not to give a fair representative to capital. My third nomination according to alphabetical rotation I defend upon the ground that it would effectually prevent combinations of friendship and connection, and to preserve the integrity of the Boards. To make the situation a permanent one would deeply, as it now does, injure its efficiency, it would lead to looking to the indirect profits of patronage at forming schemes of private advantage in various ways which a periodical renewal would prevent. The office would be sought after as an easy provision for old age, not as one where onerous and hard duties were to be fulfilled, it would become, as it now is, all but a sinecure, and the duty would degenerate into a checque signing, minute reading, weekly meeting. As another check to this falling off of the office, I will not abate a day of three years of ineligibility for re-election, nor shall (and this is a point I strongly insist on) any Director, with my consent, sit at two Boards. Directorships—so flagrant are present abuses—are made a regular trade of. Many, aye dozens, pop out of one Board-room into another, with the celerity of twopenny postmen, sack from each Company their two hundred a year, and are not worth to the whole of the bodies they profess to act for, two hundred farthings. To watch them for a month would make a farce, if there were not in their peregrinations so much that is financially tragic. Directors now in office spin "a long yarn" against periodical ejection, but it is necessary for railway success, however unpalatable it may be to them, that "a change should come o'er the spirit of their dream," and that they lie dead in railway practice for three years after superannuation.

You object to walking gentlemen, I, on the contrary, wish we had some more of them; the mischief is that our gentlemen do *not* walk to their railways, nor upon them. I know few things would do us more good, than for two members of each of any proposed Boards to walk once a month down their lines at twelve or fifteen miles a day, looking to the level and state of the rails, the embankments, the fencing, the bridges, the water-courses and drainage, the speed of passing trains, the order and arrangement of stations, and the conduct, the books, and the demeanor of clerks and porters, thus keeping all parties, from the engineer to the lowest labourer, upon the alert. If any well-fed citizen,—the country gentleman who shoots would do it without turning a hair,—should laugh at this, as being very well on paper, I can tell him it has been done, often and often. The Chairman of the South Western did it, and by doing it brought us through. You would do it, if I mistake not—many others would do it—even as *unpaid* auditors; and the effect of such walks would soon be seen in the amended state and conduct of the lines, the behaviour of servants, the accommodation of the public, and the diminution of per centage on traffic. In all my arrivals, never have I seen a Director, an engineer, a secretary, a clerk, or any biped having a long-tailed coat, to welcome me in; the public are shot out into the hands of cads and porters, and the disrespect so markedly shown, if having no other cause than idleness, is equally disgraceful and injurious to railway interests. It is saying to the traveller, "you paid when you got in; we want nothing more of you; get out as you can." Now if there is not more business for Directors than I apprehend, I should not want all the eight to be what is understood by *men of genius*, and if the cast of the net brought up a twaddling gentleman, to whom finance and long walks would be equally distressing, I should hail him as worthy our best attention, and say, we "could have better spared a better man;" at once I would send him for a ride down his line, calling at each station to see that things went well, or plant him on the arrival platform, as a demonstration of our respect for the public. In cases of complaint, the presence of a Director would soothe; where information was wanted, an easy reference to such a dignitary would please. Supposing his manner to be bland and insinuating, what golden opinions might we not obtain, from unprotected dowagers and ancient spinsters, repeating throughout their circles, that they had travelled by "a lovely railway," where the Directors, perfect gentlemen, waited on them themselves—and this effected how? Why by Mr. Twaddle's doing the civil, an hour a day, at the moderate cost to us of 150*l.* a year. This may appear ludicrous to some, and will be scouted by merchants holding a dozen directorships, but that will only prove that the Directors we have at present are not the people we require; the public want conciliating, and there is more in doing it, than at first meets the eye.

A long time ago, I observed to you that I thought you would find a difficulty in paying servants rateably with profits. I think it impracticable, after more consideration; the mulcting for deodands appears to me impossible so as to meet the ends of justice, or to please yourself or the suffering parties; there lies nothing between approbation and dismissal.

Nothing but confusion could result from the appointment of your fifty supernumerary Directors. Rely upon it, they would be sadly in the way, without being of the least service upon any occasion. Your Auditors are the persons more especially to afford you information, and the veto is already in the hands of special meetings, which it will be the bounden duty of those Auditors to see convened upon their detecting anything wrong.

Railway machinery will be complete without the intervention of a Government Superintendent, from whose appointment and meddling the Lord preserve us! It is not possible such an officer could do any good; but feeling that he must do something, he would be sure to do mischief, by petulant or untimely, perhaps ignorant, interference. Can you point out a single advantage that has occurred to the public, or to railways, from the Reports ordered by Government, from military Engineers, who would be the persons probably appointed? Not only has there been no advantage, but no information not at last and better had through the proper tribunals, Coroners' inquests. Of all weak propositions, pardon me for saying it, there has been but one more deserving our rejection, and that had the merit, as far as the party was concerned, of a well-considered object—the obtaining out of the railway chest (a reform with a vengeance!) a neat thousand a-year, for somebody or other. I allude to the proposal for a *Railway* appointment of a *Railway* Supervisor. In reading the numerous patriotic suggestions which have lately filled the pages of the *Railway Times*, it is pleasant to look below the surface, for the under-current which really floats and carries to her destination the railway vessel laden with public spirit. One of the

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correspondents, after a laboured proem, and a lengthy dissertation upon economy in management, finished by proposing our taking the halfpay Commissariat into our service!

I like my plan for the custody and laying out of the cash balances better than yours. I wish you had said something about persons holding offices of trust giving security, and I will thank you for your opinion upon it. It works well in the public service, for Government rarely lose by breaches of trust, the sureties paying for the defaulter. You accede, I imagine, to the discontinuance of banking, but I will thank you to state specifically that our whole business ought to be done by our own establishments; it will be more convenient; it will avoid risk and loss. The accounts should be kept at the main station of each line, and the Secretary and Cashier should reside where their accounts and cash are deposited. What but expense, inaccuracy, and the constant want of arrangement upon the line, can happen from the main office of the North Midland being—where do you suppose?—in Warnford-court, Throgmorton-street, London! *It*, the Secretary, and the Chairman, might as well be at the Orcades, or at the Land's-end. Two of them, at least, must go to Derby, and the sooner the better.

The Secretary I would have, as he is now, one of the most ostensible and responsible officers on the line. I would preserve to him the whole of his consequence every way. Living at the main station he will be always at hand in moments of emergency to refer to. The whole correspondence, the office arrangement, the keeping of the books and records, the discipline of the various departments, the representation of the Company in courts of law and equity, all form part of his duty. I think these officers are too highly paid—very much so—and upon vacancies occurring I would materially cut down their salaries. Their great income makes them above their business; we should be better served by persons of humbler pretensions, but as the amount of pay has been settled, as far as present individuals are interested, I would keep faith with them, and reduce the amount only upon new nominations taking place.

Your suggestion that all the Auditors should not leave office at once is an improvement, and I adopt most cordially all that you say about them. Your proposed storekeeper may be made a valuable officer, and I am glad you thought of him; he should take an account of the weight, measure and number of all articles delivered, deliver them over for use, take an account of things worn out, and always have ready for inspection a correct statement of "the remain" in his possession, that is, on the Company's premises.

The fixing responsibility is, I think, easy enough. I would have the business of out-door management divided amongst the Managers, who should be paid for their whole time; these Managers to report to various Committees; the Committees making minutes and reporting to weekly meetings of Directors. How many divisions of labour, each headed by a Manager, would be best, experience alone can show.

Common sense admonishes us to make the best use of the materials we have without expecting in practice a degree of perfection purely ideal. We shall never reach the point at which nothing more is to be wished; let us therefore take things as we find them, and make the best adaptation of them to our purpose that we can. I propose retaining the appointment of Engineer, partly because it is necessary we should have some one possessing the knowledge of repair of earthworks, bricklaying, masonry, drainage, and all other matters pertaining to road making. I would have an Engineer who would devote his whole time to one line—to be, in fact, always on it. This, to be sure, would shut us out from the services of the more eminent members of the profession, but then, I am of opinion, that a third or fourth rate man constantly on each line would better answer our purpose, now that the roads are made, than persons of higher standing whose attention is distracted by fifty engagements at once, extending over the United Kingdom and the whole Continent of Europe. With all our officers we should stipulate for their entire time, their hourly presence. Great names have a great sound, but it is an empty sound when with it we have nothing but the name. I would, if I could find him, appoint a young man having a love for his profession, and a desire of one day becoming eminent, to each line. He should see to the road and buildings, to which he would at all events be fully competent; he should likewise have a fair knowledge of mechanical engineering, and sufficient industry to keep himself informed of engine and carriage improvements that the earliest benefit of them might be secured to his Company. Under him I would place the locomotive manager, the engine-house, the workshops and the storekeeper, he himself reporting to a Committee of Directors. If you should appoint three engineers, and a highly paid Director for the conduct of the engineering branch alone, I fear that to avoid Sylla you would strike upon Charybdis—that your attempt to reach perfection would cost you more than existing defects—that you would pay too dear for your whistle. Most engineers have tolerable mechanical knowledge as far as engines are concerned, and perhaps enough for well working—not improving—the locomotive, and this is all, I conceive, that we want of them. We do not require an engine *builder*, and he it is who is the improver; he studies construction for his own interest; if he discover an improvement he takes out a patent, and you buy his engines because they are the best. When you want engines they are not made at your workshop nor by your engineer; it suits your purpose better to get them by tender and specification from the inventor, whose sole business it is to build, and whose whole time and thoughts are given to that one subject. Regarding improvements in the form of carriages, trucks, springs, and, in short, of all contrivances for saving friction and wear and tear of rails, wheels and springs, I would advertise mechanics, that the roads under the inspection of the engineers should be open for the trial of improved construction, and this, I think, would be sufficient to secure to you the benefit of each discovery as soon as it was brought to bear.

Shareholders must now decide for themselves which of these plans of management, or how much of either, if any, they choose to adopt. I will, if called upon, give any explanation required, and any assistance in my power if more details are wanted; the rest remains with the February general meetings. We have sounded the tocsin, and have shown them how they may conquer; if they will not array themselves against the enemy, ABUSE, with them, not with us, be the dishonour. I confess my hopes of energy from them, as a body, are not more sanguine since the date of the Croydon meeting. The imbecility exhibited by two Companies lately, when they were each filched, in broad day-light, out of 333*l.* 6s. 8d. per annum, under a pretence which has no foundation in fact, is but poor earnest of vigorous conduct, at the next meetings. As the Editor has truly said—a barker, a tool, a decoy, "is planted" to propose; a confederate seconds; a third conspirator puts in a well-timed "Hear! hear!"—and the iniquity is confirmed without a moan of dissent.

All that we want to ensure economy is action, union; "a long pull, a strong pull, and a pull altogether." Let them give these, and then Huzza, for the success of our war cry of *Auditors, unpaid Auditors, in alphabetical order from the share-lists, Directors from the share-lists for largest holding, for residence near the lines, for alphabetical rotation.*

A RAILWAY SHAREHOLDER.

28th December, 1839.

THEORY AND PRACTICE—RAILWAY MANAGEMENT.

To the Editor of the Railway Times.

SIR,—The correspondent of Captain Chapman, in your last week's number, who signs himself "A. B." "dissents from many of my propositions (he says) as based on *theory*."

It is difficult to understand how this can be an objection. Every system of human action, every thing that has a plan, everything, in short, that is not mere chance-medley, must be based on theory. Theory is the soul of the body practice. That practice which has no theory attached to it is merely problematic. By its fruits shall ye know it—a body without an informing spirit. Is it so with railway practice? Answer, ye shareholders without dividends! Why are you without dividends?—Because no certain theory has been laid down, on which sound practice can be based. Theory built up from analogical inferences would have predicted undoubted failure in the majority of what are called unfortunate cases. Want of theory leads shareholders to stumble in the dark over all kinds of obstacles which clear theory would enable them to remove. The man who follows practice without understanding its theory, will work only empirically, even though his work be successful; and if any new circumstances chance to arise he will be thrown into confusion, in which he will flounder about till the force of many other circumstances has built him up a practice. He will point out the single thing that will do, by the process of trying a great number of things that will not do. This is the *empiric's* practice. The theorist—the thinker—would, on the contrary, reason by analogy, and lay down the true principle of action, indicating the scope and tenor of the practice. Newton, when a new-born infant, had no theory, but as he grew in years, and watched the processes around him, natural and artificial, he formed new theories by the power of thought, and synthesis was the result of analysis; predictions which appeared to common minds void of probability, and beyond the scope of human understanding, were verified and made demonstrable as the commonest practices of life.

"A. B." seems to think that theories can exist independent of practice. It is not so. Things must exist before the ideas of things can exist. Human actions erratic at the outset, are forced into shape by necessity, and the almost marvellous results induced through systematic organisation have their origin in the theorising minds of individuals of higher powers, who prescribe their tasks to whole hosts of empirical imitators.

Let it not be supposed that any claim is laid to merit on account of the theory of railway management I have endeavoured to indicate. I am sure that every one who takes the trouble to think, cannot avoid the same conclusions. What is a railway? A trade of carrying—a business. What is a business? "A laborious nothing," a division of labour, the only trouble of which is in the *original* division. There is not a cotton factory, an ironwork, an engineer's shop, a dock-yard, in which success or failure is not dependent on the true adjustment of the division of labour. That railways are not prosperous is chiefly owing to a failure in this. An interested railway oligarchy has proclaimed that "the career shall not be open to talent;" that there shall be no clear stage without favour; that the railways shall be managed by the irresponsible for the benefit of the few, at the cost of the many; and to keep this *statu quo*, all reformers, all proposers of new plans, are regarded as enemies, and thwarted without hearing. Some few daring spirits, with indomitable courage, force their way within the pale, by operating on the fears of the oligarchs, but it is commonly only to join the body, and become oppressors in turn. It is the system that requires changing, not the individuals. When honesty shall be made more profitable than dishonesty, jobbing will cease on railways, but not till then.

Let "A. B." examine the arrangements of a well-conducted engineer's factory, and he will find that there is a foreman of every department, responsible to the heads of the establishment for the conduct of that department. The heads of the firm, if there be more than one, take each one of the two, three, or four general branches, and do not interfere specifically with each others arrangement. But sleeping partners do not usually give directions—they merely exercise the right of a veto. The general body of Railway Directors are

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practically merely sleeping partners, who exercise power without responsibility, two or three doing all the work, and doing it badly.

If "A. B." means that I have put forth an unsound theory—a new wild speculation without basis—let him show where the distinction lies between the management of a railway and the management of Pickford's or any other conveying business, as to the essential points of security to the public and profit to the capitalist. If he cannot show this, let him join the cry at the Spring meetings—"*No Railway Oligarchy, and immediate Shareholding Auditors.*"

If the Directors who may be friends of Captain Watts be the high-minded men he describes, they will eschew his defence of them. Each one will rather wish that he had "a window in his breast," that all his *sleeping* partners, the shareholders, might read therein all anent railways. Like Cæsar's wife, they should be "above suspicion," and the best course to insure that will be, to have no secrets.

Captain Watts talks of "millions of property and of lives." Does the gallant officer hold with Scrub, "Take my life and spare all I have"? Or does he travestie honest Dogberry, "Write property first, for property, defend but property, should go before lives"? I think the gallant Captain is quite right in saying that the Auditors should be paid, to make them more responsible, and I think the "Railway Shareholder" will not object to it, but the manner of the payment will require some discussion.

I remain, Sir, yours, &c.

EXAMINER.

January 4, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—The statements of population contained in my last letter being official, your correspondent "Veritas" has not attempted to controvert them, nor has he condescended to show how a population of 3,879,251, dwelling by the sides of, and at, and beyond, the terminus of the Great Western line, can produce to that concern a railway revenue at all comparable to that which a population of 14,915,182 similarly situated now yield to the London and Birmingham Company.

Perhaps he imagines that the broad gauge principle may reconcile this discrepancy as well as some others, but this I humbly submit is taking too *broad* a margin in a matter of calculation.

I observe, by the bye, that some large steamers are about to be established between Falmouth, Plymouth, and Southampton, thus rendering the travelling population of Cornwall and Devon, available to the *South*-Western line; consequently a very large deduction would require to be made from the 796,608 persons inhabiting these counties which were included in my last calculation, as among the *preserves* of the Great Western Company.

Your correspondent is, I find, singularly unfortunate in his comparison between the early traffic of the London and Birmingham line, and that of his favourite. He states, for example, that the former line was open in April, 1838, its full length of 112 miles, instead of which it was not till September of that year that it was fully opened. The triumph of his comparison, which has, however, been before adduced, is thus brought to nought. Indeed, to compare the receipts when only partially opened, of a line like the London and Birmingham, the *through* traffic of which is equal to perhaps three-fourths of the whole, with that of a line like the Great Western, where a vast preponderance of the revenue will alway be derived from the resources of its two extremities, is only calculated to mislead.

Nothing can be conceived more unlike than the two cases, for the London and Birmingham, when partially opened, led to no place of note, whereas the Great Western is already open to every town of consequence along the line, the residue unopened being merely an agricultural district.

"Veritas" indulges himself in the expression of an opinion, that my estimate in regard to the Irish population is "a monstrous violation of common sense." It is, I conceive, bad policy to become discourteous in an argument. Instead, therefore, of retorting in like language, I shall merely suppose that my opponent, knowing truth to lie at the bottom of a well, has unwittingly made himself *warm* by searching for it on the line of his favourite railway, among the *hot* springs at Bath.

In reference to the Irish population of about eight millions, my argument was as follows:—viz., that five-eighths of such of that country as travel to London do so by way of Liverpool, that one-eighth come by way of Holyhead, likewise making use of the London and Birmingham Railway, that one-eighth more come by way of Bristol, and the remaining portion of one-eighth by the steamers direct to London.

If these proportions are correct to speak of them as eighths, or as millions of population that must contribute a certain portion of railway revenue, appears to me to be of little consequence. I did not venture to calculate on any specific number of travellers for either line of railway from Ireland, and will readily admit to "Veritas" that the distance of the sister kingdom, and the roughness of the Irish Channel, will always seriously check the number of travellers from that country, as compared with a population more nearly situated, and connected with us by *terra firma*.

My calculations in reference to the Great Western Railway have, in fact, with all due deference to "Veritas," been much too favourable, having always assumed that the traffic of the midland portion of the line would equal that which it has hitherto been along the densely-peopled extremities.

To suppose that such might be the case is allowing much for the attractive power of the railway, and the future development of its resources. Indeed, every person who has travelled from London to its present terminus by this line, must have remarked how exceedingly the number of passengers diminishes in advancing westward. It has sometimes appeared to me that about one-third of the passengers left the train at, or before reaching, Slough, and about one-third of the remainder at Maidenhead and Reading, with perhaps nearly an equal proportion of the remaining number at, or before reaching, the Oxford station, while comparatively few are taken up at those places; and perhaps "Veritas" may be able to say, whether the average number of passengers travelling westward beyond Oxford is equal to one-third of the general number between London and Slough.

The excellent table communication in your paper of the 26th December, from a known correspondent, renders all calculations of dividend from the Great Western Railway quite simple, could we correctly estimate what its weekly receipts will be.

The last receipts published by you on the 19th December, amounted to about 65*l.* per mile per week, and I believe the highest returns of July and August were about 95*l.* per mile weekly, thus forming an average of 80*l.* per mile per week for the year. At this rate the whole 118 miles would produce 9,440*l.* weekly, and thus fall between the two lowest estimates of your correspondent's table, or 2*l.* 9s. 4d. per cent., on the supposition that 50 per cent. is not too much for expenses, and a suitable reserve fund on a railway, the foundation of which is pine. Wishing to return "Veritas" good for evil, I would therefore respectfully recommend the bonds of the Company to his notice in preference to the shares.

I perceive that your "known correspondent" in his table estimates the total expense of the line at six millions and a half, of which the forthcoming accounts will probably show that five millions and a half are already expended. Your correspondent states, I believe correctly, that the two first capitals of the Company, and the loans founded on them have been already exhausted, but he is probably incorrect in supposing that the Company have hitherto borrowed no portion of their *third* capital either on bonds or a mortgage of the calls. I suspect they have done so, and to some extent.

The Great Western Railway is very similar to the London and Birmingham, both in point of extent and expense, and on referring to the Report of the latter to the 30th June, 1838, I find that on the 9th of April that Company opened certain portions of their line to Denbigh Hall and Rugby, making 77 miles in all; and, on the 30th June, nearly three months after this opening, their total expenditure is given at 4,592,698*l.* This account, it is worthy of being remarked, was within two months and a half of the total opening of that line on the 17th September, yet we since find that the Company have in all expended on capital account 5,698,375*l.* Supposing, therefore, that the payments have been made on the Great Western line, in similar proportion, according to the forwardness of the works, and that the line will be fully open in July next, I would respectfully submit to your known correspondent (rather than to "Veritas,") to calculate whether the total expenditure at the end of this year, for that concern will be seven, seven and a half, or eight millions sterling. The London and Birmingham Company, is one of the very few which charges the full Parliamentary rates, and it is very generally thought that the Directors of that concern will, on the first opportunity, reduce their charge to the public rather than attempt to increase their dividend.

OBSERVER.

2nd January, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Many letters have appeared in your columns containing prognostications adverse to the Great Western Railway. The assailants, beaten from position after position, still continue their attacks. They show a bold front till they find themselves within the reach of facts, and then instantly shift their ground.

It is *in what is to happen* that they are so valiant; the *present* annihilates their predictions, and their hostility can only find refuge in the future.

Every one of the following sage prognostications have been falsified:—

1st. The Hanwell viaduct was to have fallen into the river Brent.

2nd. The Giant (Maidenhead Bridge) was to have tumbled into the Thames the moment his crutches were removed.

3rd. The Sonning cutting was to have been a work of seven years, if ever done.

4th. The Box tunnel was to have been obstructed by rock or swamped by quicksand.

5th. The heavy locomotives were to have torn up the rail—no embankments could ever support their weight.

6th. The Company were never to be able to raise the money necessary to finish the undertaking.

7th. The broad gauge was to have been a total failure.

Now after all this, it happens that the public consider the Great Western Railway the safest, the fastest, the easiest—in a word, the best—railway in the kingdom; this no one dares deny.

There are two causes that occasion the hostility evinced towards this line. The first, that Mr. Brunel's success will for ever eclipse his rivals, whose reputations are pledged to the narrow gauge, and points of support for the rail, instead of continuous bearings. Secondly, the Birmingham and Grand Junction Companies dread the desertion of their proprietary; the preposterous difference in the premiums on these lines, compared with the present premium on the Great Western (a line, to say the least, all points considered, fully equal in every respect to either) fills them with alarm.

The circulation of evil reports, I confess, Mr. Editor, did succeed for a time in giving (most unjustly) an unfavourable bias to the public mind as to the terrible events that were to have happened.

The attacks are still continued, entirely contingent, as heretofore, on the future.

The Great Western line, they say, is to cost seven millions—a million more than the last computed estimate. In reply to this random shot, the

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Great Western Company, at this moment, cannot have less than 700,000*l.* left to finish their line, viz.:—

In hand and arrears of calls, about	£200,000
Call of 10*l.* per share, due the 29th instant, on 25,000 half shares	250,00
Parliamentary power remaining still to borrow (balance of 600,000*l* loan)	300,000
Total	£750,000

With this sum, the Company have now about one-tenth part of the Box tunnel to complete; less than one-sixth part of the 25 miles of earth work between Swindon and Bath to do, which will finish the earth work of the entire line; the rail to lay on this distance; a station to build at Bath and another at Chippenham; locomotive power to purchase equal to the amount now in use.

As to the Paddington station, with very small additional accommodation, it will serve for the next ten years.

Ah! but the traffic on the Bristol end of the line—this it is proclaimed will prove the weak point; here will be the terrible falling off of receipts! There are, it is asserted, no places at the west end of the line, like Windsor (with its 3*s.* fare), or like Maidenhead or Reading. Oh, no! Clifton, Bristol, Bath, Cheltenham, and Gloucester, Stroud, Chippenham, &c. &c. &c., are nothing forsooth, and the vast district westward of Bristol is held as a trifle in produce of traffic!

London, Mr. Editor, belongs to no particular portion of any line, but its attractive and repelling power belongs to the entire of every line, of which it forms a terminus; it sends its population out, and draws them back again to all places, in exact proportion to the counter-attractive and repulsive power of each place on its railway radii. This is the secret of railway traffic, and I maintain that as far as depends on *means* and *inclination*, joined with numbers, there is no travelling population in Great Britain equal to that which is found on and near the line and at the termini of the Great Western Railway.

I repeat, Sir, that the millions of weavers and spinners, and operatives, whether at Shoreditch or Manchester, or Leeds, &c., are as little productive to railway income as flocks of sheep. Men whose circumscribed means, unhappily, are barely equal to supply them with bread, can have neither money nor leisure for railway travelling.

I would have left the Great Western line to have told its own tale, but the reiterated attacks which have been made on it with little or no foundation, have rendered a reply imperative. Unanswered assertions, though incorrect, meet with too easy credence.

Previous to further assaults, let me recommend some of your correspondents to read the fable of the Viper and File.

VERITAS.

London, 29th December, 1840.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—In reply to an article in your paper of Saturday week, headed "Capital of the Great Western Railway Company," (from a known correspondent), I have to observe in the first place, that the Great Western Railway Company neither have the intention nor the power to borrow one third beyond the amount of their 20*l.* shares. Your correspondent's statement "remaining to be borrowed on the third capital (alluding to the 20*l.* shares) 250,000*l.*," is consequently incorrect."

Secondly. On what data does your correspondent assume that a further capital of 500,000*l.* will still be wanted? He neither states the present amount of the available funds of the Company, nor on the other side of the question the state of the works, locomotive power, what buildings are still to be erected, &c.; not one word of data does he offer on these subjects.

Your correspondent observes, that 368,000*l.* net receipts will pay 8*l.* 3*s.* 6*d.* per share, by which it appears he reckons upon 45,000*l.* consolidated 100*l.* shares, which, at 8*l.* 3*s.* 6*d.*, amount to about that sum. In this lies the great error of his calculation, which I will make evident.

The loans taken as per annexed statement, and on which 5 per cent. interest is chargeable, amount to 2,725,000*l.* The paid-up capital is 3,025,000*l.*; this latter sum, upon 45,000*l.* shares of 100*l.* each, if consolidated, is 67*l.* 4*s.* 6*d.* paid up per 100*l.* consolidated share.

Now, your correspondent makes his computation upon 45,000 100*l.* shares, 100*l.* paid when only 67*l.* 4*s.* 6*d.* has been paid; and this error throws his whole calculation about one-third out of the square, and makes the dividends one-third less than they should be. I believe the following statement will be found strictly correct:—

Capital of the Great Western Railway Calls.

Shares.

25,000 of 100*l.* each, 65*l.* paid is	£1,625,000
5,000 of 50*l.* each, 50*l.* paid is	1,250,000
37,000 of 20*l.* each, 4*l.* paid is	150,000
87,000* shares equal to 45,000 consolidated 100*l.* shares, on which is paid up	3,025,000

Equal to 67*l.* 4*s.* 6*d.* per share on the 45,000 shares.

* Whole, half, and fifth.

Loans.

Borrowed one-third of first capital	£		
Ditto one-third of second capital	416,666	13	4
Ditto against calls suspended of 35*l.* per share on first capital of 25,000 shares	875,000	0	0
Ditto against loan notes of 15*l.* per share on 37,000 shares (fifths), third capital	650,000	0	0
Together	£2,725,000	0	0
Calls and loans forming capital of	£5,750,000	0	0

Revenue.

Computed average gross revenue per week	Will yield annual gross income of	Deduct expenses 40 *l.* per mile per annum in 24 weeks, and leaves	Deduct Interest at 5 per cent. on loans of 2,725,000*l.* is 136,250*l.*, and leaves	Will yield per share on 5,750 shares of 100*l.* each, on which has been paid 67*l.* 4*s.* 6*d.*
£18,000	£936,000	£360,000	£563,750 net	£12 10 6
17,000	884,000	648,000	511,750	11 7 6
16,000	832,000	576,000	459,750	10 4 0
15,000	780,000	544,000	407,750	9 1 0
14,000	728,000	432,000	355,750	7 18 0
13,000	676,000	440,000	303,750	6 15 0
12,000	624,000	288,000	221,750	4 18 6

Your correspondent may add to this 67*l.* 4*s.* 6*d.* his 31*l.* 5*s.* premium and interest, and he will find the returns very well able to bear it.

I next differ with your correspondent in the expenses of maintenance of way and working the line, and I will offer, I think, sound data for my calculation.

Your correspondent gives two statements, in the first of which this charge is reckoned at 40 per cent., and in the second at 50 per cent.; the latter would be nearly 35,000*l.* per mile per annum. He computes an increase of this charge in an exact proportion with the increase of the receipts (say 40 or 50 per cent. thereon), so that receipts of 12,000*l.* per week, at 50 per cent., would entail an expense of 312,000*l.* per annum; 3,000*l.* receipts per week on the same line of 118 miles, at 50 per cent. expenses, 78,000*l.* per annum; and 24,000*l.* per week at same rate, would amount to 624,000*l.* per annum.

I put a somewhat extreme case to show more clearly how entirely fallacious such a mode of reckoning is.

Maintenance of way and expenses.

The following are the actual Great Western Railway returns of expenses for maintenance of way, locomotive power, labour, police, coke, Government duty, &c., not including interest on loans:—

1838.		Expences.
From June 4 to December 31	Open 24 miles to Maidenhead six months ..	24,550*l.* is about 2,000*l.**
1839.		
January 1 to June 30	Open 31 miles to Twyford six months	25,000*l.* is about 1,615*l.**
July 1 to December 31	Ditto six months .	32,200*l.* is about 2,000*l.**
1840.		
January 1 to June 30	36 miles to Reading till April 1840, 4 months; 57 miles to Steventon to June 1840, two months: average 50 miles..	43,749*l.* is about 1,750*l.**

*Average under 2,000*l.* per mile per annum.

On the strength of this return, as the increase in the receipts when a line opens *throughout* greatly exceeds the increase in expenses, I consider the 2,000*l.* per mile per annum on the computation just given, an ample allowance for maintenance of way and working expenses, it being founded on two years' experience.

I am, Sir, &c.,

ALPHA.

THE JOINT STATION AT LONDON BRIDGE.

To "Another Shareholder," in explanation.

Sir,—I did not know, until I was made acquainted with it by the Editor's foot note, that the South-Eastern Company was the first to confirm the grant of 333*l.* 6*s.* 8*d.*, in part of 1,000*l.* per annum, for the management of the Tooley-street station, or my observations would have been directed against the Directors of that Company, rather than of those of the Croydon; but how, by selecting the second instead of the first of the three Companies implicated—all equally guilty, and one affording as strong an example of misconduct as the others—my "judgment" is affected, or has been run away with by my "zeal," I do not see; the cases are similar—identical without difference, and the charge against one admits of no variation, in fact or in terms, when made against the others. I submit, therefore, that there is no flaw in the indictment, and that, thus far, I am perfectly in order.

May I trouble you to point out, never having been more serious than when I penned the letter upon which you animadvert, the sentence or words to which you refer, when you designate me as "flippant?" I ask the question because I think, unintentionally perhaps, you have done me an injustice, which you can only repair by stating the grounds of your opinion, and giving me the opportunity of defence.

I object to this levy of 1,000*l.* a-year upon the broad basis of *principle*. It is a double payment for a service previously satisfied. If the Directors are of opinion that they are underpaid, why did they not appeal manfully to their constituencies for an increase, instead of screwing out a further sum under the pretence of a newly occurred, or additional, duty by indirect, sidling, petty manœuvre? That such an application could not, under the circumstances of these lines stand the ordeal of straightforward proposal, was sufficient indication of the impropriety of introducing it under any other shape.

I object to it, likewise, not alone on account of this 1,000*l.* a-year, but because it may form, if not annulled, a precedent for other and perhaps greater abuses. To show that there is no colour for this imposition, and that it has no standing in reason, I will go to the point at once, and state a fact which cuts from under them all the support the Directors profess to have, in the reasons they have given for this extra burthen upon their shareholders. The Derby station is erected at the joint expense of the Midland Counties', the Birmingham and Derby and North Midland Companies. In the agreement between them, not only is it covenanted that the latter—being the longest and the trunk line, with the largest capital—shall have the sole management of the station, but it was formally insisted on by the North Midland, and is made a condition, that this preference should be given them. Did the Directors of these Companies ever pretend that the management of the station was not their duty *as Directors?* Did they resort to the giving themselves an additional title, having no duty affixed to it, but by splitting into sections the duty of Directors, for which they were already remunerated, to

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vote themselves a duplicated salary? No; with a sense of equity, with better feeling, and with more charity, (if I owe a seller for a ton of coke, I will pay him as becomes an honest man, without attacking him "*ad misericordiam*,") the idea never entered into their heads; and the North Midland took charge of, and continues to conduct, the business of that establishment, as what it is—the proper—the direct—the legitimate duty of *the Directors*. So unanswerable, so conclusive, do I think this instance, that I give it as my case, and here leaving it for the consideration of the shareholders of the three lines, I shall bow with deference to their decision, whatever it may be.

A RAILWAY SHAREHOLDER.

INVESTMENT OF RAILWAY RECEIPTS IN EXCHEQUER BILLS—JOINT STATION AT LONDON BRIDGE.

To "Thy Friend," in explanation.

SIR,—I think I can give,—you will distinguish the term from one of personal exultation,—a triumphant reply to your strictures on two of my letters.

I continue to urge, not more the propriety than the necessity there is for investing current railway receipts in Exchequer Bills, if shareholders intend to protect their revenue from present and needless risk. We all know that this circulating medium is of fluctuating value, and no one denies that, by possibility, a Company might buy at a price, from July to December inclusive, which could not on the 8th February be realised; and this contingency you give as a sufficient reason for accusing me of want of judgment—of making suggestions full of peril—and of propounding that which had better not have been written. If Exchequer Bills sometimes fall, so they sometimes rise in price, and some of the inhabitants of Cheapside have a knack, or a habit, of balancing such chances in coming to a decision upon points of expediency. Against such cases of extreme loss, as was suffered by your friend, must you not, besides the set off of possible gain, place the risk of bankers' failure, which as every day's experience shows is an event that *may* happen? Who thought that Hammersley's or Wright's were insolvent houses? Yet they are gone, and with one of them some railway money. If your argument prevailed, no man would buy into the funds because it *might* happen, that he should purchase consols at 90 and sell at 60. But which does prudence call on us to do—to lay out our weekly receipts in a government security giving an interest, and a *certain* return of the capital, or to adopt one of two alternatives, namely, to keep them shut up in our chests—where I admit they would be safe—or to place them in bankers' hands who may stop payment to-morrow? For going through the simple operation of purchasing Exchequer Bills monthly, and selling them for distribution of the proceeds half-yearly, railway Companies *could not* be "fairly called gamblers in the funds," or any private gentleman selling out consols and investing his money in that security till he can pay for an estate he has purchased, is a "gambler in the funds"—and you will not go that length. By buying Exchequer Bills the principal money is at all events safe; by placing it at a banker's, it is always under risk; and supposing the uncommon case to arise, to which you refer, the Companies might if they chose postpone their dividend for a month or two, in hopes of recovering a high premium they might have paid, and in the meantime two-pence per day interest would be accruing. I now put it to you, whether my proposition has suffered the slightest injury from your comments.

In a reply I have given to "Another Shareholder," I have so nearly answered your observations relative to the Croydon station, that I have little more to say upon that subject. Facts are against you. The Derby station *is* managed by the Directors of *one* Company without their having had the ingenuity to vote themselves, a second pay and a supplementary title—by the Directors of *one* Company as part of their duty *as Directors*: and unless, therefore, you can show some distinction in the cases of the two stations, Tooley-street and Derby, I think you must admit that you are wrong. You mistake, too, in supposing that only one set of clerks will be employed. You surely must know that a Brighton clerk will not be employed to receive Croydon or South Eastern money? The management, that is, sweeping out the station (if this arrangement is not quashed), will be joint; the affairs of each Company necessarily separate.

A little better information, and a little more consideration, would have saved you the trouble of taking exceptions which must be disallowed—happily without any costs of reference.

A RAILWAY SHAREHOLDER.

CROYDON AND GREENWICH RAILWAYS.

To the Editor of the Railway Times.

SIR,—In your journal of the 19th instant, pages 1101 and 1102, appear some remarks of mine under the above title, in reference to the report and correspondence of the Croydon Chairman with the Greenwich Board, on the subject of *tolls and fares*. The Croydon Report assumes, that because the Greenwich Board will not *deny* that *two* ninepenny fares is better than *one* of twelve pence, every obstacle against the modification of the toll, as proposed by the Croydon Chairman, is at once removed; and the Greenwich Board is described as the most unreasonable possible, in refusing at once to adopt a principle so full of *generosity* and reciprocal benefits. The Greenwich Directors refuse this proffered modification not only on principle, but also upon the plea that they are entitled to a larger proportionate share of profits, "arising from Croydon traffic, than the Croydon Company itself: *on account of the greater cost of construction, and rates and taxes of their line.*"—*Vide* Croydon Report of the 8th instant. I regret, Sir, that the Greenwich Board did not at once refer the Croydon Chairman to their Act of Parliament now representing the original agreement for the present toll; and by that reference, close the correspondence. But since in the spirit of courtesy and conciliation, the Greenwich Board unwisely entertained the Croydon proposition, let us see what that proposition is, and whether it is relatively just or unjust to these Companies.

The proposition, if I understand it, is this—that whatever toll is fixed upon, it is to be divided, not by the comparative cost, but by the relative lengths, namely, Croydon 4-5ths, and Greenwich 1-5th; in other words the Croydon takes 12d. and the Greenwich 3d.; or according to the Croydon figures, (*vide* my letter of 19th instant, already alluded to,) when the Croydon takes 16,000*l.* the Greenwich gets 4,000*l.* This in all conscience ought to satisfy the most vulture stomach in existence! The Croydon Chairman proves by his own figures that such are the attainable results, but for the unworthy conduct of the Croydon Management, and without disturbing the present Greenwich toll. So long, however, as the Croydon proprietary will submit to a loss of 16,000*l.* annually, the Greenwich must submit to the loss of 4,000*l.*; the sole power of affecting any change being vested in the Croydon Management. To your correspondent, the "Croydon Shareholder," I may here remark, that the word *these* would no doubt have pointed more directly to July and August, but he must admit that any other comparative period would give precisely similar, but proportionate, results; the omission was purely unintentional. But I beg to ask this gentleman, is the charge of intentionally omitting to deduct the 4,000*l.* from the 16,000*l.*, not a manifest error on his part? Let him look again, and he will find that the 16,000*l.* annual loss to the Croydon, is the *net*, and not the *gross* sum. My sole object was to prove from those figures the *present* Croydon loss arising from mismanagement, and in doing so I of course admit the Croydon principle, but deny the right or justice of its application to the present Greenwich toll. How stands the fact, when the rule of equity is applied to the division of toll? It is not denied, that whilst the average cost of a mile of the Croydon line is 30,000*l.*, the mile and three-quarters of the Greenwich terminus will have cost at the rate of 300,000*l.* per mile, or in other words, the cost of 1¾ miles of the Greenwich will exceed considerably the cost of the whole Croydon line! If this be really correct, I ask in the name of common sense and honesty where is the man to be found that will assert that one-fifth of the Croydon average fare is too much for the Greenwich, and that four-fifths is not by far too much for the Croydon? Cost being the true measure of equity, if the cost be equal ought not the income to be equal also? If the original Croydon Management did but exist now, the letter and spirit of the toll agreement would be in course of fair fulfilment. The income of the Greenwich from the Croydon Company would be at least 10,000*l.* per annum, and that of the Croydon from Greenwich passengers alone 40,000*l.* Instead of 10,000*l.*, however, I find the Greenwich income from the Croydon, for 1839, 3,375*l.* 18*s.* 6*d.* only, subject to the payment thereout of that portion of the following sums that fairly appertains to the Croydon traffic on the Greenwich line, viz.:—

Rates and Taxes	£3,200 at ½	=	£1,600
Police Establishment	4,203 at ¼	=	1,050
Maintenance of way	4,085 at ⅜	=	1,561
Total		£	£4,011

proving that the Croydon income to the Greenwich line, for 1839, is inadequate to pay the annual proportionate share of expense attaching to Croydon traffic on the Greenwich line. It is also, by some imbecility or other, conceded to the Croydon Chairman that he has a right to add to the above sum the mileage duty of one-eighth of a penny per mile per Croydon passenger on the Greenwich line. I hope enough is now shown to exhibit the unfairness of the Croydon proposition or modification, and that however applicable it is to the Croydon line, consisting of 10 miles, fairly to work out the principle of the original toll agreement, there is not even the shadow of any evidence shown to justify the application of that principle to the Greenwich terminus line, consisting of 1¾ miles in length only. I ask the Croydon Chairman, if he merely held the Croydon line from Corbet-lane to the Dartmouth Arms station, and that I held the line from that station to Croydon, would that gentleman permit me the use of his part on the payment of a toll in the relative proportion of length, without reference to cost? Not he! I should be told instantly, why the line from Corbet-lane to the Dartmouth Arms cost me more money than the whole of your line of seven miles; how can you ask anything so manifestly absurd and unfair? Look at the cost of *New Cross Hill* alone! You may as well ask me to exchange a thousand feet of freehold at the foot of London Bridge for an equal quantity on Croydon Common! Unless it is really intended to restore the long by-gone *Robin Hood principle* of dealing, I trust we may not again hear of this notable proposition of the honorable Croydon Chairman.

I remain, Sir, your obedient servant,

VERITAS.

December 30th, 1840.

CROYDON AND GREENWICH RAILWAYS.

To the Editor of the Railway Times.

SIR,—I am a frequenter of the Greenwich or Croydon Railways when holidays will permit, and Mrs. M. that-is-to-be—can accompany me. You are a most persevering and formidable opponent of every abuse in railways, but in all such that I have seen recorded in your journal no parallel exists to equal the two lines above named in their *dirty ways*. You perhaps are of those who have no right to do the tender beyond your legal limits; but I am not so happy, and am often called upon to act the amiable and find railways an excellent means to that end, especially when Mrs. M. *in futuro* can go with me. Do recommend the above two Companies to keep a clean foot-way to their railways, and if they cannot agree about the tollage each must pay towards a well swept crossing, each can have an independent line of his own, but let us have *one* at least.

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[redacted] Gentleman is, literally, [redacted] told the Greenwich [redacted] four times a day to [redacted] another four times would [redacted] Croydon never do, con- [redacted] ear as so much saved! [redacted] form any part of the [redacted] Directors complain [redacted] anger I have heard expressed, [redacted] to a very considerable amount? [redacted], take the first wet day to see the slush pond, &c.

[redacted] obedient servant,

JOHN MORGAN.

Liquorpond street, Jan. 5th, 1841.

CARRIAGE OF GOODS ON THE GRAND JUNCTION RAILWAY.

The following correspondence has been sent to us by the respective parties:—

NO. I.

THE GRAND JUNCTION DIRECTORS,

To Messrs. Pickford & Co.

Gentlemen,—Your letter of the 30th ultimo, addressed to the Directors, has been laid before them.

I am instructed to state, in reply, that they do not think themselves called upon to answer mere assertions and expressions of opinion, but will confine themselves to matters of fact solely.

You dwell upon Mr. Hayward's version of his interview with the Treasurer (the accuracy of which he denies) as the only intimation of the Company's intentions which you had received; and assert that "the permission" (to take the Grand Junction waggons beyond Birmingham) "has never been offered to your firm since September 30." The Directors subjoin a copy of the letter dated October 3, 1840, which contained their official reply to Mr. Hayward's enquiry, and which you seem most singularly to have overlooked:—

"Liverpool, October 3, 1840.

"Gentlemen,—An inquiry having been made here by some parties deputed by you respecting the transmission of goods in the same waggons beyond Birmingham, when ordered for delivery by this Company at that point, I have taken the instructions of the Directors on the subject.

"I am now enabled to say that the goods which you send by this railway consigned to your agent at Birmingham, will be delivered by the Company according to the consignment; or, if you wish to take forward the waggons in which they have arrived from Liverpool or Manchester, this may be done, provided you will pay the Company a charge for the use of the waggons carried beyond their line; which charge the Directors have fixed at 2s. 6d. per waggon per day; you being responsible for any breakage which may take place while the waggons are in your charge, and paying the hire monthly at Birmingham, where the account of the waggons sent will be kept. If you are desirous of acting on this proposal, I will thank you to let me know it in order that the needful orders may be issued.

"I am, Gentlemen, your obedient servant,

"Messrs. Pickford & Co. "J. R. CHORLEY."

The Directors do not offer any comment on the fact that you avoid all notice of this official and explicit reply to Mr. Hayward's application, and insist upon verbal communications alleged to have been made, which are subject to misrepresentation.

You are aware of the reason why the waggons with your goods from London are required to be re-loaded at Birmingham, as they have been fully stated to you in several communications. It became necessary in order to ascertain the description of the goods brought, and the proper charges upon them, as the Company had reason to know that the declarations which were tendered by you could not be relied upon, and you refused to relinquish the proceedings complained of by the Directors.

In your haste to disclaim any knowledge of the "Observer's" letter in the *Railway Times*, you appear to have appropriated the charge of its authorship before any such charge was made.

As you have thought it proper to publish your letter of December 30, the same will be done with respect to this: after which the Directors think that any further discussion of the matter at issue had better be reserved for another tribunal.

I am, Gentlemen, your obedient servant,

J. R. CHORLEY.

Liverpool, January 6, 1841.

NO. II.

MESSRS. PICKFORD AND CO.,

To the Directors of the Grand Junction Railway Company.

Gentlemen,—We have to acknowledge the receipt of Mr. Chorley's letter of the 6th instant, and you will allow us to observe we think it is much to be regretted that you had not sooner come to the conclusion that the matter at issue had better be reserved for discussion before that tribunal to which we had referred it. Whether we have appropriated the charge of authorship of "Observer's" letter before any such charge was made, or whether you have dealt in insinuations which, now that their falsehood is exposed, you are anxious to disclaim, we shall not stop to consider. Upon the publication of Mr. Chorley's letter of the 22nd ult. we had no alternative but publicly to declare the fact that we were in no respect whatever privy to the writing or publishing of the letter of "Observer," or in any way connected with it.

The accuracy of Mr. Hayward's "version" of his interview with the Treasurer we have very satisfactory reasons for confiding in, notwithstanding the general parenthetical denial of it by Mr. Chorley; and we repeat that the answer—the official answer after a consultation with the Board of Directors—then given to Mr. Hayward's inquiries, was the first and only intimation we received of the Company's intentions to require the trucks upon which our goods were to be unloaded at Birmingham; and had it not been for the precautions we had taken, the goods entrusted to our care on the 1st and 2nd October must have been delayed 24 hours in consequence of it. When the Directors found that their plan was defeated, then came the specious offer contained in Mr. Chorley's letter of the 3rd October, which you now for present purposes are pleased to term the official reply to Mr. Hayward's inquiry. This reasonable proposal you will find adverted to in our letter of the 30th ult., "which Mr. Chorley seems most singularly to have overlooked." We beg to refer you to the following sentence in it:—"It is true that you have offered to allow your trucks to proceed to London, but at a charge which you well knew to be prohibitory: you have continued to refuse permission for London trucks to pass over your line." If the letter of the 3rd October is to be considered as the first official communication to us on the subject, we beg to ask whether it would not have reflected equal credit upon the Board, to have given us a reasonable notice of their intention *before* they had proceeded to carry it into execution, instead of three days *afterwards*, or whether the public are to be sacrificed that the Directors may avail themselves of an opportunity to take an undue advantage, for the purpose of injuring us with our connections, and assisting to effect the avowed intention of driving us off the railway. We firmly believe that even the unreasonable offer contained in Mr. Chorley's letter of the 3rd October would never have been made had the meditated plan succeeded, and we had been prevented by it from forwarding our goods for 24 hours after the goods of the Company, and that the offer was only made because the Board had been defeated, and to gloss over its arbitrary conduct.

You now allege that the reason why the waggons from London are required to be re-loaded at Birmingham, is in order to ascertain the description of goods brought, and the proper charges upon them, as the Company had reason to know that the declarations which were tendered by us could not be relied upon, and that we refused to relinquish the proceedings complained of by the Directors. The reason now assigned with respect to the London goods is, we assert, one of recent origin, and devised to suit the purpose of the moment. If the declarations tendered by us could not be relied upon, and that was the real motive for requiring the goods to be re-loaded at Birmingham, why not have stated the fact to Mr. Hayward, or have mentioned it in Mr. Chorley's official letter of the 3rd October, or given us the opportunity of removing the cause of complaint, if any just cause did in truth exist? If the mere checking of our declarations was the object of the Company, we should be [redacted] informed what there was to prevent [redacted] by your agents at Manchester, [redacted] goods there, and upon their delivery from the [redacted]

The carriage of the goods is not [redacted] mingham, but at Manchester.

Your own letter of [redacted] shows beyond contradiction [redacted] given is not the true one, [redacted] that the declarations tendered by us could not be relied upon, because if we had consented to pay 2s. 6d. a day for the use of your trucks, our goods upon your own admission, would not have been re-loaded at Birmingham, and then you would have been perfectly content to have passed our declaration as you had been in the habit of doing previously.

You know perfectly well that the proceedings complained of by the Directors, which we refuse to relinquish, are nothing more or less than that the Directors assert a right, which we are advised is not conferred upon them by the legislature, and further that we have invited the Directors repeatedly to enforce the right they claim, that they have declined doing so, and for the purpose of having the question determined, we have commenced an action against the Company. With these observations, we beg to close a correspondence which most reluctantly we have been compelled to enter into.

We are, &c.,

PICKFORD & Co.

City Basin, 8th January, 1841.

EASTERN COUNTIES' RAILWAY—BENEFITS OF NON-RESIDENT DIRECTION.

To the Editor of the Times.

Sir,—I beg the favour of your inserting the following in *The Times*, for the benefit of those who travel by railways:—

Having occasion yesterday to go by the Eastern Counties' line to Brentwood, and thence by coach, I arrived at the Shoreditch terminus at 20 minutes before 3 p. m. to go by the 3 o'clock train, but found *none started at that hour*, therefore, with many others, was detained at the office until a quarter past 4. Making every allowance for the badness of the roads, and for accidents which may possibly occur, it is quite impossible that persons can overlook *the cold indifference manifested on this road for the convenience of the public*. Not a single person about the establishment was at hand to explain to the waiting and anxious passengers the cause of the delay. I believe, had this been the case, even supposing an accident had occurred, that most of the passengers would have been satisfied. But instead of the manager coming forward to discharge a duty which he owes to the public, every superior officer is out of the way of inquiry, and passengers are allowed to wander up and down the office *muttering to each other their determination never to go by it again*. No one can be surprised at the state of things when they consider the painful anxiety of friends waiting their arrival, and the great losses and disappointments to coach proprietors connected with the trains. It is decidedly the duty of the Company to have an engine ready for every train at the hour specified for starting, and if such things are not thought worthy of their notice, it is to be hoped that the public will show their disapprobation in not travelling by them. In consequence of my not being able to start at the proper time, my friends had given over all hopes of my arrival. I had several miles to walk after leaving the coach, and on reaching home found them all in bed. This is not very pleasant, after being out seven hours and a half upon a journey that can be performed in five hours.

I remain, Sir, your most obedient servant,

H. N. A.

January 6.

The Versailles and St. Cloud Railway Company have just established a line of signals from Paris to St. Cloud. They are discs of about two feet diameter, placed upon moveable pivots, and at night are lighted with lanterns fixed in the centre.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles open.	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	75	76½	75¾	76	..	..	77
—	—	6300	33⅓	5	Ditto (*Thirds*)	5½	..	..	5⅝	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	75	76	..	..	..	76
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	50
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	—
76	....	15000	100	60	Bristol and Exeter	37½	..	..	38	38½	38½	10
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	45
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	55
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	40
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	28
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	57
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	45
42	....	7500	100	62½	Cheltenham and Gt. Western	..	30½	..	32½	..	..	61
36	36	3000	100	100	Clarence	..	..	..	..	..	..	—
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	7
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	72
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	—
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	30
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	22
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	19
126	17	64000	25	23	Eastern Counties'	8⅞	9⅛	9⅜	9¼	..	..	9⅜
—	—	64000	8½	2	Ditto (*Debentures*)	5¼	6	5⅜	6¼	..	..	5⅜
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	—
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	8
51	40	12500	50	35	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	....
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	6
15½	....	6000	50	35	Gosport	42	42½	..	..	..	..	—
97	97	10918	100	100	Grand Junction	..	..	..	..	..	..	67
—	—	10918	50	40	Ditto (*New Shares*)	..	..	..	..	..	..	....
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	29⅜
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	53⅜
74	....	10000	100	70	Great North of England	51½	..	..	..	..	..	....
118	92	25000	100	65	Great Western	93	95	96⅛	95	95¼	95¼	94
—	—	25000	50	50	Ditto (*New Shares*)	62¾	63	64	64	64⅜	64⅜	64½
—	—	37500	20	4	Ditto (*Fifths*)	11⅛	11⅜	11¼	11⅜	11	11	11⅜
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	43½	44	..	43½	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	37
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	..
....	....	50000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2900	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5200	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	90½
28	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	173	..	..	..	..	174
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	28½
—	—	31250	32	24	Ditto (*New Shares*)	..	..	50½	..	..	..	51
4	3¾	24000	25	22½	London and Blackwall	..	..	18¾	..	18¾	18¾	..
48	5¾	260000	50	50	London and Brighton	44¾	44⅜	44⅜	44¼	44¼	44⅜	44
10¾	10½	33000	avr.	13½	London and Croydon	12¾	..	12¾	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Railw.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S	Liverpool.
3¾	3¾	20000	20	20	London and Greenwich	8½	..	..	..	8⅜	8¾	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	2	Ditto (*Scrip*)	..	3⅛	3⅜	3⅜	3⅜	3⅜	..
76	76	36000	avr.	38½	London and South-Western	57½	59	58½	58⅝	58⅜	58½	59½
50	40¼	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	82½
—	—	13000	50	25	Ditto (*New Shares*)	31	..	..	31½	..	..	31
10	10	6201	100	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	26
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	82	..	84	..	..	..
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	15½	..	..	16½	16½	15½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	81	..	..	82	..	..	..
—	—	15000	50	40	Ditto (*New*)	39½	..	..	42¼	41	41	..
30	19½	7200	100	40	Northern and Eastern	..	..	26½	27	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	83½
19	19	2000	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	28	South-Eastern and Dover	..	12¾	14	..	14	14	14⅛
24½	18	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
28	28	6700	50	50	York and North Midland	69	..	73	..	..	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Jan. 6th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5600	20	15	Edinburgh, Leith, and Newhaven	4	..
18000	50	35	Edinburgh and Glasgow	29½	29½
1960	25	25	Glasgow and Garnkirk	25	25
16000	25	23	Glasgow and Greenock	22	22½
12500	50	35	Glasgow and Ayr	34½	34½
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	78	77
680	25	25	Ballochney	..	80
4000	25	25	Dundee and Arbroath	27	27

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorised to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	January 2	..	£758 15 1	£301 6 9	£1,060 1 10 ††
1,266,666 0 0	£1,018,723 0 0	....(*a*)	*†Birmingham and Gloucester	51	51	January 1	5,264	869 18 6	257 9 6	1,118 8 0
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	December 26	22,852	....	....	481 7 10
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	January 2	4,775	199 0 11	50 4 5½	249 5 4½
2,133,333 0 0	...	....	*Eastern Counties'	126	17⅞	January 3	7,304	....	....	486 8 2 ‡‡
833,000 0 0	631,241	....(*a*)	*†Glasgow, Paisley, and Ayr	51	40	January 2	18,070	....	....	1,048 17 0
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6¾	6¾	January 2	17,283	....	....	577 7 5
1,957,800 0 (*b*)	....	14 0 0	Grand Junction	115 (*c*)	115	January 2	..	5,074 5 5	2,093 12 5	7,167 17 10
4,999,999 0 0	....	....	Great Western	118	92	January 3	..	4,317 5 0	699 15 8	5,017 0 8
533,333 0 0	460,000 0 0	....(*a*)	Hull and Selby	31	31	January 3	2,248	314 2 7	104 8 4	418 10 11
488,000 0 0	....	....	Lancaster and Preston	20½	20½	January 2	2,747	....	....	469 2 0
1,832,375 0 0	1,410,000 0 0	10 0 0 (*d*)	Liverpool and Manchester	31	31	January 1	..	2,873 12 0	2,022 11 6	4,896 3 6
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	January 2	..	9,437 4 0	2,980 8 9	12,417 12 9
800,000 0 0	668,068 0 (*e*)	....(*a*)	*London and Blackwall	3¾	3¾	January 7	19,331	....	....	370 13 3
2,400,000 0 0	1,091,369 0 (*e*)	....(*a*)	*London and Brighton	46	5½	January 4	1,704	54 5 9	31 5 10½	85 11 7½
741,000 0 (*f*)	629,307 0 0	....(*a*)	London and Croydon	10½	10½	January 5	5,602	355 12 9½	70 1 11	425 14 7½
993,300 0 (*g*)	793,300 0 0	1 0 0 (*h*)	London and Greenwich	3¾	3¾	January 7	25,145	....	....	795 19 11
2,260,000 0 (*i*)	2,193,617 0 (*i*)	5 0 0 (*k*)	London and South-Western	77	77	January 3	..	2,591 7 2½	788 0 3	3,379 7 5½
2,800,000 0 0	895,914 0 (*l*)	....(*a*)	*Manchester and Birmingham	40	5½	January 4	12,272	....	....	346 16 5
650,000 0 0	... (*m*)	1 5 0	Manchester and Bolton	10	10	December 31	..	368 12 6	142 18 4½	511 10 10½
2,599,000 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	.... §
1,533,000 0 0	1,440,000 0 0	....(*n*)	Midland Counties'	57	57	January 2	6,623	1,099 3 1	604 16 8	1,703 19 9
950,000 0 0	....	....	Newcastle and Carlisle	61	61	December 26	..	559 5 ¶9	873 9 3	1,432 15 0
3,000,000 0 0	2,705,676 0 (*o*)	....(*a*)	North Midland	72½	72½	January 2	..	1,905 9 0	727 7 4	2,632 16 4 ¶
730,000 0 0	560,000 0 0	6 13 4	North Union	22	22	January 1	3,636	813 5 1	114 5 0	927 10 1 ¶
1,200,000 0 0	297,430 0 0	....(*a*)	Northern and Eastern	30	19½	January 5	4,048	....	....	316 9 3***
500,000 0 (*n*)	....	....(*a*)	Preston and Wyre	19	19	..	..	....	....	....
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	January 3	5,550	....	....	151 5 3
446,666 0 0	446,500 0 0	4 16 0 (*o*)	York and North Midland	23	23	January 4	4,985	....	....	890 9 11 †††

NOTES.

(*a*) Not open long enough. (*b*) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (*c*) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (*d*) Maximum allowed by Act. (*e*) Up to July 1. (*f*) Including the new capital for the London-bridge station. (*g*) Including new capital for widening line, &c. (*h*) Preference shares guaranteed 5*l*. per cent. (*i*) Including Gosport branch. (*k*) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (*l*) Up to July 31. (*m*) The expenditure mixed up with that on the canal, with which the line is connected. (*n*) Including harbour and docks. (*o*) From 14 miles only.

†† From which deduct Toll to London and Birmingham Company, 127*l*. 19*s*. 6*d*.—leaving a balance of 982*l*. 2*s*. 4*d*. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. † No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

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TO CORRESPONDENTS.

Mr. T. W. Rathbone, Mr. Edward Cropper, and Mr. David Hodgson. — Legalis *puts the* six guinea *question in a new shape:* — "Suppose a booking office porter were to deliver a parcel, with a ticket bearing on the cover of it 'Paid, carriage of goose from Liverpool, 4s. 6d.,' and were to have that sum handed over to him, in the belief that all was right; but that it should afterwards appear that *nothing at all* had been paid for the carriage from Liverpool—would not the said person be held guilty of *obtaining money under false pretences*, and punished accordingly?"—*We should answer*, "Yes," *whether the* whole *or any* part *of the* 4*s.* 6*d.* charged *were not* really paid, *and whether the article conveyed were* goose, hawk, or vulture.

Castigator, *who brings a serious charge against the Directors of the North Midland Railway, ought at least, to give his name.*

If C. B. G. *be really a shareholder in the Birmingham Railway, he will soon have an opportunity of getting his question answered.*

T. B.—*There is a railway between Bolmin and Wadebridge, but we believe it is worked by horse power—at least, it was, till very recently. It is used principally for the conveyance of minerals, and is much inferior to more recent work.*

Our Cheltenham friend is informed, that our statement is now copied from a list published in Liverpool. We shall be most happy to hear from our correspondent on the other *subject.*

Lambda.—*Nothing more than was expended; their folly being only exceeded by their roguery. Everything stated in the letter alluded to will be made good in due time; the new mare's nest notwithstanding. Many thanks.*

Manchester and Birmingham Railway.—Candidus FOR, *and* A Practical Man AGAINST, *the Directors, shall if possible appear next week. We have given so much space to the "Extension," as to leave none for the parent scheme.*

East-Anglian Railway.—*We had hoped to be able to give to day a notice of a meeting in favour of this undertaking, held in Norwich on Thursday, but from some cause or other it had not reached us at the time of going to press.*

We are anxious to let our correspondents conduct their discussions in their own way, but we must beg of them to be as brief as possible, and not to dwell upon minor points merely to show how cunning they are of fence. The half yearly meetings are approaching when every inch of space will be precious.

Our correspondence increases so much, that it would be extremely inconvenient to acknowledge each particular communication, and to give our reasons for rejecting many of them. Our friends, therefore, must take it for granted, that when their favours are not inserted or acknowledged, within a few weeks from the time they are sent, they are declined. We cannot undertake to return rejected MSS.

*** The Volume of the *Railway Times* for 1840 is now ready. A few complete sets may also be had. As the number does not exceed *ten*, early application is necessary.

THE RAILWAY TIMES.

SATURDAY, JANUARY 9, 1841.

In adverting to what we conceive to be a very glaring defect in railway management, it is not our intention to interfere in the friendly controversy now going forward between two of our correspondents ("A Railway Shareholder" and "Examiner") upon this important topic. The ability which each party displays in supporting his own views, must be acknowledged by all; and although some may demur to the propriety and policy of undertaking essential changes in the constitution of Railway Boards at this particular crisis, there can, we should suppose, be but one opinion, that good will ultimately arise from discussing the imperfections of the existing mode, however unripe the times may be for the substitution of a better. Our object at present is of a less general character than that of our two correspondents, having reference simply to the imperfect and unsatisfactory form in which the Companies' accounts are usually presented at the half-yearly meetings; and as the Spring meetings are now approaching, a few observations may not be without effect.

The main defect in these periodical statements of account is their extreme brevity. It is true that they are put forth merely as *abstracts*, and that any proprietor has a right to consult the more detailed statements that appear in the Companies' books; but besides that such an inspection would probably be looked upon by the authorities as a most ungracious act, how few, comparatively, of the proprietors, scattered as they are over the country, have an opportunity of personally examining a mass of documents kept at the principal offices of a Company! Nor is a mere casual or cursory inspection all that is required. To be of any use the accounts must be dissected, and classified, and compared with those of other undertakings, and probably a complete copy of the books would be less serviceable in this respect to the great body of proprietors than a well-arranged digest—something between the present barren exhibition of fifty thousand pound items and such an unmanagcable mass of materials as ought to be submitted to Auditors. Let Directors abate as much as they please of their customary diffuseness in promises that are seldom kept, and anticipations still more rarely realized, and let them give, instead, "a full, true, and particular account" of *facts*, that is, of the financial condition of their several establishments—for to this class of facts all others are to be reduced. Generalities are to be avoided, as most unsatisfactory. Above all things, the odious "&c.," which now so much disfigures Directors' abstracts, is to be got rid of. What, indeed, can be more ridiculous (leaving every other consideration out of view) than the addition of this stenographic character to a long list of descriptive particulars? It may mean anything or nothing; it may comprehend an expenditure of thousands of pounds, or have reference to no more than the odd shillings or pence which complete the item. We are inclined to think, indeed, that usually it is without any definite meaning at all, for those who prepare these periodical statements are generally too much alive to the policy of making a show, to omit any important matter in their enumeration. Nevertheless, this "&c." may "cover a multitude of sins," or (which is much the same thing) lead proprietors to think so, and the sooner, therefore, that it is discarded the better.

We have frequently lamented that one uniform system of account keeping—or at any rate of account publishing—is not observed by all the Companies. The difficulty, if not impossibility, of instituting a satisfactory comparison between the expenditure of any two Companies under a given head, will readily be acknowledged by every one who has made the attempt. Much valuable information is thus rendered almost wholly useless. It is only by careful deduction from a large number of special instances, that any general principle as to the best mode of railway management can be established; but how is this desideratum to be attained so long as one particular fact is mixed up with a variety of others in a manner which sets classification at defiance? We should be sorry to do Directors an injustice, but we verily believe that variations are sometimes introduced for the express purpose of preventing comparisons which, if not odious, might at least prove little creditable to their fame as Managers. Be this as it may, there can be no question that the spirit of generous rivalry which already to some extent pervades the principal Companies, inducing the Directors to vie with their neighbours in economy of working, is greatly checked by this diversity of arrangement. We fear there is but small hope of voluntary uniformity for the inactive, the incompetent, the extravagant, dread fair comparison too much to give any facilities for effecting it; but so important do we deem this measure of reform that we should be glad to see it rendered *compulsory*.

In the meantime, Boards who have nothing to conceal, nothing to slur over, nothing to mystify, may do much towards a very general reformation in the system of account publishing. Let them only set an example, and if it be not followed they themselves will not be the less entitled to the thanks of their constituents and of the railway public at large. Railway proprietors are anything but ungrateful, and assuredly the Board which takes the first step towards a full and explicit development of its financial affairs will not be forgotten. What is it that renders the advocacy of auditors so popular—what but the meagre character of the accounts submitted at half-yearly meetings? It would be well if Railway Managements would mark the signs of the times. Surely it were much better voluntarily and cheerfully to comply with the reasonable requirements of their constituents, than to have reform thrust upon them whether they will or no!

For the present we pause, and not without hope that this brief appeal will produce some good result. We take credit to ourselves for contributing in no slight degree to bring about the printing and circulating of Directors' Reports previous to general meetings. This latter reform is even now far from being so generally or so fully carried out as we could wish, but a beginning has been made, and when the dread of innovation which is so strong in governing bodies has died away, the change will doubtless become universal. We would fain believe that the improvement now suggested of giving more ample details of matters involving the property of their co-partners is so manifest, as only to require to be suggested to the several Boards to be at once carried into effect.

A CITY correspondent, whose communication we give in another column, directs attention to the singular fatality which seems to attend those joint-stock speculations in which Manchester influence is predominant. It is indeed a most remarkable fact that although joint-stock banks have flourished almost every where else, not one of them has ever prospered in Manchester, while in two of them, capitals of 500,000*l.* and 800,000*l.* respectively, have, within a short period, been irretrievably lost! In railways the same ill success appears to follow Manchester interference. The Manchester and Birmingham shares are at 40 per cent. discount, the Manchester and Bolton at 70; and although those of the Manchester and Leeds (a line in which we have always felt a strong interest, on account of the great experiment of low fares now in progress upon it,) bear at present a small premium, there can be no doubt that the course pursued by the Management in concealing the results of the further opening of the line upon the most frivolous pretences, is working great damage to that undertaking in the estimation of the public. The

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened.	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	75	76½	75½	76	..	..	77
—	—	6300	33⅓	5	Ditto (*Thirds*)	5½	..	..	5⅝	..	..	..
31	31	9500	100	100	Birmingham and Gloucester	..	75	76	..	..	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	37½	..	..	38	38½	38½	..
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	30½	..	32½	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	8½	9½	9½	9¼	..	..	9⅝
—	—	64000	8½	2	Ditto (*Debentures*)	5¼	6	5½	6¼	..	..	9⅛
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	35	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	35	Gosport	42	42½	..	..	..	..	..
97	97	10918	100	100	Grand Junction	..	..	..	..	..	..	..
—	—	10918	50	40	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	29⅞
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	53⅛
74	....	10000	100	70	Great North of England	51½	..	..	..	..	..	..
118	92	25000	100	65	Great Western	93	95	96⅛	95	95¼	95¼	94
—	—	25000	50	50	Ditto (*New Shares*)	62½	64	64	64	64⅜	64⅜	64½
—	—	375000	20	4	Ditto (*Fifths*)	11⅛	11⅜	11⅛	11⅛	11	11	11½
15	15	20000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	80000	50	50	Hull & Sel., or Hull & Leeds J.	43½	44	..	43½	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	97
.....	....	50000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	55000	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7208	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	90½
20	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	173	..	..	..	..	174
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	28⅛
—	—	31250	32	24	Ditto (*New Shares*)	..	50½	..	..	..	..	51
4	3½	24000	25	22½	London and Blackwall	..	18½	..	18⅜	18⅝	..	..
46	54	260000	50	50	London and Brighton	44⅜	44⅛	44⅜	44⅛	44⅛	44⅛	44
10½	10½	32000	avr.	13⅓	London and Croydon	12½	..	12½	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Railw.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S	Liverpool.
3½	3½	20000	20	20	London and Greenwich	8½	..	..	..	8⅞	8⅝	..
—	—	.....	.....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	.....	2	Ditto (*Scrip*)	..	3½	3½	3⅝	3⅝	3⅝	..
76	76	36000	avr.	38⅛	London and South-Western	57½	59	58⅝	58⅛	58⅛	58¼	59½
50	40½	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	82½
—	—	13000	50	25	Ditto (*New Shares*)	31	..	..	31½	..	..	31
10	10	6201	100	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	26
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	82	..	84	..	..
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	15¾	..	..	16½	16½	15⅝
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	23	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	81	..	..	82	..	..	..
—	—	15000	50	40	Ditto (*New*)	39½	..	..	42¼	41	41	..
30	19½	7200	100	40	Northern and Eastern	..	..	26½	27	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	83⅛
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	24	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	⅞	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	28	South-Eastern and Dover	..	12¾	14	..	14	14	14½
24½	18	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	69	..	73	..	..	..	..
5½	....	5000	20	9¾	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Jan. 6th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	4	..
18000	50	35	Edinburgh and Glasgow	29⅛	29½
1950	25	25	Glasgow and Garnkirk	25	25
16000	25	23	Glasgow and Greenock	22	22½
12500	50	35	Glasgow and Ayr	34⅜	34½
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	78	77
680	25	25	Ballochney	..	85
4000	25	25	Dundee and Arbroath	27	27

RAILWAY TRAFFIC RETURNS.

Thus (•) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	January 2	..	£758 15 1	£301 6 9	£1,060 1 10 ††
1,266,666 0 0	£1,018,723 0 0	.... (*a*)	•†Birmingham and Gloucester	51	51	January 1	5,264	860 18 6	257 9 6	1,118 8 0
370,000 0 0	333,297 15 6	....	Dublin and Kingstown	6	6	December 26	22,852	....	....	481 7 10
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	January 2	4,775	199 0 11	50 4 5½	249 5 4½
2,133,333 0 0	....	....	•Eastern Counties'	126	17½	January 3	7,004	....	....	486 8 2 ‡‡
833,000 0 0	631,241	.... (*a*)	•†Glasgow, Paisley, and Ayr	51	40	January 2	18,070	....	....	1,048 17 0
Made jointly by Ayr and Greenock Companies.			•†Glasgow and Paisley Joint Line	6½	6½	January 2	17,283	....	....	577 7 7
1,957,800 0 (*b*)	....	14 0 0	Grand Junction	115 (*e*)	115	January 2	..	5,074 5 5	2,093 12 5	7,167 17 10
4,999,999 0 0	....	....	Great Western	118	92	January 3	..	4,317 5 0	699 15 8	5,017 0 8
533,333 0 0	460,000 0 0	.... (*a*)	Hull and Selby	31	31	January 3	2,248	314 2 7	104 8 4	418 10 11
498,000 0 0	....	....	Lancaster and Preston	20½	20½	January 2	2,747	....	....	469 2 0
1,332,375 0 0	1,410,000 0 0	10 0 0 (*d*)	Liverpool and Manchester	31	31	January 1	..	2,873 12 0	2,022 11 6	4,896 3 6
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	January 2	..	9,437 4 0	2,980 8 9	12,417 12 9
800,000 0 0	668,068 0 (*e*)	.... (*a*)	•London and Blackwall	3½	3½	January 7	19,331	....	....	370 13 3
2,400,000 0 0	1,091,369 0 (*e*)	.... (*a*)	•London and Brighton	46	5½	January 4	1,704	54 5 9	31 5 10½	85 11 7½
741,000 0 (*f*)	629,307 0 0	.... (*a*)	London and Croydon	10½	10½	January 5	5,002	355 12 8½	70 1 11	425 14 7½
993,300 0 (*g*)	793,300 0 0	1 0 0 (*h*)	London and Greenwich	3½	3½	January 7	25,145	....	....	795 19 11
2,260,000 0 (*e*)	2,193,617 0 (*e*)	5 0 0 (*k*)	London and South-Western	77	77	January 3	..	2,591 7 2½	788 0 3	3,379 7 5½
2,800,000 0 0	895,914 0 (*l*)	.... (*a*)	•Manchester and Birmingham	40	5½	January 4	12,272	....	....	346 16 5
650,000 0 0	.... (*m*)	1 5 0	Manchester and Bolton	10	10	December 31	..	368 12 6	142 18 4½	511 10 10½
2,599,000 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	.... §
1,333,000 0 0	1,440,000 0 0	.... (*a*)	Midland Counties'	57	57	January 2	6,623	1,099 3 1	604 16 8	1,703 19 9
950,000 0 0	....	....	Newcastle and Carlisle	61	61	December 26	..	559 5 9	873 9 3	1,432 15 0
3,000,000 0 0	2,705,676 0 (*e*)	.... (*a*)	North Midland	72½	72½	January 2	..	1,905 9 0	727 7 4	2,632 16 4 ¶
730,000 0 0	560,000 0 0	6 13 4	North Union	22	22	January 1	3,636	813 5 1	114 5 0	927 10 1 ¶
1,200,000 0 0	297,436 0 0	.... (*a*)	Northern and Eastern	30	19½	January 5	4,918	....	....	316 9 ***
500,000 0 (*n*)	....	.... (*a*)	Preston and Wyre	19	19	..	..	....	....	....
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	January 3	5,550	....	....	151 5 3
446,666 0 0	446,500 0 0	4 16 0 (*o*)	York and North Midland	23	23	January 4	4,985	....	....	890 9 11 †††

NOTES.

(*a*) Not open long enough. (*b*) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (*c*) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (*d*) Maximum allowed by Act. (*e*) Up to July 1. (*f*) Including the new capital for the London-bridge station. (*g*) Including new capital for widening line, &c. (*h*) Preference shares guaranteed 5*l*. per cent. (*i*) Including Gosport branch. (*k*) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (*l*) Up to July 31. (*m*) The expenditure mixed up with that on the canal, with which the line is connected. (*n*) Including harbour and docks. (*o*) From 14 miles only.

†† From which deduct Toll to London and Birmingham Company, 127*l*. 19s. 6d.—leaving a balance of 932*l*. 2s. 4d. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. ¶ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

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TO CORRESPONDENTS.

Mr. T. W. Rathbone, Mr. Edward Cropper, and Mr. David Hodgson.—Legalis *puts the six guinea question in a new shape:*—"Suppose a booking office porter were to deliver a parcel, with a ticket bearing on the cover of it 'Paid, carriage of goose from Liverpool, 4s 6d.,' and were to have that sum handed over to him, in the belief that all was right; but that it should afterwards appear that *nothing at all* had been paid for the carriage from Liverpool—would not the said person be held guilty of *obtaining money under false pretences*, and punished accordingly?"—*We should answer, "Yes," whether the* whole *or any* part *of the 4s 6d. charged were not* really paid, *and whether the article conveyed were* goose, hawk, or vulture.

Castigator, *who brings a serious charge against the Directors of the North Midland Railway, ought at least, to give his name.*

If C. B. C. *be really a shareholder in the Birmingham Railway, he will soon have an opportunity of getting his question answered.*

T. B.—*There is a railway between Bolsin and Wadebridge, but we believe it is worked by horse power—at least, it was, till very recently. It is used principally for the conveyance of minerals, and is much inferior to more recent works.*

Our Cheltenham friend is informed, that our statement is now copied from a list published in Liverpool. We shall be most happy to hear from our correspondent on the other *subject.*

Lambda.—*Nothing more than was expended; their folly being only exceeded by their roguery. Everything stated in the letter alluded to will be made good in due time; the new mare's nest notwithstanding. Many thanks.*

Manchester and Birmingham Railway.—Candidus FOR, *and* A Practical Man AGAINST, *the Directors, shall if possible appear next week. We have given so much space to the "Extension," as to leave none for the parent scheme.*

East-Anglian Railway.—*We had hoped to be able to give to day a notice of a meeting in favour of this undertaking, held in Norwich on Thursday, but from some cause or other it had not reached us at the time of going to press.*

We are anxious to let our correspondents conduct their discussions in their own way, but we must beg of them to be as brief as possible, and not to dwell upon minor points merely to show how cunning they are of fence. The half yearly meetings are approaching when every inch of space will be precious.

Our correspondence increases so much, that it would be extremely inconvenient to acknowledge each particular communication, and to give our reasons for rejecting many of them. Our friends, therefore, must take it for granted, that when their favours are not inserted or acknowledged, within a few weeks from the time they are sent, they are declined. We cannot undertake to return rejected MSS.

*** The Volume of the *Railway Times* for 1840 is now ready. A few complete sets may also be had. As the number does not exceed *ten*, early application is necessary.

THE RAILWAY TIMES.

SATURDAY, JANUARY 9, 1841.

IN adverting to what we conceive to be a very glaring defect in railway management, it is not our intention to interfere in the friendly controversy now going forward between two of our correspondents ("A Railway Shareholder" and "Examiner") upon this important topic. The ability which each party displays in supporting his own views, must be acknowledged by all; and although some may demur to the propriety and policy of undertaking essential changes in the constitution of Railway Boards at this particular crisis, there can, we should suppose, be but one opinion, that good will ultimately arise from discussing the imperfections of the existing mode, however unripe the times may be for the substitution of a better. Our object at present is of a less general character than that of our two correspondents, having reference simply to the imperfect and unsatisfactory form in which the Companies' accounts are usually presented at the half-yearly meetings; and as the Spring meetings are now approaching, a few observations may not be without effect.

The main defect in these periodical statements of account is their extreme brevity. It is true that they are put forth merely as *abstracts*, and that any proprietor has a right to consult the more detailed statements that appear in the Companies' books; but besides that such an inspection would probably be looked upon by the authorities as a most ungracious act, how few, comparatively, of the proprietors, scattered as they are over the country, have an opportunity of personally examining a mass of documents kept at the principal offices of a Company! Nor is a mere casual or cursory inspection all that is required. To be of any use the accounts must be dissected, and classified, and compared with those of other undertakings, and probably a complete copy of the books would be less serviceable in this respect to the great body of proprietors than a well-arranged digest—something between the present barren exhibition of fifty thousand pound items and such an unmanageable mass of materials as ought to be submitted to Auditors. Let Directors abate as much as they please of their customary diffuseness in promises that are seldom kept, and anticipations still more rarely realized, and let them give, instead, "a full, true, and particular account" of *facts*, that is, of the financial condition of their several establishments—for to this class of facts all others are to be reduced. Generalities are to be avoided, as most unsatisfactory. Above all things, the odious "&c.," which now so much disfigures Directors' abstracts, is to be got rid of. What, indeed, can be more ridiculous (leaving every other consideration out of view) than the addition of this stenographic character to a long list of descriptive particulars? It may mean anything or nothing; it may comprehend an expenditure of thousands of pounds, or have reference to no more than the odd shillings or pence which complete the item. We are inclined to think, indeed, that usually it is without any definite meaning at all, for those who prepare these periodical statements are generally too much alive to the policy of making a show, to omit any important matter in their enumeration. Nevertheless, this "&c." may "cover a multitude of sins," or (which is much the same thing) lead proprietors to think so, and the sooner, therefore, that it is discarded the better.

We have frequently lamented that one uniform system of account keeping—or at any rate of account publishing—is not observed by all the Companies. The difficulty, if not impossibility, of instituting a satisfactory comparison between the expenditure of any two Companies under a given head, will readily be acknowledged by every one who has made the attempt. Much valuable information is thus rendered almost wholly useless. It is only by careful deduction from a large number of special instances, that any general principle as to the best mode of railway management can be established; but how is this desideratum to be attained so long as one particular fact is mixed up with a variety of others in a manner which sets classification at defiance? We should be sorry to do Directors an injustice, but we verily believe that variations are sometimes introduced for the express purpose of preventing comparisons which, if not odious, might at least prove little creditable to their fame as Managers. Be this as it may, there can be no question that the spirit of generous rivalry which already to some extent pervades the principal Companies, inducing the Directors to vie with their neighbours in economy of working, is greatly checked by this diversity of arrangement. We fear there is but small hope of voluntary uniformity for the inactive, the incompetent, the extravagant, dread fair comparison too much to give any facilities for effecting it; but so important do we deem this measure of reform that we should be glad to see it rendered *compulsory*.

In the meantime, Boards who have nothing to conceal, nothing to slur over, nothing to mystify, may do much towards a very general reformation in the system of account publishing. Let them only set an example, and if it be not followed they themselves will not be the less entitled to the thanks of their constituents and of the railway public at large. Railway proprietors are anything but ungrateful, and assuredly the Board which takes the first step towards a full and explicit development of its financial affairs will not be forgotten. What is it that renders the advocacy of auditors so popular—what but the meagre character of the accounts submitted at half-yearly meetings? It would be well if Railway Managements would mark the signs of the times. Surely it were much better voluntarily and cheerfully to comply with the reasonable requirements of their constituents, than to have reform thrust upon them whether they will or no!

For the present we pause, and not without hope that this brief appeal will produce some good result. We take credit to ourselves for contributing in no slight degree to bring about the printing and circulating of Directors' Reports previous to general meetings. This latter reform is even now far from being so generally or so fully carried out as we could wish, but a beginning has been made, and when the dread of innovation which is so strong in governing bodies has died away, the change will doubtless become universal. We would fain believe that the improvement now suggested of giving more ample details of matters involving the property of their co-partners is so manifest, as only to require to be suggested to the several Boards to be at once carried into effect.

A CITY correspondent, whose communication we give in another column, directs attention to the singular fatality which seems to attend those joint-stock speculations in which Manchester influence is predominant. It is indeed a most remarkable fact that although joint-stock banks have flourished almost every where else, not one of them has ever prospered in Manchester, while in two of them, capitals of 500,000*l.* and 800,000*l.* respectively, have, within a short period, been irretrievably lost! In railways the same ill success appears to follow Manchester interference. The Manchester and Birmingham shares are at 40 per cent. discount, the Manchester and Bolton at 70; and although those of the Manchester and Leeds (a line in which we have always felt a strong interest, on account of the great experiment of low fares now in progress upon it,) bear at present a small premium, there can be no doubt that the course pursued by the Management in concealing the results of the further opening of the line upon the most frivolous pretences, is working great damage to that undertaking in the estimation of the public. The

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only other lines in which there is a preponderance of Manchester Management are, we believe, the Thames Junction, and Thames Haven schemes. How these have prospered we need not further say than that the resuscitation of each of them is looked for just in proportion as Manchester influence is diminished. We admit that in regard to the two last mentioned projects, the *non-residence* of Directors and Dictators (for somehow or other non-resident Directors, especially if from Lancashire, are always Dictators when opportunity offers,) is quite sufficient to account for their present abject condition, without attributing aught to anything else; but a similar cause does not operate in the other instances, and yet the result is in most of them almost entirely the same. How is this to be explained?

Our correspondent is of opinion that the failure of Manchester Companies arises from the active management being entrusted almost exclusively to paid agents, the magnitude and multiplicity of their private business preventing the really responsible parties from giving that attention to the affairs of the co-partnery which their importance demands. This, if not the sole source of the evil, is unquestionably one of its principal causes. It is not, of course, to be expected that the details of any large undertaking are to be worked out without the assistance of paid—nay, *well paid*—subordinates, but the mischief is, that in many cases, and more especially, we believe, in those Manchester speculations, too much—in fact everything—is left to the control of the parties referred to, whose interests are seldom if ever identical with those of the proprietors or the public, and not unfrequently in direct opposition to them. Taking it for granted even, that a judicious selection of paid agents has in the first instance been made—and we fear that in two cases out of three this admission cannot with truth be made—it is not much to be wondered at that *present* advantage to *themselves*, without regard to *ultimate* results to their employers, should be the guiding-star of persons so circumstanced. Add to this the fact alluded to by our correspondent, that these paid agents—"Managing Directors" is the more sounding designation—are generally under the influence of lawyers and engineers, who have a direct interest in swelling the expenditure, and it is scarcely matter of surprise that the affairs of such Companies should be far from flourishing. The evil is increased when, as in the case of the Manchester and Birmingham Railway, to which we shall presently advert, the nominal Directors are gentlemen of high standing in the commercial world, in reliance upon whose character parties are induced to become subscribers to the several schemes. Without a careful and constant supervision of the acts of these "Managing Directors" on the part of their honorary colleagues, whose interests are presumed to be the same as those of the proprietors at large, nothing but extravagance and its inevitable consequences can be expected.

The Manchester and Birmingham Railway, particularly in connection with its so-called "Extension," is a case in point. Only think of *such* a railway originally estimated to cost 720,000*l.*, costing *nearly* 3,000,000*l.*! This is mainly to be ascribed to the circumstance that the highly respectable Chairman of the Company, and some of his colleagues, have suffered themselves to be led into an extravagance of expenditure for which there was not the smallest necessity, and all because certain parties had objects of their own to serve in rivalling the costly magnificence of other Companies. Upon this point we need only refer to our remarks of last week, which we may observe in passing, have attracted great attention among the shareholders in this undertaking, as testified to us from various quarters. We wish we could regard the Manchester and Birmingham Railway as a solitary exception to economical management, but it is far otherwise. Extravagance is the rule, economy the exception.

If such be the consequences of allowing self-interested parties to control the expenditure of Railway Companies generally, how much more fatal must be the result of giving an almost unchecked power to the paid agents—we beg their pardon, the "Managing Directors"—of a concern so peculiarly circumstanced as the far-famed "Extension"? We suspect that the position of Mr. ASHTON, and other really estimable and most respectable gentlemen, who are mixed up with this scheme, is correctly described by our correspondent, when he says, that the Chairman figures but as "the mere puppet of his paid colleagues and officials, to work out by *his* reputation *their* objects, views, and *emoluments*." The "emoluments" are the main-spring of the agitation! Cut off these, and the Stafford and Rugby project will soon sink into well-merited oblivion; continue them, and the proprietors will be gratified with a Parliamentary contest *and defeat*, so long as their patience will hold out. They may feel disappointed at the result; and murmur when the cost comes to be reckoned up, but what care the "*Managing* Directors"? Their annual allowance has been again insured, besides the very pretty pickings which a Parliamentary campaign never fails to present to parties who are not over scrupulous as to the means of securing them. The want of success in the session of 1839, was matter of serious regard to the proprietors, who had to provide the supplies; but it was cause for congratulation with those who had the good fortune to be entrusted with the disbursements. A victory in that session would have been *to them* most disastrous. They have obtained in the interim a year's pay, and have now the prospect of a renewed contest—that is, if the subscribers are infatuated enough to sanction a proceeding so ruinous to *bona fide* adventurers. We verily believe, that the "Managing Directors" would have tried to set up men of straw, if they had not been fortunate enough to meet with more substantial opponents. They have no wish to hurry matters forward; why should they? It would be more profitable by much, if they could so far gull the subscribers as to induce a *third* attempt. The proverbial luck would attend it—*to them*. We leave it to the proprietors at large to say whether such a state of things is likely to be of service to them; we beg of Mr. ASHTON, and his friends, to consider how far their well-earned reputation, as men of respectability and honour, will be promoted by even a nominal participation in a matter of so questionable a complexion.

THE views and *objects* of the prime movers in the Extension scheme—its salaried "Managers" to wit—being such as are correctly described in the preceding article, it will naturally be inferred that the means which they adopt to accomplish their ends are anything but pure. We find accordingly that, both privately, and through the medium of their partisans of the press (fit advocates of such a cause!), statements that have been a thousand times disproved are again, with the most unblushing impudence, brought forward—assertions are reiterated which are not only essentially and in every part false, but which the utterers *know* to be so—and calumnies the most base are heaped upon all who have helped to expose the plans, and defeat the machinations of these *disinterested* personages! Of late this utter disregard of truth and decency has been more than usually conspicuous; and why? A meeting of the subscribers to the project is to be held in Manchester on Monday next, for the purpose of dissolving the present, and re-organising another, "Company"—a step rendered necessary by the alterations which have been made in the scheme since its defeat in Parliament in the session of '39, and by the Standing Orders of the House. At that meeting it will (as has on former occasions been fully shown in this journal) be in the power of any one of the original subscribers to refuse to embark in the altered scheme, *and to demand back such part of the money he has advanced as the profligate expenditure during the late contest, and the handsome salaries of the "Managers" before and since, may have left on hand.* The interest of these same "Managers" is, of course, to retain the balance, and to *entrap the credulous into further liabilities*—liabilities, the extent of which it is impossible to anticipate—and hence the misstatements and misrepresentations to which we have referred. Let the "Managers" but once get their unfortunate victims *fixed*, and what matters it to them that the delusive character of their schemes should to-morrow be clearly apparent, even to the victims themselves? A Parliamentary contest with all its perquisites is certain, and certain also another year's salary to themselves!

For an exposure of some of the false pretences under which it is sought to transfer a large amount of money from the pockets of the unwary to those of the ingenious "Managers," and their friends, the lawyers, we refer to the communications of several correspondents given in another part of our present number. Were our correspondents or ourselves to notice one half the tricks of these parties, our paper would contain nothing else; and, indeed, the labour is almost superfluous, after the repeated exposures which our columns have contained of their conduct, and the unanswered, because unanswerable, proofs which have from time to time been adduced of the ruinous results of the project to all who may embark their property in it. A very few words in reference to one of the most recent fictions, may, nevertheless, be of use.

It is asserted that the London and Birmingham Company are *now* the sole opponents of the scheme. Admitting that it were so, would *that* be any argument in its favour? Would it prove the scheme to be less unjust than it was, that it is *now* unjust only to a Company who have expended millions of money in contributing to the accommodation of the public, who have secured the confidence of that public, and are themselves only beginning to reap the reward of their noble enterprise? Is it pretended that Parliament would sanction and legalize injustice, because the only parties who protest against it are the London and Birmingham Railway Company? If it be not so pretended, how can the Extension scheme be benefitted by having only one opponent? But it is *not* true that the Birmingham Company are its only adversaries. It is true that the opposition of the Grand Junction Company has been bought off upon terms which the cunning administrators of that Company's affairs know will amply compensate for any

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loss contingent on carrying out the scheme; it is true, likewise, that a few landowners have been *silenced* at a cost which would render even the acquisition of their influence a very questionable gain: but what say the "Managers" to the Midland Counties' Company, the Trent and Mersey Company, and almost all the great and influential landowners on the line, including the Marquis of ANGLESEY, Lord LICHFIELD, Lord TALBOT, Lord HARROWBY, Sir GEORGE CHETWYND, General DYOTT, and others,—what say they to these? Are *they* parties and persons likely to be gained over by underhand means? We leave those who have made the attempt—for attempts *have been* made—to give a reply. Much stress is laid upon the influence of Sir ROBERT PEEL on the side of the Extension. Sir ROBERT, it is true, was formerly a supporter of the project, *and yet it failed*. Could Sir ROBERT'S influence carry it now that the small pretensions which it then had to public support have been utterly swept away by the parties themselves? But Sir ROBERT'S influence will not be exerted in its favour, nay there is strong reason to believe that it will meet with his most determined opposition; for the Right Honourable Baronet has seen through the selfish schemes of the promoters, and has, we are credibly informed, given one at least, of the "Managers" such a personal rebuff, that he will not be in a hurry to seek another interview with his presumed patron!

Much is said, too, of the offer which was made by the Directors of the Birmingham Company many months ago, to pay a sum of money on condition that the Extension project were abandoned. That offer we always thought injudicious, and expressed our disapprobation of it at the time, but we believe it was made from an anxiety to promote a friendly understanding with the town of Manchester, and because the Directors considered it more desirable to sacrifice the sum referred to in effecting an amicable arrangement than to expend even a smaller amount in an angry contest, albeit the issue of that contest was beyond a doubt. We have reason to believe, too, that *such a negociation was first* INVITED *by the Extension Company itself, or some of its members, and only rejected because the amount offered was not equal to the sum squandered by the "Managers,"* with probably the farther objection on the part of these gentlemen that *their* salaries and the friends' fees would forthwith cease. There is no fear that any similar attempt at conciliation will in future be made by the Birmingham Directors (nor from what we know, do we believe it would be sanctioned by their constituents); but what shall we say of the baseness of those who first invite a negociation, and then having frustrated its object, attempt to turn it to the disadvantage of their opponents, whose main mistake seems to have been, that they believed others to be actuated by the same honourable motives as themselves? The "Managers" would fain make the public believe, that because the Extension scheme would prove injurious to the Birmingham Company, it must *therefore* be profitable to its promoters. The Birmingham and Derby Company, in their late rivalry, did much mischief to the Midland Counties, but did they benefit *themselves*, or are the public benefitted now that the two Companies have virtually coalesced? The advantage to the Extension would not even be *in proportion* to the injury inflicted on the Birmingham; the traffic of a district which is profitably carried on by one individual might not suffice, when divided between two, to preserve either from bankruptcy.

Here for the present we must pause, having already far exceeded our limits in the exposure of this most pernicious scheme. Sick as we are of the subject, we deem it an imperative duty to persevere, diligently and constantly, in unmasking the real character of the project, and of its principal advocates and abettors; and this not merely because of its unnecessary and unwarrantable interference with existing interests—the injury it will entail on the public—and the inevitable ruin which awaits all such as become the dupes of a designing junta, whose gain is in any event *sure*—but because it involves a principle which, if generally acted upon, would inflict a deadly blow upon the railway system generally. If so uncalled for, so wanton, so shameful an interference with the moderate profits of established Companies is to be sanctioned in one case, merely because it suits the views of a handful of interested adventurers, who have been fortunate enough to secure the countenance of some really honourable and high-minded men, whose character and influence they make use of to further objects of their own, where, we would ask, is such interference to end? We leave the question to the consideration of the railway public at large. The case may some day or other be their own, for where is the established line to which an oppositition might not be got up, *if certain persons were paid for it*, on far stronger grounds of public utility and private profit than this same "Extension?"

A REPORT of the proceedings at the General Meeting of the Glasgow and Greenock Railway Company will be found in another part of our present number. It appears that the opening of the line will be delayed considerably beyond the period originally anticipated, arising principally from the extraordinary natural difficulties connected with a small portion of the work—difficulties which have been greatly increased by the perversity of one of the landowners on the line. It appears, likewise, that a renewed application to Parliament, for power to raise further capital, has become necessary—a circumstance which we regret, as we had hoped that the Greenock line would have been one of the very few on which the original capital would have sufficed. Nevertheless, there seems to be nothing in the state or prospects of the undertaking to excite alarm or despondency in the minds of the shareholders. The Directors deserve great praise for having placed this Company's share of the profits arising from the working of the Joint line to the credit of the interest-account on loans for the general purposes of the undertaking, instead of charging the interest to capital, as has been done in most other Companies, in order to swell the amount of the first dividend.

It grieves us exceedingly, to see that the Directors have so far yielded to the Sabbatical agitation now so prevalent in that part of the country, as to announce their determination to run *no* trains at all on Sunday. They state, too, that the Postmaster-General has consented to excuse them from carrying the mails on that day, and that the old mode of conveyance by coach will be kept up for Sunday duty alone. We confess we do not perceive how such an arrangement is to be effected without entailing a loss upon the Postoffice, that is, upon the country; nor can we quite understand upon what grounds the Postmaster-General has granted this indulgence to one Company, unless he is prepared to extend it to all alike. We hope this question of Sunday travelling will be finally settled in the coming session. One of the Members for that part of the kingdom likely to be benefitted by the facilities which the Greenock line will confer, has directed much of his attention to Post-office matters, and we trust that he will be able to obtain some explanation of this very strange proceeding on the part of the Postmaster-General. Seldom has the absurdity of this anti-Sunday-travelling agitation been more evident than in this case. The railway is to be shut up, that the Lord's day may not be desecrated, and immediately a coach is started to perform a certain necessary work, and calls into requisition the services of horses, coachmen, guards, stablemen, innkeepers, toll-keepers, and others, at every stage of its progress—and all to do that which an inanimate engine and a very few men would do much better in one-fourth part of the time.

IN the Dublin correspondence of the *Morning Chronicle* of Monday last, we find the following paragraph:—

"The project of establishing railways in Ireland, on the principles set forth in the able Report of the Commissioners appointed by Government, is once more to be urged upon the consideration of the executive and the legislature, during the approaching session. I have seen a requisition for a meeting of the citizens of Dublin upon the subject, addressed to the Lord Mayor, which has already received the signatures of a considerable number of the landed proprietors *of all parties*, including the Duke of Leinster, the Earl of Charlemont, and the Earl of Glengall. This meeting will take place about the 20th instant; and I understand that arrangements are in progress for convening several town and county meetings, for the promotion of this great national object. In connection with the establishment of a grand trunk railway, in accordance with the Report of the Commissioners, it is in contemplation to urge the adoption of the best and most rapid line of railway communication on the English side, in order to shorten as much as possible the journey between London and Dublin."

It will readily be conceived that such intelligence—the correctness of which is confirmed from other quarters—must be very gratifying to those who, like us, have from the first advocated this grand scheme of national improvement. We never had a doubt that truth and justice, and a sober consideration of the actual circumstances of Ireland, would sooner or later triumph over the misrepresentations of interested or factious opponents and the baseless enthusiasm of those well-intentiond allies who deprecated legislative interference in this species of public work; should the triumph be achieved in the approaching session, the people of Ireland will have especial grounds of gratulation. The subject of Irish railways will, we doubt not, be now discussed in a spirit very different from that which characterized the first mooting of the question—the result, we would fain hope, will be different likewise. To achieve this important object, the zealous co-operation of the *Railway Times* shall, as heretofore, be always relied on; for the present, we must content ourselves with sincerely wishing every success to so good a cause.

A MEETING has been held at Salisbury on the subject of the carriage of perishable goods on the London and South Western Railway. It is thus noticed in the *Salisbury Herald* of last Saturday:—

"On Tuesday last, a respectable meeting of the principal butchers, &c., of this city and neighbourhood was held at the City Arms Inn, to consider and adopt the most effectual measures to remedy the great inconvenience, and

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to prevent for the future the ruinous losses daily sustained by them, in the conveyance of their goods forwarded to the London market by the South-Western Railway, on the present system; when suitable resolutions were unanimously carried, to the effect, it is said, of inviting any party to a spirited undertaking, to transmit their goods per road-carriage the whole of the way; and pledging themselves to give such a party their most strenuous support to such an undertaking. The meeting was adjourned to Tuesday next."

—o—

BIRMINGHAM AND DERBY RAILWAY.—A Special Meeting of this Company was to be held in Birmingham on the 31st ult., to authorize the raising of a farther sum of money on loan, in virtue of the Company's Act of last Session. We presume that the meeting took place at the time mentioned, but we have seen no notice of it in the local journals.

—o—

MESSRS. WRIGHT AND CO.'S FAILURE.—W are glad to observe in the list of debts proved against the estate of this firm, that the South-Western Railway Company, are creditors to the extent only of 3,583*l.* 19s. 4d. Mr. John Wright, and Mr. E. W. Jerningham, two of the partners of the Banking House, were Directors of the Railway Company.

—o—

A PLEASANT PIECE OF WORK.—In the EASTERN COUNTIES' Accident we ought not to expect any tolerable arrangements, for all persons conversant with railway matters are aware, that the Directors or at least a portion of them, have been for a long time pleasantly and profitably employed, in the amiable operation of cutting the proprietors throats—so that all the shareholders of common prudence have backed out!—*The Railroad Quarterley Journal.*

BIRMINGHAM, GRAND JUNCTION, AND SOUTH-WESTERN RAILWAYS.

AVERAGE RECEIPTS OF LONDON AND BIRMINGHAM.

From July 1, 1838	to Dec 31	£7,824
Jan. 1, 1839	June 30	10,412
July 1, „	Dec. 31	13,227
Jan 1, 1840	June 30	13,248
July 1, „	Dec. 31	15,667

AVERAGE RECEIPTS OF GRAND JUNCTION.

From July 4, 1837	to Dec. 31	£4,490
Jan. 1, 1838	June 30	4,813
July 1, „	Dec. 31	6,849
Jan. 1, 1839	June 30	7,278
July 1, „	Dec. 31	8,719
Jan. 1, 1840	June 30	8,085
July 1, „	Dec. 31	8,858

AVERAGE RECEIPTS OF LONDON AND SOUTH-WESTERN.

Open.					
29 miles	82 weeks	May 21, 1838 and	Dec. 31, 1838		£1,004
38 „	26 „	Jan. 1, 1839	..	June 30, „	.. 1,780
58 „	26 „	July 1, „	..	Dec. 31, „	.. 2,952
68 „	26 „	Jan. 1, 1840	..	June 30, „	.. 3,374
77 „	26 „	July 1, „	..	Dec. 31, „	.. 5,441

FATAL ACCIDENT ON THE LONDON AND BRIGHTON RAILWAY.

ON Monday three men lost their lives on the Brighton Railway at Folly Hill, in the parish of Keymer. Two of them were employed on an engine belonging to Mr. Thornton, the contractor, and had to pass through a "heading," in doing which it was requisite to lower the chimney of the engine. From some cause or other the chimney was not lowered sufficiently, and coming in contact with one of the crown bars of the heading, a large fall of earth took place upon the engine and tender. The consequence was the death of the two men from suffocation (so a surgeon said) in consequence of being prevented from escaping by the fall of earth. The third man was suffocated in attempting to rescue the sufferers, and several others had a narrow escape. A coroner's jury returned a verdict of "Accidental Death," with a deodand of 1s. on the chimney of the engine.

RAILWAY OFFENCES AND OFFENDERS.

ON Wednesday three young men were brought up to the Mansion-house charged by the Directors of the Blackwall Railway with refusing to quit the arrival platform, and with being exceedingly violent when the proper officers attempted to remove them. They were all intoxicated. The ringleader was fined 20s., and the two others 10s. each, which, with the addition of a night's lodging in the station-house, seems to have been a pretty fair modicum of punishment. The prisoners charged the officers of the Company with having been insolent and unnecessarily harsh, but as they brought the same accusation against the sergeant at the station-house, it seems as if very little faith were to be placed in their assertions.

It will be seen from a notice in another column, that in the case of Marson, the foreman of the contractor on the Birmingham and Derby Railway, the bill of indictment has been ignored. Marson's share in causing the late melancholy accident on the line we have already commented upon; will the poor men who were obeying his orders be equally fortunate?

The following paragraph, which we extract from the *Leicester Journal*, will show at what price drunken scoundrels may peril the lives of railway passengers. The line referred to is the Midland Counties':—

"At the County Police-office, on Wednesday last, Wm. Bertram, Henry Welstead, William Sutton, Thomas Williams, and Robert Hill, were brought before J. Hodgson, Esq., charged with obstructing the Wigston Station-master, William Foster, in the execution of his duty, and refusing to quit the line of railway after being requested to do so. William Foster, Mrs. Foster, and Jonathan Raven, (policeman) stated that about half-past nine o'clock on the night of the 24th of December, the defendants, who are in the employ of Mr. Betts, the contractor, at the Wigston Viaduct, came to the station and requested Mr. Foster to stop the train, that they might be conveyed to Leicester, when he informed them that he could not, for it was not appointed to stop there. The defendants, *who were intoxicated*, immediately commenced abusing him, Williams threatening to stop the train himself, and went to the signal-board and turned it round for that purpose. Welstead also requested Raven to show his red light, with a view to stop the train, and said that if he would not, *he (Welstead) would throw the gates across the line*, which he attempted to do; but, happily, was prevented by Mr. Foster, who threatened to take him into custody. The Station Master then ordered the defendants to go off the line immediately, but they refused to do so till the train was within 200 yards of them. The luggage train having passed the defendants, they again asked Mr. Foster to stop the passenger train, and upon his refusal, Welstead threatened to dash his brains out against the metals, and said that if he had a gun he would shoot him. Notwithstanding the entreaties of Mr. Foster, *the fellows persisted in walking down the line towards Leicester; and, on passing Knighton Viaduct, the train approached them, when Bertram, who was beastly intoxicated, turned round, stumbled, and fell across the line.* Fortunately, Mr. Foster instantly laid hold of him and dragged him out of the way, otherwise he must have been killed on the spot. Welstead, was fined 5*l.* including the costs, or two months' hard labour; Williams, 2*l.*, or six weeks' hard labour; Sutton, 1*l.*, or one month's hard labour: Bartram and Hill, 15s. each, or fourteen days' hard labour."

In reference to this very scandalous outrage we can only echo the words of our contemporary, from whom we have copied the report—"*these are cases in which the maximum of penalty should always be enforced: we think that fine* WITH *imprisonment would not have been misapplied as a warning to Messrs. Bartram, Welstead, Sutton, Williams, and Hill.*" If magistrates in petty session will not protect the public by inflicting the *highest* penalty in *every* such case, it is high time that some other tribunal were established. The truth is, that in respect of offenders Lord Seymour's Act is not nearly stringent enough [we have reason to believe that in the approaching Session an attempt will be made to remedy this defect], but if the dispensers of justice had but the inclination, they could greatly increase its efficacy.

The following paragraph is going the round of the country papers, but really the statement which it contains is of so astounding a character—the *decision* so outstrips all previous decisions of our provincial law dispensers—that we can scarcely believe it to be correct. Can any of our correspondents resolve our doubts?

"The magistrates of Rochdale, on a charge brought before them against some parties for trespassing on the Manchester and Leeds Railway, by following a pack of hounds, in pursuit of a hare, along the line in front of a train that was proceeding towards Manchester, decided that *Lord Seymour's Act was over-ruled by the Game Act, under which any party was at liberty to follow hound, wherever they led him.*"

SOME LOST CHAPTERS OF ANCIENT EASTERN HISTORY.

[*Found in exploring the Ruins of Rogulaneum.*]

Chapter the Third.

1. Now by the edict of the King for the making of the Iron-way it was commanded that once every year at the time of the Feast of Purim, the twenty and two Governors should assemble and choose by lot amongst themselves six who should put off the robes of office.

2. And the custom was to cast into an urn twenty and two balls of ivory, whereof sixteen were white and six were black, and for the Governors each to draw one.

3. And the six Governors who drew the six black balls were the six Governors who put off the robes of office.

4. But Malahaleel, and Jesui, and Edcrop, said one unto another, 'What availeth wisdom if the chance be to the wise man, the same as to the foolish?'

5. 'If this blind custom be not set aside, it may, peradventure happen that the lot shall fall upon ourselves, or on some of our friends the wise men of Gog, and so all our pains in this matter come to naught.'

6. So they considered among themselves how the custom of choosing by lot might be set aside.

7. But herein their cunning failed them, and they were sore perplexed.

8. Wherefore, they resolved to take counsel of one Derus, who was a famous magician in those days, and learned in all the arts of the Egyptians.

9. And this Derus counselled them in these words:—'Balls of ivory are smooth, and touch keener than sight. Take ye therefore an awl, and in secret scratch each of the black balls in several places. And when the time cometh that ye put your hands into the urn, choose ye such of the balls only as are all smooth to the touch, and so shall ye escape the lot that casteth out.'

10. And the counsel of Derus pleased them, and they did to the black balls even as he advised.

11. But when they repaired unto Bozrah, and hinted to him darkly the means they had found out, whereby all the black balls should at the next Feast of Purim fall to the lot of the Governors who were of the tribe of Magog, Bozrah would in no wise hearken unto them,

12. Saying vehemently, 'Rather than my right hand should do this thing, I would chop it off.'

13. For Bozrah, though a vain man, of whose vanity there came much evil, was not wicked altogether.

14. However, Jesui, and Malahaleel, and Edcrop, were not dismayed.

15. For going next unto Katspa, they praised greatly his portly bearing, and his knowledge of men, and whispered into his ear how much better a Chief Governor he would make than Bozrah.

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16. And with these and other honied words they won the heart of Katspa entirely.

17. After which they revealed unto Katspa the counsel of Derus.

18. Saying, 'Way there is none else by which the Board can be purified of the foolish Magogs, and such able and wise men as thyself retained thereon.'

19. And to all they said Katspa gave ready assent.

20. And after him Silihud, and Tufas, and Thickpol, were gained over and made also privy to the counsel of Derus.

21. And the day arriving for the yearly casting of lots, and the Governors being all assembled, the eight who were of the tribe of Gog, and Jesui, and Malahaleel, and Edcrop, who filled the places of three of the early Governors of that tribe, did each put his hand into the urn, turning his head aside.

22. When lo! ten of the eleven drew white balls, and one only drew a black ball which was an honest man of the name of Oldrobius, who had not been let into the secret of the counsel of Derus.

23. And then the eleven Governors of the tribe of Magog did each put his hand into the urn.

24. When lo! five of them drew black balls, and the others white.

25. Whereat there were among all present great signs of marvelling.

26. And the more those of the tribe of Magog marvelled, the more did Katspa and Tufas, and Jesui, and the others who were in the secret of the counsel of Derus, pretend to marvel too.

27. Bozrah alone said nothing but he looked unutterable things.

28. Then Katspa arose, and spoke thus:—'Meet it is, we now fill the places of those on whom the lot this day hath fallen, with good men and true, and where shall we find better or truer than among the great Company of merchants, which hath given to us a Jesui, a Malahaleel, and an Edcrop?

29. Whereat Jesui, and Malahaleel, and Edcrop bowed their heads, and all the tribe of Gog raised a great shout.

30. And so it came to pass, that in the place of the six Governors who drew the black balls there were elected of the Company of merchants and chapmen, who came up from the banks of the Mehr—

31. Rogg, who was chief of the family of the Dedelals.

32. Demrogg twin-brother to Rogg.

33. Frererogg younger brother to Rogg and Demrogg.

34. Korasbi, Chief of the family of Karohtipol.

35. David of the house of Farizhee.

36. And Dikon the son of Hari.

37. Proclamation whereof being made, Edcrop arose and spoke thus:—

38. 'Men and brethren! it is commanded that we shall next choose from amongst us one to rule over us for the year ensuing, and who so fit to be our chief as he who hath heretofore managed the reins so well, Bozrah, the great and renowned, who danced at Auksphut before King Solomon and the Queen of Sheba, and who knoweth to drive teams so well?'

39. At which words Bozrah brightened up suddenly, as doth the morning sun emerging from the cloud of night; but Katspa was amazed and confounded, and looked very pale.

40. And as Edcrop spake, so did Tufas, Silihud, Rogg, Demrogg, and the rest.

41. And thus it came to pass that Bozrah was elected Chief Governor for the year ensuing. The which was the fourth year of Bozrah's reign.

42. And Bozrah, who swore he would rather chop off his right hand, than put it to the work of iniquity, by which the five of his early friends of the tribe of Magog, and the honest man of the tribe of Gog, whose name was Oldrobius, were cast out from the Board of Governors, stretched forth that same hand eagerly to grasp the rod of office, which the strangers who had been falsely raised unto their places, tendered unto him.

43. Yea he rejoiced thereat exceedingly, and though they were but feathers of the cuckoo and dodo, which he wore in his cap, he walked forth as proudly into the City, as if they were feathers of the roc and the eagle.

THE "RAILROAD QUARTERLY JOURNAL."—(No. 1.)

ALTHOUGH we should be untrue to ourselves were we to assent to the self-introductory and not very original sort of statement, of the editor of this new "Quarterly," that such a periodical has been "long and loudly called for"—seeing that the same "extensive field of inquiry" which the editor proposes to take under his special charge, we have ourselves laboured in for no inconsiderable period, in a manner which he himself very handsomely acknowledges (p. 86) to have been distinguished for an "able advocacy" of the "best interests" of railways; yet we can say with perfect truth, that as a fellow-labourer in that field we give him a most hearty welcome. We like exceedingly the searching, honest, and fearless spirit, with which he has entered on his task, and though it has carried him in not a few instances further than we could think of accompanying him, we cannot but anticipate from it, upon the whole much useful service to the railway cause. We gladly recognize, too, in the work a very extensive and familiar acquaintance with railway subjects, great acuteness of observation, and not unfrequently much originality of suggestion. The faults to which the editor inclines most, and which, if not speedily corrected, will tend greatly to mar his usefulness, are an all-pervading self-sufficiency, and an excessive carelessness about what he says or how he says it. He is for ever quoting a certain "Treatise on Railways," as if it contained the sum and substance of all needful knowledge on the subject—a good treatise truly, but by no means all that he supposes it to be; gives always what comes uppermost, whether it is calculated to serve a useful purpose or no; and holds all the helps which clear language and correct punctuation, can give to sound sense and pointed remark, in very considerable contempt. The subjects treated in the present number are, Railway Accidents (at great length, occupying 108 pages out of 136)—The Railway Oligarchy—The Greenwich Railway—Paying Dividends from Capital—Liabilities of Railways—Railway Bye-Laws—Rival Lines—Resident Railway Servants—and the South-Western Railway and Mr. Easthope, &c.

THE GREAT NORTH OF ENGLAND RAILWAY—PARTIAL OPENING.

THAT portion from Darlington to York of this great line of railway, was opened on Monday last the 4th inst. for traffic and merchandise only. The Bank Top station was the point from which the engines were to start.

The waggons laden with coals had been despatched down the line from the different collieries with horses, &c., a few days previously, near to Croft, where the stupendous and beautiful Skew Bridge crosses the river Tees, which divides Yorkshire from the county of Durham.

Precisely at eight o'clock, *the Pilot* engine left the coach station now being erected near Darlington, and was speedily followed by *The Wotton Castle*, conveying Edward Oxley and Nathaniel Plews, Esqrs., two of the Directors; *The Magnet*, with Captain O'Brien, the secretary, and Mr. Cockin; *The Tory* with several of the Company's officers, and several other engines with the workmen of the Company, for Croft, where the coal waggons were attached to them, and they started, majestically crossing the noble structure, the Tees Bridge, which being of considerable elevation afforded a splendid sight to those assembled to witness the proceedings of the several trains, as they arrived at the different depots of Cowton, Northallerton, Thirsk, Alne, and York, left the waggons allotted to each place, whilst the Directors proceeded to York, were they arrived without any accident worthy of notice occurring. About ten o'clock another train started with J. C. Hopkins, Esq., one of the Directors, and throughout the day several more trains were dispatched. The first trains contained between 300 and 400 waggons each, having about 53 cwt. of coal, and extending about one mile in length. The largest pieces of coal which we noticed, was one marked with white letters "Pease's St. Helen's New Winning," which contained about 44 cubic feet of coal, and weighed nearly 30 cwt.; and another piece, about 30 cubic feet, and weighed about 20 cwt.

The day was exceedingly stormy, and an immense quantity of snow fell during the morning, which prevented a larger number of persons being present than there were, although an engine, with a train of coal waggons, is no novelty to the inhabitants of this locality, and is an every-day sight, the Stockton and Darlington Railway, which has been in operation 13 or 14 years, being in the immediate neighbourhood, and adjoining the Great North of England Railway.

The trains were about seven hours in performing the journey to York, including stoppages, &c., and the Directors returned in one of the North Midland Railway coaches in about two hours and fifty minutes.

BOLTON AND PRESTON RAILWAY.—On Thursday, the 24th ult., Sir Frederick Smith, the Government Inspector, made a trip on this line as far as Rawsthorne Bridge, which is about a mile and a half from Chorley, and as far as the railway is completed, for the purpose of making the requisite inquiries, and reporting thereon, previous to the opening. He has since sent in his Report to the Directors, and approves greatly of the railway; but there being at present only one line of rails, and it being the intention of the Company to open as far as Rawsthorne Bridge in the middle of this month, he required the appointment of a number of policemen to prevent any collision. All fear, however, may be dissipated on this head, when it is known that the Company do not intend, until the railway is in a state of completion, to work more than one engine. On Saturday last, about twenty gentlemen, principally Directors, made an experimental trip on the line as far as Rawsthorne Bridge; John Hargreaves, Esq., the Chairman, and Benjamin Hick, Esq., vice-Chairman, forming part of the company. They were welcomed on the way by repeated cheers from persons assembled at the different bridges, particularly at the Adlington station, where the Blackrod band played on their approach, "See, the conquering hero comes." The extensive viaduct for carrying the railway over Cowlin Brook was an object of great attraction; and, after a minute inspection, the Directors expressed their highest satisfaction, not only with the workmanship, but also with the strength and beauty of the structure. On their return to Bolton, the party dined together at the Swan Hotel.—*Manchester Guardian.*

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MANCHESTER MANAGEMENT — MANCHESTER AND BIRMINGHAM RAILWAY AND "EXTENSION."

To the Editor of the Railway Times.

SIR,—The numerous failures in joint-stock banks in Manchester, and the want of success of all of them has often induced me to reflect on the causes, for with the reputation which Manchester possesses in the industry, economy, and successful enterprise of its merchants and manufacturers, I would naturally have expected similar effects from their *joint* undertakings, whether banks or railways; but experience has shown the reverse to be almost uniformly the case in both these descriptions of enterprise.

The report given in your last journal (with the excellent and just observations upon it) of the meeting of the proprietors of the Manchester and Crewe Railway has at once, and completely, dispelled the illusion, and has made it quite evident to my mind that the Manchester merchants are too much occupied with their own business to afford the necessary attention to that of the public. They seem to think that a few paid servants or agents are competent to direct the affairs of large concerns, where millions are embarked—persons who, perhaps, never before had the disposal of thousands, and whose chief recommendation to their employments has been the *mismanagement* of their own *little affairs*, and consequent want of such situations and their emoluments! To expect success from such appointments is indeed to seek "figs from thistles;" and when we further consider that these Managing Directors are mainly influenced and directed by lawyers and engineers who have a positive interest in the extent of the capital to be raised and *expended*, ought we to be surprised that the concerns under their management are discredited and at a discount? Is it not, rather, surprising that they have any credit at all, even to the borrowing of any portion of their capital from the public at large?

A month ago I would not have believed that any set of men forming a joint-stock company could have been found in England (and least of all in Manchester) to vote away 700,000*l.* without even knowing or asking how it was to be employed—and that after an expenditure of 1,200,000*l.* on an undertaking, the entire cost of which was originally estimated at 24,000*l.* per mile, or 72,000*l.*! Such, in fact, was my belief when I became an original subscriber to the undertaking, and such was my confidence in Manchester prudence and management that I disregarded all the warnings of your various correspondents, and continued to be a proprietor till the late meeting convinced me of their truth. But I have paid for my confidence and obstinacy, by which others may, I hope, benefit; and I think I may venture to assure Mr. Ashton and his colleagues that they must look elsewhere than to the London Stock Exchange for the sale of their shares on the raising of their proposed loan. Indeed, I am much mistaken if the *exposé* of Manchester talent in Railway Management made at their especial meeting does not reduce their *joint-stock* credit lower in proportion to their high individual reputation as merchants on which I and others so confidently reposed.

Let Mr. Ashton retire to his mills and manufactures, where he is respected and respectable; in the chair of a railway meeting he figures as the mere puppet of his paid colleagues and officials, to work out by *his* reputation *their* objects, views and *emoluments*, and thereby to waste millions of the property of his (like myself) confiding friends and neighbours.

With many thanks for your valuable communications to me and other distant proprietors who could not attend the meeting,

I remain, Sir, your constant reader, but

NO LONGER A PROPRIETOR.

London, Stock Exchange, Jan. 5, 1841.

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.

To the Editor of the Railway Times.

SIR,—Since the date of my last letter to you on this subject, I have ascertained that the promoters of the measure are endeavouring to obtain support to it by the statement, that it is a *Government undertaking*, having been *recommended* by the Commissioners appointed to select and report on the best line of railway communication between London, Dublin, Edinburgh, and Glasgow.

It affords, certainly, no slight evidence of the weakness of the cause in which these gentlemen are engaged, that it should need to be propped up by unfounded representations of this nature; but it is at the same time important, that the landowners on the line, and the public, should not be deterred by such means from offering that opposition to the measure which their own opinion of its merits would otherwise induce them to do.

Be it known to them, then, (and I challenge contradiction on the point), that the Government have not now, and never have had, anything directly or indirectly to do with the project, and that it has never, in any manner whatever, been in the remotest degree recommended by the Railway Commissioners.

The statements, therefore, as to the support of Government, made no doubt with a view of deterring landowners from opposing, and obtaining subscriptions to, the measure, are totally *devoid of foundation*.

It is perfectly true that the Railway Commissioners, in their Report dated April, 1840, recommending the adoption of the Chester and Holyhead line, in preference to one by Shrewsbury, did advert to the fact, that if the then proposed Manchester and Birmingham Extension Railway should be made, the length of the journey to Chester would be eight miles less than the distance by the present lines on which they made the calculations which had induced them to recommend the adoption of that route to Holyhead, but in no respect whatever did they recommend, or even express a favourable opinion of, the Extension line.

In order that there may be no misapprehension on this point, I subjoin extracts from the Report itself, and also from a subsequent Report, dated 16th May, 1840.

16*th April*, 1840.—"In computing the distance from London to Crewe to be 165 miles 49 chains, we base our calculations on the length of the present line to Birmingham, and thence by the Grand Junction to Crewe, but if a line should be executed from Rugby to Stafford, or from Rugby to Stone, the distance would be shortened by about eight miles."

16*th May*, 1840.—"It appears, that by the London and Birmingham, the Grand Junction, and the North Union lines, the communication by Rugby is complete as far as Preston, being a distance of 218 miles 51 chains; and we find that the Lancaster and Preston Railway is in a state of great forwardness. When this last-mentioned line shall be finished, the distance by railway from London to Lancaster will be 238 miles 69 chains."

To this is appended a note, as follows:—

"*If a line should be formed from Rugby to Stafford, or from Rugby to Stone, the distance would be shortened by about eight miles.*"

The Commissioners were obliged of course in the discharge of their duty, to allude to the projected line in extension of the Manchester and Birmingham Railway, but it would have been difficult for them to have done so in fewer words, or in terms less likely to be construed as being expressive of recommendation—though obviously, if they had considered the measure deserving of such recommendation, the opportunity was very favourable for giving it a good word.

So far, however, from recommending the Stafford and Rugby Line for adoption, it will be seen from the foregoing extracts, that the Commissioners in recommending a line of railway from Chester to Holyhead as the best route to Dublin, formed all their calculations on the *existing* lines, and merely allude to the Extension project, as one known to be under discussion, and which, if *carried into effect*, would alter those calculations to the extent of eight miles. No one can of course gainsay the *fact* that eight miles in distance would be saved by the Extension line, and no one has ever attempted to do so, though whether any time would be saved by it is more than doubtful; but does this amount to a *recommendation* for such an object to outlay two millions of money, in making a new line 54 miles long parallel to, and competing with, those which already exist, and which are fully competent to the carriage of all the traffic passing on them?

From the known talent and good judgment of Sir Frederic Smith and Professor Barlow, the Commissioners by whom the Reports alluded to were prepared, and from the care with which they have on all occasions endeavoured, as appears by their Reports, to protect existing interests so far as the necessities of the public would permit, and to avoid the useless outlay of capital, I have no hesitation in stating my *conviction*, that if the question were submitted to them, whether the Stafford and Rugby Railway were a necessary or expedient measure or not, they would give their decision in the negative.

Equally convinced am I, that if it were referred to them to determine which line would be most beneficial to the country—the Stafford and Rugby, running nearly parallel to the existing lines, approaching not one single town of importance, and having for its only object the saving of eight miles in a journey of 150, or a line from Macclesfield to Derby, by the Churnet Valley, passing through several important towns and districts, now unapproached by any railway, and affording a direct communication between Manchester, Derby, Nottingham, Leicester, and the Eastern districts, they would not hesitate to decide in favor of the latter. If they *did* decide, that it was expedient to lay out two millions in order to save eight miles in the journey by the present lines, what would they say to the abandonment of the Pottery line, which would have saved six more and benefited a most important district?

So far from the measure being a Government one, or one likely to be met with much favour from the Legislature, it is well known that the Railway Committee who sat in the last and preceding sessions of Parliament, strongly reprobated the system of allowing any line of large traffic to fall into another, where it could be avoided; and in the case of the London and Croydon and London and Greenwich Railways, absolutely compelled the latter, in the last session of Parliament, to form a quadruple line of railway at an enormous expense, in order to prevent danger to travellers from the Junction between the two lines. I do not give this as a case quite parallel to that of the proposed Extension Railway falling into the London and Birmingham at Rugby, (for misrepresentation is not *my* object) but it is sufficiently in point to show the feeling of Parliament on the subject of the dangers likely to arise from the junction between two lines of great traffic; and unless an obvious public necessity could be shown for such a junction, there is not a chance that Parliament would permit it, or if they did so, it would be under such restrictions with regard to the mode of junction and the passing of trains from one line on to the other, as would more than compensate by delay for any advantage in point of distance, which the Extension line would afford.

The following extracts from the Reports of the Railway Committee on this subject, will serve still further to illustrate their sentiments, which after the laborious inquiry instituted by them into the working of railways, cannot fail to be received by all parties, whether in or out of Parliament, with the greatest consideration:—

Report of 9th August, 1839.—

"After every inquiry upon this subject, your Committee feel bound to state it as their opinion, that where the same line of rails is to receive trains arriving from two or more separate lines of com-

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munication, the risk of accidents is greatly increased."

Again, in the Report of the 14th May, 1840, the Committee, after stating that experience had taught the Directors of railways, that they could not with due regard to the efficiency of their railway, and to the safety and convenience of the public, allow rival parties to place and run engines or carriages on the same lines, proceed as follows:—

"The Committee of last session directed their attention to this point, and after a careful and lengthened inquiry, they recorded their deliberate opinion, 'That it is indispensable both for the safety and convenience of passengers and the public, to prohibit as far as locomotive power is concerned, the rivalry of competing parties on the same line of railway, although such prohibition involves the continuance of a monopoly.'

"It is unnecessary to repeat the grounds on which this opinion is founded, but your Committee beg to state to the House, that they entirely agree with the conclusion come to by the Committee of last session, and that further investigation has only strengthened the reasoning and confirmed the correctness of the opinion above recorded."

The foregoing extracts are peculiarly applicable to the present case, where the London and Birmingham, and the Stafford and Rugby Companies, would be competitors for the same traffic, nor can it of course be supposed for one moment, that the former would be made to yield their convenience to the latter.

The interests of the large population to be accommodated by the London and Birmingham line, independently of their Liverpool and Manchester traffic, will always demand, that the tributary lines which fall into it shall be made subservient to the arrangement on the principal trunk line; and the result would necessarily be, that even travellers to Liverpool and Manchester would find themselves far more safely and efficiently accommodated, and more speedily conveyed by means of the present lines through Birmingham, than by leaving those lines at Stafford or Rugby, and being there subject to the delays and inconveniences inseparable from the use of different lines of railway under distinct managements. Neither can it be doubted that one line of considerable traffic can be far more efficiently and economically worked and maintained than where that traffic is divided, and this I have reason to know is the expressed opinion of the most eminent judges on railway matters, to whom Parliament, in case of an inquiry on the subject, would without doubt refer.

I feel satisfied, that an impartial and dispassionate view of the merits of this most absurd and ill-judged scheme, cannot but lead all parties to the same opinion, as to its total inutility to the public, the wanton waste of capital it would occasion, and the inevitable ruin in which it would involve its shareholders.

Nothing but misrepresentations can obtain for it support, and these I have endeavoured to dispel by *facts*.

Having already quoted so much from the printed Reports of the Railway Committee, I must trespass on your columns for one more extract in conclusion, from that of the 9th August, 1839, which is as follows:—

"In several instances, undoubtedly, plans for railways have been submitted to Parliament as *mere speculations*, by projectors totally unconnected with the district, who were little anxious for the accomplishment of the undertaking so long as they could derive a temporary profit from the preliminary business, which such works necessarily occasion."

How far this quotation may be applicable in the present instance, I will not pretend to say. The promoters of the Bill may be, for aught I know, only sanguine and not interested projectors, but I think I may venture to affirm, that the Stafford and Rugby Railway is not a measure, which has arisen out of the wants or wishes of the *public*, and that however much a spirit of speculation may induce parties to take shares in it for the purpose of mere gambling, it can never be adopted by any person in his senses, as a means of *bonâ fide* investment of capital.

I am, Sir, your most obedient servant,
AN INHABITANT OF STAFFORDSHIRE.

MANCHESTER AND BIRMINGHAM RAILWAY AND ITS *EXTENSION* (?)

To the Editor of the Railway Times.

SIR,—Why has the line of the Manchester and Birmingham Railway, through the Potteries, been given up?

In 1836, the Manchester and Birmingham Company applied to Parliament for a line only to Crewe and were defeated; and in 1837 they obtained leave to make one through the Potteries, availing themselves of the support in Parliament of that important district

In 1840 they abandon the line through the Potteries, and adopt the line to Crewe only, which Parliament in 1836 refused to sanction; yet at the late meeting of the Company, they announce that they have a large surplus capital, and hold up their undertaking as a safe investment upon mortgage on that account!

Is this fair to the inhabitants of the Potteries?

The Eastern Counties' Railway Company have incurred no little odium in stopping their line at Colchester instead of carrying it on to Norwich, not having sufficient funds to carry it further, and the Court of Queen's Bench, in giving judgment on a mandamus to compel them to complete the line to Norwich, affirmed the principle, that if they had funds in hand they were legally bound to do so, having obtained their Act on the evidence adduced of the benefits to arise from making a railway to Norwich.

How does that case differ from that of the Manchester and Birmingham Railway Company? They obtained an Act in a great measure by evidence of the advantages their railway would confer on the Potteries, and up to 1839 they delude the inhabitants of that district with the persuasion that they are going to make that line, and obtain their support to a proposed extension of this railway to Rugby, yet no sooner are they defeated in that object, than they abandon their Pottery friends altogether, and although admittedly with a surplus capital in their hands, refuse to lay out a farthing of it in making the railway through their district! Is this good faith or even common honesty?

Why is it now proposed to sever all connexion between the Manchester and Birmingham Company and the Extension Company, which were originally proposed to form one? Why, but because the Manchester and Birmingham Company dare not show their faces in Parliament under the conviction that they would be compelled to complete the Pottery line.

The Pottery people, however, if they know their *own interests*, will force the insertion of a clause in the Stafford and Rugby Bill (if ever it gets into Parliament) restoring to it its original name of the Manchester and *Birmingham Extension* Railway, and making the execution of its powers dependent on the completion of the Manchester and Birmingham Railway through the Potteries as required by Parliament.

They can never have a better opportunity for gaining their ends against the Manchester and Birmingham Company and dealing out to them a little retributive justice, than will be afforded by the introduction of the proposed Stafford and Rugby Railway Bill, revealing, as it must do, the whole history of the manner in which the intentions of the legislature with regard to a Pottery line have been evaded and set at nought, and how, for the mere purposes of private advantage, the interests of that important district have been trifled with and treacherously abandoned.

I am, Sir, your obedient servant,
A POTTERY MAN.

STAFFORD AND RUGBY RAILWAY.

To the Editor of the Railway Times.

SIR,—I am anxious, through the medium of your paper, to suggest the following questions to the Chairman of the above Company, viz:—

Is the line expected to subsist out of an independent traffic, or out of traffic derived from competition with existing Companies?

If the former, what are the towns which are to supply the traffic?

If the latter, have not the Directors agreed to such terms as will guarantee the Grand Junction Company from all loss?

Assuming such to be the case, what portion of the traffic of the London and Birmingham Railway is it expected will be diverted so as to make the Stafford and Rugby line a remunerative investment?

Is there any *written* prospectus on the subject, giving figures and calculations in lieu of vague verbal assertions?

The traffic of the London and Birmingham Railway derived in a great measure from sources in which the Stafford and Rugby line cannot participate, and affording a dividend to the proprietors, after waiting seven years, of only 8 per cent.; how much of the present traffic on that portion of the line between Rugby and Birmingham only would require to be diverted on to the Stafford and Rugby line in order to make it pay a dividend of 5 per cent. to its proprietors, after defraying all expenses of working and maintaining a line of 54 miles long, and allowing the use of it to the Grand Junction Company at the rate of only a penny per passenger per mile?

What is the precise nature of the agreement made with the Grand Junction Company, and is it such a one as Parliament will ratify to the prejudice of the London and Birmingham Company?

Why do the Manchester and Birmingham Railway Company now refuse to unite with the proposed Stafford and Rugby Company, when in 1839, they were themselves the promoters of the Extension Bill, and it formed an essential feature of their project, that the two Companies should be united into one?

Is it or is it not a fact, that many landowners on the line, who had intimated their intention of opposing the Bill, have been hushed by guarantees of large sums of money in the event of the passing of the Act?

What do the liabilities thus incurred amount to?

How much was spent in the last contest, and how much remains of the original deposits amounting to 100,000*l.*, and will the sum in hand be more than sufficient for a renewed contest?

Must not a call be made immediately on the passing of the Act (if it should be carried) in order to make good the engagements with landowners?

Have not Lords Anglesey and Lichfield both or one of them, who were originally in favour of the Extension Bill, signified their intention of opposing the Stafford and Rugby line?

How many shares have been taken by landowners or others residing on or near the line?

What terms have been made with the Birmingham and Derby Railway Company, for the ruin of their branch to Hampton in Arden?

Must not a new deed be signed, and a deposit of 10 per cent. be paid up by each shareholder on the amount of his subscription according to the Standing Orders of Parliament?

I presume it would be impertinent to inquire how many and which of the late Directors mean to sign the new deed, and to what extent; therefore, that question I will not suggest, but *explicit* replies on all the other points to which I have drawn attention, appear to me essential, in order to enable parties to form a true judgment of the position and prospects of the undertaking in which they are asked to embark their money. There are two classes of persons in every Company,—one who profit whether the concern pays or not,—and the other who pay, and run all the risk of profit or loss attending the speculation.

The former class have generally the management and promotion of the undertaking, and are prepared

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at all points to combat every objection that can be raised to it, too often from their over sanguine views, drawing on the latter, or paying class, by bright visions of success *in futuro*, which may perhaps never be realized. To this latter class, however, FACTS afford the only true and substantial means of estimating the real merits of the scheme as proposed to them, and of the liabilities they incur under it, and such facts it is the obvious duty of the Directors of the scheme to supply.

I do not know whether the present Chairman of the Extension Railway Company will consent to be the Chairman of the new Stafford and Rugby Company, but if he should, I have little hesitation in believing, that he will consider it due to the proprietors as well as to his own character to afford to them the fullest and most candid information on all points affecting their interests which they may desire to have explained to them.

I remain, Sir, your obedient servant,

MERCATOR.

January 6, 1841.

THE GRAND JUNCTION AND THE STAFFORD AND RUGBY RAILWAYS.

To the Editor of the Railway Times.

SIR,—I trust, at the approaching meeting of the late Manchester and Birmingham Extension Railway Company, if there be any person present who has an interest in the Grand Junction Railway, that he will take the trouble of inquiring whether any stipulation has been made for the withdrawal of the proposed Stafford and Rugby Railway Bill, in the event of Parliament not ratifying the agreement which it is understood has been entered into with the Grand Junction Company. The projected Railway would be a directly competing line to ours, for a distance of more than 30 miles, and if report speaks true, we spent several thousand pounds, and wisely so, in opposing it in 1839. If, therefore, our Directors have now consented to its construction, no doubt the terms offered them have been such as to make it worth their while so to do, but I am credibly informed, that Parliament will not allow of bargains between two Companies, to the prejudice of a third; and this was shown in a remarkable manner in the last session, in the case of a contest between the Birmingham and Derby and Midland Counties' Railway Companies, when, it having been shown that the latter Company had made an agreement with the North Midland Railway Company, giving them certain facilities not accorded to the Birmingham and Derby Company, the House of Lords inserted a clause in the Bill before them, annulling that agreement, and imposing heavy penalties in the event of any similar one being made.

Now it is reasonable to suppose, that the London and Birmingham Railway Company, out of whose traffic alone the Stafford and Rugby Railway is to be supported, will endeavour to expose and upset the agreement made with the Grand Junction Railway.

If they succeed in so doing—*Where are we?* Shall we not run the risk of having a competing line to ourselves, sanctioned, without the advantages of our agreement? We certainly shall, unless there is a *distinct understanding*, openly and publicly avowed, that in the event of Parliament not sanctioning that agreement, the Stafford and Rugby Railway Bill shall be immediately withdrawn.

I have been told that this stipulation has been accidentally *omitted* to be insisted on, and that the promoters of the Bill congratulate themselves on the omission. However this may be, I trust some one at the meeting, to be held on Monday next, will obtain an explicit answer from the Chairman on the subject. And I am, Sir, your obedient servant,

A SHAREHOLDER IN THE GRAND JUNCTION RAILWAY.

Liverpool, Jan. 4, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—The recent accident in the summit tunnel will retard the entire opening of this railway a few weeks, and enable me to offer a few timely suggestions on the future management of the line.

So far, the opening to Littleboro' has answered extremely well; but the receipts between Hebdenbridge and Wakefield have not come up to what was expected, and no wonder, for the traffic of Halifax and Huddersfield will not show itself until the branch lines are formed; neither has the through traffic yet appeared.

The question *whether high or low fares pay the best*, is one which may be entertained by the Great Western, or the Brighton lines, but on this railway the fares MUST *be moderate*, even for *first* class, because they have *twenty miles* further to go than the stage coaches, and therefore to run them off the road, the charge ought to be calculated on *forty* not *sixty* miles to Leeds; at all events the rate per mile should not exceed the Liverpool and Manchester Company's, which is about 2½d. for first class. It is almost a pity the branch lines had not been proceeded with long ago, so that the shareholders may not be disappointed when they see the passenger traffic returns in February, which I fear they will, though I have not the slightest doubt the receipts from goods, live stock, &c.; will be enormous, and more than counterbalance the deficiency. It is expected, by some who are likely to know these matters, that the gross receipts in the goods department will reach *four thousand pounds per week*, and with such a prospect, the present price of Leeds shares must be tempting to the capitalist, without much risk of loss. One source of annoyance to the shareholders is the belief that the Liverpool and Manchester Company have *shirked* the Junction altogether, as the *canal influence* predominates in that quarter; however, the facilities offered by the Old Quay Company in deepening the river to Hunt's Bank, will operate against the Liverpool Company, as they must lose a large portion of their present traffic, which the Junction line would have been the means of retaining.

The evidence of Captain Laws, in your last number, is very valuable, and tends to show the amazing traffic destined to come upon the Manchester and Leeds Railway.

Your obedient servant,

LOCOMOTIVE.

1st January, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—I am much amused by your correspondent's ("Hundred Shares") manner of answering my last. His first letter was principally built upon there being no third class passengers. Mark how he gets out of this difficulty. Although he "travels frequently, and stops a few days at each town," he had to send his servant to inquire at the office if they took third class passengers! John must be a very useful man.

Now for his *parlance* about coaches. All that I wished to impress upon your readers was, that 15 *trips*, if he will have it so, had never been made daily between Rochdale and Manchester—and of this I am certain.

Then he says the *present* receipts form no criterion of what the result will be. But pray, Sir, what *are* the present receipts? That is what we have been wishing to know for the last three months. Let us have them, and then we can form our own opinion on the matter.

As to the branches, I distinctly assert that not one of the *Parliamentary branches* has ever been set out for letting. For an answer as to the Oldham one, I refer him to page 21 of your paper, January 2. The Heywood branch is a mere nothing in comparison with Halifax or Huddersfield. Your correspondent may say he knows of no objection but the cost; has he never heard of the gradients or curves?

In conclusion, Sir, I thank you for your kindness in inserting my former communications, and beg to say that they have done some good in protecting the third class passengers from the pigs!

Yours truly,

TRAVELLER BY RAILWAY.

MECHANICAL ARRANGEMENTS OF RAILWAYS.

To the Editor of the Railway Times.

SIR,—I beg you will allow me, through the medium of your useful journal, to call the attention of railway proprietors to the following considerations, connected with the management of the mechanical department of many of the railway establishments of this country, being convinced that such improvements may be made as will add to the accommodation at present afforded to the public, and materially increase the profits of the proprietors.

The point first in importance as respects economy to each Company, and safety to the passengers, is the selection of the best known kind of locomotive engine; and the next is in having them all made precisely alike for each particular line, and by but one maker, and that the best that can be employed.

The engines being fac-similes of each other will enable the Company, by keeping in store an assortment of such parts as are most likely to require renewing, to replace a defective place with the least possible loss of time, which parts would, in most cases, be much better made by the engine-maker, and would be furnished to the Company at much less cost than if made by the Company themselves. In a large manufactory, one man is generally kept to the making of one article, and he is furnished with tools well adapted for that particular purpose, both of which provisions are essential to good work and despatch.

One advantage of having engines of precisely the same make will be found in the comparatively small number that will be required to work a line; for, instead of having to keep an engine in the repairing shop whilst the new part is being made, in most cases it will be required to be kept out of work only whilst the defective part is being removed, and the new part, already in store, put in its place.

The same remarks will apply to the tenders, the passengers' carriages, and the luggage waggons.

The saving of outlay in these items will be very considerable, in addition to which there will be a saving in the extent of sheds, and in buildings for workshops. Until within a recent period, all that had been done on railways ought to be looked upon as experimental. But we have now sufficient data to enable use to determine—not what is absolutely the best kind of engine, but that certain kinds are not the best at present known, and that some makers have hitherto failed to supply good and durable engines.

I presume it is now an almost general opinion among engineers and practical men conversant with railways, that the present four-wheel engine is not the best. The first engines on the Liverpool and Manchester Railway had but four wheels each, and these were found to be very destructive to the road, partly from the great weight on the driving wheels, but mainly from the pitching and sinuous motion resulting from the alternated reciprocation of the pistons, and the inequalities of the road; and the axles being necessarily placed so near to each other, in some cases not more than 5 feet 3 inches, and I believe never exceeding 6 feet from centre to centre, whilst in six-wheel engines, the distance from centre to centre of the front and the hind axles, ranges from 10 feet 6 inches to 11 feet 6 inches, being about double the distance of those in the four-wheel engines, which according to a well known law in mechanical science, will reduce the injurious effect on both the rails and the engine to one-fourth of that which is produced by the four-wheel engine.

Several witnesses who were examined on the inquest held on the bodies of the sufferers by a late accident on the Eastern Counties' Railway, gave it as their opinion, that the cause of the accident was the using of steam whilst descending the straight inclined plane. It does not appear by the evidence published that any of the witnesses were asked in what way they considered the steam to have acted so as to cause the engine to break the rail, and produce the accident. A simple increase of speed, if the road and the engine were in good order, and constructed on a right principle, would have no ten-

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dency to cause the engine to fly off or break the rail. Whoever has stood on a bridge over a railway and seen a four-wheel engine at a high velocity, must have noticed a frightful sinuous motion in both engine and train. Many accidents have occurred which, in my opinion, are attributable to four-wheel engines being employed, which went off the rails, where six-wheel engines would have been quite safe. But as a Government Commission will probably be appointed to investigate this subject, I need not give instances at present in support of this opinion.

The next engine which I shall advert to, as not likely to answer the purpose of either railway proprietors or the public, is that known by the name of "the Bogy," or the American engine, of which kind there are about ten on the Birmingham and Gloucester railway, and I believe more are ordered for that line from Mr. Norris, of Philadelphia, and a few from English houses. The price of Mr. Norris's engines, if my information is correct, is enormously high compared with that of English-made engines. For instance, those which he has sent here have cylinders of the following diameters, namely, 10¼, 11¼, and 12¼ inches, and their prices are 1,500*l.*, 1,800*l.*, and 2,000*l.*, I believe, exclusive of carriage and duty. Their quality is very inferior to English-made engines, most of which have copper fire-boxes. Each copper fire-box will last on an average whilst the engine runs 60,000 miles; whereas the American engines on the Birmingham and Gloucester line have iron fire-boxes, the tube plates in which are only ⅛ of an inch thick, and in no instance, as I am informed, have they run more than 1,000 miles before they have, in the language of the men employed to repair them, been "done up in the fire-box." There are but few locomotive engines made at the present time in England with cylinders less in diameter than 14 or 13 inches, and these engines made in the most approved manner, that is to say, each with six wheels, copper fire-box, outside framing, inside cylinders, and crank axle in the driving wheels, brass dome on the steam reservoir, and the boiler and fire-box clothed, may be purchased from the best makers at from 1,300*l.* to 1,500*l.* each, which is but little more than one-half the cost of one of the American engines, including the duty and carriage across the Atlantic. The American engines have six wheels, four of them small ones under a kind of truck, which supports the front of the boiler, inside framing, iron fire-box, outside cylinders placed at an angle with the horizon, straight axle in the driving wheels, and, I believe, without a brass dome on the steam reservoir or clothing on the fire-box. Those persons who are acquainted with locomotive engines will perceive from the above brief description of two classes of engines, that the English engine will cost the manufacturer from 200*l.* to 300*l.* more to construct than the American engine. It has been asserted that these American engines are capable of drawing a greater load with a given pressure of steam than English engines are; it would be a waste of time to attempt to show the glaring fallacy of this statement.

The importance to a Railway Company of keeping the road and all the carriages and engines in good order can hardly be overrated, for on this must depend in a great measure the degree of regularity in the arrival of trains, and the safety of passengers on any railway. Upon the degree of perfection which a railway shall attain in these important points will also materially depend the comparative cost of working a line.

It must be evident that railway carriages, &c. to be kept in good repair at a light cost, must be on a good principle and be well made; and the repairing department must be superintended by a clever practical man of sound judgment and experience, who will give the most vigilant and systematic attention to the keeping of all things of which he has charge in good repair. Such men are very rarely to be met with, railways having come into existence in such rapid succession as to cause the demand for men with the requisite qualifications to be much greater than the supply, and unfortunately Directors are but seldom competent judges of a man's fitness, with reference to his mechanical knowledge, and therefore are liable to be imposed upon by the misrepresentations of other parties. That improper persons have been selected to fill many of those important situations is evident from the heavy charges exhibited in the half-yearly accounts of many of the Railway Companies for keeping the engines, tenders, carriages and waggons in repair. And yet where the cost of maintenance is highest these things are generally found in the worst condition.

This anomaly would be readily accounted for by any man of moderate mechanical knowledge, who would take the trouble to inspect the repairing shops attached to the different railways. In many of these he would find as great a number of draughtsmen and pattern-makers engaged as are employed in some of the largest engineering establishments in the kingdom, besides a large number of mechanics of various trades, nearly all of whom are paid by the day instead of by the piece. From a want of proper management on some of the lines, many of the mechanics are employed almost constantly during the night, at 50 per cent., and sometimes 100 per cent., extra wages.

Many of the Resident Engineers, as they are termed, when first appointed know nothing either of the theory or the practice of mechanics, notwithstanding which they have scarcely obtained a slight knowledge of the separate uses of the different parts of an engine, before they begin to imagine themselves great mechanical geniuses, and forthwith employ draughtsmen to make improvements, as they term them, but which would be better called childish and injurious alterations. Did they not throw away the money of the proprietors, and endanger the safety of the public, by having their whims put into operation, it would be amusing to see the airs of superiority which these persons assume, and with what contempt they treat the experienced and generally intelligent coach and engine makers. Large sums have been expended on at least two railways in making improved buffing apparatus, neither of which improvements is half as good as that in common use, and would not have been continued for a moment by any ordinary practical man of common sense. Other amateurs having imbibed the fallacious notion entertained by one of our Engineers that the smaller the bearing surface of an axle the less will be the friction on that axle, have caused the axles of carriages and luggage waggons to be made too weak for the load they were intended to bear; the consequence has been, in addition to alarm and injury to passengers, numerous broken axles, destruction of carriages and other property, and material interruption to the working of the lines.

Whilst it is fully admitted that every improvement in the machinery of a railway is a national benefit, it is contended that railway proprietors and the public would be much better served by the resident Engineer taking care that those things of which he has charge be kept in good order rather than that he should attempt to improve machines of which he can have but an inferior knowledge. If any such resident Engineer should believe that he has discovered some decided improvement, the same means will be open to him at his own expense, as are resorted to by others, to put his contrivance to the test of experiment. It may then be truly said, that every railway Directory ought strictly to prohibit the making of experiments in any of their work-shops; for as it is notorious that not more than one inventor in a hundred is successful in his inventions, it is an injustice to the shareholders to permit the expenditure of their money merely to convince the Engineer of his folly.

Several railways might be mentioned on which the blundering and lavish expenditure by the Engineer-in-Chief has been so great, that no amount of traffic which can reasonably be expected will yield a fair return on the capital. There are four lines of railway in which the mechanical department has been more grossly mismanaged, than any man unacquainted with those cases could well conceive to be possible. A partial reform was effected in two of those lines at the beginning of the year 1840, but very much still remains to be done. I perceive by a puff which appeared recently in several periodicals, that one of the engineers removed from a reformed repairing shop, who is patentee of various improvements on locomotive engines, is now carrying on his operations under another Company, whose engines and carriages he may, if not interrupted, soon improve, until the Company has not one fit to run on the railway. These remarks are made without any bad feeling towards the individual, who might in his proper place become a useful man, but for the illusion under which he labours, that he is a genius: they are made in the hope that Railway Directors may be induced to give more attention than they have hitherto done to the manner in which their workshops are conducted.

Without due attention on the part of the Directors they may also be greatly deceived by the Resident Engineer, with reference to the relative efficiency of the engines built by the respective makers, and may be thus induced to order engines from inferior makers, thereby increasing the liability to accident, and consequent annoyance and injury to the passengers, and subjecting the Company to great ultimate pecuniary loss: for bad engines are liable to be frequently out of order, and thus to cause delays, which delays will in addition to the annoyance and disappointment that may be occasioned to passengers, interrupt the regular working of the line as respects other engines. With bad engines a greater number of pilot engines will be also required to be kept with the steam constantly up, than with good ones; thus entailing a heavy expense in enginemen and in fuel, in addition to the extra quantity of fuel that each bad train-engine will consume. If bad, instead of good, engines be used, a much greater number will be required to work a railway. This may be ascertained from experience, by referring to any of the several railways on which engines made by different makers are employed.

On some of these railways the difference in the quality of the engines is so great, that whilst three out of every four of those made by one house may be kept in work, not more than one in four of those made by another house can under similar circumstances be kept in efficient operation; from which it will appear that, on a line requiring only six engines to be in constant work, a stock of 10 or 12 of the one make would be sufficient, whilst of the other, from 24 to 30 would be required, independently of extra pilot engines. In these cases, the cost of repairs would differ as 4 to 1 at least, and where more numerous repairs are required, larger workshops and sheds will be needed, in which to store the engines, and a greater number of labourers to keep them clean; to which may be added that the boiler and some other parts suffer more from oxidation when out of, than when in, use. Another evil is, that any Company having bad engines, cannot obtain good enginemen or good mechanics, whilst the Railway Company which shall have the best engines may have its choice of such men.

As Directors may not be aware of the tricks that may be resorted to by any unprincipled engineer to induce them to order engines from the maker whom he may improperly choose to recommend, it may be well to mention some of those tricks which are known to have been practised.

In some cases, with the view, no doubt, of making it appear that the engines of a favourite maker were the best, the time, or part of it, employed by the workmen in repairing them, has been set down to other engines; this practice has also been resorted to lest the engineer's miscalled improvements should appear to have cost too much. Another expedient has been this,—on an engine by the favourite maker, or one with the engineer's improvement, arriving at the station, to take a number of men from other engines to examine and adjust it, and in case of repair being required by the favoured engine, to set down the material and time to some other work. Another practice has been to put new tubes and brasses in engines, not in favour, before the old ones were one-half, and in some cases even a quarter

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worn out, by which such engine would appear in the *books* to be more costly to keep in repair than those of some other maker.

I would also call attention to the neglected state of the carriages on many railways. I believe on all, along which I have travelled, one of these defects being a great nuisance to passengers is easily detected, namely, a bad wheel tire, which strikes the rail with a palpable blow at every revolution, and produces an unpleasant effect on the feelings of the passengers. I have in most instances, when annoyed by a thumping of the carriage, got out at some stopping place and looked for the defective wheel, which in many cases I have found to be much indented on the rolling surface, and this must injure the rail or carriage more or less, whereas the tire if re-turned or skimmed, as it is sometimes called, soon after it became indented, would probably last some years, whilst if it be continued in work, it will soon be battered too much to admit of repair.

Another point much neglected is the state of the bearing springs; this neglect is unpardonable, as a glance at a line of empty carriages is all that is necessary to show whether the springs are adjusted so that the buffers at both ends are of the same height, and by the simple application of a gauge it would be seen whether the buffers were of the same height in all the carriages.

The only other points which it may be requisite at present to notice are the want of proper care that both wheels, on any one axle, shall be of equal diameter, and that the axles are rectangular with the line of traction, and the faces of the wheels on each side are in the same plane.

Inspection of the wheels has often convinced me that a defect in one or more of these particulars has existed, for it has happened that the flanche of one wheel of a pair has been worn much by rubbing again the rail, whilst the flanche of the other wheel has shown little or no wear. These defects cause increased friction, and involve great danger of getting off the rails.

I am of opinion that much greater attention would be paid by some makers of locomotive engines, and railway wheels and axles, to the proper construction of these articles, if immediately after an accident occurring from defective construction the Directors of the railway would cause an account of the accident, with the name of the maker of the defective article, to be published in the *Railway Times*.* Something of this kind is much needed, and would, if it had been adopted some years back, in all probability have induced certain parties to pay more attention to the strength of waggon and passenger-carriage axles; and the attention of other parties would have been directed to the efficient staying of the fire-boxes in their engines, for the want of which several limbs have been broken, and lives lost—and, in two of the cases alluded to, if the Coroners had inquired into the construction of the engine, it would have been next to an impossibility that any verdict short of manslaughter could have been recorded, and that most likely would have been against the engine-makers. In one case it ought to have included the person who repaired the engine.

Whilst it is admitted to be impossible in every case effectually to guard against the use of defective materials, it is contended that with due care such a thing as the breaking of an axle would be a rare occurrence, and the bursting of a boiler would never be heard of.

I am, Sir, your obedient servant,
SCRUTATOR.

January 4, 1841.

PREVENTION OF RAILWAY ACCIDENTS.

To the Editor of the Railway Times.

SIR,—Would not it be an improvement to the railways to have the rails at the stations (say for 50 yards in length, or as long as is sufficient to accommodate the *longest* trains) raised very considerably, and the approach to the station made by *very* steep gradients both ways? The advantages of this formation, I conceive, would be that, *in arriving*, the engineer need not relax his speed so early as he is now compelled to do, and the steep ascent would very much retard his arrival, and make the use of the breaks (the noise of which is very offensive to passengers) less necessary. Indeed, it seems possible to me to have the ascent so steep as *almost* to render needless *any precaution* for stopping. The advantage in *departure* would be, that in descending the incline the train would be *immediately* in full speed, and it would relieve the engine of the great strain which is required to set a train in motion.

I am, Sir, yours, &c.
W. J.

MR. BERGIN'S BUFFING APPARATUS.

[From the *Railroad Quarterly Journal, January*, 1841.]

FROM numerous experiments, and after much deliberation, we are of opinion that the buffing apparatus is incompetent for the part it has to perform. It is upon a wrong mechanical principle, and that of Mr. Bergin ought to have a more extended trial. The two are described with drawings in the "Treatise on Railways," and their difference is shortly as follows:—By the present mode, the first carriage receives the worst shock of all when the train runs against any obstacle; the second receives a less shock, and so on, decreasing to the last; and when an engine runs into the rear of a train the order is reversed. Mr. Bergin's apparatus distributes the shock equally throughout, and it has the additional advantage of always having the buffers of one height, which is not the case in the present ones. Experience has largely shown that with the present buffers it is the foremost carriages which are in general smashed to pieces when the trains run against any thing, and the after ones when the train is struck behind. In each case the buffer springs, for want of strength, are pushed home, and then comes the crash, while it has happened in more than one case that passengers at the other extreme end of the train have hardly felt any thing, and in some instances have not known that a collision has taken place. The risk is therefore totally unequal, while with Mr. Bergin's plan all have the same chance. On many railways, second and third class coaches have nothing but a leather buffer stuffed, without rods and springs, and some merely a block of wood. This requires alteration. No carriage whatever should be allowed to go in a passenger train without these appendages, until, at any rate, railways are so improved in their management and mechanical arrangements, that there may be a rational hope of their running without collision, which is most certainly not the case at present.

RAILWAY MEN'S CHRISTMAS FESTIVAL.—On Christmas evening, one hundred men were assembled by the Rev. W. C. Osborn, at Batheaston, to partake of beef, coffee, &c., provided for them at the expense of those friends who desire their temporal and spiritual good. They afterwards attended Divine Service in the Railway Episcopal Chapel. The Christmas evening was chosen by the Chaplain to entice the men from the beer-houses in the village, and in order that he might have the opportunity of impressing on them the vitally important considerations connected with the season.—*Bath Paper.*

LONDON and BRIGHTON RAILWAY COMPANY.—NOTICE is hereby given, That the next Half-Yearly Meeting of the Proprietors of this Company will be held, pursuant to the Act of Incorporation, on Wednesday, January 27, 1841, at the London Tavern, Bishopsgate-street, at 1 o'clock precisely, when five members of the present Direction will go out of office, and who being duly qualified, will offer themselves for re-election, and at which meeting certain shares upon which the 7th Call has not been paid, and have been in consequence thereof declared forfeited, under minute of the Board of Directors of the 19th of June last, will be submitted for confirmation of such forfeiture; and at which meeting there will be laid before the Proprietors certain articles of agreement entered into between this Company and the London and Croydon, and the South-Eastern Railway Companies, relative to the joint purchase, enlargement, alteration, and proprietorship, use, and management of a station for the said three Companies near London-bridge, in the parish of St. Olave, Southwark, in pursuance of the Resolution of the General Meeting held on the 30th of January, 1840.

The transfer books of this Company will be closed on the 16th instant, and remain shut until after the meeting.

Under provision of the Act of Parliament, no person can vote at this meeting who shall not have paid all calls due.

JOHN HARMAN, Chairman.
THOMAS WOOD, Secretary.

London and Brighton Railway Office, 10, Angel-court, Throgmorton-street, Jan. 6, 1841.

SPECIFICATIONS OF RECENT PATENTS, —The MECHANICS' MAGAZINE, Part CCXV., price 1s. 6d., just published, contains Abstracts of the following Patents:—Gooch's, for improvements in locomotive wheels and engines to be used on railways; Smith's, for resisting shocks to railway carriages and trains, and also in the mode of connecting and disconnecting railway carriages, also in the application of springs to carriages; Bursill's, for improvements in weighing and weighing machines; Martin's for the manufacture of certain descriptions of cement; Roberts', for an improved mode of fastening certain kinds of horn and hoof handles to the instruments requiring the same; Shuttleworth's, for certain improvements in railway and other propulsion: Greaves's, for improvements in the manufacture of knives and forks; Bush's, for improvements in fire-arms and cartridges; Dain's, for the construction of vessels for containing or supplying ink; Montmirail's, for the manufacture of bread; Hawley's, for improvements in pianos and harps; Winkles', for the construction of paddle-wheels and water-wheels; Lance's, for a new and improved instrument or apparatus to be used in whale fishery, parts of which upon an increased scale are also applicable as a motive power for driving machinery; Coates', for propelling canal and other boats; Prosser's, for manufacturing buttons from certain materials, which improvements in manufacturing are applicable in whole or in part to the production of rings and other articles from the same materials; W. S. Stocker's, for improvements in machinery for making nails, pins, and rivets; A. S. Stocker's, for the manufacture of tubes for gas and other purposes; Nickels', for improvements in the manufacture of braids and plaits; Hampson's, for block printing on woven fabrics; Carpenter's, for the application of machinery for propelling, steering, tacking, and veering vessels. Also, illustrated descriptions of Whitelaw and Stirrat's patent water mill; Bursill's patent weighing machines; Essay on the means of promoting safety in railway carriages, by Sir George Cayley, Bart.; Messrs. Gabriel and Co., Imperial saw mills; Instructions for blasting rocks; and Messrs. Mullin and M'Mahon's patent safety fuse.

As well as original communications, on a new solution of the disc problem; Improved method of adjusting sundials; On the importance of uniformity in the rates of railway clocks; On the course or path of the electric fluid; Demonstration of the theory of parallels; Comparative advantages of black and white paint; On the various systems of condensation; On the superiority of screw propellers over paddle-wheels; Suggested improvements in railways and carriages; Preservative properties of sulphate of copper; A new concrete for roads and streets; Mode of estimating the power of the crank in steam-engines; Plan for working the slide valve of locomotive engines with two fixed eccentrics; Instructions for moulding and casting in plaster, &c. List of designs registered, and Patents granted in December. Title and Index to complete the Volume, &c.

The MECHANICS' MAGAZINE, Vol. XXXIII., price 10s. boards, just published, illustrated with upwards of *two hundred engravings*, contains Abstracts of all the most interesting specifications of recent English patents, as well as complete lists of English, Irish and Scotch patents, granted during the last six months; list of Designs registered, &c. &c. &c.

THE MECHANICS' MAGAZINE, No. 909, published this day, price 3d., contains, Description of the patent Vesta stove (with six illustrative engravings); Improvement in Messrs. Whitelaw and and Stirrat's patent water mill, (with an engraving); Geometrical demonstration of the unequal decrease of the degrees of longitude in equal differences of latitude, (with engraving); Table of the outward and homeward voyages of the Atlantic steamers in 1840; Remarks on the present state of the locomotive engine on railways, exhibiting its defects, and showing in what particulars it may be improved; Biographical notice of the late Mr. William Hazledine, iron founder; as well as original communications on various interesting and important subjects.

Published at the Mechanics' Magazine and Patent Office 166, Fleet-street, and sold by all Booksellers and Newsmen,

* The following from the Belgian papers of a recent date may be interesting.—ED. R. T.

(OFFICIAL.)

Department of Public Works.

STEAM ENGINES.—The 31st article of the Royal decree of 24th June, 1819, contains the following directions:—

"Our Minister of Public Works shall publish every year in the *Moniteur* an account of all the accidents which shall have happened in the preceding year to steam engines of every description. *This account shall mention the name of the manufacturer of the boiler, and that of the owner of the engine; the effects produced by the accident, and the recognised or supposed causes to which they are attributed.*" In conformity with this direction, the Minister of Public Works announces, that it appears from the reports which have been transmitted to him, that during the year 1840 no accident has occurred.

These reports include both the stationary engines (the number of which in the kingdom is about 1,160), and those of the steam-boats *and the locomotives.*

(Signed) CH. ROGIER,
The Minister of Public Works.

Brussels, Jan. 3, 1841.

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HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill, is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, and manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4:) and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Rouke and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
A ditto, ditto, with reserve of leads	1	14	0

December, 1840.

TO ENGINEERS AND MILLWRIGHTS.—To be Disposed of, by Private Contract, a limited number of Licences for erecting Messrs. WHITELAW AND STIRRAT'S PATENT WATER MILL.—A description of this Water Mill will be found in a pamphlet just published. The Mill may also be seen in operation at the Shaws Water Works, Greenock; at Mr. Stirratt's Manufactory, Paisley, and other places. From its simplicity, regularity of motion, absence of liability to wear and tear, adaptation to every kind of water-fall, however high; its giving more available power from a given quantity of water and height of fall, and the cost of erection being less than one-third the price of an overshot water-wheel, it will no doubt supersede the use of the latter altogether.

Parties taking Licences early will secure to themselves superior advantages. For further particulars and terms of license, apply to Mr. Robertson, Mechanic's Magazine and Patent Office, 166, Fleet-street, London; Mr Whitelaw, 4, Wellington-street, Glasgow; or, to Mr. Stirratt, 61, High-street, Paisley.

TO ENGINEERS, MILLWRIGHTS, AND OTHERS.

Just published, with five Copperplate Engravings, price One Shilling.

A DESCRIPTION of WHITELAW and STIRRAT'S PATENT WATER-MILL, with an account of the performance of one of these machines lately erected at Greenock. To which is added, a practical method of determining the power which may be obtained from any given fall of water; with directions for economising the water which runs down a fall, and of rendering available as a water-power the rain which falls on high lands. By JAMES WHITELAW, Engineer, Wellington street, Glasgow.

Published at the Mechanics' Magazine Office, 166, Fleet-street, London; and sold by D. Robertson, 135, Trongate, Glasgow.

TO TIMBER MERCHANTS AND OTHERS.—STOCKTON AND DARLINGTON RAILWAY AND MIDDLESBROUGH DOCKS.—The above Companies are in want of 4,228 Permanent Railway Sleepers. Also, 12,000 Wood Blocks, the Sleepers to be 8 feet long, 15 inches broad, and 6 inches thick; the Blocks to be 2 feet 6 inches long, 12 inches broad, and 9 inches thick, the whole to be cut out of English Elm or Larch, and delivered at Middlesbrough on Tees in the following quantities:—half on or before the 15th of April, 1841, the remaining quantity to be completed and delivered on or before the 15th of July, 1841.

Further particulars, and a printed form of tender, may be obtained by applying to John Harris, the Companies Engineer, at Darlington; the Tenders to be forwarded to him on or before the 11th of January, 1841.

Coals and Coke of every description may be had as back-loading from Mr. Pestreovich.

Darlington, 16th December, 1840.

WATERPROOF LUGGAGE COVERS.—Manufactured by JOHN EVES, late Milton and Co., Cut Side, Limehouse, London, for Railway Trucks, Waggons, Barges, &c. The great improvement in the manufacture of these Covers, which are now in use on the principal Lines, and which can be recommended with confidence to the notice of Dock and Railway Companies, Barge and Waggon Proprietors, Contractors, Builders, and others, as an article of durability, possessing all the necessary qualities—viz., that of being perfectly Waterproof, and flexible, and not subject to adhesion, a fault much complained of in tarred Cotton, and can be made of either light or heavy quality to suit the purposes required. It is also prepared for Covering Roofs, Verandas Couch and Guard Aprons, Horse Cloths, &c.

A supply of Covers on hand for Hire, to Builders, Excavators, Bargeowners, &c., requiring temporary Coverings, Rick Cloths, Poles, Blocks, Cordage, &c.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

NATIONAL PROVIDENT INSTITUTION. Enrolled under Acts of Parliament passed the 10th of Geo. IV., and 4th and 5th of Will. IV., relating to Friendly Societies. For Mutual Assurance of Lives, Endowments, and Annuities. 15, Nicholas-lane, King William-street, London.

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The distinguishing characteristic of this Institution is Entire Mutuality. The Whole Profits will be equitably apportioned amongst all the Assurers, who have the option to apply them either in reduction of the Premiums, or to increase the amounts assured.

The first division will be made in December, 1842, and subsequently at the end of every five years.

All Assurers are Members; have right to attend General Meetings, to vote on the appointment of officers, and are directly interested in all the proceedings of the Institution.

No Member can be involved in legal expense, as should any dispute arise, it must be settled by arbitrators appointed agreeably with the aforesaid Acts of Parliament.

Assurers may secure the benefit of their Policies to Nominees.

On the 15th of December, 1830, the Fifth Annual Meeting of the Members was held at the Office, and the following is extracted from the Report of the Directors, presented on that occasion.

The Directors of the NATIONAL PROVIDENT INSTITUTION, in presenting their fifth Annual Report to the General Meeting of the Members, feel increased satisfaction in being enabled to announce the continued prosperity of the Institution confided to their management; and on referring to previous Reports, they are much gratified to find that every anticipation indulged in by them of its permanent success, has been more than realised.

The accounts to the 20th November last have been duly audited, and the capital stock of the Society on that day was £30,545 13s. 9d., which is invested with the Commissioners of the National Debt, and in mortgages, conformably with the Acts of Parliament, and the rules of the Institution—being an increase in the amount reported last year of £5,586 2s. 11d.

The annual income arising from premiums and interest of capital at the above date was £3,051 10s. 10d., showing an increase from the 15th December, 1838, to the 20th November, 1840, of £5,544 6s. 8d.

In the accompanying table, which shows the progressive business of the Institution, it will be observed that the number of Policies issued during the last 12 months has exceeded that of any previous year, except the first.

Years ending	No. of Policies Issued	Amount of Premiums received. Periodical. £	s.	d.	Single. £	s.	d.	Amount of capital. £	s.	d.
Nov. 20, 1836	616	8,021	12	2	4,466	14	7	10,736	3	0
" 1837	465	12,270	8	11	4,344	17	3	31,592	10	5
" 1838	409	17,417	13	11	4,028	1	8	36,856	0	10
" 1839	490	22,987	9	0	4,691	1	11	43,959	10	10
" 1840	454	27,256	11	5	5,230	1	6	50,545	13	9
Total	2,904									

Members whose premiums become due on the 1st January next are hereby informed, that the same must be paid within 30 days from that date.

The Annual Report of the year ending November 20, 1840, is now ready, and may be had on application at the office.

JOSEPH MARSH, Secretary.

London, 28th December, 1840.

PARIS AND ROUEN RAILWAY.—CONTRACT FOR WORKS.—The Directors are now ready to receive Tenders for the Construction of the Works necessary for this Railway between the Junction with the St. Germain Railway near Combevoie and the town of Poissy, the distance being 14,300 metres 9 miles, or thereabouts.

The Contract includes all labour and materials for the formation of the Cuttings, Embankments, Bridges, Culverts, Fencing, and other Works; also the Ballast, Sleepers, Pins, and other materials necessary for laying, forming, and entirely finishing the permanent road. The Company will provide the land Iron Rails, Chairs, and Wooden Keys. The Contractor will be required to provide every other thing whatsoever.

The Plans, Sections, Specifications, &c. may be seen at the Company's Offices, 52, Rue basse du Rampart, Paris, and other information may be obtained from Mr. Locke, the Company's Engineer, at his Offices, 20, Adam-street, Adelphi, London.

The Directors do not bind themselves to accept the lowest Tender.

No Tender will be received after the 1st February, 1841.

By Order of the Directors,

ADOLPHE THIBAUDEAU, Secretary.

Paris, December 26th, 1840.

TO CONTRACTORS, BUILDERS, IRON-MASTERS, &c.—GREAT WESTERN RAILWAY, BRISTOL DIVISION.—For Sale, the following useful Railway and other Stores, all made of the best description of materials, and in good condition:—About 70 tons of flat bottomed rails, 45 lbs. per yard; 500 tons chair rails, 30 lbs. per yard; Chairs, averaging 8 lbs. each, with a large assortment of Box Wings and Crossings; a great number of Sleepers; 250 Railway Waggons; 50 Stone Trucks, all with 30 inch wheels, and 3 inch square axles; several Strong Cranes with wrought iron guys, and gearing complete. A 6 inch Wheel, Timber, Carriage, 2 Waggons, 13 Carts with 6 and 8 inch wheels; also 6 superior Cart Horses, Smiths' Bellows, Anvils, Troughs, &c. A large quantity of Tunnel Centres and Iron Work for Tunnel purposes: Memel and Pine Timber; Crow Bars of various sizes: Sledges, Jumpers, and Blasting Tools, &c., &c. Two River Barges, one of twenty tons, the other of 50 tons burthen. Also, 3 Pile Engines.

The whole of the above named Materials lie on convenient Wharfs for Shipment, on the banks of the River Avon, between Bath and Bristol, from whence they can be conveyed at a cheap rate, to any part, the port of Bristol offering every advantage to Shippers.

For terms and further particulars enquire of Mr. Roberts, 7, Vernon place, London; of Mr. Hugh Ross, Saltford, near Bath; or Mr. Charles Nixon, Keynsham near Bristol.

Saltford, 25th Nov., 1840.

THE HULL ADVERTISER.—Established half a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England; while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser	78,000
Hull Packet	16,000
Hull Times	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

The HULL ADVERTISER is published every Friday morning, in time for post, at the office, 26, Lowgate.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive license for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire drawers, Birmingham.
Robertson and Co., 12, Gorce Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Pothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every expectation. It has been used Five Years.

THE CIVIL ENGINEER AND ARCHITECTS' JOURNAL, SCIENTIFIC, AND RAILWAY GAZETTE.—The January Number, Price 1s. 6d., contains an Engraving and Description of the Pier at the Port of St. Malo—Drawings and Description of Whitelaw and Stirratt's Water-wheel—Improvement on Eccentrics of Steam Engines—Mr. Stephenson's Report on the Supply of Water to the Metropolis—Architecture of Liverpool—Architectural Criticism by Candidus on the style of Inigo Jones—Reviews of Pambour, on the Steam Engine and other Works—Proceedings of the Institution of Civil Engineers—Institution of British Architects—British Association—Progress of Railways—Public Buildings—List of New Patents—Index and Preface to the last Volume.

H. Hooper, Pall Mall East, and R. Groombridge, Panyer-alley, Paternoster row.

*** Volume I. II. and III. may be had Bound in Cloth, Price 1l. each.

VAN BUTCHELL ON FISTULA, &c.

Fourth Edition, just published, in 8vo., cloth boards, price 7s. 6d., enlarged,

FACTS and OBSERVATIONS relative to the successful Mode of Treating Piles, Fistula, Hemorrhoidal Excrescences, Tumours, and Strictures, without cutting or confinement; illustrated with numerous cases; being a familiar exposition of the Practice of S. J. VAN BUTCHELL, Surgeon and Accoucheur.

Published by H. Renshaw, No 356, Strand; sold also by the author, No. 16, Percy-street, Bedford-square.

"This volume presents to us a number of illustrations of his singular success under circumstances that would have induced despair in any professor of less mastery, or less accustomed to accomplish cures where cures seem impossible. The statements here made are most convincing, and place beyond doubt the superiority of the treatment to which he refers."—*Court Journal.*

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LONDON AND BIRMINGHAM RAILWAY.—FINAL CALL of EIGHT POUNDS on the THIRTY-TWO POUND SHARES.—The Directors of the London and Birmingham Railway Company having resolved that a Fourth or Final Instalment of Eight Pounds per Share, payable on or before the 15th of January, 1841, should be called for on the £32 Shares of this Company, the Proprietors of such Shares are hereby required to Pay, on or before the appointed day, to any one of the undermentioned Bankers, the sum of £8 on each of their respective Shares, viz.:—

London—Messrs. Glyn and Co., 67, Lombard-street; or at the Office of the Company, Euston Station.

Birmingham—Messrs. J. L. Moilliet and Son; or the Birmingham Banking Company.

Liverpool—The Bank of Liverpool.

Manchester—Messrs. B. Heywood and Co.; or the Bank of Manchester.

The Bankers have been severally instructed to charge interest, at the rate of 5 per cent. per annum (according to the provisions of the Act of Incorporation), on all sums which shall be tendered after the 15th January.

GEORGE CARR GLYN, Chairman } of the Board of
I. F. LEDSAM, Deputy-Chairman } Directors.

By order,

R. CREED, Secretary.

December 19, 1840.

SOUTHAMPTON DOCKS.—NOTICE is hereby given, That the HALF-YEARLY INTEREST, computed to the 31st ultimo, at the rate of £4 per cent. per annum, on the capital of the Company actually paid up, will (pursuant to the Act of Incorporation, be PAID to the Proprietors, at this office, on and after Monday next, the 11th instant, between the hours of 11 and 3 o'clock.

The Directors take this opportunity to acquaint those of the proprietors who cannot conveniently inform themselves by personal inspection of the works at Southampton, or inquiry at the office in London, as to the actual progress of the undertaking, that the construction of the first, the great tidal dock, of 16 acres area, proceeds with unremitting vigour and success. The contractors have from 400 to 700 men, according to the weather, besides a large force both of steam and horse power, at work on it day and night, and the Directors have perfect confidence that they shall redeem their pledge to one of the large transmarine steam mail packet companies to be ready for the reception and despatch of the fleet of steam ships, eight in number, by the 1st of September of the present year. Three other Steam Navigation Companies, on the largest scale, are at the present moment in actual negotiation for the adoption of Southampton as their port of arrival and departure. The second, or close dock, of 14 acres area, for the reception of merchant vessels, is already in so forward a state that there exists no reasonable doubt that it will be in active and profitable operation before the close of next year. By order of the Court of Directors.

GEO. SAINTSBURY, Secretary.

Southampton Dock Office, 19, Bishopsgate Within, London, January 4, 1841.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

From the

SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver, 10*s.* 6*d.* each pair.

Omnibuses to and from every train—Fare 6*d.*

Just published,

THE RAILWAY CALENDAR FOR 1841, illustrated with an elaborate and splendidly executed MAP of the RAILWAYS OF ENGLAND AND WALES, with their immediate vicinity, on a new and original plan, containing more information than was ever yet conveyed in so small a space.

The CALENDAR contains LORD SEYMOUR'S ACT for the Regulation of Railways, *verbatim*, and a compendium of Railway Information, which embraces, amongst a great variety of useful and interesting matter, the names of the Chairman, Deputy-Chairman, Engineers, and Secretaries, of every Railway in the kingdom, Transfer Agents, Bankers, and much exclusive information; besides answering every purpose of a general Almanack.

Price 1*s.* 6*d.*—In Case for the pocket, 4*s.*; mounted on canvas and rollers, 5*s.*—In neat frame, 5*s.* 6*d.*

Published at 122, Fleet-street; Groombridge, Panyer-alley; Tyas, Paternoster-row; Bell, Fleet-street; and sold by all Booksellers and Newsmen.

NORTH MIDLAND RAILWAY—ALTERATION OF TRAINS.—The Public are respectfully informed that on and after Monday, the 28th of December, 1840, the TRAINS of this Company, in connection with those of the London and Birmingham, Birmingham and Derby, Midland Counties, York and North Midland, and Hull and Selby, will START and ARRIVE according to the following tables, until further notice:—

DEPARTURE and ARRIVAL of TRAINS between Hull, York, Leeds, Sheffield, Derby, Birmingham, and London.

DOWN TRAINS.

Departure from London	Departure from Birmingham	Departure from Derby	Arrival at Sheffield	Arrival at Leeds	Arrival at York	Arrival at Hull
h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
8 30pm Mail	....	3 39am	5 47am	7 8am	7 42am	9 30 a.m.
....	3 15am Mail	*6 0	8 0	9 30	10 15	
....	6 45	*9 30	11 45	1 30pm	2 15pm	
6 0am	10 30	1 0pm	3 15pm	5 0	5 45	
9 30	1 0pm	3 45	5 30	7 0	7 45	
....	....	*4 0	6 15	8 0		
11 0am	....	*6 0	8 15	10 0		

SUNDAY TRAINS.

8 30pm Mail	....	3 39am	5 47am	7 42am	7 42am	9 30 a.m.
....	3 15am Mail	*6 0	8 0	9 30	10 15	
....	....	*8 0	10 15	12 0noon	....	
8 0am	....	*3 0pm	5 15pm	7 0pm	7 45pm	
....	....	*6 0	8 15	10 0	....	

UP TRAINS.

Departure from Hull.	Departure from York.	Departure from Leeds.	Departure from Sheffield	Arrival at Derby.	Arrival at Birmingham.	Arrival at London
P.M.						
..	....	*6 15am	7 45am	10 15am	....	5 45pm
..	6 30am	*7 15	8 45	11 15	2 0pm	6 45
6 45	8 45	9 30	10 45	12 45pm	4 30	8 0
9 30	11 0	11 45	1 15pm	3 45	6 15	11 15
2 0	....	*2 30pm	4 0	6 30	....	
..	4 0pm	*4 45	6 0	8 0	10 45	
..		Mail.				
4 45 Mail.	6 0	6 40 Mail.	8 0	10 0	....	5 30am

SUNDAY TRAINS.

..	7 0am	*7 45am	9 15am	11 45am	....	7 15pm
..	....	*1 0pm	2 30pm	5 0pm	7 45pm	
..	4 0pm	*4 45 Mail.	6 0	8 0	10 45pm	
..	....	*5 0	6 30	9 0	....	
4 45 Mail.	6 0	6 40	8 0	10 0	....	5 30am

*Trains to which third-class carriages are attached.

FARES.

	London to Derby.	Sheffield	Leeds.	York.	Hull.
1st Class	1 14 0	2 5 0	2 12 0	2 15 0	2 18 0
2nd Class	1 3 0	1 10 0	1 15 0	1 17 6	1 19 6
3rd Class	0 15 0	0 18 6	1 1 0		

Third Class Passengers are not booked through to or from London.

First and Second Class Carriages are attached to all the Trains.

Third Class Passengers may be conveyed from London to Leeds in the day, by a Train leaving London at 7 a. m., and Derby at 6 p.m.; and from Leeds to London in the same time, by the 15 minutes past 7, a.m., from Leeds. Gentlemen's Carriages and Horses conveyed over the London and Birmingham Railway by these Trains, are taken at a cheaper rate.

Passengers by the half past 9 a.m., Down Train from Derby will be conveyed direct to Manchester.

Parcels, &c., are conveyed by all the Trains, and are received at all the principal coach offices in the kingdom.

Carriage Trucks and Horse Boxes are kept at all the principal stations; but to prevent disappointment, it is desirable that notice be given the day previous to their being required.

Post Horses are always in readiness on the arrival of the Trains at the Derby and Leeds stations.

Time is allowed at Derby for refreshment.

By Order, H. PATTESON, Secretary.

Office, Warnford-court, Throgmorton-street.

TO ARCHITECTS, BUILDERS, SURVEYORS, &c.—The Manchester and Liverpool Plate Glass Company, having made arrangements with Mr. JOHN SCOTT, of Princip-street Works, to represent their interest in the sale of Plate Glass, at Birmingham and its environs, beg to assure you, that any orders forwarded by him will meet with prompt attention. Samples, and any information required may be obtained, and orders executed, by applying to their Agent, Princip-street Works, Birmingham.

WANTED for the Berlin and Stettin Railway, a quantity of about 7,000 Tons of RAILS to be delivered next year, either the whole or greatest part, and the remainder in Spring, 1842. Offers will be received at our Office till 20th of January next, by letters sealed and marked "Tender for Rails."

Particulars of Contract and Drawings may be had at Messrs. N. M. Rothschild Sons, London; and Messrs. Zwilchenbart & Co., Liverpool.

The Directors of the Berlin and Stettin Railway Company.

Stettin, 10th December, 1840.

TUCK'S HERMETIC ENVELOPES, on an entirely new plan (*Manufactured by Machinery, and registered pursuant to Act of Parliament*) offer advantages possessed by no other Letter-cover yet devised. The Postage Stamp Label is affixed to the Envelope in such a manner as to serve at once to seal and frank the Letter.

Separate Waxing or Wafering rendered unnecessary.

Time in making up and dispatching less than before introduction of the Penny Postage system.

All envelopes hitherto made on the old plan may be easily opened without breaking the seal, their contents read or abstracted, and the envelope re-placed in its original state, so as to defy detection. But this cannot be done with the HERMETIC ENVELOPES, which renders them invaluable for the enclosure of Bills of Exchange, Remittances, Confidential Communications, Legal and Official Documents, &c.

May be had at the Office, 122, FLEET-STREET, in quantities of not less than 250 of various sizes, in neat paper boxes, from 10*s.* to 15*s.* per 1000, and of all Stationers in the kingdom.

*** Orders also received at 138, Aldersgate-street.

This day is published,

TUCK'S ROLLER CALENDAR for the Year 1841.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda, indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board-Room, Counting-House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5*s.* 6*d.* In addition to much useful information relating to business, &c., the Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Published at 138, Aldersgate-street, London. Sold wholesale, by Hodgkinson, Son, and Burnside, Stationers, Skinner-street; and may be obtained of any Stationer in the Kingdom.

N.B. A new Calendar can be fitted into the box at the expiration of the year.

This day is published,

TUCK'S MAP OF THE RAILWAYS THROUGHOUT ENGLAND AND WALES TO THE CAPITAL OF SCOTLAND, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1*s.* 6*d.*; in paper covers, 1*s.*; mounted on canvass, in cloth case, 2*s.* 6*d.*; on rollers, 3*s.* 6*d.*

Published at the RAILWAY TIMES Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster-row; Hyde & Co., and G. Bell, Fleet-street; Mann, Cornhill; and by all Booksellers and Newsmen.

Published weekly, price 6d.,

THE MINING JOURNAL, RAILWAY and COMMERCIAL GAZETTE, forming a complete record of the proceedings of all Public Companies

The MINING JOURNAL is the only newspaper devoted to Geology, Mineralogy and Metallurgy; combining therewith *Reports of the proceedings of Public Companies, Correspondence from the English and Foreign Mining Districts, Sales and Purchases of Ores, prices of Metals and Materials*, prices of English and Foreign Funds, Shares in Mines, Railways, Joint-Stock Banks, Canals, &c., with much original and interesting Scientific Intelligence, &c., forming an invaluable record of every occurrence relating to

MINES, RAILWAYS, JOINT-STOCK BANKS, &c.

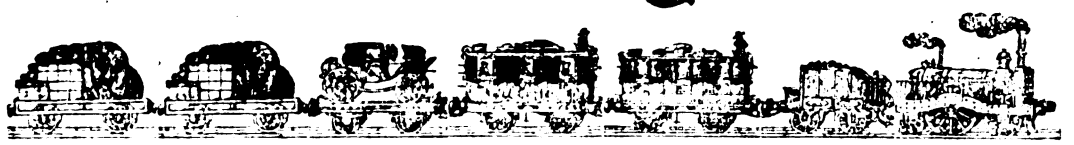
The Mining Journal is published at 2 o'Clock every Saturday afternoon, at the Office, No. 37, New Broad-street, City, price Sixpence, and may be had of all Booksellers and Newsvenders in town and country.

*** The Advertisements inserted being confined to prospectuses of new Companies, Notices of Meetings, Calls, and Dividends, or other matters intimately connected with the Capitalist, as also sales of mineral property, form an interesting feature in this publication.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 38, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, January 9, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 154. Vol. IV.—No. 3.] SATURDAY, JANUARY 16, 1841. [Price 6d.

EAST ANGLIAN RAILWAY COMPANY.—At a meeting of the Inhabitants of Thetford, held at the Town Hall of that Borough, on Tuesday, the 5th day of January, 1841;

JAMES FYSON, Esq., Mayor, in the Chair.

Upon the motion of the Right Honourable the Earl of Euston, M. P. for Thetford, seconded by Mr. H. Browne, it was unanimously resolved,—

1st. That this meeting is impressed with the strong conviction that the Borough of Thetford and the surrounding district will be benefited by the construction of a railway, passing through or near it to the Metropolis, as it will thereby be placed upon an equality with other parts of the kingdom where railroads are completed and in progress, especially from its situation on the river Ouze, which, communicating with Lynn, would facilitate the transit of farming and other produce (should such a railway be completed) to a station to be formed at Thetford.

Moved by C. Fyson, Esq., seconded by — Clay, Esq.—

2nd. That this meeting is of opinion that the line of railroad most advantageous to this town, as well as to the counties of Norfolk and Suffolk, is that projected by John Unparth Rastrick, Esq., proceeding from Yarmouth to Bishop's Stortford, by way of Norwich, Wymondham, Attleborough, Thetford, Newmarket, and Cambridge; and this meeting having also observed the announcement of the formation of the East Anglian Railway Company, for the purpose of carrying out such line, do pledge themselves to afford their cordial co-operation with such Company.

JAMES FYSON, Mayor, Chairman.

Moved by John Deck, Esq., seconded by Mr. Bradford,—That the thanks of this Meeting be given to the Chairman.

RAILWAY FROM NORWICH TO LONDON.—At a meeting of the Landowners of the County of Norfolk, held at the Swan Inn, Norwich, on Thursday, the 7th day of January, 1841;

The Lord SONDES, in the Chair;

It was unanimously resolved,—

1st. That this meeting is of opinion that it is desirable for securing the prosperity of the agricultural and commercial interests of Norfolk, that the county should possess, with the least possible delay, the advantages of a railway communicating to the metropolis.

2dly. It was also resolved, that a committee be appointed to consider of the best means of carrying into effect the preceding resolution; to consist of

The Lord Berners.	W. Birch, Esq.
The Lord Sondes.	William Gurdon, Esq.
Sir Jacob Astley, Bart.	The Mayor of Norwich.
Sir T. B. Beevor, Bart.	Isaac Jermy, Esq., Recorder of Norwich.
Sir E. M. K. Lacon, Bart.	
Sir Wm. Foster, Bart.	The Mayor of Yarmouth.
Edmd. Wodehouse, Esq., M.P.	The Mayor of Thetford.
W. L. W. Chute, Esq., M. P.	Charles Evans, Esq.

On the motion of the Dean of Norwich, seconded by W. Birch, Esq., it was resolved,—

That the thanks of this meeting be given to the Lord Sondes, for his able and impartial conduct in the chair.

SONDES, Chairman.

Notice is hereby given, That the Committee will meet on Thursday, 21st January instant, at twelve o'clock in the forenoon, at the office of Messrs. Foster and Unthank, Norwich, when all persons desirous of making any communications to the Committee, may do so by addressing the same to Lord Sondes, the Chairman of the above Committee, at the above-mentioned office, on or before Saturday, the 16th instant.

BRISTOL AND GLOUCESTER RAILWAY.—CONTRACT FOR WORKS, WICKWAR TUNNEL.—Notice is hereby given, That the Directors will receive at their Offices, Exchange Buildings, Bristol, on or before 12 o'clock on Monday, February 8th, Tenders for the construction of the Wickwar Tunnel, and works connected therewith.

Drawings and Specifications of the Works will be exhibited at the Company's Offices, Exchange Buildings, Bristol, on and after Wednesday, 30th December inst.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office at One o'clock on the 8th February.

ROBERT FLETCHER, Secretary.

Bristol, December 22, 1840.

RIBBLE NAVIGATION.—Notice is hereby given, That the HALF-YEARLY GENERAL MEETING of the RIBBLE NAVIGATION COMPANY will be held at their Office, Chapel Walks, in Preston, in the county of Lancaster, on Thursday, the 21st day of January instant, at 11 o'Clock in the forenoon.

RICHARD FILKINGTON,
Secretary to the said Company.

Preston, Ribble Navigation Office, 2d January, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

Now ready, in 1 Vol. 4to, 600 pages, 17 plates,
Price £1 11s. 6d.

THE RAILWAYS OF GREAT BRITAIN AND IRELAND practically described and illustrated, by Francis Whishaw, Civil Engineer, M. Inst. C. E.

"The book is dedicated to the railway capitalists of the United Kingdom, and no capitalist who studies his own interest will remain long without it. It is a work of immense labour and research—very clearly and methodically arranged—most exact and circumstantial in all its details—rich in original and authentic information—generally honest, impartial, and judicious in its praise and censure, and embellished to profusion with splendid engravings."—*Railway Times.*

London: Simpkin, Marshall and Co., Stationers' Hall Court.

RECIPROCATING SYSTEM OF RAILWAYS.—By this system the most complete Railway, with the best appointments, including engines, carriages, &c., calculated for any amount of traffic, may be effected at from £10,000 to £16,000 per mile according to the nature of the country to be traversed, and the expected amount of traffic. By this mode *accidents* by *collision* are rendered next to *impossible*.

FRANCIS WHISHAW.

Gray's Inn, and Hampstead, Middlesex, January, 1841.

GEOLOGICAL MAP OF CENTRAL AND WESTERN EUROPE.—Mr. WEALE, after a long preparation, has now completed for publication a large GEOLOGICAL MAP of England, Wales, Scotland, Ireland, France, Germany, Switzerland; portions of Italy and the Austrian and Prussian States. Corrected to the present time. By W. S. HUGHES, F.R.G.S. Finely coloured, price £1 10s.; mounted and varnished on rollers, or folded in a case, price £2 2s.

*** The Geological features of these countries offer much research to those who seek information on minerals and the precious metals.

59, High Holborn.

ADAMS'S BOW-SPRINGS having been in use on various Lines of Railway upwards of Twelve Months, and having been found, in addition to their acknowledged ease, materially to diminish draught, and to increase safety and durability, they are now offered with the utmost confidence to Railway Managements. Testimonials from various Railways may be seen at the Vertebrated Carriage and Bow-Spring Manufactory of Samuel Adams, 159, Drury-lane, London.

N. B. These Springs, applied to carriage trucks prevent the damage to paint axletrees from vibration.

SOUTH EASTERN RAILWAY COMPANY.—A Special General Meeting of the Proprietors will be held at the London Tavern, Bishopsgate Street, in the city of London, on Wednesday, the 20th day of January instant, at One o'Clock in the Afternoon precisely, to take into consideration the propriety of applying to Parliament for powers to make a Branch Railway from the line of the South Eastern Railway at Ashford, to Canterbury and Ramsgate or one of them.

JOSEPH BAXENDALE,
Deputy-Chairman of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, 5th January, 1841.

SOUTH-EASTERN RAILWAY.—To CONTRACTORS FOR FENCING.—The Directors will meet at their office, No. 10, Coleman-street, London, on Tuesday, the 2nd day of February, 1841, at half-past One o'Clock in the afternoon precisely, to receive Tenders from parties willing to contract to fence off the line of Railway with Post and Rail Fencing, from the Cranbrook and Maidstone turnpike road, in the parish of Staplehurst, to Grove Bridge, on the turnpike road leading from Ashford to Hythe, in the parish of Sellinge, being a distance of 20 miles or thereabouts.

The Specification and Conditions of Contract may be seen on application to Mr. P. W. Barlow, the Resident Engineer, at the Railway Office, Tunbridge, and at the Office of Mr. Thomas Thurston, Land Surveyor, at Ashford, on and after the 1st day of January, 1841.

The Directors will not consider themselves bound to accept the lowest Tender, nor will any Tender be received after One o'Clock on the day appointed for receiving the same.

By order of the Directors,
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, 23rd Dec. 1840.

THE LONDON STOCK AND SHARE LIST, published every Saturday evening. Terms, £1 1s. per annum. Postage, 9s. extra, payable in advance.

This List contains the closing prices of each day's actual transactions upon the Stock Exchange, from Monday to Saturday inclusive. The length in miles, miles opened, number of shares, amount per share, amount paid up, last calls, amount of traffic, last dividend, and present value of the chief Railways in the kingdom. The present nominal value, and every other essential particular of the principal Insurance Companies, Joint-Stock Banks, Bridges, Docks, Institutions, Canals, Gas-Light Companies, Water Works, British and Foreign Mines, and other Miscellaneous Joint-Stock Companies, North American Securities, Government Funds, Foreign Stocks, Course of Exchange, Bank of England Averages, Private and Joint-Stock Bank Circulation, Grain Averages, Remarks upon the Money Market, &c. This List is got up in a most convenient form for binding, is peculiar for its lucid arrangement, and contains more matter than any other similar publication.

The same Proprietors also publish THE LONDON DAILY STOCK AND SHARE LIST, in which is given the ACTUAL DAILY TRANSACTIONS upon the Stock Exchange to 4 o'Clock, p. m. Published every evening. Terms, £5 5s. per Annum. Postage, 30s. extra, payable in advance.

They likewise publish A DAILY LIST OF NOMINAL QUOTATIONS, containing the "Jobber's" NOMINAL PRICES of the leading Railway Shares, Consols, and Spanish, at the commencement of the day, 10 o'Clock, a. m. and at the close of the market, 4 o'Clock, p. m. Published every evening. Terms, £2 10s. per Annum. Postage, 30s. extra, payable in advance.

These Lists have been established nearly 12 months, under the patronage of the most eminent Members of the Stock Exchange, Bankers, and other Capitalists interested in Public Securities, and are attended to by parties who have access to the best information, and are practically acquainted with the markets.

Orders for the regular supply of the above Lists to be forwarded to the Proprietors, J. S. TRIPP & Co., 12, Copthall-court, London.

FOR SALE, TWO SELF ACTING SLIDE-LATHES, and two Planing Machines of the best quality; also a pair of Condensing Steam Engines, with 12 inch Cylinders, and 3 feet Stroke.—Apply to A. MYLNE, Engineer, West-street, Glasgow.

EAST ANGLIAN RAILWAY.

NORFOLK COUNTY MEETING.

(From the *Norfolk Chronicle.*)

On Thursday the 7th instant, in pursuance of advertisement, a very numerous meeting of landowners of the county favourable to the construction of a railway from Norwich to London, was held in Norwich.

Amongst the noblemen and gentlemen present on this occasion were—

Lord Sondes, Lord Berners, Hon. W. R. Rous, Hon. and Rev. the Dean of Norwich, Hon. Ridley Colborne, Sir Jacob Astley, Bart., Sir Jacob Preston, Bart., Sir Thomas Beevor, Bart., Sir William Beauchamp, Bart., Sir E. K. Lacon, Bart., Sir Wm. Foster, Bart., Edmond Wodehouse, Esq., M. P., H. N. Burroughes, Esq., M.P., W. L. W. Chute, Esq., M.P., Edward Fellowes, Esq., M.P., John Lacon, Esq., N. Micklethwait, Esq., R. Marsham, Esq., Rev. Canon Surtees, Rev. P. Gurdon, W. H. Windham, Esq. W. E. L. Bulwer, Esq., Major Blomfield, Major Loftus, John Longe, Esq., H. D. Hemsworth, Esq., Wyrley Birch, Esq., J. Wright, Esq., H. S. Partridge, Esq., J. T. Mott, Esq., Wm. Gurdon, Esq., Captain Cubitt, Captain Ives, Captain Blakiston, K. Harvey, Esq., Joseph Scott, Esq., Rev. C. Penrice, Rev. J. Holmes, Rev. T. P. Slapp, Rev. A. Keppel, Rev. S. Colby, Samuel Bignold, Esq., Isaac Jermy, Esq. (Recorder of Norwich), E. Willett, Esq. (Mayor of Norwich), R. Crawley, Esq., Dr. Locke, H. S. Patteson, Esq., Alex. Campbell, Esq., Captain Money, Charles Evans, Esq., N. Palmer, Esq., Wm. Repton, Esq., John Blake, Esq., W. Mitchell, Esq., F. R. Reynolds, Esq., C. J. Palmer, Esq., and a large number of persons both of the county and city interested in the measure.

Lord Sondes, having been requested to take the chair, observed that the object of the present meeting being very well known, it was unnecessary for him to take up their time further than to remark that this was a meeting of landowners to consider the most feasible plan by which a railway communication could be obtained between the metropolis and this county. He now called upon any gentlemen who had resolutions to propose on this subject.

W. L. W. Chute, Esq. M.P., said, as he walked into this room a resolution had been placed in his hands, which he had much pleasure in moving—namely, "That this meeting considers that a railway from London to Norwich and Yarmouth is essential to the agricultural and commercial prosperity of the county." He supposed that few would doubt that it was essentially necessary to all persons in this county to have a railway. Whether it was advisable, at first, to have such a mode of communication at all, might be doubted of by many; but it must be borne in mind that in some counties railways were already completed, and in others they were in progress; it was out of the question, therefore, for the county of Norfolk to stand still, unless they desired to be left behind, and divided and shut out, as it were, from the rest of England. It was not his intention to enter upon the merits of this or that particular line, he merely urged upon this meeting the importance of such a mode of communication being obtained by this county, in order that goods might be conveyed speedily to the metropolis. It would be most advantageous to the landowner and the yeoman to be able to send his cattle to the London market with as little expense as possible, and that all parties should be able to transact business expeditiously, and with ease to themselves. Having, therefore, no doubt in his own mind of the advantage and importance of a railway through this county, he most readily moved this resolution.

Wm. Gurdon, Esq., said he had much pleasure in seconding the resolution; and perhaps after the part he had taken with the view of securing the construction of a railway from Norwich to London, he should be excused for thus coming forward. From a correspondence with the Lord Lieutenant he learnt that some gentlemen had been labouring in the same course, but what was the extent of those labours and how far they had proceeded he had been unconscious. But it was represented to him by the Lord Lieutenant that those gentlemen were anxious to submit their plans to the present meeting. Now, if a railroad was to be established he was quite of opinion that it was only to be done by the unanimous support of all persons, and that it must be carried on with spirit, but also with prudence. A railroad of this extent required a large sum to be expended. Having a portion of his property invested in railway shares, he perhaps, knew a little more of this subject than many present. He knew how difficult it was to set a work of this kind going, and that it required the cordial co-operation not only of the landed proprietors, but of the commercial interest, and that they should all try to unite in one feasible plan. If they could do so he was ready to bear his share; but he would not lend his support, or encourage others to do so, unless he saw a fair prospect before them of a commercial speculation. To attempt to raise one or two millions they must have something more than mere prospectuses. This might appear cautious language from one who avowed he took great interest in having a railway; but he should consider that he was liable to censure if he endeavoured by any proceeding to induce others to embark in a cause in which he was not prepared himself to embark also. If there were parties who wished to lay their plans before this meeting, he saw no reason why they should not be heard, and they should be able to judge, perhaps, as to its merits. There could, he thought, be but one desire upon the subject, namely, to adopt whatever plan was the most feasible. (Hear, hear.)

Mr. Palmer, the barrister, said he had hoped that the mover of his honourable friend who seconded the resolution would have favoured the meeting with some exposition to show the advantages of a railway. To say that it is essential to the prosperity of agriculture appeared to him to be placing the landowners in a ridiculous position. Why, the want of a railway would never obscure the sun, it would not prevent the trees from growing, or the cattle from fattening; but in declaring it to be essential to the prosperity of agriculture they should be stultifying themselves. He should, as an amendment to the resolution, move, "That it is advisable that a Committee be appointed to consider the best means of obtaining a railway." Because, after passing the resolution which had been proposed, if they did not go on, where would they be? If they did not carry out the resolution, they would have the county gentlemen saying, if there was agricultural distress, Oh! our prosperity is gone because we have no railway. When they looked at the private interests placed in jeopardy—although he allowed generally that private interests were not to be placed in opposition to the public good — yet, considering the private interests placed in jeopardy, before they agitated a measure of this kind, they ought to act, not merely with common prudence, but with an extreme degree of caution, because they would have to deal with individuals who cannot be represented. Mr. Palmer proceeded to contend that the resolution should be modified, and that a Committee should be appointed to investigate the subject.

Mr. Chute said that the meeting, by adopting the resolution, was not pledged to any particular line; it merely said that a railway is essentially necessary. It is necessary, in order to place Norfolk on a level with other counties.

Mr. W. Gurdon quite agreed that it was desirable to form a Committee, and that any plan adopted should be in the hands of men of business, and men of character. He did not consider the resolution pledged the meeting in any way. Twelve months ago and a majority might have been found to say, no railway. The resolution merely expressed an opinion in favour of a railway, but not that a railway was to be made at all hazards.

The Noble Chairman having inquired whether any one seconded the amendment,

Captain Money said he would second it, merely to give the meeting an opportunity of deciding upon the question. He considered that extreme caution should be used before persons were called upon to advance their money, and that large sums should not be spent without a fair prospect of remuneration for the capital advanced. There was also plenty of time for a searching Committee to be appointed, as they could not go to Parliament before 1842.

Mr. Chute—Notices must be given in February, in order to get it into Parliament in 1842.

Mr. Recorder Jermy said this meeting had been called together to take into consideration if it be desirable and feasible to have a railroad, and the call made on the county had been responded to most fully this day. The first step then it appeared to him for this meeting to take was to say is it desirable or is it not? Mr. Palmer's amendment at that moment appeared to him to be idle. The first object should be to take in some general way the sense of the county on this important subject. Mr. Jermy proceeded to observe that with regard to time there was none to lose, as the application for an Act of Parliament would occupy two Sessions. Another reason also why some steps should be taken as soon as possible was, that many railroads were near completion, and it was probable those best accustomed to railroad labour would be disengaged for any plan that might be adopted for this county. If the first resolution was passed, it was expedient that a Committee should be appointed, as the county of Norfolk would be desirous that any plan should get into hands that could be trusted; and for himself, he had already avowed at the meeting in London that he would for one prevent, as far as laid in his power, any thing like *jobbing*, either on the part of lawyers, contractors, engineers, or any other persons whatever. He thought a Committee would be desirable, to acquaint themselves well with the subject, and to make a report to a future meeting. Although not so well conditioned as many counties in point of raising capital, they possessed, for a railway to London, a line of country more favourable and less expensive than any other part of the kingdom. If, then, they affirmed the first proposition, that a railroad was desirable, he trusted the county of Norfolk would look to the project not only as a commercial speculation, but regard it on higher grounds, that it would be especially beneficial to the community. Let those who could not take a large number of shares take their two or three. And when it should be seen that the county of Norfolk itself was in earnest, that they had appointed a Committee who had reported upon what they considered the most feasible plan; and when it shall be shown that that plan was supported by shares taken by men who can pay and not men of straw; for himself he believed that such encouragement would be given to capitalists at a distance, that it would not be difficult to raise a million or a million and a half for such an undertaking. And he had no doubt in his own mind that the plan of a railroad would be carried out ultimately.

Sir. Thos. Beevor said he wished to put a question to Mr. Gurdon, as he thought there was a little ambiguity of language in the circular for calling this meeting. In the terms of the circular the meeting was to consider the best means to be adopted for securing the construction of a railway, either by co-operating with any responsible body of persons who may have already associated for the same purpose, or by such other means as shall be considered expedient. The "such other means" might allude to some embryo project. Now, there was a body of men, most respectable, and he said so guardedly and advisedly, who had already taken steps on the subject of a railway from Norwich to London. The question which he wished to put to Mr. Gurdon was, whether there is any other project in contemplation, or is it intended by any other party to bring forward a plan?

Mr. Gurdon said I am much obliged to the Hon. Baronet for putting the question. As far as I am concerned I have no project whatever, and let me say that I want no place and that I have no

places to give away, which may be an answer to some persons who have applied to me as if I had. All that I have done in this matter is with the view, if possible, of securing a railroad to this part of the kingdom. I have no other object in view. When I am shown a plan that I think feasible, not only will I assist personally but with my purse.—Mr. Gurdon went on to say, that since the notice for this meeting, he, with Sir Jacob Astley, had thought it desirable to see the Directors of the Northern and Eastern line as they appeared to possess a terminus that would be exceedingly desirable, and they had had an interview with the Chairman, Mr. Crawshay, and had conversed freely upon the subject.

The Mayor of Norwich (E. Willett, Esq.) said, as the amendment had been proposed by two gentlemen connected with the city, although perhaps he had no business to address the meeting, which was one of landowners, he begged to be allowed to say that he was decidedly opposed to that amendment, (hear, hear), and he confessed he was astonished at the course pursued by his two friends. He was most anxious to affirm the proposition that the establishment of a railway was essential to the prosperity of the city of Norwich and county of Norfolk.

J. Wright, Esq., of Kilverstone—I ask you, landowners, before you vote, each to consider how he would like his land to be cut up by a railway.

Lord Berners—I answer, I should like to have a railway come through my property very much indeed. (Loud cheers.)

John Lacon, Esq., said, with respect to Yarmouth he was sure he spoke the sentiments of all parties there, in declaring that they were extremely anxious for a railway to Norwich and London, and would be most willing to take shares, and ready to assist in every way in their power.

Samuel Bignold, Esq., said, having taken a part at the London meeting in favour of a railway, he wished shortly to state, that the proceedings of this day had now arrived at that point, which, in his judgment, it was the aim of that meeting they should be brought to, viz., affirming the proposition to have a railway which should connect the county of Norfolk with the metropolis; and referring to an impartial committee, the line chosen by Mr. Rastrick for its approval or rejection. He knew that he spoke the sentiments of the noble marquis the member for Norwich, (who moved the first resolution passed at the London meeting) in declaring, that his (Lord Douro's object was to see *that* project adopted, which should most cordially unite in its support the city and the county, free from all selfish or private views.

The resolution expressive of its being desirable to have a railway, was then put and carried unanimously.

Mr. Recorder Jermy said, as the meeting had affirmed the proposition for a railway, and some labour and expense had already been incurred in making the survey of one line, he would ask whether it was the pleasure of the meeting to hear Mr. Rastrick? In doing so it should be understood that they in no way tied themselves down to that line, but they would have the opportunity of knowing what had been done. For himself, he conceived that all private interests should be considered as far as practicable. He moved that Mr. Rastrick be called in.

Mr. Gurdon said, as to this meeting looking into sections or plans it is impossible, but it may be desirable to hear an outline of Mr. Rastrick's plan.

Sir Wm. Foster seconded Mr. Palmer's motion for a Committee.

The following were named:—Lord Sondes, Lord Berners, Sir Jacob Astley, Sir Thomas Beevor, Sir E. K. Lacon, Sir Wm. Foster, E. Wodehouse, Esq., M.P., W. Birch, Esq., Mr. Recorder Jermy, W. Gurdon, Esq., C. Evans, Esq., the Mayor of Norwich, the Mayor of Yarmouth, and the Mayor of Thetford.

Mr. Chute said, although he had presided at the meeting in London, he was not pledged to the line.

Sir Thomas Beevor said he considered it fair to state that he was in favour of the line laid down by Mr. Rastrick; he was so from selfish motives, because it came across his property, and he thought it would do him greater benefit than any other line.

Mr. Gurdon said he could not approve of Mr. Rastrick's plan to the full extent. It appeared that the gentlemen who had started the plan had not put themselves in communication with the Northern and Eastern line. In his (Mr. G.'s) conversation with Mr. Crawshay, that gentleman said the Northern and Eastern line would be at Bishops Stortford in the course of next summer, but they would not stir an inch further till the Norfolk people came towards them. If the men of Norfolk would make 22 miles below Cambridge, they of the Northern and Eastern line would make the 22 miles to Cambridge.

Mr. Lacon said, the best paying part of the line would be from Norwich to Yarmouth.

Mr. Rastrick was then called and said, that having been required to make a survey of what he considered to be the best line he had done so, and was ready to lay his plans, sections, and estimates before the Committee, and to give any explanations respecting them. Reference had been made to that part of the line between Bishops Stortford and Cambridge—the Act for that part was originally obtained by the Northern and Eastern Company, but they have lately declared their inability to complete it, and therefore by Act of Parliament have abandoned that portion of the line. If he (Mr. R.) had not taken that part, the Northern and Eastern would not now have talked of coming forward. But what a predicament would the projectors of a line from Norwich to London be in if in lodging their plans they left a gap, and trusted to the tender mercies of the Northern and Eastern Company. He considered, therefore, that it would be much better that the whole of the plans, without any gap, should be lodged. There were no less than 18 plans to be made, and in order to go to Parliament in 1842, there was no time to lose. He should be happy to attend the Committee and give every information in his power.

The Dean of Norwich moved the thanks of the meeting to the Noble Lord for the ability, patience, and firmness evinced by him in presiding over this meeting.

Wyrley Birch, Esq., seconded the motion, which was carried by acclamation.

Lord Sondes in expressing his acknowledgments for the compliment, said—I am one of those who were very much prejudiced against railways, but I have seen the advantage of them in various other counties, and I consider not only that it is desirable but approaching to necessity that we should have one for Norfolk.

The meeting then broke up, but the Committee appointed immediately proceeded to business.

MEETING AT THETFORD.

A numerous and respectable meeting of the Inhabitants of the town of Thetford was held at the Town Hall, in that Borough, on Tuesday, the 5th instant, for the purpose of promoting the above undertaking.

Amongst those present were, the Earl of Euston, M.P. for Thetford, James Fyson, Esq., Mayor, C. Fyson, Esq., G. Gill, Esq., F. K. Eagle, Esq., of Bury, Mr. F. Gayford, Mr. Clay, Mr. H. Browne, H. Holmes, Esq., John Deck, Esq., Mr. R. E. Clarke, C. Spanton, Esq., of Attleborough, with many other influential and respectable gentlemen.

On the motion of the Earl of Euston, seconded by Mr. G. Green,

The Mayor (James Fyson, Esq.) took the Chair, and briefly stated the objects of the meeting—that of considering the importance of a railway communication from Thetford to the metropolis, and other parts of the kingdom. The subject he had no doubt was well understood by those present. All must feel that a railway passing through Thetford would be of great benefit to the town and neighbourhood.

The Earl of Euston, in moving the first resolution, stated, that he had carefully watched the progress railways had made. The great improvements that were daily making in their construction and management, would, he had no doubt, remove those inconveniences which had hitherto attended them. He had four or five years since advocated the principles of railways, and the one now proposed would have all the advantages of late improvements both as regards cheapness of construction and security. His lordship concluded by saying—a line of railway would, he was satisfied, greatly benefit Thetford and this part of the country; he should, therefore, give it his support, and had pleasure in moving the resolution, for which see advertisement.

Mr. Browne said, he was considered railways were generally beneficial to those districts through which they passed; he had therefore great pleasure in seconding the resolution moved by the Noble Lord.

The resolution was then put from the chair, and carried unanimously.

Mr. Fyson moved the second resolution; he was happy to do so, because a railway was most desirable, and the proposed station at Thetford would be of great advantage to the town and surrounding country.

Mr. Clay seconded the resolution just moved by Mr. Fyson, and observed, that as railways were in progress in all parts of the kingdom, that there would be one sooner or later in these counties; he therefore supported this line as proposed by Mr. Rastrick, as the one best adapted, to advance the interests of this town and neighbourhood.

Lord Euston having made a few remarks as to whether this line of railway would be the best that could be selected, and whether it would, if carried out, be constructed on the cheapest and most improved principles,

Mr. Spanton, in reply to what had fallen from the Noble Lord as to the selection of the line, stated that it had several years since been selected and approved by the late Mr. Hollis, afterwards by Mr. Cundy, and revised by Mr. Walker, and other Engineers, as the one best adapted for the Eastern Counties. It had since been carefully examined by Mr. Rastrick, the eminent and successful Engineer of the Brighton Railway. From Cambridge to Norwich and Yarmouth no tunnel would be required, and the materials throughout the line offered every advantage for the security of the cuttings and embankments. By the improvements in the power of the engines, great saving would accrue in the construction of this line, by adopting different gradients to those formerly required. He was convinced this was the best line that could be selected for the counties of Norfolk and Suffolk; it had stood the test of Parliamentary inquiries. The interest of this line had been kept alive by the frequent deposits of the surveys and plans, which had been made and revised at a heavy expense, which would prove of great advantage, and facilitate the success of the present undertaking, and save a year in obtaining the Act.

The resolution was then put from the chair, and carried unanimously.

John Deck, Esq., of Bury, in moving the thanks of this meeting to the Mayor, remarked, that he attended there because as connected with, although not a resident of, Thetford, he was anxious to see this town enjoy the advantage of a railway, and he was sure the town of Bury would cordially unite with the promoters of this line in carrying it forward. It was of the greatest importance to have the railway through Cambridge, which would offer a ready access to the north. He had great pleasure, from the great respect he had for the worthy Mayor, in moving the thanks of the meeting to him for his kindness in taking the chair.

Mr. Brandford seconded the motion of thanks to the Chairman, which was carried unanimously.

The Mayor returned thanks and said, he was at all times ready to promote the interests of the borough; he himself, as a merchant, was also particularly interested in the success of this railway, and he would do all he could to support it.

EAST ANGLIAN RAILWAY.

It is with the liveliest satisfaction that we call the attention of our readers to the proceedings of a public meeting held within our own walls, on Thursday last, on a subject of no less importance to this locality than that of establishing a communication by railway between Norwich and London. We have always zealously advocated the cause of public spirited improvements in general; and to the best of our abilities assisted to give encouragement and support to such plans in particular, as have for their object to place this city and county on a footing of advantageous equality with the neighbouring districts, so far as relates to increased facility of personal and commercial access to the great metropolis of the empire. On the score of sincerity, therefore, the expression of our sentiments in reference to the present occasion, will not be doubted, when we congratulate our fellow-citizens and our brethren of East Anglia, on the auspicious and highly promising circumstances under which the question was discussed, and the preliminary resolutions were agreed to. When, indeed, we look to the fulness and quality of that meeting—when we see with what unprecedented amplitude and fidelity, it embraced a virtual representation of the landed interest, as well as of the commercial and manufacturing branches of capitalists—when we recognize, as we could not fail to do, in the respective persons of those who attended it, an overwhelming preponderance of all that is dignified by rank influential from wealth, and entitled to consideration for enterprise and intelligence, it would be injustice to those feelings with which such an array of consequence and respectability has inspired us, were we to hesitate in declaring our confident belief that the great *desideratum* will now be supplied—that we too of Norfolk shall have our railroad. Another subject for equal congratulation arises out of the fact which the meeting of Thursday attested—we allude to the perfect unanimity which, in a large body of individuals assembled from both sides of the political question, so strikingly prevailed in favour of the general principle, and the total absence of any remark responsive to the only instance of apparent hostility evinced towards the precise object in view.

Fresh opportunities will necessarily arise of which we shall not omit to avail ourselves for recurring to this gratifying subject of public import. But we cannot conclude our present brief allusion to the meeting without observing that it originated, as we believe, in an advertisment, inserted in the local papers by W. Gurdon, Esq., which we have been informed was most efficiently supported with circulars issued by the highly respectable member for West Norfolk, W. L. W. Chute, Esq. Certainly great praise is due to them both, as well as to Lord Douro and the gentlemen who met in London on the 30th ult. for so efficiently exciting the attention of the Norfolk landowners to the project. We trust that these embarked in it, will not be induced, by the advocacy of any partial interest, to depart from the plan of having the whole line from Yarmouth to Bishop's Stortford carried through under one entire management; as it is evident that if the line be divided into separate portions, and the management of the concern placed in different hands, the expenses to the public must be increased, and the carrying out of the entire design endangered. Let them all however go on amicably, and they will doubtless go on prosperously. Our best wishes are for the success of their laudable endeavours.—*Norfolk Chronicle.*

EASTERN COUNTIES' DEMONSTRATION AGAINST THE EAST ANGLIAN RAILWAY.

A PRINTED paper, of which the following is a copy, was on the morning of the county meeting, addressed to most of the noblemen and gentlemen, who were expected to take a part at the meeting [illegible] without any heading—without any signature, [illegible] printer's name even; but [illegible] of so much mystery could be, it is [illegible]d, for it has its Shoreditch parentage so palpably marked on the face of it, that no one can have any doubt about it."—*Norwich Correspondent.*"]

Norfolk and Suffolk are entitled to the benefit of a railway communication with the metropolis. This is indisputable. Who will make it?—The capitalists?—On what grounds?—Not for amusement certainly, nor because Norfolk and Suffolk may utter the deepest groans at suffering the deprivation of the railway system. These reasons will operate as nothing on capitalists, be they resident in London, in Liverpool, or in Norwich. A complete railway from London to Norwich and Yarmouth will be made only when capitalists can see with reasonable certainty that a traffic exists and will come on the line they may make, sufficient to produce a proper return on the capital to be invested. Pounds, shillings, and pence, will be the constructors of the railway, and after their experience in like undertakings, they will maintain their repose in the recesses of that snug place called an Englishman's breeches pocket, until they are assured that by emerging into active life they will produce abundant fruit in the shape of net profits and good dividends. The struggle of Norfolk and Suffolk at the present time must not then be merely to try and get the voices of some local landowners and others to join in one cry of "let a railway be made from Norwich, by Thetford, to Cambridge and London," because in this cry it is perhaps impossible to get capitalists to concur. Without determining, however, whether capitalists will or will not concur in it, nothing can be clearer than that there is a previous question to be answered,—which is, what line to the impartial and deliberate judge is the best line of railway to serve the general interests, not only of Norfolk but of Suffolk also, and what line has the most population on it, and is the most likely to make a profitable return to the capitalist?

Now any impartial judge will say, that a line by Thetford to Cambridge will serve Suffolk very little; and as regards Norfolk, will pass through a very thinly populated portion of that country, utterly insufficient to support a railway. An impartial judge will equally say, that the Eastern Counties' line, as originally laid down, was too exclusively a coast line, and did not serve sufficiently the general interests of either Suffolk or Norfolk, although it was, as regards the capitalist, based upon the best principle, which is, that of so joining town after town, at short distances from each other, that the intermediate traffic between these, independently of the long traffic, should secure good returns on the capital invested.

Such impartial judge would also determine, that the line which ought to be made for the interests of Suffolk and Norfolk, should, after giving to their neighbour Essex the benefit of going to its county town, then so proceed into the east as to be of more general use than the coast line of the Eastern Counties' can be.

Indeed, although the administration of the Eastern Counties' Railway Company has been much blamed for apparently stopping short with their line at Colchester, merely for their own profitable purposes, yet it is well known to those who have taken the trouble to learn the real facts, that want of capital alone obliged the Company to carry the line no farther than Colchester; but if they had as much capital again, they would pause in continuing the line by the coast until they had ascertained the sense of the counties and towns in the east as to the true line for general interests, which should be carried forward from Chelmsford.

It is true that a numerous committee of members of the House of Commons, chiefly consisting of the county members of Essex, Suffolk, and Norfolk, reported unanimously to the House, that "the Eastern Counties' Railway between the termini would traverse the most populous and cultivated parts of the counties through which it is carried," and this is strictly and entirely correct, and alone sufficient to make the population of the counties listen to the opinion of their own representatives before they rashly spend a shilling on the Thetford line, or its plans. But without annulling in the least degr e the soundness of the opinion expressed in this report, further consideration of the true interests of Suffolk and Norfolk clearly demonstrates that the proper line of railway communication for the east, is one, that leaving the Eastern Counties' line at Kelvedon, shall thence proceed through Coggeshall, Halstead, Sudbury, Melford, and Lavenham to Bury St. Edmund's, and thence proceed by Stowmarket, Eye, and Scole, along the old Eastern Counties' line to Norwich and Yarmouth; and a branch should be made connecting Bury with Ipswich: thus communicating that important town with the metropolis, and also opening it up to the interior as a shipping port for grain, &c., while it formed the place of import for timber, coals, and other articles largely consumed within the adjoining counties. From Bury St. Edmund's a branch may be carried hereafter to Thetford, from which place the line may probably be extended to Wisbeach and Lynn.

It is a matter of fact, to be ascertained, by inquiry, that the Eastern Counties' Railway Company, although charged with deserting Norfolk and Suffolk, are on the contrary, deeply consulting the true interests of those counties; and with this view have already surveyed the line from Kelvedon as far as Bury St. Edmund's, and will promote an application to Parliament, for power to capitalists to make this new line. This will be followed by the promotion of prudent extensions to Norwich and Yarmouth, which would be paying lines to independent Companies, and if these latter were at once formed, they would find a powerful auxiliary in the Eastern Counties' Railway Company. These great measures can only be carried into effect by slow degrees. Pretensions to rapidity of execution would be false and deceitful.

These views are presented to the landowners of Norfolk and Suffolk by one who believes that he understands their interests, and who feels satisfied that if the line by Thetford should not be at once rejected as a chimera, all parties interested in a railway communication should at least pause, until three or four impartial persons from each important town in the east should, as deputations, meet together, and confer upon the course to be pursued most promotive of the general interests of those Counties, and of the public at large; and bearing in mind, that they can do nothing without capitalists, and will fail in drawing out their funds, unless the line to be made shall be the best selected for collecting and engrossing traffic.

BEVERLEY AND EAST RIDING RAILWAY.—On Thursday evening week, a meeting of the subscribers and others favourable to this project, was held in the Assembly Rooms, Beverley, when Mr. J. Oldham's Report and plan were laid before the meeting. Mr. O. stated that the proposed railway may be constructed for considerably less than any similar undertaking, there being neither natural or artificial obstructions, nor any engineering difficulties to contend with; the whole line is nearly a dead level, every house is escaped, there are no woods to pass through, and in every case ordinary compensation will suffice. By the plan it appears the road will commence at the Paragon Inn, Hull, proceeding thence west of the icehouse and waterworks, onward to the north side of Cottingham, where it will cross the town street, and then run to Mr. Bell's farm, in the Parks; afterwards it will proceed by the side of Long-lane, and terminate at St. John-street, Beverley; the whole distance being seven miles and three-quarters, and the estimated cost is 55,116*l.* 17*s.* If it should be thought desirable to extend the line from St. John-street to the piece of garden ground in Well-lane, belonging to T. Sandwith, Esq.—a distance of 374 yards—an additional expense of 3,676*l.* 8*s.* will be incurred. Mr. Oldham also stated, that a branch road from the Paragon to the Hull and Selby—in length about three quarters of a mile, and the carriages to be drawn by horses, would cost 13,335*l.* 15*s.*, making a total of 74,129*l.*—*Hull Advertiser*, Dec. 25.

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.

[From the *Manchester Guardian* of Wednesday.]

A GENERAL Meeting of the Shareholders in this Company, who had signed the original deed, was held in the Company's Offices, Bond-street, on Monday last, convened by advertisements in Manchester and London papers, of which the following is a copy :—

"Manchester and Birmingham Extension Railway Company.—A General Meeting of the Shareholders of the Manchester and Birmingham Extension Railway Company is hereby convened by the Provisional Directors, and will be held at the Company's offices, Bond-street, Manchester, on Monday, the 11th day of January, 1841, to consider the expediency of adopting certain resolutions to be submitted to such meeting, in relation to a proposed variation of the original line of railway of the said Company, and for the dissolution of the said Company and the re-constitution thereof; or the formation of a new or substituted Company, for constructing the said varied line. And such resolutions are intended to comprise certain other objects relating to the affairs of the Company. The chair will be taken at twelve o'clock at noon precisely.

"Manchester, Dec. 17, 1840. "THOMAS WHEELER."

About a quarter past twelve o'clock, there were not thirty proprietors present; but subsequently the room became filled, and there could not be fewer than sixty shareholders at the meeting. Twenty-two minutes after twelve, Mr. James Burt proposed that Mr. Thomas Ashton, of Hyde, should take the chair. The motion was seconded by Mr. Alderman Brooks, and passed unanimously.

Mr. ASHTON took the Chair, and called on Mr. T. Wheeler, the law-clerk of the Company, to read the advertisement (above given) convening the meeting; having done which Mr. Wheeler said—This meeting is convened by the Directory under the clause in the subscribers' agreement, which is the deed constituting the Company, which I will read :—

"That if at any time it shall appear that the Board of Directors have expended the full sum of three pounds ten shillings per share of the subscribed capital of the said Company in the necessary application or applications to Parliament for the proposed Act or Acts incorporating the said Company, but without obtaining the same, then, and in that case, it shall not be lawful for the said Board of Directors to proceed to make any further application to Parliament for any such Act or Acts, if the subscribers to the said Company or undertaking shall consider it advisable to abandon the said projected undertaking, and to dissolve the said Company; and that in the case aforesaid, it shall be lawful for the said Board of Directors, or for any twenty of the subscribers to the said Company or undertaking, to call by public advertisement, to be inserted in three Manchester and three London newspapers, a general meeting of the subscribers to the said Company or undertaking (of which said general meeting, and also of the object thereof, twenty-one clear days' notice shall be given by the said advertisement), and the majority of the persons present at such general meeting (such general meeting, nevertheless, to consist of not less than forty persons, holding in the aggregate one thousand six hundred shares in the said Company or undertaking) shall have full power to determine whether and in what manner the said projected undertaking shall be further proceeded with, or whether and upon what terms and conditions the said undertaking shall be abandoned, and the said Company dissolved, and the affairs thereof finally wound up."

The advertisement has been inserted 21 days before this meeting, in three Manchester and three London papers.

The CHAIRMAN then called on Mr. Wheeler to read the Report, and Mr. Wheeler said that printed copies of it for the proprietors would shortly arrive from the printers.

Mr. THOMAS OLLIVANT said, that before the Report was read, he thought it would be desirable to take the sense of the meeting as to the propriety of whether the holders of scrip should not be present.

Mr. T. WHEELER—That is a question which the deed determines, Mr. Ollivant. The object of the meeting being to dissolve the Company, the meeting must be held in strict conformity with the provision of the deed which has just been read to the meeting.

Mr. OLLIVANT—I did not understand there was any thing in that to exclude the scrip-holders.

Mr. WHEELER—Oh certainly; their names are not to the deed. Any gentleman whose name is to the deed is admissable here, and the gentlemen who have put their names to the deed are now in the room; but, of course, those who have not done so, and thereby have not converted themselves into shareholders, are not present; and for this reason, that if any resolution were passed by a majority, consisting partly of scripholders and partly of shareholders, it would be illegal, and the Company could not act upon it.

Mr. OLLIVANT—Then a person whose name is to the deed, but who has sold his shares, has a right to attend this meeting?

Mr. WHEELER—Certainly; because, though he may have sold his shares, he does not get rid of his liability to the Company, and therefore he has a right to attend. But the scripholders have no such right; otherwise it would be possible for a gentleman signing the deed for a hundred shares, and who by virtue of them would have only one vote, to subdivide those hundred shares amongst a hundred people, who might come here, and swamp this meeting by voting in a particular mode.

Mr. OLLIVANT—My object is only to be satisfied as to whether the scripholders are or are not entitled to be present.

Mr. G. R. CHAPPELL—I do not attribute to Mr. Ollivant the slightest participation in the document which I am going to read to the meeting; but I think, when it has been read, you will be perfectly satisfied of the justice of the reason given, as well as the legality of the thing—the deed not authorising scripholders to be present. I have had a great number of papers and documents sent to me gratuitously, but all unfortunately of one sort. I say so, because, so far from operating on my mind to give me any dislike to the undertaking, the reverse has been the case. I believe that those who have taken so much pains, and been at so much expense, to convince me that the undertaking is a bad one, and of no value, are sure that it is valuable, or they would not have taken the pains and trouble to labour to convince others to the contrary. But I will give you the document. [Mr. Chappell then read a lithographed form, in the following terms :—]

"Sir,—In consideration of your paying me £ for five shares in the Manchester Extension Railway, I hereby engage not to sign any new Parliamentary deed in respect of the said shares; and, if required, I further engage to sign a petition against any application to Parliament to carry out the undertaking under the powers of the old deed, and to do nothing which shall deprive you of the full benefit of the proportion of any balance that may now remain in the hands of the Company, attached to such five shares.—I am, sir, your obedient servant,"

Gentlemen, I'll name the party from whom this came. It was Mr. Edward Ashworth, who is the agent for the London and Birmingham Company, and the Midland Counties' Company.* (Hear.) Now, gentlemen, are undertakings like ours to be swamped in so disgraceful, mean, and contemptible a manner, as for the agents of other railway Companies to go in the dark, and buy our shares, and then get people to come here, and overturn all you have done to advantage a line which was started for, and I believe will be for, the benefit of Manchester! I call these means despicable. A fair, manly, honourable opposition we had reason to expect; but we had no reason to expect, from Companies like these, such an opposition as this document makes known to the public. The intention is evident—and they even went so far as to tell a broker, "A man with a wooden leg will do"—it was done in the expectation of parties buying the shares being admitted here to vote and swamp you.

Mr. T. OLLIVANT—I presume it is almost unnecessary for me to deny all participation in that document.

Mr. CHAPPELL repeated, that he distinctly disclaimed any intention to impute such a thing to Mr. Ollivant.

The CHAIRMAN said, that Mr. Ashworth, the very person who had signed that document, had applied to him, to be present at this meeting; and Mr. Baxter, who was engaged for the opposition, had also applied.

Mr. WM. RAWSON—Might not a middle course be taken? I have never seen anything in the public press of this kingdom, like the steps they have had recourse to against this undertaking; but I must say that I should like to hear if our opponents, or enemies, I will call them, have anything to communicate, to put us in possession of facts that we ought to hear. He might be admitted and allowed to state anything he had to say, but not to vote.

The CHAIRMAN—You have heard our law-clerk say it would be illegal to admit parties not shareholders.

Mr. WHEELER—To vote, Mr. Rawson is not aware, I think, that the purpose of this meeting is merely to dissolve this Company. It is not intended to bind the shareholders, or any shareholder, to any future course, by the proceedings of this meeting. Any shareholder will be at liberty either to prosecute the new undertaking, or to take back his balance; whichever he may please.

Mr. RAWSON said, if the Company were to be dissolved, he should not like to be hurried into the dissolution at once. If after inquiry he was not inclined to go on, he had not the least doubt that he and every shareholder wishing to retire might get out without losing a farthing. Therefore, he thought it absolutely necessary, that the shareholders should have a little time to consider whether such a mode might not be adopted of dissolving the Company as would get them out without any loss whatever.

Mr. WHEELER said, the shareholders would have time to consider as to their future course, whether they thought fit to pursue the undertaking or not; and when they had made up their minds, they would then be in the position of either becoming members of the new Company, or of withdrawing altogether, and receiving back their balances.

Mr. ALBRECHT asked some question relative to the alteration in the line, which he did not clearly understand.

The CHAIRMAN thought it would be more regular to read the Report.

Mr. Alderman BROOKS said, that Mr. Ashworth, the agent for the London and Birmingham, and also for the Midland Counties' lines, had a different interest to the shareholders in this Company; an interest in cutting it down, and destroying it; and that was the reason they had taken such trouble in going round to purchase shares, in order to destroy this line. It might be that our Directors had managed badly; but it was clearly the interest of those lines to do all they could to damage this, and therefore it was a fortunate circumstance that the law existed to prevent scripholders from coming and voting at this meeting.

Mr. H. NEWBERY said, that Mr. Houldsworth, M.P., he presumed, had also applied for admission; but the Directors had dealt out equal justice to him and to others; telling him that no scripholder could attend this meeting for the reasons assigned.

Mr. WHEELER then read the following

Report intended to be submitted to a Meeting of Shareholders, this 11th day of January, 1841.

"The advertisement which convenes this meeting explains its object. That such object may be better understood, it will be useful to review briefly the proceedings of the Company.

"It was formed in the year 1838, with the design of shortening the communication with London, by the construction of a railway through the valley of the Trent—a district which is known to possess almost unequalled facilities for the purpose; and your Directors, under the subscribers' agreement constituting the Company, are empowered, in their discretion, to select, and from time to time vary, the point of commencement or of termination of the course of the railway. The line as originally laid down joined the Manchester and Birmingham Railway near Stone, in Staffordshire, and passing through or near the towns of Rugeley, Lichfield, Tamworth, Atherstone, and Nuneaton, terminated at Rugby, upon the London and Birmingham Railway. There was no provision, under the then arrangements, for the transfer of traffic from the Grand Junction to the proposed line, nor was any junction between the lines in immediate contemplation, and hence the town of Liverpool, and the large population whose route to and from London is by way of Liverpool, may be said to have been practically excluded from the benefits of the new communication.

"An application was made to Parliament in the session of 1839, for the necessary powers to construct the railway; but the application did not result in the passing of an Act. The Parliamentary Committee, however, to whom the Bill was referred, encouraged the Company to renew their application, by appending to their Report the very unusual, if not altogether unprecedented, recommendation that "every facility of which the rules of the House would admit, should be afforded to the promoters in a future session." Assured by this recommendation, and by the unanimous sanction of their shareholders, conveyed by resolutions of a meeting held in September, 1839, your Directors prepared for the session of 1840, and perfected their arrangements for a second application.

"Pending the Parliamentary preparations for that application, the line of the Chester and Crewe Railway, was purchased by the Grand Junction Company, who then sought, as the shareholders are already aware, and accomplished, an arrangement with this Company, under which it is provided, that the whole traffic between Liverpool and London, which comprises much of that from Ireland and Scotland, shall traverse the Trent line.

"The railway which the Company had then in view, contemplating only the traffic between Manchester and London, and between Manchester and the eastern counties of England was, as has been explained, unadapted to the extended prospects thus opened to it; and the Directors, therefore, deemed it advisable to postpone for a year their application to the legislature, in order that, in the interval, the railway might be so varied as to meet the Company's altered circumstances. But before such postponement was determined upon, the shareholders were called together, and their opinion was requested on the subject. The Directors further took occasion to submit, for adoption or rejection, a proposition which had been made to them by the London and Birmingham Company, to the effect that the latter Company would pay to this Company 20,000*l.* if the project were abandoned, and a majority of your Directors would pledge themselves not to be parties to its renewal. This proposition you unanimously rejected; the proceedings of your Directors you as unanimously approved; and acting under the sanction then obtained, plans were deposited, in pursuance of the Standing Orders of Parliament, as the basis of an application to the now ensuing session, for one of two lines, namely, a line from Stone to Rugby, with two branches, or a line from Stafford to Rugby, with one branch—both of which lines are calculated to form a junction with the Grand Junction Railway, and are therefore adapted to the Company's new arrangements.

* We have authority for distinctly denying any participation by the London and Birmingham or Midland Counties' Company in the document referred to.—ED. R. T.

"The choice of line was left open for future inquiry, and agreement; and the Directors have decided, after mature deliberation, to adopt, and apply to Parliament for its sanction to the latter line.

"The preparations connected with the deposits and notices are all completed; and although, under the subscribers' agreement already executed, the Directors deem themselves empowered to pursue the projected measure, yet, as it comprises deviations from the original line of some extent, they are unwilling to proceed further in the exercise of the powers so conferred upon them, without giving any proprietor whose judgment may differ from their own an opportunity of recording such opinion, by withdrawing from the Company.

"The Directors, therefore, have now to suggest, that for this purpose the Company originally constituted under the title of 'The Manchester and Birmingham Extension Company,' be formally dissolved, with a view to the organization of a substituted Company, to carry out the objects specified in this Report.

"It will, of course, follow, as part of this arrangement, that the accounts of your Directors (who are the sole creditors of the Company, no portion of the deposits already paid having been expended or appropriated) should be audited, and the sum ascertained, to which, after contributing their quota to the expenses incurred, the several retiring shareholders, if such there be, will be entitled."

Mr. JOHN BRADSHAW, before he moved the adoption of the Report, would make one or two observations. He had given the undertaking a great deal of attention, and was satisfied of the soundness of it; and if he had wanted any thing to confirm that opinion, it would only be necessary for him to look to the great activity and the consideration its opponents had given to it, to satisfy him that this undertaking was sound. He begged to move, that the Report be received and printed for distribution, under the direction of the provisional Directors.

Mr. GASKELL, of Warrington, asked if passing the Report pledged the shareholders present to the dissolution of the Company.

Mr. WHEELER—It does not. There is a subsequent resolution. The Company can only be dissolved by a formal resolution.

Mr. CHADWICK seconded the motion.

Mr. RAWSON said it do not follow, because the proprietors of other railways did not wish the Extension line to go on, that it was a profitable undertaking. It might be injurious to other lines, and yet not a beneficial one to the shareholders. He wished it to be understood, that no man had a higher opinion of the integrity and honour of the Directors of this Company than he had; but he liked to know something about a concern in which he had a heavy stake. He did not know what this railway was to cost, and he would like to know about it before the Company either went on or dissolved; and those gentlemen who pledged themselves to a dissolution without consideration, would of course lose part of their money.

Mr. G. R. CHAPPELL said he had from the first held 200 shares in the undertaking, and had given it as much attention as any other gentleman in the Directory; and if the shareholders looked at the attendances of the Directors, though gratuitous, they would find them regular and uniform. He had neither added to nor diminished the number of shares he originally held; and if this Company were dissolved to-morrow, and any other gentleman would take it up, he would take 200 shares in the new Company. He did not want Mr. Rawson to pin his faith on him; but that was his own individual opinion, and the unhandsome conduct of their opponents would induce him to go on to the uttermost extent.

Mr. H. NEWBERY thought Mr. Rawson's proposition a good one, with this difference, that a Committee might be appointed to consider; and those who chose to go on might do so, after the opportunity of full inquiry, and then no gentleman would commit himself without knowing the facts of the case. But he thought Mr. Tootal was able to explain to the meeting the position in which the Company now stood, and give some insight into its affairs. It had been done before, but it could be done again now.

Mr. RAWSON wished to say to the shareholders who, if the Company were dissolved this day, did not wish to join the new Company, they might get out by losing half their money. If they would not agree to dissolve without full inquiry, then they might expect, he would not say they might be fully certain, to get out without a farthing loss.

Mr. JAMES BURT thought, before entering into discussions of this kind, they ought to attend to the business of the day. They had, in the first place, to determine whether the Company should be dissolved or not; and then to express the sense of the meeting about going on with the undertaking by a new Company. He did not think that procrastination was beneficial; but rather that the shareholders ought to show their opponents, that they were unanimous in carrying on the new concern.

Mr. BRIGHT, of Rochdale, said, it would be well if the shareholders knew what the state of the funds was.

Mr. WRATISLAW, of Rugby, asked what the expense would be of the variation.

Mr. EDWARD TOOTAL said—On the occasion of our last meeting, I went at some length into the estimated cost of the concern. I can only reiterate the statements which I then made, having carefully looked at them, not only before I made them but afterwards, and frequently since; and I have the satisfaction of knowing, that I need neither retract nor qualify one single remark which I then offered to the shareholders. I have given myself considerable trouble to converse to some extent with the engineers of various railways; and I have put to them, in the course of the last year, hundreds of questions, with a view to elicit the truth with respect to the probable cost of this line. From all the inquiries I have made, I see no reason to vary the opinion I then gave with respect to the cost of the line for which you have already applied to Parliament. Perhaps it would be just as well to allude to that cost again, and then to the probable additional cost of the varied line. The application you made to Parliament, in 1839, was most severely contested, as most gentlemen here are pretty well aware. Mr. Bidder was examined on behalf of this Company, and cross-examined, for about three days, and his estimate impugned, as far as possible, by the evidence of Mr. Vignoles, Mr. Rastrick, and Mr. Locke. The estimate of our own engineer for the construction of the line was 18,538*l.* per mile. Mr. Vignoles went over the same details as to land, earthwork, masonry, permanent way, and contingencies, as Mr. Bidder; he (Mr. Vignoles) being then the engineer of the Midland Counties' Railway, and of course having an interest, from his position, to go as far as he could. I'll just read you the different items, showing the variance between the estimate of Mr. Bidder and that of Mr. Vignoles. Land, estimated by each at 170,000*l.* Earthwork, Mr. Bidder made 282,368*l.*; Mr. Vignoles, 310,624*l.* Masonry, Mr. Bidder, 241,210*l.*; Mr. Vignoles the same. Permanent way, Mr. Bidder, 375,225*l.*; Mr. Vignoles the same. Contingencies, the same by both. Mr. Vignoles made the cost of the line per mile, 18,990*l.*, being 440*l.* per mile more than Mr. Bidder's estimate. Next as to Mr. Locke, whose character as an engineer stands very high, and who was particularly celebrated for making the lines entrusted to his charge at a low rate of cost—whose ability I don't call in question, for he is a very able, and I believe conscientious, man. I have had considerable conversation with Mr. Locke on this very estimate. I will give his estimate, and then I will repeat a remark which he made to me at an interview I had with him. Mr. Locke is the engineer of the Grand Junction Railway Company; they were at that time opposed to this Company, and Mr. Locke's evidence was looked upon as the most powerful against us, inasmuch as his experience was great and his reputation high. His estimate for land was 200,000*l.*, being 30,000*l.* more than the other estimates; for earthwork 20,000*l.* more than Mr. Bidder; masonry the same as Mr. Bidder; permanent way the same; and contingencies 4,000*l.* more. The result amounts to this—that the estimated cost of the line would then be 19,700*l.* per mile. It is fair to suppose that Mr. Locke did his utmost for his then employers, no doubt of it; and he was perfectly right in so doing, and I think it is perhaps the highest compliment to our Engineer, and to his estimate for the Extension line, that the greatest difference in the paper estimates is only about 1,200*l.* per mile. Mr. Locke added a considerable sum per mile on account of 40 bridges which will not be required. The private conversation I had with Mr. Locke, of course I cannot repeat here; but I may state this. I remarked to Mr. Locke that I might probably be called upon to state to the shareholders of the Company what the probable cost of this line would be; and at length I said, "Mr. Locke, if I state to the shareholders that the Extension Railway, including carriages, engines, waggons, stations, sheets, cordage, &c., and contingencies, will be completed for a sum total of 25,000*l.* per mile, shall I be right?" Because I have made up my mind never to state a less sum than I conscientiously believe will really be required." I told him I might probably state it to the shareholders at 24,000*l.* or 25,000*l.* His reply was, "If you do that, Mr. Tootal, you will have the pleasing satisfaction, year after year, to state to your shareholders that you are glad to find that the cost will be less."

A SHAREHOLDER—Does that refer to the Stafford and Rugby line?

Mr. E. TOOTAL—To the Stafford and Rugby line—that varied line of the Company which is under discussion this day. Since then I have had other opinions. I had a letter only the other day, dated the 15th January, from an engineer whose eminence no one would call in question. I had asked him to be good enough to revise our estimate, as a personal friend, and he writes as follows:—"When the line was in Parliament last time, and during the struggle on the question of the estimates, I looked carefully into the items, and then satisfied myself that the estimate was abundant. Indeed, it differs from ordinary estimates, in being formed, not upon opinion or speculation, but upon the actual cost of works of an exactly similar character. This class of estimation clearly renders the chance of error the least possible, and on the character of the works on the Midland Counties' Railway, the estimate is as nearly certain as it is susceptible of being made. I make these few remarks for the purpose of redeeming a promise." This has reference to the Stone and Rugby line; and this differs from that only in the distance north of Rugeley. From Rugby to Rugeley, a distance of 40 miles, the lines are the same; the difference is that the former line passed to Rugeley by way of Stone, whilst the present passes thither by way of Stafford. There is a difference in the cost of the works on those two portions of the line; but from Stafford to Rugeley the varied distance is 8¼ miles, and that 8¼ miles out of 56½ is the only variation. The only portion of the line which has not been inquired into already before Parliament, and sifted to the very bottom, is this portion of 8¼ miles, and therefore that is the only portion of the line upon which any doubt can be thrown.

A SHAREHOLDER asked if the varied line would be longer or shorter.

Mr. TOOTAL was understood to say, shorter; he then continued:—With respect to the new line, the Government Commissioners have required from our Engineers a detailed estimate of the cost, which is now before the Commissioners; and therefore I am sure you will think it right that it should not at present be made a public document, being in their possession for them to analyse. In the Report on the Stafford and Rugby line, which will in a few weeks be made, the whole of these details will be furnished; and the Government Commissioners will, no doubt, direct attention to the advantages in length, as well as other qualities in the proposed line. But I think it quite right to give the particulars of the estimates of this varied line, from one end to the other, as submitted to the Commissioners. They are—Earthwork, 281,000*l.*; masonry and tunnelling (there being a short tunnel required) 272,000*l.*; permanent way, 340,000*l.*; contingencies, 8,700*l.*; making a total of 980,000*l.*, or 17,500*l.* per mile, to which is to be added cost of land and stations. On the former occasion Mr. Bidder and Mr. Vignoles agreed precisely as to the land, and Mr. Locke added 30,000*l.* to their estimates; therefore, we may say, that the value of the land has been pretty well sifted already. The amount of costs for stations on the line was put down at 46,000*l.* on the last occasion; but I apprehend that it will be under 30,000*l.*; because the stations on the Stafford and Rugby line will be just like the ordinary stations on the Grand Junction and the London and Birmingham lines, the ordinary roadside stations, the traffic not being collected at them, but at Manchester, Birmingham or London; therefore the stations would be wholly of an economical nature. I don't think that I need say more with respect to the probable cost of this line. I think that no shareholders ever before had the same opportunity of judging of the probable cost of their line before the Act of Parliament for it was obtained. (Applause.)

Dr. LYON—Allow me to ask, whether the land between Stafford and Rugeley will not cost more than that from Stone to Rugeley.

Mr. EDWARD TOOTAL—Some portion will, but some portion will not cost more than other portions of the line, on the estimate given in for the land on a former occasion; and that includes all the "ornamental property," which you have heard mentioned that was upon the old line. If any gentleman wishes to have further information with respect to the cost of the line, or anything else, I shall be happy to give it. Then as to the cost of the permanent way; but if we look to the South-Western Railway, their permanent way is taken at 5,500*l.* per mile, yours is put down at 6,000*l.*

A SHAREHOLDER—What is the cost of permanent way on the Manchester and Birmingham line?

Mr. TOOTAL—The Manchester and Birmingham, I believe, is 6,500*l.*; but they had adopted longitudinal timbers on account of their viaducts. Does it occur to any gentleman to ask any other question?

A SHAREHOLDER, who had misunderstood a former statement, asked as to it; and

Mr. TOOTAL said, that the last estimate given embraced the whole line.

Mr. BRIGHT said, that a printed paper had been distributed at the door of the Company's offices pretty freely [signed "Thomas Landor, agent to the Marquis of Anglesey"], which stated the names of some landowners on the varied line.* Had they any greater interest in opposing it than the old line? Did the old line cut through any of this ornamental property, which was so sacred?

Mr. E. TOOTAL—I trust you will bear with me. I am sure shareholders will not intentionally put such questions as would be likely to damage the undertaking. With respect to the Marquis of Anglesey, I have before me a document, when an application was made for this bill last year, in which the name of the noble marquis appears as the first assenting nobleman. The fact was, that the varied line would pass through a farm of his, about four miles from Beaudesert, and he was now to be found amongst the dissentients; but any gentleman who has been connected with railways for some years will be aware, that the less that is said about this the better. I don't wish to say any thing unpleasant to the noble marquis, or to any one; but gentlemen know, that there have been opponents to railways before; but they do not always continue opponents. I may just say, that the marquis is not unfriendly to the railway; he has at all times been friendly to the undertaking; but he does not like its present route, as regards its passing through this farm. It is possible, that an alteration might be made, whether without great difficulty I do not know, but it is possible; and I repeat, that the marquis is not unfriendly to the line, but only to this particular portion. His son is member for Lichfield; this line is vitally important to Lichfield; and I have no doubt, that Lord Alfred Paget might be induced to use his influence with his father to withdraw his opposition, and thus let Lichfield have the benefit of the position in which he is placed.

Mr. WRATISLAW said he had looked at the list of the other names advertised as dissentient landowners and occupiers;† and he would say, that it was a very different list of opponents from the former one. (Hear.)

A SHAREHOLDER—What advantages do you propose by substituting the new for the old line?

Mr. E. TOOTAL—They are fully explained in the Report which has been read; but the principal feature is, that, so far as has been shown, the new line will embrace the entire traffic from Liverpool, Chester, North Wales, Ireland, and Scotland; while, on the last occasion we did not take credit for a single shilling for this traffic. (Hear.)

Mr. BRIGHT—May the shareholders be informed what agreements have been made with the various railway Companies? There is some agreement with the Grand Junction Company. Are they to have any extra profit from this line? There is a branch to the Birmingham and Derby line, and there will doubtless be some arrangement made there; and I think there is one if not two more Companies with which this Company are to make some arrangements. Now, if these or four slices are to go out to obtain the consent of these Companies, it appears to me, that the money which the shareholders are sinking will be given to the public without any return to themselves.

Mr. E. TOOTAL—We know nothing with respect to any contemplated arrangement with any other Company; and, as to this Company being connected with other railways by short lines, I think we must reverse the position of Mr. Bright, and say, that, instead of their being suckers from this line, they are feeders. We present the shortest line to the east, and the line becomes a feeder, and draws the whole traffic into it.

Mr. BRIGHT—But don't you purchase some part from the other Company?

Mr. TOOTAL—Certainly not.

Mr. WHEELER—And the opposition of the Midland Counties' Company is based on the very principle, that we give to the Birmingham and Derby line an advantage which it does not now possess, and that we thus enable the Birmingham and Derby Company to compete with the Midland Counties' Company, by giving the former the advantage of bringing their traffic upon our line, and so make the route much shorter than it is at present.

Mr. RAWSON—If I understand Mr. Bright's question, it is in substance—Have you not enabled the Grand Junction Company to go over the Extension line at a less rate than otherwise they could do according to the Parliamentary rate?

Mr. TOOTAL—No Company in the kingdom does, I believe, charge the Parliamentary rate. The Grand Junction Company run over the Liverpool and Manchester line; many railway Companies run to a great extent over other lines; but none of them charge the Parliamentary rates.

Mr. JAMES BURT—And we run over the Grand Junction line, too.

Mr. JOSHUA P. WESTHEAD—There seems to be a great deal of misconception about this line, and the rates to other Companies. I can only say, that if our line, or that applied for in 1839, had been secured, and we were now ready for operation; and if the Grand Junction Company were at this time to make an offer exactly similar to that which is contained in the arrangement to which reference had been made, I, as a proprietor of this Company, would jump at it.

The CHAIRMAN and Mr. CHAPPELL expressed their concurrence with this statement.

A SHAREHOLDER—But we don't read in the Report what that arrangement is, and we are not told about it.

Mr. CHAPPELL—Why put a sword into your enemy's hand to cut your own throat?

Mr. BRIGHT said, he had attended a meeting here twelve months ago, at which he did not speak or take any part; but he was then excessively annoyed at what appeared to be the desire of the Directors to keep every thing quiet. He did not want them to tell anything injurious to the Company; but everything else he was quite sure they ought to make known to the shareholders.

Mr. H. NEWBERY begged to say, that the Directors were quite ready and willing to tell any thing and every thing that would not be likely to injure the interests of the shareholders generally; but no man in his senses would expect them to tell many things which they could do, provided they had obtained their act, when they had so many opponents arrayed against them in so deadly an opposition, and ready to take advantage of every thing and any thing that occurred. The shareholders all knew, that, with the Committees and the Standing Orders of the House of Commons, they could not make known many things which they should otherwise do, merely because of technical objections; not, certainly, because of any thing of vital importance, but simply because of these legal difficulties; and he was sure, when the shareholders read the publications constantly appearing against the Company, they must be aware that it had the most active and determined opponents that any Company ever had, and that therefore it behoved them to be cautious; but if any gentleman, a *bona fide* shareholder, wanted information, which the Directors could disclose without detriment to the interests of the Company generally, they would be most ready and willing to do so. (Applause.) He was sure there was not any thing that they wished to withhold from the shareholders; but this was a very different thing from giving information generally to the shareholders and the public, and so telling too much of your case, in order to let your opponents get the upper hand of you.

Mr. TOOTAL said, that the Manchester and Birmingham Company had an agreement to travel over the Grand Junction line. Some said it was a good thing, and some that it was a very bad thing. Be that as it might, this Extension Company had granted the use of its line to the said Grand Junction Company at a higher rate by 30 per cent. (Hear, hear.)

Mr. RAWSON was very glad of it. That was one of the things he wanted to hear. He stood there a little in awe of the Directors; but not a man present was in better temper with the Directors than himself. He would trust them with untold gold, but he never liked to trust to the judgment of others when he could form one for himself. He believed that he should assent to the new line, if the Company were dissolved; but yet he thought it but fair to let all the shareholders have fair play; and if this Company were dissolved to-day, those parties who did not wish to go on, would not be so well dealt by.

Mr. TOOTAL said, gentlemen were aware that Parliament met on the 26th of this month, and that the petition for this act must be presented within a fortnight after the meeting of Parliament; and, if this were not done, all the previous outlay, time, and labour, would be worth nothing, and would go for nothing. The Company was now in a fit state to apply to Parliament in all respects. The preliminary proceedings had been taken with the utmost possible care that men could give to them, and with a due regard to economy; and he felt satisfied, that, should Parliament inquire into the preparations for this application for an act, the facts would be very satisfactory to those out of whose pockets the expenses came.

The CHAIRMAN asked if there was any other question which any gentleman present wished to ask of Mr. Tootal.

Mr. WRATISLAW thought he understood the position of the shareholders by this alteration to be this,—That, according to the line that went by Stone, we had the Manchester traffic brought upon our line. In the varied line, in addition to that we have the prospect of all the Liverpool, North Wales, and Irish traffic.

Mr. TOOTAL—Distinctly so.

Mr. BRIGHT—And yet you lose a great many arguments that you had when you went to Parliament last time.

Mr. NEWBERY—I beg your pardon; but is it desirable that we should put arguments in our enemies' mouths?

Mr. BRIGHT—But these are so palpable, that even a child might perceive them.

Mr. NEWBERY—Then it is surely not worth while to occupy the time of this meeting with them. If it only rested with the shareholders, it would be different; but we shall never pass Parliament, if we thus give every advantage to our opponents as to any weak point we may have. I think this is the common-sense view of the case.

Mr. RAWSON—Well, whether we are wrong or not, they certainly are in the wrong.

A SHAREHOLDER said, he did not see why the meeting could not have some statement of the accounts and the funds of the Company.

Mr. WHEELER—The accounts are to be audited before they can be laid before the shareholders; and at present the Directors are the sole creditors of the Company, having found all the money hitherto required. There is a resolution for the appointment of auditors, to be passed by this meeting. [Mr. Wheeler read it.] So that in fact the state of the accounts is required to be ascertained by auditors to be appointed by this meeting.

Mr. BRIGHT—Is it not of some consequence, that any person who votes for the dissolution of this Company, without intending to become a shareholder in the new concern, should know how much the balance would be that will come to his share?

Mr. TOOTAL—The probable balance will be somewhere about 3*l*. I don't apprehend there will be less than 3*l*.; but of course, in an affair of this sort, it could not be brought into view all at once, for I may mention that the last preparation for Parliament was only made on the 5th of this month.

Mr. WRATISLAW—Then I understand that the deposit was made to go to Parliament for the former line, and the present line being six miles shorter, would not require so much capital by 110,000*l*., and, therefore, there is money enough to complete the line.

Mr. TOOTAL—The varied line is six miles shorter; but some portion of the works from Stafford to Rugby would be more expensive.

Mr. WRATISLAW—I only want to understand it,—whether the last estimate is sufficient to complete the line.

The CHAIRMAN and Mr. TOTAL—Oh, certainly; quite sufficient.

The resolution for the reception of the Report was then put from the chair, and passed *nem dis.*

Mr G. R. CHAPPELL then moved the second resolution, declaring the Company dissolved. He said—I do not move this from choice, or from my own disposition to dissolve the Company, but from the necessity which exists at the present moment; that every shareholder may have his choice, either of retiring from the undertaking or continuing to be a shareholder in it. I have given you my opinion as an individual before; and, if a Company be established from this or any other meeting, to carry on the concern, I shall feel happy to become a shareholder in any new Company. It would grieve me exceedingly that an undertaking like this, designed to benefit Manchester, and belonging to Manchester especially, should be given up, because of the opposition of other Companies, who are not taking the right or the best way to oppose it. The pecuniary proposition made twelve months ago, only provoked our contempt. If that Company (the London and Birmingham) had wisely considered their interest, they would have offered a sum that might have been an inducement to the postponement of this undertaking for three or four years to come. But they have now sent a letter which betrays itself to be of so thoughtless, imbecile, and childish a character, that we must be pretty idiots to regard it. They say they don't mean to make us the pecuniary offer they made twelve months ago. Why we never asked them.

The CHAIRMAN—That letter should be read.

Mr. CHAPPELL—Yes, certainly; I beg that it may be read.

The CHAIRMAN—This is a letter I received on Saturday last, addressed to me, by favour of Mr. T. Cooke, and accompanied with a request that it might be read to the meeting:—

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* This document will be found in our advertising columns.—ED. R. T.

† See our advertising columns.—ED. R. T.

London and Birm. Railway, Euston Station, Jan. 7, 1841.

My Dear Sir,—In consequence of observations which have reached me, leading to the inference that, in the event of the re-constitution of the Extension Company, the subscribers to that projected undertaking might expect a renewal of the pecuniary offer made last year to that body by the London and Birmingham and Midland Counties' Companies, will you allow me to take the opportunity, through the medium of our mutual friend, Mr. Cooke, of removing any such impression, by stating most explicitly, that no such intention exists on the part of those Companies.

I will not take up your time and attention by recapitulating the reasons which, under the instructions of the proprietors, have determined the Directors of the London and Birmingham Company in continuing to give their most strenuous opposition to the Extension line. At the same time, let me assure you, and the Directors of the Manchester and Crewe line, of the earnest desire of the Board to place at your disposal every facility at the stations, both in London and Birmingham, for carrying on the traffic of Manchester upon a footing entirely independent of any other business, and to renew the offer of entering into any arrangements for the working of the line, which may be deemed conducive to the convenience, and advantageous to the trade, of that town.—Believe me to remain, my dear Sir, yours very favourably, GEO. CARR GLYN.

Thomas Ashton, Esq., &c. &c.

Mr. CHAPPELL said, that gentlemen might charge their memory with the statements made by the London and Birmingham Company twelve months back, and the reasons they assigned why it would be ruinous to this company to pursue the undertaking. They then argued, that a continuance in the undertaking would be ruinous to us all; and then they said:—"We will give you 20,000*l.* to drop it." What could be more ridiculous than to offer us 20,000*l.* to drop a concern that they believed would be ruinous to a rival company? Then here comes a letter—there not having been the slightest insinuation, as he believed, that any renewal of the offer was expected—just as if some overtures had been made by us to them, to settle this business before going to Parliament! Why, realy, it is children's play. We are not intending to take any such offer, if it were made. If it pleased the shareholders to re-elect the Directors, he for one (though he had no disposition to increase his business) would serve the company faithfully and gratuitously; or, if they thought fit to reject him, he would willingly retire, but continue to be a shareholder.

Mr. Alderman BROOKS seconded the resolution, and said, that, from the opposition manifested, and the quarter it came from, he was satisfied that this was a very good line, particularly looking to the papers and publications circulated against it, and to the fact, that Mr. Ashworth, the agent for two other lines, was active against it. As to the letter from the London and Birmingham Company, it looked as if they wanted to make a bargain with us, and, as we did not move, they did. (Hear.) They thought it was their turn to move, and so down came this letter, but from the proceedings of this meeting, they would find that we were not to be tickled in that way.

Mr. H. NEWBERY said, that another letter had been lately sent from Mr. Burke, the parliamentary agent to the London and Birmingham Railway Company, which he should have liked to read to the meeting, but could not without Mr. Burke's permission, and that not having been obtained, the shareholders were not in full possession of the case; but he did hope that the London and Birmingham Company would see it just to themselves and us to publish that letter which Mr. Burke had addressed to the Manchester and Birmingham Company.

Mr. ESKRIGGE said, it would appear, if this Company were now dissolved, that merely the balance now in hand, after paying all expenses, would be divided amongst the shareholders *pro rata* per share. But the new Company would derive all the benefit of the expenditure hitherto made, which was already large; and they would go to Parliament upon a much better footing of advantage than those who dissented, left the concern, and lost their money. Was it proposed that the new Company should give to the old Company any part of the money expended, say 1*l.* or 2*l.* per share over and above what appeared to be their due?

Mr. NEWBERY—Certainly not.

Mr. JAMES BURT—It appears to me a most extraordinary thing to suppose, that a Company about to be formed to carry on an undertaking should give a bonus to those who refuse to join it.

Mr. ESKRIGGE said, that all the money that the retiring shareholders would lose had been expended in surveying, making plans and estimates, and in contesting the line; for a great deal of opposition had been bought off by the money of the old shareholders.

Several DIRECTORS—"No, no."

Mr. ESKRIGGE—Well, the opposition had been overcome at any rate, and the money had been spent in overcoming it.

The CHAIRMAN—But the Company being dissolved does not deprive the holder of any shares of his option. He has a choice in it, either to go out or to join the new Company. If he can make anything of his shares, he can either hold them or sell them.

Mr. ESKRIGGE—But will not the new Company derive great advantage from the money already expended?

Mr. TOOTAL—Let me state distinctly and explicitly that no money has been paid for any such purpose as buying off opposition.

Mr. ESKRIGGE—Very probably, money has not been paid, but some of our opponents have had money's worth.

Mr. TOOTAL—Certainly not.

Mr. Alderman BROOKS—Perhaps we may have agreed to give something, but nothing has been given.

Mr. TOOTAL—No, nor promised.

Mr. T. OLIVANT—The question is, whether the new Company are going to give the old Company any thing for those advantages which they will derive from the money already expended.

Mr. TOOTAL—Certainly not. The meeting must be quite aware, that every step that has been taken by the Directors has been taken not only with the sanction, but it may be said, by the orders of the shareholders. They have expressed their wishes; the Directors have only been the instruments, the tools, by which the thing was worked. Every step, from first to last, has been taken with the knowledge, consent, and sanction of the shareholders.

Mr. KNIGHT—I don't make any complaint as to the expenditure of the money.

Mr. TOOTAL—So cautious were your Directors, that neither verbally nor in print did they say one word to influence a single shareholder with respect to the offer of the London and Birmingham Company. This is shown by the Report of the proceedings of the meeting at which that offer was laid before the shareholders.

Mr. Tootal then read the following extract from the Report of proceedings at a meeting of the Company held on the 3rd February, 1840.

"The Chairman said, that, with respect to the offer of the London and Birmingham Railway Company, perhaps the most convenient mode of bringing it fully before the meeting would be for some shareholder to move the adoption or rejection of the offer.

"—— Rawson, Esq., wished to know whether there would be anything objectionable in the Directors giving the meeting a more full reason for their not going to Parliament this session. Of course he did not require any further explanation, unless the Directors felt that there would be no impropriety in giving it.

"The Chairman said, he thought that all the facts material to be known at that meeting were embodied in the Report.

"Joseph Birley, Esq., said he would beg to move, that the offer of the London and Birmingham Company be declined, and that would perhaps raise a discussion on the subject.

"The motion having been seconded,

"Mr. Rawson repeated his question. He had a good opinion of the line, and he should like the application to Parliament to be prosecuted with all possible dispatch. But no doubt the Directors had good reason for advising delay. He should at all events like to know whether the Directors were of opinion that the offer of the London and Birmingham Company should be rejected; because, otherwise, the shareholders would be acting in the dark as to the sentiments of the Directors.

"Mr. J. Birley begged to ask whether it occurred to any one present to move the acceptance of the offer. (Hear.)

"The Chairman, after a pause, said, that having been called upon on behalf of the Directors, he begged to state, that they had, without the slightest hesitation, come to the unanimous resolution that the offer ought to be declined. (Loud cheers.)"

So that, until the word was wrung from the Directors, not an opinion did they express, so desirous were they that the shareholders should decide, from the opportunities which they had for judging (as much as others had) as to the course to be pursued. And from first to last the Directors had carefully abstained from leading the shareholders; leaving them to decide according to their own judgment. In accordance with the resolutions of the meeting of shareholders in February last, the Directors had carried out all the necessary preparations for Parliament, by the order of the shareholders, and of course at their expense; yet now one or two gentlemen complained of the hardship to parties wishing to retire from the Company, and receiving their rateable proportion of the moneys left. Pray, would it not be very hard on those who remained, if one-third or one-half the shareholders left? The other half would be a useless body; in position something like the Leeds and Liverpool Railway Companies, with reference to their junction line. The two Companies went for a mile each; each without the other was comparatively valueless; but the two acting together would make probably an extremely desirable and valuable arrangement. If such a proposition were to go out, the Company and the undertaking would die a natural death, and, after paying a bonus to the retiring shareholders, the hardship would be on those who wished to go on, who got no bonus, and lost all their money. They had all embarked together, and he hoped most of them would remain together. He certainly held a considerable number of shares in this undertaking; he had done from the first, and should do to the last; and his object now was, to show the hardship to be rather on those who wish to go on, if a considerable number of shareholders went out; for, by so doing, they would annihilate the undertaking, and leave the remaining shareholders with a quantity of blank paper totally useless; whereas, if they went on with it together, they would make the preparations already completed of considerable value and importance.

Mr. ESKRIGGE said, he was not one of those who wished to retire from the Company, but rather to go on; but he thought, that in justice to those who went out, something should be paid to them. The shareholders had paid for all the estimates, the expense of going to Parliament, and depositing the plans, &c. Those who remained would derive all the benefit, and he thought in fairness they should give a part to those who retired.

Mr. Alderman BROOKS—But suppose we are upset in Parliament again, how would it be then?

Mr. BRIGHT asked if the law-clerk had not read that the Company should not have power to go to Parliament again, if 3*l.* 10*s.* per share should have been expended, without calling the proprietors together to decide the question they were now met to decide. If, on winding up the accounts, only 50*s.* per share were left, then the Company were bound in honour to pay all those who retired the 3*l.* 10*s.* which that clause guaranteed should not be spent before that step was taken.

Mr. WHEELER having again read the clause (given above), said, that any twenty "subscribers to the undertaking" might have taken this step long since, if they had thought fit; but they did not think fit, and it was not incumbent on the Directors to do so if they did not. The Directors might have proceeded, without asking any further sanction from the proprietors; but they had come here to-day, and devised this mode of enabling those proprietors who were dissatisfied to withdraw from the Company. If it were not for this object, the Directors might have called upon the shareholders to execute an undertaking for the coming session; and if they had refused to do this, their interest would have been forfeitable by the Directors. The Directors had ample powers with respect to the variation of the line, the powers usually given.

Mr. WRATISLAW dissented from the opinion of Mr. Bright. If any gentleman wished to retire, he did not see that he could fairly ask for any bonus, because everything that had taken place was with the sanction and by the direction of the shareholders.

Mr. BRIGHT—But you dissolve the Company by a majority.

Mr. WRATISLAW—And a majority in every case must bind.

Mr. BRIGHT—We are a Railway Company in this room; and just imagine for a moment that there is another Railway Company on the other side of the wall, going to take up the line if we dissolve. If it is decided by a majority to dissolve, I see no propriety in withholding from those who retire a portion of the money that has been expended, in order to make a present of the advantage to a new Company. It is not any interest of mine; I shall not get a farthing either way, nor any one connected with me. Still I think it but fair to give at least half of what has been paid up to those parties who dissent.

Mr. Alderman BROOKS—Do you mean that we should pay them money out of funds that do not exist? We have fought one battle, and got beaten; we are going to fight another, and are we to give a bonus of 3*l.* 10*s.* per share to those that dare not join us? It is perfectly optional to any shareholder to stay or go; and he cannot complain if he has his choice. Besides, if, as Mr. Bright says, there is one Company here, and another Company on the other side the wall, any shareholder may say, "I'll get this bonus of 3*l.* 10*s.* and go out; but I'll go the day after and buy shares in the market at less price."

Mr. CHAPPELL—Will Mr. Bright look at it in this point of view? Suppose a number of gentlemen intend to retire, but that Mr. Bright and many others hold to the new Company, how would he like to give part of his money as a bonus to those who might be induced by this very sum to retire? It is buying a man's retirement when he has a choice either to remain or go out; and so long as every shareholder has a choice, there is no injustice done. Suppose we pay

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[redacted] and we go to Parliament again, who is there [redacted] gentleman is of opinion [redacted] to retire then remain, he has [redacted] going to remain, and I hope [redacted] remain, that we may perse-

Mr. [redacted]WORTH—Are we not wasting our time? We have paid our money on certain terms, and unless there is a clause in the deed directing that parties may pay their money unequally, I, for one, should think it exceedingly unjust to pay anything beyond their equal share of the funds in hand to those who go out, and any objection alone would be sufficient to prevent the Directors having the power to do it.

Mr. BRIGHT said a majority could sell their right as a Company.

Mr. WHEELER said, a majority could bind the Company within the two deeds, and no further and no otherwise, and it was clearly not lawful for any majority, however great, even supposing there were only [redacted] in the Company, to bind the Company to [redacted] beyond the scope of the deeds; and he [redacted], therefore, that any such payment would [redacted] it would be for the London and Birmingham [redacted] and Counties' Companies to have paid this Company the 20,000*l.* they offered last year—a [redacted] which, if it had been made, might have been [redacted] in the hands of the parties receiving it, supposing it to be dissented from by any one shareholder [redacted] either of those Companies.

A SHAREHOLDER said, that in breaking up a Company which held considerable property, it was the duty of the Directors to sell it, as it belonged to this Company, and the new Company ought to pay for it.

Mr. WHEELER said, as to the property in surveys, plans, &c., it was quite competent to anybody, if the Extension line were abandoned, to form a new Company, and take advantage of the plans which this Company had deposited. Those plans, &c., were notices to the public, and any portion of the public would have a right, within the purposes of the Standing Orders of [redacted] of Commons, to use those plans and notices if [redacted] thought fit. Therefore, in fact, the shareholders [redacted] to sell.

A [redacted]HOLDER—Oh yes, the estimates.

Mr. WHEELER—Why, they are all published, and anybody may have them for the cost of paper and printing, by going to Hansard's, the Parliamentary printers.

Mr. RAWSON dissented from the law-clerk as to its being illegal; at least he was sure that it came within the scope of equity to give to dissentient shareholders a portion of the money already expended. We as a Company determine to form a new one, and go on (for he believed he should go on); and if we refused to give dissentients any thing beyond their proportion of the funds in hand, he was certain the Lord Chancellor would set any such decision aside. The Directors ought to stand as arbitrators between the assentient and dissentient shareholders, and say what is due to those who go out; and, if they did so, he was satisfied that some money, beyond what was due in law, would come to the parties going out.

Mr. BURT thought gentlemen were wasting a vast deal of time. The Company came to a resolution last year, that certain steps and measures should be adopted, and it was understood that every shareholder should pay his fair proportion to the expenses. That proportion had been paid; but it appeared to him quite ridiculous because some now chose to say, "We will not go on with the new concern," that they can have any claim to have a portion of what had been expended returned to them. Those who decided to go on might justly say to them, "All the money that has been expended has been by your own authority and desire; we will give you a fair share of what is left, if you choose to retire; and if you choose to remain, you will participate in any advantages that may arise from the undertaking." [redacted], these in neither equity, honour, or justice in the demand of persons who have once given their assent to proceeding with the undertaking. They [redacted] of hardship.

[redacted] he had only come home on Saturday, and he should like to have time to see a

[redacted] of Bristol, said, that when [redacted] Company, had made a [redacted] to a new Com-

[redacted] do it legally.

[redacted] to the Di-

[redacted]SMITH—He had [redacted] amendment which he had no [redacted] a statement in [redacted]; he had [redacted] to say yes to that re-port it, and he would move,—That the Directors be and are hereby empowered to open communications with the London and Birmingham, and other Companies whose interests will be affected by this railway, with a view to its abandonment; and as soon as proposals have been received, with a view to to enable the Directors to ascertain what opinions the shareholders may entertain, a meeting shall be convened to take the same into consideration." He (Mr. Smith) was a proprietor of 200 shares in this undertaking, which cost him, with interest, 1,100*l.*, and he was quite aware, notwithstanding the letter from the London and Birmingham Company, that an arrangement might be made by which the shareholders of this Company might receive from them 3*l.* 10*s.* per share.

The CHAIRMAN—No; they say they will give us nothing.

Mr. WHEELER—He had no interest in any adverse line, and had no railway property except in the two lines emanating from that office (the Extension and the Manchester and Birmingham lines).

Mr. RAWSON said, if he were to second the amendment, it would be with a little addition. Those who intended to go on with the undertaking would not be acting in a straight-forward way if they did not give a little time to make inquiry. He really felt quite uncomfortable about another concern he was in, and would not name. He need not reiterate the expression of the high estimation in which he held the Directors as upright men; but he should like to know a little more before he agreed to a dissolution, and he did not feel prepared to join the new Company till he had had time to inquire. He would propose to add to the amendment, that a Committee should be appointed to inquire and report to a meeting of shareholders in two or three days.

A SHAREHOLDER—Is there time for any delay?

The CHAIRMAN—Certainly not.

Mr. RAWSON—Then I withdraw from seconding the amendment.

The CHAIRMAN—Will any one second the amendment; we must dispose of it.

A SHAREHOLDER (we think Mr. R. C. Sharp)—It appears to me that the proprietor has forgotten the letter written by Mr. Glyn.

Mr. WRATISLAW—At any rate he has forgotten the resolution we came to twelve months ago.

Mr. G. SMITH—No; but we are in a different position now to what we were then.

Mr. E. TOOTAL—We are in exactly the same position.

The CHAIRMAN said, there being no seconder to the amendment, it fell to the ground. He was about to put the original motion of Mr. Chappell, for the dissolution of the Company, when

Mr. OLLIVANT asked if it would not be as well if the substance of the resolution were put into two separate resolutions—the first being that the old Company should be dissolved; and the second should go to the point of forming a new Company.

Mr. WHEELER—It is not intended to form a new Company at this meeting at all.

Mr. OLLIVANT repeated it would be more regular to have a resolution simply declaring the Company dissolved, and then another, expressing the opinion of the meeting as to a new Company being formed.

Mr. WHEELER said, if the resolution were simply a declaration that the Company was dissolved, then the proceedings of this meeting would appear to have no reference to the variation in this line, it would be in fact a defunct concern. But now, upon the face of the resolution, the object is stated to be to form a new Company. We could not legally form a new Company at this meeting; therefore, we merely say it is intended to do so, and as that is intended, we resolve that the present Company be dissolved.

Mr. OLLIVANT thought the notice convening the meeting stated it was for the purpose of dissolving this Company, and forming a new one.

Mr. WHEELER read the advertisement (given above), and said, that of course the advertisement was worded as widely as possible, because the Directors did not know what course this meeting would like to take. If the meeting had taken a particular turn, it would have become illegal, and then it would have been necessary to adjourn for 21 days, and call another meeting.

Dr. LYON asked if the new Company would have any difficulty in commencing the undertaking where the old Company left off, in Parliament or elsewhere.

Mr. WHEELER—None, sir.

A SHAREHOLDER—Will the new Company have as available the valuable arrangement made with the Grand Junction Company?

Mr. WHEELER—Most certainly.

Mr. BRIGHT—Was this step determined upon at the last meeting?

Mr. WHEELER—Certainly; and I have the Report here which shows it.

The CHAIRMAN then put the motion for the dissolution of the Company, which passed with three dissentients.

The CHAIRMAN declared that to be the number; and,

Mr. RAWSON said—Oh, there's many more.

Mr. CHAPPELL—Then count them.

Another show of hands were taken, and there were found to be first four, and subsequently five, dissentients, whose names were taken down by Mr. Wheeler as follows:—Mr. George Smith, Mr. Wm. Rawson, Mr. Pierpoint, Mr. Shepherd, and the Rev. R. Durnford, rector of Middleton. (Immediately afterwards, it was intimated that Mr. Shepherd wished to withdraw his assent, leaving *four* dissentients.

Mr. LEO SCHUSTER moved the third resolution, appointing Mr. Higgins and Mr. Henry Chadwick Auditors of the accounts.

Mr. WHEELER said, that the object of this resolution was, that a resolution having been now come to, by which the Company is dissolved, of course unless the powers of the Provisional Directors were continued for the purpose of winding up the affairs of the Company, they would be from this moment *functi officio*, and unable to wind up its affairs.

Mr. JOSHUA P. WESTHEAD had no objection to second the motion. He supposed both those gentlemen were large shareholders.

Mr. TOOTAL—Certainly; they are considerable shareholders.

Mr. BRIGHT—Should there be some time fixed when the shareholders shall be called together to receive their balances?

Mr. TOOTAL—A circular will be sent to each shareholder, with the Report of the auditors, as early as possible.

Mr. BRIGHT—What means will you take to collect the dissentients?

Mr. TOOTAL—A circular will be sent to each shareholder, with a request that he will communicate to the Directors what his desire or intention is. If to take shares in the new Company, he will apply for them—if to retire, he will say so. A blank form for each decision will be sent, to be filled up. It is very desirable for the interests of the Company, that both those who retire, and those who go on, should give their answers as early as possible.

Mr. WRATISLAW thought it very desirable the shareholders should hold together as much as possible, in order that they might again be entitled to that feeling in Parliament, which was before manifested in their favour. The House of Commons had passed a resolution, stating that the Company was exceedingly ill treated the last time; and he thought on this account it was important that as many shareholders as possible should enter the new Company.

Mr. OLLIVANT—Of course, in going to Parliament a second time, the shareholders will have to sign a new deed.

Mr. TOOTAL—Of course.

Mr. OLLIVANT—And I think it was then stated, that the probable amount deposited might be very likely 3*l.* 10*s.* per share. In going to Parliament again, we should have to say that we had paid 10 per cent. upon our deposits. Of course, then, there would be 4*l.* 10*s.* more to pay per share before we could go to Parliament. It was always desirable that these things should meet with candid explanation, and that there should be no misunderstanding. He did not ask this in any hostility, but in consequence of a circular which he had received.

Mr. NEWBERY—From one of our opponents, no doubt.

Mr. OLLIVANT—Very likely. At the same time, we should know what we are doing, and when you touch our pockets.

Mr. TOOTAL—It is not intended to touch your pockets.

Mr. OLLIVANT—But how will you get over it?

Mr. TOOTAL—Where would you like to have that question answered?

Mr. OLLIVANT—It must be answered, or it will not be satisfactory to the shareholders.

Mr. TOOTAL—It shall be, most distinctly; but don't ask me to cut your throat and my own.

Mr. BRIGHT having handed the circular alluded to by him to Mr. Newbery, that gentleman asked if any man put his name to it; and it was intimated that it was anonymous.

Mr. OLLIVANT—Then, of course, I understand we shall not have to pay any more before we go to Parliament!

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Mr. WHEELER—Mr. Ollivant is perfectly right as to the operation of the standing orders. But the Directors' Report has already stated that the existing deposit has not been appropriated in any way; and they hope to provide a course, which it is not expedient to state here, by which any further payment by the shareholders will be obviated.

Mr. OLLIVANT—That makes a great difference, and it is perfectly satisfactory. I like to understand the thing when it is thrown in my face that I shall have to pay 4*l.* or 4*l.* 10*s.* per share, before we can go again to Parliament.

Mr. WHEELER read the concluding paragraph of the Directors' Report as follows:—

"It will, of course, follow, as part of this arrangement, that the accounts of your Directors (who are the sole creditors of the Company, no portion of the deposits already paid having been expended or appropriated) should be audited, and the sum ascertained, to which, after contributing their quota to the expenses incurred, the several retiring shareholders, if such there be, will been entitled."

These deposits are still intact; and the particular mode by which it is intended that they shall still remain intact, I am sure, Mr. Ollivant will not call upon the Directors to state here; but it is intended that they shall remain intact till the end ofthe next session of Parliament.

Mr. OLLIVANT—Well, mind you don't get thrown overboard by your opponents.

Mr. TOOTAL—Oh, they attacked us before.

Mr. Alderman BROOKS—Mr. Ollivant is quite right in asking the question.

Mr. OLLIVANT—It is a very important matter, and will weigh considerably with all parties in signing the new deed.

The CHAIRMAN said, he would put the resolution for the appointment of auditors.

Mr. G. SMITH—Who are the auditors?

Mr. NEWBERY—Two of the very heaviest proprietors.

The motion then passed *nem. dis.*

The CHAIRMAN said, he believed there was no other business.

Mr. CHAPPELL said, it was desirable that the returns should be made to the circulars as early as possible, and Mr. Wheeler was requested to state the wish of the Directors to that effect in the circulars.

Mr. TOOTAL said, that probably in the course of the next day (Tuesday) circulars would be sent to every registered shareholder in the Company, every gentleman who had signed the deed.

A SHAREHOLDER asked how it would be with those who merely held scrip.

Mr. TOOTAL—There will be an advertisement to them, and they will be good enough to call at this office, where every information will be given them. Of course we don't know who are scripholders, unless they call at the office with their scrip.

Mr T. Ashton having left the chair, Mr. H. Chadwick was called thereto; and

Mr. WRATISLAW said, he thought it would be highly improper for the meeting to separate without a vote of thanks to Mr. Ashton, for his conduct in presiding over it. He (Mr. Wratislaw) had certainly never attended a public meeting in his life where the Chairman seemed so disposed to hear everybody and everything. Every satisfaction had been given by him; and therefore he begged to propose that the cordial thanks of this meeting be given to Mr. Ashton for his conduct in the chair.

Dr. LYON had great pleasure in seconding the motion.

It passed unanimously, and the meeting then terminated, about a quarter-past two o'clock, having occupied upwards of two hours and a half.

RAILWAY ADJUDICATIONS.

ROACH, ASSIGNEE OF PAXTON AND HORTON, *v.* THE DIRECTORS OF THE GREAT WESTERN RAILWAY COMPANY.

Court of Queen's Bench, Jan. 12.—Lord DENMAN delivered judgment in this case. This was an action of trover against the defendants, for certain materials used in the construction of a tunnel, and alleged to be the property of the plaintiff. It appeared that the bankrupts had entered into a contract with the defendants to construct the tunnel at Boxhill on the line of the railroad, and that the contract contained a stipulation that if there should be any delay in the performance of the works the defendants were at liberty to give Paxton and Horton notice to proceed; and if within a limited time afterwards that notice was not complied with, the defendants were to be authorised to take the works into their own hands, and to possess themselves of the machinery, materials, &c., and complete the work; and that the money before then paid to the contractor was to be deemed sufficient payment for what was due up to the time of the defendants so taking the works into their own hands. A delay of the sort provided against had occurred; the notice had been given, and the defendants had taken possession of the machinery and the materials. A commission was issued against Paxton and Horton after the motion, but before the defendants took possession of the works. It was argued on the one side that the notice itself vested under the terms of the agreement all the property in the defendants, and on the other that that vesting only took place on the expiration of the period for which the notice was given, and that consequently the commission which issued before that time vested the property in the machinery, &c., in the assignees. The Court was of that opinion, and therefore confirmed the verdict given for the plaintiff, and directed that the rule for a nonsuit should be discharged.

THE SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY COMPANY *v.* WOODCOCK.

Court of Exchequer, Jan. 13.—This was an action for calls which was tried before Mr. Baron ROLFE, at the last Liverpool assizes, when a verdict was found for the plaintiff. A rule was obtained, on the part of the defendant, for setting the verdict aside, on the ground that no evidence was given of any resolutions of the Directors fixing the time and place where the calls were to be paid, and that they were made *in futuro*; that no evidence was offered that the person signing the notices of the calls was Chairman of the Court.

Mr. WIGHTMAN now showed cause against the rule, and contended that, according to the Act constituting the Court, the Directors were not bound to prove any resolution for a call; they had given the proper notice in the newspapers, and in that they had fixed both time and place where the calls were to be paid, and that he contended was enough. As to the other objection, there was a resolution entered into on the 13th March, that a call should be made on the 30th March, to be payable in the following May; he contended that the call was good enough, it having been really made on the 13th, all the words respecting the 30th was mere surplusage. The notice of the call was in effect the call, and that did not appear till April. By the Act that public notice was all that the Directors were obliged to do, and the public and the shareholders were not entitled to know anything of the resolutions of the Directors.

Mr. CRESSWELL, for the defendant, contended that the call was perfected by the resolution of the Directors, and if so, then they were invalid, because the resolutions making these two calls made no mention of either time or place for the payment of the money. The second objection applied to only one call, but he apprehended it was fatal so far as that call was concerned. It was resolved on the 13th March that a call should be made on the 30th. Now, if the Directors could make any call *in futuro*, what was to prevent those who went out by rotation making a call which would bind their successors? He obtained his rule upon another ground, to which his learned friend had not adverted. He contended that the Directors had not been legally elected.

Mr. WIGHTMAN hoped the Court would hear him upon that new point, for he had clearly understood that it had been overruled when the motion was made. According to the 140th section, the Directors named in the Act of Parliament were to remain in office till others were duly elected, and the calls in question were signed by a full quorum of the Directors so named in the Act. Their powers were legal.

Mr. CRESSWELL argued that the Act required the Company should duly elect Directors at the first general meeting of registered proprietors. At the time these gentlemen were elected there was no sealed registry, and it had been held that the registry was no registry until it was sealed.

Mr. Dundas, Mr. Crumpton, and Mr. Cowling, followed on the same side.

The COURT took time to consider their judgment.

THE DIRECTORS OF THE BIRMINGHAM, BRISTOL, AND THAMES JUNCTION (NOW WEST LONDON) RAILWAY COMPANY *v.* LOCKE.

Court of Queen's Bench, Jan. 13.—This was a case in which the Court had taken time to consider its decision.

Lord DENMAN now delivered judgment. This was an action brought by the plaintiffs to recover from the defendant the amount of certain calls on shares which he had taken in the Company. The verdict passed for the plaintiffs, and a rule *nisi* for a new trial was subsequently obtained. The proof of defendant being a member of the Company, liable to this action, was disputed. It was contended that the manner in which the registry-book of the Company, where the names of the members were entered, was kept, was irregular. That objection had just been disposed of in a judgment delivered a short time since in the Exchequer Chamber, in a case where a similar point arose, the case of the London Grand Junction Railway Company *v.* Freeman, where the registry-book, though irregularly kept, was held to be *prima facie* evidence of a party's liability. That case, too, decided another point—namely, that the holders of scrip certificates were decided to be proprietors, although they had not signed the Parliamentary contract. In the present case there was another point. The Directors had declared in the usual manner that the shares of the plaintiff were forfeited. It was contended that after such declaration an action like the present could not be maintained. The answer to that objection was, that such declaration of forfeiture did not take full effect until it had been reported at, and had received the sanction of, a general meeting, and such had not been the case in the present instance: and in the Court of Exchequer Chamber it had also been held that a mere notice of forfeiture did not exempt a party from liability to calls. On all these grounds, therefore, this Court was of opinion that the present rule for setting aside the verdict must be discharged.

Rule discharged.

THE GRAND JUNCTION RAILWAY COMPANY *v.* GRAHAM—SAME *v.* GUNSTON.

Lord DENMAN said, that in these cases, in which similar questions were raised, the rules must also be discharged.

THE QUEEN *v.* THE YORK AND NORTH MIDLAND RAILWAY COMPANY.

Court of Queen's Bench, Jan. 14.—Mr. ADDISON moved for a rule to show cause why the Coroner's inquisition should not be set aside, on the ground of irregularity. The affidavit on which he applied stated, that after the verdict had been given and been recorded, and two days after the jury had been discharged, the Coroner re-assembled the jury for the purpose of inserting in the inquisition the value of the instrument moving to the death. There were many authorities which showed that such a proceeding was altogether irregular. He had other objections to the inquisition.

The Court granted the rule, and directed that the other objections should be stated fully to the Coroner.

LIVERPOOL DIRECTORS, AND THEIR TRAVELLING, LODGING, AND FEEDING EXPENSES.

To the Editor of the Railway Times.

Raymond Buildings, 11th Jan. 1841.

SIR,—The charge brought against Mr. T. W. Rathbone and Mr. Edward Cropper of being in the practice of sending in to the Eastern Counties' Railway Company bills for travelling charges never incurred, or at least not incurred to the amount *claimed and drawn for*, has been now often enough repeated, and remained long enough unanswered, to justify me in at last concluding (which I do with great reluctance) that it is well founded.

I have now, therefore, only to ask my brother shareholders if such an appropriation of the funds of the Company under its existing circumstances of

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financial distress, or, indeed, under any circumstances whatever, is not most scandalous? And whether means ought not to be immediately taken to compel the retirement of these very *chargeable* gentlemen from the Direction of our cruelly mismanaged affairs.

I am, Sir, your obedient servant,

R. T. F.

P. S. I observe that Mr. David Hodgson is stated to be in the same category. If so, then, my questions are to be considered as referring equally to him as to his two colleagues.

To the Editor of the Railway Times.

Leicester, 9th Jan. 1841.

MR. EDITOR,—You are in but half the secret as to the *six-guinea* trick of the Liverpool Directors. The actual practice, I am told, is this, *to pay the fare up and down*, so as to enable them to say that they do not literally travel *free*, but to charge *the whole expense, to each and every one* of the Companies at whose head quarters they can manage to call on the occasion of each trip. Thus, supposing a person to be, as Mr. Rathbone is, a Director of the Birmingham, the Midland Counties', and the Eastern Counties', he charges each Company 6*l.* 6*s.* for his travelling charges, up and down, or 18*l.* 18*s.* in all, and having but to pay the 6*l.* 6*s.* once, *makes a clear gain of twelve guineas every excursion!* Then there is to be added to this the savings on the 25*s.* a day charged to each Company, for lodging and subsistence money, that is, two breakfasts, two dinners, two teas, and two beds, out of every three charged, for ubiquitous cormorants as they are, none of them, I fancy, can manage to sleep in more than one bed, or to use more than one knife and fork, at a time. At the Railway Hotel, Euston-square, I heard two of these worthies one day bantered by a townsman of theirs—whose "*lines*" had not, I suppose, fallen "in such pleasant places"—about *the fine thing they made of it*, when the sum of 16*l.* was mentioned as about their average gain every trip; and that I should think very near the mark.

I am, Mr. Editor, your constant reader,

A MIDLAND COUNTIES' SHAREHOLDER.

CARRIAGE OF GOODS ON THE GRAND JUNCTION RAILWAY.

WE have much pleasure in publishing the following letters as supplementary to those which have recently appeared in this journal. The subject is briefly alluded to in our leading columns:—

MESSRS. PICKFORD AND CO.,

To the Directors of the Grand Junction Railway Company.

GENTLEMEN,—We beg to forward to you the enclosed correspondence between ourselves and the Secretary of the London and Birmingham Railway Company, in the matters referred to in our correspondence with yourselves, published in the *Railway Times*, and are,

Gentlemen, your obedient servants,

PICKFORD & CO.

London, January 14, 1841.

NO. I.

MESSRS. PICKFORD AND CO.,

To R. Creed, Esq., Secretary to the London and Birmingham Railway Company.

SIR,—A letter appeared in the *Railway Times* of the 26th December ult., purporting to be signed by the Treasurer of the Grand Junction Railway, and to have been written by the authority of the Board.

It was there stated—

"It is not true that the Company have refused to allow their waggons to go forward on the London line; *or to receive from the London Company theirs*," &c.

We thought it necessary to reply to this letter, and (not willing to employ a stronger word) we described this statement of Mr. Chorley's as *erroneous*.

A further correspondence between the Grand Junction Railway and this firm, which appeared in the same journal of Saturday last, renders it necessary for us to make it plain to the public, that the departures from truth which have been exhibited in this controversy, are not to be found in that portion of it which has proceeded from ourselves.

We have to request that you will be so good as to give us the benefit of your testimony upon this point:—Whether London trucks were, from the 30th September to the 22nd December last, (the date of Mr. Chorley's letter,) permitted by the Grand Junction Company to pass along their line?

Or, whether this permission was refused by the Grand Junction Railway Company?

And whether that prohibition was actually subsisting and in force on the 22nd December last?

We trust that in affording us the information we desire on this subject, you will not consider that you are doing more than an act of justice to

Your obedient servants,

PICKFORD & CO.

London, 12th January, 1841.

NO. II.

MR. CREED,

To Messrs. Pickford and Co.

SIRS,—Referring to your letter of the 12th inst., I send the annexed statement of the Grand Junction waggons used on the London and Birmingham Railway, and of London and Birmingham waggons used on the Grand Junction Railway, in the months of October, November, and December.

There is no general prohibition on the Grand Junction line, of London and Birmingham waggons; but Messrs. Pickford and Co. being the only carriers between London and Lancashire, and waggons in charge of their goods on arrival at Birmingham being prohibited from passing on to the Grand Junction line, the practical effect is the same as a prohibition.

I am, Sirs, your obedient servant,

R. CREED, Secretary.

London and Birmingham Railway Company's Office, Euston Station, 13 January, 1841.

Statement above referred to.

1840.	Grand Junction waggons used on the L. & B. line.	L. and B. waggons used on the Grand Junction line.
October.....	256	141
November.....	229	None.
December.....	285	1

MR. HAYWARD, (MESSRS. PICKFORD'S AGENT.)

To J. R. Chorley, Esq., Treasurer of the Grand Junction Railway Company.

SIR,—I observed in your letter published in the *Railway Times* of the 9th inst. the following words:—

"You dwell upon Mr. Hayward's version of his interview with the Treasurer, the accuracy of which he denies."

And again,

"Verbal communications *alleged to have been made*, which are subject to misrepresentation."

When you wrote that letter you had before you in print (in the *Railway Times* of the preceding week,) my version, as you are pleased to call it, of my interview with you on the 30th September last.

You have thought fit to question my veracity; I call upon you to place your own character for truthfulness fairly in the scales with mine, by giving in detail (as I have given) your "version" of what took place on that occasion. You have no right to impugn my veracity in such a matter, while you shelter your own character under a vague parenthetical denial.

I call upon you, therefore, to come forward before the public with your own statement; and I pledge myself to substantiate the accuracy of that which has already been given to the public on my authority, and to show, that if you have given to your employers any different report, the "*misrepresentation*" does not lie with,

Sir, your obedient servant,

J. HAYWARD.

London, 14th January, 1841.

ACCIDENT ON THE MANCHESTER AND LEEDS RAILWAY.

A COLLISION unfortunately took place near the Cooper-bridge station on the Manchester and Leeds Railway last Wednesday evening, under the following circumstances. A cattle train of nearly 20 waggons, with sheep, &c., left Wakefield a little before four o'clock in the afternoon, and got on very well until after they passed the Dewsbury station, when the engine began to show signs of weariness. Before they could reach the Cooper-bridge station the water was exhausted; the engine was then detached and proceeded to the Brighouse station for a supply of water. In the interval the next train, which leaves Wakefield at half-past four, came up, and owing to the dense fog which prevailed, the engineer was unable to see the former train until he arrived within a short distance from it. The engine was immediately reversed, and the breaks applied to the wheels, which greatly decreased the force of the shock which took place. Two of the carriages were broken, and the engine partially thrown off the rails, but none of the passengers were injured beyond a severe shake from the concussion, and the sheep also in the first train escaped without harm. An inquiry was set on foot the same evening by several of the Engineers and Directors, and after a most rigid investigation the servants of the Company were fully acquitted of all blame. The engine of the cattle train, the *Leeds*, is considered to be inferior to others on the line.—*Halifax Guardian.*

A correspondent of the *Times* relates, that as he was travelling from London to Liverpool on the night of the 30th ultimo, he was alarmed by a violent jerking of the carriage, which threw him against its ceiling with considerable force. The train stopped for a moment at Blisworth, and he called to a porter; who found out what was the matter just as the train started, but was unable to make the attendants hear, that they might stop it. The jerking motion resumed, and was continued for fifteen miles, until they reached Weedon; it was then found that the break lay across the rail, and had been dragged along in that most dangerous position. The carriage, he says, was shattered to a degree that rendered it useless for further travelling. [The carriage belonged, we believe, to the Grand Junction Company.—ED. R. T.]

On Tuesday last, an accident of a very serious nature, and one which might have been attended with the most fatal consequences, occurred on the Slamannan and Glasgow Railway; as it was, several of the passengers were severely injured, and all of them were thrown into a state of the utmost consternation and alarm. When the evening train, with about from 50 to 60 passengers, was within a few miles of Glasgow, the engine, then going at a very rapid rate, in order it is said to make up lost time on the road, was suddenly thrown off the rails, and the second and first-class carriages were in consequence overturned with extreme violence, on opposite sides of the road. Providentially no lives were lost, and it is only proper to say, that the utmost attention was paid to the sufferers by the officers of the Company, and also by those inhabitants of the neighbourhood who were drawn to the spot immediately on the occurrence of the accident.—*Edinburgh Courant.*

One of the clerks on the Blackwall Railway, named Bowles, was knocked down by a train on Wednesday evening, while walking along the line, and seriously, if not mortally, injured. Mr. Bowles, it appears, is afflicted with deafness. He surely ought to have known better than to venture to walk along the line.

GREAT NORTH OF ENGLAND RAILWAY.—The Board of Directors having heard that *Sunday working* has been continued on a part of the line, notwithstanding the positive orders given to the contrary, the sub-engineers have been expressly informed that such Sunday working is not to be repeated.—*Sheffield Patriot.*

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	5	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	36½	..	..	..	..	..
27½	....	8000	50	7½	Bristol and Gloucester	..	8½	..	8¼	8¼	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	16½
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	8	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73¾	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3¼	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	9	8⅞	..	8⅞	8⅞	..
—?	—	64000	8½	2	Ditto (*Debentures*)	5½	..	5½	5½	..	..	5½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	35	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	40	Gosport	..	45½	..	45½	..	..	..
114	114	10916	100	100	Grand Junction	..	..	..	..	..	..	212
—	—	10918	50	40	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	....	10000	100	80	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	94	92	93	94	95	95	93
—	—	25000	50	50	Ditto (*New Shares*)	63½	63	63½	64½	64½	64½	62½
—	—	37500	20	4	Ditto (*Fifths*)	10	10¼	10½	10¾	..	..	10¾
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	15½
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	600	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5?00	100	100	Liverpool and Manchester	..	..	..	..	..	..	185½
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	44½
—	—	7468	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	90½
20	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112¼	112¼	25000	100	90	London and Birmingham	..	172	..	172	172	172	..
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	27¼	..	..	..
—	—	31250	32	32	Ditto (*New Shares*)	..	..	..	57	58½	58½	49?
4	3¾	2400	25	22½	London and Blackwall	18½	..	..	..	18¾	18½	..
46	5¼	36000	50	50	London and Brighton	43½	43½	43½	44½	44½	44½	..
10½	10½	33000	avr.	13⅓	London and Croydon	12½	12½	..	12½	12½	12½	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..
3¾	3¾	20000	20	20	London and Greenwich	..	..	..	8¼	..	..	..
—	—	.....	.....	20	Ditto (*New Shares*)	..	..	..	7	..	..	..
.....	.....	.....	.....	3	Ditto (*Scrip*)	..	..	..	4¼	..	4¼	4¼
76	76	36000	avr.	38½	London and South-Western	57½	..	58½	58¼	..	..	57½
80	40½	13000	100	70	Manchester and Leeds	..	..	..	..	80¾	80¾	..
—	—	13000	50	25	Ditto (*New Shares*)	..	..	..	..	..	..	..
10	10	6201	100	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	26
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	80	..	..	..	..	..
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	..	15¾	15¾	15¾
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	..	..	..	79	..	..	80½
—	—	15000	50	40	Ditto (*New*)	40	..	..	40¾	..	..	..
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	82½
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
.....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	28	South-Eastern and Dover	13	..	13½	13½	..	..	..
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	71	..	..	..	..	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Jan. 13th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3¼	..
18000	50	35	Edinburgh and Glasgow	29½	29½
1980	25	25	Glasgow and Garnkirk	25	25
16000	25	23	Glasgow and Greenock	22	22½
12500	50	35	Glasgow and Ayr	34	34½
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	78	77
680	25	25	Ballochney	..	85
4000	25	25	Dundee and Arbroath	26½	27

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	January 9	..	£635 2 2	£309 1 7	£944 3 9 ††
1,206,666 0 0	£1,013,723 0 0	....(a)	*†Birmingham and Gloucester	51	51	..	..	....	....	....
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	January 2	19,494	....	....	522 14 10
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	..	..	....	....	....
2,133,333 0 0	....	....	*Eastern Counties'	126	17½	January 10	6,300	....	....	434 1 0 ‡‡
833,000 0 0	631,241	....(a)	*†Glasgow, Paisley, and Ayr	51	40	January 9	10,033	....	....	714 4 3
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6½	6½	January 9	8,074	....	....	295 6 5
1,957,800 0 (b)	....	14 0 0	Grand Junction	114 (c)	114(p)	January 9	..	5,156 4 5	2,155 17 1	7,312 1 6
4,999,999 0 0	....	....	Great Western	118	92	January 10	16,272½	4,606 16 3	654 1 1	4,650 17 4
533,333 0 0	460,000 0 0	....(a)	Hull and Selby	31	31	January 10	2,126	299 2 7	106 7 3	405 9 9
488,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	January 9	2,747	425 3 4	62 0 10	487 4 2
1,832,375 0 0	1,410,000 0 0	10 0 0 (d)	Liverpool and Manchester	31	31	January 8	..	2,396 5 7	1,758 7 10	4,154 13 5
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	January 9	..	9,262 13 6	2,805 11 7	12,068 5 1
800,000 0 0	668,068 0 (e)	....(a)	*London and Blackwall	3¾	3¾	January 14	21,577	....	....	422 12 6
2,400,000 0 0	1,091,369 0 (e)	....(a)	*London and Brighton	46	5½	..	..	....	....	....
741,000 0 (f)	629,307 0 0	....(a)	London and Croydon	10½	10½	January 12	4,862	....	....	422 5 5
993,300 0 (g)	793,300 0 0	1 0 0 (h)	London and Greenwich	3¾	3¾	January 14	25,447	....	....	791 4 8
2,260,000 0 (e)	2,193,617 0 (i)	5 0 0 (k)	London and South-Western	77	77	January 10	..	2,456 16 3½	636 18 0	3,093 14 3½
2,800,000 0 0	895,914 0 (l)	....(a)	*Manchester and Birmingham	40	5½	January 11	8,751	....	....	263 7 0
650,000 0 0	... (m)	1 5 0	Manchester and Bolton	10	10	January 7	..	528 10 1	130 0 0½	658 10 1½
2,599,000 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	.... §
1,533,000 0 0	1,440,000 0 0	....(n)	Midland Counties'	57	57	January 9	5,625	1,016 5 3	524 0 2	1,540 5 ‡‡‡
950,000 0 0	....	....	Newcastle and Carlisle	61	61	January 2	..	583 11 1	800 5 10	1,383 16 11
3,000,000 0 0	2,705,676 0 (o)	....(a)	North Midland	72½	72½	January 9	..	1,487 6 10	733 0 9	2,220 7 7 ¶
730,000 0 0	560,000 0 0	6 13 4	North Union	22	22	January 8	3,857	919 11 2	131 16 2	1,051 7 4 ¶
1,200,000 0 0	297,430 0 0	....(a)	Northern and Eastern	30	19½	January 12	3,?37½	....	....	300 14 5***
500,000 0 (n)	....	....(a)	Preston and Wyre	19	19	..	..	....	....	....
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	January 10	5,244	....	....	145 6 4
445,666 0 0	446,500 0 0	4 16 0 (o)	York and North Midland	23	23	January 11	3,?65½	....	....	721 11 8†††

(a) Not open long enough. (b) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (c) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (d) Maximum allowed by Act. (e) Up to July 1. (f) Including the new capital for the London-bridge station. (g) Including new capital for widening line, &c. (h) Preference shares guaranteed 5*l*. per cent. (i) Including Gosport branch. (k) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (l) Up to July 31. (m) The expenditure mixed up with that on the canal, with which the line is connected. (n) Including harbour and docks. (o) From 14 miles only. (p) 83 miles from Birmingham to Newton junction; 14¼ from Newton junction to Liverpool; and 16½ from Newton junction to Manchester.

†† From which deduct Toll to London and Birmingham Company, 1,067*l*. 14s. 3d.—leaving a balance of 837*l*. 9s. 6d. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. ‖ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

‡‡‡ Carriages, 7*l*. 18s.; horses, 16*l*. 1s.; parcels, 155*l*. 19s.; dogs, pigs, &c., 18s.; cattle, 9*l*. 16s.; heavy goods, 320*l*. 8s. 2½d.—Total, 524*l*. 0s. 2d.

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TO CORRESPONDENTS.

Sunday Travelling on Railways.—*A correspondent* (C.) *appears to differ entirely from our views in reference to a recent resolution of the Greenock Railway Directors. He says*—"I was so much pleased with the resolution of the Directors not to run *any* trains on the Lord's day, that I immediately sat down and wrote a congratulatory letter to that body, addressed to the Chairman, offering on all occasions to stand by them in the maintenance of their principles. If you continue [*he adds*] to write as you have done, in favour of lowering our moral standard, which I boldly maintain every writer in favour of the desecration of the Lord's day does, I shall seek through another channel for my railway intelligence." *We shall of course regret to lose the support of our correspondent, but our duty to the public is paramount. We need not argue the question which our correspondent so "boldly" begs, as to the alleged "desecration of the Lord's day."*

Mr. W. T. Rathbone, Mr. Edward Cropper, and Mr. David Hodgson.—*A Sufferer will find the* six guinea job *treated of under a separate head. The more it is inquired into, the blacker it appears.*

Syntax *is informed, that we do endeavour to make our traffic returns as complete as we can, but if the officers of the Companies will not take a little trouble, all our efforts are vain. He will find his question as to the Great North of England Railway answered elsewhere. We believe the branch line which he names will* NOT *be taken up by an independent Company, but more of this next week. We are sorry to differ with him as to the "hieroglyphics," but are happy to find that in the Manchester and Birmingham case, we have been of service to him.*

If the patronage of J. A. B. *is to be contingent on the insertion of his letters, we must even bear the loss of it with as much patience as we can.*

A Subscriber *(Gloucester).—We cannot insert his letter, unless we have his name and address. We have good reason to know that one of his "assertions" as to the shares is unfounded, and we must have the authority of a name before we can give publicity to the rest.*

An Inquirer after Facts.—*We beg our correspondent to accept our thanks. One of his suggestions has been, as he will see, attended to. We should be glad to obtain any further information as to the rating of railways. We give everything of the kind that falls under our notice.*

Bodmin and Wadebridge Railway.—*We find we were in error last week, in stating our belief that this railway is worked by horse power. It has always been worked by two locomotive engines, called the* Camel *and* Elephant. *We are indebted for this correction to Mr. John Day. A detailed account of the line is given in Mr. Whishaw's "Railways of Great Britain and Ireland."*

Croydon and Greenwich Railway.—*We cannot allow a discussion to be protracted upon points of so little general importance as are embraced in the letter of a* Croydon Proprietor. *The same answer to a* By-Stander, *and others.*

Observer *(on the Grand Junction question) will see the necessity of waiting for a short time.*

Index *should write direct to the Editor of the* Railroad Quarterly Journal; *we have nothing to do with his facts, or motives. If he will look again at our notice, he will see that our commendation of the work was not unqualified.*

North Union Railway.—*Enough as been said at present in reference to the non-publication of the traffic returns. It is to be hoped that further consideration will induce the parties concerned to follow the course which there can be no doubt the great body of the proprietors are anxious to see adopted. This to* A. B., A Shareholder, *and others.*

Economy *makes an appeal to his "brother shareholders," but does not once mention the name of the railway to which he adverts. From one expression in his communication we conjecture that the Liverpool and Manchester is the line referred to. The matter, however, is not so pressing as many others which we are compelled to defer.*

A Railway Shareholder, Thesis, *and a great number of other letters are in type, and are postponed solely in consequence of the length of the meetings. For the same reason the two letters (of* Candidus *and* A Practical Man) *on the Manchester and Birmingham Railway must again be deferred. They shall all appear next week.*

Our correspondence increases so much, that it would be extremely inconvenient to acknowledge each particular communication, and to give our reasons for rejecting many of them. Our friends, therefore, must take it for granted, that when their favours are not inserted or acknowledged, within a few weeks from the time they are sent, they are declined. We cannot undertake to return rejected MSS.

*** The Volume of the *Railway Times* for 1840 is now ready. A few complete sets may also be had. As the number does not exceed *ten*, early application is necessary.

THE RAILWAY TIMES.

SATURDAY, JANUARY 16, 1841.

A VERY large portion of our space to-day is devoted to a report of the proceedings at the Manchester and Birmingham Extension Meeting, to which we referred last week. We have thought it desirable to give this report unabridged (to the exclusion of Editorial comments), as we are sure that a careful consideration of what transpired cannot fail to exhibit the hollowness of the project in a much stronger light than any further observations which we could make upon it. Some of the statements put forth on this occasion by the Directors and their paid friends, the "Manager" and Solicitor, are indeed so utterly fallacious that we shall take an early opportunity of *once more* exposing them; but in the meantime we would just call the attention of the public, and especially of such of the subscribers to the now defunct scheme as may be in doubt as to the new "Company," to these three points:—

1. The meeting on Monday was a partial and packed one. The whole body of scripholders, that is, the whole of those who have *purchased* shares on the faith of the many misrepresentations, put forth by the "Managers" were totally excluded from a voice in the disposal of their property. Their places were supplied—by whom does the reader think?—Mr. Wheeler, the legal adviser of the Company, will supply an answer:—

"Mr. OLLIVANT.—I did not understand there was anything in the deed to exclude the scripholders.

"Mr. WHEELER.—Oh, certainly; their names are not to the deed. * * * *

"Mr. OLLIVANT.—*Then a person whose name is to the deed, but who has sold his shares, has a right to attend this meeting?*

"Mr. WHEELER.—CERTAINLY!"

And of this class, doubtless, were not a few of the "sixty share-*holders*" who, according to the report, were present!

2. At a meeting called for the purpose of deciding upon the propriety of embarking further capital in a desperate speculation, not a single item of account was brought forward, although it is pretty generally known that not a less sum than from *sixty to seventy thousand pounds* has been swallowed up in Managers' salaries and Parliamentary expenses! Would the share-*holders* (the excluded, we mean) have submitted to this?

3. Not a syllable of explanation is given as to the "arrangement" with the Grand Junction Company, which it is morally certain is *not* for the benefit of the Extension subscribers! Were ever people so patient as the "sixty shareholders" who composed this memorable meeting?

We leave these points to the calm judgment of the parties concerned, reminding them that the question now is, *not* whether they will risk the balance of their original deposits in a renewed contest, but whether *they will render themselves liable, by signing the new deed, to any future expenditure of money which the Directors may think proper to incur.*

It would seem as if some trick were about to be tried in respect of the Standing Order of the House of Commons which requires that a certain per centage of the capital shall be deposited prior to an application for an Act. For particulars we refer to the concluding portion of the report, where, in answer to Mr. OLLIVANT (who with every wish to befriend the Directors, appears to have put some awkward questions), it was hinted that the deposit of 1839, of which it is admitted that nearly two-thirds has already been expended, would be made to do duty in 1841—that is, if Parliament will be parties to so palpable an evasion of their own regulations. Mr. OLLIVANT'S notions of what is "perfectly satisfactory" must, by the way, be somewhat unique, as if it mattered to those who may subscribe the new deed whether they have to pay for their folly *before* their defeat or *after* it.

The delusion which it is sought to practise upon the subscribers in regard to the new deed, is really of so monstrous a character, that to pass it by unnoticed and uncondemned, even for a single week, were to be parties to the imposition, of which it is attempted to make these individuals the victims. Mr. EDWARD TOOTAL has the hardihood to assert, that the signing of the new deed will not "touch the pockets" of the subscribers! Never was a more impudent or more absurd misstatement put forth. MR. EDWARD TOOTAL need not be informed (for *he* knows it well) but it is right that others should know likewise, that it is in the power of the opponents of the measure (should the lawyers and managers succeed in raising the means, real or fictitious, of getting before the House of Commons,) to call before the Parliamentary Committee on the Bill, all, or any, of the parties who may subscribe the deed, and if it should appear, that any one has not *bonâ fide* paid up his due proportion of the deposit, to have his name erased, *or to compel the promoters of the Bill to proceed against him for payment!* What would be the situation then, of any one who had placed the smallest reliance upon Mr. E. TOOTAL'S assurance of no "touching his pockets?" Why, Mr. WHEELER' the solicitor, would serve him with a writ, "touching his pockets" somewhat disagreeably, and being by that time fast bound not merely for this 10 per cent., but for the remaining 90 per cent. of his subscription, Messrs. TOOTAL, WHEELER, and Co. would probably laugh in his face at his credulity. Can any one be foolish enough to imagine that the Standing Orders of Parliament are to be evaded by getting a banker or bankers to deposit *pro tem.*, on the security of a few scheming adventurers, a sum of money not the property of the subscribers? Well might Mr. TOOTAL, in answer to the very natural question how this trick of not "touching the pockets" was to be effected, intimate that to give a reply would be to "cut the proprietors' throats and his own." This question, however, and many others of equal importance, MUST be answered—aye, and *on oath*—before Parliament, should the project proceed much further. It may pass very well in a hole-and-corner meeting to beg of the shareholders, as Mr. TOOTAL did, not to "put such questions as would be likely to damage the undertaking," but before a Parliamentary Committee no plea of this kind will avail. An investigation, the most strict that unremitting vigilance can devise, will *there* be gone into; and *there* Mr. TOOTAL and his colleagues MUST answer, whether to the "damage of the undertaking" or not. Let those who are importuned to subscribe the new deed think of these things *in time*. Let them reflect upon their own untenable position, the utter inutility of the scheme to the public, the gross delusions by which it is attempted to keep it alive, and the phalanx of powerful opponents against whom

it has to contend (on which last point we would call attention to the long list in our advertising columns, of influential names that appear as its determined foes), and then say what hope—what possible chance—they can have of success—even if success, instead of being the greatest curse that could befal them, were to present twenty times the amount of prospective benefit, which the promoters venture to hold forth? When they have well considered these points, and other points which we have on former occasions discussed, they will, it is to be hoped for their own sakes, come to the conclusion that it is far better—far more prudent—to submit to a first loss of 3*l.* or 4*l.* per share, and thus get rid of an originally unwise engagement, than to incur further liabilities, with the moral certainty of having that loss doubled, or possibly, increased *ten-fold*.

The game, we suspect, is nearly up, notwithstanding all the efforts of the disinterested Mr. TOOTAL, who receives 1,500*l.* a year, or *nearly five pounds a day* (exclusive of any little perquisites that may turn up) for his valuable services—to say nothing of *other* paid co-adjutors in this promising scheme. We have the best means of knowing that many of the most influential of the original subscribers have retired from the concern in disgust and despair; and it is even now very doubtful whether the promoters, notwithstanding all their vapouring, will venture to face Parliament in the approaching session. If, indeed, the application could be put off for another session—the five pounds per day being pocketted in the interim—the arrangement would not, we presume, be *very* objectionable to those who are so deeply *interested* in the scheme as Messrs. TOOTAL and friends.

A BAD practice is gaining ground in reference to the re-election of Directors retiring periodically from Boards of Management. Formerly it was the general custom to set forth in the advertisement calling each half-yearly meeting, the names of the gentlemen who had been balloted out, or whose term of service had expired, with an intimation that they would or would not offer themselves for re-election. We are sorry to find, however, that this particularity of detail is giving place to the vague announcement of the number of Directors whose official existence is about to terminate. Thus in the notice of the approaching Brighton meeting, we are told that it will be held on a certain day at the London Tavern, "when five members of the present Direction will go out of office, and who, being duly qualified, will offer themselves for re-election." *Who* the "five" are is not stated, nor have the proprietors at large any means of ascertaining. They may comprehend the most active and useful members of the Board, or they may be mere ciphers—men who do nothing but sign the attendance-book, and pocket their customary allowance. They may be "duly qualified," and anxious to "offer themselves for re-election," but how can the proprietors know if this qualification extends beyond the minimum number of shares, required by the Act, or whether they are so qualified by talent and habits of business, that it would be for the benefit of the undertaking that none of them should be superseded by others? It is impossible that they can tell whether the chance of the lot has fallen upon their excellent and indefatigable Chairman, or upon the merest fribble who covets official honours—and official pay. The names ought certainly to be given, and then the proprietors could judge for themselves as to the due qualifications possessed by the several candidates. We need scarcely say that we mean nothing personal to any of the gentlemen now retiring from the Brighton Direction, whose names, indeed, are totally unknown to us; we take their case simply as being at present before us.*

While on this subject we would just hint that these periodical elections might be greatly simplified—we mean such of them as are not *intended* to be mere make-believes. The tedious process of taking votes, examining proxies, and complying with other forms, is sufficient to terrify the most patient, especially after an hour or two spent in dilating on the merits of the several aspirants to office. We believe it is essential in some Companies that the names of all candidates shall be transmitted to the Board within a certain period from the day of meeting. Might not this plan be extended, and the names of the candidates, having been duly published at least ten days before the date of election, proxies be sent in and properly classified prior to the meeting? There would then remain to be polled those only who were present in person, and this might easily be so arranged as not to occupy more than a quarter of an hour or twenty minutes instead of some two or three hours as at present. We do not say that obstructions are purposely offered by Directors in cases of this kind, but really the mode of conducting business on such occasions is generally of a character to weary and disgust the proprietors at large, and accordingly we find that few elections are contested, unless the feelings of a considerable proportion of the proprietors be greatly excited. Directors are often re-elected not so much because the proprietors believe that they are the most "fit and proper persons" that might be chosen, but because it would entail great trouble to break up the close boroughs of the Board-rooms. In this the proprietors are unquestionably very much to blame, but if Directors wish to hold office on the only tenure on which it is worth holding—the confidence of their constituents—they should afford facilities for the free expression of opinion, not throw impediments in its way. It may be worthy of consideration whether the proxy system ought not to be altogether abolished; but while it continues, the arrangements for carrying it out ought not to be allowed to operate prejudicially towards those who attend the meetings in person—which all arrangements certainly do that needlessly occupy the time of those to whom time is as valuable as money.

WE give elsewhere at very considerable length reports of the proceedings at public meetings, held in Norfolk, to promote the formation of a line of railway from Norwich to Yarmouth, *distinct from and independent of the Eastern Counties'*. At the Thetford meeting, the Marquis of EUSTON in the chair, the resolutions passed, recommend the adoption of the same line which had previously received the sanction of the numerous and highly-respectable meeting held in London, at which Mr. CHUTE, M. P., presided, namely, that called the EAST ANGLIAN, of which Mr. RASTRICK is the Engineer, which takes advantage of the Northern and Eastern line as far as Bishop's Stortford, and thence proceeds by way of Cambridge, Newmarket, Thetford, and Norwich to Yarmouth. But the Norfolk county meeting abstained from expressing any opinion in favour of the East Anglian, or any other particular line—contenting themselves with passing resolutions strongly declaratory of the necessity of establishing a direct and complete railway communication between that county and the metropolis, and appointing a Committee to enquire into the merits of Mr. RASTRICK'S and any other plans which may be submitted to them for the purpose. It is remarkable, however, and full of significancy, that at none of the meetings to which we have alluded, was there any proposition or suggestion thrown out by any one, *to form a junction with the Eastern Counties'; that* seems to have been regarded on all hands as a thing utterly out of the question. How much the county has been duped by the Eastern Counties' Company, every person present at these meetings could not fail to have in lively and painful remembrance; but it seems to have been universally felt, that with the power of righting itself possessed by the county, the wrong was of a nature, and the wrong doers of a description, best visited with silent contempt.

We recommended to the Eastern Counties' Directors to send a deputation to the Norfolk County Meeting, to justify before it, if they could, what all the world besides regards as very perfidious and dishonest conduct—namely, the stopping short at Colchester of that great integral line which they contracted with the public to carry from London to Norwich and Yarmouth, and but for which contract to carry it the whole way, they would never have obtained power to make a single yard; and this would have been no more than a manly, straightforward, and business-like course of proceeding. Nay, we hold that it was their bounden duty, as the official guardians of the interests of their constituents, to attend the meeting, personally or by deputation, and use their best exertions to avert the ruin which the objects aimed at by its promoters threaten to bring on the Company. For, be the reasons for stopping at Colchester what they may (of no value, as we think they are—or as cogent as the Directors pretend) this at least is undeniable, that it is only by bringing the great bulk of the traffic of Suffolk and Norfolk upon the Eastern Counties' line at Colchester, or Chelmsford, that a line as far as Colchester only, will ever yield a remunerative return for the capital invested in it. To secure no more than the amount of traffic proper to the country between London and Colchester, or even as far as Ipswich, is but to render themselves the duped instead of the dupers; and to ensure for them in the former capacity a more than ample portion of public derision.

But Eastern Counties' Director or officer there was none present—not a person to say a word in their behalf, or to offer a single reason against the impending diversion of more than one-half of all the Company's resources into another channel. Admirable protectors these, of the interests entrusted to their charge!

Although, however, the Company's Executive slunk with pusillanimous unanimity from showing their faces on the occasion, it cannot be said that they made *no sign*. For *sign* they did make, not only that they are become fully alive to the danger which threatens the Company, but that so far as underhand trickery, sinister manœuvre, and hollow pretence, can contribute to save it from perdition, their constituents may fully rely on their best endeavours. Following our reports of the meetings will be found a copy of a "Printed Paper," which our Norwich correspondent states was extensively circulated in Norwich on the morn-

* This article was in type on Thursday, and it was only at a late hour last night that we discovered that the names are *now* published (see advertisement). By referring to our last number it will be seen that they were not *then* given.

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ing of the day on which the county met, and which, though "without any heading, without any signature, and without any printer's name even," "has its *Shoreditch* parentage so palpably marked on the face of it that no one can have any doubt about it." We make no doubt of *Shoreditch* being the parish on which the bantling must be affiliated, but if we may form a judgment from the style of the thing—its vulgar insolence—its unblushing effrontery—its miserable reasoning—and its bad English, we should say that the author of it can be no other than a certain occasional visitor there from the other side of the island, of whose scribbling *cacoethes* all the world has heard, and whose botching hand has been of late so discernible in all the official productions of this Company.

"It is *a matter of fact*," say the Directors, or says the author of this paper for them, "that the Eastern Counties' Railway Company, although charged with deserting Norfolk and Suffolk, are, on the contrary, *deeply consulting the true interests of those counties!*" We think we hear all Norfolk and Suffolk exclaiming, 'Who would have thought it?' True, they have been accused of stopping short at Colchester, which is a long way from either county, "merely for their own *profitable purposes*," but this, we are assured, is all a mistake; it being "well known to those who have taken the trouble to learn the real facts, that *want of capital alone* obliged the Company to carry the line no further than Colchester." We think we know all about "the real facts of the case" as correctly as any person, and we have no hesitation in giving this assertion the most flat contradiction. The stop-short scheme did originate in "profitable" considerations alone, and none other, and was hatched long before it was known that the capital would carry the line no further than Colchester, or suspected by any one to be so much deficient as it has proved to be. Besides, want of capital is no excuse—no more an excuse in the case of the Eastern Counties' Company than it would have been in the cases of the Birmingham and Great Western, had the one thought of stopping at Tring, or the other at Reading. The Company could easily have obtained power to double its capital if necessary, and would then have been in no worse situation than most of the other Railway Companies throughout the kingdom. But the truth is, they *desired* to have no increase to their capital, and never were so delighted as when they found out, that with little more than the neglect of economy common to such undertakings, the capital provided would just last out to carry them to that point, by stopping short at which they supposed (most fallaciously as it turns out) that the greatest possible profit was to be realized.

But in what then consists "the *deep* consulting the true interests of these counties," for which the Company so gravely take credit? Did it consist in throwing their interests altogether overboard? In deliberately breaking every promise made to them? In meditating to exclude them from all admission to the general circle of railway intercommunication, except through that narrow tollgate which the Eastern Counties' jobbers fondly hoped to be able to set up at Colchester, and make the counties pay most dearly for? "Deep," "deep," indeed, must be "the consulting the true interests of these counties," which lies hid under such everlastingly damning facts as these. Let us, however, see what these gentlemen themselves pretend to have dragged to the light from this "dark profound."

"If they had as much capital again they would pause in continuing the line by the coast, until they had ascertained the sense of the counties and towns in the east as to the true line for general interests which should be carried forward from Chelmsford."

"The sense of the counties and towns in the east" indeed! Are all the resolutions then of the numerous public meetings which were held throughout Norfolk and Suffolk in 1836, at the instance of this very Company, which affirmed that the Eastern Counties' and none other, was "the true line for general interests" to go for nothing? And is the Report made in the same year by the Committee of the House of Commons, after a very full inquiry into the subject, which declared that "the Eastern Counties' Railway between the termini, would traverse the most populous and cultivated parts of the counties through which it is carried,"—is that also to go for nothing? "Oh no," say the Directors, with admirable consistency, and in most choice language, "all that is strictly and entirely correct—but without *annulling* in the least degree the soundness of the opinion expressed in the Report, *further* consideration of the true interests of Suffolk and Norfolk demonstrates"—what? That the Committee were right? That all Norfolk and Suffolk were right in 1836?—No, but that they were all wrong? It "demonstrates," they say, that "the proper line of railway communication for the East is one that, leaving the Eastern Counties' line at Kelvedon, shall thence proceed through Coggeshall, Halstead, Sudbury, Melford and Lavenham, to Bury St. Edmund's, and thence proceed by Stowmarket, Eye and Seale, along the old Eastern Counties' line to Norwich and Yarmouth."

Really! So "*further* consideration *demonstrates*" this—does it? "Further consideration" by *whom* pray? By the very same parties who in the very same breath tell us that the Report of the Commons Committee, in favour of *quite a different line* is "strictly and entirely correct," and of "soundness" unimpeachable, or as we ought rather perhaps to say, in conformity with their own delectable phraseology, *unannullable!* And *when*, may we ask, did this "further consideration" take place—this new light break in upon the long-benighted orbs of these singularly considerate and consistent gentlemen? Does it date further back than a month ago—nay, a week—a day—an hour—beyond the time when the county of Norfolk seemed to be rising as one man to redress the great wrong done to it, by the Eastern Counties' Company—to be of one mind as to the propriety of abandoning all connection with them? Any thing to divert the people of Norfolk from the prosecution of the righteous, spirited, and judicious course they are pursuing—that is the true history of the affair. A line by Lavenham—a line by Orfordness—a line above ground, or a line below—a line in any direction—so that it is not a line which shall divert the traffic of Norfolk from passing through the Colchester toll-gate of the Eastern Counties' jobbers! What do we see in all this but the desperate workings of a set of men caught in their own trap—struggling now at this corner now at that, to escape from the meshes in which a vile and crooked policy has enveloped them?

The fact that this Kelvedon and Lavenham line comes *recommended* by the Eastern Counties' Directors ought to be sufficient with the people of Norfolk and Suffolk to induce them to dismiss it at once from their thoughts; but were it worth while, it would be easy to show that it is one which if not absolutely interdicted by the difficult nature of the country through which it is proposed to carry it, amounts at least to an engineering absurdity.

Nor ought it, we submit, to make any change in the existing dispositions of the Norfolk people that the recommendation of it is bolstered up by such preposterous promises and assurances as the following:—

"The Eastern Counties' Company will *promote* an application to Parliament for power to capitalists to make this new line. This will be followed by the *promotion* of *prudent* extensions to Norwich and Yarmouth, *which would be paying lines to independent Companies*, and if these latter were *at once* formed, they would find *a powerful auxiliary* in the Eastern Counties' Railway Company. These *great* measures are only to be carried into effect by *slow* degrees. Pretensions to rapidity of execution would be false and deceitful."

Of all the lying and stupid pieces of nonsense we ever read, this assuredly is the most transparent. No doubt the Eastern Counties' Company would *promote* any new line whatever which would bring any traffic, however small, through their toll-gate; for could they but once enact the fable of the fox and the calf, and get out of the pit on the calf's shoulders, it would be pleasant sport afterwards to go through the kindred parts of the cat and monkey, and feast at other people's risk and cost; but if the lines—the "*prudent* extensions" here spoken of, would be "paying lines to independent Companies," still more would they be paying lines to the Eastern Counties' Company, if undertaken by them—since all railway experience has established nothing so certainly as that the more Companies a long line of railway conveyance is divided amongst, the more expensive is the management, and the less the profit. Why, then, don't the Eastern Counties' Company undertake these "*prudent*," these "*paying*," extensions, themselves? Why so anxious to use other people's paws to get out the chesnuts? Is not the real truth the very opposite of what is here asserted? Is it not undeniably this—that though *one* integral line from London by Colchester to Norwich and Yarmouth, under *one* Management, would have paid well—taking the paying parts with the non-paying—the rough with the smooth,—yet the same line if parcelled out among several "independent Companies,"—giving to one or two the best bits, and turning over to others the worst, could be profitable only to the favoured few? Mark further, the terms on which the Eastern Counties' Company promise to *promote* these "independent Companies." "If *at once* formed they would find a powerful auxiliary in the Eastern Counties' Railway Company." Yet in the very next sentence we are told that such "great (!!!) measures are only to be carried into effect by *slow* degrees." So that unless formed "*at once*," they are *not* to have the Company for their "powerful auxiliary;" and yet that they cannot be formed at once, the Company protest is as certain as any proposition in Euclid! Was there ever such absurdity? The men in their extreme confusion and perplexity have lost their senses. They know not what they say; and would say or do anything to get out of the scrape into which they have got.

We still abide by the opinion which we have so often expressed, that the best line for the counties of Essex, Suffolk, and Norfolk, is that for which the Act of Parliament was obtained—the line "from London, by Chelmsford, Colchester, and Ipswich, to Norwich and Yarmouth"—the line once called appropriately

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enough the "Eastern Counties," but to which name now that it has been cut down to the stump by the cupidity of a set of unprincipled jobbers, it has no longer any pretensions—that line which the Commons' Committee reported to embrace the largest amount of population and traffic, and which report the Eastern Counties' Directors themselves admit to be "strictly and entirely correct," and of *unannullable* "soundness." However the people of Norfolk and Suffolk, and the public at large, must now see from the views developed by the Eastern Counties' Directors in this last precious production of theirs, that hope of their ever carrying out that line in its original integrity, there is none; and being thus cut in twain as it is for the benefit (no matter how imaginary) of one set of capitalists, it is not to be supposed that any other set will be found to take up the part which has been so deliberately cast off, and by that circumstance damaged, irretrievably perhaps, in public estimation.

What then remains for the people of Norfolk and Suffolk but to choose the next best line which is open to them? And what better line can be pointed out than that which, under the name of the EAST ANGLIAN, now claims, and we trust will obtain, their united and hearty support. The Eastern Counties' Directors are careful to point out that it will pass "through a very thinly-populated portion" of Norfolk, but they as carefully omit all mention of the important fact that, in consequence of its approximating so closely to the confines of that county, nearly the whole traffic of the adjacent large and fertile county of Lincoln must pour itself into it. Suffolk, they say, will be served by it "very little," at such a distance does it pass from the capital of that county—Ipswich; but their own pet Kelvedon and Lavenham line, would not come nearer Ipswich than Bury St. Edmonds, and the East Anglian will pass within half a dozen miles of that place. A branch from Ipswich to Newmarket would be just as easy, and is just as likely to be made, as one from Ipswich to Bury. Among other notable things too, which the Eastern Counties' Directors, with the same remarkable regard for truth and candour, omit all mention of, is *the opening through Cambridge to the midland and northern counties of England*, which the EAST ANGLIAN line will afford to Norfolk and Suffolk, and which no plan of theirs pretends to offer. Indeed when we consider the many external sources of traffic which the EAST ANGLIAN Railway will possess, which would have been quite without the reach of the Eastern Counties' line as originally projected, we feel well satisfied that they will far more than counterbalance the loss of all the traffic which can possibly fall to the share of the stop-short gentry who now rejoice in the exclusive possession of those great seats of population, industry, wealth and learning—Romford, Chelmsford, Colchester, and eke Kelvedon!

We pity most sincerely the many innocent parties who will be sufferers by the success of the EAST ANGLIAN line, and the now (to all appearance) inevitable ruin of the Eastern Counties', but having from an early period, earnestly and unceasingly warned the Eastern Counties' shareholders of the perilous game their Directors were playing—pointed out as well its wickedness as its folly—and the shareholders having, nevertheless, persisted in leaving them invested with the authority which has worked all this mischief—we have nothing to reproach ourselves with. We have but done our duty in the matter; and to whatever extent they may suffer, it will only be from their having failed to do theirs.

WE regret to have again to record the occurrence of several railway accidents, one of them terminating fatally; and this regret is increased from the circumstance that with proper precaution almost all of them might have been prevented. The two principal mishaps occurred on the Midland Counties' line, one of them near the Rugby junction, and the other at a short distance from Derby. As the circumstances connected with the former are still under investigation by the Boards whose servants are implicated in the charge of carelessness which must attach *somewhere*, we shall confine ourselves for the present to the occurrence which resulted in the death of two unfortunate individuals.

Full particulars of the accident, as elicited before a Coroner's jury, will be found in another part of our paper; the facts are briefly these:—One of the engines of a luggage train having become disabled through the frost, a considerable delay took place; and as the mail train was expected, two men, namely Wale, the breaksman, and Singleton, the guard, of the luggage train, were sent down the line with the proper signal, as a warning to the coming train. When the luggage train had again been got in motion, the driver sounded his whistle as a further warning to the mail train, in case it should be at hand, which signal Wale and Singleton mistook for a call to join their own train, and returned up the line. Almost immediately the mail train came up and ran into the luggage train, causing the death of the driver and stoker of the former. The Coroner's jury returned a verdict of "Accidental Death, with a deodand of 300*l.* on the engine."

The defects in the Company's arrangements which strike us in reading the evidence as being the most serious, are the apparent absence of policemen on the line, and the neglect at the Derby station. The luggage train came to a stand at the distance of a mile from the station, and remained there a sufficient time to allow of the engines going forward to that station—one of them returning for one-half of the train—again reaching the station—and again returning for the remainder of the waggons; and yet during the whole of this interval we hear of no policemen or other persons unconnected with the luggage train being sent down the line, with a signal to the approaching train. Surely some person ought to have been dispatched on that duty *from the station*. It was very natural for Wale and Singleton to suppose that they were not to separate themselves from their own train, and this will account for neither of them going a sufficient distance down the line. Upon this point there is a remarkable discrepancy in the evidence. Singleton says, he and Wale went back about 400 yards; Wale says, it was from 600 to 700. Either distance was insufficient, considering that the rails were in a very slippery state and the night exceedingly foggy. The great mistake, however, was in not remaining at the spot for a sufficient length of time. There can be little doubt that had a policeman been stationed there, the driver of the mail train would have seen the light, supposing him to have been attending to his duty. We cannot help thinking that great blame attaches to the persons at the Derby station, who ought not to have confided so important a matter to any one connected with the luggage train, more especially to one who, like Wale, had only had a fortnight's experience on the road.

There is another point in which the Company's arrangements seem to be very defective. It was given in evidence, that there is no stated time for the starting of goods' trains. "We have no regular time," says one of the engine-drivers; "it is sufficient if we keep clear of the mail train"—so that the driver of the mail train has no means of knowing at what distance the luggage train is in front off him; nor can the driver of the luggage train be quite sure how far another train may be behind or before him! This is unquestionably a most improper arrangement. It is a pity, too, that luggage trains should be sent on of so great a weight as to require *two* engines. Why not divide a heavy train into two trains? It was the circumstance of there being *two* engines to a luggage train which in some degree led to the late calamity at Harrow.

Altogether, we must dissent from the dictum of the Coroner (as reported) that, "the catastrophe was owing to circumstances which could not be foreseen or controlled." It might easily have been "foreseen," that unless duly warned, the mail train, which was nearly due, would run into that which was stationary, and equally easy would it have been to take effectual means to guard against such an event. We have reason to know that a simple mechanical contrivance will shortly be made public which will give effectual warning in such cases as the lamentable one now noticed, even should the signal light not be seen owing to fog or any other cause. At the same time no contrivance can dispense with the personal vigilance of properly qualified policemen along the several lines, and had there been but one such near the spot where this accident occurred, it appears almost impossible that any collision could have taken place.

On the whole we are of opinion that the deodand was justly inflicted. We have not heard whether the Company mean to resist it, as it will be seen from a notice elsewhere seems to be the intention of the York and North Midland Company, in an almost similar case.

"WHEREAS" (we quote from an Act of Parliament obtained in 1834 by the Grand Junction Railway Company) "it would tend much to the *convenience of the public*, if Railway Companies were empowered to enter into mutual arrangements so as to avoid the necessity of a change of carriages and other delays arising from a diversity of interest; be it therefore enacted,—" and then follow powers conferred upon the Company enabling them by agreement with other railways to transmit their trucks without the necessity of a change at the points of junction.

This is a very smooth preamble, and its concoctors seem apparently to have been very regardful of the interests of the public—that convenient stalking-horse for filling private pockets. It has been remarked, that when a man begins to talk of justice to his family, it is ten to one but he is excusing some shabby or hard-hearted conduct, and most people will be apt to think that whenever a trading company is inordinately solicitous for the convenience of the public, some motive of selfish interest requires to be carefully concealed.

That the Grand Junction Railway Board [illegible] quite clear of this charge will, we apprehend, be the opinion of the great majority of those who have perused the correspondence which has recently appeared in our columns and the supplementary letters which we publish to-day. It has become the sub-

ject of serious complaint, that the rapidly increasing traffic upon the leading railways has rendered it difficult to supply trucks and waggons with the requisite dispatch; and this inconvenience is naturally most felt where the increase of traffic has been greatest, viz. in the two lines which connect Lancashire with London. What shall we say, then, of the impediments thrown by the Grand Junction Directors in the way of an interchange of trucks with the London and Birmingham Company at Birmingham, according to the powers obtained by themselves with the ostentatious preamble we have cited? We understand that this inconvenience has been felt with increased severity during the present week, and it is high time that public attention should be drawn to this most important subject—important because anything, arising from whatever cause, which interferes with the internal traffic of the country upon the leading lines of railway is but too well calculated to favour the prejudices entertained in certain quarters against railways generally.

A CORRESPONDENT says, he hears that it is intended to propose as a Standing Order of the House of Commons upon its assembling, "That the promoters of every railway, or similar private Bill, shall publish a list of all persons who have applied for shares, and afterwards refused to take them when allotted, setting forth their names and addresses." This measure will, he is of opinion, do more to prevent fraud, than any which the wisdom of Parliament has yet devised. It is well known that there are a large number of persons not only in London, but in most of the large towns in the country, who apply for shares in almost every new Company, and sign an undertaking to take the shares that may be allotted to them, and to pay the deposit, without the remotest intention of fulfilling their agreement in the slightest respect. The proposed Standing Order would enable new Companies to be on their guard against these modern levanters.

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LIEUT. COL. SIR FREDERICK SMITH has returned to town, having completed his inspection of the Nithsdale and Clydesdale projected lines of railway between Carlisle and Glasgow. His colleague, Professor Barlow, is expected to return to day from his examination of Mr. Gibbs's line by Cambridge and Lincoln to York, and also of a proposed line through Morpeth, competing with Mr. George Stephenson's line from Newcastle to Alnwick, in the East-coast route to Edinburgh.

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A VERY dangerous practice prevails on the Monkland and Kirkintilloch Railway, which has recently terminated in the death of one of the Company's servants.

It appears, that on that line there is an inclined plane of 1 in 60, worked by locomotive power, both for passengers and goods. The coal trains have only the engine-driver and fireman, the latter acting also in the capacity of breaksman. On reaching the top of the plane, the firemen of the coal trains proceeding towards Glasgow descend, from the tender, while the train is moving at the rate of about five miles an hour (as *they* say, but it is to be presumed at a much more rapid rate), and lets down the lever break as each waggon passes him. He then gets on the hinder waggon, and rides down upon it to the foot of the plane, where it is not unfrequent for the fireman to take off the breaks while the train is *in motion*, and to resume his place on the tender. It is quite wonderful that since Lord Seymour's Act only one fireman has been killed; how many may have previously been the victims of this unwise regulation, we have not the means of ascertaining.

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WE have of late heard very little of the ingenious promoters of the London and Manchester Direct project, and in truth, they do well to keep themselves as quiet as possible, or they may obtain a fame which will be more marked than pleasant. We have, we flatter ourselves, put a stop to the public "demonstrations" in its favour, in such *influential* towns as Bedford; but it would appear from the following paragraph, in their organ, the *Mercury* of that place, that the scheme is not yet finally given up:—

"LONDON AND MANCHESTER RAILWAY.—A meeting of the Bedfordshire Committee took place in this town yesterday. The statement of details laid before the meeting was highly satisfactory. A deputation from Luton attended; *all part as were disposed to pull together*, and there is every prospect of a successful issue to the undertaking."

So that we were right in regard to the division which had taken place in the camp! Probably it is not deemed most prudent "to pull together," in order to "pull" as many deposits as possible out of the pockets of the public.

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WE briefly adverted last week to a statement made at the Greenock Railway meeting, to the effect that the Postmaster-General had expressed his readiness to excuse the Railway Company from carrying the mails on Sunday. We doubted very much the power of the Postmaster-General to grant any such partial indulgence, and such would seem to be the opinion of that functionary himself, if we may put any confidence in a report of the proceedings at a recent meeting of the "Presbytery of Glasgow," at which this subject was brought forward. The following is an extract from the *Scottish Guardian* (published in Glasgow), which is the avowed organ of the anti-Sunday-travelling party:—

"Mr. FOWLER, as Convener of the Committee on Sabbath Observance, said they had no farther report to make on this subject: but he might mention that a report had appeared in the *Greenock Advertiser* of a meeting of the Directors of the Glasgow and Greenock Railway, from which it appeared that Government had yielded to the Company's refusal to carry the mail on Sabbath, at the same time that they had accepted the contract for doing so every other day of the week. This he considered a very gratifying and promising circumstance.

"Mr. LORIMER having read the report from the *Greenock Advertiser*, said it was most encouraging, as showing what the Government would do when the proprietors of railways expressed their wish to be relieved of the obligation of carrying the mails on Sabbath.

"Dr. BLACK read a letter from the Marquis of Normanby simply acknowledging the receipt of the Presbytery's memorial; and another from the Postmaster-General, *stating that with every disposition to forward the views of the Presbytery, he had no power to interfere with the carrying on of the public business in Scotland.*"

How does this tally with his "interference" in the Greenock case, supposing the statement made by the Directors to be correct? The report thus proceeds:—

"Mr. FOWLER said, it was also gratifying to find that the same feeling which existed in Scotland against railway travelling on Sabbath was beginning to show itself in England; and *the Directors of one English railway had sent a letter of congratulation to a Scottish Railway Company, encouraging them to persevere in refusing to run the mails on Sabbath.* (Hear, hear.)"

We should be glad to know the name of the "one English railway" the Directors of which have, as alleged, encouraged others to do that which they *dare* not do themselves.

RAILWAY OFFENCES AND OFFENDERS.

ON Wednesday, a man named William Hattersley was brought before the sitting magistrate at Union Hall Police Office, charged with being drunk, and insulting females in the street. The case was fully proved. The fellow described himself as employed in the workshops of the London and South-Western Railway Company, and as occasionally engaged in driving the trains. The magistrate (Mr. Maltby) after fining him 10s., very properly expressed his determination to report the man's conduct to the Directors of the Company, conceiving that a drunken person was very unfit to be employed in a railway establishment.

Yesterday week, as we learn from the *Bristol Journal*, a policeman stationed in one of the tunnels on the Great Western Railway, between Bath and Bristol, having been found asleep on his post (with his light so placed as to act as a signal), was taken before the local magistrates, and committed to Shepton Mallet gaol for one month, *with hard labour*.

On Saturday last, a blacksmith named Willey was fined 1*l.* with 15s. costs, by the Rugby magistrates, at the instance of the Midland Counties' Company, for trespassing on their line. The man was foolhardy enough to allow a train to come within 150 yards of him before he stepped off the track. He pleaded that he had been working for one of the contractors, and was going to fetch his apron. The magistrates expressed their determination to inflict the maximum penalty in every future case.

A man named Callaghan was a few days ago fined 10s. for attempting to defraud the Manchester and Leeds Railway Company of sixpence. He had gone on further than the place he had booked himself for. He pleaded intoxication as an excuse.

The "Managing Director" of the same Company, Mr. Robert Gill, appears to have figured in no very enviable position at the West Riding Sessions. The case is thus given in the *Leeds Journal* of Wednesday last:—

"REGINA *v.* ROBERT GILL.

"This was an indictment for an assault, which was preferred at the last Leeds sessions by Mr. John Marsden, of Wakefield, solicitor, against the defendant.

"Messrs. Taylor and Westmorland, solicitors, conducted the prosecution; and Mr. Brackenbury, the Solicitor to the Manchester and Leeds Railway Company, the defence.

"The Hon. James Stuart Wortley called witnesses on behalf of the prosecution, who proved that on the 2nd October last the defendant committed the alleged assault—that irritating language had previously passed between the parties, which gave rise to the assault in question. It appeared from the evidence that after the assault had been committed by the defendant upon the prosecutor, the latter apologised for any hasty expression he might have used, but on Mr. Gill being requested to apologise for the assault, he not only refused, but made use of coarse and abusive language. Under these circumstances, Mr. Marsden was advised to prefer the present indictment.

"Mr. Baines, for the defence, called no witnesses, but argued that as the room where the assault was committed was Mr. Gill's, and as Mr. Marsden had made use of abusive language, the defendant had a right to turn him out, for which purpose Mr. Gill had not used more violence than was necessary.

"J. B. Greenwood, Esq., the learned Chairman, summed up the evidence to the Jury, and observed that the question for their consideration was, whether the assault was justified or not? The learned Chairman stated that if a person were in his room, and he requested that person to go away, and he refused, then such person might be removed. But this must be done quietly, and without excess. The question was, whether Mr. Gill on that occasion used an excess of violence? Did Mr. Gill conduct himself in the calm and temperate manner he ought to have done? The learned Chairman stated that, in his opinion, if the evidence was correct, Mr. Gill used more violence than was justified.

"The Jury returned a verdict of Guilty.

"The Learned Chairman called up the defendant for judgment, and then delivered the sentence of the Court as follows:—'Robert Gill, one cannot help feeling considerable pain in witnessing two gentlemen in such situations as the prosecutor and yourself—he a highly respectable solicitor, and an officer of this Court, and you who move in a respectable sphere of life, but who, as the evidence has shown, have given way to your temper in such an unfortunate degree as to subject yourself to the penalties incident to an indictment for personal violence. It cannot for an instant be denied that the prosecutor had gone to the inn where the assault took place with exceedingly judicious intentions. He was in fact in the discharge of a

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very proper duty, as the subject of the erection of furnaces on Sir George Armytage's estate, upon which you were treating with one of his tenants, was a matter upon which Mr. Marsden as Sir George's agent ought to consult with and obtain the sanction of his principal before allowing the tenant to enter into the contract which you wished him to sign. That there was much bad language used on the occasion was greatly to be regretted; but I, as Chairman, am bound to say that in my view of the case, Mr. Marsden has done all that, under the circumstances, he was called upon to do. For whether right or wrong in the language he had adopted, he offered an ample apology. It is a matter not more of surprise than regret that you did not follow the same laudable course. Indeed, I cannot help saying that had I been placed under similar circumstances, I certainly should not have considered it a breach of my character if I had offered to an opponent an apology as ample and as freely. No doubt, both parties were out of temper, and let words escape which in cooler moments would not have been used. That Mr. Marsden recovered his temper, and displayed a pacific feeling, was highly to his credit. This is not merely my feeling, but the unanimous opinion of the Court; and this opinion is linked with regret that you are still unwilling to apologise. The decision which the Court has come to is, that you pay to the Queen a fine of 30*l.*, and enter into your own recognizance to keep the peace for six months.'"

Surely a person placed in so responsible an office ought to have a greater control over his temper.

The bills against the two men named Baker and King, implicated, in conjunction with Edward Marson, in the late accident on the Birmingham and Derby Railway, were ignored by the Grand Jury at the Warwick assizes. The men were subsequently to be tried for Manslaughter under the finding of the Coroner's jury; but as the assizes have terminated, and we see no notice of the case in the local journals, we presume they were acquitted.

GREAT NORTH OF ENGLAND RAILWAY.

We noticed in our last number the opening of the portion of this railway between York and Darlington for the transport of coal on Monday, the 4th instant. We are informed that 205 waggons, each containing nearly four tons of coals, were on that day brought from the Auckland Valley in the county of Durham, to the city of York, and that the intermediate towns of Easingwold, Thirsk, and Northallerton were each supplied with still larger quantities, which were rapidly sold. Indeed, in the three last-named towns, the competition to obtain the coal was so great that on the evening of the second day, after the sales commenced, many buyers were still unserved.

This is the only main trunk railway which has been opened in the first instance for any except passenger traffic, and we are decidedly of opinion that in adopting this course, the Directors have acted like prudent men. Public attention has been especially drawn to railway accidents, and there can be little doubt that if few of these accidents have arisen from a premature opening of the lines, many of them have originated in the carelessness always consequent upon the incapacity of individuals who are new to their business, ignorance and foolhardiness invariably going together on the part of railway servants. By thus opening the Great North of England line, for the coal traffic only, in which a high rate of speed is not requisite, the way will be firmly settled down, the engine-drivers "*learn the road and the engine*," and the several individuals employed be trained in their respective situations, before the great stream of passengers is turned upon the line.

We are not aware that any day has been fixed for opening for passenger traffic, but it is probable it will not be deferred beyond the 1st of March at furthest.

George Stephenson, Esq., announced at a recent meeting at Blackburn his intention of shortly retiring from the profession of civil engineering.

SOME LOST CHAPTERS OF ANCIENT EASTERN HISTORY.

[*Found in exploring the Ruins of Rogulaneum.*]

Chapter the Fourth.

1. Now all power and dominion over the Iron-way was in the hands of the nine Governors, who were of the Company of Merchants and Chapmen, which came up from the banks of the Mehr.

2. And there was none of the tribes of Gog and Magog left who could do battle for the public right.

3. And as the conqueror in the field hasteneth to divide the spoils thereof, even so did they.

4. To Jesui for his reward they gave a curiously wrought chair of state, made from the wood of Shelphim, the seat whereof was so high, that sitting thereon he could neither hear nor be heard.

5. However, by this time, Jesui's brethren had become tired of him, and they desired no more of his counsel.

6. To Malahaleel, for his reward, they gave the office of Comptroller of the Iron-way, with an order on the Treasury thereof for the yearly sum of one thousand talents.

7. Which office was a new office created for Malahaleeel's profit alone.

8. And in the place of Malahaleel, there was elected to be Governor, one Constant, who was a Captain of the King's Guards, who had found favour in the sight of Edcrop and his brethren.

9. And to Edcrop, for his reward, they gave an ancient scroll richly emblazoned, on which was written this prophecy of Agur, the son of Jakeh, "A generation shall arise. Oh, how lofty their eyes! And their eyelids how lifted up! Sweet to their mouths the bread of cunning and deceit—yet at the last shall their mouths be filled with gravel!"

10. But when Rogg and Demrogg, and Frerogg and Korasbi, and David and Dikon, who had been raised into office by help of the counsel of Derus, clamoured each for his reward, there arose great disputes.

11. Forasmuch as there was paid yearly out of the Treasury of the Iron-way, unto the twenty and two Governors thereof, twenty and four hundred talents, to be divided among them, each according to his service rendered.

12. But David, who was of the house of Farizhee, cried out aloud, that each should have his equal share of the twenty and four hundred talents, whether he rendered any service or no.

13. Whether he dwelt in the land of the Iron-way or no.

14. And whether he put his hand to the plough or no.

15. At which one of the tribe of Gog, whose name was Wali, waxed very wroth.

16. For this Wali had been reared in the far north, where the plack is to him that can earn it.

17. And he missed not himself being present at every meeting of the Board of Governors.

18. Wherefore he did stoutly oppose the saying of David of the house of Farizhee.

19. And unto him there cleaved in regard to this thing, Katspa and Tufas, and others of the tribes of Gog and Magog.

20. But Rogg and Demrogg, and Frerogg and Korasbi, and Dikon sided with David.

21. And Demrogg wrote long epistles to the Gogs and Magogs showing forth the beauty of reaping the fruits of other men's labours.

22. Yea, he taunted them, saying, 'Better are the written words of one wise man absent, than the presence of a multitude of fools.'

23. And Bozrah the weak and the vain, exhorted the men of Gog and Magog to grant the desire of David and his brethren.

24. And of the men of Gog and Magog there assented unto the exhortation of Bozrah,

25. Sillihud;

26. Gibeon, of the family of Solmgahnder;

27. And Sirbub, of the family of Silhibub.

28. So David and those who sided with him, being greater in number than Wali and those who cleaved unto him, the former prevailed.

29. And it was decreed that every one of the Governors, whether present or absent, whether he did any thing or nothing, should be henceforth paid alike!

30. After which it ceased to be said, as of old, that the Board of Governors was composed of one half Gogs and the other Magogs, and it became known among men as divided into two parties, one whereof was called the Gogs and Magogs, and the other the Roggs and Demroggs.

EASTERN COUNTIES' RAILWAY.

HOW RESIDENT SERVANTS OF NON-RESIDENT MASTERS CONDUCT THEMSELVES.

(From the *Times*.)

We have received a letter, from which we make the following extract, relative to the conduct of one of the clerks on this railway. The writer has given us his name:—

"I went on Wednesday, the 13th ult., by the railroad to Romford; I asked on my arrival there what time the afternoon train would start from Romford for London, and was told at a quarter past 4. I accordingly was at the Romford station ten minutes before that time, and went into the office, where about 12 or 14 persons were assembled. Some one asked the clerk what time the train would start, and his answer very shortly was, 'he knew nothing about it.' I then said, 'Will you inform me what time the train is likely to start?' and he rudely replied, 'I shall answer no questions.' I waited about ten minutes, and then asked the same question again, and he answered as rudely as before, 'I know nothing about it.' Some persons expressed the disappointment which they felt, and he told them that if they made a noise there, he should order the policemen to turn them out, and a policeman actually laid his hand on one of the persons to eject him, although he had paid for his ticket. This was half-past four. I then addressed myself to the clerk, and said I had never, in the whole course of my life, witnessed such ungentlemanly conduct. I told him that he was a servant of the public, that he was bound to treat every person with civility, and to answer their questions. The policeman, No. 4, was then ordered to turn me out, and came up to me for that purpose. I asked him what I had done to be expelled the room, and he said, 'I talked too much.' I then desired him at his peril to lay his hands on me, and assured him that I would make both his conduct and that of the clerk publicly known through the press. This seemed to have the desired effect. I then left the office, and met an inspector, who was extremely civil, and he told me that the down train was delayed by some cause which he did not comprehend, and had only just gone through. It, therefore, could not start from Brentwood until the down train got there, which would be at least half an hour. I then returned to the office, and told the clerk that if he had done his duty he would have informed the persons waiting of these facts, and it would then have been at their option to have returned to Romford or to have waited."

Hull and Selby Railway.—On Monday, owing to the frost, the train on this railway was two hours in running two miles!—*Sheffield Patriot.*

FATAL ACCIDENT ON THE MIDLAND COUNTIES' RAILWAY.

(*From the Derby Reporter of Thursday.*)

On Saturday last an inquest was held at the Town Hall, Derby, before Mr. Balguy, Coroner, and a respectable jury, on the bodies of Thomas Taylor and Richard Livesey, the driver and fireman of the mail train from Rugby to Derby, who were killed by an unfortunate collision with the lugagge train, on Friday morning last, between Spondon and Derby.

The severity of the weather had frozen the pipes of the two engines attached to the luggage down train between Rugby and Leicester. At the latter place they were thawed, and the train came on to Borrowash, where one of the engines became useless, there being no water in the boiler, occasioned by the pipes freezing by which it was fed, and in consequence the driver let down the fire to prevent the boiler burning. The other engine brought forward the train till it was half way between Derby and Borrowash, when, in consequence of its slow motion occasioned by its heavy load, the pipes of this engine were stopped also by the intensity of the frost, the thermometer being down as low as within 5 degrees of Zero. The *live* engine took the other in tow and proceeded to Derby. Its rapid progress got up its steam again, and the driver returned to bring up the luggage train to the station; but the power of the engine, in the then state of the weather, was inadequate to bring the whole train, and only half of it was brought forward to the bridge near the Derby station. The waggons were pushed in by the pilot engine, which had been got ready as quickly as possible to render assistance? and the engine returned for the remainder of the waggons. The drivers had sent out the guard of the luggage train, who was accompanied by Messrs. Pickford's guard, to exhibit the red light as a warning to the mail train, which was about that time (nearly three o'clock,) momentarily expected, not to run in upon the luggge train. When the engine came up to the waggons they were put in motion, and the whistle sounded as a warning to the mail train, if it were within hearing, which Wale and Singleton, the two men who had gone out on the line towards Leicester, with the red light, mistook for a call to them to join the train. Pickford's guard ran first, and came up with the train as it was going on, and while it was proceeding at about the rate of eight miles an hour, got upon the step of one of the waggons to mount, but he had no sooner done so than he heard Wale shout "the mail train *is coming*." Wale at this time was within four or five carriages length of the train which he was endeavouring to overtake. Singleton jumped off and rolled over the railway embankment, by which he probably saved his life, for the mail train immediately came into collision with the luggage train. The concussion threw the driver and fireman of the latter into the tender—both were hurt, but not seriously; the driver and fireman of the mail train were so dreadfully injured that they both died soon after the accident, and the guard was so seriously injured that he was confined to his bed in a state of delirium when the inquest was held, and could not appear. There were twelve or fourteen passengers in the mail train, but none of them were injured. The particulars of this catastrophe will be more fully explained in the evidence below given at the inquest.

After the jury had viewed the bodies, which lay at the Infirmary, whither they had been conveyed after the accident, they returned to the Town Hall.

Mr. Macaulay rose and addressed the jury. He attended there as the Solicitor of the Midland Counties' Railway Company, on account of the melancholy occurrence which they were assembled to deliberate upon. He could assure them that the Directors of the Company were most anxious—no one could be more so—that every circumstance connected with it should be thoroughly investigated, and if blame attached to any servants of the Company that they should not be spared, but meet with such punishment as the law would award them. He could assure them that the Company would do nothing to conceal anything that had occurred; their officers were all present to give every information in their power; and they wished every individual to be examined who could throw the least light upon the melancholy occurrence which had taken place. If, after such examination, it should be proved that any one had been guilty of culpable negligence, he hoped the jury would give the Company credit for the desire that such person should be punished as he deserved. It was not only contrary to their wish that he should escape, but they themselves would be the prosecutors to bring the offender to justice. He hoped, however, it would turn out that no one was to blame; but that it was one of those cases, arising from an unfortunate combination of circumstances, which no foresight or diligence could prevent, owing principally to the state of the weather. He hoped the case would so turn out, but if it should be otherwise, while on the one hand he said he wished every one that was proved culpable to be punished, on the other hand he hoped the jury would not be led away by the feeling, which had been produced by accidents on railways. He hoped they would view this as an isolated case, weigh it on its own merits, and looking upon it impartially, and independently of any other catastrophe which had happened elsewhere, judge of it on its own peculiar circumstances. Having said this, he begged to assure them that every person who could throw the least light upon this fatal accident should be called before them.

Joseph Taylor, the brother of the deceased, examined.—I am in the service of the Midland Counties' Railway Company; have been in their employ since April last; I fill the situation of engine-driver. I was one of the drivers of the engines the night before last between Rugby and Derby. We left Leicester 20 minutes before one; the usual time is about half-past ten from Leicester; the time of starting depends on the time the goods come down from London. We had two engines, 13 inch cylinders each; both were powerful engines. John Bonham drove the leading engine; I the second. There were 28 waggons in the train. We went near to Borrowash before I perceived anything the matter; went at the rate of 20 miles and upwards an hour lest the pumps should freeze. Near Borrowash I could not get the pumps to work; they had failed a little before in consequence of the frost. I dropped my fire to keep the fire from burning the engine. The boiler would have been injured had not the fire been dropped. The engines continued their speed till we got past Spondon; they then stopped about a mile from Derby. Bonham's could not bring forward the train not having sufficient power. Bonham proposed to go to Derby because his pumps would not work by reason of the frost, to pump some water into his boiler. He had plenty of water, but the pumps would not work, the pipes being frozen up. Bonham took both engines to the Derby station at my request, as my engine would have added to the weight of the train. We left the two breaksmen and my fireman, William Brown, with the train. Thomas Wale was one of the breaksmen; he is employed by the Company. The name of the other I don't know; he is Pickford's guard. I gave orders to all three to go far enough back with the red lights, in case the mail train should come up before the luggage train was out of the way. It wanted then three quarters of an hour of the time the mail train was due. I expected the order would be attended to by my fireman and Pickford's man. I said to my fireman when I left, get off and see that they go far enough back with the red light. I knew the deceased was following me as driver of the mail train. I saw my brother at Rugby, and we compared watches, I having purchased a new one; there was only two minutes and a half difference betwixt them. I have seen my brother's watch since; the case is a little crushed and the glass broken; it stopped exactly at a quarter past three. I left at the time I gave the order to my fireman. I staid with my own engine at Derby. I could not have got back in less than two hours to the luggage train; could not have got the fire lighted and the steam up in less time. The bars were pulled out of the fire box to let out the fire. Bonham went back immediately after he had unhooked. Bonham was obliged to run about to get water into his boiler by the action of the engine coming along. If he had not got water by this means he would have got it at Derby. He knocked some fire into his ashes box. I assisted in getting the *Pilot* engine off the wheels; she is expected to be ready when the mail train is due; the mail train was not then due. We got the *Pilot* engine ready as soon as we could. The *Pilot* engine is appointed to look out for the mail train; it has nothing to do with us, except an accident occur. When Bonham got back, with 15 waggons, it was twenty minutes past two by the Company's clock. It was not the regular time for the *Pilot* engine to be ready when we got to Derby. The mail train was due at Derby nine minutes after three o'clock. I did not take any notice of the time Bonham was away. It was the business of the breaksman to go back with the red light, it was not the business of my fireman. This was the coldest night that I have been out. It was impossible to prevent the pumps from freezing, and if they had been thawed they would have frozen again in a minute or two. [Several questions were, at this stage of the inquiry, asked this witness by jurymen, but nothing was elicited that affected his evidence.] I provided myself with a watch because I understood the Company's agent wished it. I could not stop to thaw the pipes without putting out the fire. The night was very foggy; the light could be seen but a very short distance; not ten yards I'm sure. The object of the red light is to give notice of an obstruction. With not more than four carriages the driver of the mail train might have pulled up in 150 yards. I did not tell Wale how far to go back, but desired him to go far enough to stop the mail train. I think Wale has been on duty about a fortnight, or a day or two more.

John Bonham examined.—I am in the employ of the Midland Counties' Railway Company. I drove the leading engine of the luggage train from London to Derby, on the night of the 7th of January. It was a very cold night, I don't think I have felt one so cold this winter. My engine froze between Rugby and Leicester; it was down hill, and it did not stop the engine. At Leicester I got it thawed. I came on to Spondon, and passed it. About half way to Derby, the train became so heavy I could not go fast enough to keep the pumps going. The fire was out of the other engine, and it did no work. I blowed the whistle loud eight or nine times to alarm them at Derby. I stopped the train, and got down, and said, "Joe, I must unhook, for I have no water in my boiler." He asked me to take him with me. I unhooked the waggon, and run into Derby with his engine and my own. We stopped on the bridge at the Derby station. I found that going fast had got the water into the boiler; I left Joe's engine and then returned to the waggons as hard as I could go. We left the Company's breaksman, Taylor's fireman, and Pickford's guard. I told Pickford's guard to tell the Company's breaksman to take the red light on to warn the mail train; I told him whatever he did to tell him to go far enough. I heard Taylor tell his fireman to go, and tell the breaksman to go down the line. The Company's breaksman carries the signal lamp. When I got back to the waggons I found Pickford's guard and Taylor's fireman. I did not see Wale. I think it wanted about a quarter to three o'clock. From the time I left the luggage train till I returned was about 10 minutes. I tried to take the whole train. I had plenty of steam, but the engine would not move the train. I then took a part of it. When I started I told Pickford's man to go and tell the other man to go down the line far enough to warn the mail train. Pickford's man replied he is down a long way. I started then for Derby as hard as I could go. I stopped on the bridge, unhooked the waggons, and returned as quick as possible. When I got there, I hooked the waggons and started immediately. I felt quite se-

cure, and that my orders had been attended to. When I started I blowed my whistle as hard as I could, to warn the other train if it was near: I went on about 200 yards, and was going about as fast as a man could run, when I perceived a blow which knocked me back from the engine into the tender; I could not tell what it was. At first I thought it was our engine which had dropped off the road. I got up as quick as possible, and got on the foot plate. My engine was going, and, I then said to my fireman—"I am afraid that is the other train." I stopped as quick as possible, and got down. I ran back with my fireman as fast as I could. The first man I met was Pickford's guard. I said to him —"Is there anybody killed or hurt;" he said "Tom's fireman is killed, and we can't find Tom nowhere." The fireman and I went to Tom's fireman and found him lying on the side of the mail train carriages on the up road. We went to look for Tom, and found him lying betwixt the bank and the tender off the road. I laid hold of him and said to my fireman, he is dead. I said "Tom," and he groaned a little. We lifted him up; the fireman said to me we had better go and see for a doctor. As I was turning away from him I saw the Company's breaksman, and said "go see to Tom and don't leave him." Then I ran to my own engine and drove to Derby as hard as I could drive for assistance. I got off at the bridge, and went to the shed and told them to go for a doctor. I told the Pilot engineman to take some carriages down as quick as possible.

By Mr. Hackett.—It could not be more than ten minutes from the time I started till I saw the man dead, and Wale was present. I ran back, half a mile, and Wale would have as much time to get up as I had, if he were a proper distance on the road to warn the mail train. It took some time to stop my engine. As I turned away from Taylor, I saw Wale.

By Mr. German.—The engines, if not frozen, were perfectly master of the train; they would have been master of 40 waggons. On Tuesday or Wednesday night we brought 43 waggons.

By Mr. Mackenzie.—I did not ask the breaksman any question; I was too much occupied. We have no regular time. It is sufficient if we keep clear of the mail train.

By Mr. Bennett.—The mail train with four or five carriages could not stop in less than a quarter of a mile, but such a night as this, in consequence of the frost and the wheels being slippy, the carriages would run half a mile. It was a very foggy night, I dare say the light could not be seen more than 30 or 40 yards.

Francis Cholerton examined.—I am employed at the Infirmary, the heating of which is under my direction. The thermometer by which I am guided is hung about 50 yards from the hospital. At seven o'clock on Thursday it was seven degrees above zero, yesterday morning it was a little above four, not quite five, degrees above zero. This morning at the same hour it was about three.

William Brown examined.—I was fireman of the engine driven by Joseph Taylor on Thursday night. Before we got to Borrowash the engine became useless from the frost, and Taylor let the fire out. When we got between Spondon and Derby the other engine could not draw it, and the train stopped. Bonham and Taylor told me to go back, and tell the breaksman to show his light. I went and told Wale to take the red light, and go back on the line to warn the mail train if it should come up lest it should run in upon us. I told him to go a long way up the line. I fetched the red light from the carriage, and gave it to him; we keep three lights for signals, red, white, and green. He said nothing, but I am sure he heard me. I stayed with the train till the engine returned; when I told Wale this, the engines were starting for Derby. I left the tail of the train and came up to the head, so that I had no means of seeing whether Wale obeyed the direction I gave him or not. Pickford's guard was ten or twelve yards off. The engine was a very little while before it returned; a few minutes. We hooked on the whole train, but it would not draw; we then hooked on a part of the train, with which I went to Derby. Bonham's fireman went with us. I stopped at Derby to look to my engine which was frozen up. There is always a red light kept behind the train; the signal lights are kept by the breaksman to show when wanted. I turned the red light on for him, when I gave it to him.

By Mr. Shepherd.—The engine-men have books of instruction from the Company; the fireman are under their direction.

George Wilson examined.—I was fireman of the first engine of the luggage train driven by Bonham on Thursday night. I was with Bonham when the train stopped between Spondon and Derby, and went with the engines into Derby. Brown and Pickford's guard and the breaksman were left with the train. I heard no instructions given, being on my own engine. We left Taylor with his engine at Derby. I returned and found Brown with the train, but saw no one else. We divided the train into two parts. Bonham and I went with part of it. We then came back for the remainder of the train; on reaching it I got off and hooked the waggons on. I saw Pickford's guard get on to the step of the break waggon; and the breaksman with the red light in his hand at the tail of the train. This was as the train was moving. Bonham had just given over whistling; he opened the whistle several times. Not more than two minutes elapsed from sounding the whistle first till I saw a man about 10 yards beyond the tail with the red light. He might have run a long way in two minutes. We were a long time in starting. The red light was towards me, or I could not have seen it. The mail train could not have been stopped in time had it then come up, as the breaksman could not have been far enough to prevent a collision. After I saw Wale I turned round to my regular position; we were travelling on at a slow rate, and had gone about 200 yards when I felt the shock. Bonham tumbled over and was thrown into the tender; I also was thrown upon him. He hurt his shoulder. Bonham got up and stopped the train. We both jumped off, when he said to me, "Let us go back; the mail train has run into us." We met Pickford's guard, who said, "Oh dear! what must we do, Dick's killed." I asked where Taylor was, and he said, "We have not found him." I saw Livesey first in the middle of the road; we removed him to between the two lines. I found Taylor between the tender and the engine, and, with the assistance of Bonham and the mail guard, removed him. Both spoke to me. I believe there were four carriages attached to the mail train. I stopped with the deceased men till they died.

By Mr. Mackenzie.—When we came with the two engines to the bridge at the station, the man who collects the tickets came up, thinking it was the mail train. We told him it was the luggage train, and that we had left the waggons on the road. We left Taylor to see after the Pilot engine.

Richard Challinor examined.—I am guard of the mail train from Rugby to Leeds, employed by the Post Office. I was inside the Post Office carriage on Thursday night. I think we left Rugby about twelve minutes past one, I am not certain; we left Leicester about two o'clock, but I am not quite sure as to the time. When we came near Derby I felt a shock; I got out as quick as I could. I found the fireman laid on his back, and the water from the tender flowing on him. He was jammed between the tender and the engine. I got him out; there was a great deal of steam and smoke. The night was very misty. The other man was found underneath the carriages. There were four or five carriages, and twelve or fourteen passengers.

By Mr. Mackenzie.—We were about our regular time, which at Leicester is 1.44; at Derby 3.9. We were not more than three or four minutes either too late or too soon. I heard a whistle a very short time before the concussion, perhaps a minute. I fancied the train slackened its pace a little. We were going about 25 miles an hour including stoppages, so that we should go about 30 miles an hour when in motion. A higher speed would not be dangerous on the road where the accident occurred. The night was very foggy; and the red light could not be seen more than fifty yards. The guard outside was badly hurt.

Mr. H. Gisborne, surgeon, examined.—I saw the bodies yesterday morning. Taylor's right thigh was broken in two or three places; the left thigh was laid open to the bone, from two or three inches above the knee to the pelvis; dividing all the muscles and some branches of the arteries. The pelvis was severely very injured, and broken into many pieces. These injuries are sufficient to cause death. On Livesey there was only one external mark of violence; that was on the lower part of the abdomen, or between that and the spine. No limbs were broken, but probably his bladder or bowels were burst, or some injury might be done to the spinal marrow, which would occasion death.

William Singleton examined.—I am the guard to Pickford's luggage train; I was with the train on Thursday night last; I was left with the train when the engines were detached. Bonham, Taylor, and the other fireman went with the engines. When the train stopped I met Brown about half way along the train; he said one engine was frozen up, and the "live" engine was going to take it on. He told me to tell Wale to go back with the red light. I asked him the time, and he said it was half-past two. Wale was against the break waggon when this was said to him. Wale was to go back with the red light. I walked back with Brown to the break waggon. Brown laid hold of the signal lamp, and turned on the red light, he then gave it Wale. The red light is the signal of danger to stop as fast as they can. I was close by when the light was given to Wale, we kept saying "We must mind, and not let the mail train run into us;" but no direction more than this was given to him. We all three walked back towards Leicester; we went about 40 yards, or it might be further. The "live" engine then came back, and then we all returned to the train. I went up, and asked why he did not bring the *Pilot* engine; he said he did not see anything of the men. Bonham tried to take the train and could not; he then took part, and said to me, "mind and go back with the red light far enough, and mind that we have no mess." I went direct to Wale and said we must go back far enough with the red light; we went back about 400 yards; we went till the mile post said, 14 miles to Nottingham. We went beyond the mile post. We heard an engine coming, and I said, "the mail is coming, I think." We listened a bit, and found it was Bonham's engine coming back for the luggage train. We then walked back towards the luggage train. As we were walking back, about half way, we heard his whistle. I said to Tom, "he wants to know whether we are right or not." We got up to the train; we thought the whistle was to bring us up to the train. When we got to the train it was started at a slow pace. I ran beside of it till I could just jump on the step. The moment I was on the step, Wale shouted, "Here is the mail." He was on the road behind the train. I jumped off, and tumbled over the bank. I don't think Wale could have got up to the train in time to go by it. I heard the crash; I got up; the fireman was moaning, and the mail guard was with him trying to get him out. I got him on my knee. It was very misty; we could see but a very little way. I should think we could not see the red light above 30 yards, but we did not step the ground. I turned back because it was my place to go with the luggage. I can't tell why Wale turned back. It did appear to me extraordinary that he should turn back, but I said nothing to him. I think Wale did say, "I think we shall get in Derby before the mail train.

By Mr. Mackenzie.—I did not then think of the impropriety of his coming back, as he was placed there to prevent danger.

Thomas Wale examined.—I am in the employ of the Midland Counties Company. I was a porter at first, I have been breaksman a fortnight yesterday. The whole time I have been engaged with luggage trains. When this stoppage took place, I was on the break-carriage; there was a waggon behind it.

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I also to carry a signal lamp at night. I understand the use of it; the signal lamp was in my hand. I got down before they quite stopped. When the engines went on, I was left with Singleton and Brown. Before Bonham and Taylor left, I heard no direction given. Brown, and I, and Singleton went down the line towards Leicester. I carried the lamp; the red light was on. The first time we went from 40 to 50 yards from the train; we returned back on hearing the engine come back from Derby. They tried to take the whole train and could not; and then they took part, leaving the other behind with me and Singleton. Before they went away, they said what o'clock it was, and said I had better go down the line. I am sure none of them said anything to me, except that Brown said I had better go down the line. I and Singleton went towards Leicester from 6 to 700 yards to stop the mail train. We stood there waiting till we heard the engine coming, and then we heard a whistle. I did not know what engine it was at first; but we ascertained it was the engine from Derby; we were then walking backwards and forwards. When we heard the whistle we said to each other, "it is to call us up to it." We ran as fast as we could to catch the train. Did not hear the mail train. I did not overtake the train, for when I got near to it, it was going as fast as I could run. Singleton was in the act of getting up, when I heard the mail train; I had not heard it till it was close upon me. It was very foggy. I was about the space of four or five carriages off the luggage train, and I could but just discern Singleton attempting to get up. I called out, "The mail train is coming." I was between the two lines, and I got out of the way as quick as I could. There was the red light at the end of the train; but it could not be seen more than 20 yards off, and very small then.

By Mr. German—I thought it was my duty to go with the train I was attending upon.

By Mr. Hackett—I thought it my duty to go to prevent the mail train from running in upon the other.

By Mr. Mackenzie—It was half-past two, Brown said, when the train stopped. I did not know the time the mail train was due.

By Mr. Macaulay—I supposed it was my duty to keep watch till my own train was going, and then to go with it.

By Mr. Mackenzie—I and Singleton had no conversation about danger from the mail train; we thought we should get to Derby in time.

By Mr. Macaulay—I have always been in the habit of acting by the order of the engine driver. I always understood that it was my place to take care of the luggage. I have nothing to do with anything but to see that the luggage is safe.

Mr. Woodhouse examined.—I am Resident Engineer and Superintendent of the line. I know the spot where the accident happened; it is perfectly straight towards Leicester for a mile and a half; on the spot it is level, towards Derby it rises ten feet in a mile. It would depend on the weight behind the engine whether it could be stopped in more or less space. I consider 300 or 400 yards with the mail train sufficient. Supposing it had been a clear night the red light might have been seen a mile; I am speaking within compass. If it had not been for the fog, the engine-driver must have seen it time enough to stop. The driver is the person charged with the safety of the train in reference to accidents. Each driver has a book of instructions. It is his business to take steps to prevent his train being run into. The guard or breaksman is bound to obey the orders of the engineman. The greater part of his duty is to assist in stopping the train by the break. He is under the control of the driver. I am not aware that any definite instructions were given to Wale. I consider him intelligent; his predecessor had misconducted himself, and as he had gone accidentally no fault before he was selected to fill his place. I do not say that in this instance Wale has disobeyed any rule. He has gone many times on guard with passenger trains when the guards were absent. The two engines are perfectly master of their work. I have known them take 46 waggons. They started 1.20 before the mail train left. Immediately after the accident the pilot engine went out and brought in the passengers. During the last week there has been several instances of engines being set fast by the frost. The pilot engine is kept to go out to meet the mail train if not in a quarter after its time. When the accident happened it was three quarters of an hour before the time the pilot should be ready. When Taylor got to the station the steam was not up in the pilot engine; it takes 1½ hour to get up the steam.

Mr. Kearsley examined.—I am superintendent of engines to the Midland Counties Railway. The instructions to the men are that the pilot engine be ready, and tender full, to go out at three o'clock; that is as soon as the mail train is due in sight; can be seen three miles off, but not if it be a foggy night; in that case nine minutes past three is the time. The pilot was ready to go out before three o'clock: when Taylor came in disabled she was on the rails: she pushed the first load brought by Bonham into the station, which enabled him to go sooner for the second. The pilot engine that morning was ready before its time.

The CORONER then addressed the jury. He was at first inclined to attach blame to Wale, but since he had heard the evidence he could not consider him criminally negligent; he had evidently acted under the impression that it was his duty to keep with his own train to take care of the luggage. He then remarked upon the readiness of the agents of the Company to give every facility to arrive at the truth, and thought the jury could come to no other conclusion than that the catastrophe was owing to circumstances which could not be foreseen or controlled.

The jury deliberated till nearly eight o'clock, when they returned a verdict of "Accidental death, with a deodand of 300*l*.

ACCIDENT AT THE RUGBY JUNCTION.

A COLLISION took place on Sunday night between the Birmingham and North Midland trains at Rugby, whilst the shifting of the carriages took place. Three persons were severely injured.

The accident is stated to have arisen from the negligence of the officer on duty who had the care of the red light, which he neglected to display.

The Birmingham train was uninjured, and the whole calamity fell upon the North Midland. The following is the official account:—

"The mail train, which left the Euston-square station at half-past eight on Sunday night, on arriving at Rugby, detached two carriages, which were to proceed on to the Midland Counties' line. The carriages were in the act of being passed from the London and Birmingham down line for this purpose, when the mail train, which leaves Birmingham for London at twelve p.m., arriving very slowly at the station, ran unfortunately in contact with the crossing carriages, and caused contusions to four of the passengers, and a slight fracture of the collar bone to a fifth. Surgical attendance was at hand, and every care taken of the parties. The immediate cause of the accident is now under investigation."

THE HULL ADVERTISER.—Established half a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England; while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser	73,000
Hull Packet	10,000
Hull Times	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

The HULL ADVERTISER is published every Friday morning, in time for post, at the office, 26, Lowgate.

WATERPROOF LUGGAGE COVERS,—Manufactured by JOHN EMES, late Milton and Co.; Cut Wade, Limehouse, London, for Railway Trucks, Waggons, Barges, &c. The great improvement in the manufacture of these Covers, which are now in use on the principal Lines, and which can be recommended with confidence to the notice of Dock and Railway Companies; Barge and Waggon Proprietors, Contractors, Builders, and others, as an article of durability, possessing all the necessary qualities—viz., that of being perfectly Waterproof, and flexible, and not subject to adhesion, a fault much complained of in tarred Cloths; and can be made of either light or heavy quality to suit the purposes required. It is also prepared for covering Roofs, Verandas Coach and Guard Aprons, Horse Cloths, &c.

A supply of Covers on hand for hire, to Builders, Excavators, Bargeowners, &c., requiring temporary Coverings, Rick Cloths, Poles, Blocks, Cordage, &c.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, an manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond-street; Reake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
A ditto, ditto, with reserve of leads	1	14	0

December, 1840.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every exectation. It has been used in Shipping Five Years.

SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 910, published this day, price 3d., contains detailed Abstracts of the following Patents recently enrolled:—Leese's, for improvements in printing calicoes and other surfaces; Mechi's, for apparatus to be applied to lamps in order to carry off heat and the products of combustion; Palmer's, for improvements in ploughs; Lecomte's, for constructing fire-proof buildings; Beale's, for improvements in steam engines; Barnett's, for certain improvements in fastenings for wearing apparel. Also, illustrated description of Smith's patented improvements in solar lamps; improved spring buffer for railway carriages; Jack Frost's vagaries; A paper on plane metallic surfaces, and the proper mode of preparing them; Adaptation of Captain Ericsson's transversal propeller to the New York packet-ship *Clarion*; The utility of giving a lead to the slide valves of locomotive steam-engines; Fire-escapes; Safety mattresses; Lithographic printing; new theory of the Universe; Opposition to the London and Westminster Water Company; Dreadful fire-escape accident, &c. &c. &c.

The MECHANICS' MAGAZINE, Vol. 33, price Ten shillings boards, illustrated with upwards of Two Hundred Engravings, was published January 1st, containing Abstracts of all the most important Specifications of Recent English Patents, as well as all the new inventions, and complete lists of English, Irish and Scotch Patents for the last six months.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

TO ENGINEERS, MILLWRIGHTS, AND OTHERS. Just published, with five Copperplate Engravings, price One Shilling,

A DESCRIPTION of WHITELAW and STIRRAT'S PATENT WATER-MILL, with an account of the performance of one of these machines lately erected at Greenock. To which is added, a practical method of determining the power which may be obtained from any given fall of water; with directions for economising the water which runs down a fall, and of rendering available as a water-power the rain which falls on their lands. By JAMES WHITELAW, Engineer, Glasgow.

Published at the Mechanics' Magazine Office, 166, Fleet-street, London; and sold by D. Robertson, 168, Trongate Glasgow.

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MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY COMPANY.—A General Meeting of the Subcribers to the Company, was held at the Company's offices, 23, Bond-street, Manchester, on Monday the 11th day of January, 1841, pursuant to a public notice in that behalf from the Provisional Directors of the said Company duly convening the said Meeting, at which there were present 60 Subscribers for, in the aggregate, 3315 shares.

THOMAS ASHTON, Esq., in the Chair.

The Directors Report having been read, it was moved by John Bradshaw, Esq., seconded by Henry S. Chadwick, Esq., and unanimously resolved—

That the Report now read be received and printed for distribution under the sanction of the Provisional Directors.

It was then moved by George R. Chappell, Esq., seconded by John Brooks, Esq., and resolved, with four dissentients (subscribers for 175 shares)—

That it is expedient that a variation of the intended line of the Manchester and Birmingham Extension Railway, whereby the same railway will commence by a junction with the line of the Grand Junction Railway, in the county of Stafford, in substitution for the originally proposed commencement thereof by a junction with the Manchester and Birmingham Railway, should be adopted, and that in order to the effectual prosecution of the said varied undertaking, by the re-constitution of the Company, it is further expedient that the said Manchester and Birmingham Extension Railway Company, as constituted by the Subscribers' agreement or provisional deed of settlement of the same Company, bearing date the 30th day of June, 1838, and the supplementary Subscribers agreement, bearing date the 1st day of December, 1838, should be dissolved, and for that purpose the original Company shall be and is hereby dissolved by virtue or in pursuance of the provisions in that behalf contained in the said Subscribers' agreement or provisional deed of settlement.

It was subsequently moved by Leo Schuster, Esq., seconded by Joshua Proctor Westhead, Esq., and resolved unanimously—

That the power of winding up and adjusting the affairs of the said original Company, subject to the accounts thereof being audited by Messieurs William Higgins and Henry S. Chadwick, who are hereby appointed by the purpose, shall be, and is hereby, vested in the provisional Directors of the same Company, who shall have the like discretion and authorities relative thereto, and for the settlement, determination, and arrangement of all transactions, accounts, questions, matters, and things in relation thereto, as were by the said Subscribers agreement and the said supplementary agreement vested in them, in relation to the conduct and management of the affairs of the same Company; and for such purpose only, the provisions of the same agreements and the constitution of the same Company, and the Board of Directors thereof, shall continue in force until the final adjustment of the affairs thereof.

THOMAS ASHTON, Chairman.

Mr. Ashton having left the Chair, Henry S. Chadwick, Esq., was called thereto, and

The thanks of the Subscribers were unanimously given to the Chairman for his satisfactory conduct in the Chair.

HENRY S. CHADWICK.

THE DIRECTORS' REPORT.

The Advertisment which convenes this Meeting explains its object. That such object may be better understood, it will be useful to review briefly the proceedings of the Company.

It was formed in the year 1838, with the design of shortening the communication with London, by the construction of a railway through the Valley of the Trent—a district which is known to possess almost unequalled facilities for the purpose, and your Directors, under the Subscribers agreement constituting the Company, are empowered, in their discretion, to select, and from time to time to vary, the point of commencement or of termination or the course of the railway. The line as originally laid down, joined the Manchester and Birmingham Railway near Stone, in Staffordshire, and passing through or near the towns of Rugely, Lichfield, Tamworth, Atherstone, and Nuneaton, terminated at Rugby, upon the London and Birmingham Railway. There was no provision, under the then arrangements, for the transfer of traffic from the Grand Junction to the proposed line, nor was any junction between the lines in immediate contemplation, and hence the town of Liverpool, and the large population whose route to and from London is by way of Liverpool, may be said to have been practically excluded from the benefits of the new communication.

An application was made to Parliament in the Session of 1839 for the necessary powers to construct the railway, but the application did not result in the passing of an Act. The Parliamentary Committee, however to whom the Bill was referred, encouraged the Company to renew their application, by appending to their Report the very unusual, if not altogether unprecedented, recommendation that "every facility of which the rules of the house would admit, should be afforded to the promoters in a future Session." Assured by this recommendation, and by the unanimous sanction of their Shareholders, conveyed by resolutions of a meeting held in September, 1839, your Directors prepared for the Session of 1840, and perfected their arrangements for a second application.

Pending the Parliamentary preparations for that application, the line of the Chester and Crewe Railway was purchased by the Grand Junction Company, who then sought, as the Shareholders are already aware, and accomplished an arrangement with this Company under which it is provided that the whole traffic between Liverpool and London, which comprises much of that from Ireland and Scotland, should traverse the Trent Line.

The Railway which the Company had then in view, contemplating only the traffic between Manchester and London, and between Manchester and the eastern counties of England, was (as has been explained) unadapted to the extended prospects thus opened to it; and the Directors, therefore, deemed it advisable to postpone for a year their application to the Legislature, in order that in the interval the railway might be so varied as to meet the Company's altered circumstances. But before such postponement was determined upon, the Shareholders were called together, and their opinion was requested on the subject. The Directors further took occasion to submit, for adoption or rejection, a proposition which had been made to them by the London and Birmingham Company, to the effect that the latter Company would pay to this Company 20,000*l.* if the project were abandoned, and a majority of your Directors would pledge themselves not to be parties to its renewal. This proposition you unanimously rejected; the proceedings of your Directors you as unanimously approved; and, acting under the sanction then obtained, plans were deposited, in pursuance of the Standing Orders of Parliament, as the basis of an application in the now ensuing session, for one of two lines, namely, a line from Stone to Rugby, with two branches, or a line from Stafford to Rugby, with one branch, both of which lines are calculated to form a junction with the Grand Junction Railway, and are, therefore, adapted to the Company's new arrangements.

The choice of line was left open for future inquiry and arrangement, and the Directors have decided, after mature deliberation, to adopt and apply to Parliament for its sanction to the latter line.

The preparations connected with the deposits and notices are all completed; and although under the Subscribers agreement already executed, the Directors deem themselves empowered to pursue the projected measure, yet as it comprises deviations from the original line of some extent, they are unwilling to proceed further in the exercise of the powers so conferred upon them, without giving to any Proprietor, whose judgment may differ from their own, an opportunity of recording such opinion by withdrawing from the Company.

The Directors, therefore, have now to suggest that for this purpose the Company originally constituted under the title of "the Manchester and Birmingham Extension Railway Company," be formally dissolved, with a view to the organization of a substituted Company, to carry out the objects specified in this Report.

It will of course follow as part of this arrangement, that the accounts of your Directors (who are the sole creditors of the Company, no portion of the deposits already paid having been expended or appropriated) should be audited, and the sum ascertained, to which, after contributing their quota to the expenses incurred, the several retiring Shareholders, if such there be, will be entitled.

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.—RAILWAY FROM STAFFORD TO RUGBY.—We, the undersigned, Owners and Occupiers of Lands on the projected line of railway from Stafford to Rugby, do hereby declare our dissent from the scheme, and our determination to oppose it by every means in our power; convinced that it is an unjustifiable interference with and invasion of private property, being wholly uncalled for, and unnecessary for the accommodation of the public.—January, 1841.

Anglesea.
Fulke Greville Howard, Elford Hall.
Charles Wolseley, Wolseley Hall.
Hugo M. Chadwick, Mavesyn Ridware.
W. F. Chetwynd, M.P., Brockton Hall.
The Trustees of Brockton School.
Richard Levett, Milford Hall.
Thomas Levett, Packington Hall.
John Levett, Wichnor Park.
Gerard Thomas Andrews, London.
Sophia Place, Weddington Castle.
Edward Smith, Rugeley.
Ann Levett, Whittington.
Thomas Charles Smith, Rugeley.
Robert Hanbury, Milford.
John Twigg, Barnfields.
J. Mucklestone, Cathedral Close, Lichfield.
John Moore, Alrewas.
Thos. Grove, rector of Mavesyn Ridware.
Richard Hazledine, Weeping Cross.
J. T. Parker, rector of Bilton.
George Warner, King's Bromley.
Thomas Oldacres, Brownsfields.
M. C. Lythall, Hartshill.
Ann Alsop, Witherly.
Mary Ixe, Hartshill.
Richard Atkin, Hartshill.
Joseph Tavernor, Hartshill.
Richard Warner, Weston Hall,
William Jewes, Bulkington.
William Dervis, Bulkington.
John Mowe, Foleshill.
Thomas Warner, Bulkington.
William Orton, Barnacle.
William Frederick Pridmore, Wyken.
John Bray, Stoke.
William Wright, Wyken.
Francis Grimes, Combfields.
John Atkins, Barnacle.
William Gilbert, Barnacle.
Thomas Record, Bulkington.
Thomas Rogers, Bulkington.
Thomas Rogers, surveyor of highways, Bulkington.
Richard Rogers, Bulkington.
John Wright, Shilton.
Francis Grimes, Combfields.
T. Arnold, Combfields.
John Johnson, Combfields.
Isaac Atkins, Combfields.
Richard Smith, Bilton Fields.
Edward Bates, Little Harborough.
Martha Tuckey, Little Harborough.
Thomas Norman, Newbold-upon-Avon.
Thomas Walton, Newbold-upon-Avon.
Thomas Norman, the surveyor of highways.
John Wilkinson, Hartshill.
Edward Wylde, Pinwall Mill.
John Wood, Pinwall.
John Baker, Grendon.
James Hollyoak, Grendon.
Thomas Felthouse, Grendon.
Thomas Rathbone, Grendon.
George Austen, Alvecote.
Thomas Wright, Alvecote.
Thomas Haywood, Shuttington,
John Tunnicliff, Shuttington.
William Ordish, Shuttington.
John Boundrer, Polesworth.
Robert Orton, Warton.
John Chilwell, Warton.
John Ordish, Arnington.
Joseph Ordish, Arnington.
Thomas Freeman, Arnington.
John Bamford, Glascote.
Benjamin Long, Wilnecote.
Thomas Farmer, Stonidelph.
John Cox, Boothhurst.
John Burton, Mancetter.
Charles Wathes, Mancetter.
Joanna Pipe, Hansacre Hall.
Ann Harvey, Hansacre.
Mary Harvey, Hansacre.
Sarah Cartmail, Hansacre.
John Jackson, King's Bromley.
Anthony Lockley, Wolseley Bridge.
John Boulton, Ashen Hayes.
Thomas Somers, Riddings.
Peter Smith, Tuppenhurst.
John Scott, Armitage.
Thomas Gray, Alrewas.
Thomas Genders, Alrewas.
Richard Bettson, Alrewas.
Moses Dolman, Alrewas.
John Stretton, Wichnor.
Charles Hall, Wichnor.
George Webb, Mavesyn Ridware.
John Potts, Mavesyn Ridware.
Richard Peters, Mavesyn Ridware.
Walter Cope, Mavesyn Ridware.
Isaac Thomas Perrins, Hill Ridware.
Thomas Bromsgrove, Hill Ridware.
Thomas Jackson, Mavesyn Ridware.
Thomas Lawrance, Cowardens Spring.
William Hichenor, Walton.
Thomas Smith, Milford.
Charles John Beard, Milford.
Webb Gretton, Milford.
Samuel Deakin, Milford.
John Kingston, Stockton.
Walter Yates, Haywood Park Farm.
Richard Yates, Little Haywood.
George Lovatt, Stafford.
Thomas Thyme Morgan, Lichfield.
William Brevitt, Lichfield.
James Bird, Strathay.
Joseph Dand, Newbold.
William Taylor Smith, Rugeley.
Humphrey Jarvis, Whittington.
James Jarvis, Whittington.
Thomas Pass, Whittington.
Jane Davis, Whittington.
Hannah Heathcote, Whittington.
John Meacham, Whittington.
John Statham, Whittington.
Samuel Sidgwick, Whittington.
Ellen Sidgwick, Whittington.
The Overseer of the Roads, Whittington.
Hugh Nevill, Whittington.
Francis Nevill, Whittington.
Charles Marshall, King's Bromley.
John Cooper Peyser, King's Bromley.
The Trustees of the late John Thornilwork, Alrewas.
John Shemmonds, Alrewas.
Stephen Phillips, Fisherwick.
Thomas Capper, Bunnings Mill.
Thomas Paskin, Fradley.
Samuel Paskin, Fradley.
Edward Dunn, Wolseley.
J. Satchell, Wolseley.
William Brooks, Wolseley.
John Willett, Wolseley.
William Mathers, Wolseley.
George Arnold, Wolseley.
Joseph Barker, Wolseley.
Jane Godwin, Lichfield.
Francis H. Dean, Streethay.
Thomas Brown, Elmhurst.
Robert Mokes, Elmhurst.
James Charles, Elmhurst.
Samuel Smith, Elmhurst.
William Somers, Elmhurst.
John Somers, Seedy Mill.
William Yates, Curborough.
Thomas Wright, Bexmore.

Communications to be made to Mr. BAXTER, Solicitor, Atherstone.

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MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.

—The following is the Document referred to in the report of the Meeting on Monday last, given in another column:—

TO THE SHAREHOLDERS IN THE MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.—STAFFORD AND RUGBY RAILWAY.

Ford Bank, January 9, 1841.

GENTLEMEN,—I came to Manchester for the purpose of presenting myself at the meeting of the Manchester and Birmingham Extension Railway Company, to be held on Monday the 11th instant, and explaining to the Proprietors that the line now proposed to them for adoption is one which will meet with the most decided opposition from the Marquis of Anglesey (whose Agent I am), and also from a large proportion of the landed gentry in his neighbourhood.

I assumed that all parties holding Scrip Shares in the undertaking would be considered as Shareholders, and would as such be entitled to attend the meeting; and as I was authorised to represent the holders of many hundreds of shares, I presumed that an opportunity would have been thus afforded me of communicating the information with which I was charged, and which it is obviously of so much importance to the Proprietors to be made acquainted with. To my surprise, however, I am told that the meeting is to be confined to the small body of original Proprietors who have not parted with the shares allotted to them in 1839, and that all persons who have subsequently become the purchasers of Original Shares are to be excluded from the meeting.

Under these circumstances, the only mode left me of making known the object of my mission, is by thus publishing the fact, that the Marquis of Anglesey has authorised me to notify his determination to oppose the intended Stafford and Rugby line by every means in his power, and that I have satisfactory reasons for believing that the Earl of Litchfield is now adverse to the new line, although neither of those noblemen offered the slightest objection to the original Manchester and Birmingham Extension Railway project of 1837.

The new line indeed, within 8 miles from its starting place at Stafford, will cut through no less than 3 parks, viz., Great Haywood Park and Chase, belonging to Lord Anglesey, to the extent of nearly three miles; Oakage Park, belonging to Lord Litchfield, to the extent of nearly one mile, and within sight and hearing of Shugborough; and Wolsley Park, belonging to Sir Charles Wolsley, through its whole extent, and close to the mansion house, the character of which it will totally destroy.

In addition to these opponents, the Hon. Colonel Howard of Elford Hall, Hugo Malvesyn Chadwick, Esq., of Mavesyn Ridware, the Rev. R. Levett, of Milford Hall, the Rev. Thomas Levett, of Packington Hall, John Levett, Esq., of Wichnor Park, Major Chetwynd, of Brockton Hall, and other influential landowners in my immediate neighbourhood, besides a long list of others on other parts of the line, whose names have been published in the newspapers, have signified their unqualified dissent to the measure, and their determination to appose it by every means in their power.

Sir George Chetwynd is also, I am credibly informed, still an opponent, and has sent in his dissent to the measure.

It cannot, therefore, be supposed for one moment, that Parliament will sanction a line so wantonly ruinous to the ornamental estates of the resident landowners; and it is important to the shareholders to be made acquainted with the opposition which they will have to encounter, in the event of their making an application to Parliament.

I am, Gentlemen, your most obedient servant,
THOMAS LANDOR,
Agent to the Marquis of Anglesey.

TO SCRIPHOLDERS.—MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY COMPANY.

—Company's Offices, Bond-street, Manchester, January 12, 1841.—NOTICE is hereby given, That at a Meeting of the Subscribers to the Company, held, pursuant to advertisement, on the 11th instant, it was resolved that the Company should be, and the same was, dissolved; and the affairs thereof were directed to be immediately wound up, with a view to a substituted Company being organised for the purpose of applying to Parliament in the now ensuing session for power to construct a Railway from Stafford to Rugby, according to the notice given and the plans deposited in that behalf.

All parties intending to claim, as scripholders, the benefit of any share or interest in the funds of the Company, are requested to deposit such scrip with the Company, at their offices, within fourteen days from the date hereof; and no scrip will be received for deposit after the time hereby limited.

This notice does not apply to the Company's Subscribers, but to the purchasers of scrip certificates.—By order of the Provisional Directors.

RICHARD FOSS, Secretary.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.

—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,
THOMAS WOOD, Secretary.

NORTHERN AND EASTERN RAILWAY.

—The Directors of this Company will meet at their offices in Shoreditch, on Thursday, the 21st January, at One o'clock precisely, to receive Tenders for the Execution of the Portion of the Railway between Burnt Mills and the old turnpike-road near Harlowe, being a length of about two miles.

Plans and specifications, with conditions of the Contract, may be seen at Broxbourne, from Monday, 11th January, to Wednesday the 20th January.

Tenders (sealed up), addressed to the "Board of Directors," to be delivered before One o'clock on or before Thursday, the 21st January instant. The Directors do not pledge themselves to take the lowest Tender.

WM. BOURNE, Secretary.

Shoreditch, Jan. 7, 1841.

BERLIN AND HAMBURG RAILWAY.—A

Committee composed of some of the most influential and respectable houses in Berlin have opened a Subscription for a Provisional Fund to defray the preliminary expenses of estimates and surveys for the proposed Railway between Berlin and Hamburg on the right bank of the Elbe, by way of Wittenberge.

This Subscription Fund is in the course of collection by the undermentioned agents:—

In Berlin—Anhalt and Wagener; Busse and Son; Conrad and Clemme; T. S. von Halle; S. Herze; M. Oppenheims' Sons; Robert Moritz.

In Hamburg—Lutteroth and Co.; Salomon Heine.

In Leipzig—Frege and Co.; Meyer and Co.

Copenhagen—C. T. Hambro and Son, f. Tutein and Co.

Breslau—Eichborn and Co.; Jos. fr. Kraker, Ruffer and Co.

Frankford—Ernst Ecclus.

Schwerin—A. Henrichsen.

Wismar—Joh. Andr. Koester.

And in London, by Messrs. B. Hebeler and Co., and Messrs. Baxendale, Tatham, Upton and Johnson.

Every Subscriber of Five Prussian Dollars and upwards (the Prussian dollar being taken at three shillings sterling), will receive a deposit receipt which entitles the holder to a pro rata apportionment of shares, but no Subscriber is bound ultimately to take shares.

A Prospectus may be had on application to Messrs. B. Hebeler and Co., 106, Fenchurch-street, London, and Messrs. Baxendale, Tatham, Upton and Johnson, Solicitors, No. 7, Great Winchester-street, London, to whom applications are to be made by parties desirous of subscribing.

LAST DAY FOR THE APPLICATION FOR SHARES, From the Country the 26th, and in London the 30th inst.

LONDON and WESTMINSTER WATER COMPANY.

—to be empowered by Act of Parliament, for which notices have been given. Office, 7, St. Martin's-place, Trafalgar-square. Capital—£600,000, in Shares of £50 each.—Deposit (in order to comply with the standing orders) £5 per Share.

PROVISIONAL COMMITTEE.
(From whom the Directors will be elected.)

Sir, Francis Burdett, Bart., M.P.
The Right Hon. Sir Charles Grey, M.P.
Sir Wm. Colebrook, 11, York Gate, Regent's Park.
Sir Henry Halford, Bart., M.D. G.C.H., F.R.S., F.S.A.
John Humphery, Esq., Alderman, M.P.
P. A. Mackinnon, Esq. M.P.
The Hon. Col. F. H. W. Needham, Jermyn-street.
The Hon. H. R. Westenra, M.P.
The Hon. Col. J. C. Westenra, M.P.
Major Adair, H.E.I.C.S.
Wm. Chaplin, Esq., Lad-lane, and Euston-square.
John P. Clarke, Esq., Vincent-square, Westminster.
Colonel Dacre 28, York-place, Portman-square.
Thomas De Vear, Esq., Lisle-street and Kensington.
C. M. Eld-rton, Esq., Lincoln's inn-fields.
Wm. Evans, Esq., Millbank.
Wm. Gristhenwaite, Esq., Camberwell grove.
Robt. Keate, Esq., Surgeon to the Queen.
Capt. M Dougal, Fir-grove, North Brixton.
G. Mackintosh, Esq., Upper Seymour-street.
P. Morrison, Esq., Prince's-street, Bank.
Dr. Paris, Dover-street, F.R.S., F.L.S.
Jeremiah Pilcher, Esq., 46, Russell-square.
Dr. Hamilton Roe, Hanover-square.
James Ruddell Todd, Esq., Portland-place.
Joseph Workman, Esq., Greenwich.

With power to add to their number.

Bankers.—Messrs. Jones, Loyd, and Co., Lothbury; Messrs. Drummond and Co., Charing Cross.
Engineer.—Robert Stephenson, Esq.
Solicitors.—Messrs. Winter, Williams, and Williams, 16, Bedford-row.

The Sub-Committee for the consideration of the applications for Shares hereby give notice, that they will receive no more applications from the country after Tuesday, the 26th day of January instant, being the first day of the meeting of Parliament, or from persons residing in or near the Metropolis, after the 30th day of January instant.

In the meantime applications may continue to be made to any of the following members of the Sub Committee:—Wm. Chaplin, Esq., Lad-lane and Euston-square; Thos. De Vear, Esq., Lisle-street and Kensington; or Captain Macdougal, Fir-grove, North Brixton; the Solicitors, Messrs. Winter, Williams, and Williams; to W. S. Northouse, Esq., Parliamentary Agent, 4, Parliament-street; M. E. Wilkinson, Esq., Guildhall-yard; or G. W. Blanch, Esq., 7, St. Martin's-place.

By Order of the Sub-Committee.

Committee-room, Jan. 14, 1841.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.

—NOTICE is hereby given, that in pursuance of the Act of Parliament, the next Half-yearly General Meeting of the Proprietors of this Company will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the 4th day of February next, at one o'Clock precisely.

By order of the Board,
GEORGE DYSON, Secretary.

3, Copthall-buildings, January 14, 1841.

LONDON AND BIRMINGHAM RAILWAY.

—Office, Euston Station, January 15, 1841.—NOTICE is hereby given, That the Books for the Registration of the Transfer of Shares of this Company will be closed from Saturday, the 30th of January, to Saturday, the 13th of February, 1841, inclusive.

(By Order)
R. CREED, Secretary.

LONDON AND BIRMINGHAM RAILWAY.

Office, Euston Station, 15th January, 1841. NOTICE is hereby given, That the February Half Yearly General Meeting of the Court of Proprietors of the London and Birmingham Railway Company will be held at the Queen's Hotel, Birmingham Station, on Friday, the 12th February next, at Eleven o'clock in the Forenoon. The chair will be taken at 12 o'clock precisely.

GEORGE CARR GLYN, Chairman,
JOSEPH F. LEDSAM, Deputy-Chairman,
Of the Board of Directors.

(By Order)
RICHARD CREED, Secretary.

LONDON AND COUNTY BANK.—NOTICE

is hereby given, that the ANNUAL GENERAL MEETING of the PROPRIETORS of this COMPANY will be held at the Bank, No. 71, Lombard-street, on Thursday, the 4th day of February next, at One o'Clock precisely, to DECLARE A DIVIDEND, and for other purposes. At this meeting, Three Directors, viz. Alexander Rogers, Esq., William Cory, Esq., and William Hawes, Esq., retire by rotation, but being eligible for re election, offer themselves accordingly.

By Order of the Board,
R. P. NICHOLS, Secretary.

71, Lombard-street, Jan. 13, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—CALL FOR NINTH INSTALMENT.

—The Directors of this Company having resolved to make a Call, under the provisions of the Act of Parliament, for an Instalment of Ten Pounds per Share—Notice is hereby given, that the several proprietors in the capital stock of the said Company are required to pay the said call or sum of £10 on each of their respective shares, on or before the 22nd of February next, to one of the undermentioned Bankers, viz.:—

Sheffield—Messrs. Parker, Shore, and Co.
Manchester—The Manchester and Liverpool District Bank.
London—Messrs. Rogers, Olding, and Co., and Messrs. Smith, Payne, and Smith.

Interest after the rate of 5 per cent. per annum will be charged by the Bankers on all sums which shall remain unpaid after the said 22nd day of February until payment thereof.

The Directors take this opportunity of stating that £5 per cent. per annum is allowed on all sums paid in advance.

By order of the Directors,
CHARLES THOMSON, Clerk and Secretary.

15, Piccadilly, Manchester, 13th January, 1841.

Just published, in Foolscap 8vo. with 75 Wood Cuts, 4s. 6d. in Cloth,

A MANUAL OF CHEMISTRY, with Glossary and Index.

By RICHARD D. HOBLYN, M.A., Author of a Dictionary of "Terms used in Medicine," &c.

"The present treatise has been prepared to afford elementary instruction in the principles of Chemistry. The most important facts and theories of the science are stated in as condensed a form as the subject admits, and recapitulatory questions have been appended to each chapter for the examination of students."

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In fcap. 8vo., with wood-cuts and plates, price 4s 6d. each,

MACGILLIVRAY'S MANUALS OF GEOLOGY; BOTANY; and BRITISH ORNITHOLOGY, Part I. containing the Land Birds.

"We unhesitatingly recommend the Geology as the best elementary treatise extant."—*Carnarvon Herald.*

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London: Scott, Webster, and Geary, 36, Charterhouse Square.

WARWICK AND LEAMINGTON BRANCH RAILWAY,

being an extension of the London and Birmingham to those towns. Office, No. 7, Tokenhouse-yard. Every information relative to this undertaking may be obtained by application at the above Office, between the hours of Ten and Four daily.

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YORK AND NORTH MIDLAND RAILWAY.—NOTICE is hereby given, That the January Half-Yearly General Meeting of Proprietors of Shares in the York and North Midland Railway Company, will be held, in pursuance of the provisions of the Act of Incorporation, in the Offices of the Company, in the City of York, on Friday, the 29th day of January next, at 12 o'Clock at noon precisely.

GEORGE HUDSON,
Chairman of the Board of Directors.
GEORGE BAKER,
Clerk to the Company.

York and North Midland Railway Office,
Tanner-row, 7th January, 1841.

DUBLIN AND DROGHEDA RAILWAY.—TO CONTRACTORS.—Notice is hereby given, that in consequence of the extension of the Malahide Contract on the above railway, the plans, sections, drawings, and specifications thereof will be ready for inspection at the Company's office, 19, Marlborough-street, Dublin, on the 20th January, and not on the 5th, as previously advertised.

This Lot commences in a certain field in the parish of Raheny, and townland of Mountolive, county Dublin, numbered 2, on the Parliamentary plan, and terminates at the northern boundary of Kilcreagh, in said county, being a distance of about six miles and a-half. The contractor will be required to make and maintain all the excavations, embankments, archways, culverts, drains and fencing; and to complete the ballasting and laying of the permanent way of the said railway over the whole of the said distance and to keep the whole of the said works in repair for the space of twelve calendar months after completion, and to find and provide all the requisite materials according to the plans, sections, drawings, and specifications within the period, and upon the terms and conditions mentioned and contained in the draft contract.

The Directors of the above railway propose to meet on Thursday, the 17th February at their offices, Marlborough-street, Dublin, at twelve o'clock, to receive tenders for the above Contract.

Printed forms of tender may be had at the Company's offices, at which place all tenders must be lodged at or before the hour of meeting, endorsed, "Tender for Works," and addressed to the Chairman of the Board of Directors. No tender will be received which is not made according to the printed form.

The party whose tender is accepted, will be required to enter into a bond to the amount of five per cent. upon his Contract, and to give two sureties for the due performance of such Contract. The names of such sureties, with their descriptions, must be set forth in the tender.

The Directors will not consider themselves bound to accept the lowest tender.

Parties tendering, or persons duly authorised by them must be in attendance at the Company's offices at the time of meeting.

GEORGE ALEXANDER HAMILTON, Chairman.

December 24th, 1840.

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.—NOTICE is hereby given, That a stated General Half-yearly Meeting of the Edinburgh, Leith, and Newhaven Railway Company is to be held within the Company's Office, 14, South St. Andrew-street, Edinburgh, on Thursday, the 28th instant, at two o'clock in the afternoon, for the purposes mentioned in the Act. No Proprietor in arrear of any part of the calls is entitled to attend or vote.

By order of the Board,
ALLEN GEO: FIELD, Sec.

Edinburgh, 9th January, 1841.

Just published,

THE RAILWAY CALENDAR FOR 1841, illustrated with an elaborate and splendidly executed MAP of the RAILWAYS OF ENGLAND AND WALES, with their immediate vicinity, on a new and original plan, containing more information than was ever yet conveyed in so small a space.

The CALENDAR contains LORD SEYMOUR'S ACT for the Regulation of Railways, *verbatim*, and a compendium of Railway Information; besides answering every purpose of a general Almanack.

Price 1s. 6d.—In Case for the pocket, 4s.; mounted on canvass and rollers, 5s.—In neat frame, 5s. 6d.

Published at 122, Fleet-street; and sold by all Booksellers and Newsmen.

WANTED—A Superintendant of Locomotive Engines on the Brandling Junction Railway. The most satisfactory testimonials of competency to superintend the repairs of the engines will be required, and a person who has filled a similar situation will be preferred. Application, post paid, addressed to the Directors at the railway office, Gateshead, will be received until the 20th instant.

By order,
JOHN REWCASTLE, Clerk to the Company.

Brandling Junction Railway Office, Gateshead,
7th January, 1841.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

LONDON and BRIGHTON RAILWAY COMPANY.—NOTICE is hereby given, That the next Half-Yearly Meeting of the Proprietors of this Company will be held, pursuant to the Act of Incorporation, on Wednesday, January 27, 1841, at the London Tavern, Bishopsgate-street, at 1 o'clock precisely, when the following Directors will wo out of office, but who, being duly qualified, offer themselves for re-election: John Harman, Esq., John Cattley, Esq., H. M. Dyer, Esq., John Hodgson, Esq., and Lieutenant-Colonel Moody, R. E.; and at which meeting certain shares upon which the 7th Call has not been paid, and have been in consequence thereof declared forfeited, under minute of the Board of Directors of the 19th of June last, will be submitted for confirmation of such forfeiture; and at which meeting there will be laid before the Proprietors certain articles of agreement entered into between this Company and the London and Croydon, and the South-Eastern Railway Companies, relative to the joint purchase, enlargement, alteration, and proprietorship, use, and management of a station for the said three Companies near London-bridge, in the parish of St. Olave, Southwark, in pursuance of the Resolution of the General Meeting held on the 30th of January, 1840.

The transfer books of this Company will be closed on the 16th instant, and remain shut until after the meeting.

Under provision of the Act of Parliament, no person can vote at this meeting who shall not have paid all calls due.

JOHN HARMAN, Chairman.
THOMAS WOOD, Secretary.

London and Brighton Railway Office, 10, Angel-court, Throgmorton-street, Jan. 6, 1841.

TUCK'S HERMETIC ENVELOPES, on an entirely new plan *(Manufactured by Machinery, and registered pursuant to Act of Parliament)* offer advantages possessed by no other Letter-cover yet devised. The Postage Stamp Label is affixed to the Envelope in such a manner as to serve at once to seal and frank the Letter.

Separate Waxing or Wafering rendered unnecessary.

Time in making up and dispatching less than the before introduction of the Penny Postage system.

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May be had at the Office, 122, FLEET-STREET, in quantities of not less than 250 of various sizes, in neat paper boxes, from 10*s.* to 15*s.* per 1000, and of all Stationers in the kingdom.

*** Orders also received at 138, Aldersgate-street.

This day is published,

TUCK'S MAP OF THE RAILWAYS THROUGHOUT ENGLAND AND WALES TO THE CAPITAL OF SCOTLAND, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1*s.* 6*d.*; in paper covers, 1*s.*; mounted on canvass, in cloth case, 2*s.* 6*d.*; on rollers, 3*s.* 6*d.*

Published at the RAILWAY TIMES Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster-row; Hyde & Co., and G. Bell, Fleet-street; Mann, Cornhill; and by all Booksellers and Newsmen.

Just published,

TUCK'S ROLLER CALENDAR for the Year 1841.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda, indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board-Room, Counting-House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5*s.* 6*d.* The Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Published at 122, Fleet-street, and sold by all Stationers and Booksellers.

THE NEW RAILWAY PERIODICAL.
Now ready, price half-a-crown,

THE RAILROAD QUARTERLY JOURNAL, No. I.—CONTENTS.—1. The Railway Accidents during the year 1840, with Remarks, classed under the following heads, viz.—Fires—Bad Fencing—Malignity—Furious Driving—Engine Drivers—Fog—Want of Communication with Guards—Superintendents—Springs—Buffers—Accidents to Workmen—the late Fatal Accidents.

2. The Railway Oligarchy.
3. The Greenwich Railway.
4. Paying Dividends from Capital.
5. Liabilities of Railways.
6. Railway Bye-Laws.
7. Rival Lines.
8. Resident Railway Servants.
9. South Western Railway.

London: Simpkin, Marshall, and Co.; and may be had of every Bookseller and Newsvender in the United Kingdom.

A CARD.—COLLINSON AND FLINT, Sharebrokers (late WM. COLLINSON AND CO.), No. 20, High-street, Hull.

TO CONTRACTORS, BUILDERS, IRONMASTERS, &c.—GREAT WESTERN RAILWAY, BRISTOL DIVISION.—For Sale, the following useful Railway and other Stores, all made of the best description of materials, and in good condition:—About 70 tons of flat bottomed rails, 45 lbs. per yard; 500 tons chair rails, 30 lbs. per yard; Chairs, averaging 8 lbs. each, with a large assortment of Box Wings and Crossings; a great number of Sleepers; 250 Railway Waggons; 30 Stone Trucks, all with 30 inch wheels, and 3 inch square axles; several Strong Cranes with wrought iron guys, and gearing complete. A 6 inch Wheel, Timber, Carriage, 2 Waggons, 13 Carts with 6 and 3 inch wheels; also 6 superior Cart Horses, Smiths' Bellows, Anvils, Troughs, &c. A large quantity of Tunnel Centres and Iron Work for Tunnel purposes; Memel and Pine Timber; Crow Bars of various sizes; Sledges, Jumpers, and Blasting Tools, &c., &c. Two River Barges, one of twenty tons, the other of 50 tons burthen. Also, 3 Pile Engines.

The whole of the above named Materials lie on convenient Wharfs for Shipment, on the banks of the River Avon, between Bath and Bristol, from whence they can be conveyed at a cheap rate, to any part, the port of Bristol offering every advantage to Shippers.

For terms and further particulars enquire of Mr. Roberts, 7, Vernon-place, London; of Mr. Hugh Ross, Saltford, near Bath; or Mr. Charles Nixon, Keynsham near Bristol.

Saltford, 25th Nov., 1840.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

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SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver, 10*s.* 6*d.* each pair.

Omnibuses to and from every train—Fare 6*d.*

ROMAN CEMENT.—CONTRACTORS, BUILDERS, and others, are respectfully informed that any quantity of this article, of the best quality, may be obtained at George H. Newton's Manufactory, Wilmington Works, Groves, Hull.

G. H. N. can undertake to furnish Contractors for Public Works with a regular supply of Cement, upon the best terms, having supplied from his late Works in Derbyshire and Staffordshire, some of the heaviest Railway Contracts in the kingdom.

TO ENGINEERS AND MILLWRIGHTS.—To be Disposed of, by Private Contract, a limited number of Licences for erecting Messrs. WHITELAW AND STIRRAT'S PATENT WATER MILL.—A description of this Water Mill will be found in a pamphlet just published. The Mill may also be seen in operation at the Shaws Water Works, Greenock; at Mr. Stirratt's Manufactory, Paisley, and other places. From its simplicity, regularity of motion, absence of liability to wear and tear, adaptation to every kind of water-fall, however high; its giving more available power from a given quantity of water and height of fall, and the cost of erection being less than one-third the price of an overshot water-wheel, it will no doubt supersede the use of the latter altogether.

Parties taking Licences early will secure to themselves superior advantages. For further particulars and terms of licence, apply to Mr. Robertson, Mechanic's Magazine and Patent Office, 166, Fleet-street, London; Mr. Whitelaw, 4, Wellington-street, Glasgow; or, to Mr. Stirratt, 61, High-street, Paisley.

TO ARCHITECTS, BUILDERS, SURVEYORS, &c.—The Manchester and Liverpool Plate Glass Company, having made arrangements with Mr. JOHN SCOTT, of Princip-street Works, to represent their interest in the sale of Plate Glass, at Birmingham and its environs, beg to assure you, that any orders forwarded by him will meet with prompt attention. Samples, and any information required may be obtained, and orders executed, by applying to their Agent, Princip-street Works, Birmingham.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 38 Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, January 16, 1841.

The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 155. Vol. IV.—No. 4.] SATURDAY, JANUARY 23, 1841. [Price 6d.

SHEFFIELD, ASHTON-UNDER-LYNE, and MANCHESTER RAILWAY.—Notice is hereby given, that the Half-yearly General Meeting of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company will be held on Wednesday, the 17th day of February next, at twelve o'clock at noon, at the Albion Hotel, Manchester, in the county of Lancaster.—Dated this 13th day of January, 1841.

JOHN PARKER, Chairman.
WILLIAM SIDEBOTTOM, Deputy Chairman.
CHARLES THOMSON, Clerk and Secretary.

15, Piccadilly, Manchester.

SHEFFIELD, ASHTON-UNDER-LYNE, and MANCHESTER RAILWAY.—Notice is hereby given, that the BOOKS kept at this Office for entering the memorials of, the Transfer of Shares in the Sheffield, Ashton-under-Lyne and Manchester Railway Company, will be CLOSED, in pursuance of the Act of Incorporation, from the 8th to the 17th of February next, both days inclusive.

By order of the Board,
CHARLES THOMSON, Secretary.

15, Piccadilly, Manchester, January 13th, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—CALL FOR NINTH INSTALMENT.—The Directors of this Company having resolved to make a Call, under the provisions of the Act of Parliament, for an Instalment of Ten Pounds per Share—Notice is hereby given, that the several proprietors in the capital stock of the said Company are required to pay the said call or sum of £10 on each of their respective shares, on or before the 22nd of February next, to one of the undermentioned Bankers, viz.:—

Sheffield—Messrs. Parker, Shore, and Co.
Manchester—The Manchester and Liverpool District Bank.
London—Messrs. Rogers, Olding, and Co., and Messrs. Smith, Payne, and Smith.

Interest after the rate of 5 per cent. per annum will be charged by the Bankers on all sums which shall remain unpaid after the said 22nd day of February until payment thereof.

The Directors take this opportunity of stating that £5 per cent. per annum is allowed on all sums paid in advance.

By order of the Directors,
CHARLES THOMSON, Clerk and Secretary.

15, Piccadilly, Manchester, 13th January, 1841.

LONDON AND BIRMINGHAM RAILWAY.—Office, Euston Station, January 15, 1841.—Notice is hereby given, That the Books for the Registration of the Transfer of Shares of this Company will be closed from Saturday, the 30th of January, to Saturday, the 13th of February, 1841, inclusive.

(By Order)
R. CREED, Secretary.

LONDON AND BIRMINGHAM RAILWAY. Office, Euston Station, 15th January, 1841.—Notice is hereby given, That the February Half-Yearly General Meeting of the Court of Proprietors of the London and Birmingham Railway Company will be held at the Queen's Hotel, Birmingham Station, on Friday, the 12th February next, at Eleven o'clock in the Forenoon. The Chair will be taken at 12 o'clock precisely.

GEORGE CARR GLYN, Chairman,
JOSEPH F. LEDSAM, Deputy-Chairman,
Of the Board of Directors.

(By Order)
RICHARD CREED, Secretary.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.—Notice is hereby given, that in pursuance of the Act of Parliament, the next Half-yearly General Meeting of the Proprietors of this Company will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the 4th day of February next, at one o'Clock precisely.

By order of the Board,
GEORGE DYSON, Secretary.

4, Copthall-buildings, January 14, 1841.

YORK AND NORTH MIDLAND RAILWAY.—Notice is hereby given, That the January Half-Yearly General Meeting of Proprietors of Shares in the York and North Midland Railway Company, will be held, in pursuance of the provisions of the Act of Incorporation, in the Offices of the Company, in the City of York, on Friday, the 29th day of January next, at 12 o'Clock at noon precisely.

GEORGE HUDSON,
Chairman of the Board of Directors.
GEORGE BAKER,
Clerk to the Company.

York and North Midland Railway Office,
Tanner-row, 7th January, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 2, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

Now ready, in 1 vol. quarto, 600 pages and 17 splendidly executed engravings of the various Classes of Locomotive Engines and Carriages, a Railway Map of the United Kingdom, &c., &c., price £1 11s. 6d.,

THE RAILWAYS OF GREAT BRITAIN and IRELAND. By FRANCIS WHISHAW, Civil Engineer, Member of the Inst., of Civil Engineers.

"No railway capitalist will remain long without it. It is a work of immense labour and research—rich in original and authentic information, and embellished to profusion with splendid engravings."—*Railway Times.*

"Peculiarly valuable on account of the original and authentic information it contains."—*Midland Counties' Herald.*

"Useful to every class of persons interested in railway communication—a class which, in point of fact includes almost every member of the community."—*Liverpool Mercury.*

"Interesting to the general reader from being interspersed with Mr. Wishaw's own remarks and observations during his seven thousand mile railroad tour."—*Gardener's Gazette.*

London: Simpkin, Marshall, and Co., Stationer's Hall-court.

RECIPROCATING SYSTEM OF RAILWAYS.—By this system the most complete Railway, with the best appointments, including engines, carriages, &c., calculated for any amount of traffic, may be effected at from £10,000 to £15,000 per mile according to the nature of the country to be traversed, and the expected amount of traffic. By this mode *accidents* by *collision* are rendered next to *impossible*.

FRANCIS WHISHAW.

Gray's Inn, and Hampstead, Middlesex,
January, 1841.

GEOLOGICAL MAP OF CENTRAL AND WESTERN EUROPE.—Mr. WEALE, after a long preparation, has now completed for publication a large GEOLOGICAL MAP of England, Wales, Scotland, Ireland, France, Germany, Switzerland; portions of Italy and the Austrian and Prussian States. Corrected to the present time. By W. S. HUGHES, F.R.G.S. Finely coloured, price £1 10s., mounted and varnished on rollers, or folded in a case, price £2 2s.

*** The Geological features of these countries offer much research to those who seek information on minerals and the precious metals.

59, High Holborn.

BRISTOL AND GLOUCESTER RAILWAY.—CONTRACT FOR WORKS, WICKWAR TUNNEL.—Notice is hereby given, That the Directors will receive at their Offices, Exchange Buildings, Bristol, on or before 12 o'clock on Monday, February 8th, Tenders for the construction of the Wickwar Tunnel, and works connected therewith.

Drawings and Specifications of the Works will be exhibited at the Company's Offices, Exchange Buildings, Bristol, on and after Wednesday, 30th December inst.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office at One o'clock on the 8th February.

ROBERT FLETCHER, Secretary.

Bristol, December 22, 1840.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £500, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,
THOMAS WOOD, Secretary.

THE LONDON STOCK AND SHARE LIST, published every Saturday evening. Terms, £1 1s. per annum. Postage, 9s. extra, payable in advance.

This List contains the closing prices of each day's actual transactions upon the Stock Exchange, from Monday to Saturday inclusive. The length in miles, miles opened, number of shares, amount per share, amount paid up, last calls, amount of traffic, last dividend, and present value of the chief Railways in the kingdom. The present nominal value, and every other essential particular of the principal Insurance Companies, Joint-Stock Banks, Bridges, Docks, Institutions, Canals, Gas-Light Companies, Water Works, British and Foreign Mines, and other Miscellaneous Joint-Stock Companies, North American Securities, Government Funds, Foreign Stocks, Course of Exchange, Bank of England Averages, Private and Joint-Stock Bank Circulation, Grain Averages, Remarks upon the Money Market, &c. This List is got up in a most convenient form for binding, is peculiar for its lucid arrangement, and contains more matter than any other similar publication.

The same Proprietors also publish THE LONDON DAILY STOCK AND SHARE LIST, in which is given the ACTUAL DAILY TRANSACTIONS upon the Stock Exchange to 4 o'Clock, p. m. Published every evening. Terms, £2 5s. per Annum. Postage, 30s. extra, payable in advance.

They likewise publish A DAILY LIST OF NOMINAL QUOTATIONS, containing the "Jobber's" NOMINAL PRICES of the leading Railway Shares, Consols, and Spanish, at the commencement of the day, 10 o'Clock, a. m. and at the close of the market, 4 o'Clock, p. m. Published every evening. Terms, £2 10s. per Annum. Postage, 30s. extra, payable in advance.

These Lists have been established nearly 12 months, under the patronage of the most eminent Members of the Stock Exchange, Bankers, and other Capitalists interested in Public Securities, and are attended to by parties who have access to the best information, and are practically acquainted with the markets.

Orders for the regular supply of the above Lists to be forwarded to the Proprietors, J. S. TRIPP & Co., 12, Copthall-court, London.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200, upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of 5 per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1845.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

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PROPOSED RAILWAY TO CANTERBURY AND RAMSGATE.

MEETING OF THE SOUTH-EASTERN RAILWAY COMPANY.

A SPECIAL General Meeting of the proprietors of the South-Eastern Railway was held on Wednesday, at the London Tavern, Bishopsgate-street, T. W. TYNDALE, Esq., in the Chair, "for the purpose of taking into consideration the propriety of applying to Parliament for powers to make a branch railway from the line of the South-Eastern Railway at Ashford, to Canterbury and Ramsgate, or one of them."

The attendance of proprietors was numerous.

The SECRETARY (J. S. YEATS, Esq.) read the advertisement calling the meeting.

[The CHAIRMAN commenced explaining its objects, when he was interrupted by Mr. Richard Tyrrell (the periodical disturber of the Company's proceedings), who contended that the register of proprietors ought to be produced and sealed. The Chairman explained that this was not necessary except on the occasion of half-yearly meetings—a position which Mr. Tyrrell called in question in no very courteous terms.]

The CHAIRMAN said, the object of the Directors in calling the present meeting was so clearly set forth in the advertisement, that it was not necessary for him to take up the time of the proprietors by entering into any lengthened explanation. He had only to say, that the resolutions which it was intended to submit for the sanction of the meeting, had been drawn up in a very general and comprehensive form, as it appeared to him and his brother Directors that the object contemplated could thus be best carried into effect. The first resolution which he should now propose, was in effect, that it appeared highly desirable that a railway should be made from Ashford to Canterbury, and subsequently to Ramsgate, with a branch to Margate. [The resolution was here read.] This subject had been referred to by the Parliamentary Committee on the original South-Eastern Railway Bill. That Committee had in their Report stated, that the railway "traverses the centre of the district between the Thames and the British Channel, in a line nearly straight and level for a distance of upwards of forty miles, where no means of water communication exist—that the agricultural districts in the Weald of Kent are greatly in want of improved communications—and that the line of the South-Eastern Railway forms a main trunk, which, from its central direction, presents facilities of extension by means of branches on both sides, not only to most of the principal towns in the county of Kent, but also to several important districts in Surrey, and in East Sussex, and to the southern coast, the towns and fisheries of which will derive from it the most essential benefits." Such being the opinion of the Parliamentary Committee, the Directors were now taking another step in carrying out the important objects referred to by the Committee, by recommending the construction of a line from Ashford to Canterbury, and subsequently to Ramsgate. Many gentlemen now present had doubtless attended the general meeting of the Company in November last, and would recollect that Mr. Cubitt, the Company's Engineer-in-Chief, in describing the condition of the undertaking, had said,—

"The state of the works at the present time is—that from the Brighton line to Tudeley, two miles beyond Tunbridge, a distance of twenty-two miles, the works are every where in active progress, in twelve divisions or contracts, a considerable portion of which in the Tunbridge division is nearly completed, and will be ready for the commencement of the permanent way during the next summer: and from Tudeley to the Staplehurst road, a distance of ten miles more, the land is being fenced off ready to let in contracts for the formation of the line, and the brickwork for the bridges and culverts is already contracted for, so that in the spring of 1842 the railway may be open to Tunbridge, and in the summer of the same year to the Staplehurst road, twelve miles beyond Tunbridge.

"From the Staplehurst Road in the Ashford district to Ashford, a distance of fourteen miles, the works are so very light that, if the means be forthcoming, the railway may be completed to the Ashford station, a distance of sixty-six miles from London, in the same time as it can come up to the Staplehurst Road, and thus the whole of the country and coast southward and eastward of Ashford to Canterbury and Folkestone inclusive, would be open to the advantages of a communication with London by railway, and at a less cost both of time and money than by any other means of conveyance: and at a far less proportional outlay than by stopping short at either Tunbridge or Staplehurst."

Such being the case, the Directors had thought it desirable to take Time by the forelock, and call the present meeting for the purpose of considering whether the proprietary generally were disposed to sanction any plan or incur any expense that might hereafter contribute so materially to the success of the great undertaking in which they had embarked. This was the object of the resolution which he had just read, and beyond that there was very little to detail. The proposed line had been inspected by Mr. Robert Stephenson, the eminent engineer, who was now present, and doubtless would be happy to give any information that might be required. Mr. Cubitt, the Company's Engineer, who was likewise present, had examined the proposed route, and the opinion of these two most competent gentlemen was, that the line to Ramsgate could be constructed for 350,000*l.* (Hear, hear.) When the meeting considered the immense traffic between London, Ramsgate, Canterbury, and Margate, he thought they would agree with him in thinking that upon so small an outlay the return could not fail to be large. (Hear, hear.) They had not at present any traffic tables to lay before the meeting. All this, and much more, would be for the future consideration of the proprietors; what was now wanted was simply the sanction of the proprietors to those preliminary proceedings which were necessary to carry out a plan which promised to be so beneficial to the present undertaking, and so profitable to those who might embark their property in it. Mr. Stephenson would now answer any question that might be in his power.

Mr. ROBERT STEPHENSON said, he had to express his regret that he had no regular Report to lay before the meeting. It was only very recently that he had examined the proposed line; in fact, he had returned to town not later than that morning, and consequently, had not had time to bring into shape the rough notes he had taken. In examining the line he had divided it into two parts, namely, from Ashford to Canterbury, and from Canterbury to Ramsgate. With respect to the first part, namely, from Ashford to Canterbury, the necessary plans had already been deposited for an application to Parliament. Of these plans he (Mr. Stephenson) approved. Only a very few deviations were, in his opinion, necessary, and these could be effected under the Standing Orders of the House. As regarded the other division of the line, namely, from Canterbury to Ramsgate, he thought it would admit of very considerable improvement. As now laid down it interfered with the river Stour, so as to render necessary the construction of drawbridges which would be very inconvenient as well to the railway communication as to the navigation of the river. He had no hesitation therefore in recommending to the Company to move the line further from the river Stour, leaving the navigation unimpeded, but still following the course of the river on the north side. By this diversion not only would expense be saved, but much opposition obviated from parties interested in the navigation of the Stour. He would also recommend that the approach to the town of Ramsgate should be made in a manner different from that which was at present contemplated. It was originally intended that the line should terminate on a terrace upon the cliffs, which would have rendered this part of the line exposed to the strong action of the sea. He would suggest that the high ground should be taken before approaching Ramsgate, and that the line should terminate near the windmill, on the left of the town, whereby, in addition to other advantages, facilities would be afforded for the construction of a branch to Margate, almost as important as the Ramsgate line itself. As respected the first division, namely, from Ashford to Canterbury, he had no hesitation in recommending that the present plans should be proceeded upon. He had not had time to go minutely into the estimates of cost which had been prepared, but from his pretty extensive experience on other lines, he had no doubt that this part of the line could be made for 25,000*l.* per mile, including locomotives, carriages, &c.,—in fact, the whole "plant." (Hear, hear.) From Canterbury to Ramsgate, a single line of road would not cost more than 11,000*l.* per mile with all proper appliances. He could not, however, recommend that this latter portion should be proceeded with until further investigation had been made, but as regarded the division from Ashford to Canterbury, the plans had his decided approbation, and he was ready to support them before Parliament. (Hear, hear.)

Mr. JENNINGS having, in answer to questions, been informed by the Secretary, that the distance by road from Dover to Ramsgate was 18 miles, and from Ashford to Ramsgate by the proposed line 29 miles, recommended that the line to Dover should be first completed, and then a branch made from Dover to Ramsgate, as being the shortest distance of new line to construct.

Mr. STEPHENSON said, the line to Ramsgate was not intended to facilitate the traffic between that town and Dover, but between that town and London.

In answer to further questions by Mr. Jennings, Mr. Stephenson said he had made no estimate of the probable cost of a line from Dover to Ramsgate. He doubted very much whether, from the nature of the country, such a line were practicable at any cost, but there could be no doubt that not a single passenger would go from London to Ramsgate *via* Dover, as it was a question not merely of time, but of money.

Mr. PARSONS inquired whether it was proposed to incorporate this branch line with the parent undertaking.

The CHAIRMAN said, this would be matter for future consideration. At present the feeling of the Directors was, that the two should be associated, on some plan similar to that which had succeeded so well in the case of the South-Western line and its branch to Gosport.

Mr. PARSONS thought it would be detrimental to the South-Eastern Company to be compelled to take up the shares in the proposed line.

The CHAIRMAN was of a different opinion. There would, however, be no compulsion. The shares would of course be offered in the first instance to the South-Eastern proprietors, and if they refused them, they would be submitted to the public generally.

Mr. BARLOW was glad to hear that there would be an option. When the proprietors had already so much on their hands, and had so many difficulties to encounter, he did not imagine that the new shares would be taken up. He could only judge from the market price of the present stock. He thought, therefore, that under present circumstances it was premature to enter into further engagements.

After some further conversation,

Mr. BAXENDALE (Deputy-Chairman) said, he thought they were going further into detail than was at present necessary. The question of a branch to Canterbury must sooner or later be considered, and all that the Directors now sought was the sanction of the proprietors for the expenditure of a sum of money in order to ascertain whether it was desirable to proceed this year or the next. The Directors were anxious that the matter should be fully investigated before they went before Parliament. To do this effectually some expense must be incurred, and whether that expense were large or small the Directors were anxious that it should first be sanctioned by their constituents. Mr. Stephenson had already given his opinion in favour of the proposed line, and the Directors also were impressed with its advantages to the main undertaking. At present they were not prepared to go into details respecting the mode in which the necessary capital should be raised, for although the subject had been discussed by the Board, nothing definite had yet been determined upon. All that was at present sought was the means of making further inquiry. (Hear, hear.) If the proprietors thought the subject ought not to be entertained at all, they would of

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course say so; but if they were of opinion, with the Directors, that it was one of very great importance to the prosperity of the South-Eastern Railway, they could not hesitate to sanction the resolution which had been read, and which in reality pledged them to nothing. (Hear, hear, hear.)

Mr. Parsons said, the explanations which had been given had removed his objections. He thought it highly desirable that the matter should be fully investigated, and as the Company were not to be pledged to any future course as to the raising of the capital, he would support the resolution. (Hear, hear.)

The Chairman said, the resolution did not pledge the Company to any thing; it merely enunciated a fact.

Mr. Field inquired whether another Company had not previous possession of the ground.

It was explained by the Secretary, in answer to this and other questions, that a Company, called the South Eastern and Canterbury Company, had proposed to undertake the construction of the line, and for that purpose had deposited the necessary plans, and issued scrip. It was principally upon these plans that the proposed line as far as Canterbury, was now founded. The South-Eastern Company had had nothing to do with the receipts of the other Company. There had been separate bankers and a separate management of affairs. There was no doubt that the deposit on the scrip issued would be returned to the subscribers. The South-Eastern Company were in possession of all the plans, &c., of the other Company.

Mr. Balfour thought it would be impossible for a railway to Ramsgate to compete with the steam boats. The saving of time would undoubtedly be something, but the fare by railway could scarcely be less than from 15s. to 20s., whereas by water it was not more than 6s. This difference would, in summer, attract all the passengers to the steamers, and in winter no person visited Ramsgate.

The Chairman said, there would be a saving of at least one-third in time, besides obviating the necessity of a sea voyage.

Some general conversation ensued as to the steps to be taken should the first resolution be carried, whereupon

Mr. Baxendale read the second resolution, which was in effect that the Directors be empowered to take the necessary measures for surveying the line and obtaining Parliamentary sanction for it, subject to the approval of a future meeting.

Mr. Symons said, these preliminary expenses would fall upon the South-Eastern Company, even if the next meeting did not consider it desirable to go on with the undertaking.

Mr. Baxendale said, the expense would undoubtedly fall upon the Company, and that was the reason why the Directors were desirous of obtaining the sanction of the proprietors. They wished the fullest information to be given to the proprietors on this and all other points, (hear, hear), and it was for the meeting to say whether it was worth while to pursue the investigation as to the merits of the undertaking farther. The Directors were strongly of opinion that it was well worth the expenditure of the small amount that would be required. Mr. Cubitt thought a sum of 1,000*l.* would cover every expense. (hear, hear, hear.) In such a Company as this, where more than a million of property was at stake, the Directors considered that 1,000*l.* would be well spent in furthering any scheme which would contribute so materially to their success, as it was hoped and believed, would be done by the proposed line. (Hear, hear.) If a new Company were formed, of course the amount expended would be repaid. (Much applause.)

Mr. Holland said, the object in forming the proposed line was to enable the people of Ramsgate, Margate, Broadstairs, Sandwich, Canterbury, and other towns to enjoy the means of railway communication with London. To imagine that persons from London to Ramsgate would travel by the roundabout way of Dover was absurd. By making a line from Ashford to Ramsgate, this Company would be in the position of the Midland Counties' Company, whose line branched off to Leicester, on the one side, and Nottingham on the other. The roads in Kent were so execrable that the coaches were often nearly 14 hours in travelling from Ramsgate to London, whereas by the railway it could be done in three and a half or four hours. As for the sea voyage it was to many, especially to females, a source of great terror. (Hear, hear.)

Mr. Baxendale said it should, moreover, be recollected, that there were such things as protective measures. (Hear, hear, hear.) The South Eastern Railway left the northern side of Kent unprotected, and they knew very well that that district had been looked at by other parties. (Hear, hear, hear.) By carrying the line to Canterbury, all future injury to the South Eastern would be obviated. (Hear, hear, hear.)

Mr. Balfour reiterated his opinion that the comparative cheapness of the route by water would render a railway to Ramsgate unproductive.

Mr. Holland said, it was the large number of passengers that enabled the Steam-boat Companies to carry individual passengers so cheap. When a railway came into competition with them, the numbers would of course be less, and the charges greater.

After some desultory talk,

Mr. Jennings moved, as an amendment to the first resolution, that the further consideration of the subject be adjourned.

The Chairman asked who seconded the amendment.

After a pause,

Mr. R. Tyrrell said he would do so.

Mr. Cubitt thought the question now before the proprietors was, whether the South-Eastern Railway was hereafter to be the South-Eastern Railway or not. (Hear, hear, hear.) If they did not put the Board in a position to do what was now proposed, they would not have a leg to stand on before Parliament, should others come forward to abstract a large portion of their traffic. (Hear, hear.) It was necessary that plans, &c. should be deposited before the 1st of March next, and if their determination were deferred for another week the thing could not be accomplished. He stood before the proprietors at present in a different position from that in which he had heretofore had the honour to address them. He was not interested in the proposed line except as being the adviser of the South-Eastern Board, and, therefore, he could speak more freely respecting it. The Directors had very wisely and prudently consulted one of the highest railway authorities in the kingdom, and the meeting had heard the sentiments of that gentleman in reference to the undertaking. He (Mr. Cubitt) had no doubt that the expenditure on preliminaries would not exceed 1000*l.* The history of the proposed line was this. In 1835 or 1836, when he (Mr. Cubitt) was not connected with the South-Eastern Railway, certain parties had made surveys, and deposited the Parliamentary and other plans for the South-Eastern and Canterbury Railway. The survey had been made by Mr. Blackburn, then a practising engineer, and Mr. Blackburn's plans had been the foundation of those upon which it was now sought to proceed to Parliament. The plan of Mr. Blackburn had been laid down very fairly, although having reference to various peculiarities which at that time had formed the subject of discussion before Parliament, as for example, that there ought to be no curve of a less radius than half a mile, and no gradient steeper than 1 in 330. Subsequent experience had proved that it was not necessary to observe these rules, and consequently the expense of making the line would be greatly reduced. The question for the meeting now to consider was, not how the capital was to be raised, but whether the Directors were to be placed in such a position as to meet with effect those parties who might hereafter oppose them. He should be happy to give any further information in his power. (Great applause.)

Mr. Parsons begged to withdraw any opposition which he might have offered to the measure. (Hear, hear.) The expense was very trifling, and they ought to do everything in their power to prevent the stream of traffic from being diverted off their line. Mr. Stephenson, whose ability no one could call in question, had given his opinion in favour of the proposed line, and it would be greatly to be regretted if the matter were not fully inquired into. (Hear, hear.)

[Mr. Tyrrell here wished to withdraw from seconding the amendment, and as no other person took his place, the amendment of course fell to the ground].

Mr. Baxendale said, they must also consider what effect it would have upon the people of Canterbury if this resolution were not passed. A large and most respectable meeting had been held in that city on Monday last, at which resolutions in favour of the proposed line had been agreed to, and if the inhabitants of Canterbury were to suppose that the South-Eastern Company were indifferent to the scheme or opposed to it, of course they would look for co-operation elsewhere.

Mr. Parsons said, the misfortune was, that the parties engaged in these country meetings were ready enough to encourage proprietors to proceed, but did not take shares themselves. (A laugh.)

A Proprietor said, the voice of the inhabitants of Canterbury having been given in favour of this line, they could not hereafter offer them any opposition, or encourage any other party.

[Mr. R. Tyrrell here proceeded to enter into one of his usual dissertations on the accounts. He was repeatedly called to order, which induced the Chairman to observe, that Mr. Tyrrell's remarks were very irregular and foreign from the business of the meeting, but that although he was well aware of Mr. Tyrrell's motives and objects, such was the anxiety of himself and colleagues to give every information in their power in regard to the Company's affairs, that *he* should not interrupt him. Mr. Tyrrell then went on, but the meeting would not long tolerate him, and at last it was unanimously resolved, as at the last meeting, that no more of his questions should be answered.]

After a few words from Mr. Cardwell and other proprietors, deprecating any further discussion, and expressing the greatest confidence in the prudence and discretion of the Board, the first resolution was put and carried, with but *five* dissentients.

The second resolution was then, after a short discussion, carried with only *one* dissentient, it having first been explained that another meeting would be held before any application was made to Parliament.

The Chairman then declared the meeting dissolved.

PUBLIC MEETING AT CANTERBURY.

[Abridged from the *Kentish Gazette*.]

On Monday a public meeting, convened by the Mayor, pursuant to a requisition, was held for the purpose of considering the propriety of supporting a branch line of railway proposed to be constructed by the South-Eastern Railway Company, from Ashford to Canterbury.

The meeting took place in the Guildhall, which was respectably filled; many influential gentlemen of the city being present.

The Mayor having taken the chair, briefly stated the object of the meetiug, and having read the requisition, called on Mr. Fearon, the Solicitor of the Company, to open the proceedings.

Mr. Fearon then rose and addressed the meeting at some length. On reference to the large plan lying on their table, they would see that the proposed branch would commence from the South-Eastern Railway station at Ashford, and would take the whole course of the valley of the Stour. The inclinations throughout were of the gentlest description; indeed to any one who was acquainted with the country, that fact must be obvious. The only works of any importance would be cutting off the spurs of the hills, in order to carry the railway in a more direct line than by following the sinuosities of the river. Indeed, so well adapted was the ground for the construction of a railway, that Mr. Stephenson had declared it was scarcely possible to find in the

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whole kingdom any 28 miles more favourable for such a work than the 28 miles between Ashford and Ramsgate. The gradients would therefore be extremely favourable, and would consequently admit of the highest possible velocity—a circumstance which was of great importance, not only with regard to the cheapness with which such a line could be worked, but to its adaptability to any improvements which might hereafter be made in locomotive engines; since, once lay down a line with bad gradients, and it could not be afterwards improved. The subject of the branch from Ashford to Canterbury, and its extension to Margate and Ramsgate, had been before the South-Eastern Company from the commencement of that undertaking, but as it was necessary to decide first of all upon a main line, and as no main line through Canterbury could be obtained, it was thought wiser for the Company not to undertake too much in the first instance. In coming forward now to ask them to support a branch line from a main trunk, it was right that he should satisfy their minds that the main trunk would be completed. There never was any difficulty but the difficulty of money, and that difficulty they had now overcome—(hear)—and he could positively assure them, as far as faith could be placed in the prospects of a Company, that in the early part of the year 1842 the South-Eastern Railway would be opened as far as Tonbridge; in the middle of the year 1842 as far as Staplehurst, and in the latter end of that year as far as Ashford. Everything was prepared for this. Each of the great heavy earthworks was in a sufficiently advanced state to enable them to calculate upon it with certainty, and he could boldly state, that at the latter end of the year 1842 the distance from London to Ashford, 66 miles, would be completed. The goodness of the gradients enabled them to calculate upon the highest velocity, and he might therefore fairly reckon that they would travel at the rate of 28 miles an hour. Supposing the journey from Ashford to London to occupy 2½ hours, and the journey from Canterbury to Ashford, 14 miles, in a coach, 1½, the railway would still bring them within four hours of London, instead of seven hours, and sometimes more, as at present. But if a line of railway were established between Canterbury and Ashford, the journey, which before would occupy one and a half, would then be performed in half an hour, and Canterbury would consequently be brought within three hours' distance from London—a circumstance which could not but prove a great saving in time and money. It must also be borne in mind that this line would join the Brighton line a little below Reigate, and thus open a communication between Canterbury and Brighton in three hours and a quarter; and doubtless onward to Portsmouth and the west of England. The line would also, hereafter, in all likelihood, be extended to Margate and Ramsgate, to which places a vast number of persons went down solely to spend money and amuse themselves, and the facility thus afforded would therefore, doubtless, bring a large additional influx of strangers into Canterbury. (Hear, hear.) The plan for a branch would have been brought before them earlier but for the doubts, whether the Company could proceed. Now, there was no doubt on this point. Within five acres, every inch of land was purchased, and there was no doubt the line would be completed to Ashford in 1842. He begged to say, he should, as was his duty, be happy to answer any question and give any explanation that might be required, and in conclusion, thanked them most sincerely for the kind attention with which they had honoured his statement. (Applause.)

Mr. ALDERMAN BRENT said, it was no longer a question whether there was to be a railway between Canterbury and the metropolis. That railway would shortly be running. The real question, therefore, was, whether they should have a direct communication with London, or whether they should altogether shut themselves out from the line of traffic, and suffer it to go through another part of the county. (Hear.) We [illegible] to go through Ashford, [illegible]bury? (Hear.) Without such a branch as was now proposed, he considered the South-Eastern Railway injurious to them and any branch which increased their intercourse with the metropolis beneficial. When he saw the number of persons who took their families to Brighton from London, running up and down twice or three times a week to attend to their business, but still returning to Brighton to get out of the London smoke; and the whole expenditure of their families going for the benefit of the Brighton tradesmen. He saw no reason why their beautiful city and neighbourhood when in its attraction to visitors and also to residents. (Hear.) He brought within three hours of London, should not vie with Brighton thought nothing of the objection that persons would avail themselves of the railway, to go to London, and to make their purchases, instead of buying of the Canterbury tradesmen. He thought this was notlikely with individual purchasers, whereas, it would give the tradesmen greater facilities of purchasing better assortments and selling at cheaper rates than before. Mr. Brent concluded by proposing the first resolution.

OSBORN SNOULTEN, Esq., seconded the resolution.

Mr. PEARSON then rose to propose an amendment. He contended that the branch railway would be highly injurious to the tradesmen of Canterbury. Mr. Pearson then contended that its proposed extension to Canterbury and Ramsgate, would destroy the Canterbury and Whitstable Railway.

Mr. AUSTEN seconded the amendment.

Mr. BURKE (Parliamentary Agent for the Company) replied to Mr. Pearson's observations.

Mr. H. BUCKTON supported the original resolution, and contended that it was to the interest of the tradesman and the consumers to support a branch railway.

Mr. TRIMNELL supported the amendment. The question was then put from the chair, when the amendment was lost, and the original resolution carried by a majority of at least three-fourths.

Mr. Alderman Neame moved, G. Buckley, Esq., seconded, and Mr. Alderman Cooper supported the second resolution for the formation of a committee.

On the list of names being read, W. H. BALDOCK, Esq., said, it was most proper that as Mr. Pearson and Mr. Trimnell entertained doubts on the subject, that they should be placed on the committee, and complimented them on the manner in which they had defended their opinions.

Mr. BOWMAN proposed the third resolution, and denied that the tradesmen of Canterbury generally agreed in what had been advanced in opposition to the line.

Mr. Alderman W. PLUMMER seconded the resolution, which, after a few words from Mr. Hodges, was carried.

R. HALFORD, Esq., moved a vote of thanks to the Mayor, for the impartial conduct which he had shown in the chair, and for the great and highly satisfactory attention which he always, in his official capacity, paid to all public questions.

Mr. FEARON seconded the motion, which was carried by acclamation.

The MAYOR on rising was loudly cheered. He thanked the meeting for the good opinion they had expressed of his conduct. He had hitherto throughout the discussion carefully abstained from expressing any opinion on the subject. He would now, however, say a few words. The question was whether they were content to stagnate and vegetate, as though there were no other population surrounding and competing with them, or whether they would become a part of the general march and onward movement of society. (Hear.) He had paid some attention to the remarks of his fellow tradesmen, but he did not give them the weight which they attached to them. He was convinced that every respectable tradesman, the course of whose trade was placed on a sound footing, would gain and derive benefit from a railway. On the other hand he was satisfied, that without a railway this city would ere long gradually dwindle down, and Canterbury, except its cathedral, be little else but a name. (Great applause.)

The meeting then broke up.

MANCHESTER AND BIRMINGHAM RAILWAY.

To the Editor of the Railway Times.

SIR,—I have seen with equal sorrow and surprise that you have permitted for many weeks past your journal to be rendered the vehicle of some very rash and unfounded strictures upon the Manchester and Birmingham Railway. If the feelings of enmity and distrust by which it is evident that your correspondents are actuated towards that undertaking, can be supposed to have their origin in a dispassionate conviction of the probability of its failure, I shall content myself with expressing a doubt whether in the absence of that information which our Directors have hitherto deemed it premature to communicate to their shareholders—you are quite justified in giving publicity to such severe and sweeping condemnation. If upon the other hand the writers of the letters to which I make allusion, should turn out to have been instigated by motives of a less honest and creditable nature, and are rather to be viewed in the light of eager and interested adversaries, than that of temperate and impartial judges of a project they are so studious to malign, I must be suffered upon such a contingency to deprecate and lament the conversion to purposes thus disingenuous of an able and respectable journal. I claim in either event the insertion in your columns of this letter, not less as a matter of justice to yourself, than to the shareholders in the Manchester and Birmingham Railway. It will prove to such of your readers as may honour it with their perusal, that the Editor of the *Railway Times* is not so uncandid as to deny publicity to statements that militate against, as well as to those which favour, his own opinion, and it may be attended with the effect of dispossessing the more timid of my fellow-proprietors of some of those doubts and fears, which your disparaging and hostile correspondents have not unnaturally excited in their minds.

I will first address myself to the consideration of the probable cost of our undertaking. For the completion of the five and a quarter miles of our line between Manchester and Stockport, we have expended, I am sorry to state, a not less considerable sum than 470,000*l*. We have only to offer in explanation of this vast and unexpected outlay, the enormous prices at which we were necessitated to purchase the very valuable land lying in the vicinity of those important towns. Great, however, as have been our disbursements upon that portion of our line, they are very largely beneath the cost of some of the minor metropolitan railways, whose enormous expenditure has been occasioned by the operation of a similar cause. Upon the London and Blackwall Railway, of which the length is but three and a half miles there had been laid out in September last no less a sum than 670,000*l*., while the London and Greenwich Company have not constructed their short line for 200,000*l*. a mile. To compute the cost of the remainder of our line from the expenditure incurred upon this portion of it would be as extravagant as to estimate the construction of every mile of the London and Birmingham Railway by the sums disbursed upon the Kilsby Tunnel or Haversham Viaduct, or to form our judgment of the Great Western Railway by the works at Maidenhead or Box. At what expence we are likely to complete our undertaking, let us now proceed to inquire.

From Stockport to Crewe there remain to be constructed about 25 miles. We have purchased the whole of the land, and contracted for the entire works upon this portion of our line. Furnished with these grounds for forming his estimate, of which no man can deny the sufficiency, our engineer has computed our expense at 23,500*l*. a mile. To this calculation of Mr. Buck's, let us add the sum

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of 1,500*l.* a-mile to provide for every contingency, and we shall arrive at a total for these 25 miles of 625,000*l.* Joining that amount to the sums that we have already expended upon our line between Manchester and Stockport, we shall construct our railway to Crewe for 1,095,000*l.* The length of our branch from Stockport to Macclesfield consists of 10 miles. Upon that portion of our undertaking we have purchased four-sevenths of the land, and entered into contracts for nearly one-third of that which remains. Forming his judgment of the expense of the land from the prices that we have already paid, and computing the cost of the works upon a similar scale with those between Stockport and Crewe, Mr. Buck has estimated our outlay at 22,000*l.* a mile. Let us make the same addition of 1,500*l.* a mile in this as in the other case, and our Macclesfield branch will require the disbursement of 235,000*l.* We have thus arrived at a computation of 1,330,000*l.* for our whole 40 miles of railway. To that sum let us make an addition for our legal and Parliamentary expenses, for our Store-street and other stations, and for what is technically termed our "plant," of the vast and disproportionate amount of 470,000*l.*, and we shall obtain a total of 1,800,000*l.* That estimate I have very strong grounds to suppose will exceed by more than 60,000*l.* the sum that we shall actually require.

Let us now see if the returns of our railway are likely to be such as will furnish us with a moderate yet handsome remuneration for the capital that we have invested in it. The average receipts of the Grand Junction Railway, extending over a period of two years, have amounted in round numbers to 9,100*l.* a week, of which sum 6,300*l.* have been obtained by the conveyance of passengers, and the remaining 1,800*l.* have arisen from the carriage of goods. Of that gross amount, I find from a careful comparison of the tables submitted to me at Warrington and Liverpool, that 2,100*l.*, or one-third of the sum paid by passengers, and 1,800*l.*, or nearly two-thirds of the profits derived from the transport of goods, have been contributed by the town of Manchester. Those sums added together, willl furnish us with a weekly return of 3,900*l.*, or an annual income in large figures of 200 000*l.*

The receipts upon our local railway, between Manchester and Stockport, have averaged 340*l.* a week, or about 17,000*l.* a year. When our arrangements shall have permitted us to open the other line of rails, and to convey goods between those great towns, it will be no unreasonable supposition that we shall increase our weekly returns by the sum of 60*l.*, and extend our annual income to 20,000*l.* For the double distance of our branch to Macclesfield, let me content myself with the conjecture of an equal annual revenue, and we shall derive from those fifteen miles of railroad a yearly income of 40,000*l.* We are thus furnished with a gross return of 240,000*l.*

I will now endeavour to form an estimate of the expense of working our line. For the forty miles constructed by ourselves between Manchester and Crewe, and Stockport and Macclesfield, I should deem it unsafe to compute our disbursements at less than 40*l.* per cent. Assuming our gross returns from that distance to be 100,000*l.* a-year, we must be content to diminish them by the sum of 40,000*l.*, and reduce our entire revenue to 200,000*l.* Upon our remaining fifty-four miles of railway between Crewe and Birmingham, we are precluded by the terms of our agreement with the Grand Junction Company, from the necessity of any other expense than that occasioned to us by the cost and wear of our engines. The usual estimate of locomotive expense I believe to be 15*l.* per cent. Let us calculate our own costs at 18*l.* per cent., and deduct from our revenue of 140,000*l.*, which I have computed to be derived from that distance, the sum of 25,000*l.* We have now reduced our gross returns to 170,500*l.* From that amount it remains to make a further and final abatement of 54,000*l.*, to be paid to the proprietors of the Grand Junction Railway for the use of this portion of their line. We have then left to us to be divided amongst our proprietors, the sum of 121,000*l.*, or about 6*l.* 10*s.* per cent. Whether now that Manchester is connected by a railway with the important town of Leeds her own commerce and communication with London, are not likely to become more large and frequent, or whether, when there exist the means of a direct intercourse with the metropolis it would be fair to suppose that the traffic of Stockport and Macclesfield will continue exclusively local, are considerations upon which I have not deemed it expedient to build expectations of additional gain. I leave them without hesitation to your equitable and unbiassed judgment.

It only remains to say, that I have with the utmost frankness, and upon the best grounds that I have been able to obtain, furnished you with my opinion upon the present state and eventual prospects of the Manchester and Birmingham Railway. If in any future number of your journal, yourself or any of your correspondents shall do me the honour to reply to my statements, I have only to desire that our controversy may be conducted upon the ordinary rules of disputation, and that your attack shall have for its object either the soundness of my premises, or the correctness of my conclusions. To sarcasm however pungent, to vituperation however virulent, I shall not condescend to return a reply. Let my opponents only evince that they are actuated by the love of truth, and I shall deem it honourable to combat, and not disgraceful to be defeated by them.

With a very sincere desire that the temper in which you receive this communication shall be such as may justify the high opinion that I would willingly entertain of yourselt and your journal,

I have the honour to remain,

Your very obedient servant,

CANDIDUS.

MANCHESTER AND BIRMINGHAM RAILWAY.

To the Editor of the Railway Times.

Sir,—In furtherance of the observations offered in your last number on the subject of this railway and its extravagant outlay, permit me to suggest to you the following facts, the general accuracy of which I have been at some trouble (through a friend) to ascertain.

The Act for the Manchester and Birmingham Railway was obtained upwards of three years ago, and, as you state, only five miles of it are yet completed. During those three years, however, an establishment has been kept up which appears to me competent to the completion of a hundred miles of railway instead of five. It consists, so far as I can hear, of a Chairman, a Deputy-Chairman, and eleven others—in all thirteen Directors, of whom either three or two are "acting," that is, are paid heavy annual salaries, the others also having an allowance; a Consulting Engineer; a Resident Engineer (recently advertised as being in Denmark!); five Assistant Engineers; a Head Surveyor; two Deputies (I believe); an office full of Draftsmen; an Architect; a Book-keeper, or Secretary; an Assistant to him; and an assistant youth to *him*.

How much work these parties find, of course is matter for conjecture and opinion; but I saw the other day that Mr. Sharp, one of the acting (*i. e.* paid) Directors, to whom therefore a long job is more agreeable than a short one, was actually *boasting* of what they had got through in three years and a quarter, and trying to magnify their merit by stating that at that "long time ago" they had nothing to start with but their Parliamentary plans. What else they wanted or needed, I don't know, but that the gentlemen's boasting had some foundation I do not deny; for I believe I do not repeat mere idle gossip when I say that more extraordinary turning and twisting, more miserable vacillation, than these gentlemen have indulged in, never was exhibited by any Company. When they got out of Parliament in 1837, they set to work, under Mr. Rastrick, surveying the line to Stockport. Having laid it out (or partly so) they abandoned it for another preferred by their present Engineer, for which (by the bye) it was necessary to go to Parliament. Then they surveyed their line through the Potteries, and there also the Engineer (fond no doubt of London) found three other desirable deviations. For these all the surveys were made and plans lodged, and then one of them was abandoned. They went to Parliament for the other two, and having got an Act abandoned them also. Then they turned their active minds to their Macclesfield branch, and that also was surveyed and laid out. The line, however, was discovered to be a bad one, and was abandoned for another, for which surveys were made and plans lodged. In process of time, however, *that* also was abandoned, and another adopted made up of patches of each, and for Parliamentary sanction to it all the preliminaries were in like manner gone through. Then that was abandoned, and another line (I suppose a "consent" one, as they did not go to Parliament last Session, and tell us they are not going again,) surveyed, laid out, and the contracts advertised. All seemed now smooth—no room for another wriggle—when lo! their *Resident* Engineer, having gone to Denmark, the letting of these contracts is postponed, and we may now live in hope of another "artful dodge" touching this branch. Meanwhile, and as if to keep up their reputation in that particular branch of science, wherein Jim Crow is the most eminent professor, they abandon in like manner their main line, whereon sub-engineer, surveyors and contractors, had severally fixed for themselves pleasant habitations; and the long forgotten despised "Crewe Branch" (the original Cheshire Junction scheme, which if adhered to would indeed have returned a golden harvest to the proprietary,) is returned to. After 180,000*l.* spent in Parliamentary fights—after a vast outlay on the noted Congleton viaduct—after acting Directors, assistant engineers and surveyors had gorged to repletion on the Pottery project—this abandoned line, I say, is reverted to, and the routine of surveying, laying out, abandoning, resuming, hesitating, and at last contracting, is again run through. It appears, then, that this Mr. Sharp's talk of having done so much from so small beginnings, is not without a foundation; but whether it is not rather matter for shame than for boasting, I leave for your readers to decide.

Our other fact is worth mention in reference to this well-paid gentleman. I remember him well three and a half years ago, the vehement (I might almost say the virulent) opponent of this same Cheshire Junction scheme, which he is now being paid for carrying out, after having by an insane opposition on the part of himself and his friends, been the means of reducing to a very doubtful result the question of its *ever* paying the shareholders common interest on their money. I say nothing of his want of consistency in such conduct—of his want of pride in receiving wages from the founders of a Line he so opposed—but should any of us choose as our agent to carry out a costly and onerous undertaking, one who by word and act had been its most strenuous opponent?

I may trouble you hereafter with some hints as to the prices paid by this Company for the works on their Line. I have heard it stated that upon one of their contracts (and that among the heaviest) they actually paid for extra works more than the amount of the original contract!

I am, Sir, your obedient servant,

A PRACTICAL MAN.

London, Jan. 6th, 1841.

London and Birmingham Railway.—Notwithstanding the snow storm of last [Thursday] night the mail train with the northern bags arrived at the Euston station only 67 minutes after time, and the mail dispatches by the London and Birmingham and Great Western Railways were the first received at the General Post-office. The day mail train arrived at the Euston station eight minutes before time. Satisfactory proofs these of the great superiority of railway over road travelling in heavy snow. The three passengers who received hurts in the carriage at the Rugby station on the Sunday night were well enough on Monday morning to proceed to their destination by the first Midland Counties' train.—*Courier*, Jan. 15.

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MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.

To the Shareholders in the late Manchester and Birmingham Extension Railway.

GENTLEMEN,—The meeting for considering the propriety of dissolving the late Manchester and Birmingham Extension Railway Company, and forming a new one for making a railway from Stafford to Rugby, is now over. The report of its proceedings is before you in the public papers, and I entreat your earnest consideration of it.

It was stated at the meeting, that the efforts made in the public papers to dissuade parties from joining the new project, proved sufficiently that it was one deserving of support, for, unless feared by its opponents, they would not be so active in their exertions against it.

The fallacy of such an argument is obvious. If a person invades my property for purposes of his own, and endeavours to procure the assistance of others by false representations, do I prove him in the right, by endeavouring to expose those misrepresentations, and thus protect myself from invasion? Surely it is no compliment to the good sense of the people of Manchester, to endeavour to lead their judgments by reasoning of such a description: let them read and consider dispassionately the arguments for and against the measure in which they are solicited to embark their capital, and let them from these arguments form their own opinions of its success. I avow myself, and always have done so, an opponent both of the Manchester and Birmingham Extension Railway, and still more so of the now proposed Stafford and Rugby Railway, both of which I consider uncalled for by the necessities of the public, unjust to the proprietors in the existing railways, unprofitable as a means of investment, and calculated not only to shake the public confidence in all existing railways, but also to deprive Manchester and other important districts of an independent railway, which would afford both to them and to the public at large, benefits far more substantial and enduring, than any which the mere shortening of distance by the present proposed lines would attain.

It is said by the promoters of these projects, that anonymous communications, exposing the fallacies on which they are based, are not entitled to any weight, and you have been called on on that account, to disregard the statements which have hitherto appeared in the newspapers on the subject of your railway. If in those statements facts were asserted unsupported by *argument* or evidence, I should be inclined to admit that their anonymous character would deprive them of authority; but how can an *argument* be strengthened by the signature of the person who uses it?

The writer, by appending his signature, may draw down on himself attacks of a personal nature from those whose projects he attempts to expose and defeat; but he cannot give greater force to his *reasoning*, if his readers are themselves competent to form their own judgment on it. It may therefore suit the purpose of the projectors of the scheme against which I have occasionally written under the signature appended to this letter, to endeavour to weaken my arguments on account of their being anonymously given, rather than to endeavour to meet them by counter argument; but I feel satisfied that those among you who are in the habit of thinking for yourselves, will not be led by such flimsy pretences, to disregard the plain common sense statements which I take the liberty of addressing to you.

With these observations, then, I beg of you to consider well the following remarks on the subject of the report addressed to you by your Directors, and to draw from them your own conclusions. I refrain from going over again any of the arguments so frequently addressed to you on the subject of the inexpediency of the measure to which they ask your support, and I content myself simply with those inferences on the subject which may be drawn from the representations of your own Directors, and from the singular course they thought fit to adopt at your late meeting.

First, then, let me ask you, whether, as men of business, you have ever known persons possessing scrip shares in any undertaking, which they have purchased for a valuable consideration, excluded from a meeting assembled to deliberate as to the dissolution of that undertaking, and the division of its funds among the shareholders? It was said as an excuse for adopting such a course, that scripholders might, by their votes specially created for the purpose by the opponents of the measure, have carried resolutions detrimental to the interests of the Company. The position of the managers of the undertaking cannot be very enviable, if they have reason to believe that such would have been the course pursued by a majority of their present proprietors; but if such a result were apprehended, and it was deemed expedient to prevent it, upon what principle were scripholders prevented from attending the meeting as spectators, and from asking questions upon points of essential consequence to them, even if it should have been deemed advisible to prevent them from voting? A requisition I am told, was sent to the chairman, with this object, and refused! Is such a course calculated to inspire confidence in the new undertaking? Is it by shuting out inquiry and fair discussion, that the merits of the Stafford and Rugby scheme are expected to be made obvious to the public? Or is it thought that highly coloured *ex parte* statements, emanating from persons having a *direct interest* in the prosecution of the scheme are more likely to procure subscribers to it, than *facts* resulting from free and open discussion? The public will judge for themselves; but I beg of them to follow the proceedings of the meeting to the end, lest they form their judgment too hastily. One or two extracts from the report of these proceedings will suffice, to show them the extaordinary manner in which they were conducted, and the extent of real information which the Directors are willing to give, by way of inducement to the formation of this proposed new Company. (I quote from the report appearing in the *Manchester Guardian*.)

Mr. Bright (a shareholder) asks, "may we be informed what agreements have been made with the various railway companies?" and assumes that arrangements are contemplated with the Birmingham and Derby and other Companies.

Mr. Tootal (a Director), without answering the first distinct question, replies, "We know nothing with respect to any contemplated arrangement with any other Company!"

Mr. Rawson (a shareholder), "If I understand Mr. Bright's question it is in substance—Have you not enabled the Grand Junction Company to go over the Extension line at a less rate than they otherwise could do according to the Parliamentary rate?"—*Mr. Tootal.* "No Company in the kingdom *does* charge the Parliamentary rate?"—*A Shareholder.* "We don't read in the Report what the arrangement with the Grand Junction Railway Company is, and we are not told about it."—*Mr. Chappell* (a Director). "*Why put a sword into your enemy's hand to cut your own throat?*"—*Mr. Bright* said "he had attended a meeting of the Company twelve months ago, at which he took no part, but was then excessively annoyed at what appeared to be the desire of the Directors *to keep every thing quiet.*"

Well indeed might he be! It is a fact notorious all over Manchester, and among all the shareholders, that the old independent Extension Railway has been given up, and the new Stafford and Rugby line adopted, at the suggestion of their old enemies the Grand Junction Railway Company, who have made an arrangement with respect to the future use of it, obviously satisfactory to them, and therefore of a suspicious nature to you; yet one Director knows nothing about it, and another admits that, if it were revealed, it would afford a weapon to your enemies by means of which your throats would be cut, or in other words your project would be destroyed!

Does this gentleman suppose that he can keep it equally secret in Parliament? If so, I will tell him that so late as the last session, the production of an agreement between the North Midland and Midland Counties' Railway Companies, injurious to the Birmingham and Derby Railway Company, was compelled by the House of Lords, on the petition of the latter Company, and cancelled by the unanimous vote of the Committee, it being a standing rule of Parliament, that public railways shall be used by all the public and by all railway Companies on the same terms! Surely, Gentlemen, your Directors must consider you children, and not men of business, if they imagine that you will embark your money towards a speculation of which they dare not tell you the real merits, but avow that, if revealed, they would prove your ruin!

Mr. Bright then observes, in reference to the adoption of the new proposed line instead of the old one, "that the Company will lose by it a great many arguments which they had on occasion of their last application to Parliament."—*Mr. Newbery* (a Director). "I beg your pardon, but is it desirable we should put *arguments in our enemies' mouths?*"—*Mr. Bright.* "But these are so palpable that any child might perceive them."—*Mr. Newbery.* "Then it is not worth while to occupy the meeting with them. *We shall never pass Parliament if we thus give every advantage to our opponents, as to any weak point we have!*"

Here, then, is another admission by a Director that, unless concealment be adopted, Parliament can never sanction your undertaking! Truly these are bright prospects for the shareholders, and calculated to give a most favourable impression of the *bona fides* and respectability of their undertaking!

A lengthened discussion then took place as to the justice of applying to the purposes of the new Company, any portion of the funds paid up by the shareholders in the old, who would not consent to a renewed application to Parliament; many proprietors contending, and obviously with truth, that to appropriate towards a Stafford and Rugby Railway (*the creature of the Grand Junction Company!*) funds subscribed towards an extension of the Manchester and Birmingham Railway (originating *in opposition* to the Grand Junction, and in a desire to obtain for Manchester an *independent* line, under their own control), was little short of robbery from the persons interested in those funds, who object to the Stafford and Rugby scheme.

Here again the absence of the scripholders was most convenient, and it was determined that the parties wishing to withdraw, should be entitled to receive back their proportion only of the sum in hand, *after paying all the expenses up to the present time, of complying with the Standing Orders of Parliament applicable to the Stafford and Rugby project!* Auditors named by the Directors to investigate their own accounts, and no doubt favourable to the new project, were then appointed, and the prospect of a liberal dividend of 3*l.* per share held out to all persons wishing to retire!!!

There can be no question that this resolution is *illegal*, and if the excluded scripholders choose to dispute it, they may succeed in so doing. The original parliamentary contract is for making a railway in extension of the Manchester and Birmingham Railway, *the same to commence by a junction with the Manchester and Birmingham Railway* at or *near Stone-in-the-Potteries*: such are the words of the deed; and although the Directors may have the power of making diversions in the line, or altering its commencement or termination, still the *junction with the Manchester and Birmingham Railway* forms the basis of the contract, and the abandonment of that will enable any shareholder to claim the unexpended proportion of his deposit money remaining in the hands of the Directors at the time of such abandonment. Neither can the vote of a majority of shareholders, compel him to bear a proportion of the expense attending an application to Parliament for any project, other than *an Extension of the Manchester and Birmingham Railway*, to which he originally subscribed. The arguments adduced by the Managers themselves, to show the impossibility of a majority of shareholders binding a minority, in reference to another matter alluded to at the meeting, prove sufficiently the correctness of this assertion.

It may be conceived by these gentlemen, that

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the offer of only a small dividend to shareholders desirous of retiring, may induce them to forego that intention, and sign the new deed; and this may be inferred from an observation of one of the Directors, who says, "*Would it not be very hard to those who remained, if one-third or one-half the shareholders left? The other half would be a useless body!*"

By way of further inducement, the shareholders are told, that no more deposit money will be called for, from those who consent to go on with the new undertaking! Here again there is occasion to admire the singular candour and explicitness of information supplied to the Proprietors. A shareholder asks, whether, under the Standing Orders of Parliament, each subscriber to the new deed will not have to pay up 10 per cent. of the amount of his subscription?

Mr. Tootal (a Director)—"Where would you like to have the question answered?" *Mr. Ollivant* (a shareholder)—"It *must* be answered, or it will not be satisfactory to the shareholders." *Mr. Tootal*—"It *shall be*, most distinctly, *but don't ask me to cut your throat and my own.*" *Mr. Wheeler* (the law clerk)—"Mr. Ollivant is perfectly right as to the operation of the Standing Orders, but the Directors' Report has already stated, that the existing deposit has not been appropriated in any way, and they *hope to provide a course, which it is not expedient to state here*, by which any further payment by the shareholders will be obviated!" So then, your chances of success depend on the *hopes* of the Directors to provide a course for evading the Standing Orders!

What if these hopes are not fulfilled? What becomes of the shareholders? Mr. Tootal, the Director, admits that if he were to reveal the course to be pursued, his own throat and that of the shareholders would be cut by it; and the Solicitor to the Company, admitting that the operation of the Standing Orders is to require a re-deposit of 10 per cent. on the subscriptions, says the Directors *hope to find a mode* of avoiding it! Let him if he can state one case in which this has been permitted.

Ingenious as the juggle may be of making the Directors (?) of the Manchester and Birmingham Railway Company (?)—creditors for the expenses incurred, and thus *apparently* keeping the original deposit money untouched, it is not to be conceived for a moment, that the House of Commons will allow its Orders to be evaded by a mere trick of this description. The Manchester and Birmingham Extension Railway Company is *dissolved*; the subscription deed creating the Company, is a dead letter; the project to which the original subscriptions were obtained in 1839 is defunct; more than half the 10 per cent. deposited on those subscriptions, whether lent or not, is expended, and if lent must be repaid; a *new* Company must be formed; a *new* deed signed towards the proposed *new undertaking*; and the Standing Orders of Parliament imperatively require, that each subscriber shall pay up 10 per cent. of his subscription, and that his name and address, with the amount subscribed, and *the amount paid up by him*, shall be *printed*, and circulated among members, in order that no deception on the subject may take place.

I defy any man acquainted with the practice of Parliament, to adduce one precedent of a case in which these Orders have been allowed to be infringed, since first they came into operation. Whatever *hopes*, therefore, the Directors may entertain of the success of the plan which they propose of getting rid of the Standing Orders, but which they *dare not avow*, the shareholders may rest assured that those hopes will not be realised. The very publication of the admission by the Directors, that concealment of their intentions is necessary to ensure their success, is enough to awaken the suspicion of Parliament on the subject, if it do not wholly destroy the confidence of the shareholders in an undertaking conducted upon such principles.

So much for the course of proceeding adopted at the meeting. Now let us look to the Report prepared by the Directors, and circulated among the shareholders, by way of inducement to the formation of a new Company.

It commences by stating the power of the Directors, under the subscribers' agreement, to alter the course of the railway as originally proposed, which subject I have before disposed of. *They have no power to abandon the junction with the Manchester and Birmingham Railway.*

They then state that the Extension line would not have formed a junction with the Grand Junction Railway, and point out the advantages to be derived from such a connection, without in the remotest manner alluding to the sacrifices by which it is to be obtained, and by which the hitherto strenuous opposition of the Grand Junction Company has been hushed. Neither is there any allusion to the abandonment of the main inducement for the Extension Railway, viz. its being of Manchester origin, and under the control of Manchester men, affording them an independent line to London, instead of one subservient to the rules and regulations of the Grand Junction Company.

Next, they allude to the recommendation of the Parliamentary Committee, that facilities should be given for a renewed application, in respect of the *Extension* Railway, not adverting to the fact that that undertaking has been now given up, and that the recommendation does not apply to a *Stafford and Rugby* Railway. If they pretend that the two are the same, allow me to point out the difference between them, by a short extract from *their own printed statements* of 1839, circulated in Parliament in support of the Extension Railway.

"The Grand Junction Company oppose, because the promoters of the Extension line, whilst willing to have made a large pecuniary sacrifice to have ensured their co-operation, declined to admit them to a half share in the management, *deeming it to be their duty, as trustees for the public*, to assist *in defeating*, rather than in *perpetuating*, *monopoly*, and to impress upon the new undertaking a character of perfect usefulness, by ensuring the free and wholesome *competition* of an *independent* line!"

How does the Stafford and Rugby Railway carry out this description? Where are the benefits of competition which it holds out? Where is its independence? What becomes of the Potteries, who so efficiently supported the Extension Railway?

Again, with reference to the interests of landowners on the new line, whose case, I presume, even the promoters of the scheme do not consider to have been prejudiced by Parliament. I find in the report of the meeting held the defeat in 1839, the Directors, drawing a comparison of the Extension line with that proposed by the Grand Junction from Stafford to Rugby, and pointing out, among other advantages of the former, *the little injury it would inflict on landowners as compared with the latter!*

Where then is the analogy between the two lines; and what are the facilities which are hoped for from Parliament? They are, like all the other promised advantages of this hopeful measure, just glanced at by the Directors, and intended to have their due weight with the shareholders, on the principle of "*omne ignotum pro magnifico*;" but reduced to a reality, they amount to absolutely nothing. There is not one facility which Parliament will or can grant to the Stafford and Rugby Railway Bill different from the ordinary course of proceeding, with reference to all other similar Bills. If there be any, let it be pointed out.

All in this Report of the Directors, as well as in their verbal representations, is *couleur de rose*; but whenever *explanation* is demanded on any doubtful point, it is refused. How far this may be a usual course of proceeding, the public will best judge of; but it appears to me that *concealment* is not a very usual element in any *bona fide* undertaking, and that its necessity does not afford much encouragement to those who are solicited to embark in it.

My letter has already extended beyond the limits I had anticipated; but I cannot conclude it without calling attention to the singular representations by which, among its other merits, the shareholders are led to believe that this is to be a *cheaper* railway than any other.

It is admitted at the meeting, by Mr. Alderman Brooks, in answer to the question of a shareholder, that sums may have been agreed to be given to landowners, though none have yet been paid; and, even without such an admission, this fact is sufficiently notorious along the whole line, where several properties of an ornamental character are interfered with, and prospective bargains of a most extravagant nature have been made with landowners to prevent their opposition; yet, in the Parliamentary estimates, the land is valued at so much per acre according to its agricultural value, and all information is refused as to the sums actually agreed to be given to particular landowners!

How can the shareholders know what the land will cost, or what their estimates should be, unless they know the extent of the liabilities to which their Directors have bound them in these preliminary bargains? Again, only the *usual* margin is allowed on the estimate for contingencies, including the expense of passing the Act, without calculating *any thing* for the expenses of the session of 1839, admittedly exceeding 60,000*l.*, if we may judge by the sum to be returned to the shareholders! Neither is anything allowed for the expense of providing engines, carriages, &c.; but the shareholders are led to calculate their probable profits, on a highly coloured statement of revenue, based on an *assumed* outlay, which the merest tyro in the science of railway making must know to be insufficient.

How does the case of the Extension, or the Stafford and Rugby Railway, differ with regard to estimates, from that of the Manchester and Birmingham Railway, with which the promoters of the scheme must be pretty well acquainted?—The same sanguine hopes prevailed with regard to that measure as to this, and in the Parliamentary Report of 1837, grounded on the evidence of its promoters, I find it stated as *proved*—

"That the amount of the estimate, of the cost and other expenses to be incurred up to the time of the completion of the railway, is 1,565,391*l.*, which amount has been *supported by evidence*, and appears to be fully adequate to the purpose."

(*See the Votes of the 22nd May*, 1837.)

I find, also, in the published report of the proceedings of a meeting of the Manchester and Birmingham Railway Company, held September, 1839, the following passage:—

"At the close of the business a shareholder, whose name we did not learn, inquired if the capital already subscribed would be sufficient for the completion of the line to Stone? and was answered by the Chairman—that it would be amply sufficient without borrowing money."

This opinion, be it remarked, was expressed by a very respectable gentleman, after the Act had been in operation two years. How far he has been mistaken, as well as those who framed the original estimates, is unfortunately too well known to need observation. Is it, then, unreasonable to suppose the possibility of the promoters of the present scheme being equally deceived? If they be so, what is to make this project pay? Without knowing the sacrifices to be made to the Grand Junction Company, you cannot even form an estimate of your probable revenue; but in 1839 the Report from the Committee on the Manchester and Birmingham Extension Railway Bill was in substance as follows:—

"The amount of the estimate of the cost of the work is 1,158,683*l.* With regard to the estimate of traffic, the *usual* mode of computation has been to *double* the passengers travelling by coaches, post and private conveyance, but the promoters have *trebled* the passengers travelling by the road coaches in 1837, and have taken the number of those then travelling that route by post and private conveyance without assuming any increase in respect of the railway."

Why did not they follow the usual course of doubling, instead of trebling, the passengers, unless because by adopting that mode they would not have been able to show a sufficient income, even on their own estimate of the cost of the work? Yet the shareholders are told to accept the amount of

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traffic arrived at by this process, as having been *proved* to exist, and without knowing the terms of arrangement under which their quondam opponents of the Grand Junction Railway have been converted into supporters of the measure, are told to build their hopes of a dividend, (for which, even should their Bill be obtained next session, they must wait till the year 1846,) on mysterious data, for the accuracy of which they must trust to their Directors alone, without further inquiry!

To show to the proprietors how far the judgment of these gentlemen is to be depended on, I beg to subjoin an extract from *their own printed statements*, when opposing the South Union Railway, which they successfully did, in 1837.

"Of this distance, fifty-four miles and three quarters (viz. the present proposed Trent Valley line), are to be constructed to effect, in a journey of nearly *two hundred* miles, a saving of at most *nine miles and three quarters*, but which saving may readily be reduced to *eight miles and a quarter*; and the line, moreover, throughout this district, traverses a country *the whole population of which does not exceed* 30,000 *persons*"!!

This, be it remarked, is the statement still on record of the principal promoters of the present scheme! When, therefore, we consider the changes which this Company has undergone since its origin, and which I exposed in a previous letter—when we read the statements published by themselves in 1837, and now remaining recorded against them, on which they obtained a resolution of Parliament, that a line beyond Stone, in the Potteries, was *inexpedient and uncalled for*—when, in 1839, we find the *same persons* asserting the *necessity* of such a project, and that its essential feature of importance was the affording an *independent line* to Manchester, and a *competing* one to the Grand Junction—when we read the petition of the Grand Junction Company to the House of Commons, as to the injustice of such competing line to them, and to the London and Birmingham Company, and its *perfect inutility to the public*—and, when we see the people of Manchester now sold to their rivals of Liverpool, for the sake of obtaining an Act of Parliament, at any price, and the two hostile Companies now concurring in the same object, and endeavouring to obtain for its support, by negativing every statement made by them during the last five years, may we not exclaim with Cicero,

"Quousque tandem abutere patientia nostra!"

You may be told, gentlemen, not to attach importance to this letter because it proceeds from an enemy, but remember that I am an enemy only of the Stafford and Rugby Railway, and not of Manchester, or of the districts which you, most of you, inhabit. I address to you *arguments* such as you are capable of understanding and appreciating, whether from friend or foe; and I support them by reference to *documents* to which you can yourselves refer, and by the experience and example afforded by other undertakings of which you are cognizant. I believe, most sincerely, that the Stafford and Rugby Railway never would pay its proprietors, although it would inflict serious injury on others. I believe that it is not needed for the public convenience, which is already sufficiently provided for by the present means of communication—I believe that it is calculated to shake the public confidence in all existing railways—and, I believe, lastly, that if the measure be carried, it will tend to defeat another of far more importance to Manchester and the manufacturing districts, as well as to the country at large.

On the merits of this scheme, if the Stafford and Rugby Railway Bill ever should be brought forward Parliament must eventually decide; but, as men careful of your own interests, and desirous of maintaining the prosperity as well as the *independence* of Manchester, I call upon you to consider dispassionately the arguments I have addressed to you, and to weigh well the expediency of embarking in an expensive contest for a railway suggested and supported by your rivals and recent opponents of Liverpool, who, believe me, are sufficiently far sighted not to have undertaken that opposition unless for the protection of their own interests, and not to have abandoned it for the promotion of yours.

I remain, Gentlemen, your obedient servant,

AN INHABITANT OF STAFFORDSHIRE.

RAILWAY MANAGEMENT—THE JOINT STATION AT LONDON BRIDGE.

To the Editor of the Railway Times.

SIR,—As my last effort before the meetings, I wish to lead your attention to two or three concurrent events which, it appears to me "mark the signs of the times," as referable to Railway Boards and their constituents. My opinion of course is, that *now* is the time for a great, a radical change, in the form of officers' election, and that without it an oligarchy will be permanently established, who will work the roads as, by my honor and conscience, I think they have hitherto been worked, "for the benefit of the few at the cost of the many." It is not your recommendations, undaunted as they are temperate, nor "Examiner's" exposition of principles, nor my more humble practical suggestions, that can avail anything in bettering the condition of the proprietary, if they are determined not to act for themselves; the remedy, the obtaining what success their speculation is capable of affording (alas! little enough), is in their own power; the fruit is ripe for their gathering, if they will reach out their hands to pluck it, and they will be not deaf, but dead, to their interests, if they fail to secure it by longer neglecting to take their own affairs into their own hands.

In your this day's number there is an advertisement of the Brighton Directors as to the management of the station in London, and if anything were wanting to prove to me that the attempt to charge their concern with a payment to themselves of 333*l.* 6s. 8d. per annum as "Managers" is wicked—and known to themselves to be wicked—it would be afforded in the laboured and perfectly ludicrous amplification they make of the one word "*management.*" They call it "*the joint purchase, enlargement, alteration and proprietorship, use and management of a station,*" the whole of which means "*management*" and nothing but "*management,*"—a sort of "*management*" which another Company, under circumstances precisely similar, not only took without extra pay, but insisted upon taking,—but I descant upon the method, only to show the intention. It is evident that attention having been directed to this monstrous proceeding of the three Companies, it is now the resolution of the Brighton Board to brave it through if they can; they show fight to their proprietary; they are ready to deliver them battle; they profess to put the matter upon what it does not possess—its merits—and *vi et armis*, to pocket the money; it is part of the general system pursuing towards proprietors by Directors, who are now preparing to make a resistance which, if successful, will end in uncontrolled sway, and the life, and perhaps hereditary possession of Board-room seats, to the utter extinction of the voice of the shareholder. * * *

Directors have union—combination; proprietors have neither. On the 19th a meeting, of which Engineers are *ex officio* members, of delegates from Boards, is to be held in Birmingham, and do you suppose plans of organised resistance to proprietors' wishes will not there be discussed and settled? Then why not form *shareholders'* clubs, and there hold monthly general meetings, in London, Liverpool and Manchester, to debate and determine upon circumstances as they arise from day to day? I throw out this in support of a somewhat similar proposition from you, Sir, a week or two ago, and in the meantime I exhort every proprietor in the kingdom to attend the meetings personally (or those who cannot, to withdraw their proxies from Secretaries and Directors), and without waiting for each other to begin the war, singly strive who shall be first for the honor of proposing a new and better system of management.

As a last recommendation to shareholders, to whom their railway existence is of any consequence, I give, Hip! hip! hip!—nine times nine and one cheer more—for *Auditors, unpaid Auditors, in rotation from the share-lists; Directors for largest holding, residence near the lines, and alphabetical order: no man to be Director of two Companies, nor eligible for re-election in less than three years.* Promptly in effecting these changes, lies the salvation of private fortunes—the prosperity of English railways.

A RAILWAY SHAREHOLDER.

January 9, 1841.

[It is very seldom, indeed, that we cut out any part of our able correspondent's remarks; indeed, they are always so much to the purpose that we should not be justified in withholding them from our readers. In the present case, however, we have omitted a somewhat lengthy passage, for reasons which cannot be given here, but of which we are sure our correspondent would approve were they known to him. Suffice it to inform him, that the notice referred to in the excised passage was not issued by the parties until they had been attacked most shamelessly and slanderously.—ED. R. T.]

RAILWAY MANAGEMENT—CARRIAGE OF GOODS.

To the Editor of the Railway Times.

SIR,—Not only the proprietary, but the public, who are deeply interested in railway communication, are under much obligation for the ready means your columns supply of discussing any measure tending to improve the developing of this mode of transit, and the only exceptions are a few leviathans of railway interest, who want to carry out their own particular views. I did hope that with the opening of the new year much improvement would have been perfected in the management of the lines already in operation; but so long as the present principle exists of scrambling for the Direction by men making a business of it, so long will the talent of a Board be stultified by disunion. Many articles are written in your journal advising remedies for better "Management," "Prevention of Accidents," &c., &c.—the former by fewer or more members; the latter by adopting green, white, or red lights, regulating dials, notice springs on the rails, and a variety of other suggestions, some of them as crude as they are impracticable; but one of the most important preventions appears to be lost sight of, and so long as this is the case, all the flags, lamps, and other things as signals (useful in their way), will be unavailing—that is, until men of business-talent are elected to regulate these signals—men to be substituted for the protegés of patronage. It is no uncommon thing to be told, on remarking the inefficiency of an executive, that it is a new thing, and although the management is not so good as they could wish, still it will by experience get better. This is a poor excuse, and one little consoling to those whose protectors or friends have been victims to the patronage-appointment of an inefficient Manager.

As Boards of Direction are now constituted, it would be impossible to expect any manager, however perfect in his duties, to carry them on satisfactorily to himself or the public. I think this would be verified in the case of the London and Birmingham and Midland Counties' Railways. If common report speaks correctly, the interference of these Boards with the executive, cost them the loss of an able manager on each, Captain Moorsom on the former, and Mr. Hutchinson on the latter.

Railway Management has principally yet related to passenger traffic, a department much more easily conducted, and sooner perfected in its working, than another source of revenue expected and claimed extensively by the promoters of railways, namely, goods' traffic. Although military and naval men may make very good disciplinarians in the regulation of servants, and in the coaching department as well in general matters, still I cannot conceive men

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less calculated to organize a large carrying trade. Such duties require a man whose experience in business enables him to judge readily between the traders' necessity and the Company's profits. Experience also shows that even the same system cannot be carried out on all lines. Two years since, I was consulted by a party largely interested in the Grand Junction, as to the trade likely to be made available on that line. My answer was, that it would be some time before their traffic would amount to their Parliamentary estimate—that there would be two convulsions on their line in this trade from the weakness of their arrangements, namely, one in introducing carriers on the line, and a second, in getting them off; and it will be observed, that the last is just accomplished in ridding themselves of Pickford & Co. in a way that is unworthy of a respectable body of men.

I am not discussing which principle may be best. For the public, I think the trade on each line should be in carriers' hands, but for the railway proprietary that it should be in their own, feeling confident that the same cause that influenced the Junction Company will sooner or later do so with every other that is to take it into their own hands to protect themselves against frauds. If carriers cannot make arrangements with the Companies that will give them a profit with fair declarations of the class and quantity of goods they carry, the system cannot go on without disappointment. The plan hitherto pursued in carrying overweight on canals and turnpike-roads cannot continue on railways, where the facility of inspecting the goods is so much greater; and besides, the monopoly of the line for the class of goods counteracts the disposition of the Directors to wink at it as is the case on some canals, with competing lines.

If then this trade in its formation is so complex, how necessary it is business-men should direct it, and not juvenile engineers, nominees of the engineers in chief. The manager of the passenger traffic should be gifted with vigilance and perseverance—qualities appertaining as much to military and naval men as to most others, probably more so; but the qualifications of a manager for goods traffic are infinitely more important. He must, in addition to those named, have a knowledge of the applicability of rails for the transit of goods, the cost of tractive power on different gradients, a thorough knowledge of the carrying trade, the competing lines of conveyance, the charged rate and Parliamentary rate on the canals, to how low a scale the tonnage can be reduced on these canals, as also the description of goods in transit likely to be made available for his line. How can Directors expect to find such qualifications in men unaccustomed to business, and if some better system is not adopted in the election of their officers, they will find disappointment from their goods' traffic returns.

THESIS.

Birmingham, 12th Jan., 1841.

THIRD CLASS FARES.

To the Editor of the Railway Times.

SIR.—The question of third class fares has been ably discussed in your columns. I have carefully perused the arguments advanced by your correspondents on both sides of the question, and the conclusion I have come to, is that the whole matter hinges on *the extent to which the third class carriages interfere with the first and second classes.* If the third class traffic obtain by the 1d. per mile fare *in addition* to that which the first and second classes would otherwise have had, there cannot be a doubt that it will pay well to establish third class fares. Even the London and Birmingham and other companies most hostile to the third class fares must own this, or they are chargeable with gross inconsistency in carrying goods; for passengers even at 1d. per mile pay much better than goods at 4d. *toll* per ton per mile, or even than goods at 1d. per ton *carriage* per mile.

Captain Laws, R. N. stated in evidence before the Committee last session, that the Manchester and Leeds Company had been much annoyed by gentlemen of fortune travelling in their waggons or third class carriages. This it appears to me justifies that Company in those measures they have adopted to prevent the higher classes from travelling in those waggons, which were established solely for the use of the working classes.

Can any of your readers of the legal profession inform me if there is any thing to prevent the Leeds Directors from putting a stop to this practice by advertising that the waggons at 1d. per mile were for "children and working people," just as is done by the booth companies at Greenwich fair! The remark may seem flippant, but from motives of philanthropy I should like to see the lower classes accommodated by railways, and it is evident that they cannot be so, especially on expensive lines like the Manchester and Leeds, if the higher orders desert the first and second class carriages.

When the alteration in the duty has been carried into effect, I firmly believe that (under proper restrictions) third class passengers may be carried with considerable profit on every line in the kingdom.

I am Sir, your obedient servant,

LONDONIENSIS.

London, 12th January, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—Your correspondent, a "Railway Traveller," seems to mistake assertion for argument. My list of 117 coaches which the opening of the Leeds line will remove from the road, is extracted, as I stated formerly, from a list published by authority of "the Board of Stamps and Taxes." "A Traveller" flatly denies the correctness of my list. It is for your readers to decide whether "A Traveller" or the "Board of Stamps" is the best authority on the subject!

My sole object in addressing you respecting the Leeds line having been to state to my brother shareholders why I consider our line will pay a fair dividend, I deprecate the personalities in which "A Traveller" indulges. I did not say that "I frequently travelled on the line;" I said I had repeatedly inspected the line as an investment. The last time I did so was in August last, and *consequently* previous to the late opening. In October, I sent my servant to inquire the 3rd class fare to Leeds, and got for answer, that no 3rd class passengers could be taken for the present. No list of departures having been published by the Company, I was ignorant (until informed by "A Traveller") that any 3rd class passengers had been conveyed over the 27½ miles recently opened.

Not being in the secret, I cannot inform "A Traveller" the amount of our weekly receipts; it is reported, however, in Manchester and generally believed, that they have fallen short of the Directors' expectations. How could it be otherwise with only three or four trains in place of nine per day?

"A Traveller" asserts that my letter was "principally built" on the fact of no third class passengers having been conveyed; this is incorrect. I stated that my hopes of success were founded on our dense population—cheap coke—great present coach traffic—and the good management of our admirable Board of Directors. With respect to the coach traffic, I beg to state for the information of your readers, that previous to the opening of the "Liverpool and Manchester Railway, there were only *twenty* coaches running in winter and *twenty-eight* in summer. This will enable them to decide on the merits of our line, which has as many coaches *throughout*, and ninety besides for shorter distances such as to Halifax, and Huddersfield. Now, Sir, the Liverpool line had no local traffic whatever, except one or two coaches to Warrington, which is the only town on the line; whereas, between Leeds and Manchester there are no fewer than *seven* large towns, viz., Oldham, Heywood, Rochdale, Halifax, Huddersfield, Bradford, and Wakefield, besides several others of less note.

As "A Traveller" seems anxious about our branch lines, I beg to inform him that the Heywood branch is partly formed, the Company's Engineer is busy preparing the working sections for the Oldham branch, and we are bound by the Act to finish the Halifax branch within (I believe) two years from this time. A branch to Huddersfield would not cost more than 30,000*l.*, being only three miles through a level and easy country.

"A Traveller" insinuates that our gradients and curves are objectionable. He is mistaken in this; we have only one bad curve near Hebden Bridge. It is merely a temporary one, and only a few chains in length. With respect to gradients, our worst is one rising 32 feet per mile, and "A Traveller" must be grossly ignorant of the subject on which he writes if he does not know that late experiments on the Grand Junction line have proved to demonstration that that line which has gradients of 52 feet per mile can be worked at the same speed and same cost as an almost perfectly level line.

The Manchester and Leeds line will, I consider, prove a safe investment, and I am so pleased with "A Traveller's" remarking that it may ultimately prove one of the *very best* lines, that I forgive him the severity of his strictures on my former letters.

And I am, respectfully yours,

A HOLDER OF UPWARDS OF ONE HUNDRED SHARES IN THE LEEDS LINE.

January 9, 1841.

REVERSING OF ENGINES AND TENDERS.

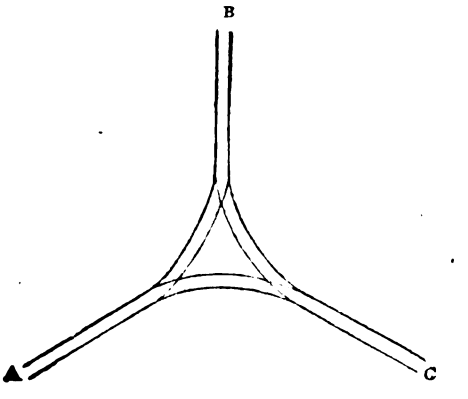
To the Editor of the Railway Times.

SIR,—I have occasionally seen a good deal of time wasted and useless labour incurred in reversing locomotive engines and tenders, to do which by the ordinary turn-table, requires that they should be first separated from each other. Now there is a much simpler, and consequently easier, way of doing it, by means of which the engine and tender can remain connected, and if necessary, half a dozen waggons be reversed at the same time with them, and that too in a twentieth part of the time which is required by the turn-table. The plan, which I have never seen practised by any engineer besides myself, will be easily understood by the annexed diagram.

I am, Sir, yours very respectfully,

A RAILWAY ENGINEER.

January 6, 1841.



Suppose the engine to come on at A, it will proceed to B, from whence it will be backed to C; it will then be again reversed, and go forward to A, where it will present the contrary or opposite to that with which it first entered.

HEATING RAILWAY CARRIAGES.

To the Editor of the Railway Times.

SIR,—Having been during the last two months a frequent traveller by railway, my attention has been drawn, by the intense cold we have so lately experienced, to a method of keeping the carriages warm, as it is in the feet that the cold is so severely felt.

My plan is to receive all the waste steam from the locomotive engine into a pipe constructed for the purpose, and so conduct it through the flooring of all the carriages; and by leaving the end of the pipe under the last carriage in the train, open, the condensed steam would thus be enabled to run off,

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after having distributed its warmth to the different carriages composing the train.

The pipes would of course be provided with sliding tubes to allow for the play between the carriages, and also to allow of their being detached from the train, without unscrewing any part of the pipe.

I think something of this kind might easily be constructed, and it would (in the winter months, certainly,) conduce greatly to the comforts of railway travelling.

I am, Sir, yours respectfully,

G. W.

London, January 11, 1841.

GREENWICH AND CROYDON RAILWAYS —TOLLS AND FARES.

To "Veritas."

Sir,—In the *Railway Times* of this day fortnight or three weeks back (which, I cannot now immediately remember or refer to, as those papers are with my bookbinder, to add the 3rd volume of that excellent journal to my library), there appeared a question put to you by my respected fellow-townsman, "Common Sense," which was in substance whether you considered a *large* income from a *small* toll, or a *small* income from a *large* toll, the most in keeping with your vaunted principle, that the greater the cost of the railway the greater should be the toll. For your answer to that simple question I have looked in vain, although I perceive you have found time to indite a long letter to prove that which nobody denies, namely, that the Greenwich Railway has been monstrously costly, and that the income which the Greenwich Company receive from the Croydon traffic by the *present high* toll, *is very small*. Begging you will refer to my friend "Common Sense," and favour him and me with a straightforward answer,

I am, your ingenuous friend and cousin,

CANDOR.

Liverpool, Jan. 9, 1841.

GREENWICH AND CROYDON RAILWAY FARES.

To the Editor of the Railway Times.

Sir,—It must be lamented on all sides that a principle has not been agreed upon by which the fares and tolls on these railways should be regulated, some contending that *distance*, and others that *original cost* should determine the matter. It seems to have escaped the notice of some, that if one Company ought to charge the maximum fare allowed by Parliament, the other Companies in connection with it, by the same rule, should do the same; and this is one of the results to which such disagreements unfortunately lead. Such a result would occasion us to travel from London Bridge to Brighton at the highest allowable charge, which probably would prove as little beneficial to the different Companies as to the public. If, then, it be desirable to modify the rate of charge, at least for second and third-class carriages, why may not this be done upon the following principle? Take the maximum fare allowed by Parliament in each railway as a standard; and if it be expedient to reduce the fare in one of the Companies a third, a fourth, or a fifth of its maximum, let this be the reduction that may fairly be required of the other Companies, viz. a third, a fourth, or a fifth of *their* maximum. Acting upon this principle, which has respect to the rights secured to each Company by Parliament, all may unite to fix that amount of fare which will best gain the sanction of the public, and be most lucrative to the Companies.

I am, Sir, your very obedient servant,

EQUITAS.

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

Sir,—You are of course aware that the North Midland, and the York and North Midland Railway Companies, have jointly taken a lease of the Leeds and Selby line for 31 years at 17,000*l.* per annum, net rent.

As a North Midland shareholder I should feel obliged if you would state the reason why you do not publish the weekly receipts on the Leeds and Selby line.

I wish also to know why the North Midland receipts, published by you, do not *include* the toll paid by the Leeds and Manchester Company.

If you will have the kindness to insert this letter the Directors of the respective Railway Boards will probably furnish you with this important information.

I am, Sir, your humble servant,

ZERO.

19 January, 1841.

[We publish the Returns as they are sent to us. —Ed. R. T.]

ESSAY ON THE MEANS OF PROMOTING SAFETY IN RAILWAY CARRIAGES.

BY SIR GEORG CAYLEY, BART.

[Continued from the *Mechanics' Magazine*.]

Fig. 1.

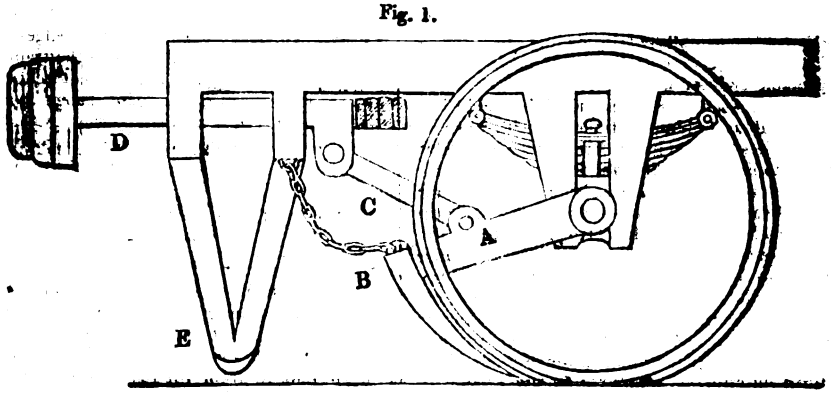
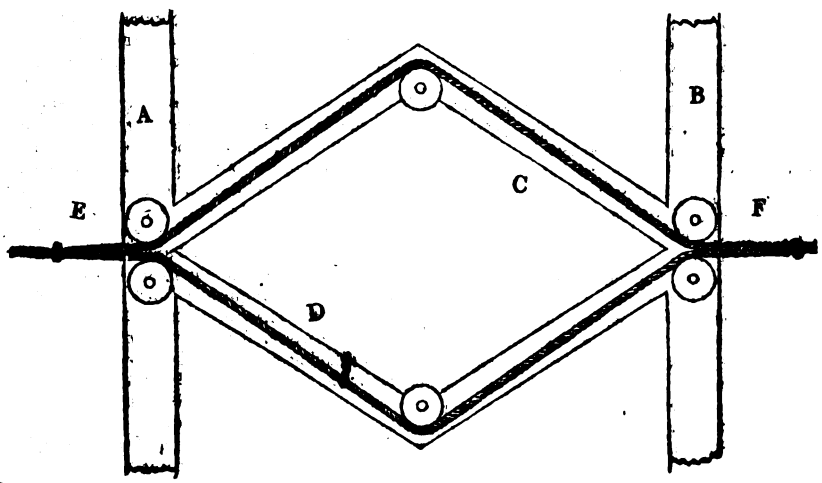


Fig. 2.



It may be thought superfluous to place a general buffer behind the trains; and if *every* train be provided with one in front it would be unnecessary, but engines unattached to anything are frequently moving about, may escape, and with unrestrained velocity run in upon a train at rest. If this be too remote a contingency to deserve notice, the hind buffer may be dispensed with—however agreeable it may be to have two buffers between us and danger in most cases, and certainly one in all. It may be thought, in lieu of the air buffer, which is necessarily of considerable weight, that a series of mattresses being lighter, and of course not absorbing so much engine power to propel them, would be preferable; but it ought also to be considered, that the leading vehicle in a train, in proportion to its lightness is more readily thrown off the rail and thus gives a wider range to accident, which it is our great object to avoid. The pads of the air buffer, as before described, show a flat face, which upon the whole, I think likely to prove the best form; but they might in front have the form given them of a gothic arch, for the double purpose of obviating the resistance of the air, one of the great impediments to velocity, and the better to cast light objects, or human beings, off the line of the rail with an oblique and less forcible blow: but here again the same objection arises —we are increasing the risk by a side force of driving the buffer carriage off the rail. These are matters deserving of serious inquiry; and which scarcely any thing but practice can finally determine.

When we meet a train coming at full speed on another set of rails, the rush past is really terrific; and conveys an idea that were they to meet on the same rails nothing could save either from destruction. There is quite terror enough in the public mind on the subject of railways; and it is therefore well to make calm estimates of the degree of danger attending even such cases of possible occurrence as this. Paradoxical as at first it may appear, the shock to each train in this case, if of equal weights and velocities, would not be greater than if it had gone against any solid object; for if the elasticity of the buffers, be supposed perfect, each train would rebound with the same velocity it advanced; and the retardation at the moment, of each from the other, is just sufficient to furnish the resistance necessary to produce that equivalent rebound.

If equal trains meet, having unequal velocities—say one at 10 miles per hour, and the other 20—they will average the shock between them, the slow train getting more shock than it would against a solid object, and the other less.

Heavier trains meeting light ones with the same velocity will communicate the greater share of the shock to the lighter ones—for the momentum of each, after the shock, will be equal; and of course the velocity of the rebound, which is the cause of

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danger to passengers, will be greatest in the lighter train.

There is one case truly terrific in the meeting of trains, and that is, if, when on different rails, any very strong portion of one carriage firmly chained to the rest, should, from getting displaced, catch some weaker portion of the other train, the latter would successively give way, and the whole force of both trains be expended in the work of devastation. Fortunately this is a most remote contingency, and may be rendered, by precautions that will be pointed out, almost impossible.

Having taken a cursory view of general train buffers, there is something yet to be considered in a minor way respecting the application of elastic matters to secure safety to passengers.

The padded cushions on all sides of the first-class carriages should, in a coarser, but not less efficient way, be extended to all carriages for passengers, for each man's life is equally valuable to himself, and it may easily occur that the better man may be killed in the worst carriage.

It was very properly suggested lately in some of the public papers, that railway carriages should be fitted up for only single rows of passengers, so that no one should sit opposite to another. I have always held this opinion, and feel more confirmed in it than ever, by finding that others agree in it. As the feet of one set might pass under the seats of those in front of them, little space would be lost by this arrangement when new carriages have to be built. In the meantime, some one has suggested a broad padded belt to be placed in front of each passenger, to retain him in his place in case of accident, and to prevent a collision with each other. How John Bull may relish this sort of straight waistcoat I do not know; but perhaps some modification of it for his own safety may be tolerated.

If single rows of passengers be adopted, a few carriages might also be fitted up on the same principle for night trains, with horizontal berths one above the other, to sleep in, as in packet boats. These would at all times be of important use to invalids and elderly persons, and if well padded on all sides, would be as secure as the nature of the case permits.

There is one point that seems unaccountably to have escaped the notice of railway engineers—and that is, placing the engines under regulation as to velocity, by the usual mechanical means. The common expanding centrifugal force regulator, for cutting off the steam when the engine is going too quick, is as applicable to railway purposes as to engines in any other situation. The Directors may agree that no trains shall on any pretence be permitted to go at more than a given number of miles per hour; let them set the regulator accordingly, and let it be locked up in a case of which they have the keys; the result would be certain. But where the declivity is such as to cause a greater velocity without engine power, the regulator might be so connected with a lever power, that when the steam was cut off, it should liberate the catch of a forcible spring break upon the wheels of the engine: a matter which any of our common engineers could contrive if required.

The next subject of serious importance to the safety of railway travelling is to have such a mechanical arrangement as will cut off the free action of the wheels from the moment of receiving any shock; and also to have the power of so doing at any time according to the will of the conductor when he perceives danger at hand. This may be done in several ways, and some drawings for this purpose were prepared by Mr. Worsley and myself last year. I understand the subject is now taken up by Mr. Stephenson, under whose auspices it can scarcely fail to be ripened into practice.

To elucidate the subject, rather than to submit a perfectly matured plan for the purpose,—

Let fig. 1 represent the front wheel and end of a railway carriage-frame. On the axle of the wheel let an arm A, terminating in a concentric shoe B, turn freely. Connect this arm by the rod or link C with the shanks of the buffer D, which is held in its place by the buffer spring E. It will be evident from this arrangement that when the buffer is pressed back, the point of the shoe B, will approach the rail, and if further pressed, the wheel will get upon it and the carriage instantly be on the drag; and this can be made to take place at any required degree of force applied to the buffer.

To get off the drag, the carriage must be slightly backed, to which there will be opposed no resistance. The perforation in the arm of this drag to receive the axle must be a little elongated in the direction of its length, so that the wheel, which must not touch the drag when not in action, may by its own weight rest firmly upon it when brought under it. A spring may perhaps be found requisite to regulate this simple process. If the two front wheels be thus converted into sledges whenever any serious resistance occurs to the train, perhaps it may be sufficient; but if required, the hind wheels may undergo the same change, by connecting similar drags applied to them with the front movement. As the front wheels, however, are so readily made available as drags by the involuntary action of the buffers in times of accident, it will probably be best to furnish the hind wheels with a similar apparatus to be put into action at the will of the conductor of the train. A little difficulty arises in conveying the pull of a chain or cord from the place where the conductor stands to the carriages at a distance from him, because the play of the buffers keeps continually altering the distance of the carriages from each other. To obviate this difficulty, let A and B, fig. 2, be the hind part of the frame of one carriage and the front frame of another, between where the buffers keep them asunder. Suppose C D to be a jointed parallelogram framework, so made as to be put on at pleasure by a couple of bolts, and carrying guide pulleys for the rope or chain E F, which is divided into two portions to follow the form of the frame, and unites again on the other side. By this arrangement, it is plain, that although the jointed parallelogram frame can accommodate its diagonal length to every play of the buffers, still each of its sides continues to be of the same length, and hence the chains that correspond with them will neither shorten or elongate as respects the distance of its two extremes E and F, from the frames A and B, so that a steady tension can be transferred from the conductor throughout all the train, if furnished with these parallelogram frames properly fitted up for retaining the chain or rope in the pulleys; consequently, the drags on the hind wheels can by this means be brought to act, at the will of the conductor, in every variety of distance each carriage may chance to be from another, at the time the drags are wanted.

Another great branch of inquiry respecting railway carriages is, how best to secure them from getting off the rails, and many things might perhaps be suggested for an entirely new work; but the main question is, what can be done as things are now arranged? and without some additional means nothing can be effected but by precautionary measures on this head. Should the railway companies by their own power, or by the assistance of Government, not weighing money against life, choose to fill up the interval between the rails, excepting near stations, with masonry well clamped together (or even strong oak sleepers near each wheel, if nothing more can be afforded), great additional security would be gained; and such a wall would be the means of keeping men and cattle out of the path of the carriages. Should a wheel break down or come off, much additional security would also be derived by having four feet to each carriage, one of which is represented at F, fig. 1, which would sustain the carriage like a sledge as soon as the wheel in its vicinity failed, and not cause any friction by touching the rail before its services are required.

TAFF VALE RAILWAY COMPANY—SPECIAL MEETING.

A Special General Meeting of the Taff Vale Railway Company was convened, by advertisement, at the Angel Inn, Cardiff, on Wednesday last—Sir J. Guest, Bart., M.P., in the chair. The hon. chairman introduced the business by stating, that the Directors had not succeeded in raising the requisite sum for finishing the works, on the plan proposed at the last general meeting; and had, therefore, adopted what appeared to them, after much deliberation, the best alternative, which would be placed before the meeting in the form of a resolution; and he believed it was for the interest of the shareholders universally, to concur in the proposition, as the best calculated to ensure a speedy completion of the line, with the undoubted result of a fair dividend on the capital expended.—James Poole, Esq., then moved, and C. James, Esq., seconded a resolution, to the effect that the Company's new shares of 25*l.* each, should bear permanent interest, at the rate of five per cent., to be paid out of the income of the Company, in preference to any other dividends.—J. Vaughan, Esq., objected to this plan, and proposed issuing a sufficient number of shares at a discount, for the completion of the main line, when, he did not doubt, the value of the original shares would materially rise in the market.—E. P. Richards, Esq., supported Mr. Vaughan; and after some clear practical explanations from Anthony Hill and Walter Coffin, Esqrs,, and some further explanatory conversation between the Chairman and Mr. Vachell, an extensive shareholder, the resolution was put to a show of hands, and carried by a great majority. It was stated by Mr. Coffin, that there was every prospect of the revenue from passengers alone paying the whole amount of interest now granted to the holders of the new shares, although that branch of traffic had not originally entered into the calculations of the proprietors. The number of passengers, averaging, we are informed, above 1500 weekly, using the railway in its present incomplete state, proves the extent to which it is likely to be employed when open all the way to Merthyr. It is expected that this will be accomplished in March next.—*Cambrian*, January 15.

YORK AND NORTH MIDLAND RAILWAY.

[From the *Yorkshire Gazette*, Jan. 16.]

On Monday were opened, the new and very elegant buildings recently erected within the city walls, as a joint station, by the York and North Midland and Great North of England Railway Companies. The trains now regularly arrive at, and depart from, the same. On the side towards Tanner-row stands the principal building, having a large and commodious booking office in the centre, and on either side proper and convenient waiting-rooms for first and second class passengers. On the first floor are arranged suite of offices for the York and North Midland Railway Company, consisting of the secretaries, engineers, managers, and board rooms. The appearance of this building towards Tanner-row, is much improved by a colonnade and basement of the Tuscan order, in stone; the remainder of the building is of brick, with stone dressings.

Within the station, adjacent and parallel to the booking offices, is the departure stage, 400 feet in length by 18 feet in width. This stage, although by no means of such gigantic dimensions as the one at the Derby station, is yet sufficient to accommodate a very large train. On the side opposite to the booking offices, is the arrival stage of similar dimensions; and adjoining to it are arranged first and second class refreshment rooms, a ladies waiting room, &c., for the convenience of passengers arriving, and waiting for the departure of a succeeding train. The first class refreshment room is of considerable size, and it is intended to open it as a coffee room, where dinner, breakfast, &c., will be provided on the arrival of the different trains. Proper and convenient kitchens, larders, cellars, &c., are arranged on the basement.

The departure and arrival stages, and lines of railway within the station forming the passengers shed, are 300 feet in length by 100 feet in width, are inclosed by a wrought iron roof.

The station has been designed and executed by Mr. Andrews, the architect of this city. Messrs. Holroyd and Waller, of Sheffield, being the contractors; and Mr. Bingley, of Leeds, executed the iron roof.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of Railway	Miles opened	No. of shares	Amount Share	Amt. paid up	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	72	72	..
—	—	6300	33⅓	5	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	84½	..	..	..	..	..	84
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	36	..	32*	..	..	..	35
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	30½	30½	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	8½	..	..	..	..	..	8½
—¶	—	64000	8½	2	Ditto (*Debentures*)	5½	..	..	..	5½	5½	5½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	29½
51	40	12500	50	35	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk	..	..	..	..	..	..	22
15½	....	6000	50	40	Gosport	47	45½	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	213
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	95¼
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	29
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	....	10000	100	80	Great North of England	..	..	..	..	..	..	62½
118	92	25000	100	65	Great Western	93½	93½	90½	92½	91½	91½	92
—	—	25000	50	50	Ditto (*New Shares*)	63½	63½	62½	63	..	..	62½
—	—	37500	20	4	Ditto (*Fifths*)	10½	10½	..	10½	10	10	10
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	44
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	27
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	15½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5.00	100	100	Liverpool and Manchester	..	..	..	..	..	..	186
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	45
—	—	7468	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	90
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	175	173	173	174	174	172
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27½
—	—	31250	32	32	Ditto (*New Shares*)	..	..	..	..	..	..	50
4	3½	24000	25	22½	London and Blackwall	18½	..	..	..	..	..	..
46	5½	36000	50	50	London and Brighton	43½	43½	43½	43⅝	43⅝	43⅝	43
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	12½	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length of Railway	Miles opened	No. of shares	Amount Share	Amt. paid up	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	8½	..	..
—	—	.....	..	20	Ditto (*New Shares*)	..	..	17½	..	..	..	..
—	—	.....	..	3	Ditto (*Scrip*)	..	..	..	..	4½	..	..
76	76	36000	avr.	38⅓	London and South-Western	..	57½	57½	..	57½	57½	57½
50	40½	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	78
—	—	13000	50	25	Ditto (*New Shares*)	..	..	..	..	29	29	29
10	10	6201	100	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	46
45	5½	30000	70	40	Manchester and Birmingham	25½	..	..	..	..	..	26
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	80	77½	77½	80
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	..	..	..	15½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	..	..	..	79	..	79	76½
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	38	38	37½
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	83
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
.....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	28	South-Eastern and Dover	..	13⅜	12⅞	..	13½	13½	13
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	..	..	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

* Ex New.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Jan. 20th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Amt. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh.	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3½	..
18000	50	35	Edinburgh and Glasgow	29½	29½
1960	25	25	Glasgow and Garnkirk	25	25
16000	25	23	Glasgow and Greenock	22	22½
12500	50	35	Glasgow and Ayr	34	34½
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	78	77
680	25	25	Ballochney	..	85
4000	25	25	Dundee and Arbroath	26½	27

RAILWAY TRAFFIC RETURNS.

Thus (•) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	January 16	..	£629 17 11	£351 14 1	£981 12 0 ††
1,266,666 0 0	£1,013,723 0 0	....(a)	*†Birmingham and Gloucester	51	51	January 15	4,238	737 18 8	159 13 7	917 12 3
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	January 9	17,841	....	....	558 4 8
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	January 16	2,806	120 17 8	30 8 6½	151 6 2½
2,133,333 0 0	....	....	*Eastern Counties'	126	17½	January 17	5,991	....	....	439 13 5 ‡‡
833,000 0 0	631,241	....(a)	*†Glasgow, Paisley, and Ayr	54	40	January 16	9,072	....	....	620 5 8
Made jointly by Ayr and Greenock Companies.			†Glasgow and Paisley Joint Line	6½	6½	January 16	7,068	....	....	262 5 1
1,957,800 0 (b)	....	14 0 0	Grand Junction	114 (c)	114 (p)	January 16	..	4,831 10 7	2,725 3 11	7,556 14 6
4,093,099 0 0	.....	....	Great Western	118	92	January 17	14,815	3,706 15 1	659 10 1	4,366 5 2
533,333 0 0	466,000 0 0	....(a)	Hull and Selby	31	31	January 17	2,521	346 6 4	243 16 5	590 2 9
488,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	January 16	2,107	394 17 6	94 6 8	489 4 2
1,832,375 0 0	1,440,000 0 0	10 0 0 (d)	Liverpool and Manchester	31	31	January 15	..	2,203 4 7	2,506 9 6	4,709 14 1
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	January 16	..	8,879 15 0	3,544 12 10	12,424 7 10
800,000 0 0	668,668 0 (e)	....(a)	*London and Blackwall	3½	3½	January 21	22,963	437 12 0	2 14 0	440 6 0
2,400,000 0 0	1,091,369 0 (e)	....(a)	*London and Brighton	46	5½	January 18	1,135	36 9 1	44 17 1	81 6 2
741,000 0 (f)	624,307 0 0	....(a)	London and Croydon	10½	10½	January 19	4,552	....	....	368 7 5
995,300 0 (g)	793,300 0 0	1 0 0 (h)	London and Greenwich	3½	3½	January 21	24,024	....	....	747 19 2
2,260,000 0 (e)	2,193,617 0 (i)	5 0 0 (k)	London and South-Western	77	77	January 17	..	2,229 16 0	641 9 2	2,871 5 2
2,800,000 0 0	895,914 0 (l)	....(a)	*Manchester and Birmingham	40	5½	January 18	9,097	....	....	285 10 6
650,000 0 0	... (m)	1 5 0	Manchester and Bolton	10	10	January 14	....	341 0 3	175 11 8	516 11 11
2,799,000 0 0	....	....	Manchester and Leeds	50	40½	..	....	....	....	....
1,533,000 0 0	1,440,000 0 0	....(a)	Midland Counties'	57	57	January 16	5,119½	951 8 6	654 10 5	1,605 18 11 †††
950,000 0 0	....	....	Newcastle and Carlisle	61	61	January 16	....	416 9 9	800 2 4	1,216 12 1
3,000,000 0 0	2,705,676 0 (c)	....(a)	North Midland	72½	72½	January 16	..	1,652 16 5	584 15 2	2,237 11 7
730,000 0 0	560,000 0 0	6 13 4	North Union	22	22	January 15	3,228	743 14 3	157 4 3	900 18 6
1,200,000 0 0	297,430 0 0	....(a)	Northern and Eastern	30	19½	January 19	2,181½	....	....	186 14 2 ‡‡‡
500,000 0 (n)	....	....(a)	Preston and Wyre	19	19	..	....	....	....	....
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	....	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	86	8	January 17	5,046	....	....	140 4 9
446,666 0 0	446,500 0 0	4 16 0 (o)	York and North Midland	28	23	January 18	4,042	....	....	999 11 2 †††

(a) Not open long enough. (b) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (c) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (d) Maximum allowed by Act. (e) Up to July 1. (f) Including the new capital for the London-bridge station. (g) Including new capital for widening line, &c. (h) Preference shares guaranteed 5*l*. per cent. (i) Including Gosport branch. (k) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (l) Up to July 31. (m) The expenditure mixed up with that on the canal, with which the line is connected. (n) Including harbour and docks. (o) From 14 miles only. (p) 83 miles from Birmingham to Newton junction; 14½ from Newton junction to Liverpool; and 16½ from Newton junction to Manchester.

†† From which deduct Toll to London and Birmingham Company, 101*l*. 7*s*. 1*d*.—leaving a balance of 880*l*. 4*s*. 11*d*. ‡‡ Including Northern and Eastern Railway toll, &c.

¶ Refused by the Directors. ‖ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company.—Shut during part of the week. ††† Not including traffic on Leeds and Selby line.

‡‡‡ Carriages, 30*l*. 7*s*.; horses, 21. 2*s*.; parcels, 213*l*. 0*s*.; dogs, pigs, &c., 1*l*. 10*s*.; cattle, 16*l*. 12*s*. 6*d*.; corn, 20*l*. 18*s*. 11½*d*.; heavy goods, 340*l*. 0*s*. 0*d*.—Total, 654*l*. 10*s*. 5*d*.

‖‖ The traffic for the week ending Jan. 9, amounted to 1,093*l*. 2*s*. 9*d*.

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TO CORRESPONDENTS.

Mr. T. W. Rathbone, Mr. Edward Cropper, and Mr. David Hodgson.—Jurator *requests us to inform these gentlemen that "he does not mean, like* R. T. F., *of Raymond Buildings, to be satisfied with the inference to be drawn from their long silence, respecting the six guinea job laid to their charge, but that at the next general meeting of the Eastern Counties' Company, when he hopes to be favoured with their company, he intends to put one or two questions to them on the subject, to which, with the approbation of the meeting, he will insist for plain 'Aye' or 'No' answers."*

E. F., *on the East Anglian Railway, in our next.*

Scrip.—*The wretched stuff upon which our correspondent comments is beneath notice.*

A Countryman *will have a full answer in a very few weeks. The meeting is announced.*

A Reader of the "Railway Times" *seems to forget, that at the period referred to there was still a balance due on the last-created shares, which has since been called for, and amounts in the whole to no less a sum than 250,000l. We are sure our correspondent's letter is not mischievously intended, but under present circumstances we fear its publication would do harm.*

A Lover of Facts.—*We have of late given more space to the affairs of the railway referred to by him than we could well spare. For the present we must cry "Hold!"*

Mancuniensis *need scarcely be told, that the publication of his letter (even were it unexceptionable in other respects), would subject us to half-a dozen actions for (so-called) libel. We agree with him that the law is greatly deficient, when such parties as he describes are allowed to pass unpunished.*

W. (*Florence*) *has been received and attended to. A paper was forwarded yesterday.*

Great Western Railway.—Omega and Veritas, *if possible, next week.*

Examiner *is in type.*

Mr. Wesson's *circular shall be noticed.*

*** The Volume of the *Railway Times* for 1840 is now ready. A few complete sets may also be had. As the number does not exceed *ten*, early application is necessary.

THE RAILWAY TIMES.

SATURDAY, JANUARY 23, 1841.

THE indispensible necessity of observing the most rigid economy in the future management of railways, is now so generally acknowledged, that if reformation always followed conviction, it would be superfluous to say one word further on the subject. Unfortunately, however, it is a common failing of human nature—a failing of which ruling bodies have oftentimes more than an average share—to see and approve of what is right, and yet to persist in the less perfect system which past practice has rendered familiar. It does not necessarily follow that Railway Boards must have corrupt purposes to serve, when they exhibit an indisposition to effect improvements in their several establishments. Habit may so far deaden their perception of defects, that what they may have at first considered to be a glaring abuse, and strenuously determined to remove, may become at last in their eyes a scarcely discernible blemish—nay, it is much if it be not transformed into a positive grace, such is the power of office, and a constant and closer connection with the original subject of complaint. What is it that transforms the eloquent denouncer of political abuses, and the ardent advocate of progressive improvement, into the apathetic minister, fearful of change—what is it that makes of the clamorous railway proprietor, a silent and satisfied Director? Personal objects, and the effect of those "evil communications" which corrupt good principles may, undoubtedly, have their influence in certain instances, but as regards the great majority, there is no need to take so unfavourable a view of public virtue; the cause lies in that principle which, according to the poet, makes mankind something more than barely tolerant of Vice—

——"seen too oft, familiar with her face,
We first endure, then pity, then embrace."

If such be one of the effects of official connection with existing arrangements, it becomes more than ever incumbent upon the railway public at large to lose no opportunity of bringing forward whatever improvements may suggest themselves, and of keeping up such "pressure from without" as will *tell* upon the administrators of their affairs. We would not have a constant harassing contention about trifles, carried on between the proprietors and their representatives; but we wish to see the former once fairly roused from their apathy in matters of vital moment—being satisfied that nothing more is wanting with many Boards, to induce a very marked improvement in their proceedings, than a conviction that their constituents are fully determined to see with their own eyes, and to form their own unbiased judgments, instead of taking everything upon trust from parties who may possibly be interested in misleading them.

It is much to be regretted, indeed, that railway shareholders should have lain so long dormant. All that many of them can *now* hope to accomplish of economical arrangement, is trifling in comparison with what *might have been* effected, had a due degree of supervising control been exercised during the early progress of their several undertakings. Extravagance the most reckless has, in many instances, borne unbounded sway, and this not in the actual construction merely, but in the very character, of the works. Secondary lines have been formed at a cost scarcely justifiable in relation to the main arteries of communication through the kingdom, and the result need not be predicted. It is *this* which has given such a check to railway enterprise, that during the last two sessions of Parliament, scarcely one new line was sanctioned, and *not* the impediments thrown in the way of speculation by the Standing Orders of which we hear so much. These Orders would be perfectly harmless, could capitalists see that existing railway property was likely to prove a profitable investment, but how *can* it be so, when the expenditure has in many, if not most, instances been double or treble what it ought to have been? The adaptation of railways to the traffic which is likely to come upon them must never be forgotten. In poor districts, the lines must go *over* the hills by steep inclines, and the Directors be content to let the public travel at an average of 15 or 20 miles an hour; whilst in more favoured localities, and in these alone, it is justifiable to construct viaducts and tunnels at an expense of from 40,000*l.* to 50,000*l.* per mile in order to secure a speed of 25 or 30 miles. The Manchester and Birmingham Directors are likely, as we lately endeavoured to show, to expend 70,000*l.* per mile upon *their* work, in open disregard of their own original calculations, and without the smallest excuse from the position of the line. If the proprietors choose to submit to this attack upon their pockets, they will have themselves alone to blame; *we* shall not cease to protest against it, as an injustice alike to them and to the railway system at large. We alluded in a previous article to the case of the Great Western line, and it presents so forcible an illustration of our argument, that it cannot be too frequently brought forward. Had that railway been constructed on the same economical principle as the Grand Junction and South Western lines, its cost could not, it is believed, have exceeded 25,000*l.* per mile, whereas it will now in all probability cost 60,000*l.* Should it return, as now constructed, a dividend of 5 per cent. to its proprietors (some say it will produce less, others more; but in either case our argument has equal force), what would the result have been under the other system? The question is easily answered, and the same may be said, in a less degree, of the North Midland and Manchester and Leeds lines, as well as of the line already referred to, the Manchester and Birmingham.

It is to be hoped that this dearly-bought experience will not be thrown away upon such of the Companies as have it still in their power to control the engineering branch of their expenditure. "Utility," not "magnificence," should be their motto. Every shilling that can be saved, must be saved, if they would secure an adequate return for the capital embarked. To allow of an unlimited outlay of money upon the works of a railway, when no such outlay is necessary, save to gratify the ambition or the whims of an Engineer, or the grand conceptions of a Board of Management, and then to cavil about the cost of working, were indeed to be "penny wise and pound foolish." The original outlay must be kept down, and a constantly recurring drain upon the receipts will thus be prevented. A shilling unnecessarily expended on the *working* of a line, diminishes the available results of one half-year, and there an end: the same sum unnecessarily laid out in *constructing* the line, entails a charge upon the Company's resources for ever.

The promoters of the new schemes now in agitation will be greatly to blame if they do not profit largely at the cost of their predecessors. They must not only elect to the management of their affairs good men and true, but keep a vigilant eye upon all official proceedings *from the very commencement*. An abuse may easily be nipped in the bud, which otherwise would flourish and bring forth its usual fruit—the bitter fruit of disappointment to the proprietors. Directors themselves are not unfrequently, we apprehend, more sinned against than sinning in the matter of an extravagant outlay. They are so much at the mercy of their officers—of engineers in particular—that they can scarcely help either themselves or their constituents. This is one of the results of the vicious system which has grown up of delegating too much power to irresponsible individuals. Had Directors kept engineers in check from the first, they, in common with the shareholders at large, would have escaped many a heavy disappointment; had shareholders exercised a similar superintendence over Directors, irresponsible parties could scarcely have done much mischief to either. The Companies now forming must look to this. *They*, at least, will surely escape the scandal and the ruin resulting from grossly inaccurate estimates of cost. Such a plea even as incapacity itself, will be urged in vain should revised and

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re-revised statements, deliberately issued by professional men, prove hereafter as utterly fallacious as almost all that have heretofore been put forth. There can be no excuse *now* in the novelty of railway making. It would be well if means could be devised for making engineers answerable for every excess of estimate not arising from circumstances which could not have been foreseen. Such an arrangement would have an excellent effect, could it be rigorously carried out. In the mean time, a moiety of the large salaries (often extravagantly large) of these gentlemen might be reserved to be forfeited upon such gross exhibitions of incapacity as many that might easily be named. A portion of the contractor's money is kept back in case he should fail to fulfil what he has undertaken; why should not a similar plan regulate the allowance of the engineer?

THE proceedings at the special meeting of the South-Eastern Railway Company, held on Wednesday last, on the subject of a branch line to Canterbury and Ramsgate, possess considerable interest, not merely as bearing upon the future prosperity of the great undertaking which is the more immediate object of the Company's exertions, but as indicating, we trust, the commencement of a better system in regard to the construction of future railways.

In the first place, we are gratified to find that the inhabitants of the district which will be benefitted by the proposed line, are ready to co-operate with the Company in carrying it into effect. The highly respectable meeting held in Canterbury on Monday, of which we give elsewhere a slight sketch, is a further proof in addition to those supplied by Norwich, Falmouth, and other places, that the facilities supplied by railways are beginning to be properly appreciated. It is true, as was remarked by Mr. PARSONS at the meeting on Wednesday, that it is one thing for the inhabitants of a district to encourage a speculation by raising their voices in its favour, and another to support it by subscribing for shares; but it is something to obtain even the *voices*. It would be no difficult matter to reckon up some half-dozen towns, or more, the inhabitants of which were suicidal enough to oppose projects of this description, as likely to be injurious to their interests, whereas, had they viewed the question aright, they would have seen *then*, as they see *now*, that their only chance of preserving their ancient *status* lay in fostering the enterprises which they, in some cases successfully, resisted. It is something therefore, we repeat, to have secured the votes of the citizens of Canterbury, in favour of a line of railway to that place; we have little doubt, that further inquiry and reflection will induce them to hold out to its promoters patronage of a more substantial kind.

We are pleased, too, to gather from the explanations given by Mr. R. STEPHENSON and Mr. CUBITT that it is proposed to construct a comparatively inexpensive line. The character of the ground is, we understand, remarkably favourable, and it seems to be intended to have only a single line of rails for that portion at least which will extend from Canterbury to Ramsgate, while the results of recent experience in regard to gradients will be applied throughout the entire length. Should the calculations given at the meeting be found to be at all correct, the line will indeed be a cheap one. The plan of having only a single track of rails ought to have been followed upon several lines, which, as now constructed, stand but a poor chance of returning even a moderate dividend, and such a plan *would* have been followed but for the ruinous policy, of which we have elsewhere treated today, of constructing secondary lines on a scale of magnificence vying with the great channels of communication throughout the kingdom.

The proposed railway is deserving of the best encouragement at the hands of the South-Eastern shareholders, were it only that it will effectually prevent the chance of future competition—and this is another reason why we regard the proceedings of Wednesday with no small degree of interest. Nothing can damage not only particular lines, but the railway system generally, so much as holding out encouragement for the construction of rival railways. The result must always be hurtful to the proprietors, and has never yet shown itself to be for the advantage of the public. The active steps taken by the South-Eastern Board, will, we trust, avert all apprehension of injury to the property of their constituents from such a cause.

It will be seen that the steps hitherto taken by the Directors and sanctioned by the proprietors are merely preliminary. All details as to the raising of capital are very wisely postponed, as being premature, until full and satisfactory data have been laid before the proprietors. The days have happily gone by when vague assurances of success, unsupported by facts, could tempt capitalists to embark in railway speculations—we say *happily*, because an effectual check has thus been given to many schemes based upon delusion. If a few such still disgrace the market (for it is with the *market* that they are principally concerned), they are not more numerous than might be anticipated from the extravagant and unreasonable expectations of some, and the personal interests of others, of their promoters. That the Directors of the South-Eastern Company will be able, at the proper time, to lay before their constituents a satisfactory statement of future revenue from the contemplated branch, we have little doubt, if any reliance is to be placed upon the statements which have reached us from other quarters. We hope and believe that before the matter is ripe for more active measures, the stock of the parent line will bear a value in the market, somewhat proportioned to its real merits. The undertaking is sound at heart, and we rejoice to see that its prospects are gradually, but surely improving.

A SHORT notice of what transpired at a meeting held in Birmingham of delegates from the different Railway Boards in reference to the prevention of accidents will be found in another column. The resolutions passed upon that occasion are on the whole very judicious, and even should little practical good result from the Conference, these resolutions will show the legislature and the public that the Managements are really anxious to render the arrangements of their several establishments as perfect as is possible.

The danger most to be dreaded as likely to arise from the recent calamities, is crude and hasty legislation by parties, who, with due difference be it said, can be but very imperfectly acquainted with the requirements of the case. In matters of general arrangement the two Houses of Parliament may interfere with effect, but in the regulation of details as to signals and other points of practice, we fear they must be considered as by no means competent to the task which some of their members—the pseudo-scientific above all—pant to undertake. The delegates appear to have been strongly impressed with this sentiment, and earnestly deprecate precipitate measures on this most important matter.

In all that they say as to the necessity of selecting proper persons to perform the duties of subordinates—in their recommendation not to employ delinquents discharged from other lines—and in their opinion as to the propriety of carrying into force most strictly the provisions of Lord Seymour's Act, we most cordially concur. These very points, we need scarcely remind our readers, have been repeatedly urged in our columns upon the attention of Railway Managements. The last of them more especially has been our constant theme during many weeks, and we have the satisfaction of knowing that our expostulations have aroused the Directors of more than one Company to a more vigorous discharge of their duty in this particular. Much yet remains to be done. The penal provisions of the Act must be rendered much more stringent, but above all, there must not be so much left to the discretion of magistrates who are frequently but too well disposed to look upon Railway Companies with a most unfavourable eye.

We cannot altogether go along with the delegates in their opinion that it would be inexpedient to place a *third* man on the engine, as conductor or captain of a train. We think it might be so arranged that a person should confine himself to keeping a constant look-out for obstructions, without at all "distracting attention, dividing authority, or removing or diminishing the responsibility of the engineman," as the delegates appear to apprehend. Whether such a person ought to be placed "*on the engine*," or in a prominent position near to it, would of course be a proper matter for consideration. Into this point, however, we need not at present enter.

The expediency of having one uniform system of signals recognised upon all railways is too obvious to require to be more than mentioned. We trust that before the next meeting of the Conference, a system will be agreed upon, the simplicity and sufficiency of which will render its adoption by every management a matter of course.

THE excellent letter which we give elsewhere, from our able correspondent "An Inhabitant of Staffordshire," on the late hole and corner meeting of the Manchester and Birmingham Extension Board and their friends, relieves us from the task of exposing still further the hollow pretences put forth by the *disinterested* "Managers." If after reading and reflecting upon the unanswerable arguments contained in our correspondent's letter, any person should be silly enough to risk his property in the scheme, all that we can say is, that he will richly deserve the loss and mortification which inevitably await him.

While on this subject we may state that Mr. ASHWORTH, in a letter to the Manchester papers, confirms the contradiction which we gave last week as to the non-participation of the Birmingham and Midland Counties' Boards in the document read by Mr. CHAPPELL, relative to the purchase of shares. Mr. ASHWORTH (addressing Mr. CHAPPELL) says—

"I feel myself called upon, therefore, to state, that my instructions to buy the five shares referred to, came by post, from a distance, *accompanied by the form of contract which you read at the meeting* on Monday last; and that in purchasing those shares, which were the only shares, bought by me under a written agreement, I acted merely

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in the capacity of a sharebroker, whose object was to negociate between buyer and seller on such terms as might be mutually agreed upon.

"I distinctly deny that I at any time received instructions with reference to the document alluded to as the agent of ANY Railway Company; and a letter received by me this morning from the London agent of the London and Birmingham Railway Company informs me, that the first notice that he had of the existence of such a document was its appearance in the *Manchester Guardian*, in the report of the proceedings of the late meeting. Equally untrue is it that either the London and Birmingham, or Midland Counties' Railway Companies, endeavoured by the purchase of scrip shares to obtain a majority of votes at the meeting, which fact must be sufficiently obvious by the scrip falling instead of rising in value previous to the meeting taking place.

"*How* you *obtained possession of the form of my client's contract I shall not take the trouble to inquire*; but I can tell you that it is no uncommon thing for parties buying the scrip of a project, for which an Act of Parliament is not passed, to propose, for their own security, certain conditions in writing, and in this particular case I bought the five shares from a proprietor who signed the contract (which came to me ready prepared) without objecting to the stipulations therein contained."

We have no doubt whatever that if Mr. ASHWORTH, were at liberty as a professional man, to disclose the name of his client, there would be little difficulty in tracing the origin of the affair to parties not so far removed from the Extension scheme as either of the respectable Boards for whom Mr. ASHWORTH was asserted to have acted.

ONE of the most influential meetings ever assembled in the United Kingdom, was held in Dublin on Thursday last, "to take into consideration the best means of obtaining for Ireland a general and comprehensive system of railways, under the control and direction of the State." The meeting was called in consequence of a requisition to the Right Hon. the LORD MAYOR, signed by his Grace, the ARCHBISHOP OF DUBLIN, *sixty-eight* peers, and nearly five hundred of the most eminent commoners in Ireland. The *Dublin Evening Mail*, one of the most persevering and able opponents of the Commissioners' plans, says: "There certainly never was a requisition in the United Empire, presenting the same array of aristocracy, wealth, station, and intelligence, with such a combination of men of all shades and complexions of party, religion, and politics; and we hope and trust that something beneficial to our common country, in whose welfare and well-being we are more deeply interested than half the fellows who brawl about patriotism, may result from the united labours of such men." In this wish we most cordially join.

It cannot, indeed, be otherwise than very gratifying to us who were not merely among the first, but *the very first*, public journalists who bestowed upon the Report of the Irish Railway Commissioners the high commendation which it so eminently deserves, to find that the views so ably illustrated and enforced by these railway authorities, are daily becoming better understood, and that there is every reasonable prospect that at no distant day they will be carried into practical effect. The question has *forced* itself upon the consideration of many of the influential noblemen and gentlemen who were present at the meeting on Thursday, and we have no doubt will be by them *forced* upon the early consideration of Her Majesty's Government. But for the culpable remissness of some of the members of that Government, this boon to Ireland would long since have been secured. We cannot think, however, that even were they less well disposed towards the project than they profess themselves to be, Lord MORPETH and his colleagues will *now* venture to disregard the appeal made to them by the late meeting. Apart altogether from the ultimate benefits which a "general and comprehensive system of railways" must confer on Ireland, no surer means could be found than the abundance of profitable labour which the construction of such works would for a long period supply, to neutralize the machinations of the unscrupulous knaves with whom that unfortunate country is cursed.

The meeting having taken place at so late a period of the week, we cannot to-day give an account of the proceedings, but we shall supply full particulars in our next number.

THE question as to the mode of conducting the carrying business on the Grand Junction Railway, which has recently been referred to in our columns, came before the Court of Queen's Bench on Thursday; but, as will be seen from a brief report under the proper head, was disposed of upon a mere point of form. We have reason to believe that Messrs. Pickford are at this moment taking such steps as will speedily bring the question to a full discussion before the Court *upon its merits*.

THE following illustration of the Falstaffian mode of "backing one's friends," is taken from the *Bedford Mercury* of last Saturday. It has reference to the Manchester Direct project:—

"The hole and corner proceedings of the Bedford Committee do little to advance the interests of the railway. Were the business arrangements of that Committee placed in other hands, we are sure that the interests of the promoters of the railway would be advanced. At present we see little real service has been done by the pomposity of the Committee of do nothings, for such they appear."

—o—

WE learn from the *Halifax Guardian* that the Manchester and Leeds Railway has just "knocked off the road" the *Defiance* coach, which used to run between the two towns—the first stage coach, it is believed, ever driven through Halifax.

RAILWAY OFFENCES AND OFFENDERS.

ON Thursday the Directors of the London and Greenwich Railway Company brought a switchman named *William Banks*, before Mr. Trail, of Union Hall Police-office, charged with omission of duty. The prisoner had neglected a certain switch, so that a train was thrown off the rails, and a delay of twenty minutes was the consequence. Fortunately no person was hurt. The prisoner virtually admitted that he was not at his post. He said [we quote from the daily papers of yesterday] "the switch was all right *when he last examined* it, which was a short time before the train was thrown off the rail, and that twenty minutes previously a Croydon train had passed over that part of the line where the switch was. He added that he *thought* that it was all right or he should not have omitted examining the switch previously to the train coming up." It had previously been stated to the magistrate that the man ought to have been in *constant* attendance at the spot, and yet the decision was thus given:—

"Mr. Traill said, that under all the circumstances of the case he should prefer leaving the punishment of the defendant to the Directors of the Company, rather than inflict a *small* fine upon him. He was of opinion that the infliction of small penalties in such cases would be a bad precedent, and tend to no good purpose in the punishment of offenders for offences of this description. The Directors of the Company had the power of discharging the man altogether from their service for a breach of their regulations, or suspending him and stopping his wages for any length of time they thought proper. The magistrate added, that *in cases where accidents from neglect had arisen*, he had determined, upon their being proved, of inflicting the highest penalties on the offenders."

The magistrate seems not to have known that the Act under which this man was charged, inflicts the same penalty whether an accident *has* arisen or *might have* arisen from a railway servant's negligence; but common sense might have taught him that as prevention is better than cure, it would have been a much wiser determination to inflict *some* punishment on a person proved guilty of neglect, had it been only as a warning to others, than to allow him to escape (for anything that he knew) wholly unpunished. We gather from the magistrate's reasoning that had any one of the passengers by the train been seriously injured he would have inflicted the "highest penalty" on the switchman, yet wherein would the man *Banks* have been more culpable in the one case than in the other? Had two or three of the carriages been precipitated over the parapet, *Banks* would have stood a fair chance of appearing at the Old Bailey, and that such a catastrophe did not occur was not owing to any merit in *him*, yet Mr. Trail argues as if it were so. He dislikes inflicting "*small* penalties in such cases," as likely to be "a bad precedent;" then why not inflict a *large* fine—as large as the Act will authorise? How often must we repeat that "in the punishment of offenders for offences of this description," (to use the words attributed to the magistrate,) the slightest mark of mercy is most ill-judged—is gross injustice to the public! Mr. Trail says the Directors may punish the man by "discharging" or "suspending" him. If they have any regard for their own character, or for the safety of the public, they have of course discharged him before this time; but that is not enough. They did not require magisterial permission to send a delinquent servant about his business. They brought the man to Union Hall Police Office, to be dealt with as the law directs—that law which *requires* such persons as Mr. Trail to see that its provisions are put in force. That Mr. Trail has not done *his* duty is no fault of the Directors, who, we are glad to find, are determined not to suffer offenders of this class to escape.

Three men, named *Pitchforth*, *Nutter*, and *Hinchcliffe*, were brought before the Halifax magistrates on Wednesday week, on a charge, under Lord Seymour's Act, of having by their neglect caused an accident on the Manchester and Leeds Railway on the previous Monday.

The complaint against Nutter and Hinchcliffe was for disobeying the orders of their superior. On Sunday, one of the Company's servants was directed to take two cranes from Hornbury up to the Summit tunnel. The cranes ran on the rails, and were drawn by horses; but the horses being tired they could get no further than Elland. At this place they were put into the "sidings" (completely off the line), and the master of these two men ordered them not to proceed any further until he returned from the Summit, whither he went to receive orders as to where the cranes should be taken. In defiance, however, of his orders, they yoked their horses to the cranes on Monday night, between eight and nine o'clock, and proceeded along the

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railway towards Sowerby Bridge; but when they were under North Dean Wood, a luggage train came up and ran into them. The engine and cranes were very much damaged, and the driver almost miraculously escaped death, for the train was going at the rate of 15 or 16 miles an hour at the time. This was the offence with which the two men were charged. The complaint against Pitchforth was, that he was a watchman employed on the railway, and that it was his duty to examine each train, and to look behind, for if two lamps were hung on the last carriage it was a signal that another train was coming up, and that he must stay until it so came, to give signals to it if anything was amiss. The train which went up about six o'clock had two lamps behind it, which lamps were on at Brighouse, and were seen on after the train passed through the Elland tunnel. The cranes were taken on the line about nine o'clock, and when the luggage train came up, Pitchforth was not there with his lamp to make the proper signal to the engineer that there was an obstruction. Had he made such a signal the accident would not have happened.

It appeared in evidence that the usual signal was two *red* lamps, but that on this occasion one was a common light, as the frost had broken the bottle and the red liquor had run out. It appeared further, that Pitchforth was not regularly employed by the Company, but had been doing duty for a man named Boggess who was so employed, but who was then unwell. Boggess had even left it for Pitchforth and another man to arrange the duty between themselves. This substitution had not, it seemed, been notified to the Company's superintendent. The result is thus given in the *Halifax Guardian* of Saturday last :—

"The magistrate [W. Briggs Esq.] said, that there were several circumstances which weighed in Pitchforth's favour. There was a deficiency in the lights; there was only one red light, whereas the instructions were that there should be two red lights. But what he looked at more was what had passed with Boggess. He could not think the Company gave any power to their regular servants to employ any man they thought proper to fill up their place. And Boggess did not even appear to have employed Pitchforth, but left it for one of the two men. This was much too loose a way of doing business. It was the business of Boggess to watch, and he could not therefore think himself justified in convicting Pitchforth for 'wilfully' neglecting to do another man's work. It appeared that he thought he had done his duty, and he must therefore be discharged. As to the other men, there could be no doubt they had transgressed, and must suffer for the offence.

"Mr. Higham, on behalf of the Company, prayed for a lenient punishment upon Hinchcliffe, who was not a regular servant of the Company, and who there was every reason to believe had been misled by Nutter. As to Nutter he was a regularly employed servant of the Company, and Mr. Higham pressed for the highest penalty, 'two months with hard labour.'

"Hinchcliffe (in answer to inquiries from the magistrate) said he was a poor man and kept a horse for hawling and jobbing about. He did not want the job of drawing the cranes on the line, but out of good nature he took it as they could not get another horse.

"The magistrates therefore sentenced Nutter *to two months' committment to Wakefield House of Correction, 'with hard labour,'* and in respect of Hinchcliffe having been misled into the offence of which he had been guilty, imposed a mere nominal penalty, namely 5s."

We trust that the Directors of this Company, who have been commendably active in cases of this kind, will not allow Boggess to escape unpunished. On the following day, *John Shires*, the driver of the luggage train above referred to, was charged with neglect of duty. It appeared that after the collision with the cranes, he had fallen asleep upon his engine while awaiting the arrival of assistance. He was fined 40s. We suppose he was moreover dismissed the Company's service.

On Monday, as we learn from the *Derbyshire Chronicle*, James Hancock, of Hasland, was charged before the sitting magistrates of Derby with riding in a North Midland Railway carriage, by a down train, without paying the fare. It appeared from the evidence, that the train was in when Hancock arrived at the station, and the doors being closed, he scaled the wall, and got into one of the carriages without paying his fare. In his defence Mr. Hancock said he was on urgent business,—that he had frequently done so before, and had paid his fare at the other end, both in going to and coming from Eckington, and that he paid his fare at the Eckington station that day. The inspector stated to the Bench that the train was a quarter of an hour after its time, and therefore there was no excuse for Mr. Hancock. Unless the regulations were enforced, ticket takers might defraud the Company by obtaining the fares and pocketing them. The Bench convicted Mr. Hancock in the penalty of 1*l.*, with 1*l.* 6s. costs.

THE WEATHER AND THE RAILWAYS.

THE late sudden thaw has done considerable damage to several of the railways, in consequence of the great (we may almost say the unprecedented) accumulation of water in the valleys.

The Northern and Eastern line appears to have suffered most of all those that are in operation. On Sunday it was found necessary to close the line altogether, and it remained shut up during the whole of Monday and Tuesday. On Wednesday the traffic on the rail was resumed as far as Lea Bridge station. For the remainder of the distance, and on Monday and Tuesday throughout the entire length, the Directors made arrangements for conveying the passengers by omnibuses at railway fares. Yesterday the trains ran throughout to Broxbourne, as usual. We understand that little permanent injury has been inflicted on the line.

The neighbouring line—the Eastern Counties'—although almost equally exposed to the accumulation of water has, we are happy to state, suffered no damage. Great praise is due to Mr. John Braithwaite, the Engineer-in-Chief, for his foresight in guarding against the effects of such a calamity. No flood so general or so extensive as the present has occurred in England for the last sixteen years; and the works of the Eastern Counties' line having stood the test, may now be looked upon as proof against all ordinary inundations to which the district is peculiarly liable.

The Midland Counties' line has not altogether escaped. As some very exaggerated reports having appeared in the public papers during the week in reference to this subject, we have much pleasure in being able to give from authority upon which we can rely, the following statement of facts :—

On Saturday night last, owing to the rapid thaw, a small sewer which runs over the bridge at the New Walk, Leicester, became choked and burst. The water from it flowed to the back of the wing of the bridge, and, being in the night, threw it down before any one was aware of the circumstance. Accordingly the up-mail on leaving Leicester ran into the earth, and a delay of three hours was the consequence, but not the slightest injury was sustained by any individual. The line was cleared for the down-mail before it was due, and within an hour of the accident.

On Friday night there was the largest flood in the meadows near Loughborough, that has occurred for many years. Near the station at that place the water rose above the level of the rails, and washed away the ballast from the blocks for about thirty yards in length, and so damaged the road as to make it impassable. The passengers and bags by the up and down mails were forwarded between Loughborough and Leicester by chaises, &c., with as little delay as possible, By the time the morning passenger trains were due the road was restored, and the trains regularly passed over. No other accident impediment or delay has taken place on the line during the week.

The Great Western, too, has suffered. The particulars will be gathered from the following letter, which appeared in the *Times* of Tuesday last, and which we re-publish, as bearing testimony to the very commendable conduct of the Company's servants in a case of difficulty :—

"SIR,—As there is no doubt you will have various statements as to the stoppage which took place on the Great Western Railway on Saturday last, in consequence of the sudden thaw, I think it right, as one of the parties unfortunately detained on the occasion, to give a short statement of the occurrence. I do so more particularly, that I may have the opportunity of bearing testimony to the good conduct of the conductor and guards, also the workmen.

"I left Reading by the train at a little after 6 o'clock in the evening (as I constantly do every Saturday), and on arriving at Twyford we took up about 20 labourers, in order to set them down at a spot about two miles further on, where it appears some water had for the last hour been issuing from the side of the cutting, which in that place is very deep. On arriving at this spot the train was stopped in order to put the men down, and it so happened that the carriage in which I sat came just opposite to the stream which was forcing its way through the bank. At that moment it increased to such an extent that in a very few minutes the wheels of the carriage I was in, and two adjoining ones, were completely buried in chalk and mud. Fortunately, the engine had got so far in advance of the spot as to get clear, and then went on to Slough station for some carriages in which to remove the passengers.

"This new train in the course of two hours was able to back down on the other line to within 20 yards of us, and the guards and labourers then carried us all to it through the water in safety.

"The men had all the interim been engaged in the water endeavouring to turn the course of the mud along the sides of the railway.

"We again started, and reached a spot within two miles of Slough, and again we were fixed in the same way, and fortunately the engine as before got clear. We were here detained another three hours, when at length another train was backed on the other line to our assistance, and we were for a second time trans-shipped. We shortly after arrived at the Slough station, and one and all were placed in close carriages for London, where we at last arrived in perfect safety at a quarter past three o'clock on Sunday morning.

"I must say that much praise is due to the conductor and guards for their attention and exertions, who suffered very severely, being many times up to their middle in water.

"We certainly met with every attention and civility from all connected with the railway; and I do hope that the conductor, guards, and workmen, who were so many hours in the water, will not go unrewarded by the Company. I am, Sir, yours most respectfully,

"G. R. DODD.

"16, New Broad-street, City, Jan. 18."

SOME LOST CHAPTERS OF ANCIENT EASTERN HISTORY.

[*Found in exploring the Ruins of Rogulaneum.*]

Chapter the Fifth.

1. And after it had been ordered that every one of the Board of Governors should share alike in the twenty and four hundred talents whether present or no, and whether he did anything or nothing, those of them who were of the Company of Merchants and Chapmen which came up from the banks of the Mehr, returned unto their own homes, till the time for the receipt of wages should come round.

2. And now behold there sat on the chariot seat, by the side of Bozrah, one who handled the reins for him,

3. While Bozrah blew the horn;

4. Even the man Malahaleel, whom the men of Mehr had procured to be appointed Comptroller of the Iron-way.

5. And who, from this time forth, ordered all things as seemed to him best for himself and his brethren.

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6. For, as oft as the Gogs and Magogs kicked against the pricks, Malahaleel would despatch swift messengers to bring up his brethren from the banks of the Mehr.

7. Who hastening to his succour would ask the malcontents, "Who *they* were not to do as they were bidden?"

8. And warn them, threateningly, to beware of the next feast of Purim.

9. Whereat the Gogs and Magogs, seeing themselves fewer in number than the Roggs and Demroggs, and being men of a mean spirit, would sit silent and abashed.

10. And so whatever Malahaleel did, the Roggs and Demroggs with one voice approved.

11. And authority greater than his there was none.

12. But now complaint was made unto the King by the Magogs who had been cast out of office by the scratching of the balls, of the evil designs entertained by the Roggs and Demroggs.

13. How that in contempt of the Royal Edict for the making of the Iron-way to the Orient Sea, they had resolved to stop at Kuhldesak.

14. How that they sought only to make a profit to themselves, of that which the King had designed for the benefit of his people.

15. And how that they meant to make rich by half measures and false weights, which are an abomination.

16. Whereat the King being much incensed, and willing that due and speedy justice should be done, commanded that the Board of Governors should instantly proceed to make and complete the Iron-way according to the provisions of the Royal Edict;

17. Or that they should show cause to the contrary thereof, lest in their default the same complaints should be repeated.

18. And that they should return unto the King how they had executed these his commands, on peril that might fall thereon.

19. Great now was the confusion among the Roggs and Demroggs.

20. Swift, swift the messengers which Malahaleel dispatched to the banks of the Mehr.

21. Swifter, swifter the chariots which brought Jesui and Edcrop, and Rogg and Demrogg, and Frererogg, and Korasbi, and David, and Dikon, to the city of the King.

22. Deep, deep the dismay of the vain and weak man Bozrah.

23. Casting his horn of exaltation aside, he wrote a Song of Lamentation.

24. But Malahaleel tried to comfort them, saying, 'Though Derus, who taught us the device whereby we attained unto power, be now dead, there are, I ween, among the Scribes and Pharisees, other magicians as great as he, who may teach us how to keep hold of that we have.'

25. At which being lifted up, they walked forth into the city, and through the Inns and Courts thereof, inquiring for a Wise Man.

26. And they were directed unto one Pholetti, whose skill in making black white, and white black, was said to be greater than that of any other man living.

27. And they disclosed to Pholetti the danger which threatened them.

28. And this was the counsel of Pholetti:

29. Get you these two things and the wrath of the King shall not harm ye.

30. 'A fool who will believe and swear any thing.

31. 'And a rogue or two who will do any thing.'

32. At which the Roggs and Demroggs, looking one at the other, and ever and anon askance at Bozrah, exclaimed, as with one voice, "Easy! easy! The day is ours!"

RAILWAY FROM NORWICH TO LONDON BY CAMBRIDGE.

Norwich, 21st January, 1841.

THE Committee appointed by the county meeting met this day, and was very numerously attended. Only four of the fifteen members appointed on it were absent, namely, Lord Berners, Sir Jacob Astley, and the Mayors of Norwich and Thetford. Lord Sondes, who presided at the public meeting, was also in the chair on this occasion. The proceedings of the Committee lasted from twelve till half-past five o'clock. Mr. Rastrick was very fully examined as to the merits of the East Anglian scheme. Then Mr. Braithwaite was called in on behalf of the Eastern Counties' Company, who admitted that there was no intention of prosecuting that Company's original line by Ipswich, and stated the reasons which led the Company to think that a preferable line for the interests of Norfolk and Suffolk would be formed by branching off at Kelvedon, and going by Sudbury, Bury, and Stowmarket—Had not yet prepared any plans or sections of this new line, except of some parts, but though the country was lofty in some places, thought that by adopting higher gradients than usual, and arranging them on a compensating plan, there would be no engineering difficulty to encounter. Cross-examined at a great length by the members of the Committee.—Would not say that the plan and sections of the Kelvedon and Sudbury line could be ready for this next session. Did not know of any Company or Committee being yet formed to take up this line, but was sure the Eastern Counties' Company, and the Liverpool people would support it. Mr. Rastrick was then re-called to give some further explanations. The Committee after this remained by themselves for some time in deliberation, after which the parties in attendance were called in, when Lord Sondes informed them that the Committee had come to the following resolutions. (The exact words I cannot pretend to give you, but this is the substance.)

"1st. That the Committee as far as they are able to judge from the information laid before them, are of opinion that the line of railway which will be most beneficial for Norfolk, will be one by way of Cambridge.

"2nd. That the Committee recommend to the inhabitants of Norfolk, to support no Company which does not take up the whole line from Bishop's Stortford, where the Northern and Eastern terminates, to Norwich and Yarmouth."

Of the absent members, Lord Berners, Sir Jacob Astley, and the Mayor of Thetford, are known to be in favour of a Cambridge line; and Mr. Willett, the Mayor of Norwich, is a gentleman of too much good sense to be likely to take a different view of the subject. The resolutions therefore may be considered as all but unanimous, and though they leave the field open to other lines, by Cambridge as well as the East Anglian, they are at least quite decisive of the determination of the county to have nothing more to say to the Eastern Counties' people.

D.

EASTERN COUNTIES' RAILWAY COMPANY.

To the Editor of the Railway Times.

From my Corner, High street, Shoreditch, 20th January, 1840.

DEAR MR. EDITOR,—The state of alarm into which the late Norfolk agitation has thrown the people here, is not exaggerated in your leader of Saturday last; but you must allow me to correct you in a few particulars. The Board *did* send a deputation down to Norwich previous to the county meeting; but as their mission was limited to creating a division, if they could, in the enemy's camp, it was thought that this might be more readily effected by private misrepresentation and manœuvre than by any appearance of the deputation in public. The members of it were the Manager, Mr. Hall, and the Engineer, Mr. Braithwaite. "Thompson" offered to go too—he "knew Chute well"—and would "be bound to make all right with the Norfolk squires." "He! he!" But to this it was objected, that were so great a personage as the Chairman of this great Company—and he, the renowned "Thompson"—to be of the deputation, it would be impossible for them to maintain the privacy which was so desirable—since the least that could be looked for would be a turn out of the whole population to welcome the arrival of the immortal author of "Pooh! Pooh!" in the land, the glories of which he has sung so inimitably:—

> "The land wherein you'll find whate'er
> Can give you zest or wealth,
> Employment, agriculture, Sir,
> Amusement, sport and health."
>
> *'Pooh! Pooh!'* p. 22.

The offer of "Thompson" was for these weighty reasons declined, and the Manager and Engineer dispatched by themselves to the scene of action. Of the anonymous "Circular" which you have mangled so cruelly, the deputation took a large impression with them. The author of this precious *morceau* is *not*, however, the gentleman you suppose. It is shocking bad sense to be sure, and worse English; but there are other people who can excel in these respects as well as Mr. T. W. Rathbone. I might name to you the real author, but I am content with exculpating the innocent. The new line proposed in this paper from Kelvedon by way of Sudbury to Scole, is confessed on all hands here to be intended for "the diversion sake" merely; it is, as you truly term it, an "engineering absurdity," and to do Mr. Braithwaite justice, he does not hesitate to tell them so. Indeed, Messieurs the Dictators are not over pleased with that gentleman for the reluctance he manifests to back them up in all they say of it. The Manager is by no means so scrupulous. He does not hesitate to name the very sum for which this line can be executed, though of the country through which it goes he knows absolutely nothing, and to give also most solemn and positive assurances of its being taken up by the capitalists of Liverpool—providing only the counties will but lend a hand, and have nothing to say to the much dreaded East Anglian project. The sum fixed upon by this cautious and scrupulous calculator is one million. One million only, to execute 70 miles of railway through a hilly and difficult country. Hear this ye Stephensons and Brunels! No wonder Mr. Braithwaite demurs to identifying his professional reputation with so ridiculous an estimate. And why is it so ridiculous? Simply because it is an *underbidding* estimate—hazarded for no other purpose than to buy off the counties, if possible, from the support of the East Anglian scheme, the promoters of which meaning no false play—no deception—nothing but real business, in an open, upright, and honourable way—have founded *their* estimates on an actual survey of the *loci in quibus*, and an actual experience of prices. It is scarcely to be imagined that the counties can be duped by so palpable a piece of moonshine as this; but if they should, then will they most assuredly deserve to remain without a railway to the end of time. Still the thing is just possible, and if possible, it is *certes* worth attempting. I hear grumbling

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shareholders often ask of what use this Mr. Manager Hall is, with his 1,000*l.* a-year, (except to write every night what has passed during the day to the Deputy Chairman and that other Dictator Mr. R. M.) seeing that there is a Secretary, an accountant, and a superintendant besides, to do all the ordinary business of the Company—but behold an instance of extraordinary service which must for ever put all such cavillers to the blush! Think only of the power of face requisite to promulgate, with suitable gravity, so "diverting" a scheme! Think only of the dance of principle which must be going on within! Think only of the possible gain to the Company from such prodigious self-devotion! It was the celebrated Lord Camelford, I think, who once advertised for a butler in these terms: "If simply honest 50*l.* a year; if he can lie well, and stand a bottle at his head, 100*l.*"

The Liverpool eight (for as regards the ninth man, Mr. Hoyes, the answer still is, he is "married and cannot come") were at the railway conference on Tuesday, and they are here to-day, arranging for the monthly meeting of the Board, which takes place the day after to-morrow. The time will then be fixed for the holding of the February general meeting, and a much-debated question settled—namely, whether the names of the six out-going Directors shall be published previous to the meeting, or not. They had better make a merit of necessity; for if they don't publish them, I promise you I shall. The detestable scratching system, you will be glad to hear, has been at length abandoned—thanks to your memorable exposure of it—and an order of rotation established in its stead.

The Chairman, Sir R. A., Mr. S. A., Mr. G., Mr. H., and Mr. L., are in great trouble about a certain peremptory mandamus which has been served upon them personally since the last meeting of the Board; and well they may, for they make up just such a lot as the dictator octemvirate would be glad enough to *leave in the lurch*, and so get rid of.

"Thompson" talks now of resigning, but much in the '*nolo episcopari*' vein. He would like nothing better than to be assured that he has nothing to fear from the February kalends; but his doom, as I told you before, is sealed—unless, indeed, the recent six-guinea exposure should have made such havoc of the reputations of a certain lot of Chairmen *in posse* as to make it difficult to find him on the instant a suitable successor.

I am, dear Mr. Editor, your faithful servant,

Q.

HINT TO SIX-GUINEA-HUNTING DIRECTORS.

To the Editor of the Railway Times.

Sir,—You will of course have heard the proceedings of the meeting held here this day. That man of *many* railways, Mr. Rathbone, had a very intelligible hint given to him. A Committee of Directors was nominated for the purpose of maturing the suggestions thrown out at the meeting, and Mr. Rathbone was proposed as one of that committee; but this was so particularly distasteful to the gents' connected with the different railways, that an amendment was proposed, substituting the name of another gentleman, which met with the universal approval of the meeting, and the *six-guinea Director* was obliged to walk out of the room! Let the proprietors of railway shares at the ensuing annual meetings also mark this gentleman in a similar manner, and relieve him from *some* of his arduous duties. He has ambition enough to attempt to manage anything, but he evidently has not sagacity enough to manage himself.

Q IN A CORNER.

Birmingham, 19th Jan., 1841.

LONDON AND BIRMINGHAM RAILWAY.

To the Editor of the Railway Times.

Sir,—Having a lively interest in whatever pertains to the London and Birmingham Railway, I write on the eve of that Company's Report being drawn up, expressing my heartfelt gratification at some remarks made public by Mr. Creed, at the late Harrow inquest,—and I address you as a means of this letter being read elsewhere, in the hope of seeing the statistical matter named below republished in the Report, and completed to the close of last year.

Mr. Creed, 12th November, 1840, having informed the coroner that he had held the office of Secretary to the London and Birmingham Company since its formation in 1829, proceeded to say—

"The line of the London and Birmingham Railway was opened on the 17th September, 1838. Since that period up to the 31st October, 1840, the aggregate number of miles travelled on the line is 89,855,141. The number of passengers who have travelled upon it within that period amount to 1,349,030, being an average of 65 miles per passenger."

"Up to which time," Mr. Creed said, in reply to another question put by the coroner, "no fatal accident had happened to any passenger on the line." The passengers and miles travelled require to be added, and this remarkable statement will be complete to 31 December, 1840.

Reference has often been made to receipts of this line, and in particular to that portion previous to the general opening. I myself have more than once seen discrepancies in printed statements of the weekly traffic. I suggest, therefore, if it would not be better to have published, by authority, for future reference and use of every proprietor, what I shall term a traffic paper, as it will be desirable that it does not form any part of the Report, otherwise than being distributed at the same time, and to contain not only the weekly receipts of the last six months, but of every past half-year, commencing from the first partial opening and continued to the close of last year; the same plan to be followed up twice in every succeeding year; and to simplify the table, I ask for the different heads of income to be added together, and only the sum total carried out.

I presume there can be no reasonable objection to the "Weekly Traffic" being collected and arranged, in an authentic tabular form. It is most easy of accomplishment. Particulars of past traffic are no secret, having long been spontaneously given by the Board. Should expense of printing be urged as an obstacle, publication may be made (perhaps not altogether correct) by others. But I will ask, what fractional portion of a farthing per share, could be the cost? It is not opening new ground, for most railway proprietors have a list in manuscript, more or less correct.

Unless the Board of the London and Birmingham Railway, have very strong reasons for selecting *a later* dividend day, than some other Companies, I should like to see their time approximate nearer to that usually fixed by the Liverpool and Manchester, Grand Junction, and other lines for making their payments. The latter Companies generally choose about the fifth of the month, and the former ten days afterwards.

In the *Railway Times*, page 953, a few weeks of London and Birmingham traffic are given. The remarks I have made are applicable to every other railway. *It is desirable the weekly traffic should be published*, under authority, by every Company, and given to their shareholders every six months.

Your obedient servant,

A. B.

Liverpool, 19th January, 1841.

RAILWAY CONFERENCE.

On Tuesday last, the 19th inst., a general meeting of delegates from all the principal Railway Companies in England, was held at the Queen's Hotel, Birmingham, for the purpose of considering the best means to be adopted for preventing a recurrence of the accidents which have lately taken place on railways. A numerous and highly influential body of Directors, with some of the most eminent Engineers and Managers of railways, attended. Mr. George Carr Glyn, the Chairman of the London and Birmingham Railway Company, was called to the chair; and probably no meeting was ever held where the members represented a larger amount of property. The parties present were the representatives of considerably above 50,000,000*l.* of capital. The utmost cordiality was manifested, and the strongest desire expressed by all present to adopt every possible means of accomplishing the proposed object. Those who were most conversant with the management of railways stated their conviction that by far the greater part of the accidents which had occurred were referable to the neglect and disobedience of orders on the part of railway servants; and while some few casualties must be expected to occur in any mode of locomotion by such immense numbers of persons as are conveyed on railways, it must be to an improved state of discipline and moral responsibility on the part of the men employed on railways that the exemption from accidents must be looked for. In these sentiments every person who delivered his opinion concurred. The deliberations of the meeting lasted for several hours, during which time the regulations and signals adopted on all the principal lines were fully discussed, and the following resolutions were unanimously passed; after which the meeting broke up, with the understanding that a future conference should be convened whenever it appeared desirable:—

"Resolved, 1. That in consequence of the public anxiety occasioned by the accidents which have taken place on various railways, the Companies here represented, in order to profit by the combined experience of the principal lines, have deemed it expedient that a general conference should be held for the purpose of taking into consideration the causes and circumstances of such accidents, and the means, that may be desirable of more effectually guarding against their occurrence for the future.

"2. That this meeting acknowledge the grave responsibility which attaches to Railway Directors, and the obligation under which they lie to adopt all judicious and practicable expedients for insuring the general accommodation, comfort, and safety of the passengers entrusted to their charge; that, under a strong impression of this responsibility, they have assembled on this occasion, and have pursued their deliberations at the present conference.

"3. That this meeting, while it deeply regrets the accidents which have occurred, looks forward with confidence to the beneficial result of unremitting vigilance and habitual caution steadily enforced and established, as the great means of increased safety to railway conveyance; and accordingly they would deprecate any sudden or hasty legislation on the subject, being convinced that the means referred to, aided by such improved arrangement and mechanical adaptations as a more matured experience may suggest, will amply accomplish the desired object.

"4. That the moral character and general fitness of enginemen and firemen, as well as of policemen and other servants, in the correct performance of whose duties the public safety is involved, are so essential to the security of railway travelling, that this meeting recommends to all railway companies the strictest examination into these points, and that it should be a rule more generally adopted amongst different managements not to employ servants having worked on other lines, without authentic and satisfactory testimonials from their former employers.

"5. That in case of serious neglect of duty on the part of railway servants, it is desirable more frequently to put in force the penal provisions of Lord Seymour's Act, in order that the strictest discipline may be maintained. At the same time this meeting considers it due to men whose services are so arduous to encourage the requisite discipline and obedience of orders by adequate remuneration, and by suitable rewards for extraordinary exertions or long-sustained good conduct.

"6. That the Directors at this meeting assembled have taken into their serious consideration the expediency of placing on the engine a third man as conductor or captain, in addition to the engineman and fireman usually employed, and they are of opinion that such a measure, by distracting attention, dividing authority, and removing or diminishing the responsibility of the engineman, would increase rather than lessen the risk of accidents to the train.

"7. That this meeting considers it desirable that there should be an uniform system of signals recognised, and applicable to all railways; and they recommend that the following rules and regulations with this view be submitted to the consideration of each Railway Company."

(Here follow the regulations and signals.)

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COACH ACCIDENT.

The *Earl of Mar Coach*, on her way between Alloa and Glasgow, broke down on Monday se'nnight, in consequence of one of the axletrees giving way. The passengers, of whom there happened to be a considerable number, were of course thrown upon the road, and some of them sustained very serious injury by the concussion. The breech not having, it is presumed, been sufficiently welded, again snapped, while near Cumbernauld on her way to Alloa on Saturday evening, to the rather serious damage of some of the passengers. No blame is attached to the driver.—*Glasgow Courier.*

On Tuesday afternoon last, the *Regulator* coach, from Sheffield to Manchester, met with an accident of a frightful nature, although, happily, attended with no serious consequences. At the Snake Inn an extra horse was put to it on account of the heavy fall of snow on the hills. About two miles from the Snake, a bridge forms an angle of the road, under which at a great many yards in depth, runs a little river. When the coach arrived at this place, the leading horse became unmanageable, and got towards the side of the bridge, and plunged over the wall into the yawning chasm with the rider upon his back. The coachman and passengers were of course, in the greatest consternation, and the coach was instantly deserted. Strange to say, the man was found to be quite uninjured, having been saved by falling on deep snow. The horse rolled down to the very bed of the river, and after half an hour's useless exertions in endeavouring to extricate in, was left in its perilous position. If the traces of the leading horse had not broken short off, it is probable that all would have gone over together.—*Sheffield Iris.*

The London and Aberystwith mail, on its way to Kington, was overturned on Monday morning last, near Strethough, going at the foot of Pynlimmon. In consequence of the snow storm the coachman had provided an extra pair of horses, and the postilion missed his way in crossing the road, where on one side is a ravine of considerable depth, into which the coach and two inside passengers (Mr. J. Hughes and Mr. Monkhouse, of Aberystwith) were precipitated, the whole turning over twice or thrice, and yet both gentlemen miraculously escaped with only a few slight scratches and bruises. The coachman and guard threw themselves off, and were not hurt, and the postilion received no injury, though he was in a most perilous situation. In a few hours the coach, &c. was righted, and proceeded on its journey. —*Hereford Times.*

RAILWAY ADJUDICATIONS.

THE QUEEN V. THE BRISTOL AND GLOUCESTER RAILWAY COMPANY.

Court of Queen's Bench, Jan. 21.—Mr. WHATELEY moved for a writ of *certiorari* to remove into this Court an indictment which had been preferred against the defendants. This was an indictment against the Company for not obeying an order of sessions.

Mr. Justice LITTLEDALE asked the learned Counsel if he had ever before heard of such an indictment?

Mr. WHATELEY said, that was the difficulty he laboured under; he would plead to the indictment, but he had been told by the Judge at the assizes that he could not do so. He could not get a copy of the indictment.

Mr. Justice LITTLEDALE said it was a very unfortunate situation to be placed in.

Lord DENMAN said, the rule would be granted, and, according to the practice of the Court, it would be absolute in the first instance.

EX PARTE PICKFORD, IN RE THE DIRECTORS OF THE GRAND JUNCTION RAILWAY COMPANY.

Court of Queen's Bench, Jan. 21.—Mr. CRESSWELL showed cause against a rule which had been obtained for a *mandamus* directing the defendants to allow Messrs. Pickford to carry goods on this line of railway on the same terms as other carriers. He contended that this was a case in which a *mandamus* was not the proper remedy, as it called upon the defendants to carry into effect the 27th section of their Act of Parliament, and in such a case the Court had held it would not interfere.

Lord DENMAN called on the other side to support the *mandamus*.

Sir F. Pollock, Mr. Richards, and Mr. Cardwell supported the rule.

The affidavits alleged that Chaplin and Horn were allowed to carry goods on the railway on better terms than any other carriers, as they were not compelled to change the trucks at Birmingham, and were charged a less price per ton.

Lord DENMAN said, that it did not appear that a proper demand and refusal had taken place, and therefore the rule must be discharged, but without costs.

THE LATE ACCIDENT ON THE LONDON AND BIRMINGHAM RAILWAY.

Bail Court, Jan. 18.—Sir WM. FOLLETT applied to his Lordship for a writ of *certiorari* to remove into this Court the coroner's inquisition taken on the bodies of Joseph Simpson and William Dawson, the former of whom was an engine-driver, and the latter applied to assist him, on the above railway, and who were both killed by a collision that took place on the line. (The circumstances of this case were fully detailed at the time.) An inquest was held on the bodies of the deceased persons before one of the coroners for the county of Middlesex, when the jury returned a verdict of wilful murder against Simpson, the engine-driver, as regarded the death of Dawson, and *felo de se* as regarded his own death. They also found that the engine was moving to the death of the deceased, and levied a deodand of 2,000 upon the engine. The Learned Counsel said there were several objections to the inquisition on the face of it. The most important was that the jury, having found that a felony had in two cases been committed, could not afterwards find that, as in case of an accident, the engine was moving to the death of the deceased. It had been laid down in Coke's Institute and other authorities that no deodand could be fixed by a coroner's jury except where the death of the party was caused by accident. In cases of the death being caused by felony it was well known that the party by whom the felony was committed had thereby forfeited all his goods and chattels, and no deodand could thereby be levied on the goods. Another objection was that there was no allegation in the inquisition of the time or place, when and where the deaths of the deceased took place. There were several other objections with which he did not think it necessary to trouble the Court at present.

Mr. Justice WILLIAMS—You may take a writ.

MANCHESTER, BOLTON, AND BURY, CANAL NAVIGATION AND RAILWAY—DIRECTORS' REPORT.

FIFTH HALF-YEARLY REPORT.

In presenting the annexed statement of accounts, the Committee have pleasure in noticing the augmented profits.

Contrasting this half-year with the corresponding period of 1839, it will be seen that from additional traffic, and by a reduction in the working expenses, there has been an increase in the nett receipts of 4311*l.* 17*s.* 9*d.* As the increased receipts cannot be referred to any improvement in commerce, of which neither this undertaking, nor the country generally, has yet experienced the advantage, it does not seem too much to infer from the progress already made in extending the Bolton and Preston Railway northwards, and from sources of traffic only just developing themselves on your own line, that there is sufficient reason for expecting still further, and ultimately, considerable improvement in the receipts.

Nine miles of the Bolton and Preston Railway are already completed, and are expected to be opened next month, by which the Railway conveyance will be continued to near Chorley. Arrangements have been made by your Committee to supply the Bolton and Preston Railway Company with engines, carriages, and waggons, for working this portion of their line, until the remaining five miles be finished; an event of great importance to you, and which is expected to take place next year.

In the meantime the proprietors will be benefited not by the increase of any local traffic only, but also after this half-year, by the amount of interest on 40,000*l.* of bonded debt, which the present call, after discharging the other liabilities of the Company, will enable the Committee to pay off; leaving a bonded debt amounting to 32*l.* 9*s.* 8*d.* per share for the liquidation of which alone can any further calls be made.

The coal traffic on the railway is increasing, 2784 tons were carried last half-year and 15,223 tons have been carried this half-year, without diminishing the coal traffic on the canal. In connexion with the Kearsley Moor Branch another branch railway which the coal owners are making, is nearly completed, it will connect the railway with additional pits from which all the coal has, hitherto, been carted on the turnpike road.

The balance of rent of Ring spiggot Field and other land is brought to the foot of the account, in place of blending it with the railway expenses; as the Company have in Salford and other situations, especially in Salford, a large quantity of unappropriated land of much higher value than that amount; for the advantageous disposal of which the times, so far, have not been favourable.

In order to the Company's affairs being conducted under the best and most effective management, your Committee are of opinion that your officers should be resident on the spot. They recommend therefore, that at the general meeting on the 28th instant, the proprietors should elect a law clerk resident in Manchester, in the room of Mr. W. S. Miller, who is resident in Liverpool.

Salford, 14th Jan., 1841.

RECEIPTS and DISBURSEMENTS on the Railway and the Canal, for the Half-Year ending 31st December, 1840.

RAILWAY RECEIPTS.

Coaching Department—			
152,760 Passengers		£10,478 14	7
Carrying Department—			
16,658 Tons	£3,556 19 7½		
Less Carrier's Charges	301 10 3		
		3,255 9	4½
Coal Department—			
15,223 Tons		1,020 17	3
Total		£14,755 1	2½

RAILWAY EXPENSES.

Coach Disbursements—			
Repairs to buildings, gas apparatus, and parcel vans, 48*l.* 8*s.* 4*d.*; guards' and porters' wages, 253*l.* 15*s.* 1*d.*; parcel carts, horse keep, and drivers' wages, 123*l.* 16*s.* 2*d.*; stationery, 101*l.* 19*s.* 2*d.*; sundry disbursements, 78*l.* 11*s.* 6*d.*; gas, 4*l.* 7*s.* 3*d.*; insurance, 7*l.* 0*s.* 9*d.*; van horse, 9*l.* 10*s.*; parcel office, 17*s.*		630 5	
Carriages—			
Repairs, wheels and axles, painting, oil and greasing		57 17	2
Carrying Disbursements—			
Repairs to buildings, cranes, and weighing machines, 43*l.* 18*s.* 7*d.*; superintendent's, clerks', and porters' wages, 59*l.* 17*s.* 11*d.*; cartage and horse keep, 504*l.* 11*s.* 0¼*d.*; repairs to carts, 3*l.*; insurance, 7*l.* 1*s*; stationery, 43*l.* 0*s.* 6*d.*; sundry disbursements, 46*l.* 14*s.* 1*d.*; overcharges, 13*l.* 7*s.* 3½*d.*; gas, 3*l.* 0*s.* 8*d.*; sheets, 24*l.* 16*s.*		1,284 7	1
Compensation carrying		21 17	7½
Coal disbursements		80 7	10
Charge for direction		50 0	0
Coach office establishment		271 4	8
Duty on passengers		722 8	10
Law charges		5 10	6
Locomotive power		1,047 16	5
Maintenance of way		587 13	3
Office establishment—			
Salaries, 279*l.* 18*s.* 4*d.*; advertising, 12*l.* 16*s.* 6*d.*; stationery, 30*l.* 15*s.* 8*d.*; gas, 1*l.* 0*s.* 9*d.*; office disbursements, 6*l.* 18*s.* 3*d.*		331 9	6
Police and gatemen		75 5	4
Taxes and rates		543 8	9
Travelling		13 18	11
Waggons—Repairs, wheels and axles, oil and greasing		28 6	1
Walls and Fences		34 0	6
		£5,785 6	8½
Railway Surplus		£8,969 14	6

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CANAL RECEIPTS.

Tonnage and wharfage, and balance of rents	£1,665 0 10 381 7 2 £783 13 8	£6,420 17 8½

CANAL EXPENSES.

Agents, clerks, lock keepers, and incidental expenses—		
Agents, clerks, and lock-keepers, 196l. 17s. 2d.; taxes, 348l. 8s. 04d.; stationery, 3l. 6s.; coals, postage, journeys, 8l. 10s. 6d.; weighing and gauging boats, 5l. 18s. 6d..	£563 0 2½	
Repairs of canal warehouses, cranes, and wharfs	76 10 0	
Maintenance of canal, reservoir, and feeder	680 7 9	
	£1,319 17 11½	
Canal surplus	£5,100 19 9	
Total	£14,070 14 8	
Less interest on canal and railway bonds..	£6,907 12 11	
Balance of rents of Ringspiggot Field and other land £1,301 17 4 314 11 9	987 5 7	
Bankers' interest and commission	138 13 1	
	7,633 11 7	
Net profit for half-year ending 31st December, 1840	£6,437 2 8	
Add last half-year's dividend on 120 shares held by the Company	£60 0 0	
Balance due from 30th June, 1840 £1,474 2 3 Less drawback on coal ordered at general meeting 87 2 10	1,386 12 5	
Total	£1,446 19 5	
Dispesable net proceeds	£7,884 2 1	

A dividend of £1. per share amounts to £6,201, leaving on hand a surplus of £1,683 2s. 1d.

Your Committee, in reference to the preceding statement of accounts, have directed a dividend of 1l. per share to be paid to the proprietors on the 1st of February next.

JAMES BRANCKER, Chairman.

P.S. The dividend as ordered will be payable at the Railway Office, New Bailey-street, Salford, between the hours of Ten and Two, on and after the 1st of February next.

MECHANICAL ARRANGEMENTS OF RAILWAYS—RESIDENT ENGINEERS.

To the Editor of the Railway Times.

SIR,—There are so many sensible observations in the letter of "Scrutator," in your number of January 9th, on the mechanical arrangements of railways, that the admixture of error causes more regret than it would in a less valuable communication. On this ground I am induced to call your attention to a few points, in which I think you will see that he is rather mistaken.

The first principle which he lays down is a very important one—the necessity for the selection of the *best* engine; and after very ably pointing out their defects, he condemns the four-wheeled and the American engines,—a decision in which probably nine engineers out of ten will fully agree with him.

The general similarity of engines is, doubtless, an advantage, for the reasons he states; but surely by carrying it to the ultimate condition of all the engines of a railway being precisely *fac-similes*, as he proposes, an effectual bar is placed to any further improvement of the locomotive.

I think that most practical Resident Engineers will differ from "Scrutator" *in toto* in his assertion that all spare parts required in the repairs of a locomotive can be supplied cheaper and better by the manufacturer. There are a few parts which it is commonly more economical to obtain of the manufacturer, from their requiring more extensive resources, as to men and power, than the repairing shops of most railways command; such as boilers, crank-axles, wheels, tubes, and castings in general, &c.; but the greater part of the engine-work, the pistons, connecting rods, slide valve gear, steam pipes, &c., can be *executed* in the shops of the Railway Company as cheaply as in those of the manufacturer, to say nothing of the maker's profit. A certain number of hands are required for keeping the engines in order and re-fixing defective parts; is it not economical, when they are not necessarily thus employed, that they should be preparing as stock jobs, duplicates of those parts of an engine most likely to fail? One great advantage in having the work required in the repairs of locomotives executed by the railway Company themselves, is that they can insure good materials, the great competition among manufacturers inducing some of them to use very inferior materials in order to increase their profits.

In thus objecting to "Scrutator's" opinions, I am not speaking by surmise or theory, but from individual experience. I plead guilty to being one of that class upon whom he has lavished his censure,—a Resident Engineer. By his account we must be, indeed, a melancholy specimen of the depravity of the age. The devil is not, however, quite so black as he is painted; and perhaps "Scrutator" may have some other motive than disinterested philanthropy in thus pouring out his anathemas. Am I wrong in suspecting that he may possibly be some one of the "experienced and intelligent coach or engine makers," whom he states to be exposed to the whims or contemptuous treatment of Resident Engineers?

His attacks are directed against the whole body, and you will perhaps allow me, as one of that body, to endeavour to meet them.

In the first place, I think that Resident Engineers are not quite so ignorant a set as he represents them to be. My acquaintance may not be so extensive as his, but most of the Resident Engineers that I have known, besides their regular course of education as civil engineers, have served their time in engine factories, and there acquired a thorough practical knowledge of their business.

We are charged with undue assumption, and treating others with contempt. In reply to this I need say nothing. Resident Engineers are not nearer to perfection than other mortals, but I am not aware that they are more than others supercilious or arrogant.

By prohibiting Resident Engineers from trying experiments on railways, you would prevent Railway Companies from endeavouring to improve the present system. Surely "Scrutator" can hardly think that railways have already arrived at perfection; yet, the commencement of his letter, and his forbidding Railway Companies to experiment, would seem to imply such a conviction. If you grant that Railway Companies may endeavour to amend the working of the system in its practical departments, who is so fit a person to make the attempt as the Resident Engineer? Should it be one of the Directors? or the Secretary? or the Lawyer? The *engine user* is more likely to find out defects in its working (which some alteration of his may obviate) than the *engine maker*. A practical proof of this is found in the fact, that the most useful improvements in the locomotive have been made by the suggestion of men connected with the working of railways.

But our ignorance, our arrogance, and our fondness for "childish and injurious alterations" are not our greatest faults: there is a charge of still blacker dye brought against us—that of gross dishonesty and favouritism, implying of course bribery. This assertion "Scrutator" either knows positively to be true of some particular individual, or he does not. If he does not—why make a statement which he cannot substantiate? If he does—why not come forward honourably, and hold up the guilty party to the contempt he merits, instead of bringing such an accusation against a whole class?

The melancholy accidents which have occurred on railways during the last few months, some of them, it must be allowed, arising from culpable neglect, have excited the public alarm, and subsequently their indignation. This was directed first against engine-drivers, but your correspondent seems anxious to divert itto the Resident Engineers. Be it so; we are quite resigned to our fate, until he can prove his assertions.

Railway Directors must certainly be much obliged to "Scrutator" for his patriotic efforts to enlighten their minds, and his indirect compliment to their sagacity. If he inquires further, he will find that they are generally very properly particular not to appoint a Resident Engineer without ample testimonials of his character and qualifications; and it certainly is their own fault if one is to be found in their service who is *ignorant, arrogant, or dishonest*.

I am, Sir, your obedient servant,

A RESIDENT ENGINEER.

PROPOSED RAILWAY TO STIRLING.

A MEETING was held in Stirling on Friday week, for the purpose of hearing the Report of the Committee appointed at the previous meeting to communicate with the Directors of the Edinburgh and Glasgow Railway, as to the proposal of forming a railway to join the Edinburgh and Glasgow Railway. Among those present we observed—The Earl of Dunmore, Colonel Abercromby, M.P., Mr. Murray, of Polmaise; Mr. Johnstone, of Alva; Colonel Graham, of Meiklewood; Mr. Smith, of Deanston; Mr. Stirling, of Glenbervie; Mr. Galbraith, town-clerk of Stirling; Bailie Smith, Mr. Thomfactor, of Keir; Mr. Geldes, Bannockburn, Mr. Ross Macvicar, Keirfield; Mr. Andrew Roy, Allod; Mr. Blackadder, civil engineer, &c. &c.

The Earl of Dunmore having been called to the chair, delivered his Report as convener of the Committee appointed at the previous meeting, to correspond with the Directors of the Edinburgh and Glasgow Railway, with the view of ascertaining their opinion on the subject of a branch railway. His lordship stated that, as a Company, the Directors did not contemplate at present interfering in the matter, and declined saying any thing definite on the subject until negociations were entered into.

After some discussion, in which the Earl of Dunmore spoke against the project.

The following motions were agreed to:—

It was moved by Colonel Abercromby, and seconded by Mr. Murray, that this meeting is of opinion that the formation of a railway to join the Edinburgh and Glasgow Railway, would be of great public advantage.

Colonel Graham, of Meiklewood, moved, and Bailie Smith seconded, that in order to facilitate the introduction of such a line of railway as would be least injurious to the interest of proprietors, a committee should be appointed to make full inquiry into the matter, to communicate with the proprietors of the Edinburgh and Glasgow Company, to appoint a survey to be made by a competent engineer, and to report from time to time to the general meeting.

Mr. Smith, of Deanston, moved, and Mr. Roy seconded, that a subscription be entered into for the purpose of defraying the expense of the survey.

The same Committee as that formerly appointed was continued, with the addition of Mr. Smith, of Deanston, the Provost of Stirling, and Bailie Smith—Lord Dunmore having withdrawn his name.—Abridged from the *Stirling Journal*.

FORTH AND TAY RAILWAY—EDINBURGH, DUNDEE, AND NORTHERN RAILWAY.

A MEETING of the Committee was held yesterday—Provost Wallace of St. Andrew's in the Chair. It was unanimously agreed that the railway should be called the Edinburgh, Dundee, and Northern Railway. Communications received from various quarters were laid before them, and among others one from Sir John Richardson, as chairman of the Committee of the county and town council of Perth, favourable to a railway by Stirling, stating that they were favourable to the line by Stirling, so as to join the grand trunk line from London, but inquiring whether, in the event of that line being found impracticable, or in the event of its being thought that a Fife line should also be formed, the promoters of the Eastern Railway will submit to a neutral engineer of eminence to decide as to the best line for the county in general through Fife. The meeting resolved that as there are not two competing lines through Fife, the object of the Western line appearing to be to reach Perth, while the object of the Edinburgh, Dundee, and Northern line is to unite these two towns and the north, they decline acceding

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to the request of the Perth committee; but, at the said time, express a desire to aid and forward a junction line from the trunk at Kettle, or in that neighbourhood, to the towns of Perth and Newburgh, and mouth of the River Earn; and resolved that every exertion should be made to carry forward and complete the line from Edinburgh to Dundee without delay. Mr. Grainger laid before the meeting a report as to the projected lines, which were ordered to be printed and circulated as widely as possible. A letter from Mr. Thomas Couper, warehouseman, Edinburgh, was produced, stating that, although not embarking in railway shares, from the long connexion he had had with Fife, and the merchants of Cupar in particular, that he would have pleasure in giving a donation of 10*l.* for preliminary expenses. The thanks of the meeting were voted to Mr. Couper.—*Fife Herald*, Jan. 14. [We understand that the surveys, &c., are so far advanced that the promoters will be able to give the necessary notices by the 1st of March next.—Ed. R. T.]

THE PROPOSED RAILWAY FROM LONDON TO STAINES.

On Monday week a numerously-attended meeting of the owners of property and occupiers of houses within the parish of Kensington, who will be affected by the projected new railway from Knightsbridge-green to Staines, was held, pursuant to public notice, in the large room of the Swan Tavern, at Old Brompton, for the purpose of adopting measures to prevent its being carried into effect. Mr. S. Carter Hall was called to the chair. Mr. Martin (the solicitor for the opposition) then read from the book of reference attached to the plans the names of the parties whose property would be most materially affected by the railway, amongst which were Lord Kensington, Earl of Harrington, Earl of Listowell, Lady Hotham, Lady Langford, Sir Charles Cockerill, the Westminster and West of London Cemetary Company, and Messrs. Gunter, Hutchins, and Poupart, the extensive market gardeners, &c. It also appeared that the site of the new church and burial ground at Brompton would also be required for the purpose. Letters were then read from Mr. Cresswell, M.P., and the Count de Peperi, excusing their absence and expressing their decided opposition to the measure. The following resolutions were carried unanimously:—"That the meeting views with great alarm the proposal of an intended railway, to be called the Staines Railway, and which in their opinion will most injuriously affect the parish of Kensington and destroy the interests of the neighbourhood. They therefore resolve to oppose the said railway by every means in their power. That it is highly desirable that all necessary proceedings be taken for effectually opposing the said measure in and out of Parliament." A committee was then appointed to conduct the proceedings in opposition to the Bill, and to collect subscriptions to defray the expenses; and thanks having been voted to the Chairman, the meeting broke up.—*Daily Papers.*

THE PROPOSED CORNISH RAILWAY.

A Committee meeting was held on Monday last, at the Council-room, Truro, at which the Earl of Falmouth presided, and which was attended by Lord Boston, Sir Charles Lemon, Mr. J. Ennis Vivian, M.P., Mr. Hutchins, M.P., Messrs. M. Williams, H. Williams, J. H. Tremayne, R. R. Broad, F. Rodd, Rev. W. J. Coope, and several other gentlemen. At this meeting Captain Moorsom returned the progress he had made towards the completion of the survey; and we learn that his statement afforded great satisfaction, showing that he had prosecuted this important object with a diligence and perseverance which have reflected upon him the highest credit. The weather has been unpropitious; but notwithstanding the obstacles which have presented themselves, four principal lines have been examined, and the result thus far has been that a good practical working line has been surveyed, and the sections completed, so as to form a common trunk from Exeter to Falmouth. This line will afford an opportunity to the Plymouth and Tavistock people to avail themselves of its advantages, without passing over the high land of Dartmoor, while the distance added to Mr. Rendle's line will not be more than three miles and a half, and no plane will exceed the inclination which a locomotive engine of the first class will pass over with an ordinary train at 17 or 18 miles per hour. Several members of the committee doubted whether Captain Moorsom could perfect his plans by the first of March next; but he expressed himself so confidently on this subject, that it was determined, at the suggestion of Mr. Hutchins, to proceed with the survey without delay. We cannot but express our great satisfaction at this determination of the committee; for the packet question, which will, no doubt, be brought to a decision immediately after the meeting of Parliament, must be mainly affected by the manner in which the county affords its support to this vast, and most important undertaking.—*Cornwall Royal Gazette.*

The Capability of Railways.—The railway has in its nature, such obvious advantages over every other mode of conveyance, in its rapidity, smoothness, ease, and comfort, and in the extent of its accommodation, as to promise that in a short period it must supersede all other vehicles. From its capability of moving the most extraordinary burthens, it might convert its carriages into splendid saloons, fitted up with every luxury of princely life—it might be a moving mansion rather than a rapid coach—it might be anything that the increasing taste of the times could demand—it might be a succession of rich and various apartments, with rooms for refreshment, reading, retirement. If this is to be called fanciful, it is only what has been done already in the steam boat. It would not be a greater change than has been made in the ordinary American passage, handsome as the packets were. Since the Great Western and Great Liverpool have begun to traverse the Atlantic, we have in those vessels, not ships but floating palaces—no narrow and simple nests of beds for forty or fifty cramped and uncomfortable passengers, but flying households of two or three hundred people, surrounded with every enjoyment of life, and rushing through the ocean with the speed of eagles.—*The Britannia.*

Manchester and Leeds Railway.—As already announced in the *Mercury*, this line of railway was opened throughout (with the exception of the Summit tunnel) on Thursday, the 31st ultimo. On perusing the Report of the Directors, dated 17th September, 1838, we find it stated that "during the present year the entire line may be expected to be in the course of execution, and it is hoped, should *nothing unforeseen* occur, will be opened to the public within the year 1840." Considering how difficult it is to state, so long before-hand, the probable period when works of even ordinary magnitude may be completed, this certainly affords an extraordinary instance of the liberal fulfilment of the expectations held out by Directors to their proprietors. This appears the more remarkable when the gigantic character of the works in question is taken into account; the difficulties in which were pronounced by many to be insuperable. The repairs now going on at the tunnel, we understand, were quite "unforeseen," but even this circumstance will not delay the entire opening beyond a month from the present date.—*Leeds Mercury*, Jan. 2.

Birmingham and Gloucester Railway.—The north mails from Cheltenham to Birmingham are to be put upon the railway on the 5th of next month, on and after which date the up mails will leave Gloucester at seven and nine p.m., and the down return mails will start from Birmingham at three and five a.m., daily. By this arrangement Cheltenham ought to gain an hour in the making up of the bags of the first north mail, which will be a great convenience to many persons who are in the habit of corresponding with Birmingham, and other places further north, which are dependant for the transmission of their letters upon the arrangements of the post-office of that town.—*Cheltenham Looker-on.*

THE WELSH RAILWAY QUESTION.

(From the *Chester Chronicle.*)

On Friday week a meeting—purporting to be a county meeting—was held in the Shire-Hall, Carnarvon, with what object does not very distinctly appear from the report in the *North Wales Chronicle*, but as far as we can gather from that report, for embarrassing the London and Dublin direct communication question, with the Portdynllaen crotchet.

The main actors on the occasion in question remind us of an old political squib, called "The Loves of the Triangles"—one side being represented by Mr. Ormsby Gore, another by his son Mr. Ralph Gore, and the other by Mr. Bulkeley Hughes, who is their nominee for the borough of Criccieth. It was attempted by the first gentleman to make it appear as if this demonstration was a North Wales one, and at the instance of "a great number of persons who felt an interest in the matter"; but the High Sheriff, to his consternation, had let the cat out of the bag, that it was *solely* promoted by Mr. O. Gore, and Mr. Archer, who has long been known as the promoter of the interior or Shropshire line in connection with Portdynllaen. In fact, it was a Shropshire demonstration altogether—no one appearing to have anything to say upon it but the two Gores and their shadow, save and except Gen. Sir Love Parry. Never was a poorer case made out for revising a scientific decision, and so the gallant General seems to have felt, hence he was driven to quote a partizan article from the *Nautical Magazine*, in favour of Portdynlaen, and against Holyhead.

It is clear, not only that the meeting was a failure, but that had it not been that a meeting had been called for the same time and place to petition against the prospective union of the dioceses of Bangor and St. Asaph, no one would scarcely have thought it worth his while to attend, except the aforesaid triumvirate. The main question was altogether bilked, and what oratory was hazarded was principally in reference to the eligibility or non-eligibility of each port for *an asylum harbour*. Everything that was alleged left untouched the superiority of Holyhead as a packet station, in connection with the best and most eligible line of railway. It is no part of our province to contend against Portdynllaen, as an asylum harbour. It may be, and doubtless is, all that its partisans say, and there may exist grounds sor converting it into one: but still that leaves untouched the coast line railway project with Holyhead as the coast terminus. Let, therefore, the proceedings of the meeting go forth to the public, for what they are only worth, and not as a North Wales demonstration in favour of Portdynllaen and against Holyhead, as the packet station connected with London and Dublin direct communication.

[We suspect that this opposition to the Great Holyhead Railway will, after all, end in nothing. We understand that the subject will be brought before Parliament early next session.—Ed. R. T.]

Great activity is displayed in tracing the Coburg railroad, which is to connect Coburg, Hildburghausen, Meiningen, Gotha, Weimar, Erfurt, and Eisenart, and is to join the Prussian road further north. The work will begin in the spring. What an advantage, when this is finished! A traveller can go in two days to Nuremburg, the centre of south-German commerce, or from Bamberg, the junction of the Main and the navigation of the Ludwig Canal, to Berlin, or Bremen, or Hamburg.

Old English Travelling.—A writer describing England early in the reign of William the Third, "of Glorious memory," speaks of it as excelling all other countries in the convenience of coaches, but especially that of stage-coaches, which he praises for their commodiousness and ease, and particularly for their expedition. "Here one may be transported (he says) without over violent motion, and sheltered from the injuries of the air, to the most noted places in England, with as much speed that some of these coaches will reach above *fifty miles in a summer's day!*"

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BIRMINGHAM SHARE MARKET.

	£	s.	d.		£	s.	d.
Birmingham and Derby Railway ..	75	0	0	to	77	0	0
Ditto, new shares (5*l.* paid)	5	0	0	to	6	0	0
Birmingham and Glo'ster (100*l.* pd.)	85	0	0	to	86	0	0
Bristol and Exeter (60*l.* paid)	36	0	0	to	37	0	0
Cheltenham and Great Western (62*l.* 10s. paid)	30	0	0	to	32	0	0
Eastern Counties	8	10	0	to	9	0	0
Great Western	83	0	0	to	84	0	0
Ditto, half shares (50*l* paid)....	63	0	0	to	64	0	0
London and Birmingham	171	0	0	to	173	0	0
Ditto, 32*l.* shares	49	0	0	to	50	0	0
Ditto, quarter shares	27	10	0	to	28	10	0
London and Brighton (50*l.* paid) ..	43	5	0	to	43	15	0
London and Croydon	12	0	0	to	12	10	0
London and Greenwich	8	0	0	to	9	0	0
Ditto, 16*l.* shares	17	0	0	to	17	10	0
London and South Western	57	0	0	to	58	0	0
Manchester and Birmingham	20	0	0	to	22	0	0
Ditto, Extension.....	3	0	0	to	4	0	0
Manchester and Leeds.....	81	0	0	to	83	0	0
Ditto, half shares.....	30	0	0	to	32	0	0
Midland Counties'.....	80	0	0	to	82	0	0
North Midland	80	0	0	to	82	0	0
York and North Midland	71	0	0	to	73	0	0

—*Midland Counties' Herald* (Thursday).

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RAILWAY ACCIDENTS.—Nearly all the accidents that have occurred upon the railroads (says the author of the *Music of Nature*) have arisen from inattention and carelessness, or the heedless conduct of the drivers. In the hands of scientific men, these terrific machines are to be controlled by the strength of a child, and none but scientific persons should be suffered to guide them. The present foggy weather however, has presented a formidable difficulty. The lights cannot be seen at a distance sufficiently remote to prevent one train running into another, and a dreadful collision is the consequence. Could not a musical tube be affixed to give out a loud concordant sound, like the notes middle C, E, and G, upon an organ, which I conceive, would be heard at the distance of three or four miles; and might not a gong be affixed to the train, which with a simple contrivance, could be played upon, if necessary, through the whole of the course. With this music, and a good pair of ears in the last carriage—surely these dreadful accidents in future may be prevented.

MANCHESTER AND SHEFFIELD RAILWAY.—We have had the pleasure of seeing a section of the line of this railway from Manchester to Glossop, in which the parts of the work done are coloured, and it is gratifying to perceive that very great progress has been made.—*Sheffield Patriot.*

TO RAILWAY COMPANIES—Public Security, Efficiency, and Economy, in FENCE for RAILWAYS, J. PORTER begs to state, that he has within the last month introduced a New Description of Iron Fence for Railways, so strong as to resist the heaviest cattle, and prevent the possibility of sheep getting through. It is bold in appearance, and will bear the weight of men passing over or jumping upon it, without injury.

This Fence will be sound and good 50 years hence, and the cost of post and rail fence to last 10 years would purchase it.

Lighter Fence of the same description, also strained Wire Fence of the very best kind, fixed in a superior manner, by experienced workmen, at any part of the kingdom, at the lowest possible price.

This Fence is also suitable for the use of private gentlemen, Iron Bedsteads for families, public institutions, and exportation.

82, Upper Thames-street, and the Grove Iron and Wire Fence Manufactory, Southwark.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, and manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Roake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
A ditto, ditto, with reserve of leads	1	14	0

December, 1840.

SPECIFICATIONS OF RECENT PATENTS.

—The MECHANICS' MAGAZINE, No. 911, (double number) published this day, price 6d., contains Abstracts of the following recent Patents:—Harvey's, for certain improvement in paving streets, roads, and ways with blocks of wood, and in the machinery or apparatus for cutting or forming such blocks: Egules', for certain improvements in obtaining motive power; May's, for improvements in machinery for cutting and preparing straw, hay, and other vegetable matters; Turner's, for certain improvements applicable to locomotive and other steam engines; Roberts', for improved machinery or apparatus to be applied to the windows of houses or other buildings, for the purpose of preventing accidents to persons employed in cleaning or repairing the same; and also for facilitating the escape of persons from houses when on fire; Cox's, for certain improvements in the construction of ovens applicable to the manufacture of coke and other purposes; Poole's, for improvements in fire-arms, and in apparatus to be used therewith. This number likewise contains a description of the engines on board the Gorgon and Cyclops steam frigates, with two engravings; A paper on the loss attending the use of the crank in steam-engines; On the law of equal diffusion of heat—circulation of the blood, &c.; Description of Davies' new railway carriage break, with an engraving; On gas lighting—economical mode of setting and working retorts; Improvements in Railway Locomotive Engines, with two engravings; Improvements in the Davy safety lamp, with three engravings; On the application of the hot water system, to the preservation of water-pipes in frosty weather, with two engravings; Improvement suggested in patent screw propellers; Hawkins's everlasting pens; Plaster casting; Moulding cornices; Invalid chair; Blow pipes; Symington and Howard's plans of condensation; On assaying copper by electro-chemical action; On the preservative properties of sulphate of iron; Sylvester's apparatus for warming and ventilating; Proposal for establishing a British Association for the advancement of the Fine Arts; Scientific Commission; Fall of Mount Ararat; Notices of recent American patents; Wax casting; Railway conference meeting; &c. &c. &c.

The MECHANICS' MAGAZINE, Vol. 33, price Ten Shillings boards, illustrated with upwards of Two Hundred Engravings, was published January 1st, containing Abstracts of all the most important Specifications of Recent English Patents, as well as all the new inventions, and complete lists of English, Irish and Scotch Patents for the last six months.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

LAST DAY FOR THE APPLICATION FOR SHARES.
From the Country the 26th, and in London the 30th inst.

LONDON and WESTMINSTER WATER COMPANY.—To be empowered by Act of Parliament, for which notices have been given. Office, 7, St. Martin's-place, Trafalgar-square. Capital—£600,000, in Shares of £50 each.—Deposit (in order to comply with the standing orders) £5 per Share.

PROVISIONAL COMMITTEE.
(From whom the Directors will be elected.)

Sir Francis Burdett, Bart., M.P.
Sir Wm. Colebrook, 11, York Gate, Regent's Park.
The Right Hon. Sir Charles Grey, M.P.
Sir Henry Halford Bart., M.D., G.C.H., F.R.S., F.S.A.
John Humphery, Esq., Alderman, M.P.
W. A. Mackinnon, Esq., M.P.
Hon. Col. F. H. W. Needham, Jermyn-street.
The Hon. H. R. Westenra, M.P.
The Hon. Col. J. C. Westenra, M.P.
Major Adair, H.E.I.C.S.
William Chaplin, Esq., Lad-lane and Euston-square.
John P. Clarke, Esq., Vincent square, Westminster.
Col. Daere, York-place, Portman-square.
Thos. De Vear, Esq., Lisle-street and Kensington.
C. M. Elderton, Esq., Lincoln's inn-fields.
William Evans, Esq., Millbank.
William Gristhenwaite, Esq., Camberwell Grove.
Robert Keate, Esq., Surgeon to the Queen.
Captain MacDougal, Fir-grove, North Brixton.
G. Mackintosh, Esq., Upper Seymour-street.
P. Morrison Esq., Princes-street, Bank.
Dr. Paris, Dover street, F.R.S., F.L.S.
Jeremiah Pilcher, Esq., 26, Russell square.
Dr. Hamilton Roe, Hanover-square.
James Ruddell Todd, Esq. Portland-place.
Joseph Workman, Esq., Greenwich.
With power to add to their Number.

BANKERS—Messrs. Jones, Loyd, & Co. Lombury; Messrs. Drummond & Co., Charing Cross.

ENGINEER—Robert Stephenson, Esq.

SOLICITORS — Messrs. Winter, Williams, and Williams 16, Bedford-row.

The Sub-Committee for the consideration of the applications for Shares hereby give notice, that they will receive no further applications from the country after Tuesday, the 26th day of January instant, (being the first day of the meeting of Parliament), or from persons residing in or near the Metropolis after Saturday, the 30th day of January inst.

In the meantime applications may continue to be made to any of the following members of the Sub-Committee:—Wm. Chaplin, Esq., Lad-lane and Euston-square; Thos. De Vear, Esq., Lisle-street and Kensington; and Captain Mac-Dougal, Fir-grove, North Brixton; the Solicitors, Messrs. Winter, Williams, and Williams; to W. S. Northouse, Esq., Parliamentary Agent, 4, Parliament-street; M. E. Wilkinson, Esq., Guildhall yard; or G. W. Blanch, Esq., 7, St. Martin's-place.

By order of the Sub-Committee.

Committee-room, Jan. 14, 1841.

SOUTH-EASTERN RAILWAY.—To CONTRACTORS FOR FENCING.—The Directors will meet at their office, No. 10, Coleman-street, London, on Tuesday, the 2nd day of February, 1841, at half-past One o'Clock in the afternoon precisely, to receive Tenders from parties willing to contract to fence off the line of Railway with Post and Rail Fencing, from the Cranbrook and Maidstone turnpike road, in the parish of Staplehurst, to Grove Bridge, on the turnpike road leading from Ashford to Hythe, in the parish of Sellinge, being a distance of 20 miles or thereabouts.

The Specification and Conditions of Contract may be seen on application to Mr. P. W. Barlow, the Resident Engineer, at the Railway Office, Tunbridge, and at the Office of Mr. Thomas Thurston, Land Surveyor, at Ashford, on and after the 1st day of January, 1841.

The Directors will not consider themselves bound to accept the lowest Tender, nor will any Tender be received after One o'Clock on the day appointed for receiving the same.

By order of the Directors,
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street,
23rd Dec. 1840.

SOUTH-EASTERN RAILWAY COMPANY.

—Notice of Call.—The Directors having this day made a CALL of FIVE POUNDS per Share, from the Subscribers to, and Proprietors of, this undertaking, and directed that the same be payable on Monday, the 15th day of February next, at either of the undermentioned places, viz.:—

London—Messrs. Glyn and Co., bankers, Lombard street.
Liverpool—Messrs. Moss and Co., and Messrs. Brown and Co., bankers.
Manchester—Messrs. Jowes, Loyd, and Co., bankers.
Leeds—Messrs. Beckett, Blayds, and Co., bankers.
York—The Union Banking Company.
Dover—Messrs. Fector and Co., and Messrs. Latham and Co., bankers.
Ashford—Messrs. Jemmett and Co., bankers,
Cranbrook—Messrs. Wilmshurst and Co., bankers.
Tunbridge and Tunbridge Wells—Messrs. Peeching and Sons, bankers.
The Country Branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly.

Dated this 19th day of January, 1841.

T. W. TYNDALE,
Chairman of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, London.

Just Published, Price 2s. 6d.—by Post, 3s.,

AN AUTHENTIC STATEMENT of the affairs of the EDINBURGH, LEITH, and NEWHAVEN RAILWAY COMPANY, from 1835 to the close of 1840; with MAP, APPENDIX, &c. By an Original Proprietor.

"Facts and figures are stubborn things."—Dr. Johnson.

Published by G. W. Prideaux, 22, Narrow Wine-street Bristol.

Now ready, price 2s. 6d., No. I. of

THE RAILROAD QUARTERLY JOURNAL.—Contents: The Railway Accidents during the year 1840; the Railway Oligarchy; the Greenwich Railway; Paying Dividends from Capital; Liabilities of Railways; Railway By-laws; Rival Lines; Resident Railway Servants; South Western Railway.

"We like exceedingly the searching, honest, and fearless spirit with which he has entered on his task. ..We gladly recognise too in the work a very extensive and familiar acquaintance with Railway subjects, great acuteness of observation, and not unfrequently much originality of suggestion."—*Railway Times.*

London: Simpkin, Marshall and Co.; and sold by all booksellers and newsmen.

VAN BUTCHELL ON FISTULA, &c.

Fourth Edition, just published, in 8vo., cloth boards, price 7s. 6d., enlarged,

FACTS and OBSERVATIONS relative to the successful Mode of Treating Piles, Fistula, Hemorrhoidal Excrescences, Tumours, and Strictures, without cutting or confinement; illustrated with numerous cases; being a familiar exposition of the Practice of S. J. VAN BUTCHELL, Surgeon and Accoucheur.

Published by H. Renshaw, No. 356, Strand; sold also by the author, No. 16, Percy-street, Bedford-square.

"This volume presents to us a number of illustrations of his singular success under circumstances that would have induced despair in any professor of less mastery, or less accustomed to accomplish cures where cures seem impossible. The statements here made are most convincing, and place beyond doubt the superiority of the treatment to which he refers."—*Court Journal.*

PREVENTION OF DAMP, &c.—The Parisian Bitumen Company have at various times announced to the public the perfect prevention they have obtained by a particular mode of manufacturing their Bitumen against the running of water through roofs, and the security of, and dryness to cellars, &c. They think it right at the present time to bring the matter more prominently before the public, and they can confidently affirm that the Bitumen as made by them will fully answer in every respect, and moreover that it has been altogether unaffected by the late severe frosts.

Mill Wall, Poplar

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[illegible]—MANCHESTER AND [illegible] EXTENSION RAILWAY COM-[illegible], Bond-street, Manchester, Ja-[illegible] is hereby given, That at a Meeting [illegible] Company, held, pursuant to ad-[illegible] 11th instant, it was resolved that the [illegible] and the same was, dissolved; and the [illegible] directed to be immediately wound up, [illegible] a view to a modified Company being organised for the purpose of applying to Parliament in the now ensuing session for power to construct a Railway from Stafford to Rugby, according to the notice given and the plans deposited in that behalf.

All parties intending to claim, as scripholders, the benefit of any share or interest in the funds of the Company, are requested to deposit such scrip with the Company, at their offices, within fourteen days from the date hereof; and no scrip will be received for deposit after the time hereby limited.

This notice does not apply to the Company's Subscribers, but to the purchasers of scrip certificates.—By order of the Provisional Directors.

PROVISIONAL DIRECTORS OF THE STAFFORD AND RUGBY RAILWAY COMPANY.

Hyde—Thomas Ashton.
London—Richard Barrow.
Manchester—John Bradshaw.
Ditto—George R. Chappell.
London—Henry S. Chadwick.
Manchester—Robert Gardiner.
Ditto—Henry Newbery.
Ditto—Robert Ogden.
Ditto—George Sanders.
Ditto—Leo Schuster.
Ditto—Edward Tootal.
Consulting Engineer—George Stephenson.
Acting Engineer—George P. Bidder.

RICHARD FOSS, Secretary.

STAFFORD AND RUGBY RAILWAY.—ATHERSTONE.—At a Public Meeting of the inhabitants of Atherstone, in the county of Warwick, held at the Town Hall on Monday the eighteenth day of January, one thousand eight hundred and forty-one, called by the Constable, pursuant to a numerously and respectably signed requisition,

CHARLES HOLTE BRACEBRIDGE, Esq., in the Chair.

It was proposed by Joseph Wilday, Esq.; seconded by Mr. William Bourne, and

Resolved—That viewing with much satisfaction the renewed attempt to construct a railway through this town by the same parties, although under a different name, who, during the session of 1839, maintained such an arduous contest for that purpose, and it appearing that the proposed alteration in the line at its north-western terminus, will be highly advantageous, inasmuch as, in addition to affording a desirable access to London, Manchester, and the manufacturing districts, it will also open a direct and economical communication with Liverpool, Chester, North Wales, and Ireland, this meeting regards the Stafford and Rugby Railway as an object of the most vital importance to the prosperity of the town and trade of Atherstone, and of great accommodation to the surrounding neighbourhood, and thereby placing this town and neighbourhood, upon an equality with other towns enjoying the like advantage; and that, should the railway company consent to make a first class station at Atherstone, they will be entitled to, and shall receive, the utmost support of the inhabitants.

Proposed by John Vinrace, Esq.; seconded by Mr. John Noble, and

Resolved—That a committee consisting of the following inhabitants of Atherstone, namely, Messrs. Bracebridge, Wilday, Vinrace, Sale, sen., Neale, Corbett, Power, Bourne, sen., and Collis, be appointed to watch the interests of this town and neighbourhood, and to further the objects of the undertaking.

Proposed by the Rev. Edward Power; seconded by Mr. Morris, and

Resolved—That unless the projected railway from Stafford to Rugby be carried into effect, in all probability a serious monopoly may exist greatly detrimental to the interests of the public at large.

Proposed by Henry Power, Esq.; seconded by Mr. Thomas Simmons, and

Resolved—That the petitions now read in favour of the Stafford and Rugby line of Railway be adopted for presentation to the two Houses of Parliament respectively, at the earliest opportunity after the assembling of Parliament.

Proposed by George Sale, Esq., seconded by Mr. Edward Noble, and

Resolved—That the Right Honourable the Earl Howe be respectfully requested to present the petition to the House of Lords, and that William Stratford Dugdale, Esq., M.P., be solicited to present the petition to the House of Commons.

Proposed by William Henry Collis, Esq., seconded by Mr. John Bourne, and

Resolved—That a copy of the above resolutions be transmitted to Sir J. E. E. Wilmot, Bart., and William Stratford Dugdale, Esq., members for the northern division of this county, with a respectful request from this meeting that they will give the projected railway their sanction and support when the subject shall be introduced into the House of Commons.

That in the opinion of this meeting it is desirable communication should be opened with the inhabitants of other towns immediately situated, and especially with the petitioners against the Stafford and Rugby line, and that petition of [illegible] districts that [illegible] injured by the present monopoly be forwarded to Parliament, requesting that equal facilities be given to each part of the united kingdom where railways may be proposed, that a fair competition be excited between the different parallel lines, which will be for the good of her Majesty's subjects as well in railways as in the general trade of the country.

(Signed) C. H. BRACEBRIDGE, Chairman.

Mr. Bracebridge having vacated the chair, and Joseph Willday, Esq. having been called thereto, it was

Resolved—That the best thanks of the meeting be given to Mr. Bracebridge for the very satisfactory manner in which he has conducted the proceedings of the day.

(Signed) JOSEPH WILLDAY.

THE GUIDE AND COMPANION to the London and Birmingham, Grand Junction, Liverpool and Manchester, Birmingham and Derby Junction, Midland Counties', North Midland, Sheffield and Rotherham, York and North Midland, Manchester and Leeds, Leeds and Selby, Hull and Selby, Whitby and Pickering, the Great North of England, Stockton and Darlington, Stockton and Hartlepool, Clarence, Durham and Sunderland, Newcastle and Carlisle, Newcastle and North Shields, the Brandling Junction, and the Stanhope and Tyne Railways, is now preparing for Publication,

By STEPHEN GLOVER,
Wilmot-street, Derby.

Under the Patronage of the Directors, and dedicated by Permission to GEO. STEPHENSON, Esq., of Tapton House, Derbyshire; Engineer-in-Chief of the London and Birmingham, the Grand Junction, the North Midland, the York and North Midland, &c. &c.; in four parts, each part will be a complete Guide to the Lines described.—Price to Subscribers, 5s. each Part, with Maps, Lithographic Prints of principal Stations, Tunnel Entrances, Bridges, Viaducts, &c. &c.

The First Part will include the London and Birmingham, the Grand Junction, the Manchester and Liverpool, and the Derby and Birmingham Junction Railways.

The Second Part will include the Midland Counties', the North Midland, the Sheffield and Rotherham, and the York and North Midland Railways.

The Third Part will include the Manchester and Leeds, the Leeds and Selby, Hull and Selby, and Whitby and Pickering Railways.

The Fourth Part will include the Great North of England, the Stockton and Darlington, Stockton and Hartlepool, the Clarence, the Durham and Sunderland, the Brandling Junction, the Stanhope and Tyne, and the Newcastle and Carlisle Railways.

Upwards of 2,000 Subscribers have patronised this useful Work.

The Author most respectfully announces to the Inhabitants of London, Harrow, Watford, Rickmansworth, St. Albans, Hemel Hempstead, Berkhampstead, Chesham, Tring, Alesbury, Leighton Buzzard, Woburn, Wolverton, Newport Pagnell, Stoney Stratford, Northampton, Towcester, Blisworth, Weedon, Daventry, Crick, Rugby, Brandon, Coventry, Hampton in Arden, Birmingham, and the intermediate Towns and Villages on the London and Birmingham Railway; Aston, Handsworth, West Bromwich, Walsall, Dudley, Wednesbury, Darlaston, Bilston, Willenhall, Shiffnall, Wolverhampton, Brewood, Penkridge, Rudgeley, Stafford, Eccleshall, Stone, Trentham, Stoke-upon-Trent, Burslem, Lane-End, Hanley, Tunstall, Shelton, Newcastle-under-Lyne, Macclesfield, Congleton, Nantwich, Sandbach, Middlewich, Northwich, Tarporley, Chester, Frodsham, Warrington, Altringham, Runcorn, Newton, and intermediate Villages on the Grand Junction Railway; Manchester, Liverpool, and intermediate places on the Liverpool and Manchester Railway; Tamworth, Walton-on-Trent, Barton, Burton on-Trent, Repton, Willington, and intermediate places on the Derby and Birmingham Junction Railway; Lutterworth, Ullesthorpe, Wigston, Leicester, Syston, Sileby, Barrow, Mountsorrel, Loughborough, Kegworth, Nottingham, Beeston, Sawley, Borrowash, Spondon, and intermediate places on the Midland Counties' Railway; Derby, Belper, Matlock, Bath, Wirksworth, Cromford, Bakewell, Crich, Alfreton, Wingfield, Chesterfield, Staveley, Eckington, Masborough, Rotherham, Sheffield, Swinton, Doncaster, Barnsley, Wakefield, Leeds, Aberford, Tadcaster, Pontefract, York, Selby, Howden, Goole, Hull, Beverley, Bridlington, and all the intermediate towns and villages on the North Midland, the Sheffield and Rotherham, the York and North Midland, the Leeds and Selby and the Hull and Selby Railways. Eastugwold, Boroughbridge, Aldborough, Thirsk, Northallerton, Darlington, Stockton, Richmond, Ripon, Middlesborough, Bernard Castle, Bishop Auckland, Hartlepool, Sunderland, Durham, Stanhope, Monk and Bishop Wearmouth, South Shields, North Shields, Gateshead, Newcastle, Hexham, Carlisle, and all the intermediate Towns and Villages connected with the Lines of Railway in the counties of Durham, Sunderland, Northumberland, and Cumberland; Liverpool, Manchester, Huddersfield, Halifax, Bradford, Dewsbury, Wakefield, and intermediate towns and villages on the Liverpool and Manchester, and Manchester and Leeds Railways; that he has been some time actively engaged in collecting and arranging the requisite materials for the formation of a complete Guide and Companion to the several lines of railway designated by the above names, and connected by their common terminus in the grand central station at Derby.

The utmost care and attention will be constantly bestowed upon the continued selection of important facts and details, as well as upon all the necessary arrangements, so as to expedite the progress of the work, and prepare it for immediate publication, as soon as the opening of the entire lines shall have connected the Great Northern Mining and Manufacturing Districts, commencing at Carlisle, Newcastle, Sunderland, Durham, North and South Shields, Hartlepool, Stockton, Darlington, York, Hull, Leeds, Huddersfield, Barnsley, Rotherham, Sheffield, Chesterfield, and Belper, with the central terminus at Derby; and thence through all the intervening midland districts with the metropolis, by the line of the Midland Counties' to its junction with the London and Birmingham Railway at Rugby, and also by the Birmingham and Derby Junction line to the vicinity of Birmingham. And the port towns of Liverpool, Hull, Newcastle, Whitby, Hartlepool, Sunderland, North and South Shields, &c. &c.

The work will contain ample information, drawn from the most accurate sources, of all particulars connected with the origin, progress, of formation, and execution, of these most important and stupendous undertakings. It will comprise a topographical account of the country traversed by the several lines of railway;—the adjacent seats of the nobility and gentry, contiguous towns and villages, with a general description of the principal towns, their public buildings and institutions, statistics of trade and manufactures, historical reminiscences, natural and artificial curiosities, and other objects of public interest. Also correct tables of the times and fares from and to the various stations, with information on all subjects of general importance, or of particular interest to the residents in the vicinity of the lines; or that may render it a desirable and valuable companion to the railway traveller.

Considerable portions of the information on which this work will be founded, will be derived from sources accessible to few. It will, therefore, possess some peculiar and almost exclusive advantages. The fine lithographic views of the various stations on the North Midland Railway, are transferred from beautiful and accurate drawings of Francis Thompson, Esq., architect of the whole line, and Alexander Ross, Esq., the eminent Engineer, to whose kindness and liberality the author is highly indebted. The views on the other lines have been supplied by John Green, Esq., Architect of the Great North of England Railway; F. G. Andrew, Esq., Architect of the York and North Midland; John Blackmore, Esq., Engineer, and Benjamin Green, Esq., Architect of the Newcastle and Carlisle Railway, who have most liberally furnished the author with numerous elegant drawings of stations, viaducts, bridges, &c., and a great fund of valuable information; and by other talented artists: and in whatever departments the valuable assistance of competent persons has been desirable, to carry out the design of the work on the most liberal scale of utility, or to beautify it by illustrative representations, such assistance has been uniformly sought and obtained.

Each part will contain about two hundred and fifty pages of letter-press, and will be illustrated by a Map of the Railways, with sections of the gradients, and by beautiful lithographic views of the Grand Central Station at Derby, and the other principal and secondary stations, as well as of churches, public buildings, &c.

In confident anticipation of a demand commensurate with the useful and interesting character of the work, several thousand copies will be printed, presuming, therefore, on a very extensive circulation among various classes of the community, it must necessarily become a most desirable and advantageous medium for the insertion of the Advertisements of public companies and institutions, manufacturers, wholesale and retail traders, proprietors of hotels, general carriers by land or water, conductors of seminaries, &c.

The Advertisements will be carefully arranged so as to render them distinct, clear, and conspicuous; and displayed tastefully in beautiful type, to be shown to the best advantage.

TERMS OF ADVERTISING.

A whole page	£1	0	0
Half a page	0	12	6
One-third of a page	0	9	0
One-fourth ditto	0	7	6

In order that the author may make the best arrangements possible to serve his advertising friends, he particularly requests an early communication of full and correct copies of their advertisements, pre-paid, addressed to Stephen Glover, Wilmot-street, Derby, author and publisher of the Peak Guide, 5s. 6d. The History of Derbyshire, now in the press, 4 volumes, demy 8vo., £2 10s. royal 8vo. £3; demy 4to. £5; dedicated to His Grace the Duke of Devonshire. Volume 1, part 1, and vol. 2, part 1, may be had of the author, who is also preparing for the press a second edition of his History, Directory, and Gazetteer of the County of Derby, in one volume, royal 8vo. £1, and demy 8vo. price 12s. bound in cloth, and the History of Belvoir Castle, under the immediate patronage of the Most Noble and munificent owner, His Grace the Duke of Rutland.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every exectation. It has been used n Shipping Five Years.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

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MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament) of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly; or at the office of Slater and Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.

LONDON and BRIGHTON RAILWAY COMPANY.—NOTICE is hereby given, That the next Half-Yearly Meeting of the Proprietors of this Company will be held, pursuant to the Act of Incorporation, on Wednesday next, 27th instant, at the London Tavern, Bishopsgate-street, at 1 o'clock precisely, when the following Directors will go out of office, but who, being duly qualified, offer themselves for re-election: John Harman, Esq., John Cattley, Esq., H. M. Dyer, Esq., John Hodgson, Esq., and Lieutenant-Colonel Moody, R. E.; and at which meeting certain shares upon which the 7th Call has not been paid, and have been in consequence thereof declared forfeited, under minute of the Board of Directors of the 19th of June last, will be submitted for confirmation of such forfeiture; and at which meeting there will be laid before the Proprietors certain articles of agreement entered into between this Company and the London and Croydon, and the South-Eastern Railway Companies, relative to the joint purchase, enlargement, alteration, and proprietorship, use, and management of a station for the said three Companies near London-bridge, in the parish of St Olave, Southwark, in pursuance of the Resolution of the General Meeting held on the 30th of January, 1840.

The transfer books of this Company will be closed on the 16th instant, and remain shut until after the meeting.

Under provision of the Act of Parliament, no person can vote at this meeting who shall not have paid all calls due.

JOHN HARMAN, Chairman.
THOMAS WOOD, Secretary.

London and Brighton Railway Office, 10, Angel-court, Throgmorton-street, Jan. 6, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—NEW SHARES.—Call of £5 per Share, in addition to the deposit of £5, making £10.

The Directors of the Birmingham and Derby Junction Railway Company having resolved that an instalment of £10 on each of the new Third Shares in this undertaking, created under the provisions of the Act relating thereto, passed in the last Session of Parliament, (3 Vict., cap. 51), payable on or before the 29th day of January next, should be called for, proprietors of such new Shares in this Company are hereby required to pay, on or before that day, to any of the undermentioned Bankers, the sum of £10 on each of their respective New Shares.

BANKERS.

London.—Messrs. Glyn, Hallifax, Mills, and Co., Lombard-street.
Birmingham.—The Birmingham Banking Company.
Manchester.—The Manchester and Salford Bank.
Derby.—Messrs. W. and S. Evans.
Burton-upon-Trent.—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield.—Messrs. Parker, Shore, and Co.

The Bankers have been severally instructed to charge interest at the rate of £5 per cent. per annum, according to the provisions of the Act above referred to, from the 29th day of January next, on all sums which shall be tendered after that day.

HENRY SMITH,
Chairman of the Board of Directors.
THOS. KELL, Secretary.

Waterloo-street, Birmingham,
Dec. 31, 1840.

N.B.—The proprietors who have paid the deposit of £5 will have credit given them for the amount so paid, on payment of the above Call, and as part thereof.

OFFICES and CHAMBERS.—To be LET, three excellent OFFICES, on the ground floor, conveniently fitted up, and admirably adapted for the use of a solicitor, parliamentary agent, or other person having business connected with Parliament or the Courts of Law, being situate within five minutes' walk of Westminster Hall. Commodious chambers for domestic purposes, with attendance, may be obtained, if desired, in the same building.

For cards to view apply to Mr. Calcutt, butcher, Little Queen-street, Westminster.

NOTICE.—R. B. WATSON & Co., of Leeds, beg to acquaint their friends and the public, that they have opened a branch house, in Hull, for the sale and purchase of shares of all descriptions, under the firm of R. B. Watson and Bell.

R. B. W. has known Hull for thirty years, and Leeds for twenty-five, having lived in the former place twenty years, and in the latter ten.

SHANNON COMMISSION.—TO CONTRACTORS AND BUILDERS.—The Commissioners for the Improvement of the River Shannon hereby give NOTICE, That the Plans and Specifications of the several Works to be executed on the River Shannon for the several Piers and Landing Wharfs at the undermentioned places below Limerick, viz.:—

Querin ..... County Clare,
Kilrush ..... County Clare,
Kildysart ..... County Clare,
Kilteery ..... County Limerick,

And for the Wooden Bridge across the river opposite Plassy Mill, in the county of Limerick, are ready for inspection, at their office, Dublin.

The sites of the proposed Works will be pointed out, upon application to W. H. Owen, the Commissioners' Engineer, at Limerick; and any further information may be obtained from Thomas Rhodes, Esq., the Commissioners' principal Engineer, Custom House, Dublin.

Security will be required for the due performance of the Contracts.

The Commissioners do not bind themselves to accept the lowest, or *any*, Tender.

A separate Tender will be required for each work.

Sealed Tenders, addressed to the Secretary, marked in left-hand corner, "Tender for (what proposed)," to be delivered on or before the 15th day of February next, after which day no Tender will be received.

The Commissioners are also prepared to receive Tenders for the Supply of Twenty Wrought Iron Buckets and Links for Dredging Vessels. The drawing or pattern of same can be seen at the Commissioners' Office, Dublin.

No Tender for the Buckets will be received after the 23rd instant.

By order,
(Signed) EDWARD HORNSBY, Secretary.
Shannon Commission Office, Custom House, Dublin,
8th January, 1841.

TUCK'S HERMETIC ENVELOPES, on an entirely new plan (*Manufactured by Machinery, and registered pursuant to Act of Parliament*) offer advantages possessed by no other Letter cover yet devised. The Postage Stamp Label is affixed to the Envelope in such a manner as to serve at once to seal and frank the Letter.

Separate Waxing or Wafering rendered unnecessary.

Time in making up and dispatching less than the before introduction of the Penny Postage system.

All envelopes hitherto made on the old plan may be easily opened without breaking the seal, their contents read or abstracted, and the envelope re-placed in its original state, so as to defy detection. But this cannot be done with the HERMETIC ENVELOPES, which renders them invaluable for the enclosure of Bills of Exchange, Remittances, Confidential Communications, Legal and Official Documents, &c.

May be had at the Office, 122, FLEET-STREET, in quantities of not less than 250 of various sizes, in neat paper boxes, from 10s. to 15s. per 1000, and of all Stationers in the kingdom.

*** Orders also received at 139, Aldersgate-street.

This day is published,

TUCK'S MAP OF THE RAILWAYS THROUGHOUT ENGLAND AND WALES TO THE CAPITAL OF SCOTLAND, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the RAILWAY TIMES Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster-row; Hyde & Co., and G. Bell, Fleet-street; Mann, Cornhill; and by all Booksellers and Newsmen.

Just published,

TUCK'S ROLLER CALENDAR for the Year 1841.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda, indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board-Room, Counting-House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d. The Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Published at 122, Fleet-street, and sold by all Stationers and Booksellers.

Just published,

THE RAILWAY CALENDAR FOR 1841, illustrated with an elaborate and splendidly executed MAP OF THE RAILWAYS OF ENGLAND AND WALES, with their immediate vicinity, on a new and original plan, containing more information than was ever yet conveyed in so small a space.

The CALENDAR contains LORD SEYMOUR'S ACT for the Regulation of Railways, *verbatim*, and a compendium of Railway Information; besides answering every purpose of a general Almanack.

Price 1s. 6d.—In Case for the pocket, 4s.; mounted on canvass and rollers, 5s.—In neat frame, 5s. 6d.

Published at 122, Fleet-street; and sold by all Booksellers and Newsmen.

TO CONTRACTORS, BUILDERS, IRON-MASTERS, &c.—GREAT WESTERN RAILWAY, BRISTOL DIVISION.—For Sale, the following useful Railway and other Stores, all made of the best description of materials, and in good condition:—About 70 tons of flat bottomed rails, 45 lbs. per yard; 500 tons chair rails, 30 lbs. per yard; Chairs, averaging 8 lbs. each, with a large assortment of Box Wings and Crossings; a great number of Sleepers; 250 Railway Waggons: 30 Stone Trucks, all with 30 inch wheels, and 3 inch square axles; several Strong Cranes with wrought iron guys, and gearing complete. A 6 inch Wheel, Timber, Carriage, 2 Waggons, 13 Carts with 6 and 3 inch wheels; also 6 superior Cart Horses, Smiths' Bellows, Anvils, Troughs, &c. A large quantity of Tunnel Centres and Iron Work for Tunnel purposes: Memel and Pine Timber; Crow Bars of various sizes: Sledges, Jumpers, and Blasting Tools, &c., &c. Two River Barges, one of twenty tons, the other of 50 tons burthen. Also, 3 Pile Engines.

The whole of the above named Materials lie on convenient Wharfs for Shipment, on the banks of the River Avon, between Bath and Bristol, from whence they can be conveyed at a cheap rate, to any part, the port of Bristol offering every advantage to Shippers.

For terms and further particulars enquire of Mr. Roberts, 7, Vernon-place, London; of Mr. Hugh Ross, Saltford, near Bath; or Mr. Charles Nixon, Keynsham near Bristol.

Saltford, 25th Nov., 1840.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

From the
SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE KUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver 10s. 6d. each pair.

Omnibuses to and from every train—Fare 6d.

THE HULL ADVERTISER.—Established half a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England; while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser	75,000
Hull Packet	10,000
Hull Times	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

The HULL ADVERTISER is published every Friday morning, in time for post, at the office, 26, Lowgate.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 38, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, January 23, 1841.

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The Railway Times.

"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 181. Vol. IV.—No. 5.] SATURDAY, JANUARY 30, 1841. [Price 6d.

NORTHERN AND EASTERN RAILWAY.—The Directors of this Company will meet on Thursday, the 11th day of February next, to receive TENDERS for the erection of a STOREHOUSE at STRATFORD.

Plans and Specifications to be exhibited at the Railway Station, LEA BRIDGE, on Wednesday, the third day of February. The Directors do not bind themselves to accept the lowest Tender.

WM. BOURNE, Secretary.

Shoreditch, London, January 29, 1841.

NORTHERN AND EASTERN RAILWAY.—CALL of TEN POUNDS per Share.—Notice is hereby given, That the Directors of this Company have made a Call of Ten Pounds per Share, payable on or before the 15th day of February next, and the Shareholders are requested to pay the same to either of the following Bankers, viz.—

London—Messrs. Masterman, Peters, and Co.
Manchester—B. Heywood and Co.
Liverpool—Messrs. Heywood and Son.
Cambridge—Messrs. Tyler and Sons.

Interest at the rate of 5 per cent. per annum will be charged on all sums which remain unpaid after the day above appointed.

WILLIAM MARSHALL,
Deputy Chairman.
WM. BOURNE, Secretary.

London, Shoreditch, 26th Jan., 1841.

LONDON AND GREENWICH RAILWAY OFFICE, London Terminus, January 26, 1841.

Notice is hereby given, That the First Half-yearly General Meeting of the Proprietors of this Company, will be held at the London Tavern, Bishopsgate-street, on Tuesday, the 9th February next, at Twelve for One o'Clock.

The list has fallen on the following gentlemen to retire from the Direction, namely, J. W. Childers, Esq., M.P., Thomas Corsey, Esq., and James Cuthbert, Esq., of whom J. W. Childers, Esq., M.P., and Thomas Corsey, Esq., offer themselves for re-election; and Andrew Monar, Esq., will be proposed to fill the vacancy occasioned by the retirement of James Cuthbert, Esq.

The Transfer Books will close on Monday, the 1st, and re-open on Monday, the 22nd of February next.

By order of the Board,
J. Y. AKERMAN, Secretary.

RAILWAY ACCIDENTS LESSENED.—The Right to a Newly-Invented Buffer, of extraordinary Power, to be Disposed of; also a Brake; the Advertiser's other avocations preclude him from devoting the time required for securing the Patents, establishing it, &c.

Address (free) Y. Z., *Railway Times* Office, 122, Fleet-street.

WATERPROOF LUGGAGE COVERS.—Manufactured by John Emms, (late Milton and Co.), Cut Side, Limehouse, London, for Railway Trucks, Waggons, Barges, &c. The great improvement in the manufacture of these Covers, which are now in use on the principal Lines, and which can be recommended with confidence to the notice of Dock and Railway Companies; Barge and Waggon Proprietors, Contractors, Builders, and others, as an article of durability, possessing all the necessary qualities—viz., that of being perfectly Waterproof, and flexible, and not subject to stiffness, a fault much complained of in tarred Cloths; and can be made of either light or heavy quality to suit the purposes required. It is also peculiarly fit for covering Roofs, Verandas Coach and Chaise Aprons, Hearse Cloths, &c.

A supply of Canvas on hand for hire, to Builders, Exhibitions, Encampments, &c., requiring temporary Coverings, Tilt Cloths, Poles, Blocks, Cordage, &c.

DARNICK AND GLASGOW RAILWAY.—The Annual General Meeting of the Company of Proprietors of the Darnick and Glasgow Railway, will be held on Friday, the 19th day of February next, at Two o'clock, afternoon, in the George Hotel, Glasgow.

Printed extracts of the Report by the Committee of Management, with an abstract of the Accounts, will be sent to the Shareholders previous to the day of meeting.

By order of the Committee,
CHAS. ALEX. KING, Secretary.

Darnick and Glasgow Railway Office, St. Rollox, Glasgow, 20th January, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

Now ready, in 1 vol. quarto, 600 pages and 17 splendid executed engravings of the various Classes of Locomotive Engines and Carriages, a Railway Map of the United Kingdom, &c., &c., price £1 11s. 6d.,

THE RAILWAYS OF GREAT BRITAIN and IRELAND. By FRANCIS WHISHAW, Civil Engineer, Member of the Inst., of Civil Engineers.

"No railway capitalist will remain long without it. It is a work of immense labour and research—rich in original and authentic information, and embellished to profusion with splendid engravings."—*Railway Times.*

"Peculiarly valuable on account of the original and authentic information it contains."—*Midland Counties' Herald.*

"Useful to every class of persons interested in railway communication—a class which, in point of fact includes almost every member of the community."—*Liverpool Mercury.*

"Interesting to the general reader from being interspersed with Mr. Whishaw's own remarks and observations during his seven thousand mile railroad tour"—*Gardener's Gazette.*

London: Simpkin, Marshall, and Co., Stationer's Hall-court.

RECIPROCATING SYSTEM OF RAILWAYS.—By this system the most complete Railway, with the best appointments, including engines, carriages, &c., calculated for any amount of traffic, may be effected at from £10,000 to £16,000 per mile according to the nature of the country to be traversed, and the expected amount of traffic. By this mode *accidents* by *collision* are rendered next to *impossible*.

FRANCIS WHISHAW.

Gray's Inn, and Hampstead, Middlesex,
January, 1841.

GEOLOGICAL MAP OF CENTRAL AND WESTERN EUROPE.—Mr. WEALE, after a long preparation, has now completed for publication a large GEOLOGICAL MAP of England, Wales, Scotland, Ireland, France, Germany, Switzerland; portions of Italy and the Austrian and Prussian States. Corrected to the present time. By W. S. HUGHES, F.R.G.S. Finely coloured, price £1 10s.; mounted and varnished on rollers, or folded in a case, price £2 2s.

*** The Geological features of these countries offer much research to those who seek information on minerals and the precious metals.

59, High Holborn.

ALL SHAREHOLDERS IN RAILWAYS should send the SOUTHERN ADVERTISER and RAILWAY GAZETTE, published every Wednesday, and may be obtained of Mr. Heywood, Manchester; John Smith, News Agent, 24, Scotland-place, Liverpool; and at 326, Strand.

TO RAILWAY COMPANIES AND CONTRACTORS.—Larch and Scotch Fir Timber, Sleepers, Paneling, Planking, and Scantling of any description, may be had at the Saw Mills, Green Odd.

Apply to John Fell, Sparke Bridge, near Milnthorpe.
January 30th, 1841.

THE LONDON STOCK AND SHARE LIST published every Saturday evening. Terms, £1 1s. per annum. Postage, 9s. extra, payable in advance.

This List contains the closing prices of each day's actual transactions upon the Stock Exchange, from Monday to Saturday inclusive. The length in miles, miles opened, number of shares, amount per share, amount paid up, last calls, amount of traffic, last dividend, and present value of the chief Railways in the kingdom. The present nominal value, and every other essential particular of the principal Insurance Companies, Joint-Stock Banks, Bridges, Docks, Institutions, Canals, Gas-Light Companies, Water Works, British and Foreign Mines, and other Miscellaneous Joint-Stock Companies, North American Securities, Government Funds, Foreign Stocks, Course of Exchange, Bank of England Averages, Private and Joint-Stock Bank Circulation, Grain Averages, Remarks upon the Money Market, &c. This List is got up in a most convenient form for binding, is peculiar for its lucid arrangement, and contains more matter than any other similar publication.

The same Proprietors also publish THE LONDON DAILY STOCK AND SHARE LIST, in which is given the ACTUAL DAILY TRANSACTIONS upon the Stock Exchange to 4 o'Clock, p. m. Published every evening. Terms, £3 3s. per Annum. Postage, 30s. extra, payable in advance.

They likewise publish A DAILY LIST OF NOMINAL QUOTATIONS, containing the "Jobber's" NOMINAL PRICES of the leading Railway Shares, Consols, and Spanish, at the commencement of the day, 10 o'Clock, a. m. and at the close of the market, 4 o'Clock, p. m. Published every evening. Terms, £2 2s. per Annum. Postage, 30s. extra, payable in advance.

These Lists have been established nearly 12 months, under the patronage of the most eminent Members of the Stock Exchange, Bankers, and other Capitalists interested in Public Securities, and are attended to by parties who have access to the best information, and are practically acquainted with the markets.

Orders for the regular supply of the above Lists to be forwarded to the Proprietors, J. S. TRIPP & Co., 12, Copthall-court, London.

ULSTER RAILWAY COMPANY.—In compliance with a Resolution of the Directors, this day entered into, I hereby give Notice, That they have made a Ninth Call, for the Sum of £2 10s. Sterling, on each and every Share of the Company's Stock. Payment to be made on or before the 1st day of March next, to the Northern Banking Company, Belfast, or any of their Branches; to Messrs. Boyle, Low, Pim, and Co., their Agents in Dublin; or to Messrs. Brown, Shipley, and Co., Liverpool.

Dated at the Ulster Railway Office, Belfast, this 7th day of January, 1841.

JAMES GODDARD, Chairman of Directors.

In tendering the Money as above, it will be necessary to state the number of each share on which the instalment is paid.

Interest at the rate of five per cent. per annum will be allowed to the first of March on all sums paid of this call in advance.

MOST IMPORTANT TO RAILWAY COMPANIES, Engineers, Wheelmakers, and others.

Messrs. ADAM MURRAY and SONS are authorized to receive, until the 15th of February, written offers (the highest of which above the reserved prices will be accepted) for a LICENCE for PARKIN'S PATENT WOOD RAILWAY WHEEL, for each of the Railways having a terminus in London, Bristol, and Birmingham, and the Llanelly and Taff Vale.

The success of these wheels—the cheapest and most durable ever made—has been completely established on the Liverpool and Manchester and Great Western Railways and as they cannot break, and will prevent the breaking of axles, railway travelling will become much more safe and easy, whilst Directors will be relieved of anxiety and responsibility.

Drawing to be seen, and particulars had, of A. Murray and Sons, Surveyors, &c., 47, Parliament street.

Just Published, Price 2s. 6d.—by Post, 3s.,

AN AUTHENTIC STATEMENT of the affairs of the EDINBURGH, LEITH, and NEWHAVEN RAILWAY COMPANY, from 1835 to the close of 1840; with MAP, APPENDIX, &c. By an Original Proprietor.

"Facts and figures are stubborn things."—Dr. Johnson.

Published by G. W. Prideaux, 22, Narrow Wine-street Bristol.

RAILWAYS IN IRELAND.

[Abridged from the *Dublin Monitor*.]

AN important and highly respectable meeting of the nobility, landed proprietors, bankers, merchants, and inhabitants, was held on Thursday, January 21st, in the Royal Exchange, Dublin, for the purpose of taking into consideration the best means of obtaining for Ireland a general and comprehensive system of railways, under the control and direction of the state.

The meeting was very numerously attended, and amongst those present we observed:—His Grace the Duke of Leinster, his Grace the Archbishop of Dublin, the Earl of Charlemont, the Eart of Mountcashel, Lord Dunsany, the Provost, the Honourable Frederick Ponsonby, Sir Richard Franklin, (late Mayor of Limerick), High Sheriff Browne, Colonel Conolly, M.P.; C. Fitzsimon, Esq.. D.L.; George Alexander, Hamilton, Esq., D.L., county Dublin; Alderman Hoyte, Alderman Hodges; Pierce Mahony, Esq.; A. C. Lambert, Esq., D. L., Mayo; Peter Purcell, Esq.; Sir David Roche, Bart., Sir Percy Nugent, Bart.; C. Bianconi, Esq.; Colonel Blacker, J. Molony, Esq., county Clare; Colonel Creighton, Lieutenant county Fermanagh; Professor Butt, Professor Kane, E. Taaffe, &c.

Precisely at one o'clock the Chair was taken by the Right. Hon. the Lord Mayor.

JAMES PIM, jun., Esq., was requested to act as secretary.

The CHAIRMAN said, on receiving that document the requisition), I was really astounded by the extraordinary and peculiar manner in which it was signed; not only numerously signed, but signed by the nobility, gentry, and landed proprietors of this country in a manner unparalleled (cheers). It demonstrates the anxiety which is naturally felt to give employment to the people of this country; and I am convinced that in doing that the best interests of Ireland are consulted (loud cheers). I know of no subject which, if carried into effective operation, would do more incalculable service to this country, than the establishment of railways in it. Exclusive of the many other advantages which it would ensure to the people of this country, it would most undoubtedly, have the effect of reducing the number of admissions into the poor houses, increase the comforts of the people, diminish taxation, and thereby benefit the country.—(Cheers.)

Mr. PIM read letters of apology from the Right Hon. F. Shaw, the Most Rev. Dr. Murray, Lord Glengall, and Mr. Hume, M. P., and expressive of their approbation of the objects of the meeting.

His Grace the Archbishop of DUBLIN rose to propose the first resolution. In the course of a long and excellent speech he said—It is superfluous to dwell upon all the advantages the country will derive from the facility of internal communication. It promotes wealth, and in a better way than if it pleased Providence to send a most plentiful harvest to each nook of this island. I think that quick transition tends to cultivate the mind as well as to improve the body. (Hear, hear.) I think freedom of intercourse, besides its conduciveness to national wealth, would do away with narrow prejudices and blind ignorance, and almost brutish notions, which we find prevalent in the most sequestered parts of the kingdom, and that the manners of the Irish people will be improved, as well as their external circumstances, by the facility of intercourse between the various parts of the country. (Hear.) By their establishment money would be circulated and knowledge increased, and that would be only one of the consequences resulting from such an undertaking. (Hear.) It only remains to be considered, without dwelling further on the general advantages of such communication, how far it would be desirable that government should take a part in it. (Hear, hear.) I may be allowed to speak from experience, having travelled on railways in England and Belgium; and I think if we took a leaf out of a foreigner's book, we would learn a great deal from the government of Belgium; for there the railroads are in exceedingly good order, and travelling much cheaper than here- and cheapness and expedition are most essential. (Hear, hear.) It must be evident that government can regulate them in a much more effectual manner than individuals; and it is a case where government must interfere, for there cannot be a railway without an Act of Parliament. (Hear, hear.) It is better that the private interests of individuals should not be mixed up with public legislation, and it is better that government should do it all through. (Hear, hear.) I may refer to the manner in which railroads are carried on in England to prove what I say. Look to the expense of travelling on the English railways. (Hear, hear.) I would say that a remunerative return might be fairly expected, even at a lower rate than that paid on our railway, if the whole concern was centralised; but supposing this was not the case, and that the freight and passengers, and luggage, and goods did not pay the interest on the money, still the money would be so laid out that it would come back to government through the medium of the nation. (Hear, hear.) From the increase of consumption of excisable commodities, and the many persons from distant farms that would send their articles to market, the increased value of land and labour, when the produce could with facility be transported from place to place, all tending to enrich the country, must of course enrich the government of the country. (Hear.) There is another point of view that is frequently overlooked. Take, for example, the Dublin and Kingstown Railway Company, the only one in this country. I say the value of the undertaking is not to be estimated by what is paid by passengers; there are persons who derive benefit from it beyond what they pay—the payment comes from each individual who actually travels by the steam carriages. But one other great advantage which many derive from it is, the possibility that he may go at once, and the circumstance of having a mode of conveyance by which he can travel at once, gives a facility to business, and very often the means of health and professional activity, when the individual perhaps does not expend five shillings in the year on it. A person in ill health, who was forced to reside in Dublin to have the benefit of medical aid, can now reside in Kingstown; and if assistance be wanting, a person can be sent to or from Dublin at half an hour's notice. (Hear, hear.) There are many who if asked whether they would rather than 20*l.* a year to have this railroad, would say they would rather than 50*l.* a year to have it though perhaps they may not expend five-shillings on it. Then, with respect to the effect it would have in preserving peace and order in remote parts of the country. (Hear, hear.) It is quite manifest that a small number of police could more effectually preserve order than a large body, when there is a want of such means of communication. The people will become more civilised by having such roads made, for they will afford a ready appeal to legal protection from lawless violence. (Hear.) And even if an invading enemy landed in the country—though there is not much fear of it yet—10,000 men would be able to contend with 100,000 if we had the country intersected with the railroads—(hear, hear)—while the invaders could not make use of them, for if they attempted to do so they could be blocked up. (Hear.) These are only a few of the advantages that would arise from an application of steam on railroads, in the hands of government, and I would wish, before I conclude, to advert to one collateral circumstance; and I do believe that however strenuously those persons may labour who are exerting themselves for the promotion of Irish industry, facilities of intercourse—which creates expenditure of capital and affords protection to the peaceable, will do more to promote industry than any combination. (Hear.) There is no person more anxious to encourage Irish industry than myself. I have been convinced that the only effectual way to encourage Irish manufacture is to encourage the production of articles of the best quality and at the cheapest rate. (Hear.) Let them stand on their own basis. I am sure that a forced adherence to the manufactures of any country will destroy them for it will make the workmen lazy, and it will induce them not to take the same care they otherwise would do. But increase Irish skill and capital, and then you may leave the Irish manufacturers to take care of themselves. (Hear.) I say that forced manufactures of any kind, which creates a legal or illegal monopoly, is like a green-house plant, which is reared up by artificial means, but when you leave it to itself it lingers and dies. (Hear, hear.) But if they want to increase consumption, bring forth a healthy plant that will be hardy and rooted in the soil. (Hear, hear, and cheers.) It is protected by itself and needs no other protection. (Hear.) I think the system of railroads under the protection of government is one of the most effectual ways of promoting Irish manufactures. (Loud cheers.) I will point out one way out of many by which it would have that effect. People on the sea coast find it less difficult at the present to import many articles that they want from England, Scotland, or even America, than to get them from the interior of the country in consequence of the expense of carriage; but establish railroads, and afford them a mode of conveyance for those goods, and they will not send for any article by sea to other countries when, for articles of Irish manufacture, they can have a cheap transit from one end of the country to the other. (Cheers.) I therefore think that the establishment of railroads will conduce to the general peace and prosperity of the country. His grace then proposed the following resolution.

"That one of the greatest public benefits which can be conferred by any Government upon any country is to provide for all classes of the community the means of safe, expeditious, and cheap internal conveyance and intercourse;"

and resumed his chair amid loud cheers from all parts of the house.

The Earl of MOUNTCASHEL seconded the resolution. It appeared that the government of every country was alive to the utility and necessity of establishing general lines of railways in their respective countries; and when they had done so would it not be highly blameable if the Government of this country did not do the same, when the benefits and advantages arising from it had been ascertained? (Hear, hear.) The Government were not entitled to any credit for what had been effected in this way in England; the wealth, capital, and enterprise of England had done it, but it was unfortunately well known, and all should deplore it, that Ireland was a poor country, and her poverty was so great that she could not establish a capital for any national object. It is by acts (continued his lordship) that opinions should be ascertained, and when we find that the English people do everything to improve their own immediate country and forget us, then we should be linked together more than by any other means; and if we can be assured upon substantial grounds that our hearts, our interests, and our wishes are really united, there is no doubt the countries will be united too. (Hear, hear.). Then let the Government come forward upon the present occasion—let them show that our interests are really identified, and I venture to say the countries shall continue to be bound together by ties which cannot be severed. (hear, and cheers.) It would be endless to recapitulate the benefits which would result from the establishment of railways in Ireland. It would give almost permanent employment to the poor—it would prevent thousands from obtaining subsistence in poor-houses, while it would enable many, who are now in misery and suffering, to earn an honest livelihood, and support their families in honesty and industry. (Hear, hear, and loud cheering.) The establishment of railways would be the means of spreading throughout the country a large sum of money, which would go from the hands of the shopkeeper to the hands of the artisan, the manufacturer, the agriculturist, and others; and would therefore have the effect of spreading amongst every class of society a degree of comfort and independence. The establishment of railways would supply employment in a variety of ways, which would be of the utmost advantage to the people. It would add to the wealth of the country, in proportion as it increased its available industry; it would promote commerce, and it would undoubtedly ensure the success of the present movement in support and encouragement of Irish manufacture (hear, hear, and cheers); but unless the establishment of railways was first effected, he feared the efforts made in favour of Irish manufacture would totally fail. (Hear, hear.) If railways had been once established in this country, he had no doubt they would afford a greater facility to the success of the exertions of those who interested themselves for the promotion of Irish manufacture, and that it would induce capitalists to come over to this country to speculate where there are so many inducements of every description. (Hear, hear.) Nothing could conduce so much to the comforts and enjoyments of the people of this country as the establishment of railways; it would not only relieve them from the necessity of travelling on foot on bad roads, but offered them an opportunity of cheap and expeditious intercourse, and otherwise prove a present source of advantage. His lordship concluded by stating that he mentioned those few reasons for the purpose of supporting the resolution, and he hoped that every person who heard him would agree with him that they were strong and powerful arguments in support of the propriety and advantages of establishing railways in this country. (Cheers.)

His Grace the Duke of LEINSTER rose to propose the next resolution. The noble duke said this was a a subject so well understood, and so ably laid before the meeting by the right rev. prelate and the noble lord who had last addressed the meeting, that he did not deem it necessary to detain them by any lengthened observations. He, however, trusted that the Government would take into consideration the resolutions that would be adopted by the present very respectable and influential meeting. (Hear, hear, and cheers.) His grace concluded by moving the following resolution:—

"That the establishment in Ireland of an extended and comprehensive system of railways, under the immediate control of the State, by affording to this portion of the empire these important advantages, must materially promote its future improvement and prosperity."

The PROVOST of Trinity College, Dublin, came

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forward to second the resolution. He said the advantages of railways had been so much spoken of that it was unnecessary he should detain them long. However, there was one advantage which it would have, which had not been much insisted upon, and that was to bring the waste lands of Ireland into a state of improvement. (Hear, hear.) There were four millions of acres in Ireland at present waste, but which were fully capable of improvement. What was the reason that so little had been done in that way? Want of internal communication, which had rendered it so far scarcely worth the while of those who possessed these lands, and which were generally distant from any market, to expend money on their improvement. (Hear.) However, that there was no doubt they would amply repay the amount expended on them, he (the Provost) could say, having reclaimed some of the very worst of those waste lands, which had amply remunerated him; but if railroads were established, that obstacle would be done away with. (Hear.) What would be the effect of bringing those lands into cultivation? Why, that one-fifth would be added to the available territory without increasing the population. (Hear.) He (the Provost) had made a calculation, and he found that the waste lands would be sufficient to afford ample employment to the country for fifty years to come. (Hear, and loud cheers.) One great evil of the country was, that the people should not have employment—there it existed in abundance, but it could never be made available until there were railroads established. (Hear.) Every owner of property was interested in the progress of this measure, for those who had no waste lands to reclaim would be benefitted by having markets brought closer to their doors, and they would add to the value of their lands by the employment of the labouring population. (Hear.)

Mr. GEORGE ALEXANDER HAMILTON, here addressing the Lord Mayor, said he had attended as the chairman of a railway Company, but not to create disunion, for there was no man more anxious than he to preserve unanimity. His object was to put a question, and he was sure that the answer to it would be entirely satisfactory, for he anticipated it would be in the affirmative. Mr. Hamilton's question was, whether, in the event of their succeeding in inducing the Government to take up the question of railroads, it was the desire of the meeting that private Companies, whose works were in progress, should be protected.

The LORD MAYOR said he was sure Mr. Pim would be able to answer the question.

Mr. PIM said, without directly answering the question, he would state the course the Committee intended to adopt. They had intended to advocate principle, and to avoid details. They did not desire to point out any course, but to recommend that railways in Ireland should be taken under the control of Government, because they felt they could not be attended to by any other means. If they should succeed in that, then he thought the Government were bound to provide that ample and sufficient compensation should be made to those Companies already in existence; and the justice of that was so obvious that they had not deemed it necessary so introduce it. (Hear.)

Mr. HAMILTON—I am perfectly satisfied.

The resolution was then put and carried.

The Earl of CHARLEMONT, in proposing the next resolution, said that the impossibility of establishing railways by private capital in this country was so self-apparent to any person who considered the state of Ireland, that it was quite unnecessary for him to detain the meeting by any observations upon it.

Mr. High Sheriff BROWNE, in seconding the resolution, said he would not occupy their valuable time further than to express his great pleasure in seconding the resolution.

The resolution having been put from the chair, was carried unanimously.

Colonel CONOLLY, M.P., proposed the next resolution. The gallant colonel passed a very handsome eulogium upon Mr. James Pim, who had, by the matter in his pamphlet, proved beyond the possibility of contradiction, that the money spent upon railways would not be laid out upon an untried project, but that, though it might not pay an individual, yet it would be amply remunerative to the State. It had been alleged, not proved, that railways in Ireland would not yield a profitable return; but that statement was not true in any way. But, however it might remunerate a body, there was no question that it would amply compensate the State. Mr. Pim had shown that Exchequer bills to any amount necessary would be absorbed in this country, a matter which was of very considerable consequence. That was the great question; and for what Mr. Pim had done in that respect he felt bound to give him the most full testimony of his approval and his thanks. In England the Directors of Railway Companies were almost always the largest holders of shares, and few of them, though they gave directions for works or improvements, understood the meaning of the terms they used; the consequence was very great injury to the interest of the public and their own. On the plan proposed in this country the management of railways would be committed to competent engineers of high character and attainments, and who would be responsible for their proceedings. (Hear, and cheers.) The government themselves, using those roads for the transmission of the mails, would have an additional motive for keeping them well. It would be just like giving the mail coach contractors the repairs of the road. (Hear.) The government again could borrow money at 3½ per cent., whereas they should pay 5 per cent. for it. What reason then could prevent the Government from proceeding with it? In their hands it was free from the probability of failure; it was sure to pay if directed in the proper channel. It was a measure fraught with dignity, with wealth, with advantage to the country, and one with which men of all parties were called on to urge them to proceed. (Cheers.) Thus, then, they would have their Bill passed for nothing; they would have the money passed for 3½ instead of 5 per cent.; they would have their railways under proper control.

Mr. PETER PURCELL next came forward and said that, inconsistent as it might seem in him to come forward in support of a project of railways, interested in, and connected so extensively with the internal communications of the country, yet he had been always anxious to procure employment for the people, and he had held back hitherto because he foresaw the attempt made to procure a grant for railways was not attended with much hope of success. (Hear, hear). The Bill now proposed, however, had his sanction, placed as it was intended to be in the hands of the Government; and he had no doubt the project would be successful, aided by those noblemen and gentlemen whose names were signed to the requisition, and by many of whom he was at that moment surrounded. (Hear.) It was immaterial to them, and the poor labouring classes in the country, where the money came from if it were expended for their benefit. They wanted employment for their poor, and as peace and tranquility were going hand in hand with temperance throughout the country, he did think that Parliament ought to listen to their demand, and cheerfully and honestly give that assistance to which they were entitled. (Cheers.) If they expected to maintain the union, it would only be by dealing fairly, honestly, and openly with that country; and, having said so much, he would not detain them longer than by reading the resolution. Mr. Purcell then read it, and continued by saying—My private interest is but a secondary consideration when contrasted with my honest and sincere desire for the benefit of my native land. (Cheers.)

Mr. BERMINGHAM next addressed the meeting at some length. He advocated the proposed formation of railways on the grounds, amongst others, that the undertaking would afford employment to the poor, and observed that they were entitled to pecuniary assistance from Government to enable them to carry it on, as all money previously lent to this country by Government had been repaid.

The resolution was then put and carried,

Mr. JOHN O'CONNELL, previous to moving the next resolution, said—I confess I have a particular degree of zeal in this cause—all the zeal of a convert—for, when the question was introduced a few years ago, I was one of those who thought it better to leave the matter to private enterprise, and that the interference of Government would not be justified by the sound principle of political economy. I have since seen abundant reason to change that opinion, and the only portion I retain of it is, that if the undertaking does interfere with private enterprise, already begun, there should be compensation given to the parties by the state. (Cheers.) I was induced to change my opinion from a feeling that private enterprise did not avail itself of the open given to it, and that there was not capital to carry on such an undertaking; and I was also induced to change my opinion by the working of the railway system in England and Belgium, the great and numerous losses of the Companies in England before a foot of the railway was contracted for, the bad regulations, and the grounds of complaint given to individuals travelling on the railway, the little redress to be obtained by the best urged complaints to the Company; and finally, the great number of accidents, which is an important consideration. (Hear, hear.) Now, in Belgium none of those exist, and not a single accident, I believe, has occurred since they were established. (Hear.) I trust that the system which is adopted in Belgium will be adopted in Ireland. In asking for money to carry on the undertaking, we are only seeking for our own. Every loan given to us has been abundantly repaid, and we are only looking to our own taxation for it. (Cheers.) I am glad that we, Irishmen, have found one more among the many common grounds on which, without compromising our principle, or offending the private opinions or prejudices of others, we can unite with each other for the common good of our common country. (Loud cheers.) In conclusion, the Hon. Member moved the fifth resolution:—

"That it appears equally manifest that in the future maintenance and direction of such a system of railways, the Government would possess a vast superiority over private capitalists. A central board of management would necessarily be not only more efficient, but more economical, while its general effect would be to establish a system of uniformity, as well as of strict regularity and responsibility in all its details and subordinate departments, not to be attained under separate local boards; the entire and permanent control of the whole system, affording the Government at the same time an unlimited facility in introducing every improvement, and carrying out every alteration which future circumstances might call for."

Colonel CREIGHTON seconded the resolution, which passed unanimously.

The Hon. FREDERICK PONSONBY proposed the following resolution:—

"That the result of the economy attainable in these various ways by the Government, would necessarily be a reduction of the charge for the conveyance both of goods and passengers, to an extent which it would be impossible to arrive at under the present system."

He said, that it appeared to him that the statement laid down in that resolution was undeniable. When private individuals formed companies to carry on works of this kind, the only object with them was naturally enough to render the speculation as profitable as possible to the shareholders, and in pursuance of that to obtain the highest rates from the public. (Hear.) On the contrary, when they would be undertaken by the Government, they would only regard the mere interest of their money and the expense incurred in the work. They would merely look to very small returns, much less than that by which individuals could be compensated. But there were other grounds for committing the establishing of railways to the hands of Government; and it was, that the internal communications of the country, by such means, should remain as the Queen's highways, and should not be converted into sources of private monopoly. Again, it should be borne in mind that the state, for whatever money it should advance, would receive an usurious interest, because such would be the increase in the excise department consequent on the improvement of trade and commerce by means of railways, that a return of 30 or 40 per cent. would be certain to the state. (Hear, hear.) For one more reason he would advocate the measure—and that was the immense employment it would afford the population. They were deeply indebted to a gentleman who had addressed them that day—he alluded to Mr. Purcell, a most extensive coach proprietor. (Cheers.) That gentleman had evinced as much true disinterestedness, as much genuine patriotism, as any man he had ever known. (Tremendous cheering.)

Mr. TORRENS M'CULLAGH having addressed the meeting,

The resolution passed unanimously.

Sir PERCY NUGENT, Bart., said, he was, however, one who repudiated the idea of going to beg from the Government any loan, without it could be shown that it was by the unanimous consent of all parties connected with Ireland, and for the universal benefit of their country. They had a right to expect assistance from the Government of the country for the promotion of so great an object—their capital was their labour in land, which they were ready to mortgage for the money advanced, and when, moreover, they would be able to show no loss could accrue—it was, he thought, making out a case which could not be resisted. The honourable baronet concluded by moving the following resolution:—

"That in recording our acknowledgments for the benefits which have accrued to the people of Ireland from the loans (limited as they have been) for the extension of public works in this country, it is satisfactory to be able to state, that the monies advanced for this purpose, during recent years, under the control of the Board of Works in Ireland, have been repaid, not only without loss, but actually with profit to the State. And it appears to us that the revenues to be derived from the intercourse upon a general and comprehensive system of railways, would afford ample security for any advance to be made on the credit of Government for this national work."

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Mr. Charles Bianconi, of Clonmel, next presented himself and was received with loud cheers. He would state one fact, which came immediately within his own knowledge. He recollected when there was no mode of conveyance between Carrick-on Suir and Waterford—the latter a city containing a population of thirty thousand, and the former ten or twelve thousand, but a small boat, which conveyed the passengers in five or six hours, and they were often obliged to wait for the tide, which of course made the delay greater. But at that moment, such was the convenience of internal communication, that the modes of conveyance were capable of conveying to and from each of those places one hundred and twenty persons per day. (Cheers.) He (Mr. Bianconi) said, that instead of their being under a compliment to the Government for a loan to establish railways, they ought to be much obliged to them for asking it. (Cheers.)

The resolution was carried unanimously.

Mr. Christopher Fitzsimon moved the following resolution:—

"That we refrain from referring in detail to the various and manifest advantages which must accrue to the people of Ireland and to the empire from the success of the measure we advocate—to its effects in promoting agriculture—in extending manufactures—in increasing the revenue — in establishing the most rapid and closely connected communication between the most distant part of Ireland and the seat of Government—in enabling Government to select the harbour or harbours best suited for the Post-office communications with the western world, and more especially, in enabling the country at the present moment, by the new sources of employment which would be thus afforded, to sustain the pressure of those burdens for the maintenance of the destitute poor which are now in progress of being imposed upon us; in respect to all which we feel assured that the more fully the proposed measure is considered, the more entirely will it be found deserving of encouragement and support."

Colonel Blacker seconded the resolution, which was passed by acclamation.

Mr. Henry Grattan, M.P., next addressed the meeting on the injustice of withholding from Ireland what was clearly her right.

Mr. Pierce Mahony called the attention of the meeting to the evidence upon the subject given by the Duke of Wellington before a Committee of the House of Lords in 1834, when he stated if a western harbour or station were established in Ireland during the Peninsular war, it would have saved Europe millions of money, and given increased security to his operations. (Cheers.)

Sir Richard Franklin, ex-Mayor of Limerick, proposed the following resolution:—

"That the movers and seconders of the resolutions which have been now passed, be appointed a Committee (with liberty to add to their number) for the purpose of preparing and forwarding petitions to both Houses of Parliament, founded on these resolutions, to collect funds to pay the necessary expenses, and to take such other measures for the furtherance of the important objects of this meeting as shall appear to them advisable and necessary."

Mr. Molony, D.L., of Clare, seconded the resolution, and stated that the Duke of Leinster, the Earl of Kingston, and other noblemen and gentlemen, had offered to give the land on their property through which the railway would pass without any charge whatever.

Mr. Staunton having spoken,

The Duke of Leinster had great pleasure in proposing a resolution with the sentiments expressed in which he entirely and heartily concurred, and to the justice of which he was able to give his testimony, from the frequent intercourse he had with Mr. Pim. He would, therefore, move that the marked and especial thanks of the meeting be given to that gentleman for his exertions in bringing together so respectable an assemblage, and for the clear and comprehensive manner he had elucidated the subject of the introduction of railways into Ireland. (Cheers.)

The resolution was then put, and carried amid great cheering.

The Earl of Charlemont then moved that the Lord Mayor do leave the chair, and that his Grace the Duke of Leinster be called thereto; after which the marked and especial thanks of the meeting be given to the Lord Mayor, when the meeting separated.

Collision on the Leipsic Railway.—The *Leipsic Gazette* mentions that a collision took place a few days since between two trains on the railway from that town to Halle. The engineer of one of the trains was killed.

NEWCASTLE AND NORTH SHIELDS RAILWAY COMPANY—GENERAL MEETING.

The General Meeting of the Proprietors of this Company was held in Newcastle on Thursday the 21st instant. It was numerously attended, and the reading of the report, &c. &c. was received with great applause.

THE FIFTH ANNUAL REPORT

Of the Directors of the Newcastle and North Shields Railway, read at the Annual General Meeting of the Company of Proprietors, 21st January, 1841.

On surrendering the trust at this, the second, annual general meeting, since the line was opened to public traffic, the Directors of this railway feel most sincere pleasure in being enabled to congratulate the shareholders on the fact that, notwithstanding the increased number of trains during the past year, not the slightest accident has occurred to any passenger nor to any of the trains. They have made it their most anxious study to prevent the possibility of any such accidents; and they trust that the shareholders will regard this gratifying result as a proof that the attention of the Directors has not been ill-directed, nor their arrangements ill-advised. This important fact they also think cannot fail to increase the favourable opinion previously entertained by the public of this railway, and to insure their confidence in its regularity and safety.

The experience of another year's running, enables the Directors to express their confident opinion upon the principle of longitudinal timbers, upon which this railway is laid, both in reference to the wear and tear of engines and carriages, and to the ease and comfort of travelling. The engines have now been running upwards of a year and a half, and some of them have travelled upwards of 30,000 miles, and yet the tires of the wheels are very little worn; nor has it been found necessary to new tire or touch the wheels of any railway carriage on the line. Owing also to the attention bestowed on the fuel and water used, there has not been a failure of a single tube in any locomotive; these performances, the Directors believe, cannot be paralleled by any other railway.

The Directors have much gratification in referring to the satisfactory increase in the number of passengers conveyed in the last half of the year 1840, over the corresponding period of the previous year, viz.:—

	No. of Pass.
From 30th June to 31st December, 1839.....	336,619
From 30th June to 31st December, 1840.....	415,650
Increase in 1840.....	79,031
Total number of passengers conveyed in the whole year 1840.....	752,045

Large as the above number already is, the Directors are far from thinking it has attained its maximum.

The traffic of the summer months commencing at Easter when a marked increase took place, and ending in the middle of October, when so marked a diminution occurred, greatly exceeded that of the winter months, this clearly pointed out the necessity of affording greater accommodation during the summer months, and in anticipation of such necessity, your Directors last year appointed seven additional trains to run daily each way, by which means they were enabled to convey a very great number of passengers with perfect ease and safety.

Whilst, however, such an increase in numbers took place, the Directors found that the receipts did not keep in a corresponding ratio with it, and they therefore felt themselves bound in justice to the shareholders to advance the fares of the second-class carriages, so as to make them approximate more nearly to those of the class, whilst they enclosed them and made them more comfortable. At the same time they added a third class open carriages at a lower price.

The passenger duty, it will be seen, forms a very heavy item of expenditure. During the last session of Parliament a petition was sent from this railway company, praying that the mileage duty might be changed to a per centage upon the receipts. That petition was not altogether unsuccessful, as the Parliamentary Committee on Railways, in their Report afterwards, recommended a graduated per centage on the receipts. And as the present mode is so decidedly oppressive on those railways which afford the greatest accommodation, and cheapest travelling to the public, there is every reason to hope that it cannot be long before the principle is altered. The Directors would now suggest a renewal of such petition in the approaching session. They further beg to suggest that, as in consequence of the endeavour to give such exaggerated importance to the accidents which have unhappily occurred lately on railways, it seems but too certain that some attempt will be made to impose heavy expenses and restrictions on all railways, the Chairman and Vice-chairman of this Company be empowered to act in concert with any body assembled to watch the proceedings.

The receipts from the conveyance of goods has continued gradually to improve, and a further increase is expected.

After the close of the summer's running, the Directors commenced to make preparations for the conveyance of coals for the supply of Newcastle, and a depot of some extent, at the west end of the Ouseburn Bridge, is now in a very forward state, and will shortly be ready for use. This depot, it is considered, is well adapted to supply the demands of a very populous district.

The Directors feel sincere pleasure in announcing that since the special meeting of shareholders, in Dec. last, they have been engaged in negotiations with a most respectable and influential gentleman for the letting, not only of the above depots, but also of those which may be hereafter built in the Manors and at Shields, and for the conveyance of coals from some of the best neighbouring collieries. These negotiations have been brought to a successful close, and from this source they confidently trust a very considerable addition will accrue to the income of the Company. The Directors are in treaty for the purchase of the necessary property in the Manors for the erection of the depots there.

Some vacancies which occurred in the establishment during the past year have not been filled up; and in order that the working of the line may be carried on with as small an establishment as is consistent with its efficiency, a committee of investigation has been formed, but has not yet brought its inquiry to a close.

The Directors append a statement of the accounts, and recommend that a dividend at the rate of 6*l.* per cent. per annum, on the subscribed capital, be declared and paid on the 3rd day of May next.

Your Directors, in conclusion, trust that they will not be accused of improper boasting, if they add, that this railway stands almost single in having paid for the first year 5 per cent. on the capital out of the bona fide profits, and at the rate of 6 per cent. per annum for the first half year of the second year; in addition to the gratifying fact, that the railway has been conducted since it was opened without a single accident.

The report of the Directors of the Company, with a statement of the account, having been read,

If was resolved, on the motion of A. W. Swain, Esq., seconded by H. Ridley, Esq.,

"That the same is approved of and adopted, and that they be printed, and a copy sent to each shareholder."

On the motion of J. C. Jobling, Esq., seconded by Nathaniel Hindhaugh, Esq.,

"That the following shareholders be re-elected directors for the ensuing year, viz. Matthew Bell, Esq., M.D. John Hodgson Hinde, Esq., Nathaniel Grace, John Potts, Richard Spoor, Thomas Barnes, George Cruddus, Christian Allhusen, Thomas Hodgson, Mark Lambert, Matthew Hudson, John Jobling, James Lownds, John Gibson, and John Straker, Esqrs."

On the motion of Charles Rayne, Esq., seconded by J. Jobling, Esq.,

"That the best thanks of the Company be given to the Chairman, Vice-chairman, and Board of Directors, for the unremitting zeal and attention shown by them in forwarding the interests of the Shareholders during the past year."

Moved by Nathaniel Grace, Esq., seconded by H. Ridley, Esq.,

"That the thanks of the Company are especially due, and are given to Richard Spoor, John Potts, James Lownds, and Thomas Hodson, Esqrs. the Managing Directors, for their great devotion to the welfare of the Company."

Mr. Bell having left the chair—

On the motion of John Hodgson Hinde, Esq., M.P., seconded by R. P. Phillipson, Esq.,

"That the thanks of the meeting be given to the Chairman, for his able conduct in the chair."—*Northern Times.*

The Late Fatal Railway Accident on the York and North Midland Railway.—We are glad to learn that a subscription has been commenced for the relief of the widow and family of the late Mr. H. Pattison, printer, who, it will be remembered, was killed by the late railway accident which occurred at Taylor's Junction near Monk Fryston. The York and North Midland Railway Company have *liberally* placed a donation of 100*l.* at the head of the subscription list.—*Halifax Guardian.* [Not a *very* "liberal" donation we think, considering the circumstances.—Ed. R. T.]

London and Blackwall Railway.—The Directors of the Blackwall Company have made a proposition to the government, and we understand there is every probability of its being taken advantage of. It is to the effect that all steam-boats inward bound from foreign ports shall deliver their passengers and luggage at the company's wharf at Blackwall, they (the company) undertaking to have covered vans and trains always ready for the conveyance of them to their warehouses in Fenchurch-street. Upon the plan pointed out, an immense deal of the smuggling which is now carried on by travellers by steam-vessels may be prevented.—*Morning Post.*

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LONDON AND BRIGHTON RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the proprietors of this Company was held on Wednesday, at the London Tavern, Bishopsgate-street, JOHN HARMAN, Esq., in the Chair.

The attendance was very large.

The advertisement calling the meeting having been read,

It was unanimously resolved, on the motion of the Chairman, that the common seal of the Company be affixed to the register of proprietors, which was done accordingly in presence of the meeting.

The CHAIRMAN then remarked that the periodical meetings of the proprietary naturally assumed a higher degree of interest, as the great undertaking in which they had embarked progressed towards completion. It was now his pleasing duty to call the attention of the meeting to the Report of the Directors—a document which had been drawn up with much care and anxiety on their parts, so as to give the fullest information that might be required as to the condition of the undertaking, and its progress up to the present point. From that Report it would be seen that the Directors had not been idle since they had last the pleasure of meeting their constituents; and if the proprietors found that a farther amount of capital would be required for the completion of the works than was contemplated at the period of the last meeting, they would find also from the Report that it was not intended to make any farther call upon them. (Hear, hear.) At that stage of the proceedings he did not think it necessary to take up the time of the meeting by anticipating the details of the Report. He should rather take an opportunity at a later period of entering into any farther particulars that might be required beyond those which the Report embraced, and of giving any explanation, or answering any question that might be desired. With the permission of the meeting, he would now call upon the Secretary to read the Reports of the Directors and the Engineer. (Hear, hear.)

The SECRETARY (Thomas Wood, Esq.) accordingly read as follows, printed copies having previously been distributed in the room:—

REPORT OF THE DIRECTORS.

The Directors, in laying before the proprietors a statement of their proceedings since the last half-yearly general meeting, beg to refer to the Report then submitted for their approval, and more particularly to the expectations held out by the Directors in that Report.

It was then proposed to expedite the works as much as possible, with a view to the opening of a part of the line as far as Hooley-lane, simultaneously with another portion, from a point to the southward of Mersham, to the Three Bridges, near Crawley. But, with all their exertions, the Directors found it impossible to effect this, with a due regard to the interests of the proprietors and the safety of the public. They do not, however, regret the delay in opening these portions of the line, as it gives time for the works to consolidate, and affords an opportunity for the Directors so to regulate the system of working the line as to avail themselves of the various improvements adopted, and in course of adoption, by other Companies.

The tunnels, the formation of which have hitherto been considered by many as presenting impediments of a nature almost insurmountable, are in the following condition:—That at Mersham, having only 91 yards unfinished, will be executed in three months; that at Clayton Hill, having now only 328 yards unfinished, will be open from end to end by May next; and the Directors are happy to add that the tunnel at Balcombe is completed, with the exception of eight yards at the north entrance.

The works on the entire line have been carried on with vigour, and are, consequently, in an exceedingly forward state, of which a detailed account is given in the annexed Report of Mr. Rastrick; and the Directors are enabled to confirm their former anticipations of opening the line to Hayward's Heath not later than Midsummer next, and throughout to Brighton in the ensuing autumn.

Since the opening of the Shoreham branch there have been carried upon it 126,426 passengers. The goods' traffic is greatly on the increase; and by the end of March next the station at Brighton will be ready to receive coals, from which the Directors expect a considerable revenue. A Company has been formed for the purpose of making a railway from Worthing, to join the Shoreham branch; and the Directors believe that an application will be made in the next session of Parliament for powers to make the same, and they confidently hope it will meet with the support and co-operation of all persons interested in the success of the London and Brighton Railway, to which it must prove a most advantageous auxiliary.

There are 35,691 shares registered in the books of the Company, upon which nine calls, to the amount of 45*l.* per share, have been made, and it is not the intention of the Directors to make any further call. Upon the first eight calls there is only 12 686*l.* in arrear, and upon the last call 143,630*l.*, making the total amount due upon the registered shares 156,316*l.*

By a minute of June 19, 1840, the Directors declared 6,909 shares to be forfeited, since which the calls have been paid upon 6,886 of such shares, thus leaving 27 shares to be absolutely forfeited by the proprietors, and which the Directors recommend to be done, and 45 shares awaiting the decision of a point of law.

Should this course be adopted there will then be at the disposal of the Company 323 shares that have been forfeited, and 663 shares that have never been allotted to any proprietors, or registered, which may ultimately be disposed of for the benefit of the undertaking.

The following is a statement of the Receipts and Payments to the 31st of December last:—

DR. *General Abstract of the Receipts and Payments to 31st December, 1840.* CR.

	Receipts to 30th June, 1840.	Receipts, 30th June to 31st Dec. 1840	Total Receipts to 31st Dec. 1840.
	£ s. d.	£ s. d.	£ s. d.
To calls—First instalment	108,191 0 0	....	108,191 0 0
" Second ditto	105,387 0 0	141 0 0	105,528 0 0
" Third ditto	105,815 0 0	226 0 0	105,561 0 0
" Fourth ditto	105,487 0 0	966 0 0	106,453 0 0
" Fifth ditto	173,295 0 0	2,350 0 0	175,645 0 0
" Sixth ditto	270,916 0 0	9,271 0 0	280,187 0 0
" Seventh ditto	144,449 0 0	29,110 0 0	173,555 0 0
" Eighth ditto	....	160,610 0 0	160,610 0 0
" Ninth ditto	....	157,947 0 0	157,947 0 0
	1,010,036 0 0	360,641 0 0	1,370,677 0 0
To Advance upon future calls	30 0 0	....	30 0 0
Deposits under agreement	82 3 2	....	82 3 2
Loans on mortgage bonds	50,200 0 0	114,310 0 0	164,510 0 0
" in account with sundries	....	26,900 0 0	26,900 0 0
Interest upon calls in arrear	....	....	6,762 14 7
Fees on transfers	558 16 10	154 15 0	719 11 10
Rents	69 1 7	119 5 6	188 7 1
Shoreham Branch, as per statement annexed	....	....	845 7 11
Total	1,060,973 1 7	501,225 0 6	1,570,006 4 7

	Payments, To 30th June, 1840.	Payments, 30th June to 31st Dec., 1840.	Total Payments, To 31st Dec., 1840.
	£ s. d.	£ s. d.	£ s. d.
By land and compensation	338,012 12 5	33,590 9 9	371,603 2 2
Law and surveyor's charges thereon	12,410 9 3	1,980 15 4	14,391 4 7
Parliamentary expenses	4,749 0 11	500 0 0	4,749 0 11
Engineering and surveying	25,323 13 3	4,173 1 9	27,496 15 0
Contracts, extra works, and stations	558,266 17 5	353,140 0 9	911,396 18 2*
Rails and chairs, stone blocks, sleepers, and fencing	98,834 3 3	23,103 12 5	121 937 15 8
Engines and tenders, carriages, waggons, and trucks	10,282 12 6	7,496 1 6	17,778 14 0
Direction	6,300 0 0	1,050 0 0	7,350 0 0
Law expenses	8,311 10 5	1,500 0 0	9,811 10 5
House, No. 10, Angel court	4,147 2 4	.. ..	4,147 2 4
Office expenses; comprising salaries, stationery, postage, and petty expenses	8,025 18 3	718 18 3	8,744 16 6
Advertising, printing and engraving	2,885 7 8	608 13 4	3,494 1 0
Travelling and incidental expenses	1,989 0 9	1,264 2 2	3,253 2 11
Police	4,746 7 2	1,676 12 7	6,422 19 9
Interest on charges and mortgage bonds	483 10 0	1,249 12 0	1,733 2 0
Commission and stamps	1,007 8 6	311 15 8	1,319 4 2
	1,083,296 14 1	432,453 15 6	1,515,620 9 7
		Balance of cash	54 385 15 0
			1,570,006 4 7

* In addition to this amount there are liabilities for work and materials amounting to 125,217*l.* 9*s.* 5*d.*

SHOREHAM BRANCH.

DR. *Statement of Traffic, from 13th May to 31st December, 1840.* CR.

To Locomotion, repairs, wages, printing, and sundries	£3,609 1 8	By Passengers, merchandise, and parcels	£4,454 9 7
To balance with general account	845 7 11		
	£4,454 9 7		£4454 9 7

Having thus explained the present position of the works, and the finances of the Company, the Directors proceed to lay before the proprietors the probable amount necessary to complete the undertaking.

In the last Report it was stated, that calculations had been made to enable the Directors to form an approximate estimate of the further amount requisite to meet every expense, incident to the opening of the line throughout upon a liberal scale, and the result led them to the belief that 600,000*l.* would be sufficient. Since that period the works have been progressing rapidly, and as the greater portion is now on the eve of completion, the Directors can, with more accuracy than heretofore, arrive at the amount which will, as nearly as they can ascertain, be required for that purpose, and the result is as follows:—

The amount required to complete the contracts and extra works	£180,000
Tunnels	60,000
Iron	60,000
Engines	20,000
Carriages	10,000
Stations	40,000
and	10,000
A liberal allowance for every other expense	50,000
	£410,000

The gross amount at present expended, and for which the Company are under liabilities, is 1,660,000*l.* which added to the 410,000*l.* required to complete the line, will make a total of 2,070,000*l.* from which will eventually have to be deducted 80,000*l.*, for extra land to be resold, which will reduce the actual cost of the line to 1,990,000*l.* In addition to this, when the South Eastern Company avail themselves of the agreement for the purchase of a moiety of the line between Croydon and Red Hill, this last amount will have to be reduced by about 350,000*l.*, so that in that event the entire cost to the proprietors will be about 1,640,000*l.*

The Directors have now in hand, and due upon calls 181,652*l.* 14*s.* 1*d.*, and they have power to raise upon debentures a further sum of 420,000*l.*, independent of the value of the forfeited and unregistered shares, which, if sold at par, will realise 43,115*l.*, so that the Directors anticipate being able to provide from these sources an amount amply sufficient for all purposes.

Since the last general meeting two vacancies have occurred in the Direction, by the resignation of John Moss, Esq. and Captain Pringle, which the Directors have filled up by the appointment of John Entwisle and Henry Shurrock, Esquires, and under the provisions of the Act, John Harman, John Cattley, John Hodgson, H. Moreton Dyer, Esquires, and Lieutenant-Colonel Moody, R. E., this day go out of office, but these gentlemen being eligible for re-election, offer themselves to the proprietors accordingly.

At the last meeting, the Directors adverted to the state of the proceedings before Parliament, on the subject of the station at London Bridge. These proceedings terminated in giving powers to the Greenwich Railway Company to construct two additional lines of rails to the south of the present line, from London Bridge to Corbett's Lane, where the Croydon diverges from the Greenwich Railway; authority was also given to the Greenwich and Croydon Companies to exchange stations, and the latter Company is, by another Act of the same session, empowered, either in conjunction with the Brighton and South Eastern, or alone, to procure an additional space for a station, beyond that which the Greenwich Company is to provide in exchange for the Croydon station. The Directors have considered it advisable, in accordance with the power given to them at the last meeting, to co-operate with the Croydon and South Eastern Companies in effecting these objects, and they have for some time been engaged in maturing the necessary arrangements. Three members of each Board have met weekly on the subject, and an agreement has been entered into for carrying them into into effect. The substance of the agreement is, that a station, covering the present Greenwich Railway Station, with some other ground adjoining, and sufficient for the purposes of the South Eastern, Brighton, and Croydon Companies, as a city terminus, shall be built at the joint

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cost of the three Companies, by which, this Company will not only secure to itself the advantages of a good and sufficient station at one-third of the cost of making it, but also at one-third of the cost of maintaining and managing the same, and their interests will be fully represented and protected. As it was always contemplated that this Company would have to pay a rent for the use of a station at London Bridge, the costs of its construction formed no part of any previous estimate, neither is it included in the before-mentioned amount of 410,000*l*. It is, however, at present proposed by the Directors to meet the payments under the agreement, by monies arising out of the Brighton Act of Parliament, although power is given to raise the amount required by new shares under the Act of Parliament which was obtained by the Croydon Railway Company during the last session. An analysis of the agreement will be read to the meeting.

It is painful to the Directors to have to communicate to the shareholders that differences have arisen between them and Isaac Lyon Goldsmid, Esq., one of the Directors of the Company, emanating from a desire on the part of the Directors to meet the wishes of that gentleman, as to the use of a certain road, the land for which they have purchased of him, and which differences may have to be settled by the decision of the Court of Chancery, as Mr. Goldsmid has filed a Bill against the Company. The Directors have felt it their duty to allude to this, in consequence of the relative situation of the parties; but they trust the shareholders will see the propriety of abstaining from requiring any detailed explanation at the present period, which might tend to prevent an amicable arrangement of the disputes in question, and the more particularly as the Directors have to put in their answer, on oath, to the Bill. It is to be regretted that Mr. Goldsmid has been advised to this course, as the Directors have shown every disposition, consistent with their duty to the proprietors, to arrange amicably with him, as will at a proper time be fully explained.

Having in this Report laid before the meeting the principal subjects that have occupied the attention of the Directors during the last half year, they trust that there is much to gratify, and also to convince the proprietors that the Directors have done everything in their power to promote the best interests of the undertaking; and they doubt not but they shall, at the next general meeting, have to congratulate the proprietary upon the completion and opening of the line to within 15 miles of Brighton.

JOHN HARMAN, Chairman.

ENGINEER'S REPORT.

To the Directors of the London and Brighton Railway Company.

GENTLEMEN.—Since my last Report the buildings and other works at the station at Croydon have been progressing rapidly, and are now in a very forward state, and will be finished by the end of April.

Contracts Nos. 1 and 2.—The works on these contracts may be said to be finished, there only remaining the dressing up the cuttings and the slopes, and laying down a small portion of the permanent rails, all which can be completed in six weeks.

Contract No. 3.—The works up to the Star inn are completed. These from the Star inn up to the mouth of the Merstham tunnel are nearly so, the cleaning out the cutting and laying the centre culvert being the principal works remaining, and can easily be finished by the beginning of May.

Contract No 4, Merstham Tunnel.—This tunnel will be open throughout in March next; both ends are opened out to the cutting, and five of the spaces between the shafts have been thirled, and only five spaces between the remaining shafts have to be finished, which can easily be accomplished by the second week in March. There will then only remain the centre culvert, and the laying the rails, which will occupy six weeks, so that the tunnel will be ready for the traffic by the first week in May.

Contract No. 5.—The whole of the works, with the exception of the embankment on Earlswood common, may be said to be finished. This embankment, which is a work of no ordinary kind, has received my most anxious exertions and attention, and is now proceeding satisfactorily, as I am enabled to form it of excellent sand, which I could not do heretofore. The permanent way will be laid by the middle of April, and will be ready for opening by the first week in May.

Contract No. 6.—All the works upon this contract are finished, and the permanent way might have been laid some time since, but I thought it more advisable to let the embankment thoroughly settle.

Contract No. 7.—The works upon this contract may also be said to be completed, with the exception of the bottoming up of about 200 yards of the cutting, at the north end of Balcombe tunnel, and the dressing and soiling the slopes, and the erecting the fences. One line of permanent rails has been laid over the whole of it to within 200 yards of the tunnel, and one-half of the second line of rails has also been laid, and the remainder of the works can easily be completed in two months or less. There is an uninterrupted run for a locomotive engine of nine miles on this and the preceding contract.

Contract No. 8, Balcombe Tunnel.—The whole of this tunnel is thirled, except about eight yards at the north entrance, and there is now a clear road all through it. The centre culvert is being made, and the permanent way will be shortly laid down, and everything completed for opening by the middle of March.

Contract No. 9.—The principal works on this contract are finished. Those remaining are the joining of one embankment, bottoming up the cuttings through Kemp's farm, and at the north end of the Ouse Viaduct; the dressing off the slopes, and the laying the rails, which can also be easily completed by the middle of March next.

Contract No. 10, Ouse Viaduct.—The whole of the arches have been turned and keyed in two months. Immediately the weather permits, the parapets will be built, and the stone cornice completed. This can all be accomplished and the rails laid, by the first week in May.

Contract No. 11.—The principal works to be completed in this contract, up to the station at Hayward's heath, are the making good the embankments at the south end of the Ouse viaduct, and at Turner's mill, and the cutting at Hayward's heath, and the bottoming up the cutting at Copyhold hill.

These will be all finished by the end of March, and the permanent way laid by the first week in May.

It will, therefore, be seen that the whole of the railway, from it junction with the Croydon Railway to the station at Hayward's heath within 15 miles of Brighton, will be completed, and ready for the traffic, by the beginning of May next; and I may here mention, that all the contracts upon this portion of the line, with the exception of the Merstham tunnel, and the embankment at Earlswood common, might have been much expedited, but I have refrained from doing so in consequence of this tunnel and embankment not being completed, without which it was impossible to have opened the railway to Hayward's heath, but there can now be no doubt of this portion of the line being ready for opening in the month of May next.

The tunnel of 200 yards in length upon this contract, on the Brighton side of the station at Hayward's heath, will also be completed by the beginning of May.

Contract No. 12.—The chief works still remaining unfinished here are the cuttings at Hayward's heath, Folly hill, and Burgess hill, and the embankments on the south side of Valepool viaduct, and at Ley lane, which I expect will be complete by the end of June.

Contract No. 13—The embankment at the north of Hassock's gate, and the laying the rails of the permanent way only remain on this contract, which I expect to be completed by the end of June, and as this embankment, and the work remaining to be done on the last contract are the heaviest between Hayward's heath and Brighton, I shall urge the contractor to use the utmost expedition to complete them; but there is no doubt of their being finished by that time.

Contract No. 14, Clayton Tunnel.—The tunnel is thirled between three of the shafts, and as the greatest distance to thirl between the remainder of the shafts is 20 lengths, and as four lengths have been regularly thirled every month, the tunnel will be completed by the end of May; and as the culvert is being made, and the rails laid simultaneously, I have no doubt the whole will be ready for the traffic by the end of June. The works in this tunnel have proceeded so regularly, that I can calculate the time of completion almost to a certainty.

Contract No. 15.—The excavations on this contract are nearly complete. A large portion of the rails are laid, and the tunnel through Major Paine's grounds will be completed by the end of May.

Contract No. 16.—The works here are in a forward state, two embankments have to be completed, and the slopes dressed up and soiled, and the permanent way to be laid. These can all easily be accomplished by the end of May, or earlier if required.

Contract No. 17.—The Shoreham Branch has been in work for several months.

Contract No. 18, the Brighton Station.—The works are progressing very rapidly. The booking office and passengers' sheds will be finished early in the spring, and every thing necessary for the opening of the line throughout, will be ready by the time required.

The coal station will be finished for the reception of that traffic in two months.

In conclusion I beg to state, that the intermediate stations upon the line are all in hand, and I have no doubt whatever that the railway may be opened to Hayward's heath in the month of May, and throughout to Brighton by the month of August; and, I assure you, no exertions shall be wanting on my part to ensure the opening of the railway at those periods.

I have the honour to be, Gentlemen,
Your obedient servant,
(Signed) JOHN U. RASTRICK.

London, January 21, 1841.

The Reports were exceedingly well received, particularly that of the Engineer.

Mr. I. L. GOLDSMID (a Director) craved the indulgence of the meeting, while he briefly referred to the statement relative to himself contained in the last paragraph but one of the Directors' Report. Mr. Goldsmid then read from a printed paper, as follows:—

"*Mr. Isaac L. Goldsmid's Observations on the Report of the Directors of the Brighton Railway Company.*

"January, 1841.

"I shall pursue the course suggested by the Directors, of abstaining from entering into the details of the question between me and the Company; but as they have shortly adverted to it in a manner calculated to produce an impression that I had shown unnecessary hostility to the Company, I must be allowed to show that any such impression would be wholly inaccurate.

"In the first place the Directors state, that the difference has arisen from a desire on their part to meet my wishes as to the use of a road, the land for which they had purchased of me; but they have omitted to state (what was the fact) that I had previously, at their request, consented to an alteration of the mode fixed by the Act of Parliament of making the works on my property, and had thereby saved the Company several thousand pounds (which the Directors themselves acknowledged by a vote of thanks) and that the agreement which they now say that they cannot carry into effect, had for its object to relieve me from the inconvenience to which it was found that the alteration thus assented to for the benefit of the Company would otherwise have exposed me.

"And, secondly, I ought in justice to myself to state, that the legal proceedings adverted to by the Directors would not have been instituted if they had shown any of the disposition to arrange amicably with me, for which they take credit; on the contrary, they have relied upon my feelings towards the Company, and have denied me justice in a manner that could not have been adopted towards a stranger. After much discussion, I brought my claims formally before them last August; and on my pressing for a decision in November last, a Committee was appointed with instructions to refer the point in difference to arbitration. To that proposition I should have gladly acceded, but it was as suddenly withdrawn, and I was given to understand the Company would avail itself of every objection, however technical, to defeat my claims; and the proprietors will be surprised to learn that one of the objections alluded to was, that the agreement made by the Directors with me did not embody a legal consideration in writing. After I had been compelled to institute a suit, a proposal was made me, acknowledging in substance my title to what I had asked. To this I acceded on the terms of having the expenses I had incurred by the previous conduct of the Directors repaid, and then this proposal was withdrawn.

"Besides these two fruitless attempts at a settlement, I attended the Board in person in December, when the terms of a reference were in substance agreed upon between me and a Committee appointed for the purpose, but the proposal was on a subsequent meeting negatived by the Board. It is not for me to explain this extraordinary vacillation of conduct. It has been stated that legal objections were raised by the Company's Solicitors, but these I am advised are unfounded, and I have expressed my unwillingness to leave to a barrister of high standing, to be approved of by both parties, to determine whether the Company can, consistently with the legal requisitions of the Act, satisfy the engagement they have entered into with me; but there has been no disposition to a settlement: on the contrary, I have been subjected to annoyance and vexation, and, as an illustration of this, I will mention that the Company being bound by the Act to erect a neat and ornamental fence against their works through my land, have put up a fence which is a disfigurement to my residence, and though required to remove it now six months ago, and admitting they were bound to do so, the Directors have taken no steps for this purpose.

"Having joined the Direction solely for the purpose of serving the Company, I have offered to make every sacrifice in my power short of allowing a serious injury to be inflicted on my property. All I have asked is, that the engagement made with me shall be fulfilled, and it will afford me very great pleasure that the hope referred to by the Directors should be realised, and that so desirable an object should be accomplished by an amicable arrangement. It was only as the last resource that I was driven to so inconvenient a step as an appeal to the Court of Chancery.

"There is one word more which I wish to add respecting the situation which I now hold as a Director of the Company. I should long ago have retired, had I not retained it in the hope from day to day, that the differences between me and the Company would be reconciled. I was unwilling to exhibit a sign that I had severed the link which bound me to its interest. I consulted some friends in the Direction, and they fully concurred in the propriety of the course I was about to pursue. I think it right to add, that if the Directors think the interests of

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the Company will be consulted by considering my places at the Board vacant, they are quite at liberty to do so; and that by the adoption of this course, those feelings of good-will and friendship which have existed between me and several of them (with respect to one during our whole lives, and to others for nearly forty years) will in no degree be altered or weakened."

This statement was received with considerable applause.

The CHAIRMAN was sure every one would admit that he was at that moment placed in a very painful position. (Hear, hear.) He could assure the meeting on the part of himself and his brother Directors; that they had felt and evinced every disposition, and spared no exertion, to meet the views of Mr. Goldsmid in this matter, so far as they could do so consistently with their duty to the proprietors. (Hear, hear.) He was not aware till he entered the room, that such a document as Mr. Goldsmid had just read would be submitted to the meeting, and had he and his colleagues consulted their own feelings merely, they would not have alluded to the subject at all. As it was known however out-of-doors that a disagreement had arisen between the Board and Mr. Goldsmid, they thought they would fail in their duty, and the proprietors have good reason to complain, if the singular proceeding of a Chancery suit instituted against the Company by one of the Directors were not touched upon. He was sure the meeting would not expect him to answer the statements which Mr. Goldsmid had put forth, but the Directors would ill discharge their duty if they allowed the inference to go forth which would naturally be drawn from the *ex parte* representations of that gentleman, if suffered to pass unexplained and unnoticed. He would, therefore, with the leave of the meeting, call upon Mr. Faithful, the Company's Solicitor at Brighton, who was well acquainted with the whole facts of the case to explain them as briefly as he could, and if after hearing them, the meeting were of opinion that farther concessions ought to be made to Mr. Goldsmid, the Directors would be only too happy in carrying their wishes into effect. (Hear, hear.)

Mr. HENDERSON would strongly deprecate any further reference to the subject on this occasion. He much regretted, indeed, that it had been alluded to at all in the Directors' Report. If a statement were now made by the Solicitor, it would in all probability lead to a counter-statement, and thus an interminable discussion would spring up to the neglect of the more important business for which the proprietors had been convened. It was impossible that this meeting could come to any practical settlement of the matter in dispute, and he thought it better therefore to let the question rest upon the good feeling and anxiety for an amicable arrangement expressed by Mr. Goldsmid. It was not right that the time of the proprietors should be taken up in the discussion of a question which seemed principally to involve the personal feelings of the parties—who had, moreover, appealed to the Court of Chancery, by which alone the dispute could be settled if some amicable arrangement, based on the good feeling to which he had referred, were not come to. (Hear, hear, hear.)

The CHAIRMAN would be glad, therefore, to hear any observations that might be offered upon the Report.

Mr. STOREY said it was with great pain that he found himself compelled to take a different view of the matter from the gentleman who had just spoken. He thought the subject was of the very greatest importance, and that it was necessary and proper that the Directors should be supported. It appeared to be the wish of certain parties to throw odium on the Directors—(cries of "No, no")—and the public would have a bad opinion of the mode in which the affairs of the Company were conducted, if imputations were allowed to rest upon the Board. The Directors ought not to be condemned upon *ex parte* statements. (Hear, hear.) He had no wish to promote dissension or to encourage discussion, but he had always understood that Mr. Goldsmid had received for such of his lands as were required by the Company, quintuple the amount which they would have brought in the market if required for any other purpose. He did not say this from his own knowledge, but such was the common report. The gentleman who had just sat down had spoken of Mr. Goldsmid's amicable feelings; did it prove that they were such when he spoke of the "extraordinary vacillation of conduct" exhibited by the Board? Did it——

The CHAIRMAN was sorry to interrupt the honourable proprietor, but if it were the feeling of the meeting not to go into any discussion on the matter, no good purpose could be served by further referring to it at all. The Directors relied upon the merits of the case, and had no doubt that when the details were fairly before the proprietors, their conduct would be fully approved of. (Hear, hear, hear.)

Dr. OUTRAM deprecated any further discussion, and would beg to propose that the matter be now dropped. (Hear, hear.)

Mr. STOREY was again about to speak, when

The CHAIRMAN enquired if he meant to conclude with a motion.

Mr. STOREY said he did. He could not agree with those who thought the subject ought not to be discussed. For what had they come to the meeting, if not to enquire into everything connected with the Management of the Company's affairs? The Report which had been read was a very satisfactory document, but this one part of it appeared to require further explanation. There was another point connected with this dispute which was of some importance. The son of the honourable gentleman (Mr. Goldsmid) was the Company's standing counsel, whose advice of course was taken in matters requiring legal adjustment. Now in this case, father and son were placed in relative positions, which were not at all desirable or proper. More honourable men than both father and son did not, he believed, exist, but still they ought not to be placed in this position with respect to each other. He would, therefore, move that, if this Chancery suit were continued, it would be improper that Mr. Goldsmid's son be standing counsel of the Company. (Hear, hear.)

The CHAIRMAN said, Mr. Goldsmid, jun., had waived his retainer in the case in question.

Mr. STOREY said, such a step only entailed fresh expense on the Company who had to pay a standing counsel and also another barrister.

It was explained that standing counsel are paid only when their services are required.

Mr. GOLDSMID would not say one word in vindication of his son, but would simply appeal on this point to the Chairman and to Mr. Sutton, the Solicitor of the Company. (Hear, hear.) He would solemnly assure the meeting that he had received no advice whatever from his son in reference to this suit; indeed he had been obliged to apply to Mr. Wigram.

The CHAIRMAN said, as Mr. Goldsmid's "Observations" might go into the hands of proprietors who were not present, and who might not know the grounds upon which it was considered better not to enter into a discussion of the case, it was but fair that a brief statement of facts should be made on the other side. (Hear, hear, hear.) He hoped therefore, that Mr. Faithful would be heard. (Applause.)

Mr. HENDERSON rose, and amid great interruption proceeded to state that he had opposed the discussion upon general principles and not from any friendship to Mr. Goldsmid, with whom he had not the pleasure of being acquainted. He thought the reference to Mr. Goldsmid's son was in extremely bad taste. (Hear, hear.) He would move that the discussion be now waived. (Interruption.)

The CHAIRMAN inquired who seconded the motion.

Dr. OUTRAM said, he had himself moved a similar proposition. He would much rather, however, that a resolution were put forward recommending in the strongest terms the propriety of effecting an amicable arrangement, if at all practicable. (Hear, hear.)

It did not appear that Mr. Henderson's motion was formally seconded.

The CHAIRMAN said a one-sided statement had been made, and as the character of the Directors was in some measure at stake, he really thought that Mr. Faithful should be heard. (Great applause.)

Mr. GEORGE RENNIE, jun., suggested that Mr. Faithful should be heard, the meeting first pledging itself to enter into no further discussion of the matter.

Mr. LEVY objected *in toto* to such an arrangement. It was not fair to hear one party and not the other. Either let Mr. Goldsmid deny whatever he conscientiously could deny of Mr. Faithful's statement, or drop the discussion at once. Mr. Faithful being interested in carrying the matter before a legal tribunal, his statements must be received with greater caution than if they proceeded from an indifferent party. For his own part he strongly objected to going to law at all. It was a costly process, and had better be avoided. At any rate it was not fair to allow Mr. Faithful to speak, and then refuse Mr. Goldsmid the right of replying. (Hear, hear.)

The CHAIRMAN said, the honourable proprietor appeared to forget that Mr. Goldsmid had already made *his* statement, and surely the Directors had an equal right to make *theirs*. (Hear, hear, hear.) He would therefore at once put it to a show of hands whether Mr. Faithful should be heard. (Cries of "All, all.")

The motion was put, and only a very few hands were raised against it.

Mr. FAITHFUL accordingly entered into a long explanation, of which the following are the material points. The Company's Act of Parliament, he said, enjoined the erection of a station for the traffic of the Shoreham branch, on the estate of Mr. Goldsmid, at some convenient spot to the north of Fern Hill. When the time arrived for deciding upon the site of the station, a deputation from the Board had an interview with Mr. Goldsmid, and it was then proposed to erect the station, where it had since been made. This decision rendered it necessary to take more of Mr. Goldsmid's land, and also to make a tunnel. There was no difficulty in coming to an arrangement with Mr. Goldsmid relative to the site of the station, the road leading to it, or the price. A Report was accordingly made to the Board, who confirmed it, and subsequently other negociations were entered into and completed, for the purchase of other land belonging to Mr. Goldsmid. After the bargain had been completed, Mr. Goldsmid came to a meeting of the Committee of which he (Mr. G.) was a member, and represented that the carriage of coal down the road already referred to, and which he had sold to the Company, would be prejudicial to his estate, and suggested that no coal should be deposited at that station, nor any manufactories be allowed at the depot. The Committee, consisting of Mr. Harman, Mr. Goldsmid, Mr. Walker, and Mr. Shewell, agreed to recommend Mr. Goldsmid's suggestion to the Board, and subsequently the Board sanctioned and confirmed it. Thus the matter rested until it became necessary to take a conveyance of the land from Mr. Goldsmid. The conveyance was drawn up in the ordinary fashion, but Mr. Goldsmid's solicitor insisted that it should contain a clause rendering the conveyance of no effect if any coals were deposited at the station or carted down the road already mentioned. To this the Company's solicitors of course objected, as the result would have been that in the event of an infringement of the terms of the conveyance, not only would the road which the Company had purchased have reverted to Mr. Goldsmid, but the station also, and the whole of the railway passing through his estate, which he might in that case have broken up or dealt with as he pleased. Subsequently a long discussion took place, and it was ultimately proposed by the Directors that Mr. Goldsmid should have a covenant protecting him against the annoyance which he seemed to dread, the conveyance of the land being executed after the ordinary mode. This proposition was however rejected. True, a reference was afterwards proposed

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by Mr. Goldsmid, but the basis of that reference was, that the covenant should extend to the land on which the railway was constructed. (Hear, hear.) To this the Directors felt that they could not, in justice to their constituents, accede. A bill had accordingly been filed in Chancery by Mr. Goldsmid, the object of which was to enforce the recommendation of the Committee already referred to. Had the terms of the recommendation been embodied in the original agreement for the land, the Directors must of course have stood by it, but these terms had originated solely in a friendly feeling towards Mr. Goldsmid, who had now made them the object of litigation. (Hear, hear, hear.) Mr. Goldsmid professed an anxiety for an amicable arrangement, and yet charged the Board with vacillation, thereby attempting to tarnish the conduct of the Directors, and in the same proportion to injure the property entrusted to their management. He (Mr. Faithful) who had a larger interest in the undertaking than simply that which arose from his professional connection with the Company, would humbly recommend that the hands of the Directors should be strengthened. (Hear, hear.) Mr. Goldsmid had not yet been damnified. It would have been time enough for him to complain when coals had been deposited at the station or taken down the road. (Hear, hear, hear.) He would not enter into the other matters touched upon by Mr. Goldsmid. He was sure there was every feeling on the part of the Board to avoid anything unpleasant to Mr. Goldsmid, and if the proprietors said that further concessions ought to be made, they would doubtless cheerfully accede to it. What other motive could they have than a desire to protect the interests of the proprietors—a duty which they looked upon as paramount to all other duties? (Much applause.)

Mr. Goldsmid said, without entering into any lengthened reply to Mr. Faithful's observations he would broadly state this, that if the Directors had been left to themselves, they would have settled the matter amicably. With respect to the assertion that he would have had power to take away the land from the Company, he had had the opinions of half a dozen professional men on the subject, and without pretending to know anything in reference to it himself, he was advised that the assertion was wholly without foundation. He was willing to rest the whole case upon that one point. Had he known that he should have had to contend with the legal adviser of the Company he would have brought his own solicitor with him. He would, however, pledge himself to make good to the letter everything brought forward in the statement which he had that day read. He would again repeat that had it not been for Mr. Faithful, the Directors would have arranged the matter amicably. He had been assured of this by several members of the Board. (Hear, hear.)

The Chairman said, he should now be glad to hear any observations upon the Report.

Mr. Waley had much pleasure in moving that the Reports of the Directors and Engineer be received, adopted, and circulated among the proprietors. On the 7th instant he had addressed to the Board a letter containing seven queries relative to the undertaking, and the whole of these had been most satisfactorily answered in the Report. If the proprietors would take the trouble of analysing the accounts, and looking closely into the other matters embraced in the Report, they could not fail to be satisfied and gratified with the manner in which their affairs had been conducted. (Hear, hear.) His reason for putting the questions to which he had already referred was twofold—first, from having a considerable personal stake in it; and secondly, because he knew that no other Company had been subjected to so much malevolence, so much vituperation, calumny, and foul play, as this Company had. (Hear, hear.) The cause of this would be easily understood, when they called to mind the origin of the undertaking. There had been a number of competitors in the field, and the promoters of the present line had gained the victory. It had been intended and hoped, that all would unite in carrying out the line that had been selected, but certain parties had not adopted this course, and were now bespattering the undertaking. He had no doubt that these machinations would sooner or later recoil upon their authors. (Hear, hear.) Men of the highest professional standing had staked their reputation upon the assertion that it was physically and morally impossible to carry out the undertaking upon the principles laid down by the present Company, and instead of now confessing their error, they were doing their best to damage the Company in public estimation. For his own part he did not fear the effects of their malice, which the completion of the line throughout would speedily render innocuous. (Hear, hear.) He thought the Report treated very fully, and very satisfactorily, upon the affairs of the Company, and therefore he had much pleasure in proposing the resolution.

Mr. Smale seconded it.

Mr. Parsons, having premised that he had become a proprietor since the date of the last general meeting, wished for some explanation respecting certain items in the accounts. In the accounts passed by the proprietors in July last, he found that the item for "rails and chairs, stone blocks, sleepers, and Kyanising," up to June, 1840, was set down at 273,553*l.* 11s. 7s., whereas the very same item, up to the very same period, when brought forward in the present accounts, was only 98,834*l.* 3s. 3d. So likewise with regard to "works and contracts." In the last Report the expenditure under this head, up to June, 1840, was stated at 383,547*l.* 9s. 1d.; it was now stated at 558,266*l.* 17s. 5d.

The Secretary explained, that under the head of "rails, chairs, &c.," a large sum for "extra works," had been put down in the accounts submitted in July last. The Directors had thought such classing together of incongruous items was not desirable, and had therefore separated them. The item, therefore, of "rails, &c." now comprised nothing but what was specified. This accounted for the reduction of the sum total expended under that head up to June, 1840, as stated in the present Report. The honourable proprietor would observe also, that there was now an addition to the item of "works," under the designation of "extra works," namely, the amount formerly comprehended in the item of "rails, &c.," and the further sum for which it was stated, in July last, that the Company were then liable. By adding the two items together it would be seen that the total expenditure under these heads was, in both Reports, the same.

Mr. Parsons did not question the accuracy of the sums total, but he thought it extremely desirable that railway accounts should be simplified as much as possible. Had they passed the present accounts without the benefit of the explanations which had now been given, they would have been stultifying themselves. It was customary with railway proprietors in Lancashire to form estimates for themselves. He himself did the same, never having had great faith in the estimates of engineers. When, therefore, on becoming a proprietor of this Company he looked back to the last half-yearly Report, and saw that a sum of 273,553*l.*, was set down as expended on "rails, chairs, stone blocks, sleepers, and Kyanizing," he took it for granted that nearly the whole of these materials had been purchased, as it was easy to calculate what length of rails, &c., and what number of blocks and sleepers would be required for the whole line. It appeared now, however, that a large amount had been mixed up with this item, which did not properly belong to it. If railway accounts were made up in that way it would be quite impossible to form any accurate idea of what had really been expended under particular heads, or remained to be expended. He would repeat that the more that accounts of this description were simplified, the more satisfactory would it be to the proprietors. (Hear, hear.)

The Chairman said the apparent discrepancy seemed to have arisen from the desire of the Directors to simplify the accounts. They had seen that they were wrong in putting "extra works" into the item of "rails and sleepers," and had now rectified the mistake.

The Secretary said Mr. Parsons might have, if he wished it, a detailed account of the expenditure under each separate head.

Mr. Parsons expressed himself satisfied, and then referred to the estimate contained in the Report, of 20,000*l.* and 10,000*l.*, supposed to be sufficient to complete the locomotive and carriage establishment. This amount Mr. Parsons thought would be found wholly inadequate.

The Chairman said, they had made a calculation of the number of engines and carriages which would be required at the first opening of the line. They expected that 22 engines would suffice. Of that number they had already purchased and paid, or were under acceptances, for 12, leaving 10 still to be provided for. Of 42 first class carriages which were deemed sufficient they had already 24, leaving 18 to be supplied. Of 37 second class carriages they had 25, leaving 12 still to be provided. They had only 5 third class carriages, but the Board had not yet determined to what extent this description of vehicle should be used. Altogether they expected that 22 engines and 82 carriages would be sufficient for the opening, and of these they had already paid for, or were under acceptances for, a large proportion. The Directors would be very agreeably disappointed to find that this stock was insufficient, as it would show that the traffic was even greater than was anticipated. While on this subject he might mention that the Board had gone into the particulars of each individual estimate, not only with the Engineer-in-Chief, but also with the sub-engineers who had the practical management of the several departments. The amount which it had been calculated would complete the "contracts and extra works" was 172,500*l.*, but the Directors had thought it better to take a large margin, and had therefore set down 180,000*l.* It was the same with the other items of the estimate, as, for example, the "tunnels," which were set down at 60,000*l.* instead of 40,000*l.* In the present stage of the works it was comparatively easy to calculate what further sum would be required. The amounts now given might be fully relied on. (Hear, hear, hear.)

Mr. Parsons said, the amount previously expended on the locomotive and carrying department was 17,000*l.*, and it was now estimated that a farther sum of 30,000*l.*, making altogether 47,000*l.*, would be amply sufficient. It appeared to him, judging from the experience of some of the great lines, that this 47,000*l.* would not more than suffice for the purchase of engine power. This item in the estimate seemed to him so inadequate, and probably would appear so to others, that he much doubted the sufficiency of the others.

The Chairman would remind the honourable proprietor that their line was only about half the length of some of the great lines. He could only say, that the Directors had entered carefully and minutely into the details, and believed that the estimates would be sufficient. With respect to the carriages, he would repeat, that he should be glad to find the number set down by the Directors insufficient. (Hear, hear.)

The motion for the adoption of the Report was then carried unanimously.

The next subject brought before the meeting was the filling up of the vacancies at the Board.

On the motion of Mr. Maclean (Deputy Chairman), the five gentlemen named in the Report were unanimously re-elected, and the Chairman returned thanks for himself and colleagues.

Mr. Cash next moved the confirmation of forfeiture previously declared by the Directors of 27 shares, upon which the calls were in arrear, as adverted to in the Directors' Report.

The Chairman explained that of these 27 shares all the calls except the last had been paid upon 22, and the last call would be paid in a few days with interest. There would therefore be only 5 shares really forfeited. (Hear, hear, hear.)

The motion was carried unanimously.

The Secretary then read the heads of the agreement entered into by the Croydon, Brighton, and

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Companies, relative to the joint station at London Bridge. This agreement was described in our notice of the Croydon and South-[illegible] [See *Railway Times* of Nov. 28, and Dec. 12, 1840.]

The CHAIRMAN hoped the meeting would agree with him in considering the arrangement for the [illegible] likely to prove very advantageous to this Company. (Hear, hear.) They would have all the benefits of an excellent station at one-third of the actual cost of construction, and he might add (since the matter had called forth some observations in the *Railway Times*) at one-third of the usual cost of management. (Hear, hear.) If each Company had had a station of their own, each would have had to bear the expense of its management, whereas now the expense of one station would be divided among the three. (Hear, hear.) Never since he had been connected with the Ma[illegible] had any arrangement offered so many advantages. (Hear, hear, hear,)

The CHAIRMAN having expressed his readiness to answer any questions,

Mr. WALEY strongly deprecated the expending of the Company's resources in litigation. He wished to know if it were true that Mr. Goldsmid had offered to have the matter in dispute, between him and the Company, submitted to a reference upon payment of the costs to which he had been put, in asserting what that gentleman believed to be his rights. He (Mr. Waley) was most anxious that some amicable arrangement should be come to in a matter which, as he had heard, did not involve an amount greater than 1000*l*. (Hear, hear.) It might be very well for the Directors to contest the matter with an individual, both parties believing themselves to be in the right, but why should the innocent shareholders suffer? (Hear, hear.) He trusted that the Directors would adopt every reasonable means to avoid litigation. All that the shareholders asked was, that the matter should be settled fairly, honourably, and justly, as between man and man, by law proceedings if it were at all possible. (Hear, hear.)

The CHAIRMAN said, the Directors had placed themselves in an unfortunate position from a desire to meet Mr. Goldsmid—a position which they would have avoided had they known that advantage would have been taken of it. They were advised by no meaner an authority than Sir William Follett, that under their Act of Parliament, it was impossible to carry out the wishes of Mr. Goldsmid. They were endeavouring, however, to carry out in spirit, what they could not do in law. They did not think that Mr. Goldsmid would be at all annoyed, for from the arrangements now being made by the coal merchants at Brighton, they did not believe that a single ton of coal would be deposited at the station referred to, nor a single cart-load taken down the road. The Directors entered fully into the feeling that it was not desirable to expend the resources of the Company on law proceedings, but if persons [illegible] in unreasonable opposition, what were they to do? If Mr. Goldsmid were determined not to execute a conveyance of the land without incumbering it with terms which the Directors were advised were not legal, what other resource had they but to appeal to the law, or surrender the rights of their constituents? (Hear, hear.) If any means could be devised for terminating the dispute amicably, none would be better pleased than the Directors, who were only acting in self-defence. He thought Mr. Goldsmid had been somewhat before-hand with them. He might have waited till the dreaded [illegible] had taken place, and then he would have had his remedy. (Hear, hear.) He did not see why Mr. Goldsmid should doubt the good feeling of the Company towards him. He would assure him and the meeting, that the Directors were well disposed to carry out in full the recommendation of the [illegible], but they were advised that this [illegible] in the mode insisted upon by [illegible]. (Hear, hear.)

[illegible] proceeding, to address the [illegible] called to order by

Captain BEAUCLERC (a Director), who said it would be re-opening the question to permit further discussion.

Other gentlemen seemed to take the same view of the case, and Mr. Goldsmid was interrupted by hisses, &c. We understood him to state, that he had taken the opinions of Mr. Wigram and the Attorney-General, who said the resolution of the Committee could be legally carried out. As Sir William Follett seemed to be of a different opinion, he (Mr. Goldsmid) was willing to refer this point to any barrister of eminence selected by the Directors and himself. He would now repeat that proposal.

The CHAIRMAN said, it would be desirable that Mr. Goldsmid should submit in writing any proposition he might have to make to the Board, in order that it might be considered and discussed.

Mr. GOLDSMID handed his printed statement (above given) to the Chairman.

The CHAIRMAN said, there was so much of what was personally offensive to the Board in that statement, that he thought it had better be withdrawn.

Mr. STOREY described the Hove station (that so often referred to) as a nuisance instead of a benefit, and suggested that it should be given up to Mr. Goldsmid.

Mr. FAITHFUL said, the Company's Act compelled them to make and maintain a station on Mr. Goldsmid's estate. This clause had been inserted at the instance of Mr. Goldsmid himself.

Mr. BOWSER was glad that the discussion of this matter had not been waived. He thought the Directors had fully vindicated themselves, and he should therefore move a resolution to that effect.

Mr. STOREY seconded the resolution, which was passed without opposition.

Mr. B. DAVIS then proposed a vote of thanks to Mr. Rastrick, the Company's Engineer-in-Chief, for his able exertions in prosecuting the undertaking. (Hear, hear, hear.)

The motion having been seconded,

The CHAIRMAN said he had very great pleasure in putting it, for no man better deserved the thanks of a Company than Mr. Rastrick did. (Hear, hear, hear.)

The motion was carried unanimously.

Mr. RASTRICK (amid much applause) returned thanks, pledging himself that the line should be opened partially and throughout at the dates named in his Report.

On the motion of Dr. Outram, a vote of thanks to the Chairman and Directors was carried unanimously, and with loud marks of approbation.

The Chairman made an appropriate acknowledgment, expressing the determination of himself and colleagues to persevere in the same straightforward course which had hitherto secured the confidence of the proprietors.

The meeting then broke up.

FATAL ACCIDENT ON THE BIRMINGHAM AND GLOUCESTER RAILWAY.

[From the *Gloucester Chronicle*, Jan. 23.]

THE following is the official account of a melancholy occurrence which took place on Wednesday night last, at Bredon, to the last down-train of the Birmingham and Gloucester Railway, and attended, we are sorry to add, with the loss of life to the stoker of the engine:—

The train was proceeding at its usual rate towards Gloucester, and had arrived at the Bredon cutting, within 400 or 500 yards of the station there, when the driver suddenly found his engine was ploughing her way through some impediment which covered the rails, and that she was almost immediately off the line and beginning to ascend the bank, which is there about 40 feet high. With great presence of mind the driver, Joseph Newport, turned off the steam the moment he perceived the interruption, and taking hold of the rail of the engine kept his position, although momentarily expecting she would go so high up the bank as to turn over; she however soon became imbedded in the soil and stopped.

Newport, the driver, was unhurt, but not so the stoker, Joseph Billingham; he, poor fellow, at the time was on the foot plate of the engine stooping down to put coke in the fire, the sudden check of the speed made him lose his balance and fall [illegible] the foot-plate of the tender, in a sitting posture, with his legs hanging down between the footplate of the tender and the footplate of the engine. Before he could recover his position the impetus of the train behind drove the footplate of the tender against the footplate of the embedded engine, catching the poor fellow at the knee joints and nearly separating both his legs. An express was immediately despatched to Tewkesbury for a surgeon and Mr. Tate soon arrived, and on his arrival rendered him all the assistance in his power, and the poor fellow was then at his own request put into one of the Company's carriages and conveyed by the train to the Gloucester Infirmary where he died soon afterwards. The deceased had been for some time in the employ of the Company; he was unmarried and very steady and regular in the performance of his duties.

On examining the cause of the accident the line of railway was found covered with gravel to the depth of from 18 to 24 inches on the rail nearest the side of the cutting; the sudden frost coming after the late rain had caused a slight slip in the clay soil of the cutting, bringing down with it a quantity of gravel lying on its side. The gravel had been left by the contractor engaged in its removal about two hours before the accident happened; it was then quite secure, and the ground had no appearance of slipping; it was passed by the policeman on duty when the train was in sight, and only a very few minutes before it came up, and the line was then quite clear, so that the slip must have been instantaneous and occurred at the very moment of the arrival of the train. It was quite dark at the time, so that the driver could not possibly have seen the obstruction. The concussion to the train itself, owing to the excellent construction of the Buffer springs, was very slight. No passenger was even jerked from his seat, nor did any one receive the slightest injury except the poor stoker. A pilot engine came up from Gloucester to convey the train which arrived there about two and a half hours after its regular time. The embedded engine was got out and the line quite cleared during the night, so as to be ready for the train in the morning.

On Thursday afternoon an inquest was held on the body of the unfortunate man who was killed, before T. Bailey, Esq., the Coroner, at the Gloucester Infirmary, when the following evidence was given:—

Joseph Newport was the first witness called. Having been sworn, he said I am an engine driver, in the employ of the Birmingham and Gloucester Railway Company and came from Birmingham yesterday evening by the 5 o'clock train, and arrived about a quarter of a mile from the Bredon station at half-past seven o'clock. It was very dark; none of the passengers could see a yard before them. The fireman was putting coke upon the fire, and I was holding the chain attached to the fire door. At this juncture the engine suddenly jerked and threw the fireman from the tender on which he had been sitting; he fell between the engine and the tender. The sudden jerk the engine received arose from the ballast being on the road; it was from 2 to 3 feet deep. The embankment at this spot is about fifty feet; it is a gravelly soil. We passed up the line early in the forenoon, (about half-past twelve) there was no ballast on the rails at that time. The ballast had fallen down from the embankment upon the rails, by the jerking of the engine. When I felt the engine jerk I immediately let the steam off, and the engine run up the bank. I remained on the engine, and when it stopped I asked the fireman whether he was hurt, he replied "Yes, both my legs are cut off." He was then lying on the foot board of the tender. When I let the steam off, the engine partially stopped, but the force of the carriages threw it off the rails, and up the bank. The engine run about the length of the four carriages and the tender. We were going at our usual speed, about 21 miles per hour. I picked the deceased up and placed him further on the tender; I afterwards fetched one of the guards and placed him in one of the carriages;

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he was subsequently brought to the Infirmary, where I stopped with him till he died; he expired this morning about half past twelve: he was 20 years of age. The ballast I have before referred to has been on the line for these last six weeks; but I never observed that it bore any appearance from which danger was to be apprehended. The deceased was asked to stay at Bredon, but he said that he would rather be brought to this Infirmary. We did not see the ballast, owing to the darkness; there was no person present, to warn us of our danger—it was about 400 yards from the station, where the accident took place.

Mr. Charlton stated—I am surgeon to the Gloucester Infirmary. The deceased was brought into the house about half past twelve last night; he had a compound fracture in each knee joint, with extensive laceration of the skin; and a second compound fracture on the right leg, near the ankle; he was perfectly sensible at the time; his appearance was that of a man who had lost a great quantity of blood, but it had ceased to flow. Restoratives were applied with a view to "rally" the deceased, but he died about half an hour after he was brought in. The injuries he had received were the sole cause of his death.

Mr. George Coulson was the next witness called. He said, I am a contractor for the Birmingham and Gloucester Railway, and reside at Cheltenham. My brother has a contract with the Birmingham and Gloucester Railway Company, for the removal of some gravel lying at Bredon. The gravel lay on the side of the railway. On the spot in question the line is in deep cutting. The mode of doing the work is to "tip" the gravel down the sides of the embankment, and afterwards to take it away. The gravel is put up in heaps at the side of the railway, ready to be taken away. The work was progressing in this way up to last night, when the accident took place. I last saw the gravel yesterday morning, between nine and ten o'clock. There was then no gravel lying on the rails, nor less than two feet from it. There was not the slightest indications of its being in an insecure state at that time. I see the works daily, sometimes remaining nearly all day. I do not believe any safer plan could have been adopted than the mode pursued. The cutting at this place is about 40 feet deep. We have had from fifteen to thirty-four men employed in removing the gravel, and never knew any slip of the gravel before. I attribute the falling of the gravel to the wet and the frost coming suddenly upon it. There were about 40 cubic yards of gravel at this embankment. The gravel reached about half-way up the cutting from its base on the line of road, and about a yard in thickness. I consider it perfectly safe to have it that height. We have it raised much higher in another part of the line. The height of the cutting is from 35 to 40 feet. When frost comes suddenly, the very best embankments will give way.

Richard Adams was next called. He said, I live at Bredon, and am foreman to Mr. Coulson, and superintend the work at Bredon. I was at work yesterday, and left the line about five o'clock. When I left the heaps of gravel were all safe, and no danger to be apprehended. There might be about 35 yards of gravel on the heap. It had been amassed in about a day and a half. I have been engaged in this sort of work all my life, and I never knew any other course pursued in removing gravel from embankments. We have had ten times larger heaps on the other side of the line, and no accident ever occurred. The heap of gravel which slipped reached about half-way up the embankment. The summit of the bank was about 45 feet. I consider it perfectly safe to put the gravel to such a height as the one reached which slipped.

John Cottey was next sworn. He said, I live at Bredon, and am in the employ of the Birmingham and Gloucester Railway as policeman. My business is to walk up and down the line a little below and a little above the station. My beat is about 2¼ miles in length, I know the spot where the deceased met his death. I was there last night, about three-quarters of an hour before the approaching engine came up. I was there till I saw the Birmingham train coming up, on which the deceased was riding. I then ran to the station-house to give notice of its approach. I had a powerful lamp with me, containing two signals. I am quite sure that at the time I saw the train coming the rails were perfectly clear from gravel. I could see no change in the usual appearance of the heaps. I walked between the two roads, and did not observe any impediment in the way. I must have seen the gravel if it had slipped at the time.

Mr. Frederick Henry Packingham Wetherell.—I am a civil engineer, and connected with the Gloucester and Birmingham Railway Company. It is my duty to frequently go up and down the line to see that all things are going on correctly. I have seen from time to time the work which has been going on in the removal of the gravel. The contractors are removing the gravel under my superintendence—I have seen the work going on, and approved of the manner in which it has been executed. The height of the cutting is about 35 feet. I mean from the surface of the railway to the top of the cutting. The railway cutting is through gravel and clay, the clay being on the top of the cutting, to the depth of 13 feet, and the gravel is about 12 feet. I consider it perfectly safe to put the gravel the height of that heap which slipped. The frost and rain might of course render it more dangerous.

These were all the witnesses called, when the Coroner, after a few general observations relative to the law of deodand, &c. called the attention of the jury to the more important portions of the evidence. The jury then retired, and having consulted for about half an hour, they returned a verdict of "Accidental death," with a deodand of 20*l.* upon the engine and tender.

LIVERPOOL AND MANCHESTER RAILWAY COMPANY—GENERAL MEETING.

THE Annual General Meeting of this Company took place on Wednesday, at the Cotton Sales Room, in the Exchange Buildings, Liverpool. Charles Lawrence, Esq., Chairman of the Board of Directors, presided.

The report of the Directors, and the accounts of the receipts and disbursements, were read. They were approved of by the meeting.

A dividend at the rate of 5*l.* per cent. was made for the half-year ending 31st December last; and a first instalment, at the rate of 2*l.* per share upon the 100*l.* shares, and of 4*s.* per share upon the original quarter shares, being a portion of the interest to which those shares (only) are entitled, was likewise ordered to be paid to the proprietors of those shares out of the surplus fund.

The thanks of the proprietors were unanimously voted to the Directors, and to their Managers and assistants, for their vigilant and skilful management of the line, and for their care and unremitting attention in these respects.

Charles Lawrence, Hardman Earle, Thomas Sands, and John Cropper, jun., Esqrs., (nominated by the proprietors,) and James Loch, Esq., (nominated by the Duke of Sutherland,) being the five Directors going out of office by rotation, the first four gentlemen above-named were unanimously re-elected Directors.

The following is the Report:—

DIRECTORS' REPORT.

The Directors have great pleasure in meeting the proprietors on the present occasion to lay before them a statement of their proceedings, and the result of their operations for the six months, ending 31st December last.

For the greater part of this period the trade and manufactures of Liverpool and the adjacent districts have been in a state of considerable depression. But in the last month of the year an improvement took place, the exports increased, and a renewed feeling of confidence was established in most departments of business. The receipts for the merchandise traffic for the last six months, have been very nearly the same as in the corresponding period of 1839. But in the month of December, taken by itself, the traffic was about 12½ per cent. larger than in the same month of the previous year.

In the coaching department the receipts have fallen short to the extent of nearly 4,000*l.*, as compared with the corresponding period in 1839. The Directors have taken into their consideration the circumstances which have been instrumental in producing this deficiency, and they are of opinion that several distinct causes, some of them perhaps insignificant, but important in the aggregate, have operated to this end. First, the general depression of trade already noticed second, the unfavourable weather during the greater portion of the season, usually selected for travelling by those whose object is health or pleasure rather than business; third, the penny postage. This popular measure, by cheapening correspondence, has multiplied it at the same time, and post dispatches or covers have superseded, to a considerable extent, the lighter sort of coach parcels, a profitable item of revenue to the Company. It must be admitted also, that the cheapness of correspondence has the tendency to create the habit of transacting business through that medium, and so lessen the necessity and the frequency of personal journeys. The last circumstance which the Directors will mention as having diminished to some extent the travelling by railway, is the temporary want of confidence in the security of that mode of conveyance. The Directors deeply regret the railway accidents which have occasioned this apprehension in the public mind. In the sudden development and extension of this new mode of locomotion, in the marvellous transition from a speed of 10 to that of 30 miles an hour, though we may regret, perhaps we can hardly wonder that newly opened lines have not been altogether exempt from accidents. The earnest attention of Railway Managements is turned to the consideration of the best means of making railway conveyance as pre-eminently safe, as it is decidedly cheap and expeditious, and the Directors have the fullest confidence in the accomplishment of this great object, if indeed taking a fair comparison, it be not already attained. It is a circumstance worthy of remark and congratulation, that the frequency of accidents seems to be in no way connected with the increase of traffic on any railway; those lines where the traffic is the largest in the kingdom having been for a long time almost free from these casualties. In the last twelve months, 1,052,000 passengers have been conveyed on the Liverpool and Manchester line, with but one accident, which befel a passenger who recklessly jumped out of a second class carriage when at full speed, to save a few miles walking from the next stopping place. It would seem that the necessity for constant vigilance and unremitting care on the part of the enginemen, policemen, &c., owing to the almost continuous movement of a large traffic produces as its consequence, that habit of vigilance and that intuitive caution, on which the security of railway travelling must at all times materially depend.

Connected with this subject, the Directors are happy to refer to the General Railway Conference which was held at Birmingham on Tuesday, the 19th instant; the object of which was to consider and devise the means of increased safety to railway travelling. The resolutions passed at the Conference have appeared in the public papers, and copies of the proceedings may be obtained at the Treasurer's office, by proprietors feeling an interest in the subject.

It will be seen by the subjoined accounts, that the total receipts for the half-year amount to 139,323*l.*, being about 4,000*l.* less than in the corresponding six months of 1839; but the Directors are happy to add that the disbursements have been lessened in a still greater ratio, and that there remains a net profit of 70,629*l.*; being an increase of 7,600*l.* over the net proceeds of the corresponding period of last year.

Respecting the contemplated junction with the Manchester and Leeds Railway, the Directors have been in friendly communication with that Company, for the purposes of discussion, and with a view to the fullest consideration of this important subject. It is evident that the amount and nature of the traffic to be expected from that line might materially affect the plan and arrangements of the junction line; it has been considered expedient therefore, the Manchester and Leeds line being so nearly completed throughout its whole length, to wait till actual experience shall enable the Directors to form a judgment on these points.

The following is a Statement of the Receipts and Disbursements for the Half-year ending 31st December, 1840.

RECEIPTS.			
Coaching department	£81,713	3	2
Merchandise department	54,901	4	10
Coal department	2,709	0	7
	£139,323	8	7
EXPENSES.			
Bad debt account	258	5	2
Coach disbursement—			
Guards and porters' wages—parcel carts, horsekeep and drivers' wages—materials for repairing and building — men's wages, repairing and building—gas, oil, cordage, tallow, &c.—duty on passengers —stationery and petty expenses—taxes, insurance, &c. on offices and stations—guards' clothing, &c.	12,092	15	10
Carrying disbursement—			
Agents and clerks' salaries—porters and brakesmen's wages—gas, oil, tallow, cordage, &c.—repairs to jiggers, trucks, stations, &c.—stationery and petty expenses—taxes, insurances, &c., on offices and stations—coal for jigger engine, &c.	13,127	8	1
Coal disbursement	545	4	11
Cartage (Liverpool)	117	15	4
Ditto (Manchester)	1,558	8	3
Charge for Direction	373	16	0
Compensation (coaching)	50	18	4
Ditto (carrying)	468	2	7
Coach-office Establishment—			
Agents and clerks' salaries, rent and taxes	838	4	10
Engineering department	523	12	8
Interest and rent, viz.:—			
Interest £3,970 9 11			
Less Cr. per Bank, &c., and			

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balance to the credit of rent account	1,938 16 11	
		2,031 13 0
Locomotive power—		
Coke and carting—wages to coke fillers and watering engines—gas, oil, tallow, hemp, &c.—copper, brass, iron, timber, &c., for repairs—men's wages—repairing—enginemen and firemen's wages—new engines, new wheels, axles, pistons, &c.—coal for pumping engines, &c.		18,181 19 3
Law disbursement		148 4 2
Maintenance of Way—		
Wages and materials, stone blocks, sleepers, &c., chairs, points, crossings, &c.		5,036 18 8
North tunnel disbursement		723 1 2
Office establishment—		
Salaries, rent and taxes, stationery, &c.		1,202 7 5
Police establishment		1,506 15 3
Petty disbursements		60 0 0
Repairs to walls and fences		965 12 0
Stationary engine disbursement—		
Coal, engineman and firemen's wages, materials and repairing, gas, oil, tallow, &c.		714 8 2
Tunnel disbursement		
Brakesmen's wages, gas and repairs, new sheaves, oil, cordage, &c.		618 3 1
Tax and Rate		4,381 11 10
Waggon disbursement—		
Smiths and joiner's wages, iron, timber, &c cordage, grease, paint, oil, &c., canvass for sheets, and repairs		3,079 0 10
Total		£66,694 7 0
Net profit for half year ending 31st December, 1840		£70,629 1 7

Statement of Receipts and Expenditure on Capital Account from the commencement of the undertaking to the 31st December, 1840.

DEBTOR.

To amount of joint capital on shares and loans		£1,432,357 10 0
Ditto dividends not paid		1,216 15 4
Ditto reserved fund and interest		4,354 10 7
Ditto surplus in hand after payment of twentieth dividend		9,809 17 10
Ditto net profit for the half-year ending the 31st December, 1840		70,629 1 7
Total		£1,518,367 15 4

CREDITOR.

By amount of expenditure on the construction of the way and works		£1,430,304 18 5
Ditto of arrears on calls		398 15 7
Ditto in the hands of Moss and Co., bankers, viz.—		
Reserved fund and interest	£4,354 10 7	
Balance	70,341 7 8	
		74,695 18 3
Ditto balance of book debts due to the Company		12,968 3 1
Total		£1,518,367 15 4

By the foregoing half-yearly account it appears that the net proceeds amount to £70,629 1 7
To which must be added, surplus from the preceding half-year 9,809 17 10
Total £80,438 19 5

The Directors recommend a dividend of 5*l.* per share on 12,084¼ shares, amounting to 60,446*l.* 5s., leaving a balance of 19,992*l.* 14s. 5d.

Out of this balance the Directors recommend a first instalment at the rate of 2*l.* per share, to be paid to the proprietors of the 5,100 original 100*l.* shares, and 4s. per share to the holders of the 5,100 old 25*l.* shares No. 5,101 to 10,200 inclusive, being a portion of the interest to which these shares are respectively entitled, and which it is enjoined by the Act of Parliament shall be paid after the rate of five per cent. per annum out of any surplus balance, after dividing amongst the proprietors at large at the rate of 10*l.* per annum on every 100*l.* share.

The whole amount of reserved interest to which these original shares and old quarters are entitled, calculated upon the several instalments of the paid up capital from the date of their payment, till the opening of the railway on the 16th September, 1840, is as follows :—

5,100 original £100 shares, entitled to £12 13s. 7d. per Share	£64,665 15 0
5,100 original £25 shares, entitled to £1 4s. 4d. per Share	6,205 0 0
Total amount to be paid from time to time out of surplus balances	70,868 15 0

The first instalment towards this amount recommended to be paid out of the present surplus balance, is as follows :

5,100 £100 shares, at £2 per share	10,200 0 0
5,100 old £25 shares, No. 5,101 to 10,200, at 4s. per share	1,020 0 0
	£11,221 0 0
Which amount being deducted from the above surplus of	19,992 14 5
	11,220 0 0
Will leave a balance of	£8,772 14 5

To be carried to the next half-year's account.

CHARLES LAWRENCE, Chairman.

N.B.—A dividend of £5 per £100 share, and first instalment of interest as above explained, having been declared by the proprietors, the treasurer will be prepared to pay the same at the Railway Office, Lime-street, between the hours of ELEVEN and THREE, on and after TUESDAY, the 9th February next; or the amount will be made payable at Messrs. Barclay and Co's., London, or will be remitted in a bill at a month, at the proprietor's option.

PROPOSED CHURNET VALLEY RAILWAY.

A MEETING of gentlemen, desirous of promoting the formation of a railway from London to Manchester direct, through the Churnet Valley, was held at the Royal Oak Inn, Cheadle, on Thursday last.

Captain SNEYD, of Huntley, having been called to the chair,

J. M. BLAGG, Esq., (the Company's agent for the Cheadle district,) entered into a detail of particulars respecting the proposed railway from London to Manchester, by way of Leicester, which, it was expected, would shorten the distance about thirty miles. It was calculated that 5,500,000*l.* would cover every expense of obtaining the act, purchasing the land, forming the railway, erecting stations, and providing locomotive power; but, not to be within the mark, the capital of the company was fixed at 6,000,000. The Company was not yet formed, and the object in bring the business forward now, was, to enable the projectors to complete their plans and books of reference, so as to bring them before Parliament in March next. To effect this, they required the sum of 3,000*l.* to pay the expenses of surveyors, &c., which they hoped to raise by the contributions of those who were friendly to the undertaking. Two hundred pounds had been subscribed for the object at Luton and Derby, and it was proposed shortly to call meetings, for the purpose of raising the funds requisite, at Leicester. Mr. Blagg acknowledged that he had that morning received a communication informing him that the Derby and Macclesfield line had not been abandoned, but would be proceeded with as soon as an improvement in commercial affairs justified such a step; and that a resolution of want of confidence in the provisional committee of the Leicester project having been passed by a deputation from Bedford, Luton, Hampton, and St. Alban's, those gentlemen had immediately signified their readiness to resign.

Mr. CATTLOW, who attended on behalf of the Midland Counties' Company, said, he was authorised to inform the meeting that the real Churnet Valley line was not abandoned; it extended from Derby to Macclesfield, a distance of 42 miles—could be constructed for a capital of about one million, was not likely to provoke opposition, and would connect Manchester, Stockport, and Macclesfield, with Derby, Nottingham, Leicester, and the Eastern Counties. Mr. Cattlow concluded by moving the following resolution :—

"That this meeting learns with great satisfaction the intention of the Midland Counties' Railway Company to persevere in making a railway from Derby to Macclesfield, through the Churnet Valley; and is of opinion that the Midland Counties' Railway Company is entitled to the confidence and undivided support of the neighbourhood."

The Rev. J. P. JONES opposed the resolution, and moved, as an amendment,—

"That it is desirable to form a railroad from Manchester through Macclesfield and Leek; thence by Cheddleton to Cheadle and Uttoxeter, and from thence to Derby; and that this meeting will support the line that passes nearest the town of Cheadle."

The amendment, on being put to the meeting, was negatived, and Mr. Cuttlow's resolution carried by a large majority.

Thanks were then voted to the Chairman, and the meeting separated.—Abridged from the *Staffordshire Mercury*, as quoted by the *Midland Counties' Herald.*

FLUCTUATION OF RAILWAY SHARES FOR THE LAST FIVE YEARS.

BY R. B. WATSON & CO., SHAREBROKERS, ALBION-STREET, LEEDS.

Amount per share.	Name.	1st January, 1837.		1838.		1839.		1840.		1841.	
		Paid up	Price	Paid up	Price	Paid up	Price	Paid up	Price	Paid up	Price
£ s. d.		£	£	£	£	£	£	£	£	£	£
100 0 0	Birming. and Derby Junction	5	9	20	18½	50	41	80	56	100	75
100 0 0	Birmingham and Gloucester	10	9½	12½	3	40	25	70	44	60	77
100 0 0	Bristol and Exeter	5	4	10	2½	20	10	40	15	100	37
100 0 0	Cheltenham & Great Western	7½	6	7½	1	20	8	37½	..	62½	29
25 0 0	Eastern Counties'	2	2	3	1	10	8½	18	6	23	9
50 0 0	Edinburgh and Glasgow	..	..	..	..	10	9	20	11	35	30
100 0 0	Grand Junction	70	158	95	208	100	204	100	205	70	212
100 0 0	Great North of England	2	¼	7½	noprice	30	18	45	22	100	52
100 0 0	Great Western	30	46	55	67	65	78	65	60	65	91
50 0 0	Hull and Selby	5	4	10	4	20	10	35	23	50	44
50 0 0	London and Brighton	5	8	5	4	14	11	30	17	50	44
20 0 0	London and Greenwich	20	21	20	16	20	17	20	13	20	84
25 0 0	London and Blackwall	3	¼	3	2½	9	8	15	13	22½	18
100 0 0	Leeds and Selby	100	87	100	58	100	65	100	70	100	94
100 0 0	Liverpool and Manchester	100	218	100	195	100	204	100	183	100	185
25 17 9	London and South-Western	30	25	50	37	50	45	39*	41	39*	56
100 0 0	London and Birmingham	70	144	90	158	90	170	90	142	90	132
100 0 0	Manchester and Leeds	5	13	15	15	50	70	60	69	70	76
100 0 0	Midland Counties'	5	3	15	..	50	35	80	65	100	76
100 0 0	North Midland	10	16	25	25	55	55	95	84	100	77
50 0 0	South-Eastern and Dover	2	2	7	3½	9	3	15	¼	28	12
50 0 0	York and North Midland	3	3	6	noprice	20	20	30	40	50	68

* Average.

RAILWAYS IN FRANCE.—New efforts are making to raise France from its sad inferiority in railroad enterprise. A considerable number of deputies of the departments of the north, east, and south-east, propose to have a meeting in order to concert definitively in favour of a system of railways respecting which the Chamber will be called upon by some of its members to declare itself. It is proposed to form several lines, composing by their junction, or by the aid of rivers connected with them, a grand line from one extremity of France to the other. This would be the realisation, as perfect as could be desired, at once of the junction of the Mediterranean and the North Sea. The railways which are particularly talked of are three—Paris to Lisle, Paris to Chalons, and Chalons to Mulhause, with branches on the line of Alsace, and leading thus from Paris, Lyons, or Marseilles, to Basle and Strasburg. To these we have to add the railway from Marseilles to the Rhone, that from Rouen to Havre, and that from Lisle to Dunkirk.—*Galignani.*

TEMERITY.—On Saturday se'nnight, as the three o'clock railway train was proceeding from Cardiff, when it had nearly reached the Llandaff station, and was going at a rapid rate, one of the passengers jumped out and fell flat on his face. There was a great outcry, every one thinking the foolish fellow had lost his life, but he rose from the ground apparently unhurt, except a cut on his face. Had he fallen back instead of forward, the wheels must have cut him in pieces.—*Welshman.* [We hope he was punished by the Company for his fool-hardiness.—ED. R. T.]

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	80	..	..	..	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	30	30	..
36	36	8000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	8½	8½	..	8½	8½	..
—	—	64000	8½	2	Ditto (*Debentures*)	..	..	..	5½	..	..	..
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	25	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10018	100	100	Grand Junction	..	..	..	..	..	..	..
—	—	10018	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	10018	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	....	10000	100	80	Great North of England	..	..	56	..	..	..	..
118	92	25000	100	65	Great Western	92	..	92	94	92½	92½	..
—	—	25000	50	50	Ditto (*New Shares*)	62½	63	..	63½	63½	63½	..
—	—	37500	20	4	Ditto (*Fifths*)	10½	..	10½	10½	10½	10½	..
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	45	43½	43½	..
21	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5200	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	175	182	..	..	179	179	..
—	—	25000	25	5	Ditto (*Quarter Shares*)	29	31	29½	..	30	30	..
—	—	31250	32	32	Ditto (*New Shares*)	60	..	60	..	60	60	..
4	3½	24000	25	22½	London and Blackwall	1⅝	..	1⅝	1⅝	..	..	..
46	5½	36000	50	50	London and Brighton	43½	43½	43½	44	43½	43½	..
10½	10½	33900	avr.	13½	London and Croydon	..	..	..	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	17	17	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	4½	..	..	..
76	76	36000	avr.	33⅓	London and South-Western	57½	57½	57½	58	..	..	..
50	40½	13000	100	70	Manchester and Leeds	..	..	77	..	..	..	..
—	—	13000	50	30	Ditto (*New Shares*)	33	..	..	..	..	..	..
10	10	6201	100	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	..
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2100	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	77	..	..	78	77	77	..
—	—	15000	50	40	Ditto (*New*)	38	..	38	..	37	37	..
30	19½	7200	100	40	Northern and Eastern	26	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	..
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	28	South-Eastern and Dover	13½	..	..	..	13	13	..
24½	13	8000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	72	..	..	..	72	72	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

*** By some accident the Liverpool List had not arrived when we went to press.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Jan. 27th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	8½	..
18000	50	35	Edinburgh and Glasgow	29½	29½
1960	25	25	Glasgow and Garnkirk	25	25
16000	25	23	Glasgow and Greenock	22	22½
12500	50	35	Glasgow and Ayr	34	34½
1940	25	25	Monkland and Kirkintilloch	..	63
..	..	50	Wishaw and Coltness	76	78
680	25	25	Ballochney	..	85
4060	25	25	Dundee and Arbroath	27	27½

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	January 23	..	£656 18 9	£302 3 6	£959 2 3 ††
1,266,666 0 0	£1,018,723 0 0	....(a)	*†Birmingham and Gloucester	51	51	January 22	4,420	806 2 5	156 19 7	963 2 0
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	January 16	18,378	....	....	371 5 8
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	January 23	2,994	129 8 5½	40 6 1½	169 14 7
2,133,333 0 0	....	....	*Eastern Counties'	126	17½	January 24	4,077	....	....	391 9 1 ‡‡
883,000 0 0	631,241	....(a)	*†Glasgow, Paisley, and Ayr	51	40	January 23	9,209	516 11 2	85 13 2	602 4 4
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6½	6½	January 23	7,712	....	....	283 8 4
1,957,800 0 (b)	....	14 0 0	Grand Junction	114 (c)	114 (p)	January 23	..	5,287 18 4	2,268 10 4	7,556 8 8
4,999,999 0 0	....	....	Great Western	118	92	January 24	..	4,598 1 0	741 3 9	5,339 4 9
533,333 0 0	460,000 0 0	....(a)	Hull and Selby	31	31	January 24	2,465	336 9 3	229 9 8	565 18 11
489,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	January 23	2,407	423 7 4	22 5 8	445 13 0
1,882,375 0 0	1,410,000 0 0	10 0 0 (d)	Liverpool and Manchester	31	31	January 22	..	2,289 15 9	2,702 4 8	4,992 0 5
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	January 23	..	9,886 1 6	3,378 13 11	13,264 15 5
800,000 0 0	668,068 0 (e)	....(a)	*London and Blackwall	3½	3½	January 28	22,569	433 5 8	1 1 9	434 7 5
2,400,000 0 0	1,091,869 0 (e)	....(a)	*London and Brighton	46	5½	January 25	1,480	49 4 11	57 16 5	107 1 4
741,000 0 (f)	629,307 0 0	....(a)	London and Croydon	10½	10½	January 26	5,323½	....	....	483 17 10
993,300 0 (g)	793,300 0 0	1 0 0 (h)	London and Greenwich	3½	3½	January 28	26,831	....	....	835 7 6
2,260,000 0 (i)	2,193,617 0 (k)	5 0 0 (k)	London and South-Western	77	77	January 23	..	2,601 10 11½	776 6 1½	3,377 17 1
2,800,000 0 0	895,914 0 (l)	....(a)	*Manchester and Birmingham	40	5½	January 25	9,212	....	....	275 5 1
650,000 0 0	.... (m)	1 5 0	Manchester and Bolton	10	10	January 21	..	359 9 10	189 3 7	548 13 5
2,599,666 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	....
1,533,000 0 0	1,440,000 0 0	....(a)	Midland Counties'	57	57	January 23	5,206	1,028 1 10	591 12 1	1,619 13 11 †††
950,000 0 0	....	....	Newcastle and Carlisle	61	61	January 23	..	446 15 0	774 16 4	1,221 11 4
3,000,000 0 0	2,705,676 0 (n)	....(a)	North Midland	72½	72½	January 23	..	1,713 16 6½	692 6 0	2,406 2 6½ ¶
730,000 0 0	666,000 0 0	6 13 4	North Union	22	22	January 22	3,634	849 0 7	146 9 11	995 10 6 ¶
1,200,000 0 0	297,430 0 0	....(a)	Northern and Eastern	30	19½	January 26	2,797½	....	....	207 15 7 ***
500,000 0 (n)	....	....(a)	Preston and Wyre	19	19	..	..	....	....	....
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	January 23	6,066	....	170 11 3	....
446,666 0 0	446,500 0 0	4 16 0 (o)	York and North Midland	23	23	..	..	....	....	.... †††

(a) Not open long enough. (b) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (c) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (d) Maximum allowed by Act. (e) Up to July 1. (f) Including the new capital for the London-bridge station. (g) Including new capital for widening line, &c. (h) Preference shares guaranteed 5*l*. per cent. (i) Including Gosport branch. (k) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (l) Up to July 31. (m) The expenditure mixed up with that on the canal, with which the line is connected. (n) Including harbour and docks. (o) From 14 miles only. (p) 83 miles from Birmingham to Newton junction; 14½ from Newton junction to Liverpool; and 16½ from Newton junction to Manchester.

†† From which deduct Toll to London and Birmingham Company, 107*l*. 9s. 6d.—leaving a balance of 851*l*. 12s. 9d. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. ¶ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

‡‡‡ Carriages, 32*l*. 15s.; horses, 10*l*. 6s. 6d.; parcels, 16*l*. 5s. 2d.; dogs, 2*l*. 2s.; cattle, 13*l*.; corn, 28*l*. 8s. 1d.; heavy goods, 336*l*. 15s. 4d.—Total, 591*l*. 12s. 1d.

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TO CORRESPONDENTS.

Mr. W. T. Rathbone, Mr. Edward Cropper, and Mr. David Hodgson, and—one other.—*Justus requests us to ask whether* Mr. Richd. Harrison, *late a Director of the Eastern Counties' Company, and also a Director of the Grand Junction, is not equally notorious with the three individuals first above named, to the charge of drawing from the Eastern Counties' treasury six guineas for every trip from Liverpool to London and back, when he travels the whole or part of the way free?*

Delta.—*The seller, we should say, would be entitled to the dividend, inasmuch as it was earned during the time that he held the shares.*

A Reader of the "Railway Times" *still misunderstands the Company's position. The amount still unpaid on original shares is mortgaged for money borrowed—in other words when that instrument is called up it must be applied to the discharge of a debt already incurred. It could not, therefore, have been rendered applicable to the purpose mentioned by our correspondent. Does not our intelligent correspondent perceive how much an unmeaning cry serves the purpose of parties who are doing everything in their power to injure an important undertaking?*

B. O. (*Leeds*).—*No doubt of it.*

Edinburgh, Leith, and Newhaven Railway.—*At a less busy period we should have been happy to publish the letter of the Bristol shareholders to the Directors, but at present we cannot possibly find room. The MS. shall be returned if desired.*

Joint Station at London Bridge—Greenwich and Croydon Railways—Manchester and Leeds Railway—Great Western Railway, &c.—*The discussions on all these topics must positively be suspended till after the meetings. This to at least a dozen correspondents, whom we need not specify.*

Railway Conference.—*The signals, &c., recommended, must unanimously stand over.*

Mr. Adams's *excellent letter (the second) on the* Mechanical Arrangements of Railways, *shall appear next week. Its great length is the only reason for postponement.*

Examiner.—*We owe an apology to our able correspondent for again deferring his letter. It was unavoidably omitted at the last moment, but shall appear without fail next week.*

A Sufferer *(on the Manchester and Birmingham Railway) also in our next.*

THE RAILWAY TIMES.

SATURDAY, JANUARY 30, 1841.

We give to-day as full particulars as the pressure of other matter will admit, of the proceedings at the great meeting in Dublin to which we referred last week, on the important subject of railways for Ireland. The opening of the Parliamentary campaign and the simultaneous holding of meetings in other parts of the empire in reference to questions of a more exciting character, have unfortunately prevented the conductors of the public journals, as well in Ireland as in this country, from bringing the matter before the public with the prominence which it deserves, and hence the greater need that we, who stand aloof from the turbulent arena of political partisanship, should strive to keep attention fixed upon a measure which will contribute to the peace and prosperity of Ireland when the *ad captandum* schemes of the day, like those that preceded them, shall serve only to point a moral on popular credulity or party rancour.

The proceedings at the meeting were entirely satisfactory. There was not much novelty to be looked for except in the expression of feeling in favour of a large and comprehensive system of railways by persons of every shade of politics and religion, and this was supplied in abundance. The facts lie in a very narrow compass. The experience of other countries, and even of Ireland itself, shows that with each successive improvement in the means of internal communication, the prosperity of the inhabitants has advanced, and of all such improvements railways are assuredly the greatest. Equally clear it is that Ireland is not in a position to secure these advantages to any considerable extent without external aid, and hence it only remained for the promoters of the Dublin meeting to take into consideration the most effectual mode of obtaining it. They acted wisely, we think, in abstaining from entering into details, which can seldom be discussed with any benefit in a mixed assembly. The principle being once admitted that Ireland ought to have railways through the intervention of the State, the means of carrying that principle into effect may well be left for future consideration.

Some comparisons were instituted by his Grace the ARCHBISHOP OF DUBLIN between English and Belgian Railways, the inference being that Government interference in the making and managing of these works—or rather that the entire substitution of public for private proprietorship and control—is greatly to be desired. The comparison bears but very remotely upon the question of railways in Ireland, since *there* it is now universally admitted that there is no choice. Private enterprise may be the preferable mode of carrying out local or general improvements, but private enterprise has been proved to be wholly inefficient as regards Irish railways, and therefore there is no alternative but to adopt the other plan—the less perfect it may be—or to leave Ireland as she is. The most ardent advocate for joint-stock enterprise must yield therefore to the necessities of the case, and it is only opening up a much agitated question without the possibility of producing any good effect, to praise up the one system at the expense of the other. In Ireland the question resolves itself into this—*State railways or no railways—Government interference or no further progress.* As regards England, it is not necessary to uphold the mode in which our great undertakings have been carried out, by depreciating the plan pursued in other countries. Each has unquestionably its peculiar advantages and defects, and although we have no hesitation in deciding upon the whole in favour of the well directed efforts of private capital, it is sufficient to say, that if the construction of railways in England had been deferred till the task was undertaken by the State, we, in this country, should have had still less to show at the present moment than the 15 miles of railway which are the only memorials in Ireland of the joint exertions of private capital and government aid. The State is a slow-moving body, altogether incompetent to originate improvements, seldom qualified even to direct or extend them. Railway-making in England was an experiment on a large scale—an experiment too, attended with fearful risks, which nothing but the strongest of all motives, the hope of private gain, could have tempted any set of men to encounter. Its *primum mobile* was individual speculation, as distinguished from that over-caution which characterises public bodies, or at any rate the administrators of public affairs. The experiment has succeeded—it is an experiment no longer, and in extending its benefits to Ireland, the State is but carrying out the principle which has been established at other parties' risk. If the railway system is to be still further improved and perfected, as we hope and trust it will, this will not be effected by anything resulting from Government influence or Government interference, but will spring from the same source as the original scheme of the works themselves. Subject the whole system to the unrestrained control of that passionless power the State, and you remove at once the main excitement to progress—the great sharpner of the faculties, the expectation of profiting by every successive discovery; you keep things as they are, more from the absence of any adequate motive to activity than because an imperfect system is knowingly persisted in. The discoveries once made—the advantages of railway communication once clearly developed—the State has innumerable facilities for carrying them out beyond those which any private individual or body of individuals can possess, and these facilities will of course be brought to bear upon the case of Ireland. That country will enjoy the peculiar advantages of both systems—it will have the results of experience and experiment made tangible at the least possible cost, and be spared the necessity of going through the tedious and expensive process of *blundering* into what is right. If, therefore, the benefits of railway communication should be more apparent in Ireland than with us, the result will be no argument in disparagement of "private enterprise."

We confess, indeed, that we should much and for many reasons prefer seeing railways in Ireland carried out in the same way and by the same means as they have been carried out in England, but, as we have already said, the expectation is hopeless. We know that it was once a favourite assertion with those who opposed what for distinction's sake may be called the Government scheme, that the appearance of the Commissioners' Report had been the sole cause of checking the efforts of private capitalists which, but for that Report, it was said, would speedily have placed Ireland in the same position as regards railway communication as this more favoured section of the empire. This position we have no hesitation in characterising as wholly untenable. We might, indeed, have seen more Irish projects brought forward, but we question whether more miles of railway would have been completed than the insignificant number already referred to. During the prevalence of any particular mania, thousands of schemes are paraded which will not stand the test of calm reflection and sober calculation. It was so with respect to railways, not in Ireland only, but in England. The Report of the Commissioners, based as it was on data that could not be gainsayed, and abounding in arguments the force of which all were compelled to admit, doubtless helped to dispel some of the illusions which visionary projectors had conjured up, but it did nothing more. It did not cut off any one well-ascertained source of expected revenue; nay, it proved that in many places the capabilities of the country would be developed by railways to an extent which had not previously been anticipated. It was not the Report of the Commissioners, then, but their own fears, that prevented capitalists from embarking their property in Irish railways. That some few lines would have amply remunerated private investors we have

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ever been ready to admit,, and it is matter of surprise to us that one or two such projects have not been proceeded with. The proposed Dublin and Kilkenny line is a case in point. We firmly believe that that line would have been peculiarly productive, and yet it is now virtually abandoned. Why is it so? It could not be from any apprehension that the legislature would interfere with the property of the Company without granting them ample compensation—for there has always been, and we hope always will be, a leaning on the part of a British legislature in favour of vested rights, even where such are less clearly founded upon equity, than those of individuals who have embarked their property on the faith of an Act of Parliament—and yet such is the apathy of the subscribers to the work that, as our readers will recollect, it has generally been a matter of some difficulty to get more than a dozen persons together at the periodical meetings of the Kilkenny Company, and then the principal topic of discussion has been the total abandonment of the undertaking!

While on the subject of compensation to existing Companies, we would express our entire concurrence in the remark which fell from Mr. PIM, the intelligent Secretary of the Dublin meeting, in reply to a question from Mr. HAMILTON, the Chairman of the Dublin and Drogheda Railway. Mr. PIM, who has laboured with much zeal and with great effect in the cause of Irish Railways, said the Committee did not desire to fetter the Government to any particular plan, but would content themselves with the advocacy of the general principle of Government control, "because they felt they could not be attended to by any other means. If they should succeed in that, then *he thought the Government were bound to provide that ample and sufficient compensation should be made to those Companies already in existence, and the justice of that was so obvious that they had not deemed it necessary to introduce it.*" Any other course, as we argued at an early stage of this question, would not only be unjust to individuals, but be altogether unworthy of the great cause which it is the aim of the Committee to promote.

The liberality of the Duke of LEINSTER and the Earl of KINGSTON, ought not to be passed over unnoticed. It was stated at the meeting, that these noblemen, as well as others (whose names it is a pity are not made public), had offered to give, without any charge, the land on their properties through which the railways may pass. This is true patriotism, and in a land where the counterfeit is so very current, ought to be held up for the imitation of others.

THE details of an accident upon the Birmingham and Gloucester Railway, whereby the fireman of one of the down trains lost his life, will be found elsewhere. It would appear that a large heap of gravel having been piled against the sides of a deep cutting, had suddenly slipped, and that the jerk occasioned to the engine had thrown the poor fellow down between the footplate of the tender and the footplate of the engine, so as to cause the advancing train to inflict a mortal injury. When an accident of this kind has occurred, it is easy to say that if such and such a course had been pursued it might have been prevented, but as it is impossible to foresee or guard against every contingency, so it is not always fair to blame the parties for not taking such precautions as can readily be pointed out *after* the event. We certainly think, however, that it was imprudent in the contractor to pile up a heap of gravel to the height of nearly 20 feet, within a very few feet of the rails, more especially in such weather as that of last week. There seems to have been no reason why the gravel should not have been divided into two, three, or four heaps, nor why it should not have been removed before it had accumulated to such a height. The heap, it was stated, had been "amassing about a day and a half," no cause having been assigned why the collection was not removed at the close of the *first* day. The truth seems to be, that custom makes almost all persons connected with railways most incautious, if not desperately reckless. Thus we hear of labourers "timing" the act of stepping from a line to within a second or two of the approach of a train. Their escape in one instance seems but to render them more venturesome, till at last they are struck down and killed. Thus with respect to the heaps of gravel. The contractor says, "I consider it perfectly safe to have it that height. We have it raised much higher in another part of the line." The contractor's foreman adds: "We have had ten times larger heaps on the other side of the line, and no accident ever occurred." The absence of accident in other instances encouraged the parties to persist in a practice which has danger on the face of it, till life has unfortunately been sacrificed. It never seems to have occurred to them, that in the late almost unprecedented state of the weather, it was necessary to adopt many precautions in regard to railways which, under ordinary circumstances, might have been omitted. We take it for granted that now an accident *has* happened, greater care will be observed for the future.

The Coroner's jury evidently did not consider the Managers of the Railway blameless; for they inflicted a deodand of 20*l.* upon the engine and tender. Upon what grounds this deodand was declared, the provincial journal from which we copy the report of the inquest, does not say, but enough is disclosed in the progress of the case, to suggest some very unsatisfactory reflections in regard to this species of punishment. A man is killed on one railway, in consequence of the failure of a certain work performed under the superintendance, and in a manner to meet with the approval, of one of the Company's Engineers, as sworn to by that gentleman himself; and the Company are fined 20*l.*. In a different county, one of the servants of a railway Company is killed by the felonious act of a fellow servant, as the jury themselves formally set forth, and yet their employers are mulcted in just *one hundred times* the amount! Is there equal and even-handed justice here? Is one Company to be punished so severely for the wicked perversity of a subordinate servant, while another gets off almost entirely free from the consequences of the incapacity of a principal officer. We beg it may be understood that WE cast no imputation upon the ability of Mr. Wetherell, the gentleman referred to; it is the jury who show, by their verdict, that they considered his opinion as to the safety of the gravel heaps utterly worthless. They say, in effect—"the contractor was to blame for piling up the gravel, and you, the Company, were to blame also, inasmuch as through your officer you not only did not put a stop to the practice, as you might have done, but even expressly appproved of it; we, therefore, fine you in the sum of 20*l.*" Thus reasons a Gloucestershire jury. A Middlesex jury, says, on the other hand—"your servant, incited by some diabolical agency, deliberately perpetrates the two-fold crime of murder and suicide; we know very well that YOU could not have prevented him from committing these felonious acts; but, nevertheless, we fine you 2,000*l.*" Is there no inconsistency here? Can respect be paid to the decisions of Coroners' courts, when we find one Company punished one hundred times as much for an act over which they could have no possible control, as another Company for an act which they might easily have prevented?

THE present state of the works of the London and Brighton Railway will be found fully detailed in the Engineer's Report read at the half-yearly meeting held on Wednesday last, and printed in another part of this day's number. It will be seen that Mr. RASTRICK has pledged himself that the line shall be opened partially by May next, and throughout in August. We hope it will be so, but the greater our experience in respect of promises and pledges of this description, the less is our confidence in them.

The proceedings at the Brighton meeting are not calculated to inspire any very sanguine hopes that railway proprietors are at last beginning to do their duty *to themselves*. On the contrary, the extreme indifference manifested upon that occasion grieves while it surprises us. But for some very proper questions put by Mr. PARSONS, the meeting would have passed without the slightest notice one item of account which had suddenly sunk from 273,553*l.* to 98,834*l.* in merely being brought forward from one half-year's statement to that of the next, and a second item of 466,835*l.* which had swelled in an equally mysterious manner to 558,266*l.* We allude to the fact elicited by Mr. PARSONS, that in the accounts submitted to the proprietors in July last, no less a sum than 174,719*l.* for "extra works" had been charged—under what head do the unsuspecting shareholders suppose? Under no other than that of "Rails and Chairs, Stone Blocks, Sleepers, and Kyanising!" In the accounts of July last the "Total Payments to 30th June, 1840," under this head are set down at "273,553*l.* 11s. 7d.;" in the accounts of this present January the "Total Payments to 30th June, 1840," under precisely the same head, are set down at "98,834*l.* 3s. 3d.," the difference having it appears been expended on "extra works" which are *now* transferred to the head of "Contracts, &c.!" The Chairman mildly designates the putting together of these incongruous items "a mistake," and talks of the anxiety of the Board to "simplify" the accounts. We have no wish to use harsh language, but we should be glad to know why the "extra works" might not with just as much propriety have been included in the item of "Land and Compensation," or even in that of "Engines and Trucks," as under the head of "Rails and Sleepers." Was it because in the last item the "extra works" could better be concealed? Why was not a word said about "extra works" at all in the accounts of July last? Was it because the large sum of 174,719*l.* for these *extras* would have presented a startling comparison with the 383,547*l.* then expended upon works done *by contract?* Surely it was worth while for some proprietor to enquire, as the Directors did not explain it voluntarily, of what these "extra works" consisted, which in so short a space had swallowed up so large an amount.

Never, assuredly was a Board blessed with constituents so confiding. In their Report of July last, the Directors more than once expressed a confident opinion that the whole cost of the line would "not exceed 1,800,000*l.*,

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from which" would "have to be deducted, at least 300,000*l.*, for the portion of the line to be taken by the South Eastern Company and the resale of land," making the total cost 1,500,000*l.* In their present Report they state that the cost will, after all deductions, be "about 1,640,000*l.*," (mark the "about,") and yet, although no reason, nor shadow of a reason, is given for this addition of 140,000*l.* in the course of six months, the Proprietors did not care to trouble the Management with a single question! Contented creatures! When the Chairman told them that, although farther capital would be required, no farther call would be made upon *them*, they cried "Hear, hear," as if it mattered whether farther capital were taken directly from their pockets or placed to their account as a debt!

It is an exceedingly painful task to be obliged to find so much fault, but we should fail in our duty to the railway public, if we did not endeavour, by exposing the neglect and apathy of one Company to stimulate others to greater watchfulness. It amazes us, how men of business, as many of the Brighton proprietors are, could suffer accounts to pass without a word of explanation or remonstrance, in which there were such items as these:—

1. An item for "Law Expenses" *in six months* of 1,500*l.*, in addition to a second item of 1,980*l.* for "Law and Surveyor's Charges" on land, and a third item of 500*l.* for "Parliamentary Expences," making altogether within a few pounds of 4,000*l.* for law *within six months!* The "Surveying," it will be seen is lumped into "Engineering," and the two together make 4,173*l.* in the half year! On looking back at the accounts submitted in July, we find "Law Expenses 2,500*l.*," and "Parliamentary Expences 500*l.*" for the previous six months, thus making about 7,000*l.* for the year! Who will affirm that lawyers at least do not profit by railways? The "Engineering and Surveying" for the six months last referred to, amounted to 7,846*l.*!

2. An item of 1,050*l.* for "Direction" in six months.

3. An item of 1,264*l.* for "Travelling and Incidental expenses" *in six months!*

But enough for the present, else we might ask how it is that the net profits from the Shoreham Branch are only 10*l.* greater this half year than they were last, when the gross receipts were 4,454*l.* in the one case and only 1,191*l.* in the other.

Upon the principal topic of discussion at the meeting we shall not say one word, except to express a hope that the expense (and considering the relative position of the parties, the *scandal*) of a Chancery suit may be avoided.

THE first night of the Parliamentary Session was not allowed to pass over without an intimation by Mr. LABOUCHERE, on the part of Her Majesty's Government, of his intention to bring forward, on Thursday next, a Bill "for the better Regulation of Railways." The proposed measure has of course originated in the late melancholy accidents, for we are not aware that anything else has transpired during the recess to call for this speedy legislation. The intimation does not take us at all by surprise, for really there has been a strong *prima facie* case made out for some external interference. Government have a duty to perform to the public which they would grossly neglect if they did not take the earliest opportunity, and use the utmost exertions, to provide for the safety of the community, as regards railway travelling. The new power has so completely superseded every other means of transit with which it has come into competition, that the question of its due regulation naturally forces itself upon the attention of the Legislature. Whether Parliament is likely to succeed or not in effecting the object aimed at we need not now discuss; it is at all events incumbent upon them to attempt to find a remedy for the evils which are universally admitted and deplored.

It will be for the Companies to watch narrowly any measure which Mr. LABOUCHERE may introduce. They cannot expect to be entirely exempt from legislative interference—we wish, indeed, there were no colourable pretext for it; but they must resist very strenuously every attempt to strike at the root of their corporate existences, the right to manage their own affairs so long as the interests of the public are not compromised. We do not think that Mr. LABOUCHERE and his colleagues entertain any hostile feelings towards Railway Companies, but there are many honourable members on both sides of the House who do, and if not closely watched, these parties may contrive to turn an originally unobjectionable measure into a most efficient instrument of injustice and oppression. Let the several Managements then, be on their guard. Combination and co-operation will do much. We observe from the Report of the Directors of the Newcastle and North Shields Railway Company (which appears in another page) that the Chairman and Vice-Chairman of that Company have been empowered to act in concert with other Managements in watching such of the proceedings of Parliament as may effect railway interests. The example deserves to be imitated in every other Company. Separate and disunited efforts will do very little good. The motto of the Companies should be *Union and Strength!*

MR. HODGSON HINDE has placed a notice on the books of the House of Commons for Monday next that he will propose "a modification of the Standing Order respecting Railway Bills, which requires a sum equal to one-tenth part of the money subscribed to be deposited with the Court of Exchequer." Mr. Hodgson, we presume, has special reference to the successful line from England to Scotland, but we doubt whether it would not be better to endeavour to obtain a suspension of the Order in that particular case, than to interfere with its operations under ordinary circumstances. No really good project was ever strangled by the Standing Order in question, and in many cases it is of much use as tending to keep fraudulent schemers in check.

—o—

MR. EWART submitted to the House of Commons on Wednesday last the following series of resolutions in reference to private Bills, under which class Railway Bills are ranged, but was defeated on the first of them by a majority of two.

"1. That it is expedient that Committees on private Bills should be approximated, more nearly than they now are, to judicial tribunals, and exempted, as much as possible, from all motives of local and personal interest; and that the responsibility and efficiency of Committees of this House in general would be promoted by diminishing the number of members composing them.

"2. That with a view of attaining these objects, the number of members composing Committees on opposed private Bills be reduced to seven.

"3. That such seven members be appointed by the Committee of Selection, after the second reading of such Bills But that, previous to such appointment, the Committee of Selection do ascertain from each of such seven members that he is willing to serve, and that he is, neither through his constituents nor himself personally, interested for or against the Bill in question; and that, in case he is unable to serve, or is interested as aforesaid, the Committee of Selection do appoint some other member to serve in place of him.

"4. That the Committee of Selection appoint no member to serve on more than one such private Bill Committee at a time.

"5. That the number of members composing Select Committees be likewise reduced to seven, except on special cause shown to the satisfaction of the House for extending the number to more than seven.

"6. That previous to the naming of any such Select Committee, the member who moves for its appointment shall communicate with the Committee of Selection, in order to avoid, as much as possible, the appointment of members to serve on such Select Committee who may already be fully occupied by a private Bill Committee, or by other Select Committees."

The plan proposed by Mr. Ewart is similar to that adopted with success in the House of Lords, and has, we believe, the further recommendation of a Committee of the Lower House, appointed specially to inquire into the subject. In this case, as in most others, a good deal might be said on both sides. There can be no doubt that by restricting the number of members to a narrower limit, more business might be transacted, but then, (*pace* the immaculate purity of honourable members,) there would be some danger of having an improper measure passed through Committee by a combination between three or four individuals. Again, there is no question that local members sometimes vote in favour of schemes that may chance to be popular with their constituents, without much consideration as to their real merits; while, on the other hand, there is considerable force in the argument, that by shutting out these persons from a voice in decisions affecting the interests which they represent, you to a certain extent defeat the objects for which they have been sent into the House. To meet this last objection Mr. Ewart proposes, that members whose constituents may be interested in a Private Bill, should be allowed to appear as witnesses or counsel, but not as judges in their own cause. On the whole, we are inclined to think that Mr. Ewart's plan would be an improvement, if accompanied by other very necessary reforms in Private Bill practice.

The main ground upon which the resolutions were rejected, appears to have been a wish to give the system lately adopted a farther trial—a system which it was affirmed by Mr. Labouchere had produced a material change for the better in the conduct of the private business of the House. We can only say, "bad is the best."

To show how little interest was felt in so important a question, it is only necessary to state, that the number voting *for* the resolution was 22, *against* it 24, or in all 46 out of 658 legislators! In the division immediately preceding this [on the business of the House], the number that voted was 161. More than two-thirds must therefore have left the House in the interim.

—o—

A BIRMINGHAM correspondent states that Captain C. Moorsom, R.N., late one of the Secretaries to the London and Birmingham Company, has been unanimously chosen a Director of the Birmingham and Gloucester Railway by the Directors. "Such," says our correspondent, "was the anxious wish of the shareholders that he would accept office, that a memorial was got up in a few days and presented to him signed by the holders of nearly one-fourth of all the shares in the Company in the locality of Birmingham alone. On Tuesday the gallant gentleman accepted office preparatory to becoming Chairman, and from his previous long experience in Railway Management, his habits of discipline, and his *zeal for economy in every department*,

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the shareholders regard his accession with great pleasure and confidence."

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In the House of Commons on Wednesday night, it was resolved:—

"That this House will not receive any petition for private Bills after Friday the 12th day of February next.

"That no private Bill be read the first time after Friday the 19th day of March next.

"That this House will not receive any Report of such private Bill after Friday the 28th day of May next."

—o—

It is understood to be finally arranged by the Post-office authorities, that the transit of the London and Northern and Western mails to Worcester, by the Birmingham and Gloucester Railway, shall commence this day week.

—o—

The late Accident on the Birmingham Railway.—In the Court of Queen's Bench on Thursday, Sir William Follett moved for a rule to show cause why the inquisition taken in this case should not be set aside. There had been an accident occasioning the death of two persons, and the jury had found one party guilty of murder, and had returned a verdict of *felo de se* with regard to himself; and yet, with respect to both, had levied deodands on the engine. He moved this case now, and desired to await the judgment of the Court in the case of the ship *Tyrian*, argued on the previous day, in which precisely the same question as to the regularity of the inquisition had been raised.—The Court granted the rule.

—o—

Bristol and Gloucester Railway.—We have authority to say, that the report which has lately appeared in several Bristol and other newspapers, as to an indictment against this Company for "not obeying an order of Sessions," having been removed into the Court of Queen's Bench, is wholly erroneous, no such proceedings having ever been instituted against this undertaking.

RAILWAY OFFENCES AND OFFENDERS.

We learn from the *Sheffield Mercury* that two men, named William Russell and Charles Swithing, servants on the North Midland Railway, were brought up before the Rotherham magistrates charged by the Company with wilfully neglecting and omitting to make a certain signal, contrary to their instructions, whereby certain carriages might have been impeded and the lives of passengers endangered. A witness proved that on Saturday, Russell being a gauger of a certain number of men employed on the line, was ordered to take up a block of stone to which the rails were fastened, near to Canklow, and to replace it before the next train arrived. Before doing so, it was his duty according to his instructions, either to go himself or send another person a distance of half a mile to put up a certain signal to warn the next train. He, however, did not either go or send any other person. In his defence, Russell said that two of his men having been taken away, he could not have sent one of the two he had remaining to hoist the signal, and have got the block replaced before the next train arrived. He, therefore, thought it best to replace the block as soon as possible, without the signal being made. *The magistrates convicted him in the full penalty of 10l.* As it appeared that no blame attached to Swithing, the charge against him was dismissed. The conviction was a most proper one, and our only regret is that in cases of this kind pecuniary mulcts should be at all resorted to. *Personal* punishment would be far more effective.

A few days ago James Sullivan and Robert Doonham were taken before E. G. Maynard, Esq., justice, and each fined 5*l.* with 15s. costs, for leaving two unloaded coal waggons in such a position on the North Midland Railway as to obstruct the train and endanger the lives of the passengers. It appeared that the waggons belonged to the Clay Cross Colliery Company and had been left at the points about a mile on the Chesterfield side of the tunnel. On the 7 o'clock mail train coming from London, the engine came into collision with one of the waggons, which it smashed. The train was delayed some time, but fortunately none of the passengers were injured. The engine and tender sustained some damage. In default of payment the men were *committed to the House of Correction for one month each.*

The cases of trespass since our last notice have been exceedingly numerous. The following are the principal convictions as recorded in the local papers:—

"On Monday last Mr. Edward Frank, auctioneer, and Henry Page, tailor, were summoned before the magistrates at Darlington, charged under Lord Seymour's Act, with walking on the Stockton and Darlington Railway. They were ordered to pay the costs, 3s. each, and cautioned not to repeat the offence."—*Yorkshireman.*

"George Southwould and William Greenwood, of Hebden-bridge, were on Thursday taken before J. Taylor, Esq., at Todmorden, charged by Mr. Henry Woollven, Inspector, with wilfully trespassing on the Manchester and Leeds Railway at Hebden-bridge station, and convicted in the penalty of 20s. and costs, in default of which they were committed to Wakefield for one month each."—*Halifax Guardian.*

"Charles Bullock and Jos. Rodgers, of Wath, were charged with having, on Saturday, wilfully trespassed upon the line of the North Midland Railway. It appeared from the evidence of the inspector of the railway police, that on Saturday evening, between 7 and 8 o'clock, he observed the two defendants getting over some high fencings opposite the station at Masbro'. As a train was about starting each way from the station, they were desired not to get over the fence to the station as they might endanger their lives. They however persisted, and were taken into custody by the railway police.—Mr. Joseph Badger, who appeared for the defendants, contended that they had a right upon the line, inasmuch as they had tickets which they had taken at the Sheffield station to go to Swinton, and had come down by a Rotherham train to the Holmes, intending, as was commonly done, to go forward by one of the North Midland trains. The magistrates convicted Rodgers in the penalty of 20s., and Bullock in the penalty of 10s., including the costs."—*Sheffield Mercury.*

"Last week James Ancosts, of Hasland, near Chesterfield, was brought before the magistrates at the latter place for a breach of the regulations of the North Midland Railway. It appeared that Ancosts got into one of the carriages at the Chesterfield station without a ticket, and was conveyed to Eckington. For this offence he was convicted in the penalty of 1*l.* besides costs, which amounted to a pound more. The landlord of the Woodman at Church Tenton was brought up at the Court-house, Leeds, and fined in the mitigated penalty of 10s. and costs, for a trespass on the same railway, in climbing the walls and attempting to get into a second-class carriage without a ticket, he being too late to obtain one."—*Derbyshire Chronicle.*

In our number of last Saturday we made some comments upon the decision of Mr. Traill of Union Hall Police-court, in the case of *Banks* a switchman on the Greenwich Railway. The *Examiner* of the following day took precisely our view of the case:—

"If (says our contemporary) the object of the proceeding was to show that the Directors would punish their servants for negligence endangering the public safety, the effect has been precisely the opposite of the design, for it appears that a man may endanger the public safety by his negligence without any punishment, the magistrate coolly abdicating his duty, and telling the Company—'I prefer leaving the case to you;' and the representative of the Directors acquiescing in this evasion, instead of pressing for judgment.

"Mr. Traill is of opinion that the infliction of small penalties would be a bad precedent; but does he think that complete impunity is a less evil precedent?

"Mr. Traill preferred leaving the punishment of the offender to the Company. Mr. Traill forgot that it was not a matter of preference, and that he had a duty to perform; but was it not possible for Mr. Traill to have done his duty to the extent of his power, and to have recommended the Company to do its duty also? Might he not have said, 'I can only impose a fine inadequate to the offence, but it is for the Company to make up for what I cannot do by doing what it can do for the completer punishment of a negligence that might have caused the destruction of many lives.'

"But Mr. Traill declares his determination to inflict the highest penalties for proved negligence. He will not impose small fines, but he will be very terrible when large ones become applicable. And why did he not make a beginning of his resolution, and inflict a high penalty in the case before him? Did Mr. Traill mean to say that the negligence was not proved? If it was not proved, what ground had he for declining to inflict a small fine? If the case was sufficiently proved for a small fine, it was surely sufficiently proved for the largest fine imposeable on the class of offence.

"On the railroad of justice how often do we thus see the switches neglected, and the train thrown off the line!

"The representative of the Company has hardly figured, in this affair, to more advantage than the magistrate. When he was told with such nonchalance, by Mr. Traill, that he would prefer leaving the punishment of the offender to the Company, surely the agent should have told the magistrate that the Company had thought differently when it had resolved to send the case before the magistrate for adjudication, and that it was its duty to call upon the magistrate to do his duty.

"*The scale of penalties for railway offences is undoubtedly most preposterously inadequate; but a magistrate has not therefore the right to decline administering the law. His duty is imperative, and he cannot be permitted to avow his preference for declining the performance of it.*"

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

LONDON AND SOUTH-WESTERN RAILWAY.

Jan. 27.—Petition for Bill; to lie on the table.

MANCHESTER AND LEEDS RAILWAY.

Jan. 27.—Petition for Bill; to lie on the table.

PRESTON AND LONGRIDGE RAILWAY.

Jan. 27.—Petition for Bill; to lie on the table.

Doncaster and North Midland Railway.—A Company has been formed for the purpose of connecting the town of Doncaster with the North Midland line, by means of a short railway, nine miles in length, diverging from the North Midland, near the Swinton station, and following the valley of the Dun by Conisbrough to Doncaster. The estimate of the traffic shows a net income of 10 per cent. on the capital of the Company, which is fixed at 200,000*l.* Mr. Robert Stephenson and Mr. Frederick Swanwick are appointed engineers, and Messrs. Mason and Collinson, and Mr. H. Vickers, are the solicitors to the Company. On the list of the provisional committee we observe the names of several influential Directors of the Sheffield and Rotherham and North Midland Railways. The undertaking has, on the whole, been started under the most favourable auspices, and promises to confer important advantages on the town of Doncaster and the populous district through which it is intended to pass.—*Midland Counties' Herald.* [See our advertising columns.—Ed. R. T.]

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SOME LOST CHAPTERS OF ANCIENT EASTERN HISTORY.

[*Found in exploring the Ruins of Rogulancum.*]

Chapter the Sixth.

1. Then the Roggs and Demroggs sought by many fine speeches to make Bozrah believe that they meant none of all the evil things imputed to them.

2. But Bozrah heard and believed not.

3. Still they urged him much, saying that they put their trust in him alone, and in the high esteem in which he was held at Court, for making their peace with their Sovereign Lord the King.

4. At which Bozrah was moved, and said, 'Aha! Who were they said I was but as the fly on the chariot wheel?'

5. Now there is a sailing near the wind which is not sailing in the teeth of the wind; so is there a denial which is not a denial.

6. And after this manner was Bozrah prevailed with to swear.

7. Yea, that the Board of Governors were proceeding according to the best of their judgment and discretion, and to the means at their command to make the Iron Way towards the Orient Sea.

8. Slowly, in sooth, yet steadily and surely, even as the needle pointeth to the Pole.

9. Yet swear he would not, that they had no design of stopping short at the Kuhldezak, or of making a profit to themselves only of that which the King designed for the benefit of his people, or of making rich by half measures and false weights.

10. Neither would Jesui.

11. Nor Edcrop, nor Rogg, nor Demrogg, nor Frererogg, nor Kurashi, nor David, nor Dikon, nor any other of the Roggs and Demroggs.

12. Not Malahaleel even.

13. But there was one Jonbi, the chief of the artificers employed on the Iron-way, who being required by the Governors to bear witness in the matter, testified

14. That all that the Edict of the King commanded to be done was very possible to be done.

15. That what the Governors had not yet done they might do thereafter.

16. That if it pleased them to adhere to the course laid down for them in the Royal Edict, they need not depart therefrom.

17. And other things of a like incredible sort, such as chief artificers and ghosts from the dead only are wont to testify.

18. And the King calling together certain trusty and well-beloved persons of his Court, referred unto them the depositions of Bozrah, the Chief of the Governors, and Jonbi, the chief of the artificers of the Iron-way, in order that they might pass judgment thereon.

19. Who summoning the parties before them,

20. There appeared on behalf of the mal-content Magogs certain able and learned Scribes of the names of Sirjohan, Kelhi, Kreswelhi and Omali.

21. And on behalf of the Board of Governors a certain other Scribe called Poloki, a third Astyanax, and a fourth Phariseer.

22. And Sirjohan the Scribe being first heard, did tear the depositions of Bozrah and Jonbi to very tatters.

23. "What meaneth this Chief Governor and chief swearer Bozrah by talking of going *towards* the Orient Sea? Why trifle thus with our Sovereign Lord the King? Why sweareth he not that they are resolved, as they are bound to do, to go to the very shore thereof? Why, but that truth forbids?

24. "'As the needle,' he saith, 'pointeth to the Pole,' even so steady and sure are they. And herein of a marvel there is sincerity in his words, for as the needle pointeth to the Pole yet reacheth it never, so do these men point only to the Orient Sea.

25. "And what meaneth this chief artificer Jonbi by all that so solemnly he averreth? Is it so doubtful that a straight line is not a crooked one, that men of skill like this must be brought to swear it?"

26. After whom Poloki arose; but though an eloquent and a bold man, and of much experience in defence both of the just and unjust, yet broke he down under the badness of the cause which he defended.

27. Then Kelhi and Kreswelhi and Omali spake much of the evil meditated to be done to the King's people, and of the contempt shown by the Roggs and Demroggs for the King and his authority.

28. Astyanax in despair of all other defence, complained that the Magogs had rushed to arms without the usual formalities of War.

29. But the Commissioners of the King observed, that now that the battle was ended, it was somewhat too late to talk of preliminaries.

30. Phariseer said nothing.

31. And then the Chief of the Royal Commissioners pronounced their Judgment in the matter.

32. Which Judgment declared that the complaints of the men of the tribe of Magog were just and reasonable, and that the Governors of whom Bozrah was the chief, were acting in contempt of the King, his crown and dignity, and to the great injury of his people.

33. Wherefore the King ordered a Decree to go forth absolutely commanding the Governors to complete forthwith the task committed to their charge, as they should answer in their several persons and possessions to him their Sovereign Lord.

EASTERN COUNTIES' RAILWAY COMPANY.

From my Corner, High-street, Shoreditch,
23rd January, 1841.

DEAR MR. EDITOR,—The Liverpool Dictators brought up with them to the monthly meeting yesterday a cut and dry edict, for an entirely new organization of the Board, and *registered* it was of course, without more to do. Since the Board ceased to meet oftener than once a month, the business of the Company has been superintended by two Committees, one of Finance and the other of Engineering; but the edict concocted at the Jobbers' Hole, in Lord-street, extinguishes at one blow both Committees, and substitutes for them a Supreme Executive Committee of six, who are to sit permanently if need be, and to manage or mis-manage as the case may be, all business of whatever description in the intervals between the monthly meetings. Now who do you think are the six members of this new Supreme Executive Committee? Mr. "Pooh Thompson" Bosanquet, Mr. Rathbone, Mr. Hodgson, Mr. Hood, Mr. Gibbes, and Mr. Sam. Anderson! What an aggregate body it must be in point of wisdom, talent, integrity, and high standing in the world, of which this is a chosen sample! And how happy the thought of having only two Liverpool men upon it—as if all Lord-street did not know well enough at whose service, for all purposes, are the votes of their four distinguished colleagues! A brainless rhymster, a professor of animal magnetism, a Change-alley lawyer, and a Sam who is anything but—what—a rare lot! Such as it is, however, one would have thought that as the poor devils are to work for nothing, they would have had something to say to "that 'ere trifle" of six guineas each, which Messrs. Rathbone and Hodgson are said to pocket so unconscionably every time they come to town, before they d—d themselves irretrievably by consenting to act with them. But no. The feeling which manifested itself on this head at the late Birmingham conference, had no place here. Neither Mr. Rathbone, nor Mr. Hodgson, nor Mr. Cropper made any attempt to exculpate themselves from the foul charge; and there was nobody of spirit enough to tell them that to extract payment from the poor Eastern Counties' Company for travelling and feeding expenses never incurred, is an incomparably shabby thing—and, doubtless, *something more*. Here, however, let me not forget to record that Mr. Duncan Dunbar has resigned in utter disgust with the Liverpool men and their doings; for, had he been there, it could not have been said that there was not one at least present with spirit enough to say anything.

The failure of the Norwich mission has been a source of bitter mortification, and of much and unfeigned concern. Nothing now for it, they say, but a stout battle in Parliament. There is still enough money in the locker to pay the expenses of another campaign, and as the success of the East-Anglian will be the ruin of the Eastern Counties' line, it must be opposed at all hazards. Yet—such thrice sodden fools are they—that instead of taking their stand on the old Eastern Counties' line for which the Act of Parliament was obtained, and the House of Commons' Report in favour of that line, and all the evidence on which that Report was founded, they mean to rest their case on the abandonment of all that line beyond Colchester, and on the vast superiority of their new pet, (Oh! rickety, rickety pet!) Kelvedon and Sudbury line! Surveyors and levellers are now actually out, preparing the necessary plans and sections of that line, for lodging in March next. *To Sudbury* only, however, be pleased to observe; for further at present they do not propose to go. All beyond is to be provided for by one or other of those "prudent extensions," so complacently spoken of in the "Circular," the *unnamable* beauties of which you lately gave, as the illustrious "Thompson" would say, "to immortal fame."

There was some talk at the Norwich meeting of the Northern and Eastern engaging to make the part between Bishop's Stortford up to Cambridge, if the East Anglian people would only finish as many miles on the other side, from Cambridge towards Norfolk. Let the East Anglians beware of what they have to do with the Northern and Easterns. The tricksters here boast of having the Northern and Eastern Company bound fast, under hand and seal, not to sanction or promote, either directly or indirectly, any line which may operate prejudicially to that of the Eastern Counties', and this I believe to be the fact. The Northern and Eastern cannot of course prevent the East Anglian, or any other line, joining them at Bishop's Stortford; neither could they be expected to be very sorry if they did; but to give direct and open assistance is another affair.

The still losing state of the traffic on the line is a subject of much comment and cogitation. What face to put upon the matter at the coming general meeting—how to coax back the "dear thinking public" to risk their lives and limbs once more—and how, if things get no better, they may best escape from making bad worse—are the knotty points which at present agitate and embarrass our wiseacres. The removal of the Norwich and Yarmouth coaches from the line, has been already noticed in your columns. Since then the omnibuses which used to ply between Colchester and the Brentwood station have been also taken off—"entirely discontinued," as the proprietors advertise. The passengers preferred going by those coaches which did *not* avail themselves of the railway, and so the omnibus adventurers had no alternative but to cut also.

The recent death of Captain Brett, the Superintendent, from cold caught on the line, is much lamented. He was a most gentlemanly person and a most efficient officer; but had held his appointment

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for too short a time to permit of the benefits contemplated by many, from his steady and vigilant habits and very courteous demeanour, being realized. There is a talk, now, of transferring the duties of the Superintendent to Mr. Hall, and thus giving him something to do besides corresponding with the Jobbers' Hole clique—but before doing so would it not be well to inquire, what it was, and who they were, that drove the traffic away?

I subjoin the names of the six Directors who go out at the next meeting, but are re-eligible; but you had better not publish them till you ascertain whether they are ficially announced or not. Do let us see, if you please, how far, in rendering nugatory the elective privileges of their constituents, these Liverpool Dictators are of their own accord disposed to go.

I am, dear Mr. Editor, your faithful friend,

Q.

THE WORKING MEN'S CONFERENCE.

To the Editor of the Railway Times.

"O! wud some power the giftie gie us,
To see oursels as ithers see us,
It wud from mony a blunder free us,
And foolish notion."

BURNS.

Mr. EDITOR,—In your last number you gave a report of the proceedings of the General Conference of Railway Directors held at the Queen's Hotel, Birmingham, on the 19th instant, at which with a cordiality by no means surprising, though for its gravity rather entertaining, they unanimously agreed that "by far the greater part" of all the late frequent and melancholy accidents were "referable to the neglect and disobedience of orders on the part of railway *servants*." Strange to say, at the very time these magnates of the railway world were talking themselves into this convenient and comfortable way of thinking in the great room of the Queen's, there was a meeting holden at the Tap of the same Hotel, of Delegates from the working men of the principal railways on the same momentous subject, at which meeting, with a coincidence in impartiality and unanimity not a little remarkable, they cast the greater part of all the blame on their *masters!* Which party, or whether either is in the right, I shall not presume to say; but having obtained from the Secretary of the Working Men's Conference a report of their proceedings on the occasion, I forward it to you on the confidence that, in conformity with your usual custom of hearing both sides on all important questions, you will give it a place in your columns.

I am, Sir, your obedient servant,

A LOVER OF FAIR PLAY.

Birmingham, Jan. 25, 1841.

THE WORKING MEN'S CONFERENCE.

ON Tuesday last the 19th inst., a general meeting of Delegates from the working men of all the principal Railway Companies in England, was held at the Tap of the Queen's Hotel, Birmingham, for the purpose of considering the causes of the late lamentable accidents on railways, and the best means of preventing their recurrence. The attendance was extremely numerous, and included nearly every engine-driver, platelayer, and switchman of railway eminence. Probably no meeting was ever held where so many hard heads and rough hands was present. The individuals assembled could not have represented less than the guardians of 50,000,000 lives. Mr. Abel Handy of the Stockton and Darlington Railway was unanimously called to the chair. The utmost cordiality, we are happy to say, prevailed, and the strongest desire was expressed by all present to adopt every possible means of accomplishing the proposed object. Those who had had the longest experience of railways stated their conviction that by far the greater number of accidents which had occurred were referrable to gross mismanagement on the part of railway Directors and Managers; and that while some few casualties must be expected to occur in any mode of locomotion by which such immense numbers of persons are conveyed as on railways, it must be to an improved constitution of railway Boards, and to greater skill, judgment, and attention on the part of Directors and Managers that future exemption from accidents must be looked for. In those sentiments every working man who delivered his opinion entirely concurred. The deliberations of the meeting lasted for several hours, and at last the following resolutions were unanimously passed:—

Resolved,—1. That this meeting deeply deplore the numerous accidents which have lately occurred on railways, but are of opinion, that they are chiefly to be ascribed to causes wholly beyond the control of the working men on the different railways.

2. That among these causes the meeting feel called upon particularly to point out to the attention of their employers, of the public, and of Parliament, the following—the use of four-wheel engines instead of six-wheel—of five feet bearings instead of three feet—of cast-iron wheels—of fixed axles—of carriages without breaks—and of buffers without springs—with the ordering of all which things the working men have nothing to do.

3. That this meeting is also of opinion that other frequent sources of mischance and disaster, are—a want of system in the dispatch of trains—want of judgment in the distribution of the carriages of which such trains consist—and want of a clear and definite system of signals—all which are likewise matters with the ordering of which the working men have nothing to do.

4. That this meeting, with every disposition to respect those who are in authority over them, cannot but ascribe the many glaring defects in the existing arrangements of most Railway Companies to a prevailing deficiency in knowledge and capacity on the part of those who are at the head of their affairs, and to the notorious fact that those next in authority under them, are oftener indebted for their appointments to private favour and affection—sometimes even to election influence—than to their superior fitness to execute the important duties entrusted to them.

5. That this meeting think it further extremely objectionable, and likely to be the cause of much laxity of management, and consequent frequency of accidents, that of the Directors, Managers, and other superior officers of railways, many reside at great distances from the railways they profess to manage—some are never to be seen upon them at all except as occasional passengers on their own affairs—and others have so many different public concerns of different kinds to attend to, that they can be of little or no use to any.

6. That the talents, acquirements, experience, business habits, integrity, and general fitness of Directors and Managers, as well as of Engineers, Secretaries, clerks, and other officers, on the correct performance of whose duties of direction and superintendence so much of the public safety depends, are matters so essential to the security of railway travelling, that this meeting earnestly recommend to all Railway Companies immediately to institute a strict, searching, and impartial examination into all these points, and at once to dismiss from office every individual who occupies the place of a better.

7. That while, on the one hand, this meeting would desire to see every man who renders useful services, adequately and indeed handsomely remunerated, they cannot, on the other, help deprecating the lavish expenditure, which they daily witness, of the money of the Companies, in salaries and allowances to persons who do nothing, and are often, they fear, fit for nothing.

8. That in the opinion of this meeting, there are generally too many Directors, and that were there no more gentlemen on each Railway Board than are really wanted, and capable of rendering useful service, the number of Directors on most railways might, in all probability, be greatly reduced—when those who do all the Director-work, could be better paid than they are, and the work would assuredly be much better done.

9. That while in the higher departments of most railway establishments there are more hands than enough, and many grossly overpaid, this meeting are convinced, from painful experience, that the number of engine-drivers, stokers, and other hands, engaged in working the trains is by far too small, and that they are, all of them, without exception, overworked and underpaid.

10. That the best guarantee for good conduct on the part of guards, engine-drivers, stokers, and other working men on railways is, in the judgment of this meeting, to be found in the melancholy certainty there is before them, that in nine cases out of ten they must answer with their own lives for any accident, whether it be caused by their own negligence, or by that of others.

11. That the meeting have taken into their serious consideration the expediency of one Director accompanying each engine, in addition to the engineman and fireman usually employed, and they are of opinion that such a measure, by making the Directors responsible in their own persons, in the same way as the working men are in theirs, for all neglect or incapacity on their part tending to the loss of life, would greatly diminish the number of railway accidents, and tend more than anything else that could be suggested, to produce an immediate and thorough reform in the whole railway system.

RAILWAYS IN GERMANY.

To the Editor of the Railway Times.

SIR,—As the influence of your valuable journal is by no means confined to this country, and as its columns are indeed always open to matters of railway history, I wish to offer a few remarks to the public through them, concerning some railway schemes which are at present agitating North Germany; more especially as it is intended, if possible, to induce English capitalists to support these undertakings.

I have now before me the Prospectus of a Company, to be formed for the construction of a railway between Altona and Kiel. A very notable scheme! This document commences by observing the importance of connecting the Baltic with the North Sea, and the kingdoms of Denmark, Sweden, and Russia with Germany and Southern Europe by means of a railway; all which is very good and correct. But when it asserts that the most favourable termini for this railway are Kiel, because it is a port on the Baltic, and Altona because it is situated on the Elbe, *near* Hamburg, the "principal German seaport," I demur at once, and assert on the other hand that it requires a pair of very Danish eyes to perceive the advantage of this arrangement. You must know, Sir, that Altona and Kiel are two Danish towns which have very little trade with each other; and this railway is a very ingenious robbery scheme. These towns have, for some time, looked with covetous eyes at the large trade of Hamburg and Lubec, and not having been able, as yet, to draw away the business of these ancient emporiums of Northern trade, have at last hit upon the idea of making a railway, concluding of course that all passengers and goods will leave the old inns and quays and come to their new ones. I must give the concoctors of the scheme credit for their ingenuity, as far as their conclusions go; but unfortunately the Hamburg and Lubec capitalists do not agree with the Altona and Kiel speculators, and consequently the latter cannot lay their hands on any of the former's money. You would naturally suppose, Sir, that the Altona and Kiel merchants would try to induce others to subscribe, by subscribing largely themselves; but *(mirabile dictu)* out of 18,500 shares, they could not dispose of 1500, in the first four days of opening the Share-list; though the Committee in Altona musters to the number of 11, and that in Kiel to 9; so that, in fact, 20 Provisional Directors could not dispose of 1500 23*l.* shares amongst themselves, to say nothing of the other wealthy inhabitants of these important towns. Oh! where are the wealth and enterprise of Altona and Kiel! But to be grave on the subject. The history of the affair is simple:—The late King of Denmark was opposed to railways as being innovations; his present Majesty, seeing the necessity of keeping up with the advances of the age, and being

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jealous of the prosperity of two neighbouring independant towns, patronized, last year, a scheme for making a railway from Altona to Kiel, with a branch to Gluckstadt. Mr. Buck, the engineer of the Manchester and Birmingham railway was summoned over "to report upon the best line for a railway between Altona and Kiel," which I have no doubt he has done to the best of his ability. But it is impossible to make a good article from bad materials. It has been found necessary to rise from Kiel for 1¼ mile with a gradient of 1 in 162. In Mr. Buck's report (which has been published) it is stated that an assistant engine will be necessary here. There is afterwards a gradient of 1 in 278 for 2 miles. At Altona the passengers' station is to be 20 feet below the streets; and the goods branch line is to descend to the Elbe through a tunnel, with a gradient of 1 in 30, to be worked by a stationary engine. A new quay is to be formed on the Elbe shore. These works are through, and on sand. The estimate for the whole work is 420,000*l.* It should be remarked that Altona has no harbour at all;—Hamburg has one, though it is not large; but it will soon possess a very fine one.

To be brief, Hamburg and Lubec are the great emporiums of trade of the northern part of Europe; their merchants are rich and enterprising; six years ago it was proposed to construct a railway between these towns, which scheme was well supported by capitalists, but was overthrown solely by the hostility of the late King of Denmark. This railway would be in every respect superior to the proposed Altona and Kiel line; for it would be 22 miles shorter, being about 36 miles instead of about 58 miles long—it would have no gradients so steep as those abovementioned—it would be constructed at *half* the expense—it would unite much more important towns—it would preserve the long established line of communication—and it would be very well supported in Germany, which the Altona and Kiel line *is not* and will not be. Let the English capitalists beware!

I remain, Sir, your obedient servant,

W. N.

London, Jan. 27th, 1841.

P.S. Should you approve of my attempt to enlighten my monied countrymen on the merits of such schemes, by inserting this letter, I will give them hereafter some useful information respecting a certain main trunk line in North Germany, in behalf of which a demand has already been made on their pockets.

EAST ANGLIAN RAILWAY.

To the Editor of the Railway Times.

SIR,—It is with great satisfaction that I have read in your paper the report of the meeting at Norwich on the 7th instant.

Being much interested in the success of this measure, and observing that the line from Stortford to Cambridge is abandoned by the Northern and Eastern Company, and that Mr. Rastrick strongly recommends that the whole line should be one concern, I beg leave to suggest, whether an enormous expense might not be avoided by leaving Audley End and the very valuable property to be purchased between Newport and Cambridge on the right from London, and taking a line which may be found between Newport and Triplow, and which would not exceed the other in distance, would pass as large a population, and through lands not of much value to purchase; it would interfere besides with no gentleman's park or valuable property, would pass within five miles of the wealthy town of Royston, and open an easy communication with Herts and Beds, and many of their towns, through a fertile, flat, and very extensive district. The interests and influence of Lords Hardwicke and Dacre would also be most probably beneficially affected by it.

I am your obedient servant,

29th January, 1841. E. F.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I regret that my engagements during the last week deprived me of the opportunity to forward you a reply to a communication signed "Alpha," which appeared in your number of the 9th January, arraigning the accuracy of a calculation of the dividends which would be paid on the shares of the Great Western Railway Company at the then price of 25*l.* premium upon an assumed total cost of 6,500,000*l.*, at various supposed rates of gross weekly revenue from 15,000*l.* to 9,000*l.* per week—which calculation you honoured me by inserting in a previous number, as received from a "known correspondent," and on this account, Sir, albeit having no inclination to continue any controversial discussion, I feel it due to you, as well as to myself, to vindicate its accuracy; leaving it to your readers to exercise their own judgments as to our respective claims on their confidence.

For convenience sake I will reply to "Alpha's" objections, *seriatim*—1st, He objects that I have inserted in my hypothetical cost of the railway, an item of 250,000*l.*, "remaining to be borrowed on 3rd capital," whereas he informs us that "the Company have neither the intention nor the power shares." Of course if "Alpha" be not himself a Director, which I do not imagine to be the case, he can only infer the absence of intention, from their assumed lack of power. Now, Sir, will he allow me to remind him, that the power to raise the third capital at all is very generally considered to have been an usurped power, and one which, if it had not been the interest of all parties concerned not to investigate its exercise narrowly, would otherwise have been found supported on a very slender legal basis. I cannot, therefore, agree with him, that it is quite so improbable as he supposes—that if the power to raise a third capital with only an *implied* Parliamentary authority, was assumed, that the Directors, if impelled by their necessities, might not just as easily stretch their prerogative a little further, and in analogy with the loans of one-third they raised on their former capital, borrow a similar proportion on their third as on the first and second capitals. But allowing, for argument's sake, that "Alpha" is correct on this point, it will only result that I have allowed 750,000*l.* as a probable sum necessary for the completion of the line, instead of 500,000*l.*, as in my former calculation; and this brings me to "Alpha's" second objection, viz.: that I assume a further capital of half a million as necessary, without any data whatever. Now, Sir, I never pretended that this was anything but an hypothetical assumption, leaving it to you and your readers to determine the *quantum valeat*. But as "Alpha" appears such a determined foe to hypothesis, will he allow me to suggest to him, that while upbraiding me he has fallen into the inconsistency of himself copying my evil example, for his calculation is founded just as much on hypothesis as mine is—for it is quite as gratuitous an assumption on his part, that NO further capital will be required, as is mine that a further capital will be required; but as it appears to me, with this difference in my favour, that mine is founded upon the experience derived from other Companies in similar stages of their construction; while his rather indicates a sanguine temperament, throwing experience overboard, and making his "wish a father to the thought." On this part of the argument, however, I have been so well anticipated by your correspondent "Observer," in the same number in which "Alpha's" letter appeared, that I need not occupy more of your valuable space, but content myself with referring "Alpha" to the last clause of "Observer's" letter, which has quite convinced me. Judging from the experience of the London and Birmingham Company, I think I have rather under than over stated the item "probable further amount of capital required." But, now to come to "Alpha's" third objection, which in reality is its most important feature, since in it he has actually argued himself—or, if it would not sound uncourteous, I might have said mystified himself—into the belief, that my calculation by charging the 100*l.* share as paid in full, instead of consolidating all the shares into 100*l.* shares, averaging 67*l.* 4s. 6d. paid on each (to adopt his somewhat quaint phraseology), "has thrown my whole calculation about one-third out of the square, and makes the dividends one-third less than they should be." I hope "Alpha" will forgive me for hinting a strong suspicion that he has discovered what is vulgarly termed, "a mare's nest." It is, indeed, a matter of surprise to me, how so acute an arithmetician as he appears to be, should have fallen into such a mistake—for mistake it evidently was. To make this apparent at a glance, I will repeat in a more simple form my former estimate of cost.

25,000 original shares, 65*l.* paid..	1,625,000	0	0	
25,000 half shares at 50*l.*.....	1,250,000	0	0	
37,500 fifth shares at 4*l.*.....	150,000	0	0	
				3,025,000
LOANS.				
Borrowed one-third of 1st capital	833,333	6	8	
Ditto ditto 2nd ditto	416,666	13	4	
To be borrowed or called on 3rd ditto.....	600,000	0	0	
Hypothecated calls 35*l.* per share on 1st capital.....	875,000	0	0	
Probable further capital required	750,000	0	0	
				3,475,000
				£6,500,000

or in brief, Capital supplied by subscribers	3,025,000
Loans made and to be made	3,475,000

Now let "Alpha" bear in mind that the object of my calculation was to show what income per cent. the purchaser of a Great Western share at the then market price of 25*l.* premium might calculate on deriving from his investment at various assumed amounts of revenue;—he tells me, that I ought to have consolidated all the various denominations of shares, and reduced them into a smaller number of 100*l.* shares. Now this might have proved my ingenuity, but certainly at the expense of the utility of my calculation, as unfortunately this said thing, yclept "consolidated share," has no real existence but in "Alpha's" imagination;—and I fear he will find it much more easy to give to this "airy nothing" a name, than "a local habitation" in Wetenhall's Stock Exchange Price List. With all due submission, therefore, to him, I still think I was right in preferring an entity to a nonentity; but to come to the supposed error of one-third against the Company. He is quite right in his observation, that in my estimate of the cost of 100*l.* share, I have charged it, although 65*l.* only has been paid, as if paid in full; but then it appears to have escaped him that while on the one hand I have debited the purchaser with 35*l.* per share, included in the above amount of loans under the head "hypotheticated calls," yet on the other hand I have practically given him credit for a similar (indeed for a larger) amount, for in my fifth column, instead of charging the account with interest on above amount of loans, 3,475,000*l.*, I have only charged interest on 2,000,000*l.*; and a moment's consideration of this fact will, I think, convince "Alpha" of the error into which he has fallen. I much regret, that as his object in giving his calculation was by way of contrast to mine, he had not adopted my plan of making the price of the share at 25*l.* premium, instead of at par, the comparison of the results would in that case be more easy, and would have approximated much more nearly than a difference of one-third, and this would have tended to disabuse "Alpha" of his error, without the necessity of any exposure of it on my part.

"Alpha's" last objection is,—that I have estimated the expenses at a per centage of 40*l.* or 50*l.* per cent. on the gross revenue, instead of a novel practice which he contends for, viz., a fixed charge of 2000*l.* per mile, irrespectively of the fluctuating amount of gross receipts. Now, although he endeavours to fortify his position by the past experience of the Great Western Railway, I feel perfectly certain that had I the materials at hand to which he refers, which unfortunately is not the case, I should discover some error on his part quite as flagrant as his "one-third out of the square," and I speak thus confidently from observing the uniform experience of all the principal railways hitherto in operation. I will refer for instance to the

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Manchester and Liverpool, the Grand Junction and the London and Birmingham. If "Alpha" will refer to the whole series of their half-yearly reports, notwithstanding the gradual and large increase of revenue, yet the expences have maintained the same relative proportion per cent. to the gross revenue, and have not as "Alpha" would infer, diminished *pari passu* with the increase of revenue. Now of course this can only be true within certain limits, (though not perhaps easily defined) and therefore "Alpha's" mode of testing, as he terms it, "the fallaciousness of such a mode of reckoning" by assuming a preposterously low and a preposterously high amount of revenue is grossly, though I admit unintentionally, unfair. All I need add, is that the Directors in their original prospectus, adopted this same method and assumed 50 per cent as the expence on passenger, and about 70 per cent on goods traffic, The expences too of the first six months of last year, as shown by the official report, eight-ninths of which was for passenger traffic, gave about 48½ per cent., so that in assuming 40 and 50 per cent., I feel I am not chargeable with any unfairness.

Having now passed in review all "Alpha's" objections, I must respectfully take my leave of him, content to abide the judgment of your numerous readers. I will only add my request, that should "Alpha" determine upon a rejoinder that he will not suppose me either wanting in respect to him—or convinced by his argument, should I let it pass, as my numerous avocations do not leave me sufficient leisure to continue the controversy.

I am, Sir, your obedient servant,

OMEGA.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—Allow me to offer a few observations in reply to a letter signed "Observer" in your paper of 9th instant.

It is worse than trifling to attempt to confute facts by mere surmises, and little can be gained in the elucidation of truth by "supposing this and supposing that." I allude to the tenth, and the last paragraphs in "Observer's" letter. But now to the point.

"Observer" says, "'Veritas' is singularly unfortunate in his comparison of the early traffic of the Great Western line, in stating that the Birmingham line was open in April, 1838, its full length, 112 miles, instead of which ('Observer' continues) it was not open till September 1838, (adding) and so the triumph of the comparison of 'Veritas' is brought to nought, a comparison (he concludes) only calculated to mislead."

Let me ask "Observer," to give a faithful reply to the following facts:—

I stated in your paper of the 26th December, 1840, page 1120—"The Birmingham line took in one week in April, 1838, when opened 112 miles all through, *including the coach fare between Denbeigh Hall and Rugby*, 4,300*l.* This was the average weekly receipt of the month of April.

"The Great Western receipts for the week ending 13th December, 1840, on 63 miles, London to Farindon, and 12 miles between Bristol and Bath, together 75 miles, were 4,761*l.* being 461*l.* in favour of the Great Western."

I repeat, the Birmingham *did open* "112 miles all through," *coaching*, as I already stated, "between Denbeigh Hall and Rugby in 1838." It was in September, 1838, that the line opened all through with locomotives.

Let me ask "Observer" now, Who is it that gives statements calculated to mislead? Who is it that is so singularly unfortunate in his comparisons?

In the face of this, "Observer" says, I do not attempt to controvert his statement of the preponderance of the traffic that *must* ensue from his 14,915,182 *available* railway travellers on the northern lines, over the 3,879,251 on the Great Western line. Is not the excess of the Great Western traffic, in one week, of 461*l.* on 75 miles, beyond the Birmingham receipts on 112 miles, for one week, the plainest controversion that can be offered?

Let "Observer" be so good as to state, about how many of the 14,915,182 available passengers (*by official returns*) for the northern lines are actual travellers.

As to "Observer's" calculation of six millions of available railway travellers from Ireland for the northern lines,—that this number should cross St. George's Channel to travel on the Birmingham line, is about as likely as that 15,000,000 of Americans should cross the Atlantic to travel on the Great Western line. I will venture to say, that where one pound is spent in railway travelling by the poor weavers, spinners, and labourers of the north (which almost entirely comprise "Observer's" 14,000,000), 10*l.* will be spent by the wealthy inhabitants of Clifton, Bath, Cheltenham, Oxford, &c.

Can "Observer" be in earnest when he assumes that the inhabitants of such places as Bideford, Barnstable, Taunton, Exeter, &c., will travel to Falmouth or Plymouth, there to wait for the hour of arrival and the hour of departure of the large coasting steamers, and thence to proceed by sea to Southampton, enduring the trouble and vexation of embarking and disembarking, bad weather, sea sickness, loss of time, and having again to start anew from Southampton to London, when they can make the journey direct by the Great Western line?

"Observer" states, it has *appeared to him*, that about one-third of the passengers leave the Great Western train at or before reaching Slough. These are *the vague surmises that are calculated to mislead*. In reply, I give a table of traffic for four weeks in December, 1840, showing the number of passengers, and money taken at the different stations, which will prove what the traffic is on the part of the line to which "Observer" alludes.

TABLE.

Name.	To December 6. Passengers.	To December 6. Receipts.	To December 13. Passengers.	To December 13. Receipts	To December 20. Passengers.	To December 20. Receipts.	To December 27. Passengers.	To December 27. Receipts.
Paddington	4805	£1265 8 8	4802	£1308 10 5	4456	£1537 17 8	6057	£1870 5 8
Ealing	371	18 19 6	536	17 11 6	201	15 19 6	284	23 5 7
Hanwell	295	18 18 6	268	17 10 6	263	16 18 6	254	18 10 6
Southall	214	15 19 9	549	20 1 9	228	18 8 9	241	20 8 9
West Drayton	651	35 19 6	703	46 2 9	556	52 14 9	842	74 2 9
Slough	1258	203 6 3	1690	314 13 3	1161	210 6 1	1494	246 0 3
Maidenhead	505	95 3 3	707	103 9 3	507	113 9 6	666	79 19 6
Twyford	254	80 11 6	260	66 9 6	225	54 8 6	356	58 10 6
Reading	1250	537 3 6	1405	496 2 6	1243	352 19 6	1314	340 9 6
Pangbourn	142	22 1 6	127	24 3 6	103	15 16 6	123	13 14 6
Goring	54	9 17 6	73	14 3 6	45	8 17 6	77	9 9 6
Moulsford	145	28 16 6	166	44 19 3	105	38 9 6	129	41 1 6
Steventon	570	242 18 6	945	451 19 3	741	302 3 6	688	264 14 6
Farringdon Road	414	6 6	750	425 4 6	507	260 9 6	503	230 9 6
Shrivenham	not open.	not open.	not	not open.	98	47 11 0	131	49 14 6
Wootton Bassett Road	not open.	not open.	not	not open.	251	168 0 0	596	451 6 6
Total	11043	£4609 1 3	12315	£4831 7 3	10854	£4301 13 7	13923	£3629 12 3

"Observer" admits, that the rate of actual traffic on the entire line of the Great Western will amount to 9,440*l.* per week; yet, "though his calculations of traffic have been much too favourable," he has forgotten that every line of importance yet opened has doubled its traffic in two or three years. Why the Great Western should not increase in the same proportion, "Observer" does not take the trouble to consider.

"Observer" very kindly volunteers his advice as to investing in Great Western bonds, in preference to shares. With many thanks for such an unasked for favour, let me request "Observer" to give me (before I avail of his advice) a frank and plain answer to the contents of this letter.

I have only further to remark, that the statement of your known correspondent, which "Observer" extols as "the excellent table," has been proved in a letter in your paper signed "Alpha," to be totally incorrect.

VERITAS.

[A *very short* rejoinder must satisfy "Observer," and there the discussion must positively close for the present.—Ed. R. T.].

GREAT WESTERN DIVIDENDS.

To the Editor of the Railway Times.

Sir,—I address you as guardian of the railway interests, the successful exposer of wrong, the arbiter of justice, to call your attention to a scheme which is said to be on foot to divide unequally the Great Western receipts. Let your awakening trump sound the alarm, and the scheme may be rendered abortive.

It is reported that the Directors and large Proprietors of the Great Western Railway intend to *recommend* that an unequally large dividend shall be paid to the holders of OLD shares; and that those who have been in the *secret* for some time have, of course, sold their half-shares and fifth-shares at a handsome premium. I know more than one instance where half-shares have been bought, under the expectation that the dividends would be *as* the amount paid up, which one would suppose to be the honest course; for if a person—a holder of old shares—have taken the half-shares, which were his due, and retains them, he gets his just proportion of the dividend. If he on the contrary, have *sold* his halves, he has already received a good dividend in the premium, and as an honest man he ought to protect the interests of the party who has paid him this premium.

If A.—a holder of old shares—retains his *halves*, and the dividend is *pro-rata* per amount paid-up, he gets as much as he would get however unequally it were divided. But if A. has sold his halves to B. at a premium, surely B. is entitled to *at least* his equal proportion of the dividend.

I trust the scheme here alluded to has never been seriously entertained, but if it has been, or is, let the proprietors of half-shares and fifths be on the alert.

The prevention of *abuse*, as of disease, is the best cure.

Your's respectfully,

EQUAL JUSTICE.

Manchester, Jan. 26th, 1841.

PROSPECTS OF THE MANCHESTER AND CREWE LINE.

To the Editor of the Railway Times.

Sir,—Your correspondent, "Candidus," has chosen to put forth a very flattering, and, according to his view, perhaps, a very *candid*, statement of the prospects of this undertaking, inviting an impartial inquiry into its merits by any party who may doubt the soundness of his estimates.

I will indulge your correspondent with my very opposite view of the case, giving in contradistinction to his *assumptions*, the *facts* upon which I ground my opinions, and then leave those who are interested (which I am not) to judge between us.

The cost of the Manchester and Crewe line I put down at 1,900,000*l.* including the Branch to Macclesfield, because the Directors have already called for and spent 1,200,000*l.*, and taken power to borrow or raise 700,000*l.* more, which I feel quite sure they could not have done if the whole had not been wanted.

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The Macclesfield branch may only cost what "Candidus" states, and I take it as such, the amount whether spent there or on the main line being immaterial, since the branch can never bear its own expenses of working, and is only intended as a feeder to the main line—to fulfil the obligations of the Act of Parliament—*and if possible to prevent the formation of a rival line along the Valley of the Churnet.* It must therefore ever be an incubus and drain upon the main undertaking of 30 miles, which with the costs of its feeder will stand in no less than 60,000*l.* per mile according to "Candidus," and 63,000*l.* by the Directors' estimate and mine.

So much then for the moral *certainty* of the cost of the line, without stopping to enquire how much it may possibly be exceeded.

Now for the revenue—which "Candidus" has *assumed* at 240,000*l.* per annum; or at the rate of 4,600*l.* per week, or 153*l.* per mile, per week!!

By the two last half-yearly reports of the Grand Junction Company, it appears that the entire gross traffic on that line for 12 months (viz. from July 31, 1839, to the end of July, 1840) has been 434,171*l.* for 115 miles, which, including Manchester, Liverpool, the North of England, Scotland, and Ireland gives about 8,350*l.* per week, or 73*l.* per mile, per week!—and by the evidence before Parliament (as admitted by "Candidus") the traffic accruing from Manchester and its environs was shown to be about (but not quite) one third of the whole, or say 2,800*l.* per week, or 24*l.* per mile. But it must be borne in mind, that at the time this evidence was extracted from the books of the Grand Junction Company, nearly the whole of the Leeds and Yorkshire traffic passed through Manchester, which now goes by the North Midland Railway *via* Derby, and neither the Lancaster and Preston, nor North Union Railway had been opened, which have since given a great accession of traffic to the Grand Junction line, so that it is probable that if an investigation of the traffic were now made, it would be found that the proportion drawn from Manchester would not amount to one-fourth, in place of one-third, of the whole.

But as I am not disposed to dispute about trifles, I will take the portion claimed by "Candidus," including Stockport, of one-third or 24*l.* per mile, which will give on 30 miles (the main line) 720*l.* per week, or a gross revenue of 37,440*l.* per annum, and for the Macclesfield branch of ten miles one-half or 12*l.* per mile, making the total revenue for these forty miles of railway, 41,000*l.*, the capital being 1,900,000*l.*!

To any person who has read and *believed* "Candidus'," figures, those which I am now writing, may appear to be at first sight almost incredible, and he will wonder where the people can be found so blind to their interests, as to subscribe two millions of money to such a project. Nevertheless *that* fact is before him, and if he will take the trouble to enquire, he will find those I now give him (and they are of easy proof or refutation) equally certain. If he is not entirely convinced by my figures, but still under the delusion of those of "Candidus," let him propose to himself this problem:—

If a railway costing 22,500*l* per mile (that of the Grand Junction) and having a weekly traffic of 73*l.* per mile, yields a return of 14 per cent. per annum, what ought to be there turn from one costing 63,000*l.* per mile, and having a traffic of only one-third the amount of the former?

Why, *ceteris paribus*, the answer would be about 4½ per cent., but as the per centage and expences for conducting a small traffic are always greater than on a larger one, and as there will be interest to pay on the borrowed capital—if parties can be found bold enough to lend their money on such a security—at the rate of 5 per cent. per annum, I must leave it to "Candidus" to *assume* what will be left for the proprietors!

Let the sceptic also look at the revenues of various lines now in operation—the North Midland, the Midland Counties, the Derby and Birmingham, the Gloucester and Birmingham, the Northern and Eastern, the Eastern Counties, &c., all in their day puffed forth with equally alluring baits as that of "Candidus," and once bearing high premiums on their stock, but now, alas, having only the hook left. Call after call, but where are the dividends? None of these lines (with a solitary exception) are earning so much as my allowance for the Manchester and Crewe (24*l.* per mile), and some of them under 20*l.* The North Midland alone has a revenue of about 30*l.* to 32*l.*; and if Leeds, York, Hull, and the populous districts behind them furnish only a return of 32*l.* per mile, is it not fair to infer, that 24*l.* is a full allowance from the town of Manchester, there being nothing behind it? I do not believe that Liverpool alone furnishes over 24*l.* per mile of the Grand Junction revenue, but that the rest is made up from Ireland and Scotland.

For "Candidus," therefore, to assume a nett revenue of 121,000*l.* for a line of *thirty miles* when the parent stock (Grand Junction) only yields with *treble* the traffic 230,000*l.* for *one hundred and fifteen miles*, carries absurdity on the face of it; and the inference deducible (though nothing is stated), that a large profit will be made out of the *arrangement* with the Grand Junction Company, is almost as fallacious. That *some* benefit will be derived by the Manchester and Crewe Company from that arrangement, I am willing to believe, and the *only profit* towards a dividend must, as I have shown, arise from that source, as the Manchester and Crewe *per se*, and unaided by the Grand Junction, could not pay its way; but to suppose that the Grand Junction Chairman has been so *liberal* to his competitors of Manchester, as to grant them the use of a portion of that line on such terms as shall afford a profit of 121,000*l.* (or one-tenth of the sum), is, indeed, to believe that the "moon is made of green cheese." As a Grand Junction proprietor, *I know* the thing to be *impossible*, and let me further give "Candidus" this hint, that (although for the sake of argument, and to give the Manchester and Crewe the full advantage of "Candidus's" assumption of one-third the Grand Junction revenue, I have presumed the whole Manchester traffic to be diverted *via* Crewe,) *arrangements are now in contemplation, and to a certainty will be carried out, for running trains as at present to Warrington, to meet those from Liverpool to Birmingham, and vice versa*; and as the Crewe Company cannot possibly afford to run more than two or three through trains daily, a very large portion of the traffic, both of goods and passengers, will continue to be carried by the present route! This will be done without the aid of the Grand Junction Company, were they inclined to oppose it; but they know their interest too well, and are now laughing in their sleeve at "Candidus's" and his friends' calculations of a dividend out of their revenues!

If "Candidus" be sincere in what he states let him reflect on what is here written, and be thankful for the warning; but if he has other objects than to elicit truth, I trust the inquiry which he has courted will frustrate them. He may rest assured, that in the boasted "arrangements" which the sapient Directors of the Crewe line flatter themselves on having concluded with their friendly Junction Chairman, they have not caught "a weazle asleep," and that the day is not far distant when he will take ample revenge on the promoters and supporters of the competing Manchester lines—conceived in envy and jealousy, promoted by misrepresentation, executed in ignorance and outrageous extravagance, and resulting, as they assuredly will, in disappointment and ruin to the deluded and unfortunate proprietors.

VERB. SAP.

Liverpool, 27th January, 1841.

MANCHESTER AND LEEDS RAILWAY.—We understand the Directors of this railway are making arrangements for running their own omnibuses between Bradford and Brighouse. No extra charge will be made, but passengers will be booked for Manchester, for 8*s.* 6*d.*, which is the usual charge from Brighouse to that town.—*Leed's Inteligencer.*

CARRIAGE OF GOODS ON THE GRAND JUNCTION RAILWAY.

MESSRS PICKFORD AND CO.,

To the Directors of the Grand Junction Railway Company.

GENTLEMEN,—On the 13th October last, we wrote to you as below:—

"As the Grand Junction Railway Company claim powers under their Acts of Parliament which we conceive have never been granted to them, the questions in dispute must now come before a court of law. We will give every facility to forward the proceedings, and request the Grand Junction Railway Company to do the like.

"The alteration in the mode of carrying on the traffic which we have placed in the hands of the Company since the 30th September last, has created confusion and additional expense, both to the Company and ourselves: and, so far as it appears to us, with the sole object of injuring our business, and driving us from the road.

"Upon this subject we will not enter. If the legislature has granted powers, and they are used in an arbitrary and tyrannical manner, however troublesome this may be, the public must submit. Of the policy of such proceedings there may be some doubt.

"Our solicitors are Messrs. Baxendale, Tatham, Upton, and Johnson, 7, Great Winchester street, London; and to them we would refer the solicitors of the Grand Junction Railway Company."

To this letter we received no reply; and we again wrote on the 17th, as follows:—

"If we are committing any breach of the law, which we will not admit, let the question be set at rest. Our desire is, as we before stated in our letter of the 13th, to forward, through our solicitors (as we asked the like from you), proceedings to ascertain the legality or otherwise of our conduct, in a court of law.

"Our desire is to give and receive the least trouble, and we must hope that the Company will be actuated by similar feelings."

This brought the letter from you dated October 21, which we also annex.

"*Messrs. Pickford and Co.*

"GENTLEMEN,—Having laid before the Directors at their meeting to day, your letter of the 17th, in which you state your wish that the questions therein mentioned may be determined, by reference to a court of law, I am instructed to inform you that Mr. John Swift, of Union Court, Castle-street, in this town [Liverpool], is the law clerk of the Company; and that he will attend on behalf of the Company to any legal proceedings which you may think it desirable to institute in this matter.

"I am, Gentlemen, your obedient servant,
(Signed) "J. R. CHORLEY."

In your letter to us, published in the *Railway Times* of the 6th instant, you say,—"as you have thought it proper to publish your letter of December 30th, the same will be done with respect to this," after which the Directors think, that any further discussion of the matter at issue had better be reserved for another tribunal."

On Thursday, 21st instant, the rule *nisi* for a mandamus, which we had obtained, came before the Court of Queen's Bench for argument. Upon this occasion you took advantage of a mere form, and the rule was discharged without costs. The result is, that the questions at issue between us are left as far from final adjustment as they were when we applied for the rule.

The decision of the Court rendering it necessary for us to make a demand upon you in a more formal manner, we sent a letter through our Solicitors to their agent in Liverpool, Mr. Peter Wright, requiring, in what we believed to be the proper manner, that we should be placed in all respects upon the same terms with Messrs. Chaplin and Horne, and other parties. Mr. Wright called in consequence upon Mr. Chorley, at the Grand Junction Railway Office, with this letter, and we quote his account of the interview from an affidavit afterwards sworn by him.—

"Peter Wright, of Liverpool, in the County of Lancaster, gentleman, maketh oath, and saith, that he did on this twenty-second day of January instant, personally wait upon John Rutter Chorley, the Treasurer to the Grand Junction Railway Company at their office in Liverpool aforesaid, and told him, that he, this deponent, was desired on behalf

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of Messieurs Pickford and Co., to deliver to him the said John Rutter Chorley, the demand in writing, which deponent then held in his hand. That the said John Rutter Chorley refused to take the same, and said he would hold no communication with any person whatever on behalf of Messieurs Pickford and Company, and would answer no questions put to him, but that if any communication was addressed to him the said John Rutter Chorley as treasurer, in writing, he would give a reply—that Messieurs Pickford and Company had behaved so ill to the Company, that they deserved no courtesy. And this deponent saith, that in reply thereto, he, this deponent, stated to the said John Rutter Chorley, that as the demand was in writing it came within his observation, and therefore ought to receive a reply, and deponent further stated, that in performance of his deponent's duty, it was necessary that he should ask the said John Rutter Chorley some questions. That the said John Rutter Chorley then rose from his chair, and stated that he would give no answers, and that if deponent persisted, he had no alternative but to leave the room, but that as he had before stated, he would answer any written communications left at his office. And this deponent further saith, that he did thereupon immediately state that he would read the questions from a written paper, and that he, the said John Rutter Chorley should have a copy thereof, but the said John Rutter Chorley said "the instant you begin to read I will leave the room." That deponent then asked the said John Rutter Chorley, whether he really meant to leave the room if deponent persisted, and the said John Rutter Chorley replied he would, and this deponent further saith, that he did leave the original demand in writing, signed 'Pickford and Co.,' upon the desk at the right hand side of the said John Rutter Chorley, on this twenty-second day of January instant.

(Signed) "PETER WRIGHT.

"Sworn at Liverpool aforesaid, this twenty-second day of January, one thousand eight hundred and forty one.

Before me,

(Signed) "THO. HUNTER, a Com., &c."

Since this, we have received a letter from Mr. Chorley, a copy of which we subjoin:—

"*Messrs. Pickford & Co.*

"Grand Junction Railway, Liverpool,
"January 23rd, 1841.

"GENTLEMEN,—Your letter of the 21st, addressed to the Directors, has been received at this office, and will be laid before them at their next weekly meeting.

"I am, your obedient servant,

(Signed) "J. R. CHORLEY."

The case, therefore, stands thus:—You are assuming and exercising *to the great detriment of our business*, powers which we are advised do not legally belong to you. We are endeavouring to get the matter put into such a shape, as that your assumed rights may be tested in court of law. One word from you will do this. The whole of the delay that has been and still is interposed, is of your interposing, and yet the question is not brought to issue.

The public must judge between us. We are not going to dilate upon the expense and annoyance, or trouble, which these harassing delays entail upon us. We will not enlarge upon the numberless vexatious impediments which are thrown in our way, and till this question is decided, will we fear continue to impede us. We will not say one word of the propriety of attempting to destroy a rival establishment by such means. Nor would we have gone even as far as we have, were it not asserted in the public prints, that the Grand Junction Railway Company have accomplished their object, "in getting carriers off the line by at last ridding themselves of Pickford and Company, in a way that is unworthy a respectable body of men." The latter clause of this sentence, it is not for us to comment on; but with regard to the former, we must in self-defence, state publicly, that we still remain carriers upon the Grand Junction Railway, and that to an extent which affords no slight test of the direction in which the current of public opinion flows in this matter—so far as it has been brought to bear upon it at all.

We do this in a letter addressed to yourselves, and we couple it with a short statement of the facts under which we continue on your line, because we think these last ought to be generally known, and because this appears to us the method of stating them most likely to challenge contradiction, and therefore affording the surest guarantee for their entire accuracy.

We are, Gentlemen, your obedient servants,

(Signed) PICKFORD & Co.

THE SUBSTITUTE FOR TURNPLATES.

To the Editor of the Railway Times.

SIR,—Allow me to inform "A Railway Engineer," whose plan for superseding the use of turntables on railways, under certain circumstances, appeared in the last number of the *Railway Times*, that the contrivance is by no means new. Precisely the same idea has been suggested by several individuals, and a description of it was published in the 802nd number of the *Mechanics' Magazine* for December 22, 1838. The thing is so exceedingly simple, that it is no wonder it should be *invented* over and over again.

Yours respectfully,

W. B.

London, January 26, 1841.

THE IRON TRADE.—A quarterly meeting of the ironmasters and others connected with the staple trade of this district took place the week before last, and the reports were of a very favourable character. Several extensive orders are in progress of execution and the prices manifested a tendency to advance.—*Aris's Birmingham Gazette.*

RAILWAYS IN IRELAND.—At a Meeting of the Noblemen, Landed Proprietors, Bankers, Merchants, and others interested in the prosperity of Ireland, held at the Royal Exchange, Dublin, on Thursday, 21st January, 1841,

The Right Hon. Sir JOHN KINGSTON JAMES, Bart., Lord Mayor, in the Chair,

The following resolutions were unanimously adopted:—

Proposed by the Archbishop of Dublin; seconded by the Earl of Mountcashel, and

Resolved, That one of the greatest public benefits which can be conferred by any government upon any country, is to provide for all classes of the community the means of safe, expeditious, and cheap internal conveyance and intercourse.

Proposed by the Duke of Leinster; seconded by the Rev. the Provost of Trinity College, and

Resolved, That the establishments in Ireland of an extended and comprehensive system of railways, under the immediate controul of the State, by affording to this portion of the empire these important advantages, must materially promote its future improvement and prosperity.

Proposed by the Earl of Charlemont; seconded by High Sheriff Browne, and

Resolved, That in the opinion of this meeting, the establishment of any such extended and comprehensive system of Railways in Ireland is not likely to be effected by private capital or enterprise.

Proposed by Colonel Conolly, M.P.; seconded by Peter Purcell, Esq., of Halverstown, County of Kildare, and

Resolved, That by placing this great national undertaking wholly in the hands of Government, not only would the selection be secured of such lines as would be calculated to extend the advantages of Railways impartially to every part of the country, but in their construction such a degree of economy would be attainable, as would altogether be beyond the reach of private capitalists. Parliamentary and law expenses would be materially diminished, professional assistance would be extensively and usefully obtained from various public departments; owners of property would be satisfied with a much less amount of compensation, where a work of the kind was undertaken solely with a view to the public good; while the capital necessary for such an undertaking would be obtained at a much lower rate of interest, than by individuals, on any description of private or personal security; and under circumstances not calling for the high rate of annual return, which persons, permanently investing their property in such an undertaking, would undoubtedly expect.

Proposed by John O'Connell, Esq., M.P.; seconded by Colonel Cregihton, Crum Castle, Lieutenant and Custos Rotulorum of Fermanagh, and

Resolved, That it appears equally manifest, that in the future maintenance and direction of such a system of Railways, the Government would possess a vast superiority over private capitalists. A Central Board of Management would necessarily be not only more efficient, but more economical; whilst its general effect would be to establish a system of uniformity, as well as of strict regularity and responsibility in all its details and subordinate departments, not to be attained under separate Local Boards, the entire and permanent controul of the whole system affording the Government at the same time an unlimited facility in introducing every improvement, and carrying out every alteration which future circumstances might call for.

Proposed by the Hon. Frederick Ponsonby, of Clogheen, Deputy Lieutenant King's County; seconded by W. Torrens M'Cullagh, Esq., and

Resolved, That the result of the economy, attainable in these various ways by the Government, would necessarily be a reduction of the charge for the conveyance both of Goods and Passengers, to an extent which it would be impossible to arrive at under any other system.

Proposed by Sir Percy Nugent, Bart., of Dourn, Deputy Lieutenant of Westmeath; seconded by Charles Bianconi, Esq., of Clonmel, and

Resolved, That in recording our acknowledgments for the benefits which have accrued to the people of Ireland from the loans (limited as they have been) for the extension of public works in this country, it is satisfactory to us to be able to state, that the moneys advanced for this purpose, during recent years, under the controul of the Board of Works in Ireland, have been repaid, not only without loss, but actually with profit to the State. And it appears to us, that the revenues to be derived from the intercourse upon a general and comprehensive system of Railways, would afford ample security for any advance to be made on the credit of Government for this national work.

Proposed by Christopher Fitzsimon, Esq., Deputy Lieutenant Dublin; seconded by Colonel Blacker, and

Resolved, That we refrain from referring in detail to the various and manifest advantages which must accrue to the people of Ireland, and to the empire, from the success of the measure we advocate—to its effects in promoting agriculture—in extending manufactures—in increasing the revenue—in establishing the most rapid and closely connected communication between the most distant parts of Ireland and the seat of government; in enabling the Government to select the harbour or harbours best suited for the Post-office communications with the Western World; and, more especially, in enabling the country at the present moment, by the new sources of employment which would be thus afforded, to sustain the pressure of those burdens for the maintenance of the destitute poor which are now in progress of being imposed upon us; in respect to all which, we feel assured that the more fully the proposed measure is considered, the more entirely will it be found deserving of encouragement and support.

Proposed by Mr. Richard Franklin, Mayor of Limerick; seconded by James Malony, Esq., of Kiltanon, Deputy Lieutenant Clare, and

Resolved—That the movers and seconders of the resolutions which have now been passed, be appointed a Committee (with liberty to add to their number), for the purpose of preparing and forwarding petitions to both Houses of Parliament, founded on these resolutions, to collect funds to pay the necessary expenses, and to take such other measures for the furtherance of the important objects of this meeting as shall appear to them advisable and necessary.

Proposed by the Duke of Leinster; seconded by Colonel Conolly, M.P., and

Resolved—That the thanks of this Meeting are justly due and are hereby given to James Pim, Esq., jun., for the untiring zeal and ability with which he has advocated and promoted the objects of this meeting.

J. K. JAMES (Lord Mayor), Chairman.

The Lord Mayor having left the Chair, his Grace the Duke of Leinster was called thereto.

Proposed by the Earl of Charlemont; seconded by Peirce Mahoney, Esq., and

Resolved—That the most cordial thanks of this meeting be respectfully offered to the Right Hon. the Lord Mayor, for his promptitude in calling this Meeting, and for his dignified and courteous conduct in the Chair.

LEINSTER, Chairman.

THE HULL ADVERTISER.—Established half a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England; while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser	73,000
Hull Packet	10,000
Hull Times	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

The HULL ADVERTISER is published every Friday morning, in time for post, at the office, 26, Lowgate.

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PROSPECTUS OF THE DONCASTER AND NORTH MIDLAND RAILWAY, connecting Doncaster with the North Midland and Sheffield and Rotherham Railways.

CAPITAL—£200,000 in Shares of £20 each. DEPOSIT—£3 per Share.

PROVISIONAL DIRECTORS
(With power to add to their number).

Isaac Morley, Esq., Mayor, Doncaster.
Mr. R. Milner, Doncaster
Mr. J. E. Morey, Doncaster
Mr. Thomas Johnson, Doncaster
Mr. A. W. Goodwin, Doncaster
Mr. George Parkinson, Doncaster
} Members of the Town Council.
Mr. John Maw, Doncaster.
Mr. Wm. Vickers, Sheffield
Mr. G. W. Chambers, Rotherham
} Directors of the Sheffield and Rotherham Railway.
Mr. Francis Parker, Masbrough, Director of the North Midland Railway.
Mr. Thomas Wilson, Kilnhurst.
Mr. William Bradley, Sheffield.

ENGINEERS—Mr. Robert Stephenson; Mr. Frederick Swanwick.

PRINCIPAL SURVEYOR—Mr. Alexander.

SOLICITORS—Messrs. Mason and Collinson, Doncaster; Mr. Henry Vickers, Sheffield.

BANKERS.

Doncaster
Sheffield
Leeds
} Yorkshire District Bank.
London—Messrs. Glyn, Halifax, Mills, and Co.

The North Midland Railway being now opened throughout its entire length, continuing the chain of railway communication from York and Leeds to London, also to Birmingham and the West of England, a fitting time seems to have arrived for connecting the town of Doncaster with the main line, which is proposed to be effected by a railway of something short of nine miles in length, diverging from the North Midland Railway near the Swinton Station, and following the valley of the Dun by Conisbrough to Doncaster.

The population of the town of Doncaster (about 11,000) alone justifies its being united with the grand trunk railway, independently of other considerations arising from its markets, from the races which annually attract their tens of thousands of visitors: and from its position as the natural and only outlet between the manufacturing and mining districts of Sheffield, Rotherham, Silkstone, and Barnsley, and the agricultural district south of the Humber.

Doncaster forms the entrepot of a large and highly important agricultural district. Its corn market (for which additional accommodation is about to be provided) has been long and deservedly celebrated: and, by this measure, will be brought within easy reach of the millers and factors of distant towns, who, as yet, have not been able to avail themselves of that market.

By this means Doncaster will also become closely connected with the town of Sheffield; and that this connexion will be important, may be inferred from the fact, that of the vast quantities of iron, grain, and grocery, consumed in Sheffield, almost the entire supply passes through Doncaster.

The price of coals at Doncaster is high, considering its comparative proximity to the Rotherham, Silkstone, and Barnsley coal fields. This is occasioned by the cost of carriage, the price at the pits being less than one half of the selling price at Doncaster. The proposed railway, there is little doubt, will reduce the price by at least 3s. per ton. The consumption of coals in Doncaster alone, being 80,000 tons per annum, the annual saving to the town would be considerable, and be sensibly felt, particularly by the more humble class of the population. The whole agricultural district, east of Doncaster, will participate in the benefits of this reduction, coals being the almost invariable back-carriage of the corn waggons coming to the market.

The lime quarries of Wormsworth and Conisbrough will be brought into more active operation; more especially by a much increased demand in the districts adjoining the northern division of the North Midland Railway.

Doncaster will be brought within a short journey from the undermentioned towns:—

	Population.		Time at station.
Rotherham	11,000	in	0h 30m.
Sheffield	110,000	..	0 45
Barnsley	17,000	..	0 40
Wakefield	26,000	..	1 0
Leeds	160,000	..	1 30
York	26,000	..	2 0
Hull	60,000	..	3 20
Chesterfield	12,000	..	1 15
Derby	28,000	..	2 15
Nottingham	75,000	..	3 0
Total	526,000		

Thus bringing a population of upwards of 500,000 people within an average journey of about an hour and a half of the markets and the races of Doncaster. Manchester will become only 3½ hours distant, and Liverpool and Birmingham 5 hours.

As the Manchester and Leeds Railway falls into the North Midland near Wakefield, the proposed "Doncaster and North Midland" line will become the natural and direct route by which the malt of Doncaster, Tickhill, Bawtry, &c. will find its way to Manchester, the present routes by water being exceedingly circuitous and tedious.

This line will be an important tributary to the North Midland, and Sheffield and Rotherham Railways, and will receive the co-operation and support of both those Companies, having been already favourably alluded to in the Reports of their Directories. This circumstance, coupled with that of the Board of Direction of each of these Companies being represented in the Provisional Committee of this undertaking, affords a guarantee to the public, that every facility, arising from harmony of arrangement and unity of operations (so essential in the working of conjoining lines of railway) will be given to the passage of this Company's trains.

The following is a statement of traffic expected upon the railway, deduced from recent actual observation taken upon the several communications by land and water with the town of Doncaster, and which will be verified before Parliament:—

—	Present Traffic, Fromaccidental Returns.	Estimated Traffic on the Railway.	Rate. s. d.	—	Revenue. £.
Passengers	165,736	327,472	1 0	....	16,373
	Tons.	Tons.		£.	
Goods	139,984	26,449	2 4	3084	
Iron, steel, and manufactures	51,376	22,568	2 2	2444	16,138
Grain	53,820	28,616	2 2	3100	
Minerals (Coal & Lime)	544,440	128,752	1 2	7510	
	Head.	Head.			
Cattle	35,828	8,944	0 6	....	223
Parcels, Gentlemen's Carriages, Mails, &c.	....	....	..	....	1,000
					33,734
Deduct 40 per cent. for expenses					13,493
Net Income (being 10 per cent. on capital)					20,241

Plans have been deposited and notices given with a view to an application to Parliament in the next Session. The country is favourable for the construction of a railway: the general inclination of the valley of the Dun being very slight. The cost of stations (usually a very heavy item in railways), and especially so on short lines) will in this case be very inconsiderable:—The circumstance of this railway being connected with two lines already at work, virtually giving to this Company the benefit of the stations at their termini. It is also exceedingly probable that economical arrangements, mutually advantageous, may be made with one of the Companies alluded to, for working the traffic on this line in connexion with their own, yet leaving this Company entirely independent.

The proposed Capital of £200,000 includes the supposed cost of engines, carriages, and outfit necessary to set the railway to work, and as a *double* line:—or, if a *single* line only should be executed in the first instance, (with land for a *double* line,) and the power should be supplied by another Company, as before alluded to, £150,000 is estimated to be sufficient.

Applications for Shares to be made in the subjoined form, and to be transmitted (prepaid) to the Solicitors of this Company at Doncaster, or at Sheffield; at the Sheffield and Rotherham Railway Office at Sheffield, or at the Offices of the North Midland Railway Company, Albion street, Leeds, or No. 6, Warnford-court, Throgmorton-street, London.

N.B.—Applications for Shares are requested to be sent to the Solicitors as soon as possible.

FORM OF APPLICATION.

I request to become a Subscriber for Shares of £20 each in the proposed "Doncaster and North Midland Railway;" and for the same, or such portion of them as shall be allotted to me, I undertake to pay the Deposit of £3 per Share, and to sign the Parliamentary Contract and Subscriber's Agreement, when requested. Dated the day of 1841.

Name ———
Residence ———
Profession ———

To the Provisional Directors of the Doncaster and North Midland Railway.

On January 1st was published, 126 pp. demy 8vo. price 2s. 6d., No. I. of

THE RAILROAD QUARTERLY JOURNAL.

Contents: The Railway Accidents during the year 1840; the Railway Oligarchy; the Greenwich Railway; Paying Dividends from Capital; Liabilities of Railways; Railway Bye-laws; Rival Lines; Resident Railway Servants; South Western Railway.

"We like exceedingly the searching, honest, and fearless spirit with which he has entered on his task.... We gladly recognise too in the work a very extensive and familiar acquaintance with Railway subjects, great acuteness of observation, and not unfrequently much originality of suggestion."—*Railway Times.*

"This first number is calculated to make a highly favourable impression as to the ability of the conductor of the 'Railroad Quarterly Journal;' and the facts and reasonings which it embodies are of permanent importance, both to the public and to those more immediately concerned in the transactions of railroads, by whom it will no doubt be appreciated as it deserves to be."—*Newcastle Courant.*

London: Simpkin, Marshall and Co.; and may be had of all booksellers and newsmen.

On the 2nd of February will be published,

RAILWAY TRANSIT, or the Means of ensuring Safety in Railway Travelling. A Letter to the Right Hon. Henry Labouchere, M.P., President of the Board of Trade.

By FRANCIS ROUBILIAC CONDER, Civil Engineer.

Published by John Weale, Architectural Library, High Holborn.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising thereirom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,
THOMAS WOOD, Secretary.

LONDON and BRIGHTON RAILWAY COMPANY, Incorporated by Act of Parliament, 15th July, 1837.—At the Half-yearly General Meeting of the Company, held pursuant to Advertisement, at the London Tavern, Bishopsgate-street, on Wednesday, Jan. 27, 1841.

JOHN HARMAN, Esq., in the Chair.

The Advertisement convening the Meeting was read.

The Register of Proprietors having been produced by the Secretary, the Common Seal of the Company was affixed thereto by the Chairman, in the presence of the Meeting.

The Report of the Directors was then read by the Secretary.

The following resolutions were unanimously passed:—

Resolved,—That Mr. Faithfull do explain the nature of Mr. Isaac Lyon Goldsmid's case.

Resolved,—That the Report now read be received and adopted, and a copy sent to each Proprietor.

Resolved,—That the following Directors who go out of office under the provision of the Act be, and they are hereby re-elected—viz., John Harman, John Cattley, John Hodgson, Henry Moreton Dyer, Esq., and Lieut.-Col. Moody, R.E.

Resolved,—That the declaration of forfeiture of Twenty-seven Shares, numbered 2,243 to 2,258, 8,962 to 8,967, and 24,655 to 24,659, made under Minute of Board of 19th June, 1840, on which the seventh call has not been paid, be and is hereby confirmed.

Resolved,—That the explanation given by the Directors in respect of Mr. Isaac Lyon Goldsmid's case is highly satisfactory to this meeting.

Resolved,—That the thanks of this meeting be given to Mr. Rastrick, for his very highly satisfactory Report.

JOHN HARMAN, Chairman.

Resolved,—That the thanks of this Meeting be given to the Chairman and Directors, for their unremitting attention to the interests of the Company.

THOMAS WOOD, Secretary.

London and Brighton Railway Office,
10, Angel court, Throgmorton-street, 27th Jan.

NEWCASTLE AND NORTH SHIELDS RAILWAY.—At the Annual Meeting of the Proprietors of the Newcastle and North Shields Railway, held at the Company's office, Pilgrim-street, on Thursday, the 21st instant—

MW. BELL, Esq., M.P., in the Chair,

The Report of the Directors of the Company, with a Statement of the Accounts, having been read,

It was resolved—

On the motion of R. W. Swan, Esq., seconded by H. Ridley, Esq.

That the same is approved of and adopted, and that they be printed, and a copy sent to each shareholder.

On the motion of J. C. Jobling, Esq, seconded by Nathaniel Hindhaugh, Esq.

That the following Shareholders be re-elected Directors for the ensuing year, viz.—Matthew Bell, Esq, M.P., John Hodgson Hinde, Esq., M.P., Nathaniel Grace, John Potts, Richard Spoor, Thomas Barnes, George Cruddas, Christian Allhausen, Thomas Hodgson, Mark Lambert, Matthew Hudson, John Jobling, James Lowndes, John Gibson, and John Straker, Esquires.

On the motion of Charles Rayne, Esq., seconded by J.C. Jobling, Esq.

That the best thanks of the Company be given to the Chairman, Vice-Chairman, and Board of Directors, for the unremitting zeal and attention shown by them in forwarding the interests of the shareholders during the past year.

Moved by Nathaniel Grace, Esq, seconded by H. Ridley, Esq.

That the thanks of the Company are especially due, and are given, to Richard Spoor, John Potts, James Lowndes, and Thomas Hodgson, Esquires, the Managing Directors, for their great devotion to the welfare of the Company.

Mr. Bell having left the Chair—

On the motion of J. H. Hinde, Esq., M.P., seconded by R. P. Philipson, Esq.

That the thanks of the meeting be given to the Chairman, for his able conduct in the Chair.

ROMAN CEMENT. — CONTRACTORS, BUILDERS, and others, are respectfully informed that any quantity of this article, of the best quality, may be obtained at George H. Newton's Manufactory, Wilmington Works, Groves, Hull.

G. H. N. can undertake to furnish Contractors for Public Works with a regular supply of Cement, upon the best terms, having supplied from his late Works in Derbyshire and Staffordshire, some of the heaviest Railway Contracts in the kingdom.

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SOUTH-EASTERN RAILWAY.—To CONTRACTORS FOR FENCING.—The Directors will meet at their office, No. 10, Coleman-street, London, on Tuesday, the 2nd day of February, 1841, at half-past One o'Clock in the afternoon precisely, to receive Tenders from parties willing to contract to fence off the line of Railway with Post and Rail Fencing, from the Cranbrook and Maidstone turnpike road, in the parish of Staplehurst, to Grove Bridge, on the turnpike road leading from Ashford to Hythe, in the parish of Sellinge, being a distance of 20 miles or thereabouts.

The Specification and Conditions of Contract may be seen on application to Mr. P. W. Barlow, the Resident Engineer, at the Railway Office, Tunbridge, and at the Office of Mr. Thomas Thurston, Land Surveyor, at Ashford, on and after the 1st day of January, 1841.

The Directors will not consider themselves bound to accept the lowest Tender, nor will any Tender be received after One o'Clock on the day appointed for receiving the same.

By order of the Directors,
J. S. YEATS, Secretary.

Railway Office, 10, Coleman street,
23rd Dec. 1840.

SOUTH-EASTERN RAILWAY COMPANY.—Notice of Call.—The Directors having this day made a CALL of FIVE POUNDS per Share, from the Subscribers to, and Proprietors of, this undertaking, and directed that the same be payable on Monday, the 15th day of February next, at either of the undermentioned places, viz.:—

London—Messrs. Glyn and Co., bankers, Lombard street.
Liverpool—Messrs. Moss and Co., and Messrs. Barned and Co., bankers.
Manchester—Messrs. Jones, Loyd, and Co., bankers.
Leeds—Messrs. Beckett, Blayds, and Co., bankers.
York—The Union Banking Company.
Dover—Messrs. Fector and Co., and Messrs. Latham and Co., bankers.
Ashford—Messrs. Jemmett and Co., bankers,
Cranbrook—Messrs. Wilmshurst and Co., bankers.
Tunbridge and Tunbridge Wells—Messrs. Peeching and Sons, bankers.
The Country Branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly.

Dated this 19th day of January, 1841.
T. W. TYNDALE,
Chairman of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, London.

SHEFFIELD, ASHTON-UNDER-LYNE, and MANCHESTER RAILWAY.—Notice is hereby given, that the Half yearly General Meeting of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company will be held on Wednesday, the 17th day of February next, at twelve o'clock at noon, at the Albion Hotel, Manchester, in the county of Lancaster.—Dated this 13th day of January, 1841.

JOHN PARKER, Chairman.
WILLIAM SIDEBOTTOM, Deputy Chairman.
CHARLES THOMSON, Clerk and Secretary.

15, Piccadilly, Manchester.

SHEFFIELD, ASHTON-UNDER-LYNE, and MANCHESTER RAILWAY.—Notice is hereby given, that the BOOKS kept at this Office for entering the memorials of the Transfer of Shares in the Sheffield, Ashton-under-Lyne and Manchester Railway Company, will be CLOSED, in pursuance of the Act of Incorporation, from the 8th to the 17th of February next, both days inclusive.

By order of the Board,
CHARLES THOMSON, Secretary.

15, Piccadillly, Manchester, January 13th, 1841.

BRISTOL AND GLOUCESTER RAILWAY.—CONTRACT FOR WORKS, WICKWAR TUNNEL.—NOTICE is hereby given, That the Directors will receive at their Offices, Exchange Buildings, Bristol, on or before 12 o'clock on Monday, February 8th, Tenders for the construction of the Wickwar Tunnel, and works connected therewith.

Drawings and Specifications of the Works will be exhibited at the Company's Offices, Exchange Buildings, Bristol, on and after Wednesday, 30th December inst.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office at One o'clock on the 8th February.

ROBERT FLETCHER, Secretary.

Bristol, December 22, 1840.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £250, upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of 5 per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1845.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff; or to Messrs. Glyn, Hallifax, Mills and Co., Bankers, London; Mr. Wm. Mallard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

SHANNON COMMISSION.—TO CONTRACTORS AND BUILDERS.—The Commissioners for the Improvement of the River Shannon hereby give NOTICE, That the Plans and Specifications of the several Works to be executed on the River Shannon for the several Piers and Landing Wharfs at the undermentioned places below Limerick, viz.:—

Querin ..... County Clare,
Kilrush ..... County Clare,
Kildysart ..... County Clare,
Killeery ..... County Limerick,

And for the Wooden Bridge across the river opposite Plassy Mill, in the county of Limerick, are ready for inspection, at their office, Dublin.

The sites of the proposed Works will be pointed out, upon application to W. H. Owen, the Commissioners' Engineer, at Limerick: and any further information may be obtained from Thomas Rhodes, Esq., the Commissioners' principal Engineer, Custom House, Dublin.

Security will be required for the due performance of the Contracts.

The Commissioners do not bind themselves to accept the lowest, or *any*, Tender.

A separate Tender will be required for each work.

Sealed Tenders, addressed to the Secretary, marked in left-hand corner, "Tender for (what proposed)," to be delivered on or before the 15th day of February next, after which day no Tender will be received.

The Commissioners are also prepared to receive Tenders for the Supply of Twenty Wrought Iron Buckets and Links for Dredging Vessels. The drawing or pattern of same can be seen at the Commissioners' Office, Dublin.

By order,
(Signed) EDWARD HORNSBY, Secretary.

Shannon Commission Office, Custom House, Dublin,
8th January, 1841.

TUCK'S HERMETIC ENVELOPES, on an entirely new plan *(Manufactured by Machinery, and registered pursuant to Act of Parliament)* offer advantages possessed by no other Letter-cover yet devised. The Postage Stamp Label is affixed to the Envelope in such a manner as to serve at once to seal and frank the Letter.

Separate Waxing or Wafering rendered unnecessary.

Time in making up and dispatching less than the before introduction of the Penny Postage system.

All envelopes hitherto made on the old plan may be easily opened without breaking the seal, their contents read or abstracted, and the envelope re-placed in its original state, so as to defy detection. But this cannot be done with the HERMETIC ENVELOPES, which renders them invaluable for the enclosure of Bills of Exchange, Remittances, Confidential Communications, Legal and Official Documents, &c.

May be had at the Office, 122, FLEET-STREET, in quantities of not less than 250 of various sizes, in neat paper boxes, from 10s. to 15s. per 1000, and of all Stationers in the kingdom.

*** Orders also received at 138, Aldersgate-street.

This day is published,

TUCK'S MAP OF THE RAILWAYS THROUGHOUT ENGLAND AND WALES TO THE CAPITAL OF SCOTLAND, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the RAILWAY TIMES Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster-row; Hyde & Co., and G. Bell, Fleet-street; Mann, Cornhill; and by all Booksellers and Newsmen.

Just published,

TUCK'S ROLLER CALENDAR for the Year 1841.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda, indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board-Room, Counting-House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d. The Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Published at 122, Fleet-street, and sold by all Stationers and Booksellers.

Just published,

THE RAILWAY CALENDAR FOR 1841, illustrated with an elaborate and splendidly executed MAP of the RAILWAYS OF ENGLAND AND WALES, with their immediate vicinity, on a new and original plan, containing more information than was ever yet conveyed in so small a space.

The CALENDAR contains LORD SEYMOUR'S ACT for the Regulation of Railways, *verbatim*, and a compendium of Railway Information; besides answering every purpose of a general Almanack.

Price 1s. 6d.—In Case for the pocket, 4s.; mounted on canvass and rollers, 4s.—In neat frame, 5s. 6d.

Published at 122, Fleet-street; and sold by all Booksellers and Newsmen.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Director of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament) of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly; or at the office of Slater and Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, an manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Roake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
ditto, ditto, with reserve of leads	1	14	0

December, 1840.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

From the
SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver 10s. 6d. each pair.

Omnibuses to and from every train—Fare 6d.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham.
Robertson and Co., 12, Gore Pinfold, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

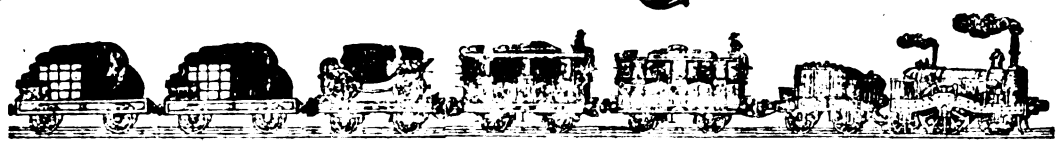
The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every exectation. It has been used n Shipping Five Years.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 38, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street; Middlesex.—Saturday, January 30, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 162. Vol. IV.—No. 6.—Part. I.] SATURDAY, FEBRUARY 6, 1841. [Price, with Part II., 1s.

GRAND JUNCTION RAILWAY.

—At a Special General Meeting of the Proprietors of the Grand Junction Railway Company, duly convened, and held at the Cotton Sales' Room, Liverpool, on Friday, January 29th, 1841,

JOHN MOSS, Esq., in the Chair.

The Advertisement convening the Meeting having been read, with the Directors' Report, as follows:—

REPORT.

The accounts for the half-year ending December 31st, 1840, which have been laid before the meeting, exhibit a continuance of the prosperity which the Directors have had the satisfaction to report on former occasions. In the receipt from every branch of income, there is an increase as compared with the corresponding part of 1839 except in the carriage of live stock, which is rather less, while the ratio of expenditure to receipts is again considerably lower. The receipts were,

	Last Six Months of 1840.	Last Six Months of 1839.
From Coaching....	£188,620 15 5....	£187,476 8 5
,, Goods	40,934 2 1....	35,220 10 0
,, Live stock ..	3,008 10 11....	3,607 5 8
	£232,563 8 5	£226,304 4 1
And the expenses..	99,627 1 7....	107,880 10 5

This saving is principally in the important item of locomotive power, the comparative outlay being for the last six months of 1839, on a receipt of 226,304*l.* 4s. 1d.—38,511*l.* 7s. 5d.; and in the corresponding period of 1840, on a receipt of 232,564*l.* 8s. 5d.,—29,433*l.* 10s. 1d., or an actual diminution of expense, on a receipt larger by 6,000*l.*, of more than 9,000*l.* This result, connected with the advancing efficiency of the engine department, proved by the greater regularity of the trains, and the rarity of failures or detentions will be gratifying to the proprietors, and reflects credit on Mr. Baddicom, the superintendent of the locomotive department.

While adverting to the events of the past half-year, the Directors may congratulate the proprietors on the exemption of the Grand Junction Railway from unfortunate casualties or accidents affecting life or property, at a time when some untoward occurrences on other lines have been made the ground of much exaggerated anxiety on the subject of railway travelling.

The evidence thus afforded is, at the present moment, of great value: as it proves that judicious regulations, strictly enforced, may be relied upon for the preservation of a degree of security greatly exceeding the average safety of other modes of travelling.

The opening of the Chester branch has taken place since the last general meeting; hitherto the traffic on this line has not been considerable, but the arrangements now completed for the conveyance of merchandise from Chester, from the 1st proximo, and the advancing season, may be expected to add materially to the income at Chester, both from this source and from passengers.

The valuation of stocks at the close of 1840 shows an increase in the carriage and waggon department as compared with the previous half-year's account, after charging the cost of all the new articles purchased of 1,510*l.* 8d. This result has been produced by a considerable outlay on the waggons and coaches, which for the last six months has been supplied from the current income. In the locomotive stock on the other hand there is an apparent decrease of 2,184*l.* 2s. 1d., in part arising from the generally reduced market price of engines, to which reference has been made on the present occasion; the efficient value of the stock, there is reason to believe, is at least as high as at any former period. The balance of the whole is 674*l.* 1s. 5d., to the Dr. of the half-year's income.

A further reduction in the rates of carriage for goods has been made since the last general meeting, the result of which has been an increase in the quantity, as well as in the money receipt from this traffic. It is expected that the great advantages which the Company have now secured to the public will continue to attract a still increasing and profitable business. On this subject the Directors think it proper to state, in consequence of assertions to the contrary, which have been hazarded, that the terms on which the merchandise business of the Company is now conducted, although more reasonable than any before offered to the public, are such as to afford a fair remuneration to the Company; and that, in deciding on the successive reductions which have taken place, as the Company's means of accommodation increased, they have been guided by a conviction, that the prosperity of the undertaking would be promoted by the increase of traffic created by such inducements. The result, they have reason to think, has fully justified their calculations.

The additions which have been lately made to the passenger fares and which have not raised them to a rate as high as is charged on other lines in connection with this railway) have been deemed expedient, in consequence of the subtraction by other lines of part of the traffic on which the calculations of income, originally submitted to Parliament, were founded. It was not expected, on the opening of the Grand Junction line, that any such measure would be required, but it appeared to be called for as a means of protection to the Company's property, when the admitting, by Parliament, of new competitors had altered the circumstances on which the Company's original calculations of profit from lower charges were founded.

The net income, after deducting all expenses, exclusive of the amount of the interest of the unliquidated debt now charged on the quarter shares at 5 per cent. on the stock, and equal to 12s. 6d. per share, is 137,481*l.* 11s. 2d. This will enable the proprietors to declare a dividend at the rate of 6*l.* 10s. per 100*l.* share, and in proportion on the paid up amount of the half shares, and on the quarter shares lately created. From this the balance of stock of 674*l.* 1s. 5d. having been deducted, there will remain 680*l.* 14s. 4d. to be carried to the current half-year. And this the Directors accordingly now recommend to the meeting. The amount of the net receipt from Sunday travelling is equal to 12s. 6d. per 100*l.* share.

In conclusion, the Directors will only express their confident hope, that the proprietors will be satisfied with the results now submitted to them, and with the prosperous condition generally of the undertaking, which has now justified, by the successful operations of more than three years, the promises originally held out to its promoters.

(Signed) JOHN MOSS, Chairman.

It was unanimously resolved—That the Report and Accounts, as now read and laid before the meeting, be approved; and that they, together with the Chairman's observations and the correspondence with the Post office, be printed and circulated amongst the proprietors in the usual way.

That a dividend after the rate of 6*l.* 10s. per cent. on the 100*l.* shares, and on the 25*l.* shares, and on the paid up portion of the 50*l.* shares, be, and the same is now declared and made out of the net profits of the half year, ending 31st December, 1840, (the proper amount of interest being deducted as respects the unpaid 25*l.* shares) and that the same be payable on and after the 11th of February next, in the usual manner.

JOHN MOSS, Chairman.

The Chairman having left the chair, the thanks of the meeting were unanimously voted to him

The dividend, as above ordered, will be payable at the office, Lime street, Liverpool, between the hours of Eleven and Two, on and after the 11th February; or the amount will be made payable at Messrs. Barclay and Co.'s, London; or will be remitted to the country in a bill at a month, at the proprietor's option. And the dividend of parties who have given their orders will be paid in conformity with those orders.

Statement of Receipts and Expenditure on Capital Account, to December 31, 1840.

RECEIPTS.

Capital, £100, called on 10,400 shares....	£1,040,000	0 0
518 W. and N. shares at par.....	51,800	0 0
5,000 C and C. shares at £25	125,000	0 0
£40 called on 10,918 half shares..	436,720	0 0
	1,653,520	0 0
Less sums expended by the late Liverpool and Birmingham and Birmingham and Liverpool Companies, in their application for Acts of Incorporation.....	26,269	12 5
	£1,627,250	7 7
Loans, (including those incurred by the Chester and Crewe Company).....	515,067	0 0
Interest from Exchequer Bills, &c.....	6,475	8 11
Sale of half-shares refused	1,093	8 6
Sale of materials.....	1,796	19 11
Due to Bankers	40,373	10 6
Total	£2,192,046	15 5

EXPENSES.

Expended in—		
Engineering, surveying, parliamentary, legal, and general expenses: construction of line and works, stations, land and compensation, rails, chairs, &c.....	£1,616,606	10 10
Locomotive engines and tenders, and locomotive establishment—carriages, waggons, trucks, and horse boxes.....	228,094	16 0
Purchase of W. & N. line.....	65,463	7
Purchase of C. & C. line.. £192,550 0 0		
Expended to December 31, in works, &c. 65,475 14 3	258,025	14 3
Interest on loans previously to the completion of the line.....	22,270	18 3
Arrears of fourth call on half shares, less received on account of fifth call on ditto, and W. and N. interest not applied for....	1,585	8 9
Total	£2,192,046	15 5

INCOME ACCOUNT.

Statement of Receipts and Expenditure of Half-Year ending December 31, 1840.

RECEIPTS.

Coaching	£188,620	15 5
Carriage of live stock	3,008	10 11
Carriage of merchandise	40,934	2 1
Toll on coals, &c.....	681	19 10
Rent of cottages, &c.	676	10 4
Sale of keys	83	14 4
Interest on bank account, &c, less commission	3,031	0 10
Balance from last half-year, less accounts appertaining to it, paid this half-year	71	19 7
Total.....	£237,108	13 4

EXPENDITURE.

Coaching disbursements, viz.—		
Wages of guards, conductors, porters, station keepers and policemen, repairs of carriages, trucks, and horse boxes, horsing parcel carts, oil, grease, &c. for carriages, and duty on passengers	£25,082	18 1
Merchandise disbursements at Birmingham and stations on the line, including Liverpool and Manchester Company's charge for Liverpool and Manchester, commission to agents, repairs of waggons, and carriage of live stock expenses.....	10,843	3 6
Locomotive power, viz.:—		
Engine and firemen's wages, wages of engineers, repairing, and cost of materials, including iron, tallow, oil, brass, timber, &c.....	19,591	1 0
Coke	9,842	9 1
	£29,433	10 1
Maintenance of way	10,347	11 7
Repairs of stations and cottages.....	886	10 4
Office and general expenses at Liverpool, Manchester, and Birmingham, including insurance, advertising, and general disbursements	3,526	5 5
Charge for direction	388	10 0
Engineering department—salaries, &c.....	810	8 2
Compensation.....	148	0 8
Rates and taxes	2,828	17 6
Rents.....	1,526	12 9
Travelling expenses	83	16 0
Law expenses.....	596	19 0
Toll to the Liverpool and Manchester Company	13,124	18 6
Total.....	£99,627	1 7
Balance.....	£137,481	11 9

Summary of Stock Account to December 31, 1840.

Locomotive engine department—		
Valuation to June 30, 1840	£104,445	9 11
Expended in half-year to December 31, 1840, including cost of two engines and tenders for Chester branch	6,953	18 10
	£111,399	8 9
Valuation, December 31, 1840	109,215	6 8
Decrease	£2,184	2 1

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Waggon, Horse-box, and Carriage Truck Department—			
Valuation to June 30, 1840	50,492	4	9
Expended in half-year, to December 31, 1840, (Chester stock)	2 174	6	0
	£52,666	4	9
Valuation, December 31, 1840	53.451	7	5
Increase	£785	2	8
Coach Building Department—			
Valuation to June 30, 1840	50,237	16	3
Expended in half year, to December 31, 1840, (Chester stock)	880	0	0
	£51,117	16	8
Valuation, December 31, 1840	51.842	14	3
Increase	724	18	0
Total increase	1.510	0	8
Decrease	£674	1	5

The above accounts audited and found correct, Liverpool, January 26, 1841.

N. D. BOLD,
LEWIN MOZLEY,
Auditors.

The Observations addressed by the Chairman to the Meeting were as follows :—

With the Report just read to you, I trust you will feel satisfied ; and I will only beg your permission to make a very few remarks in addition to it.

The public attention having lately been so much (and as I think experience has proved, so unreasonably) excited on the subject of railway accidents, I am gratified to have it in my power to state, as regards our line, that in the year 1840 we have carried 485,668 persons without one loss of life or serious injury to a single passenger, or to any engineman, conductor, guard, or fireman in charge of them. We have also carried 65,289 tons of goods, and 4,741 horses, besides bullion to a very large amount; whilst the total sum paid for loss of or damage to luggage, horses, and goods, has been 399*l.* 0*s.* 8*d.* only.

These facts I give as the answer of the Grand Junction Directors, and Executive, to the numerous charges in the public papers, accusing Railroad Officers and Directors with carelessness and negligence as respects the passengers and property carried on their respective lines.

The Directors have always thankfully received any suggestions offered to them, either for the prevention of accident or the promotion of public convenience, and they consider it their duty to adhere to that practice; for if good result from one out of ten of the different plans brought forward by different individuals, the advantage will amply repay for the time lost in the consideration of the other nine. The Board therefore would, I am sure, authorise me to invite suggestions from all quarters. At the same time, however, it appears to me, that greater confidence may be placed in a few general and plain regulations (applied to the present system of railway working), if strictly and invariably insisted upon, than in new experiments and in more rigid rules, which must under some circumstances be waived or relaxed. We have a series of Rules laid down, invariably insisted on, and read over to the different men at stated intervals, besides being printed and distributed amongst them for reference at all times.

We have so arranged our Trains that there is in all ordinary cases, that is to say, in all cases possible to be provided against, an interval of twenty miles between any two following trains, which gives ample time in case of accident to the first train, for one of the guards in charge of it to go or send back along the line, so as to advise those who are in charge of the following train, of the impediment which it will meet with, and so to prevent collision. In these, and in other ways, we have exerted ourselves, and I think I may say with some success, to insure safety to the passengers along our line.

You are aware that the Post-office have required us to take the Mails at a greater speed over our line than is required on other railways; under these circumstances, which appeared to the Directors to justify such an application, at that particular time, and seeing the great excitement which a large portion of the public press had succeeded in exciting against Railways and Railway Directors, we thought it right in November last, to ask the Post-office Authorities for permission to take some increased time in the carriage of the mails over our line during the winter, and particularly in foggy weather. Certainly I cannot pretend to say that we have had any apprehension ourselves, but it appeared not unreasonable that those who required from us a greater speed than from others, should at least share with us the responsibility, if any, consequent on our compliance with their demands. We received a reply, which I feel some degree of pride in laying before you, as it comes from the best authority on such a subject—an opinion as to the comparative safety of railway and coach travelling, which is strongly confirmative of that which your Directors had often insisted upon in their Reports. If it be the wish of the meeting, our letter to the Postmaster-General shall be read also, as we have no wish to shrink from the responsibility of having made such an application, under the very peculiar circumstances of excitement at the time. As, however, I have another word or two to say to you, I will beg to conclude before having the letters read.

As many of you may not have at hand the different statements of our former half-yearly net receipts, I may be excused for stating, that our last half year's net income exceeded any former one by the sum of 15,000*l.*, and that we now pay to our proprietors the sum of 32,845*l.*, as follows, *in addition to any former half year*:—£8,125 to the Chester and Crewe; £17,624 on 17,624 new Quarter Shares, created to liquidate the bond debts of the Company; £7,096 payment on the £10 called up on the Half Shares last half-year; total £32,845.

Considering these new and additional payments, you will not be surprised at our not being able to give you more than 6¼ per cent. out of the net revenue of the past half-year. If any one feels disappointed at this, allow me to call his attention to the fact, that in addition to the £6 10*s.*, he gets a dividend of £1 on each of his new Quarter Shares; in other words, he gets upon every Share he held in June last a dividend of £7 10*s.*, if he retains his Quarter Share, and if he has sold it, he has in his pocket its value, say £30, besides £6 10*s.* on his old share for the half-year.

That our half year's gross receipts have not increased as much as many of us had expected, I think we may fairly attribute in a great measure to bad weather, bad times, and great (though unnecessary) alarm as to safety in railway travelling.

Allowing for these drawbacks, I trust you will agree with me, that we have cause to be perfectly satisfied with our last half-year's working, as showing the increasing prosperity of our undertaking; and although there may be, and no doubt will be, some items of our present receipts lessened by the opening of new lines, yet I feel confident that new sources of traffic, and the gradually increasing trade and population of this country, will be found to make ample amends for what we may thus be deprived of.

In July last her Majesty the Queen Dowager having done us the honour to travel on our railway, and sent £35 to be distributed to such charitable purposes as the Directors might approve; we availed ourselves of the opportunity to establish a fund (which we called the Adelaide Charitable Fund) for general charitable purposes, and we propose to add to it the sums left in our hands from time to time by those proprietors who decline to take money arising from Sunday travelling, as also all Fines received on the road and levied upon our own servants; from these sums together, the Directors have been enabled to distribute during the late severe weather the following donations:—to the Infirmaries £100; District Provident Society £100; Strangers' Friend £100; District Provident Society £50; Dispensaries £60; Ladies Orphan School £50; total £360. Any sums (whether arising from Sunday travelling or otherwise) which any of the proprietors may hereafter prefer to place at the disposal of the Directors, they will consider it a very pleasing part of their duty to distribute with the rest of their fund; of which I may mention that Mr. CHORLEY is the Treasurer.

Copy of Correspondence referred to in the Chairman's Address to the Meeting.

Liverpool, November 12, 1840.

To LIEUT.-COL. W. L. MABERLY,
&c. &c. &c.
General Post-Office, London.

SIR,—The Directors of this Company have instructed me to address you concerning the speed at which the existing requisitions of the Post-office render it necessary to run the principal trains on the Grand Junction Railway.

The disasters which have lately occurred on other railways, and the severity with which their management has been publicly blamed for such accidents, whether arising from matters within their power to control or not;—added to the general disposition which is now manifested to attach a criminal responsibility to the Directors of these useful undertakings, whenever a misfortune, even of the most accidental nature, takes place; have naturally given to the Directors of this Company a new anxiety respecting the concern entrusted to their charge: and made it important to them to prevent, at whatever cost, every risk of casualties which they can in anywise control, and avoid all responsibility with respect to such risks, which is not in justice chargeable to them.

Under this impression the Board have had their attention directed amongst other matters to the high rate of speed at which the Grand Junction trains now run, as a circumstance which may in some cases increase the liability to accident, and may therefore, for the reasons above mentioned, be restricted with advantage. It is true that hitherto no accident of a fatal or even of a serious nature has taken place on this railway, nor any which can be clearly assigned to this cause:—and as the precautions adopted are daily becoming more strict and watchful, the Directors would not, under such any circumstances, have felt it necessary to propose any alteration in this respect. They would have trusted that the general advantage derived from expeditious travelling, and the care taken to prevent accidents, would, in case any unfortunate casualty were to happen, be reasonably weighed; and that they would not be condemned as the authors of such accidents; seeing that these are happening with every care, and without inciting invidious censure, in all extensive concerns where machinery is employed. The recent tenor of animadversion which has been exclusively applied to railways, although the accidents which have excited it bear no comparison with others which occur daily without a word of comment, has convinced the Directors that they are not to expect any reasonable allowance for their proceedings; and that it is due to themselves, and to the property under their care, to take every means in their power to remove the occasion of such indiscriminate censures. It is beyond a doubt that the risk of accident to railway trains is to some extent increased by an increase of their speed. The shock caused by any slight inequality in the rails, the derangement of any part of the machinery that may give way, and the effects of these upon the engine and carriages, are undoubtedly more seriously felt at a rate of 30 miles per hour than 20. In case of any obstruction being on the line, whether from another train, or from any other cause requiring the engine to be stopped, the engineman, when the signal is made to him, cannot so soon stop his train when its rate of velocity is at the highest. These are casualties which have to be provided against at all times, but especially during the dark foggy weather and short days of winter, when signals cannot be discovered so early as in clear day light. Against whatever possible risk may result from them the Directors are anxious to guard; and to this end, in addition to the general precautions which have hitherto been so successful on the Grand Junction Railway, they are prepared to reduce, during the winter months at least, the speed of the trains. They do not profess to believe that the risk which it is sought to prevent is considerable, but from the reasons above explained, they are not willing to take the responsibility of incurring even this amount of risk, if it can be avoided by any regulation of theirs.

I am therefore instructed to beg that you will inform me, for their guidance, if the Post-office will during the winter months increase the allowance of time for the trains which carry the mails, so as to admit of a reduction of speed. According to the present Post-office time-bill, taking into account the necessary stoppages, the speed required exceeds 30 miles; and in cases where any delay has arisen on the line, in order to make up the time a still greater velocity has to be attempted. As the principal trains on this line are those which carry the mails, and as the present rate of travelling, viz., four hours ten minutes down, and four hours 30 minutes up, was introduced in compliance with the Postmaster-General's order of May, 1839, the Directors are under the necessity of applying for the sanction of the Post-office, to enable them to effect the object proposed; and I am accordingly instructed to make the present application with this view, requesting to be favoured with your reply on the subject for the information of the Directors.

I have the honour to be, Sir, your very obedient servant,
J. R. CHORLEY.

General Post-office, 30th Nov. 1840.

J. R. Chorley, Esq., Grand Junction Railway Office, Liverpool.

Sir,—I am commanded by the Postmaster-General to acknowledge the receipt of your letter of the 12th instant, and to state, for the information of the Directors of the Grand Junction Railway Company, that his lordship is perfectly satisfied with the manner in which the Post-office service has been performed by the Grand Junction Railway, and that according to the best opinion he can form upon the subject, he considers the accidents have been few in comparison with those which would, in all probability, have occurred, had the same service been performed by mail coaches, accelerated as they have been in late years to the utmost degree of speed of which they are capable.

Under these circumstances the Postmaster-General is unwilling to withdraw from the important towns of Liverpool and Manchester the great benefit which they have experienced from the increased speed at which the mails now travel over the Grand Junction Railway, and as such a measure would not only be injurious to those towns, but would most seriously affect the interests of Ireland, he is not prepared to acquiesce in the propriety of diminishing the rate of speed; more especially as he has every reason to believe that the Company will have no difficulty in continuing to carry on the service with as much regularity and security to the public, as has hitherto marked their general management, so far as relates to the Post-office department.

I am, Sir, your obedient humble servant,
(Signed) W. L. MABERLY, Secretary.

GRAND JUNCTION RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly Meeting of the Proprietors of the Grand Junction Railway took place on Friday, the 29th of January, at one o'clock, at the Cotton Sale-room, Liverpool. The attendance was numerous, the room being filled in every part. JOHN MOSS, Esq., Chairman of the Directors, presided, and, on his taking the chair, the Secretary read the notice calling the meeting, which was for the purpose of declaring a dividend to the shareholders, and on other special business.

The SECRETARY then read the Report for the half-year ending 31st December last, which will be found in our advertising columns.

At the conclusion there was a loud burst of applause from the proprietors.

The CHAIRMAN then rose, and addressed the proprietors. His observations will be found attached to the Report.

The SECRETARY then read a copy of the correspondence which passed between the Company and the Post-office authorities, referred to in the Chairman's address, from which it appeared, that Colonel Maberley refused to allow the trains carrying the mails to travel at a decreased speed of from 30 to 20 miles an hour, his opinions of the judicious management of the Company's trains being so high that he did not apprehend any danger of life or property. (See above).

Mr. L. HEYWORTH moved the adoption of the Report, and paid a high compliment to the Directors for the sound judgment and strict economy which they had invariably exercised in the management of the Company's affairs. He particularly commented on the sound, conscientious and just view they had practically evinced in abstaining altogether from recommending the meeting to empower them to use the Company's funds for any purpose alien to the direct object contemplated by their Act of Incorporation, even though that object should be one appealing individually to the best feelings of humanity and benevo-

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lence. He rejoiced that instead of wishing to arrogate to themselves the office of being almoners to the whole Company, and thereby drying up those prolific sources of individual benevolence which pour forth innumerable streams, and swell to their aggregate amount the charitable funds that support our dispensaries, hospitals, and other noble and benevolent institutions, they had in order to meet the demands from these charities, had recourse to a distinct fund, created by private philanthropy, fines levied on the servants of the Company,* and sums left at the Company's disposal by parties repudiating Sunday travelling. He earnestly hoped that this disinterested example on the part of the Grand Junction Directors, would be followed by the Directors of other lines. The only thing he had to regret in the Report, was, that silence was still observed in regard to the reported agreement between them and the proposed "Extension Railway Company;" he deprecated any agreement between the two Companies, first, because such an apparent coalition might seem to countenance or encourage a party in the prosecution of a scheme for the constructing of a parallel duplicate railway, which could only afford a remuneration on the outlay from the traffic already provided for by existing lines, than which no speculation could be more absurd (as common railway experience had now satisfactorily exploded the fallacy of supposing that traffic could be abstracted by one railway from others, without fatally injuring the value of all, and seriously—both in point of traffic to the proprietors and usefulness to the community—damaging the advantages of the public by extra cost of, and diminished opportunities of, travelling) and next because, whatever might seem to be the immediate advantage which the Grand Junction Company would derive from such agreement, one thing was certain, that should the proposed duplicate line from Rugby to Stafford be ever made, the cost of travelling to London must be augmented, to meet the consequently increased outlay of capital and expenses of maintenance, and as this would have a tendency to curtail the amount of travelling, it could not do otherwise than eventually mar the future prospects of the proprietors of this as well as of the London and Birmingham line, and all other lines of railway whose traffic this delusive scheme, if carried into execution, would interfere with. He then called the attention of the Directors to the great inconvenience imposed on the community in the western districts of the West Riding of Yorkshire and the eastern towns of Lancashire, who wished to travel by the Grand Junction Railway to London. The several lines centreing in Manchester not being united and not forming a continuous line, caused several removals of luggage, to the great annoyance of the London travellers, who preferred, therefore, to meet the trains down the Todmorden Valley, and take the more circuitous route of the North Midland and Midland Counties' Railways; and he requested that their good services might be employed with the several Manchester Companies to induce them to effect a junction of their lines in that town.

+Mr. CHORLEY replied, that they (the Grand Junction Railway Company) had already entered into an arrangement with the Company named, but that arrangement was of a beneficial character.

Mr. HEYWORTH objected that any arrangement should have been entered into, as it must ultimately prove prejudicial to their (the Grand Junction) interest.

The CHAIRMAN replied, that the arrangement entered into was such which could only benefit their (the Grand Junction Railway) Company in case of the application of the Extension Company to Parliament being carried. Would Mr. Heyworth recommend this Company, under existing circumstances, and seeing what Parliament did last year, to expend 10,000*l.* in opposing them! The arrangement entered into had been universally carried at the Board.

Mr. HEYWORTH strongly objected to giving the Extension Company any encouragement either in one shape or other. He concluded by moving the adoption of the Report and the passing of the accounts and that the same be published.

Mr. JOHN EDWARD TAYLOR seconded the motion, and suggested that the remarks of their worthy chairman and the correspondence with the Post-office authorities should also be published.

An objection was partially raised to the publication of the letters.

A proprietor (we understood Mr. ALSTON spoke in favour of the correspondence being fully brought before the public, and said it was an absurdity to think of keeping it back; this was a public meeting, and they must be aware there were more than one "chiel among them takin' notes."

The Clerk of the Company then read the resolution, that a dividend of six and a half would be paid on the 100*l.* shares on the 11th of February.

Mr. HEYWORTH (as we understood him, for we did not distinctly hear) suggested that the dividend should be paid immediately.

A PROPRIETOR observed that he thought it was their bounden duty to give publicity (the country being paralized with the accounts given in the public prints of railway accidents) to the fact, that more than half a million persons had travelled on their line, within the last six months, without a single accident.

Mr. COGLAN suggested the advantage, if practicable, of the dividends being paid in all cases upon a specific day, and that as early as possible.

It was shown by several auditors of the accounts, that the day named (the 11th of February) was the earliest possible time upon which the dividend could be paid.

Thanks were given to the chairman, and the meeting separated.

* Is not this a part of the Company's funds?—ED. R. T.

+ What follows is extracted from the *Liverpool Journal* of Saturday last.—ED. R. T.

DUKE OF CORNWALL HARBOUR, AND LAUNCESTON AND VICTORIA RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the Proprietors of this Company was held on Thursday at the London Tavern, Bishopsgate-street. JOHN RAMSBOTTOM, Esq., M.P., in the Chair.

The position of this Company, in reference to its late Secretary, Mr. George Ross, has already been so fully explained that it is unnecessary to enter again into detail.

It appears that the Directors and Mr. Ross, having brought cross actions in a court of law, the judge recommended a reference which was assented to by the Company's counsel, very much it is said against the wishes of a great majority of the proprietors. This reference is still unfinished, and the meeting, after the transaction of some formal business, was accordingly adjourned to the 8th of April, by which time it is hoped that matters will be brought to a final settlement, so as to pave the way for the final abandonment of the project, which is already virtually defunct.

BOLTON AND PRESTON RAILWAY—COMPANY GENERAL MEETING.

THE Half-yearly Meeting of the proprietors of this railway, was held at the Swan Hotel, Bolton, on Wednesday afternoon last; John Hargreaves, Esq., sen., Chairman of the Board of Directors, took the chair. Mr. Peter Sinclair, the Secretary of the Company, read the report, by which it appeared that the line as far as Nightingale bridge, near Chorley, 9¼ miles is now completed, and will be opened on Monday next for the conveyance of passengers, &c., from Manchester and Bolton to that place, and thence by coach to Chorley and Preston. The funds were in a satisfactory state, and when the report had been read a number of questions were put by the proprietors, and answered by the Chairman, the Secretary, and Mr. Adie, the Engineer. The Chairman said that 190,000*l.*, the capital, had been paid up, as required by the Act of Parliament, and the Company were now in a situation to borrow 126,500*l.* by way of loan, bearing interest, to carry out the purposes of the line. A resolution empowering the Directors to obtain loans, under that section of the Act of Parliament, was then unanimously agreed upon. The five retiring Directors—John Hargreaves, sen., Ben. Hick, C. Briggs, R. S. Barlow, and John Cross were re-elected. A vote of thanks having been given to the Chairman the meeting separated.—*Manchester Courier*, Jan. 30.

THE BRIGHTON RAILWAY BOARD AND MR. I. L. GOLDSMID.

A CORRESPONDENT requests us to publish the following clause from the London and Brighton Railway Act, as applicable to the case of Mr. Isaac Lyon Goldsmid, which was so fully detailed in our last Number:—

"And be it further enacted, that the said Company shall, and they are hereby required to *make* and *maintain* a depot upon the lands of Isaac Lyon Goldsmid, Esq. to the north of Furze Hill, and northward of the premises occupied by the Rev. Doctor Everard or near thereto, with all convenient and proper approaches, erections and conveniences as may be necessary to make the said depot complete for the use of *passengers*, *goods* and *merchandise*, on the said Branch line from Brighton to Shoreham, so that the same shall be finished at the same time as the said Branch Line, and that the said depot shall be made at such convenient spot as the said Isaac Lyon Goldsmid shall appoint, and which appointment shall be made by the said Isaac Lyon Goldsmid within one calendar month after being required thereto by or on behalf of the said Company, *and that when the said depôt shall have been made*, the said Railway Company *shall cause the same to be kept open and used for such purpose*."

NORTH LANCASHIRE JUNCTION RAILWAY.

WE are glad to find that the plans for the projected railway are in considerable forwardness, and will be lodged in March. The country through which it is likely to pass is very favourable for its formation, and there is every probability the expense of making it will be moderate. It will open a direct communication between the eastern and western coasts of Yorkshire and Lancashire, besides supplying an easy access to most of the principal railways in England, including the Manchester and Leeds, the Great North of England, the Manchester and Sheffield, the North Midland, the Birmingham and Derby, the North Union, the Grand Junction, the London and Birmingham, the Midland Counties, &c., &c. It will proceed through districts densely populous, and boasting of some of the most extensive and thriving trading establishments in the United Kingdom. It will provide a cheap and expeditious transit for passengers and goods from nearly all parts of Yorkshire and Lancashire, into almost every part of England, and from nearly all parts of England into those counties; and will create new outlets for the disposal of the natural products of the soil, cattle, corn, iron, limestone, coal, flags, &c., &c. It will greatly facilitate and increase our commerce with Ireland. It will in effect, shorten the distance to the sea-coast, and vastly augment the number of visitants to Blackpool, Lytham, Fleetwood, and other bathing places, from the interior of Lancashire, as well as from Huddersfield, Halifax, Leeds, and other populous places in Yorkshire. It will make a journey to Harrowgate from this neighbourhood expeditious and easy, instead of being, as at present, tedious and wearisome. It is impossible, in short, to enumerate within the limits of a paragraph, a tithe of the benefits likely to arise from the present opportunity of completing the great trunk of railway which will connect the German ocean with the Irish seas. We sincerely hope that the public will encourage an undertaking that will secure so many advantages by an outlay comparatively so small, as about 14,000*l.* or 15,000*l.* a mile, the probable expense of the work. A committee has been formed to wait upon the landowners and others, and to collect subscriptions for defraying the charges of the survey, and a prospectus will be issued as soon as the committee are in possession of the requisite data. Any subscriptions that may be now entered into will be returned on the formation of the company, or may be considered as payments on account of shares, at the option of the contributors.—*Blackburn Standard.*

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YORK AND NORTH MIDLAND RAILWAY COMPANY—GENERAL MEETING.

[Specially reported for the *Railway Times.*]

YESTERDAY week the tenth Half-yearly Meeting of the proprietors of this Company, was held at the spacious offices, connected with the new station in Tanner-row, York. The attendance of shareholders was very numerous. George Hudson, Esq., Chairman to the Directors, presided.

The CHAIRMAN opened the business of the day by calling upon Mr. Baker, the Secretary to read the advertisement convening the meeting, which was done accordingly. He then said he could not refrain from congratulating the shareholders upon holding their meeting for the first time in their new station. Every person who had seen it, had expressed himself highly gratified at its convenience and elegance, and they as proprietors might also express their gratification at its cheapness. Not only was it one of the most beautiful, but it was also one of the cheapest stations that had hitherto been erected. (Hear, hear.) The Report which would be laid before them would go so fully into a detail of the various matters connected with the Company, that he should not anticipate it by any observations of his own. He should, however, be happy as soon as the report was read, to give any explanation that might be called for by any shareholder present. By the Company's Act of Parliament, a certain routine of business was laid down, and the first was that they should proceed to the election of three Directors, in the place of those retiring by rotation. They were J. Barstow, Esq., James Richardson, jun., Esq., and James Walker of Sand Hutton, Esq. With respect to Mr. Walker, he had to state, that he had received a letter from him, in which he tendered his resignation. That gentleman had never attended the meetings of the Board of Directors, but as they had always been sufficiently numerous, they had not deemed it necessary either to require his attendance, or to request him to resign. As Mr. Walker had sent in his resignation, he proposed that it should be accepted; otherwise as he was a large shareholder, the Directors had intended to have proposed his re-election. Now that the line was formed and in operation, the duties of the Directory was considerably diminished, and in the Bill which they were now applying for, a clause was introduced, limiting the number of Directors to nine. This plan would be acted upon by the North Midland and other Railway Companies, who, he believed contemplated reducing the number of their Directors from twenty-one to thirteen; indeed he believed it was a general and wholesome practice to effect such a limitation on the completion of railway lines. The manner in which the accounts were kept, and the fact that the books were open to the searching investigation of every shareholder, were a guarantee that there could be no opportunity of jobbing if the proprietary would only look after their own interests. The Board recommended the re-election of Mr. Barstow and Mr. Richardson, and in the place of Mr. Walker, they begged to nominate a gentleman who held a large number of shares in the Company, and who had taken great interest in its welfare—he alluded to George Stephenson, Esq. It was true this gentleman was formerly their Engineer, but he had now ceased to be so. He recollected this gentleman coming forward when their shares were at a very low ebb; he not only took a large number of shares himself, but he was also at the trouble to go to Manchester, Liverpool, and other places, where capitalists in railways principally reside, and use his influence to advance the interests of the Company. He held now, he believed 120 shares, and he was sure that Mr. Stephenson would consider it a compliment if they were to elect him a Director—at all events no one was more deserving of it.

Mr. Alderman MEEK—You state that Mr. Stephenson has ceased to be the Engineer of this line?

The CHAIRMAN—Yes, since August last.

T. TUKE, Esq.—And is not in any other way deriving emoluments from services to the Company?

The CHAIRMAN—Not in any way.

T. LAYCOCK, Esq.—Then he is, of course, eligible.

The CHAIRMAN—He has lately sent us down some beautiful coal, which will be a great acquisition to the neighbourhood, and a benefit to the Company. We have now not only the west country coal at a low price, but also a superior article from Mr. Stephenson, for those who can afford to purchase it.

Mr. Alderman MEEK—Say from you and him; let us have the whole truth. (A laugh.)

The CHAIRMAN—Well, I hope we shall be able to pay you a very handsome sum for the carriage of it. He then proposed that T. Barstow, Esq., James Richardson, jun., Esq., and George Stephenson, Esq., be elected the three Directors. This was agreed to unanimously.

A resolution was next passed authorizing the common seal of the Company to be affixed to the registry of shareholders.

The CHAIRMAN said, the next business was the reading of the Report, and the statement of the accounts. And in order that the shareholders might know correctly the cost of the whole line from its commencement to the present period, he had ordered that a statement should be prepared, showing the cost of the several contracts, the price of land, and other particulars, and he had no doubt on a comparison with the cost of other lines, it would be greatly in favour of this Company.

Mr. BAKER, the Secretary, then read the following:—

REPORT.

The Directors have great pleasure in meeting the proprietors of the York and North Midland Railway for the first time in the Board-room of their permanent station within the walls of the city of York.

The building was so far completed as to enable the Directors to commence using it in the first week of the present year, and from the short experience they have had, they do not hesitate to state that the two Companies, at whose expense and for whose use it has been erected, will possess a passengers' station not excelled by any in the kingdom for convenient arrangement and suitable adaptation to all the requisite purposes, whilst the taste and skill displayed in its architectural design and construction are universally admired, and the execution of the various works is highly creditable to all the parties employed in them.

Your Directors conceiving that Railway Companies best consult their own advantage when they afford every possible accommodation to the public, have lately entered into an agreement with the North Midland, the Leeds and Manchester Companies for the erection of a handsome and commodious station at Normanton. The building will be placed on the North Midland line, at about equal distance from the points at which that line is joined by the line from York and the line from Manchester, and as it is intended for the mutual use of the passengers travelling on all those lines, the expense is to be defrayed equally by the three Companies.

In stating, for the first time, the produce of six months' traffic on the whole of the line, your Directors confidently anticipate that their Report will be satisfactory to the proprietors. The gross amount received for passengers and merchandise traffic during the half year ending the 31st December last, is 24,128*l.* 12*s.* 5*d.*, and the amount of the expenses paid on account of the working of the line during the same period, including the interest of money owing on debentures, is 10,378*l.* 12*s.* 7*d.*, leaving a balance of 13,749*l.* 19*s.* at the disposal of the Company.

Your Directors recommend that a dividend be declared of 35*s.* per share, to be payable on and after the 12th day of February next. The surplus of 2,024*l.* 19*s.* 10*d.*, together with a former surplus of 505*l.* 5*s.* 2*d.* will remain to the credit of the traffic account to meet depreciation of stock.

On their last half yearly Report your Directors expressed their opinion that the resources of this line could not be considered to be much more than half developed until the Great North of England and Leeds and Manchester Railways should be brought into operation. This opinion they still maintain, and it is therefore the more gratifying to find that, notwithstanding the opening of these lines has not yet taken place, the amount received for traffic on the York and North Midland line during the last half year, produces a average of upwards of 900*l.* per week. With this result your Directors are entirely satisfied, and they cannot doubt that the proprietors will participate in the same feeling. The proprietors will not be surprised to learn that not only has the sum of 30,000*l.* which the Directors were empowered to borrow on it on personal security, been wholly expended, but that a very considerable addition has been made to that debt. It has, indeed, now become quite obvious that the capital of the Company will require to be much larger in amount than has been hitherto contemplated. This, however, appears to your Directors to be by no means a subject of regret, because it is occasioned chiefly by the necessity which has arisen, that the Company should provide for the work of a vastly larger quantity of traffic both in the passenger and merchandise departments than could have been anticipated, to which the working of the Leeds and Selby line of course greatly contributed.

Another cause of the necessity of an increased expense in stock for the carrying establishment is the peculiar character of the line—forming cross roads from east to west, and from north to south; the York and North Midland Railway comprises probably more numerous points of junction with other lines than any railway in the country. To obtain this additional capital, and also accomplish some other objects, including the making of better approaches to the station, and authorising the Company to take the lease of the Leeds and Selby Railway, an Act is intended to be applied for during the present sessions; but as a special meeting will be called after the Bill is printed, for the purpose of submitting its provisions to the shareholders, it will be unnecessary now to go further into detail on the subject.

So short a time has elapsed since the Company took possession under their agreement with the Leeds and Selby Railway Company, that your Directors deem it unnecessary to say more with reference to that undertaking than that they continued to be fully persuaded of the sound policy by which the measure was dictated, and the important advantages which will accrue from it to this Company.

The subject to which your Directors have recently felt bound to direct their most anxious attention is the adoption of measures for promoting the safety of railway travelling. A general meeting of deputations from all the Railway Directors in the kingdom was held at Birmingham on the 19th instant, with a view to the promotion of some general code of regulations. At this meeting, which was attended by the Chairman and another Director of this Company, certain resolutions were agreed to, and the system of management hitherto used was put in a train for undergoing the most vigorous examination.

Since the lamentable collision at Milford Junction in November last, the fatal results of which your Directors most deeply and sincerely deplore it is satisfactory to reflect, that upon the York and North Midland line not a single passenger has received the slightest injury, and your Directors indulge in the hope, that by increased vigilance on the part both of managers and servants, as well as by the adoption of every practicable safeguard that ingenuity can invent or experience suggest, the recurrence of alarming accidents will be prevented and railway travelling be rendered more secure than any other mode of conveyance.

A General Statement of the Revenue Account from the 30th June to the 31st December, 1840.

DEBTOR.

	£	s.	d.
Balance as per last Account after paying interest on 8040*l.*	505	5	2
Passengers (138,658), parcels, and mails, &c.	24,071	3	4
Interest	57	9	1
Total	£24,633	17	7

CREDITOR.

Policemen and porters' wages	956	5	3
Wages to engineers, engine drivers, and expenses of engineering department	1,572	6	2
Salaries to clerks	488	5	1
Mileage duty to Government	1,013	14	10
Coke	2,223	2	2
General expenses of coaching department, clothing for policemen, &c. &c. &c	801	7	1
Direction	126	0	0
Maintenance of way	385	1	0
Interest on debentures	2,772	10	0
Total	£10,378	12	7
Balance	14,255	5	0
Total	£24,633	17	7

A General Statement of Payments and Receipts from Dec. 11, 1835, to Dec. 31, 1840.

RECEIPTS.

Certificates	£39	16	10
Transfer fees	115	15	10
Interest	1,887	6	9
Forfeited shares	215	0	0
Unregistered scrip	176	0	0
Great North of England Railway Company	2,636	17	3
Bricks	124	3	0
Debenture bonds	111,500	0	0
Promissory notes	31,400	0	0
Cash received on cases	329,337	7	0
Balance due to the bankers	29,876	13	9
	£506,309	0	5

PAYMENTS.

Contracts for works, including archways, labourers' wages, &c.	248,922	5	0
Engineering and surveying from the commencement of the undertaking to the completion of the works	10,556	19	2
Law charges, including Parliamentary expenses, costs of witnesses, and the bills of solicitors for the several landholders on the line	12,948	17	8
Direction	1,874	0	0
York and Leeds Railway	384	6	3
Advertising, printing, and stationery	1,426	18	5
General expenses	4,726	3	6
Wharfage, rent of land, &c.	86	3	0
Land	48,482	6	7
Compensation	15,000	0	0
Old building materials	1,105	4	0
Copmanthorpe enclosures	211	10	6
Salaries to clerks	1,618	3	6
Tenant-right	1,759	5	6
Stone blocks	1,259	0	0
Anti-Dry Rot Company	1,625	6	11
Chains, pins, bolts, turntables, &c.	87,943	4	11
Engines and tenders, carriages, and waggons, &c.	28,509	2	5
Clothing for policemen and porters	172	17	6
Carriage covers	161	4	0

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Timber, wood, and sleepers, &c.	26,513	2	0
Insurance	120	10	0
Freight and carriage	3,919	16	5
Redemption of land tax	922	15	4
Coke	441	3	11
Police at Methley	129	7	2
York and Scarbro' survey	234	10	0
Interest of debentures	5,254	16	9
	£506,309	0	5

The CHAIRMAN then said, now that the Report had been read, he should be most happy to give any further explanation or information. There were two or three circumstances which had occurred to him during the reading of the construction expenses to which he would advert, particularly as he perceived Mr. Robert Stephenson present, who knew the expenses of other lines of railway. Supposing they reckoned their whole capital required to amount to 600,000*l.*, this would show that their line did not cost above 21,000*l.* per mile, including engines and every other expense, a cost he believed considerably less than that of any other line in existence. The cost of the land was only 1,750*l.* per mile, while by the Report of the North Midland Railway, the cost of that line, he believed, was about 5,000*l.* per mile, and on the London and Birmingham it averaged, he believed, 8,000*l.* per mile. If they included the large sums which they had paid for compensation, the cost of land would be found to be about 2,200*l.* per mile. Then in the engineering department they had an item of 10,500*l.*, whilst on some other lines, certainly of greater magnitude, he had seen the cost stated at 80,000*l.* (Hear, hear.) It was extremely gratifying to find that the expenses of working the line were very low, and he was satisfied that in a short time they should pay such a dividend as would not be exceeded by any other railway company in the kingdom. From various causes stated in the Report it would be necessary to raise a larger capital than was originally subscribed for, but this would soon be provided for. By the Act of Parliament which they had now applied for, a provision would be introduced, authorizing them to issue half-shares, and then every shareholder would have the opportunity of taking a half share for every whole share he might hold.

Mr. COATES—If I am right in my calculations, there appears to be an increased cost in working the line of from 10 to 15 per cent.

The CHAIRMAN—No; this is clearly a mistake. The expense is as low as on any previous half year.

Mr. COATES—I understand it to amount to 45 per cent.

The CHAIRMAN—No; it is clearly less—it is only about 28 per cent. Of course the payment of interest on the bonds ought not to be included, which probably Mr. Coates has done. I shall be very glad if the expenditure always keeps so low as it is at present, but if it increases, of course our income will also increase.

Mr. ROWNTREE inquired whether in the statement of the expenditure, any sum or proportion of the rent paid to the Leeds and Selby Railway Company was debited to them, as he supposed that the receipts arising from passengers who would otherwise have gone on that line were included.

The CHAIRMAN—The accounts of the Leeds and Selby line, both receipts and expenditure are kept wholly distinct from our own.

Mr. MEEK said, although not a Director, he was aware that the accounts of the two lines were kept separate. He was perfectly satisfied that the agreement for taking the Leeds and Selby line on lease would be a great convenience, inasmuch as it brought both lines under one Direction.

The CHAIRMAN said, that the receipts on the York and North Midland line this week were 1,020*l.* and a fraction, being the largest which they had had to report. (Hear, hear.) In this sum were not at all included their receipts for the traffic on the Leeds and Selby line.

Mr. LAYCOCK wished for some information as to the probability of the leasing of the Leeds and Selby line being a profitable undertaking.

The CHAIRMAN said, the opinions of the Directors were already known upon that subject, and as they had only had possession for five or six weeks, it was as yet impossible to test the accuracy of that opinion by experience.

Some conversation then ensued upon this subject, and also with respect to the mode of conveying goods from Leeds to Hull. At its conclusion,

Mr. Alderman WILSON inquired what was the arrears upon shares?

The CHAIRMAN.—About 5,000*l.*

Mr. Alderman WILSON.—Is there any prospect of getting it in?

The CHAIRMAN.—It will very soon come in. Of course if they do not pay up, they cannot receive their dividends.

Mr. Alderman MEEK.—And they will have to pay 5 per cent. interest upon all unpaid up capital.

The CHAIRMAN—They will.

It was then proposed that the Report now read be adopted, printed, and circulated amongst the proprietary.—Carried.

Mr. LAYCOCK thought it would be desirable to go more into detail with respect to the expenditure. There were a number of items jumbled together, which men like himself could not understand.

The CHAIRMAN thought they could not have the items more fully detailed—as, for instance, under the head of engineering, they had for repairing and cleansing the engines, and for Engineers' salaries. Now, this could not be more explicit, unless they were to give the names of the parties who received them.

Mr. LAYCOCK—It appears the cost of repairing and cleansing the engines, and Engineers' salaries, are all in one sum. I do not want to divide the meeting, but I think it ought to go more into detail.

The CHAIRMAN said, for his own part he had no objection to such a course, but thought it would be an invidious and an inconvenient course to publish the salary of every individual in their service, especially as every shareholder was at liberty to examine the books.

Mr. TUKE said, the accounts were open to the shareholders, who had every opportunity of acquainting themselves with the details.

Mr. COATES said, this brought to his mind another subject. He was astonished that the Directors had not introduced into the Act for which they were now applying, a clause providing for the appointment of auditors.

The CHAIRMAN said, this was the first time he had ever heard of such a suggestion. The accounts were always audited by three or four of the Directors, and any book was open for the inspection of the proprietary. If Mr. Coates doubted the competency of the Directors, he had better move a resolution to that effect.

Mr. COATES said, he was quite aware the accounts were audited by the Directors, and if auditors were appointed, he had no doubt that the results would be the same; but, still he considered they would be acting in a more business-like manner were they to appoint auditors.

The CHAIRMAN said, if Mr. Coates were not satisfied with the accounts, it was competent for him to move that three persons should come and audit them, without an Act of Parliament, and he (the Chairman) should be happy to put such a resolution.

Mr. COATES said he was not dissatisfied, and complained of the manner in which the Chairman treated him. If they looked at other large Companies—for instance, at Insurance Offices and Joint-stock Banks—they saw that the accounts were regularly audited.

Sir JOHN SIMPSON put it to Mr. Coates, whether if he had any confidence in the Directors he would persevere in such an opinion.

The CHAIRMAN read a certificate that the accounts had been duly audited, and found correct, by Thomas Backhouse, John Natham, George Dodsworth, and James Richardson, junior, and he wished to know whether four gentlemen could be found more competent to the task. In joint-stock banks the books were, as a matter of necessity, kept from the bulk of the shareholders; but in this Company, every person holding a share had a right to examine every account, and call for every voucher.

Mr ROWNTREE considered a resolution to appoint auditors perfectly useless. Every shareholder was an auditor, whilst the effect of a resolution such that suggested by Mr. Coates, would take from the shareholders that privilege, and constitute a third party between them and the Directors. (Hear, hear.)

Mr. COATES said, it was not convenient for every shareholder to come and examine the accounts.

Mr. ALD. NATHAM said, the accounts could not be examined in that satisfactory manner by two or three persons coming once or twice a year, as they were now by the Directors, who examined them weekly. If Mr. Coates thought the Directors improper persons, they ought to turn them out.

Mr. BACKHOUSE bore testimony to the great regularity with which the accounts were kept. They required to be a little more classified, which would in future be done.

Mr. Ald. NATHAM said, Mr. Backhouse had paid the greatest attention to the accounts—even the fractional part of a labourer's day's wages went under his scrutinizing eye. He believed that if his friend Mr. Coates had the accounts to examine, he would be puzzled.

The CHAIRMAN read a statement, showing the increase in every article of merchandise as compared with that of the corresponding six months.

S. TUKE, Esq., then rose and said, as one of the shareholders, he begged to state that they were deeply indebted to the Directors for the manner in which they had managed the concerns of the Company, and he considered the true security for the proper conduct of their affairs, was in the proprietary preserving to themselves the right of inspecting to themselves the books whenever they were dissatisfied. And whenever any of them suspected that the Company's affairs were mismanaged, he trusted that they would come and examine into the grounds of their suspicion. He should not have been present that day, but he was anxious to call the attention of the shareholders to another subject than any which had come before them. It was well known that great undertakings of this kind could not be conducted without a certain portion of accident befalling the labourers and other persons in their service, and in general these accidents befel that class of persons who were unable to afford to pay for proper medical attendance, and who consequently became fit objects for admission into the hospital. It had happened that during the formation of their line, several workmen, or persons connected with the railway, had had to apply for the advantages of the York County Hospital, and it had been found that the present provision afforded by that excellent institution were insufficient for the wants of the extensive district with which it was connected, particularly in connection with the wants caused by the railway. It had, therefore, been proposed at a meeting of the Governors, that an enlargement or improvement of the infirmary should take place so as to enable them to supply beds for 1000 invalids. Now he came to the shareholders of this railway—partners in a large and profitable Company—to ask them to allow the Directors to appropriate a certain sum of money for the benefit of the York County Hospital. And when all the circumstances were taken into consideration—when it was recollected that a large number of persons who had received misfortunes had been received into that hospital, he trusted the shareholders would be disposed to appropriate a sum of money towards effecting the improvement in that establishment. After one or two other observations, Mr. Tuke moved that the Directors be authorised to appropriate a sum of money not exceeding 200*l.* to the funds of the York County Hospital.

Mr. Alderman MEEK seconded the motion which on being put was carried unanimously.

Mr. ROWNTREE said, he wished to make a remark or two respecting the approaches to the station. They had just voted a sum of money in order to procure proper medical advice to any person who

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might be accidentally injured on the railway, which he would only say was a matter of justice; but he was sure they would all agree with him that it was better to prevent the recurrence of accident than to pay for it when it had occurred. Any one who viewed the approaches to the station would, he felt confident, agree with him that it was most dangerous and inconvenient, and upon one occasion he had to wade nearly up to the knee to reach it. One day last week he returned to York by railway, and on passing down North-street he really expected that some accident would have occurred. Near to his friend Sir John Simpson's establishment, eight coal waggons were standing, and the road was so covered with them, that a carriage which was proceeding from the railway was unable to pass. In a short time a number of omnibuses and hackney-coaches with passengers advanced from the station, and the result was, that neither the one or other could pass without the most imminent danger. Now it was not creditable that this state of things should continue; and although he was aware that application was to be made to Parliament for power to enable the railway Company to improve these approaches, still he threw it out as a hint to the Directors, in case it was found inconvenient at present to effect these improvements, whether some arrangement might not be come to with the owners of property between Tanner-row and Micklegate, so that this danger might in a great degree be obviated. He considered the approaches highly discreditable.

Mr. BARSTOW—The cure for it will be a bridge at Lendal. (Hear, hear.)

Mr. TUKE inquired whether the Act of Parliament would compel the Company to bear the whole expenses incurred in effecting these improvements.

The CHAIRMAN—Certainly not.

Mr. TUKE would not object to the Company contributing a handsome sum towards improving the approaches, and thus benefiting the city; but he should decidedly object to the expense being wholly borne by the Company.

The CHAIRMAN said, all the Directors at present wanted was the sanction of the shareholders to go to Parliament for a Bill. When they obtained that Bill they would not involve the proprietary in one farthing expense until they received their sanction. It was formerly intended by private individuals to erect a bridge over the Lendal ferry, and the reason why the design was not proceeded with was because the city council did not possess the power to authorise the building of a bridge.

A vote of thanks was then proposed by Mr. MEEK to the Chairman for his able conduct in the chair, and to the Directors for their valuable assistance. This was seconded and carried unanimously.

The CHAIRMAN briefly returned thanks, after which the meeting separated.

GENERAL RAILWAY CONFERENCE.

Rules and Regulations proposed to be observed by Enginemen, Guards, Policemen, and others, on all railways.

ORDERS TO ENGINEMEN AND FIREMEN.

1. No locomotive steam-engine, except in case of some extraordinary necessity, shall pass along the wrong line of road, that is to say, on the right hand line as it moves forward, but shall in all cases observe the same rule of the way as on the turnpike roads, by proceeding along the left-hand line. And every engineman and fireman shall keep a good look-out all the time the engine is in motion. And no person, except the proper engineman and fireman shall be allowed to ride on any locomotive steam engine or tender without the special license of the Directors, or of the Engineer or Manager of the railway.

2. In case of accident, if any engine shall be unavoidably obliged to pass on the wrong line of road, the engineman shall always send his assistant or some other person, back beyond the nearest stopping place, or shunt, before the engine moves backward, to warn any engine coming in the opposite direction; and if dark, the man who goes back in advance of a returning engine shall take a light, and make a signal, by waving the same UP and DOWN to any coming engine to stop; and the engineman of the engine moving on the wrong line shall make constant use of the steam-whistle, and must not move in the wrong direction further than to the nearest shunt, and being arrived there, shall proceed instantly to remove the engine off the wrong line of road.

3. All engines travelling in the same direction shall keep half a mile at least apart from each other; that is to say, the engine which follows shall not approach within half a mile of the engine which goes before.

4. No engineman shall, at any time, or under any circumstances, leave his engine or train, or any part of his train, on the line of way, without placing a man in charge of the same, to cause the proper signals to be made to prevent other engines from running against them.

5. Enginemen having charge of goods or luggage trains shall always exert themselves to keep out of the way of coach trains, by shunting, if necessary; and, if doubtful of getting out of the way of a coach train, shall direct gatemen and platelayers to make signal to coach trains that a luggage train is before them.

6. No engine, carriage, or waggon, or train of carriages or waggons, whether loaded or unloaded, shall (except only in case of absolute necessity, to prevent accident or collision) stop upon the line of any highway, so as to interrupt the passing along such highway or public road, whether the same be at or near to any of the stopping places on the railway or not.

7. No engine shall be allowed to propel before it a train of carriages or waggons, but shall in all cases draw the train after it, except when assisting up an inclined plane, or in case of any engine being disabled on the road, when the succeeding engine may propel the train *slowly* as far as the next shunt, or turn-out, at which place the said propelling engine shall take the lead.

8. In the event of the road being obscured by steam or smoke, (owing to a burst tube, or from any other cause,) any engine or train coming up shall not immediately pass through the steam or smoke, but the engineman shall stop at a sufficient distance to prevent a collision, and shall ascertain that the way is clear and safe before attempting to proceed.

9. If a coach train be stopping to take up or set down passengers, on the road, or for any other cause, luggage trains are not allowed to pass it, while so stopping, on the opposite line; and if the engineman of a *coach train* sees another coach train stopping on the road, he must slacken speed as he approaches it, and blow his whistle, to give notice to passengers belonging to the stopping train that another train is about to pass them.

10. In going down an inclined plane, every engineman having charge of a luggage train shall take care that he has full and complete control over the speed of his train, by pinning down, or causing to be pinned down, his waggon breaks, fewer or more, according to the size or weight of the train, whether there be a luggage breaksman with the train or not. And in case of accident for want of this proper control over the speed, the engineman shall be held responsible. And the policemen at the top of the inclines shall, and are hereby charged to, assist in pinning down the breaks, when desired so to do by the engineman of the train.

11. RULES TO BE OBSERVED DURING A FOG OR IN THICK WEATHER.

Whenever a coach train stops at any of the stations or places for taking up or setting down passengers, (during a fog or in thick weather), the gateman or policeman of the station shall immediately run 400 yards behind the train, or so far as may be necessary to warn any coming engine, in order to prevent its running against the other; and all enginemen shall slacken speed in foggy weather, and proceed at a slow pace at an ample distance from, and as they approach, each of the stations and stopping places, in order that they may have the complete control of and be able to stop thei engines and trains, without risk of running agains any train which may happen to be waiting at such station or stopping place. And in case any engine (whether with coaches or luggage waggons, or without) shall stop in foggy or thick weather in any part of the road where there shall be no gatemen or policemen, and where there shall be no platelayer to render assistance, the fireman shall immediately run back 400 yards, or so far as may be necessary, to warn and stop any other engine coming in the same direction.

In foggy weather, enginemen are cautioned to make frequent use of their steam whistle when they approach any station; also, whenever they are obliged to stop on the road, or when, from any cause, they are obliged to go slower than usual, in order to prevent accidents from trains which may be following on the same line.

12. ORDER TO GATEMEN AND POLICEMEN.

All policemen and gatemen are required, when a luggage train approaches their several stations, and before she comes up, to go on the line and inspect both sides of the train, to ascertain whether any of the loading (particularly bags of cotton or wool, have slipped so as to *overhang* the waggon more than when first loaded; and if such be the case, to make immediate signal for the *train to stop*, in order that the loading may be put right and fastened on again before the train proceeds.

N.B. All enginemen, firemen, guards, policemen, gatemen, and others to whom the foregoing Rules may apply, are held responsible for their strict execution and observance; and they shall report to the Directors, or to their immediate Superintendent, any servant of the Company who shall refuse or neglect to comply with the Regulations hereby ordered to be observed.

CODE OF SIGNALS RECOMMENDED TO BE OBSERVED ON ALL RAILWAYS. 1841.

BY NIGHT.

The *white* light, stationary, indicates that all is right, but if waved *up* and *down*, is a signal to stop; if waved *to* and *fro*, sideways, to proceed cautiously.

The *red* light, stationary, is a signal *always to stop*; if on a moving train, it is a caution to all following trains to keep the required distance.

BY DAY.

The *red* flag, or ball disc, is the signal always to stop.

The *blue* flag, or ball, is to stop second class coach trains or luggage trains, for the purposes of traffic.

The *black* flag is used by platelayers, to indicate that the road is undergoing repair, and that trains must pass slowly.

It is to be understood, that any flag, or hat, or lamp, of whatever colour, waved up and down, is a signal *to stop*.

REGULATIONS AS TO SIGNALS.

1. Every train on the railway shall show a red bull's eye, or reflector lamp, on the last carriage or waggon; and the guards of the coach trains, the breaksman of the luggage trains, and the engineman of an empty engine, or, with a waggon train without a breaksman, shall see to, and be held responsible for, the execution of this order; and if a coach, or truck, or horse-box, or waggon, be attached to or detached from a train on any part of the road, the guard, or breaksman, or engineman shall immediately change and replace the red bull's eye, or reflector lamp, so that the same may still be in the *rear* of the last carriage or waggon in the train, showing backward.

2. Every engine tender must carry a lamp, so fixed as to admit of being turned round, exhibiting a *white* light forward, and a *red* light backward, in whichever direction the engine may be moving.

3. Every gateman or policeman shall light his gate or station lamp at dusk, and shall have his hand-lamp constantly trimmed and burning, and ready to give such signals as may be required.

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4. If a coming engine or train be required to stop to take up passengers, a *blue* light must be shown in the gate-lamp; otherwise the common *white* light.

5. If a train approaches when a previous train has passed through, only a few minutes before, the gateman shall signify this circumstance to the engineman by the waving of his hand-lamp *to* and *fro*, sideways, which means that caution is required, on which signal all enginemen are required to go slowly and keep a good look out.

6. But if a gateman, owing to some accident, or any extraordinary cause, wishes to stop an engine which is approaching he must show his *red* light, and must also wave his hand-lamp *up* and *down*, up to the height of his head, and then down to the ground, till the engine comes up; and all enginemen are required to stop at either of the signals being given; and a gateman must make this signal to an approaching engine, if a previous engine has passed through his gate only one or two minutes before.

N.B. The *red* flag, or ball, must be used in the day, in the same manner as the *red* lamp by night.

Rockets or *blue* lights are extraordinary signals, and when an engineman sees them he must immediately stop to ascertain their cause.

ENGINE WHISTLE.

7. When *one long whistle* is given, it is a signal to gatekeepers, policemen, and others in front, that an engine is coming, and this signal is to be used on approaching public roads, during a fog, or when a first class train approaches a station where a second class train is stopping, and generally as a caution when required, for persons on the line to keep out of the way.

But when an engineman wishes to make signal to the guards, or breaksman, *on the train* that they are to put on their breaks and stop, he must give a *quick succession of whistles*, making an interrupted tremulous, or vibrating sound; and all guards or breaksmen, whether with coach or luggage trains, hearing this signal, *must immediately* hold hard on the break, or breaks, under their charge, so as to stop the train *as quickly as possible*.

After the above proceedings, the Chairman having intimated that very numerous communications had been received, suggesting new mechanical arrangements and professed improvements; a discussion took place on the subject, after which it was

Moved by John Entwistle, Esq.; seconded by John Harman, Esq., and unanimously adopted—

"That while the Delegates here present are most anxious to consider every suggestion, promising practical improvement, yet they are of opinion that this meeting is not the proper tribunal before which the merits of numerous complicated plans and arrangements, many of them probably requiring the test of experiments, can be calmly considered and decided on.

"GEORGE CARR GLYN, Chairman."

It was then moved by Charles Lawrence, Esq., seconded by Charles Russell, Esq., and carried by acclamation—

"That the cordial thanks of the meeting are due to Mr Glyn, for his able and impartial conduct in the chair."

RAILWAY STOCK IN 1840.

THE following is extracted from the annual circular issued by Mr. James Watson, stock-broker, Glasgow, our intelligent agent in that city:—

It will be recollected, that at the close of 1839 (the date of the last annual circular), the market was depressed by a stagnation in trade and monetary pressure, proceeding, in a considerable degree, from the deficient harvest. The market is at present also affected by a scarcity of money, occasioned chiefly by the late unsettled state of foreign politics; but this scarcity is becoming gradually less felt, as the aspect of the latter improves.

A considerable advance took place in the spring of last year; and the middle of February prices were higher. An improvement *this* year (1841) is generally anticipated, as the prospects are more cheering than at this period last season. The payment of the half yearly dividends due at this time on Government securities, and the satisfactory accounts from China, have operated favourably on the market, and a considerable advance has taken place within the last few days on all English stocks. Scotch shares are also firm. The fear of money matters being again deranged by foreign loans, has very much subsided, the surplus capital of the country being well taken up by projects at home, and public confidence having been of late much shaken in foreign funds.

Of the forty-five joint stock companies mentioned in the annexed list, twenty-one advanced in price, seven have remained stationary, and seventeen have declined since last year.

It will be observed, that the decline has chiefly taken place on the shares of the older established companies, which were looked to almost entirely for investment; and may be accounted for more from the additional outlets for capital offered to the public by the formation of new companies and by railway loans, than from any want of success in their business.

The advance on the shares of the banks recently established has been considerable.

The new companies established during the year, consist of two banks and two marine insurance companies.

It will be observed, that the Scotch railways have in general advanced, especially the mineral lines, where large and increasing dividends are paid.

Great fluctuations have taken place throughout the year, in the value of English railways; and prices have advanced or declined, as much from the ease or tightness of the money market, as from their intrinsic value. Numerous lines have been opened during the year. The heaviest proportion of the calls has been paid; the sum invested now amounting to upwards of fifty millions, including loans. The calls remaining to be made on the unfinished lines amount to about five millions, which will be called for very gradually, while the returns to be received from the lines in operation will this year be considerable. I annex,—

1st, A list of the principal lines which have been in operation for more than twelve months.

2nd, Those opened partially, or opened their entire length, within the last twelve months.

And, 3d, those now forming, and of which no portion has yet been opened.

On the first, there has been a steady increase in traffic and value, with the exception of the Greenwich; of the second and third, a correct estimate can hardly yet be formed; but if we may judge from what has occurred in the former, the results will be in general favourable.

Comparative View of the Prices at 8th January, 1840, and 8th January, 1841, of the principal English Railways which have been in operation for more than twelve Months.

Name.	Length in miles.	Paid up.	Price per share, 8th Jan., 1840.	Price per share, 8th Jan., 1841.	Advance.	Decline.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Liverpool and Manchester	31	100 0 0	185 0 0	186 0 0	1 10 0	..
Grand Junction, or Liverpool and Birmingham	82½	100 0 0	205 0 0	215 0 0	10 0 0	..
London and Birmingham	112½	90 0 0	151 0 0	174 0 0	23 0 0	..
London and Croydon	8¾	13 15 0	11 0 0	12 10 0	1 10 0	..
London and Greenwich	8¾	20 0 0	13 0 0	8 17 6	..	4 2 6
Stockton and Darlington	25	100 0 0	260 0 0	..	..	..
Leeds and Selby	20	100 0 0	65 0 0	90 0 0	25 0 0	..
North Union, new and old shares	22av.	75 0 0	65 10 0	84 10 0	18 0 0	..
Newcastle and Carlisle	61	100 0 0	101 0 0	102 0 0	1 0 0	..

Prices of the principal English Railways at 8th January, 1840, and 8th January, 1841, which have been opened partially, or opened their entire length, within the last twelve Months.

Name.	Length of line	Length opened.	Share.	Paid up.	Price per share, 8th Jan., 1840.	Price per share, 8th Jan., 1841.	Advance.	Decline.
			£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Western	118	73	100	65	1 0 0p	31 0 0p	30 0 0	..
London and Southampton	77	77	average	38½	6 10 0d	9 0 0	15 10 0	..
North Midland	72	72	100	100	10 10 0	18 0 0d	..	7 10 0
York and North Midland	23	23	50	50	10 10 0p	23 0 0p	12 10 0	..
London and Blackwall	4	3¾	25	22½	1 5 0d	..	..	..
Eastern Counties'	126	17½	25	23	11 0 0	13 10 0d	..	2 10 0
London and Brighton	46	5½	50	50	11 0 0	5 10 0	5 10 0	..
Great North of England	74¾	..	100	70	25 0 0	18 0 0	7 0 0	..
Birmingham and Derby	48¾	38¾	100	100	20 0 0	23 10 0	..	3 10 0
Birmingham and Gloucester	51	51	100	100	20 0 0	14 0 0	6 0 0	..
Lancaster and Preston	20¼	20¼	50	42½	10 0 0	16 0 0	..	6 0 0
Midland Counties'	57¼	57¼	100	100	21 10 0	17 0 0	4 10 0	..
Manchester and Birmingham	45	5¼	70	40	11 0 0	14 0 0	..	3 0 0
Manchester and Leeds	50	40¾	100	70	10 0 0p	12 0 0p	2 0 0	..
Hull and Selby	30½	30½	50	50	10 10 0d	7 0 0d	3 10 0	..
Birkenhead and Chester	15	15	50	50	0 15 0	14 0 0	..	13 5 0
Northern and Eastern	30	19¼	100	40	12 10 0	..	..	..

Prices of the principal English Railways now forming, and of which no portion has yet been opened.

Name.	Length in miles.	Share.	Paid up.	Price per share, 8th Jan., 1840.	Price per share, 8th Jan., 1841	Advance.	Decline.
		£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South-Eastern and Dover	67	50	28	14 0 0d	14 0 0d	..	..
Bristol and Exeter	76	100	60	24 0 0	21 0 0	3 0 0	..
Cheltenham and Great Western	42	100	62½	..	..	..	..
Sheffield and Manchester	40¼	100	45	..	..	..	..

NOTE—p for premium, and d for discount.

CROMFORD AND HIGH PEAK RAILWAY.

[From the *Derby Mercury*.]

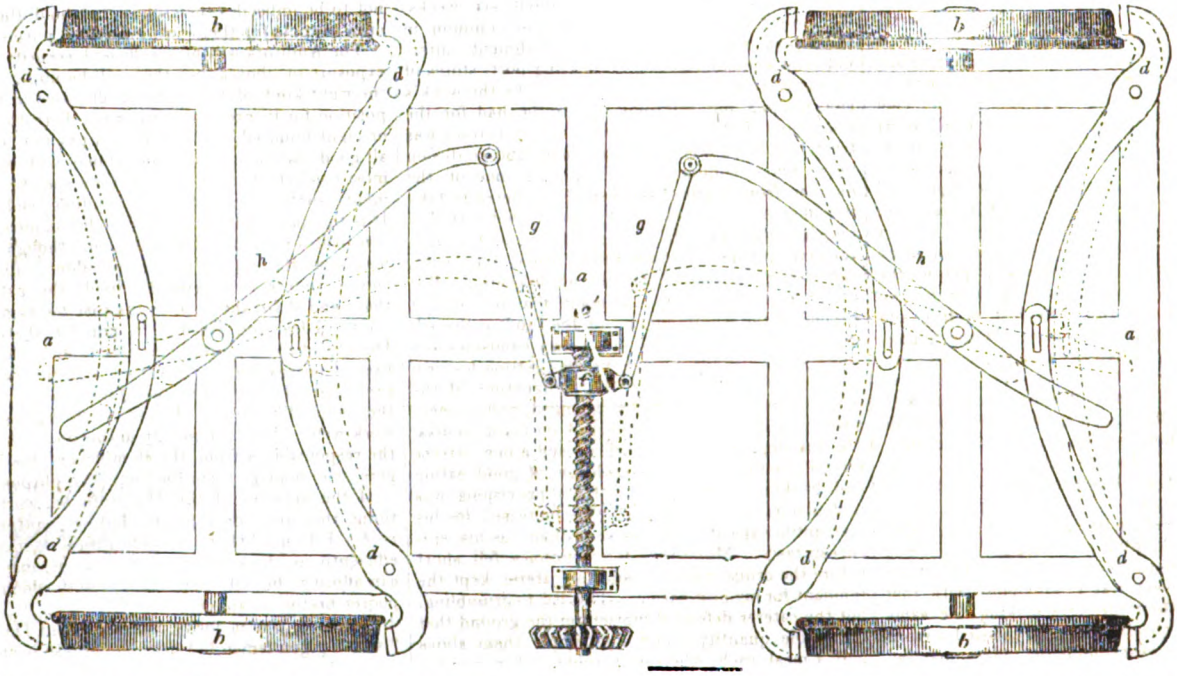
THE application of the locomotive engine to the purposes of Railway transit has been so successful, and become so universal, as fully to establish its superiority over every other mode previously in use; and justly so, as whether we consider it with reference to its cost, its regularity and despatch, the perfect ease with which it is controlled, or its never-tiring energies, we are compelled to acknowledge, that no power with which we are yet acquainted, can for a moment be placed in comparison with it; and that no Railway, to which it is by any means applicable, can ever be considered complete without its powerful aid. We were not at all surprised, therefore, that an attempt was made in the beginning of last year by the enlightened engineer, Mr. Leonard, who has long and successfully superintended the working of this line, to induce the proprietors to employ steam instead of animal power. Great and important were the difficulties to be overcome in the adoption of such power on that line; namely, the *sharpness* of the *curves*, and the rails being made of *cast iron*, limited the *weight*, and by consequence the powers of an engine. This, with

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the *expressed* opinion of a great engineering *authority* against the success of the plan, threw a considerable damp over the proposal; but, notwithstanding every obstacle, we have the pleasure of stating, that an engine is now plying with triumphant success over the most romantic part of the line. The first attempt was made with the engine about a fortnight since, several of the proprietors accompanying the engine. The space traversed was from the top of the second inclined plane to the great limestone quarries of Middle Peak, when the speed and *safety* of the engine was fully tested. It moved over the sharpest curves with considerable velocity, and without the *slightest tendency* to run off the rails. The writer, on this day week, had the pleasure, with some friends, of being pushed along by the engine over the plane alluded to, which commands one of the *finest* prospects in this country, and passes *close* under the magnificent Stonnis or Black Rocks, which are to the left of the plane. The engine has been at work during all last week, sometimes drawing from forty to fifty tons. The intention is to construct, as speedily as possible, two more engines to work the *two* 12 *mile levels* between Hopton and Buxton, at a rate of from 10 to 12 miles per hour, so as to enable the Company to transport goods and passengers to Whalley-bridge in a few hours, instead of two days, which it now usually takes. Great credit is due to the skill and enterprise of Mr. Leonard, under whose directions this engine was constructed, a short account of which we will give, as it may not altogether be unacceptable to those who are interested in such pursuits.

We have already alluded to the difficulties grappled with; the acuteness of the *curves*, and the equally formidable one of the weakness of the rails, being cast-iron, calculated only for weights not exceeding six tons per waggon. This necessarily confined the *weight* of the engine to about the same. The difficulty of passing the curves has been surmounted by using smaller wheels than usual (three feet in diameter) placed with their centres as *near* to each other as was considered consistent with preserving a *sufficient base*, the soles being at the same time turned a little circular. To keep within the limited *weight* required rather more contrivance and skill in the construction and arrangement of the various parts so as to combine with the utmost degree of lightness the requisite strength proportionate to the *strain* to which each part is subject, hence the engine is divested of every thing superfluous, and the various parts are so arranged as mutually to assist each other. The boiler is of the ordinary tubular construction, and presents no novelty except that of being made *wholly* of wrought iron, *tubes included*. The engine differs in some respects from others in the cylinders, being placed OUTSIDE the FRAMING, and on a level with the centre of the wheels. By the first part of the arrangement the great objection, a *cranked axle*, is avoided; and by the second, the rocking motion, which invariably takes place in engines which have their cylinders placed at an angle with the line of draught, is completely obviated. In other respects it offers nothing peculiar as compared with other engines beyond extreme simplicity of construction, except, perhaps, the use of *one fixed* executive, instead of *two*, to each engine, as is usually the case, and the ease with which it is made to work in either direction. The cost will not much exceed the original estimate of 400*l.*, which is saying something when speaking of *estimates*. The weight of the engine is about 5¾ tons.

DAVIES' DESIGN FOR A RAILWAY CARRIAGE BREAK.



THE recent frequent occurrence of accidents on the several lines of railway, has called loudly for remedial measures, and forcibly attracted public attention to the various weak points, and sources of danger, to which this mode of travelling is liable. An immense amount of talent has consequently been directed to all the details of the railway system, and there is good reason to hope that within a very short time great improvements will result, and practical means adequate to prevent the recurrence of accident, or at least to avert its consequences, will be universally adopted.

Among the most imperfect of the mechanical details, we may notice the breaks, the defectiveness or unworthiness of which has induced great carelessness as to their employment. In some recent cases of accident it appeared that not a single carriage in the train was provided with these essential appendages.

With a view to improvement in this particular department, the simple and ingenious system of breaks, of which the engraving on the opposite page will at a glance convey the idea, has been produced by Mr. David Davies, of Wigmore-street, Cavendish-square, inventor of the Pilentum and other favorite pleasure carriages, and well known as the extensive carriage builder to the Great Western Railway Company. His break is superior to any contrivance for this purpose which has hitherto been published, and may be described as follows:—*a a* represents the underside of the framing of a railway carriage; *b b* are the four wheels; *c c* are breaks on the extremities of eight long levers, whose fulcra are at *d d*; *e e* is a shaft carrying a quick threaded screw, working in fixed bearings, and furnished with a bevil wheel *e*, for connecting it with a vertical shaft and handle, led off to any point at which it may be convenient for the breaksman to be stationed; f, is a traversing nut, attached by the connecting rods *g g* to the two cross levers *h h*. There are two mortices in each of the cross levers, through which the break levers pass; these levers are connected by a pin on the extremity of one lever sliding in a slot in an iron plate on the end of that opposite to it, so that any motion conveyed to the one, is simultaneously communicated to the other.

Motion being given to the screw *e e*, the traversing nut *f* is drawn towards the bevil wheel, which causes the several levers to assume the position shown by the dotted lines, which will occasion the breaks *c c* to press against the circumference of all four of the wheels with immense force, reventing their rotation, and converting the carriage into a perfect sledge. This combination of the mechanical powers is so favourable to the developement of power, that with such an arrangement it would be almost possible to crush the wheels. In all the breaks we have hitherto seen, there has always been a violent thrust between the wheel and the carriage, or between two of the wheels, tending to bend or break the axles; in the present plan there is not the slightest strain upon the axle, the gripe being exerted on the two opposite sides of the wheel, and the force that might be thus applied with perfect safety, would be sufficient, if applied in the usual manner, to cause an inevitable rupture in the machinery. Although the action of this break is rapid, it is by no means so sudden as to entail any evil upon that account.

In illustration of the power of such a system of breaks, let us suppose that each of the breaks *c* presents a surface of only three times the area of the bearing surface of the wheel upon the rail, and that the total weight of the carriage is ten tons; it follows then that if each of the eight breaks were pressed against the circumference of the wheel with a force of little more than eight hundred weight, rotation of the wheels would be effectually pre-

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vented. When it is further seen that this small force is exerted through the medium of a screw, acting upon a system of levers most advantageously disposed for the multiplication of power, it will be evident that the application of a few pounds to the break handle would instantly arrest the progress of the wheels. One or two carriages so stooped would soon annihilate the momentum of the longest train, and enable it to be "brought up" within so short a distance as greatly to reduce the liability to collision or other serious accident. We understand that all the railway authorities who have inspected Mr. Davies' plan, have expressed their unqualified approval of it and their strong conviction of its great utility.

RAILWAY MANAGEMENT.

To "Railway Shareholder."

SIR,—Should any one feel disposed to accuse either of us of vanity, in our endeavours at railway improvement, the best possible answer will be—vanity is a quality belonging to an animal entity. We are neither of us entities, and although you have occasionally appeared to consider the "anonymous" a weak point, further reflection will convince you that, for all really useful purposes, it is a strength. All that is requisite is mental qualification; nothing personal enters into the question. We have no "whereabout," we are "voices, and nothing more," and by our words, and not by our circumstances or positions, must we be judged. It is our province to *examine*, and judge thereon, stripping away all adventitious circumstances which obscure the view of truth. And this we could not do so freely if we were exposed to enter into personal contests, or defences. Ask our Editor what has been the result of his experience as to the relative value of personal and anonymous correspondence. If I mistake not he will tell you, that the character of the subject matter has, in almost all cases, been enhanced by the anonymous. The *person* makes a speech, the *mind* makes a report. The first is more or less on stilts, an observer of forms; the last is free and unrestrained, an abjurer of forms. If the anonymous descends to personality—I do not mean criticising person's acts—he must be very cautious, or very witty, to avoid losing influence. He fights with unequal arms, and the Saxon spirit of the multitude is ever prone to shout, in the expressive vernacular "Go it, little one!" The love of "fair play" is an inherent quality of an English crowd. But I am straying out of bounds.

We are both agreed on one point—efficient working Managers, well paid and responsible. You would have them mere servants; I would have their *interest* made in every way synonymous with that of the Company, their interests making the same progress. I have observed that no salaried servant is ever satisfied, however high the salary may be. He always looks out for perquisites. He acquires the habit of regarding his salary as a paid rent, an estate of which he is sure, and his mind is at work with stimulus at an odd fifty or a hundred beyond, and for the sake of this small sum he will peril the large one. This is a very common case, and for my part I do not wish the desire of increase to stop, because it is healthy human progress. Mischief in a child is the germ of energy in a man, badly directed, or left to run waste. If an unemployed child were inactive, it would be a sign of sluggishness, and the salaried officer of a Company having nothing but consecutive labour to do, without the hope of progress, would become sluggish also; and if not sluggish, his energy would be directed towards making profits in which the Company would not be interested—say, per-centages on tradesmen, &c. It is of no use to say this is improper. It is done, and will be done to the end of time. It is misdirected energy. Put it into the right channel; make it work simultaneously for the benefit of the individual and the Company, and you will turn it to the use Providence designed it for—progress. No individual can be found to give concentrated energy to the service of a crowd in pecuniary operations, unless his profits increase in proportion. Are there no instances to be found of Directors making indirect profits at the loss of the Companies, far greater than their shares alone would entitle them to? What is this but saying, in other words, "We are cleverer men than you of the herd, and if you get 5 per cent. for your money without trouble, it is as much as you ought to have; you might have 10 with better management, but we should only get 10 in common with you; at present we get 20 indirectly, and as you would not agree to give us the 20 directly, we'll keep you down at 5." Now, as Messrs. "the herd" will never do anything themselves, by their "own sprack wit." I maintain that it would be wise in them to give the 20 per cent. directly, and thereby be allowed to get the 10, and hold out, moreover, the inducement to the Manager or Director, of 25, so soon as they themselves might reap 12½. Man naturally hates dirty ways, and will never resort to them when he can get fair play; and the skilful man, who can by his energy make a business produce 10 per cent. where he found only 5, ought to be highly paid—the more especially when the parties are very numerous, and a small contribution from each will suffice. I will give you a practical instance of the working of this principle.

During the late war, a line of battle ship stationed in the Mediterranean did duty half in port and half out, with cruising intervals of about six weeks. The mipshipman's mess, as but too common in those days, was a most unruly establishment—alternate riot and starvation. On leaving port, stores of all kinds were profusely laid in, and by the week's end, nothing but salt junk was to be had for the remainder of the cruise. Caterer after caterer was tried, but there was no management, and confusion grew worse confounded. At length one of the number, from north of the Tweed, proffered to take the office in consideration of being vested with dictatorial authority. It was agreed to, and his management prospered wonderfully; order, regularity, and plenty, existed through the whole cruise. But somehow the discovery was made that he had not expended the whole amount of the funds collected, in short, that Sandie had put a very handsome per centage into his own pocket, besides getting his own keep *gratis*. Great was the indignation of the *generous* body to which he belonged, and unmeasured was the vituperation heaped on his *meanness*. He was deposed from his office, and a new caterer elected, famous for his knowledge of good eating and drinking. The quality of his provisions was undeniable, but the expenses were increased, for his mercantile capacity was not so brilliant as his epicurean taste. Moreover, the delicacies fell short before the cruise was out, and the caterer kept the remnant for his own eating. This led to grumbling, but the caterer defended himself on the ground that the whole quantity would not supply them above half a meal each, whereas it would suffice *him* for the remainder of the cruise. They would have submitted to this, but when they discovered that he had all along been drinking better wine than he gave them—with purpose aforethought—they at once made a revolution, devoured all in common, and then fed on salt junk.

Again they made port, and in process of time another cruise came round. A midshipman's council was held, and a stormy debate ensued. The upshot was, that they found they had been better off under the management of Sandie than under any other management, and they prayed him once more to assume the caterership, to farm them all round, and make what profit he pleased. They virtually admitted that it was not *generosity* on their parts to take up the time of an individual for their own benefit, without compensation, while they indulged in laziness, and that it was not *meanness* in him to turn his mercantile acuteness to account, and relieve a widowed mother from a portion of the charge of his maintenance, and all this through the process of making the whole of the members of the mess better off, and at a cheaper rate, than could otherwise be accomplished.

This is an illustration of the utility of making the interest of the public servant a motive with him to do his duty well. The thing to guard against was, the temptation to make too large profits. The security against this was the numerous body whose personal comforts would have been pinched, and the inevitable immediate outcry resulting from it.

You must reconsider this matter, and give some very sound reasons why it would be impracticable to pay servants rateably with profit, before I can consent to forego the experiment. I suppose the case to be precisely that of the salaried partner of banking house, who has his maintenance secured, but has to depend on his energies for all beyond. The Managers must be well paid, that is quite clear, or you will not command the most efficient men; but if they be sure of their fixed high payments, the affair will sooner or later degenerate into a sinecure, done by deputy, as you predicate of highly-paid Directors.

I quite go with you the length of your reform in cutting down the twenty-four Directors to eight. The responsibility will be narrowed. But are these Directors to be eight autocrats of eight divisions, or are they to act in concert; and more than all, are they to be amateurs, connoisseurs, or professionals? Where is the security that they will be of a distinct class and order from the present imbeciles, and consequently the tools of the Managers? I trust those Directors will forgive me, who happen not to be imbeciles themselves, but hold the imbeciles as tools for their own individual purposes.

The Auditors will be a sufficient security for the exposure of abuses, but they will be no security for the right kind of talent being disposed in the best position for its exercise. Be your Directors eight or eight hundred, you will find in practice that for all good results one single individual will be found most competent to *choose men* for a specific department, another individual for another, and so on. It is the quality of being able to choose men, which constitutes the general or ruler; and though twenty may sign the appointment, one alone will really choose, unless they agree to divide the patronage share and share about, as is the case on some railways. I fear you will find in practice that if one Director directs more than one branch, the good uses of energy will be thwarted and the evil uses protected. From Committee Managements I augur the same difficulties. I have never known them work well. They are merely authorities who take the responsibility from the shoulders of the Managers, who manage them for their own purposes.

If the services of the Directors be worth any thing, they are worth paying for—a *quantum meruit*. I do not believe in rich people working so efficiently as those who are poorer, because, they can afford to be idle and lose money, which their poorer brethren cannot.

In calling the majority of the present Directors "walking gentlemen," I used the phrase in theatrical parlance—fine gentlemen doing nothing but walk in and out to touch salaries and allowances. The walking you allude to, *bona fide* inspection, would make intelligent Directors most valuable. "It is the eye of the master makes fat the steed"—and the same supervision would be highly useful to the fire-steeds.

I have no doubt that many of those who advocate large payments and salaries in opposition to gratuitous services, have strong desires to obtain for themselves and friends the salary without the service. They wish the salary to be gratuitous, and not the service. But this makes nothing to the question of fitting payment for efficient service. In the case of Auditors even, I think a certain payment should be awarded, say such as you propose for Directors, 150*l.* per annum, to prevent their task being an expense to them. They must give time and labour to be efficient.

I think you do not put the question fairly, in asking if there be "more virtue at Washington than at St. Stephen's?" I take it that as regards virtue, they are much upon a par. It is melancholy to reflect that in either country the epochas of the highest public names should have been those of the strongest public antagonism. Hampden and Pym, and Elliot, and Washington, Jefferson, and Franklin, came when the time called for them to

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save human progress from ruin, but the race of such men has disappeared from public life. They cannot thrive amidst a mere money-hunting crowd. With a few individual exceptions, I can find nothing either at Washington or St. Stephen's that is not the mere representative of a dishonest class interest, ready to sacrifice all the rest of the community to its own Juggernaut. Public virtue, in the high sense of the word, appertains to neither, as a public body. "The heart to conceive, the head to contrive, and the hand to execute"—brain, courage, skill, honesty, and individual manhood—where are they? Where is the large wisdom which should grow out of this high union of the noblest human qualities; which should merge all party in the welfare of the many; which should draw the highest of all rewards, the approbation of a conscience tested in its operations by the most searching intellect? Alas! class interests cannot produce this stately growth!

Pardon me for the warmth your own remark elicited. The spirit yearns for better things than have fallen on these degenerate days, and hope at times gives shadowy glimpses of them.

You do not mean "virtue" in the high sense of the term, but mere honesty in bargain keeping. I answer, then, unqualifiedly, that the three white-washed domes at Washington cover more representative honesty than the long booth on St. Stephen's site. The Anglo-American representative is the mere delegate, the mere steward, the mere mouthpiece, of those who elect him. He does his duty strictly by their passions and prejudices, without a will of his own. If he chooses to be independent he goes out. The English representative, who buys his place and is not paid, pays himself either by selling his vote or by gratifying his prejudices. "Virtue! a fig's end"—where a 100,000*l.* are given for a seat. An hundred thousand pounds! Such a sum would breed up a race of schoolmasters fit to form a propaganda of national education. No man fitted to be a nation's ruler would thus wantonly waste such a sum for the gratification of individual vanity. He could wield with it far more power without than within St. Stephen's long booth.

I am not arguing that the American system is better than the English one in its present working—merely that the American constituents have their value—their bargain. But I apprehend that the time will come when men shall be more enlightened, that they will choose philosophers and not advocates to make laws for them. Provision must be made for such philosophers as have not been born with silver spoons in their mouths, for you will concede that it would not be well to leave them to work at mechanical trades for a living, and there is as yet no patent process for breeding philosophers in classes. Nature chooses to be erratic in her operations. It would not be well to shut out the philosopher because he happened to inherit an estate, but it would at least be wise to put on a par with him the philosopher born without one.

The same kind of reasoning I apply to railways. It is by no means certain that the fittest men are to be found amongst the richest, and it will not be wise to exclude capacity. The union of skill, capital and perseverance is requisite to insure success. If a railway were a mere process of routine capable of being most efficiently conducted under certain fixed unalterable rules, mere drudges only would be required; but is it so? Even the business of a banking house which would seem to be one of the most routine processes, requires original thinking, and much more a railway. As yet a railway is an experiment; an experiment in machinery; an experiment in profits; and much hard consecutive original thinking will be requisite ere a standard be attained on which to construct a code of rules. And when that is done prosperity will still depend on individual skill employed in certain portions. The mere business, once arranged, will require no original thought. In sailing a ship the scientific part is a matter of exact calculation; the manipulation of the sails to make the most of every varying wind requires constant skill and attention.

In proposing to have a Government officer to sit at each Railway Board, I did not intend to give him power, but merely knowledge, as a counsel returned for the public interest. We must never forget that the public are a party, and the best way to keep the public satisfied will be to have no secrets of trade. Devise some better mode of satisfying the public and I shall be quite satisfied.

Your proposition to have the roads open to the trial of improvements is good so far as it goes. It is an imperative claim of the public; on the highways all the world is free to make improvements. The railways are private property and all improvers are at the mercy of the Managers. "You shall not make a trial on my line unless you choose to pay me a heavy toll," is the virtual state of the case. You clog your permission with "under the inspection of the engineer." You must make some provision that "the wrong be not made to appear the better reason" through the medium of percentages.

Your plan of throwing aside the farce of great names as engineers of lines for the purpose of keeping them in repair, I cordially approve of. This respect for the mere sound of a name is an indication of extreme ignorance. It is the pupil of the Engineer who executes the original work under the direction of his teacher, and therefore the pupil must be competent to replace any damages. In many cases, the Engineer of great name is a mere jobber, without practical skill. He hits on a line, and hires surveyors, engineers and contractors, who possess the special knowledge he lacks and of which he frequently cannot even judge. The proper name for such a person really would be, COMPILER OF RAILWAYS.

Your idea of leaving all improvements to be made by separate manufacturers will not do. In railway improvements all parts should work together to form a harmonious whole, and unless a master mind indicate this, the whole will be patchwork. Like the man-monster in Frankenstein, each part may be symmetrical, but the whole will be incongruous. The separate improvers will each strive to crush the others. Twenty people will have twenty things all good in their way, but not suited to each other.

The Secretary, under that name, I object to. Call him what he really is, a Director, and there will be no deceit, no false pretence. He is a remnant of the vicious system of provisional committees on which the railways were first commenced, and which have been continued. The successful speculating adventurers have formed an oligarchy, under whose rule the shareholders are plucked, as remorselessly as though they were a nation won by the sword. Let the Secretary keep all his salary, by all means; no breach of faith on any pretence. But let him assume the position of a servant of the Company who pay him, and no longer remain a servant of the Directors—really their irresponsible manager.

With regard to security being taken from those who occupy positions of trust, I think there cannot be two opinions. Whether they have the charge of money or other property it is the same thing. The shareholders ought to insist upon it, and I dare say will, if they once "screw their courage to the sticking place."

As to the cash balances, if interest can be made of them either by exchequer bills or in any other mode, without too much risk in rises and falls, why should it not be done? Why should railway shareholders be the only traders, making no profit of their surplus capital? The how I do not pretend to show, but the principle is clear.

If the balances be deposited with a private banker, we will suppose that banker to have an interest in it. Why should he not give security as well as a treasurer or cashier, or storekeeper, or any similar officer.

Joint-stock banks are undoubtedly more safe than private bankers. Eight hundred partners are better security than three or four; therefore a joint-stock bank would be better than a private bank, and they would give interest on all deposits in proportion to the amount.

But apart from the question of interest, why do not the Companies take the best security by banking with the Bank of England, if the question be merely the safe custody of the funds?

But in all cases faith must be kept. There are, I believe, some railways in which bankers have agreed to become large shareholders in consideration of having the custody of the surplus funds; and in such case it might be a serious loss to them to lose the business. Where this may be the case, it is for the shareholders to consider their own honour, and how far they are compromised by the original bargain of the projectors. Honour above all things!

But, at all events, the shareholders must rise against their conquerors and taskmasters—they must make themselves a free and independent community. To do this they must have auditors, whom they themselves can pay, but not paid by the Directors; and such an election of Directors as will break up all class interest. Above all, *auditors, uncontrolled by the Directors, and with full powers to examine into every transaction and to report thereon.*

Let the shareholders rest assured that all the *rats* will leave the building so soon as the *ferrets* are fairly unloosed upon them.

I am, Sir, &c.

EXAMINER.

January 18, 1841.

THE MANCHESTER AND BIRMINGHAM RAILWAY.—"MANCHESTER MANAGEMENT."

To the Editor of the Railway Times.

SIR,—Truth, they say, lies in a well, and your correspondent "Candidus," on the Manchester and Birmingham Railway, will excuse me if I express my opinion that he seems disposed not to invade her abode. Imputing to him no intention to mislead, I fear I can trace in his "candour" the mystifying hands of those brother Directors whose skill seems to consist in the ability with which they have *hitherto* lulled their shareholders.

Your correspondent, I hope, will neither take fright at this my preface, nor believe that I am wanting in the "temper" he so highly applauds, should I proceed unceremoniously to submit to you and him, a practical test of some of the statements in which he has indulged.

He is, then, "very sorry" to state that the line to Stockport (5¼ miles) has cost 470,000*l.*, a sum huge enough truly, (though, for our comfort he tells us, smaller than the outlay on some of the metropolitan lines!) but not so huge, I fear, as the reality. The Directors (your favourite Mr. Sharp), told us at the September meeting that the outlay up to that time had been 842,467*l.* Now, if we deduct from this amount the 470,000*l.* admitted by "Candidus" to have been spent on the Stockport line, and 157,745*l.*, the cost of obtaining the Act, &c., we have still unaccounted for 214,722*l.* *at that time spent.* To set against this, we have the payments for land, Mr. Sharp having stated that all the land from Stockport to Crewe (say 26 miles) had been purchased, and that it had cost about 3,000*l.* a mile. This will give us 78,000*l.*, which deducted from the mysterious sum above named, still leaves us in the dark as to 136,000*l.* then spent, to say nothing of the 5*l.* call (equal to 150,000*l.*) since paid. I am aware that one of the contracts beyond Stockport was in progress at the time this statement was made, but its extent is by no means such as to have absorbed the whole of this money. What then has become of it?

Again, Mr. Sharp (the "Managing" mouthpiece) told us in September that the line to Crewe was estimated at 20,500*l.*, exclusive of stations, which would be "very light." Four months only have elapsed, and even in the hands of "Candidus" the estimate has already grown to 25,000*l.* To be sure this is only the dislocation of one figure, and the magic wand of a Director can easily turn 20,500 into 25,000*l.*!

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Again, only some five weeks ago the Directors, asking leave to borrow 700,000*l.* further, evaded all inquiry as to the cost of the line—*because* the Macclesfield branch had not been let, and it was therefore "impossible" to form any estimate. "Candidus," however, whom I venture to salute as a Director, has all this ready, albeit, impossible of attainment a month ago; so that our lamentations and wailings have not been wholly unheeded. To be sure his conjectures and his figure-estimates are rather queer ones, for, having admitted that the line to Crewe is to cost twenty-five thousands per mile, he in the same paragraph *naively* says that "our Engineer," forming his judgment of the expense of the land from the prices that we have already paid, and computing the cost of the works upon a similar scale with those between Stockport and Crewe, has estimated our outlay at 22,000*l.* a mile—(albeit, the line to Macclesfield is among the heaviest of our works), thus demonstrating in the most conclusive and satisfactory manner that from data identically similar, a skilful Engineer, aided by a "Managing" Director, has no difficulty in arriving at conclusions utterly different.

So much for "our" Director's estimate of cost. I dare not trespass upon you at such length as would be required to sift his estimates of return. But I admire the solemn innocence with which he *tells* us that "we (happy we!) are *precluded* by the terms of our agreement with the Grand Junction Company," from incurring any cost in working the line from Crewe to Birmingham, except the wear and tear of engines.

Glad tidings for the shareholders; but subject, I fear, to this proviso that (as report goes) the vaunted agreement has not been ratified, and that the Grand Junction Company, I am sure, will not so falsify the character they have gained, nor be so cruel as to "preclude" the Manchester and Birmingham Company from incurring any expense they can possibly thrust upon them!

Here, then, I leave "Candidus." He has said too little for the satisfaction of those he addresses—too much for the case he would fain make out. Truly I may appeal to him in the old phrase—"*Si quid novisti rectius istis*, 'Candidus' *imperti, si non*"—I cannot hope he will adopt the rest of the sentence, and I omit it.

Whilst I have my pen in my hand, I may add, that I fear your strictures on "Manchester Management" are but too applicable to those in whose hands this concern has so long been blanket-tossed. I do not need to travel beyond their acts in this Company to convict the Directors of incompetency; but if I did, and if your own estimate of "Manchester Management" in general needed confirmation, I think we could have none better than would be afforded by a candid reply to these suggestions:—

How many of the Directors of this Company are or were Directors of the Manchester and Liverpool District Bank?

How many of them are or were Directors in the Commercial Bank? Establishments, both of them, well known to fame.

Of how many hapless Companies—Cemetery Companies, Plate-glass Companies, Insurance Companies, Water Companies, Railway Companies—are they "Directors?"

Whether, in some instances, it be not to an extent sufficient to make up for a man a snug little income, out of the "Directors' allowance?"

Whether the "Managing" Directors of the Manchester and Birmingham Company do not take from the Company's funds *annually* a larger sum than the whole amount of their share-interest in it?

Will any body assist me to solve these problems?

Your obedient servant,

A SUFFERER.

Rochdale, January 26.

P.S.—By the way, touching the Directors (towards whom I entertain no disrespect, except that I believe the majority of them to be utterly incompetent for their offices, and that I think they *rather* over-do the "Managing" department), I may mention, as a curious circumstance, and one indicating the extent of their innocent simplicity, that one of their body is actually a member of the Midland Counties' Board—the deadliest enemy of the twin scheme—the Extension. I believe him to be an honourable man, but none but a Manchester Board of Directors would try such an experiment in Direction, as that of choosing a colleague from the ranks of their enemy.

RAILWAYS IN GERMANY.

LETTER II.

To the Editor of the Railway Times.

SIR,—There are, at the present time, many important railways either open or in course of construction in central Germany. Those from Madgeburgh to Leipsic, from Leipsic to Dresden, and from Vienna to Brunn, are already rewarding the enterprise of their promoters. Those from Berlin to Stettin, a Baltic port, to Frankfort on the Oder, and to Coethen on the Magdeburg and Leipsic railway are being constructed. But there are yet no good means of communication between the important kingdoms of Prussia and Saxony, and the principal German port from which vessels can sail for the Atlantic, Pacific, and Indian oceans, and the wealthy countries which border the North Sea. The port to which I allude is the free city of Hamburg. There is but one other port which can put forward any claims to rivalry, and that is the free city of Bremen; but the superior geographical position of the former has long since decided in its favour the claim to be the chief German seaport. The present means of communication between Hamburg and the interior of Germany are two chaussees or mail-roads, and the rivers Elbe and Havel. Of the former, that to Berlin is a very splendid road, and is very well laid out; the other is a good road, but circuitous, as it goes by way of Celle, Hanover, and Brunswick to Madgeburg; but the rate of travelling on these roads does not exceed 4½ miles per hour; —of the latter, the navigation is precarious and uncertain, and lasts little more than half the year. The want of a railway, therefore, between Hamburg and the interior of Germany is undoubted. Then the question arises, "Will it be better that the main line should go from Hamburg to Berlin, the capital of Prussia, and thence by means of the Berlin and Coethen railway reach the different sites of German wealth and manufactures; or go from Hamburg to Magdeburg, and thence by means of the Magdeburg and Dresden railways reach the same spots?" The first observation that would be made on inspection of the map would be, that the former is very circuitous, and the latter nearly direct. But the fact is, both lines must be made. Both lines have interests peculiar to themselves, and Hamburg itself is quite as anxious to secure railway communication with Magdeburg as with Berlin.

I have now before me a "Berlin and Hamburg Railway Prospectus." This is rather a singular document. It does not propose to form a Company at present, but to raise the sum of 50,000 Prussian dollars (7,500*l.*), for the purpose of making preliminary examinations and negotiations. One paragraph states that, "The Provisional Committee have already received promises of *unqualified support* from Governments through whose territory the railway will pass. They have received offers of territory, wood, and pecuniary contributions from the Commune of the Interior, as well as from foreign authorities; in particular the Grand Duchy of Mecklenburg Schwerin has promised to concede to the Company, without cost, all territorial domain with-the Duchy, required for the railway and the stations, subject, of course, to the rights of third persons." Yet they say, "*if* the Committee shall determine to establish the Company," due notice will be given in the London journals. And the committee, not being able to raise funds for the preliminary purposes of this really important undertaking amongst the princes, nobles, and merchants of Prussia, has appointed agents in London at one extremity, and Breslau at the other, for the purpose of collecting subscriptions, and only offers the *chance* of a return for the money! It is true that the Danish Government has granted permission to examine the country; but *not* true, that it yet gives any further support to the project. In the above quoted article, the Duchy of Mecklenburg Schwerin is put forward very prominently; but it is not there stated that the Grand Duke has attached a condition to his assent, which, if persisted in, will prove the grave of the undertaking. The condition is, that the railway shall be carried round by Schewerin, which to any one acquainted with the position of that city and its 13,000 inhabitants, and the country around it, is evidently a monstrous absurdity. Should any English capitalists be induced to support this survey scheme, I must warn them to be on their guard with the Provisional Committee; for though the Berliners are very desirous of pecuniary assistance from England, they are very jealous of any English interference. I must also mention a case. Last summer subscriptions were collected in London to defray the expenses of preliminary examinations for a "Hanoverian Railway" from Hanover to Harburg. On the 28th ult. a meeting was held to thank his Majesty of Hanover for reimbursing a large proportion of the sums subscribed, the project having been abandoned after the survey was made. Hear and beware.

Now a word or two on the other project, viz. a Hamburg and Magdeburg railway. I confess, if only one of these two railways is to be formed, that this one appears to me to be by far the most important to England as well as to Germany. It would form a link in the chain of direct communication between the North Sea and the Adriatic—Hamburg being the northern end of the chain—Magdeburg, Leipsic, Dresden, Prague, Brunn, and Vienna, intermediate places, and Trieste the southern end. It would be constructed, too, at a comparatively small cost; for after crossing the Elbe at a place called Stove, 15 miles from Hamburg, and passing a town called Luneburg, it would run up a fine and easy valley to the summit of the high land, round the base of which the Elbe takes so wide a sweep, and then would run almost entirely on the present surface of the country to Magdeburg. Yet with this splendid prospect in view, and with the certainty of cheap construction for the road, the Hanoverian Government is pursuing a narrow and selfish policy, and one which, if persisted in, will prove the ruin of *this* scheme. It insists, first, that a most useless branch line shall be made from Stove or Luneburg to Harburg, a miserable little town, situated opposite to Hamburg, which owes its mere existence solely to the neighbourhood of Hamburg; and, 2ndly, that the line shall leave the fine valley I have mentioned, and go over a rough country to Celle and Brunswick; thus making an unnecessary circuit of 40 miles between Hamburg and Magdeburg. It is certain that neither Hamburg nor England would subscribe to such a scheme. It is now reported that Hanover and Brunswick have concluded a convention by which the former is prohibited from allowing of any railway which does not pass by Brunswick. If this be true, the deathly influence of such miserable and narrow-minded policy will soon be felt by those countries, for they will have no railway at all. I have reason to believe that if the different Governments would consent to the construction of the direct line, the Hamburgers would consent to a branch to Celle; leaving it to some future time to continue this on to Brunswick.

There is no doubt that in the course of the spring, the different projects that are afloat will assume a tangible shape; and then English capitalists may be quite sure, they will hear of their German friends in some very intelligible manner. Again, I say, let them beware of what they are about.

I remain, Sir, your very obedient servant,

W. N.

London, February 2nd, 1841.

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MECHANICAL ARRANGEMENTS OF RAILWAYS—WHEELS.

LETTER II. BY MR. ADAMS.

To the Editor of the Railway Times.

Fig. 5.

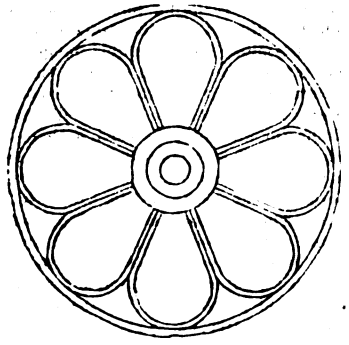


Fig. 1.

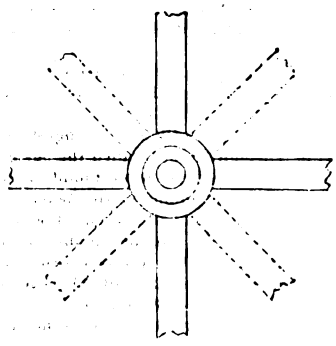


Fig. 12.



Fig. 4.

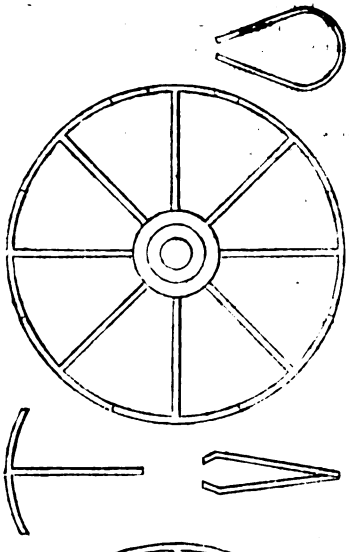


Fig. 8.

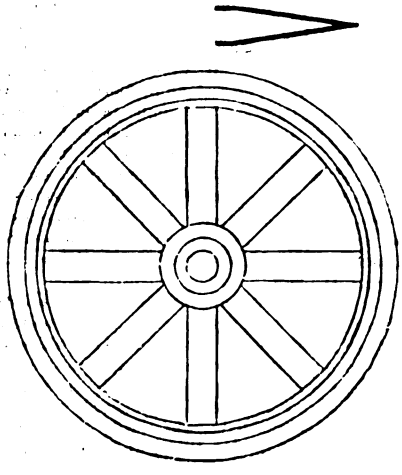


Fig. 11.

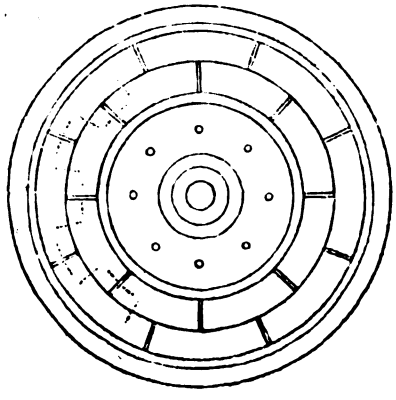


Fig. 3.

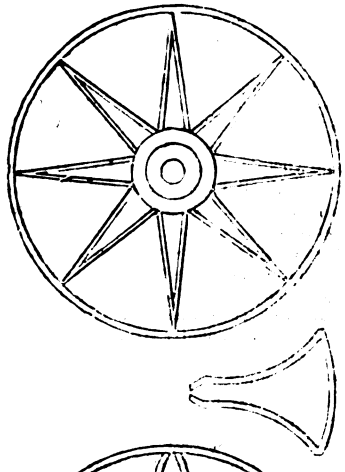


Fig. 7.

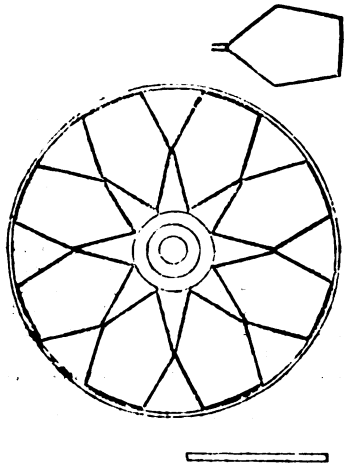


Fig. 10.

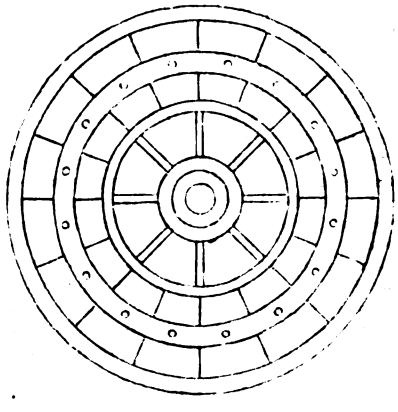


Fig. 2.

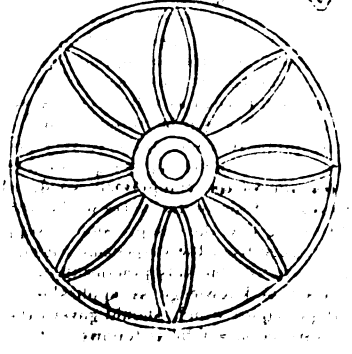


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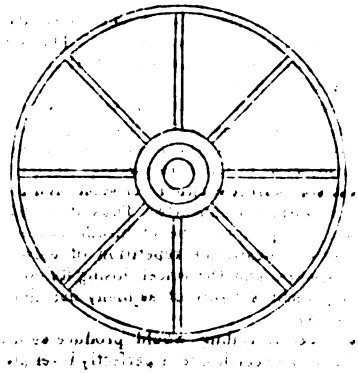
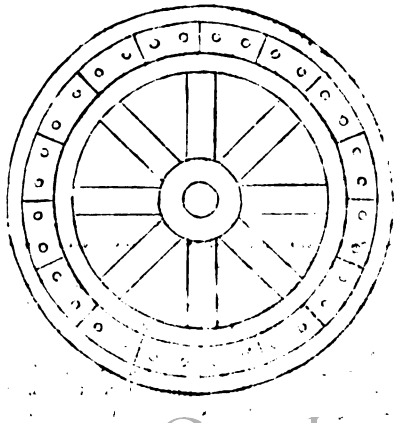


Fig. 9.



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SIR,—The mechanical definition of a carriage bearing wheel in its most perfect form, is, a cylindrical roller revolving round an axle parallel to the horizon, which should be the plane of the road, the face of the roller being at a right angle with that plane. Thus, when in motion, every part of the periphery would travel at the same rate of speed on a straight line, and, supposing the roller to be truly cylindrical and accurately centred, supposing the periphery also to be incompressibly hard, and the surface of the plane to be equally hard, and a true level, the impinging part would be a mere line, and the rolling motion would be absolutely devoid of friction and concussion; the pressure being always equal in amount in proportion to the weight.

Could railway engineers produce in ordinary practice this geometrical accuracy, there would be no need of elastic agency in any part of the roller or of the load borne by it.

But, inasmuch as no human art hitherto discovered has been able to produce such results in ordinary practice, friction and concussion to a very considerable amount are generated, between the roller and the plane on which it rolls, increasing in compound proportion with the speed. The movement is not a simple pressure of surfaces, but a series of slides and leaps, producing abrasion, and destroying the cylindrical form if the roller be at all plastic—fracturing the roller if it be rigid and brittle.

It therefore becomes necessary to call in another agency to counteract these mischievous effects. Elastic resilience is the agency provided by nature in the foot of the horse for a similar purpose, and elastic resilience must be provided in the foot of the carriage, viz. the roller.

But this elastic resilience must be so disposed, that the periphery of the roller may never alter its true circular form either momentarily or permanently, or a considerable impediment to free rolling motion will be generated, equivalent to a constant succession of small elevations in front of the roller.

Therefore the elastic resilience must be disposed between the rigid periphery and the central axle, and the diminishing distance between the periphery and the centre will in such case be equivalent only to a slight diminution in the diameter of the roller. The axle may momentarily alter its position as regards the centre of the roller, but the periphery of the roller will not alter its form as regards the plane on which it rolls. And the amount of the disturbance of the axle will be very slight, and instantaneously replaced.

The term "roller" has been used to designate a wheel used singly. If a pair of rollers be used one at either end of an axle, each revolving independently of the other, they may be called, a pair of wheels.

But if a pair of these rollers be connected by a shaft, so that one cannot revolve independently of the other they will then constitute a single roller. Such is the case with the greater part of railway wheels, which, though so called, are in reality rollers.

It is a quality of a pair of wheels revolving on one axle independently of each other to be capable of travelling at different speeds, so that the axle which connects them may always radiate to the centre of any curve, around which the wheels may be passing, with an amount of friction due only to the breadth of the periphery of each wheel. Supposing the periphery to be a knife edge, the impinging part would be a mere point, and in such case the curvilinear friction would be all but annihilated.

But if the two rollers be firmly fixed on a shaft, they will not possess the quality of travelling at different speeds, and therefore, supposing them both to be of equal diameter, they can only roll on a straight line without friction.

If they be not of equal diameter they will form a cone, and can only roll without friction, on a curved line, equivalent to the difference in their diameters.

Therefore, supposing the two rollers, or rather the two ends of the roller connected by the shaft to constitute a cylinder, any departure from a straight line must be attended with an amount of friction due to the whole length of the shaft.

This torsion strain must at times be very considerable, and have a tendency to twist the shaft and damage the wheels.

Therefore a much stronger wheel or roller is requisite, when the shaft is a fixture, than when a pair of wheels revolve independently on their connecting axle.

Before entering upon the discussion of existing railway wheels, it will be well to consider the qualities of wheels used upon highways.

That which is apparently the strongest, is the iron wheel of Theodore Jones, called the suspension wheel. Yet this wheel is never found in use at the hardest work—it is found at the *heaviest* work as to carrying burdens, but always in slow motion. It is not the load carried, but the rapidity of movement which constitutes the severest test. In its periphery, this wheel is undoubtedly strong—stronger than any other wheel, for the tyre has not merely no strain of tension on it—it is not merely at rest—it is actually supported and bound by the spokes—held together as it were. But this tension on the spokes, produced by the tight screwing of the nuts in the nave, is fatal to the durability of the wheel at high speeds. It is loaded before it is put under a burden, with a weight proportioned to the tension, and a succession of light rapid blows are thus rendered equivalent to the strokes of sledges. The elegant and light appearance of this wheel would long ago have secured it a preference on railways, had it been fitted for speed. Rigidity is the cause of its destruction. It is absolutely devoid of all elastic resilience. For slow movements less resilience is required, and therefore in that work it maintains its place.

It is an established fact, that light wooden wheels of the ordinary make, will frequently undergo harder work than wheels of a similar kind which are much heavier. The reason is, that the construction of the light wheel, though apparently the same as that of the heavy one, varies considerably from it.

The form of the light wheel will be found on examination to resemble a dome, that of the heavy wheel, on the contrary, will resemble a cone. A well shaped spoke resembles in section an archer's bow, broad at the back or convex side, and narrow at the front or concave side. A pair of spokes opposite to each other, inserted into the nave, correspond to a bow with its hand piece, and with the shrinking on of the hoop tire, they are shortened endwise, and forced into an arching form. Thus the wheel forms an elastic dome, the periphery being a rigid circle, sometimes too rigid, for although the spokes yield, the circle of felloes are sometimes sufficiently incompressible to burst the tyre. Those who wish to obtain the easiest carriage apply the wheels thus domed to an axle parallel with the ground, the result being that the spokes never stand upright, but at an angle with their length, and thus their elastic action is well developed over bad roads, and eludes the effects of concussion.

The wheel which has heavy unyielding spokes, is the most likely to burst its tyre, as it is a rigid cone, or nearly so. If it be applied to the carriage with the spokes vertical to the ground, the carriage will be very uneasy, and the wheel will rapidly wear out.

The action of the elastic wheel will be similar to that of a man who jumps on his toes. The action of the rigid wheel will be similar to that of a man who jumps on his heels.

But unless the wheelwright possesses judgment to determine the exact amount of elasticity required, he may err in making a wheel too flexible to maintain its form, so as to strain to pieces. Wood does not possess the perfect elasticity of steel, and is apt to change its form permanently. Thus, if the felloes which form the periphery be of insufficient depth, they will sink beneath the repetition of blows between the spokes, and the wheel, losing its circular form, will present a figure of as many flat sides as there are spokes.

Such a wheel, in rolling, would produce as much concussion to the vehicle over a perfectly level plane, as a road of the same irregularity would produce with a perfectly cylindrical wheel.

It has generally been esteemed a desirable object so to frame wheels, that while the lower spokes sustain the load by compression, the upper ones may equally sustain it by tension. There appears to be no good reason for this, but the contrary. It would be making the spokes work in opposite directions alternately—an infallible mode of crippling them. A steel spring will break if thus worked, all the particles being subjected to alternate tension and compression. This will be best illustrated by examining the kind of bow which archers designate a back bow. This is comprised of two varieties of wood. The inner concave side, which is compressed, is formed of an elastic brittle wood, such as lancewood. The outer or convex side is formed of ash, or some other wood, the quality of which is toughness. If the action were reversed, the brittle wood being placed outside, and the tough wood inside, the result would be, breakage of the former, and collapse of the latter.

In the well made wheel, all the spokes are forcibly held in a curved form by the tyre, with a constant tendency to become straight. If the blow on the ground momentarily shortens the lower spokes, by causing the lower part of the periphery to approach the centre, the upper spokes instantly become straighter, and the thrust from the centre is equalised on all sides of the arched periphery.

It is manifest, therefore, that the two principles of compressure by the tyre from without, and tension by the spokes from within, cannot exist simultaneously. The one or the other principle must be determined on, in the construction of a wheel. If the tension principle be resolved on, it must be united with some portion of elastic resilience, and all idea of support from the lower spokes must be abandoned.

There is no doubt that it would be possible to construct a durable wheel on this plan, but it would require great nicety of calculation, and a large number of experiments. It would, moreover, involve great cost. The construction of an extension spring is far more difficult, than that of one acting by compression.

In constructing an elastic wheel to act by compression, less difficulty is involved. The principal object to be sought for is, to distribute the pressure as equally as possible over the lower half of the diameter, which is the only portion that can be made directly available. The upper half will not take any pressure, but it will help the lower half indirectly, thus; when the lower part is struck on the ground that portion between the periphery and the centre should yield to avoid the shock. In this case the upper part will expand and help its quick action, acting as it were like a muscle to lift the foot from the ground.

The simplest mode of regarding a wheel is to consider the spokes as the legs of the carriage, and the periphery as the foot. To join the leg to the foot an ankle is necessary, and if the ankles of the wheels be insufficiently strong, a similar result will take place to that which occurs with the "weak ankles" of animals.

The tyre may be regarded as the shoe. A horse's shoe is fastened on with just sufficient strength to prevent its getting loose. The strake tyre, which is strictly analogous to the shoes of a horse, cannot be kept fast at high speeds, and moreover a hoop tyre is found essential to support the periphery of ordinary wheels. It must therefore be put on with just as much tension as will effect this, and any tension beyond this will be mischievous. In wooden wheels, properly made, there is very little tension in the tyre, the tightening being caused by the elastic reaction of the compressed wood, which does not cause a strain on the fibres of the iron.

Assuming that the compression or supporting, as distinguished from the suspension wheel, is the most eligible—indeed the only practicable one in our present state of knowledge as applicable to railways;—the principles which should govern the mechanical construction will be as follows:—

1. An equal pressure from the centre towards all

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parts of the periphery, so distributed as to ensure the preservation of the circular form of the tyre.

2. Such an amount of elastic resilience between the centre and the periphery as will afford compensation for the shocks the wheel may be exposed to, and thus prevent breakage, or alteration of form.

3. That the wheel may not be strained by tension or compression of its parts, but that every portion may be at rest, save so much compression as may be necessary to secure the tyre, and which compression should take effect upon the elastic portion.

4. That the periphery be truly circular, and equidistant from the centre.

5. That the periphery be capable of easy separation when worn or damaged.

6. That the outer crust of the tyre be as hard as is practicable, short of brittleness, for the sake of reducing the rolling friction to the minimum.

7. That the periphery be as nearly cylindrical as circumstances will permit; because, if a coned wheel runs on the edge of a rail, the pressure will be great—if it bears over the whole surface of the rail, the friction will increase in the proportion of the difference of diameter between the face and the back.

The two last conditions do not apply to the driving wheels of engines.

It now remains to analyse how far the existing wheels comply with these conditions. They are numerous, and some varieties may have escaped my observation, but all kinds will fall under one or other of the following category,—

1. Simple cast-iron wheels.
2. Simple wrought-iron.
3. Compound cast and wrought iron.
4. Compound wood with cast iron.
5. Compound wood with wrought iron.
6. Compound wood with wrought and cast iron.

The forms of simple cast-iron wheels are various. Their solitary advantage is, low cost at the outset; but I believe their peripheries are rarely, if ever, turned, and therefore they cannot be truly circular. Some of them are cast solid, *i.e.* in a continuous frame of nave, spokes, and felloe. In this case the metal is not at rest, because the shrinkage in cooling is greater at some parts than at others; thus compression and tension exist together, counteracting each other, and under these circumstances a repetition of vibrating blows will produce fracture. To alleviate this it is customary to divide the nave into three parts by strips of sheet-iron inserted in the mould. This allows the metal to be more at rest, by permitting the spokes to shrink towards the periphery. But it then becomes necessary to hoop the nave with wrought iron, so that it ceases to be a simple cast-iron wheel. The periphery is mostly made conical, for the purpose of relieving the mould. This kind of wheel is fit for nothing but very slow motion. Continuous vibration produces fracture, as there is not elastic resilience through sufficient space.

The only wrought-iron wheel I am aware of is that of Messrs. Bourne and Bartley, in which spokes, nave, and tyre all form a continuous piece welding. This wheel has no felloe, properly so called. Fig. 1 represents its mode of construction, the tyre being broken away. Two separate iron crosses are first forged, with a boss in each centre, to form the nave. These two crosses are then welded at their points into a ribbed tyre, one behind the other, and intersecting, as shown by the dotted lines.

This wheel must be exceedingly strong, if the welds be all sound. Tyre, spokes, and nave are all at rest, not being either under compression or tension. Therefore, there is no probability of the tyre bursting, but there is a possibility of its flattening by blows on the rail, unless made of great depth, as the support is not continuous, but at eight points, which thrust alternately in opposite directions at an angle with the face of the wheel. This is not mechanically sound in principle, and were the wheel constructed of very light scantling in proportion to its work, so that it were liable to strain, the result would be mischievous. The difficulty of repair would also be considerable, in case of the flange wearing or a new tyre being required.

The simplest form of wheel, made of wrought and cast iron combined, is the common cast-iron wheel with a wrought tyre compressing it. It is brittle, and fit only for very slow work.

The next is the solid disk wheel, manufactured, I believe, by Mr. Hick, of Bolton. It is formed of a pair of disks of plate-iron, hollowed in the centre like a pair of shields, and perforated to receive a flanged central boss of cast-iron to which the disks are rivetted. A wrought tyre with a rib, clips the edges of the disks all round, the rib being between them, and all three are rivetted together.

This wheel fulfils the condition of equal pressure over the whole of the tyre, to preserve its circular form, and all parts are at rest, subject to neither tension nor compression. It will, moreover, possess a slight lateral elasticity, though utterly rigid in the direction from the periphery to the centre. In case of wear of the tyre, the only mode of repairing it would be to turn it down flat, and apply another tyre over it. It must be an expensive wheel to make, and a serious objection to it would probably be, the drumming noise when running at great speeds. This, however, might be partially relieved by filling the hollow part with closely-packed sawdust. As it is a better wheel than many others in common use, and has no broad spokes to fan the air, it is probably the expense which has kept it out of use.

Fig. 2 represents Losh's wheel of combined wrought and cast iron, shown without its outer tyre. The single spoke explains its form of construction. Eight of these spokes being laid side by side form a continuous arch in their external curvature, their ends abutting against each other. In this position, the central boss is cast upon them and unites them all together. The outer tyre being shrunk on, the wheel is complete. This wheel, from its great simplicity, must be of cheap manufacture. It fulfils the condition of equal pressure on all sides between the centre and the periphery, the feet of the spokes being in a continuous arch, but the principle of the arch precludes the condition of elastic resilience. This involves another fault—great tension on the tyre unless much care is taken, in which case it will burst—and if there be too little tension it will work loose. The sharp angles in the spokes also require great care in bending to avoid fracture. The fault of this wheel, independent of its extreme rigidity—which involves occasional fracture or hammering out of the tyre in width—is, that its weakest point is where it requires the greatest strength, viz., the centre. Thus, supposing the axis shaft to be held firm and the two wheels to be twisted forcibly in opposite directions, if the shaft did not give way the breaking point would be at the cast-iron boss, from which the spokes would draw out, or the boss be fractured—the spokes yielding at their outer angles. It would appear at first sight that this wheel would be slightly elastic, owing to the curved form of the spokes; but this cannot be, or the wheel would be very rapidly destroyed, as the spokes would all be subjected to alternate tension and compression, which would produce breakage in the angles, where the action would be most violent.

Fig. 3 represents Hague's wheel, also without its outer tyre. This wheel is constructed with spokes of a truss form laid in a circle, and the central boss is cast on them in the same mode as Losh's. The outer end of each spoke is formed into a tenon, fitting into a mortise in a solid iron ring or felloe, which constitues the whole a continuous frame. Thus far all portions are at rest, neither subject to tension nor compression. If the rivets of the spokes project slightly above the surface of the felloe ring, and the outer tyre be shrunk upon them, it will be relieved from the extreme tension which would ensue over the surface of the solid arch if it rested throughout on that, and would therefore be comparatively at rest.

This wheel must be more expensive to make than Losh's, as it is a frame requiring manipulation. It will possess no elastic resilience, but it will be much stronger than Losh's at the central boss, the spokes acting as trusses. A defect is, that the spokes have a very small foot to them, and it is to be presumed that the wheel has been found to work flat between the spokes, as a considerable improvement has lately been made in them, by increasing the depth of the felloe ring by two ribs rolled in it. This wheel might easily be rendered slightly elastic, by curving the spokes, and making the ends or tenons loose in the felloe ring, instead of rivetting them. But in such case the outer tyre would need to be very heavy, to preserve its circular form; and there would be no gain of lateral elasticity to relieve the wheel from blows against the flange. The star form of the spokes has a more elegant appearance than Losh's.

Fig. 4 represents the T spoke wheel without its tyre. This construction is a modification of Losh's, but far inferior. There is a saving of iron, but a loss of strength, and considerable expense in manipulation. The joints between the spokes must rapidly become flat places, doubling inwards, and there is no elastic resilience whatever. The central boss has very little firmness, and a slight tension would twist it out. The only advantage it has, is, that it would be impossible to put on the tyre with any mischievous tension, as the spokes would crush beneath it.

Fig. 5 represents Bramah and Fox's wheel without the outer tyre. This is the most elegant in form, and very simple in manufacture. The spokes have no angles, and are bent without strain into a simple horse-shoe form. Being laid in a circle, their flat sides abut against each other, and form a perfect arch, bonded together by the central boss, which is cast on them; the outer ends are semicircles, which abut on a solid felloe ring, and to which they are rivetted: a rib on the ring dovetailing into a hollow in the spokes. Over this the outer tyre is shrunk.

This wheel has an advantage over Losh's in the form of the spokes, which have no angle, while the central boss is firmer, owing to the strength of the spokes in the direction of the strain; but there is no elastic resilience, and there is a slight defect in the want of sufficient foot to the spokes, which only bear at a point, or line. If the felloe ring were rolled with hollows, corresponding to the circles of the spokes, or the feet of the spokes were slightly flattened, it would be a great improvement, giving sufficient foot to sustain the pressure. Unless this wheel be tyred upon slightly projecting rivets, there seems no good reason why the tyre should not be as liable to burst as Losh's, inasmuch as the felloe ring is a solid arch, but the practical fact seems to be, that in the occasional failures to which all wheels are subject, those of Losh are more liable to burst a tyre, and those of Bramah and Fox to shorten the spokes, and get loose. There seems little doubt that the form of Bramah and Fox's spokes has a tendency to save the tyre from tension. We yet want data, to know whether the felloe ring undergoes any shortening by the compression of the outer tyre of railway wheels. The outer tyre is an inch and a quarter in thickness, exclusive of the flange, while the felloe ring is only about five eighths of an inch. The compressing power of the outer tyre must therefore be considerable.

Fig. 6 represents Hawks's wheel, also without the outer tyre. This wheel is inferior to the others before described, but superior to the T spoke wheel. The spokes are not rivetted, but bear on the outer tyre. The centre is weak. The abutting joint of the felloe ring is weak also, and the spokes are apt to collapse.

Fig. 7 represents Hawks and Haddan's wheel, also without the outer tyre. This wheel is contrived with considerable judgment, as regards the form of the spokes. They truss the centre very firmly. They support each other laterally, so as to prevent the torsion of the periphery around the centre, and they have sufficient size of feet to secure them from crushing on the ring. Their defect is the sharp angles at which they are bent, though less sharp than Losh's. Were the angles changed to curves of small diameter, the spokes would be much improved as to strength. The felloe ring is secured

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to the spokes by bolts, or rivets. All parts are at rest, and the strength is well disposed from the centre to the periphery to sustain pressure. The tyring of this wheel is subject to the same difficulties as the others. If it bears over the whole surface of the felloe ring, it may burst by tension, but if it be tyred on the projecting rivets the strain will be relieved. A very considerable improvement on this wheel, and also on Bramah and Fox's, would be to omit the felloe rings altogether, and fill in the interstices with dry wood, so as to make the circle complete. The outer tyre being then shrunk on, there would be a slight development of elastic compression beneath it, to keep it tight without subjecting it to mischievous tension.

Fig. 8 represents Cottam's wheel, in which there is no felloe ring, the outer tyre being a solid weld with the wrought iron spokes, which are of the same form as those in Hague's wheel, but differently disposed, the flat sides being to the face of the wheel instead of the edge. The rim is first formed solid, with two deep ribs running round the centre of the inside, so that it is a solid periphery strong enough to sustain its circular form even without the aid of the spokes, which are welded in between the ribs; the central boss is cast on the spokes as usual.

There is considerable ingenuity displayed in the construction of this wheel, but it must be expensive to manufacture. The solid weld compensates for the absence of foot to the spokes, and the centre is perfectly firm against torsion by the spokes abutting against each other. All parts of the wheel—tyre, spokes and nave, are perfectly at rest, being neither under tension nor compression. And the periphery, by its great depth is self-supported, with but little aid from the spokes. A slight portion of elastic action is developed laterally to relieve the flange when striking the rail, but otherwise it is perfectly rigid. But if the periphery becomes worn it will be weakened by re-turning, and when much worn it must be tyred in the common mode. A tyre shrunk on so rigid a body would require very great care to prevent the risk of working loose on one hand or bursting on the other.

I am not aware of any other railway wheels of combined wrought and cast-iron, and therefore turn to the next variety,—compound wood with cast-iron.

The object of using wooden wheels on railways is twofold; first, to get rid of concussion by elastic resilience; secondly, to diminish noise, by the interposition of a medium which absorbs vibration. For this purpose, the greater the mass of the wood, the more effectual it will be. But it is necessary to consider in what mode the elastic resilience of wood is most developed. The structure of wood consists of a number of stringy fibres of indefinite length bonded together by a species of vegetable glue. These fibres are probably tubes similar to hair, and serve for the conveyance of sap. If wood be very forcibly compressed in the length of the fibre, its length will be diminished, and it will not regain its length by elastic re-action. But if it be afterwards plunged into boiling water it will recover its length. It is probable, therefore, that one part of the length of the tube is forced over the other, in the manner of a telescope or a stocking partly turned inside out. In the process of tyring an ordinary wood wheel, the total length of the felloes will be found diminished if the wood be light and the iron heavy, and the pressure be in excess. But though wood is nearly non-elastic in the length of its fibres under compression, the case is far different across its fibres. Every tube would appear to form an elastic arch capable of elastic resilience. If a piece of wood be soaked in water it increases its bulk across the fibres considerably, but scarcely alters its form in the direction of the length of the fibres. A familiar illustration of this principle may be found in the common mallet of the carpenter, in which nearly the whole of the momentum is available in the direction of the fibres when striking a blow, but which blow will descend with very diminished force if the mallet be used in the direction across the fibres.

The rule obtained from these facts is, that wherever wood is used for the purpose of obtaining elastic resilience, it should be across, and not in the direction of the fibre. Moreover, as sound is conveyed best in the direction of the fibres, if it be desirable to dissipate sound, the blow should be received across the fibre.

It now remains to examine the different kinds of wooden wheels applicable to railways.

The only wheel of component wood and cast-iron, is Dirck's, shown at fig. 9. The whole of the iron is a solid casting, with slits in the central boss to allow for the contraction of the spokes in cooling. But instead of the common flange and periphery, a channel three inches and a half in depth is cast round the whole circumference, leaving the inner side of the channel projecting to form the flange. This channel is filled with blocks of wood the length of the fibres being placed vertical to the centre. The depth of the blocks is three inches and a half, and they are all accurately fitted against each other like the keystones of an arch. They are retained in their places by rivets passing through them and through the two sides of the channel. In the diagram, the front side of the channel is removed for the purpose of showing the blocks.

This wheel will doubtless run with very little noise, as there will be no impinging of iron on iron, but of wood on iron. This advantage would be increased by a greater mass of wood being used, and the liability of the wood to fracture at the rivet holes would be decreased. Those who are familiar with the smooth working of wooden cogs in machinery will fully appreciate the advantage of this wooden tyre in preventing jar. But there is a distinction between the action of a cog and a roller; the use of a cog is as a lever fulcrum which may admit of slight compression without disadvantage, whereas the slightest compression of the surface of a tyre is a great evil. The softer the tyre the greater will be the amount of compression. If the blocks were reversed, and the direction of the fibres were at right angles to the centre of the wheel, the evil would be increased, even supposing that durability could be insured. This will be easily understood by supposing a bladder to be thoroughly distended with air, in which case it would roll freely on a flat surface. But withdraw a portion of the air so as to render it flaccid, it will rest constantly on a flat side, and will require considerable force to move it. An approximation to this principle must exist in all wooden tyres. The inventor states—alluding, I presume, to the driving wheels of engines so constructed—"that they have sufficient adhesion to the rail, without dropping sand to assist them in this respect, as practised when iron wheels are used."

This would seem to confirm the opinion before expressed, that a partial flattening takes place, which is an advantage for a driving wheel, but a disadvantage for a bearing wheel. The inventor goes on to say, "The wood by use becomes exceedingly close and firm, acquiring a surface not easily distinguishable from metal in appearance." Of this there can be no doubt. Metal can be ground and polished by a piece of wood charged with emery, and the revolution of the wood tyre saturated with unctuous matter would gather up all extraneous particles of sand or dust, and especially the finer particles of iron rubbed from the rails and wheels by the constant sliding. The inventor says, that "the wood tyre does not undergo that wear which might be expected from the friction it has on the rail when the breaks are applied." It must be evident that something must wear when sliding friction is produced, and if the wheel does not wear, the rail must. The probability is that the wheel is armed with a cutting surface of hard particles indented into the pores of the wood. The re-turning the surface must be rather troublesome, sharp tools being requisite for wood. It is likely that this wood tyre may be durable, unless upon rails which have very uneven joints or are exposed to gravel or pebbles. Such inequalities must print the surface of the tyre and render it uneven.

It is proposed, when required, to substitute wrought-iron for cast-iron in this wheel, which would be a great improvement. The wheel would be expensive to make, but easily repaired.

Fig. 10 represents Parkin's wheel, which is of the same character as the last in principle, with a variation in details. It is compound wood, cast-iron, and wrought-iron. The iron frame is similar to that of Dirck, with the flange in the solid. On this are laid a series of wooden blocks, with their fibres vertical to the centre, and their sides supporting each other like the stones of an arch. The inner side of the blocks abut in a shallow channel. To secure them a flat circle of wrought-iron is laid upon the whole, and bolted through the blocks to the cast frame.

This wheel has an advantage over Dirck's in the greater mass of the timber, which is from eight to nine inches in depth, and the mode of screwing the blocks seems to be equally strong. The wrought-iron circle can be brought close to the edge, if required for security. But it partakes of all the defects of Dirck's wheel as a bearing wheel, and all its advantages as a driving wheel. With the great amount of surplus friction at present existing in all railway wheels, arising from the faulty principle of carriage construction, it is possible that the difference of draught would not be so great as would be found were the mechanical construction of the carriages reformed. An estimate may be formed of the real difference, by drawing an ordinary carriage alternately over a pavement of smooth flag stones and a boarded floor.

Fig. 11 represents Adams and Buchanan's wheel of compound wood, wrought, and cast iron; which differs in principle from all the foregoing. It is represented with its outer tyre on. The centre is formed of a pair of disks of cast-iron, swelling out in the centre to form the boss, tapering inwards where they are bolted together, and swelling out again at their periphery, to form a channel for the insertion of wooden felloes, the fibres of which all lie in a direction across the centre of the wheel. A reference to fig. 12, which shows the central cross section, will make it clear, and it will be seen that the hollow between the disks would form a very large oil chamber, if the wheel were intended to revolve on the axle. These felloes are laid in a circle around the centre thus formed of the two disks, and their ends are firmly dowelled together, but without touching, a space of one-sixteenth to one-eighth of an inch being left between each, between which may be inserted a thin slip of soft deal or felt, or other highly compressible material, the object being only to close the joint, as a cork closes a bottle. On this first circle of felloes is laid a second circle, intersecting all the joints, much as bricks are built up in a wall, each upper felloe having two dowels in the lower side, which secure it to two separate felloes beneath. The ends of the upper circle are dowelled together the same as the lower ones. The dotted lines indicate the method. The wheel being thus far formed and pressed together, is placed in a lathe, and the periphery is turned to a true circle and faced. It is then placed on a moveable grating, over a well of running water, and the outer tyre, expanded with the proper degree of heat, and previously stretched to an exact gauge, being put round it, the whole is immersed in the water, so that no burning, and only a very slight charring of the wood takes place. It was at first supposed that it would be necessary to resort to some chemical preparation to prevent the wood from burning, or to apply a thin tyre first, but such proved not to be the fact. The ordinary heavy railway tyre can be applied without any difficulty. If any difficulty existed, the simple plan would be to cover the surface of the wood with a band of sheet iron previously to applying the tyre.

Fig. 13 shows a mode in which a centre of cast metal with wrought spokes may be substituted for the cast disks, the spokes being formed of a flat bar of iron bent into the form of an anchor. The shortness of the spokes would give strength to prevent torsion in the centre. Or, if it were desirable, the two disks might be formed of wrought iron stamped to the form required, with an iron boss cast into

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them. They might thus be a little lighter. The disks are about twenty inches in diameter, and it will be seen that their form is such as to produce equal shrinking of the metal in cooling. Where the diameter is smallest the boss thickens it, and compensates for the increased diameter of the periphery. And the curvilinear form of the discs will slightly flatten, if there be a strain on that part in shrinking in the tyre.

All portions of this wheel are at rest save the felloes, which are from six to eight inches in depth, and present an equal elastic resistance and resilience on all sides, to the compression of the tyre—just sufficient to keep the tyre firm. Therefore, as the tyre compresees a yielding body, it is not exposed to mischievous tension. as is the case when it compresses the ordinary iron wheel. Thus the iron centre is strengthened by the compression of the tyre on the elastic felloes, and the true circular form of the tyre is ensured, for a blow on the exterior will not take effect to flatten it, but the impinging force will pass through and be dissipated in the elastic medium. A violent blow on any part of the periphery would be distributed over one-half the diameter of the wheel, and if we suppose the lower felloes to be compressed, *i. e.* the distance to be shortened between the periphery and the centre, a corresponding amount of expansion would at the same time take place in the upper half of the diameter. It will be seen that the two rows of felloes do not form an arch, and therefore they will not resist compression, by the action being lengthway on the fibres, but on the contrary, they will give and take, because the pressure is entirely across the fibres in the direction of their elastic action. In addition to this, the wheel will possess a slight degree of lateral resilience, when the flange strikes the rail, as the operation will be to compress and expand the fibres in opposite directions, diagonal to the plane of the wheel. A third circle of felloes may be applied to increase the elastic resilience, and diminish the ring of the centre.

This wheel will run with very little noise, as the vibration will be dissipated amongst the mass of wood fibres, and not extend beyond the tyre. In this particular the wheels of Parkin, and also of Dircks will have an advantage, as there is no ringing substance in contact with the rail; they will also have the advantage as regards their application to the driving wheels of engines, to ensure grip on the rails; but as regards bearing wheels, the wheel of Adams and Buchanan will be far superior, on account of its harder periphery. It will neither burst its tyre, nor lose its circular form, and it will break its shaft before it can be affected by torsion in the centre.

In short, the same principle obtains in this wheel that is so advantageous in laying rails—a continuous bearing on timber, which gives equal pressure, and elastic resilience. A wheel with spokes is analogous to an edge rail, placed on chairs, and if it be resolved to continue the use of spoke, or pier wheels, the same process must be resorted to that has taken place with the edge rails—the scantling of which has been nearly doubled. The defect of all the iron wheels—those of Cottam, and Bourne, and Bartley excepted—is, insufficient depth of felloe to ensure a permanent circular form. Were the tyres made half their present weight, and the surplus iron distributed in a deep loose rib, placed within their circumference and secured to the spokes; these wheels would be much improved with the same weight of metal.

These wheels are all represented of the ordinary three feet size, If it be desired to construct a continuous bearing wheel of four feet or four feet six diameter, the simple mode would be to take the ordinary wheel of Losh, Bramah, Hague, or Haddan, without the tyre, and, applying the felloes externally, hoop them up with a tyre of the desired size. It is not necessary that the wheel should be solid all through; but it is necessary that the depth should be such as to preclude all permanent alteration of form by percussion. It must be obvious that with a continous bearing and elastic resilience a less thickness of tyre may be used, and the wheel reduced in weight.

The only other wheel of compound wood, wrought and cast iron, is that used on the Liverpool and Manchester Line, which is composed of a cast iron centre, with mortices in which to insert short wooden spokes, surrounded by a circle of wood felloes. These are braced up with a thin iron tyre, on which the outer tyre is struck as usual.

This wheel has the advantages of running quiet, but must be very expensive to keep in order. The weakest part is at the insertion of the spokes in the nave. They do not hold in, but merely abut. Any torsion strain on the wheel, either laterally or in the direction of the circumference, must tend to crush their abutments, and thus render the wheel loose. The spokes can have no elastic resilience in the direction of their length, and what little ought to arise from the depth of the felloe is lost by the foot of the spoke being confined to a small spot, instead of the thrust being distributed over a large surface.

In my next communication I propose discussing the question of axle arrangement and wheel cones.

I remain, Sir, yours obediently,

WILLIAM B. ADAMS.

January 11, 1841.

REFORM OF RAILWAYS—EXPENDITURE ON ENGINE REPAIRS.

To the Editor of the Railway Times.

Sir,—There is a very important item in the expenses of railways which your correspondents have overlooked in their communications relating to economy of management in these undertakings. I wish both as a railway proprietor and a manufacturer, to call the attention of the Directors of railways, more especially the great lines branching out of London, to the fact that these Companies pay to the workmen employed in the repairing shops from 7½ to 12½ per cent. more wages than is generally paid by private individuals, to the great loss of the shareholders, and to the injury of engine-makers and other trades employing men of that class. I know not on what principle turners and fitters should be receiving 5s. 8d. to 6s. per day when there is an abundant supply of such labour at command, whilst in many other trades in which greater mechanical skill is required, with greater bodily labour, the remuneration is much less. It is really quite ridiculous that a man should receive 6s. per day for standing at a lathe whilst the machinery is doing the work; and the operative is not required to use the slightest exertion of intellect, and having drawings or similar pieces of work before him, no more judgment is required than any boy of ordinary capacity would acquire in two years practice. It is the fact that these men are receiving from 25 to 50 per cent. more per annum for their time than many of the clerks who have great responsibility, whilst the workmen have none, and who, when discharged for misconduct from one shop, will often get employment in a few hours in another, but should a poor clerk be so unfortunate as to commit himself, it may be his ruin.

There would be some satisfaction to railway proprietors in paying such exorbitant wages if the workmen derived any benefit in receiving them; but I am sorry to say, and I speak guardedly, and in consequence of great experience, that (as a body) the high wages do much harm; it causes the men to lose a great deal of time, and the Companies are frequently obliged to work at night in consequence, when they pay 25 per cent. more wages after the regular hours, and often 50 per cent., and all the surplus money the men earn goes to the beer-shop or gin-palace—relaxing the energies of the men, and rendering them unfit to perform their duties. I have been accustomed to employ large numbers of mechanics in various branches, and I regret to say that the working engineers (as they are called) are amongst the lowest and most dissipated. I would suggest as a remedy for all this, that the Directors of Railway Companies should establish as a standing rule that 32s. per six days of 10 working hours should be the highest wages paid in their repairing shops, except to the leading hands or foreman; and I am confident they will get more work done, and that the *families* of the workmen will be benefitted, whilst, at the same time, it will facilitate the arrangements of the superintendents, and will in some cases increase the dividend from 1½ to 3 per cent. Railway Companies should also take a number of apprentices, and let them be taught to work the engines as well as to learn how to repair any defects that may occur in the machine they might at some future time have under their charge. The present race of engine-drivers are not mechanics, and but a degree or two above ordinary labourers.

I am, Sir, your obedient servant,

A MECHANICAL ENGINEER.

January 25th, 1841.

LOOK-OUT GUARD ON RAILWAY TRAINS.

To the Editor of the Railway Times.

Sir,—The great meeting of Directors lately held at Birmingham, has decided against the proposal to employ a look-out man on the trains. They state that, in their opinion, such an appointment would divide responsibility and create confusion. These seem to be the only reasons they assign. But with much deference may it not be observed, that this is a parallel case to that of steam vessels in which the Captain places himself on a gangway extending across the ship from one paddle-box to the other, from which elevated situation he can descry in season every object of danger, and issue his orders accordingly, to "stop her," "back her," "ease her," and the like? The engineer and pilot strictly obey his slightest intimations, and the safety of all is secured thereby. The Captain's sole business for the time is "to look-out." On the same principle a look-out-guard might (it is submitted) be placed in a seat constructed for him on the roof of one of the railway coaches. His exclusive office should be to look out for danger, and give notice accordingly to the engineer. This he might do by means of a tin-pipe extending along the roof, and of which one end should be close to the guard, the other to the engineer. By such a contrivance, acting like a speaking trumpet, he would be instantly heard by the engineer even in the most blustering weather, or during the greatest noise arising from any cause. This, instead of "division of responsibility," would be "division of labour," and of the most useful kind. The engineer should look to his engine, and to that only, which will be quite as much as he can effectually attend to. Experience has shown, that he cannot in fact keep a look-out, and that in many of the collisions his attention has been engaged at the time by the necessary care of the engine, was to prevent him from seeing what was in his way.

The look-out-man would be of course the captain of the train, and him the engineer must obey.

I am, Sir, your obedient servant,

C. D.

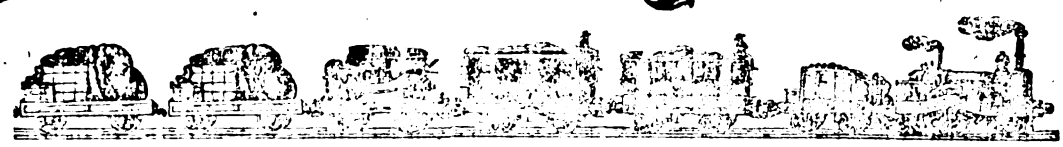
29th January, 1841.

Fire in a Railway Carriage.—Wednesday morning a fire broke out in one of the trucks of Messrs. Carver and Sons, carriers on the Manchester and Leeds Railway, and goods to a considerable amount were destroyed. The truck formed part of the first morning train from Leeds, and the fire was discovered when it got about five miles from that town; but not in time to save the property, which consisted of stuff goods and fine woollen cloths, of the weight of five tons, and consequently of great value. The accident is supposed to have been occasioned by the falling of a spark from the engine chimney.—*Halifax Express.*

London: Printed by John Thomas Norris, 137 and 38, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, February 6, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 162. Vol. IV.—No. 6.—Part II.] SATURDAY, FEBRUARY 6, 1841. [Price, with Part I., 1s.

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY COMPANY.—TO SCRIPHOLDERS.—Company's Offices, Bond-street, Manchester, January 29th, 1841.—Notice is hereby given,—That the time limited for the deposit of Scrip Certificates by the present holders, being the purchasers thereof, has been extended to SATURDAY NEXT, the 6th day of February, after which day no such scrip will be received for deposit, nor will the holders thereof be entitled to the benefit of any share or interest in the funds of the Company in respect of the same; and all out-standing Scrip Certificates will thenceforth become, in the hands of purchasers, void and of none effect.—By order of the Provisional Directors.

RICHARD FOSS, Secretary.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages under the powers of their Act of Parliament of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly; or at the office of Slater and Heelis, Princes-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.

NORTHERN AND EASTERN RAILWAY.

Notice is hereby given,—That the next Half-yearly Meeting of the Proprietors of this Company will be held pursuant to the Act of Parliament, on Thursday, the 18th day of February, instant, at two o'clock precisely, at the London Tavern, Bishopsgate-street, at which meeting, the confirmation of the forfeiture of certain shares, upon which the 7th and 8th Calls have not been paid, and which shares have been duly forfeited by Resolution of the Board of Directors of the 10th September, 1840, will be proposed.

WILLIAM CRAWSHAY, Chairman.
WILLIAM BOURNE, Secretary.

Shoreditch, London, 2nd February, 1841.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,

THOMAS WOOD, Secretary.

ULSTER RAILWAY COMPANY.—In compliance with a Resolution of the Directors, this day entered into, I hereby give Notice, That they have made a Ninth Call, for the Sum of £2 10s. Sterling, on each and every Share of the Company's Stock. Payment to be made on or before the 1st day of March next, to the Northern Banking Company, Belfast, or any of their Branches; to Messrs. Boyle, Law, Pim, and Co., their Agents in Dublin; or to Messrs. Brown, Shipley, and Co., Liverpool.

Dated at the Ulster Railway Office, Belfast, this 7th day of January, 1841.

JAMES GODDARD, Chairman of Directors.

In tendering the Money as above, it will be necessary to state the number of each share on which the instalment is paid.

Interest at the rate of five per cent. per annum will be allowed to the first of March on all sums paid of this call in advance.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 2a, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

Now ready, in 1 vol. quarto, 600 pages and 17 splendidly executed engravings of the various Classes of Locomotive Engines and Carriages, a Railway Map of the United Kingdom, &c., &c., price £1 11s. 6d.,

THE RAILWAYS OF GREAT BRITAIN and IRELAND. By FRANCIS WHISHAW, Civil Engineer, Member of the Inst., of Civil Engineers.

"A faithful record of the rise and progress of the greatest modern result of the genius of man."—*Polytechnic Journal.*

"Rich in the number and beauty of its illustrations but particularly valuable on account of the original and authentic information which it contains."—*Midland Counties' Herald.*

"This is, in all respects, a most valuable and useful work."—*Liverpool Mercury.*

"So rich and varied a mass of information."—*Gardener's Gazette.*

"Full of sound practical information, derived from the fountain head itself."—*Observer.*

"Most unique and perfect in the comprehensive view it affords."—*Mining Journal.*

London: Simpkin, Marshall, and Co.

RECIPROCATING SYSTEM OF RAILWAYS.—By this system the most complete Railway, with the best appointments, including engines, carriages, &c., calculated for any amount of traffic, may be effected at from £10,000 to £16,000 per mile according to the nature of the country to be traversed, and the expected amount of traffic. By this mode *accidents* by *collision* are rendered next to *impossible*.

FRANCIS WHISHAW.

Gray's Inn, and Hampstead, Middlesex, January, 1841.

GEOLOGICAL MAP OF CENTRAL AND WESTERN EUROPE.—Mr. WEALE, after a long preparation, has now completed for publication a large GEOLOGICAL MAP of England, Wales, Scotland, Ireland, France, Germany, Switzerland; portions of Italy and the Austrian and Prussian States. Corrected to the present time. By W. S. HUGHES, F.R.G.S. Finely coloured, price £1 10s; mounted and varnished on rollers, or folded in a case, price £2 2s.

*** The Geological features of these countries offer much research to those who seek information on minerals and the precious metals.

59, High Holborn.

PREVENTION OF DAMP.—The Parisian Bitumen Paving Company have at various times announced to the public the perfect preventive they have obtained by a particular mode of manufacturing their Bitumen against the running of water through roofs, and the complete dryness to cellars, &c. thereby secured. They think it right at the present time to bring the matter more prominently before the public, and they can confidently say that the Bitumen as made by them will fully answer in every respect, and moreover that it has been altogether unaffected by late severe frosts.

J. DICKINSON.

Mill Wall, Poplar. Secretary and Superintendant.

SOUTH-EASTERN RAILWAY COMPANY.—Notice of Call.—The Directors having this day made a CALL of FIVE POUNDS per Share, from the Subscribers to, and Proprietors of, this undertaking, and directed that the same be payable on Monday, the 15th day of February next, at either of the undermentioned places, viz.:—

London—Messrs. Glyn and Co., bankers, Lombard street.
Liverpool—Messrs. Moss and Co., and Messrs. Barned and Co., bankers.
Manchester—Messrs. Jones, Loyd, and Co., bankers.
Leeds—Messrs. Beckett, Blayds, and Co., bankers.
York—The Union Banking Company.
Dover—Messrs. Hector and Co., and Messrs. Latham and Co., bankers.
Ashford—Messrs. Jemmett and Co., bankers.
Cranbrook—Messrs. Wilmshurst and Co., bankers.
Tunbridge and Tunbridge Wells—Messrs. Beeching and Sons, bankers.
The Country Branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly.

Dated this 19th day of January, 1841.

T. W. TYNDALE,
Chairman of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, London.

THE LONDON STOCK AND SHARE LIST, published every Saturday evening. Terms, £1 1s. per annum. Postage, 9s. extra, payable in advance.

This List contains the closing prices of each day's actual transactions upon the Stock Exchange, from Monday to Saturday inclusive. The length in miles, miles opened, number of shares, amount per share, amount paid up, last calls, amount of traffic, last dividend, and present value of the chief Railways in the kingdom. The present nominal value, and every other essential particular of the principal Insurance Companies, Joint-Stock Banks, Bridges, Docks, Institutions, Canals, Gas-Light Companies, Water Works, British and Foreign Mines, and other Miscellaneous Joint-Stock Companies, North American Securities, Government Funds, Foreign Stocks, Course of Exchange, Bank of England Averages, Private and Joint-Stock Bank Circulation, Grain Averages, Remarks upon the Money Market, &c. This List is got up in a most convenient form for binding, is peculiar for its lucid arrangement, and contains more matter than any other similar publication.

The same Proprietors also publish THE LONDON DAILY STOCK AND SHARE LIST, in which is given the ACTUAL DAILY TRANSACTIONS upon the Stock Exchange to 4 o'Clock, p. m. Published every evening. Terms, £5 5s. per Annum. Postage, 5os extra, payable in advance.

They likewise publish A DAILY LIST OF NOMINAL QUOTATIONS, containing the "Jobber's" NOMINAL PRICES of the leading Railway Shares, Consols, and Spanish, at the commencement of the day, 10 o'Clock, a. m. and at the close of the market, 4 o'Clock, p. m. Published every evening. Terms, £2 10s. per Annum. Postage, 30s. extra, payable in advance.

These Lists have been established nearly 12 months, under the patronage of the most eminent Members of the Stock Exchange, Bankers, and other Capitalists interested in Public Securities, and are attended to by parties who have access to the best information, and are practically acquainted with the markets.

Orders for the regular supply of the above Lists to be forwarded to the Proprietors, J. S. TRIPP & Co, 12, Copthall court, London.

PATENTS AND BUSINESS IN FRANCE. The notice on French Patents, advertised to appear after the present Session of the Chamber of Deputies, will now be incorporated in the sixth edition of Mr. OKEY'S work on the COMMERCIAL and CIVIL INTERCOURSE of the subjects of GREAT BRITAIN and FRANCE, which is now in the Press, and will appear as soon as the author's avocations will permit.

35, Rue du Faubourg, St. Honore, Paris.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

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REPORT OF THE OFFICERS OF THE RAILWAY DEPARTMENT.

To the Right Honourable the President of the Board of Trade.

In compliance with your instructions that we should report to you upon the measures which our experience of the working of the railway system under the Act of last session for regulating railways, has suggested as necessary to give efficiency to the supervision of railways vested in the Board of Trade, we have the honour to report as follows:—

The objects which an effective supervision ought to embrace may be classed under three heads:—

I. Statistical.

II. Protection of public interests.

III. Providing for public safety.

A reference to the provisions of the Act for regulating railways, 3 and 4 Vic., c. 97, and to the Reports of the Select Committee on Railways, upon which that measure was founded, shows that the attention of the Committee and of the Legislature was chiefly directed towards the first and second of these objects, and that the third, which experience has since proved to be the most important, was, comparatively speaking, overlooked.

With regard to the first two points, the principles upon which a government supervision of railways ought to be based were fully considered by the Select Committee, upon the authority of whose reports we may consider it as established.

1.* That railway companies using locomotive power possess a practical monopoly for the conveyance of passengers on their several lines of railway, and that under existing circumstances this monopoly is inseparable from the nature of these establishments, and from the conduct of their business with due regard to the safety of the public.

2.† That this monopoly is the result of circumstances contemplated neither by the Legislature nor by the Companies themselves, the extensive powers contained in their Acts of incorporation having been obtained under the impression that the interests of the public were sufficiently secured by fixing a maximum rate of tolls, and providing for free competition in the supply of locomotive power and other means of conveyance.

3.‡ That under these circumstances, the legislature is bound to provide that the public interests shall not suffer from the mistaken view taken in the infancy of the science of locomotion, and that for this purpose the powerful monopolies, in whose hands a large and increasing portion of the internal communication of the country is placed, should be subjected to the supervision and control of the Board of Trade.

4.§ That as an important part of this duty, the Board of Trade should collect and register statistical information on all points of general interest connected with the railway system.

5.‖ That with a view to the protection of the public against any abuse of their irresponsible powers on the part of these monopolies, the Board of Trade should have the power of ascertaining precisely what the system is which is enforced towards the public on every railway, and of disallowing any part of it which appears obviously arbitrary or objectionable, and also of enforcing the observance of all provisions beneficial to the public contained in railway acts.¶

These points being fully established after mature inquiry by the Reports of the Committee on Railways, it will be sufficient for us, with reference to this branch of the subject, to show in what respects the Act of last session fails of accomplishing the objects recommended by the Committee, and what additional enactments appear necessary in order to give them effect.

** With reference to the other branch of the subject, viz. providing for the public safety, little evidence was gone into before the Committee, and in their Report they expressly state that they postpone the expression of any opinion on the subject from the belief that more satisfactory information would be obtained by the Board of Trade. This information has been obtained more speedily than the Committee could have anticipated, in consequence of the rapid succession of alarming accidents which have occurred since the date of their inquiry.

The steps taken by the railway department of the Board of Trade in requiring returns of all accidents upon railways, and instituting inquiries into those which, from their nature and magnitude, seem calculated to throw light upon points of general importance, have placed us in possession of a number of facts with regard to the causes of danger upon railways, and the means of providing for the public safety, the result of which we now proceed to state as the ground upon which we recommend an application to Parliament for additional powers, with a view to the protection of the public.

The following is a list of accidents attended with personal injury occurring in the course of the public traffic, which have been returned to the Board of Trade between the passing of the Act for regulating railways and the date of this Report.

Accidents attended with Personal Injury, occurring in the course of Public Traffic, from 7th August, 1840, to 25th January, 1841.

Date.	Name of Railway.	No. killed.	No. injured.	Nature of Accident.	Cause of Accident.
Aug. 7	Hull and Selby	5	9	Iron casting fell on the line and threw the train off	1. Misconduct of servants. 2. Defective arrangements.
,,	South-Western	...	Several passengers severely.	Collision with goods' waggon left on the line	1. Misconduct of servants. 2. Defective arrangements.
11	Ditto	...	Several	Collision at a station by a train running into a preceding one	1. Misconduct of servants. 2. Defective arrangements.
15	Newcastle and Carlisle	1	2	Connecting rod of engine broke	Mechanical.
19	Ditto	...	3	Broken axle	Mechanical.
,,	Eastern Counties'	4	6	Train went off the line	1. Misconduct of engine-driver. 2. Defective arrangements.
,,	Edinburgh and Dalkeith	...	1	Collision with omnibus at a crossing.	
31	Grand Junction	...	2 or 3	Train off the line, owing to the tire of an engine wheel breaking	1. Mechanical. 2. Defective arrangement.
Sept. 2	Bolton and Leigh	1	...	Run over at a crossing	Want of gates.
7	Hull and Selby	...	3	Train ran against the station house	1. Unskilfulness of engine-driver. 2. Defective arrangement.
8	North Midland	...	Several passengers	Collision with a crane left on the line	1. Carelessness of workmen.
11	Ditto	2	2	Luggage train overturned from neglect to set "points"	2. Defective arrangement.
13	Eastern Counties'	1	5 or 6	Collision at a station by one train running into a preceding one	1. Carelessness of ehgine-driver. 2. Defective arrangements.
,,	North Midland	2	5 or 6	Train off the line; broken axle	Mechanical.
14	Midland Counties	...	1	Collision at Rugby station	1. Carelessness of drivers. 2. Defective arrangement.
24	Brandling Junction	...	...	Collision with a cart at a crossing	
Oct. 15	Bolton and Leigh	...	1	Collision owing to defect of break	Defective arrangement.
17	South Western	1	A great number, believed upwards of 60.	Collision at Nine Elms station	1. Misconduct of servants. 2. Defective arrangement.
,,	Canterbury and Whitstable	1	...	Train ran into station from descending an inclined plane without a rope	1. Misconduct of servant. 2. Defective arrangement.
25	Great Western	1	4	Train ran against the station at Farringdon	Drowsiness, or sudden illness of engine-driver.
Nov. 3	Durham and Sunderland	...	2	Collision with coal waggons	Defective arrangement.
8	Midland Counties	...	8	Train ran off the rails owing to excessive speed and bad state of the line	1. Misconduct of engine-driver. 2. Imperfect state of line.
11	York and North Midland	2	2	Collision by a luggage train running into a preceding passenger train at a station	1. Want of caution in engine-driver. 2. Defective arrangement.
12	London and Birmingham	2	...	Collision with an engine, owing to the break down of a luggage train	1. Mechanical 2. Misconduct of engine-driver. 3. Defective arrangement.
15	Eastern Counties	...	4	Collision by Northern and Eastern train running into preceding Eastern Counties train	1. Misconduct of servants. 2. Defective arrangements.
18	Slamannan	...	1	Collision with contractor's waggon.	
Dec. 2	Birmingham and Derby	1	3	Collision with a truck on the line	1. Misconduct of contractor and servants. 2. Defective arrangement.
16	Lancaster and Preston	1	...	Collision with a ballast-waggon	1. Misconduct of servant. 2. Defective arrangement.

* Third Report, 1840, p. 8. † Second Report, 1839, p. 6. Third Report, 1840, p. 3-4. ‡ Third Report, 1840, p. 7.
§ Third Report, 1840, p. 7. ‖ Second Report, 1840, p. 7. ¶ Second Report, 1840, p. 13. ** Third Report, 1840, p. 8.

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Accidents attended with personal Injury, occurring in the course of public Traffic, &c.—continued.

Date.	Name of Railway.	No. killed.	No. injured.	Nature of Accident.	Cause of Accident.
23	Newcastle and Carlisle	...	1	Engine thrown off the line	1. Misconduct of servants. 2. Defective arrangements. Mechanical.
1.	Hull and Selby	...	2	Breaking of an axle	
1841. Jan. 6	Garnkirk and Glasgow	...	Several passengers.	Train ran off the line, believed owing to the breaking of an axle.	
8	Midland Counties	2	2 or 3	Collision between mail train and a luggage train which had been stopped by a pipe freezing in the engine	1. State of the weather. 2. Defective arrangement.
13	London and Birmingham	...	5 or 6	Collision at Rugby station.	1. Carelessness of servants. 2. Defective arrangement.
14	Monkland & Kirkintilloch	...	2	Collision.	
20	Birmingham & Gloucester	1	...	Train ran off the line, owing to a slip of earth upon the rails.	

This list is confined to accidents of a public nature, and excludes the numerous cases of accidents which have occurred to servants of the Company under circumstances not involving danger to the passengers or public, and also of accidents which are attributable to carelessness or misconduct on the part of the person injured. It is exclusive also of accidents unattended with personal injury, respecting which we have no power of calling for returns. The term "defective arrangement" has been used in stating the cause of the accident, not as necessarily implying neglect on the part of the Company, but simply as stating the fact, that the accident is one which under an improved system of arrangements might have been prevented.

The following results appear from this list:—

1st. Out of 35 railway accidents which have occurred in the course of five months, 21 are attributable among other causes to "defective arrangements."

2nd. Eighteen are attributable to "misconduct of servants;" and

3rd. Six are attributable to mechanical causes, among which the breaking of axles occupies a prominent place.

With reference to these results, the following observations suggest themselves:—

1. The inherent danger of railway travelling is very small, and even under the present system less than that of other modes of conveyance.

2. It is not, however, by reference to comparative, but to absolute safety that the question must be considered. The public have a right to expect that the maximum degree of safety which the nature of the case admits should be attained without reference to the safety of other modes of travelling. This is the more necessary, as railway accidents, when they do occur, are frequently of a frightful character, and calculated to cause a panic in the public mind, which materially diminishes the benefit which the country would otherwise derive from this improved mode of conveyance.

3. The maximum degree of safety is far from being attained in practice, as appears from the fact that a great majority of the accidents above referred to have arisen from causes not in any respect inherent to the nature of locomotive travelling, and which might have been avoided by the adoption of a better system of arrangement.

This will appear more evident from a detailed statement of what has actually occurred in the case of the 11 accidents which have been the subject of personal investigation by inspectors appointed by the Board of Trade. These accidents, which from their importance and the degree of public attention they have excited may be called the "leading railway accidents," are the following:—

Hull and Selby, two accidents.
Eastern Counties, three accidents.
North Midland.
South-Western.
London and Birmingham, two accidents.
York and North Midland.
Midland Counties.

HULL AND SELBY.

First Accident, 7th August.—A passenger train from Leeds to Hull was augmented on its arrival at Selby by a truck loaded with an iron casting and other iron work, which was placed next the tender. After proceeding for some distance the casting fell from the truck across the rails, by which means several carriages were forced off the line, and five persons killed. Lieutenant Colonel Sir F. Smith reports, that had the casting been properly secured the accident could not have happened, and that it is quite clear that there was unpardonable neglect in the parties whose business it was to attend to such matters at Selby.

He further states, that the following arrangements ought to be invariably adopted with a view to the prevention of similar accidents in future:—

1st, That whenever "goods" are conveyed by the same train as "passengers," the "goods waggons" should be constructed in all respects with as much care and precision, and with equally good materials, as the "passenger carriages," and should in all cases have a substantial framework enclosing the "goods," so as not to trust entirely to the security of "lashings."

2nd. That it should be the duty of the foreman of the "goods department" to deliver to the chief clerk at the station a written report of his having personally examined all the carriages or trucks laden with merchandize, and found them secure, without which the train should not be suffered to proceed.

It is obvious that if these recommendations had been enforced the accident could not have occurred.

Second Accident, 7th September.—The engine-driver of a passenger train on approaching the Hull terminus detached his engine, and left the train to proceed by its own impetus to the passenger platform. The impetus proved to be too great, and the train ran against and broke through the end wall of the station, seriously injuring several persons by the concussion. Sir F. Smith states in his report, "it is evident that this accident is attributable to two causes—first, the want of experience, judgment, and prudence of the engine driver: second, to there being no break to any of the carriages of the train." To this may be added, that the arrangement of bringing trains up to the terminus by their own impetus is always improper; and that by a different arrangement, similar to that adopted by other companies, and which has since been adopted by the Hull and Selby Company, of stopping the train at a short distance from the terminus, and pushing it slowly in, all danger is obviated. With reference to this accident Sir F. Smith recommends:—First, that no person should be allowed to drive a locomotive engine for passenger trains who has not proved his competency for that duty before some properly constituted board. Second, that, as a general rule, no train should be permitted to leave a station without being provided with one or more breaks; that passenger trains should have at least one break to every third carriage, the last carriage of the train being a break carriage, upon which a guard should be constantly stationed. Third, that every carriage, waggon, truck, or horse-box, should have buffer springs.

It is evident that if the Board of Trade had the power of enforcing these recommendations, accidents of such a nature as that last described could not by possibility occur.

EASTERN COUNTIES.

First Accident, 19th August.—A train going down the Brentwood incline ran of the rails; four persons were killed and six severely injured. From Lieutenant Colonel Thompson's report, and the evidence taken before the coroner's inquest, the following points appear fully established:—

1st. The immediate cause of the accident was owing to the misconduct of the engine-driver, Foster, in going down the Brentwood incline of 1 in 100 at an excessive speed.

2. The regulations of the Company to ensure that a safe rate of speed should never be exceeded on this part of their line were insufficient.

The plane in question is two miles and 308 yards in length, with an inclination of 1 in 100, and the force of gravity alone is sufficient to overcome the resistance due to a velocity of from 20 to 25 miles an hour.

It having been admitted by the officers of the Company that this rate of speed should not have been exceeded upon this part of their line, the proper course would appear to have been to issue a strict regulation, enjoining the engine men invariably to shut off the steam in descending this plane; and this course has been recommended by Lieutenant-Colonel Thompson, and subsequently by Sir F. Smith. The Directors, however, now maintain that such a regulation would have been improper, as it is better to keep on a small portion of steam in descending this inclined plane, in order to keep the connecting chains of the carriages distended and the train steady. This is not found necessary in the practice of other railways, where inclined planes of greater inclination are descended every day by the force of gravity, regulated by the action of breaks.

Be this, however, as it may, it is evident that whatever mode of descending the plane was adopted, it was the duty of the Directors to enforce the most precise and rigid regulations respecting the rate of speed. This does not appear to have been done; the printed instructions to the engine-drivers merely state "that the speed must be regulated in all cases according to the gradients of the line, agreeable to the instructions given."

These instructions seem to have been left to verbal communication, and no pains taken to enforce their observance.

From the evidence before the coroner's inquest, it appears that a verbal order had been issued that the steam should always be shut off in descending the Brentwood incline, while from the same evidence it appears that this order was habitually disregarded. One of the witnesses examined, Francis Thornton, an engine-driver in the employment of the Company, stated that he had received orders from Mr. Helsham and Captain Richardson, the superintendent of the line, "not to use steam in descending this incline;" and Mr. Braithwaite, the Company's engineer, also stated "that the steam of every engine was ordered to be spent out before reaching the incline, as there was sufficient gravity in itself to carry a train down." The same Francis Thornton afterwards states "that he never descended the incline without steam but once in his life;" and from the evidence of the other servants of the Company who were examined, the common practice appears to have been to descend the incline with steam on, and at a considerable velocity.

It also appears that Foster, the engine-drivet, who was killed by the accident, had on several occasions during the period of six weeks for which he had been employed on a train-engine received reprimands from the engineer and superintendent of the Company for driving at an excessive speed.

This accident illustrates two of the principal sources of danger upon railways.

1st. The want of a sufficiently precise system of printed regulations.

2nd. The want of a sufficiently strict system of discipline among engine-drivers and other servants, upon whose attention and obedience so many lives depend.

Both of these sources of danger might be in a great measure obviated by giving the Board of Trade a supervision over all regulations which bear upon the question of the public safety, and by establishing a system of licensing engine-drivers.

It is obvious that the accident in question could hardly have occurred if a printed order, regulating the rate of speed and the shutting off of the steam on the Brentwood incline, had been given to the engine-drivers, and they had been thoroughly aware that any infringement of this order, whether followed by an accident or not, would bring upon them a certain punishment in the loss of their licence.

Second accident, 14th September.—A passenger

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train of the Eastern Counties' Railway was run into while stopping at the Bow Station, by a special train which had left the terminus at Shoreditch five or six minutes after it. One passenger was killed, and four were injured.

The causes of this accident were—First, misconduct on the part of the engine-driver of the second train, in not keeping a proper look out when he knew that another train was a short distance before him. Second, defective arrangement on the part of the Company.

With regard to the first cause, it affords a striking proof of the importance of licensing engine-drivers, and enforcing a strict system of discipline. In this case the engine driver escaped with no heavier punishment than that of being transferred from one department of the Company's service to another. With regard to the second cause, as the first train had to stop at two stations, before arriving at the point where the Northern and Eastern line branches off, which is three miles and a half distant from the Shoreditch terminus, it was clearly improper to allow a second train to start within five or six minutes of it.

The regulations of the Company for preventing collisions were also insufficient, merely prescribing "that when an engine follows another on the same line of rails, the driver of the engine following shall keep at the distance of at least 500 yards from the first engine." Had the system in force upon the London and Birmingham, and other railways been adopted, by which, when a train stops at a station, a signal is exhibited, positively prohibiting the approach of any other train until a certain time has elapsed after the preceding train has departed, it is obvious that this accident could not have occurred; nor could it easily have occurred if a proper regulation had been enforced as to the intervals of time between starting different trains.

Third accident, 15th November—An Eastern Counties train was run into at the Bow Station by an engine of the Northern and Eastern Company; two of the carriages were dashed to pieces, four passengers injured, and several narrowly escaped by jumping out.

The circumstance was as follows, as appears from Captain Melhuish's Report to the Board of Trade, and from the investigation before the magistrates. The ten o'clock Eastern Counties train left the Shoreditch terminus at four minutes and a half after ten, and was followed at fourteen minutes and a half past ten by a return engine of the Northern and Eastern Company. The first train stopped at the Devonshire-street station, which is one mile and a half distant from the terminus, and on arriving at the Bow station, which is about a mile further on, stopped again, and let out a passenger. It started, but before proceeding many yards, stopped once more to take up two passengers, who were seen running after it from the station. In the mean time the Northern and Eastern engine came up, and ran into the preceding train.

Without discussing the comparative degree of culpability that attaches to the servants of the two Companies, which is a matter in dispute between them, it is evident that there was misconduct on the part of the engine-driver of the Northern and Eastern Company in proceeding at too great a speed, and not keeping a proper look out, and of the guard of the Eastern Counties' train in delaying the train to take in passengers after having been regularly started by the police sergeant at the station. The arrangements on the Eastern Counties' line were also defective in the following points:—1st, The want of a definite and invariable rule to regulate the starting from the terminus. It was admitted by Mr. James, the inspector, whose duty it was to start all trains and engines, that a *quarter of an hour* was the least period which ought to elapse after the departure of a train before a return engine should be allowed to start; and that the strict observance of this rule was the more necessary as there were two stations at which some of the trains stopped within the portion of three miles and a half common to the Northern and Eastern and Eastern Counties' Railways. He admits, nevertheless, that he did not make an invariable rule of starting *all* return engines, and that there was no uniform and recognised signal by which to regulate their departure. In the case in question, the engine which caused the accident was allowed to start five minutes before the proper time, upon the inspector's *impression* that there could be no danger as he had warned the driver to proceed carefully. Second, want of a proper system of signals at the stations. Third, want of proper arrangements for insuring punctuality, and preventing succeeding trains from approaching each other too nearly.

With respect to these the same remarks suggest themselves as those already made with reference to the similar accident of the 14th September.

These accidents, also fully bear out the opinion of the Select Committee on Railways, stated in their Report (Second Report, 1839, p. x.) "that when the same line of rails is to receive trains arriving from two or more separate lines of communication, the risk of accidents is greatly increased, and that where such junctions are permitted, the safety of passengers require that all the circumstances of the case should be carefully investigated."

NORTH MIDLAND.

Accident, 13th September—A train ran off the rails, occasioning the death of two passengers, and serious injuries to several others. The breaking of an axle of the foremost passenger-carriage was the immediate cause of the accident, but the more remote causes are involved in considerable doubt. On the one hand it is asserted that the accident was occasioned solely by the breaking of the axle, owing to its being constructed of bad materials, and this view was taken by the jury at the coroner's inquest. On the other hand, Sir F. Smith, looking at the fact that the carriage in question had travelled on that day upwards of 60 miles, without any symptoms of imperfection in the axle, considered the breaking of the axle as the *consequence* and not the *cause* of the train going off the rails, which he attributed to the non-removal of a pair of temporary "points" which had been placed at the spot where the train ran off, for the purpose of admitting some contractor's waggons engaged in carrying ballast.

This view, if correct, suggests the propriety of enforcing as a general rule, the following recommendation contained in Sir F. Smith's Report.

"That, for the safety of railway travelling, the principle should as far as possible be adopted, of leaving no work to be performed upon a line after it is open to the public, excepting such ordinary repairs as will from time to time become necessary. Also, that after the opening of a line, no temporary switch should be allowed, and that such switches as may be requisite should be in charge of a policeman, and be of a permanent character, and under no circumstances should be placed AGAINST the direction of the train."

It also appears probable that the accident in question was, if not caused, at least aggravated by excessive speed, which confirms the propriety of the recommendation suggested by other accidents, of inducing railway companies to adopt strict regulations, in order to prevent the maximum speed thought prudent upon different portions of their line from being exceeded.

The frequency of accidents arising from the breaking of axles suggests the importance of adopting every means of preventing this cause of accident; and although it would not, consistently with our views, fall within the legitimate province of government supervision to interfere in questions of an experimental nature, there can be no doubt that the precautions which experience has found to be necessary ought to be generally enforced.

LONDON AND SOUTH WESTERN.

Accident, 17th October—The half-past one heavy train from Southampton was run into at the Nine Elms terminus, by the three o'clock fast train. One passenger was killed by the collision, several were severely injured, and a large number, believed to be as many as 60 or 70, received contusions.

The accident was investigated by Sir F. Smith on the day after its occurrence, and appears to have been occasioned,

1st. By the criminal misconduct of two servants of the company, Greenaway and Turner, charged with the duty of arranging the switches and attending to the signals at the Nine Elms terminus. The evening being foggy and dark, the lamps at the station had been lighted, and it was the duty of the man Turner to arrange the switches near the signal lamp for the heavy train, and turn the red light as a signal to warn the fast train, which was then almost due, not to approach the station. Instead of doing this, he ran to arrange another pair of switches which were under the charge of Greenaway, who it appears had been absent the whole day without leave and without his absence being known to any of the superior officers of the Company.

While Turner was absent from his post in order to do Greenaway's duty, the fast train arrived, and, seeing no signal, ran straight to the terminus, and came into collision with the heavy train, from which the passengers had not had time to alight.

2. By defective arrangement.

It is evident, in the first place, that a man charged with a duty of vital importance for the public safety, could not have been absent for a whole day without leave, and without his absence becoming known, if proper regulations as to discipline had been laid down and systematically enforced.

In the next place, it is clear that misconduct on the part of the signal men could not have occasioned the accident, if proper arrangements had been in force for insuring punctuality in the running of the trains.

In the case in question, the heavy train left Southampton five minutes after time and arrived at Nine Elms thirty-three minutes after time; the fast train left Southampton four minutes after time and arrived at Nine Elms eleven minutes before time, having gained twelve minutes upon its proper time between Woking and London.

The arrangements for insuring punctuality are stated by Sir F. Smith in his Report, and appear extremely defective. The only check adopted for insuring attention to the time-tables consisted in a report of the journey, called the "guard's journal," specifying the time of arrival at and departure from each station, which was often prepared at the end of the journey from memory or pencil memoranda. The engine-drivers were not all provided with watches or with proper time-tables; and Sir F. Smith states that he found it by no means unusual for them to be ignorant of the time at which they ought to arrive at each station.

No proper system of signals along the line was adopted for warning trains which followed preceding trains at too close an interval.

Under these circumstances, it does not appear surprising that accidents from collisions should have occurred on the South Western Railway. The accident in question was not the first which had taken place from the same cause; and no longer before than the 11th August an accident of a similar description had occurred, by which several passengers were injured.

This accident fully confirms the necessity of enforcing by Government authority the recommendations previously stated with reference to the two accidents from collisions upon the Eastern Counties' Railway; and the fact of the existence upon one of the principal metropolitan railways of such a defective system of arrangement in regard to the most necessary precautions, affords the best proof that Government interference is not uncalled for.

It is only fair, however, towards the South Western Railway Company, to state that they have since adopted a very improved system of regulations, which embody most of the recommendations suggested by the Board of Trade.

YORK AND NORTH MIDLAND.

Accident, 11th November.—This was another case of collision owing to a luggage train overtaking and running into a passenger train while it was waiting at a station. The accident occurred at a place called Taylor's Junction, where passenger trains from York, Leeds, and Selby meet four times a-day, and where no fewer than 23 passenger trains stop or pass in the course of the 24 hours; an amount of traffic requiring, as Sir F. Smith observes in his Report, not only the most perfect arrangement on the part of the managers, but the utmost vigilance and energy on the part of the servants of the Company to insure safety.

The circumstances under which the accident occurred show how far these conditions were from being complied with. The passenger train started from Leeds at four minutes past six o'clock in the evening, having three stations to stop at before arriving at Taylor's Junction. The luggage train started eight or nine minutes afterwards, having no stations to stop at. Neither the speed of the passenger trains nor the speed nor time of departure of the luggage trains appear to have been fixed, and the arrangements respecting the latter were left to a person unconnected with the passenger traffic. No notice was given to the guard or engine-driver of the passenger train that a luggage train was to follow. No proper system of signals was organized along the line to warn the driver of the luggage train that he was approaching too near to the preceding train. At the important station of Taylor's Junction the only night signals in use were hand revolving lamps; and the duty of exhibiting them was left to the three porters who had to assist the guards in arranging for the remainder of the journey the trains which meet at this central point. The consequence was that, no signal being displayed when the passenger train stopped at the station, and the tail lamp, which is generally hung at the bottom of the hindermost carriage, being obscured, as appears most probable, by some person standing before it, the driver of the luggage train approached without slackening his speed until within about 200 yards of the station, when the porters, hearing the noise of the engine, displayed for

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the first time a red light. Every exertion was then made to stop the luggage train, but it was too late. The accident, however, appears to have been aggravated by the circumstance of the breaksman, who rode on the fourth waggon of the luggage train, being improperly placed in such a situation as to be unable to work his break, and also by some of the carriages of the passenger train not being provided with buffer springs.

The recommendations contained in Sir F. Smith's report upon this accident are in many respects the same as those already suggested with reference to the cases of collisions upon the Eastern Counties and South Western Railways, viz.:—

1st. To regulate the starting and times of arrival and departure at the different stations of all trains, whether passenger or luggage, by fixed time tables, and to make the station clerks and guards responsible for their enforcement.

2nd. Not to allow any train to pass or leave a station within ten minutes of a preceding train, during which time a red light should be displayed by night and a red signal by day.

3rd. That no station of importance should be without a revolving signal lamp placed in a conspicuous situation, and entrusted to a responsible person who has no distracting duties to perform.

4th. That a second tail lamp should be placed in a situation where it is not liable to be obscured.

5th. That all carriages should be provided with buffer springs.

These precautions would, it is evident, have effectually prevented the possibility of such an accident as the one in question.

Sir F. Smith refers in his Report to the difficulty presented in insuring punctuality where the same continuous line of communication is formed by different railways, as in the case of the York and North Midland, North Midland, and Midland Counties', and suggests the necessity of empowering the Government to make general regulations in such cases, in order to insure the punctuality which is essential for the safety as well as the convenience of passengers.

LONDON AND BIRMINGHAM.

Accident, 12th November.—This was a case of collision between a luggage train, and an engine which had been employed in conveying orders relative to another luggage train which had broken down owing to the fracture of an axle.

The primary cause of the accident was the criminal misconduct of Simpson, the driver of one of the engines of the second luggage train, in disobeying the signal made to stop. The secondary cause, defective arrangement on the part of the Company.

As much difference of opinion has been expressed upon this subject, we think it better to confine ourselves to the following points, which appear clear:—

1st. The luggage trains of the London and Birmingham were not worked by time tables, and consequently no adequate check existed to prevent excessive speed, and to make known instances of over-driving. Had this been done, it seems probable that the luggage train in question would not have been travelling at a rate of speed which added greatly to the chances of accident, and that the character of Simpson, who appears to have been habitually a reckless driver, would have been better known and would have led to his dismissal.

This regulation of working luggage trains by time tables was recommended by Sir F. Smith in his Report, and has since been adopted by the Company.

2nd. Simpson had been previously reported for the offence of disregarding signals, notwithstanding which he was retained in the Company's service as an engine-driver.

This circumstance affords a remarkable instance of the backwardness of Railway Companies in enforcing that strict system of discipline which is essential for the public safety, and places in a strong point of view the advantage that would result from the adoption of the recommendation of licensing engine-drivers.

MIDLAND COUNTIES.

Accident, 8th January, 1841.—A luggage train was stopped upon the line, at a place about a mile distant from Derby, in consequence of the pipe which conveys water from the tender becoming frozen, and rendering one of the engines attached to the train useless. The engine-driver of the other engine took the "dead" engine into Derby, where he went for assistance, but, not finding a pilot-engine ready, he returned and took as many of the waggons as his engine was capable of drawing and returned again for the remainder. He had hardly got into motion with the last portion of the train when the mail train, which was then due, came up, and the tail lamp not being visible at a distance of above 40 or 50 yards, owing to the dense fog which prevailed, ran into the preceding train. The engine-driver and fireman of the mail-train were both killed by the shock, and the guard was severely injured; the passengers fortunately escaped without injury.

The cause of the accident was the mistake of Wale, the breaksman of the luggage train, who had been sent back with a red light, by Bonham the engine-driver, to warn the mail train, but who unfortunately mistook the whistle, which was sounded by Bonham when about to start, as a signal of recall, and left his post in order to rejoin his own train. It appears clear that this was contrary to the intention of the engine-driver, who, by the regulations of the Company, is placed in command of the train, and who gave repeated orders that Wale should go back far enough along the line in order to prevent the possibility of the mail train running into them. At the same, however, as he gave no definite orders to Wale not to rejoin his own train, and as Wale had received no instructions whatever from the Company on being appointed to the situation of breaksman, the accident could not be attributed to any criminal degree of misconduct on his part, but may rather be cited as affording a strong instance of the necessity or some system for enforcing generally upon railways a well-considered code of written instructions, prescribing the course to be pursued upon all occasions of danger which can be foreseen and provided for. It is evidently too much to expect from men like Bonham and Wale the presence of mind to provide, upon the spur of the moment, for every contingency, and the judgment always to decide right in cases of difficulty. In the present instance no especial degree of blame can be imputed to the Midland Counties' Company, for their printed instructions to engine-drivers, &c. were as perfect as those of most other Companies, and it is believed that hardly a single instance can be found of the contingency by which the accident in question was occasioned being provided for.

The Midland Counties' Company have, since the accident, very properly issued a printed regulation to the effect, "that in case of the stoppage of a train or engine on the line, the engine man shall direct the under-guard or breaksman, or, if neither be with him, the fireman, to go back to the nearest station or policeman, to give the signal at least 800 yards from the obstruction, to stop any train coming on the same line, the person going back to take a signal with him to enable him to stop a train, and on no account to return until he has met with some party to make the necessary signal."

There can be no question that this, or a similar regulation, ought to form part of the code of all railway Companies; but, in the absence of any central authority empowered to interfere for the purpose of recommending, and if necessary of enforcing, regulations approved by experience, the public have no security for its adoption upon any railway, except that where its necessity has been forced upon the attention of the Directors by the actual occurrence of an accident.

LONDON AND BIRMINGHAM.

Accident, 10th January, 1841.—Two carriages which had been detached at Rugby from a Birmingham train, in order to proceed by the Midland Counties' Railway, were run into, while in the act of being pushed across the up-line of the London and Birmingham Railway, by the mail train from Birmingham. Several passengers were considerably injured, but fortunately no lives were lost, although the carriages were overturned and much shattered by the collision.

The accident may be attributed partly to defective arrangement on the part of the Company, in not having previously issued a regulation which has since been very properly adopted, and which ought to be enforced wherever the junction of a branch line renders it necessary to cross a main line; viz, that all trains arriving upon the line which is crossed shall stop before coming to the junction, and not pass it until a signal of safety is made.

The more immediate cause, however, of the present accident was the conduct of two policemen; one stationed at the "points," by which the Midland Counties' carriages were passed across the up-line, the other about 300 yards further down the line, to warn any train approaching from Birmingham; who neglected the obvious precaution of seeing that their respective signals were properly responded to before concluding that all was right. This precaution, however, formed no part of the printed or written regulations of the Company, and the evidence was contradictory as to the general practice upon the line, and the verbal instruction which the policemen in question had received.

The accident, therefore, must be considered as strongly illustrative of the observation made with reference to the Midland Counties' Railway, of the indispensable necessity of providing beforehand, by a well considered code of printed regulations, for all contingencies which can be foreseen as likely to arise, and of placing in the hands of some central supervising authority the power of enforcing these regulations as part of the uniform system to be adopted upon all railways.

In concluding this review of the railway accidents which have been the subject of investigation by the Board of Trade, we think it only fair to the Railway Companies upon whose arrangements we have had occasion to remark, to add, that in a majority of instances they have evinced great readiness in adopting the recommendations of the Government inspectors, and that the officers entrusted with the management of the different lines have shown a great desire to introduce improvements, and prevent the recurrence of accidents.

RECOMMENDATIONS FOUNDED ON THE FOREGOING EVIDENCE, AND REASONS FOR THEM.

The powers given to the Board of Trade by the 3 and 4 Vic., c. 97, are totally inadequate to enable it to carry into effect the measures which, from the evidence above stated, appear indispensable for the public safety. The only powers given by the Act which have any reference to the protection of the public safety are the following:—

1st. A power of requiring returns of all accidents attended with personal injury to be made within 30 days from the date of the requisition; 3 and 4 Vict., c. 97, s. 3.

2nd. A power of appointing inspectors to enter upon and examine any railway, and the stations, works, buildings, engines, and carriages belonging thereto; s. 5.

3rd. A power of directing prosecutions in any case in which it shall appear that any of the provisions of Railway Acts have not been complied with, and that it would be for the public advantage to enforce their performance; s. 11.

The power of requiring returns is evidently insufficient even for the limited purpose of obtaining information of accidents which have occurred. The period of 30 days given by the Act for making the return, is alone sufficient to render it inoperative, and the limitation to accidents, attended with personal injury, is very objectionable, as accidents unattended with personal injury may be equally important as throwing light on the causes of danger and the means of prevention, and may occasion serious inconvenience by interrupting the public traffic. For the still more important purpose of enabling the Board of Trade to obtain the information respecting regulations, signals, time-tables, and other details of management upon different railways, which is indispensable with a view to any effective supervision for the prevention of accidents, the Act does not attempt to provide, and by expressly defining the returns which the Board is empowered to call for, excludes by implication all which are not enumerated in the Act.

Whatever information upon these essential points we have been enabled to obtain, we owe to the courtesy of individual Companies and their officers, a resource upon which it would be obviously unsuitable for a Government department to depend, the more especially as the temptation to concealment is strongest in those cases in which it is most essential to obtain information.

The Select Committee on Railways having in their Report expressly recommended "that the Board of Trade should have the power of calling for any returns financial or statistical, which it should consider necessary for the performance of its duty," it is surely not too much to ask to be entrusted with the requisite powers of obtaining the information which is indispensable for the discharge of the most arduous and important part of our duty, viz., providing for the public safety.

We accordingly recommend that in any Act which may be introduced in the course of the approaching session, a clause should be inserted, empowering the Board of Trade to call for returns of all accidents attended with personal injury, or occasioning an interruption in the public traffic, and also such returns respecting the arrangements for conducting the public traffic as the Board of Trade may consider necessary, with a view to providing for the public safety. This power, with that of inspection, would be sufficient to give us access to the requisite information. The possession of this information, however, would be insufficient, unless our powers of acting upon it are extended. The only positive power given by the 3rd and 4th Vict., c. 97, is that above mentioned, of directing prosecutions to enforce the provisions of Railway Acts, a

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power which is useless for the purpose of enforcing the regulations and precautions which experience has pointed out as essential for the public safety. As the Act stands at present, the Board of Trade has no power of enforcing any one of the recommendations contained in the Reports of its inspectors, however obvious and necessary for the public safety. Although the Directors and officers of the different Railway Companies whose lines we have have had occasion to inspect, have, generally speaking, shown great readiness to attend to the representations of the Board, this has not been uniformly the case, and instances have occurred which are sufficient to show the impossibility of exercising any effective supervision, unless provided with the requisite powers of enforcing our recommendations.

With regard to the nature and extent of these powers, the proper distinction appears to us to be, that the Government should not attempt to interfere in questions of an experimental nature, which are still subjects of discussion, and admit of a fair difference of opinion among practical men; nor should it attempt to regulate matters of detail, so as to take the management of the railways out of the hands of the parties immediately responsible, viz.:—the Directors and their officers.

On the other hand, the Government should have the power of enforcing whenever it is found necessary the observance of all precautions and regulations which are approved of by experience, and are obviously conducive to the public safety. For instance, upon such points as the comparative advantages of six and four-wheeled engines, the best construction and mode of laying down rails, the best form and construction of wheels, axles, &c., and other points of a similar nature, upon which the practice of the best conducted railways differs, and the opinion of the most eminent engineers is by no means decided, it would be premature for the Government to interfere until experience has solved the questions which may still be fairly considered as doubtful. But with regard to other points, such as the propriety of introducing upon every railway such arrangements respecting time tables and signals as experience has shown to be necessary for preventing collision, of establishing a proper and uniform code of regulations for engine-drivers, guards, and other servants placed in a responsible situation, and for maintaining strict discipline; and generally of introducing upon ALL railways, whatever has been adopted and proved to be conducive to safety by the practice of those which are considered to be the best conducted; no difference of opinion can exist, and if the principle of Government supervision be admitted at all, it cannot find a more legitimate field for its exercise.

The same distinction applies to the case of opening new railways. It would be impossible for the Government inspector, upon a short inspection, to pronounce an opinion upon questions of construction, so as to share the responsibility of the engineer under whose superintendance the works were conducted. On the other hand, the Government inspector is fully capable of judging whether the works are sufficiently completed, and whether the arrangements for working the line are of such a nature as to present no obvious and unusual danger to the public in the event of its being opened at the time proposed.

The present Act establishes the principle of a Government inspection of railways previously to their being opened for public traffic; but if this principle is to be maintained, it is indispensable to give the Government power to prevent the opening of the railway in case the conditions considered as essential for the public safety are not complied with. As matters stand at present the Government has the responsibility without any of the power which ought to accompany it. The public naturally look to the Government inspection as a guarantee that the line is in a fit state to be opened, while, in point of fact, the line may be opened in defiance of the representations of the Government and its inspector. The present Act is also defective in not obliging Companies to give notice of the day when their railway will be ready for inspection, as well as of the day when it is proposed to open it. Great inconvenience has been experienced from this cause, as from the anxiety of Railway Companies to open at the earliest possible moment, the inspection has either been fixed so late as to afford no time for considering and acting upon the inspector's Report, or if fixed earlier, the works have been found incomplete.

We recommend, therefore—

1st. That no railway or portion of railway should be opened for the public conveyance of passengers until one month's notice shall have been given to the Board of Trade of the intention of opening, and 10 days' notice that the railway is sufficiently completed for receiving the public traffic in safety.

2nd. That in case of an unfavourable report from the inspector appointed by the Board of Trade upon any essential point connected with the public safety, a power should be given to the Board of Trade of postponing the opening, from time to time, for periods not exceeding one month.

With reference to the exercise of this power, it should be a general rule never to sanction the opening of a railway until the works of construction are so far completed as to allow the permanent way to be devoted solely to the purposes of the public traffic, and of the ordinary repairs requisite for keeping the line in order, nor until the establishment for conducting the public traffic is placed in all essential respects upon an efficient footing.

With regard to the provisions which should be introduced into the new Act for the purpose of enabling the Board of Trade to exercise an effective supervision over railways after they are opened, with a view to provide for the public safety, it appears to us impossible to define in any Act of Parliament the exact nature and limits of this supervision, and to provide beforehand for every case which may arise in practice.

The principle which we think ought to regulate the exercise of this supervision, has been already stated, viz. that it should be confined to the enforcement of such rules and regulations as are approved by practice, and obviously conducive to the public safety.

The following also may be stated as an outline of some of the principal regulations which we think ought to be enforced:—

TIME TABLES, &c.

1. That all trains employed in the public traffic, whether of passengers or goods, should be worked by time tables, properly constructed with reference to the gradients, &c. of the line, and specifying the time of arrival and departure at each station.

2. That in the construction of these time tables, it should be a general rule that no train is to start within less than 15 minutes of another, or to succeed another upon any part of the line at an interval of less than 15 minutes.

3. That no engine, waggon, truck, or any description of carriage whatever, not forming part of the regular trains, should be allowed to enter upon the line of rails devoted to the public traffic, without a pass ticket issued by a responsible officer of the Company.

4. That it should be a general rule not to allow any ballast train or waggon to remain on the line within half an hour of the time when a train is due, nor to allow return engines to approach within 15 minutes of a train.

5. That every engine-driver and guard should be furnished with time tables, and also with printed instructions, specifying, among other things, the maximum speed upon different portions of the line, and the rules as to signals, &c., which are to be invariably adopted.

6. That the conductor, or head guard of every train, should be bound to keep a journal, specifying the times of arrival at and departure from each station, and the causes of acceleration or delay; and that the chief clerk at each station should also note the time of arrival and departure of each train, and be responsible for not allowing any train to leave his station before the proper time.

CONSTRUCTION.

1. Every description of passenger carriage shall be provided with buffer springs.

2. The last carriage, and at least every fourth carriage, in trains by which passengers are conveyed, to be provided with a proper break.

ESTABLISHMENT.

Under this head it is impossible to state beforehand the precise nature of the regulations which it might become necessary to make from time to time, as the power vested in the Board of Trade ought to be considered merely as a check upon the possible circumstance of any Railway Company reducing its establishment below that found necessary by experience upon well regulated lines.

It may be sufficient to state that the general principle of enforcing nothing of an experimental nature ought to be strictly adhered to, and that Companies ought not to be called upon to increase their establishment unless clearly insufficient for conducting the public traffic in safety, according to the practice of other railways similarly circumstanced.

DISCIPLINE.

Under this head our task would be confined to enforcing as part of the general code of all railway companies, the regulations adopted upon the leading lines for maintaining the strict discipline among servants, which is essential for the public safety.

Among these may be mentioned the practice adopted by several railway companies, of printing the provisions of the General Railway Act which relate to the punishment of misconduct on the part of servants, with the instructions to engine-drivers, guards, policemen, &c., accompanied with a statement of the Company's determination to enforce them rigidly on all occasions. Also a general regulation, that all servants of the Company shall be bound to report cases of misconduct which come to their knowledge.

SIGNALS.

1st. That all railways should adopt, as nearly as circumstances will permit, an uniform system with regard to signals; *red* in all cases denoting danger, and *green*, caution.

2nd. That every station should have a fixed signal-post and revolving lamp, signal man who has no distracting duties to perform.

3d. That it should be an invariable rule to exhibit a red signal when a train stops at a station, and for a period of not less than 10 minutes after it has left or passed a station or entered a tunnel, and a green signal for five minutes longer.

4th. That no engine or train should be allowed to travel after dark along the line without proper head and tail lamps, and a proper supply of hand signal lamps.

We mention these as instances of the principal regulations which we think ought to be generally enforced, but, as we said before, it is impossible to enumerate all the measures which may be found necessary, and to anticipate all the precautions which a more extended experience may suggest.

We recommend, therefore, that a general power should be given to the Board of Trade of issuing regulations for enforcing upon railways in general, or upon any railway in particular, such arrangements and precautions as from experience appear necessary for the public safety. We are aware that such an indefinite power is apt to be looked upon with jealousy, but we see no alternative between assuming it, and fettering the action of a supervising authority, so as to render it practically of little use. The principle of Government supervision necessarily implies confidence in those to whom it is intrusted. If the legislature is afraid to intrust discretionary powers to public and responsible officers who have no conceivable motive for abusing them, this is an argument not for tying up their hands so as to deprive them of the power of doing good, but for dispensing with supervision altogether. In the present case, also, it must be remembered that an effective supervision for the prevention of accidents is as beneficial for the railway Companies themselves as for the public, and that it is especially for the interest of the best conducted railways to have the precautions which they themselves adopt generally enforced. Indeed, from what we have seen in our intercourse with the Directors and managing officers of many of the principal railways in the kingdom, we are convinced that a supervision exercised on the principles, and confined to the objects above stated, would be regarded with anything but apprehension or distrust, and that we should find the Railway Companies generally willing and anxious to co-operate with us in the common object of insuring the greatest amount of safety to the public.

Should the legislature think proper to grant to the Board of Trade this power, it is evident that it ought not to be fettered by a proviso similar to that inserted in the 3rd section of the 3 and 4 Vict., c. 97, compelling it to issue the same regulations in like manner and at the same time to all Railway Companies. As a general rule, the regulations should of course be, as far as possible, uniform; but there are many cases in which regulations proper on one railway would be improper on another, and there are also particular cases (as, for instance, those of railways having a common terminus, and using a portion of the same line in common) in which it might be necessary to make regulations more in detail than would be necessary in other lines. The best check upon any abuse of these discretionary powers would be a proviso that no order or regulation should be issued by the Board without a minute stating the reasons for its adoption, the production of which might be any at time called for by Parliament.

We now come to another important recommendation, the necessity of which has been strongly impressed upon us by experience, viz., that all engine-drivers should undergo an examination, and be licensed. When it is considered what a vast amount of life and property are absolutely dependent upon the skill, presence of mind, vigilance, disposition, and good conduct

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of this class of men, it does not seem too much to insist on every possible guarantee that none but fit persons shall be employed, and that persons guilty of serious acts of disobedience or neglect, shall not be retained in a situation of such responsibility.

That some additional security is required in this respect is sufficiently evident from the fact above stated, that of 36 accidents which have occurred in the course of the public traffic, 18 are clearly attributable to the misconduct of servants, as the primary cause. Of the leading accidents that have been described in detail, five, viz., the second accident on the Hull and Selby, the three accidents on the Eastern Counties, and the first accident on the London and Birmingham, were mainly caused by inexperience, recklessness, or wilful disobedience of orders, on the part of engine-drivers.

It would be unreasonable to expect that these causes of danger would be entirely removed by any system of licensing and examination, but it certainly seems fair to suppose that they might be materially diminished. One great advantage would certainly be gained, viz., that the necessity for prompt and implicit obedience to orders would be much more strongly impressed on the minds of engine-drivers than it is at present. A great defect of the present system is, that owing to the facility with which engine-drivers discharged from one railway get employment upon others, it is exceedingly difficult for the Companies to enforce the strict system of discipline which the nature of their duties require.

Either owing to this, or to other unexplained causes, it certainly appears that railway Companies generally have shown reluctance to exert the powers placed in their hands by Lord Seymour's Act for the punishment of misconduct on the part of their servants. In several of the instances above alluded to, in which accidents occurred in the course of public traffic owing to the misconduct of servants, the offenders have escaped with a degree of impunity which cannot fail to be productive of the worst consequences. The system of licensing would provide an effectual remedy by making a strict and undeviating attention to character and conduct the necessary condition of obtaining and retaining employment.

The adoption of such a system, in conjunction with the system introduced on the London and Birmingham, Great Western, North Midland, Grand Junction, and other principal railways of giving premiums for good conduct and taking measures for promoting the mental improvement and physical comforts of engine-drivers, would, there is every reason to believe, soon raise their character to a standard which would afford much greater confidence and security to the public.

With regard to the nature of the examination, it appears a fair subject of doubt whether any high degree of mechanical knowledge is requisite on the part of engine-drivers, and could be attained without sacrificing qualities of more importance for the discharge of duties which require great capabilities of enduring exposure and unremitting attention to a limited range of duties. However this may be, it appears better, in conformity with the principle already stated of abstaining from interference in questions of an experimental nature, to confine the examination to those points upon the necessity of which no difference of opinion can exist.

For instance, there can be no doubt :—

1st. That an engine-driver should be able to read his instructions, and should fully understand them.

2nd. That he should have a competent experience and practical knowledge of the ordinary duties necessary for the management of an engine.

3rd. That he should know what course to adopt in any of the emergencies which can be foreseen as likely to arise in the course of his employment.

4th. That he should be able to produce an unimpeachable character for sobriety, steadiness, attention to orders, and general good conduct.

These may be looked upon as conditions which the public has a right to expect, and which ought to be introduced generally at the earliest possible period; at the same time, however, it must be borne in mind that great discretion will be necessary in the first instance, especially with regard to engine-drivers already in the employment of Railway Companies.

With regard to the details of the system of licence and examination we should recommend :—

1st. That it should commence at a period of three months from the passing of the Act, and apply to all engine-drivers employed in the course of the public traffic.

2nd. That all candidates for licences should be brought forward by Railway Companies.

3rd. That the examination should be conducted by not less than two persons nominated by the Board of Trade, one of whom, as a general rule, should be the engineer of the Company by whom the candidates are brought forward; the final decision of each case resting with the Board of Trade.

4th. That the licence should be kept by the Company by whom the engine-driver is employed, and a badge given with the licence to be worn conspicuously.

5th. That the Board of Trade should keep a register of licences, and have power to cancel or suspend licences.

6th. That if an engine-driver leaves his situation, or is dismissed, notice should be given by the Company to the Board of Trade, and the Company should be bound to keep the licence and badge until instructed by the Board of Trade whether to cancel, suspend, or give them up to the engine-driver.

7th. In cases of emergency the Board of Trade should have the power of dispensing with the penalty for employing unlicensed persons as engine-drivers.

STATISTICAL.

We now come to the question of statistical information. The Committee on Railways considered it indispensable that the department entrusted with the supervision of railways should have the means of obtaining full information on all points connected with the working of the railway system, and they reported the following Resolution to the House :—

"That it is the opinion of this Committee that this Department should have the power to call for any returns, financial or statistical, which in the judgment of this department may be necessary for the performance of its duties."

By the 3d and 4th Vic., c. 97, sec. 3, the power of calling for returns is limited to certain returns therein enumerated, viz. :—"Returns of the aggregate traffic in passengers, according to the several classes, and of the aggregate traffic in cattle and goods respectively, as well as of all accidents attended with personal injury; and also a table of all tolls, rates, and charges, from time to time, levied on each class passengers, and on cattle and goods conveyed on the railway." And it is further provided, "That such returns shall be required in like manner and at the same time from all railway companies, unless the Board shall specially exempt any company, and shall enter the ground of such exemption in the minutes of their proceedings."

The information which would be furnished by these returns, if literally complied with, is extremely limited, and comprises nothing which is not already voluntarily given to newspapers, and published for the information of shareholders at every half-yearly meeting.

The subjoined forms of returns, which we have issued, contain several particulars, such as the average charge per mile on passengers and goods of different classes, distinguishing toll from charge for locomotive power, which will furnish the ground-work of much valuable statistical information.

No. 1.

Railway, Half-yearly

Return from to

Description of passenger trains.	Number of trains of each class.	Average speed of each class exclusive of stoppages.	Average speed of each class including stoppages.	Number of passengers in each class.	Total milenge of each class.	Total number of miles travelled.	Average fare of each class per mile.			Gross receipt from passengers
							Toll.	Locomotive power.	Total.	

No. 1—(*continued*).

——	Number of trains for conveyance of	Average speed, including stoppages.	Number and quantity conveyed.	Total mileage.	Charge per mile.			Gross receipt.
					Toll.	Locomotive power.	Total.	
Horses.....								
Carriages.....								
Passengers' luggage on which a charge is made.								

For Table 2, see next page.

Independently of the doubt which may exist whether all the particulars in the above forms are warranted by a strict construction of the Act, it is evident that much more is required in order to make the railway department of the Board of Trade such a register of statistical information as was contemplated by the Select Committee on Railways.

Among the principal objects of statistical inquiry may be enumerated—

1st. The methods of construction adopted upon different railways.

2nd. The cost of construction analysed into its different elements.

3rd. The cost of keeping the permanent works in repair.

4th. The methods of working adopted upon different lines, especially with reference to the nature of the engines, carriages, wheels, axles, and other important particulars, respecting which difference of opinion exists among practical men.

5th. The cost of working analysed into its different elements, and especially every particular calculated to throw light upon the cost of locomotive power.

6th. The amount and nature of the accommodation afforded to the public, including, as an important item, the rate of speed, the degree of regularity, and the arrangements with other lines for forwarding passengers and goods.

7th. The result of experiments tried upon different lines.

It is for the legislature to decide whether the acquisition of accurate information upon these and the various other topics of statistical inquiry necessary in order to throw light upon the working of the railway system constitutes an object of sufficient national importance to justify their adoption of the resolution of the Committee above referred to. Our duty is discharged in pointing out the limited nature of the powers conferred by the present Act, and the necessity of giving the railway department the more extensive power recommended by the Committee, if it is wished to render it efficient for the purpose of collecting and registering statistical information.

PROTECTION OF THE PUBLIC INTERESTS.

The powers given to the Board of Trade by the A

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No. 2.

Return from Railway to Half Yearly

—	Number of Trains for Conveyance of	Average Speed including Stoppages.	Number and Quantities Conveyed. By the Company as Carriers	By other Carriers.	Total.	Total Mileage of each.	Average Charge per Mile. Toll.	Locomotive power.	Total.	Gross Receipt.
Cattle										
Sheep										
Pigs										
Goods of every description enumerating and classing together those kinds for the conveyance of which different rates are charged.	Class 1 viz.									
	Class 2 viz.									
	Class 3 viz.									
	&c.									
	&c.									

for regulating railways may be classed under two heads—

1st. Enforcement of the provisions of Railway Acts.
2nd. Revision of bye-laws.

For the former object the provisions of the present Act (3 and 4 Vic., c. 97, s. 11 and 12) appear sufficient; and although from the ample and indefinite nature of the powers given to Railway Companies, it does not appear likely that the public interests will often suffer from any attempt directly to infringe upon the provisions of their acts, there can be no question that the power given to the Board of Trade is highly useful as a check, and ought to be continued.

With regard to the remaining power of disallowing bye-laws, this is necessarily of a very limited nature, being confined to "bye-laws, orders, rules, and regulations, which impose penalties for the enforcement thereof upon persons other than servants of the Company."

In a majority of cases no such bye-laws or regulations exist. Of 77 Railway Companies to whom a circular was addressed, calling upon them to make returns of their bye-laws, in terms of the Act, 43 have either made no return, or made a return that they had no bye-laws within the meaning of the Act.

Of the remaining 34 the bye-laws and regulations relate almost exclusively either to matters of little practical importance or of local detail. Most of those which inflict penalties are proper in themselves, and sanctioned by the precedent of provisions of a similar nature contained in the Acts of other Railway Companies; as for instance, bye-laws imposing penalties upon smoking, improper conduct, intoxication, wilful damage to the Company's property, and attempts to defraud.

In all these cases the mal-administration, if any exists, must depend, not on the bye-law itself, but on the manner in which its provisions are carried into effect, over which the Board of Trade has no control. In the same way with regard to the booking of places and collection of tickets, the only subject of really practical importance which is brought under the jurisdiction of the Board of Trade by the returns in question, the regulations imposing penalties afford little information as to the system actually adopted upon any particular railway. At the same time we feel bound to state that no complaints have been addressed to us since the railway department came into operation, and that we have no evidence before us to show that the power of imposing penalties by bye-laws has been oppressively exercised.

The bye-laws and regulations which have been returned to the Board of Trade appear in many instances open to objections on the ground of informality and technical defects; but as the power of disallowance given by the Act appears to us to be intended for the protection of the public in matters of practical importance, and not as a means of indirectly taking the enactment of bye-laws into our own hands, we have not thought it advisable to exercise it where no more substantial objection appeared than the want of uniformity and correctness.

We are fully aware that it is objectionable that the public should be subjected to a different code of bye-laws upon every different railway, and that it is desirable to introduce more uniformity into the form as well as the substance of these regulations; but we think it better to attain this object gradually and by the co-operation of the Railway Companies themselves than by straining the power of disallowance given by the Act. Indeed, from what has been already stated, it is evident that the Board of Trade could do but little with its present powers towards the enforcement of an uniform system of regulations upon all the railways of the kingdom, since more than half the number are relieved by the provisions of their several Acts from the necessity of making bye-laws at all, and therefore do not come in that respect within the jurisdiction of the Board. The first step towards the introduction of an uniform system must be the enactment of a general Railway Act, consolidating the scattered provisions of the different Acts of incorporation which relate to similar objects, and defining clearly the objects and nature of the sub-legislative powers given to Companies and the obligations imposed upon them in regard to their exercise.

In the mean time, unless the legislature should think fit to extend the duties and powers of the Board of Trade with regard to the supervision of the arrangements of Railway Companies by which the public interests are affected, the power of disallowing bye-laws must be considered as little more than a check upon the possible but improbable case of any Railway Company abusing the power of inflicting penalties entrusted to it by the legislature, so far as to make regulations which are obviously improper and oppressive.

In several cases it seems desirable that this supervision should be extended to arrangements and regulations of much more practical importance to the public than those which nominally inflict penalties; as for instance, to the arrangements made respecting the public traffic by different Railway Companies using a portion of the same line in common, or different railways forming together one continuous line of communication; but these are questions for the consideration of the legislature, and respecting which, having, in the absence of any power of calling for statistical or general information, no additional evidence to offer, we should not think ourselves justified in adding anything to the recommendations contained in the Reports of the Select Committee on Railways.

There is, however, one defect in the clauses relating to bye-laws so obvious, that it only requires to be stated in order to procure its correction. The power of disallowance given to the Board of Trade is intended to supersede the bye-law jurisdictions of justices of the peace, courts of quarter session, and all other tribunals, which are expressly repealed by the 10th section of Lord Seymour's Act. The wording of the sections, however, which confer this power of disallowance does not correspond with the language generally employed in the sections of the different Railway Acts which provide for the confirmation of bye-laws by justices, &c. The London and Birmingham Act, for instance, provides for the publication of "all bye-laws, orders, and rules which are of a public nature, and relate to or affect other persons than the servants of the Company," and requires all such bye-laws to be submitted to one of the judges of Her Majesty's Courts at Westminster for confirmation. The 7th, 8th, and 9th sections of the Act for regulating railways confine the jurisdiction of the Board of Trade "to bye-laws, orders, rules, or regulations, which impose penalties for their enforcement upon persons other than the servants of the Companies;" so that as regards bye-laws which affect the public, but do not expressly impose penalties, there may be a doubt whether the effect of the Act has not been to give to Railway Companies a greater degree of irresponsible power than they before possessed. This should be provided for, by substituting in the sections of the Act which create the bye-law jurisdiction of the Board of Trade words commensurate with those employed in the provisions of the London and Birmingham Railway Act above quoted, and of other Railway Acts.

The reasons already stated induce us to abstain from offering any suggestions respecting the many ways in which the legislature might avail itself of the existence of the railway department, with respect to Bills in their progress through Parliament, and as a means of introducing modifications, alike advantageous to the public and to the Companies, in the rules and standing orders which, in the absence of any disinterested tribunal, to which discretionary powers could be entrusted, it has been found necessary to enforce.

Such ulterior objects, however important in themselves, may, we conceive, be properly left for the consideration of the legislature, and we are unwilling to mingle them with the more immediate and pressing object which we have in view at present, viz., the introduction of such a legislative measure as will give the Board of Trade the requisite means of exercising an effective supervision over railways, with a view to providing for the public safety.

G. R. PORTER,
FREDERIC SMITH,
S. LAING.

Railway Department, Board of Trade,
25th January, 1841.

REGULATION OF RAILWAYS.

In the House of Commons on Thursday, Mr. Labouchere moved for leave to bring in a Bill for the better regulation of railways. The object of the Bill was to provide increased safety for persons travelling on railways. After what had occurred during the last few months on railroads in this country, it became incumbent on the Government to ascertain as far as possible some means of obviating those frightful accidents, and of appeasing the public mind on the subject. In consequence of this these accidents were made the subject of minute investigation by the railway branch of the Board of Trade, constituted under the Act of last session, known as Lord Seymour's Act, and the measure now proposed by him was adopted on the recommendations contained in the report on that department. That report had been laid on the table of the House some days since, and as the matter which it contained was doubtless familiar to every Hon. Member, he (Mr. Labouchere) should not then enter into them. The sole object of the Bill he proposed, was, as he had said, to increase safety in travelling on railroads; and to effect this it was necessary that the Government should be invested with very large powers. It was undoubtedly the opinion of many most competent persons that interference on the part of the Government with public companies was very objectionable, and he had no hesitation in admitting that injudicious meddling might only aggravate the evil sought to be remedied. He thought it was highly desirable that interference should be as little resorted to as possible, and only in extreme cases; that the responsibility should not be diminished on the part of the railway directors, and that the functions of these natural guardians of the public on rails should not be lightly affected. But it was undeniable that there were some points on which it was absolutely necessary that the Government should interfere; and as a proved evil was in existence to provide a remedy for it on the part of the public. A great deal of panic had been excited and a great deal of exaggeration used in respect to the accidents on railways, and he (Mr. Labouchere) had no hesitation in saying that, on the whole, he considered there was no safer mode of conveyance known.

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Taking into view, however, the frightful nature of the accidents that had occurred, and the impression of them they had made on the public mind, the Government were bound to take every possible step to diminish the chances of their recurrence and to reassure the public. He rejoiced to be able to state that he had come to the conclusion that, even though the amount of accidents on railways was small compared with the immense traffic, that amount might still be greatly diminished. He hoped, in short, soon to see railway travelling rendered as safe as any other description of travelling whatever. The great difficulty he had to deal with in framing a measure to effect this object was the acknowledged principle in trade of non-interference on the part of the Government with private enterprise: but then the evils affected the public and called for a remedy. To interfere effectually it became necessary to apply to Parliament for very large powers of a general nature; and these powers the Bill he proposed embodied. The responsibility of exercising them with a sound discretion rested wholly on the Government. [The Right Hon. Gentleman then read some extracts from the report of the railway branch of the Board of Trade, purporting to define the powers necessary for Government to possess, for the purpose of effectually protecting the public against accidents on railways. Those powers were, generally —to enforce time-tables—to establish signals—and to introduce regulations for the assertion of strict discipline among the servants of the railway companies. The report deprecated all interference with attempts of an experimental nature on the part of Directors.] He (Mr. Labouchere) would take only two of these points to prove the necessity for interference on the part of the Government. One of these was time tables. It was well known that the trains on all railways were worked by time tables: and he was happy to say that on most of those railways which ran into one another these tables coincided, but on some they did not, and the consequence was several dreadful accidents on these lines. This was a clear case for interference. Again, with respect to signals. On some lines the signal of danger was a red light, on others a blue. Now, an engineer from one getting on the other was very likely to become confused, and hence, also, many of the frightful occurrences which had recently taken place. It was to remedy these that the powers asked for were sought, but at the same time, he admitted that they should be exercised with great caution and with the least possible degree of interference, consistent with the public safety. There was another point, too, to which he (Mr. Labouchere) attached much importance. It was, that all engine drivers on railways should be duly licensed by an establishment to be created for that purpose. It was preposterous that the drivers of public vehicles on the streets should be unable to ply their trade without a license, while engine drivers, on whom depended so much life and property, should have no limitation except the means of employment. It was therefore, proposed in the Bill that a registry should be kept—that no driver should be licensed without proof of his qualification, and that he should be deprived of his license for misconduct. A great many accidents occurred from the misconduct of drivers, from their recklessness, or drunkenness, or ignorance; these would be obviated by the plan proposed in the Bill. At present a driver who may be discharged from one railway for gross misconduct, was often taken on another. This would not be the case if a system of licenses existed; and thus many most fearful occurrences would be avoided. There were various other minor points in this Bill, but as they were all based upon the report he should not advert to them.

Colonel SIBTHORP did not rise to oppose the introduction of the Bill, but to express his aversion to the whole system of Railways. He looked upon them as public fraud and private robbery—(Hear, and laughter)—the schemes of idle speculators and gambling jobbers. He regretted that the Bill contained no compulsory clause giving provision to the thousands who had been ruined by railways. Not one in ten of the frightful accidents that occurred on them was made public. They were, in his opinion, dangerous and delusive to the public, and ruinous to innkeepers and postboys. And although he admitted that some immediate remedy was necessary for the fearful evils they had entailed on the country, still he was so jealous of any meddling with them on the part of her Majesty's Government—whom he had no faith in—that he much wished the matter had fallen into other hands. (A laugh.) The Right Hon. Gentleman had spoken of licenses. Was it for the purpose of protecting the public that this scheme was proposed, or of adding a few pounds to the melancholy, forthcoming budget of the Chancellor of the Exchequer? (Laughter.) He hoped that the House would insert a clause in the Bill compelling the Railway Directors to pay the full amount they had promised for property that these Acts now gave them power over, and for which they withheld compensation, because he believed that in a very short period all these airy schemes would be bankruptized, and the country recur to a more rational mode of travelling—that is to say, in a chaise and pair, or otherwise. (Laughter.)

Mr. EWART concurred with the principle of the Bill so far as centralisation—which he took to be its object—went: but he deprecated all unnecessary interference with railway roads as injurious rather than serviceable. He maintained that the number of accidents on railways was proportionably less than in coaches. With respect to the plan of licensing, he differed from the Right Hon. Gent. as to its efficacy. It should be borne in mind that our whole system of stage coaches had been admirably conducted without the system of licensing, which was recommended by the Commissioners, and he therefore doubted whether that recommendation was at all necessary. He agreed with the Commissioners in thinking that further powers should be given, so as to enable them to obtain information with regard to all accidents, not limiting it to accidents accompanied with serious injury, and that they ought to have notice before the opening of any railway. These were powers which were demanded by the public, and which no reasonable Railway Company would refuse. Another recommendation of the Commissioners was that all these acts of interposition should be submitted to Parliament, with the reasons appended to the regulations made; that was due to the public and to Parliament. It was worthy of notice that those were the best railways which had stood the longest. On the London and Manchester line an accident now scarcely ever occurred, and yet above a million of passengers passed along it in a year. The London and Birmingham Railway, too, had by time become so much more complete that the accidents were much less numerous, and he had then in his hand a return from the Grand Junction Railway Company, stating that half a million of passengers had been conveyed along that line during the last half year, and there had been no accident; 1,200 horses, and about 6,000 tons of goods, had also been carried by that railway during the same time, and a very trifling sum only had been paid by the Directors for injury done to the horses or goods. He was satisfied, however, that great advantage would accrue to the public if his Hon. Friend formed his office into a kind of central board for the issuing of regulations, instead of assuming great powers of interference and control, which were inconsistent with the success of all private speculations of this sort.

Lord STANLEY said, that little favourable as he was to the general policy of her Majesty's Government, he was not inclined to view their proceedings on this subject with that jealousy which seemed to be felt by Hon. Gentlemen behind him. (Hear, hear.) Indeed, from the manner in which his Hon. Friend had introduced the subject to the House, it was pretty clear that he did not anticipate objection from that side of the House; for, though he had favoured them with a few facts, he had directed the whole of his argument to those Hon. Gentlemen who generally supported the Government. ("Hear, hear," and a laugh.) Most of the observations which he wished to make on this subject had been anticipated by the Hon. Member for Wigan. He entirely concurred with that Hon. Member, and he hoped that the Hon. and Gallant Member behind him would derive some consolation in that state of despair in which the only hope that presented itself to him was the general bankruptcy of all the Railway Companies in the country. ("Hear, hear." and a laugh.) He hoped he would derive some consolation from the undoubted fact, that, in proportion as more traffic came upon a railway, and the persons connected with it had greater experience, so proportionately the danger to life and property diminished in an extraordinary degree. On the Liverpool and Manchester and Grand Junction Railways, on which the traffic was immense, and which had been first opened, not a single accident with danger to life or limb had occurred in the last year—(Hear, hear)—and he had no doubt that all railways might be brought to the same state of perfection; but in the mean time it was of importance that the Government should exercise a vigilant control over those that were in their infancy. No more important recommendation appeared on the report of the commissioners than that which proposed that additional powers should be given for prohibiting the opening of railways without inspection on the part of the Government, because after an immense expenditure of capital, it was natural that the directors of a company should desire to be earning as early a return as possible; that desire led to the opening before it was safe to commence the traffic, and he had been told that in one case, notwithstanding a positive report of the [illegible] that the railway was in an unfit state [illegible] had persisted in opening it. ("Hear, hear," Colonel Sibthorp.) It was unanimously that these railways must, more or less, [illegible] nopolies in the hands of the directors; [illegible] therefore, not only a justification, but a [illegible] the interference of the Government for the protection of the public. He wished now to ask [illegible] his Honourable Friend, or the Chancellor of the Exchequer, as to the directions which were now given with regard to letters carried by railway mails. It happened the other night that he was summoned up rather in haste by the Southampton Railway; they arrived at Basingstoke at two in the morning; the snow was deep on the ground, but there was no obstruction on the railway; the train, however, was detained an hour and a half; and upon inquiry, he ascertained that the detention was in consequence of a general order, which was to the effect that, though there was no impediment on the railway, as the Exeter and Andover mails had not arrived, the train was to be detained with all the passengers until they came up. The consequence was not only great inconvenience to the passengers, but his Right Hon. Friend knew very well that on a railway, upon which there was much traffic, there must be great danger, if at the direction of any one a mail train might be delayed without notice one hour and three-quarters beyond its time. (Hear, hear.) He noticed this circumstance, not for the purpose of blaming any one; but, as it had come under his own observation, he wished to call the attention of the Government to it, and to ask whether there was any objection to state what were the general orders with regard to the detention of mail trains. He hoped that there were no orders which could lead to such serious inconveniences, even for the sake of maintaining the regularity of the mails.

The CHANCELLOR of the EXCHEQUER said that he had not been able to receive any answer from his Noble Friend as to what were the directions given on the subject, but he believed they were very general, and that a large discretion was left with the Railway Companies themselves; but he begged to remind the Noble Lord that the mail trains were engaged by the Government upon the payment of large sums, not for the conveyance of passengers, but for the conveyance of the mails; and though he regretted that the Noble Lord had been obliged to stay an hour and a half at a very cold station—(A laugh)—he must say that passengers who went by mail trains must be prepared for delay in such cases, as they had been before under the mail coach system. As to the danger of the delay, he believed that his Noble Friend, upon inquiry, would find that there was no possibility of accident at the time when this train was detained.

Lord STANLEY said that he had not thought of stating it as a personal inconvenience, because, in fact, it was none; but when his Right Hon. Friend stated that passengers by mail trains must be prepared to wait, he should recollect that all the mails from Southampton that morning were kept back at the same time; and as to the paramount importance of conveying the mails regularly, after waiting an hour and three-quarters, they did at last set out without them. He could not, therefore, be satisfied with the answer of the Right Hon. Gentleman. (Hear.)

Mr. PLUMPTRE begged to enforce upon the House the propriety of prohibiting railway travelling on Sundays.

Mr. WARBURTON hoped that the House would not entertain such a proposal, and so cut off all communication on that day for persons who could not afford to travel by postchaise. (Hear, hear.)

Leave was then given to bring in the Bill.

REGULATION OF RAILWAYS.

A PAMPHLET on this all-absorbing topic has just made its appearance from the pen of F. R. Conder, Esq., a gentleman whom we are proud to number among our correspondents.* It is in the form of a letter to the Right Hon. the President of the Board of Trade, and will be found to embody a great variety of very valuable suggestions (evidently the results of observation and practical experience), which are well deserving the attention of Railway Executives.

* "Railway Transit, &c., by Francis Roubiliac Conder, C. E." John Weale, High Holborn. pp. 32.

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After taking a rapid glance at the origin of railways, and contrasting the doubts which less than twenty years ago disturbed the most eminent men of the profession as to the practicability of journeying on a railway at a greater speed than some twelve miles an hour, with the actual results of the present day, Mr. Conder adverts to the duty incumbent upon Government, and the legislature who called them into existence, to regulate the use of these gigantic undertakings.

"As internal communication (says he) has always engaged the attention of Government—as one regular, safe, and universal system is required for such traffic, which, in the existing state of affairs, is never likely to obtain—as the great mass of property embarked in railways, and the thousands of passengers daily transported by them, should be protected by the chief officers of finance and of police—as Parliament has granted to the Companies the vast powers they possess, and has moreover interfered in the last Session for their regulation—it is to Parliament alone that we can look for the due protection of the lives and interests of the public.

"That Parliament must again interfere, there can be little serious doubt. The outcry of those parties who would stigmatize all such interference as tyrannical and unjust, is on a par with that of those who urge ridiculous or vindictive measures, and would amerce the proprietors of lines in large deodands, for the misfortune or the neglect of their officers. Good results have already attended the Act of last Session, which, however, must be regarded as a preliminary, rather than a final measure, and which is itself obnoxious to some of the defects before adverted to; since the Government Inspectors have had to educate themselves for their new office, while performing its duties. The inadequate nature of the punishments often inflicted by the country magistracy, under the provisions of this Act, is also worthy of note."

He then proposes farther inquiry.

"Let a Committee of either House of Parliament, or, better still, a Commission composed of men who have given proof of their ability to handle the subject, (such as is presented by Mr. Frankland Lewis's award on the conveyance of the mails,) associated with three of the most eminent Civil Engineers, together with the Post-master General, and the Surveyor of the Metropolitan Roads, be appointed with power to send for persons and papers. Let them call before them the Engineers and Managers of different lines; let them investigate the different accidents that have occurred of a serious nature; and let them compare the codes of signals in use on various lines. The labours of the last Committee were directed towards the fiscal and commercial effects and prospects of railways; let the next investigation be that of the proper regulation of transit.

"The improvements made by Mr. Wheatstone on his magnetic telegraph, would be one subject for examination, with the view to the immediate introduction of that valuable invention on all lines of railway.

"The state of railway fences, the number and situations of crossings on the Level, with the protection afforded by the position of lodges, the construction of gates, and the regular attendance of police, would be a second.

"The station arrangements, both of plan and of police, including the position of switches and turnouts, with their indices, and the attendance constantly given at each point—a third.

"The construction of locomotives, tenders, and carriages, considered with reference to the rate of travelling, size of trains, and provision for using the brake—a fourth.

"The signals in use, and those recommended—a fifth.

"The responsibility of officers, and the selection of proper men for the service—a sixth, and most important.

"On a digest of the evidence thus obtained, a Bill would be introduced to the Legislature, embodying the results of science and experience, establishing uniformity of system, and protecting the public from present danger, and the Companies from much ultimate loss."

Mr. Conder next refers to what would be the duty of the Commission.

"Suggestions of the following nature might be submitted to the Commission, and, if finally approved, invested with the sanction of law. Opposition would doubtless be raised to some of them: even personal hardship might sometimes be occasioned: but feelings like these should bow to what, if not identical, are ever coincident; the safety and convenience of the public, and the pecuniary advantage of the Railway Proprietors.

"I would suggest, that each Company should be required to appoint a Transit Engineer, who should be a Civil Engineer, between five and twenty and fifty years of age,—of at least seven years' experience in his profession, and who should have absolute control over the whole line and the Stations; his department beginning where that of the Secretary terminated. He should be the organ of all communications between the Company and the Board of Trade. He should have the power of appointment and dismissal of every workman, policeman, guard, driver, and stoker on the line. As his power would be great, so would be his responsibility. In the event of any accident not clearly and utterly unavoidable, he should be called to account, and, if necessary, placed under arrest. No personal feeling should be allowed to interfere with the interests of the Company; and the first symptom of neglect or incapacity should also be the last. He should live on the line, and never be a mile from it without leave or notice; and, of course, his salary should be ample. On his appointment or his continuance in office, the Government should have a veto."

Then follow a large number of similar suggestions many of them of undeniable utility, and others which the author would recommend as fit subjects for experiment. The two following have struck us as being well worthy of attention. The former we have reason to believe is already under experiment.

"First, that to the handle of the steam-cock might be attached a brake on the driving-wheels, so that the same operation should shut off the steam, and brake the engine. Secondly, that at certain points on the line there should be placed gibbets or plugs, say always fixed at the entrance of stations, and *fixable* at every quarter mile-post, which, on the passage of any engine either by or over them, as the case might be, should strike an arm constructed on the engine for the purpose; and thus, either blow a whistle, shut off the steam, or apply the brakes (any or all), as the case might be. The mechanical details would be simply effected, and the plan might be worth trial." * *

"That the Magnetic Telegraph ought to be universally introduced on railways, there can, I think be little doubt:—a greater security in case of accident cannot be imagined. It cannot be expected that its power should be very great; yet, as the gifted inventor has stated, that it is able to ring a bell at the stations by detaching an escapement, it does not seem unreasonable to suppose that a similar escapement might be constructed in connexion with a moveable glass shade for each lamp, so that, on any accident occurring on the line, the guard of the train should proceed to the nearest point of communication with the telegraph, and, on his displaying the signal of danger, the escapements would be removed, and a red light be shown at each lamp Every train then in motion would perceive the signal, and would proceed slowly to the nearest station, where the particulars of the accident would have arrived by the telegraph before them, and the requisite precautions would be adopted. I merely suggest this plan, on the strength of Mr. Wheatstone's evidence, not having had it in my power to make any experiments on the subject."

It is scarcely fair to quote so extensively from a small work which ought to be in the hands of every railway shareholder, and therefore we shall conclude with the following brief summary given by the intelligent author himself.

"The points that I have endeavoured to illustrate, in brief, are the following: That the Government has always, more or less, protected the internal communication of the country; that, within the last fifteen years, a new mode of transit, almost independent of such control, has, in some cases, superseded the former conveyances; that, while much capital, talent, and energy have been expended in bringing this means of conveyance to its present state, it is yet far from perfect; that, in many cases it is not managed by efficient or properly educated men; and that a uniformity of system is requisite for the security of the public, and for the proper development of this vast innovation. I have ventured on several suggestions, some of which with confidence, and others with a degree of doubt. I respectfully submit to abler judgment; and I have sketched the outline of a plan, by the adoption of which it appears to me, that the railway system might be duly developed, and both the interests of the Companies and the security of the public, be most effectually protected."

The extracts which we have made, would recommend the Letter without any formal judgment of ours, but nevertheless we do recommend it very cordially. It is sound, sensible, and *practical*.

STANDING ORDERS OF THE HOUSE OF COMMONS—THE DEPOSIT OF £10 PER CENT.

In the House of Commons on Thursday, Mr. H. Hinde moved that the standing order, No. 32, relating to Railways, be read.

The order having been read, the Honourable Member proposed that the standing order respecting Railway Bills, which requires a sum equal to one-tenth part of the amount subscribed to be deposited in the Court of Exchequer, be modified by substituting one-twentieth for one-tenth. The House was aware that previous to the year 1830, of the Bills that were passed for making Railways, a considerable number was confined chiefly to the purposes of local traffic; but after the opening of the railway between Liverpool and Manchester, a great impetus was given to speculations of that nature, and in the following years several Bills were introduced into the House to enable capitalists to open railways. In the year 1832 four Bills were passed for that purpose, and in the year 1834, five Bills were passed for a similar purpose. In the year 1835, twenty-four Railway Bills had passed through that House, including the great lines from London to Birmingham, the Grand Junction, the North Union, and the London and Southampton. In 1836, the number of applications was very large, and the attention of Parliament was particularly directed to the subject, in consequence of the standing order having been evaded, and, in fact, there was strong proof before the House, that evasions had been practised to enable parties to pass the standing orders. Notwithstanding this twenty-nine orders for the formation of railways had passed the House. In 1837 the number of Railway Acts was fifteen. He admitted that many of the schemes in these three years, particularly in that of 1836, were not worthy of the support of Parliament, and were not brought under the consideration of the House in such a way as would enable them to be proceeded with. Out of the large number brought forward forty-four did pass the House of Commons; and, although there was no particular protection, there was not a single one of them could be called a bubble company, and in proof of it he could state that of the forty-four, twenty-one were at the present period actually finished, ten were partially opened, nine were in progress, and four not commenced. Two of these four were Irish Railways, and of the peculiar circumstances connected with railways in that country it was unnecessary for him to say anything. Of the other two, the Deptford pier and railway had never been commenced, and the other, the Thames Haven Railway, could not be commenced, in consequence of the delay in advancing the Eastern Counties' Railway. In August, 1836, a standing order passed the House, requiring that a longer notice should be given than heretofore, and in July of the following year the standing order was passed requiring a deposit of 10 per cent., and both these came into operation in 1838. After the passing of these two standing orders there was a remarkable decrease in the number of Bills presented to the House. In 1838 only two Acts of Parliament for new railways were passed; in 1839 only one, and in 1840 not a single Act for a new line passed the House. Surely that looked like putting a stop to them altogether; and it would appear that, in taking steps to prevent fraudulent schemes, they had prevented the carrying on of wholesome plans. Among the Bills passed within the last three years the Edinburgh and Glasgow had been before Parliament the previous

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year, and therefore the standing orders did not apply to it, and another, the West Derby, had been in progress of formation by another company, and that also was exempted. The only Bill, therefore, which could be termed one for a totally new line, was one for a short line in Devonshire, near Torbay, which was not quite three miles in length, so that, in point of fact, only one Bill had passed since the standing order to which his motion referred. He did not mean to object to the March notices, although he had, in common with many others, objections to these notices, but he referred particularly to the order which required the deposit of 10 per cent. He did not believe that the standing orders relative to the March notices had had the effect of preventing these being given, because, in point of fact, in 1838, there had been 35 such notices given, in 1839, 29, and in 1840, 30, showing that these notices had not been much decreased. It might be urged, and not without reason, that the state of the money market had been one of the great causes of the small number of railway Bills brought forward, and no doubt that had operated to a certain extent; but he would remind the Honourable Members, that although British capital had not been invested to a large amount in railways at home, yet large sums had been invested by British capitalists in railways in Germany and France, and particularly that one between Havre and Paris in the latter country, besides many speculations in the United States. Having disposed of the reasons why so small a number of Railway Bills had been brought before the House within the last three years, it only remained for him now to meet the objections of Honourable Members who thought it of little importance whether railways should continue to progress or not, and to these he would use the strong argument, that British capital was being absorbed in these undertakings in foreign countries. Some time ago it might have been a question whether every large town should have a connection by railway with the metropolis, but from what had occurred of late years that was a point on which there could be now little doubt. A great number of persons were employed upon these railways, but this employment, so far from being a boon to the labouring population, would be a curse if it were to be suddenly withdrawn. Look at the operation of railways at this moment. During the last year, from February 1840 to February 1841, about 600 miles of new railway had been opened in the kingdom. On these 600 miles far more than a moiety of the labourers throughout the kingdom had been employed. It might be asked if he had the means of showing the number now out of employment, and he conteseed that he had not. The works, especially the embankments, had been subject to so much dilapidation from the state of the weather, and from the railways having been opened with undue speed, that on many lines, the same number of labourers were employed in repairing them, as had been employed during their formation. But as spring advanced, these would be through out of employment, for though there were many railways going on, with the exception of the Great Western and an other, he knew of none that were going on with spirit. These were the chief causes he had to advance in favour of a modification of the standing order; but he would point out another inconvenience, namely, the formation of railways without the sanction of Parliament. If persons found generally they could more easily make a bargain with the landowners than by submitting to the restrictions laid upon them by Parliament, depend upon it this system would increase, as saving the expense of an application to Parliament, would enable them to give greater sums to the landowners. These railways were not subject to the Act of last session for the regulation of railways, which related only to those formed under the sanction of Parliament. He would only further state, that if the House agreed to the proposition, he had had the honour to make, they would only place the standing order in that House on the same footing as that of the House of Lords. When the new standing orders relating to railways were passed, a communication was made to the other House, under the auspices of the Noble Lord then at the head of the Board of Trade to assimilate the standing orders of the two Houses, and he believed there was no difference between the Houses than that the House of Commons proposed a deposit of ten per cent., and that the House of Lords thought this too much, and would assent only to a deposit of five per cent. He thanked the House for the attention they had paid to his statement, and submitted his motion for their decision.

Mr. JERVIS seconded the motion.

Mr. LABOUCHERE said that, although he was certainly prepared to offer every opposition in his power to the motion made by the Hon. Gentleman —(Hear, hear)—the Hon. Gentleman was quite right in assuming that he did not rest his opposition on any wish to discourage the progress of railways in this country—(Cheers)—provided they were real and *bona fide* undertakings. (Cheers.) He was as much convinced as any man could be, that it was his duty to give every encouragement to the developement of the railway system; but he was well convinced that the only way by which they could guard against a practical monopoly on the part of the lines already existing, would be by lines more or less parallel, and constructed in such a manner as to offer some competition for the benefit of the public. He trusted, therefore, the Honourable Gentleman would be satisfied that if he (Mr. Labouchere) felt it his duty to oppose the motion, he did not do so from any desire to interfere with the progress of the railway system. But he really was at a loss to conceive how it could be believed that any railway undertaking could be carried on so as to afford a fair and reasonable prospect of remuneration to the subscribers if there were a difficulty in obtaining a deposit of ten per cent. (Cheers.) It appeared to him that if there were any difficulty in obtaining a deposit of five per cent. as a subscriber, he should think he had little chance of obtaining the remaining 95 per cent. This subject had often been before the House. The principle had been considered by two committees of the House of Commons, who had decided against it, in consequence of those disgraceful gambling transactions, which, under the name of railway speculations, had imposed upon the country. (Hear, hear.) It would, indeed, be with great concern, he should see the House relax their rule, which had had the most satisfactory effect in arresting the progress of schemes which were set up for no *bona fide* object, but only to induce inexperienced capitalists to purchase shares and give the advantage of temporary rises in price to the first speculator. To him it appeared impossible that any parties of character and substance could find any difficulty in obtaining a deposit of so small an amount. He thought, therefore, there need be no apprehension that parties who had projects calculated to be beneficial to themselves and the public, would find any difficulty in making the deposit required by the present regulation. (Hear, hear.) And he should feel very sorry if the House should alter the determination to which it came after so much deliberation.

Mr. WARBURTON was far from thinking the existing regulation requiring the deposit of ten per cent. at all excessive. He was convinced in all *bona fide* schemes no difficulty could be found in conforming to it. (He Mr. Warburton) had had the best opportunities of inquiring into the merits of the case, and he was satisfied that the existing regulation was the best that could be devised.

Mr. BROTHERTON wished to state a fact which he thought of considerable importance. The Liverpool and Manchester Railway Company, a year or two ago, obtained an Act for a railway to pass through the borough which he had the honour to represent, and they had contrived to introduce a clause leaving it optional to them whether they should complete the railway or not. The consequences were, that parties who had received notice that the railway would pass through their property were completely tied up from disposing of their land in any way (Cries of "Hear, hear")—and the Company had the sole power of determining whether the property should be required at any time for the purpose of the railways. (Hear, bear.) He did think that Parliament should take every precaution for having their works vigilantly and vigorously carried into effect.

Mr. O'CONNELL said, it seemed to him that the regulation, as it stood at present, was, like many others, highly favourable to the rich and to great capitalists, and that it went to increase the influence of those who were already possessed of enormous wealth, while it acted injuriously as regarded the smaller capitalist.

Lord HOWICK thought it was the interest of small proprietors that a check should be put upon those who entered into deceptive schemes, by insisting rigidly on the rule as it now existed. He was persuaded that all gentlemen connected with landed property would do well to pause before they countenanced the resolution of the Honourable Member.

The ATTORNEY GENERAL said, the modification which he (the Attorney General) wished for was, that they should require a deposit of 10 per cent. not before the Bill was introduced into the House, but before the works were begun. In that case they would be sure to have a *bona fide* undertaking that would sufficiently protect the landed interest, and which would not at the same time discourage those useful works.

Mr. FRESHFIELD could not see the benefit of changing the present law. It could only tend to encourage dealing in shares to the injury of the public.

Mr. W. O. STANLEY expressed his approval of the motion.

Mr. H. HINDE, in reply, said he felt the sense of the House was against him, but he was desirous of recording his vote, because that, at another time, when the number of railway labourers thrown out of employment would be considerable, the House would be glad to rescind this order.

Strangers were then ordered to withdraw, and the House divided, when there appeared—

For the motion 15
Against it 144
Majority against the motion —129

The following are the terms in which the motion is noticed in the official records of the House:—

"Railways,—Standing Order (page 19, No. 32) read, as follows:—'That all subscription contracts shall contain the Christian and surnames, description, and place of abode of every subscriber, his signature to the amount of his subscription, with the amount which he has paid up; and the name of the party witnessing such signature, and the date of the same respectively; and that it be proved to the satisfaction of the Committee on Petitions, that a sum equal to one-tenth part of the amount subscribed has been deposited with the Court of Exchequer in England, if the work is intended to be done in England, or with the Court of Exchequer either in England or Scotland if such work is intended to be done in Scotland, and with the Court of Chancery in Ireland if such work is intended to be done in Ireland; and that not less than three-fourths in number of the subscribers shall have paid up their shares of such deposit.'

"Motion made, and question proposed,—'That the said Standing Order be amended, by leaving out the words "one-tenth," and inserting the words "one-twentieth," instead thereof:'—(*Mr. Hodgson Hinde:*)—Question put, 'That the words "one-tenth" stand part of the said Standing Order:'—The House *divided:* Ayes 144, Noes 15."

We subjoin a list of the minority. It will be seen that most of them are interested in the proposed lines to Ireland and Scotland:—

William Bagge, Edward George Barnard, Sir John Campbell, (Edinbro'), J. Dennistoun, Edward Ellice, (St. Andrew's), Earl of Euston, William Fielden, (Blackburn), Colonel Ferguson, (Dysart), Richard Hodgson, (Berwick), Robert Ingham, Daniel O'Connell, (Dublin City), James Power, (Wexford Co.), Thomas N. Redington, Hon. W. O. Stanley, (Anglesey), Dr. Stock. Tellers for the Noes, Mr. Hodgson Hinde and Mr. John Jervis.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of Railway.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
43½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	81	..
10	10	600	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	611	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	31*	..	31*	31*	..
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	35½	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	10½	..
13	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltonham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	15000	100	100	Dublin and Kingstown	..	..	..	..	..	27	..
73½	....	8906	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	6400	25	23	Eastern Counties'	..	..	..	8¾	9¼	8¾	..
—	—	64000	8¼	2	Ditto (*Debentures*)	5¼	..	..	..	..	4¾	..
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	20½	20½	20½	..
51	40	12500	50	35	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	22¾	..
15½	....	6000	50	40	Gosport	..	..	..	45½	..	..	..
111	111	10318	100	100	Grand Junction	..	..	..	..	..	212	..
—	—	10318	50	50	Ditto (*New Shares*)	..	..	..	..	..	95	..
—	—	10318	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	28	..
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	52	..
74	....	10000	100	80	Great North of England	..	..	56	..	..	..	..
118	92	25000	100	65	Great Western	92	91¾	90¾	90¾	90	90	80
—	—	2500	50	50	Ditto (*New Shares*)	62½	62½	61½	61½	61	61	61
—	—	87500	20	4	Ditto (*Fifths*)	10¼	9¾	9¾	9¾	9¾	9¾	9¾
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	43½	..
2	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	30	..
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	12¼	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5,300	100	100	Liverpool and Manchester	..	..	..	..	..	188	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7765	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	..	..	175	..	..	175
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	31250	32	32	Ditto (*New Shares*)	..	..	..	..	..	50¼	..
4	3½	24000	25	22½	London and Blackwall	18½	..	..	18½	..	..	..
46	51	35000	50	50	London and Brighton	43½	43½	43½	43	42½	42½	43
10½	10½	33000	avr.	13½	London and Croydon	..	..	12½	12½	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length of Railway.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
3¼	3¼	20000	20	20	London and Greenwich	..	..	..	..	8½	..	..
—	—	.....		20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....		3	Ditto (*Scrip*)	..	..	..	..	4¼	4¼	..
76	76	86000	avr.	38½	London and South-Western	..	58	57½	..	57½	57½	53½
50	40½	13000	100	70	Manchester and Leeds	..	..	..	73	..	..	74
—	—	13000	50	30	Ditto (*New Shares*)	32	32½	32	..	..	..	..
10	10	6201	100	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	51
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	26
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	73½	..	..	70
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	..	..	..	15½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3500	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	75	..	75	..	..	..	76
—	—	15000	50	40	Ditto (*New*)	..	37¼	..	..	..	..	37
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	82
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7¼	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	28	South-Eastern and Dover	13	..	..	13	..	..	12½
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	74	..	..	75	..	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
2	....	7500	20	20	West London	..	..	..	..	..	..	..

* Ex. New.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Feb. 2nd; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3¾	..
18000	50	35	Edinburgh and Glasgow	29½	29½
1960	25	25	Glasgow and Garnkirk	25	25
16000	25	23	Glasgow and Greenock	22½	22½
12500	50	35	Glasgow and Ayr	34	34
1940	25	25	Monkland and Kirkintilloch	..	63
..	..	50	Wishaw and Coltness	78	76
680	25	25	Ballochney	..	85
4000	25	25	Dundee and Arbroath	26½	27

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorised to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	January 30	..	£660 15 3	£339 9 2	£1,000 4 5 ††
1,266,666 0 0	£1,013,723 0 0	....(a)	*†Birmingham and Gloucester	51	51	January 29	4,546	825 0 5	195 13 5	1,020 13 10
870,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	January 23	18,766	....	....	392 5 9
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	January 30	3,032	114 17 1½	51 2 0½	176 16 5
2,133,333 0 0	....	....	*Eastern Counties'	126	17½	January 31	7,028	....	....	475 0 7 ‡‡
833,000 0 0	631,241	....(a)	*†Glasgow, Paisley, and Ayr	51	40	January 30	9,854	560 16 4	97 18 4	658 14 8
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6¾	6¾	January 30	8,394	....	....	303 4 5
1,957,800 0 (b)	....	14 0 0	Grand Junction	114 (c)	114 (p)	January 30	..	5,742 7 5	2,378 7 2	8,120 14 7
4,994,999 0 0	....	....	Great Western	118	92	January 31	18,938	4,746 5 5	800 9 10	5,546 15 3
533,333 0 0	460,000 0 0	....(a)	Hull and Selby	81	31	January 31	2,222	295 1 0	125 13 5	420 14 5
488,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	January 30	2,450	441 13 2	23 10 2	465 3 4
1,832,375 0 0	1,410,000 0 0	10 0 0 (d)	Liverpool and Manchester	31	31	January 29	..	2,359 0 0	2,150 9 4	4,509 9 4
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	January 30	..	10,881 8 7	2,059 4 1	13,940 12 8
800,000 0 0	668,063 0 (e)	....(a)	*London and Blackwall	3¾	3¾	February 4	19,054	384 15 2	0 16 10	385 12 0
2,400,000 0 0	1,091,369 0 (e)	....(a)	*London and Brighton	46	5¾	February 1	1,442	45 17 10	47 13 3	93 11 1
741,000 0 (f)	629,307 0 0	....(a)	London and Croydon	10½	10½	February 2	5,219	....	....	496 8 2½
993,300 0 (g)	793,300 0 0	1 0 0 (h)	London and Greenwich	3¾	3¾	February 4	23,365	....	....	728 15 3
2,260,000 0 (e)	2,193,617 0 (i)	5 0 0 (k)	London and South-Western	77	77	February 1	..	2,887 13 10	602 10 10	8,490 4 8
2,800,000 0 0	895,914 0 (l)	....(a)	*Manchester and Birmingham	40	5½	February 1	9,451	....	....	277 8 4
650,000 0 0	... (m)	1 5 0	Manchester and Bolton	10	10	January 28	..	852 5 2	213 12 0½	565 17 2½
2,599,000 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	.... §
1,533,000 0 0	1,440,000 0 0	....(a)	Midland Counties'	57	57	January 30	5,889½	1,087 14 2½	546 12 1	1,634 6 3 ‡‡‡
950,000 0 0	....	....	Newcastle and Carlisle	61	61	January 30	..	483 18 10	972 0 4	1,455 19 2
3,000,000 0 0	2,705,676 0 (e)	....(a)	North Midland	72½	72½	January 30	..	1,865 17 11½	847 3 7	2,713 1 6½ ¶
750,000 0 0	560,000 0 0	6 13 4	North Union	22	22	January 29	3,546	830 14 11	152 8 1	983 3 0 ¶
1,200,000 0 0	297,430 0 0	....(a)	Northern and Eastern	30	19½	February 2	4,151	....	....	324 10 3 ***
500,000 0 (n)	....	....(a)	Preston and Wyre	19	19	..	..	....	....	....
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	January 31	5,659	....	....	154 2 1
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	23	23	February 1	4,540½	993 14 5	....	993 14 5 †††

(a) Not open long enough. (b) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (c) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (d) Maximum allowed by Act. (e) Up to July 1. (f) Including the new capital for the London-bridge station. (g) Including new capital for widening line, &c. (h) Preference shares guaranteed 5*l*. per cent. (i) Including Gosport branch. (k) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (l) Up to July 31. (m) The expenditure mixed up with that on the canal, with which the line is connected. (n) Including harbour and docks. (p) 83 miles from Birmingham to Newton junction; 14¼ from Newton junction to Liverpool; and 16¾ from Newton junction to Manchester.

†† From which deduct Toll to London and Birmingham Company, 113*l*. 8s. 9d.—leaving a balance of 886*l*. 15s. 8d. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. ¶ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby Line. The traffic for the week ending 25th January was 4,354 passengers; amount 1,020*l*. 5s. 2d. The return came too late for our last.

‡‡‡ Carriages, 38*l*.; horses, 31. 15s.; parcels, 158*l*. 18s. 5d.; dogs, 21. 3s. 6d.; cattle, 81. 8s.; corn, 30*l*. 7s. 2d.; heavy goods, 305*l*.—Total, 546*l*. 12s. 1d.

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TO CORRESPONDENTS.

A Welshman.—*The proceedings at the meeting have more of local than general interest. We cannot possibly find room for them at present.*

Alpha, and Cousin to Common Sense, *are referred to our last number, where they will find a list of subjects that are interdicted* for the present.

G. N. E. R.—*The proposal is not at all practicable; it would lead to endless frauds.*

A Constant Reader, (*High Wycombe.*)—*It is hoped that the remainder of the sum required can be borrowed, so as to obviate the necessity of making any further call. This, of course, would be disadvantageous to the proprietors.*

Manchester and Birmingham Railway.—Candidus *cannot expect that at this busy season we should insert to day his long letter, which came to hand only yesterday. We will, however, endeavour to make room for it next week. We greatly doubt whether the flippancy which he displays will do any good to his cause, but that is his business, not our's.*

Mr. W. T. Rathbone, Mr. Edward Cropper, Mr. David Hodgson, and Mr. Richard Harrison, *are the four Directors of the Eastern Counties' Railway Company who are accused of charging that Company six guineas for every trip from Liverpool to London and back, although they travel the whole or greater part of the way* FREE.

Eastern Counties' Company. *The Directors who go out of office at the next General Meeting, but are re-eligible (however un-eligible), are Mr. Bosanquet ("Pooh! Pooh!"), Mr. Butler, Mr. Hood, Mr. Wells, and Mr. Wyllie—all Londoners or Essex men—not a Liverpooler amongst them.*

*** We publish to-day an extra sheet of the *Railway Times*, in order that we may lay before the public, at the earliest possible period, the *whole* of the "Report of the Officers of the Railway Department of the Board of Trade," of which portions only have appeared in the daily papers. Such is the pressure of other matter, that we had no alternative but to adopt this course, or to abridge the very important document referred to—a step which we are sure there is not one of our readers that would not have regretted.

THE RAILWAY TIMES.

SATURDAY, FEBRUARY 6, 1841.

We lay before our readers to-day a very important document—the most important, perhaps, to Railway Companies that has ever been put forth—we mean the "Report of the Officers of the Railway Department to the Right Honourable the President of the Board of Trade," which was laid before the House of Commons on Wednesday last. The interest attached to this document arises not merely from the momentous matters of which it treats, but from the fact that the suggestions and recommendations which it embodies will, in all probability, form the groundwork of the new legislative measure "for the better regulation of railways," which Mr. Labouchere has obtained leave to introduce. Most honourably have the officers referred to acquitted themselves of their difficult and very delicate task. From some few of their arguments and inferences we are compelled to dissent, but upon the whole, their recommendations are exceedingly judicious; and above all the tone and spirit in which they are offered deserve the highest commendation. While the grand object for which this department of the Board of Trade was called into existence, namely, the safety and convenience of the public, is never lost sight of in the Report, there is no unnecessary fault-finding with Railway Managements,—no going out of the way to discover a pretext for external interference in the conduct of the Companies' business; on the contrary, praise is freely bestowed where it is justly due, and if the inferences which are drawn from the facts brought forward are not always conclusive, there can be no question that the facts themselves are fairly stated, and the inferences unstrained. Sincerely do we congratulate the Companies that they have fallen into such hands.

The main object of the Report has, as may be anticipated, reference to the late melancholy accidents. Should any one be of opinion that *no* legislative interference is required, let him just glance at the table of accidents contained in the Report, and he will see that from the 7th of August last to the 20th of January in the present year—*an interval of less than six months*—no fewer than *twenty-eight* individuals have lost their lives through railway casualties, and at least *one hundred and fifty* been seriously injured, exclusive of "the numerous cases of accidents which have occurred to servants of the Companies under circumstances not involving danger to the passengers or public, and also of accidents which are attributable to carelessness or misconduct on the part of the person injured." We confess that this melancholy aggregate of particulars somewhat startled us, but the facts unfortunately are not to be disputed. We care not from what cause so fearful a result may have arisen—whether from "defective arrangements" or "misconduct of servants," or from any other source; but we must say, that for the Legislature or the Government to stand aloof, without at least making an attempt to prevent the recurrence of calamities so deplorable, would be gross and shameful dereliction of duty. While Mr. PORTER and his colleagues are not backward in condemning the negligence which led to some of these sad results, they do justice to the system, when they state that "the inherent danger of railway travelling is very small, and even under the present system, less than that of other modes of conveyance."

The Managers of the Eastern Counties' and London and South-Western lines are most censured of any, and assuredly not without cause. In justice, however, to the latter Company it is added, that since the fatal accident upon their line, which must be fresh in the memory of our readers, the Directors have "adopted a very improved system of regulations, which embody most of the recommendations suggested by the Board of Trade." It does not appear that the Eastern Counties' Board have been so tractable; indeed, we much doubt whether they do not hold high rank in the small minority adverted to in a subsequent part of the Report, who have *not* "evinced great readiness in adopting the recommendations of the Government inspectors," and have shewn *no* "desire to introduce improvements, and prevent the recurrence of accidents." As respects the details of these and the other accidents, and their probable causes, we refer to the Report itself, which contains the results of the investigations instituted by the Government inspectors—whose views, by the way, present a remarkable coincidence with those which have been put forth in this journal, as the various occurrences transpired.

The Report puts the principle of Government interposition in the proper light when it deprecates every attempt to interfere in questions which are of an experimental nature, or still undecided, but would enforce "the observance of all precautions and regulations which are approved by experience, and obviously conducive to the public safety." Hence we have none of the nostrums recommended which have been paraded in every possible way during the last two months; nay, nothing is said of various plans of reform of a less questionable character. The authors of the Report appear to have resolved that no suggestion should emanate from them as to the practical working of a railway, which might not commend itself at once to the judgment of every sensible man. The principal recommendations under this head are, accordingly, a more complete system of signals—a better code of regulations as to the timing of trains—improvements in the carriages—a stricter discipline among the Companies' servants—and the licensing of engine-drivers.

As regards *signals*, the suggestions of the Report are few and simple, the most important being that "every station should have a fixed signal-post, and revolving lamp, and a signal man who has no distracting duties to perform." In commenting upon the York and North Midland accident, we urged the necessity of adopting this arrangement, and on referring to the abstract of Sir FREDERIC SMITH'S Report upon the occurrence, we are happy to find that that able officer strongly advocates the same measure of precaution.

With respect to *the timing of trains*, the Report enters more into details—the point most worthy of notice in this cursory review being, that the chief clerk at each station shall note the time of arrival and departure of each train, and *be responsible* for allowing any train to depart before the proper time. Of course the driver would be responsible for too early or too late an arrival at any particular point, a premature arrival being just as dangerous as one that is improperly delayed.

The chief *improvements in carriages* recommended, are the application of buffer springs to *every* carriage, and breaks to most of them. We understand that the Directors of the London and Birmingham Company have anticipated this as well as other recommendations contained in the Report.

As to greater strictness of *discipline*, there is, confessedly, much room for improvement. The Report complains of the apparent unwillingness of some Companies to carry into effect the provisions of Lord Seymour's Act. *We* have repeatedly made the same complaint, and done our best to effect a reform, and we are happy to say not without considerable success.

The principal recommendation, however, is *the licensing of engine-drivers*, a course of proceeding to which there can be no reasonable objection, especially if the preliminary examination be conducted in the sensible and practical form pointed out in the Report. The standard of qualification is not fixed too high, the principal requisites being sobriety, steadiness, attention to orders, and general good conduct. It would manifestly be premature to enter into the discussion of details, but we cannot help expressing our total dissent from the recommendation in the Report, "that all candidates for licences should be brought forward by Railway Companies." We see no necessity at all for any limitation of this kind. Let any person be examined who chooses, and

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if fully qualified receive a licence; it will then be for the Companies to employ him or not, as they may think fit. This system of licensing would tend not only to make the men more careful—and it is a noticeable fact, that of 35 accidents, 18 are stated in the Report to be "clearly attributable to the misconduct of servants as the primary cause"—but would effectually defeat the plans of those who on being dismissed by one Company for negligence or incompetency, easily contrive under the present arrangements to find employment upon some other line. This punishment of the bad, and the system of encouraging of the good, noticed in the Report with commendation as existing upon some of the principal lines, would speedily elevate the character and condition of this useful, and, all things considered, very meritorious and well-conducted body of men—particularly now that there is greater room for choice afforded to the Companies than there was at first.

Upon the other parts of the Report, we cannot at present enter fully. The deficiencies of the Act of last session are clearly pointed out. It certainly is very absurd that while the inspection of railways previous to their opening is entrusted to the Board of Trade, the Act supplies no means of enforcing the views of the inspectors; in fact it is plainly stated, that "a line may be opened in defiance of the representations of the government and its inspector." The Report suggests a remedy for this oversight, as also the means of supplying certain deficiencies in the returns, which, under Lord Seymour's Act, the Board of Trade are empowered to call for. There can be no doubt, that were the recommendation of the Report in this last respect carried out, much invaluable statistical information would speedily be collected. This however is not brought very prominently forward, nor are various other topics which readily suggest themselves as closely connected with this department of the functions of the Board.

The only *essential* point upon which we differ from the authors of the Report is, as to the propriety of committing *large* discretionary powers to the Board of Trade, or to any other Board. It is quite true, as is argued in the Report, that any extent of supervision, necessarily implies confidence in those to whom it is intrusted, and for our own parts we are not disposed to withhold it unreasonably from "public officers who (to use the language of the Report) have no conceivable motive for abusing their powers;" but at the same time we are exceedingly jealous of an undefined jurisdiction in a matter where its exercise might be so prejudicial as in railway arrangements. It may be very necessary to legislate for particular cases, and little practical mischief might arise with the limitations recommended—namely, that "no order or regulation should be issued by the Board without a minute, stating the reasons for its adoption, the production of which might be at any time called for by Parliament;" yet still we would have all the Companies served as far as possible alike, and at any rate there should be a limit beyond which discretionary authority should in no case extend, unless there were an easy and effectual appeal to some other tribunal. It may, as the Report contends, fetter the action of a supervising authority to withhold this general power, but certainly not so much so (as is alleged in the Report) "as to render it practically of little use." Even if it were so, it would be better to choose the alternative. It is quite enough to legislate for the evils that have already occurred, or that can be foreseen, without troubling ourselves about every possible contingency, and stretching a point to guard against it. Our laws are not unchangeable. If in the next or any succeeding session the new Act which is now in contemplation, should prove as defective as Lord Seymour's Act of last year, let it be amended; but do not attempt too much at once. Sufficient for the day, in this respect at least, is the evil thereof. We shall certainly oppose every attempt to institute a despotic and indefinite control over any Railway Company, however much confidence we may have in the parties to whom the carrying of it out is to be entrusted. It is bad in principle, and cannot, therefore, be good in practice.

On Thursday Mr. LABOUCHERE brought forward a Bill founded on the Report, and after some conversation (for opposition there was none) it was read a first time, and the second reading fixed for Friday next. We recommend to careful consideration the particulars of the Thursday night's proceedings, which will be found elsewhere. The tone of the speakers on both sides of the House was calm and moderate, and good cannot fail to arise from the view which was taken by all parties as to the safety of railway travelling. The speech of Lord STANLEY in particular, was characterised by great good sense. The terms in which his lordship referred to a recent delay to which he himself was subjected on the South-Western line, and the allowance which he claimed for defects inseparable from the novelty of the improved mode of transit, are worthy of his high reputation, and contrast amusingly enough with the ridiculous fury of Colonel SIBTHORP, for the particulars of whose characteristic exhibition we refer to the report. How would Railway Companies fare should a SIBTHORP, by some strange freak of folly or faction, become President of the Board of Trade?

The only thing which appears to us to be objectionable in Mr. LABOUCHERE'S opening statement, is the proposition above referred to, of taking large discretionary powers. Upon this point, however, we shall be prepared to speak more fully when we have had an opportunity of carefully considering the clauses of the Bill. In the mean time, we advise the Companies to be on the alert, so as to be prepared at a moment's notice, should occasion require, to lay their objections and remonstrances before the House.

IN our advertising columns will be found the Report of the Committee appointed by the late meeting of the county of Norfolk, to consider of "the best means of procuring, with the least possible delay," the benefits of a communication by railway between that large and important county and the metropolis. It will be found to agree in all material respects with the anticipatory version given of it in the letter of a Norwich correspondent, which we published two weeks ago. The Committee mention the plans which had been personally submitted to them by Mr. RASTRICK and Mr. BRAITHWAITE—the former for a line (the EAST ANGLIAN) from Bishop's Stortford by Cambridge and Newmarket to Yarmouth, and by the latter, for a line in extension of the Eastern Counties', from Kelvedon to Bury St. Edmund's; and then state that there had been also laid before them a Report by Mr. ROBERT STEPHENSON, on a line from Norwich to Yarmouth (different, we understand, from any yet suggested); and another from Mr. GIBBS, on a line which he proposes should branch off from his Great Northern line to York, at Long Stanton, and proceed by Ely and Brandon to Norwich and Yarmouth. The Committee decline giving any opinion on "the accuracy of the estimates either of cost of construction or probable amount of traffic submitted to them," but state that a majority of them (11 to 2, we are informed) had come to the following resolutions:—

"First, That as far as your Committee are able to form an opinion from the different plans and informations connected therewith that have been laid before them, they are of opinion that a line by Cambridge *to join the Northern and Eastern, would offer the greatest advantages to the county of Norfolk.*

"Second, *That the Committee do strongly recommend the county not to support any Company which will not undertake to carry out the whole line from Bishop's Stortford to Yarmouth.*"

The point of view in which this Report strikes us as first of all deserving of attention, is the authentic evidence which it furnishes of the intention of the parties who have at present the Direction of the affairs of the Eastern Counties' Railway, *not* to carry that line further than Colchester—*perhaps Kelvedon*. Of the existence of some such intention no one has for a long time had any doubt, but hitherto the Directors have been exceedingly careful to avoid any open avowal of the fact. Indeed, in one of their recent half-yearly Reports they were pleased "to contradict in the most distinct manner the assertions which have been made of any *resolution* having ever been passed or *determination* having been entered into by the Board to stop finally at Colchester or any other particular part"—wishing it to be believed that because they had not come to any formal resolution or determination to that effect (of which they had never been accused) that they were therefore innocent of any serious purpose of stopping short if they could, though at no time could they pluck up hardihood enough to deny such purpose in direct and unequivocal terms. But behold at length intention, resolution, determination and all proclaimed in the face of the world! The Report states that "Mr. BRAITHWAITE, the *Engineer of the Eastern Counties' Company, attended on their behalf*, to produce a plan of the line "from Kelvedon to Bury St. Edmund's"—that it had been "surveyed by Mr. BRAITHWAITE *under the directions of the Eastern Counties' Company*"—and that the plan had been introduced to the notice of the Committee by "a communication from Mr. BOSANQUET, the Chairman of *the Eastern Counties' Company*." Now, the plan of diverging from Kelvedon towards Bury St. Edmund's *on the left*, which is thus publicly put forward and promoted by the Eastern Counties' Company, implies *of necessity*, the abandonment of the line *on the right* towards Ipswich, and must equally of necessity rest all its hopes of success (if it have any) upon the abandonment of the latter.

The reader will, however, be pleased to understand by the term *Company*, wherever it is used in what we have just cited or said, a certain clique of *Directors*, who have for the present the management of that Company's affairs in their hands; for confessedly the Eastern Counties' *Company*—meaning, thereby, the shareholders at large of whom the Company consists—have never hitherto expressed, nor been called upon at any general meeting of their body to express, any opinion on the ques-

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tion of stopping short at Colchester, Kelvedon, or any where else—have never sanctioned any deviation of their railway from the original Parliamentary line—and never did authorise any one "to attend on their behalf," before the Norfolk County Committee, to advocate either one thing or another. All that has been done in these respects, has been the work of the Directors alone—done at their own risk, and on their own responsibility; not, be it observed, in the exercise of any discretionary power with which they are clothed as such, but, on the contrary, in open violation of all the duties and obligations imposed on them by the Company's Act; for as Directors *under the Act*, they can exist but to carry into effect its objects and provisions; and as it is an Act to make a railway from London to Norwich and Yarmouth, by way of *Colchester and Ipswich*, they cannot possibly derive any authority under it to promote a line in the very opposite direction of *Sudbury and Bury-St.-Edmunds*. No doubt the Directors reckon on obtaining a vote of approval of all they have done from a majority of their constituents, and possibly "not without their host;" but in the meanwhile, it it undeniable that they have been availing themselves of their position and opportunies, as Directors under a particular Act, *to defeat that very Act*. Now that is such an abuse of administrative power, as no administrative body whatever ought to be suffered to commit with impunity.

When the Directors of the Eastern Counties' Railway decided, *for themselves*, on not going on with the line beyond Colchester or Kelvedon, they should have called the shareholders together, and ascertained, by some substantive question put to them, what was *their* opinion on the matter; and we cannot help thinking that such is the line of conduct which any body of men, actuated by pure motives and honourable purposes, would have pursued. But for the Directors to assume, as a matter of course, that their constituents would be of the same mind as themselves on the point, and to act on that assumption to so ruinous an extent, and so recklessly of all consequences, as they have done, is, to our minds, something very intolerable.

The Directors may have good grounds for believing that the bulk of the Lancashire proprietors, who hold, it is said, more than three-fourths of all this Company's stock, concur with them in thinking that the line should be stopped at Colchester or Kelvedon, but they cannot tell what influence the reasonings of shareholders resident in other parts, and taking a different view of the matter, might have in changing the opinions of the Lancashire proprietary, and they have no right to take it for granted that the result of a frank comparison of notes on the subject, must needs be as they desire it should. As truth is said to be omnipotent, so may we suppose it to be of might enough to prevail, even against the prejudices of the most prejudiced body of proprietors that ever existed. We admire much the intelligence and enterprise of our Lancashire friends, but we trust we may venture, without offence, to hint that one good London reason is worth a whole pocketful of Liverpool proxies. Nay, it would be doing great injustice to the Lancashire shareholders, in the Eastern Counties' Railway, were we to regard them as less open to be swayed by good reasons than other people. What we complain of is that their proxies only have been reckoned in this matter—not their judgments. The Directors, whom they have, by their votes, lifted into power have ever since made so light of them as to give them no opportunity of judging for themselves. Not only have they decided *for the Company* the point of stopping short at Colchester, but they have taken care by allowing the powers of taking compulsory possession of land beyond that place to expire, to make it impossible for the Company to go further even if they saw fit, without the help of a new Act of Parliament. That a body of Railway Directors should take a step of such vast and vital consequence as this—amounting as it does to the docking off of about two-thirds of an entire line—without the previous sanction of a deliberate vote of their constituents, specially called together for the purpose, is something new in railway history; and we trust for the honour and welfare of the railway body, that it will long remain the only disgraceful instance of the kind.

But to return to the Report of the Norfolk Committee,—let us see what the *Directors*, pretending to act for the *Company*, had to say in favour of their new line of extension from Kelvedon by Sudbury to Bury St. Edmund's. Had they made any survey of it, so as to be able to say, within economical engineering limits, that it was a practicable line? "A survey was in progress, but *not yet completed*." What did they think the cost of it would be? "About 600,000*l*."—though whether it would cost 500,000*l*. or 1,200,000*l*. they could not of course tell till their survey *was* completed. Had they formed any estimate of the traffic that might be expected on such a line? No; there was no "statement of the probable traffic" ready to produce. Had any Company been formed to take it up? No; but it would "be taken up by an influential portion" of the Eastern Counties' Company. How were the people of Norfolk to be sure of that? The people of Norfolk had Mr. BRAITHWAITE'S word for it, in the same way as not many years ago they had that gentleman's word for the fact that it was the unalterable intention of the same influential parties to carry out the line to Yarmouth *in quite a different direction*. Every inquiry made, in short, served to convince the Committee that there was no truth or sincerity in the scheme—that it was but an empty demonstration hastily got up in the eleventh hour, for the purpose of diverting the people of Norfolk from prosecuting an indicated intention of seeking a railway communication by Cambridge with the metropolis, instead of that by Ipswich, of which they had been so shamefully disappointed—that it had for its sole object to compel the traffic of Norfolk still to pass through the Colchester or Kelvedon tollgate of the Eastern Counties' jobbers, leaving all residing beyond either point to shift for themselves in respect of railway transit thither, as they best might—and that on all these accounts it was deserving of no regard whatever. The Committee have in this but done as we ventured to anticipate they would.

The plan for executing the part between Yarmouth and Norwich only, brought forward under the respectable auspices of Mr. ROBERT STEPHENSON, has every appearance of being projected in perfect good faith; but it is open to this manifest objection, that it would be but playing, at the other end of the line, the same sort of game which has been played at this—only in an honest and straightforward manner. After the London and Colchester and the Yarmouth and Norwich portions—the two best pieces of the whole line—had been thus appropriated by independent Companies, how could any third Company be ever expected to take up the comparatively barren country between?

The Committee had therefore but to choose between the two remaining plans laid before them—that of Mr. RASTRICK and that of Mr. GIBBS, both of which equally propose to accomplish a complete line of railway communication between the metropolis and Yarmouth. And in preferring the former, we think they have done wisely—since it touches, or approximates, to a greater number of important places than the other, and is, to all appearance, in a state of much greater maturity and forwardness.

But, now that you have made your choice of a line, ask the Eastern Counties' Directors tauntingly, "Who will make it? The capitalists? On what grounds? Not for amusement, certainly; nor because Suffolk and Norfolk may utter the deepest groans at suffering the deprivation of the railway system. These reasons will operate as nothing on capitalists, be they resident in London, in Liverpool, or in Norwich. A complete Railway from London to Norwich and Yarmouth will be made only when capitalists can see, with reasonable certainty, that a traffic exists, and will come on the line they may make, sufficient to produce a proper return on the capital to be invested."* All this is so true, that the vulgar insolence of tone in which it is couched does not prevent one from subscribing to it implicitly. The East Anglian line will assuredly never be made, unless it can be shown that the traffic likely to come upon it, will yield a remunerative return upon the capital required for its execution. Nay, until this is clearly made out to the satisfaction of Parliament, which is as watchful over the interests of capitalists as landowners, there will not even be an Act for it obtained. But on the other hand, if a good traffic case can be made out in favour of it—of which it seems to us idle to doubt—then, as assuredly will the money for it be forthcoming, whether the capitalists of Liverpool choose to lend a helping hand or no.

Besides, if the sufficiency of the traffic on the East Anglian line with its four principal points of Cambridge, Newmarket, Norwich, and Yarmouth, is to be questioned, what shall be said to that of the Kelvedon and Bury St. Edmunds, with the prodigiously important intermediate towns of Coggeshall, Halstead, and Lavenham? The Eastern Counties' people say that their old line by Ipswich and Eye, would not pay; yet that line would go to the doors of ten times the number of persons that could be benefitted by the Kelvedon and Bury. Of course the latter can be but ten times worse than the former; yet it is this ten times worse line which they now present for public approbation and support, and gravely tell us will be "taken up by an influential portion" of their body! We may, we think, with great propriety reply to them nearly in their own words, "Who will make it? Capitalists only. And on what grounds? Not, be assured, for your amusement merely, nor because of the deepest groans you may utter at the prospect of being deprived by the success of the East Anglian line, of all that traffic, which you reckoned so surely must flow through your Colchester tollgate? Such reasons will operate as nothing on capitalists be they resident in London or Liverpool, or in Norwich, or anywhere else they may. Laugh

* Directors' Circular of 21st January. *Railway Times* 23rd January.

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at you, but help you never. Groan on, they will say, 'you have but fallen into a trap of your own setting, and must get out of it as you best can.'"

THE Report of the Grand Junction Railway Directors, which we elsewhere publish to-day, is, on the whole, very gratifying. The reduction in the expenses of working the line, the absence of accidents, and the satisfaction of the Post-office authorities with the arrangements of the Company, contrasting very strikingly with the *dis*satisfaction previously expressed in the same quarter—all these, are subjects for congratulation. We doubt, however, whether the apology for the recent raising of fares, will be thought by the public to be such as ought to content them. We are told that these additions have been deemed expedient "in consequence of the subtraction by other lines of part of the traffic on which the calculations of income, originally submitted to Parliament, were founded." Far be it from us to advocate any scale of fares that will not furnish to a Railway Company a reasonable remuneration, or to find fault with the charges of the Grand Junction Company, when compared with those of others, but we may be allowed strongly to question "the expediency" of increasing these charges at a time when, as the Chairman admits, the proprietors are receiving at the rate of 14 per cent. per annum on their capital, and when the Directors are taking every means in their power (and in the case of the Chester line, with success) to extend the Company's influence—an influence which, however beneficially exerted, is still open to the imputation of monopoly. Moreover, it does not appear very clear to us, how it should be "expedient" to raise the passenger fares, and at the same time to diminish (as in the preceding paragraph of their Report, the Directors boast they have done) the charges for goods. It seems to us that the "other lines in connection with this railway," are just as likely to subtract part of the goods' traffic as of the passenger traffic, and yet instead of being told of the expediency of increasing the charges for the former, the Directors assure us that "a farther reduction in the rates of carriage for goods has been made since the last general meeting, the result of which has been an increase in the quantity, as well as in the money receipt from this traffic;" and again that "in deciding on the successive reductions which have taken place as the Company's means of accommodation increased, they (the Directors) have been guided by a conviction that the prosperity of the undertaking would be promoted by the increase of traffic created by such inducements!" It is added that "the result, they have reason to think, has fully justified their calculations." Either, therefore, there must be some reason for the reduction in the one case which is not applicable in the other, or the Directors have acted with a short-sightedness which is not their usual characteristic. A reason *has* been assigned for the reduction of charges in the goods' department, which those who have read the letters of Messrs. Pickford, that have recently appeared in our columns, will be at no loss to conjecture, but at present we shall not enter into this question. Taking, however, the statement, as it is given in the Report, does not the apology made for the raising of the fares supply a very cogent argument against the encouragement of competing lines? Let us have competition, it is said, and railway prices, like the prices of every other commodity under similar circumstances, will fall. Has it ever been so yet? Let the Midland Counties' and Birmingham and Derby Companies supply the answer, or the Directors of the Grand Junction Company, in the paragraph above referred to. And yet these very Directors are now foremost in backing up a mischievous scheme, the very essence of which is direct and ruinous rivalry to established lines! While on this point, we would just call the attention of the intending subscribers to the Stafford and Rugby project, to the replies of the Chairman and Treasurer of the Grand Junction Company when questioned by Mr. HEYWORTH on the subject of a certain notable "arrangement." Mr. CHORLEY replied, that they (the Grand Junction Railway Company) had already entered into an arrangement with the Company named [the Extension], but that arrangement *was of a beneficial character*,"—of course to the Grand Junction Company. "The Chairman replied that the arrangement entered into was such *as could only benefit their* [*the Grand Junction Railway*] *Company*, IN CASE OF THE APPLICATION OF THE EXTENSION COMPANY BEING CARRIED. * * The arrangement entered into had been universally carried at the Board." We always had too high an opinion of the diplomatic tact of the Grand Junction Directors to believe that *they* had not made a good bargain; and we strongly suspect that the "benefit" will be found all on one side. Is this the reason of the mysterious silence which is still kept in regard to the *terms* of this far-famed "arrangement?" By the way, it would appear as if the Grand Junction Chairman had some *doubts* as to the carrying of the Extension Bill after all. Mr. JOHN MOSS is not nearly so positive on this point as Mr. EDWARD TOOTAL; we leave to our readers to say which of the two is the more likely to form a correct judgment, and to give the public the benefit of it.

We have not left ourselves space to touch on one or two other points which claim our notice. These we may refer to hereafter. In the mean time, we cannot see any cause why the Directors should take upon themselves to make the Company contributors to Provident Societies, Dispensaries, and Ladies' Orphan Schools, without the sanction of the proprietors. If they wished to establish a charitable fund with the donation so handsomely supplied by Queen Adelaide, why not limit its purposes to their own servants. It is an old saying, but not the less true on that account, that charity should look first at home. If the Company's servants are already fully cared for in regard to periods of sickness and old age, why not appropriate "the fines" to the establishment of a library, or other means of instruction and recreation combined.* Some such course has been adopted—and, we hear, with good effect—upon one of the shorter metropolitan lines. At any rate, we object to the expenditure of Railway Companies' funds upon objects which do not tend, directly or indirectly, to the prosperity of their several lines. This scheme of contributing the money of a joint-stock Company to general purposes of charity, may originate in a better motive than ostentation, but assuredly it will be ascribed to that, or some equally unworthy feeling, by nine-tenths of the public.

* It would seem, from the following sentence in the "Report of the Officers of the Railway Department" (received since the above was in type), that something of the kind is already in existence on this line, but we know not to what extent:—"* * the system introduced on the London and Birmingham, Great Western, North Midland, *Grand Junction*, and other principal railways, of giving premiums for good conduct, and taking measures for promoting *the mental improvement and physical comforts* of engine-drivers."

THE Directors of the London and Greenwich Company are not open to the charge which we had occasion to notice in another instance a few weeks ago, of keeping back the names of those of their body who retire from office in pursuance of the Act of Parliament—a charge in which too many Railway Boards are, we regret to say, implicated.* The Greenwich Directors have not only published the names of the three gentlemen upon whom the lot has fallen, but in announcing the intention of two of them to offer themselves for re-election, give also the name of a candidate who will be proposed, under their auspices we presume, to fill the seat vacant by the retirement of the third. This is a very proper course of proceeding, for it gives the proprietors full time to canvass the qualifications of the gentleman thus offered for their suffrages. What the result of such an investigation will be, is not in the slightest degree doubtful. An individual more eligible in every respect than Mr. BONAR, it would be difficult to select from the Greenwich register, and the Directors have shown much good sense and discretion in bringing his pretensions before their fellow proprietors. We trust that their example in giving timely notice of their intentions, will be followed in other Companies, as why should it not, if the true interests of their several undertakings are studied by Boards of Management, and not the filling up of vacant seats by favouritism or friendship, apart from substantial merit, or from a wish to find convenient tools in the creatures of their nomination? To take a meeting by surprise in proposing candidates for office, is a pretty clear proof that the qualifications of the parties are not such as will stand the test of rigid examination and cool reflection. It is an excellent regulation which obtains in some Companies, that no candidate shall be eligible without due notice, the only matter of regret being that such previous intimation does not always embrace the proprietors at large, but is confined to the Managing body. The rule had its origin, no doubt, in a desire on the part of Railway Boards to guard themselves against a sudden surprise, but it is no less necessary and desirable that the proprietors should be similarly protected. A Director's nominee, unexpectedly thrust upon a meeting, may be chosen without due consideration of his fitness, and so likewise may a *popular* candidate (if we may use an election term) be hoisted into office in the excitement of the moment, and under the provocatives to opposition which Railway Boards but too plentifully supply. The remedy for this unreflecting, and sometimes most dangerous, exercise of the right of choice, is to be found in the previous publication of the names of each aspirant to official dignity, and in that alone.

We should not have thought it necessary to advert further to the approaching election in the Greenwich Company, were it not rumoured that it is the intention of a small party, distinguished for little beyond empty professions of zeal for the welfare of the undertaking, and inveterate hostility to the existing Management,

* The advertisement which appears in our present number convening the February meeting of the Great Western Railway Company merely states that it is to be held "for the election of SIX Directors in the place of the same number who will retire by ballot." It is added that "the Directors retiring by ballot are re-eligible under the provisions of the Act," but nothing is said as to whether all or any of them intend to offer themselves again. If, as the wording of the notice ("*will* retire") may possibly imply, the ballot has not yet been taken, the non publication of the names is of course accounted for, but otherwise we think the Board much to blame for withholding them. The advertisement is dated January 5, just a month ago, and probably the ballot was not *then* decided, but surely the matter is or ought to be settled by this time.

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to bring forward candidates of their own, whose sole aim, were they elected, would be to thwart the views of their colleagues, but whose other "qualifications" for office, if they even extend to the legal requirement of holding a certain number of shares, have yet to be disclosed. We need not inform our readers that we are far from regarding the present Greenwich Board as perfect (as where indeed is the Board that is?) but all and each of the members of the existing Direction are infinitely to be preferred to the persons whose names have been whispered about as likely to be brought forward by a clique of disappointed brawlers. Assuredly no two members of the Board could have offered themselves for re-election with better founded claims than Mr. CHILDERS and Mr. CORNEY, the gentlemen who have been ballotted out. They are, both of them, most efficient in their office, and of considerable influence in their several spheres.

It is not necessary to enter into this matter further, nor should we have said so much save to put the proprietors upon their guard. Let as many as possible of them attend the meeting on Tuesday next, and not rest satisfied with merely defeating the machinations of the schemers, but show, by an overwhelming majority, (should the question be put to a vote) the opinion they entertain of the motives and objects of the would-be Managers. Let them take care, too, that the time of the meeting is not wasted in petty squabbling from which no possible good can accrue either to themselves or their property. We need not remind them that a general meeting *ought to be* noted for something beyond mere personal attack and vindication. They should beware of not being diverted from the *real business* of the day—namely, the investigation of the state and prospects of the railway, by any irrelevant discussion from whatever quarter it may arise.

THE affairs of the York and North Midland Railway Company, as disclosed in the Report of the Directors and the proceedings at the Half-yearly General Meeting of the proprietors, which we notice in another column, appear to be in a very flourishing condition. A dividend at the rate of 7 per cent. per annum has just been declared, leaving a surplus considerably larger than remained after paying the previous dividend, and this although the capabilities of the line cannot be developed to nearly their full extent until the Great North of England and Manchester and Leeds Railways are brought into complete operation. The success of this line is the more gratifying from the fact that at one period, and that not a distant one, its stock stood very low in public estimation—another proof, if farther proof were required, that the market price of shares in an uncompleted line, is no sound test of the intrinsic merits of the undertaking. The Directors deserve great praise for the steady, straightforward course which they pursued in a season of great difficulty, and now that they have completed and brought into operation a line excellently constructed at a cost which is equalled by few and surpassed by none of the same description, they appear to be no less anxious to keep down the current expenditure, so as to secure to their constituents the full fruit of their enterprise. The addition to the Company's capital, which is now in contemplation, will not, it seems, interfere with their well-founded anticipations of a still larger dividend, since it is rendered necessary solely by the unexpected augmentation of traffic, which the opening of the line throughout has developed.

It will be seen that the question of appointing Auditors was briefly discussed at the meeting, the gentleman who brought the subject forward disclaiming all wish to insinuate anything in disparagement of the Directors or the officers under them. It was proposed to introduce a clause into the Company's Bill now before Parliament, authorising such an appointment—a course which would not have been without precedent, as we believe a clause to the same effect was inserted in a recent Act of the London and Croydon Company, at the instance of some of the leading proprietors. The suggestion was not adopted in this instance, although no valid reason for its rejection appears to have been pointed out. One gentleman argued as if the appointment of Auditors would necessarily deprive the shareholders at large of their right to inspect the Company's accounts. Why should it do so? The right of the proprietors in this respect cannot be alienated without totally changing the spirit of all Railway enactments. The appointment of Auditors is not intended forcibly to supersede personal examination by individuals, but merely to render this tedious, troublesome, and very invidious process unnecessary. Auditorship properly conducted, would give every proprietor as much confidence in the correctness of the accounts, as if he himself personally inspected them—*more* confidence perhaps, for of course it would be a far less easy task to mystify two or three persons who were in the habit of closely and regularly investigating the financial affairs of an undertaking from one week to another, than to deceive and mislead a casual, and probably unqualified, inspector. Another argument (if such a word may describe so puerile a pretence) against the appointment of Auditors was, that the accounts could "not be examined in that satisfactory manner by two or three persons coming once or twice a year, as they were now by the Directors who examined them weekly." There is no reason why the inspection by Auditors should be limited to "once or twice a year"—indeed if it were not much more frequent it would be of little use: but did not the worthy Alderman who argued thus, perceive that it is as a check upon the Directors themselves that the appointment of Auditors is contended for? The Directors, or their confidential agent, are the proper parties to audit in the first instance the accounts of the subordinate officers, to guard against malpractices on *their* part, and it is merely to give the same protection to the proprietors against Directorial mismanagement that this measure of reform is brought forward. We need not say that personal fraud need not be imputed to members of Railway Boards to justify such a proposition, for there is much—very much—besides in their financial movements that would be restrained by a salutary superintendence. Just look at the Brighton accounts which we submitted last week, and say whether any auditors worthy of the name would have sent such a statement forth, without one word of explanation, in the shameful state in which these accounts, audited no doubt by Directors, were presented to the meeting. The appeal on the score of "confidence in the Directors" which was brought to bear against the proposition at the York meeting, was unworthy of the gentlemen who made it. It is at best but like the asseverations of "respectability" made by parties who labour under a suspicion of crime—asseverations which are generally the loudest when there is least ground for them.

One thing pleases us much in connection with the Bill already referred to, namely, the intention of reducing the number of Directors. This is a very judicious measure, and will, we hope, be followed in the instance of every other line that is finished. No good purpose can be served by such a swarm of Directors as now exist, most of them moreover being merely of the *fruges consumere nati* class—men who leave the real duties of Management to others, and content themselves with sharing the reward which is due only to the small minority of *working* members.

THE motion of Mr. HODGSON HINDE for a modification of the Standing Order of the House of Commons, which requires a deposit of 10 per cent. upon railway capital, before a Bill can be introduced, was brought forward on Thursday evening, (having been postponed from Monday in consequence of "no House,") and rejected by a very large majority. We give, in another column, a sketch of the debate, from which it will be seen that the modification proposed by Mr. HINDE was the substitution of 5 per cent. for the proportion at present existing. The basis of the honourable member's argument was the fact that since the enactment of this Order, scarcely one Act for the formation of a new line has been passed, whereas immediately previous, dozens of Bills became law, session after session. The inference of Mr. HINDE was, that the paucity of new bills must have been the effect of the impediments presented by the obnoxious Order. It has, however, been no such thing. The real causes of the lack of new Bills lie much deeper. They are to be found in the return of the public to sounder and more sober views after the heat of the railway fever, and to some extent, probably, in the unnatural depression which ever follows unnatural excitement—in the disappointment of the thousands who were foolish enough to look for an *el Dorado* in every speculation of the kind,—in the caution, the over-caution perhaps, with which persons once duped by flaming representations and fraudulent pretences, look upon subsequent practitioners in the same arts,—and in various other combinations of circumstances, which the experience of the last few years has brought out. Let Mr. HINDE, if he can, name a single project of intrinsic merit which has been kept back by the operation of this Order. He cannot do so. The view taken by Mr. LABOUCHERE and other opponents of the motion is the true one. If a fair and reasonable remuneration be clearly made out, there can be no difficulty in obtaining 10 or even 20 per cent. deposit. Let Government, or any other responsible body *guarantee* an annual dividend of 8 or 10 per cent. from any railway, on condition that even 50 per cent. of the capital be at once paid up, and there would, we are satisfied, be very little delay in filling up the share-list. It is the experience of the Companies already in existence which has taught capitalists caution and prudence. MR. HINDE is mistaken in saying that *large* amounts of British capital have been invested in French, German, and American Railways, in consequence of the operation of this Order. He is wrong as to the *fact*, for no *large* amount—indeed scarcely any amount at all—of British capital has been embarked in these foreign speculations, and consequently his alleged *reason* falls at once to the ground.

Mr. LABOUCHERE'S observations on this subject were, on the whole, very sensible. We trust, however, that he has not been correctly reported, when he is made to express his conviction, "that the only way by which they could guard against a practical monopoly on the part of the lines already existing, would be

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by lines more or less parallel, and constructed in such a manner as to offer some competition for the benefit of the public." Surely the right hon. gentleman, if he really did make such a statement, cannot have given the subject that careful and comprehensive examination which its importance demands, otherwise he would see that nothing could possibly be more ruinous to Railway Companies, and, *therefore*, as well as on other grounds, more injurious to the public than the establishing of competing lines, which in the first instance lead to an inefficient because unprofitable performance of duty, and ultimately to a monopoly more gross than that which any solitary Company could exert—the monopoly of combination.

We understand that Mr. Storey has resigned the office of Engineer-in-chief to the Great North of England Railway Company and has been succeeded by Mr. Robert Stephenson. The latter gentleman has gone over the whole of the works, and we are informed, has spoken in the highest terms of the substantial manner in which they have been constructed. We have already stated that the line is as yet open for the carriage of coal only, the Directors wisely postponing the conveyance of passengers until the embankments &c. have become fully consolidated. It is believed that the passenger traffic will commence early in the month of April. The success of the Company in the transmission of coal may be judged of, from the fact that in the first four weeks the receipts from this source alone exceeded 1,960*l*. The demand so far from diminishing, is, we learn, constantly increasing, so much so indeed, that the Company have some difficulty in keeping up an adequate supply. The pening of the line has already reduced the price of this necessary article.

—o—

The statement which appeared some time ago in our columns, that Mr. Tootal receives 1,500*l*. a year, for his services in promoting the Birmingham Extension scheme, is, we are assured on the best authority "utterly untrue." We regret much that we should have been the medium of giving publicity to an imputation on Mr. Tootal's motives for the zeal displayed by him in behalf of that scheme, so extremely unfounded. The statement was communicated to us by a gentleman of such high credit and standing in the railway circle, that we could not venture for a moment to doubt its correctness; and we feel well assured that, had not that gentleman himself been in some way or other deceived into a belief of it, he would have been the last man in the world to give it currency. While inserting this contradiction, which we do with great pleasure, we desire at the same time to apologise to Mr. Tootal for some asperities of language which, under the impression we had of the reality of the 1,500*l*. story, were perhaps natural and justifiable enough—but which, now that it has vanished into air, we very sincerely regret.

—o—

In the House of Commons on Tuesday evening, the following Members were nominated as the Committee on Petitions for Private Bills:—Mr. Strutt, Mr. Baines, Mr. Robert Clive, Captain Gordon, Mr. Rice, Mr. Villiers Stuart, Mr. Wrightson, Mr. George Cavendish, Mr. Compton, Mr. Handley, Mr. Brotherton, Mr. Robert Palmer, Mr. Bramston, Mr. Richard Walker, Mr. Henry Hope, Mr. George Phillips, Mr. Law Hodges, Mr. Bingham Baring, Mr. Bell, Mr. Gibson Craig, The O'Conor Don, Sir Charles Style, Mr. Aglionby, Sir John Yarde Buller, Mr. Crawford, Captain Jones, Mr. Thornely, Mr. Barneby, Mr. Chalmers, Mr. Tatton Egerton, Mr. Stansfield, Lord Worsley, Mr. Greene, Mr. Pease, Mr. Hope Johnson, Mr. Mildmay, Sir William Heathcote, Mr. Morgan John O'Connell, Mr. Lascelles, Mr. Packe, Mr. Emerson Tennent, and Mr. George William Wood.

The following members have been nominated as the Committee on Standing Orders: Mr. Estcourt, Sir Edward Knatchbull, Sir James Graham, Sir Montague Chapman, Mr. William Miles, Sir Thomas Freemantle, Mr. Wilson Patten, Lord Viscount Sandon, Mr. Pendarvis, Sir Robert Price, Sir George Strickland, Mr. Pringle, Sir Matthew Wood, Mr. Sandford, and Mr. Wilbraham.

—o—

We were right in our anticipations, that now an accident had occurred on the Birmingham and Gloucester Railway, greater care would be taken for the future. We learn from *Aris's Birmingham Gazette*, of Monday last, that the Directors have given peremptory orders for the removal of all the gravel heaps. It is a pity this was not done before.

—o—

The public will speedily have an opportunity of ascertaining how far the returns required from the different railway companies under Lord Seymour's Act can be rendered useful in the way of warning or example. On the motion of Lord Granville Somerset, copies have been ordered—

"Of all reports made to the Committee of Privy Council by persons appointed by them as Inspectors of Railways, under the provisions of the Act 3 and 4 Vic. c. 97."

"Of all Bye-Laws which have been disallowed or modified by the said Committee of Privy Council; together with any rules or regulations which may have been by them suggested for adoption by railroad companies."

"Of all Returns made to the Committee of Privy Council, of the aggregate traffic in passengers, in cattle, and in goods, on each railway, made up to the latest period, under the provisions of the Act 3 and 4 Vic. c. 97."

"Return of all accidents, attended with personal injury, which shall have occured on each railway, and which shall have been returned to the Committee of Privy Council under the provisions of the Act 3 and 4 Vic, c. 97, s. 3."

Subsequently a return has been ordered, which will throw some light upon a statement made by Lord Stanley, on Thursday evening—namely, that "he had been told that in one case, notwithstanding a positive report of the Commissioners, that the railway was in an unfit state to be opened, the Directors had persisted in opening it." The return is to be as follows:—

"Of every railway, or portion of a railway, which shall have been opened for the conveyance of passengers and goods after inspection by persons acting under the provisions of the Act 3 and 4 Vic. c. 97; specifying any railway, or portion of a railway, which shall have been reported to the Committee of Privy Council as unfit to be opened, but which nevertheless shall have been opened; and what (if any) proceedings shall have been adopted by the Committee of Privy Council, either before or subsequent to such opening."

—o—

Origin of the term "Stoker."—An intelligent correspondent is of opinion that the word "Stoker" is derived from the German *Stochern*, "to stir," "to poke." The word is not to be found in our usual Dictionaries.

RAILWAY OFFENCES AND OFFENDERS.

The cases of trespass this week have been somewhat numerous, but none of them deserve much notice, unless it be the following, on the Manchester and Leeds line, which we take from the *Manchester Chronicle*. The case was heard at the New Bailey, Manchester:—

"Edward Dawson, a draper, from Rochdale, was brought up under the following charge:—Mr. Fletcher, inspector of the Rochdale Railway Station, deposed that the train started immediately after ten o'clock from Rochdale to Manchester. The prisoner, being rather late, ran after the train, and succeeded in getting hold of the step, clung to it for some time, and at length, by the assistance of a third class passenger, he got in. The engineer saw him attempting to get in, and, imagining that he was under the wheels, stopped the train. The prisoner had not taken his fare. *The prisoner said he had frequently done the same thing*, and was instructed to do so by one of the Company's servants, who informed him that whenever he was late, he had only to mention the matter to him, and pay at the next station.—Mr. Fletcher said, that in this instance the prisoner informed no one of his intentions, and he put himself in so perilous a situation that it was a great wonder he was not killed.—*Mr. Maude reproved the prisoner in very strong terms for his conduct, which was calculated to bring public odium on the railway officers, and fined him in a mitigated penalty of 5s.*"

What a lame and impotent conclusion is the fine of 5s., to the strong reproof which we are told was administered by his worship the sitting magistrate of the New Bailey! The conduct of this Mr. Edward Dawson, who, we suppose, is what is called a "respectable" man, was, in his worship's opinion, "calculated to bring public odium on the railway officers," and yet he is suffered to escape with just the penalty daily inflicted upon the drunkard and the sot who bring "public odium" or public contempt upon themselves alone. It is really scandalous that magistrates will thus take upon themselves to extend a virtual impunity to railway offenders. If they did not profess so great an anxiety for the public safety and public convenience, it would not look half so bad, but when we hear of severe lectures and strong reproofs, followed by five shilling penalties, one knows not which to marvel at most, the inconsistency or the incompetency of these dispensers of *justice*. The officers of the railway department of the Board of Trade, complain of the apparent reluctance of railway Managements to carry into effect the provisions of Lord Seymour's Act. They should have carried their censures farther, and noticed the marked discouragement which police magistrates offer to these prosecutions. Where is the use of taking the trouble to proceed against a man who has risked his own life, and nearly brought a "public odium upon railway officers," when the chances are, that he will be let off with a five shilling fine? This is an evil of no trifling magnitude, and we trust that in the new bill much less will be left to the discretion of the justice Midases of the police office, than has heretofore been the case.

THE POEM OF "POOH! POOH!"

To the Editor of the Railway Times.

Sir,—Having availed myself of your invitation to the "curious" to inspect this production of Mr. Bosanquet's at your office, and having been further favoured, through the kindness of your publisher, with the loan of it for an afternoon, I have read it through very attentively, and, I must say, with feelings very different from those which seem to have inspired your sarcastic comments upon it. I

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really, Sir, can see nothing in it to laugh at, or of which its highly respectable author need feel in the least ashamed. The verses are "doggrel" to be sure, but so the author tells you he *intended* they should be. Doggrel! aye, capital doggrel! Whether a loftier style might not have suited the subject better may be a question; but the author having decided for himself that the doggrel vein was preferable to any other—on account of its colloquial ease and simplicity no doubt—it were hard to deny him the merit of having succeeded in it to admiration. I know of nothing in this style comparable with the opening verses of "Pooh! Pooh!" except, indeed, it be Cowper's immortal poem of John Gilpin, of the wit, point, and raciness of which Mr. Bosanquet's verses put one constantly in mind. See with what inimitable ease the author plunges at once in *medias res*—makes his reader in a twinkling acquainted with the whole scope of the poem—the scene—the actors—the argument!

"How d'ye do, Thompson, how are you,
How is the railway, aye?"*
"Progressing well, I thank you!" "Pooh!
Pooh! It will never pay.

"There's nothing but a van or two
Upon the Eastern road;
A bubble such as this wont do,
'Twill very soon explode."

"Why all the traffic of the East,
Must surely through it flow;
And forty coaches, at the least,
Through Chelmsford daily go."

"Pooh! Pooh! I don't believe it, pooh!
The country's wholly bare."
"I beg your pardon, now were you,
Perchance then ever there?"

"No, and I don't intend to go.
Why! you must go through Aldgate,
Or some such horrid place—Dog Row"—
"No, no, by Norton Folgate.

"A terminus, by which you see,
Those parts we don't go through,
But from the West End easily"—
"Indeed I don't—Pooh! Pooh!

"Really 'tis terrible, one sees
Whichever way one turns
Nothing but people mad for these
Gambling joint-stock concerns.

"But I'll take care they sha'nt catch me
In any of them—Aye,
And much less in this thing you see
Of your's that cannot pay."

The anti-railroader thus introduced to the notice of the reader is, it appears, but one of a numerous family, who all indulge in the use of the same stupid expletive "Pooh! Pooh!"—*pooh—pooh-ing* every thing to which they cannot give any more sensible answer. And hence the very appropriate title of the poem (which would have been more appropriate still, perhaps, had it been called after the manner of a celebrated production of Moore's, "The Pooh! Pooh! Family.") There is first the "Pooh! Pooh!" of Middlesex—that fine fellow of the "West End" who has never been so far East as Aldgate, and "don't intend to go;" second, the "Pooh! Pooh!" of Essex, a bull-calf sort of chap who never travelled by a railway in his life, and "don't intend it, Sir;" third, "Pooh! Pooh!" of Suffolk, a somebody in the grazier line—

"Whose will is still, that London be
With carcasses supply'd,
That on the road in agony
So over-driven died,

"With meat from beasts by ruffian force,
By brutal fury goaded,
That hurried on their hapless course
Lay down upon the road did."

And fourth, "Pooh! Pooh!" of Norfolk, a gentleman of the quorum, who though not wiser than the rest of the Pooh Poohs has a clever knack of talking in rhyme, as thus:—

"In Norfolk we have nothing, but
Some turnips and some turkies,
The doors of all our looms are shut,
And saleless all our work is."

Which, we are assured in a note, were the "*exact* words addressed to the author by a gentleman of great influence in the county of Norfolk," (!!!)—a fact which, but that it is vouched for by a gentleman of Mr. Bosanquet's well proven honour and veracity, some people might have been rather disinclined to believe.

How well "Thompson," the poet, refutes every thing these shallow Pooh Poohs have to say against railways, and the Eastern more especially—how cleverly he catches them up at every turn—refutes, confounds, and overwhelms them—is only to be known by a perusal of the poem itself; yet I must beg of you to find room for one characteristic specimen of the author's great success in this respect.

* * *

(Essex "Pooh! Pooh!" loquitur.)

"Oh we know well what we're about,
And what is best for us;
You cannot tickle us like trout,
And humbug us, Sir, thus.

"We want no Railway, Sir, our way,
And you've no right to thrust
Upon us what will never pay,
And if it would 's unjust.

* * * * * *

"To make cock'd hats of our fields and parks,
And separate our farms,
To satisfy a set of sharks,
And Irish bring in swarms.

"Lawyers and Engineers in shoals,
With impudent effrontery,
No pow'r in the world controuls,
To eat up all the country."

(*Thompson.*)

"Dear me, your feelings seem to be,
Upon this subject strong;
But your impression seems to me,
To be a little wrong.

"I do not think in point of fact,
It is as you, Sir, mention;
I think they laboured for the Act,
With some slight good intention.

* * * * * *

"Trust me, ere long you'll die to have
This boon, when perhaps too late;
And for this very Railway crave,
You now repudiate."

(Pooh! Pooh!)

"Not a bit of it, Sir; we don't
Want it all our way;
And if we did want it, it won't
I tell you ever pay.

"We seldom come to town at all,
And even when we do,
We only come to make a call,
Or buy a thing or two."

(Thompson.)

"But don't you think, you'd stimulate
Your agriculture so,
New sources for your crops create,
New energies bestow?"

(Pooh! Pooh!)

"I'm sure I do not know."

"But don't you think that easier thus,
Your cattle and your corn,
And of your crops the overplus,
To makets will be borne?"

(Pooh! Pooh!)

"We have no overplus, Sir, 'tis
As much as we can do,
To feed our own poor without this,
That will bring others too.

"Why, I'll be bound that you now hold
Of these said shares a lot,
And if you can but get them sold,
For us don't care a jot.

"And, like the fox without a tail,
By prattle and by prate,
Would have me, but without avail,
Your folly imitate.

"We'll see you d——d before we take
A twenty-five pound share,
For if we did, 'twould help you make
This nuisance sooner there."

So with th' anathema he took
His leave and caution wary,
And I went off forthwith to look
In Patterson and Cary;

And see if I was wrong or right,
In books topographical,
And really was astonished quite
At the amazing traffic-all,

The multitudes of people who
Travel here to and fro,
And the number of the towns through
Which this trunk line will go.

Some may think it would have been better had the poet adduced the "amazing" proofs from Patterson and Cary, before his Essex friend turned his back; but the shrewd critic will not fail to perceive in this, an unusually fine touch of poetic art. Allowing him to go his way, and then referring "to the books topographical," conveys, in a way that nothing else perhaps could have done so well, the utter impenetrability of the Essex booby. He is such a confounded dunderhead that the poet feels it would be idle to waste further words or erudition upon him; his is a stolidity not to be described. As Timanthes drew the mantle of Agamemnon over the deep grief he could not paint, so Bosanquet lets his Essex "Pooh! Pooh!" drop through a trap-door the moment he is *de trop*.

Mr. Bosanquet, as the reader will by this time have perceived, never commits the very common mistake—common, I fear, even with poets of very high degree—of sacrificing sense to sound, truth to fiction. If ignorance limp—as ignorance almost always does—he lets it limp. Easy it would have been to make the Pooh Pooh family discourse in as mellifluous numbers as any nightingale; but he judiciously preferred leaving them to speak in the doggrel twaddle which is natural to them.

But cavillers may say, the poet talks much in the same vein himself. To be sure he does—but therein again he only shows his consummate skill. Had he addressed himself to the Pooh Poohs in the language of a scholar and gentleman—as all the world knows the author to be—he would have been justly open to the charge of forgetting whom he was talking to. He lets himself down of purpose a good many pegs, in order to be on a level with the ninnies and bumpkins with whom his fancy has peopled his railway path. As wise would it be to think of tracing in John Gilpin the style of the author of the Task, as to judge of the real altitude of Mr. Bosanquet's poetical powers from his amusing but most useful trifle of "Pooh! Pooh!"

One thing only I see to find fault with—Mr. Bosanquet makes the Essex "Pooh! Pooh!" insult him personally in a very gross manner, and yet never offers a single word in his own vindication. Now that I don't understand. I cannot for the life of me see the beauty of a man's inventing calumnies to his own disparagement! It puts one too much in mind of the case of the fool of whom it is said that he "eateth his own flesh." I allude to the following verse in the argument between the poet and the Essex "Pooh! Pooh!"—

"Well, thank my stars, I've nought to do
With your said Eastern Counties;
And do not wonder, LIKE TO YOU
That it at a discount is."

* A mis-print, I suppose, for "Eh?" What d'ye think, Thompson, Eh?—*Printer's Devil.*

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Let us hope that in the next edition of the poem this foolish suicidal libel will be expunged.

I remain, Sir, your obliged servant,
LECTOR.

London, 1st February, 1841.

THE EASTERN COUNTIES' LIVERPOOL DIRECTORS.

To the Editor of the Railway Times.

Mr. Editor,—I have observed, as other shareholders of the Eastern Counties Railway here have done, that Messrs. Rathbone, Cropper, Hodgson and Harrison, make no effort to clear themselves from that foul charge of the six guineas a trip, and twenty-five shillings a day feeding, extortion—and I may add with feelings exceeding the bounds of simple *surprise*. In this particular, they partake of that "*disgust*" which is attributed to one of the London Directors, Mr. Dunbar, as being the cause which led to his resignation. With that gentleman I have have had no dealings, but there are those in this town in the Calcutta, Bombay, and Sydney trades who have had, and who assure me that a more honourable, straightforward merchant cannot be found. However much the poor gentleman named may affect to consider beneath their notice the *travelling* and *feeding* charge affair, they cannot, and must not leave without contradiction the insinuation (groundless I hope) that such a man as Mr. Dunbar was so "disgusted" with their operations, and those of their other Liverpool colleagues, that he could not sit at the same Board with them. Unless they do contradict this damning report, and that speedily, they must not expect, as usual, to attend the general meeting which I believe takes place some time this month, with pocketfuls of our proxies to carry every thing just as they like, and continue a course that creates "disgust" in such high-minded and honourable men as Mr. Dunbar. His cousin Hoyes I know will never take his seat at the board for the same grounds which caused Captain Moorsom, R. N. to resign, and of which, perhaps, more anon.

I remain, dear Mr. Editor,
Your obedient servant,
A SHAREHOLDER AND SHIPOWNER.

Liverpool, 2nd February, 1841.

[Why then does not Mr. Hoyes resign at once? For ourselves we cannot make head or tail of a man's holding the office of a Director, and yet declining to act as one.]—Ed. R. T.

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

EASTERN COUNTIES RAILWAY.

Jan. 29.—Petition for Bill; to lie on the table.

Committee on petition fixed for Tuesday, 9th February.

Feb. 2.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

GLASGOW, PAISLEY AND GREENOCK RAILWAY.

Feb. 2.—Petition for Bill; to lie on the table.

Petition for Bill referred to the Select Committee on petitions for Private Bills.

Committee on petition fixed for Thursday, 18th February.

GREAT NORTH OF ENGLAND RAILWAY.

Jan. 29.—Petition for Bill; to lie on the table.

Committee on petition fixed for Tuesday, 9th February.

Feb. 2.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

LONDON AND SOUTH WESTERN RAILWAY.

Jan 29.—Committee on petition fixed for Tuesday 9th February.

Feb. 2.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

MANCHESTER AND LEEDS RAILWAY.

Feb. 2.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

PRESTON AND LONGRIDGE RAILWAY.

Feb 2.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

WEST DURHAM RAILWAY.

Jan. 29.—Petition for Bill; to lie on the table.

Committee on petition fixed for Tuesday, 9th February.

Feb. 2.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

WISHAW AND COLTNESS RAILWAY.

Feb 2.—Petition for Bill; to lie on the table.

Petition for Bill referred to the Select Committee on petitions for Private Bills.

Feb. 4.—Committee on Petition fixed for Thursday, 18th February.

YORK AND NORTH MIDLAND RAILWAY APPROACHES.

Jan. 29.—Petition for Bill; to lie on the table.

Committee on petition fixed for Tuesday, 9th February.

Feb. 2.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

RAILWAY ADJUDICATIONS.

THE DIRECTORS OF THE AYLESBURY RAILWAY COMPANY *v.* THOMPSON.

Court of Queen's Bench, February 3.—This was an action for calls due from a shareholder in the company. It had stood over for the judgment of the Court, which was now delivered by

Lord Denman, who said that two points had been raised—first, that there was no evidence to show that the defendant had been at any time a proprietor of the Company; and, secondly, that, at all events, he was only liable for the second of the two calls now sought to be recovered in this action. The evidence to prove his proprietorship was the transfer-book, where the memorandum of the transfer was entered as of the 7th of April. It appeared that the call was made on the 6th of March, and became due on the 9th of April. The question of liability arose under these circumstances:—The plaintiffs contended that the owner of the shares when the call became payable, was the person to pay the call, and not he who was their owner when the call was made. The peculiar circumstances under which this call was made had not been contemplated by the Act under which the Company was formed; but, considering the whole form of the Act, the Court was of opinion that the liability on the calls attached when the calls were made, and could not therefore affect the defendant, whose purchase of the shares occurred after the date of the calls. The amount of the damages must, therefore, be reduced to that extent.—Rule accordingly.

THE BIRMINGHAM, BRISTOL, AND THAMES JUNCTION (NOW WEST LONDON) RAILWAY COMPANY *v.* HOLFORD.

Court of Queen's Bench, February 4.—This was an action to recover a sum of 460*l.* 18*s.*, being the arrears of calls upon fifty shares, with interest, which the defendant held in the above Railway Company, and which he had refused to pay. The case was tried before Chief Justice Tindal at the Essex Summer Assizes, in the year 1839, and a verdict was had for the plaintiffs for the sum claimed. A rule for a nonsuit or a new trial was subsequently obtained, on the ground that the registry book had not been kept according to the Act of Parliament (6th William IV.) and had been improperly admitted in evidence; and also on the ground that a sufficient number of duly qualified Directors were not present, or did not vote in favour of the motion at the time the calls were made.

Mr. Thesiger now appeared to show cause against the rule, and contended that, although some objection might be taken to the original book, yet the book containing the register of shares, and which was in existence at the time these calls were made, was kept according to the form prescribed by the Act of Parliament. With regard to a sufficient number of qualified Directors not being present, the evidence was, that five constituted a quorum—that there were never less than eight present; and although some of these Directors held shares in trust for other parties, on which the calls were not paid up, the calls being made unanimously, there was a sufficient qualified number assenting.

Mr. Platt and Mr. Peacock were heard in support of the rule.

The Court took time to consider its decision.

ACCIDENTS ON RAILWAYS—MANCHESTER AND LEEDS RAILWAY.

We have received a copy of No. 3, of a small pamphlet, issued periodically by the Directors of the Manchester and Leeds Railway Company, for distribution among the Company's servants. It is a collection (principally from the *Railway Times*) of notices relative to judicial enquiries arising out of Railway accidents, and is prefaced by the following notice. We think it calculated to have a very excellent effect.

To all Persons employed in the Service of the Manchester and Leeds Railway Company.

In consequence of the number of accidents which have taken place on railways recently opened—in many cases through the unavoidable inexperience of the persons employed—the Directors of the Manchester and Leeds Railway Company, with the view of affording their servants the means of acquiring most rapidly a knowledge of their duties, as well as of apprising them of the *frightful consequences* to themselves and the public from inattention to the rules and regulations prescribed by the Board for their observance, have determined to print and distribute for their perusal and information reports of all judicial inquiries arising out of accidents on railways caused by the negligence or disobedience of the persons employed. As the information thus furnished must tend to prevent accidents, if properly regarded, so it will increase the responsibility of those through whose negligence or ignorance accidents occur, should they neglect to make use of it.

The Directors therefore most earnestly request the attention of every person in the Company's service to these reports, and most particularly to the circumstances under which accidents are reported to have arisen; to their immediate causes; to the means by which they might have been prevented; and to the consequences which befal the culpable parties.

By order of the Board,
JOHN JELLICORSE, Secretary.

Manchester, January 28th, 1841.

Italian Railways.—The Italian papers contain a report of the traffic on the Milan and Monza railway, which states the number of passengers from the 18th of August to the 31st of December, four months and a half, to have been 158,218—receipts 155,659*l.* 25*c.* In noticing this result, the *Gazetta di Milano* calls attention to the satisfactory circumstance that not a single accident has occurred on the railway since it was opened, and in conclusion observes—"It is truly gratifying to be able to refer to so brilliant a result of the first undertaking of this kind in the Lombardo Venetian kingdom, as it will doubtless add to the powerful inducements which recommend the execution of other railways for rapid communication between the principal towns of the country. The time is now arrived when the construction of the Ferdinand Railway merits particular attention. It is a work of the highest importance to the prosperity of the two capitals of the kingdom and the towns situate between them. The commission which has already commenced its deliberations on the project for a much wanted railway between Milan and Brecia, it is also to be hoped will not long delay to respond to the public wish by their definitive decision."

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MANCHESTER, BOLTON, AND BURY RAILWAY.

To the Editor of the Railway Times.

Sir,—Allow me, through the medium of your publication, to draw the attention of the railway public to the Half-yearly Report of the Manchester and Bolton Railway Company, in your last number; and in doing so, it may be well to state that this concern, up to last Midsummer, was so badly managed, that the shareholders derived little or no benefit at all from it—in fact it did little more than clear its own expenses, and the interest on the bonds was paid out of the proceeds of the canal. The proprietors at that time took the matter up, and insisted on certain reforms in the management, the consequences of which are now visible in this very gratifying Report; and this railway may now challenge a comparison as to economy of working with any line in the kingdom—nay, I question if any can be found to come up to it.

By the Report alluded to, it appears that the gross receipts are 14,755*l.* 1s. 2d., and the expenses 5,785*l.* 6s. 8d., leaving a balance of 8,969*l.* 14s. 6d., the expenses therefore are only 39.25 per cent. on the receipts. Now let us compare it with the London and Birmingham, which has hitherto been worked at a less per centage than any other line. The expenses, according to their last Report (*Railway Times*, Aug. 8th), were 40.379 per cent.; but in this comparison it is necessary to take into account the relative charges for passengers on the two lines, and we find that the charges on the Bolton are, for first class 2s. 6d., and second-class 1s. 6d., the distance being 10 miles; and as the proportion of second class is double the other, the average will be 1s. 10d., or 2¼d. per mile. The charge on the Birmingham, taking first class at 30s. and second class at 21s., and supposing the number of the two to be equal, will be 2¾d. per mile. There are some third class passengers conveyed on both lines along with the luggage waggons, but those we may leave out of view. If we put the Bolton passengers down at the London and Birmingham prices, we shall find the receipts would be increased by 2,328*l.*, and the expenses would then be reduced to the small proportion of 33.27 per cent. This economy of working the passenger traffic is still more remarkable, when we know (as is the fact) that the Company carry merchandise so low that, with the drawback of carting at both ends, it is not supposed they can get anything by it.

In looking over the different items of expense, one cannot help being struck with the small charge for maintenance of way, which may be taken as a proof of the economy of continuous wooden bearers, with a traffic prudently managed.

A good deal has latterly appeared in your valuable publication on the necessity of railway proprietors bestirring themselves to reform their several managements, and, therefore, I think we have all reason to feel obliged to the Manchester and Bolton proprietors for setting the example,* and to congratulate them on their success, and ourselves on the proof thus given, that a railway only ten miles long, and with only half the traffic, may yet be worked at a per centage even less than the London and Birmingham; and this too, without infringing at all on the convenience of the public; for while on the great Trunk lines we have had so many serious accidents through the winter, I believe there has not been a single casualty on this line by which any one has been injured.

I remain, Sir, your's obediently,

ECONOMICUS.

Manchester, January 28, 1841.

* It certainly is greatly to be desired that some other Companies would imitate the example of the Bolton and Bury.—Ed. R. T.

STRASBURG AND BASLE RAILWAY.—We quote the following from the *Courrier Francais:*—"The Strasburg and Basle Railway Company has just received from the Bank of France a sum of 4,200,000f., on a warrant from the Treasury, being the first of the three instalments of the 12,600,000f. which it is known the French Government is authorised to lend it. Some merely formal impediments had delayed this payment, but it is only justice to acknowledge that the ministers of public works and finances did all in their power to remove them. The Company, therefore, is about to adopt additional means of carrying on their works. Those already completed by the contractor are, it is said, about 28-40th parts of the whole, and are executed in the most solid manner, nothing being spared to render them durable as well as grand. The activity of the contractor has met with its reward in the punctuality of the government; and M. Koechlin is not a man to remain satisfied with producing only a first impression. We may hope, therefore, that in the course of next summer we shall see the whole line, from Strasburg to St. Louis, opened to circulation."

GRAND JUNCTION RAILWAY.—It is on this railway, according to the result of Mr. Whishaw's practical experiments, reported in his work on "The Railways of Great Britain and Ireland," that the highest average of speed is obtained. Yet it was stated, at the annual meeting of the Company, on the 29th ult., that, "in the year 1840," it had "carried 485,568 passengers *without one loss of life, or serious injury* to a single passenger, or to any engine-man, conductor, guard, or fireman, in charge of them."—*Morning Chronicle.*

SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 914, double number, price 6d., published this day, contains abstracts of the following recent Patents:—Cordes and Locke's, for a new rotary engine; Bennett's, for improved machinery for cutting and working wood; Lambert's, for improvements in the manufacture of soap; Bennett's, for certain improvements in machinery for cutting rags, ropes, waste, hay, straw, or other soft or fibrous substances, usually subject to the operation of cutting or chopping, part of which improvements are applicable to the tearing, pulling in pieces, or opening of rags, rope, or other tough materials; Tatle's, for improvements in roofing and slating houses and other buildings; Daft's, for improvements in inkstands or inkholders; Hodgson's, for a new mode of combining and applying machinery for the purpose of cutting and planeing wood, so as to produce plain or moulded surfaces. Also, description, with four engravings, of Cordes and Locke's new rotary engine; A geometrical investigation of the principles of the crank; On reversing the motion of locomotive steam-engines; New mode of setting stoves, and improved fireplaces; Simple instrument for finding a meridian line, with engraving; Safety apparatus for preventing accidents in ascending and descending mines, with three engravings; Galleries of Practical Science—a visit to the "Victoria" at Manchester; Further biographical notice of the late Mr. Wm. Hazledine; On rotatory and reciprocating steam engines, and on the supposed loss of power from the use of the crank; The Archimedes—Submarine propellers and paddle wheels compared; Decease of Dr. Olinthus Gregory, &c., &c., &c.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet street, and sold by all Booksellers and Newsmen. Vol. XXXIII. is just published, price 10s. boards.

WATERPROOF LUGGAGE COVERS.—Manufactured by JOHN EMES, (late Milton and Co.), Cut Side, Limehouse, London, for Railway Trucks Waggons, Barges, &c. The great improvement in the manufacture of these Covers, which are now in use on the principal Lines, and which can be recommended with confidence to the notice of Dock and Railway Companies Barge and Waggon Proprietors, Contractors, Builders, and others, as an article of durability, possessing all the necessary qualities—viz., that of being perfectly Waterproof, and flexible, and not subject to adhesion, a fault much complained of in tarred Cloths; and can be made of either light or heavy quality to suit the purposes required. It is also prepared for covering Roads. Verandas Coach and Guard Aprons, Horse Cloths, &c.

A supply of Covers on hand for hire, to Builders, Excavators, Bargeowners, &c., requiring temporary Covering Rick Cloths, Poles, Blocks, Cordage, &c.

THE HULL ADVERTISER.—Establishment half a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England, while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser	73,000
Hull Packet	10,000
Hull Times	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, as worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

The HULL ADVERTISER is published every Friday morn-

LONDON and WESTMINSTER WATER COMPANY.—To be empowered by Act of Parliament, for which notices have been given. Office, 7, St. Martin's-place, Trafalgar-square. Capital—£600,000, in Shares of £50 each.—Deposit (in order to comply with the standing orders) £5 per Share.

PROVISIONAL COMMITTEE.

(From whom the Directors will be elected.)

Sir Francis Burdett, Bart., M.P.
Sir Wm. Colebrook, 11, York Gate, Regent's Park.
The Right Hon. Sir Charles Grey, M.P.
Sir Henry Halford Bart., M.D., G.C.H., F.R.S., F.S.A.
John Humphery, Esq., Alderman, M.P.
W. A. Mackinnon, Esq., M.P.
Hon. Col. F. H. W. Needham, Jermyn-street.
The Hon. H. R. Westenra, M.P.
The Hon. Col. J. C. Westenra, M.P.
Major Adair, H.E.I.C.S.
William Chaplin, Esq., Lad-lane and Euston-square.
John P. Clarke, Esq., Vincent square, Westminster.
Col. Dacre, York-place, Portman-square.
Thos. De Vear, Esq., Lisle-street and Kensington.
C. M. Elderton, Esq., Lincoln's inn-fields.
William Evans, Esq., Millbank.
William Gristhenwaite, Esq., Camberwell Grove.
Robert Keate, Esq., Surgeon to the Queen.
Captain MacDougal, Fir-grove, North Brixton.
G. Mackintosh, Esq., Upper Seymour-street.
P. Morrison Esq., Princes-street, Bank.
Dr. Paris, Dover street, F.R.S., F.L.S.
Jeremiah Pilcher, Esq., 25, Russell square.
Dr. Hamilton Roe, Hanover-square.
James Ruddell Todd, Esq. Portland-place.
Joseph Workman, Esq., Greenwich.

With power to add to their Number.

BANKERS—Messrs. Jones, Loyd, & Co. Lothbury; Messrs. Drummond & Co., Charing Cross.

ENGINEER—Robert Stephenson, Esq.

SOLICITORS — Messrs. Winter, Williams, and Williams 16, Bedford-row.

The Sub-Committee for the consideration of the applications for Shares hereby give notice, that they will receive no further applications from the country after Tuesday, the 26th day of January instant, (being the first day of the meeting of Parliament), or from persons residing in or near the Metropolis after Saturday, the 30th day of January inst.

In the meantime applications may continue to be made to any of the following members of the Sub-Committee:—Wm. Chaplin, Esq., Lad-lane and Euston-square; Thos. De Vear, Esq., Lisle-street and Kensington; and Captain Mac-Dougal, Fir-grove, North Brixton; the Solicitors, Messrs. Winter, Williams, and Williams; to W. S. North, Esq., Parliamentary Agent, 4, Parliament-street; M. E. Wilkinson, Esq., Guildhall yard; or G. W. Blanch, Esq., 7, St. Martin's-place.

By order of the Sub-Committee.

Committee-room, Jan. 14, 1841.

THE MINING JOURNAL, RAILWAY and COMMERCIAL GAZETTE, forming a complete record of the proceedings of all Public Companies.

The MINING JOURNAL is the only newspaper devoted to Geology, Mineralogy and Metallurgy; combining therewith *Reports of the proceedings of Public Companies, Correspondence from the English and Foreign Mining Districts, Sales and Purchases of Ores, prices of Metals and Materials*, prices of English and Foreign Funds, Shares in Mines, Railways, Joint Stock Banks, Canals, &c., with much original and interesting Scientific Intelligence, &c., forming an invaluable record of every occurrence relating to

MINES, RAILWAYS, JOINT-STOCK BANKS, &c.

The Mining Journal is published at 2 o'Clock every Saturday afternoon, at the Office, No. 37, New Broad-street, City, price Sixpence, and may be had of all Booksellers and Newsvenders in town and country.

*** The Advertisements inserted being confined to Prospectuses of new Companies, Notices of Meetings, Calls, and Dividends, or other matters intimately connected with the Capitalist, as also sales of mineral property, form an interesting feature in this publication

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BIRMINGHAM AND GLOUCESTER RAILWAY.—The Postmaster-General having required the Bath and Bristol Mails to be conveyed on this railway, the public are respectfully informed, that on and after Saturday, the 6th of February instant, the trains will arrive and depart as follows:—

DOWN TRAINS FROM BIRMINGHAM.

Departure from Camp Hill, Birmingham.	Arrival at Spetchley.	Arrival at Worcester.	Arrival at Cheltenham.	Arrival at Gloucester.	In connection with coaches from Gloucester to
H. M.	H. M.	H. M.	H. M.	H. M.	
¶12 44 a.m.	2 1	2 31	2 56	3 14 a.m.	Falmouth, Exeter, Bristol, Bath and the West of England.
¶ 3 10 a.m.	4 27	4 57	5 22	5 40 a.m.	Bristol, Bath Swansea, Carmarthen, and all parts of S. Wales.
† 8 30 a.m. a.	9 45	10 15	10 53	11 12 a.m.	Bristol & Bath.
*11 0 a.m. a.b.c.	12 10	12 40	1 10	1 30 p.m.	Ditto.
¶ 2 30 p.m.	3 44	4 14	4 48	5 7 p.m.	Ditto.
† 5 30 p.m. a.	0 45	7 15	7 53	8 12 p.m.	

a., Trains from the Grand Junction. *b.*, Trains from the London and Birmingham. *c.*, Trains from the Derby and Sheffield.

UP TRAINS FROM GLOUCESTER.

Departure from Gloucester.	Arrival at Cheltenham.	Arrival at Spetchley.	Arrival at Worcester.	Arrival at Camp Hill, Birmingham.	In time for Trains to
H. M.	H. M.	H. M.	H. M.	H. M.	
† 8 0a.m.	8 21	9 26	9 56	10 45a.m.	Liverpool & Manchester. London. Derby and Sheffield.
*11 30a.m.	11 51	12 47	1 17	2 0p.m.	Liverpool & Manch., meeting N: Union train at Parkside.
‖ 1 30p.m.	1 51	2 52	3 22	4 10p.m.	Liverpool & Manchester. London. Derby and Sheffield.
† 4 30p.m.	4 51	5 56	6 26	7 15p.m.	London Mail.
¶ 7 15p.m.	7 35	8 31	9 1	9 45p.m.	
¶ 9 0p.m.	9 20	10 16	10 46	11 30p.m.	Leeds, Liverpool and Manchester and London Mails.

ADDITIONAL TRAINS between CHELTENHAM and GLOUCESTER, with Third-Class Carriages attached.

From Cheltenham.	From Gloucester.
8 45 A. M.	9 15 A. M.
12 0 MER.	12 30 P. M.
2 30 P. M.	3 0 P. M.
5 30 P. M.	6 0 P. M.

The times of departure and arrival of the Mail Trains are fixed by the Postmaster-General.

The respective coaches that work from the trains at Gloucester, also work to Gloucester for the up trains.

¶ MAIL, Mixed, calling only at Bromsgrove, Droitwich, Spetchley, Ashchurch, and Cheltenham.

† Mixed, with third class carriages, calling at all the stations.

* Mixed, calling only at first-class stations, viz:—Bromsgrove, Droitwich, Spetchley, Defford, Ashchurch, and Cheltenham.

‖ Mixed, calling at all the stations.

FARES.

	1st Cl.	2d Cl.	3d Cl.
	s. d.	s. d.	s. d.
Between Birmingham and Worcester...	6 6	4 0	2 6
Birmingham and Cheltenham	11 6	8 0	5 0
Birmingham and Gloucester	13 6	9 0	5 6
Worcester and Cheltenham	5 6	4 0	3 0
Worcester and Gloucester	7 6	5 0	3 6

Passengers to Bath and Bristol can secure places throughout at any of the First Class Stations, and at Worcester and Tewkesbury horses and carriages must be at the stations at least a quarter of an hour before the time of departure. Passengers riding in their own carriages charged Second Class fares.

Post horses will be in waiting at Camp Hill, Spetchley, Cheltenham, and Gloucester. At other First Class Stations it will be necessary to make previous application.

Conveyances between Spetchley and Worcester are provided by the Company, the charge for which is included in the railway fare. There are also conveyances from Bromsgrove and Droitwich Stations to the towns, the charge for which is 6*d.* each person, *not* included in the railway fare.

No fees are permitted to be taken by the coachmen, or any of the Company's servants.

Omnibusses leave the Swan, Hen and Chickens, Castle, and Nelson Coach Offices, Birmingham; and the Crown Inn Coach Office, and Company's Coach Office, Foregate-street, Worcester, where places can be secured to any stations on the line, and to Bath and Bristol.

Passengers are particularly requested to see their luggage placed in the carriages before starting, and that it is legibly directed with the owner's name and destination.

By order,

WILLIAM BURGESS,
Superintendent and Secretary.

Office, Waterloo-street, Birmingham,
Feb. 1, 1841.

GRAND JUNCTION RAILWAY, LIVERPOOL.—MEETING OF DIRECTORS, Wednesday, 3rd February, 1841.

EXTRACT FROM THE MINUTES OF PROCEEDINGS.

The Treasurer having laid before the Board a letter from Messrs. Pickford & Co., dated the 27th ult. and published by them in the Railway Times of last Saturday,—

RESOLVED, that such letter does not appear to call for any reply; but that as Messrs. Pickford & Co. have invited public attention, to the fact of their having made a demand upon this Company, (since the failure of their late application to the Court of Queen's Bench), with a view, as they leave it to be inferred, to renewed legal proceedings for ascertaining their rights, it is expedient to publish such demand, and the replies of this Board, in order to shew clearly the real nature of the question at issue with Messrs. Pickford and Co., and that the Board have done all that can be necessary to enable Messrs. Pickford & Co. to try that question if they are so advised.

That the Board entirely approve the discretion of the Treasurer in declining any verbal communication whatever with Messrs. Pickford & Co., or any agent of theirs, upon any question in dispute.

That these Resolutions be transmitted to the Editor of the Railway Times, (with the copies of letters before alluded to.)

COPY OF MESSRS. PICKFORD AND COMPANY'S DEMAND.

London, January 21st, 1841.

GENTLEMEN,—In consequence of the decision of the Court of Queen's Bench as to our demands upon you in September and October last, we hereby demand that you should forthwith give us the same advantages and benefits, allowances or reductions, which you give to any other person, or that you cause the same to cease altogether. And especially we demand that you shall discontinue the practice of affording any benefit, advantage, or facility, in respect to the forwarding of trucks now afforded to Chaplin and Horne, or to the business conducted by them, or in their name, or that you afford to us the same benefit, advantage, or facility, and on the same terms. We also demand that you shall convey our goods upon the railway upon the same terms as goods are conveyed by or for Chaplin and Horne, or in their name, or by you for them, either by making the same allowances to us which you do to them, or the business conducted by them, or in their name, in respect of the deliveries and collections at the termini, or by discontinuing any such allowances made to them as aforesaid, or to any one in respect of the business carried on by them or in their name; and that by these or other means you equalize your charges, and make no reduction or advance in any charge for conveyance, or for the use of locomotive power, either directly or indirectly, in favour of any other Company or person, or against this firm.

We are, Gentlemen, your obedient servants.

(Signed) PICKFORD & Co.

To the Grand Junction Railway Company,
Liverpool.

COPY OF REPLY.

GRAND JUNCTION RAILWAY.

Messrs. Pickford & Co. Liverpool, January 27th, 1841

Gentlemen,—Having, as promised in my letter of the 23rd, laid your letter of the 21st before the Directors of the Grand Junction Railway at their first weekly meeting, held this day, I now reply thereto on behalf of the Company; and wish you distinctly to understand that the Grand Junction Railway Company do not, and never did, since the determination of their special agreement with you, give to, or withhold from you, any "advantages, benefits, allowances, or reductions," which were not equally given to, or withheld from, all other persons also, and have never intended or contemplated doing so.

Also, that Chaplin and Horne have been, and are simply and solely our agents in London for collecting and delivering goods, and performing other services of the like nature; and are not, and never were, in any way whatever, carriers over the Grand Junction Railway, or any part of it, and that we do not provide any power or carriages at all for them, or for any other persons in their name.

Also, that for our own business as carriers, we provide trucks, and that you are of course at liberty either to do the same, or to employ us as other people do, and on the same terms. If you employ us as carriers from Lancashire only to Birmingham, of course our trucks will not go beyond Birmingham. If we are to understand that you expect us to make you a present of the hire of trucks for the carrying on of your business over the London and Birmingham Railway, which railway we have no more to do with than you, and over which we are only carriers like yourselves, and many others, we beg distinctly to state that we decline to do so. And again, if we are to understand that you expect us to employ you instead of Chaplin and Horne, as our London agents for delivering and collecting goods there, we must decline that also.

We also state that all our charges, both as respects our character of Proprietors of the Grand Junction Railway, and carriers over it, and providers of locomotive power, carriages, and trucks upon it, and also as respects our other character of carriers over the London and Birmingham Line; indeed, all our charges of every description have been, and will continue to be, charged equally to all persons alike, and we shall not make, and have not made, any reduction or advance in any charge for conveyance, or for the use of locomotive power, or in any other charge, either directly, or indirectly, in favour of your firm, or any other person's.

I have stated the above in order to preclude any possibility of misapprehension, though I cannot avoid believing (not only from the affidavits which we had prepared on the application made by you to the Court of Queen's Bench, and which have been shewn to you, but from our prior communications), that you must have been fully aware of the relation in which the Grand Junction Railway Company and Messrs. Chaplin and Horne stand towards each other.

I am, Gentlemen, your obedient servant,

(Signed) J. R. CHORLEY.

PATENT SPELTER PAINT.—This paint is adapted for all purposes which other paint is now used for, and may be confidently recommended to the notice of the public. When applied to iron its effect may be compared to that of the galvanization of the metal; it resists the influence of the weather, of soft and sea water; and of the fumes in chemical works. When applied to wood, it gets so hard that the most intense heat of the sun makes no impression upon it, and will not make it blister and peel off. Applied to damp walls, or in positions which are much exposed, it affords a powerful protection against moisture and saltpetre. When it is used upon softer substances, such as paper, pasteboard, linen, plaster of Paris, it produces equally satisfactory results.

Apply to JAS. LE CREN, Agent, 26, Moorgate-street, or by letter to H. P. ROUQUETTE, Patentee and sole Manufacturer, 14, Mark-lane.

ANDREW SMITH'S PATENT WIRE ROPE.
WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every execttation. It has been used n Shipping Five Years.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

From the
SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver 10*s.* 6*d.* each pair.

Omnibuses to and from every train—Fare 6*d.*

TO RAILWAY COMPANIES, MERCHANTS AND OTHERS,—WANTED, a situation as Clerk, either in England or abroad, by a gentleman who has had the management of the accounts of one of the first Engineering Establishments in London for many years. Letters addressed to A. B., care of Mr. Mansell, Printer, 8, King-street, Borough.

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BIRMINGHAM AND DERBY JUNCTION RAILWAY.—Notice is hereby given,—That the Half-yearly General Meeting of Proprietors of the Birmingham and Derby Junction Railway Company, will be held, in pursuance of the provisions of the Act of Incorporation, at Dee's Royal Hotel, in Birmingham, on Thursday, the 25th day of February next, at 12 o'clock at noon.

The chair to be taken at one o'clock precisely.

HENRY SMITH,
Chairman of the Board of Directors.

Waterloo-street, Birmingham, January 27th, 1841.

Extract from the Act of Incorporation.

Sec. 28.—"And be it further enacted, that no Proprietor of any Share on which any call made shall be unpaid, shall, at any meeting of the Proprietors of the said Company, be allowed to vote, either personally or by proxy, until the money called for in respect of such Share shall have been fully paid."

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—Notice is hereby given,—That the Books kept by the Birmingham and Derby Junction Railway Company, for entering the Memorials of the Transfer of Shares in that Company, will be closed, in pursuance of the provisions of the Act of Incorporation, from Tuesday, the 16th day of February, to Thursday, the 25th day of February instant, both days inclusive.

By order,
THOMAS KELL, Secretary.

Waterloo-street, Birmingham, February 2nd, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—Notice is hereby given, That pursuant to the provisions contained in a certain Act of Parliament made and passed in the sixth year of the reign of his late Majesty King William the Fourth, entitled "An Act for making a Railway from Birmingham to Gloucester, with a Branch therefrom," the Ninth Half-yearly General Meeting of the said Company will be holden at the Bell Hotel, Gloucester, on Tuesday, the 23d day of February inst., at one o'clock precisely.

Notice is also hereby given, that the Books kept by the Birmingham and Gloucester Railway Company, for entering the Memorials of the Transfer of Shares in that Company, will, in pursuance of the provisions of the Act of Incorporation, be closed from Monday, the 15th, to Tuesday, the 23rd of February inst., both days inclusive.

(Signed) C. R. MOORSOM, Chairman.
SAMUEL BOWLY,
Deputy Chairman of the Board of Directors

By order,
WILLIAM BURGESS,
Superintendent and Secretary.

Waterloo-street, Birmingham, February 1st, 1841.

LONDON GRAND JUNCTION RAILWAY COMPANY.—Notice is hereby given, That the Ninth Half-yearly Meeting of the Proprietors of this Company will be held pursuant to the Act of Incorporation, at the Company's Office, 68, Cheapside, on Monday, the 22nd day of February inst. The chair will be taken at one o'clock precisely.

W. CASH, Chairman.

Offices, 68, Cheapside, February 1st, 1841.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200., upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of 5 per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1845.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff; or to Messrs. Glyn, Halifax, Mills and Co., Bankers, London; Mr. Wm. Mallard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, and manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond-street; Roake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill; in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1 0 0
A ditto in a handle for the pocket	1 5 0
A ditto with Mordan & Co.'s ever-pointed pencil	1 10 0
A ditto, ditto, with reserve of leads	1 14 0

December, 1840.

REPORT OF THE COMMITTEE

APPOINTED AT

A MEETING

OF

LANDOWNERS OF THE COUNTY OF NORFOLK,

Held at the Swan Inn, Norwich, on Thursday, the 7th inst., to consider the best means of securing with the least possible delay the advantages of a communication by

RAILWAY

BETWEEN THE COUNTY OF NORFOLK AND THE METROPOLIS.

To the Landowners of the county of Norfolk.—Your Committee submit to you the following Report:—

THE survey of a line from the present terminus of the Northern and Eastern Company at Bishop Stortford to Yarmouth was laid before your Committee, of which Mr. Rastrick attended as the engineer, and Mr. Beckwith, of Norwich, as the solicitor. The line proceeds by Cambridge, Mildenhall, Thetford, Attleborough, Wymondham, and Norwich to Yarmouth. The length of the line from Stortford to Cambridge is 22 miles, and the estimated cost 572,000*l.*; from Cambridge to Norwich 63 miles, and the estimated cost £1,126,695; from Norwich to Yarmouth 18 miles, and estimated cost £291,512; or a total estimated cost, exclusive of engines, carriages, &c. of about £2,000,000.

That portion of the line between Stortford and Cambridge was represented by Mr. Rastrick to be the Parliamentary line laid down by Mr. Walker for the Northern and Eastern Company, and granted to them in 1836; and that portion of the line from Cambridge to Wymondham, the same as the one surveyed by Mr. Walker for the above Company, some alterations having been made by Mr. Rastrick in the gradients of both portions.

There was also produced by the Solicitor to the line a summary of the estimated traffic, amounting to £400,000 per annum, but in what proportion the above traffic was divided between each portion of the line from Stortford to Cambridge, Cambridge to Norwich, and Norwich to Yarmouth, did not appear.

It further appeared that no legal Company had as yet been formed to carry out this project.

A communication was also made to your Committee by Mr. Bosanquet, the Chairman of the Eastern Counties' Company, respecting the extension of their line from Kelvedon to Bury St. Edmund's, by Coggeshall, Halstead, Sudbury, and Lavenham; and Mr. Braithwaite, the Engineer of the Eastern Counties' Company, attended on their behalf to produce a plan of the line. The length of the line from Kelvedon to Bury is 32 miles, and the probable cost is estimated at about 600,000*l.* The survey of this line was stated to be in progress, but was not yet completed. The line was represented to have been surveyed by Mr. Braithwaite, under the directions of the Eastern Counties' Company, and was to be taken up by an influential portion of that Company, but no legal Company had yet been formed to carry it out. No statement of the probable traffic on this line was submitted to your Committee.

Your Committee have also had a communication with the Northern and Eastern Company, from whom they learned that a new survey had been ordered by that Company, to be forthwith made of the line from Stortford to Cambridge, the probable cost of which is estimated by their Resident Engineer, Mr. Bidder, at £18,000 per mile. The Northern and Eastern Company represented also that they had abandoned their old line because it was not the best.

Your Committee had also laid before them, from Messrs. Rackham and Cooke, and J. O. Taylor, Solicitors, Norwich, and Messrs. Reynolds and Palmer, Solicitors, Great Yarmouth, the report of Mr. Robert Stephenson on the survey made under his directions by Mr. Bidder and Mr. Routh, of a line from Norwich to Yarmouth, the length of which is 20 miles, and the estimated cost, with a single line of rail, £200,000.

Your Committee also received a letter from Mr. Joseph Gibbs, Civil Engineer, containing an extract from a report to the Government Commissioners appointed to ascertain the best line of railway communication between London and York, *via* Derby and Rotherham, or Cambridge and Lincoln. The line proposed by Mr. Gibbs is to branch from the supposed northern line from Cambridge to York near to Long Stanton, proceeding between Rampton and Willingham, north of Cottenham, east of Stretham, and crossing the River Ouse, near Stuntney, a little south-east of Ely; thence by Quarnsey (? Quaveney) Hill over the River Lark, near the southern boundary of Suffolk, thence over the Little Ouse, south of Hockwold, near Brandon, to within two miles of Thetford; thence by Croxton and Roudham, south of Attleborough and Wymondham, to Norwich and Yarmouth. The distance from London to the point of junction near Long Stanton will be 56 miles 40 chains, thence to Norwich 59 miles or thereabouts, making the total distance from London to Norwich 114 miles 72 chains, and from London to Yarmouth 132 miles 72 chains.

Your Committee beg further to state, that without expressing any opinion as to the accuracy of the estimates either of cost of construction or probable amount of traffic which have been submitted to them, a majority of the Committee have come to the following resolution:—

1st. That as far as your Committee are able to form an opinion from the different plans and informations connected therewith that have been laid before them, they are of opinion that a line by Cambridge to join the Northern and Eastern would offer the greatest advantages to the county of Norfolk.

2nd. That the Committee do strongly recommend the county not to support any Company which will not undertake to carry out the whole line from Bishop Stortford to Yarmouth.

(Signed) SONDES, Chairman.

HAMBRO' WHARF, near SOUTHWAKR BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

The names of the Directors will be published on Saturday next. The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two-horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act of Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the pre-emption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

VAN BUTCHELL ON FISTULA, &c.

Fourth Edition, just published, in 8vo., cloth boards, price 7s. 6d., enlarged,

FACTS and OBSERVATIONS relative to the successful Mode of Treating Piles, Fistula, Hemorrhoidal Excrescences, Tumours, and Strictures, without cutting or confinement; illustrated with numerous cases; being a familiar exposition of the Practice of S. J. VAN BUTCHELL, Surgeon and Accoucheur.

Published by H. Renshaw, No. 356, Strand; sold also by the author, No. 16, Percy-street, Bedford-square.

"This volume presents to us a number of illustrations of his singular success under circumstances that would have induced despair in any professor of less mastery, or less accustomed to accomplish cures where cures seem impossible. The statements here made are most convincing, and place beyond doubt the superiority of the treatment to which he refers."—*Court Journal.*

Just Published, Price 2s. 6d.—by Post, 3s.,

AN AUTHENTIC STATEMENT of the affairs of the EDINBURGH, LEITH, and NEWHAVEN RAILWAY COMPANY, from 1835 to the close of 1840 with MAP, APPENDIX, &c. By an Original Proprietor

"Facts and figures are stubborn things."—Dr. Johnson.

Published by G. W. Prideaux, 42, Narrow Wine-street Bristol.

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NORTH MIDLAND RAILWAY.—Notice is hereby given, That the BOOKS which are kept in this office for the registration of transfers of shares in the Company will be CLOSED, in pursuance of the provisions of the Act of Incorporation, from Tuesday, the 16th day of February until Friday, the 26th day of February inst., both days inclusive.

By order,
H. PATTESON, Sec.

Offices, Warnford-court, Throgmorton street, London, Feb. 1, 1841.

NORTH MIDLAND RAILWAY.—Notice is hereby given, that the Ninth Half-yearly General Meeting of Proprietors of the North Midland Railway will be held in London, in pursuance of the provisions of the Act of Incorporation, at the London Tavern, Bishopsgate-street, on Friday, the 26th day of February inst.

The chair to be taken at 1 o'clock precisely.

GEORGE CARR GLYN, Chairman } of the Board
JAMES HUBBARD, Deputy Chairman } of Directors.
HENRY PATTESON, Secretary to the Board.

Office, Warnford-Court, Throgmorton-street, London, Feb. 1, 1841.

EDINBURGH AND GLASGOW RAILWAY.—NOTICE is hereby given, That the Sixth Half-yearly General Meeting of Shareholders in this Company, will be held pursuant to the Act of Incorporation, in the Company's Office here, on Monday, the 22nd instant, at One o'clock.

Certain shares, in consequence of the non-payment of several calls due thereon, having been declared forfeited, under minutes of the Board of Directors of 20th April, 30th June, and 30th November, 1840, the Declaration of Forfeiture will be submitted to the meeting for confirmation in terms of the Act.

The Transfer Books will be closed on and after the 15th instant, till after the meeting.

Proxies must be transmitted to, and received by, the Secretary, two days at least before the holding of the meeting, (section 134,) otherwise they will not give a right to vote at the meeting.

Blank Forms of Proxy may be had, on application at this office.

In terms of section 137, the proprietor of any share on which any Call shall be due, will not be entitled to vote in spect of such share.

By Order of the Directors,
(Signed) JOHN LEDBETTER, Chairman.

Edinburgh and Glasgow Railway Office,
7, North Queen Street, Glasgow, 4th February, 1841.

LONDON AND GREENWICH RAILWAY OFFICE, London Terminus, January 26, 1841.

NOTICE is hereby given, That the First Half-yearly General Meeting of the Proprietors of this Company, will be held at the London Tavern, Bishopsgate-street, on Tuesday, the 9th February next, at Twelve for One o'Clock.

The lot has fallen on the following gentlemen to retire from the Direction, namely, J. W. Childers, Esq., M.P., Thomas Corney, Esq., and James Cuniffe, Esq., of whom J. W. Childers, Esq., M.P., and Thomas Corney, Esq., offer themselves for re-election; and Andrew Bonar, Esq., will be proposed to fill the vacancy occasioned by the retirement of James Cuniffe, Esq.

The Transfer Books will close on Monday, the 1st, and re-open on Monday, the 24th of February next.

By order of the Board,
J. Y. AKERMAN, Secretary.

GREAT WESTERN RAILWAY.—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held, pursuant to the Act of Parliament, at the Company's office, Princes-street, in the city of London, on Thursday, the 25th of February next, at 11 o'clock, for the election of six Directors in the place of the same number who will retire by ballot, and for other purposes of business. The chair will be taken at 12 o'clock precisely.

CHARLES RUSSELL, Chairman.
ROBERT BRIGHT, Deputy Chairman.

The Directors retiring by ballot are re-eligible under the provisions of the Act. The Transfer Books will be closed on Monday, the 15th of February, and will not be re-opened until after the said Half-yearly General Meeting on the said 25th of February. Clause 123 provides that no person shall be entitled to vote as a proxy unless the instrument appointing him shall have been transmitted to one of the Secretaries of the Company at least five days before the Meeting.

By Order,
CHAS. A. SAUNDERS, } Secretaries.
THOMAS OSLER, }

Offices, 2, Princes street, Bank, London, and Corn-street, Bristol, Jan. 5, 1841.

MESSRS. MURRAY & SONS, Parliament-street, will receive Tenders until 15th February (the highest above the reserved prices, which may be had at their office, to be accepted) for LICENCES for PARKIN'S PATENT WOOD RAILWAY WHEELS, for each Railway having a Terminus in London, Bristol, and Birmingham, and the Llanelly and Taff Vale.

AT a MEETING of the Owners of Land and Hereditaments on the line of the proposed COVENTRY, LEAMINGTON, and WARWICK RAILWAY, held at the King's Head Inn, in Coventry, on Monday, the 21st December, 1840.

LORD LEIGH in the Chair.

It was Resolved,—That the proposed railway is unnecessary and uncalled for, and being a vexatious interference with the property of Landowners, without affording a corresponding benefit to the public, this Meeting is determined to oppose it by every means in their power.

It was Resolved,—That Mr. Heath be instructed to take immediate steps to carry the above Resolution into effect.

It was Resolved,—That a Committee, consisting of the Earl of Aylesford, Lord Leigh, the Hon. Charles Bertie Percy, the Hon. and Rev. C. M. Villiers, Sir J. R. Cave Brown Cave, Bart., A. F. Gregory, Esq., Mr. Greaves, Mr. Butler, and Mr. Handley, be appointed to protect the interests of the owners and occupiers of property on the proposed line, and to adopt such steps as they may deem expedient to oppose the measure.

LEIGH.

Lord Leigh having left the Chair, and the Earl of Aylesford being called to it,—

It was Resolved,—That the cordial thanks of the Meeting be given to Lord Leigh, for his kindness in taking the Chair, and the able manner in which he has conducted the business of the day.

AYLESFORD.

Of the whole distance between Coventry and Leamington, viz., 9¼ miles upwards of eight miles is the property of dissentients.

THE FOLLOWING IS A LIST OF DISSENTIENTS:—

Stamford and Warrington	John Salmon
Aylesford	John Sparrow
Clarendon	Samuel Barker
Leigh	James Weston
Charles Bertie Percy	William Kendall
C. M. Villiers	Bazil Southam
J. R. Cave Brown Cave,	Thomas Jones
Arthur Francis Gregory	Elizabeth Whitmore
John Greaves	Joseph Dormer
Thomas Cotton	John Campbell
William Henry Butler	James Roby Harbourne
John Tomes	Thomas Tidmarsh
Charles Twisleton	John Boddington
Thomas Hope	Thomas Randall
C. M. Villiers	David Holland
J. R. Cave Brown Cave	Joseph Keatley
John Lynes	John Perkins
H. T. Chamberlayne	Richard Walton
W. H. Butler	Isaac Jones
(Trustees of Kenilworth Free School & Edwards' Charity	Richard Humphris
	Joseph Sheasby
	Thomas Walton
Edward Greaves	James Parker
William Handley	Fanny Steeley
Richard Sanders and Charles Lamb (Trustees of Griffin's Charity)	Samuel Grant
	Charles Garlick
	Samuel Boddington
John Robins	Henry Greves
Thomas Heydon	William Penn
Philip Kench	Joseph Hopkins
John Goodhall	William Clements
John Hudson	Thomas Bradford
Joseph Jaggard	William Linney
John Burbury	Thomas Richards
Thomas Burbidge	William Price
William Boddington	Charles Heath
Hannah Littleton	Edward Hewitt
Joseph Lidzey (Surveyor of Highways in Kenilworth)	Thomas Moulton
	Thomas Doughty
Abel Miles	James Dormer
Mary Bursell	Catherine Perkins
Edward Hawkes	Edward Elliott
John Burbury (Executor of Daniel Winter Burbury)	George Blundell
	Thomas Cattell
William Hopkins	Thomas Young
Richard Charles Adams	Ann Fletcher
William Richards	George Hayes
John Burbury (Trustee for Keys and Palmer)	John Kimbley
	John King
Edward Russell	Joseph Walton
Mary Ann Russell	Thomas Johnsons
Thomas Tidmarsh (Churchwarden of Kenilworth)	Ann Bromwich
	William Woodford
Thomas Knight	Thomas Burbidge
John Hopkins	Hannah Thompson
Joseph Lenton	Sarah Nibb
Francis Welch	John Bromwich
Thomas Atkins	Richard Poulton
John Summers	Thomas Archer
Thomas Pepper	William Knight
Richard Redgrave	William Moore
Mary Ballard	Elizabeth Tarver
Thomas Bates	Elizabeth Lawford
John Bunney	John Wallin
Elizabeth Payne	Thomas Briscoe
Thomas Gilbert	William Young
William Nightingale	Isaac Serjeant
Joseph Rigg	Richard Claydon
Thomas Hodgetts	William Beasley
Thomas Carter	Thomas Green
William Gunn	William Goddard
Edward Reading	Thomas Evans
John Smart	Henry Catterns
William Barrett	

By order of the Committee,
THOMAS HEATH.

Warwick, Feb. 2nd, 1841.

TO RAILWAY COMPANIES—Public Security, Efficiency, and Economy, in FENCE for RAILWAYS, J. PORTER begs to state, that he has within the last month introduced a New Description of Iron Fence for Railways, so strong as to resist the heaviest cattle, and prevent the possibility of sheep getting through. It is bold in appearance, and will bear the weight of men passing over or jumping upon it, without injury.

This Fence will be sound and good 50 years hence, and the cost of post and rail fence to last 10 years would purchase it.

Lighter Fence of the same description, also strained Wire Fence of the very best kind, fixed in a superior manner, by experienced workmen, at any part of the kingdom, at the lowest possible price.

This Fence is also suitable for the use of private gentlemen, Iron Bedsteads for families, public institutions, and exportation.

82, Upper Thames-street, and the Grove Iron and Wire Fence Manufactory, Southwark.

TUCK'S HERMETIC ENVELOPES, on an entirely new plan (*Manufactured by Machinery, and registered pursuant to Act of Parliament*) offer advantages possessed by no other Letter cover yet devised. The Postage Stamp Label is affixed to the Envelope in such a manner as to serve at once to seal and frank the Letter.

Separate Waxing or Wafering rendered unnecessary.

Time in making up and dispatching less than the before introduction of the Penny Postage system.

All envelopes hitherto made on the old plan may be easily opened without breaking the seal, their contents read or abstracted, and the envelope re-placed in its original state, so as to defy detection. But this cannot be done with the HERMETIC ENVELOPES, which renders them invaluable for the enclosure of Bills of Exchange, Remittances, Confidential Communications, Legal and Official Documents, &c.

May be had at the Office, 122, FLEET-STREET, in quantities of not less than 250 of various sizes, in neat paper boxes, from 10s. to 15s. per 1000, and of all Stationers in the kingdom.

*** Orders also received at 138, Aldersgate-street.

This day is published,

TUCK'S MAP OF THE RAILWAYS THROUGHOUT ENGLAND AND WALES TO THE CAPITAL OF SCOTLAND, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 8s. 6d.

Published at the RAILWAY TIMES Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster-row; Hyde & Co., and G. Bell, Fleet-street; Mann, Cornhill; and by all Booksellers and Newsmen.

Just published,

TUCK'S ROLLER CALENDAR for the Year 1841.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda, indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board-Room, Counting-House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d. The Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Published at 122, Fleet-street, and sold by all Stationers and Booksellers.

Just published,

THE RAILWAY CALENDAR FOR 1841, illustrated with an elaborate and splendidly executed MAP of the RAILWAYS OF ENGLAND AND WALES, with their immediate vicinity, on a new and original plan, containing more information than was ever yet conveyed in so small a space.

The CALENDAR contains LORD SEYMOUR'S ACT for the Regulation of Railways, *verbatim*, and a compendium of Railway Information; besides answering every purpose of a general Almanack.

Price 1s. 6d.—In Case for the pocket, 4s.; mounted on canvass and rollers 5s.—In neat frame, 5s. 6d.

Published at 122, Fleet-street; and sold by all Booksellers and Newsmen.

This day is published, price 6d.,

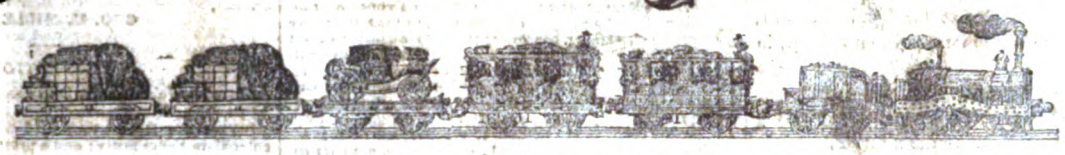
RAILWAY TRANSIT, or the Means of ensuring Safety in Railway Travelling. A Letter to the Right Hon. Henry Labouchere, M.P., President of the Board of Trade.

By FRANCIS ROUBILIAC CONDER, Civil Engineer.
John Weale, Architectural Library, High Holborn.

LONDON: Printed by JOHN THOMAS NORRIS, 147 and 38, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, February 6, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 163. Vol. IV.—No. 7.] SATURDAY, FEBRUARY 13, 1841. [Price, with Supplement, 6d.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly; or at the office of Slater and Heelis, Princess street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
43, Piccadilly.

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY COMPANY.—TO SCRIPHOLDERS.—Company's Offices, Bond-street, Manchester, January 29th, 1841.—Notice is hereby given,—That the time limited for the deposit of Scrip Certificates by the present holders, being the purchasers thereof, has been extended to SATURDAY NEXT, the 6th day of February, after which day no such scrip will be received for deposit, nor will the holders thereof be entitled to the benefit of any share or interest in the funds of the Company in respect of the same; and all out-standing Scrip Certificates will thenceforth become, in the hands of purchasers, void and of none effect.—By order of the Provisional Directors.

RICHARD FOSS, Secretary.

NORTHERN AND EASTERN RAILWAY.—Notice is hereby given,—That the next Half-yearly Meeting of the Proprietors of this Company will be held pursuant to the Act of Parliament, on Thursday, the 18th day of February, instant, at two o'clock precisely, at the London Tavern, Bishopsgate-street, at which meeting, the confirmation of the forfeiture of certain shares, upon which the 7th and 8th Calls have not been paid, and which shares have been duly forfeited by Resolution of the Board of Directors of the 10th September, 1840, will be proposed.

WILLIAM CRAWSHAY, Chairman.
WILLIAM BOURNE, Secretary.

Shoreditch, London, 2nd February, 1841.

ULSTER RAILWAY COMPANY.—In compliance with a Resolution of the Directors, this day entered into, I hereby give Notice, That they have made a Ninth Call, for the Sum of £2 10s. Sterling, on each and every Share of the Company's Stock. Payment to be made on or before the 1st day of March next, to the Northern Banking Company, Belfast, or any of their Branches; to Messrs. Boyle, Low, Pim, and Co., their Agents in Dublin; or to Messrs. Brown, Shipley, and Co., Liverpool.

Dated at the Ulster Railway Office, Belfast, this 7th day of January, 1841.

JAMES GODDARD, Chairman of Directors.

In tendering the Money as above, it will be necessary to state the number of each share on which the instalment is paid.

Interest at the rate of five per cent. per annum will be allowed to the first of March on all sums paid of this call in advance.

NOTICE.—R. B. WATSON & Co., of Leeds, beg to acquaint their friends and the public, that they have opened a branch house, in Hull, for the sale and purchase of shares of all descriptions, under the firm of R. B. Watson and Bell.

R. B. W. has known Hull for thirty years, and Leeds for twenty-five, having lived in the former place twenty years, and in the latter ten.

NORTH KENT RAILWAY, Office, 42, London-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value: price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

Now ready, in 1 vol. quarto, 600 pages and 17 splendidly executed engravings of the various Classes of Locomotive Engines and Carriages, a Railway Map of the United Kingdom, &c., &c., price £1 11s. 6d.,

THE RAILWAYS OF GREAT BRITAIN and IRELAND. By FRANCIS WHISHAW, Civil Engineer, Member of the Inst. of Civil Engineers.

"The laborious author has collected every ascertainable particular relative to nearly sixty railways."—*Morning Chronicle.*

"Every person worthy of the title of a railway capitalist, should purchase Mr. Wishaw's book."—*Patriot.*

"Rich in the number and beauty of its illustrations but particularly valuable on account of the original and authentic information which it contains."—*Midland Counties' Herald.*

"This is, in all respects, a most valuable and useful work."—*Liverpool Mercury.*

"So rich and varied a mass of information."—*Gardener's Gazette.*

"Full of sound practical information, derived from the fountain head itself."—*Observer.*

"Most unique and perfect in the comprehensive view it affords."—*Mining Journal.*

"As necessary as a Johnson's Dictionary in every well appointed library."—*Polytechnic Journal.*

London: Simpkin, Marshall, and Co., Stationers Hall Court

TAFF VALE RAILWAY.—Notice is hereby given, That the next Half-Yearly General Meeting of the Proprietors of this Company will be held, pursuant to the Act of Parliament, at the Angel Inn, Cardiff, on Tuesday, the 23rd of February instant, at One o'clock, for the general purposes of business.

The Chair will be taken at Half-past One o'clock.

JOHN GUEST, Chairman.

The Transfer Books will be closed on the 16th inst., and will not be opened until after the said Half-Yearly General Meeting on the 23rd inst.

By order of the Board,
JOSEPH BALL, Secretary.

Railway Office, Cardiff, Feb. 6, 1841.

WATERPROOF LUGGAGE COVERS.—Manufactured by John Emes, late Milton and Co.), Cut Side, Limehouse, London, for Railway Trucks, Waggons, Barges, &c. The great improvement in the manufacture of these Covers, which are now in use on the principal Lines, and which can be recommended with confidence to the notice of Dock and Railway Companies; Barge and Waggon Proprietors, Contractors, Builders, and others, as an article of durability, possessing all the necessary qualities—viz., that of being perfectly Waterproof, and flexible, and not subject to adhesion, a fault much complained of in tarred Cloths; and can be made of either light or heavy quality to suit the purposes required. It is also prepared for covering Roofs, Verandas Coach and Guard Aprons, Horse Cloths, &c.

A supply of Covers on hand for hire, to Builders, Excavators, Bargeowners, &c., requiring temporary Covering, Rick Cloths, Poles, Blocks, Cordage, &c.

SOUTH-EASTERN RAILWAY COMPANY.—Notice of Call.—The Directors having this day made a CALL of FIVE POUNDS per Share, from the Subscribers to, and Proprietors of, this undertaking, have directed that the same be payable on Monday, the 15th day of February next, at either of the undermentioned places, viz.:—

London—Messrs. Glyn and Co., bankers, Lombard street.
Liverpool—Messrs. Moss and Co., and Messrs. Bansel and Co., bankers.
Manchester—Messrs. Jones, Loyd, and Co., bankers.
Leeds—Messrs. Beckett, Blands, and Co., bankers.
York—The Union Banking Company.
Dover—Messrs. Fector and Co., and Messrs. Latham and Co., bankers.
Ashford—Messrs. Jemmett and Co., bankers.
Cranbrook—Messrs. Wilmshurst and Co., bankers.
Tunbridge and Tunbridge Wells—Messrs. Feeching and Sons, bankers.
The Country Branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly

Dated this 19th day of January, 1841.

T. W. TYNDALE,
Chairman of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman street, London.

THE LONDON STOCK AND SHARE LIST, published every Saturday evening. Terms, £1 1s per annum. Postage, 9s extra, payable in advance.

This List contains the closing prices of each day's actual transactions in the Stock Exchange, from Monday to Saturday inclusive. The length in miles, number of shares, amount per share, amount paid on calls, amount of traffic, last dividend, and present value of the chief Railways in the kingdom. The present nominal value, and every other essential particular of the principal Insurance Companies, Joint-Stock Banks, Bridges, Docks, Institutions, Canals, Gas-Light Companies, Water Works, British and Foreign Mines, and other Miscellaneous Joint-Stock Companies, North American Securities, Government Funds, Foreign Stocks, Course of Exchange, Bank of England Averages, Private and Joint Stock Bank Circulation, Grain Averages, Remarks upon the Money Market, &c. This List is got up in a most convenient form for binding, is peculiar for its lucid arrangement, and contains more matter than any other similar publication.

The same Proprietors also publish THE LONDON DAILY STOCK AND SHARE LIST, in which is given the ACTUAL DAILY TRANSACTIONS upon the Stock Exchange to 4 o'Clock, p. m. Published every evening. Terms, £2 2s. per Annum. Postage, 30s. extra, payable in advance.

They likewise publish A DAILY LIST OF NOMINAL QUOTATIONS, containing the "Jobber's" NOMINAL PRICES of the leading Railway Shares, Consols, and Spanish, at the commencement of the day, 10 o'Clock, a. m. and at the close of the market, 4 o'Clock, p. m. Published every evening. Terms, £2 10s. per Annum. Postage, 30s extra, payable in advance.

These Lists have been established nearly 12 months, under the patronage of the most eminent Members of the Stock Exchange, Bankers, and other Capitalists interested in Public Securities, and are attended to by parties who have access to the best information, and are practically acquainted with the markets.

Orders for the regular supply of the above Lists are to be forwarded to the Proprietors, J. S. TRIPP & Co., 12, Copthall-court, London.

HULL AND SELBY RAILWAY COMPANY.—Notice is hereby given,—That the Annual General Meeting of the Shareholders in this Company will be held (pursuant to the Act for making the said Railway), on Saturday, the 27th Day of February instant, at Twelve o'clock at noon, at the Town Hall, in the Borough of Kingston-upon-Hull, for the purpose of Electing Five Directors, in the place of Five retiring by lot, and Transacting the General Business of the said Company.

By Order
CHAS. H. PHILLIPS, Law Clerk, } To the said
GEO. LOCKING, Secretary, } Company.

Railway Office, Hull, February 3, 1841.

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LONDON AND GREENWICH RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly General Meeting of the proprietors of the London and Greenwich Railway Company, was held on Tuesday at the London Tavern, Bishopsgate-street, WILLIAM SHADBOLT, Esq., in the chair.

There was a very large attendance.

The SECRETARY (I. Y. Akerman, Esq.) having read the advertisement calling the meeting,

The CHAIRMAN, after a few introductory remarks, requested the Deputy-Chairman to read the Report of the Directors.

The DEPUTY-CHAIRMAN (Josiah Wilson, Esq.) accordingly read as follows:—

REPORT.

SINCE the Special General Meeting in August last, your Directors have been principally engaged in carrying into effect the Acts of last session, in pursuance of which, a resolution was passed for the creation of new shares. In acting upon this resolution, your Directors were anxious to secure at once so much of the capital necessary for the new works as would give every confidence in entering into the requisite contracts, and still to avoid burthening the Company with more shares, at the depreciation agreed to by the meeting, than was rendered imperative by existing circumstances; and, having afforded ample time to all the shareholders, who were so disposed, to take up the new shares allotted to them, they deemed it due to the original proprietors, as well as to those who had taken up the new scrip, to close the appropriation so soon as they had issued as many shares as would place them in a position hereafter to raise money on mortgage, in conformity with the Act. There accordingly remains 50,000*l.* to be raised, either by mortgage or by shares, as the Directors may consider most conducive to the interests of the Company.

In the execution of the new works, contracts have been made for constructing upwards of one mile and a quarter of the viaduct, being three-fourths of the whole; and your Directors have satisfaction in stating, that they have been undertaken by able and experienced contractors, within the estimates which they had from your engineer, a report from whom on this subject will be read to the meeting.

Your Directors think it proper to advert briefly to the negociations which took place at the instance of the London and Croydon Railway Board, on the subject of the tolls, and which cannot but be known to many of the Shareholders, in consequence of the correspondence having been printed and circulated. From the first, however, there was a broad difference of opinion between the two boards as to the basis on which the tolls should be charged, and your Directors considered the proposals of the Croydon Railway Board as tending to neutralize the additional powers guaranteed by the recent Act to this Company. Still, believing that a system of proportioning tolls to fares would be conducive to an increase of traffic, they would (under a guarantee of suffering no diminution of receipts thereby), have consented to a trial of reduced tolls and reduced fares on the Croydon traffic; but your Directors considered the scale of tolls offered as too low in proportion to the fares, and they think no stronger proof of this could be required, than the fact that the Croydon Board were unwilling to allow the use of their line from Corbet's Lane to New Cross, on the scale they had themselves suggested; and they even refused to allow the use of it at the same rate per mile as they now pay this Company,—a toll which the Croydon Directors consider too high.

The traffic of the last half year shows an increase in the number of passengers of 80,284 compared with the same period of 1839, and an increase in receipts from passengers of 206*l.* 1*s.* The increase of passengers has subjected the Company to additional expenses for mileage duty, and for the use of carriages under contract, amounting together to 271*l.* 15*s.* 10½*d.* This arises from the introduction of third class carriages, a measure which your Directors adopted rather in deference to the wishes of many of the Shareholders, and to the practice of other railways, than from convictions of their own. This subject, however, is now under the consideration of your Board.

Your Directors have proceeded steadily in execution of the intention expressed by them in the Report adopted at the meeting in February last, of relaying the line, the necessity for which, was pointed out by the Superintendent Engineer, and confirmed by Colonel Landmann. The work has not proceeded quite so rapidly as they could have wished, owing to the time occupied by asphalting the arches, a measure strongly recommended by your consulting Engineer. Towards repaying the expense of this, your Directors have applied 500*l.* out of the funds reserved from the profits of 1839, and 500*l.* out of the earnings of the last year; and they recommend that a portion of each year's profits be appropriated to this object, till the whole expense is liquidated.

The instalments on the last created shares having placed a considerable amount at the disposal of your board they deemed it the most for your advantage to employ a portion of it in discharging the loan from your bankers, by which means the commission of 500*l.* per annum has ceased since last September. They have preferred this mode rather than the disposal at present of the remaining bonds and preference shares of the second capital, or of the surplus land, for this object, believing that they will be able thereby to replace the amount on more favourable terms hereafter.

The accounts for the year show an increase in the total receipts of 1858*l.* 7*s.* 8*d.* over the year 1839, principally arising from the toll paid by the Croydon Railway, which was not open in the early part of 1839; but your Directors have pleasure in stating, that though the traffic on your own railway has produced a less gross receipt than in 1839, they have succeeded in reducing the expenditure to a greater extent than this deficiency, and that in almost every department, except the rates and passenger charges above alluded to. There being now, however, a larger amount of preference shares than last year, the net profit for the original shareholders is 6942*l.* 17*s.* 0*d.*, against 6296*l.* 0*s.* 2*d.*, in 1839. Adding this profit to the balance of the reserved fund, there remains a surplus of 7744*l.* 7*s.* 2*d.*, out of which your Directors recommend that a dividend of 7*s.* on each original share be paid, which will leave a reserve fund of 752*l.* 1*s.* 2*d.* applicable to the expenses of the current year.

Your Directors feel it their duty to bring before your notice a representation which has been made to them by your Secretary, with a recommendation that you should sanction under the circumstances, the payment to him of the sum of 250*l.* in consideration of his services during the earlier years of the Company, before your present Directors were in office, and when the means did not exist to give him an adequate salary.

According to the provisions of the Act, three of the Directors retire from office this day, viz. JOHN WALBANKE CHILDERS, Esq., M.P.; THOMAS CORNEY, Esq.; and JAMES CUNLIFFE, Esq. The two former gentlemen now offer themselves for re-election, and your Directors recommend ANDREW BONAR, Esq., as a gentleman every way highly qualified to promote your interests, in the place of JAMES CUNLIFFE, Esq., who has retired from the Board.

In conclusion, your Directors have only to state, that in endeavouring to bring every important point under your consideration, it has been their wish to avoid extraneous matter and to render their report as succinct and concise as possible. Such additional information, however, as may be required by the Shareholders it will now, and at all times, give them pleasure to afford, and they beg at the same time to assure you that they will, as long as they remain in office, consider a steady adherence to your interests as their paramount duty, disregarding every attempt that may be made to divert them from pursuing this object.

WILLIAM SHADBOLT,
London, 9th February, 1841. Chairman.

To the Chairman and Directors of the London and Greenwich Railway Company.

42, Fish-street Hill, 6th February, 1841.

GENTLEMEN,—I have the honour to Report for your information, and that of the approaching general meeting of the proprietors, that in conformity with an Act of Parliament obtained last session, empowering the Company to increase the width of the London and Greenwich Railway, from the London station to the junction with the Croydon Railway, so as to admit of four lines of way instead of two as heretofore. Two contracts have been entered into for widening the railway as above mentioned, and which extends over about 2,400 yards, leaving only about 660 yards of the line, and the addition to the station to be contracted for. And I have much pleasure in adding, that the prices at which the above contracts have been entered into, remove all doubt as to the sufficiency of my estimated cost of the whole.

It may also be satisfactory that I should state, that the contractors have engaged to complete the works in such time as removes every uncertainty as to the completing of the new works within the period limited by Parliament, notwithstanding that the weather of late has been unfavourable to the execution thereof.

I have the honour to be, Gentlemen,
Your most obedient humble servant,
GEORGE LANDMANN.

To the Chairman and Directors of the London and Greenwich Railway Company.

February, 1841.

GENTLEMEN,—In submitting to you my Report as to the several departments under my charge, as well as to the efficiency of the stock, and the improvements and alterations to the permanent way now in progress of execution, I beg leave to state.

With regard to the locomotive department that by your advantageous contract entered into for the supply of coke, and by the introduction of improvements in the engines, a considerable saving over the last year has been effected not withstanding that for part of the year another description of carriage has been added to the trains, for the use of third-class passengers, nor can I anticipate that any addition to the present stock can be required for some time, as the engines are in a more efficient state of repair than they have hitherto been.

The cost of locomotive power per train has been 1*s.* 2¾*d.* per mile, and I confidently expect that when the permanent way between Deptford and London is entirely relaid, the expenditure under this head will be still further reduced.

In the police department the expenditure is somewhat more than it was last year, and I cannot think that any further reduction can be made with due regard to the public safety or that of the works.

With regard to the relaying of the line together with the asphalting of the arches, recommended by your Engineers, nearly 500 yards have been completed, and the new rails on cross sleepers laid thereon, and so soon as the season of the year will permit the remainder will be proceeded with.

The trains having for the last three months passed over the line relaid, have afforded me an opportunity of witnessing its stability and smoothness of motion with which I am perfectly satisfied.

In conclusion, I have much pleasure in stating that 1,566,736 passengers have been safely conveyed over the line during the past year.

I have the honour to be, Gentlemen, your most obedient servant,

GEO. M. MILLER, Resident Engineer.

RESOLUTIONS.

Moved by John Homer, Esq.; seconded by Lyon Samuel, Esq.:

"That the Report now read be received, adopted, and entered on the minutes; and a printed copy thereof sent to each proprietor together with a statement of the accounts."—Carried unanimously.

Moved by A. K. Hutchison, Esq.; seconded by Dr. Outram:

"That a dividend of seven shillings per share on the registered shares of the original capital of the Company be, and the same is hereby declared, payable to the proprietors on or after the first of March next."—Carried unanimously.

Moved by George Mouey, Esq.; seconded by A. K. Hutchison, Esq.:

"That the sum of two hundred and fifty pounds be paid to the Secretary, agreeably to the recommendation of the Directors."—Carried unanimously.

Moved by the Rev. J. R. Lyon; seconded by Lyon Samuel, Esq.:

"That J. Walbanke Childers, Esq., M.P., Thomas Corney, Esq., and Andrew Bonar, Esq., be elected Directors of this Company."—Carried unanimously.

Moved by John Homer, Esq.; seconded by Dr. Outram:

"That the best thanks of the proprietors are due, and are hereby tendered, to the Directors for their arduous and earnest exertions to promote the interests of this Company on every occasion."—Carried unanimously.

Moved and carried unanimously,

"That the thanks of the Proprietors are due, and are hereby given, to the Auditors, Messrs. Perry and Bower, for the able discharge of the duties of their office."

Moved and carried unanimously.

"That the thanks of the Proprietors be given to Colonel Landmann and the other Officers of the Company."

WILLIAM SHADBOLT, Chairman.

Moved and carried unanimously,

"That the best thanks of the Meeting be given to William Shadbolt, Esq., for his able and urbane conduct in the Chair."

J. Y. AKERMAN, Secretary.

BALANCE SHEET of the London and Greenwich Railway Company, from 31st December, 1839, to 31st December, 1840.

DEBTOR.

To capital—			
Balance as per statement 31st December, 1839		£631,921 2 2	
Amount since received on third capital		32,020 10 0	
On account of the first instalment on fourth capital		44,262 0 0	
Less charges paid out of capital		6,178 2 7	
To debts due by the Company		17,297 5 7	
To interest due to bond and shareholders		9,057 8 8	
Unclaimed dividends		328 0 0	
To profit and loss as per statement No. 2		8,244 7 2	
Total			£736,952 11 0

CREDITOR.

By capital—			
244 shares, second capital, on hand	£4,880 0 0		
Second bonds on hand	10,000 0 0		
Calls unpaid	575 0 0		
		15,455 0 0	
By stock—			
Building account	367,933 15 0		
Greenwich station and viaduct	28,844 4 2		
Deptford station	126 5 0		
		396,904 4 2	
Land and compensation—			
Land	253,226 0 11		
Compensation	12,961 2 6		
		266,187 3 5	
Engines, tenders, stores, tools, &c. &c.		13,103 7 8	
By relaying the line and Asphalting		7,921 11 11	
By charges on capital:—			
Balance of Act of Parliament, 1839	148 13 8		
Law charges for conveyance of land	1,210 9 7		
Surveyors' charges, 1833 to 1839	2,304 15 6		
Auction charges	195 18 8		
		3,859 17 5	
By debts due to the Company		9,534 9 6	
By charges on fourth capital—			
Building	1,212 6 0		
Surveyors' charges	276 11 6		
Incidental charges	352 18 8		
Engineer	1,500 0 0		
Act of Parliament	4,190 4 5		
		7,532 0 7	
By cash on hand		16,434 16 4	
Total			£736,952 11 9

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PROFIT and LOSS from December the 31st, 1839, to December 31st, 1840.

DEBTOR.

—			Half-year from Dec. to June.	Half-year from June to Dec.	Total.
			£ s. d.	£ s. d.	£ s. d.
To locomotive account —					
Coke	2,142 16 6	1,899 8 6			
Repairs, oil, cotton, waste and depreciation	3,117 12 3	2,907 6 0			
	£5,260 8 9	£4,796 14 6	5,260 8 9	4,796 14 6	10,057 3 3
To coaching account, as per contract			1,499 4 9	1,451 9 3	2,950 14 0
Maintenance of way			1,077 7 6	*1,704 4 6	2,781 12 0
Police account			2,151 11 11	2,188 13 7	4,340 5 6
Mileage duty			1,235 3 2	1,202 9 4	2,437 12 6
Rates and taxes			2,357 18 7	2,365 11 10	4,723 10 5
Cloakting account			.. ..	.. ..	38 11 11
Incidental charges, including banker's commission to September, 1840:					
Bankers' commission	250 0 0	125 0 0			
Incidental charges	405 4 9	257 2 8			
	£655 4 9	£382 2 8	655 4 9	382 2 8	1,037 7 5
To Compensation to Creek Bridge Company			512 10 0	512 10 0	1,025 0 0
Printing and stationery			78 14 11	47 11 3	126 6 2
To Salaries account—					
Office salaries	640 2 10	682 15 3			
Directors	400 0 0	400 0 0			
Auditors	25 0 0	25 0 0			
Consulting engineer	50 0 0	50 0 0			
	£1,115 2 10	1,157 15 5	1,115 2 10	1,157 15 3	2,272 18 1
To Law charges			110 11 6	161 0 0	271 11 6
Gas charges			....	....	209 18 0
					32,272 10 9
Interest on bonds and shares at 5 per cent			9,100 1 2	9,742 8 6	18,842 9 8
Interest on loans			435 19 1	....	435 19 1
Balance			....	....	6,942 17 0
					58,493 16 6
Amount applied for payment of dividend, 5s. per share on 19,878 shares, declared 13th February, 1840			....	....	4,994 10 0
Balance			....	....	8,244 7 2
					£13,238 17 2

CREDITOR.

—	Half-year from Dec. to June.	Half-year from June to Dec.	Total.
	£ s. d.	£ s. d.	£ s. d.
By Transfer fee account	17 2 6	14 7 6	31 10 0
By Coach passenger account—			
Number of passengers, 1,566,736	27,121 11 7	24,155 2 5	51,276 14 0
By foot passenger account—			
Number of passengers, 107,486	248 2 9	199 12 9	447 15 6
By Creek Bridge account—			
Number of passengers, 67,340	157 11 3	123 0 5	280 11 8
By rent account—	525 12 11	597 2 10	1,122 15 9
Toll account (Croydon)	2,799 9 4	2,425 15 9	5,225 5 1
Twopenny post	10 0 0	10 0 0	20 0 0
Interest account	....	....	89 4 6
			54,493 16 6
By Balance	....	....	6,942 17 0
Balance 31st December, 1839, as per last statement	....	....	6,296 0 2
			13,238 17 2
By Balance	....	8,244 7 2	
Less amount to be charged to relaying the line	....	500 0 0	
Surplus	....	....	7,744 7 2

* Including £500 applied to relaying the line.

The Reports were received with much approbation.

Mr. HOMER (of Birmingham) rose to move the adoption of the Reports. He was aware of the heavy responsibility which attached to any person who proposed the sanction of the proprietors to documents containing so many and so heavy items as were usually comprehended in a Railway Report. In the Report now before the meeting some of the items might at first sight appear large, but from his experience with respect to other Companies he was satisfied that they were not larger in this instance than in others, if so large. When he looked back to the position occupied by the Company at the period of the preceding meeting in February last, he thought the situation in which they were now placed was comparatively favourable. (Hear, hear.) *Then* they had a Parliamentary contest before them, and were menaced by the determined opposition of three powerful Companies; *now* happily all differences were terminated. (Hear, hear.) Having in 13 or 14 different days witnessed the great exertions made by the Directors during the contest alluded to, it was with considerable confidence that he now rose to move the adoption of their Report—a Report which he thought was very satisfactory, as showing that the Company had made a marked advance to prosperity, and that their affairs were even in a much better condition than might have been expected. (Hear, hear.) The Parliamentary contest had certainly been no easy one. They had had fourteen counsel arrayed against their two, and there had been twice as many attornies on the side of their opponents as on their own. Their professional advisers had, however, conducted the business in a very excellent manner, and the goodness of their cause had carried them successfully through. (Hear, hear.) With respect to the accounts, there was no one item in them which led him to doubt their perfect accuracy, or to suspect a want of care and attention on the part of the Directors. He would not make a long speech, for he believed that business was better got through without unnecessary talking, and for his own part, he generally formed his judgment as to the mode in which the affairs of a railway Company were conducted from a few leading facts. Such facts were contained in the Report just read—facts which satisfied him that the management of their affairs was in good hands. (Hear, hear.) These facts spoke for themselves, and did not require to be enlarged upon, or varnished by him. He believed the Directors to be worthy of support, and for that reason, and that reason alone, did he support them. (Hear, hear.) He had great pleasure in moving, that the Reports now read be received, adopted, and entered on the minutes, and printed copies forwarded to each of the proprietors.

Mr. SAMUEL seconded the motion.

Mr. MONEY (formerly Chairman of the Company,) said, if the motion had not been seconded from another quarter, he himself should have been happy to do so. (Hear, hear, hear.) He felt that it was a very satisfactory document. (Hear, hear, hear.) It showed that they were now placed in a very favourable position,—a position which he certainly had not anticipated. (Hear, hear.) There was a new and very pleasing feature in the Report, for now every thing was plain and simple, nor was there, he believed, the slightest desire either within the Board-room or without, to conceal or varnish over any part of the Company's affairs. (Hear, hear, hear.) The contrary course had been the bane of the undertaking. Assertions had been made by those who ought to have known better as to the position of the Company, which assertions had never been realised. Parties having once found themselves deceived had become mistrustful, and a re-action had been the consequence, which had reduced the condition of the undertaking to a lower ebb in public estimation than it would otherwise have sunk to, or than it really merited. *Then* they had been deluded; *now*, he firmly believed they had matters presented to them as they really were. (Applause.) He would repeat that in his opinion the Report was most satisfactory, and he hoped that such would be the opinion of the meeting at large. (Hear, hear.) With regard to one part of it, he believed that the contracts for the new works had been let at a price lower than had been anticipated, lower considerably than the estimates of Colonel Landmann, the Engineer—a circumstance which reflected great credit not only upon that officer but upon the Directors. (Hear, hear.) With respect to the Directors he thought it necessary to say one word, as at the last meeting he had given notice of his intention to propose on the present occasion the appointment of a Committee of Investigation. That proposition he would now entirely withdraw. (Hear, hear.) He truly and honestly believed that the Directors as a body were anxious to promote to the best of their judgment, the true interests of their constituents, (hear, hear), although, nevertheless, he should be glad if some changes were made in the present Board. The two gentlemen who had on the present occasion gone out of office and again offered themselves were of such a character that he had no doubt whatever, that the proprietors would wish unanimously to re-elect them. (Hear, hear.) Of Mr. Childers, he had the pleasure of knowing something, and doubtless all present were acquainted with him, to some extent, as a public man. Of his colleague report spoke equally favourably, and also of the new candidate, so that on the present occasion there could be no doubt upon whom the choice of the proprietors would fall. (Hear, hear.) On the occasion of any future vacancy, he would suggest that as the Directors were for the most part men extensively engaged in private business, two or

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three persons should be chosen whose leisure would permit them to be of service not only in the Board-room, but in keeping an eye upon the details of business upon the line. Such parties might, for example, see whether reductions could not be made in the engineering department, as he (Mr. Money) believed there might, if a strict superintendence, such as he suggested, were carried into effect. (Hear, hear.) He hoped that on a future occasion the Directors themselves, and the shareholders at large, would give this matter the consideration which it deserved. (Hear, hear.) With respect to the Committee of which he had given notice, he had only again to say, that he did not now consider it necessary to persist in his proposal. (Hear) He was satisfied that the Directors as a body were using their utmost endeavours to promote the prosperity of the undertaking and that therefore it would be injurious while important matters were still uncompleted to make any change. Even if the present Board had not been really so deserving of confidence as he conscientiously believed them to be, he should have felt it his duty to withdraw his motion, lest it should have been supposed that he had any sympathy with certain parties who got up a recent meeting, at which charges were brought against the Board, which he believed could not be, and which certainly were not, substantiated.* (Applause.) These charges he firmly believed were not true. (Much applause.) He had thought, and continued to think, that one or two members of the Board might be changed with advantage, but upon the whole he was perfectly satisfied with their honour and zeal on behalf of the Company. (Hear, hear.) He was glad to find from the Report that the whole of the new capital required was not to be raised by shares issued at so large a discount. His own views were, that not so much as had been raised in this way—in fact, that not any part at all of the new capital—should have been so raised, but as it had been otherwise decided, he was happy to find that it was now proposed to raise one-third part, or nearly so of the amount by bonds. While on this subject he begged to be allowed to say one word on a matter personal to himself. It had been stated in the public press that he was chargeable with inconsistency in subscribing for 1,000 new shares, after opposing that mode of raising the further capital required. Such, however, was not the case; indeed he should have been inconsistent if he had *not* taken the new shares. His argument then, and his opinion now, was, that the arrangement sanctioned upon that occasion bore hard upon the poor proprietor who was not able to take the new shares, and whose property was depreciated by the creation of new stock. The creation of that stock having, however, been determined upon, it would have been inconsistent in him, and very foolish, if he had not taken up his proportion of the new shares, by which alone he could be placed on the same footing as before, when a holder of old shares. (Hear, hear.) For his own part he was perfectly indifferent to the censures or criticisms of the press, being satisfied that his character for consistency and his conduct generally in relation to the affairs of this Company, should be judged of by his fellow proprietors. (Hear, hear.) He was glad that in the Report it was proposed to do an act of justice to a most deserving officer of the Company, Mr. Akerman, the Secretary. (Hear, hear, hear.) He had known that gentleman long and well, and a more useful, honourable and devoted officer did not exist. (Hear, hear.) He knew that Mr. Akerman had exerted himself beyond his professional duties in getting out the shares of the Company, and in supporting its interests by every means in his power. The very scanty income which he had hitherto derived from the Company must have subjected him to many inconveniences, and would probably have damped the ardour of one less devoted to the welfare of the undertaking. So far, therefore, as his (Mr. Money's) vote would go on this occasion, the proposal contained in the Report should have the warmest support, and he hoped and believed that there was not a gentleman present who would dissent. (Great applause.) It had already been remarked that long speeches were not necessary, and although he (Mr. Money) had certainly trespassed upon the time of the meeting longer than he intended, he would once more repeat that everything in the position of the Company was most satisfactory. He hoped they might now look forward with confidence to the time when their property would bear a value proportioned to its real merits. (Hear, hear, hear.)

Mr. M. A. GOLDSMID (a Director) here rose, and was proceeding to vindicate himself from the charges insinuated against him at the meeting above referred to, when he was called to order by

Mr. Alderman WILSON, who thought it foreign from the business of the day to enter into a refutation of what had passed at a meeting which appeared to have been a hole and corner one, and with the proceedings of which he (Mr. Alderman Wilson), and probably nine-tenths of the proprietors now present, were totally unacquainted.

Mr. Goldsmid seemed very anxious to be heard, but it was the opinion of the Chairman, and seemed to be that of the meeting generally, that the proper time had not arrived, even if it were necessary, to notice at all what had transpired on such an occasion as that referred to. Ultimately Mr. Goldsmid gave way, reserving his right to return to the matter at a future stage of the proceedings.

A PROPRIETOR inquired if the asphalting of the arches had been effectual in excluding the rain, &c.

The CHAIRMAN—Most certainly.

Mr. Alderman WILSON suggested that the accounts should be printed along with the Report.

To this the Directors at once assented, as did also the proposer and seconder of the motion, which was amended accordingly. It was then passed unanimously amid great applause.

Mr. HUTCHINSON moved the second resolution, declaring a dividend of 7s. per share on the original shares payable in March next. He was glad to find that the dividend had somewhat improved. Last year it was 5s., now it was 7s.

The CHAIRMAN expressed a hope that next year it would be still larger.

Dr. OUTRAM joined in that hope, and begged to second the motion. There was one circumstance in connection with this railway which deserved notice. Although during the past year so many accidents to life and limb had unfortunately occurred upon other lines, not one serious casualty had happened to any passenger upon the Greenwich line since its first opening. (Hear, hear.) This was unprecedented he believed, and reflected great credit upon all parties concerned in the management of the traffic. (Hear, hear.) The honourable gentleman then adverted in a humourous strain to the formidable array of "big-wigs," which had opposed them before Parliament, and concluded by congratulating the proprietors upon the fact, that the feelings of rivalry which had characterised their then opponents were fast disappearing, and were being succeeded by those of confidence and kindness.

The CHAIRMAN bore testimony to the important services which Dr. Outram had rendered to the Company during the Parliamentary contest.

The motion was then carried unanimously.

Mr. MONEY said he had great pleasure in moving a resolution in reference to the Secretary's allowance as referred to in the Report.

Mr. HUTCHINSON seconded it.

Mr. TIMOTHY TYRRELL said there was, probably, no person in the room who had had better opportunities of judging of the Secretary's merits. [The learned gentleman then passed a very high eulogium upon Mr. Akerman, which repeatedly called forth the warm plaudits of the meeting. He attributed in a great degree the completion of the line to Mr. Akerman's activity, energy, and assiduity; and said, the urbanity, forbearance, and kindness of that gentleman, had done more than anything besides to get rid of the feelings of asperity and distrust with which the Company had at one time been regarded. He only regretted that the funds of the Company were not in a condition to admit of adequately remunerating him. They were not now awarding a gratuity, but doing something towards the discharge of a debt due to a gentleman who, during the many years which he had so zealously devoted to this undertaking, had received, in all, a less amount of money than some Secretaries of other Companies, with much less merit, had received in a single year.]

The CHAIRMAN having expressed the pleasure which he felt in putting the motion, it was carried by acclamation.

The SECRETARY (at a subsequent period of the proceedings) made an appropriate acknowledgement.

The Reverend Mr. LYON (of Pulford, Cheshire), proposed the re-election of Messrs. Childers and Corney, and the election of Mr. Bonar, expressing his high opinion of the qualifications of these gentlemen, who were personally unknown to him, but of whom he had heard the most satisfactory accounts.

Mr. SAMUEL having seconded the motion,

Mr. GOLDSMID claimed his right to address the meeting. As the honourable gentleman who had previously called him to order had designated the meeting where his character had been most unwarrantably assailed, a "hole and corner" meeting, he would pass over that part of the case, and come to the objection which had been urged against him from more respectable quarters, namely, that being a member of the Brighton Board he ought not to have prolonged his connection with the Greenwich Board, whose interests were at one period supposed to be in opposition. In reference to this he could only repeat what he had on former occasions stated, namely, that he had abstained from attending any meeting of the Brighton Board at which the matters in dispute between the two Companies had formed the subjects of discussion, and had placed his resignation in the hands of his colleagues in the Greenwich Direction, to be acted upon should they at any time consider that his duties to the two Companies clashed. His colleagues had since requested him to resume his duties, and he had done so. He believed that all danger of collision between the two Boards was past, but should any difference hereafter unfortunately arise, his position might probably enable him to conduce to their removal, and he should be happy to exert his influence to that end. He would moreover pledge himself to tender the resignation of his seat at one or other of the Boards, should circumstances arise to render it necessary. With respect to the other points which he was fully prepared to enter upon, he should at present say nothing, as he saw that no impression had been made upon the proprietors, and as he was conscious of his own innocence of the charges which had been brought against him by the parties to whom he had already alluded. (Hear, hear, hear.)

Mr. ENTWISLE (a Director) said, he, too, was now a Director of the Brighton Board, but his position differed somewhat from that of his honourable friend, as he (Mr. Entwisle) had been appointed since the last Greenwich meeting, and Mr. Goldsmid had been twice chosen a Director of this Company since joining the Brighton Board, of which, indeed, he had been first a member. He (Mr. Entwisle) had made arrangements for resigning his seat at the Greenwich Board in the course of a few months, when certain matters in the progress of which he had taken an active part had been brought to a conclusion.

Mr. MONEY was much pleased with the determination to which the last speaker had come. He thought it was only exhibiting a proper deference to the sentiments of the proprietors as repeatedly expressed at public meetings. He (Mr. Money) was of opinion that no man could properly do his duty at two Boards, whose affairs brought them into contact if not collision. Either his proceedings at the one must neutralise what he had done at the other, or he must keep away from both, which would be a neglect of duty, or lastly, he must do as he (Mr. Money) had once seen a professional gentleman do in a foreign country where advocates

* The meeting at the George and Vulture Tavern, Cornhill. See *Railway Times*, of Dec. 6, 1849.

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were scarce, plead the cause of one party as his client, and when that had been done, proceed to demolish his own arguments as counsel for the other side. (Hear, hear, and a laugh.) No man could fairly advocate the interests of both.

Mr. MAYHEW was sorry to hear that two of their Directors belonged also to a Board whose interests were opposed to those of this Company. (Cries of "No, no.") He thought the undertaking must of necessity be thereby deteriorated, for secrets might be carried from the one Board to the other; at any rate it was impossible that any mind which had been properly impressed with what had transpired at one Board, could go to an opposing Board and give an impartial consideration to what might be brought forward. It would generally be found that parties would lean to that side which presented the greatest emolument. Leaving this matter, however, he wished to put a question relative to the new works, namely, whether efficient means had been taken for their completion, so as to guard against the infliction of the heavy penalties imposed by the Act, in the event of their not being finished within a specified time.

The CHAIRMAN said, the same penalties which were imposed on the Company had been imposed on the contractors, under bond, so that there need not be the slightest apprehension on that score. (Hear, hear, hear.)

The DEPUTY-CHAIRMAN could not agree with those who seemed to think that the interests of the Brighton Company and those of the Greenwich Company were opposed—that as the one rose the other must fall. (Hear, hear.) On the contrary, he believed that the true interests of both were now inseparably connected. (Hear, hear, hear.)

Mr. MACLAUREN did not agree in that opinion. He wished to know upon what grounds the Directors had entertained a proposition for lowering the *toll* below the sum specified in the Act of last session.

The DEPUTY-CHAIRMAN said, it was on the ground that an alteration might prove mutually advantageous.

Mr. MACLAUREN (amid manifest signs of impatience on the part of the meeting) proceeded to argue, as far as we could understand him, that the Directors ought to stand upon the Act, and not entertain any proposition which would have the slightest tendency to diminish the income of the Company arising from the toll.

Mr. ENTWISLE replied at some length, and stated that the Directors had entertained no proposition except one which would have secured to them the maximum revenue now received, and given them a good chance of an increase.

Mr. HUTCHINSON thought no change in the toll (upon the strength of which the new capital had been raised) ought to be made without the full sanction of the proprietors, after having all the details before them.

The DEPUTY-CHAIRMAN said, the Directors were entirely of the same opinion, and never should, indeed never could, take any step to change or modify the tolls without the consent of the proprietors. (Hear, hear, hear.) All negociations on the subject were now at an end.

After a good deal of desultory discussion on this point,

The CHAIRMAN stated, that in recommending Mr. Bonar to the suffrages of the proprietors, the Directors had selected his name as first on the alphabetical list of shareholders qualified by character, abilities, and large holding, to have a seat at the Board, and they should hereafter pursue the same course. Mr. Bonar was a gentleman whose merits were well known, and he held 200 shares, while his connections in Scotland were also largely interested in the undertaking. (Hear, hear, hear.)

The motion relative to the election of Directors was then carried unanimously.

Some conversation followed as to a proposal which had been made at a former meeting, to put up the names of candidates singly. The Directors expressed their willingness to adopt this course in future.

Mr. HUTCHINSON observed, that he would have brought forward a candidate whom he considered to be highly qualified, had it not been that he was anxious that the fullest unanimity should prevail. (Hear, hear, hear.)

Mr. CORNEY returned thanks for the honour that had been conferred on himself and colleagues. He had entered the Direction with a determination to do every thing in his power to forward the best interests of the undertaking, and so assured did he feel of its ultimate prosperity, that he had since increased his pecuniary interest in it ten-fold. (Hear, hear.) He had only to add, that he had witnessed in the Direction such unanimity of action and such praiseworthy exertions in behalf of the Company, even to the sacrifice of their own private business, that he considered it an honour and a pleasure to be associated with them. (Hear, hear, hear.)

The DEPUTY-CHAIRMAN said, with respect to a suggestion that had fallen from Mr. Money, as to the propriety of having two or three Directors who could devote a great portion of their time to the superintendence of the line, there were in fact four members of the present Board who could give their services to the undertaking morning, noon, and night, and almost literally did so. He himself was one of them. The remuneration which he received as a Director, was as nothing to the trouble which the office imposed upon him, and if he had no other inducement to remain, he would gladly retire to his retreat in the country; but he had many thousand pounds embarked in the undertaking, and it was to watch over their own property and the property of their fellow shareholders that the gentleman referred to and himself devoted their time to the management of the Company's affairs. (Applause.)

Mr. HOMER moved that the best thanks of the proprietors be given to the Chairman and Board of Directors for their arduous and earnest exertions to promote the interests of the Company upon every occasion. The honourable proprietor referred to the great exertions made by the Directors during the late Parliamentary contest. He had had many opportunities of witnessing their zeal, having come up with a petition to Parliament from the shareholders at Birmingham, and remained in town for several weeks. He believed the Deputy-chairman had not missed a single day's attendance before the committee. (Hear, hear.) The honourable gentleman next adverted to the holding of office in two Companies, and gave it as his opinion, that in a case like this, where Parliament had settled all their differences, no danger could arise. In another Company in which he was deeply interested, the Birmingham and Gloucester, Capt. C. Moorsom had not only been recently chosen one of the Directors, but elected Chairman, although he was a Director in at least one other Company whose line joined their's. Capt. Moorsom's high qualifications were considered of great importance, and his connection with other Companies in their vicinity, instead of being looked upon as a drawback, was an additional recommendation. When negociations were in progress and bargains had to be made, it might be improper to sanction plurality of office, when the interest in the one Company was larger than in the other, but in the present instance he did not think that any valid objection could be urged. (Hear, hear.)

Dr. OUTRAM seconded the motion, which was carried unanimously.

The CHAIRMAN returned thanks, and expressed a hope that the next meeting would pass off in as satisfactory a manner as the present.

Mr. COOPER suggested the publication of the Directors' Report, and statement of accounts, at least ten days previous to the meetings, as it was impossible to bear so many items in mind.

The DEPUTY-CHAIRMAN said, the Report had only been finally agreed upon that morning, so that in that instance it would have been impossible to carry out the suggestion.

Mr. ENTWISLE believed, that those Boards who had tried the experiment in deference to the wishes of their proprietors rather than from their own conviction of its expediency, now complained of its effect, in taking off almost all interest from the proceedings at the public meetings.

Mr. WHEELER (a Director) was of opinion that the proposal for the previous printing of Reports and accounts had in most instances been originated for share-jobbing purposes. Even now, when the accounts lay at the office for inspection ten days previous to the meetings, country proprietors complained loudly of the advantage which was thus given to parties in town to traffic in shares.

Mr. COOPER said, he knew that the plan had worked well in other Companies.

After a few words from Mr. Mayhew, who suggested that the proprietors at large should be informed that the accounts lay at the office for inspection previous to the meetings, the subject dropped.

A vote of thanks to Messrs. Perry and Bower, the Auditors, was then passed unanimously, and

Mr. PERRY returned thanks.

Mr. MONEY stated that some remarks which he had made at a previous meeting had been misconstrued, as reflecting upon the mode in which the Company's accounts were kept. He begged most distinctly to disclaim any such intention, as nothing could be more perfect than the system adopted by Mr. Adron, the gentleman who so ably superintended this department.

On the motion of Mr. Money a vote of thanks to Col. Landmann and the other officers of the Company was carried unanimously.

Colonel LANDMANN made an appropriate acknowledgment, expressing a hope that as this was not the first occasion on which he had been honoured by the approval and confidence of the proprietors, so neither would it be the last.

The meeting then broke up.

PRESTON AND LANCASTER RAILWAY COMPANY—SPECIAL GENERAL MEETING.

ON Wednesday last a meeting of the above Company was held in the Town Hall, Lancaster, being the first half-yearly meeting since the opening of the line. It is exactly a year ago, the 10th February, 1840, that the foundation stone was laid; and the grand ceremonial opening took place on the 25th of June in the same year. Taking all things into consideration, few lines have been carried forward with greater spirit, nor been opened under more favourable auspices.

GEORGE BARROW, Esq., the Chairman, said, he was happy to meet the shareholders on this occasion, as they were not called upon to pay but to receive, as the Directors considered themselves in a situation to make a dividend of 2½ per cent. Much advantage would arise to Lancaster on the price of coals being rendered cheaper by transit on the railway. The Company saved a considerable sum by working their locomotive power in conjunction with the North Union. One thing, however, had been proved by their half-year's traffic, *that the expenditure in the first instance for good* gradients was amply compensated for in the great saving in the expense of working the line. After some observations, all of which will be found embodied in the Report, the Chairman said, in answer to a question by a shareholder, that he doubted not but that, as he had said at their first meeting, the first year would pay 5 per cent., the second 7½, per cent., and the third 10 per cent.

The SECRETARY then read the following

REPORT.

In conformity with the practice of other Railway Companies, the Directors have convened this Special General Meeting of the Proprietors to submit to them a statement of the receipts and expenses of the first half-year's traffic on this Railway, although their Act of Parliament directs only one general meeting to be held in each year.

It will be observed that the receipts for merchandize and coal have hitherto been only very small, as the warehouses and stock of waggons, and other arrangements necessary for carrying on an extended goods traffic have only just been completed, and the coal stations will yet require two or three weeks before they will be ready for use.

An increasing revenue from these sources may now be confidently anticipated, and more especially as arrangements have been made with Mr. Hargreaves, the sole carrier on the North Union Railway to become a carrier on

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this line also, who will commence the running of trains daily for the conveyance of merchandise and coal on the 19th inst.

The Directors have great pleasure in being able to state that not a single passenger has sustained injury on this railway, from accidents or otherwise, since the opening, although upwards of 68,000 passengers have been conveyed over the line during that period.

The Directors feel themselves justified in recommending that a dividend of 17s. 6d. per share be paid on the whole shares, and a dividend of 11s. 3d. on the three-quarter shares, which will be equal to 2½ per cent. for the half year on the paid up capital, and still leave a surplus of 1,900*l.* 13s. 0d. in the hands of the Company to cover any depreciation in the value of the engines, carriages, and other stock.

The Account Current for the Half-year ending 4th January, 1841.

DEBTOR.

To traffic disbursements, including wages, salaries, office and station expenses, repairs of carriages, oil, grease, gas, stationery, and advertisements	6,543	2	11
Locomotive power account	1,435	14	8
Rates and taxes	150	0	0
Duty to Government	558	15	6
Direction	200	0	0
Interest on loan account	1,883	6	8
Total	£5,801	6	9
Balance	9,088	3	11
Total	£14,890	9	9

CREDITOR.

By coaching department	£14,253	8	8
Toll account	129	0	0
Merchandise department	318	12	2
Rents 123*l.* 16s. 1d., Interest 73*l.* 12s 10d...	197	8	11
Total	£14,899	9	9

It was proposed and resolved—

"That the Report and Statement now read be adopted, printed, and sent to each proprietor.

"That a dividend of 17s. 6d. per share on the whole shares, and of 11s. 3d. per share on the ¾ shares be paid to the now registered proprietors of each share, such dividends to be payable on the 10th day of March next.

"That the thanks of the proprietors are due to the Directors for their services.

"And that the thanks of this meeting be given to the Chairman."

LONDON AND BIRMINGHAM RAILWAY COMPANY—GENERAL MEETING.

The Half-yearly General Meeting of the Proprietors of this Company was held yesterday at the Queen's Hotel, Birmingham Station, Birmingham, George Carr Glyn, Esq., in the Chair.

The meeting was numerously attended.

The advertisement calling the meeting having been read, it was resolved unanimously that the common seal of the Company be affixed to the register of Proprietors, which was done accordingly, in the presence of the Meeting.

The minutes of the last Half-yearly Meeting were then read.

On a motion having been put for their confirmation—

Mr. Wilson rose to object to a resolution passed upon that occasion, empowering the Directors to appropriate from the funds of the Company the sum of 1000*l.*, towards the expences of erecting a church, for the accommodation of the Company's servants at Wolverton—the site and endowment of which had been granted by the trustees of the Ratcliffe estate. The honourable gentleman said the vote had been objected to by a large body of the Proprietors from conscientious scruples. He then read a memorial which had been forwarded to the Board, from 28 dissentients, members of the Society of Friends; and referred to an Opinion given by the Attorney-General, against the legality of the vote. The memorial stated that the subscribers dissented from the grant—first, because it was illegal, and foreign from the objects for which the Company had been incorporated; secondly, because it was inexpedient that matters of religious belief should be introduced into the discussions of the Company, as likely to engender and perpetuate feelings of hostility; and thirdly, because they deemed it unjust, and an infringement upon their Christian privilege, that the members of one sect should be called upon to contribute to the support of the faith of another.

The Chairman said the motion now before the meeting, went only to the extent of approving of the record of the minutes, as being a faithful transcript of what had taken place at the last meeting. He would recommend therefore, that any discussion upon the principle of the vote should be postponed till after the ordinary business of the meeting, in order that they might be more in order.

After some conversation, this was agreed to, and the motion was carried unanimously.

The Chairman then rose, and spoke to the following effect:—I think, gentlemen, that the accounts of the last six months, which are now in the hands of most of you, will show, that the results of this undertaking, since we had last the pleasure of meeting you, have been very satisfactory. There is one point, indeed, upon which we have experienced some little disappointment—I mean as regards the anticipated accession of traffic from the opening of the Midland Counties, the North Midland, and other northern lines. If, however, that traffic has not hitherto been so large as some of us expected, there is little doubt, that, ultimately, the well-grounded calculations of the promoters will be realised (Hear, hear.) The satisfactory character of the results of the last half year, has induced the Directors to lay before the proprietors, a plan for the gradual liquidation of the mortgage debt—a plan which we thought it prudent to defer, until the prosperity of the undertaking had become, to a certain extent, fixed. I need not, gentlemen, go into the details of that plan, as it has already been fully set forth in the circulars addressed to you individually. From your answers to these circulars, we learn that it has been approved of by nearly every proprietor resident in England, but in order to give it effect it will be necessary to sanction it by a formal resolution this day. The other part of the debt which I may call the bond debt consists, as you are aware, of the amount raised in anticipation of calls during the pressure of the money market, and unless some special circumstances should intervene, the instalments still due upon the original and quarter shares will be called up to pay this debt—an arrangement which will place at the command of the Directors the sum of nearly 35,000*l.* to be applied to the general dividend of the Company. So much for matters immediately affecting ourselves. Connected with this point, there is another which bears upon the character of the undertaking. We may now, gentlemen, congratulate ourselves upon the well ascertained and, indeed, generally acknowledged, superiority of railway travelling, as compared with every other mode—a superiority which has been fully tested during the present unusually severe winter. The arrival of the trains, particularly of the mail trains, has been most satisfactory, and although punctuality rather than speed has ever been the object of this Company, until their arrangements should be fully completed, we have, during the last six months, been enabled to quicken the day mail, and shall on the 6th of April, at the request of the Post-office authorities, expedite the night mail also, as nothing gives us greater pleasure than to avail ourselves of any means whereby the advantage of the public service and the public convenience may be promoted. There is another subject, gentlemen, very important to your interests, upon which it is proper that I should say a very few words. You will recollect that at the last meeting a resolution was passed, empowering and desiring the Directors to oppose with the utmost vigour the Manchester and Birmingham Extension project. That resolution, gentlemen, we have carried out and shall continue to carry out. We are not as yet fully aware whether the promoters of that scheme will renew their application to Parliament during the present Session, but I believe such to be their intention; and acting upon your resolution, and upon our own conviction, we, as Directors of this Company, shall in that case meet them with the most resolute opposition. (Applause.) The scheme we believe to be uncalled for, and unnecessary, and totally inefficient even as regards the increased convenience of Manchester which it professes to consult, for we are convinced that no time whatever would be saved by the proposed route, as compared with the London and Birmingham and Grand Junction lines. That conviction, gentlemen, and the consideration of the increased responsibility and risk which must necessarily attend another junction at Rugby would have led us, the Directors, had we not been fortified by your resolution of last year, to bring the matter forward now, as one which is of much moment to the well-being of our undertaking. I regret, gentlemen, the expense and anxiety which this opposition has occasioned, and will probably continue to occasion; but we should ill discharge our duty to you if we did not carry out to the fullest extent the determination to which you have come. (Much applause.) To pass from matters immediately affecting ourselves to others that have a more extended application, I need scarcely remind you, that in addition to the general Railway Act of last Session, another measure, with the same objects, has this year been brought forward. With regard to the Act of last Session, it is but justice to the Board of Trade, to whose management it was intrusted, to say that they have exercised its powers with great moderation and discretion. The new Bill proposes to confer much larger powers than the Board of Trade at present possess; but without entering into details, I need only repeat that the principle upon which the Directors of this Company have always proceeded, and always I hope will proceed, has been not merely not to oppose, but cordially to assist in carrying out, any measure which may appear likely to promote the public safety and the public convenience, at the same time that they are prepared most strenuously to resist all interference with the property of their constituents, or with the internal arrangements of their business—(Hear, hear.)—This course they will pursue upon the present occasion, although from the spirit which has been displayed in reference to the proposed measure, and from the clauses of the Bill itself, I do not apprehend that any difficulty will arise. While on this subject, I may just allude to the mode of levying the passenger tax upon railways, which may probably be brought before Parliament in the course of the present session. We, as a Company, do not complain of the method at present adopted, but there are other Companies who do, and we are perfectly willing that an alteration should take place, provided always it be not proposed, as was proposed by certain parties last session, to sanction a measure, which however unequal and unfair the present system may be considered, would have substituted a greater inequality and a large extent of injustice. I know not, gentlemen, that I need trespass further upon your time, except perhaps it be to notice the continued attacks, which for some time past have been made through the press upon the London and Birmingham Railway. For these at-

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tacks so far as individuals are concerned, neither the Directors nor the individuals themselves who are so grossly assailed, care one jot. (Hear, hear.) They deem them altogether unworthy of notice; but the attacks, gentlemen, upon your property are as base, as I believe they are unprecedented. It has been said that tunnels have been in a dilapidated and dangerous condition, that embankments have fallen to pieces, in a word that the road has been in such a condition as to suggest the propriety of entirely shutting it up—all this has put forth with, I doubt not, a premeditated design to depreciate your property. (Hear, hear, hear.) I need not, gentlemen, go into a detailed refutation of these groundless and calumnious assertions, but I will undertake to say, as a sufficient answer to them all, that the London and Birmingham Railway has been, and is, in a perfect travelling condition. (Hear, hear, hear.) I give this public contradiction to these unfounded charges, not because they are of themselves deserving of notice, but least they should leave an unfavourable impression upon the minds of timid proprietors. With your permission gentlemen, the Secretary will now read the Report. (Great Applause.)

The SECRETARY (R. Creed, Esq.) accordingly read as follows:—

REPORT.

THE Directors have to report that the traffic for the six months which ended on the 31st December last, has considerably exceeded that of any preceding half-year. The accounts which have been laid before the proprietors at the present meeting, shew a receipt on the revenue statement (D) under the usual heads of passengers, &c., parcels, merchandize and cattle, of 405,040*l.* 14*s.* 0*d.*, being 61,846*l.* 7*s.* 9*d.* more than for the six months to 30th June last, and 61,130*l.* 11*s.* 6*d.* more than for the same period to 31st December, 1839; a result which is the more satisfactory, that it is not accompanied by any corresponding increase of charge.

"Maintenance of way," which, in addition to the contract price for keeping the road in good working condition, comprises all extra expense for slips, and for repairs of station buildings, is 6.228*l.* 18*s.* 8*d.* less than for the preceding half-year; a reduction of charge which is due to the generally improved state of the works, and especially of the principal embankments, which by their increased stability and consolidation have presented an effectual resistance to the heavy winter floods.

The per centage of the locomotive and other charges, as compared with the receipts, is in every case less; and the gross charge on the traffic (excluding the mileage duty to government, and parish rates) will be found, in the last half-year, to be as 30*l.* 5*s.* 7*d.* per cent. to the gross receipt, instead of 34*l.* 10*s.* 0*d.* per cent. which it was in the preceding half-year.

Deducting from the net profit of 186,689*l.* 11*s.* 8*d.*, the sum of 20,822*l.* 14*s.* 11*d.*, which was taken from the reserved fund, pursuant to the resolution of the last general meeting, there remains a disposable balance of 165,866*l.* 16*s.* 9*d.*, on which the Directors recommend that a dividend be declared of 4*l.* per 100*l.* share; 1*l.* per 25*l.* share; and 19*s.* 2*d.* 2 5ths. on 24*l.*; called before the 31st December, and paid on each 32*l.* share; leaving a sum of 10,866*l.* 16*s.* 9*d.* to be carried to the credit of next account.

In referring to the progressively increasing traffic of the railway, as evinced by the half-yearly reports, the Directors may be allowed to notice the gratifying fact, that out of 1,483,128 passengers, conveyed on an average 65½ miles each, from the 17th September, 1838, to the 31st December last, according to the Stamp Office Returns, not one accident attended with loss of life or limb to a passenger has occurred, although during the whole of this period the works were undergoing those extensive repairs which are inseparable from great excavations and embankments, and requiring the frequent passage along the line of trains heavily laden with materials. If then, under these circumstances of disadvantage, the Directors are enabled to exhibit results, which, in the infancy of the undertaking could only have been attained by regulations well considered, and with few exceptions carefully observed, it must be admitted that railways afford ample assurance for the safety of travelling, and that the London and Birmingham line possesses resources adequate to any extent of traffic.

The Directors having carried the proceedings of the Harrow inquest before a higher tribunal, purposely abstain from any comment on the extraordinary verdict of the jury.

Reverting to the statement of accounts which are before the meeting, the Directors have to remark that the expenditure on the stock or capital account, (C) has been, with few exceptions, for the objects to which they called attention in their last Report, namely, extension of stations, and the additions to the Company's carrying stock which an increasing traffic requires.

The recommendation of the Directors to create new shares, under the powers of the Company's Acts, for the redemption of the mortgage debt of 1,375,000*l.* having been acceded to by the proprietors individually, a resolution of approval by the present meeting will be required to give effect to the measure.

The Directors have to announce the resignation of Mr. Edward Wilson, and their election of Mr. Christopher Hird Jones, to supply his place. They have also to report the lamented death of one of the original Directors of the Company, John Sturge, Esq., and that they do not propose to fill up the vacancy.

The following Directors go out of office at the present meeting, and are re-eligible, Edward Cropper, Esq., Robert Garnett, Esq., George Carr Glyn, Esq., David Hodgson, Esq., Thomas Tooke, Esq., and Joseph Walker, Esq.

12th February, 1841.

A.—*Statement shewing the Capital of the London and Birmingham Railway Company, under the powers of their several Acts, and how raised, to the 31st December*, 1840.

1840.	DEBTOR.	£	£	£
Dec. 31.	To shares.			
	25,000 at £100 each	2,500,000, called £90	2,250,000	
	25,000 ,, £25 each	625,000, called £5	125,000	
	31,250 ,, £32 each	1,000,000, called £24	750,000	
Total	81,250	£4,125,000	£3,125,000	3,125,000
To debentures—				
(1)	Mortgage of tolls	3 Wm. IV. cap. 36	835,000	
		5 & 6 Ditto, cap. 56	165,000	
(2)	Do. of tolls and calls	1 Victoria, cap. 64	375,000	
			1,375,000	
(3)	Bonds on security of calls not made on the £100 and £25 shares		750,000	2,125,000
				5,250,000
To balance, being £8 per share on £32 shares, not called for at this date				250,000
	Total			£5,500,000

1833.	CREDITOR.	£
May 6.	By the amount which the Company are empowered to create by Act of 3 William 4, cap. 36	3,335,000
1835. July 3.	By ditto, 5 and 6 William 4, cap. 56	165,000
1837. June 30.	By ditto, 1 Victoria, cap. 64	1,000,000
1839. June 14.	By ditto, 2 Victoria, cap. 39	1,000,000
	Total	£5,500,000

B.—*General Account of the Cash Receipts and Disbursements, for the Six Months ended 31st December*, 1840.

	DEBTOR.		£	s.	d.
December 31, 1840.					
To balance, 30th June, 1840			178,950	16	6
To cash received—					
Capital stock		13,384 9 4			
Revenue account		404,478 3 0			
			417,862	12	4
Total			£596,813	8	10

	CREDITOR.		£	s.	d.
December 31, 1840.					
By cash disbursed—					
Stock account, as per statement		94,100 4 0			
Do. loan notes paid off		50,900 0 0			
Revenue account		354,751 18 6			
			499,752	2	6
By balance—					
In Deposit Stamp-office		2,000 0 0			
Cash in hand		95,061 6 4			
			97,061	6	4
Total			£596,813	8	10

C.—*Statement of the Stock or Capital Account, to 31st December*, 1840.

DEBTOR.	To 30th June, 1840. £ s. d.	1st July to 31st Dec. 1840. £. s. d.	Total. £ s. d.
To Land and compensation	706,152 5 2	15,414 9 1	721,566 14 3
Works of road & stations	4,287,646 18 10	60,622 13 7	4,348,269 12 5
To Locomotive stock, viz.— Engines, tenders, tools, and implements	146,910 5 11	7,724 14 8	154,635 0 7
To Carrying stock, viz.— Coaches, truck, waggons, cranes, &c.	189,187 4 5	6,123 0 7	195,310 5 0
To Charges, viz.— Obtaining Act of Incorporation	72,868 18 10		72,868 10 10
Law charges, conveyancing, engineering, advertising, and printing, direction, office expenses, salaries, and sundries	167,983 8 11		
To Law charges, engineering and sundries, connected with capital stock, since paid		£4,192 5 1	172,175 9 0
To Interest on loans, previous to general opening, 17th Sept. 1838, & debenture charges	127,626 7 6		127,649 8 6
To Debenture charges		23 1 0	
Total	£5,698,375 4 7	£94,100 4 0	5,792,475 8 7

	CREDITOR.			
By Calls on £100 shares	2,249,820 0 0		2,249,820 0 0	
25 shares	124,975 0 0		124,975 0 0	
32 shares	741,738 8 8	3,631 9	4745,366 18 0	

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	£	s.	d.	£	s.	d.	£	s.	d.
By loans on Debentures	2,125.000	0	0				2,125,000	0	0
By loan notes	319,744	6	4				268,844	6	4
(Less paid off £50,900.)									
By loans in account	111,156	5	4	9,753	0	0	120,909	5	4
By produce of sale of forfeited shares	3,633	6	5				3,633	6	5
Total, as stated to 30th June, 1840	5,676,064	6	9						
Less repaid, as above	50,900	0	0						
	£5,625,164	6	9	13,384	9	4	5,638,548	16	1
Balance							153,926	12	6
Total							£5,792,475	8	7
* Solicitors—for conveyancing, and arrangement with landowners of compensation for severance and damage, incurred either previous to opening of line, or connected with works of capital stock since executed							2,033	3	1
Cost of Semple's action, Chancery suit, and reference, in respect of coke ovens, Camden Town							1,819	18	8
							3,853	1	9
Survey of line, engineering, making up Contractors' accounts, share certificates, and sundries							540	9	6
							4,393	11	3
Less repayments							201	6	2
Total							£4,192	5	1

† Note.—Subject to reduction by (1) the Fund for Depreciation of Stock, £71,790; (2) the produce of sale of forfeited shares, £3,633 6s. 5d.; and (3) Value of land and houses not required for the immediate Purposes of the railway, and for which the Company receives rent.

D.—*Statement of Revenue Account, from 1st July to 31st December*, 1840.

DEBTOR.

December 31, 1840.	£.	s.	d.	£.	s.	d.	Comparative per Cent. of Charge on Traffic in the Half Years ended Dec. 31, 1840.	June 30, 1840.
To Maintenance of Way, viz.:—							£. s. d.	£. s. d.
Contract for six months' repair of road, subsidence of embankments, and ground slips	22,250	10	4					
Extra Works of all descriptions	4,842	5	3					
Salaries of engineers, overlookers, &c., Office and travelling charges	1,404	12	9					
	28,497	8	4					
Repair of station buildings	868	15	0					
				29,366	3	4	7 5 0	10 7 5
To Locomotive power, viz.—								
Coke and coal	18,523	11	10					
Repair of engines and tenders	7,878	8	7					
Salaries, wages, oil, tallow, waste, &c; expenses of pumping engines; superintendence and all other charges	16,965	10	5					
	43,367	10	10					
Stationary engine and machinery, for working the railway between Euston and Camden stations	881	14	10					
				44,249	5	8	10 18 6	11 0 0
To Police Charges, viz.—								
Wages	5,238	6	6					
Clothing	789	15	6					
Signal flags, lamps, oil, and other stores, and all incidental expenses	219	19	5					
Gratuities to servants for good conduct	315	0	0					
	6,583	1	5					
To coaching Charges, viz.—								
Salaries of booking clerks and petty disbursements	3,085	9	5					
Wages of guards and porters	7,916	3	11					
Clothing	1,174	1	3					
Gas, oil, coach grease, stores and all incidental charges	4,481	1	6					
	16,656	16	1					
Compensation account for accidents, losses, &c.	916	9	7					
	17,573	5	8					
Coach repairs	11,723	3	3					
	20,296	8	11					
To Merchandise Charges, viz.—								
Salaries, wages, incidenatal expences, and compensation for accidents, and losses	1,736	5	6					
Waggon repairs	2,687	3	11					
	4,423	9	5					
				40,302	19	9	9 19 0	11 0 0
To Stores Charges—								
Salaries, wages, and disbursments				1,016	2	9	0 5 0	0 6 4
To General Charges, viz.—								
Law proceedings	198	1	7					
Advertising	1,133	19	0					
Direction	1,200	0	0					
Office charges and salaries of Secretary and superintendent, and of their respective departments	4,011	14	8					
Sundries, including travelling charges	1,173	6	2					
				7,717	1	5	1 18 1	2 2 3
				122,651	12	11	30 5 7	34 16 0
To Parish rates	7,403	12	9					
To Government duty for mileage of passengers (being 4l. 12s. 2d. per cent. on the passenger receipts)	13,505	16	0					
				20,909	8	9	5 3 3	5 11 7
				143,561	1	8	35 8 10	40 7 7
To Fund for depreciation of locomotive and carriage stock; making, with 57150l., (the previous reserve), 71,790; equal to 5 per cent. in each half-year on the cost, less depreciation				14,640	0	0		
				158,201	1	8		
To Loan creditors, for 6 months' interest due on the 15th Jan. 1841	58,542	17	6					
Balance of interest in account current (after deducting interest received on bankers' balances)	1,280	15	1					
				59,823	12	7		
To Rent of Aylesbury Railway, 6 months; (the charges of working the same included with the preceding sums)				1,250	0	0		
To Balance				186,689	11	8		
Total				£405,964	5	11		

CREDITOR.

	£	s.	d.	£	s.	d.
By Rent of land and premises (the property of the Company) to 31st Dec., being 466l. 13s. 4d. less than in the preceding account, which included all arrears then due for previous half-years				1,365	19	3
Deduct ground rents	127	0	0			
„ Repairs	315	8	11			
				442	8	11
						923 10 4
By Traffic, viz.						
Passengers	233,185	11	1			
Mails	7,314	19	2			
Horses, carriages, and dogs	17,525	10	0			
Parcels (less paid out)	25,308	5	9			
				343,334	6	0
Merchandise	86,274	16	7			
Cattle	5,431	13	0			
				61,706	9	7
						405,040 15 7
Total						£405,964 5 11

E.—*Balance Sheet, December* 31, 1840.

DEBTOR.

	£	s.	d.	£	s.	d.
To Calls	3,125,000	0	0			
Produce of forfeited shares	3,633	6	5			
Loans on debentures	2,125,000	0	0			
Loans on promissory notes and in account with proprietors	389,753	11	8			
				5,643,386	18	1
To outstanding accounts, chargeable on revenue	25,764	8	7			
Interest ditto	58,542	17	6			
Reserved fund for depreciation of stock	71,790	0	0			
To revenue account, balance 30th June. £134,177 5 1						
To ditto, 31st December	186,689	11	8			
	320.866	16	9			
Less dividend ordered at general meeting, 7th August, 1840	155.000	0	0			
	165,866	16	9			
				321,964	2	10
Total				£5,965,351	0	11

CREDITOR.

	£	s.	d.	£	s.	d.
By Proprietors, for calls in arrear				4,838	2	0
Land and compensation, works of road and stations, and charges	5,442,530	3	0			
Locomotive engine, and carriage stock	349,945	5	7			
				5,792,475	8	7
				5,797,313	10	7
Stores account, stock in hand	50,056	11	8			
Outstanding accounts, due to revenue	20,919	12	4			
Cash	97,061	6	4			
				168,037	10	4
Total				£5,965,351	0	11

R. CREED, Secretary.

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APPENDIX.—*Comparative Mileage of Passenger Traffic for the Half-years ended 31st December, 1839, and 31st December, 1840.*

	Number of Passengers.	Miles Travelled.	Average Number of Passengers per Day.	Average Number of Miles travelled by each Passenger.	Equal to the undermentioned number of Passengers travelling the whole distance (viz. 112 miles) per day.
Half-Year ended 31st Dec. 1839.....	341,420	22,284,830	1,855½	65¼	1,091
Half-Year ended 31st Dec. 1840.....	394,688	25,931,163	2,146	65¼	1,258

Summary of Mileage from 17th September, 1838.

	Number of Passengers.	Miles Travelled.	Average Number of miles travelled by each passenger.
To 31st December, 1838 . .	151,941	9,461,984	62¼
30th June, 1839 . . .	267,144	17,391,035	65
31st December, 1839 . .	341,420	22,284,830	65¼
30th June, 1840 . . .	327,930	21,675,287	66
31st December, 1840 . .	394,688	25,931,163	65¼
Total . . .	1,483,123	96,744,299	65¼

The CHAIRMAN then moved a resolution to the effect that the Report be received, adopted, and circulated; and that a dividend at the rate of 8 per cent. per annum be declared.

The DEPUTY CHAIRMAN (F. Ledsam, Esq.) seconded the resolution, which was carried unanimously.

The CHAIRMAN then brought forward a resolution sanctioning the creation of new shares, as proposed in the circular before referred to, and which is as follows;—

Extract from the Minutes of the Board of Directors, at a Meeting held at the Euston Station, on the 22nd January, 1841.

"RESOLVED,—1st. That pursuant to the powers granted to the Company by the Act of the First Victoria, cap. 64, sec. 7 and 8, it be recommended to the General Meeting of Proprietors, appointed to be held at Birmingham, on the 12th February next, to make an order for the creation of so many distinct and integral shares of the amount of 32*l.* each, as are required to represent the capital of 1,375,000*l.* raised under the powers of the 3rd William IV., cap. 96; 5th and 6th William IV., cap. 56; and 1st Victoria, cap. 64, by mortgage of tolls.

"2nd. That the shares to be created, be offered in pursuance of the provisions of the said Act of the 1st Victoria, cap. 64. sec. 7, to the Proprietors of shares in the said undertaking, according, and in proportion to their respective interest in the joint stock of the Company, namely, one share of 32*l.* for every share of 100*l.* of such joint stock.

"3rd. That in cases where the interest of a Proprietor in the joint stock of the Company may be of less amount than 100*l.*, a sum be paid to such Proprietor in cash, equal to the value of a proportional part of the newly created 32*l.* share, or that such Proprietor pay at his option, the sum required to entitle him to such 32*l.* share.

"4th. That a deposit of 2*l.* be required on each 32*l.* share when allotted; such deposit, and the calls on the shares, to be applied exclusively to the liquidation of the Company's mortgage debt of 1,375,000*l.*, and the calls to be so made as to meet the payment of the debentures for such mortgage of tolls.

"5th. That the proprietors of the newly created 32*l.* Shares be entitled to a rateable portion of the dividend which may be declared on the net profits of the Company, for the three months ending 30th June next, and for every following half year, subject to a deduction after the rate of Five per cent. per annum, for interest on such portion of the Shares as may not have been called for, to pay off the Debentures as aforesaid."

Mr. TAYLOR proposed that instead of shares of 32*l.* they should be 33*l.* 6s. 8d., as being a fractional part of the original 100*l.* shares. This, on the shares altogether, would produce a sum of 1,275,000*l.*, the amount of the mortgage debt. The honourable proprietor illustrated his views at some length, and suggested the propriety of converting the whole of the Company's shares into fractional parts of the original shares. He knew that the last created 32*l.* shares were not looked upon so favourably as the other shares. The honourable proprietor concluded by proposing, as an amendment, the creation of shares of 33*l.* 6s. 8d. each.

Mr. J. BARTON seconded the amendment.

The CHAIRMAN said, he entirely concurred in the expediency of writing up the whole of the shares into 100*l.* shares as soon as possible, but it might be doubted whether the present was the proper time. Perhaps, in some future Act—he hoped not their own, for he hoped they would have no occasion to apply for another—powers might be obtained to convert the whole of the shares into stock, which would be a still better arrangement, and one which was not only common in banks and insurance companies, but was found of great practical convenience in giving facilities for the investment of sums so low even as 25*l.*, in an undertaking which was considered beneficial.

In answer to a question from Mr. Taylor, it was stated by the Secretary, that the stamp duty would be no hindrance, being *ad valorem* in reference both to stock and shares.

Mr. PARSONS hoped that the suggestion as to the conversion of the shares into stock would be carried out. From what had fallen under his own observation, he was convinced that it would be of great practical utility. There could be no doubt that persons estimated their property very differently, according as it consisted of shares or stock.

After some further conversation, the amendment was withdrawn. The original motion was then carried unanimously.

Mr. KEMPSON inquired whether any interest accrued upon the weekly receipts of the Company.

The CHAIRMAN said there was always a certain balance in the hands of the Company's bankers to remunerate them for their trouble. All the rest of the receipts were put out to interest with country bankers and elsewhere.

Mr. KEMPSON said he had put the question because he did not observe any item of this kind in the statement of accounts.

The Secretary called the attention of the honourable proprietor to the item in account D, "To loan creditors," where he would find a balance of interest, "after deducting interest received on bankers' balances."

Mr. J. W. BASSET then proposed the re-election of the six Directors named in the concluding paragraph of the Report.

Mr. COBB seconded the motion.

Mr. TAYLOR enquired, upon what principle "stock" was taken.

The SECRETARY said the whole of the new purchases were debited to capital, but by a note attached to account C., it would be perceived that the total amount on the debit side of capital was subject to certain reductions, among others by the amount of the fund for depreciation of stock; in other words, the capital account would have been debited so much less if it had not been credited by the reserved fund.

The CHAIRMAN said the current expenses were placed against the current receipts; new engines, &c. were placed against the depreciation fund.

The motion was then carried unanimously.

The CHAIRMAN returned thanks for himself and colleagues. They rejoiced to find that they continued to enjoy, and it should ever be their anxious endeavour to deserve, the confidence of the proprietors. (Much applause.)

In answer to a question it was stated that the number of Directors was now 18.

Mr. PHIPSON (formerly a Director) enquired whether the same allowance was made to the 18 as was formerly made to the 24.

The CHAIRMAN said, the amount of allowance awarded by the proprietors was still appropriated. The salary of individual Directors remained, however, the same, the balance, or allowance of the other six, being divided among the existing members according to their attendance on Committees.

Mr. PHIPSON said, from what he had seen of the zealous and arduous labours of the Directors, while he himself had the honour of a seat at the Board, he should not grudge their allowance, even if it were double its present amount. (Applause.)

Mr. WILSON then renewed his statement respecting the grant for the Wolverton church. The discussion which ensued, extended to a great length, but from the late period of the week, we must content ourselves with the leading points. The honourable proprietor, who explained that he himself was a member of the Church of England, and, therefore, far from hostile to the object for which the money had been voted, again read the memorial, of which the substance is given above, and a letter from the Secretary, informing the memorialists, that the Directors referred them to the General Meeting. He next read the following Case laid before the Attorney General, and that learned gentleman's Opinion: —

CASE.

Herewith are left prints of all the London and Birmingham Railway Acts, viz.—

3rd William IV., cap. 96.
5th and 6th William IV., cap. 56.
1st Victo. cap. 64.
2nd Victo. cap. 39.

The Company, it is submitted, appears by every one of those Acts, and by every enactment contained therein, to have been formed purely for trading or commercial purposes, and is wholly a trading or commercial Company, without in the remotest degree having for its object the support or dissemination of either moral or religious principles, much less those of any particular sect or denomination.

However, at the last GENERAL MEETING, of the proprietors, it was, amongst other things,

"RESOLVED, That 1000*l.* be placed at the disposal of the Directors, for the purpose of building a church at Wolverton, on land to be given by the Trustees of the Ratcliffe Estate, for the use of the workmen and their families congregated at that station."

The money, it is understood, has not yet been advanced.

On the part of a numerous body of proprietors be pleased to advise.

1. Whether such an appropriation of the Company's funds is warranted by the Company's Acts?

2. If not, what is the most eligible course for the proprietors who object thereto to adopt, to prevent the money being paid?

OPINION.

However laudable the object of the resolution in question may be, and however desirable that it should be carried into effect, I am bound to say, that in my opinion, such an appropriation of the funds of the Company is not authorized by the Company's Acts.

2. The remedy for dissenting proprietors, I conceive would be a bill in equity, praying an injunction.

(Signed) J. CAMPBELL.

Temple, Dec. 14, 1840.

The honourable proprietor then suggested the propriety of raising so small a sum by voluntary subscription, expressing the pleasure which he himself and others would have, in contributing in that

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shape. He concluded by moving, that the resolution of last year, granting the 1,000*l.* be rescinded.

Mr. CADBURY (of the Society of Friends) seconded the motion. He enlarged upon the impolicy of introducing a cause of contention into a company of individuals holding every shade of political and religious belief, and upon the injustice of compelling members of one persuasion to support the propagation of the tenets of another. He earnestly disclaimed (as did all who followed on the same side) every wish to oppose the vote except on the ground of principle, and expressed the greatest anxiety for the moral and religious instruction of the Company's servants, but thought this might be effected without the necessity of doing violence to the consciences of others. He enquired in what position the Company would be placed, should a grant hereafter be sought for the erection of a Roman Catholic or Methodist chapel, or a Quaker's meeting-house, and such grant be carried by a majority, at any public meeting? Doubtless, the members of the Church of England would *then* object, as the Quakers and Dissenters did *now*. How did they know, that, having contributed to the erection of a church, they might not hereafter be called upon to contribute to its repair, or even to the endowment of a minister? He trusted that the question would be considered dispassionately and as involving a great principle,—a principle, which it would be peculiarly inconsistent in him at that moment to sanction, seeing that his goods were under seizure for church rates. Even if there were no other objection to the vote, its illegality ought to make them rescind it. It might be said, that if he and his brethern had their share of the grant refunded, they would have no reason to complain, but that did not meet the case, as it was the principle to which they objected. It was not by any feeling of opposition to the Directors, that he was actuated, for he felt deeply indebted to them for what they had done to promote the prosperity of the Company, and nothing but a strong sense of duty could have induced him to assume even the appearance of opposing them.

The CHAIRMAN, in a very forcible speech, went over the various points of the case. Any apology for bringing forward such a motion as this, was, he said, totally unnecessary. The high character of the dissentients was sufficient to show that they had taken up the matter upon no factious grounds, and it was only that the character of the Directors might stand equally clear that he now rose to address the meeting. The Directors might, in their capacity of proprietors, have strong feelings upon the question, but, as Directors, they had only to obey the wishes of their constituents, whether those were to grant the 1000*l.* or withdraw it. With respect to the legality of the vote, he regretted that in the Case which had been submitted to the Attorney-General, the attention of that learned gentleman had not been drawn to particular clauses in the Company's original Act, for if it had, he felt convinced that his Opinion would have been somewhat modified. Such at least was the conclusion which had been come to by the Company's legal advisers. Was it true, as set forth in the Case, that the Company had been formed "without, in the remotest degree, having for its object the support or dissemination of either moral or religious principles?" If such were the fact, then was he most unfit to carry out the views of the Company. (Hear hear, hear.) "I think, (continued the hon. gentleman,) that a high religious duty is incumbent upon the Company in this matter, (Great applause,) and I think that the mode in which this vote was originally proposed by a Dissenter, reflected the greatest credit upon him and upon us. (Renewed applause.) Are these times, when we have collected together a large body of men, violent in their habits, to leave them without the means of moral and religious instruction? (Hear, hear.) No, gentlemen; I could not justify such a course to myself, nor, could you to the country." The honourable gentleman then proceeded to say, that he and his colleagues would be bound to obey the wishes of the proprietors, if a majority of them sanctioned a grant for the purposes of Dissenters, and thought the objections now urged would apply equally to the grant made some time ago, for the establishing of schools, at Wolverton. Where was the objection to stop? It might be said they had no right to expend the funds of the Company in building houses for their workmen, or some might agree to the houses, but object to the gardens. They had given houses, they had given gardens, they had given schools, but they were not to give a church—nor a meeting house, for the principle involved that likewise. Should such a principle be carried out to the extent which some persons contended for, he, for one, should regret his re-election that day (Hear, hear.) He could not think, however, that now they had entered their protest, gentlemen, to whose conscientious scruples he paid the highest respect, would seek to carry the question farther. (Much applause.) With respect to the apprehension of farther grants, it would be borne in mind, as stated at the last meeting, that the Ratcliffe Trustees had not only consented to build the church, upon a contribution being made by the Company, but had agreed to endow it handsomely and to charge themselves with its repairs. He confessed it was the liberality with which the Ratcliffe trustees came forward to meet and check so crying an evil, that had greatly weighed with him, and he doubted not with the gentleman who brought the original motion forward, to support the grant. He himself had had the pleasure of communicating to the Ratcliffe trustees the vote to which the proprietors had come, and these gentlemen had expressed their acknowledgements in very handsome terms. It was not necessary to enter further into the question. He would maintain that power existed in the proprietors to make such a grant, and that there was a strong necessity for it, could not be denied. No doubt the money could be raised by private subscription, but as the Company were indirectly the parties benefitted, he saw no reason why they should not, in their corporate capacity, promote so laudable a purpose. (Much aplause.)

Mr. JONES (the gentleman who originally proposed the grant) made a few remarks, and suggested that a *pro rata* amount of the 1,000*l.* should be returned to any parties who objected.

Captain C. MOORSOM (a Director) said he sympathised with the conscientious scruples of the memorialists, and if the vote were now proposed for the first time, probably he would oppose it, although a member of the Church of England. Looking, however, at the peculiar position in which they stood, with regard to the Ratcliffe Trustees, he thought the arrangement must be considered in the light of a bargain.

The CHAIRMAN said it was so far a bargain, that the church would not be built if the 1000*l.* were not granted.

Captain MOORSOM said it came therefore to this, that they must either consent to the grant, or have no place of worship at all at Wolverton. (Hear, hear.)

A PROPRIETOR said, no doubt the Dissenters would build a place of worship if the trustees would give the land.

Mr. TAYLOR admitted the great want of religious instruction at Wolverton, and although a Dissenter, he would not complain of supporting the Church of England, as it was the church of the majority of Englishmen, and, probably, of a majority also of the proprietors of this Company. He complained, however, that such a matter should originally have been brought forward without notice, and hoped means would be taken to prevent it being drawn into a precedent. He should have preferred a voluntary subscription, and in that case would have given much more than his proportion of the 1000*l.*

Mr. SOUTHALL (of the Society of Friends) said, he had taken shares in the Company, believing it to be merely a trading speculation, and it would be hard to compel such as him, as a body who had always testified against a State Church, to sell their shares, or to participate in these proceedings.

The Rev. Mr. BEDFORD thought the memorialists had done all they ought to do, when they protested against the grant. He, being not merely a member, but a minister, of the Church of England was called upon, through the taxes, to contribute to the support of Roman Catholic and Dissenting institutions, and although he certainly thought the money might be better applied, he conceived that he was bound to submit to the decision of those who thought otherwise. So strongly did he feel on this subject, that he had intended to move a vote of thanks to the Ratcliffe Trustees, for their liberality. (Hear, hear, hear.) On the old-fashioned principle, that those who built houses should provide the means of religious instruction for the occupants, he thought the Company who had assembled so large a body of men at Wolverton, should do the same.

After a great deal of further discussion on the general question, in which Mr. Hodgson (a Director), Dr. Blakiston, Mr. Phipson, Mr. Kay, and other gentlemen took part, a conversation ensued as to the legal power to make the grant. Mr. George Barker, one of the Company's Solicitors, contended that they possessed such power. He founded his opinion, not so much upon any particular clause in the Act, as upon its general scope, which gave the Directors, he said, full power to carry into effect any thing relative to the undertaking. Various clauses of the Acts were read. An opinion from Mr. Parker (another of the Company's Solicitors,) was also read, in which that gentleman insisted principally upon the inconvenience and endless disputes, which would arise if doubts were once to be encouraged as to what the Proprietors in general meetings assembled could strictly do.

Mr. BASSET took occasion to say, that having entered his protest, he felt, that as a member of the Society of Friends, he had eased his conscience.

At last, several suggestions having been made and rejected,

Mr. SCOTT proposed an amendment, that the *pro rata* part of the 1000*l.* (about 4½*d.* per share) be returned to any parties applying for it within a month.

Mr. KEMPSON seconded the amendment, and after a renewed discussion, a show of hands was taken, when there appeared,

For the amendment . . .	25
Against it	17
Majority for the amendment	8

It was explained that the deficiency, if any, of the 1000*l.*, would be filled up by voluntary subscription—which a proprietor said was virtually making the whole vote voluntary.

A motion arising out of the preceding matter was then proposed by Mr. Taylor. Some legal doubts having been started, it was agreed to put it in the shape of a recommendation—that in future, no motion, involving a vote of more than 100*l.* for objects, respecting the legality of which there might be any doubt, be brought forward at any meeting, without a fortnight's previous notice to the Secretary, in order that the proprietors might be fully forewarned.

This was carried with but one dissentient, the Chairman having expressed the pleasure he had in seconding it.

MR. BASSET inquired whether a gentleman named Pettit, had not invented some safety signal.

The CHAIRMAN said, he had, and it would be seen in operation on the railway that afternoon. [This contrivance has for its object, to enable the guard upon the top of any of the coaches to sound a whistle on the engine. It was repeatedly tried on the four o'clock up-train yesterday, (by which the writer of this came) and answered perfectly. We shall, probably, notice it more fully next week.]

Mr. PARSONS suggested that printed copies of the Directors' Report be distributed a few days previous to the meetings.

The CHAIRMAN said the subject had been alluded to at the last meeting, and he had then stated

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that it was one which deserved much consideration. With regard to the accounts, there could be no difficulty, but he feared that if the Report were supplied beforehand, it would be difficult to collect together a number of proprietors sufficient to constitute a legal Meeting.

Mr. GARNETT (a Director) said, the proposed plan would be productive of considerable inconvenience to the Board. At present it was their custom to assemble together from different parts of the country on the day previous to the Meeting, and having agreed to the Report, then to remain till the Meeting had been held. If it were arranged that the Report should be issued previous to the Meeting, it would be necessary that the Directors should assemble twice, or be absent from the General Meeting.

Mr. TAYLOR suggested that the Report should at least be put into the hands of the proprietors as they entered the room, in the same way as had been done with the accounts that day. He believed this plan had been adopted by the Grand Junction Board.

The CHAIRMAN said the suggestion was a useful and practicable one, and should be attended to.

The CHAIRMAN having declared the business of the day at an end,

Mr. PHIPSON said there was still one duty which the Proprietors had to perform, and a very pleasant duty it was, namely, to return their very cordial thanks to the Directors for their unwearied zeal in promoting the Company's interests. (Much applause.)

The motion having been seconded from several parts of the room, was carried by acclamation.

The CHAIRMAN, in returning thanks, said the compliment which the meeting had been pleased to pay was particularly acceptable to the Directors, as originating with an old colleague, and expressed a hope that no unpleasant feeling would remain from the discussion—he would not call it an angry one—which had taken place that day. (Hear, hear, hear.)

A vote of thanks to the Chairman for his conduct in the chair, was next passed unanimously.

The Rev. Mr. BEDFORD was then about to bring forward his motion for a vote of thanks to the Ratcliffe Trustees, but as there was some doubt whether the Chairman had not vacated the Chair previous to the subject been mooted, the motion was not pressed.

The meeting then broke up.

EASTERN COUNTIES RAILWAY DIRECTION.

Liverpool, 9th Feb., 1841.

Mr. EDITOR—I beg to thank you for your insertion of my letter of the 2nd inst., in which, however, your printer made the awkward blunder of substituting one "poor gentleman" for "four." I ought to have told you that Mr. Hoyes had actually resigned—on the ground, *ostensibly*, of his marriage, but in reality for the same reasons that led to the retirement of that invaluable Director, Captain Meorsom. Both Mr. Hoyes and his cousin Dunbar, are *gentlemen*, and too courteous to violate the usages of well-bred people, in the terms of their letters of resignation; but at the same time, of too sterling a stamp to deny their real motives, should any of the inculpated Directors, or any of the much abused Shareholders think fit to question them on the subject, in public or any where else.

That gentlemen like these should retire "*in disgust*," is scarcely to be wondered at, considering how much the high-sounding professions and big promises of the Liverpool Directors, after the election of February, 1839, have been falsified by the increasing discount of the shares, and discredit of the line, ever since. And how galling it must be to men of sense and spirit, to sit at a board sharing in the *responsibility* of actions over which they can exercise no control, because of the arrogance of two or three * * * * and the subserviency of a pack of * * * *.

At the next General Meeting, there is, I hear, to be a large infusion of new blood. But what blood? Such blood as that of "all the Howards," or such as has, "crept through scoundrels since the flood?" Why are the shareholders not informed of the names of the persons whom the Directors intend to put in nomination? Why is the existing bye-law, which requires the previous publication of these names, thus deliberately set at naught? True, the Directors have given notice of a motion at the next General Meeting, for its repeal; but how they can be absolutely certain it will be carried? And what right have they to act beforehand, as if it were actually repealed? May I ask whether a report current here, is true that one chief reason for this repeal is, that certain persons, who have no objections to slip quietly into the Direction, have refused, point-blank, to stand as Candidates, if they are to be advertised in the newspapers, as desirous of taking office with such a set of * * * *. Repeal the bye-law, indeed! I should like to know what for. What did it impede or prohibit? Simply this, the Directors and shareholders from being taken by surprise, by the sudden proposal of Candidates for the Direction, of whom they neither knew, nor could have time to ascertain, anything. And what will its repeal facilitate? What, but this abominable consummation of jobbery and trickery—that the Liverpool clique of Directors, will be able, without consulting the Shareholders, or even their own colleagues to fill up all vacancies with their own creatures—persons ashamed to show their faces, or have their merits canvassed—and thus to perpetuate their own ill-acquired power, and stifle all inquiry into their gross mis-management.

I remember having read in your journal of another excellent bye-law being repealed at the instance of these plotters, but that was a bye-law of the Board only, which provided that there should always be at least a week's notice given to every Director of every motion of importance. And there again the object was concealment and circumvention—the promotion of the ends of an intriguing faction, to the sacrifice of all other interests.

As a simple shareholder I would say, that if such are the sort of reforms introduced by our pretending townsmen, the sooner we get rid of them and their six guinea trips, and their twenty-five shilling daily feeds, the better for the railway, and for all concerned.

But before so excellent a bye-law as that which it is now proposed to repeal, is done away, I do trust the shareholders will insist on a little inquiry into the objects to be served by that repeal; and whether the repeal is carried, (by help of proxies of course) or no, that some one will ask the new candidates for office, whether they approve or not of the six guinea and other charges of the individuals with whom they are not ashamed to desire to be associated? whether they do not think 1000*l.* a-year is rather too much to pay for a corresponding secretary and spy to our Lord-street jobber's hole clique? whether every Director ought not to be expected to pay for his own stationery, especially if the chief use made of it be to make out false bills of travelling expenses, and receipts for ditto? and fifty other questions which will readily occur to any one honestly intent on probing to the bottom the many leprous spots of this most leprous body-corporate.

I am, Mr. Editor,
Your obliged and obdt. servant,
A SHAREHOLDER & SHIPOWNER.

THE EASTERN COUNTIES RAILWAY COMPANY *v.* ROMFORD POOR RATE.

Romford Special Session, February 9.—Present, Thomas Mashiter, Esq. Chairman; Edward Ind and Octavius Mashiter, Esqrs.

This appeal, which was heard on the 3rd November last, and adjourned from that day to several subsequent days, came on again to-day for final hearing.

Mr. Gadsden, of Furnival's Inn, attended on behalf of the appellants, and Mr. Griffin on the part of the respondents.

Mr. Gadsden said his clients were willing to save the expense of appeal, and with that view had endeavoured to come to some arrangement, but he regretted to say, without effect; he had no doubt but the assessment would be reduced here, without incurring the expense of appealing to the Quarter Sessions, at Chelmsford. It was a question of great importance, and no doubt justice would not be denied. The Act of Parliament 6 and 7 William IV. c. 96, recited, "that the poor's rates shall be made upon an estimate of the net annual value of the several hereditaments rated thereunto, that was to say, of the rent at which the same might reasonably be expected to let from year to year, free of all usual tenants' rates and taxes, and tithe commutation rent charge, if any, and deducting therefrom, the probable average annual cost of the repairs, insurance, and other expenses, if any, necessary to maintain them in a state to command such rent." The railway had taken 42 acres of land in the parish of Romford, from which, at present, no rateable profit arose, therefore the Company should not be rated at more than the original proprietors. He would prove that in other parishes, through which the railroad ran, they were not rated at more than the property was originally assessed. The principle, he contended, on which they should be rated, was, the rent at which the same might reasonably be expected to let from year to year, free from all usual tenants' rates and taxes, &c.; it became, therefore, a question for the Bench to determine, what the railway, in its unfinished state, would let from year to year, after deducting 20 per cent. tenants' profits and expense of repair. Mr. Gadsden then quoted the case of the Grand Junction Railway, and the parish of Hartford, Chester, where a deduction of 300*l.* a mile, was made for the expenses of repair, and tenant's profit of 20 per cent; he now, therefore, simply drew their attention to the state of the railroad in question, and the accounts of the Company. Mr. G. then produced an account, by which it appeared that the

Gross receipts of the Company for six months, ending 5th July, 1840, amounted to	£7,784 0 0
Expenditure for the same period, exclusive of any tenants' profits . .	8,500 0 0
Loss to the Company, 716*l.*	
Also an account commencing 12th July, 1840, and ending 3rd January last, by which it appeared that the Gross receipts of the Company during that period were	15,402 0 0
Payments during same period . .	14,500 0 0
Balance in favour of the Company . .	902 0 0

These accounts he would prove; and he then contended that these deductions should be made, as well as an allowance of 20 per cent. tenants' profits, before they proceeded to assess the Company.

Mr. Gadsden then called Mr. Sidney Braithwaite, who stated that he was sub-engineer to the Eastern Counties Railway, and considered 360*l.* a mile per annum, the expense of repairing road, exclusive of wear of rails. New rails were required about every fourteen years, and the cost of putting them down would be about 4,000*l.* a mile; it would take 234 tons of rails to lay a mile, that would cost 3,200*l.*, sleepers 526*l.*, keys 70*l.*, chairs 454*l.*, and pins 120*l.* some part of the present line cost more.—Examined by Mr. Griffin; the rails on this line are the heaviest laid down; the actual cost of the maintenance of this line is 416*l.* a mile, independent of various labourers' wages.

Nathaniel Davis, accountant to the Company, stated that their takings and expenses amounted to the sum mentioned by Mr. Gadsden.

Mr. Griffin expressed his regret that he had not been able to settle this matter; his friend Mr. Gadsden had alluded to an appeal to the Quarter Sessions, he did not, however, consider that such a proceeding would become requisite, the question was one of account. Mr. G. then commented at great length upon the items of expenditure included in the accounts and concluded by stating that the questions to be considered were two, viz.: had the Company a right to include, in their accounts produced, the expense of repairing the road, and had he (Mr. G.) allowed sufficient for tenants' profit, namely 10 per cent.

The magistrates then retired for some time, and at length decided that the present assessment of 800*l.* as the rateable value should be reduced to the sum of 578*l.* 15*s.*—*Chelmsford Chronicle.*

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	79
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	30	..	..	31
27½	....	8000	50	7½	Bristol and Gloucester	80½	..	80	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	36½
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	16½
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	75000	100	62½	Cheltenham and Gt. Western	..	..	..	29½	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	.	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	61000	25	23	Eastern Counties'	8½	..	8½	..	..	..	8
—	—	64000	84	2	Ditto (*Debentures*)	4½	..	..	..	..	..	4½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	29½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	201*
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	102*
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27½*
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	50½*
74	....	10000	100	80	Great North of England	..	..	56	..	..	..	..
118	92	25000	100	65	Great Western	89	89	88½	88½	89	89	88
—	—	25000	50	50	Ditto (*New Shares*)	..	60½	59½	60	60½	60½	60
—	—	37500	20	4	Ditto (*Fifths*)	9⅝	9	8⅝	9⅛	9⅛	9⅛	9
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	43½
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	30½
....	....	6000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	19½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5300	100	100	Liverpool and Manchester	..	..	..	..	..	..	188
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	175	..	175	175	175	175
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	29
—	—	31250	32	32	Ditto (*New Shares*)	..	..	..	..	..	..	50½
4	3⅞	24000	25	22½	London and Blackwall	..	18½	..	..	18½	18½	..
46	5½	36000	50	50	London and Brighton	43	..	42½	42½	42½	42½	42½
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
3½	3½	20000	20	20	London and Greenwich	..	9	8½	8½	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	17½	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	4½	..	..	4½	4½	..
76	76	36000	avr.	38½	London and South-Western	57½	57½	58	57½	..	..	57½
50	40½	13000	100	70	Manchester and Leeds	71	..	..	..	..	..	73
—	—	13000	50	30	Ditto (*New Shares*)	30½	..	..	..	..	..	..
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	51*
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	25
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	2½
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	79½
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	..	..	..	15
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	75	..	..	73½	..	..	73
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	..	36
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
....	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	28	South-Eastern and Dover	12½	12	12	11½	..	..	11½
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	74	..	..	75	..	..	75
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

* Ex. Div.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Feb. 9th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3⅜	..
18000	50	35	Edinburgh and Glasgow	29½	29⅜
1960	25	25	Glasgow and Garnkirk	26	26½
16000	25	23	Glasgow and Greenock	22¼	22⅛
12500	50	40	Glasgow and Ayr	39	39
1940	25	25	Monkland and Kirkintilloch	..	63
..	..	50	Wishaw and Coltness	78	77
680	25	25	Ballochney	..	85
4000	25	25	Dundee and Arbroath	27	27½

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	February 6	..	£635 11 11	£282 14 11	£ 918 6 10 ††
1,266,666 0 0	£1,013,723 0 0	....(a)	*†Birmingham and Gloucester	51	51	February 5	4,056	773 2 10	103 19 10½	877 2 8½
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	..	..	....	....	....
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	February 6	2,647	120 6 11	46 1 11½	166 8 10½
2,133,333 0 0	....	....	*Eastern Counties'	126	17⅛	February 7	6,696	....	....	431 12 1 ‡‡
833,000 0 0	631,241	....(a)	*†Glasgow, Paisley, and Ayr	51	40	February 6	8,705	523 6 4	106 19 1	630 5 5
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6¾	6¾	February 6	7,102	....	....	266 8 4
1,957,800 0 (b)	....	14 0 0	Grand Junction	114 (c)	114 (c)	February 6	..	5,229 18 1	2,088 6 5	7,318 4 6
4,999,999 0 0	....	....	Great Western	118	92	February 7	..	4,228 5 5	751 17 2	4,980 2 7
533,333 0 0	460,000 0 0	....(a)	Hull and Selby	31	31	February 7	2,086	282 17 3	127 14 7	410 11 10
488,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	February 6	2,525	434 17 9	14 11 7	449 9 4
1,832,375 0 0	1,410,000 0 0	10 0 0 (d)	Liverpool and Manchester	31	31	February 5	..	2,201 16 2	2,035 2 0	4,236 18 2
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	February 6	..	10,020 19 3	2,688 1 11	12,704 1 2
800,000 0 0	668,068 0 (e)	....(a)	*London and Blackwall	3½	3½	February 11	21,059	414 1 4	4 13 5	418 14 9
2,400,000 0 0	1,091,369 0 (e)	....(a)	*London and Brighton	46	5½	February 8	974	32 14 9	43 9 1	76 3 10
741,000 0 (f)	629,307 0 0	....(a)	London and Croydon	10½	10½	February 9	4,988	....	....	455 17 4½
993,300 0 (g)	793,300 0 0	1 0 0 (h)	London and Greenwich	3½	3½	February 11	25,169	....	....	788 12 4
2,260,000 0 (e)	2,193,617 0 (i)	5 0 0 (k)	London and South-Western	77	77	February 7	..	2,678 2 4	642 19 2	3,321 1 6
2,800,000 0 0	895,914 0 (l)	....(a)	*Manchester and Birmingham	40	5½	February 8	7,854	....	....	243 19 1
650,000 0 0	... (m)	1 5 0	Manchester and Bolton	10	10	February 4	..	337 12 11	171 13 11½	509 6 10½
2,599,000 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	.... ‖
1,533,000 0 0	1,440,000 0 0	....(a)	Midland Counties'	57	57	February 6	5,305½	985 18 3	626 11 1	1,612 9 4‡‡‡
950,000 0 0	....	....	Newcastle and Carlisle	61	61	..	..	....	....	....
3,000,000 0 0	2,705,676 0 (c)	....(a)	North Midland	72½	72½	February 6	..	1,661 8 10	862 5 6	2,523 14 4 ¶
730,000 0 0	560,000 0 0	6 13 4	North Union	22	22	February 5	3,256	785 0 9	139 15 7	924 16 4 ¶
1,200,000 0 0	297,430 0 0	....(a)	Northern and Eastern	30	19½	February 9	3,734½	....	....	302 10 9***
500,000 0 (n)	....	....(a)	Preston and Wyre	19	19	February 6	1,887½	125 10 1	81 1 11	206 12 0
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	February 7	5,205	....	....	150 15 8
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	23	23	February 8	3,960	....	....	901 5 6†††

(a) Not open long enough. (b) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (c) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (d) Maximum allowed by Act. (e) Up to July 1. (f) Including the new capital for the London-bridge station. (g) Including new capital for widening line, &c. (h) Preference shares guaranteed 5*l*. per cent. (i) Including Gosport branch. (k) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (l) Up to July 31. (m) The expenditure mixed up with that on the canal, with which the line is connected. (n) Including harbour and docks. (o) 83 miles from Birmingham to Newton junction; 14½ from Newton junction to Liverpool; and 16½ from Newton junction to Manchester.

†† From which deduct Toll to London and Birmingham Company, 93*l*. 16s. 3d.—leaving a balance of 824*l*. 10s. 7d. ‡‡ Including Northern and Eastern Railway toll, &c.

‖ Refused by the Directors. ¶ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

‡‡‡ Carriages, 21*l*. 10s.; horses, 16*l*. 7s.; parcels, 24*l*. 18s. 5d.; dogs, 1*l*. 3s. 6d.; cattle, 16*l*. 5s. 6d.; corn, 30*l*. 0s. 0d.; heavy goods, 300*l*.—Total, 626*l*. 11s. 1d.

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TO CORRESPONDENTS.

Mr. T. W. Rathbone, Mr. Edward Cropper, Mr. David Hodgson, and Mr. Richard Harrison, *are the four Directors of the Eastern Counties' Railway who stand* PUBLICLY CHARGED *with drawing from that Company six guineas for the travelling expenses of every journey they make from Liverpool to London and back,* ALTHOUGH THEY TRAVEL THE WHOLE OR GREATER PART OF THE WAY FREE. *A handsome reward will be given to any person producing—an authentic denial of the charge from any one of the persons above named. Apply to the steward of the* Reform Club.

R. S.'s *communication has already appeared in a country paper, and contains besides, nothing new.*

W. W. (Carlow).—*We should be glad to receive an authentic account of the experiments alluded to.*

Philo-Creed. — *Quite superfluous; nobody minds "Old Quicksilver."*

A Shareholder in the Edinburgh and Glasgow Railway.—S. in the Brighton.—*Quid. nunc.*—A Great Western Shareholder—Timon—R. F. L.—B. B.—*Received too late to admit of more than this general acknowledgement.*

The Parliamentary Proceedings *and several other articles are thrust out at the last moment by the length of the Birmingham meeting.*

We give to-day a gratuitous Supplement for the purpose of laying before our readers an article on the position of Carriers with reference to Railways—a subject which at the present moment possesses a more than ordinary interest. The article referred to merits an attentive perusal.

THE RAILWAY TIMES.

SATURDAY, FEBRUARY 13, 1841.

We now lay before our readers a copy of the new Bill introduced by Mr. LABOUCHERE and Lord SEYMOUR, "for the better regulation of railways." As the speech of the former must have led our readers to anticipate, it does little more than put in a statutory shape the principal recommendations contained in the able Report of the officers of the Railway Department of the Board of Trade, which we published at length last week.

Of the general spirit of the measure we feel bound, after mature consideration, to express our nearly unqualified approval. We were apprehensive that the discretionary powers proposed to be committed to the Board of Trade were of too general and undefined a character; but we must confess that on trying, ourselves, to mark out some limits within which these powers might be safely circumscribed, we could not discover any better than the Commissioners themselves have proposed.

No habitual reader of this periodical will doubt our devotion to the cause of railway progress, or our promptness to resist all external interference which may injuriously affect the property and interests of railway proprietors; yet, neither can they have observed anything which should lead them to expect from us a thick-and-thin advocacy of railway interests, as separate from the interests of the public—if indeed such separation exist, which we do most unfeignedly disbelieve. Our province as a railway organ is to expose all abuses in the administration of railways, of whatever nature, and whatever may be the conclusions to which the exposure may lead; and from this task we shall not shrink.

The resolutions of the Birmingham Conference of Railway Directors are, in substance, deprecatory of Government interference, of any sort or in any degree, because "unremitting vigilance and habitual caution" on the part of Railway Directors, with the aid of "such improved arrangements and mechanical adaptations as a more matured experience may suggest," will, in the judgment of the Conference, "*amply* accomplish the desired object." Yes—greater vigilance, greater caution, readier attention to the suggestions of experience and of mechanical skill, and a more earnest desire of improvement, than any hitherto manifested in the administration of railways, might accomplish all that is wanted. But what reason have Railway Boards given the public to look with any *certainty* for such things at their hands? Is not the very admission that they are wanted, proof of itself that the Boards must have hitherto fallen greatly short in their duty? And would the admission have been made but for that external pressure on the part of the public, which past mismanagement has provoked? Long and earnestly have we advocated in our columns the necessity of improved mechanism as (before all things) the means of safety to the public as well as profit to the proprietors, and we should be rejoiced, could we see in the language of the Conference any indications of a sincere and settled purpose of reform in this particular. But judging from the past, we must say our faith in it is but small. If the Conference meant by their words anything more than *shelter against the passing storm*, they would have stated frankly and specifically in what respects the existing mechanical arrangements are confessedly defective, and how far they were resolved to go in improving them. But instead of this, they indulge in the vaguest possible generalities, and leave it to the Government Commissioners — whose Report they might have anticipated by a whole fortnight—to point out not only the various mechanical improvements, which are admitted on all hands to be required, but others which may fairly be considered as still matter of experiment. We put it to the Boards whether this was not most impolitic conduct on their part. The wise course for them to have pursued would have been, to be the first to proclaim their knowledge of their own defects, and a fixed determination to apply definite and suitable remedies, with the least delay possible—nay, to have followed up without the loss of a day, their *words* by *acts*—and thus to have demolished all pretext for interference. But this they would not do, till the pressure from without has—to state the simple truth—*tripped up their heels*. Their position as monopolists without responsibility has produced, as usual, a result most injurious to themselves and to all dependent upon them. We speak advisedly when we say that they have been in point of fact the retarders of progress—real discouragers of improvements. They seem to have looked upon mechanical inventors as though they were their "natural enemies;" and not a few are the instances which have been recorded in our pages, of superciliousness and tyranny displayed in order to dishearten and to crush. Even well tested improvements, of the utility of which practice has left no manner of doubt, have been most slightingly regarded, from no better motives, we fear, than mere insolence of office, infirmity of temper, or inexplicable caprice.

It is very possible that these wrong doings may not—all or many of them—have been the acts of the Boards themselves—that they are to be attributable to Jack-in-office underlings alone. But the result is the same as regards the public, and the legislature has acquired an undoubted right on the part of the public to interpose for their protection, in such manner as the circumstances of the case may seem to it to call for.

Any interference bearing the aspect of a *Government job* we should be the first to resist; but a measure freer from every taint of the kind than the present Bill "for the Regulation of Railways," we never met with. No one can deny that it was called for by the unanimous voice of the public; and to the credit of its framers be it said, that it goes no further than the interests of the public imperatively demand.

We deem it to be no fault in us to feel as much interested for railway users, as for railway owners. We regard the monopoly vested in Railway Companies as a something, but held by them in trust for the good of the public in the first place, and for the profit of the shareholders in the next. And having these views on the subject, we think we but act the part of friendly monitors in telling our railway friends of all ranks and degrees, plainly, that unless railways are much better managed than they have ever yet been, they will give the legislature a right to interfere to a much greater extent than has been ever yet contemplated.

The public have a clear right to be well served in return for the exclusive trade conferred on the Railway Companies; and they have a further right to be as cheaply served as may be consistent with a fair remuneration to the proprietors. Some railways, having an undisturbed monopoly of a line of road of great traffic, charge the full fares authorised by Act of Parliament. But if it could be shown that they were working wastefully, and that by better arrangements (such as it is the direct tendency of the present Bill to promote) they could make the same profit, and yet carry passengers at half the price, the public would have a strong moral claim — whatever their legal right might be—to step in and enforce the better arrangements, in order that the saving in price might be ensured. For it could never be in the contemplation of the legislature, to retard public progress to such an extent, as to sanction the carrying of one passenger at the same cost which might suffice to carry two. He was said to be a great benefactor to his country who made two blades of grass grow where only one grew before; but of a surety, he is a still greater, who enables two men instead of one to go abroad into this fair world, and learn wisdom of all that it contains. We have always been strong opponents of duplicate lines, but in a case of the description just suggested, the legislature would be warranted in sanctioning the construction of a duplicate line, whose proprietors would engage to carry passengers at half the price of the first, and could show that they might do so with a reasonable profit to themselves. It is upon this principle of justice to the public that we urge upon the proprietors of the existing railways, the necessity of themselves taking the initiative in all mechanical as well as other improvements tending to safety and economy. The difference between good and bad management cannot be better illustrated than by the example

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of the Manchester, Bolton and Bury line, noticed by a correspondent in our last number.

No railway that we are aware of, has hitherto set on foot any regular system of mechanical experiments; yet it must be evident that without the institution of such experiments any progress made must be exceedingly tardy. It may be alleged that it would be unfair for any one railway to be at the expense of experiments for the benefit of all. We think so too; but we think that this objection might be met by a legislative enactment, obliging all Railway Companies to use the *safest* mechanism, and entitling the railway taking the lead to a proportionate compensation for its outlay. But there is yet another difficulty in the way—there requires a provision for unprejudiced judges. The members of the Boards generally are notorious for their ignorance of mechanical questions, and they are at the mercy of irresponsible professional advisers. In many instances these advisers have a direct interest against improvements not of their own planning; in many cases they have an indirect interest. No proposed improvement should be left to the mercy of such judges. The power of deciding at what point any new improvement ceases to be a matter of experiment, and ought, *for the sake of the public*, to be universally adopted, can only be safely submitted (to use the words of the Commissioners) to "public and irresponsible officers, who have no conceivable motive for abusing it;" and this is all that the present Bill proposes to do.

We may here observe, that so far from the Government officers evincing anything like a disposition to overstep in the least the bounds of their Commission, their Report is rather to be condemned for the extreme chariness of interference with the supposed prerogatives of Railway Boards, which it manifests throughout. On the subject of mechanical improvements they offer but two suggestions, adopted from the separate Reports of Sir FREDERIC SMITH, and even these have been considerably narrowed in the process of transfusion. They are as follows:—

1. That every description of *passenger* carriage shall be provided with buffer-springs.

2. That the last carriage and at least every fourth carriage in *passenger* trains should be provided with a proper break.

But what the original report of Sir FREDERIC SMITH recommended, was—

1. That whenever goods are conveyed by the same trains as passengers, the *goods waggons* should be constructed in all respects with as much care and precision, and with equally good materials, as the passenger carriages.

2. That passenger trains should at least have one truck to every *third* carriage—the last carriage of the train being a break carriage.

3. That *every* carriage, waggon, truck, and horse-box should have *buffer* springs.

We hold Sir Frederic Smith to be in the right on all these points, and trust that the wording of the new Act will be so varied in Committee as to enable the Board of Trade to carry out his views to the fullest extent. It is not sufficient that the *passenger* carriages only should be provided with buffers, because almost all trains are made up of a mixture of vehicles; and even if this were not the case, as long as goods trains run on the same rails with passenger trains, liabilities to collision will occur. It is an incontrovertible fact that accidents to passenger trains do frequently arise from the breaking down of goods trains previously, and in almost all cases the break down is the result of defective construction.

Freely moving, and therefore well-built, carriages, require less buffer power than such as are the reverse; but it is in evidence, that scarcely any pains are taken with the construction of carriages intended for goods merely; and such being the case, we would at least compel the Companies to lessen the evil as far as possible, by the use of powerful buffers. Nor would we be satisfied with the application of buffers to *every* passenger carriage, truck, van, goods' waggon, and horse-box. We would carry out the principle to an extent which seems not to have been dreamed of as yet—unless we may except some observations in the excellent essay by Sir GEORGE CAYLEY, tending to a like conclusion. It must be obvious that in cases of collision it is the engine which strikes the blow, and that the carriage nearest to it must suffer the severest shock, unless the buffers could be so graduated as to exert most power in the last carriage, and to diminish in power in the ratio of approximation to the head of the train. But this, for reasons which we need not stay to discuss, is not a practicable arrangement. Neither do we see how any arrangement, *free from danger*, could be made, by which all the buffers could act in unison, unless it were such as to permit the train to *shorten* its length. We are satisfied that those arrangements of buffers are the best which admit of this shortening; and to compensate as far as possible, for the impinging force of the engine on the first carriage, we would insist on *every engine* being provided with buffers in front, not only of great power, but of power exerted through a considerable space. We are more urgent on this point, because we foresee that as traffic increases great danger must ensue from the present imperfect construction of the goods trains, which are a fruitful source of accidents, unless the utmost possible care be taken to moderate the shocks from collisions. The provision that 'no train shall follow another in less than fifteen minutes,' will not be found availing, unless the trains are all calculated for the same rates of speed. t

We quite agree with the Commissioners tha "the general principle of enforcing nothing of an *experimental* nature" ought to be strictly adhered to. It would be equally unwise and unjust to depart from it. But at the same time we think that the public should be protected against the contingency of Railway Boards *refusing* to give a fair trial to improvements which offer a reasonable prospect of adding to the public safety and convenience. We are by no means satisfied that it is right to leave the initiative in such matters with the Companies. Improvements in the internal communications of a great nation ought not to be dependent on the will or caprice of such chance-constituted, and generally obstructive, bodies as those. We are quite sure that Sir FREDERIC SMITH, if called upon, could at once point out every branch of railway mechanism in which further experimental knowledge is required; and we defy any one to show the least harm that could result from a power being given to the Board of Trade to enforce the recommendations of so able and intelligent an officer—so long as they extended no further than to the matter of experiment and trial. It would be well, we think, if Sir FREDERIC and the other officers of the Railway Department of the Board of Trade had some line of railway placed at their command fit for the trial of all requisite experiments. Railway improvers would then be certain of having fair play, and that certainty could not fail to stimulate amazingly the inventive genius of the country, to assist in perfecting our system of railway conveyance. The railways are in truth virtually closed against all improvement from without. The seas and the rivers are open—the highways too, are open to all improvers; but the railways can only be approached through patronage—given without judgment in most cases, and with interested motives in not a few. They constitute a special case in which Government is called upon to interfere for the public protection. Neither do we see any reason why railways *benefitting* by the knowledge acquired by the institution of such experiments by the officers of Government, should not be called upon to contribute proportionally towards the expense of them. At any rate all deodands should become the property of such an experimental establishment; certainly they could not be appropriated to a better purpose than that of diminishing the causes for levying them.

The provisions made for the licensing of engine-drivers are excellent, with the exception of that which requires every candidate for examination to have a *permit* from some Railway Company, on the unfairness and evil tendency of which we beg to refer to a clever letter from "the Chairman of the Working Men's Conference Committee," (whether a fictitious personage or no, matters nothing) published in another part of our paper.

Excellent also is the plan of accumulating a fund of statistical information, by means of periodical returns from the Companies on all points of *public* interest. The power proposed to be given to the Board of Trade, of enforcing exactness and punctuality in such returns will prove a great check on the Companies, and prevent many an improper practice. If it be alleged that this is inquisitorial, we can only say that the conduct of some of the Boards has been of a character that nothing can remedy, but an inquisitorial jurisdiction on the part of an unprejudiced and independent authority. If this were likely to produce any mischief to the pecuniary interests of the shareholders, we should be inclined to demur; but we feel assured that the very contrary will be the case. From secrecy and mystification the shareholders have been already enormous sufferers; and nothing but good can we see likely to arise to them, were all the transactions of their respective Directories laid perfectly open to the public. The interest of the shareholder is a pecuniary one, and must be greater or less in proportion as a railway is well or ill managed. He therefore can have no sinister interest, unless in the case of his being a proprietor in one of two competing lines; but even in that case, it is not by secrecy he can have any thing to gain. But where railway Directors and railway servants have jobbing interests to promote—interests distinct from those of the shareholders at large—then, indeed, secrecy becomes the weapon of weapons—a weapon wherewith the most cruel havoc may be made of every other interest, public as well as proprietary.

We believe that in the long run the interests of the shareholders will be found identical with the interests of the public. The public require to be carried in the speediest manner consistent with safety, and at the cheapest rate which, with a due observance of economy in working, will leave a fair profit to the proprietors. Proprietors are not as a class speculative holders, but permanent investers; and it is not for their interest to make such exorbitant profits, once and away, as to excite mischievous emulation. What they want are *moderate* and *steady* dividends, which will not tempt specula-

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tive cupidity or give the public a claim to legislative interference, in the shape of duplicate lines, or in other shapes not less stringent and obnoxious.

Jealous as we are of all *discretionary* powers vested in governing bodies, we yet see in the fact that the *discretionary* powers heretofore conferred on Railway Boards, have been so much abused, a case of necessity clearly made out, for allowing considerable latitude to the superintending and controlling authority now proposed to be created. Nor can we imagine to ourselves, any body of men better qualified to exercise such an authority with prudence and moderation, and yet with all needful energy, than the gentlemen who have furnished the very able Report, on which the present Bill, and these, our humble commentaries, are founded.

We regret to observe from the reports in the Morning papers of Wednesday of what transpired in the House of Commons on the previous evening, that some doubt seems still to exist whether Government will take up the case of Irish railways during the present Session. The following are the terms in which the subject is noticed in the *Morning Chronicle* and other papers:—

"Mr. Smith O'Brien wished to ask the noble lord the Secretary for Ireland, whether he intended to bring before the house any proposition relative to railways in Ireland; and also whether it was intended to propose any amendment of the Irish Poor-law Act?

"Lord Morpeth *replied in the negative.*"

In the *Times*, the question is given in nearly the same words, but it is added that

"Lord Morpeth *was understood* to say that it was not intended to introduce any Bill on either subject."

We trust that his lordship has, in this instance, been *mis*understood, in so far as the railway question is concerned. Lord Morpeth and his colleagues can *now* have no reasonable excuse for refusing to bring forward the measure again, respecting which they not long since professed themselves to be so anxious.

The results of the winter meetings, so far as they have yet proceeded, of those Railway Companies whose lines have been for some time in operation, are of good omen. The Newcastle and North Shields Company have secured a dividend at the rate of 6 per cent. per annum, the London and Birmingham Company 8 per cent., the Liverpool and Manchester 10 per cent. (besides a bonus to the holders of original shares), and the Grand Junction 14 per cent. In connection with the Company first named, there is a circumstance of much promise adverted to in the Report of the Directors, which we lately published in full, namely, that in the first year a dividend of 5 per cent. on the capital was paid out of the *bona fide* profits, and at the rate of 6 per cent. for the first half of the second year. We trust that the Company's prosperity will continue to be progressive.

There is little, certainly, in the rates of dividend above mentioned, to bear out the extravagant anticipations of profit from railway property which were at one time entertained, but still there is sufficient to encourage those Companies, whose works are yet unfinished, to persevere. It is a remarkable fact that in no instance which has come under our notice, where a line has been opened for a reasonable length of time, has the original calculation of traffic been found to be overcharged; on the contrary, the actual receipts have in most cases far exceeded the expectations of the most sanguine of the promoters. That the result as regards net profit has too frequently fallen far short of what was confidently expected, is attributable to many causes, but principally to the enormous excess in engineers' estimates, which has marked the progress of almost every such undertaking. Much of this excess on lines already completed, might have been prevented had proprietors been properly mindful of their own interests, and if *their* disappointment do not stir up other parties to greater vigilance, it is useless to attempt to arouse them.

In the instances we have cited above, it is probable that the half year's dividends would have been sensibly greater, but for the occurrence of so many lamentable accidents during the last six months. This circumstance is adverted to and deplored in more than one of the Reports, and supplies an additional reason for increased care in the discharge of the important trust committed to railway officers. We know of instances within our private circle of acquaintance, in which the alarm caused by these frightful catastrophes has prevented parties from travelling even by railways which happily have been exempt from them. It is useless to tell such persons that railway travelling is on the whole much safer than travelling by coach, by steamboat, or by private conveyance. The fact unquestionably is so, but nevertheless, the very nature of a railway accident, the dreadful manglings and mutilations of which it is productive, and we regret to add, the gross negligence which has too frequently characterised occurrences of this kind, are calculated to produce a much deeper impression on the mind than casualties of a more usual character; and hence one railway accident will do more to prejudice the public against railway travelling than twenty accidents by coach, with reference to the old system of locomotion.

The dividends just declared will, we hope, have a tendency to induce many persons who may be averse from speculation, to invest their property permanently in this description of stock. They have already the certainty of a much better return than can be secured from the public funds, with every prospect of a progressive increase. As particular railways have advanced to completion, this feeling on the part of permanent investers has become more and more apparent, and if it had no other good effect, it would deserve all the encouragement that can be extended to it, inasmuch as it tends to extirpate the practice of share-jobbing which has been the bane at once of Companies and individuals.

These dividends, and others which we trust we shall shortly have occasion to notice, will moreover foster the feeling which is spreading over the country in favour of an extension of the railway system to those towns and districts which are still without its facilities—a feeling perfectly distinct from that which led to the formation of some of the earlier lines. It is now not so much the hope of direct profit as the certainty of indirect advantage, which is prompting the displays in favour of railway communication, which such places as Doncaster, Falmouth, Salisbury, and Norwich, have recently exhibited. If it can be shown that, in addition to local benefits, there is a reasonable expectation of pecuniary return, these and various other projects will be still more warmly supported. We do not, of course, consider such main lines of communication as the London and Birmingham, the Grand Junction, and the Liverpool and Manchester, fit standards by which to measure the probable success of schemes such as we have just alluded to. The localities of the three great lines just named, cannot be paralleled; but nevertheless, undertakings of much more humble pretensions may be equally remunerative. If the traffic is sure to prove much less, so may (or rather, we should say, so *must*) the cost of construction, and thus the tangible results to the promoters be not less satisfactory in the one case than they have already proved to be in the other.

The proceedings at the London and Greenwich Railway meeting, held on Tuesday last, and fully reported in another part of this day's number, passed off with remarkable unanimity—to the sore mortification, doubtless, of the schemers, to whom we had occasion to allude last week. If any one will take the trouble to refer to the proceedings of the self-styled "principal proprietors," at the George and Vulture Tavern, as noticed in the *Railway Times* of the 5th December last, and compare the boastings then made, and the charges more than insinuated against individual members of the Board with the significant silence of the clique on Tuesday, when the gentlemen calumniated had an opportunity of meeting them face to face, he will be at no loss to form a pretty accurate estimate of the parties referred to. The terms in which Mr. Money—a gentleman by no means prejudiced in favour of the present Board—disclaimed all connection or sympathy with them, were worthy of his high standing and of the great stake he holds in the undertaking.

We are glad to see that the Company's affairs are improving—not very rapidly certainly, but, there is every reason to believe, surely and steadily. The Directors appear to have set about carrying out the decision of Parliament relative to the widening of the line with commendable activity; and now that the animosities which preceded that decision have had time to die away, it is to be hoped that nothing will henceforth be allowed to disturb or interfere with that spirit of cordial co-operation which it is most desirable for the interests of each of the four companies who are so closely associated, should prevail.

We animadverted in our last on the practice which is gaining ground among Railway Boards of *suppresing* in their notices of the Yearly and Half-yearly Meetings of their respective proprietaries, the names of Directors going out of office and offering themselves for re-election at these Meetings, as also the names of any new candidates for office. We can imagine nothing so certainly calculated to make a farce of the elective privileges of railway constituencies as this; and had supposed that the thing was so utterly indefensible, that nobody could be found so lost to common sense and shame, as to stand up in its defence. We seem, however, to have forgotten for the moment, that there were such black swans as our friends of the Eastern Counties' Board in existence. From the notice given of the next General Meeting of the Eastern Counties' Company, it appears that there is an existing bye-law of that Company, by which it is provided "that it shall not be lawful for any shareholder to put in nomination at any General or Special General Meeting of the Company any other shareholder, to be a Director of the Company, *unless notice, in writing, shall at least fourteen days previous to such meeting have been lodged with the Secretary of the Company stating the*

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name, address, and profession of the shareholder intending to become a candidate, or who is to be proposed as a candidate at such meeting; and that the names of all candidates for any vacancy in the Direction to be proposed at any such General or Special Meeting *shall be published* ALONG WITH THE NOTICES CALLING *the General or Special General Meeting.*" But this very excellent bye-law—wanting only a slight verbal amendment to render it everything that could be desired (the substitution of "at least ten days before" for the words which we have marked in small capitals, since the written nomination of a Director might not be lodged till *after* the publication of the notices calling the meeting), the Directors now propose "to repeal!" We feel inspired with a great curiosity to know who the worthy gentleman is who has undertaken to make this most impudent proposition, and what he can possibly say in its behalf. It may indeed be an unpleasant thing to Liverpool gentlemen to be advertised (after the manner adopted in a recent case), as "A. B., Esquire, of the Swan with Two Necks, Lad Lane," or "C. D., Esquire, of the Pig and Whistle, St. Pauls," when they only happen to be "*putting up*" there, while staying in town; but better a thousand times that there should never be another Liverpool person in this Direction, than that any more should be *smuggled* in under the pretence of being Londoners, or the shareholders be deprived of the advantage of knowing beforehand all about the individuals, for whom their votes are to be solicited on the day of election. We recommend to attention a spirit-stirring letter on this subject from "A Shareholder and Shipowner," which will be found among our correspondence.

THE *Courier* evening newspaper has taken upon itself to lecture the gentlemen of Norfolk on the course they are at present pursuing to secure for their county the benefits of a railway communication with the metropolis. It can discover in all they are doing, nothing but ignorance and prejudice, and very civilly recommends to them to "place the matter in hands better understanding the subject, and perfectly unprejudiced." Not the least amusing part of the affair is, that our contemporary assures us withal, that he "*has taken some trouble to understand the subject.*" We propose to show that such pains as he has taken in the matter have been altogether thrown away, and that he has yet both the true bearings of the subject and the true interests of Norfolk *all to learn.*

The grand point which our worthy brother of the broad sheet essays to establish is this—that "the route which would do the most general good and return the best interest to the shareholders, is by the towns selected for the Eastern Counties' line," namely, Chelmsford, Colchester and Ipswich. And this proposition is advanced with sundry prelusive flourishes, which show evidently that he takes it to be one of very considerable novelty and originality. He is first "*inclined* to think so"—then he is "*prepared* to prove" it—and anon come his *proofs* in regular battle array. Now, odd as the *Courier* may probably think it—especially after its "trouble to understand the subject,"—it is an undoubted fact, that it has done nothing more in all this, than demonstrate anew what has been long ago proved over and over to the perfect satisfaction of all concerned. For what reason—does the *Courier* suppose—was the route in question "selected for the Eastern Counties' line," and approved of by Parliament? What other could it be than that it "would do the most general good and return the best interest?" If in the course of its researches "to understand the subject" it had but chanced to stumble upon those recondite sources of information the Reports of the House of Commons, it would have discovered that more than four years ago a Committee of that House, including all the members for Essex, Suffolk, and Norfolk, reported unanimously in favour of the identical route, which it now so superfluously undertakes to champion against all gainsayers. Nay more, that a vast majority of the inhabitants of the three counties approved of the adoption of the Eastern Counties' line—were perfectly awake to all the advantages to be derived from it—and did all that men could do to make sure of its being executed.

We will here, however let our friend into a little piece of railway history, for which he would seek in vain in Parliamentary Records. In 1835-6 there were three competing schemes before Parliament for a railway from London into Norfolk;—the Eastern Counties', the Great Northern, and the Northern and Eastern. The promoters of the Great Northern offered only a railway as far as Norwich; but those of the Eastern Counties' and Northern and Eastern, protested with emulative zeal, that anything short of the port of Great Yarmouth was not for one moment to be thought of! The race, therefore, became between the two last, and it was easy to see that that which could boast the greatest amount of local influence, would be the most likely to win. A deputation was therefore dispatched by the Eastern Counties' party, to canvass the three counties, and their language was every where the same. "We do not come to you because we want money; all we desire is your countenance and support. We could dispose of more than all our shares in London and Liverpool, (as witness these deeds already so numerously and respectably signed,) and we should do so at once, but that Parliament will be more or less inclined to favour our undertaking, according to the number of subscribers to it, belonging to the districts which it is intended to benefit. A subscription for a share or two, however, will serve the purpose of showing good will as well as for a hundred. Indeed, more than ten or so we cannot allot to any one individual, and would much prefer your taking only two or four each; for the reserves we have been able to make for the people on the line, are after all but small;—to Norwich and Yarmouth, a thousand; to Ipswich, five hundred; to Colchester and Chelmsford, each a couple." How the Northern and Eastern party went to work on the occasion it is needless now to inquire; for certain it is that so catching was the mode of solicitation adopted by their Eastern Counties' rivals, and so superior besides in itself the scheme which they advocated, that they carried the counties completely along with them. *All the shares reserved for and offered to the counties were taken up by the counties;* and the promoters of the Eastern Counties' line went before Parliament with a subscription list, which in point of number of local subscribers, if not of the amounts subscribed by them, was equalled by few subscription lists of the time. And the ultimate consequence was, the passing of the Act for the Eastern Counties' Railway, and the final withdrawal of the two rival lines.

So matters rested for a time—the Eastern Counties' Company rejoicing in their success, and honestly intent on going through with the undertaking in which they had embarked—and the counties rejoicing in the certain prospect which they imagined they now had, of speedily participating throughout their length and breadth, with other parts of the kingdom in the benefits of railway transit. But at length a change came over the counsels of the Railway Company. Some fellow of no principle, (perchance—

"Some busy and insinuating rogue;
Some cogging, cozening slave to *get some office,*")

suggested that the railway would be vastly more profitable to the shareholders were it to stop short at Colchester instead of being carried on to Norwich and Yarmouth—that the shareholders ought to look to themselves only in the matter—and that as the three counties of Essex, Suffolk, and Norfolk, form a peninsula, the chief access to which is through Colchester, the Company might stop their line there, with a perfect certainty (to use the words of their own poetical, and as respectable as poetical, Chairman, Mr. Bosanquet,) that,

"—— all the traffic of the East
Must surely through it flow."

And wicked as the suggestion was—groundless in point of fact as every day is now proving it to have been—it found acceptance in the sight of a majority of the proprietary. Of course the proposition was not presented to them as we have now done it, in all its naked deformity. Oh no! For

"When devils their blackest sins put on
They do suggest at first with heavenly shows."

The traffic beyond Colchester was represented as being wholly inadequate to the support of a railway! The estimates proved before Parliament were utterly fallacious and deceptive! The subscribers had been shamefully taken in, and it was but following out the first law of nature, to look to their own self-preservation! And—vilest slander of all—the Counties themselves cared nothing about a railway, or at all events cared only for one, in so far as it might be made with other people's money and not their own—and had subscribed of choice for but a miserable fraction of the capital (albeit they had subscribed for all that had been offered to them). And by such "shows," no doubt, there were many just and honourable men who were led to give their support to the stop-short scheme, who if they had been aware of all the hollowness of the pretexts on which it was founded, and had been duly sensible of the gross breach of public and private faith, which it involved, would have been the first to reprobate and denounce it.

One step or two more and the history of the case will be complete. The Counties' seeing themselves betrayed and deserted by the Railway Company which they had by their preference and patronage, called into existence, and on which they had entirely relied for a railway communication from London to Yarmouth, have been recently doing their best to find out a remedy for their perfidy. First, they try how far the Courts of Law will go in enforcing the Company's engagements to the public, but they find that though the Courts are with them on the merits of the case, their forms of procedure in matters of this sort are so favourable to contumacious defendants, with ample corporate funds at their command to squander in litigation, as to render the obtaining of justice through their medium, the business of an age rather than (as it should be) of a day.

The gentlemen of Norfolk then look about

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to see whether they cannot obtain a railway communication with the metropolis in some other direction than through the Colchester "Traitors' Gate," and this movement of theirs brings on the carpet the plans of Mr. Rastrick and Mr. Gibbs, the former of which they have, after a full and apparently impartial examination of both, seen fit to prefer.

It is at this stage of matters the *Courier* presents itself on the arena, and in manifest ignorance of much if not of all that has taken place, as well as of the present relative position of parties, presumes to tell the gentlemen of Norfolk, that they know not what they are about! "Why not unite," it asks them, "with the Eastern Counties' Company to carry into effect the original line?" But *how* unite with parties who tell you that they have abandoned all that part of their original line which lies beyond Colchester solely *because it could not pay*, and that the proper direction in which the Eastern Counties' line ought to be extended into Suffolk and Norfolk is *not* by Ipswich, but by Sudbury and Bury St. Edmunds? False pretexts both, we know, yet on that very account insuperable bars to the union you advocate—which is a union for the purpose of an *Ipswich* line. Chelmsford, Colchester, Ipswich, Norwich, and Yarmouth, ought to be united, says our contemporary, "as great links in one chain," and were even double the capital required for the purpose, there can be no doubt that "a much higher rate of interest would accrue from the double capital and the whole line, than from the present capital and short line." All this is most true; but the *Courier* commits a great mistake in imagining that it is the gentlemen of the county of Norfolk who require to be convinced of it. The parties to whom it should address its arguments and exhortations, are the stop-short jobbers and deceived and misled proprietors of the Eastern Counties' Railway Company, who persist in maintaining that the short line is the thing for them, and proclaim aloud that a line in extension from Kelvedon to Bury, to be taken up and executed *by other people*, is the *only* line beyond Colchester which may expect to have their approbation and support.

The *Courier* proceeds, in the same profound ignorance of facts, to ask whether the Eastern Counties' Company "have not been left in the lurch already by the backwardness of the county gentlemen as well as those of the city of Norwich?" We trust that after the statements we have made on this head, the accuracy of which is incontestable, the *Courier* will feel it due to the County and City gentlemen, to recall the groundless imputation conveyed by this question. The true state of the case is precisely the reverse. It was the gentlemen of the County and City who were left in the lurch, and the Eastern Counties' Company who were the base deserters. The Company could do no more than subscribe all their capital, and the Counties could do no more than take all that was offered to them.

But no line, quoth our contemporary, can be deserving of support which will not "repay the capitalists who may come forward to assist in the construction;" and "there *can be no doubt* the line by Cambridge and Bishop's Stortford would not affect that object." Your "can be no doubt" is a famous beggar of questions. We have in former articles on this subject given our *reason* for thinking that such a line will pay well; not so well, possibly, as the original Eastern Counties' line if carried out would have done, yet well enough to induce capitalists to advance the money requisite for its execution—and our contemporary has not given a single *reason* for assuming that it will not.

The same question, however, which was so tauntingly put to the gentlemen of Norfolk, in the paper of memorable and "unannullable" impertinence lately issued by the Company on the subject is here repeated. "Finally, we will ask the gentlemen of Norfolk whether they are prepared to subscribe the 2,000,000*l.* and the *et ceteras* necessary to construct the road they have so hastily predetermined on?" We will take leave to answer for them that they are not, and that neither is there the smallest occasion. Were they to make a railway with their own money alone they would be doing what no body of county gentlemen in England have yet done for themselves, or have been ever asked or expected to do. Subscribe to it largely they no doubt will, but their chief dependence must needs be on the subscriptions of others. Nor will they have to look long for such subscriptions, if they can only show that there is a reasonable prospect of a good return. Capitalists everywhere will be ready enough to participate in the adventure, and those of Lancashire we may be assured not less so than others. If they cannot do that, then the whole project must of necessity fall to the ground, and the sooner it is abandoned the better will it be for themselves as well as others.

The only parties left unredressed by the success of the East Anglian scheme will be the people of Ipswich and its neighbourhood; nor is it possible to view the position to which they are reduced by the treachery of the Eastern Counties' Company without feelings of the deepest sympathy and regret. A line from Norwich by Thetford and Newmarket to Cambridge, will leave all the lower parts of the county of Suffolk just as unprovided with railway communication, as they will be by the stoppage of the Eastern Counties' at Colchester or Kelvedon. Unless they make branch lines for themselves (a thing not at all to be expected) to Norwich on the one side and Colchester on the other, with perhaps a third to Newmarket, they will never be able to make up for the advantages they would have derived from a great integral line like the Eastern Counties' passing through them. The people of these parts, by no indifference or neglect of their own, but through a gross breach of faith towards them on the part of others, will in fact be quite shut out from the railway circle. One considerable consolation, however, they have, in the possession, through the port of Ipswich, of a communication by steam-vessels with the metropolis, which, though not so speedy as one by railway would be, is yet a great deal cheaper. And here, again, we shall very surely see retribution following fast upon the heels of fraud, for as the East-Anglian Railway will divert into another channel all that Norfolk traffic which the stop-short jobbers reckoned so confidently upon having secured to themselves for ever, so will the steamers from the Orwell carry off thousands and hundreds of thousands of passengers who, if the Eastern Counties' Railway had been carried to their doors, would have infallibly preferred it before all other means of conveyance.

In the last communication of our indefatigable and generally most correct correspondent, "Q. in the Corner," he states that the "tricksters of the Eastern Counties' Company boast of having the Northern and Eastern Company bound fast under hand and seal, not to sanction or promote either directly or indirectly any line which may operate prejudicially to the Eastern Counties'," "and that he believes this to be the fact." We have been favoured with an authentic statement of the provisions of the Agreement between the Eastern Counties' Company and the Northern and Eastern referred to, and we are satisfied that on this point "Q." has been misinformed. It merely binds the Northern and Eastern not to sanction the entrance of any line from the eastern counties of England into the metropolis, except through the Eastern Counties' Shoreditch station. The Northern and Eastern Company are therefore perfectly free to encourage and support the proposed junction of the East Anglian line with theirs at Bishop's Stortford; *and there is no doubt they will do so.*

THE proceedings at the half-yearly meeting of the London and Birmingham Railway Company held yesterday in Birmingham, were of a very interesting character, but the great length to which our Report has run, leaves us space only to direct attention to them, and to express our gratification at the continued prosperity of that great undertaking.

WE have a budget of good tidings this week respecting the Bristol and Exeter Railway. First, all the forfeited shares have been disposed of at good prices; secondly, upwards of 180,000*l.* have been paid by the shareholders since last general meeting; and, thirdly, the paid up capital now exceeds 700,000*l.*, which places the Company in a position to avail themselves of the power given them by the Act to raise 500,000*l.* by way of loan, which will obviate for some time the necessity of making further calls on the shareholders, "With the security," says the *Bristol Gazette*, "they have to offer—(having the guarantee of the rental to be paid by the Great Western Company, besides their own responsibility) the Directors will be enabled to take a commanding position in the money-market; so that, with this resource, with a large balance in hand, with about 50,000*l.* or 60,000*l* on account of the allotted shares, which will be forthcoming in a month from the present date, there will be no lack of means for prosecuting the works with vigour during the ensuing summer, while the probability is that the shareholders will not be again called upon until after the lapse of many months—perhaps a year or more. We understand that not the slightest doubt exists of the line being completed to Bridgewater by June next, if not before. The wooden bearers are now in course of being laid."

WE beg to direct the attention of such of our readers as take any interest in the fortunes of that *great corporate misfortune*—the Eastern Counties' Railway—or in the merits of the long standing dispute between its Directors and this Journal, to the report given in another part, of the final proceedings at the Ilford Petty Sessions, respecting the rate at which that railway should be assessed for the relief of the poor of the parishes through which it passes. It may be remembered that ever since this line has been partly opened to the public, the Directors have in their Reports invariably pretended that they were working it at a *considerable profit*; and that we have as invariably maintained that their representations on this head (as on but too many others), were grossly and wilfully false. The Directors have shown in various way vast indignatio

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and fury, at this impeachment by us of their veracity and honesty; but *that is all*—they have never been able, and indeed have never attempted, to show by facts and figures that they were "not guilty."

And now what do we behold? Two of the principal servants of these very Directors—their sub-engineer and their accountant—proving *on oath*, in a public court—that during the six months ending July 6, 1840 (at which time the Directors pretended to have *realized* a profit of no less than 3,948*l.* 12s. 10d.!) their carrying trade had been attended with an actual loss of 716*l.*; and that during the period from July 12, 1840 to January 3, last, the total gain amounted only to 902*l.*—that is to say, that taking into account the opening of the Northern and Eastern line during this latter period, which has seldom yielded to the Eastern Counties' Company less than 150*l.* a week, the working of its own line, from London to Brentwood, has been carried on *at a still weekly increasing loss!!!* Such facts need no comment. The career of so shameless a body of impostors, cannot surely be of much longer duration.

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THE *Falmouth Packet* in alluding to the proposed railway through Cornwall and Devon states that at a meeting of the Committee, held in Truro on Saturday week, the Earl of Falmouth in the chair, it was determined that the plans, books of reference, and whatever else is required by the rules of Parliament, should be deposited by the 1st of March. "We understand (adds our contemporary) that Capt. Moorsom reports very favourably of the undertaking, and that the original estimate of 8 per cent. per annum on the capital necessary to complete the railway may confidently be anticipated."

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WE learn from the *Monmouthshire Merlin* that the Town Council of Newport have adopted a memorial to the Postmaster General, praying him, when the railway connecting Gloucester with the Great Western is completed from Swindon to Cirencester, that the mails for Newport, and, in fact, all places between Chepstow and Swansea, may be sent by that route to Gloucester, and thence through the forest to Chepstow, instead of forwarding them to Bristol, as at present. By this means, it is said, several hours would be saved, and Newport in fact be as well off, in point of post-arrangements, as Bristol.

—o—

AMONG the petitions presented to the House of Commons during the week, were two from the Newcastle and North Shields and Glasgow and Greenock Companies, praying for a removal or modification of the tax on railway passen gers.

—o—

THE mails have now been put upon the Birmingham and Gloucester Railway.

RAILWAY OFFENCES AND OFFENDERS.

ON Monday the Directors of the London and Croydon Railway had two of their servants, named M'Carthy and Hatfield, taken before Mr. Jeremy, of the Greenwich Police Court, charged with neglect of duty. It appears that the men had omitted to arrange the switches at the Dartmouth Arms station, in consequence of which a train came into collision with some coal trucks. Fortunately no person was injured, the speed of the train having previously been slackened in order to stop at the station. Mr. Jeremy very properly fined the men 10*l.* each, with an intimation, that but for the good character they had previously borne, he would have sent them to the treadmill. We are glad to find that there is at least one magistrate in the metropolitan district who evinces a proper regard for the public safety. We trust the Directors have done *their* duty by summarily sending the offendersa drift.

The next case which deserves to be classed under this head is one which we trust is not so bad, as it appears to be from the following statement in the *Manchester Chronicle*. The Railway referred to is the Grand Junction:—

"On Tuesday Mr. John Gadsby of this town, who had been requested by some of the members of the Anti-Corn-Law League, to convey from Walsall by express the result of the election, was desirous to proceed to Manchester himself. As the five-o'clock train from Birmingham does not usually stop at Walsall, Mr. Gadsby engaged a gig to go direct to Wolverhampton, where the train invariably stops. A message, however, was sent through the postmaster of Walsall, by the station-keeper, that the train would stop there that afternoon. Mr. Gadsby, therefore, instead of going to Wolverhampton went to the station, which is about a mile and a half from the town. On arriving there he found four gentlemen waiting to go to Manchester. The station-keeper immediately took his fare, and booked him. After waiting for 15 or 20 minutes the train came up and stopped, but strange to say, the conductor refused to take the gentleman up, saying his instructions were to pull up for a parcel for Messrs. Wilmer and Smith, of Liverpool, and as nothing was said about passengers, he would not and could not take them. Meantime, however, Mr. Gadsby had got into one of the carriages, and shut himself up, snugly enough as he thought. Mr. Baker, of the Post-office Hotel, one of the gentlemen who were detained, remonstrated with the conductor, explaining how they had been misled, and that their fare had been taken; but all to no purpose, as he positively refused to take them, The train then moved on, but Mr. G. being missed by the policeman of the station, the conductor again ordered the train to stop. The policeman then requested Mr. G. to get out, but he refused saying he had paid his fare, and would not stir; upon this the policeman sprung into the carriage, when Mr. G. said, he would give twenty guineas if he might go on, but the policeman put his hands on Mr. G.'s shoulders, and out he went. Now, if such conduct is to be tolerated, where are travellers to look for security? Mr. Gadsby, we understand, has commenced an action against the Directors for damages, and we hope he will be successful, as we know that, to him, under circumstances which need not here be named, but which will transpire on the trial, the loss was considerable."

If the facts really be as above described, the conductor was unquestionably much to blame in adhering so pertinaciously to the letter of his instructions. As the matter, however, seems likely to be investigated elsewhere, we refrain from entering further into it at present.

Somewhat connected with this case is another noticed in the same paper. From a letter addressed to the Directors of the Company by a correspondent whose name, it is said, may be known on application at the office of any of the papers mentioned, we extract the following:—

"A case of what appears to me most unpardonable negligence, occurred on Tuesday last, and as far as I am able to see into the matter, will require more than a common defence. Still, had not the public rather than an individual been the party most aggrieved, the thing would have been permitted to pass over without comment. The case is this, the Walsall election took place on Tuesday last, and as more than usual interest was occasioned to learn as early as possible the result, I took care that that result should, so far as I was concerned, be as quickly made known as possibly it could be. To accomplish this a special messenger was despatched to the Walsall station, at Bescot Bridge, with the final close of the poll, and with instructions that the parcels committed to the messenger's charge should be delivered to the Clerk of the Company there, and from whom he was to bring back a receipt, and also information that they had been forwarded. Such a receipt was brought back by the messenger, with an intimation that they had also been forwarded by the train at about 20 minutes past five, p. m. Now, it so happened, that the parcel addressed to the *Manchester Chronicle and Salford Standard* was not received that night, though some one from their office was in waiting for it at the station; *nor did it arrive until Thursday morning, and then through the Liverpool Post-office.* Another parcel was also sent to a private gentleman by the same conveyance; and this, too, only came to hand on *the morning of the 5th.* There were also *then* forwarded parcels for the *Courier, Standard, and Times*, Liverpool papers; and from the silence of the *Courier* on Wednesday, the day of publication, I fancy that that journal, as well as the *Times* and *Standard*, were all in the same predicament."

In reference to this letter, the Editor says, "it was currently stated that the Directors had ordered that an express should be forwarded to Liverpool, and that none should be permitted to come to Manchester! How this was we know not; but it is the fact, that the Liverpool communications were all punctually delivered, while none of those for Manchester came to hand until the next day." The matter ought, if possible, to be cleared up, for nothing can tend to prejudice railways in public estimation so much as any apparent exhibition of favouritism or caprice in the exercise of the powers entrusted to their Managers.

On Thursday the 4th instant, John Adamson, of New Shildon, engine-driver, was summoned before the Rev. George Fielding, and R. E. D. Chaftoe, Esq., the sitting magistrates, at Bishop Auckland's (Durham), charged on the information of Mr. Thomas Manton, the superintendent of Police on the Stockton and Darlington Railway, with being drunk whilst in charge of the *Dispatch* engine, and a train of coal waggons on that railway. He left his engine and adjourned to a public-house near the line, and got drunk. The merchandise train from Stockton came up at the time and found the road obstructed. The magistrates fined the man 1*l.* and 17s. costs under Lord Seymour's Act, and the Company have dismissed him from their service.

Christopher Palphramand, of Redworth, blacksmith, was fined 10s. and 7s. costs for riding on a waggon on the above railway, without a ticket, contrary to the bye-laws of the Company.

John Taylor, of Middridge, shoemaker, fined 5s. and 9s. 6d. costs, for walking on the same railway, from Aylcliffe station to "Walkers' lane."

Benjamin Croft, of Redworth, waggon-driver, fined 7s. for absenting himself from his horse and waggons, whilst on the Stockton and Darlington Railway.

John Carter, of Aycliffe, cartwright, fined 7s. for riding on a waggon without leave.

William Thomas, was summoned before the Rev. Mr. Brewster, at Yarm, and fined 6s. and 13s. costs, for being on the same railway with waggons, after sunset, without having a signal light.

A DEPARTING GENUS.—We advise the curators of the British Museum, if they wish to procure a perfect specimen of that truly English animal, a genuine stage-coachman, to be quick in catching him, as in a very short time he threatens to become an extinct species of the *genus homo*. One thing is very certain, that in this locality their rubicund countenances are likely very soon to become as scarce as Queen Anne farthings; and it is with a twinge of regret that we announce that this evening, from railway arrangements, three mail coaches cease running through this city; these are the London mail *via* Birmingham, and the Bath and Bristol mails. Their horns will blow for the last time in our streets to-night; and besides, two stage-coaches, the *Brilliant* and *Blue*, tak their last journey to-day—*sic transit gloria viæ*. We shall miss them sorely, as will many more whose purposes the lightning-quick railway cannot serve, and to whom this desolation of the road will, we fear, turn out a great privation. —*Worcester Herald.*

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SUNDAY RAILWAY TRAVELLING IN SCOTLAND.

To the Editor of the Railway Times.

SIR,—A strong effort is at present being made in Scotland to prevent the running of Sunday mail trains on the railways in progress there, and the exertions of a number of well-meaning, but injudicious *soi-disant* conservators of public morals, have at least, in one instance, been crowned with success. The Directors of the Glasgow and Greenock Railway, have been prevailed on to refuse carrying the mail on that line, and the Directors of the Glasgow and Ayr Railway, have also been tampered with, and they have withdrawn the offer they had made to Government, to carry the mail on their line, as the doing so would have been an immense advantage to the west of Scotland as well as to Ireland; the present mode of conveying the mail, by a boy on horseback, or in a gig, is a disgrace to the 19th century. The arguments used, I understand, are, that carrying the mails by railway, on Sunday, would be a "desecration of the Sabbath," and would be injurious to the religion and morals of the community. Now, it appears to me, that we have no proof, that the running of the mail trains on Sunday, has a tendency injurious to the religion or moral feelings of the community. Scotland is the only nation where such an idea has prevailed, or has ever been suggested, and it is rather a startling fact, that on comparing the state of crime in Scotland, where such notions are encouraged, with that of England, where no obstacles are opposed to Sunday trains, it has been found, from returns lately made, that the increase of crime in Scotland, as compared with the increase in England, is, to an extent that is almost incredible. It would, perhaps, be going too far, to attribute this change in the relative circumstances of the two countries, entirely to the new sources of improvement that have been opened to the working-classes of England by the Sunday trains; but when we consider that thousands of our fellow-citizens are doomed to spend six days of the week in a baneful confinement, were too often tempted to spend the hours of the seventh, in idleness or debauchery, but are now encouraged by the temptation of a cheap and agreable conveyance, to spend the Sabbath, if not as a day of rest, at least, as a day of recreation, salutary both to body and mind, we will naturally pause before we condemn the Sunday trains as a desecration of the Sabbath, or as injurious to religion or morality. The introduction of railways was hailed, by the more enlightened part of the community, not only as a means likely to promote the prosperity of the country, but also as a powerful aid in improving and cultivating the minds of the inhabitants; and I would earnestly recommend those who are so loud in declaiming against the Sunday trains, to consider well before they attempt to impede the legitimate progress of this vast national improvement, and to consider if it be not a bigotted and narrow-minded severity that induces them to refuse to a numerous class the only opportunity they have of reaping the incalculable benefits which quick transition and freedom of intercourse are so well calculated to afford both to body and mind. At all events, let the Sunday trains have, in Scotland, a fair trial, as they have elsewhere, and should they be found in any way detrimental either to religion or morality, let them at once be put a stop to.

I am, Sir, yours, &c.,

M. N.

Glasgow, Feb. 10, 1841.

SIGNALS.

To the Editor of the Railway Times.

SIR,—In addition to the numerous suggestions which the railway accidents have already called forth, will you allow me to make *two only*, on the subject of signals.

1st. It is proposed, amongst the rules and regulations agreed upon at the conference, that the *white light stationary* should indicate that *all is right*; but that if *waved up and down* it should be a signal *to stop*. Now it must certainly be dangerous to use *the same color*, for the purpose of indicating *circumstances so different*. The *green* light proposed by the officers of the Board of Trade (or a *blue* light) is decidedly preferable as a signal for *caution*; leaving the *red* light as a signal to keep the required distance from a moving train, or (in every other case) *to stop*.

2nd. The difference also between the *one long whistle* to indicate *a coming train*, and the *vibratory whistle* as a signal to the guards and breaksmen to put on their breaks and *stop*, may not always be sufficiently marked. For one of these purposes the *gong* might be advantageously substituted.

The remark made by the Chairman of the Grand Junction Company at their last meeting, that "if good result from one suggestion out of ten, the advantage will amply repay the time lost in the consideration of the other nine," must be my excuse for trespassing upon your attention.

I remain Sir, yours constantly,

A READER OF THE RAILWAY TIMES.

9th February, 1841.

THE RAILWAY WORKING MEN AND THEIR MASTERS.

To the Editor of the Railway Times.

SIR,—The "working men" are much obliged to you for your impartiality in inserting the account of their Conference and Resolutions sent you by a "Lover of Fair Play." It may be that they are no more all in the right than their masters—indeed it must be so; but it is only fair to observe, that their object was rather to show that they were not *all in the wrong* (as had been very industriously reported), than to set forth the whole of the causes of the late melancholy accidents.

It is only necessary to contrast the published proceedings of the Masters with the Report of the Government officers since laid before Parliament, to be satisfied that it was high time for the men to say a word or two for themselves. The public were told that those of the masters "who were most conversant with the management of railways, stated their conviction that *by far the greater part of the accidents* which had occurred *were referable to the neglect and disobedience of orders on the part of railway servants*," and that "in these sentiments *every person who delivered his opinion concurred*." But what say the Government officers? Why that "out of 35 railway accidents which have occurred in the course of five months, *twenty-one* are attributable among other causes to "*defective arrangements*"—with which "defective arrangements" of course none but the masters could have any thing to do. Oh most candid and impartial Masters! Twenty-one motes in their own eyes, and they could not see one of them! If reason were wanting for Government interference with railway Directors, this should be reason enough. Who so much in need of being looked after as those who have not an eye to their own footsteps? Who, can "see all other's faults," but are as blind as bats to "their own"? The Government officers, it is true, reported the same time, that at 18 of the 35 cases of accidents are mainly "attributable to misconduct of servants." Yet still the servants are *by three* less culpable than their masters, who can see nothing in their own conduct at all to blame! Then, how much of that "misconduct of servants" may not have been owing to negligence or misrule on the part of their employers? It is an old saying, that bad masters make bad servants. The working men have no desire to screen the delinquents of their class from any blame or punishment which they may have justly incurred—for by no class of men, perhaps, is good conduct held in higher esteem; but their common experience has taught them, to make great allowances, for the effects of want of capacity, and just and kindly feeling on the part of employers, in producing disrespect, indifference, and neglect on the part of servants.

To the proposed plan of licensing engine-drivers, the working men see no objection; but they do, with you, Mr. Editor, strongly object to its being made a condition of obtaining a certificate of efficiency that they should previously obtain a *permit for examination* from some Railway Company. Why should such a bar be raised between the men and their examiners? Are the favourites of Boards and Directors alone to be encouraged? Why should not the market be as open for talent, in this branch of industry, as in any other? Does the medical student require to have a permit from a body of patients before he applies for a degree? Or an articled clerk to buy the good-will of "a rich and obstinate lot of clients," before he can obtain an attorney's license? No reason, whatever is given by the Government officers for investing the Railway Companies with a power so unprecedented, and it is hard to conceive what *good* reason can possibly be assigned for it. If it is desired to raise up a superior class of men of this description, Government and the public may depend upon it, that the opener and freer the competition is left the better.

I remain, Sir, your obliged servant,

ABEL HANDY,

Chairman of the Committee of the Working Men's Conference.

Stockton, 8th February, 1841.

RAILWAY COMMUNICATION BETWEEN LONDON AND DUBLIN.

(From the *Worcestershire Chronicle.*)

AT the late meeting at Caernarvon, Mr. J. R. Gore stated that Sir F. Smith considered there ought to be two lines of road between such important places as London and Dublin—the Chester and Worcester lines. We shall not at present enter into a discussion on the necessity of constructing two lines of railway between London and Dublin, but show, by incontestible evidence and incontrovertible facts, that the line *via* Oxford, Worcester, Ludlow, Newtown, and Portdynllaen, is "the best and most rapid communication on the English side." The Government Commissioners themselves declare that *in point of time to be consumed upon the journey the advantage would be decidedly in favour of the Worcester line.* It may be said that this is only spoken of the competing lines to Portdynllaen, but that it is equally applicable to *all* the competing lines is evident by the fact that the longest of the two other competing lines to Portdynllaen, referred to by the Commissioners, is only 3½ miles longer than the chosen line to Holyhead. The Commissioners, in the course of their Report, admit the much higher rate of speed which can be attained on the Great Western than on railways of the more usual gauge. They state the nature of the country from Dudcot, where the Worcester line would join the Great Western, to Worcester, is eminently calculated for a railway, and has been judiciously chosen to admit of high velocities. They observe, further, that from Worcester to Newtown the gradients are very favourable, and that from Newtown to London, a distance of 180 miles, there would only be a mile and a seventh of tunnel. From Newtown to Carno, nothing of a formidable character presents itself, and it is only between Carno and Dolgelly, an insignificant distance, that "serious difficulties," to use the words of the Commissioners' report present themselves. Now, it must be evident to all who are acquainted with the nature of the country, the constant succession of mountains, intersected by valleys in which the streams flow, which Wales presents, that any railway traversing the length or breadth of that country must be, more or less, obstructed by difficulties. But Mr. Brunell expresses a confident opinion that a better line than the one between Carno and Dolgelly, where the difficulties interpose, would be found upon further examination, and the Commissioners signify their concurrence in his opinion. The Commissioners give the total average of time to be expended between the London and Dublin Post Offices as follows:—

	Hrs.	Min.
By Chester and Portdynllaen.....	18	16
By Chester and Holyhead, the line recommended by the Commissioners	17	44

Now, suppose the Dublin mail left London at eigh

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o'clock at night, as at present, it would reach Dublin by the latter and shorter route at 44 minutes past one in the afternoon of the following day, but the return mail, in order to arrive in London at seven a.m., so that letters from Dublin might be included in the first general delivery, would be compelled to leave Dublin at 16 minutes past one, or nearly half an hour before the arrival of the London letters at the post-office; so that to answer a letter by return of post would be as much out of the question as now. But by the Worcester line it is not only *possible* to answer letters passing between the capitals by return of post, but an interval of five hours and 26 minutes would elapse between the arrival of the *up* or London, and the departure of the *down* or Dublin mail. This we shall proceed to demonstrate by undeniable facts. We assume the terminus of the Great Western Railway at Paddington to be that of the Worcester line. The time occupied in the transit between London and Dublin may then be stated as follows:—

	Hrs.	Min.
From the London Post-office to the railway station	0	30
260¼ miles of railway, assuming, on the authority of Mr. Brunel, an average speed of 36 miles per hour over the whole distance in the direction *from* London, and allowing a reduction to 25 miles per hour on the inclined plane in returning: average of the up and down journeys	7	16
Time allowed for embarkation per steamer, (Commissioners' Report)	0	15
Sea voyage (Commissioners' Report)	6	16
Disembarkation, and travelling between the Kingstown and Dublin Post-offices (Commissioners' Report)	0	30
Total time expended between London and Dublin Post-offices	14	47

In the calculation we have used, where they were available, the times given in the Commissioners' Report, and in the rate of travelling on the railway our authority is Mr. Brunel. We will suppose a mail to leave London at eight, P. M. It reaches Dublin at 47 minutes past ten on the following morning, while the return mail, in order to reach the former capital by seven, A. M. on the next morning, would set out from Dublin at 13 minutes past four in the afternoon, so that nearly five hours and a half would be allowed for delivering letters, answering them, and getting them ready for dispatch by the return mail. Of course they would be sorted on the journey. That the line *via* Worcester and Port Dynllaen affords the most rapid means of railway communication between the two countries is affirmed in the Commissioners Report, and is borne out by every fact we have adduced. If the best means of railway communication between the two kingdoms be that which only can secure to their capital cities the advantages of corresponding by return of post, then the railway by Worcester and Port Dynllaen is the best. If the Irish people wish to secure this "best and most rapid line of railway communication," by which the journey between London and Dublin will be reduced by three hours more than the nearest of all the other lines—that by Holyhead and Chester—can reduce it; if they desire to secure to themselves, the vast advantages—the inestimable benefits which must accrue to manufacturers, commerce, trade, and the interests of society in general from the establishment of this best and most rapid means of communication with Ireland—the railway by Worcester and Port Dynllaen—let them make their voice heard by petition, and by means of their representatives in the House of Commons.

THE CASE OF THE POSTMASTERS AND STAGE COACH PROPRIETORS, *v.* RAILWAYS AND STEAM BOATS.

(From the *Times*.)

In considering the important question of the appointment of taxes upon the different means of internal communication, it is to be constantly borne in mind, not only that it is unjust and inexpedient for the Legislature to give a monopoly to any body of carriers, either by steam or by animal power, but that the Legislature never intended to do any such thing. "It is established," say the officers of the railway department of the Board of Trade, "upon the authority of the reports of the recent select committee upon railways," first, "that railway companies using locomotive power possess a practical monopoly for the conveyance of passengers upon their several lines of railway;" and secondly, "that this monopoly is the result of circumstances contemplated neither by the Legislature nor by the companies themselves, the extensive powers contained in their acts of incorporation having been obtained under the impression that the interests of the public were sufficiently secured by fixing a maximum rate of tolls, and providing for free competition in the supply of locomotive power and other means of conveyance." If Parliament, therefore, could do away with the exclusive use by the companies of their own roads, it would only be effectuating its original intention, and giving to the public that security against monopoly which was the condition of the legislative aid granted to those undertakings. In viewing such stipulations as matter of contract between the public and the railway proprietors, we are not hazarding any random theory, but stating a principle expressly laid down by Lord Eldon in 1824 (in the case of the Glamorganshire Canal Navigation Company), and ever since recognized in our courts of equity as law. "When I look upon these acts of Parliament," said that eminent Judge, "I regard them all in the light of contracts made by the Legislature on behalf of every person interested in any thing to be done under them; and I have no hesitation in asserting, that unless that principle is applied in construing statutes of this description, they become instruments of greater oppression than any thing in the whole system of administration under our constitution. Such acts of Parliament have now become extremely numerous; and, from their number and operation, they so much affect individuals, that I apprehend those who come for them to Parliament do in effect, undertake that they shall do and submit to whatever the Legislature empowers and compels them to do, and that they shall do nothing else; that they shall do, and shall forbear, all that they are thereby required to do and to forbear, as well with reference to the interests of the public, as with reference to the interests of individuals."

In the present case the railway proprietors contracted for enormous privileges and facilities, which Parliament only could give. The public contracted for a freedom of competition with those proprietors on their own railways. This essential condition of the contract has never been fulfilled; for it is now discovered, that, "under existing circumstances, a monopoly is inseparable from the nature of those establishments, and from the conduct of their business with due regard to the *safety* of travellers."

The railway proprietors, therefore, have hitherto had the exclusive benefit of the contract, and the public have a right to demand some equivalent for advantages which they stipulated for, but which, it seems, they cannot obtain. For the companies to pretend to anything like a vested interest in their present monopoly, or to deny that the Legislature is entitled, nay bound, in mere justice to the community, to do all in its power to encourage a collateral competition in place of that direct competition which they meant to secure, would be the height of effrontery and folly.

The monopoly which the railways now enjoy is capable of being resolved into three elements; first, a monopoly of conveyance upon their own roads; secondly, a monopoly of conveyance between their termini and intermediate stations; and, thirdly, a monopoly superseding the means of conveyance upon parallel lines of road, to a very considerable distance. The first of these monopolies they have and must retain, from the necessity of the case, as we have already noticed; the second they would retain under an equalized scale of taxation, or, in the event of the abolition of all taxes upon the means of communication, on account of that superior speed, with which no animal power can compete in the direct line upon equal terms. The third monopoly is that by which the public are aggrieved, being caused in a very great degree by the unfair pressure of taxation upon animal power; and this it is in the power of the Legislature, by a just and prudent adjustment of duties, to restrain within reasonable and comparatively narrow bounds.

When the Committee of the House of Commons on internal communication taxes was appointed, in 1837, this was rather a prospective than a present evil; but even then the posting and coaching interests, had, upon several of the chief lines of road, suffered heavy losses from the competition of untaxed steam conveyance by water. In 1837, the aggregate produce of the post horse duties licences to postmasters, and assessed taxes on carriages let to hire, was upwards of 270,000*l.* and it must be remembered, that this sum is exclusive of the assessed taxes on draught horses, which amounted to 59,611*l.* In the same year the total amount of stage coach duty, was 1,409.996*l.* Upon steam packet travelling there was, as we have said, no duty at all; and this extraordinary state of things continues to this day.

Upon the comparative rates of land travelling by steam and by animal power, the committee reported, that "a great inequality existed," "all land travelling, where the motive power was animal, being heavily taxed, while land travelling, where steam was the motive power, was comparatively lightly burdened;" and that "as far as an approximation could be made to the truth, by comparing the rate of duty and the average number of passengers conveyed, it appeared, that for every such passenger, the railway proprietors paid one-eighth of a penny per mile of duty, the stage coach proprietors fully one-fourth, and the postmaster three-fourths of a penny." "It seems absolutely essential," they added, "that this great disproportion should speedily be put an end to, not only in common fairness to the different parties who have embarked their capital in a line of business, which they now find rapidly leaving them, but also with a view to the maintenance of the public roads, the use of which can never, under any circumstances, be dispensed with."

Since that time nothing has been done, except a very slender and almost nominal reduction of the duty upon carriages let for hire—a reduction affecting the postmasters only—and that in a tax which (essentially unfair and oppressive as it is) constituted in 1837 less than one-sixth part of their burdens. All the witnesses interested in the question who were examined by the Committee agreed in the opinion, that a great proportion of the competition, from which animal power is now unjustly excluded, would be restored if both the competing parties were taxed upon a principle of equality; but that for that purpose nothing less than the total abolition of the post-horse, and equitable adjustment of the stage-coach duties, would suffice. Having on previous occasions expressed ourselves at length upon the part of this subject which relates to stage-coaches, we shall confine ourselves for the present principally to the consideration of the question as it affects the posting interests.

Mr. Henry Gray, Chairman of the Association of Postmasters, stated to the Committee, that "if the mileage duty was entirely taken off, posting might be reduced to a shilling a mile." He was asked to suggest any alterations which he should desire, in order to put himself on a fair level of competition with the steam power. His answer was, "if the steam power is not taxed, I am quite sure we cannot compete with them, unless the mileage duty on post-horses is abolished entirely." Mr. Thomas Cass, a postmaster of great respectability at Stevenage, in Hertfordshire, (upon the Great North Road) stated, that from the competition of untaxed steam power by water he had found his trade decrease within the ten years preceding in such a proportion that he found the greatest difficulty in carrying it on. To the question, "What do you conceive would be necessary to put you upon a fair competition with the rival power?" he answered, "The entire abolition of the post horse duty; there is nothing else that would enable us to run at 1s. a mile; and then, carrying the number of passengers we continue to do with a pair of horses, we might, with some chance of success, contend with any mode of travelling, because the roads are good, and we could carry many people with a pair of horses, which we do continually." "Do you contemplate," he was asked, "from the extension of steam power by land as well as by water, that you will be obliged to reduce your establishment?" "I consider," he replied, "it will annihilate the business altogether, unless relief be afforded in the abolition of the duty. I think there cannot be two opinions about it." Mr. John Watsop, another postmaster, carrying on business to a large extent at Alconbury-hill, deposed to precisely the same effect. "With respect," he added, "to the tax upon each person travelling, I certainly would not seek to have the burden taken from my own shoulders and placed on another's;" but "he thought nothing could save him and men situated like himself, unless they were placed on a footing with their rivals by a total abolition of the duty." "The decrease affected his house, as well as the posting business." Mr. Cass also stated, "that the house was as bad as the yard."

This evidence, delivered in 1837, which shows at once the urgency of the pressure of unjust taxation upon a most useful and respectable class of men, and the sufficiency of mere justice to enable them at once to serve their own interests and those of the public by competing with railroads, is a mere foretaste of what

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has literally happened since. *Then* the railway system was in its infancy—*now* it is in full operation through several highly important lines of country. At a distance of from 30 to 40 miles, and under circumstances where they have no advantage over coaches or post horses, except that of superior cheapness, and would not have that advantage if taxation were more equally distributed, they attract everything to themselves. The inns are closing in all directions, and the ruinous depreciation of such property is beyond all previous experience. In one instance which has come to our knowledge, an inn on the Western road, bought only a few years since for 4,000*l.*, is now let for 20*l.* per annum, and in many places nominal tenants are put into inns merely to keep the tap open, without paying any rent. By all this, not only is acute and unmerited distress inflicted upon individuals, but the revenue suffers materially in the reduced amount of assessed taxes, and in the reduced consumption of many taxable articles, as we recently took occasion to show.

The consequent inconvenience to the public it would not be easy to describe. Some idea may be formed of it from the circumstance that not long since a foreigner of distinction, and an eminent English statesman, with his lady, having occasion in very inclement weather to travel by the same railway, and to stop at the same station, in the neighbourhood of a formerly well frequented road, found, on their arrival, that there was only one chaise and pair of post horses to be had; so that one of the two parties was obliged to wait at the station till this solitary chaise and pair returned from doing duty with the other. Nor is the mischief confined to inconvenience; the turnpike roads are falling into decay; and in many places the amount for which the tolls are let being insufficient to pay the interest of the debts incurred, the mortgagees have taken, or are about to take, possession of the tolls, and the roads must inevitably fall out of repair, and become a burden to the parishes through which they pass, if something is not done to bring the traffic back again. The evidence of Sir John Hall before the Committee of 1837, as to the manner in which the competition of steam might be expected to operate, and had even then begun to operate, upon turnpike trusts in Scotland (where the road trustees have generally incurred personal liability for the benefit of the roads), is well worthy of the serious attention of the legislature.

We pass over, among other collateral effects of the oppression of the stage-coach and posting interests, the effect which must necessarily be produced upon the breed of horses. It is a mere fallacy to suppose that the same class of horses which formerly excited the admiration of travellers, will now be employed upon the short cross lines of road by which railways are supplied; a very inferior animal is found to be sufficient for that purpose. So long as we have occasion to maintain cavalry regiments, any cause which tends to diminish the supply of good horses must be regarded as a national evil. Even the wisdom of the 19th century has not yet invented a plan for mounting cavalry upon steam-engines.

In conclusion, we have only to repeat, that what we demand is but a slight and inadequate compensation for that security against monopoly to which the public were entitled by the very terms of their contract with the railway Companies, and of which circumstances, combined with the supineness of the legislature and the wilful partiality of the Government, have hitherto defrauded them. We ask for nothing but common justice and protection for the various important interests identified with conveyance by animal power, nor will anything less than the total repeal of those duties which constitute the excess by which the posting is now taxed above the railway interest—the mileage duties on posthorses and the assessed taxes on carriages let for hire—be sufficient to give that protection and justice.

ESSAY ON THE MEANS OF PROMOTING SAFETY IN RAILWAY CARRIAGES, BY SIR GEORGE CAYLEY, BART.

Fig. 1.

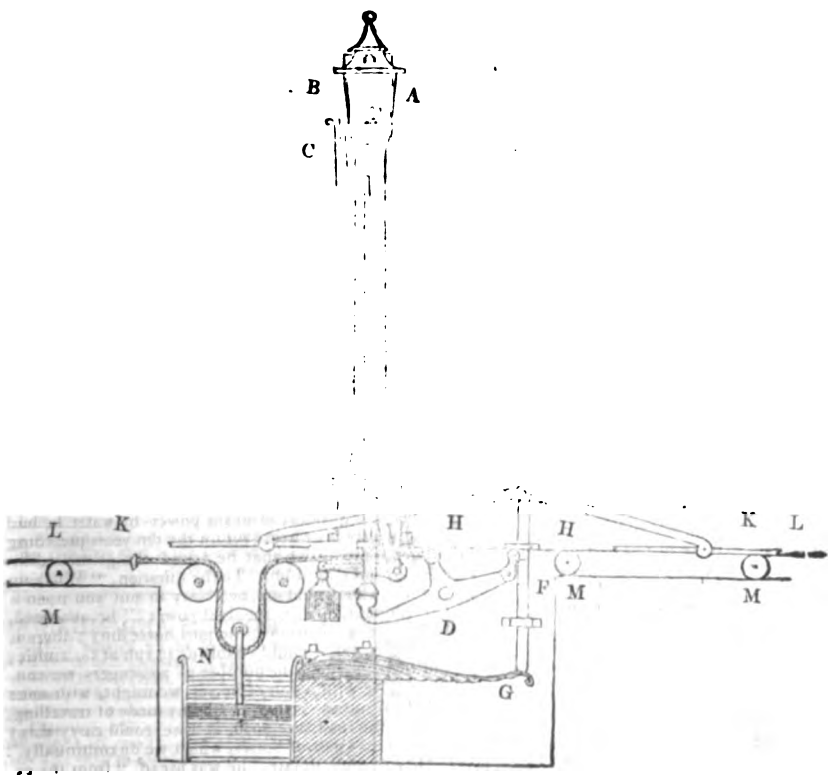
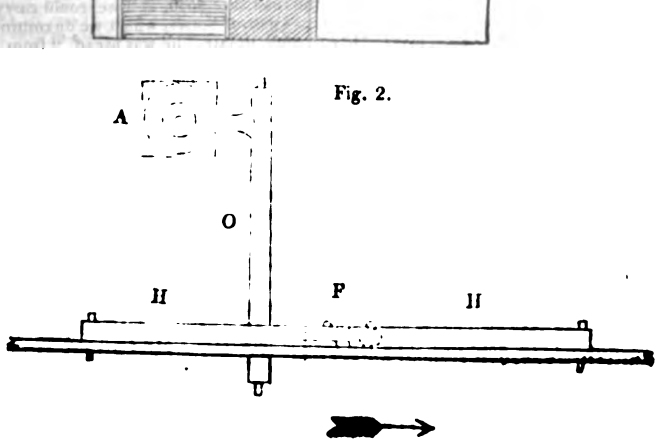


Fig. 2.



The French, in their imitation of the ice mounds which form so striking a portion of the amusements of winter in Russia, were the first to use the railroad with great speed. The average velocity of the carriages on their Montagne Russe, I ascertained in the year 1818, to be 17 miles per hour; but a part of the course was purposely retarded by remounting to a slight elevation, so that the speed was full 30 miles per hour in some part of the way.

To render these carriages secure on the rails, four small wheels were placed under a projecting part, immediately beneath those which supported the carriage; the lower wheels did not touch the under part of the rail, unless the velocity caused the upper ones to jump half an inch, or perhaps an inch, when they effectually prevented the carriage being thrown off.

In the construction of new railways, some modification of this principle might be adopted, and a middle rail, as was lately well suggested, might, by having projecting sides, be made to answer this purpose. There is one danger to be apprehended, in thus, as it were, tying the carriages to the rails; so long as the machinery keeps sound, it ensures all going right; but if any part breaks, there may arise as great a shock from the wedging of the broken parts as from meeting a solid obstacle; indeed small objects on the rails might induce, by this sort of wedging, a greater injury than might arise from being thrown off the rail.

Many of these cases, like most other known affairs, admit only of a choice of evils; and experience can alone determine fully which gives the greater safety.

No means of locomotion for man has yet been devised in which fatal accidents do not occasionally occur; even his own feet have betrayed him into falls destructive of life. The horse kills his thousands annually, from the saddle, and still more perhaps from the vehicles he gives motion to. The gallant sailing vessel is lost on the sea shore; the steamer is not so caught, but as a full equivalent, adds the chance of being blown up to that of being drowned. Railways must never be expected to be exempt from this common condition of the power of moving, more especially if we consider what a quantity of it is condensed into so short a space of time: a man with his horse and gig travels thirty miles a day, but on the railroad he gets over this day's work in an hour; and if he spends his day on the railroad, he will only be at par, should he meet with ten or twelve times as many accidents as might occur to his gig that day. It is satisfactory, as regards the future prospects of railway conveyance, that the greater part of the accidents that have lately occurred on the various railroads have arisen from the want of proper precautions, rather than to matters inseparable from the nature of this mode of conveyance.

It was my intention when commencing this Essay, to take a cursory view of the moral as well as mechanical means of obviating danger on railways; but the public attention is now quite sufficiently awake to the whole case; and especially, to the former part of it. The late Railway Conference cannot fail to lead to the best results. I quite agree in its opinion, that any hasty legislation on the subject would be extremely dangerous to the public and the proprietors; indeed the former must necessarily suffer with the latter, for unless the spirit of the speculation be kept brisk and lively, all attention would languish, and a sleeping agency soon bring the thing into disuse. But though it would be unwise to legislate in the present crude state of our knowledge on this subject, it would be abundantly wise to appoint a Committee of Enquiry to take down all the best evidence impartially; and to give it to the public aided by a well digested and lu-

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minous report. This could not fail to elicit such suggestions from talented and experienced individuals as would eventually lead to sound legislation. *

I shall close these observations by describing a mechanical means of warning trains of the approach of danger, which, if properly carried out, will nearly ensure them from any collision with others. To do this, it is, however, necessary to make it a positive law, that the up trains shall always keep to one set of rails, and the down trains to the other.

Mr. Curtis has, I find, anticipated me in applying the tension of rods or wires to transmit signals from one station post to another at a considerable distance. I shall therefore leave it in his better hands, excepting so far as respects its application to the case alluded to, which that gentleman has not noticed.

An ordinary train of thirty tons going at 22½ miles per hour, after the force of the engine is cut off, proceeds, according to the experiments of Mr. Gregory on the Croydon railway, about 380 yards before it stops; but when the steam was cut off from an assistant engine behind the train, and its break screwed down the engine stopped in less than its length. If, therefore, the drags proposed, be placed on all the carriages of a train, it would be stopped in a few yards.

Suppose that signal posts be placed at a mile distance from each other on each side of the railroad, the one for the up, the other for the down trains;* let these posts be furnished with lamps for gas lights by night, and with red signals for both night and day work. By a contrivance which will be detailed for those who may choose to wade through such matters, every train that comes up to one of these posts, causes its red signal to be hoisted, which continues up till the train proceeds a mile further, and has arrived at the next post, in passing which, the signal on the *first* post is withdrawn; and thus, should an accident cause the train to stop, before it reaches the *second* post, the signal for danger will be up in the face of the succeeding train, without trusting to fallible human attention.

For the purpose of obviating the possible want of attention in the conductor, more especially in the case of fogs, a *bell* should likewise be so arranged as to ring on the train passing any post showing the red signal; or, according to Mr. Rotch's plan, the steam whistle may be set in action. As soon as the conductor, by some of those means becomes aware of approaching danger, he must proceed slowly and cautiously to the point where the preceding train has stopped. The only danger that can occur with proper attention to these mechanical signals, is, when the stoppage, from accident happens immediately after a train has passed its guardian signal post; because at night, or in a fog, the conductor of the following train might not see the signal in time to enable him to stop it completely; yet, as it appears, from the experiments of Mr. Gregory, a proper application of drags, as previously noticed, will be sufficient to effect this in a few yards, the risk, therefore, is very slight; and even this risk may be still further diminished, if every train, as it undoubtedly ought to be, were furnished with an alarm bell, to be rung, by one of the officials from the time of any accident, till all be right again.

A round rod of iron a quarter of an inch thick, and one mile in length will weigh about 850lbs., and is qualified to exert a tension without injury, of more than 1,000 lbs.: if supported on small pulleys or rollers, every six feet, the friction in moving it for a few inches, which is all that is required for the intended purpose, will amount to a mere trifle; any tension therefore within the limits of 1,000 lbs., may thus be commanded between posts one mile asunder. Let A. Fig. 1, be a gas lamp, showing the ordinary white light, and B, a pane of transparent red glass of the full size of the side of the lamp, set in a frame which is connected with a sliding rod, passing down the hollow shaft of the column which supports the lamp: this frame, and part of the adjacent glass, is painted bright red, for a day signal, but is so mastered by the shade C in front of it, that it cannot be seen till lifted up, so as to correspond in position with the plate of clear glass forming the side of the lamp which it then covers, and exhibits the red signal both by night and day. The rod supporting this red frame passes down below the lamp post, and the termination of it is furnished with a flat plate, which rests on the circular end of the beam D, which beam turns freely on an axis in its centre, so that when depressed at one end, the other is elevated, and by this means the rod and its signal are lifted when required. On this rod there is a projecting tooth which receives a catch by a weight or spring E, so that when the signal is hoisted, it cannot come down till this catch be liberated, when it instantly descends till the plate at the end again rests on the circular projecting post of the lifting beam, to be ready for the next occasion. The opposite end of the beam is connected with an upright rod F, which at its lower end rests on a spring G, and has its upper end jointed into one of the two oblique moveable bars H, H. These bars when forcibly pressed down, can become horizontal; the ends being, in order to effect this purpose, jointed in connection with the railway bars K, K, Figs. 1 and 2, and their point of union connected by a bolt working in a groove of sufficient length to permit the free action of these bars, from an oblique to an horizontal position.

It is evident, from this construction, that if a carriage passing along the rail, has a small projecting wheel so fixed as to roll over these bars at the level of their hinges, they must bring them gradually into a horizontal position, and thus compress the spring G, and by the beam D, elevate the signal B.

When the carriage has passed the beam D, the connected bars H H, return to their former position; but the catch connected with the weight E, retains the signal in its place, until the carriage arrives at the next signal lamp, when, by communicating a strong tension to the mile of wire, passing over the pullies M M, the catch is liberated, and the signal falls behind its mask; thus showing that that mile of railway is clear for the next train. The pull which liberates the catch is communicated at the signal post in advance by an apparatus, similar to what is here shown, as connected with the one a mile in the rear.

From the top of an upright arm in the beam D proceeds a strong cord, passing over two pullies and under a third at N. When it has passed the third pulley it is made fast to the wire L, and thus connected with the signal lamp in the rear; by this means the same movement which elevates the signal at this post, withdraws it at the other. This part of the apparatus is rendered more complicated in appearance by its being necessary to compensate for the expansion and contraction of a mile of wire, which, in this climate, may have a range of about 40 inches. The vessel at N is filled with tar, or any viscid fluid that does not readily freeze; the middle pulley is placed on the top of a piston rod, the piston of which fits, though not quite so as to touch the cylinder holding the tar; by this arrangement the piston, which must be duly weighted to suit the purpose, if it do not overpower the catch, slowly accommodates itself to the expansion or contraction of the wire; but powerfully resists, by atmospheric pressure, the sudden pull of the arm of the beam D, so as to transfer it to the distant signal, as required. Many other methods might be shown for producing these effects, which are in fact of the most ordinary class of mechanical movements: I have arranged these more to point out the facility with which so desirable an object may be accomplished, than as the best means of executing the work.

It is necessary further to remark that the position of the lamp A with respect to the rails is shown on the ground plan of fig. 2; hence, several of the arms shown in profile as contiguous in fig. 1, are not, as there represented, in the same plane, but are placed at the further extremity of a long axis, as seen at fig. 2, which does not affect the efficiency of their mutual action, as already described.

Although the machinery has here been confined to the size of an ordinary lamp, there is no reason why the whole of it, especially the signal part, may not be made of any required magnitude.

If a train pass a lamp when the signal is up, a bell attached to the post ought to be rung, or the steam whistle of the engine opened by some simple contrivance brought into gear or withdrawn by the movements of the rod supporting the signal, which any engineer will readily accomplish.

The mechanical arrangement of the points, by which trains are turned off from one set of rails to another, is complete enough when properly applied, but the conductor of a train must wholly trust for that application to another—he has no means of perceiving whether all is right or not. This is a fault that ought to be rectified, which might readily be done by connecting the movement of the points, from an arm attached to them under ground, with some visible signal at the side of the road, so that the conductor may become fully aware how they are placed before he comes up to them.

Hitherto the means of safety for trains, as a whole, have been considered; but as the officers on whose conduct depends the security of all the rest, proceeds with the engine in front, it may not be thought unfair to let these take a somewhat greater share in the danger, especially if in so doing we materially diminish that of all the others. The engine would pull the train with equal efficiency if a rope of fifty yards intervened; as is practically seen in the case of horses towing barges with a great length of rope; by this means if any accident stopped the engine there would be sufficient space for the train to be stopped by the drags before it came up with the engine. Should this arrangement be adopted it would be necessary to have an officer at the head of the train in addition to those with the engine, for the purpose of working the voluntary drags, if they may be so termed, and regulating the speed on inclined falls of the railway; but these must be so constructed as also to act mechanically on the occasion of the engine being stopped, and not trust to human attention on so momentary and usually unexpected a contingency. As these voluntary drags turn freely on an axis, let us suppose that whenever the train is at rest they are brought by a slight spring or weight just up to the point where their action would commence, by the wheels getting upon them, so that if the train were moved forward they would act. If the rope from the engine be made fast to a lever so connected with the spring which brings the drags into play; that as long as the engine continues to pull, the action of the spring is overcome, they will not impede the progress of the train; but if the engine stops, the drags are instantly at work. The officer at the head of the train may make a voluntary use of these drags at any time, by means of a lever with which he intercepts the tug of the engine from bearing upon the springs; and he should have the command of a break for the purpose of regulating the speed. He may also be provided with a stop-bolt or catch, to prevent the drags acting when inconvenient.*

I cannot conclude this essay upon some of the leading mechanical desiderata for promoting safety on railways without expressing an earnest hope that this noble, most useful, and delightful invention—which gives to man a so much wider scope of action, and must, therefore, proportionately accelerate his civilization and improvement—will obtain the most serious attention, and cautious support of an enlightened Legislature; and that railway conveyance may thus soon be ripened into a security which at present is so lamentably wanting.

* One set of posts in the middle might do for both.

† A hand bell of good size would be most likely to be ready, in the event of the engine being upset, and ought to be kept in some conspicuous place in addition to the fixed one.

* As it would not be convenient that every momentary variation in the tension of the engine should bring the drags to act, some given time must be allowed to intervene between the one ceasing and the other commencing to act, say that in which the train would proceed ten yards. This may be regulated to any extent, if no better means be devised, by making the springs draw up a small piston working against atmospheric pressure (under oil which can only pass the piston at a given speed through an aperture properly regulated by a stop-cock) before they can bring the drags to work. One piston a foot in diameter and making a foot stroke, placed in the leading carriage, will be sufficient for the whole train; and it requires no nicety in its construction; hammered sheet iron even may be used for the cylinder in which it works.

TO ENGINEERS AND MILLWRIGHTS.—To be disposed of by Private Contract, a limited number of Licences for erecting Messrs. WHITELAW and STIRRATT'S PATENT WATER MILL.—A description of this Water Mill will be found in a pamphlet just published. The Mill may also be seen in operation at the Shaw Water Works, Greenock; at Mr. Stirratt's Manufactory, Paisley, and other places. From its simplicity, regularity of motion, absence of liability to wear and tear, adaptation to every kind of water-fall, however high; its giving more available power from a given quantity of water and height of fall, and the cost of erection being less than one-third the price of an overshot water-wheel, it will no doubt supersede the use of the other altogether.

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For further particulars and terms of Licence, apply to Robertson, Mechanics' Magazine and Patent Office, 166, Fleet-street, London; Mr. Whitelaw, 4, Wellington-street, Glasgow, or, to Mr. Stirratt, 61, High-street, Paisley.

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Just Published, with five Copperplate Engravings, price One Shilling,

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Published at the Mechanics' Magazine Office, 166, Fleet-street, London; and sold by D. Robertson, 188, Trongate, Glasgow.

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TO CONTRACTORS.—Parties willing to Contract for executing about—

One Million Cubic Yards of Dredging,

One Hundred Thousand Cubic Yards of Spade Excavation, and

Fifty Thousand Cubic Yards of Rubble Stone-tide-weirs. (In aid of which a Dredge, Pontoons, &c., will be furnished to the Contractor,) are requested to inspect the Plans, Sections, Specifications, and Stipulations, at Captain Denham's Office, Fleetwood, on Monday, the 22nd inst., at Twelve o'clock, and on the following morning to examine the low water feature of the proposed operations preparatory to depositing Tenders as will be suggested at the said inspecting visit.

H. M. DENHAM,
Consulting Marine Surveyor.

Harbour Works Office, Port Fleetwood, February 5, 1841.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200., upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of 5 per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1842, or 1845.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff; or to Messrs. Glyn, Halifax, Mills and Co., Bankers, London; Mr. Wm. Mallard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

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December, 1840.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *viâ* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

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CROSS KEYS, Wood-street, Cheapside.
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Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

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TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

The names of the Directors will be published on Saturday next. The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act of Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

TWENTY VERY SUPERIOR CART HORSES. To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, February 19, 1841, commencing at one o'clock, precisely, Twenty remarkably fine shaped, fresh, young, powerful Cart Horses, the genuine property of Mr. George Burge, have been employed on the Great Western Railway, and sold in consequence of the contract on which they have been working being completed.

Colours,—Bays, Blacks, Browns, Roans, and Greys.

The above lot of young seasoned Cart Horses are worthy the careful attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been purchased expressly for the above Contract, and now in remarkable fine condition.

Also, Two capital Four-wheel Chaise Horses.

On view and catalogues had two days before the Sale.

A great variety of New and Second-hand Carriages, of every description, always on Private Sale, at this Establishment, remarkably cheap.

BY DIRECTION OF THE BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.—To be Sold by Auction, by MOORE & WEAVER, on Friday, February 19th, 1841, at the Bredon Station, on the Birmingham and Gloucester Railway, three miles from Tewkesbury in lots, 2,318 Wrought-Iron Rails, containing nearly 200 tons; 1,111 Chairs; 173 Earth-waggons, the greater part 4 feet 8½ inch gauge, the remainder 3 feet 7 inches; 4,650 Sleepers 70 pieces of Deal, of various lengths, and Scantling; 32 long Deal Spars; a large quantity of Fire Wood; and numerous other useful articles. The whole of which will be particularized in catalogues to be had at the "Midland Counties' Herald" Office, Birmingham; White Lion Hotel, Bristol; Greyhound Hotel, Bath; at all the Stations on the Birmingham and Gloucester Railway; of Mr. B. Thomas, Auctioneer, Cheltenham; and of Moore & Weaver, Auctioneers, Tewkesbury.

Just Published, Price 2s. 6d.—by Post, 3s.,

AN AUTHENTIC STATEMENT of the affairs of the EDINBURGH, LEITH, and NEWHAVEN RAILWAY COMPANY, from 1835 to the close of 1840 with MAP, APPENDIX, &c. By an Original Proprietor

"Facts and figures are stubborn things."—Dr. Johnson.

Published by G. W. Prideaux, 22, Narrow Wine-street, Bristol.

GREAT NORTH OF ENGLAND RAILWAY.—NOTICE is hereby given, that the Tenth Half-yearly General Meeting of the Company of Proprietors of the GREAT NORTH OF ENGLAND RAILWAY, will be held at the Railway Office, at Darlington, in the County of Durham, on FRIDAY, the 5th day of March, 1841, at Eleven o'Clock in the forenoon, at which time and place the Proprietors of the said Company, or their Proxies, lawfully constituted, are requested to attend.

Dated this Ninth Day of February, 1841.

FRA. MEWBURN,
Clerk to the Company.

Great North of England Railway-office, Darlington.

TO THE NOBILITY, GENTRY, MERCHANTS, and RAILWAY COMPANIES, &c.—Situation wanted by a middle-aged Gentleman of active business-like habits, who has received a good education, and possesses a knowledge of Legal, Mercantile, and Agricultural pursuits, and in whom the strictest confidence may be placed.

The Advertiser would be glad to take a confidential situation in any public or mercantile situation, or as Steward, Agent or Secretary to any Nobleman or Gentleman. Unexceptional testimonials from several of the nobility and gentry, merchants and professional gentlemen in the West Riding of Yorkshire may be given.

Apply by letter (post paid), B. A. Box, 123, Post-office, Bradford, Yorkshire.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham.
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every exectitation. It has been used in Shipping Five Years.

CLASS for RAILWAY ENGINE DRIVERS and OTHERS.—Pupils desirous to qualify for appointments on Railways can now enter the Class for instruction at the ROYAL POLYTECHNIC INSTITUTION. The Professor is assisted by an experienced Locomotive Engineer and Railway Engine Driver, for the purpose of insuring the best practical demonstrations. Sectional and other Models of the latest and best construction are used in the illustrations. The Syllabus and terms of Mr. R. J. Longbottom, Secretary, 309, Regent street.

INDIAN IRON. TO ENGINEERS, MECHANISTS, AND OTHERS.

The purity and superior quality of the iron made from the magnetic ores of India, as well as of the steel manufactured from it by the natives, are generally known and appreciated.

The INDIAN IRON COMPANY having obtained from the Honourable East India Company's Madras Government exclusive privileges of mining, and cutting fuel, have established at Porto Novo, charcoal iron works, for smelting these ores on the European plan. The ulterior process are carried on at the charcoal iron works, at Carmarthen.

The iron has been tried for all purposes for which iron of the highest quality is required, and after severe tests it can be affirmed to be peculiarly strong and tough. It is naturally somewhat redshort from the richness of the ore, but after numerous trials, and improvements, this fault has been overcome, and the Company are enabled to offer to the public a first-rate quality of iron, which will work well at all heats.

The quality of the pig iron is peculiarly adapted for malleable iron castings.

All parties who seek in the iron which they use, the above named qualities, are confidently requested to inspect the specimens, in various shapes, which may be seen at the offices of the Company, who are now ready to receive and execute orders without delay.

Applications to be addressed to G. W. Scott, Esq., at the Offices, No. 18, King's Arms-yrad, London; to Messrs. Jevons, Sons, and Co., Liverpool; to John Protheroe, jun., Esq., Bristol; or to H. R. Bowman, Esq., at the Iron works, Carmarthen, South Wales.

London, Feb. 1, 1841.

VALUABLE BUILDING GROUND.—To LET, on a Building Lease, for the Term of Fifty Years, a piece of Ground about Three Acres, more or less, on one of the healthiest situations in the kingdom, and about 150 yards from the Station at Weybridge, in the county of Surrey, on the South-Western Railway. Also about Three Acres, more or less, adjoining the other, which will be Let for the term of Twenty-one Years.

For Particulars apply to the Churchwardens and Overseers of the parish of Weybridge.

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STOCKTON AND HARTLEPOOL RAILWAY. The Public are informed that on the 10th day of February, 1841, this line was opened for Passengers and general Merchandise, and furnishes a cheap and expeditious link of communication between Newcastle-upon-Tyne, Sunderland, Hartlepool, Stockton-upon-Tees, Darlington, and thence (when the Great North of England Railway is opened) with York, Hull, Leeds, Manchester, Birmingham, London, &c.

THE TRAINS LEAVE TRAVELLING NORTH.

STOCKTON TO HARTLEPOOL.

Morning, at 8 and ½ past 10 o'clock.
Afternoon, at 3 and 5 o'clock.

The 8, ½ past 10, and 3 o'clock trains start on the arrival of the Stockton and Darlington Railway trains which leave Darlington at ½ past 6, and ½ past 9, (morning) and 2 o'clock (afternoon).

N.B.—The trains leave Hartlepool for Sunderland at ½ before 9, and ½ past 11 o'clock (morning), and 4 o'clock (afternoon).

TRAVELLING SOUTH.

HARTLEPOOL TO STOCKTON.

Morning, at 9, and ½ past 11 o'clock.
Afternoon, at 4, and 6 o'clock.

N.B.—The trains leave Sunderland for Hartlepool at ½ before 9, and 11 o'clock (morning) and 4 o'clock (afternoon.)

The trains leave Stockton for Darlington at 20 minutes past 12, 20 minutes past 4, and 7 o'clock (afternoon).

FARES.

First Class	2s. 0d.
Second Class	1s. 6d.

NORTH MIDLAND RAILWAY.—Notice is hereby given, That the BOOKS which are kept in this office for the registration of transfers of shares in the Company will be CLOSED, in pursuance of the provisions of the Act of Incorporation, from Tuesday, the 16th day of February until Friday, the 26th day of February inst., both days inclusive.

By order,
H. PATTESON, Sec.

Offices, Warnford-court, Throgmorton-street, London, Feb. 1, 1841.

NORTH MIDLAND RAILWAY.—Notice is hereby given, that the Ninth Half-yearly General Meeting of Proprietors of the North Midland Railway will be held in London, in pursuance of the provisions of the Act of Incorporation, at the London Tavern, Bishopsgate-street, on Friday, the 26th day of February inst.

The chair to be taken at 1 o'clock precisely.

GEORGE CARR GLYN, Chairman } of the Board
JAMES HUBBARD, Deputy Chairman } of Directors.
HENRY PATTESON, Secretary to the Board.

Office, Warnford-Court, Throgmorton-street, London, Feb. 1, 1841.

EDINBURGH AND GLASGOW RAILWAY.—NOTICE is hereby given, That the Sixth Half-yearly General Meeting of Shareholders in this Company, will be held pursuant to the Act of Incorporation, in the Company's Office here, on Monday, the 22nd instant, at One o'clock.

Certain shares, in consequence of the non-payment of several calls due thereon, having been declared forfeited, under minutes of the Board of Directors of 20th April, 30th June, and 30th November, 1840, the Declaration of Forfeiture will be submitted to the meeting for confirmation in terms of the Act.

The Transfer Books will be closed on and after the 15th instant, till after the meeting.

Proxies must be transmitted to, and received by, the Secretary, two days at least before the holding of the meeting, (section 134,) otherwise they will not give a right to vote at the meeting.

Blank Forms of Proxy may be had, on application at this office.

In terms of section 137, the proprietor of any share on which any Call shall be due, will not be entitled to vote in spect of such share.

By Order of the Directors,
(Signed) JOHN LEDBETTER, Chairman.

Edinburgh and Glasgow Railway Office,
7, North Queen Street, Glasgow, 4th February, 1841.

THE HULL ADVERTISER.—Established half a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England: while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser	78,000
Hull Packet	10,000
Hull Times	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

The HULL ADVERTISER is published every Friday morning, in time for post, at the office, 26, Lowgate.

TUCK'S HERMETIC ENVELOPES, on an entirely new plan *(Manufactured by Machinery, and registered pursuant to Act of Parliament)* offer advantages possessed by no other Letter-cover yet devised. The Postage Stamp Label is affixed to the Envelope in such a manner as to serve at once to seal and frank the Letter.

Separate Waxing or Wafering rendered unnecessary.

Time in making up and dispatching less than the before introduction of the Penny Postage system.

All envelopes hitherto made on the old plan may be easily opened without breaking the seal, their contents read or abstracted, and the envelope re-placed in its original state, so as to defy detection. But this cannot be done with the HERMETIC ENVELOPES, which renders them invaluable for the enclosure of Bills of Exchange, Remittances, Confidential Communications, Legal and Official Documents, &c.

May be had at the Office, 122, FLEET-STREET, in quantities of not less than 250 of various sizes, in neat paper boxes, from 10s. to 15s. per 1000, and of all Stationers in the kingdom.

*** Orders also received at 138, Aldersgate-street.

This day is published,

TUCK'S MAP OF THE RAILWAYS THROUGHOUT ENGLAND AND WALES TO THE CAPITAL OF SCOTLAND, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the RAILWAY TIMES Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster-row; Hyde & Co., and G. Bell, Fleet-street; Mann, Cornhill; and by all Booksellers and Newsmen.

Just published,

TUCK'S ROLLER CALENDAR for the Year 1841.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda, indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board-Room, Counting-House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d. The Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Published at 122, Fleet-street, and sold by all Stationers and Booksellers.

Just published,

THE RAILWAY CALENDAR FOR 1841, illustrated with an elaborate and splendidly executed MAP of the RAILWAYS OF ENGLAND AND WALES, with their immediate vicinity, on a new and original plan, containing more information than was ever yet conveyed in so small a space.

The CALENDAR contains LORD SEYMOUR'S ACT for the Regulation of Railways, *verbatim*, and a compendium of Railway Information; besides answering every purpose of a general Almanack.

Price 1s. 6d.—In Case for the pocket, 4s.; mounted on canvass and rollers, 5s.—In neat frame, 5s. 6d.

Published at 122, Fleet-street; and sold by all Booksellers and Newsmen.

Just published, price Five Shillings, the

LOCOMOTIVE ENGINE POPULARLY EXPLAINED, and illustrated by Lithographic Designs; to which are added, Rules and Tables for ascertaining its amount of useful effect, resistance, &c. Also, interesting Statistical Particulars connected with Railways, for general information. By WILLIAM TEMPLETON.

Just published, price Six Shillings, the MILLWRIGHT and ENGINEER'S POCKET COMPANION. Comprising Decimal Arithmetic, Tables of Square and Cube roots, Practical Geometry, Mensuration, Strength of Materials, Mechanic Powers, Water Wheels Pumps and Pumping Engines, Steam Engines, Tables of Specific Gravity, &c. &c. To which is added, an APPENDIX, containing the Circumferences, Squares, Cubes, and Areas of Circles, Superficies and Solidities of Spheres, &c. &c. By WILLIAM TEMPLETON. Fifth Edition.

Also, just published, price Six Shillings, the ENGINEER'S COMMON-PLACE BOOK of PRACTICAL REFERENCE; consisting of Practical Rules and Tables; adapted to Land, Marine, and Locomotive Steam-engines: to which are annexed Square and Cube roots of Numbers, Areas and Circumferences of Circles, Superficies and Solidities of Spheres, &c., &c., &c. By WILLIAM TEMPLETON.

London: Published by Simpkin, Marshall, and Co., Stationers' Hall-Court; sold also by Egerton Smith, and Co. Mercury-office, Liverpool; and by all Booksellers.

PATENTS AND BUSINESS IN FRANCE. The notice on French Patents, advertised to appear after the present Session of the Chamber of Deputies, will now be incorporated, in the sixth edition of Mr. OKEY'S work on the COMMERCIAL and CIVIL INTERCOURSE of the subjects of GREAT BRITAIN and FRANCE, which is now in the Press, and will appear as soon as the author's avocations will permit.

35, Rue du Faubourg, St. Honore, Paris.

BRISTOL AND EXETER RAILWAY.—NOTICE is hereby given, that the next Half-yearly General Meeting of the Proprietors of this Company, will be held, in pursuance of the Act of Parliament, at the WHITE LION HOTEL, in the City of Bristol, on THURSDAY, the 4th of March, at Eleven o'Clock, for the Election of four Directors in the room of those who retire by rotation, and for other affairs.

The Chair will be taken at Twelve o'Clock precisely.

FREDERICK RICKETTS, Chairman.

The retiring Directors may be re-elected.

Shares in arrear do not entitle the holders to vote.

The Transfer Books will be closed on Saturday, the 20th of February, and not re-opened until after the said General Meeting on the 4th of March.

By Order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th February, 1841.

BRISTOL AND EXETER RAILWAY.—CONTRACT FOR WORKS.—NOTICE is hereby given, that the Directors will receive, at their Office in Broad-street, Bristol, on or before Friday, March the 19th, at Twelve o'Clock, TENDERS for the execution of the several works comprised in Seven Contracts, extending from the station at Bridgewater, to the proposed station at Taunton, a distance of eleven miles 35 chains. These Contracts comprehend the entire completion of the Works, including the Ballasting, but exclusive of the laying the permanent rails.

Drawings and Specifications will be exhibited on and after Monday, February 15th, at the Resident Engineer's Office, Coronation-road, Bristol.

Printed Forms of Tender may be had at the same place, and at the Company's Offices, Broad-street, Bristol.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office in Broad-street, Bristol, at Twelve o'Clock on the said 19th day of March.

J. B. BADHAM, Secretary.

Bristol and Exeter Railway-office, 30, Broad-street, 5th Feb., 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841.

GREAT WESTERN RAILWAY.—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held, pursuant to the Act of Parliament, at the Company's office, Princes-street, in the city of London, on Thursday, the 25th of February next, at 11 o'clock, for the election of six Directors in the place of the same number who will retire by ballot, and for other purposes of business. The chair will be taken at 12 o'clock precisely.

CHARLES RUSSELL, Chairman.
ROBERT BRIGHT, Deputy Chairman.

The Directors retiring by ballot are re-eligible under the provisions of the Act. The Transfer Books will be closed on Monday, the 15th of February, and will not be re-opened until after the said Half-yearly General Meeting on the said 25th of February. Clause 128 provides that no person shall be entitled to vote as a proxy unless the instrument appointing him shall have been transmitted to one of the Secretaries of the Company at least five days before the Meeting.

By Order,
CHAS. A. SAUNDERS, } Secretaries.
THOMAS OSLER, }

Offices, 2, Princes-street, Bank, London, and Corn-street, Bristol, Jan. 5, 1841.

RECIPROCATING SYSTEM OF RAILWAYS.—By this system the most complete Railway, with the best appointments, including engines, carriages, &c., calculated for any amount of traffic, may be effected at from £10,000 to £16,000 per mile according to the nature of the country to be traversed, and the expected amount of traffic. By this mode *accidents* by *collision* are rendered next to *impossible*.

FRANCIS WHISHAW.

Gray's Inn, and Hampstead, Middlesex, January, 1841.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, February 13, 1841.

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SUPPLEMENT TO THE RAILWAY TIMES.

[GRATIS.

No. 163. Vol. IV.—No. 7.] SATURDAY, FEBRUARY 13, 1841.

THE CARRIERS' CASE CONSIDERED IN REFERENCE TO RAILWAYS.

(From a Correspondent.)

"He entirely concurred in the principle that railways were more or less of a monopoly, which was placed more or less in the hands of the Directors. The Government was therefore perfectly justified in taking every possible precaution for the protection of the public."—*Lord Stanley on the Introduction of Mr. Labouchere's Bill for the Regulation of Railways. 4th Feb.* 1841.

"SUCH is the story of Thales the Milesian. For this is a device for getting money, and though they fasten it upon him, because of his wisdom, it is in truth a very general kind of thing. They say that when people were upbraiding him for his poverty, and saying that philosophy was a profitless thing, he perceiving by his knowledge of the stars that there would be an abundant supply of olives, while it was yet winter, having got possession of a little money, secured all the olive presses of Miletus and Chios; and gave earnests for them, hiring them for a small sum, because no one bid against him: but when the season came and they were in great request, he let them out without loss of time, just as it pleased him: and collecting large sums gave proof how easy it is for philosophers to get riches if they wish it, but this is not the matter about which they are concerned. Thales then is said to have given proof of his wisdom, after this manner. But it is, as we said, a very general plan for getting money, *if a man can secure to himself a monopoly.*

"There was a man in Sicily, who having money deposited in his hands bought up *all the iron from the iron works*, and afterwards when the merchants came from the different markets, he was the only seller,—not having made any very exorbitant increase in the price—but yet upon the fifty talents he gained an hundred. When Dionysius discovered this he desired him to carry his property away with him—not to remain in Syracuse any longer, since he had struck out ways of trade that were not convenient to his policy. The device of Thales was the same thing with this—*for both so contrived that there should be to themselves a* MONOPOLY."—*Arist. Pol.* l. 7.

ARGUMENT.

Railways opened to the Public—Different Arrangements as to Conveyance of Goods and frequent Changes—Attention of Parliament recently drawn to Railways—Importance of Sound Principles of Internal Traffic—Their Application to Railways—*Freedom* the first great Principle—*Competition* essential to and constituting Freedom—Denied, see Grand Junction Report—Quarrel between Grand Junction Company and the Trade—Opposition in Parliament—Evidence of the Carriers; of the Company—Short Reference to Legal Proceedings—*Conclusion*, "That Parliament, in order to protect the Public, must secure Competition," consistent with Parliamentary recommendations and professed wishes of the Company themselves—Importance of *early* Remedies.

THE CARRIERS' CASE CONSIDERED, &c.

"There be but three things which one nation selleth unto another: the commodity as Nature yieldeth it; the manufacture; and the vecture or carriage: so that if these three wheels go, wealth will flow as in a spring tide. And it cometh many times to pass, that '*meliorem superabit opus*'—that the work and carriage is worth more than the material, and enricheth a state more."—*Bacon.*

Ten years have now elapsed since the first leading railway was made available for the carriage of goods and passengers. The communication between London and the north of England has been completed rather more than two years, and the system, so far as it regards the transit of passengers, may be said to have reached its fixed and settled state. Merchandise has been carried along the London and Birmingham and Grand Junction Railways, almost from the day on which trucks and carriages could pass along them; but the arrangements for this portion of the traffic have from time to time undergone considerable changes, and have evolved much difference of opinion, and brought into collision many conflicting interests.

Many circumstances have occurred in the mean time, which have attracted the attention both of Parliament and of the public at large to the general system and management of railways; and it is likely the Session of 1841 will see these important undertakings made both in principle and in detail the subject of renewed and vigilant investigation.

Attention will be drawn in the first instance to the many fatal collisions and accidents which (in consequence of the great railway mileage laid open to the public during the last twelve months) have occurred during the recess; and by Coroners' Inquests, and through the medium of the Press, have produced no small excitement. The preservation of *life* will occupy (as it ought) the earliest consideration of the legislature; a due regard to the preservation of property, and the protection of existing interests, it may be expected, will find in the proceedings of Parliament no mean nor unimportant place.

Under these circumstances the general principles which affect the transmission of goods from one part of this island to another, deserve to be fairly considered on the broad scale, and impartially applied in their bearing upon the details of railway management.

It cannot be necessary to waste words in dilating upon the extreme importance of these principles, or the national inconveniences which must inevitably follow the misunderstanding or misapplication of them. The free reciprocation of produce and articles of commerce from one district to another is to the body politic precisely what the free circulation of the life's blood in the natural veins and arteries is to the animal economy.

Freedom then is the very essence of domestic trade, or in other words of internal prosperity and improvement.

In the following pages it is proposed to consider how far the public rights have been secured by Parliament against the possibility of invaion by interested parties; how far they have in fact been invaded; and what consequences may be expected to ensue from a continuance of the present systems, or any of them as now adopted and enforced by the different Railway Companies.

Within the last twenty years much has been said and written on the subject of free trade; but whatever modifications of opinion may be entertained as to the possibility of carrying out perfectly pure principles of commercial freedom between different nations, it is apprehended that no single (disinterested) individual can be found who will doubt the impolicy, not to say the *madness*, of imposing restrictions upon the free course of inland traffic. Here there is no national jealousy or hostile interest, no real or imaginary balance of trade, no established treaty, no question of customs and finance to encumber the plain proposition, "that if the exchange of goods be useful at all, the more freely and cheaply they can be exchanged the better."

Upon this then, without further argument, we may rest as upon a first and acknowledged principle; there is a corollary which would seem to follow from it, "that this freedom implies a competition amongst many parties, open to the whole public, essential to the very existence of this freedom, and, in fact creating it by the absence of any limitation, except the broad commercial ones by which the proportion of demand and supply is regulated."

But this corollary has not been so fortunate as its parent principle; and since it has been impugned it may be worth while to consider and to establish it. The Report addressed by the Directors to the proprietors of the Grand Junction Railway at their half-yearly general meeting on the 10th August last, contains the following passage:—

"It may be proper briefly to advert to the proceedings of the Committee on Railway Communication in the last session of Parliament, as far as they affected this Company. An attempt was made by parties engaged in the carrying trade to create an impression unfavourable to the system on which the merchandise business of this railway is conducted. The attempt however, the Directors believe, has been entirely defeated by the evidence offered on behalf of the Company; and the immediate advantage which the public have recently obtained by the extension of this Company's arrangements, through the efforts of the Directors to the London line, has furnished a conclusive proof of the motive of the opposition; which although professing solicitude for the public convenience, was in reality to keep up a system whereby the public have been unnecessarily heavily taxed for the profit of carriers.

"The reduction in the carriage on goods between Lancashire and London, effected by the introduction of this Company's system on the London line, as compared with the rates charged when the business on that line was solely in the hands of the carriers, is on an average from 15*s.* to 25*s.* per ton; or upwards of 25 per cent.; and in many articles exceeds this. The Bill for the regulation of railways, introduced by the Chairman of the Committee in question, was attentively watched by the Directors, and their efforts in concert with other railway bodies, have been directed to procure a modification of the proposed enactments which were calculated to prejudice the interests of the Company, and to interfere widely with the internal management of their property."

The first point which arrests the impartial eye in reading this remarkable passage, is the cool assumption to themselves of a deep solicitude for the welfare of the public at large, quietly introduced by the Directors, while they seem to sneer at a similar assumption of disinterestedness alleged to have been made by the parties opposing them in Parliament. It requires no very deep acquaintance with human nature to suppose, that both the carriers and the Company will look steadily at their own respective interests, and that the public (so far as these worthies are respectively concerned) will prosper or the contrary, just as sound or unsound principles of political economy are brought to bear upon this question. "Every man shift for all the rest, and let no man take care of himself," was the maxim of Caliban, but not of the carriers, nor of the Grand Junction Railway Company.

But (as a humorous writer has said upon another subject) human life has been so distressingly shortened since the Flood, that one has no time to spare in refuting absurdities like this. It is gratifying, therefore, to observe that one of the parties to the proceedings above referred to has expressed a less zealous spirit of self-denial, and a more reasonable apprehension of the bearings of this question. The following extract from a letter addressed by Messrs.

---

* Fare raised upon the Grand Junction Railway, from 1*l.* 1*s.* 0*d.* to 1*l.* 3*s.* 0*d.*

† Original shares cost 100*l.*, present price 214*l.*, exclusive of bonuses created on new shares.

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Pickford to the Grand Junction Company, may throw some light upon the spirit in which the opposition of last session was in fact conducted:—

"Since he (the Treasurer) has alluded to the objects and interests of the carrier, it may not be out of place that we should state them plainly for ourselves. We want 'a clear stage and no favour,'—perfect freedom of competition for all parties upon equal terms. We do not profess to be disinterested or unduly patriotic in this matter. It needs no deep knowledge of political economy to be aware that, when all compete on equal terms, the public servant will only prosper so far as his interests are commensurate with those of his master, the public. And for ourselves, many years' experience has taught us to be perfectly satisfied with our share of the bargain upon these terms. So you, on your part, may venture to assure yourselves that, if you can really perform for 70s. what the carriers, competing with each other, did for 100s., you will speedily get all the business, without any of these vexatious interferences, and without denying to us those advantages of mutual arrangement which the London and Birmingham Company afford equally to all parties."—*Railway Times* of January 2, 1841.

This passage contains a plain statement of a plain truth: viz., that where all the world is invited to compete on equal terms, the profits of the trade will be reduced to the lowest level on which the business can be done. This proposition requires no faith in the public spirit of private traders. That water finds its own level is not more true, nor more consonant to every man's every day experience.

Let us see then what was the evidence laid before the General Committee in the Session of 1840 by the opponents of the Grand Junction Railway; and try if we can discover the aims and motives as well of the Company themselves as of their opponents, the public carriers.

"In respect to merchandise," says the Report, dated 9th August, 1839, "the London and Birmingham Company have adopted the system of open competition, and, supplying the locomotive power and waggons, have since the completion of their arrangements allowed all carriers under certain regulations to pass over their line of road.

"On the other hand the Grand Junction Company appear to have been desirous of following a contrary system; but in consequence of the regulations adopted by the London and Birmingham Company, they have admitted private carriers engaged in the London trade upon their line, *but have retained to themselves the conveyance of all Birmingham and Lancashire goods.*"

This was pretty well for a commencement; but the matter did not rest here. The next move was a masterpiece of policy; and bore upon its face the semblance of greater liberality towards the carrier as well as towards the public. In the close of the year 1839, the public carriers were invited to enter into arrangements with the Company by which the Birmingham and Lancashire traffic was to be thrown open to competition amongst the carriers and the charge to the public to be reduced.

"'Tis time to fear when tyrants seem to kiss."

The carriers indeed were invited to come upon the line; but under stringent agreements compelling them "*not to charge less than*," and in other respects to comply with the rules and regulations of, the Company; and the rates to the public were reduced, but subject to the foregoing reservation, and for a purpose which will shortly be explained.

The Grand Junction Company found that under the system as it stood in 1838, they having a monopoly of the carriage between Lancashire and Birmingham could get no business of any weight or value as general carriers. The public were accustomed to their former servants, the common carriers, whose widely ramified connections throughout the country gave them greater facilities for the safe, rapid, and economical dispatch of business, than were or could be afforded by a Railway Company. Perhaps, too, somewhat of Horne Tooke's opinion that "Public Companies have no bodies to be kicked, and no souls to be d——d," might influence their choice in preferring the private trader to the public Company.

It became, therefore, necessary to supplant the elder brethren of the craft, and possess themselves of their connections. Here was a fitting opportunity for the voice of Jacob and the rough right hand of Esau. Accordingly the carrier was to all appearance freely admitted upon the line; but as it has since turned out, he was admitted not as an independent trader in which capacity alone his competition could be formidable, but as a mere subsidiary or servant of the Company. By the agreement put in evidence by Messrs. Pickford, it appears that the whole sum paid by the public for carriage to that firm, was paid over monthly to the Company (who therefore were the only real principals in the matter), subject to a *discount* of so much per cent. upon the whole amount, which Messrs. Pickfords were to retain for their *agency* in the matter. Thus the business was secured to the Company, who had the lion's share. How the lion serves his auxiliaries in the pursuit of prey, does not seem to have been changed since the days of Esop.

The per centage afforded to the carrier was the payment for all the cost, risk, and labour incident to that which constitutes the real difficulty—and to the public the main value of the carrier's trade. The pay was small enough when it was a per centage upon the higher rates: but in order gradually to get rid of the carrier, and yet retain the connection which the carrier had brought, it was necessary to reduce this pay, or in other words to reduce the rates out of which this per centage was allowed. Now, about this procedure there was a great apparent plausibility: it seemed reasonable that the carrier should sacrifice the small share while the Company gave up the larger. It was, in fact, unreasonable, not because the *reduction* was in itself unreasonable, but because the form of the original agreement was such as the Company should never have been able to impose, nor the trader have been compelled to submit to—a form under which instead of having, as before, the fair play of the whole trade, he was in fact so cramped and confined in his new and unnatural position, that he could only pay his way, while the rates charged to the public continued high. The Company could far better afford to lose the whole reduction, situated as they were under this agreement, than the carrier his proportionate share of his small discount.

But the Grand Junction Company had in fact no notion of incurring this whole loss. They quickly fell upon a far better and more efficacious remedy, by which the carrier could be driven from the line, and the reduction against themselves need not be made to its full extent. In short the *reduction* we have spoken of, may be compared to the upper or moving jaw of that vice in which the carrier was to be screwed, and the invention we have now to relate may be likened to its fixed or nether jaw. Suppose then 30s. to have been the average rate per ton when the agreement with the carrier was framed and 20 per cent. the stipulated discount, 6s. was the carrier's share, for which he had to collect at one terminus, and distribute at the other, to load, to unload, to contract for safety in transmission through the different ramifications of traffic beyond the controul of the railway (which liability lies upon the original receiver of the goods), and in short to answer the well known duties and liabilities of the common carrier. When rates were reduced to 25s., 5s. only remained as the carrier's share, and it is not too much to affirm that the 1s. lost to him was of more importance than the 4s. lost to the Company. But this was not all. By an ingenious and not very creditable understanding between the Grand Junction and the Liverpool and Manchester Railway Companies ("whose Boards are almost the same" vide Mr. J. Moss, Railways 386) it was resolved that the carrier, acting as agent to the former, should be compelled to allow out of his per centage a sum of 2s. 6d. at Liverpool, and of 2s. 3d. at Manchester, to the latter Company, for certain services which he did not require, and of which he did not wish to avail himself. By this means his 5s. was at once reduced to 2s. 9d. or 2s. 6d.; the lower jaw of the vice was fairly fixed upon him. For example, suppose it barely possible (which is far too large a supposition) that he could have made a subsistence out of his 2s. 9d., the whole rate being 25s., a reduction to 20s. left him with 4s. only for his share, and when he had paid out his 2s. 3d. he had only 1s. 9d. left to cover his whole expenses. He was then in the jaws of a vice, which the Company could gradually tighten at their own pleasure, and so squeeze the carrier more and more, until when they should have secured his business and connections to themselves, they might give the final turn to the screw, and crush him altogether.

So much, then, for agreements with the carrier, and ostensible reductions in the rates.

Matters were in this position when (in the session of 1840) the Grand Junction Company, having made arrangements with the proprietors of the Chester and Crewe and of the Manchester and Birmingham Railways, came to Parliament with a Bill for incorporating the former of these railways with their own.

Against this Bill the carriers petitioned,* alleging as the grounds of their opposition—

"That the extensive powers conferred upon the said Company by the said several Acts of Parliament, invest them with the uncontrolled means of exercising a complete monopoly of the carrying trade of goods, inconsistent with, and utterly destructive of, the fair and open competition for the conveyance of goods on the railway, which must not only tend to the great injury of your petitioners, but must ultimately be of most injurious effects to the public.

"That your petitioners submit that all common carriers, as well as the public at large, are entitled to have the same benefit of a fair and open competition in the carriage of goods as they enjoyed previously to the formation of the said railway.

"That your petitioners humbly submit that the incorporation of the two Companies will have the effect of extending the monopoly already described, and of increasing the general amount of tolls to be demanded by the said Company in order to reimburse the holders of shares, for the purpose of enabling the said Company to effect such incorporation.

"That your petitioners submit that all necessary clauses should be inserted in the proposed Bill, for

* A petition on this subject was presented to Parliament by about 1,700 persons, merchants and others, interested in trade between London and the north of England, praying for the prevention of monopoly.

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the purpose of establishing a fair, open, and free competition for the carriage of goods on the said Grand Junction Railway, as proposed to be consolidated by the Bill, and for the regulation of the amount and proportions of the tolls and charge for locomotive power to be taken by the said Company, and for otherwise regulating the conveyance of goods on the said railway."

Another petition was presented by Mr. Baxendale, the principal partner in the well known house of Pickford and Co., in which, besides alleging grounds similar to those first cited, he further urged "that such incorporation of two separate and independent companies, could only tend to secure and extend the power of monopoly already described, and is further injurious to the public and your petitioner, by unnecessarily increasing the capital of the existing Grand Junction Railway Company, and thereby increasing or tending to *increase the general amount of toll* to be demanded by the said Company, in order to reimburse the holders of shares, for the purpose of enabling them, the said Company to effect such incorporation."

It was proposed by Mr. Austin on behalf of the Petitioners to the Committee of the House of Commons that certain very stringent clauses should be inserted in this Bill, requiring the Company to deal with all parties upon equal terms.

Mr. Talbot for the promoters declined to enter into any detailed answer to the observations of Mr. Austin, contending that the provisions insisted on by him were such, as if adopted, in one instance, ought in justice to be applied to all railways. He enforced the consideration by observing that the same subjects were now under the consideration of the General Railway Committee upon evidence adduced, he believed, by Mr. Baxendale amongst others, and that it was not impossible that any decision come to by this Committee might be rendered nugatory by some subsequent resolution of general application adopted by the General Committee, which would by force of a clause in the present Bill, become incorporated with its provisions. He could not, however, he said refrain from expressing his doubts of the identity of the interests of the Carriers with that of the public as assumed on the other side and expressed his own conviction that the interests of the public would be best consulted by *a well regulated monopoly* in the Company as Carriers.* In support of this opinion he instanced the case of the Liverpool and Manchester Railway Company, who were exclusively Carriers on their own line and attributed the higher rate of cost of carriage on the London and Birmingham line as contrasted with that on the Grand Junction Railway, to the circumstance that in the former case the Company were not Carriers at all while on the latter the Company acted as Carriers in conjunction with others.

These clauses were rejected by the Committee, whose decision was made known to the parties in these words by the noble member for Liverpool.

"I am directed by the Committee to inform the parties that they have come to this conclusion, that they will not admit these clauses, *thinking it better to leave legislation on this subject to some general Act to be recommended by the Select Committee on Railways, and adopted by the legislature.*"

A similar application to the Upper House led to a similar result. And thus the carrier was (like the ancient worthy between two seats) thrown over to the remedy which time (propitious Deity!) and the General Committee might possibly afford in the general case, and was denied redress in the one particular instance of the only railway which had exercised its powers in an oppressive manner.

As therefore the carriers' case was not gone into before these Committees, it becomes necessary to refer to the evidence produced by the carriers before the General Committee.

In order, however, to render complete the observations above cited, it should be observed that the clauses suggested by the carriers to the Upper House, were the identical clauses inserted by the wisdom of Parliament in an Act obtained by the London and Birmingham Company (who do *not* pursue the tyrannical system of the Grand Junction Company,) in the year 1839. So much for the remark (in which by the way we coincide to the very letter) "that the provisions suggested were such as if adopted in one instance, ought in justice to be applied uniformly to all."

In proceeding, therefore, to extract from the evidence reported by the Select Committee on Railways, such portions as may seem to bear most directly upon the present question, it is necessary to premise that very few of the witnesses can claim to be altogether free from bias in the views and opinions they express, since most of them are either Directors and servants of the Grand Junction Railway or common carriers. As, however, it is our present purpose to see what really are the aims and objects of these rival parties, it is a material part of the inquiry that we should hear them in the first instance from themselves as they have expressed them to Parliament.

The evidence of Mr. Bury has, however, a very different value. There is no individual in this country better qualified to estimate the degree of control which considerations of safety render it necessary should be placed in the hands of a Railway Company that this gentleman, who has the exclusive superintendance of the locomotive power on the London and Birmingham line. Mr. Bury cannot be expected to *undervalue* the importance of vesting strong powers for this purpose in the regulating authorities of the line. Mr. Bury says—

"5158. And you find no difficulty in working upon the present system?—No.

"5159. Which do you think is the most advantageous?—That the carriers should be admitted upon the line.

"5160. Do you think they can do it cheaper than the Company can?—I think very considerably.

"5161. Does that extend to the carriers conveying the goods?—A private carrier would convey the goods, and if I may so say, handle the goods at less expense than the Company could; he would adopt those plans which would seem to him to be the best; and as regards his general connection with the country, the public would be very much benefited.

"5162. If the London and Birmingham Company were to become carriers, they would be obliged to increase their establishment?—Yes.

"5163. And they could not, in your opinion, collect the goods through London so easily as private carriers?—I do not think the Company could do it.

"5164. After the lines of railroad are open to Newcastle, for example, first there would be the Midland Counties', then the North Midland, then the York and North Midland, then the North of England; would it be possible, supposing that your Company were to become carriers, that you could make arrangements with all those different Companies so as to convey the goods, without any trouble to the consignor or consignee, from one end of the kingdom to the other?—I think they might do it, but it would be done much better by individual carriers.

"5165. Individuals would be able to make arrangements all over the line, and with each Company, which would be more advantageous and cheaper to the public?—That is my opinion. I do not think that Railway Companies ought to have anything to do with carrying.

"5166. Mr. Thornely.—You are aware that the Liverpool and Manchester have always acted as carriers upon their railway?—Yes.

"5167. Do not you think that it would be better to have one carrier than 10 carriers?—No; I think the Liverpool and Manchester would have derived more money if they had not had the carrying.

"5168. Mr. Greene.—There is a competition among the carriers in collecting the goods?—There is more energy and activity.

"5169. They seek for business?—Yes, which the Company cannot do. At the first opening of the Liverpool and Manchester, the thing was new; it was not known how it could be done, and they were obliged to enter into the business."

MR. JOSEPH BAXENDALE, 31ST MAY, 1839.*

"Then every carrier now, by bringing his goods to the London and Birmingham Railway, has his goods carried without any preference of one to the other?—Decidedly, to the utmost extent.

"Are the Company themselves carriers?—No.

"*Do they intend to become carriers?—Certainly not: they are upon a much sounder principle.*

"Then it is your opinion that Railroad Companies ought not themselves to be carriers?—Decidedly so, and for this reason—that a Railroad Company being a carrier, would necessarily crush a large body of small capitalists. It is quite out of the question that a Railroad Company can be carriers, and admit other carriers upon the line, without doing serious injury to those carriers. I think I can give you a case in point:—A few months ago the Grand Junction Railway became carriers, and they, finding that they made little way, admitted a certain number of carriers (Pickford and Co., for instance, were the first upon the line), *upon condition that they did not charge less than a certain sum per cent. for a variety of articles mentioned in a schedule.* The Company themselves being carriers, said, "We make a charge of 2s. a cwt., or 40s. a ton, for such a description of goods; we will admit you upon the line, but you must be bound, neither directly nor indirectly, to charge a less sum than we charge; we will allow a certain per centage, be it 20 or 25 per cent., to pay your expenses and to leave you a profit—that is to say, to pay the expenses of collecting the goods in Manchester or Liverpool, delivering the goods in Birmingham, and keeping the various accounts, and the risk of debt." *And thus they regulate the rate of freight which the public pay.* Now the mode adopted by the London and Birmingham, which Company has had greater complaints made against it of monopoly than any other Company, appears to be the only sound mode of proceeding: they act upon the same principle as the canals, only finding a larger capital for the benefit of the traders; the canal finds the water-way only—the London and Birmingham Railway finds the railway, the locomotive power (analogous to horse power upon canals), and also the waggons, *thus enabling the public to have the utmost possible competition*; and, by the bye, they not only find the railway, the locomotive power, and the waggons, but they also find the stations or warehouses wherein to transact the business, so that it is not possible for a more liberal system to be adopted, or a system that will allow the small

* Mr. Talbot is a lawyer of deservedly high reputation and therefore—

"He must be presumed to have known the general law of the land. By that all monopolies are illegal."—*Lord Tenterden.*

"Monopolies are against the law, and are declared so by 21 Ja. I., cap. 3"—*Mr. Justice Bayley.*

"All monopolies are illegal."—*Mr. Justice Littledale.*

See the Law Reports of Messrs. Barnewall and Cresswell, 10th Volume, p. 826.

* See the evidence of Mr. Rathbone, 2nd Report, p. 226; also Messrs. Tibbetts, Derham, and Harnett, &c. &c.

traders to compete, than the system of the London and Birmingham.

"As far as your knowledge goes what effect have the two systems upon the carriage of goods upon the respective railways, the Grand Junction and the London and Birmingham?—If you ask upon what line the greatest satisfaction is given, most assuredly on the London and Birmingham line to carriers in general.

"What effect has the circumstance of the *Grand Junction Company* being carriers themselves had upon the existence of small carriers upon their line?—*The small carriers have not come upon their line.*

"Have any small carriers come upon the London and Birmingham line?—*Yes, carriers that have only a single waggon a day, and many that have come upon it have only one or two or three waggons per week.*

"What becomes of their goods when they arrive at Birmingham to be forwarded on to Liverpool or Manchester?—I do not think that the carriers upon the Grand Junction line would continue upon the Grand Junction line had they the power of moving upon another line, but as there is only the option of using the Grand Junction, or transferring the goods from the railway to the canal, the great carriers necessarily make use of the Grand Junction.

"What do you mean by the expression carriers coming upon the line. To what extent does that go, do you mean that they work their own engines?—No, they do not work their own engines, the engines are found by the respective Companies.

"Then the expense paid for the use of the road of the locomotive power of the waggons and of the stations is the same in the case of the Grand Junction and the London and Birmingham?—*No, the London and Birmingham charge a certain sum per ton, and they leave the traders to compete amongst each other to convey goods at the lowest possible rate.*

"Then suppose the Company were to carry goods themselves, charging only a fair per centage, would not the public pay a less sum than if it was left to those different carriers to charge as much as they could beyond the sum paid to the Company?—I should think not.

"Would it not be cheaper if in the hands of the Company, who would have a larger quantity to do than by having different parties upon the line, one having four tons and another six tons to carry, and so on?—I should say it would be impracticable. I should say the thing could not work."

We now arrive at that evidence offered on behalf of the Company, to which so much influence is, in rather a self-satisfied mood, attributed by their high mightinesses, the Directors, *themselves the witnesses.* And because it does appear to be a very choice specimen of that ambidexterity in argument, with which truth is said to arm her chosen advocates, that they may combat for her on either hand with equal ability and zeal, it may be more effective at this point of our inquiry to set it forth in parallel lines: and—

1st. The Railway is a public road.

"769. Has Sir Wm. Follett's opinion been taken on it?—It has.

"770. What was the purport of his opinion? —The purport of his opinion was, that the Liverpool and Manchester Railway was open to all persons on a Sunday as well as on any other day, and that it was not in the power of the Directors to close it."—*Mr. Earle*, 14th Dec. 1837.

It is *not* a public, but an *exclusive* road.

"734. Why should a railroad be allowed a profit upon carrying mails more than a turnpike one?*—Because a turnpike road is kept in repair by the public, but ours is an exclusive road, and one which Parliament has sanctioned."—*Mr. Moss*, 14th Dec. 1837.

* This distinction in favour of the railway is wholly groundless. The public support one just as much as they do the others, and no more: viz. by the payment.

2dly. The Company make their profit only as toll-owners, and do not wish to become carriers.

"542. Mr. Gillon:—May not that reluctance be partly attributable to this, that the railway proprietors have the power at any time, by running toll-free upon their own road, of running any competing company off the road?—We do not wish to be carriers at all; we would much rather simplify our own trade, and as far as Manchester and Liverpool were concerned, get persons to contract to supply us with locomotive power upon any terms; but though we advertised in Liverpool three months we had not a single bidder when the day came.

"543. You said the railway was a very profitable concern; then it is entirely as toll proprietors that you find it so?—From tolls only. If we were to separate the one from the other, and take the tolls each day that we are entitled to take, we should get nothing for our engines. For instance, the fare to Birmingham is a guinea, which we calculate, upon the average, to amount to 16*s.*, which is not more than the tolls.

"544. Chairman.—Then you make your profit as toll-owners, not as carriers?—Just so.

"574. Is the Committee to understand that the desire of the Grand Junction Directors is to be relieved as much as they can be from the details of management?—Certainly.

"575. And that you would be very desirous to find persons to become carriers?—To find us the power and everything. It is the unanimous feeling of the Board to endeavour to get persons to do that."—*Mr. Moss*, 12th Dec. 1837.

The Company wish to become *exclusive* carriers.

"3411. You find that the Railway Company must derive its profits not only from tolls, but from the conveyance of passengers and goods?—Yes; but I do not think the Railway Company are entitled to derive profits from the conveyance of passengers and goods beyond a moderate profit upon the money they are compelled to employ in the carrying department.

"3412. You think they must undertake that business themselves, instead of leaving it, as you formerly supposed they would, to other parties to undertake?—Decidedly; I think it is quite imperative.

"3673. Is it your opinion that it is hardly possible for a Railroad Company to be carriers upon their own line, and private carriers continue also?—It is my opinion that it is judicious for a Company to be exclusive carriers upon their own line; that it is best for the public and best for the Railroad Company."—*Mr. Moss*, 28th Mar., 1840.

3rdly. This contradiction would have been attributed to a *change* of opinion, resulting from subsequent experience:

"3407. You gave evidence before a Committee in the end of 1837, upon the subject of mail conveyance, did you not?—I did.

"3408. Do you remember at that time stating that the Grand Junction Railway Company did not wish to be carriers at all?—I do not remember the words, but I think it is very likely; there was at that time a strong feeling at our Board that the carriers ought to be employed.

"3409. Do you remember stating that the Railway Company only considered themselves as toll proprietors, and wished to derive their profits from tolls only?—I think it is very likely.

"3410. Subsequent experience has induced you to alter your views upon that subject?—It has."—28th Mar 1840.

If it had not appeared that the Company contemplated becoming carriers, *when their Acts were obtained.*

"3406. The Grand Junction Company are themselves carriers now?—*Yes; they have been so from the first, and they contemplated being carriers when the Act of Parliament was obtained.*"—28th Mar. 1840.

4thly. Unless the Company are *exclusive* carriers the trade will continue to charge high rates.

"3675. If he were not restricted in price by an agreement with you, would he not be in competition with you?—If he was not restricted in price, he would not be in competition with the Company; he would charge his own extravagant price, the same as on the London and Birmingham."—Mar. 1840.

If the Company are carriers *at all*, the trade will *not be able* to maintain a higher rate than is charged by the Company.

"3629. There is no statement in that agreement that they should never charge more?—The Company being carriers would prevent them charging more.

"3676. If you carried for less, and delivered for less, you would bring down his prices?—It would be impossible to have two prices, one for ourselves, and another for our agent.

"3678. Then if they were enabled to do that portion of the business which they do for themselves at a lower rate than the Company would do it at, the public would benefit thereby?—If they charged the public less; but they cannot do it so low as the Company; and they do not in fact charge the public less.

"3679. Then if they cannot do it so low as the Company, they cannot exist as carriers?—No.

"3680. Then as you are enabled to do your business better and cheaper than they are, they inevitably must go off the line?—Yes.

"3630. In Mr. Chorley's letter or memorandum of the 17th December, 1838, in his agreement with Messrs. Pickford, there is this expression: 'Messrs. Pickford and Co., not to charge their customers, either directly or indirectly, less than the rates specified in the table;' you take very great care that they shall not charge less than you do, but you do not take care that they shall not charge more?—We having fixed upon those rates which were hung

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5thly. The arrangement by which the Company purpose to become exclusive Carriers, is by engaging Messrs. Horne and Chaplin to be Carriers on the London and Birmingham line in conjunction with the Grand Junction Company, and *not simply as agents of the latter Company.*

"3542. We are now discussing an arrangement with Chaplin and Horne, who will agree for 10s. a ton to receive all the goods in London; that is, they charge the public only whatever they pay the London and Birmingham and ourselves, and the extra 10s. a ton; for this amount they deliver the goods in every part of London.

"3556. When did this arrangement commence? — Mr. Chaplin informs me he is ready to commence immediately.

"3557. Then after that period the Grand Junction will become carriers of goods all the way from Liverpool and Manchester to London? — Yes: *at least Chaplin and Horne will be the carriers*, they undertaking to pay us our price, and the London and Birmingham Company theirs.

"3558. *They will be carriers from Liverpool and Manchester to London?—Yes: paying the two Companies their sums, and only charging 10s. a ton for the trouble in London.*

"3579. Mr. Loch.—Where does Chaplin begin to take up goods, at Liverpool or Birmingham?—We should take them up in Liverpool.

"3580. And deliver them to Chaplin and Horne at Birmingham?—Yes: they will have a warehouse at Birmingham, in case of goods arriving too late, to put them in, but in the ordinary course all the goods would go on direct in the same waggon they do now.

"3581. Are they to receive their remuneration in the same way as the carriers do that now use your line?—No: we should perhaps lower the rate, generally speaking; we have not yet fixed what price, but whatever price we charge, that they are to consider as the first step; then there is the price of the London and Birmingham the next step, and they engage for 10s. beyond those sums to do all the work.

"3665. With regard to your arrangement with Chaplin and Horne, *are they simply your agents?*—They are to act as deliverers of goods in London; the London and Birmingham not being carriers, they must pay the price to the London and Birmingham, and deliver the goods themselves.

"3666. They *are to be the carriers* so far as the London and Birmingham are concerned?—Yes.

6thly. This arrangement has been made with Messrs. Horne and Chaplin, with a view to benefit the public. (Save the mark!)

"3560. Mr. Easthope—Do I understand you, that you have been led to make this arrangement with Chaplin and Horne, in order to reduce the charge of carriage to the public?—Certainly.

"3529. It has been stated to the Committee that the competition between the Railway Company and private carriers is not likely to continue long, inasmuch as the Company will be enabled by one means or another to drive the private carriers off their line?—I should say that it is rather that the Company do not see the necessity of employing private carriers to be their agents, as they must do all the business.

"3674. You think that it is hardly practicable for the private carrier to remain long in competition with the Company?—I should say he was never in competition with the Company; but it is not judicious to employ the private carrier as the agent of the Company, which he now is."

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up in our office, people would naturally come to us if carriers had charged more than we did."—March, 1840.

But it is not true to say that Messrs. Horne and Chaplin are such carriers, since they ARE simply agents to the Grand Junction Company.

"And that the Grand Junction Railway have had no dealings with the said firm of Chaplin and Horne, over or along the said Grand Junction Railway, or any part thereof, or as partners of the said Company, and *no connection or conjunction with the said firm, save in the way of agency.*

"And that the said Messrs. Chaplin and Horne, *are not, and never have been*, connected or concerned in any way whatever with the conveyance of goods, either on the Grand Junction Railway, *or the London and Birmingham Railway*, or any part thereof respectively, in connection with the said Grand Junction Railway Company, *otherwise than in the way of agency.*"—Affidavit of Mr. Moss, filed in the Court of Queen's Bench, January, 1841.

"GRAND JUNCTION RAILWAY.

"Liverpool, Jan. 27, 1841.

"Messrs. Pickford & Co.

"Gentlemen,—Having, as promised in my letter of the 25rd, laid your letter of the 21st before the Directors of the Grand Junction Railway, at their first weekly meeting, held this day, I now reply thereto on behalf of the Company; and wish you distinctly to understand that the Grand Junction Railway Company do not, and never did, since the determination of their special agreement with you, give to, or withhold from you, any 'advantages, benefits, allowances, or reductions,' which were not equally given to, or withheld from, all other persons also, and have never intended or contemplated doing so.

"Also, that Chaplin and Horne have been, and are simply and solely our agents in London, for collecting and delivering goods, and performing other services of the like nature; and are not, and never were, in any way whatever, carriers over the Grand Junction Railway, or any part of it, and that we do not provide any power or carriages at all for them or for any other persons in their name. * *

"I have stated the above in order to preclude any possibility of misapprehension, though I cannot avoid believing (not only from the affidavits which we had prepared on the application made by you to the Court of Queen's Bench, and which have been shown to you, but from our prior communications), that you must have been fully aware of the relation in which the Grand Junction Railway Company and Messrs. Chaplin and Horne stand towards each other.

"I am, Gentlemen, your obedient servant,

(Signed)

"J. R. CHORLEY."

—*Railway Times*, 6th February, 1841.

But it is not *judicious* to employ the carrier as agent to the Company.

This evidence stands out so well in bold relief when exhibited in this shape, that it would be idle to weaken it by any commentary. It is matter of surprise to see what strange contradictions will result, when individuals are called on matters of opinion before a Parliamentary Committee. Speaking to *facts* is a plain and simple matter, but when they are questioned and cross-questioned about their views and sentiments (in matters too in which for the most part their feelings are engaged and their interests are stake), they seem to be thrown adrift without helm or compass upon the wide sea of vague surmise. "Statistics (said Mr. Canning, on a similar occasion), are mercenaries that may be pressed into any service." The Grand Junction Railway Company appear in the foregoing extracts (to say nothing of any other attributes which may make the resemblance stronger), what Mrs. Malaprop would call "a Cerberus in trade: three gentlemen at once." Certainly, if any solution remain for them from the difficulties into which they have been thrown by their own contradictions, it will be that notable good fortune on which Baron Munchausen fell, when he stood between the alligator and the lion. Craftily stooping as the lion sprang, the monster missed his aim and stuck in the alligator's throat.

The rising of Parliament (for Directors like other great persons who shall be nameless, sit easier in their seats during a recess), brought with it a still more open declaration of hostility on the Company's part. The agreements we have spoken of were determined, and the carrier was from this period excluded from the line, except upon paying the full charge, as made to the individual consignee. In other words, every body whose goods were carried upon the line was compelled to employ the Company as his carter, porter, insurer, &c., whether he wished it or no, and to pay them their hire in that capacity. One exception alone was made—that of Messrs. Chaplin and Horne, who were employed either as partners of, or agents to the Company. It has been seen that it is not very easy to decide which, nor for the purpose of our present argument is it in the slightest degree material. No person, therefore, can now have his goods carried upon the line, unless he employ, or at least pay, the Company or their deputies, as his carrier. To this iniquitous procedure the weaker carriers succumbed. On the part of Messrs. Pickford, who still manfully maintain the conflict, legal proceedings have been taken, and are now in progress, which it is not the province of this paper to discuss. It is from affidavits filed in the course of these proceedings that some of the quotations above cited have been taken.*

It is worthy of all observation that throughout this contest the Directors' plea has been, "it is quite a mistake to talk of competition *on* the railway; the real competition is between the railway on one side and the canal carriage on the other." And is it come to this? Have all the loud professions of public benefit vanished into thin air? Have all these enormous powers been conferred by Parliament, and these acknowledged evils been incurred, that with much close nursing under an arbitrary and protective system, railways may hold their way with the canals? This is too absurd. Railways have many great advantages which canals do not possess; and the public will expect to reap a *proportionate* benefit to themselves.

Having then considered what have been the ob-

* It has been rendered sufficiently clear from these proceedings, whatever may be their legal issue, that the Company are in fact carrying out resolutely into practice, the monopoly which they so candidly avow in words.

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jects and what the arguments of the respective parties in this contest, it is time to revert to the main question, which, so far as public interest is concerned, now remains at issue. That the carriers have the carrying interest and the Directors that of the Grand Junction Railway steadily before them is clear enough. The country and the Parliament should consider whether either or which of these parties would adopt the soundest principles of general political economy.

One should have thought that if any position in this science had been more clearly established than another, it was this, that monopoly in every shape should be avoided, and every branch of industry thrown as widely open to free and fair competition as possible.

It never was heard that a set of road trustees reserved to themselves the privilege of providing the only horses, chaises, waggons, carts upon the line of their turnpike road. The pretence would have been scouted. So it is with railways, so far as the manifest intention of Parliament is concerned, expressed in every Railway Act. So, however, it was not in fact; because originally no provision had been made for the supply to private individuals of fuel and water along the line of railway; and no provision for this purpose has been attempted since, because paramount considerations of safety to human life have seemed to render it necessary that the control of locomotive power should be vested in a single hand.

Granted then that control to this extent must be vested in the hands of a railway company:—but what conclusion follows? Surely that railway Companies require a more efficient superintendence and a more jealous eye of law than other bodies need:—surely that if necessity has required them to be intrusted with powers which in ordinary cases it is not thought right to intrust, these extraordinary powers should be co-extensive only with that necessity, and within those bounds should be exercised under the salutary recollection of a serious responsibility.

"On this account (the safety of the public) it is necessary that the Company should possess a complete control over their line of road, although they should thereby acquire an entire monopoly of the means of communication. But if these extensive powers are to be granted to private Companies, it becomes most important that they should be so controlled as to secure the public as far as possible from any abuse which might arise under this irresponsible authority."—(See Second Report of Select Committee on Railways, 1839, p. 7.)

So much for principle. Now then for practice. Instead of exercising with delicacy powers so unusual, the Grand Junction Company have been emboldened to stretch to the utmost every advantage they could possibly obtain. And now they have thrown off the mask entirely, and openly profess their intention of assuming, in the words of Mr. Talbot, "a well-regulated monopoly to themselves."

Conscious, no doubt, that there is here a strong *prima facie* case against them, they are exceedingly desirous to avoid any searching discussions upon the policy of their system, and shelter themselves under general asseverations that their own interests are, and ever will be, identical with those of the public.

"It will be found to be the opinion of some of the witnesses, that the interests of the Railway Companies and of the public can never be at variance, and that the Managers of these great establishments, acting with an enlightened view of their own interests, will always have a due regard to the general advantage of the community. A more strict investigation has, however, shown that this assumption is not without exceptions. A main object which the Directors of a Company must have in view is to obtain a good return for the capital expended, while it is the primary interest of the public that the intercourse should be regularly maintained with the greatest safety, speed, and economy. To a certain extent it is undoubtedly for the advantage of the Company to satisfy the wishes and supply the wants of the community, especially on those lines where other means of communication yet exist and maintain a competition, although feeble, against these powerful establishments. But cases have already arisen in which the interests of private Companies and of the public have been found to be opposed to each other; and it appears probable that in proportion as this new system shall supersede other modes of travelling, other inconvenient consequences will ensue, unless some authority be established to watch over and protect the interests of the public. The fear of a rival line may in some instances be a check upon the conduct of a Company, but there are few districts in which the public will have any opportunity of selection, and obvious and serious difficulties must arise in carrying this means of control into execution."—(See Second Report of Select Committee on Railways, 1839, p. 7.)

Now in considering this portion of the subject, it should never be forgotten that competition, in order to be effectual, must be *unlimited*. It is quite true that trade, like water, finds its level; but then (like water) it must be *wholly* unconfined. We shall have occasion to notice this presently in speaking of competition with rival lines.

In support of their views the Company have had the hardihood to appeal to the rates, which they say have been greatly reduced to the public, in consequence of their acknowledged *monopoly* upon the line, and this in face of the agreements "not to charge less," which they have imposed upon the carriers—in face of that conduct on their part to which we have above referred, under the similitude of the vice or screw!

It will be remembered that in Mr. Baxendale's petition it was alleged that the tendency of the Chester and Crewe Act would be *to raise* the rates against the public—and what has been the consequence? Immediately after the passing of that Act, *passengers' fares were raised nearly 10 per cent. upon the whole line of the Grand Junction Railway;* at the very same time the carriage rates for goods were reduced under the circumstances above mentioned.

Precisely so. The Crewe Act had *secured* the monopoly in passengers, and fares were raised; the carriers were yet upon the line, and the monopoly in goods was still matter of the keenest conflict, and so rates fell. When the monopoly in goods shall likewise have been secured,—will *rates* THEN rise or fall?

It needed no philosopher to find out that while the contest for monopoly was raging, rates *must* fall. Lowliness (in this as in other matters) is young ambition's ladder. It needs no prophet now to say what the effect *will* be, when opposition has been swept away, and when the Company can have its will.

The upshot of the whole is, that upon passengers who pay 25*s. per cwt.* (or thereabouts) fares are raised; upon goods which pay the same sum *per ton*, rates are reduced. The Company have *proved too much* in this. It is not moreover to be forgotten that the Company are doing the whole work now, and incurring all the costs and liabilities of the common carriers for a less sum than before this contest was commenced, they required to be paid them by the trader for the mere use of the railway, trucks and power. Soundly, therefore, as well as shrewdly, may Messrs. Pickford and Co. ask, "But if it should appear that you are adding to those of the toll owner the far greater expences and liabilities of the carrier, without reserving to yourselves any remuneration for your risk and labour, who could avoid the conclusion that you are actuated by some motives of temporary policy and look forward to reimburse yourselves handsomely hereafter."—(See *Railway Times*, 2nd January, 1841.)

Besides all this, everybody knows (and no one better than the Company) that a reduction in the rates of traffic purchased by an increase in the fares of passengers, is a very Flemish bargain for the public.

And this leads us to consider the effect of *rival lines* as a means of competition, and so a protection to the public. And this is in truth a very insufficient protection, if indeed the right conclusion be not rather that it is a mere increase of the burden, a doubling of the evils of monopoly. Competition, as we observed before, must be *unlimited*, or it is not in Adam Smith's vocabulary *competition*. The whole body of any existing trade (it is to be conceived) may unite together for the purpose of maintaining a high price: but where it is open to any single member of the public on perceiving a favourable opportunity thus offered him to come in and compete, the public is protected,—there is *real* competition. It is easy for two railways to combine; and when two such rivals do agree, their unanimity indeed is wonderful to fleece and oppress the public. Or one may be purchased by another, and cease altogether to exist as a rival independent interest. If the carriers indeed combined to rob the public, any individual who thought he could do the work cheaper, might enter at once upon the field: but if two Railway Companies shall coalesce, it is not quite so simple an affair to start one or many rival railways.

And so the Chester and Crewe has been bought by the Grand Junction, who now send only two trains in a day to Chester, because they have the Chester people completely in their power, and entertain, it is said, the very virtuous purpose of ruining the Birkenhead and Chester Railway, that they may buy that too, and at a cheaper rate. So competition raged for a while between the Birmingham and Derby and the Midland Counties' Railway, and for a while rates were wonderfully low. But—

"Brother, brother, we're both in the wrong,"

The Boards met, arranged their difference, and lo! the blessings of a competing line! fares were at once raised, and became *higher than they had been before the competing line was opened*. Of course they did, because the same traffic had to pay two lines instead of one.

But it is needless to multiply examples. We revert in conclusion to the principles with which we set out in this inquiry, few and simple. "Perfect freedom of competition for all parties upon equal terms"—(we borrow the phrase from Messrs. Pickford)—is the plain intelligible rule.

If the Grand Junction Railway Company are willing to compete with the private trader upon equal terms, let them compete. But, if under the guise of cheapness and competition, they do in fact

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seek unfair advantage, and resort to oblique manœuvres; if, in short, it become apparent that their freedom is incompatible with the freedom of the trade at large—what is to be done? Precisely what the law has directed shall be done with any individual whose personal freedom is incompatible with that of society at large. The individual ceases to be free. The Company must be restricted within their natural and original capacity of Railway owners, and compelled to adopt that system which other Railways with sound judgment both as regards their own and the general interest, have hitherto been satisfied to adopt.

On the whole then, the only sound system which the legislature can pursue on this important subject is a return as nearly as the case will admit, to those principles of common sense and common law, which have prevailed in the parallel cases of canals and turnpike roads and are intended in the Railway Acts: and making provision for security to *life*, laying the Railways open to the whole public. To the tolls the Companies are entitled by their Acts of Parliament: let a separate charge, made equally upon all persons, and subject to control from the *Board of Trade, be levied by them for the supply of trucks and power; for the rest let Parliament provide "a perfect freedom of competition for all parties upon equal terms."

By this means Parliament would secure to the Railway Companies all to which they are entitled under the equity of their Acts, or the natural justice of the case, viz.

1st. The toll authorised to be charged, as payment for the use of the line.

2dly. A fair and equal charge for that locomotive power, which, since those Acts were passed, it has appeared expedient to leave in their hands.

3dly. If they undertake the duties of a common carrier, the fair remuneration for their risk and labour.

For the public, Parliament would secure a return (as nearly as the case will admit) to those sound principles of commercial freedom by which the internal traffic of the country has hitherto been governed.

These observations are offered to the public with great confidence, because they appear to suggest the only practicable method for carrying into effect the following resolutions (all but *unanimously*†) agreed to by the Select Committee, and by them reported to the House on the 14th May, 1840,—viz.

"1. That it is the opinion of this Committee, that Railway Companies using locomotive power possess a practical monopoly for the conveyance of passengers on the several lines of railway, and that under existing circumstances this monopoly is inseparable from the nature of their establishments, and from the conduct of their business, with due regard to the safety and convenience of the public.

"2. That in the absence of any effectual check from the operation of free competition on their respective lines, this Committee think it advisable to subject this monopoly to some general superintendence and control.

"3. That it is the opinion of this Committee that this control will be most advantageously entrusted to some department of the Executive Government."

There is great pleasure likewise in the reflection that this will contribute in no small degree to carry out the wish of the Company themselves to establish (since there must be a monopoly at all) a *well-regulated* monopoly. As the conclusion and upshot of the whole, may be adopted the following opinion of Mr. Moss:—

"405. Would it not be better for the Company on the one hand, and the public on the other, that you should be positively (*i. e.* in the matter of locomotive power. See the Evidence *in loco*) monopolists, and your rules and regulations *subject to the control of competent authority?*—I am of opinion, decidedly so."

It cannot too often be repeated, or too strongly pressed upon the attention of Parliament and the public, that by their own confession, the Grand Junction Company stand without defence. Out of their own mouth they are condemned. They seek a monopoly. This is their own avowal, and it puts them out of court. No matter on what pretext, or with what specious and plausible array of argument—they seek a monopoly. Contemning the first principles of common law—contravening the plain intentions of the legislature in passing their Acts of Parliament—riding rough shod over all the Saxon principles which form the framework of society in England—in scorn of public policy and established usage—they have acquired a monopoly, and they avow it. Nay, more, as if this were not enough, they avow their settled resolution since the London and Birmingham Company will not pursue the same practice to *pursue it for them*; they assume, in other words, to dictate to other Companies and say, "upon your line there *shall* be a monopoly: you may be the monopolists if you will, or you may leave it for us: but a monopoly we can and will establish." It is not too much to say that this attempt is without parallel in the inland trade of England. The Duke of Bridgewater in all his power was a joke to the Grand Junction Company. Our forefathers *talked* but little of political economy, but they resisted manfully even the imposition of necessary tolls upon turnpike roads, and the powers consequently vested in trustees, which appeared to them excessive. The consequence in 1773 was the first General Act for bringing those useful undertakings within due control. We descant upon free trade, and talk largely of the march of intellect; meanwhile monopolies are raised around us, and vexations and difficulties innumerable present themselves to those individuals whom accident has compelled to fight the public battle.

Let not this appear to any one a small or unimportant question. The cancer of monopoly has commenced in no remote extremity—palsies no distant or useless member of the body politic. The trunk is already seized—and, except the remedy be vigororously administered at once, it will rapidly extend to every ramification of the system. Prompt interference *now* will save the trade, and give the public good security. It is too often the temporising argument of men who make the difficulties from which they shrink, "it will be time enough!" There will *not* be time enough: delay will not lessen the stringency—it will only impair the efficiency of those remedies which, if there be any truth in experience, or any sense in political economy, Parliament must eventually provide. Let us learn a lesson from the artful monopolist—he well knows the value of *time* to the wrong-doer; he well knows that when his present proceedings have once destroyed the trade it will not be easy to restore it. The growth of trade is gradual—it takes root slowly—it puts forth its branches one by one, and—

> "Grows like the summer grass, fastest by night,
> Unseen yet crescive in its faculty."

You may suffer it to be uprooted,—or you may ward off the hostile blow. Once struck down, who shall plant it again, maturely grown and full of vigour? The time, no one knows better than the monopolist himself, the time is NOW.

* Difficulties similar to those under which the carrier now labours arose with respect to the Post Office in 1837, 1838; and it was ultimately determined that they should be settled always by arbitration. This plan seems to be the best in the present instance, the arbitrator being the Board of Trade.

† Dissentiente, Mr. Easthope, Chairman of the South Western Railway.

CHATHAM RAILWAY—IMPROVED NAVIGATION OF THE CREEK.

On Friday week last a meeting of subscribers and others interested in the improvement of the navigation of Dartford Creek, was held in the Town-hall, Dartford, to take into consideration the propriety of petitioning Parliament against the obstruction of the Darenth by the projected Chatham Railway Company, who propose traversing the marshes, throwing a bridge over the river. Lord Wynford, who seems to have attended on the part of the Railway Company, assured the meeting that it was useless to bring any opposition to the new undertaking, as a sufficient number of shares were already taken to secure its reception by Parliament, and that Mr. Goldsmidt alone had subscribed 300,000*l*. On this announcement it was intimated that the committee would offer no opposition if the line was carried above the tide-way or Phœnix Mills.

CONSPIRACY TO DEFRAUD THE MIDLAND COUNTIES RAILWAY.—A conspiracy to defraud this Company of the sum of 225*l*. was attempted this week in Leicester, under the following circumstances:—A short time since it had been found necessary to affix a notice in the office of the railway, stating, that in order to guarantee the safe delivery of money parcels, a per-centage on the amount, in the shape of an insurance, would be required. A youth of the name of Richards, a cripple, and formerly a clerk in a respectable coach office in the town, called at the parcel-office of the Company with a small parcel purporting to contain 225*l*., and addressed to a farmer in Derbyshire. He tendered the amount of insurance on the parcel, for which the clerk in the office gave him a receipt. The porter, of the Railway Company happening to call at the time, the parcel was handed over to him. He said that the parcel should be opened there or at the Company's office. He accordingly opened it; it contained nothing but a letter inclosing two pieces of waste paper. The letter which, with the address on the parcel, was in the handwriting of the youth, purported to be from a person of the name of Biggs in London. It stated that the money alleged to be inclosed was in requital of kindness formerly done the writer by the farmer in Derbyshire, and that on receipt of it a letter in acknowledgement should be directed to a person named Walker, post-office, Leicester. The youth Richards was taken into custody, and underwent an examination before the borough magistrates. He made an unreserved disclosure of the entire transaction, and has implicated two other persons in this conspiracy, at whose instance, he said, and for the consideration of a sovereign, he had been induced to attempt this fraud. From the disclosures made by the youth, one of the parties has been apprehended; he is a job-smith, and a leader of the Chartists in the town. He too underwent an examination, when his indentity was fully established as party concerned, and he was held to bail to take his trial for the offence.—*Globe.*

DUBLIN AND DROGHEDA RAILWAY.—The works of this line are proceeding well, and the shareholders are exhibiting increased confidence. Several of them are paying up in advance, the best proof they can possibly give of their good opinion, and the shortest and most effectual way of carrying out that opinion to their own benefit.—*Liverpool Standard.*

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RAILWAY MANAGEMENT.

To "Examiner."

SIR,—Were I not precluded by the necessity of keeping within the Editor's limits to correspondents, I should have pleasure in discussing with you, not for purposes of controversy, but for information, many of the interesting points you raise.

However great its demerits may appear to me, it is amongst the advantages I admit an anonymous signature to possess, that it enables me, now that our correspondence, from the near winding up of the subject, is probably drawing to a close, to give testimony to a singleness of purpose,—a straight-forward going to the subject,—an honesty in all propositions,—the consideration of the general weal, untainted by the thought of party or personal profit, which have eminently distinguished, and gained respect for, your signature.

You advocate the paying Managers by a per-centage upon profits, because you think that by interesting them in the welfare of the concern, you secure the exact and honest discharge of their duty. Unless the rate you allow affords an income preposterous in amount for the service of such officers, I doubt its weighing in the balance, against the profits of that corruption which it is in the power of out present irresponsible Directors, Secretaries, and Managers to charge, in one way or another, to our debit. But my Managers, if they had the will, would not have the power, to abuse the confidence reposed in them to any serious extent. All expenditure should be made under contract; tenders should be opened only in the presence of two Directors, the Secretary, and the parties tendering, and the lowest tender should be received. (Here I must make a digression. Directors now reserve the right of excluding the lowest, or I believe any particular tender,—an exceptionable practice which calls for reform. Why, but for purposes of enmity or favoritism, is the lowest, or any tender, excepted? Why is not all fair and above-board,—the cheapest man having the job? They will tell you, that one has not capital, and that another has not knowledge; but these are flimsy excuses, and fit for nothing but to pave the way to the favourite offer, and a 500*l.* note in an embossed envelope? Let the supply be made by sample, or by specification; let the party tendering give ample security for due performance; and I shall be glad be glad to hear an honest and valid reason for rejecting *any man's* tender). By *my* method, an additional check would be instituted; the Managers should report to a Committee of two; the Committees should report to general meetings of Boards and independent auditors (independent mainly because they would be temporary, chance-chosen, and members of no clique,—having no leaning to or alliance with Directors or Managers), would look with the eye of vigilance at the conduct of all parties. One Manager, or even three highly-paid Directors, are, I think, objectionable, inasmuch as you place the management in too few hands. What is to prevent an easy understanding between three persons to work your road "for the benefit of the few at the cost of the many"? Experience proves that it is only by numerous checks that you can prevent colusion—by opening the acts of every one to too many to afford the hope of concealment, that you can protect yourself against fraud or wrong-doing in some shape or other. There is much truth in your observations upon this subject, and I admit that servants paid by invariable salary sometimes stagnate at their work; yet it is not generally so, for we see the public business of all nations paid for in that manner, and if not well, tolerably done? Even the snuff-boxes to the foreign secretary, and the fit-out plate to ambassadors, are, I believe, discontinued, and they rely upon their pay once told. Still the world wags without douceur, gratuity fee, or per-centage. If I can go further than the payment of a once-determined salary, it will be by granting a gradual increase for length of service, and a pension when worn out. You depend wholly on bribing your people into honesty and exertion, but in this country, where population treads so closely upon subsistence,—where there is a daily increasing disproportion between numbers and albour, is the fear, in this case the salutary fear, of losing a good appointment, worth nothing to you? I consider it to stand high amongst my guarantees for the faithful and industrious discharge of duty. I had a laugh over the naval illustration of your theory, and am surprised at the forbearance of your mess. In such youthful days I would have assembled a cock-pit court-martial had I been in the service, and, the sentence awarding it, have cut the weekly accounts from the caitiff's collar, and have given him a good cobbing; whatever country the rascal hailed from he, he disgraced it.

The eight Directors (you sometimes lose sight of the distressing fact, that you must take things as you find them, not as you would have them) will be of the quality, the gods please. Of the three classes you name, I hope they will turn out to be *connoisseurs*, for then they will be "pat to our purpose," but who, or what they may be, it is one of the benefits I anticipate from reform, will depend upon chance. The security for their being better than present Directors lies in the manner of their selection. It lies in their superannuation and ineligibility for re-appointment in less than three years, and in placing share-list auditors, each acting only for a year, to look after them,—checks and sureties for the right administration of your affairs, of neither of which have you at present the advantage. Drawn from any share-list for the qualifications I have stated, I do not apprehend the want of talent you appear to fear. Most men have a bent or aptitude for something, and in dividing into committees, each would offer himself for the executive duties of that branch with which he was most conversant. To choose good Managers, and upon a vacancy happening, a clever and active Secretary, because their appointments would be permanent, will be a main point. With eight share-list Directors, and three share-list Auditors, I should have no doubt of perfecting a system of management which would ensure pretty nearly the maximum of safety to the public and of profit to the proprietor. Do what you will, you must repose confidence somewhere, and it is safer in the hands of eight Directors and three Auditors, changed at short periods, than in those of one or three permanent Managers or Directors, though the railway knowledge of the latter should at first exceed ten times that of the former. What we want is to break up the existing alliances among all railway ranks, by which each and every one best serves his interest in protecting the interests of his colleagues and official associates. Directorships now are really vested interests, and it is to their permanence that we owe, in my opinion, a large proportion of our railway losses.

I think the largest shareholder, be he rich or poor, is likely to do his duty as Director paid or unpaid. Were he as indifferent to money as you suppose the rich are, he would not submit to the trouble and vexation of being a railway proprietor. I have no objection to give auditors an equal salary with Directors, having proposed their being unpaid only to make them more independent, and to place them in the highest position. I intended their being unpaid as a compliment.

Your Directors must either be as they now are, the nominees of Directors, or they must be brought in by popular election, or they must be chosen for some kind of share-list qualification. Under the first form all our losses have happened; under the second, and the supineness of shareholders, the present oligarchy would be perpetuated, and you have no chance of successful reform, but through selection from the share-lists. It is just possible that now and then, you might fail in securing an average amount of talent, but at all events in shaking the bag and pulling out the first that rose, you would be unlucky indeed were you worse off than you are now. A new broom sweeps clean, and in changing my brooms often, I should at least make a happy exchange of industry for present torpor and neglect, and get rid of the combination which at present shuts you out from all knowledge of your affairs.

You give a larger meaning to the engineer prohibition to try mechanical improvements than I intended. It would go only to the prevention of such experiments as would interfere with the course of trains, or damage the road. An inventor should have all facilities afforded him, even to the assistance of the servants of the line. In one word, I would treat him liberally, and take care besides that he paid no toll or per centage.

I do not see that beyond repairs you should become a manufacturer. An engine is completed at the inventor's workshop; so is a carriage, a horse-box and a truck. You buy them ready for use, cheaper and better than you could make them. There is nothing wanting to make them harmonise with your road, but accuracy of gauge. Giving inventors the means of trial, you do all that is necessary in you to forward improvement. The improvement itself rests with the coach builder, the mechanical engineer and so on, persons who devote their whole lives and thoughts each to his business, and who, therefore, were you and your establishment to attempt to keep pace with them, would soon run you full down.

I do not care what you call him, but you must have an officer now known under the name of Secretary. The correspondence, the arrangement of the office, the making up the accounts, the representation of the Company in courts of law (and until there is a cashier, the receipts and payments), all rest upon him. If able and honest, he is the most valuable officer in the Company. At present the office is executed in a slovenly, in some cases a shameful, manner, owing to the system which prevails He is the friend or protege of the Board, and therefore allowed to reside where he pleases—at a distance from his duty—which makes his efficiency impossible, instead of living at the main station, and rarely leaving the line. The result is his casual appearance, where he ought ever to be. Need we wonder that the return of profits upon so many lines is Nil?

There is no doubt that security ought to be taken from all persons holding offices of trust—that an interest should be made upon balances—that Companies' receipts should be held by Companies' servants, and not by bankers, private or joint stock, in short, that railway business should be wholly conducted by railway establishments, and not only risk from bankers' failure be avoided, but the interest be forthcoming which any other trader would make.

I cannot acknowledge any agreement under which a banker lays claim to holding balances, upon the plea of having taken shares. Who had a right to make such an agreement? Am I to lose my proportion of a half year's receipts by the failure of such a banker, because some gambling provisional Committee forced some unprofitable undertaking into activity, by such a stock-jobbing process? It is the consequence of such agreements that makes me urge so strenuously a change of management. To such agreements it is owing that one half of our fifty millions is not worth a brass button. To such agreements we must look, and to the unholy compacts which gave rise to them, for the cause of all the false statements, the deception, the collusion, the worthless estimates, the equivocation, the mental reservation, the disregard of truth, the low state of railway morality, which disgracefully distinguish all the operations, as between Managers and shareholders, of this fine invention. If you know of any railway banking carried on upon such an understanding, I hope you will unscrupulously show up the instance; for the parties ought to be exposed.

But to what purpose do we labour while shareholders will not act? We might as well talk to a deaf adder as to our railway proprietary. They are very idle, or must be very rich, since the rescue of fifty millions is not worth their attention. We have shown them that large sums have been spent in stock-jobbing, and passed in *audited* accounts (Directors nominees were the auditors) as railway expenditure—that for want of security for railway servants, at least one large sum has been lost through breach of trust—that without a shadow of reason for the enormity, and in the face of better example, the Directors of three Companies have voted themselves 1,000*l.* per annum extra pay;—

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that an addition to capital has been raised, to pay dividend, that the price of shares in the market might be supported—that Directors travelling at free cost by one railway, charge other Companies exorbitantly for the same journies—that thousands of railway money have been lost by the employment and future of private bankers;—that 500*l.* a-year has been paid by a Company to a private banker for keeping an account with them. Yet, "contented creatures," they are quiet, if not satisfied. The wrongs of shareholders are sufficient to rouse even peace herself to anger, still they are silent as the dumb, or utter no cry but "hear! hear!" 174,000*l.* is charged for rails, which was disbursed under the protection of that mysterious word "extra," and only one man notices, and no one complains of, fictitious accounts. The conduct of shareholders is marvellous—it is unaccountable. No play upon their credulity is of extent enough to be worthy their indignation. The oligarchy reigns uncontrolled and triumphant—nay, laughs them to scorn—and well they may.

But it is some satisfaction to think that though we have no support from our co-partners, we yet are forcing Directors to alter, if not to mend their ways, to give us the semblance, if not the substance of reform. The railway, like the hydraulic-press, may be slow in its action, but at length it applies a force few bodies can resist, and certainly not, Railway Directors. Will any man believe that, but for the stir the press has made, we should have heard of the loudly trumpeted diminution of working expense, or of a general voluntary reduction in the number of Directors, or that the appointment of auditors to new Companies should be made imperative by the Acts, or that Directors in other cases would of themselves have appointed auditors? No such thing. It is the pressure from without; it is the Editor's denunciations of, and "Examiner's" inquiries into, the present system of management, which have compelled them to move, and they are *cunningly* setting about the work of change. Finding matters could not remain as they are, they are reforming after their own fashion, and to suit their own views. He must be besotted who values at the price of a farthing the services of auditors appointed by or through the interest of Directors; they are worse than our having no auditors at all, because they are a lull, a cajolry, a blind, a hoax, a shareholder's opiate, and of no earthly use to us. Hopeless as the endeavour is to awaken them to a sense of their railway danger, I will once more warn shareholders, before the meetings are over, that nothing short of *auditors taken from the share lists in rotation, and Directors for largest holding, residence near the lines, and alphabetical order*, can or ever will realise for them, the amount of dividends to which they are entitled.

A RAILWAY SHAREHOLDER.

MANCHESTER AND BIRMINGHAM RAILWAY.

"Candidus" to the Editor of the Railway Times.

SIR,—Your polite admission of my previous letter into your number of the 25rd of January, encourages me to request the insertion of a brief rejoinder to the gentleman who has distinguished his contribution to your columns by the appropriate signature of "Sap." I shall have need upon this occasion to make no very long incursion upon the limits of your own space, and the leisure of your numerous readers.

Our friend with the felicitous name commences his letter with a disavowal that he is interested in the success or failure of the Manchester and Birmingham Railway; but as he presently proceeds to inform us that he is a proprietor in the Grand Junction line, and is of opinion that "the Manchester railways" are competing undertakings with that in which he has embarked his money, I fear that I cannot quite concede his claim to the praise of disinterestedness and candour. When an ordinary mortal entertains the notion, however erroneous it may be, that the prosperity of a speculation in which he is the possessor of shares is threatened by a rival project, he is wont to regard his competitors with feelings of a far different nature from those of indifference and calmness. Jealousy and aversion are too apt to take possession of his mind; his judgment is distorted by prejudice, and his sense of impartiality and justice succumbs to his interest and his fear. From the operation of these passions, almost inevitable to every meaner breast, I fear that even our friend "Sap." cannot be expected to be quite exempt;

> "Quoth Hudibras, what moves my mind
> Is that which moves all human kind."

Your correspondent next directs his attention to the consideration of the cost of our railway. Here I am unable to dissemble my delight that my calculation meets with little contradiction from so formidable a champion. Time, which dissipates all delusions, would at length appear to have put an end to the errors and misrepresentations which formerly prevailed upon this subject, and the exaggerated estimates of our adversaries are now too gross to find favour even in the eyes of a "Sap." He grumbles out a surly acquiescence in the calculation of our own Directors, and is contented to believe that we may complete our railway to Crewe, for 1,900,000*l.* *Utinam sic omnia!*

On the yet more momentous question of profits, I have again the satisfaction to state that the points on which my opinion differs from that of your correspondent, are neither very numerous nor very great. "Sap." computes the weekly receipts of the Grand Junction Railway at 8,350*l.*, and admits it to be proved by Parliamentary evidence that one third of the passengers who travel along that line are contributed by the town of Manchester. If "Sap." will have the goodness to refer to the report of that Company for the half-year ending on the 31st of December last and which as I need hardly point out to him, extends over the least lucrative portion of the year, he will find that their gross receipts amount to two hundred and thirty two-thousand five hundred and sixty three pounds or almost exactly to nine thousand pounds per week. Having corrected himself in this error he has only to bear in mind, that not only one third of the passengers but fully three fifths of the goods and parcels are furnished by the town of Manchester, and he will, I trust, admit that my estimate for the Manchester and Birmingham Railway of a weekly revenue of four-thousand pounds, or a participation to the extent of four ninths in the proceeds of the Grand Junction line is rather to be commended for its moderation, than censured for its extravagance.

For our local traffic between Macclesfield and Stockport, and Manchester and Crewe, your correspondent is disposed to allow us an annual income of 41,000*l.* That sum, added to the 208,000*l.* which I have calculated, I hope, with the sanction of "Sap.," that we shall derive from the direct traffic between Manchester and Birmingham, amounts to 249,000*l.*—a sum exceeding by the odd 9,000*l.* my former estimate of our revenue. Who that reads this letter will not envy me the good fortune of having so generous an antagonist as "Sap.?" "*Gratulabantur omnes fortunam meam qui talem hostem haberem!*"

But "Sap.," if not a very skilful, is at least a very valiant, disputant. While he admits, with an acquiescent growl, the general soundness of my premises, he directs against my unlucky details all the energy and wrath of his attack. The sum of 1,900,000*l.* expended on the construction of 30 miles of railway, is at the rate of 63,000*l.* per mile, and to anticipate from it the net revenue of 121,000*l.*, is to calculate upon a clear weekly profit of 15*l.* per mile. Our branch from Macclesfield to Stockport will do no more than pay its own expenses; and to expect any considerable benefit from the use of a portion of the Grand Junction line is to believe that "the moon is made of cheese," and to hope "to catch a weasel asleep." In spite of the formidable denunciations, I will at least venture to express a wish that when "Sap." next appears before the public in the capacity of a controversialist, he will be certain that he is himself awake. "*Aliquando bonus dormitat Homerus,*" exclaims the Roman satirist: Homer sometimes nods in his chair; and if Homer, why not "Sap."?

Let me endeavour to the utmost of my power to relax the prejudices and disperse the shadows that distort and darken the mind of "Sap." If a railway between Liverpool and Birmingham were not already in existence, I suppose that no man in his senses would undertake to construct one from Manchester which should terminate at Crewe. Ending where our railway now does, it can be looked upon in no other light than as a canal cut to a navigable river, or a lane running into a high road. Having abandoned our original intention of forming a separate and parallel line to Birmingham, our principal expectation of profit for the abbreviated railway which we are now constructing was necessarily to be derived from our connection with that great and lucrative undertaking in which "Sap." professes to be a shareholder. Our first object, under these circumstances, was to arrange the terms upon which we should be permitted to participate in the use of that portion of the Grand Junction Railway which lies between Crewe and Birmingham. Had we agreed to purchase this privilege by the annual payment of the interest of such a sum of money as should have been equal to half the amount expended in the construction of that distance, I cannot but think that such a bargain would have been both equitable and just. But anxious that the proprietors of the Grand Junction Railway should have every reasonable cause to be satisfied with the contract into which we entered with them, we did not hesitate to accord far more liberal and advantageous terms. We stipulated to make them an annual payment of 1,000*l.* per mile for the distance over which we travelled, or the interest, in other words, of such a sum of money as was equivalent to five-sixths of the whole expense incurred in constructing it. What, then, is the position of the proprietary of the Grand Junction Railway, so far as they are affected by the important agreement entered into upon the 19th of October, 1839? Why, that they have succeeded in preventing the formation of a parallel and really competing line to Birmingham, and that they have obtained for the loss of their Manchester traffic so large an amount of compensation as will enable them to travel over 54 of their 115 miles at no greater cost of construction than 2,500*l.* per mile. To an arrangement thus advantageous it is not to be wondered that all the Directors and a very great majority of the shareholders in that undertaking should have yielded an eager and immediate assent. "Sap." it would seem from his letter disdains to join in the general harmony. Like the eccentric Mr. Tyrrell, of South-Eastern notoriety, he glories in his solitary opposition; defies with magnanimous stupidity alike the dictates of his own interest and the example of his fellow proprietors; and, like the hero of Dryden's ranting tragedy, exclaims with equal modesty and sense—

> "What matters it tho' all mankind agree?
> What is mankind? Why, nothing without me!"

Such is the position in which the Grand Junction proprietary have been placed by the agreement between the two Companies. Let us now see how it has affected the shareholders of the Manchester and Birmingham line. By the expenditure of 1,900,000*l.* they will, on the admission of "Sap.," construct their 40 miles of railway between Stockport and Macclesfield and Manchester and Crewe. By the appropriation of the interest in round numbers of 1,100,000*l.* more, they have purchased a participation in the use of the 54 miles between Birmingham and Crewe. Thus, for a capital of three millions of money, they will have secured a line of railway 94 miles in length, which is at a somewhat less rate than 32,000*l.* per mile; while to anticipate from it an annual income of 240,000*l.* is but to hope for the not immoderate receipts of 18*l.* per mile per week, or somewhere about three-fourths of the amount which we are actually deriving from the portion of our line already open! So melt into thin air the visions of the son of Horam the story-teller of the east!

But "Sap.," like our countrymen at Bannock-

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burn when they witnessed the dispersion and flight of the force upon which they most relied—

"Too strong in courage and in might
Still deems himself to yield the fight."

Like a new Antæus he returns to the charge invigorated by discomfiture and exhilirated by defeat. What right, he asks in a triumphant tone, have the proprietors of the rival railway to expect to become the sole carriers of the traffic between Manchester and Birmingham? Is it not possible to arrive at Birmingham by way of Warrington and Crewe as well as by going to Crewe direct? If any one should prefer to travel along both sides of a triangle, does the Statute Book contain a law that shall limit him to the base? Such a route, it must be admitted, is both more circuitous and more expensive; but every Englishman is free, and can freedom boast a prouder privilege than to travel by a longer and dearer instead of a shorter and cheaper road? Now that Manchester does not contain a single individual who may be disposed to give this perverse preference to distance and expense is more than I will venture to assert. The fraternity of "Saps" will be found, I fear, to flourish there as well as at Liverpool. But I will venture to express a hope that the number of these eccentric individuals may not be greater than can be conveniently conveyed in a single carriage, and I trust that the Directors of the Grand Junction Railway, struck with the singularity of the spectacle, and grateful for the extraordinary preference thus manifested towards themselves, will provide a special vehicle for their accommodation, and convey them to Birmingham without expense. Perhaps, too, the London and Birmingham Company equally enamoured of such heroic conduct, and unwilling to be outdone by the shareholders of the Grand Junction Railway, may emulate the liberal example and transport them from Birmingham to London on the same easy and unexpensive terms. They will then be within a short distance of Hanwell, Bedlam, and St. Luke's.

But "Sap." has yet another arrow remaining in his quiver. As the Manchester and Birmingham Company will not be able to start more than "two or three" trains a day to Birmingham a large portion of the Manchester traffic will necessarily have to be conveyed by the Grand Junction Railway. Let not "Sap." flatter himself with expectations so visionary as those. I presume not to pry into the plans of our Directory, but I think I may venture to answer for them that they will not lose the profits to be derived from the transport of passengers and goods for want of carriages in which to take, or engines with which to propel them. Perhaps, indeed, if we are reduced to extremities, even "Sap." himself may be induced to consent to sell us a few second-hand ones.

I have now, I believe, gone through with as much gravity as the occasion demanded, all the assertions of your correspondent. Should any future and more formidable antagonist be disposed to throw down his gauntlet of defiance, I shall hope to find in your impartial columns the favour of an equal and fair arena in which to shiver a spear against him.

I have, Sir, the honour to remain,
Your very obedient servant,
CANDIDUS.

[The above, as we intimated last week in our notices to correspondents, is not in the best tone or taste, but we give it precisely as it came to hand.—ED. R. T.]

MANCHESTER AND LEEDS RAILWAY—TRAFFIC RETURNS.

To the Editor of the Railway Times.

Sir,—Three months ago our Directors thought proper to refuse you the traffic returns—what has been the consequence? Since then our shares have steadily declined up to the present time—the fall has been on 100*l.* of our stock from 45 premium to par! for in October the old shares, 70*l.* paid, sold at 30 premium, and the halves, 30*l.* paid, at 15 premium, they are now selling a trifle above par.

During all this time the London and other shareholders residing at a distance have been kept in a state of anxiety and suspense, uncertain whether this enormous decline is owing to the traffic proving a failure or to the stock-jobbing manœuvres of parties speculating for a fall and circulating false reports as to the traffic on the line.

The Manchester shareholders may form some idea as to this matter, by inquiring of parties who have travelled on the line lately; or they may call at the Railway Office and examine the books, but I appeal to you, sir, whether the suppression of the traffic returns is not to us London shareholders *a gross act of injustice.*

Our Directors have pledged themselves to publish the traffic returns on the opening of the line throughout; should they fail in doing so, I hope you will aid us with your powerful pen to compel them. I am, Sir, your obedient servant,

JOHN BULL.

London, February 8, 1841.

REGULATION OF RAILWAYS.

A BILL FOR THE BETTER REGULATION OF RAILWAYS.

NOTE.—The words printed in SMALL CAPITALS are proposed to be inserted in the Committee.

[*Preamble.*] WHEREAS by an Act passed in 3rd and 4th years of the reign of her present Majesty, intituled, "An Act for Regulating Railways," provision was made for the supervision of railways:

And whereas it is expedient, for the safety of the public, to make further provision for that purpose:

[*Commencement of the Act.*] Be it enacted, by the Queen's most excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, that this Act shall come into operation on the PASSING THEREOF.

[*Construction.*] And be it enacted, that the provisions of the said recited Act and of this Act, shall be construed together as one Act, except so far as the provisions of the said recited Act are hereby repealed, or shall be inconsistent with the provisions of this Act.

[*Notice before opening railway repealed; 3 and 4 Vict., c. 97, s. 2.*] And whereas by the said recited Act it is enacted, that after two months from the passing of the said recited Act, no railway, or portion of any railway, shall be opened for the public conveyance of passengers or goods until one calendar month after notice, in writing, of the intention of opening the same shall have been given by the Company to whom such railway shall belong, to the Lords of the Committee of her Majesty's Privy Council appointed for Trade and Foreign Plantations: And whereas, by the said recited Act it is also enacted, that if any railway, or portion of any railway, shall be opened without due notice as aforesaid, the Company to whom such railway shall belong, shall forfeit to her Majesty the sum of 20*l.* for every day during which the same shall continue open, until the expiration of one calendar month after the Company shall have given the like notice as is hereinbefore required before the opening of the railway, and any such penalty may be recovered in any of her Majesty's Courts of Record; Be it enacted, that the said recited provisions of the said Act shall be, and they are hereby, repealed.

Notice of intended opening and of completion.] And be it enacted, that no railway, or portion of any railway, shall be opened for the public conveyance of passengers until ONE CALENDAR MONTH after notice in writing of the intention of opening the same shall have been given by the Company to whom such railway shall belong, to the Lords of the Committee of her Majesty's Privy Council appointed for Trade and Foreign Plantations, and until *ten* days after notice in writing shall have been given by the said Company to the Lords of the said Committee that the said railway, or portion of railway, is sufficiently completed for the safe conveyance of passengers, and ready for inspection.

[*If railway opened without notice, Company to forfeit 20l.*] And be it enacted, that if any railway, or portion of any railway, shall be opened without such notice as aforesaid, the Company to whom such railway shall belong shall forfeit to her Majesty the sum of TWENTY POUNDS for every day during which the same shall continue open until the said notices shall have been duly given and shall have expired; and every such penalty may be recovered in any of her Majesty's Courts of Record.

[*Board of Trade empowered to postpone opening.*] And be it enacted, that if the Lords of the said Committee shall be of opinion that the opening of any railway, or portion of a railway, would be attended with danger to the public, it shall be lawful for the Lords of the said Committee from time to time to order and direct the Company to whom such railway shall belong to postpone such opening, for any period not exceeding *one calendar month* at any one time, until it shall appear to the Lords of the said Committee that such opening may take place without danger to the public; and if any such railway, or any portion thereof, shall be opened contrary to any such order and direction of the Lords of the said Committee, the Company to whom such railway shall belong shall forfeit to her Majesty the sum of TWENTY POUNDS for every day during which the same shall continue open contrary to such order and direction, and such penalty may be recovered in any of her Majesty's Courts of Record.

[*Board of Trade empowered to direct returns.*] And be it enacted, that the Lords of the said Committee may order and direct any railway Company to make up and deliver to them such returns of accidents occurring in the course of the public traffic upon the railway belonging to such Company, and also such returns of the arrangements for conducting the public traffic thereon, as the Lords of the said Committee shall deem necessary for their information with a view to the public safety; and if any returns herein mentioned shall not be so delivered within SEVEN days after the same shall have been required, every such Company shall forfeit to her Majesty the sum of TWENTY POUNDS for every day during which the said Company shall neglect to deliver the same, and every such penalty may be recovered in any of her Majesty's Courts of Record.

[*Provisions respecting false returns repealed.*] And whereas by the said recited Act it is enacted, that every officer of any Company who shall wilfully make any false return to the Lords of the said Committee shall be deemed guilty of a misdemeanor; and whereas it is expedient to extend the said provision, be it enacted, that the said provision shall be and is hereby repealed.

[*Provision respecting false notices, returns, &c.*] And be it enacted, that every officer of any Company who shall wilfully give or make any false notice or return, or certificate or other instrument or document which shall be required to be given or made for the purposes of this and the said recited Act, to or for

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the use of the Lords of the said Committee, shall be deemed guilty of a misdemeanor.

[*Board of Trade empowered to issue regulations for the prevention of accidents.*] And be it enacted, that it shall be lawful for the Lords of the said Committee to issue from time to time such regulations as they shall deem necessary for the prevention of accidents upon railways; provided always, that such regulations shall not prescribe anything of an experimental nature, nor interfere with the number of trains, nor with the times of starting trains, nor with the speed of travelling on any railway further than is necessary for the purpose of preserving an interval of not more than fifteen minutes between succeeding trains; provided also, that no such regulation as aforesaid shall be binding upon any railway Company, unless the Lords of the said Committee shall have given to such Company twenty-one days notice of their intention to issue the same.

[*Penalty for not observing regulations*]. And be it enacted, that if any Company shall fail to observe any such regulation of the said Committee, such Company shall forfeit to her Majesty the sum of *twenty pounds* for every day during which such Company shall so fail to observe any such regulation; and every such penalty may be recovered in any of her Majesty's courts of record.

[*Board of Trade to make minutes in certain cases to be laid before Parliament.*] And be it enacted, that whenever the Lords of the said Committee shall order the postponement of the opening of any railway, or portion of a railway, or shall issue any regulation for the prevention of accidents, in pursuance of the provisions in that behalf in this Act contained, they shall make a minute specifying the grounds of such order or regulation; and copies of every such minute shall be laid before both Houses of Parliament within ONE MONTH after such minute shall be made, if Parliament be then sitting, and if Parliament be not sitting, then within *one month* after the commencement of the next session of Parliament.

[*Provisions of* 3 & 4 *Vict. c.* 97, *as to bye-laws, &c. extended.*] And whereas by the said recited Act, the Lords of the said Committee are empowered to disallow all bye-laws, orders, rules, or regulations made by railway companies, which shall impose penalties for the enforcement thereof upon persons other than the servants of such companies, and for that purpose all such bye-laws, orders, rules, or regulations are thereby required to be laid before the Lords of the said Committee: and whereas it is expedient to extend the provisions of the said Act to all such bye-laws, orders, rules, or regulations as are of a public nature, and that without regard to the penalties thereby imposed; be it enacted, that all bye-laws, orders, rules, or regulations made, or to be hereafter made by any railway company which are of a public nature, and relate to or affect other persons than the proprietors, officers, and servants of such company, shall be returned to the Lords of the said Committee, and shall be subject to the powers and provisions in the said Act contained in regard to the bye-laws, orders, rules, and regulations therein mentioned.

[*Engine-drivers to be licensed.*] And be it enacted, that on and after the —— next after the passing of this Act, no person shall be employed on any railway as an engine-driver in the course of the public traffic unless he shall have been licensed in pursuance of the provisions of this Act in that behalf; and if any person shall be so employed on any railway without having first deposited his license with the Company to which such railway shall belong, such Company shall forfeit to her Majesty the sum of FIVE POUNDS for every day during which such person shall be so employed, and every such penalty may be recovered in any of her Majesty's Courts of Record.

[*Proviso for cases of emergency.*] Provided always, and be it enacted, that in cases of emergency it shall be lawful for any Railway Company to employ any competent person, whether duly licensed or not, to act as engine-driver in the course of the public traffic, for any period not exceeding seven days, or such further period as shall be sanctioned on each occasion by the Lords of the said Committee; provided always, that whenever an unlicensed person shall be employed, the Company shall give to the Lords of the said Committee within forty-eight hours after such employment, notice thereof, together with a statement of the reasons thereof.

Board of Trade empowered to examine and licence engine-drivers.] And be it enacted that it shall be lawful for the Lords of the said Committee to cause to be examined any person nominated by any Railway Company for the purpose of being licensed to act as engine-driver, and to license any such person as shall appear to the Lords of the said Committee to be duly qualified for that purpose, and if and when they see fit, to revoke or suspend the license of any such person.

[*Board of Trade empowered to appoint examiners.*] And be it enacted, that it shall be lawful for the Lords of the said Committee to appoint, from time to time, two or more persons, one of whom shall be the Engineer of the Company, or some engineer selected by the Company by whom the candidates to be examined shall have been nominated, to examine the candidates for licenses to act as engine-drivers, and the said examiners shall examine such candidates at such times and in such manner as the Lords of the said Committee shall appoint.

[*Register of licenses to be kept, and to be evidence.*] And be it enacted, that there shall be kept in the office of the Committee of Privy Council for Trade and Foreign Plantations a register of licenses, in which shall be entered the particulars of every license granted in pursuance of this Act; and in all Courts, and before any justice of the peace, and upon all occasions whatsoever, certified copies of the entries made or contained in such register shall be received as evidence, and be deemed sufficient proof of all matters and things therein registered or contained, without requiring the production of any such register, or of any license or other document upon which such entries shall be founded, and without any further proof than the production of such certified copies, and every person shall be at liberty to inspect any such register at all seasonable times without payment of any fee or reward.

[*Board of Trade empowered to provide badges for engine-drivers.*] And be it enacted, that it shall be lawful for the Lords of the said Committee to provide badges to be worn by licensed engine-drivers, and every engine-driver to whom any such badge shall have been given shall at all times during his employment upon any railway in the course of the public traffic thereon, and when he shall be required to appear before any justice of the peace, wear such badge conspicuously upon his breast, in such manner that the number thereon shall be distinctly visible and legible.

[*Penalties upon engine-drivers, &c.*] And be it enacted, that if any person shall act as an engine-driver upon any railway in the course of the public traffic thereon without having a license, or if any licensed person shall transfer or lend his license or badge, or shall act as engine-driver in the course of the public traffic, or attend when required before any justice of the peace, without wearing such badge in manner hereinbefore required, he shall forfeit to her Majesty for every such offence a sum not exceeding FIVE POUNDS.

[*Penalty for forgery, or possessing forged license or badge.*] And be it enacted, that if any person shall forge or counterfeit, or shall cause or procure to be forged, counterfeited or resembled, any license or badge to be provided under this Act, for any engine-driver, or if any person shall sell or exchange, or expose to sale, or utter any such forged or counterfeited license or badge, or if any person shall knowingly and without lawful cause (the proof whereof shall lie on the person accused) have or be possessed of such forged or counterfeited license or badge, every person so offending, and every person knowingly and wilfully aiding, abetting or assisting any person in committing any such offence as aforesaid, shall be deemed guilty of a MISDEMEANOUR.

[*Custody of licenses and badges.*] And be it enacted, that every Railway Company shall retain in their custody the license of every engine-driver employed by them, so long as such engine-driver shall be in their employment; and in case such engine-driver shall leave or be dismissed from or shall die in their service, such Company shall forthwith give notice thereof in writing to the Lords of the said Committee, and shall retain the license of such engine-driver until they shall have received directions from the Lords of the said Committee as to the disposal of such license; and if such Company shall not give such notice as aforesaid, or shall dispose of such license without or contrary to the directions of the Lords of the said Committee, every such Company shall forfeit to her Majesty for each offence the sum of TWENTY POUNDS, and every such penalty may be recovered in any of her Majesty's Courts of Record.

[*Enforcement of penalties under* 5*l.*] And be it enacted, that every penalty not exceeding the sum of FIVE POUNDS for any offence against the provisions of this Act, for the enforcement of which no proceeding is hereby expressly provided, shall be enforceable summarily before any justice of the peace having jurisdiction within the place wherein such offence shall have been committed; and in default of payment, upon conviction, of any such penalty, the offender shall be immediately committed to prison, for any period not exceeding ONE CALENDAR MONTH, unless such penalty shall be sooner paid; and every such penalty shall be returned to the next ensuing Court of Quarter Sessions in the usual manner.

[*Communications to the Board to be left at their office; communications by the Board how to be authenticated; what shall be deemed good service on Railway Company.*] And be it enacted, that all notices, returns and other documents required by this Act, or by the said recited Act, to be given to or laid before the Lords of the said committee, shall be delivered at or sent by the post to the office of the Lords of the said committee; and all notices, requisitions, orders, regulations, appointments, certificates, certified copies, licenses and other documents in writing, signed by one of the secretaries of the said committee, or by some officer appointed for that purpose by the Lords of the said committee, and purporting to be made by the Lords of the said committee, shall for the purposes of this and of the said recited Act be deemed to have been made by the Lords of the said committee; and service of the same upon any one or more of the Directors of any Railway Company or on the secretary or clerk of the said Company, or by leaving the same with the clerk or officer at one of the stations belonging to the said Company, shall be deemed good service upon the said Company.

[*Meaning of the words "Railway" and "Company."*] And be it enacted, that wherever the word "Railway"; is used in this or in the said recited Act, it shall be construed to apply to all Railways used or intended to be used for the conveyance of passengers in or upon carriages drawn or impelled by the power of steam or by any other mechanical power; and wherever the word "Company" is used in this or in the said recited Act, it shall be construed to extend to and include the proprietors for the time being of any such Railway, whether a body corporate or individuals, and their lessees, executors, administrators and assigns, unless the subject or context be repugnant to such construction.

[*Act may be repealed this session.*] And be it enacted, that this Act may be amended or repealed by any Act to be passed in the present Session of Parliament.

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RAILWAY COMMUNICATION WITH SCOTLAND.

THROUGH the exertions of Mr. Nicholson, of Kendal, we were enabled to give in the *Railway Times* of January 2, a copy of the Report of Sir Frederic Smith and Professor Barlow, the Government Commissioners, upon the competing lines of railway from Lancaster to Carlisle. As, however, the Appendices to that Report were not accessible at that time, and as the subject is one of very great interest, we now give the documents entire, as just printed by order of the House of Commons:—

Third Report of Lieutenant-Colonel Sir Frederic Smith, of the Royal Engineers, and Professor Barlow, to the Lords of the Treasury, in pursuance of the Addresses of the House of Commons of the 14th and 20th August, 1839.

Railway Committee Office, James-street, Buckingham-gate, 14th Nov. 1840.

SIR—The Report which, in obedience to the instructions of the Lords Commissioners of the Treasury, dated the 26th of November, 1839, we had the honour to transmit to you on the 16th May last, respecting the competing lines for a railway communication between London and Glasgow, contains a distinct expression of our opinion, that of the three projects which had been submitted to us for that portion of the distance which extends from Lancaster to Carlisle, the preference was due to the project brought forward by Mr. Larmer, for a railway up the valley of the Lune, and by Orton and Penrith.

We, however, observed that this line would not extend to the district of Kendal the benefits of railway communication; and being aware that this thriving town would not only afford great support to any railway passing near it, but at the same time derive important advantages from such a mode of transit, we had directed the attention of the Surveyors to this subject, and suggested the expediency of fresh surveys being made, in order to ascertain the practicability of uniting Mr. Larmer's project by the valley of the Lune with that of Mr. Bintley by the valley of the Kent, so as to carry the line within a short distance of the town of Kendal.

It appears that nearly at the period when our Report on these northern lines were forwarded to you, some gentlemen connected with Kendal, and who are very desirous of carrying a railway near to that town, employed Mr. Larmer to re-survey the valleys of the Lune and Kent, and to examine the ground which separates these rivers to the north of Kendal. The result is, that this gentleman has considerably modified and improved that part of Mr. Bintley's line which is to the south of Kendal; he has also made some slight alterations in that part of his own line lying between Orton and Low Borrow Bridge; and he has laid before us a plan and section for a line to be formed through the pass which intervenes between the Grayrig Fell and the Lambrig Fell, and connects the valleys of the Lune and Kent.

Mr. Larmer terms this new line, the "Grayrig Junction," and for the sake of distinction, we shall give the title of the "Grayrig Line" to the whole project on which we are now about to report, pursuant to the instructions we had the honour to receive from you, dated the 29th May last.

The two principal points which we have kept in view in this investigation, are to determine how the construction of the railway, according to this combined project, would affect the traveller between London and Carlisle; and, secondly, whether it would entail an increase of expense more than commensurate with the advantages to be derived from the line passing near the town of Kendal.

In our last Report, we stated that the locomotive power requisite to work the Lune Line, expressed in horizontal distance, would be 78 miles and one chain; and we find that by the Grayrig Line it would be 78 miles and 62 chains.

This increase of 61 chains is not sufficient to form an important objection to the Grayrig project, as regards the traveller between London and Carlisle.

In the Appendix (A.) we have given a copy of a comparative estimate, submitted to us by Mr. Larmer, of the probable cost of the Lune Line and the Grayrig Line.

As we are not in possession of cross sections of the ground where the heavy cuttings and embankments would be formed, nor of borings where the former would be necessary, and as we have also not been supplied with drawings of the bridges, viaducts, &c., it is not in our power to pledge ourselves to the *positive* accuracy of these estimates; but we think the details given are sufficiently correct to test the *relative* cost of the two projects; and there does not appear to be any reason for doubting Mr. Larmer's statement, that the Grayrig project would not require a capital of more than 126,219*l.* 7*s.* beyond what would be necessary for that of the valley of the Lune.

In our former Report on the lines between Lancaster and Carlisle, in estimating the population within 10 miles of each route, the population of Kendal was considered as belonging both to the line of the Kent and to that of the Lune; and, according to this arrangement, the former was stated to be likely to afford railway accommodation to a population one-tenth larger than would derive this advantage from the latter.

The Grayrig line would accommodate a still larger number of persons than the original line of the Kent, as it would include the greater part of the population which gave the latter, under this head of comparison, the superiority over the original Lune line, and in addition would include the inhabitants of Ravenstonedale, Kirby-Stephen, Brough and Appleby, to which the original Kendal line had no title. Thus the Grayrig line will have a decided superiority over the line of the Lune on the score of population, and therefore the traffic on the former, on this account alone, might reasonably be expected to be greater than on either of the other lines; but when it is considered that a line to Kendal would bring the like tourists to within eight miles of Windermere, it may be fairly presumed that the number of passengers on this line would be much greater than on its competitors.

Kendal, as a commercial and manufacturing town, is of great importance in the county of Westmorland, and there is no doubt that on the formation of a railway by the Grayrig line, the supply of coal for the Kendal district would be almost exclusively derived from Carlisle; indeed it has been shown to us that a revenue of 10,000*l.* a year may be expected from the carriage of coals alone.

In considering the relative merits of the three projects, we find that the Lune line has a small advantage over the other lines in regard to a saving of distance and economy of construction, but it has the defect of depriving the important town of Kendal of direct railway communication, and embraces a smaller population.

The great objection to Mr. Bintley's line was a summit tunnel of an almost impracticable character. The line now proposed possesses the principal advantages, and is free from the chief defects, of the other projects, and we therefore recommend it in preference to either.

We shall now proceed to give a general description of the line which we thus recommend for adoption.

In our Report of the 16th of May, it was stated that Mr. Bintley proposed to form a junction with the Preston and Lancaster Railway, at a point about two miles and 54 chains south of the terminus at the latter place, and to pass under the town of Lancaster by a tunnel.

Mr. Larmer, in commencing at the Lancaster terminus, very materially improves this line, as he thereby saves two miles and 54 chains of construction, and avoids the inconvenience and expense of a separate station; and by keeping to the east of the line proposed by Mr. Bintley, he is enabled to dispense with the tunnel under the town of Lancaster, which was a great defect in Mr. Bintley's project.

The following Table exhibits the gradients on the two lines up to Kendal, from which it will appear that the line as revised by Mr. Larmer is in that respect superior to the original line of Mr. Bintley.

Mr Bentley's original line.					Mr. Larmer's improvement of Mr. Bentley's line.				
Miles.	Chains.			Remarks.	Miles.	Chains.			Remarks.
1	16½	fall.....	1 in 138	Commencing at the distance of two miles and 54 chains south of the Lancaster terminus.	1	35	fall.....	1 in 200	Commencing at the Lancaster station.
1	54	,,	1 in 221		3	62	,,	1 in 660	
1	70½	rise.....	1 in 585		2	50	level		
1	35½	fall.....	1 in 203		2	7	rise	1 in 160	
1	32	rise.....	1 in 389		4	16	level.		
—	54	level.			1	76	rise.....	1 in 170	
—	75	fall.....	1 in 261		3	—	,,	1 in 160	
2	17½	rise.....	1 in 140		1	23	,,	1 in 150	
3	42	level.							
—	40½	fall.....	1 in 206						
3	75½	rise.....	1 in 181						
2	72	,,	1 in 153						
22	34				20	29			

Although the gradients are in a slight degree more favourable according to the line as altered by Mr. Larmer, yet the cost of the earthwork will be rather greater, and Mr. Larmer will require a more expensive bridge for the crossing of the Lune, for its length will be about 600 yards, and its height 60 feet; whereas the bridge proposed by Mr. Bentley would not be above one-fourth of the length and one-half of the height of Mr. Larmer's.

However, this difference will be much more than compensated by the saving of the tunnel under the town of Lancaster, and by the shortening of the line.

The deviations from Mr. Bentley's line proposed by Mr. Larmer are not of sufficient importance to require to be particularly mentioned here.

The direction of the line recommended is shown on the accompanying plan, by which it will be seen that it is intended to pass along the face of the high ground about a mile eastward of Kendal.

Mr. Larmer's junction line commences at a hamlet to the north of Kendal, called Scalthwaiterigg Stocks, whence it takes a north-easterly course, twice crossing the turnpike road to the northward of Docker Garths and Mosedale Hall; it then proceeds nearly in an easterly course to the farm of Shaw-end. This point is the summit of the junction portion of the line, and is 562 feet above the level of the sea at low water at Lancaster, or 446 feet above the point of the connexion with the Preston and Lancaster Railway; the distance being 26¾ miles. Here a cutting will be requisite of two miles in length in gravel and rock, and of the extreme depth of 52 feet, and of the mean depth of 35. This is the heaviest piece of work on the junction line.

From Shaw-end the line tends more to the northward, and, curving round the foot of some high ground, approaches the banks of the Lune near Dillicar Park, and converges towards Mr. Larmer's original line, which runs almost parallel to the river, up to Low Borrow Bridge.

Although the direction of Mr. Larmer's original and improved lines is nearly the same, yet such are the abrupt and precipitous forms of the hills that a considerable difference exists in the levels and gradients.

We subjoin a table of distances and gradients of the

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entire Grayrig line, and we have only further to remark, that after an examination of the ground, we have thought it proper to suggest to Mr. Larmer the expediency of occasional breaks in his long gradients, for the purpose of easing the engine on the ascending planes, and of diminishing the earthwork in construction.

TABLE OF GRADIENTS OF GRAYRIG LINE BETWEEN LANCASTER AND CARLISLE.

Names of places.	Intermediate distance.		Total distance.		Rise.	Level.	Fall.	Feet per mile.	Ratio.
Lancaster.....	1	35	1	35	...	...	fall	26½	1 in 200
	3	62	5	17	...	...	fall	8	1 in 660
	2	50	7	67	...	level			
	2	7	9	74	rise	...	...	33	1 in 160
	4	16	14	10	...	level			
	1	70	16	6	rise	...	...	31	1 in 170
	3	—	19	6	rise	...	...	33	1 in 160
Kendal	7	45	26	51	rise	..	...	35	1 in 150
	2	65	29	36	...	level			
	2	74	32	30	rise	...	...	13½	1 in 400
	4	22	36	52	rise	...	...	35	1 in 150
Orton Tunnel.....	1	22	37	74	...	level			
	3	66	41	68	...	...	fall	35	1 in 150
	1	64	43	44	...	level			
	1	47	45	11	...	...	fall	17	1 in 310
	4	1	49	12	...	...	fall	26½	1 in 200
	2	69	51	1	...	...	fall	17	§1 in 300
	1	55	52	56	rise	...	...	5	1 in 1,056
Penrith..	1	69	54	45	rise	...	...	3½	1 in 1,650
	2	53	57	18	...	...	fall	21	1 in 251
	1	25	58	43	...	level			
	5	54	64	17	...	...	fall	25	1 in 210
Carlisle	6	—	70	17	...	...	fall	33	1 in 160

We do not consider it necessary to give minute details of the proposed line, as in the annexed copy of Mr. Larmer's Report all the most important features of this project are fairly shown.

The heaviest work on the whole line is the Orton Tunnel, which Mr. Larmer proposes to make of the length of one mile and 22 chains; but according to the section, in the accuracy of which we have full confidence, it appears that there will be heavy cuttings at both ends of the tunnel; the greatest depth being at one end 95 and at the other 98 feet.*

Now as we doubt the expediency of making a cutting in this instance of above 70 feet in depth, we are of opinion that it would be proper to extend the length of the tunnel to a mile and a half.

Mr. Larmer acquaints us that, on a careful examination of the Orton Hill, he has every reason to believe that the tunnel would pass entirely through sandstone; and as it would only be 340 feet below the summit of the hill, we have no doubt that this work might easily be completed in three years from the time of its commencement, under the supposition that Mr. Larmer has rightly informed us as to the nature of the rock through which the tunnel is to be formed.

We have the honour to be, Sir,

Your most obedient servants,

FREDERICK SMITH, Lieut-Col. Royal Engineers.
PETER BARLOW, F.R.S.
HENRY AMSINCK, Lieut. R. N., Secretary.

ROBERT GORDON, Esq. M. P.,
&c. &c. &c.

* The line of the tunnel in Mr. Larmer's original project was very accurately surveyed by Lieut. H. D. Fanshawe, of the 12th foot, who reported that the ground was fairly delineated in Mr. Larmer's section.

APPENDIX A.

Proposed Line from Lancaster to Carlisle, by Kendal and Penrith.

Description.	No.	Length in yards.	Height in feet.	Details.	Amount.
Length of line, 70 miles 17 chains.					£ s.
Earthwork, 7,714,162 yards				Slope 1½ to 1, at 1s. per cube yard	385,708 2
Tunnel, 2,244 yards in length.....				Sandstone and limestone, at £50 per yard.....	£112,200
Bridges—					
Large river.....	1	600	60	. . . .	31,000
,,	2	22	26	. . . .	780
,,	3	30	34	. . . .	1,050
,,	4	170	79	. . . .	8,500
,,	5	45	60	. . . .	2,025
,,	6	40	50	. . . .	1,600
,,	7	45	70	. . . .	2,250
,,	8	65	62	. . . .	2,925
,,	9	198	62	. . . .	8,810
,,	10	10	16	. . . .	300
Turnpike road bridges	14	...	...	£1,000 each	14,000
Township ditto	45	...	...	700	31,500
Occupation ditto.....	26	...	...	500	13,000
Culverts	39	...	...	300	11,700
				£	627,348 2

Proposed Line from Lancaster to Carlisle, by Kirkby Lonsdale and Penrith.

Description.	No.	Length in yards.	Height in feet.	Details.	Amount.
Length of line, 68 miles 48 chains.					£ s.
Earthwork, 5,714,295 yards				Slope 1½ to 1, at 1s. per cube yard	285,714 15
Tunnel, 2,420 yards in length.....	1			Sandstone and limestone, at £50 per yard.....	121,000 0
Bridges—					
Large river	1	80	60	. . . .	3,400 0
,,	2	100	30	. . . .	3,000 0
,,	3	70	48	. . . .	2,800 0
,,	4	50	54	. . . .	2,300 0
,,	5	45	66	. . . .	2,250 0
,,	6	65	62	. . . .	2,925 0
,,	7	189	62	. . . .	8,810 0
,,	8	10	16	. . . .	300 0
Turnpike road bridges	6	...	...	£1,000 each.....	6,000 0
Township ditto.....	50	...	...	700	35,000 0
Occupation ditto	23	...	...	500	11,500 0
Culverts	56	...	...	300	16,800 0
					501,529 15
				Difference.....	£126,219 7

APPENDIX B

MR. LARMER'S Report to the Kendal Committee of the Lancaster, Kendal and Carlisle Railway.

GENTLEMEN,—In pursuance of instructions received from you, I have surveyed the country between Kendal and Borrow Bridge, for the purpose of endeavouring to connect your important manufacturing town with the general route of communication with Scotland, and have thereby adopted the line between Lancaster and Kendal, avoiding the Lune Valley from Lancaster, as far as Dillaker, in the parish of Kirkby Lonsdale; but from thence, taking that part of what has hitherto been termed the Lune line (lately recommended and adverted to in the Report of the Committee appointed by the Lords of the Treasury), between Borrow Bridge (by Orton) and Penrith to Carlisle.

I have, also, according to your instructions, surveyed the country between Lancaster and Kendal, and Borrow Bridge to Penrith, for the purpose of endeavouring to improve such points as were thought to be objectionable, and with the view of making the distance as short as possible; but as these lines have already been reported upon by the Railway Committee, I shall, in the first instance, confine my observations to the new link, or line of Junction, and afterwards advert to my general survey, which will comprehend a report of the whole line between Lancaster and Carlisle.

I commenced my survey from (what has been hitherto termed) the Kendal line, at Scalthwaiterig Stocks, about two miles north-east of Kendal, on the road to Orton and Kirkby Stephen. Proceeding thence, the line passes 21 feet under the turnpike road to the north side, near the toll-bar, and continues in an easterly direction, parallel to the road, for about a mile and a quarter; it then again passes under, at a depth of 42 feet, to the south side and to the east of the public road leading to Docker Garths.

In approaching this point, there would be a considerable cutting of about three-quarters of a mile in length, principally, as far as I can ascertain, through soils and schistose rock, averaging 40 feet in depth, and 51 feet in extreme depth.

The line then crosses a small stream, at a height of 61 feet, which being inconsiderable, I think a culvert would be sufficient, covered with an embankment.

It then takes a direction by Bracken Hall, Beck Houses, passing on the north side of Moresdale Hall, the property of Alderman Thompson, Esq., M.P., to Shaw End. This point I reach by a gradient of 1 in 150. The cutting here for about one mile and a half will be heavy, the extreme depth being 52 feet, and averaging 32 feet; but a great portion of it will be in loose gravel and peat moss.

After passing Shaw End, and crossing the public road, the line proceeds on a level, south-east of Cowperthwaite, by Low Gill, Dry Folds, to Dillaker Low Park. Here it forms a Junction with the Lune line, making the distance from Scalthwaiterig Stocks to this point six and a quarter miles. There are no works on this part requiring particular notice. There is a short cut near to Dry Folds, of 43 feet in

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extreme depth, and some deep gills are shown on the section; but as the streams are small, they can all be crossed by culverts covered with embankments.

I have gone carefully through the section, and calculated the cost. The earthworks are for the length considerable; but as there are no very extensive works of masonry, the expense of this proposed Junction, will not exceed 22,000*l.* per mile for a double line; and if it is considered expedient to increase the gradients in one place to 1 in 140, the cost of this link may be reduced to 20,600*l.* per mile.

I think, Gentlemen, from this description, and the section which I have laid before you, that you will find your expectations have been fully realised. In forming this junction, it might, at first sight, appear to make a considerable increase in the distance of the whole line over that of the Lune line. I have great pleasure in stating, however, that the difference is only 1 mile 49 chains, according to my present section, and it is quite possible, that it may be made even less than this.

Having thus given, in sufficient detail, the principal features of the line of junction, I shall proceed, according to your instructions, to give a general report of the whole line between Lancaster and Carlisle.

In commencing at Lancaster, I directed my particular attention to the passing of the town, and the crossing of the river Lune, as it appeared, from the sections put into my hands by you, surveyed by Mr. Bentley, of Kendal, and Mr. Watson, of Lancaster, that great difficulties were likely to be encountered, and which seemed to be objectionable in several points.

The line proposed by Mr. Bentley, I perceived, would not join the terminus of the Preston and Lancaster Railway, but would be connected with it about 2 miles 54 chains towards Preston, with a gradient of 1 in 133, and having a tunnel under the town of Lancaster.

The line proposed by Mr. Watson, descends from the Preston and Lancaster Railway terminus, to the valley of the Lune, by an inclination of 1 in 100, crossing the canal and several streets, with a bridge over the river of 55 feet in height, to Skerton, having heavy embankments on either side of it for a considerable distance.

The one I now offer for your consideration presents, I think, much less difficulty. It will proceed from the Preston and Lancaster Railway terminus, a short distance to the east of the factories crossing the canal, at an elevation of 15 feet, and passing the valley of the Lune by Skerton Mill.

This point involves the greatest work of bridge building on the whole line, being about 594 yards in length, and 60 feet in extreme height; but the embankments will be inconsiderable; it will not interfere with houses or expensive property, and the inclination will not be greater than 1 in 200. Under these circumstances, I have thought proper to adopt it in preference to the others.

After passing the village of Skerton, and crossing the Lancaster and Bolton turnpike road, the line proceeds in nearly a parallel line to the Lancaster and Kendal Canal, to Hest Bank, then keeps to the west of Bolton, and from thence to Camforth. Up to this point, embracing a distance of five miles, there is no work requiring particular notice, being alternate cutting and embanking of a trifling character. At Camforth a cutting is shown of the extreme depth of 38 feet and about half a mile in length.

Beyond Camforth the line passes the valley of the Keer, to the east of Wharton, upon an embankment varying from 10 to 20 feet in height, and extending for a mile and three-quarters, crossing the turnpike road to Milnthorpe, and the river Keer, to pass which a bridge of one arch, 80 feet span and 26 feet in height, will be required. After crossing the turnpike road, the line takes a direction east of Yealand and west of Burton, passing near to the Holme flax mill, and through the village of Holme. A cutting is shown near Burton about one mile in length, of the average depth of 25 feet, and the extreme depth 38 feet; there is no other work on this part of the line requiring particular notice.

From the village of Holme the line crosses the river Beetha, with a bridge of one arch, 34 feet high, and embankments of about a quarter of a mile in length, and 30 feet of extreme height.

Between this point and Nathland various lines have been taken, but the one I have now adopted I think preferable, on account of the levels, and the direction is unexceptionable.

This line will cross over the public road from Millthorpe to Crooklands, at an elevation of 22 feet, passing by Deepthwaite, and across the Lancaster and Kendal Canal, east of Hincaster, near the east end of the tunnel, keeping west of Stainton, and east of Sedgwick, near Rains and Crossrake Chapel, to Natland. On this part of the line there will be a series of alternate cutting and embanking, varying from 22 to 42 feet, generally of very short carriage, and composed of gravel and soils.

A bridge of 40 feet in height will be required for crossing the canal, and three for the public roads, being severally 24, 22, and 18 feet in height.

From Natland the line passes 26 feet under the Kendal and Burton turnpike road, and 23 feet under the Kendal and Kirkby Lonsdale road at Oxenholme; then proceeding to the east of Kendal Parks, it arrives at the Kendal and Sedberg turnpike road, one mile east of Kendal. The distance from Lancaster to this point is 21 miles. As it is proposed to fix the Kendal station between this place and the public roads by Birklands, I have distinguished the point on the map of the line of junction by colouring it red. The works are not extensive; a cut of three-quarters of a mile in length, averaging 25 feet in depth, is shewn near Natland; bt this I think can be lessened.

After passing the turnpike road at an elevation above the present level of 14 feet, the line takes a direction west of Bird's Park, east of Sleddale Hall, and west of Benson Hall, a short distance from which it is connected with the proposed line of junction. There is no work on this part requiring particular notice. I shall now, as I have already described the line of junction, pass over to the Lune line at Dillaker Low Park.

From Low Park to Borrow Bridge the levels are excellent, the line merely passing over the surface for a distance of two and a half miles, with the exception of small gills, where culverts only will be required.

From Borrow Bridge the Line passes over the Borrow water, at a height of 79 feet; it then takes a direction by Low Lane towards Tebay, passing over the river Lune at a height of 49 feet, a short distance above the present bridge.

At Tebay it will again cross the Lune 60 feet high, and will require an embankment nearly half a mile in length, averaging 45 feet in height. In crossing the Borrow water one arch would be sufficient, but the Lune will require bridges of two arches.

From Tebay the line rises at the rate of 1 in 150 to Orton Scar, the proposed summit, which is 644 feet above the Lancaster and Preston Railway terminus.

At this summit a tunnel will be requisite, 1 mile 22 chains in length, the line passing on a level; and in approaching the tunnel there will be a cutting in rock of about a mile and a half in length, and averaging 45 feet in depth; but the greatest portion would be through a soft white sandstone; and as the tunnel would also be through the same strata, I have no doubt of its being executed at a cheap rate and without any difficulty, as it is well known to practical men that sandstone is the best working strata for tunnelling. On the north side of the tunnel, another cutting through limestone would occur, of about half a mile in length, averaging 36 feet in depth, These two cuttings and the tunnel will be the greatest work on the whole line.

From Orton Scar the line is confined to the valley of Crosby Gill for nearly one mile, through which runs a small stream; and as the railway would cross it several times, I propose to make a new course by the side of the railway, for the distance of 54 chains.

After leaving Crosby Gill, the line passes to the west side of Crosby Ravensworth, Maulds Meaburn, and Newby, east of Strickland, west of Melkenthorpe, crossing to the west side of the great north road, to the north of Clifton, then crossing the rivers Lowther and Eamont near the mills, at a short distance from which it passes Penrith.

At Crosby Ravensworth a bridge of one arch, 50 feet high, will be requisite, over a public road and a small stream; from this point for two miles there is no cutting of any consequence, but there would be two embankments, making together three-quarters of a mile in length, averaging 20 feet in height, and the extreme depth 39 feet, with a culvert over a small stream.

After passing this point there would be a considerable cutting, of the extreme depth of 58 feet, averaging 30 feet, and half a mile in length.

From hence to Newby, a distance of two miles and a half, there is no work requiring particular notice. The line will cross four public roads and two small streams.

From Newby to Strickland Common there will be some cutting for the distance of a mile and a half, averaging about 18 feet in depth; and at Melkenthorpe a bridge of one arch, 50 feet span, and 74 feet high, will be required for crossing the river Leath, with an embankment six chains in length.

From Melkenthorpe to Clifton the works are trifling: there would be a short cut on the east side of Clifton of the extreme depth of 37 feet. After crossing the turnpike road, the rivers Lowther and Eamont would require bridges of 56 feet in height.

In passing Penrith I have taken the line through the upper part of Castle Gate, for the purpose of giving a convenient situation for a station as near to the town as possible, and at the same time endeavouring to avoid the destruction of houses or expensive property. I think the situation chosen excellent, and it is a point between two roads leading from the most populous part of the town, and affording easy access to the public.

I shall only briefly advert to the line between Penrith and Carlisle, as there are no works of difficulty on this part of the line. The first six miles, which extends from Penrith to Calthwaite, is very remarkable for the trifling work that would be requisite for its execution; the ground would require but little more than laying out, as there is hardly anything that deserves the name of cutting or embanking. The line would pass four public roads, and cross the river Petteril with one arch, 10 feet high.

From Calthwaite it takes a direction by Barrow Mill, Southwaite, Wreay, and Upperby, to Carlisle; and it is proposed to form a connexion with the Newcastle and Carlisle Railway, near to the spot where the line crosses the road at St. Nicholas, Carlisle.

The principal works on the part of the line last described are an embankment and cutting at Wreay; the cutting is on the average 30 feet in depth, through gravelly sand, and about one mile in length; but I have not yet finally fixed this part of the route, as I think some improvement can be made both as regards the works and levels.

In the details here given I have not adverted to the gradients, as I have thought it better to insert the whole in a table, and by distinguishing some particular points, it will answer all purposes, as I think, better, than by mixing them up with a general description. (See next page).

I have gone carefully through the section, and calculated the earthwork, and I find it will not exceed 86,000 cubic yards per mile for a double line.

I have also made a careful calculation of the probable amount of the cost of this railway, including all contingencies, and from the generally favourable nature of the materials in the cuttings, and that stone for all kinds of masonry and native wood for sleepers and fencing can be had cheap and in any quantity, contiguous to most parts of the line, and the land generally not being of a very expensive description, I am of opinion it may be safely estimated at 16,000*l.* per mile; and as the distance will not, I think, exceed 70 miles, it will require not more than 1,200,000*l.* capital. I shall take this opportunity of drawing your attention to the average cost of the Newcastle and Carlisle Railway, 20 miles of which was executed under my direction at less than 14,000*l.* per mile, including in that distance two of the most extensive works in the kingdom, viz.—the Cowran cut of 100 feet deep, and the Corby bridge 100 feet high.

I have not adverted to the traffic on the line, as this part of the subject will more properly fall under notice when a prospectus is issued; but I may briefly state a fact relating to the increase over the previously estimated traffic upon the Newcastle and Carlisle Railway. In the original prospectus it was set forth that the returns would amount to something more than 27,000*l.* per annum, whereas it is now very nearly 100,000*l.* Looking, therefore, at the success of that line (which can bear no comparison whatever to this great trunk line), there can be no doubt of its success, or of its being one of the best lines in the kingdom as regards profitable return for the money to be invested. It will not only be the connecting link between England and Scotland, but will embrace all the most populous and influential commercial towns in its route. As to its local advantages, these you can appreciate quite as well as I can describe them. One of the greatest benefits will be a constant and cheap supply of coal between Lancaster, Kendal, Penrith, and the country generally, from Carlisle, which coal will alone produce an income of 30,000*l.* per annum, besides giving an impetus to trade which is quite incalculable, as the district has hitherto been badly and expensively supplied with this element of commerce. With regard to its advantages as a general line, I think it equally important with any that has hitherto been submitted, being the best line for Glasgow and the most populous parts of Scotland, and leading, as it does, from the most populous districts in England; embracing, also, a district of country 50 miles on either side, without any probability whatever of any other line coming into competition with it. With these plain facts before the public, there will be

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no occasion for bolstering up a project possessing so many decided advantages; and as the line is acknowledged to be essential to the public convenience, the sooner it is commenced the better for the district through which it will pass, for the country generally, and for those who embark their capital in the undertaking. I have the honour to be, gentlemen,

Your most obedient servant,

GEORGE LARMER.

Carlisle, 3rd July, 1840.

TABLE OF GRADIENTS.

Names of places.	Total distance.		Intermediate.		Rise.	Level.	Fall.	Feet per mile.	Ratio.
	Miles.	Chains.	Miles.	Chains.					
Lancaster	1	35	1	35	...	...	fall	26½	1 in 200
	5	17	3	62	...	...	fall	8	1 in 660
	7	67	2	50	...	level			
	9	74	2	7	rise	...	...	33	1 in 160
	14	10	4	16	...	level			
	16	6	1	76	rise	...	...	31	1 in 170
	19	6	3	—	rise	...	...	33	1 in 160
Kendal	26	51	7	45	rise	...	...	35	1 in 150
	29	36	2	65	...	level			
	32	30	2	74	rise	...	...	13½	1 in 400
	36	52	4	22	rise	...	...	35	1 in 150
Orton Tunnel	37	74	1	22	...	level			
	41	60	3	66	...	...	fall	35	1 in 150
	43	44	1	64	...	level			
	45	11	1	47	...	...	fall	17	1 in 310
	49	12	4	1	...	...	fall	26½	1 in 200
	51	1	1	69	...	...	fall	17	1 in 310
	52	56	1	55	rise	...	...	5	1 in 1,056
Penrith	54	45	1	69	rise	...	...	3½	1 in 1,650
	57	18	2	53	...	...	fall	21	1 in 251
	58	43	1	25	..	level			
	64	17	5	54	...	...	fall	25	1 in 210
Carlisle	70	17	6	—	...	...	fall	33	1 in 160

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the Edinburgh, Leith, and Newhaven Railway Company, was held at the Company's Office, South-street, Andrew-street, Edinburgh, on the 28th ult., ERSKINE DOUGLAS SANDFORD, Esq., in the Chair.

The SECRETARY laid on the table the London, Liverpool, Bristol, and Edinburgh newspapers, containing the advertisements calling the meeting, conformably to the Act of Parliament, also the form of the circular sent to the shareholders. The Minute and Report of the last half-year's general meeting was then read, after which, the Directors submitted the following:—

REPORT.

The Directors have much satisfaction in reporting that great additional progress has been made towards the completion of that part of the line from the north end of Scotland-street, to the northern terminus at Trinity, and that the whole property necessary has been acquired by the Company, with the exception of a small part south of Dr. Neill's property belonging to the town.

The following statement by the Company's Engineers, of the work done since the 30th day of June last, will afford to the meeting the best explanation the Directors can offer, viz.:—

First, Mr. Ward's contract, T No. 1.

Of soil removed, and permanent cutting	49,708 cube yards
Resoiling	7,106 "
Building, in retaining walls at Trinity.	
Ashlar work	28,582 cube feet
Second, Messrs. Wilson and Morrison's contract for bridge over water of Leith.	
Foundations laid	10,138 "
Ashlar work	13,138 "
Ruble coursing	919 sup. feet
Ruble building	358 cube yards
Thirdly, Messrs. M. Fee and Son, on contracts of Bonaholm and Canon Mills.	
Excavations for foundations	12,569 "
Soil removed, and permanent cutting	42,076 "
Ballasting	2,429 "
Boxing	790 "
Blocks and permanent rails laid	799 line yards
Of Building.	
Ashlar work	20,559 cube feet
Ruble	1,080 "
Permanent drain	95 line yards
Dwarf walls	40 "
Foundations laid	4,539 cube feet
Iron arch under the Blandfield Road in this contract complete.	
Total of work done.	
Soil removed, and permanent cutting	93,664 cube yards
Resoiling	7,166 "
Ashlar work	62,189 cube feet
Ruble coursing	919 supe. feet
Ruble building	1,438 cube yards
Foundations laid	14,677 cube feet
Blocks and permanent rails laid	799 line yards
Ballasting	2,429 cube yards
Boxing	790 "
Permanent drain	95 line yards
Dwarf walls	40 "

Although the state of the weather, from the commencement of the present month, has totally suspended the building operations, yet, in the event of its continuing open, (as at present), the Directors see no reason for any very material alteration taking place in the time at which the contractors are bound to finish that part of the line now referred to, as announced in the last Report; particularly as the cutting has been in constant progress. The Directors have advertised for tenders for executing the tunnel between Market-street and the north end of Scotland-street, the time for giving in which expires on the 1st proximo. The Directors consider the execution of this part of the line to be of vital importance to the interests of the Company, especially as they are now authorised to state that the Directors of the Edinburgh and Glasgow Railway Company have determined upon extending their line through the Princes-street gardens, and forming a junction with the Company's depot at Market-street. The necessary notices are now in the course of being given, and the extension of the line will afford to the Edinburgh and Glasgow Railway their desired *terminus* with the sea, by means of the line now in progress by this Company.

There cannot be a doubt that power will be granted to carry into effect an object so obviously necessary for the accommodation of the public, and if followed out by those improvements at the northern terminus of our line, which the public voice imperiously demands, and which the selfish interest of a few individuals will no longer be permitted to prevent, it cannot fail to be of the greatest benefit to the interests of the proprietors. The Directors would farther remark, that should the Great Eastern Line of Railway from Newcastle be extended along the coast, it is an additional inducement for this Company to execute the Tunnel, as from the plans laid down it is intended that its depot shall also terminate at Market-street.

It will be seen by the balance sheet that a large amount of arrears of calls is yet outstanding, and the Directors may offer one or two remarks on the causes which have occasioned this, and which were as unforeseen as incontrolable. These causes have been threefold: 1st, The very heavy depression in the money market at the outset of the works, which extended from one end of the kingdom to the other, and which has, with little diminution, continued ever since; 2ndly, Certain bankruptcies among the shareholders, which followed as a consequence from the above;—and lastly, The resistance of several shareholders to the payment of their calls. The Directors, in terms of the resolution passed at the general meeting in January last, have proceeded against these and other defaulters, while, for their obeying the directions repeatedly given them at the public meetings, they have been visited with much impertinent abuse. It is, however, some satisfaction to them to state, that they have been successful in obtaining judgment against all the defendants. There are still one or two actions pending, the result of which the Directors see no reason to doubt will be equally favourable for the Company. There are a few parties who have left the country, and others dead. From the former the Directors can hold out little hope of recovering anything; from the representatives of the latter, they have been partially successful in recovering the amount due, and anticipate being able to do so to a further extent. On the whole, the Directors expect that, by the exercise of diligent exertion, the amount of arrears will be greatly reduced, and the greater portion recovered. Much has been done in this way during the past year. These proceedings led necessarily to considerable expense, and may account for the comparatively large amount under the head of law expenses in the present balance sheet; but it may be explained, that the greater portion of these expenses, is for actions in which the Company has been successful, and will likely be recovered in full, excepting perhaps in one case, where the party has become bankrupt.

The Directors state, with pleasure, that a more favourable feeling is manifest in the public mind in Edinburgh, than existed some time ago. They are borne out in this statement by the fact, that of late several shares have been transferred from parties at a distance, to respectable parties in this city; and the Directors themselves have also disposed of sixty shares of the forfeited stock held by the Company, to respectable parties in this neighbourhood.

In conclusion, the Directors see nothing to prevent the completion of the whole line under the powers of the Company's Acts, provided the Shareholders will cordially support the undertaking, and promptly pay the calls made upon them.

E. D. SANDFORD, Chairman.
A. G. FIELD, Secretary.

The Report having been read, along with the abstact balance sheet, and several questions put and satisfactorily answered by the Chairman, and the Company's Engineer who was present;—The Report was unanimously approved of, and instructions given to the Directors to continue their exertions to recover the arrears of calls, and to adopt legal proceedings in all case of refusal.

The Chairman then stated that two of the Directors having become disqualified to act, the Board had appointed Alexander Hamilton, Esq., and James Lawson Hill, Esq., W. S., to fill these vacancies subject to the approval of this meeting. This being approved of, the thanks of the meeting on the motion of John Robertson, Esq., seconded by Arthur Monro, Esq., were voted to the Chairman, the Board of Directors, and the Secretary.

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BALANCE SHEET, exhibiting the State of Affairs of the Edinburgh, Leith, and Newhaven Railway Company, as at 31st December, 1840.

CHARGE.

Deposits on 5,000 shares at £1 each				£5,000	0	0
Calls of £2 per share, viz.—						
First call on 5,000 shares	£10,000	0	0			
Second ditto on ditto	10,000	0	0			
Third ditto on ditto	10,000	0	0			
Fourth ditto on ditto	10,000	0	0			
Fifth ditto on ditto	10,000	0	0			
Sixth ditto on ditto	10,000	0	0			
Seventh ditto on ditto	10,000	0	0			
Amount of calls				70,000	0	0
Interest on calls and from banks, viz.—						
1. Interest per last balance sheet	881	3	4			
2. Ditto since received	133	6	10½			
Sum interest				1,014	10	2½
Rents of property belonging to Company, viz.—						
1. Rents per last balance sheet	368	16	1			
2. Ditto since received	89	15	0			
Sum of rents				458	11	1
Sundry receipts, viz.—						
1. Per last balance sheet	4	19	5½			
2. For old materials, garden produce, &c., since	21	5	6			
Sum of sundries				26	4	11½
Balances due bankers in Edinburgh	4,287	12	3			
Less—Balances due by bankers in London and Liverpool £606 5 2						
Ditto due by Secretary 15 5 2½						
Deduct	621	10	4½			
Remains balance due bankers				3,666	1	10½
Sum of Charge				£80,165	8	1½

DISCHARGE.

By expenditure previous to 30th June, 1840, per last balance sheet				£35,578	1	5
Ditto, for last six months, to 31st December, 1840, viz.—						
Payments to account of additional Act of Parliament	274	14	9			
Allowances to bankers, brokers, agents, &c.	13	5	6			
Advertisements, printing, plans, engraving, &c.	32	11	11			
Rent of office	16	0	0			
Valuations, witnesses at jury trials, &c.	30	19	6			
Taxes, repairs, and incidents	212	18	4			
Secretary and clerk, for salary	126	6	0			
Law expenses, and outlays for jury trials, contracts, &c. paid Company's agents	478	4	7			
Arbitrations, 4*l.* 4s., and expenses paid for prosecutions in England, 304*l.* 15s.*	308	19	0			
Directors' fees	113	6	4			
Payments in forming line and purchasing property viz—						
Engineers, 150*l.*, Assistant Engineer 50*l.*	200	0	0			
Balance due Jas. Adam, formerly assistant	135	0	0			
Work and materials, viz—						
Mr. Ward for contract at Trinity	1,291	0	0			
Michael Fox and Son, for Bangholm and Cannonmills	4,003	10	6			
Wilson and Morrison for viaduct over Water of Leith	2,095	0	0			
Materials, iron rails and chairs, stone blocks, &c.	1,528	15	0			
Work, exclusive of contracts, per Assistant Engineer	29	14	8½			
Damages and compensation for use of land, &c.	357	12	7			
Property purchased, viz.—						
Price of Simpson's property, Cannonmills	550	0	0			
Office furniture	4	13	0			
Interest paid on prices of property	470	15	0			
Sum paid since June 30, 1840				12,273	6	8½
By Calls on shares originally held by Company				840	0	0
Calls on shares forfeited, and in hands of Company	£9,866	0	0			
Less, received for shares sold	205	0	0			
				9,661	0	0
Sum of these				£10,501	0	0
By balance due bankers on other side, to be repaid				3,666	1	10½
Total				£62,018	10	0
By balance in favour of Company, including outstanding calls carried to next page				18,146	18	1½
Total				£80,165	8	1½
1840. Dec. 31						
To balance brought from above, which consists of—				£18,146	18	1½
Arrears of deposits	£50	0	0			
Arrears of calls (exclusive of forfeited shares) viz.:						
1st call	1,760	0	0			
2nd call	1,730	0	0			
3rd call	2,890	0	0			
4th call	2,960	0	0			
5th call	3,786	0	0			
6th call	4,211	0	0			
7th call	4,986	0	0			
	£21,813	0	0			
Less balance due bankers, as on 1st folio	3,666	1	10½			
Balance, as above				£18,146	18	1½

The work and engineering on the line, exclusive of expenses of Act of Parliament, and all other expenses, amount to				£24,938	19	10½
There has been purchased of property, and paid for by the Company				11,318	10	11
In all, for works and property				£36,257	9	9½
The claims against the Company consist of—						
Expenses due to Alex. Scott's trustee, for jury trial and witnesses, reduced by the auditor of the court, from 1,258*l.* 5*s.* 3*d.* to				£530	7	11
Per centage retained in security from Mr. Ward, contractor				552	0	0
Ditto, from Fox and Son, do.				473	18	11
Ditto, from Wilson and Morrison				295	15	10
Thomas Oliver, for valuations				32	0	6
Balance due bankers				3,666	1	10½
Bird and Co., for iron rails delivered, exclusive of those paid for in preceding page				962	0	0
Miller for railway pins delivered				94	4	9
Trustees of Lady Keith for stone blocks				125	0	0
John Macneil, Esq., Engineer				163	8	0
Drummond and Son, for work				31	9	2
Sundry small accounts				30	0	0
Besides current accounts to Law-Agents, &c.						
Sum of these				£6,966	6	11½
Sums due for heritable property, viz.—						
Balance of price of Trinity Villa and grounds				£2,000	0	0
Ditto of Denovan's property at Cannonmills				839	0	0
Ditto of ground at Cannonmills				2,125	0	0
Note.—It is expected that the proprietor will take back what is not required of the ground, which will reduce this item 1,200*l.* at least.						
Balance of Scott's ground at Trinity				3,995	0	0
Price of cottage at Trinity				400	0	0
Balance due Heriot's Hospital for ground at Bangholm				500	0	0
Against this there is a counter claim for interest, &c.						
Sum due for heritable property				£9,859	0	0

* A portion of the expenses under the above two heads will be recovered.

Edinburgh, 18th January.

E. D. SANDFORD, Chairman.
JOS. MACGREGOR, Director.
D. S. PEDDIE, Director.
ALLEN GEO. FIELD, Secretary.

LONDON AND BRIGHTON RAILWAY.

To the Auditors, Directors, and Secretary of the London and Brighton Railway Company.

GENTLEMEN,—In the *Railway Times* of January 30th, page 101, is reported your half-year's account of the above Company, and in the same paper of August 1st, 1840, page 594, the previous half-year's. I beg to call your attention to the receipts for each half-year. The amount received for *interest upon calls in arrear* the last half-year (which must have been considerable), you have not credited the Company for, even without doing so, you make an actual deficiency of 340*l.* 5*s.* 5*d.*

Again, in the *account with sundries*, the 21,000*l.* received in the fore part of the last year, what has that been done with?

Trusting you will give a satisfactory explanation of the above items,

I am, Gentlemen, your obedient servant,
LANGWORTH.

February 8th, 1841.

RAILWAYS.

TEN years ago, railways, as a means of general transit for passengers and goods, were almost untried. Now, they are spreading over the country like a net-work; about one hundred and fifty railways are already in use in Great Britain and Ireland; and upwards of sixty millions of money are invested in them. They are upsetting all our former notions and altering our social condition: they are pouring the country into London, and spreading London over the country. Northwards we are carried as far as Lancaster, a distance of 241 miles from London in eleven or twelve hours by the London and Birmingham, Grand Junction, North Union, and Lancaster and Preston; where, though for the present, it stops, there will, no doubt, be a continuation, by Penrith, to Carlisle and Glasgow. The same lines link with Wigan, Bolton, Manchester and Liverpool, &c. At Rugby, 83 miles from London, on the London and Birmingham line, the Midland Counties carries us to Nottingham and Derby; and at Derby we can get, by the North Midland, and its junctions, to Chesterfield, Sheffield, Leeds, and York; or instead of going on to York, we may double, like a hunted hare, turn of to Hull by Selby, or from Selby to Leeds. At York, the Great North of England Railway, now in progress, will carry us to Durham and Newcastle; and at Newcastle we can cross the island to Carlisle. Returning to London, we find the Great Western Railway opening to us the western coast; and by it and its western junctions, not only enabling London citizens to spend a day comfortably at Windsor, but joining Bristol and Bath, Gloucester and Cheltenham, either now or shortly. The south coast, again, is almost free to us, by the Southampton and Brighton Railways, along with the Greenwich and its adjuncts, to Croydon and Dover, all either made or making. Again, the north-east coast is accessible, by the Eastern Counties Railway, to Ipswich and Norwich; and all who wish to avoid the intricacies of the London portion of the Thames, called the "Pool," or who are in a hurry to reach a dinner of white bait, can be whirled from the city to Blackwall.—*Liverpool Standard.*

ACCIDENT ON THE SOUTH WESTERN RAILWAY.—A correspondent of the *Times* gives the following account of an accident which took place on Sunday on this railway. He says—"As we neared Kingston, we slackened our speed; but either from gross neglect on the part of the authorities at the station, or from wilfulness on the part of our engine driver, or from want of proper signals, we struck against a train of six or seven ballast waggons, which were actually stationary on the same line upon which we were travelling, and in front of the Kingston station. The concussion was most severe, and had the carriages been full, serious accidents must inevitably have occurrred. As it was, an old lady on my right was forcibly thrown against her *vis-a-vis*, and both were stunned and bruised. I am myself a sufferer from the concussion."

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 38, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, February 13, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 164. Vol. IV.—No. 8.] SATURDAY, FEBRUARY 20, 1841. [Price, 6d.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200, upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of 5 per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1845.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff; or to Messrs. Glyn, Hallifax, Mills and Co., Bankers, London; Mr. Wm. Mallard, 27, Small-street, Bristol

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

TAFF VALE RAILWAY.—Notice is hereby given, That the next Half-Yearly General Meeting of the Proprietors of this Company will be held, pursuant to the Act of Parliament, at the Angel Inn, Cardiff, on Tuesday, the 23rd of February instant, at One o'clock, for the general purposes of business.

The Chair will be taken at Half-past One o'clock.

JOHN GUEST, Chairman.

The Transfer Books will be closed on the 16th inst., and will not be opened until after the said Half-Yearly General Meeting on the 23rd inst.

By order of the Board,
JOSEPH BALL, Secretary

Railway Office, Cardiff, Feb. 6, 1841.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages under the powers of their Act of Parliament of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly; or at the office of Slater and Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
43, Piccadilly.

BOLTON AND PRESTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the rates and tolls arising therefrom, in sums of not less than £200, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at the Company's Office. The Tenders are to express the sums and the term of years for which the same are proposed to be lent, and to be addressed to the Secretary at the Company's Office, Bolton.

By order of the Board of Directors,
PETER SINCLAIR, Secretary.

IRON TRADE.—WANTED, a Partner possessed of from £6,000 to £10,000, to join a concern in Scotland engaged in the Malleable Iron Trade. An equal sum has already been invested in the business. The works are newly erected; are very favourably situated for supplies of Pig Iron and Coal, and in the vicinity of a ready market for the disposal of the produce. With an outlay not exceeding £1,000, they can be made capable of turning out 5,000 tons of Bar Iron in the year.

The opportunity now offered is, from various circumstances, a decidedly favourable one for the employment of capital. A personal friend of the Advertiser, who is in possession of details relative to the present position of the business and capabilities of the works, may be communicated with by addressing a line to Mr. William Wardlaw, care of Messrs. Fletcher, Brothers, No. 5, Peel-street, Manchester.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

Now ready, in 1 vol. quarto, 600 pages and 17 splendidly executed engravings of the various Classes of Locomotive Engines and Carriages, a Railway Map of the United Kingdom, &c., &c., price £1 11s. 6d.,

THE RAILWAYS OF GREAT BRITAIN and IRELAND. By FRANCIS WHISHAW, Civil Engineer, Member of the Inst. of Civil Engineers.

"The laborious author has collected every ascertainable particular relative to nearly sixty railways."—*Morning Chronicle.*

"Every person worthy of the title of a railway capitalist, should purchase Mr. Whishaw's book."—*Patriot.*

"Rich in the number and beauty of its illustrations but particularly valuable on account of the original and authentic information which it contains."—*Midland Counties' Herald.*

"This is, in all respects, a most valuable and useful work."—*Liverpool Mercury.*

"So rich and varied a mass of information."—*Gardener's Gazette.*

"Full of sound practical information, derived from the fountain head itself."—*Observer.*

"Most unique and perfect in the comprehensive view it affords."—*Mining Journal.*

"As necessary as a Johnson's Dictionary in every well appointed library."—*Polytechnic Journal.*

London: Simpkin, Marshall, and Co., Stationers Hall Court

THE RECIPROCATING SYSTEM OF RAILWAYS. No one who is thoroughly conversant with the present costly mode of contracting and working Railways, and who has attentively and with an unbiassed mind perused the detailed account of the plan proposed by Mr. Whishaw, as described and illustrated in "the Railways of Great Britain and Ireland," will dispute the important advantages to be derived from its general introduction. The following are some of its leading features:—A more perfect mode of constructing embankments, whereby slips would in a great measure be prevented; a great reduction in first cost and annual expenditure; a better adaptation of the engine to its load; an entire prevention of accidents by collision, a great reduction in the fares, and consequently a large increase of traffic, together with a much greater amount of accommodation to the public by the more frequent starting of trains. Every member of the Legislature, every Railway capitalist, every Railway Engineer, and indeed all who are interested in the further extension and improvement of the internal communication of Great Britain and Ireland, should lose no time in acquainting themselves with this entirely original and economical system of Railways.

Messrs. Simpkin, Marshall & Co., of Stationers' Hall Court, and publishers of "the Railways of Great Britain and Ireland," and the work may be obtained through any bookseller of the United Kingdom.

LAW.—WANTED, in an Office of extensive General Business in the Country, a well educated Youth as an Articled Clerk. Applications to be made by letter (pre paid) to Q., care of the Editor of this Journal.

EDINBURGH AND DALKEITH RAILWAY.—Notice is hereby given, That the Dividends of Two and a Half per cent. on the Original Stock, and Five per cent. on the Additional Stock, authorised by the General Meeting of the Company held on the 3rd Instant, will be paid at this Office, on and after Wednesday the 17th inst., between the hours of Ten and Four (Saturdays excepted). Proprietors who do not call, may send Mandates, addressed to the Manager, either to pay the amount to the bearer, or to remit it by post.

D. RANKINE, Manager.

St. Leonard's Station, Edinburgh, Feb. 6, 1841.

GREAT WESTERN RAILWAY.—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held, pursuant to the Act of Parliament, at the Company's office, Princes-street, in the city of London, on Thursday, the 25th of February next, at 11 o'clock, for the election of six Directors in the place of the same number who will retire by ballot, and for other purposes of business. The chair will be taken at 12 o'clock precisely.

CHARLES RUSSELL, Chairman.
ROBERT BRIGHT, Deputy Chairman.

The Directors retiring by ballot are re-eligible under the provisions of the Act. The Transfer Books will be closed on Monday, the 15th of February, and will not be re-opened until after the said Half-yearly General Meeting on the said 25th of February. Clause 123 provides that no person shall be entitled to vote as a proxy unless the instrument appointing him shall have been transmitted to one of the Secretaries of the Company at least five days before the Meeting.

By Order,
CHAS. A. SAUNDERS, } Secretaries.
THOMAS OSLER, }

Offices, 2, Princes-street, Bank, London, and Corn-street, Bristol, Jan. 5, 1841.

STOCKTON AND HARTLEPOOL RAILWAY. The Public are informed that on the 10th day of February, 1841, this line was opened for Passengers and general Merchandise, and furnishes a cheap and expeditious link of communication between Newcastle-upon-Tyne, Sunderland, Hartlepool, Stockton-upon-Tees, Darlington, and thence (when the Great North of England Railway is opened) with York, Hull, Leeds, Manchester, Birmingham, London, &c.

THE TRAINS LEAVE TRAVELLING NORTH.

STOCKTON TO HARTLEPOOL.

Morning, at 8 and ½ past 10 o'clock.
Afternoon, at 3 and 5 o'clock.

The 8, ½ past 10, and 3 o'clock trains start on the arrival of the Stockton and Darlington Railway trains which leave Darlington at ½ past 6, and ½ past 9, (morning) and 2 o'clock (afternoon).

N.B.—The trains leave Hartlepool for Sunderland at ½ before 9, and ½ past 11 o'clock (morning), and 4 o'clock, (afternoon).

TRAVELLING SOUTH.

HARTLEPOOL TO STOCKTON.

Morning, at 8, and ½ past 11 o'clock.
Afternoon, at 4, and 6 o'clock.

N.B.—The trains leave Sunderland for Hartlepool at ½ before 9, and 11 o'clock (morning) and 4 o'clock (afternoon).

The trains leave Stockton for Darlington at 20 minutes past 12, 20 minutes past 4, and 7 o'clock (afternoon).

FARES.

First Class	2s 0d.
Second Class	1s. 6d.

VALUABLE BUILDING GROUND.—To LET, on a Building Lease, for the Term of Fifty Years, a piece of Ground about Three Acres, more or less, on one of the healthiest situations in the kingdom, and about 150 yards from the Station at Weybridge, in the county of Surrey, on the South-Western Railway. Also about Three Acres, more or less, adjoining the other, which will be Let for the term of Twenty-one Years.

For Particulars apply to the Churchwardens and Overseers of the parish of Weybridge.

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GARNKIRK AND GLASGOW RAILWAY COMPANY—GENERAL MEETING.

THE Annual General Meeting of the Company of proprietors of the Garnkirk and Glasgow Railway was held at Glasgow, on the 12th inst. CHARLES JAMES TENNANT, Esq., was unanimously chosen Chairman.

The SECRETARY (Mr. King), stated that copies of the Report now to be submitted to the meeting, had, as on former occasions, been previously sent to all the registered shareholders. He then read the Report as follows:—

REPORT for the Year 1840, by the Committee of Management, to the Annual General Meeting of the Company of Proprietors of the Garnkirk and Glasgow Railway.

Before giving the usual statement of the revenue and expenditure, it may be mentioned that, as authorised by previous meetings of the Company, your Committee, in June last, sold 3,350 of the new stock at par, and, in September following, they issued 16,650*l.* additional, also at par, which was all subscribed for in the course of a few weeks. The whole issue of new stock amounted to 20,000*l.*, or 800 shares of 25*l.* each. The second issue was made payable by three instalments, the last of which is due on the 20th of March next. This addition to the subscribed capital will appear in the reduction of the debt, and of the current interest, in future accounts.

Your Committee beg to congratulate the Company on the continuing prosperity of the undertaking. The anticipations in the last Report have been fully borne out, the revenue of the past year surmounting that of the former by 2,250*l.* 18s. 11¼d.

REVENUE FOR 1840.

Tonnage dues, for use of railway		£7,475	12 8
Haulage dues, locomotive engines, exclusive of working the passenger trains	2,922	4 7	
Waggon dues, use of Company's waggons	1,477	2 10	
Passengers' fares	3,712	7 3	
Rents	126	10 0	
Total ordinary revenue		£15,713	17 4

EXPENDITURE, 1840.

Advertising and printing	£86	3 8	
Coaching	1,111	9 11½	
Counting-house and stationery	53	8 4	
Depot and brick shed repairs	179	17 9	
Direction	64	7 0	
Engine-house and workshop repairs	3	3 9	
Gartsherrie Inn	5	0 6	
Insurance	13	10 0	
Keppoch road repairs	139	1 3	
Law expenses	153	10 4½	
Locomotive engines	2,132	6 0	
Miscellaneous charges	89	0 0½	
Overseers	174	5 7	
Police and gate-keepers	344	19 4½	
Railway maintenance	696	1 8	
Salary account	500	0 0	
Stable	252	16 10	
Taxes and stamps	519	0 6	
Waggon repairs	695	0 2	
Weighing account and repairs	107	15 6½	
Total ordinary expenditure		£7,260	18 3½
Revenue as before stated		£15,713	17 4
Ordinary expenditure		7,260	18 3½
Excess of revenue		£8,452	19 0½
Interest*	£3,764 17 2		
Feu duties	336 9 1½	4,101	6 3½
Divisible surplus		£4,351	12 9

STOCK ACCOUNT.

It will be seen from the balance sheet produced that there has been added to the stock, which at last year's balance was 130,062*l.* 9s. 10½d., a farther sum of 6,873*l.* 15s. 4d. The following are the items of this sum:—

Railway, for relaying, and widening banks, and sundries, deducting value of old materials	£4,770	6 1	
Gartsherrie Inn, furniture	1	7 0	
Engine-house and work-shop, additions to	3	1 6	
St. Rollox depot and sheds, for extension of ditto	982	13 0	
New houses at ditto, addition to	1	3 10	
Coatbridge Railway, for surveys	61	10 3	
Overseer's house and coach sheds	193	19 0½	
Waggons, twenty-four new ditto	331	13 0	
Locomotive engines, one new ditto and tender	768	1 6	
Coaches, one new ditto	67	14 11	
Working tools, additions to	18	11 6½	
Stable and horses, additional horse and harness	15	2 2	
Counting-house furniture, additions to	8	11 6	
	7,223	15 4	
Less by two old coaches and two luggage waggons sold	350	0 0	
Amount as above	£6,873	15 4	

* Formerly a sum was carried from the interest account to the debit of coach, engine, and waggon repairs, as interest on their respective values. The whole interest is now included in this item, which will account for its seeming extra increase.

Some more depôt accommodation, rendered indispensable by the increase of traffic, is in progress; and, along with the continuation of the relaying of the south line of rails, is expected to be completed in the current year. With the exception of the erection of a few workmen's houses along the line of railway, the probable settlement of some claims of the Inchbelly Road Trustees, and of a contribution to the North Parliamentary Road, and a few minor items, any farther expenditure applicable to the stock accounts, beyond what will naturally accompany an increase of trade, seems to be terminated.

The ordinary expenditure Accounts generally, taking into view the additional traffic, and the consequent expense of maintaining another engine, do not vary very materially from those of the preceding year. It is very satisfactory to witness and report the continued safe and efficient working of the railway. During the recent severe storm of frost and snow and frequent mists, upwards of 1,200 tons of goods were often conveyed upon the railway, making a gross weight, including the return of the empty waggons, of above 2,000 tons, daily, exclusive of twelve different passenger trains, without any accident or confusion. For many years, and indeed since the plan of working was properly organised, there has been the same result, both during the ordinary traffic and on occasions of extra trade and unfavourable weather. Unanimity of purpose, as well as regularity of conduct, throughout the whole establishment, have been found most essential to the proper performance of the work, in all respects; and it is not perhaps inappropriate to a Report of this kind, to state, that your Committee, from their own observation, and the testimony of Mr. King, your Secretary and Manager, are satisfied that, in so far as these essentials have been attained, much is owing to the experience, ability, and judicious zeal of Mr. Walter Linn, the Company's principal Overseer, and of others in charge of particular departments, whose system and example have elicited corresponding carefulness and activity, on the part of the engineemen and other workmen in the service of the Company. When on this subject, your Committee beg to mention that a scheme has been suggested to them by your Secretary, for securing some permanent allowance to servants of the Company in certain departments, who shall have conducted themselves properly during a specified period of service, and your Committee crave authority to mature such an arrangement during the current year.

The opening of the Slamannan Railway in August last, has led to an agreement between the proprietors of that railway and your Committee, for leave to the former to run, on certain terms, during five years, an engine and train of carriages twice daily upon the Garnkirk and Glasgow Railway, for conveying passengers, and such parcels as are carried by stage coaches, along it and the intervening railways between Glasgow and Causewayend, near Linlithgow. From thence passengers proceeding to Edinburgh are conveyed by the Union Canal boats, or by the stage coaches, which ply in connection with the railway trains. This new source of revenue is beginning to be accompanied by some trade in carrying grain and other articles between Glasgow and the districts intersected by the Slamannan Railway, which trade promises to increase as greater facilities come to be afforded by more complete and matured arrangements.

The subject of the tax on railway passengers occupied the particular attention of last general meeting of the Company, and your Committee followed up the suggestions then made by appointing one of their number, Mr. Thomas Sprot, and the Secretary, Mr. King, to join the deputation from the Scottish Railways in London, on this important matter. Petitions to Parliament, and memorials to the Lords of the Treasury, were presented for the general Scottish railway interest, and also by individual Companies; interviews were obtained with the Chancellor of the Exchequer, and influential members of the Government; and the result of the evidence adduced before the Select Committee of the House of Commons, was a decided opinion by that Committee, of the injustice of the tax in the mode of its exaction, and a strong recommendation to Parliament to make an immediate change, so as to proportion the tax to the rate of fares, or to the gross revenue from passengers, of the respective Railway Companies. What the final result may be, remains to be learned from the proceedings of the present session of Parliament.

With regard to the general future prospects of the Company's business, your Committee can only repeat their confidence in its continued increase and prosperity. Holding this opinion, and seeing that the surplus revenue of the past year will afford 6 per cent. on the subscribed capital of 69,000*l.*, and increase the reserved dividend fund to 3,977*l.* 12s. 8d. after deducting 167*l.* 10s. the dividends on the 3,350*l.* of new stock first sold as before-mentioned, your Committee propose that a dividend of 6 per cent. or 30s. per share of 25*l.* shall be declared; and, to follow up the suggestion made at last meeting as to an alteration of the period of payment of the dividend, that it shall be payable by two equal half-yearly instalments, the first at Whitsunday ensuing, and the second at Martinmas thereafter.

Signed by a quorum of the Committee,

ROBERT STEUART,
THOMAS SPROT,
J. JEFFRAY,
CHAS. ALEX. KING, Sec.

Glasgow, 5th February, 1841.

Comparative Table of the Garnkirk and Glasgow Railway Traffic and Revenue, for the Nine Years preceding 1st January, 1841.

Years.	No. of tons.	Increase of number of tons.	Revenue, exclusive of passengers' fares.	Increase.	No. of passengers.	Increase of number of passengers.	Revenue from passengers.	Increase	Gross Revenue.	Total Increase.
			£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	£ s. d.
					62,605	—	1,717 16 6¼	—	6,476 6 5	—
1832	114,144	—	4,758 9 10½	36 7 10	96,003	33,398	2,440 0 8	722 4 1½	7,234 18 4½	758 11 11½
1833	112,471	—	4,794 17 8½	633 11 7	117,743	21,740	2,985 2 0	545 1 4	8,413 11 3½	1,178 12 11
*1834	132,657	20,186	5,428 9 3½	444 1 0	136,724	18,981	3,438 10 3	453 8 3	9,311 0 6¼	897 9 3
1835	143,520	10,863	5,872 10 3¼	601 5 6	145,703	8,979	3,450 4 7	411 14 4	10,324 0 4¼	1,012 19 10
1836	137,867	—	6,473 15 9¾	1,552 11 4½	119,490	—	3,803 9 0	—	11,839 16 2	1,515 15 10
1837	146,851	8,984	8,026 7 2	1,487 10 6	126,810	7,320	4,119 16 6	316 7 6	13,643 14 2¾	1,803 18 0¾
1838	181,615	34,764	9,523 17 8¾	541 6 11½	97,746	—	3,397 13 9	—	13,462 18 4½	—
1839	206,275	24,660	10,065 4 7½	1,936 5 5½	116,187	18,441	3,712 7 3	314 13 6	15,713 17 4	2,250 18 11½
1840	254,010	47,735	12,001 10 1							

The following documents were produced to the meeting as relative to the Report:—1st. The balance sheet of the Company for the year ending 31st December last. 2d. A detailed list of the additions made to the stock accounts. 3rd. A comparative view of the annual expenditure and revenue, for the two past years, showing the increase or decrease on each item. 4th. A list of the shareholders names, as entered in the books at the 2nd inst. These documents were endorsed by the Chairman.

The following resolutions were then unanimously adopted:—

"1. That the Report be received and approved of; and a dividend of 6 per. cent. be declared accordingly, payable as proposed in the Report.

"2nd. That the meeting specially direct that the measures stated in the Report, as taken last spring, in reference to the passenger tax, be followed up by petitions to Parliament this session, and any other steps that may be deemed proper towards obtaining relief. It was mentioned in proposing the resolution, that last year the Company, as might be seen from the accounts before the meeting had paid 14*l.* of tax out of every 100*l.* of their gross revenue from passengers, while many Railway Companies, in other parts of the kingdom, paid only 4 or 5 per cent., and their rates of fare, and probable profits, were three or fourfold those of the Company.

"3. That the Committee be authorised, if they shall deem it expedient during the current year, to put in execution the proposed plan of a branch railway from the east end of the Garnkirk Railway to Coatbridge, the object and probable cost of which were explained to the meeting.

"4. That the proposal in the Report to provide an allowance or pension to servants in certain departments of the Company's service, who shall have conducted themselves properly during a specified period, be remitted to the Committee to fix upon the principle and regulations to be adopted, and to complete the arrangement.

"5. That the surviving members of last year's Committee be re-appointed, and that Mr. John Hamilton Colt, of Gartsherrie and Inveresk, be elected in room of the late Mr. Colt, his father; which Committee shall have the usual powers, and shall take all measures requisite for prosecuting the business and furthering and protecting the interests of the Company; and they shall also have authority to issue a further sum of new stock, if they shall consider it expedient to do so. The list of Committee, in terms of this resolution, is as follows:—

Mark Sprot, Esq., of Garnkirk; Dr. Jeffray, of Cardowan, Glasgow College; John Tennant, Esq., of St. Rollox; Thomas Sprot, Esq., W.S.; William Baird, Esq., Gartsherrie Iron Works; Thomas Edington, Esq., Merchant, Glasgow; Alexander Couper, Esq., Merchant, Glasgow; Robert Steuart, Esq., of Carfin; Professor William M'Turk, Glas-

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gow College; John Jeffray, Esq., Writer, Glasgow; John Hamilton Colt, Esq., of Gartsherrie.

Thanks having been cordially voted to the Chairman, the meeting separated.

NORTHERN AND EASTERN RAILWAY COMPANY—GENERAL MEETING.

The Half-yearly General Meeting of the Proprietors of this Company was held on Thursday, at the London Tavern, Bishopsgate-street. William Crawshay, Esq., in the Chair.

The Secretary (William Bourne, Esq.) having read the advertisement convening the meeting,

It was unanimously resolved (on the motion of the Chairman seconded by the Deputy-Chairman, John Roskell, Esq.) that the common seal of the Company be affixed to the register of proprietors, which was done accordingly in presence of the meeting.

The Chairman then read the Report of the Directors, printed copies of which had previously been transmitted by post to every shareholder.

REPORT.

Your Directors have the satisfaction of meeting you for the first time as Proprietors of a railway in part opened for public use, and although the season of the year at which this partial opening took place was most disadvantageous to its first prospects of traffic, and has been aggravated by a severity of weather greater than usual at a similar period, your Directors cannot but feel satisfied with the result of the determination which they made, to open the Northern and Eastern Railway in the face of a winter traffic, because that period of the year which invariably depresses the traffic upon the longest established lines to little more than one half of its fullest extent of the more favourable season of the year, has, nevertheless, produced upon your line, even in its first and very limited opening, an extent of traffic, which, under all considerations, has repaid the cost of conducting it, and consequently has furnished a proof, that at the more favourable season for travelling, either for the purpose of business or pleasure, the receipts of the railway will be such as to afford, when further opened, a lucrative and remunerative traffic. Your Directors have to call your attention to the circumstance, that up to the present period, a single line of railway only has existed, and that with the difficulty of working with perfect safety a single line, they were not anxious to seek, by any indirect means, a larger traffic than would, from the voluntary exertions of the public, accrue to the railway. But, as the two lines of rails will be immediately completed as far as Broxbourne, your Directors are taking, and will continue to take, every means in their power to give facility to the public, from all adjoining and neighbouring places, to use the railway in preference to the ordinary modes of conveyance. They have also to observe, that from the very short length of line now open, and from circumstances prejudicial to railway travelling, over which they could have no control, but in which they are happy to feel that they have not been instrumental, there has not been any portion of what is now technically called the long traffic of the eastern part of the country brought upon the Northern and Eastern Railway. But your Directors feel the strongest conviction, that the confidence of the public, in the safe and commodious working of this line of railway, has been gained, and is established, and that when the railway is further opened to a junction with the Harlow road, they may confidently expect a very considerable traffic, hitherto altogether excluded from the railway.

It must be further evident, that, whether the traffic had repaid in a pecuniary way or not, the cost of conducting it for the short and disadvantageous period of three months, there are advantages gained by the partial opening which cannot be too highly appreciated, and these consist in the consolidation of the works, in the creation of a staff of officers, clerks, engine drivers, and all other the necessary appendages of a railway, which will at once be made to branch out over the whole extent of the line when completed. And with these observations upon the experience of the past short period of traffic, your Directors repeat that they are perfectly satisfied with the result of the present partial opening of the railway, and will proceed to detail to you the prospects for its future extension, and your financial situation.

A contract was entered into on the 15th day of October last, for the formation and completion of the railway from Broxbourne to Burnt Mills, being a distance of 5 miles and 505 yards, for the sum of 19,953*l.*, with Messrs. Thorntons; and on the 21st day of January last, a contract was entered into with Messrs. Earl and Pearce, for the completion of a further length of the railway to the Harlow Road, being a distance of two miles, for 7,500*l.*, both parties being highly responsible and respectable contractors; and the necessary materials for the permanent way have been purchased upon advantageous terms.

Your Directors confidently hope, that the line of railway to the Harlow Road will be completed and opened for public use in the month of July next. The purchase of the land has been completed as far as that point, and a considerable progress has been made in that between the Harlow Road and Stortford; and your Directors are most happy to find, that in proportion as the railway is extended, the correctness of their estimate of the low cost of the line, in comparison with that of others emanating from the metropolis, is confirmed. In regard, however, to this point, the facts of the actual cost of the present part of the railway, and the contracts entered into for the further extension of it, will better speak for the probability of the final cost of the whole 28¾ miles from Stratford to Stortford, than any thing which your Directors can say; and they rely upon being enabled, ere twelve months are again passed, to redeem the assurance which they have before given you, that the Northern and Eastern Railway will have been completed, including every cost and charge for stations and workshops, engines, carriages, trucks, and stores, and all compensations for deviation from the originally projected line and terminus for, not exceeding, in the whole, the sum of 22,000*l.* per mile.

You will have experienced, that your Directors have adhered to the pledge which they gave you on the 20th February last, that they would not exact from their proprietary more than three calls during the past year, and that those calls should not amount to more than 5*l.* each; but as the early completion of the railway is now indispensably necessary to the advantage of the shareholders, your Directors will henceforth only pledge themselves to be guided by the limitation provided in the Act of Parliament, as to the remaining calls; and when they draw your attention to the great liability which they have themselves entered into for the interest and convenience of the shareholders, they feel that no appeal will be necessary on their part, to elicit your cheerful and ready concurrence in the earliest payment of the future calls upon your shares.

Application is about to be made to Parliament, with your consent, to make a branch railway to Ware and Hertford, and which branch it is confidently expected will be completed for 50,000*l.*, and cannot but conduce most materially to the revenue of the Company. Funds will be necessary to carry this project into effect, and your Directors are assured that the 720,000*l.* authorized to be raised in the whole, will be ample for the entire main line from Stratford to Stortford, and the branch from Broxbourne to Ware and Hertford. A survey has also been directed to be made from Stortford to Cambridge, in order to place the Northern and Eastern Railway Company in a position to meet the views of those parties who may be inclined to avail themselves of the Northern and Eastern Railway as a means of communicating with the metropolis, either from the North of England direct, the North-Western side of the country, or the counties of Norfolk and Suffolk; and it is with pleasure that your Directors have to inform you, that the latter of those important junctions with your line is already contemplated, and that communications have passed between your Directors, and the Committee appointed at a meeting of landholders, in the county of Norfolk, "to consider the best means of securing the advantages of a communication by railway between the county of Norfolk and the metropolis," and to forward which, no exertions shall be wanting on the part of your Directors, the first step to which is already taken—namely, the survey of the best line between Stortford and Cambridge.

Your Directors have ventured to order this survey to be made at the earliest possible period, so as to enable this Company to retake possession of that portion of the ground for which they had once obtained an Act, though the line then chosen was such that it has been thought proper to abandon it, and select another, which they know to be very much cheaper in cost, and equally direct and convenient for public use.

Your Directors will not yield the possession of this part of their line without ample assurance that the further extension will be carried into effect; but they are ready to show every disposition to meet the views of any other party who may be desirous of joining the Northern and Eastern Railway, even at Stortford, provided, as before stated, they have the most ample assurance of the power and intention of the party to effect at an early period an extension beyond Cambridge.

Your Directors will repeat their usual assurance, that not any information is withheld intentionally by them from their proprietors, which they consider worth detailing; and that they are ready to answer every inquiry which may be submitted to them; and they further repeat that their services, while meeting the approval of their shareholders, will be gratuitous. They, however, venture to state, that the calls upon their attention are such, now that the railway is in part open, that they have selected from their numbers two gentlemen, namely, Messrs John Roskell and Robert Moser, to act as a constant Committee; and these gentlemen not being so actively engaged in business of their own, have devoted, and will continue to devote, nearly the whole of their time to the interest of the Northern and Eastern Railway Company: and your Directors have the gratification to assure you that the services of these gentlemen have already conduced materially, and will continue to add, to the welfare and advantage of the Company.

Their attendance at the offices of the Company at Shoreditch is almost daily, while that of your Directors in general is weekly, or as much oftener as is required. Circumstances have arisen which prevent the continued services of your highly valued Engineer-in-chief, Mr. Stephenson; but as the road is so nearly finished, and Mr. Bidder's will be still more devoted to it, your Directors hope that his increased assiduity will compensate for the loss of the retirement of Mr. Stephenson, more especially as the good will and able advice of this experienced and talented gentleman are in no way withdrawn from us, although he has voluntarily declined any further remuneration.

Your Directors are happy to be enabled to lead you to expect a considerably reduced expenditure in the engineering department. Your late Secretary, Mr. Till, has also retired from his situation; he has been replaced by Mr. Bourne, who it is hoped will be found equally efficient, at a very reduced cost to the Company.

WILLIAM CRAWSHAY, Chairman.

Statement of Receipts and Expenditure for the Half-year ending 31st December, 1840.

RECEIPTS.

Balance in hand, 30th June 1840		£7,019	10 0
Cash received on account of calls		40,290	0 0
Interest received on arrears of calls		118	6 6
Cash received from sale of land		4,119	0 0
Cash received from loans		72,000	0 0
Total		£123,576	16 6

EXPENDITURE.

Loss on Exchequer Bills			57	5 3
Loans paid off			27,000	0 0
Permanent way:—				
Engineering and surveyors	£4,580 1 4			
Law expenses	4,175 5 1			
Interest account	7,984 14 0			
Works and materials	31,435 11 5			
Abandoned line	380 0 0			
			48,515	11 10
Office expenses, petty expenses, rent, &c.	409 10 7			
Stationery	29 6 0			
Rates and taxes	5 9 0			
Salaries	625 0 0			
			1,069	5 7
Land account			21,749	1 6
Stock account:—				
Machinery	642 8 10			
Wright, for carriages	2,000 0 0			
Longridge and Co. engines	2,500 0 0			
Taylour and Co. engines	3,000 0 0			
Horsley Iron Company, to account for station engine	500 0 0			
			9,142	8 10
Bramah and Co. paid to account, amount not being yet apportioned under its respective heads			8,500	0 0
Cash advanced to traffic			6,324	19 8
		£122,568	12 8	
Balance in hand, 31st December, 1840		1,218	3 10	
Total		£123,576	16 6	

General Statement of Receipts and Expenditure, ending 31st December, 1840.

RECEIPTS.

Amount of calls paid up to this day	£202,946	0 0
Interest on calls not paid when due	1,245	5 4
Amount of loans contracted upon the personal security of the major part of the Directors	150,000	0 0
Cash received from land sold	5,842	0 9
Front upon Exchequer Bills	64	15 1
Cash received for old materials sold	34	19 6
Total	£360,130	18 8

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EXPENDITURE.			
Parliamentary and other expenses in obtaining the four Acts of Parliament, and law expenses to this day	73,811	16	3
Engineering and surveying expenses to this day	13,002	9	6
Land and compensation	123,213	10	5
Permanent way	87,616	15	6
Abandoned line	37,665	8	0
Bramah and Co., paid to account, amount not being yet apportioned to its respective heads	8,500	0	0
Cash advanced to Traffic Account for current expenses	6,324	19	8
Stock, engines, carriages, &c.	9,377	15	6
	£358,912	14	10
Balance in hand	1,218	3	10
Total	£360,130	18	8

Traffic Account.

DEBTOR.

Cash advanced by General Account for current expenses	£6,324	19	8
Total	£6,324	19	8

CREDITOR.

Cash received for passengers	£5,293	14	3
Ditto parcels	28	10	5
In bankers' hands	5,257	4	8
Stores in stock charged to this account, but not all used			
Total	£		

The CHAIRMAN said the Directors would now be happy to hear any observations upon the Report which he had just read, and to add to or take from it previous to its being adopted. In order that the business might be proceeded with formally, he would move that the Report be now received and adopted.

Mr. ROSKELL seconded the motion.

Mr. BARCLAY inquired whether it was to be understood that Mr. Roskell and Mr. Moser, the gentlemen referred to in the Report as devoting nearly the whole of their time to the business of the railway, gave their services gratuitously, in common with the Board generally.

The CHAIRMAN said they did.

Mr. PEMBERTON was very sorry to hear it. He thought Railway Directors, as well as every other person who laboured, should be adequately remunerated. (Hear, hear.)

The CHAIRMAN said the feeling of the gentlemen referred to was, not to receive any remuneration until the undertaking were fairly through its difficulties. Probably, therefore, it would be better for the present to leave the matter as it was; and if the proprietors, at any future period, should think fit in any degree to recompense these gentlemen for the time and talent which they were devoting to the Company's business, they could do so. (Hear, hear, hear.)

Mr. BARCLAY referred to the paragraph in the Report relative to the future calls, and inquired what the limitation in the Act of Parliament was as to the amount to be called for in one year.

The CHAIRMAN said it was 35*l.* per year.

Mr. BARCLAY said, of course that amount could not be called for during the present year, as after the call which was due in a few days, only 10*l.* would remain.

The CHAIRMAN said, the honourable proprietor was proceeding upon the assumption that the shares were 60*l.* shares.

Mr. BARCLAY understood that, they were so. He was aware that originally they were 100*l.* shares, but when they gave up the portion of the line between Bishop's Stortford, and Cambridge, he had always understood that the liability per share was reduced to 60*l.*

The CHAIRMAN said, there was nothing in the Act, to warrant such a supposition.

Mr. MASTERMAN, jun. (a Director) said, the best proof that the amount per share was not reduced was to be found in the fact that the Directors and some of the principal proprietors had signed an undertaking not to dispose of any of their shares, until the line were fully opened, without paying up 100*l.* on each.

Mr. BARCLAY said, there might be nothing in the Act to reduce the amount per share, but was there not a resolution in the Company's books to that effect?

The CHAIRMAN believed not. There certainly had been no resolution of the kind during his presidency.

Captain PROBYN inquired whether there was any intention on the part of the Directors to issue any of the shares now in the coffers of the Company.

The CHAIRMAN said, the Directors were under a pledge, and to that and every other pledge they were determined to adhere, not to issue any one of the shares referred to without the express sanction of the proprietors.

Captain PROBYN thought it very desirable that some of these shares should be issued, especially after what had been said about the amount per share. This would materially relieve the proprietors in regard to future calls.

Mr. MANGLES said, he too had understood that the Act of Parliament which authorised the Company to abandon the portion of the line north of Bishop's Stortford, had reduced the shares from 100*l.* to 60*l.*

The CHAIRMAN said, the Act in question enabled them to reduce the amount of their capital, but not the amount per share.

Mr. MANGLES had certainly had a contrary impression, and under that impression he had, at the request of one of the Directors, signed the undertaking already referred to not to dispose of his shares.

Mr. MASTERMAN, jun. said, the document bore upon the face of it an undertaking to pay up 100*l.* per share if the subscribers disposed of any of their stock previous to the general opening.

Mr. BARCLAY said, the shares were stated in the printed official lists to be 60*l.* shares, and surely the Committee of the Stock Exchange would not have allowed this to be done if they had not understood, as he and others did, that their amount was limited to that sum.

The CHAIRMAN could only repeat that there was nothing in the Company's Act to warrant such a conclusion.

Captain PROBYN hoped that under these circumstances a special meeting of the proprietors would speedily be called to determine upon the issue of the shares now in the hands of the Company.

In answer to a question it was stated that the number of registered shares on the Company's books was 4,500.

In answer to further questions, it was stated that the arrears on calls amounted to 8,000*l.*, and that the total available funds from calls was (including the call just due) 60 per cent. on 4,500 shares, that is, 275,000*l.*

After some very desultory conversation,

Mr. BARCLAY reverted to the amount of the shares, and asked whether it rested with the proprietors to convert the 100*l.* shares into 60*l.* shares, and in that case to issue the shares now on hand—or to keep back these shares, and pay up 100*l.* per share.

The CHAIRMAN said, it undoubtedly was at the option of a majority of the proprietors to do anything they pleased. If the majority of them instructed the Directors to go to Parliament for power to reduce the shares to 60*l.*, the Directors, who were merely the agents of the proprietors, would be bound to do so.

Mr. BARCLAY had understood that such power had already been taken. It certainly was better to have an extended share register than a small one.

Mr. ROSKELL enquired whether the honourable proprietor could suggest any plan for issuing further shares in the present condition of the undertaking.

Mr. BARCLAY thought they might be brought into the market in the usual way.

Mr. BAGSHAW (a Director) said, it was a desideratum not to issue any more shares until the road were so far completed, and the traffic so far developed that they could be issued without a sacrifice. (Hear, hear.)

The CHAIRMAN said, he entertained a very strong feeling as to the impolicy of issuing shares at a discount. The sum thus sacrificed could never be recovered to the undertaking, and they would always be burdened with the payment of dividend upon money of which they had never had the benefit. It was to obviate the necessity of issuing the shares at a discount, that he and his colleagues had made themselves personally responsible to the amount of 175,000*l.* for the undertaking.

Mr. BARCLAY inquired at what discount the shares now in the Company's possession stood.

The CHAIRMAN said 3*l.* had been paid upon some of them; 5*l.*, and even 15*l.* upon others. The total amount received on these shares previous to forfeiture was, in round numbers, 26,000*l.*

Mr. JOHN WILLIAMS strongly urged the propriety of postponing any farther issue until the results of the summer's working of the line and of its extension were ascertained, for he was satisfied that it would not then be necessary to make any sacrifice. The London and Birmingham Company had exerted themselves in every way to raise money without issuing farther shares until the line had been fully in operation, and he had little doubt that the step they had now taken of capitalizing their mortgage debt would, if it had been taken a few years ago, have proved their ruin. (Hear, hear.)

Mr. MANGLES was disposed to give every credit to the Directors for the exercise of a sound discretion, but he doubted whether a rapid succession of calls was not likely to outweigh the advantage to be anticipated from an early completion of the undertaking.

The CHAIRMAN said the Directors had made only three calls during the last year, in conformity with their pledge: but it was quite clear that the railway would not be productive till it was carried forward, and this could not be done without making further calls. The more rapidly these calls were made and responded to, the more rapidly would the works be completed, and consequently the sooner would the proprietors reap a return from their capital. (Hear, hear.)

Mr. NASH spoke in favour of the completion of the line at the earliest possible period, as the staff required to be kept up upon the part at present opened would then be spread over a larger surface, and therefore be less expensive as compared with the gross receipts.

Mr. SMALE inquired whether a further sum of 35*l.* per share would carry them to Bishop's Stortford.

The CHAIRMAN did not think it would; but by the assistance of their bankers, and by getting some portion of the materials, &c., upon credit, the Directors hoped that no further call than to the extent of 35*l.* per share would be required previous to the opening of the line throughout.

Mr. KENNARD (a Director) observed that when that amount was paid up, the Directors would have the power of borrowing money on mortgage.

A PROPRIETOR inquired whether the whole of the 35*l.* would be called for during the present year.

The CHAIRMAN said it must be called for, or the line could not be opened at the time expected.

The discussion as to the issue of further shares was here renewed, and carried on to some length.

Mr. BARCLAY said, the Company would be in no worse position than other Companies, if they issued the shares at a discount. It might be very well to reserve the shares if the present proprietary could complete the undertaking, but he very much doubted whether they could.

The CHAIRMAN said, the Directors were anxious that this Company should in some respects form an exception to Companies generally. Did the honourable proprietor suppose that even 1,000 shares could be issued at the present time at 20 per cent. discount?

Mr. BARCLAY thought they might.

The CHAIRMAN much doubted the possibility of doing so.

Mr. BARCLAY equally doubted whether they could get the whole 100*l.* per share from the present proprietary.

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The CHAIRMAN did not think the whole of it would be wanted, as they would be enabled to borrow a portion of the capital on mortgage.

Mr. ROSKELL.—And in anticipation of calls.

Mr. SMALE was glad to find that at present the traffic paid its expenses.

The CHAIRMAN said, it did so, as nearly as possible.

Mr. SMALE was satisfied they had not yet secured half the traffic that would ultimately come upon the line. The omnibuses and stage-coaches were as crowded as ever.

The CHAIRMAN said, there could be no doubt that the unfortunate position in which a neighbouring road was placed had operated greatly to their prejudice. (Hear, hear, hear.)

Mr. JOHN WILLIAMS was convinced that when the traffic was fully developed, 1,200*l.* a week would be taken on the line from Stratford to Broxbourne.

Mr. VIZARD (late solicitor to the Company) thought it was useless to argue about the issue of farther shares, for when it went forth to the public that 35*l.* per share would be called for during the present year, the stock would be utterly unsaleable. (Hear, hear.)

Mr. BAGSHAW thought it proper to add that this 35*l.* included the call of 10*l.* payable in the course of a few days.

Mr. VIZARD was sorry that the calls would be so heavy, as he himself would have to pay 3000*l.* or 4000*l.* during the year.

The CHAIRMAN said, *he* would have to pay 12,000*l.* or 15,000*l.* (Hear, hear.)

Mr. VIZARD begged to dissent most strongly from that part of the Report which intimated that this Company would be concerned in branch lines or in the extension of the present line. He protested against being dragged into any railway to Ware or Cambridge, or any where else, except as laid down in the Company's Act. (Hear, hear.) This was not the proper time for discussing the matter, but he mentioned it now lest he should be considered as sanctioning in any way any other scheme than that in which they were now embarked.

The CHAIRMAN reminded the hon. proprietor that it was expressly stated in the Report, that application was to be made to Parliament "with your consent."

Mr. VIZARD said, they never should have *his* consent.

The CHAIRMAN said, it was absurd to suppose that the Directors could go to Parliament without the sanction of the proprietors.

Mr. MASTERMAN, jun., said there was reason to believe, that out of certain judicious savings made by the Directors—of which he could speak with greater confidence, seeing that he had no part in them himself—the main line and the branch to Ware could be completed within the sum originally considered necessary for the main line alone. (Hear, hear.)

Mr. VIZARD said, that was not the point. If any saving could be effected, he should be glad to have the benefit of it.

Mr. SMALE thought the construction of a branch to Ware was of the utmost importance to the Company. (Hear, hear.) The honourable proprietor then suggested that a station should be established at Marsh-lane, Tottenham, as the stations in that quarter were very inconvenient. He spoke from an intimate acquaintance with the locality.

Another gentleman spoke to the same effect, and it was understood that the suggestion would be taken into consideration, the Directors inviting the practical suggestions of gentlemen acquainted with the district.

The CHAIRMAN said, nothing could have been more injudicious than the original laying out of the line at so great a distance from the several seats of population. There was the utmost difficulty in getting to the line.

Mr. BARCLAY enquired whether any beneficial arrangement had been made with the Eastern Counties' Company for a reduction of the amount paid to that Company.

The CHAIRMAN said they were now paying 5,000*l.*. instead of 7,000*l.*, a year, as originally agreed upon, for the accommodation at the terminus at Shoreditch. They hoped, however, to be able to secure a reduction of the tollage on the short traffic, if the Eastern Counties' Company did not stand in their own light.

Mr. NASH inquired whether the amount which the payment to the Eastern Counties' Company represented, was less than would have been required to secure an independent entrance into London.

The CHAIRMAN said there could be no doubt it was much less.

Mr. NASH doubted whether the advantage thus secured compensated for the stigma attached to them from their connection with the Eastern Counties' Company.

The CHAIRMAN said he could not pronounce any opinion upon that point; but be it as it might, the present state of affairs could not have been contemplated when the arrangement between the two Companies was entered into.

A PROPRIETOR said the public confounded the two Companies together, and he was sure that the Northern and Eastern line suffered greatly from this cause. (Hear, hear.)

The CHAIRMAN said there could be no doubt whatever of it. (Hear, hear.)

Mr. KENNARD said they knew of many instances of the kind. (Hear, hear, hear.)

Mr. PEMBERTON then adverted to the survey of the line between Bishop's Stortford and Cambridge, and found fault with the direction in which it was intended to be taken near to Cambridge. He stated that it interfered with his own property, and should have his strenuous opposition. It would also be opposed by the authorities of the University, as interfering with a piece of land intended for a botanic garden.

Mr. BIDDER (the Company's Engineer), replied, and stated his reasons for selecting the particular route which Mr. Pemberton condemned. The main point was the convenience of the town of Cambridge.

Mr. WEDGWOOD referred to a statement made by the Chairman at a meeting held last year to the effect that he was ready to take upon himself the shares of any proprietor at *par*, to be paid for at the end of two years. The honourable proprietor inquired whether the Chairman's opinion of the line was still as favourable as at the time alluded to.

The CHAIRMAN said, his opinion remained unchanged.

Mr. WEDGWOOD wished to know, then, if he were disposed to take a few shares on the terms referred to. (A laugh.)

The CHAIRMAN said, he already held a sufficient number of shares, and had incurred a sufficient amount of responsibility, to prove that he took a deep interest in the undertaking. (Hear, hear, hear.) He had never diminished his holding, but it was not likely that he would give 40*l.* for that which he could purchase in the market for 20*l.* (Hear, hear, hear,)

After some farther conversation, the Report was agreed to *nem. con.*, Mr. Vizard protesting against sanctioning any of the items in the accounts which had reference to any other lines than their own.

The CHAIRMAN then brought forward a resolution confirming the forfeiture previously declared by the Directors, of 52 shares, upon which certain calls were in arrear.

It was explained that 25*l.* had been paid up on every one of these shares, and that there were 25 other shares in the same position up to that morning, but the arrears had since been paid.

Mr. MANGLES and other gentlemen, hoped that time would be allowed to any of the defaulters who might request it, as they had paid up so much upon their shares. He should be sorry that the Company should benefit by the distress of individuals.

The CHAIRMAN expressed his concurrence in this view of the case; but explained that 45 of the shares were in the hands of the executors of a deceased proprietor, who probably could not dispose of them satisfactorily in any other way.

Mr. RHODES seconded the motion, and it was carried unanimously.

A resolution was then passed empowering the Directors to dispose of these shares in any manner they might deem best. A short discussion took place as to the policy of selling them by auction or by tender, but ultimately it was unanimously agreed that the matter should be left wholly to the Directors.

Mr. JOHN WILLIAMS then referred to the position in which he is placed with respect to the holding of certain shares. It will probably be in the recollection of our readers that some time back Mr. Williams held a very large number of shares in this Company, the greater part of which he had purchased at the request of certain gentlemen then connected with the Management, with a view, as they thought, to benefit the undertaking, and not for individual purposes. Circumstances rendered Mr. Williams unable to meet the calls upon these shares, and no fewer of them than 1,335 (upon which, as Mr. Williams stated, the greater portion of the 26,000*l.* above mentioned had been paid) were absolutely forfeited. In consideration, however, of services rendered to the Company by Mr. Williams, it was unanimously resolved at a general meeting of proprietors held in April last* that Mr. Williams should be permitted to take up at *par* 562 shares, which also were liable to forfeiture, and that the amount previously paid in respect of these 562 shares should be allowed for. Mr. Williams was to be at liberty to take up these shares at any time within three months after the opening of the line to Broxbourne, by which date it was expected that the Company's stock would not be at a discount. Mr. Williams now came forward and begged that under the circumstances of a disadvantageous opening of the line, and taking into account other temporary impediments to its success, he might be allowed six months longer to take up the 562 shares upon the terms already specified, expressing himself very sanguine as to the ultimate success of the undertaking.

The Directors had determined to leave the matter wholly with the meeting, giving no opinion or recommendation either way.

Mr. VIZARD moved that the indulgence requested by Mr. Williams be granted.

The feeling of the meeting was manifestly in favour of this course, for the motion was seconded by several gentlemen simultaneously, and on being put was carried unanimously.

Mr. WILLIAMS made a suitable acknowledgement, expressing a hope that he should hereafter be enabled to evince his gratitude by deeds, as well as in words.

Mr. PEMBERTON then brought forward a resolution to the effect, that the half-yearly meetings be held on certain fixed days. He thought this course would prevent inconvenience to proprietors at a distance, who sometimes did not receive the usual notices nor see the advertisements in time.

The Directors offered no objection to the motion, which indeed was seconded by one of them (Mr. Masterman, jun.,) and, although we believe it was not formally put to the meeting, it was understood, after some conversation, that the meetings shall hereafter be held on the *second Thursday* in February and August of each year.

Mr. WEDGWOOD then moved a vote of thanks to the Chairman and Directors for their able and gratuitous services.

Mr. SMALE seconded the motion.

Mr. VIZARD said, there could be but one opinion as to the conduct of the Directors. (Hear, hear.)

Mr. MANGLES was anxious that Messrs. Roskell and Moser should be remunerated for their valuable services. (Hear, hear, hear.)

The CHAIRMAN said, he himself had intended to bring forward a motion to this effect, but had de-

* See *Railway Times* of April 4, 1840.

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ferred it at the request of these gentlemen themselves. (Hear, hear.)

The motion for a vote of thanks was then passed unanimously.

The CHAIRMAN in acknowledging it, assured the meeting that the Directors would continue to carry out the undertaking without any sinister or secret objects, or any interests separate from those of the proprietors at large. (Applause.)

The meeting, which was not numerously attended, then broke up.

STOCKTON AND HARTLEPOOL RAILWAY—OPENING.

(Abridged from the *Northern Times*, February 13).

ON Tuesday last, the line of railway from Stockton to Hartlepool was formally opened by the Directors of the Company. About 12 o'clock, the Directors and a number of other gentlemen residing in the neighbourhood, assembled at the railway station, at Stockton, which is situated at the east side of the road leading from Stockton to Norton, adjoining the Clarence Railway. A number of persons were in attendance, who, during the preparations, manifested their feeling to the concern by repeated cheers.

About half-past twelve, the gentlemen took their seats in two trains, each consisting of a very beautiful new locomotive of 24-horse power, built by Mr. Peter Rothwell & Co., engine-builders, Bolton-le-Moors, Lancashire, together with one elegant first-class, and two neat second-class carriages, built by Mr. C. Burnop, coach-maker, Newcastle.

On starting, they were much cheered. They proceeded along the Clarence line, and by the Norton Junction, until they arrived at the Billingham Junction, where the new line leading from Hartlepool commences, and which is about three miles distance from Stockton, and about nine miles from Hartlepool, the distance, between the two towns, by the railway, being about twelve miles.

On various parts of the line the train stopped, and the gentlemen inspected the works, particularly the viaduct, which is thrown across a piece of marshy ground called Greatham Bottoms. The viaduct is about half a mile in length, and contains 92 arches; they also inspected the several bridges and other erections, with which they appeared to be very well satisfied. At Greatham, the party were received with immense cheers. A band of music and a flying colour was in attendance, which was taken into one of the carriages, and accompanied the party the remainder of their journey, playing enlivening airs. On various other parts of the line as the trains passed, they were saluted with cheers, and various colours were hoisted on various eminences. A little before two o'clock, the trains arrived at the Middleton station, at the south side of Hartlepool, which is the present terminus. They were received by a number of friends belonging to Hartlepool, who saluted them with cheers. The party proceeded to the head inn, kept by Mr. Sotheran, in Hartlepool, where they partook of a substantial repast. About an hour afterwards they met at the Middleton station, where an immense number of the inhabitants of Hartlepool and its vicinity were assembled. The band continued playing enlivening tunes; and the people generally, joined at intervals in loud cheers.

Soon after three o'clock the party again took their seats, and the trains proceeded amidst loud cheers, and the music of the band. At Greatham the trains stopped and the band alighted, and struck up the air of "God Save the Queen," after which three hearty cheers were given in which all present seemed to join. The trains again proceeded, and in passing were loudly cheered on various parts of the line. About four o'clock, they arrived safe at the Stockton station from where they started, and where they were again saluted with the cheers of a numerous assembly.

The party having alighted, several gentlemen congratulated them on their safe return, no accident whatever having occurred. Soon afterwards the company dispersed. The day was favourable for the season, being fair but very cold. The ride on this railway is one of the most pleasant as regards scenery and prospect that we know of in this part of the country. On leaving Stockton, after passing the junctions, a beautiful view is presented of the villages of Billingham, Cowpen, Wolsingham, Middlesbro', and Seaton Carew, and a distant view of the Cleveland Hills, and of a great part of the river Tees, and the towns of Redcar and Coatham. The country is particularly open, there being scarcely an intervening hill for many miles to obstruct the prospect. On proceeding north, a fine view of the villages of old and new Stranton on the west, and of the mouth of the river Tees and of the open sea on the east, is presented. There are very few embankments on the line, so that no danger of the carriages falling over can be apprehended; and being a complete level, having neither ascent nor descent, its claims as a passenger line, both on account of safety and pleasure, are very superior. The undertaking altogether reflects the highest degree of credit on the public-spirited Company who are engaged therein, and also on the talented engineer and the skilful architects and their assistants who have been employed in executing the work. As a speculative project, we cannot doubt of its success, and whilst it is conducted on fair and honourable terms, it shall receive our utmost support.

We rejoice on the broad principle of general improvement at the prospect which this undertaking offers of conferring incalculable benefits on the rapidly flourishing towns and ports of Stockton and Hartlepool, and the surrounding neighbourhood—the great facilities which it affords to the transit of goods and passengers, and also to the quantities of superior coal which that immense coal-field is capable of producing, which cannot fail to contribute much to the trade and commerce, and general prosperity of those towns. If their inhabitants, who appear to be awake to their own interests, only act in conjunction, their success is certain.

In the evening the party and many of their friends, amounting to 76 in number, dined at the Vane Arms Inn, the room was elegantly decorated for the occasion.

H. VANSITTART, Esq., of Kirkleatham, presided with great ability. He was supported on the right by B. Salvin, Esq., and on the left by G. H. Wilkinson, Esq. The vice-chair was very ably filled by R. Ranson, Esq. Amongst the gentlemen present we observed T. S. Stokes, John Moyle, John Stagg, —— Thompson, Thomas Ayres, Jonathan Langley, Robert Craggs, Joshua Byres, Esqrs.

Among other toasts which were duly honoured,

G. H. WILKINSON, Esq., rose to propose the health of the President of the Railway Company, and observed that, whenever he saw a gentleman withdrawing himself from the pleasures of life, and devoting his time and talents to the promotion of works of public good; such as a railway undertaking, which was calculated to confer great benefits on the neighbourhood of its locality, and afford much employment to the working classes, it was a sign that such a person took a great interest in the happiness and prosperity of his countrymen. Perhaps there was only one instance that he could mention in which their worthy president had been equalled in this respect, viz., that of Lord Wharncliffe, who was president of a Railway Company in the neighbourhood of Sheffield, and who had devoted much of his attention to the interests of the Company. Their Chairman, however, was not excelled by any in the zealous attention he had paid to the office which he so ably filled. He had not only brought the work nearly to completion; but on that day he had accompanied them to open the line, and had brought them back with whole skins. He considered the president (the present chairman) deserving their most ardent respect and admiration, and he hoped the Company would join with him in drinking his health in a bumper.

The CHAIRMAN briefly acknowledged the distinguished compliment which had been paid to him, but for which he feared he was unworthy. He was glad to see that his endeavours to promote the undertaking were approved of by such a number of discerning friends, and he hoped that the railway would prove a source of much good to the towns of Stockton and Hartlepool, and the neighbourhood.

— STAG, Esq., requested that the Company would join him in a bumper to the Clarence Railway. He was concerned to say that that undertaking had lately been under a cloud of discouragement; but he hoped for an improvement, for which there was good grounds. That railway had contributed much towards opening out one of the largest coal-fields in the north of England, and in connection with other railways in the neighbourhood, he had no doubt but it would yet prove highly beneficial to all concerned.

Drunk with cheers.

F. STOKES, Esq., regretted that the duty of returning thanks for the last toast had not fallen into more able hands than his. He believed that the Chairman had had so much to do that day that he was becoming fatigued, or he (the Chairman) could have done more justice to the toast than he (Mr. S.), as he was better acquainted with all the particulars of its history. He (Mr. S.) was aware that the Clarence Railway had opened out one of the largest coal fields in the county; for, according to the judgment of some gentlemen who knew more of the geology of the neighbourhood than he, it was considered that not less than ten or twelve thousand acres might be opened out in fields of coal; and if such was the capabilities of their avenues of trade, the port of Tees would not be able to supply the demand for want of sufficient accommodation for the shipping. He did not therefore consider that the ports of Stockton and Hartlepool were rivals to each other in trade. Their interests required that they should be united, the same as the ports of Newcastle and Sunderland, and this he hoped was now effected by the completion of the undertaking which they were then met to celebrate. He concluded by returning thanks for the last toast, on behalf of the Clarence Railway Directors.

The CHAIRMAN proposed the Hartlepool Dock Company, and success to their undertaking.

G. WILKINSON, Esq., returned thanks.

During the remainder of the evening several other toasts were drunk, amongst which were the healths of the Engineer, the Solicitor, and several other gentlemen connected with the Company's business, which were severally acknowledged by the gentlemen respectively concerned, in neat and appropriate speeches.

A number of the workmen were entertained with a substantial dinner on the same evening.

SWANSEA AND LOUGHOR RAILWAY AND DOCK.

A MEETING of the Provisional Committee, and other parties feeling an interest in this undertaking, was held at the Town Hall, Swansea, on Monday, the 8th inst. The Mayor having taken the Chair, Mr. Vivian stated, that the time having now arrived when the Parliamentary standing orders must at once be complied with, in respect of subscribing to the extent of two-thirds of the estimates, signing the subscription contract, &c., or the project abandoned for the present session, the meeting had been called for the purpose of explaining to the public at large the course which the Provisional Committee, had taken since their appointment at the public meeting on the 25th of January, and the present position of affairs with regard to this undertaking. The Committee, in compliance with the resolutions adopted at the public meeting, had met and prepared a prospectus, which had been printed and extensively circulated; but he regretted to have to state, that very few subscriptions had been entered into. He believed that influential parties were hanging back, each waiting to see what the other did; but until the leading parties had put down their names, it would be unless to expect minor subscribers to come forward. There was still time, however, for a full compliance with the standing orders, provided the necessary amount of subscriptions could be raised. In accordance with his pledge, the professional part was fully prepared, and the subscriptions could be raised. In accordance with his pledge, the professional part was fully prepared, and the subscription contract engrossed, and ready for signature. He should much regret if, after having been carried to so advanced a stage, the project fell to the ground;

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but if it was to be so, he could not help it—he had done his part. A lengthened discussion then ensued in which Colonel Cameron, Sir John Morris, Bart., Mr. Dillwyn, Mr. Stroud, Mr. Michael Williams, Mr. W. H. Smith, and others, took part, and various propositions were made with the view of carrying the whole or part of the projected measure this session! and there was also a conversation with respect to a better line through the Dunvant, which Sir John Morris said had been suggested to him, but which was clearly proved to be considerably longer. Finally, a resolution to the effect that the dock and branches of the main line of railway should be abandoned for the present session, and that a subscription list for the main line of a railway only should be opened, was proposed and seconded, and having been put to the meeting was carried; but we believe that this resolution led to no result. Thanks were then voted to the Mayor, and the meeting separated. We presume, therefore, that this project may be considered as at an end for the present, which is much to be regretted, as it could not have failed to have been of considerable advantage to the town and neighbourhood of Swansea.—*Cambrian*, Feb. 12.

RAILWAY ADJUDICATION.

CURTIS v. THE LONDON AND BLACKWALL RAILWAY COMPANY.

Vice-Chancellor's Court, Feb. 16.—Mr. Knight Bruce said in this case he was instructed to move on behalf of the plaintiff, William Joseph Curtis, that the defendants, the London and Blackwall Railway Company, be restrained from making use of plaintiff's invention. This case had been pending since August last, the delay not being attributable to the plaintiff, but arising from circumstances which it was not necessary to detail. The Company being, he believed, respectable and solvent, the only point which it was now requisite to consider was, as to what was best to be done between the present time and the date of trying the right—a proceeding to which he supposed the defendants would have recourse. If so, he hoped that arrangements would be made for deciding the matter speedily, and in that case very little difficulty as to arrangements in the interval would arise. The patent upon which plaintiff's claim rested was dated the 31st August, 1838, and had reference to several contrivances, all more or less applicable to railways. The particular invention, however, which was now the subject of dispute, was for facilitating the working of railways where rope traction was used—not where the rope was endless, as on the upper portion of the London and Birmingham line, but where, as on the Blackwall, a tail rope was applied. The object of the invention was to attach a train of carriages to the rope, or to detach them from it, by means of machinery explained in the plaintiff's specification. The principal utility of the plaintiff's invention was its power of acting while the rope was in motion. The London and Blackwall Company, the defendants, stated that they had not applied any contrivance to the rope while in motion, and their witnesses said that such power could not be so applied without creating danger. That, however, was not material; for if the Company applied the plaintiff's invention to the rope while *not* in motion, they were to all intents and purposes chargeable with having infringed upon his right. An invention like this was, of necessity, applicable to only a few railways, as not many of them were in any way worked by rope; he believed the Blackwall Railway was the principal line at present so worked. As soon as the plaintiff ascertained that the Company had availed themselves of his invention, he gave them notice of his intention to proceed against them, unless some arrangement were entered into—although, as already explained, the matter has been deferred to the present time. As he had stated, the patent under which the right was claimed had reference to various kinds of improved machinery, for travelling and transmission by railways, some of the contrivances being, moreover, applicable to other purposes, but that part under which alone the plaintiff claimed in the present instance was marked No. 12. in the specification of the patent. The learned gentleman here read a description of Mr. Curtis's apparatus, drawings of which were placed in the hands of His Honour the Vice Chancellor.*

Models of the plaintiff's apparatus as well as of that used upon the Blackwall Railway, and of various parts of each, were likewise exhibited in Court, and Mr. Curtis, both at this and a subsequent stage of the proceedings, explained to his Honour their mode of action.

Mr. Knight Bruce resumed, and read from an affidavit made by plaintiff to the effect that the difference between his invention and that which had been in use on the Blackwall Railway since its opening in July last was only colourable. He then alluded to a correspondence which had passed between the parties from which it appeared that upon plaintiff's solicitors making a formal claim upon the Company, the solicitors of the latter had written to say that Mr. Bidder, the assistant Engineer, of the Company, did not consider the contrivance in use upon the Blackwall Railway to be an infringement upon plaintiff's patent, but that upon the return of Mr. Stephenson, the Engineer-in-Chief, who was then absent from town, an inquiry should be set on foot, and if it were found to be really an infringement, the Company would take out a license, as was desired, for the use of plaintiff's invention. The affidavit further stated that previous to the completion of the Blackwall Railway, plaintiff had shown to Mr. Stephenson a drawing of his invention, and that Mr. Stephenson had then expressed an opinion that it would not answer, and that other and better means of attaching and detaching the rope could be rendered available. The affidavit then went on to describe the points of similarity and difference between the two contrivances, the plaintiff maintaining that they were substantially the same, and expressing a belief that the apparatus in use on the Blackwall Railway had been constructed from the drawings in his specification, or from copies of them covertly obtained, inasmuch as the difference was only colourable.

Models of different portions of the apparatus were here handed to his Honour, who examined them and had them explained by Mr. Curtis.

His Honour inquired whether plaintiff's contrivance was at present in use upon any railway.

Mr. Knight Bruce said it was not, except, as contended by plaintiff, upon the Blackwall line. Its application was of necessity very limited; in fact, he believed that the Blackwall was the only railway in the kingdom to which it was applicable, as these undertakings were now worked. The learned gentleman then referred to, and read extracts from, affidavits made by Mr. Brunton, Mr. Hawkins, and Mr. Jones, Civil Engineers, in which these gentlemen severally gave it as their opinion, that the two inventions were substantially the same. Mr. Jones added, that in August last he had seen upon defendants' railway, machines with certain variations and additions, which rendered them a still more palpable infringement of plaintiff's patent. Another affidavit by plaintiff himself, confirmatory of this assertion, was subsequently referred to. An affidavit from Mr. Gill, another engineer, to the same effect as the others, was also noticed. The learned gentleman proceeded to state that the defendants rested their answer upon affidavits, stating that the idea of using such an apparatus had occurred to their engineers *anterior* to the date of plaintiff's patent, but it was not, he said, pretended that any apparatus of the kind had been in use prior to the patent, nor that the idea was not original on the part of plaintiff. If two persons hit upon the same idea at the same time, and one of them succeeded in securing a patent to carry it out before the other, such patent was valid, notwithstanding the simultaneous discovery of the principle by the other party.

His Honour said, he supposed no claim was made to originality for catching up a rope by a hook. The machinery by which this was effected could alone be the subject of a patent. Now it seemed to him, that in the two contrivances which he had examined the machinery was totally dissimilar. The plaintiff fixed the rope by a windlass and detached it by means of a lever, whereas the defendants fixed it by a lever and detached it by a ratchet, which in his opinion constituted an essential difference.

Mr. Knight Bruce said, it was immaterial in what mode power was obtained; the mode of applying that power constituted the basis of the claim. The plaintiff claimed the taking up and jamming in of the rope, and whether this was done by a windlass or a lever was not of any consequence, just as it would be no answer to a charge of infringing upon an ingenious invention, worked by air or water, to prove that the pirated contrivance was worked by steam.

His Honour could not see that there was any originality or invention in taking up a rope by a hook, which he supposed had been done ever since hooks and ropes had existence; and as to identity of inventions, unless it could be proved that a windlass was a lever and a lever a ratchet, he thought the case could not be made out.

Mr. Knight Bruce still contended that the mode by which power was gained was immaterial. There was nothing original either in a windlass or lever.

His Honour said it seemed to him that the same end was attained in the two cases by different machines.

Mr. Jacobs (for the defendants) said, it was not the same end, for the plaintiff professed to attach the rope while in a state of motion, whereas defendants maintained that this could not be done without incurring great risk and danger.

Mr. Knight Bruce said, if his Honour were of that opinion, the better way would be to allow the plaintiff to bring his action. Here were engineers of eminence who might be considered as better able to judge of the merits of the case than the Court itself, swearing that the inventions were in substance the same. His Honour, therefore, would probably order the issue to be tried.

His Honour thought this would be the most satisfactory course.

Mr. Jacobs contended that the two contrivances were essentially different, inasmuch as the one contemplated the securing of the rope in a state of motion, the other in a state of rest, and consequently the machinery in the one case was so contrived as to reach close to the ground and to catch up the rope, whereas in the other, the rope was put upon the hook by hand.

It was then arranged that the matter should go before a jury with the least possible delay, Mr. Knight Bruce stating that his client was quite willing it should be thus disposed of.

Destructive Accident on the Croydon Railway.—On Thursday night (week) as the last train to London, heavily laden with passengers, was returning from the county election, held at Croydon, when near the Dartmouth Arms Station, Sydenham, it came in violent collision with a number of waggons which had been left by an engine that was proceeding to the London station. The concussion was so great that it knocked the waggons all to pieces, and most seriously shattered the engine and tender. The engineer and stoker miraculously escaped with their lives, and the damage done to the carriages was to a most extensive amount. Happily no lives were lost. The loss sustained by this deplorable event is confidently stated to exceed 500*l*.—*Times*.

[We find on inquiry that the above account is greatly exaggerated. No damage was done to the engine, tender, or carriages, with the exception of the pump which was broken by the engine being thrown off the rails. No personal injury was sustained. Some of the waggons were much shattered.—Ed. R. T.]

Railway to Brecon from Merthyr.—We understand that it is in contemplation to take measures for forming a railway from hence to Brecon.—*Merthyr Guardian*.

* In the *Railway Times* of July 11, 1840, a similar description and drawing will be found.

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COMMUNICATING APPARATUS FOR RAILWAY TRAINS.

In our notice last week of the London and Birmingham railway meeting, reference was incidentally made to an apparatus for enabling the guard of a railway train to communicate with the driver by blowing a whistle connected with the engine, and on that occasion it was stated that the contrivance had been seen by the writer in successful operation upon the Birmingham Railway. We have since had an opportunity of more closely inspecting the apparatus, and have no hesitation in saying, that it seems well calculated to effect the important object which has hitherto been a desideratum.

The inventor and patentee is Mr. William Pettitt, of the London Works, near Birmingham, and for some years, we believe, an officer of the London and Birmingham Railway Company. The contrivance consists of a wrought iron or copper tube fixed under the centre of each carriage, and passing under the tender to the engine. In each of these tubes is inserted a metallic rope, every separate division being connected by ropes of less strength, with catch-hooks at both ends, so contrived that they may be attached or detached in a very few seconds. The one end of the rope is connected with a whistle upon the engine, and the other, by means of certain simple machinery which it is not necessary to describe, passes up to the seat of the principal guard on the top of any particular carriage, and is so arranged that by the turning of a winch the steam is let in upon the whistle already referred to, the sound of which can only be stopped by an act of the driver. The sound of the whistle differs, of course, from that in ordinary use.

The advantages to be expected from the efficient working of an apparatus of this kind are too obvious to require enumeration. Hitherto there have been no certain means of communication between the guards and the persons upon the engine. A passenger might be taken suddenly and dangerously ill —an accident might happen to a wheel or an axle, or other part of the machinery—a fire might break out in a luggage waggon—even a portion of a train (as has happened in more instances than one) might be altogether left behind, and although the guard were fully aware of what had transpired, he has no means of conveying information to the driver, or of signalling the stoppage of the train. All this will be remedied by the ingenious contrivance of Mr. Pettitt. Nor is this all. The elevated position of the guard will enable him to descry obstructions upon the line, or any signal of danger, that might escape the notice of the driver, and the apparatus will put it in his power to give timely warning, thus providing against a defect which has induced many persons to recommend the appointment of a "Captain" to each train. The code of instructions proposed by Mr. Pettitt is, like the apparatus itself, exceedingly simple. The driver upon hearing what we may call the "*guard's whistle*," is to reverse the position of his engine—that is, if he be then moving he is to stop; if stopping, he is to go forward. A variety of other signals may, of course, be easily adapted to he use of the apparatus at the discretion of the several Managements.

It is no slight recommendation of Mr. Pettitt's apparatus that it is scarcely at all liable to accidental derangement, and is moreover easily repaired, and that its first cost is exceedingly small. We understand that an engine, tender and carriage can be completely fitted with the apparatus at a cost of 20*l*. The only additional expense, therefore, in a train consisting of twenty carriages, (for the apparatus acts equally well from the top of the twentieth or fortieth carriage as of the first,) would be the small cost of the tube, &c., under each carriage of the train beyond the first.

The apparatus as now in frequent use upon one of the London and Birmingham trains has secured the approbation of the Directors of that Company, who are at present, we believe, engaged in negociations with Mr. Pettitt for its general introduction upon the line.

CARRIERS ON RAILWAYS—THE GRAND JUNCTION COMPANY.

To the Editor of the Railway Times.

Sir,—I had my attention called to that part of your paper of Saturday last, which is headed "The Carriers case considered in reference to Railways, from a correspondent."

As none but Messrs. Pickford and their legal advisers have had access to some of the documents which are referred to in this paper, I cannot but conclude that it comes from them. In fairness I think they should have published the whole of my affidavit instead of a detached part of it. I say this, because in that affidavit are stated the reasons which caused the change of opinion on my part which I am charged with in the paper I am now noticing.

The whole of my affidavit accompanies this letter, and I appeal to your impartiality for its insertion in your next Saturday's paper; it will be for your readers then to judge whether I had sufficient reasons for my admitted change of opinion.

The evidence I gave before Parliament was given partly before and partly after I had changed my opinion on the merits of the carriers' question, and the whole some months before Messrs. Chaplin and Horne had finally concluded with our Executive. My idea was that they should be the carriers at least over the London and Birmingham railway, but further consideration led, in the actual conclusion of the arrangement, to their being only our agents.

Desirous to confine myself to that part of the carriers' case as published by you which bears upon myself individually, I abstain from any notice of the rest of the paper, which is made up of general charges against the Directors of the Grand Junction Railway. As far as we have gone, it does not appear that the Directors are decidedly in the wrong, or that the carriers are clearly right; for upon their own showing (as the fact is) various tribunals have decided against them.

First, the Commons on the Grand Junction Amalgamation Bill with the Chester and Crewe.

Next, the Lords on the same Bill.

Next, the General Committee of the Commons on Railways.

Since then Messrs. Pickford and Co. have brought us before the Court of Queen's Bench, by applying for a mandamus against us, wherein again they failed; and lastly, they brought an action against us, which they have discontinued, paying us our costs.

Personally I regret the dispute with the carriers, of which Messrs. Pickford are fully aware; but I feel that we have the interests both of the public and of railways with us in our endeavour to preserve a *direct* communication between the public and the railway Companies, who from the nature of things as they now exist, must be the real carriers.

I am, Sir, your very obedient servant,

JOHN MOSS.

Liverpool, 17th February, 1841.

P.S.—If Messrs. Pickford have no objection, the Grand Junction Board will publish in your paper the whole of the affidavits, *on both sides*, in the late mandamus affair at their own expense.*

The following is the affidavit above referred to:—

IN THE QUEEN'S BENCH.

John Moss, of Otterspool, near Liverpool, in the county of Lancaster, banker, maketh oath and saith—

That he hath read the respective affidavits of Joseph Baxendale and John Rubens Bulmer upon which (together with other affidavits) the rule *nisi* hereunto annexed, appears to have been granted.

That he this deponent is, and ever since the incorporation of the said Company has been, the Chairman of the Directors thereof, and hath taken a very active part in the general conduct and controul of the undertaking, and especially as regards the arrangements for the transmission of goods and merchandise along the railway.

That the opening of the said railway for the carriage of goods took place in or about the month of January, 1838, and mainly in consequence of communications which this deponent had with the said Joseph Baxendale and others, of the then common carriers along the canals and turnpike roads, this deponent had then a very strong impression and opinion that the most advisable mode with reference as well to the interests of the Railway Company as of the public for using the Railway for the conveyance of goods would be, to offer inducements to the said Joseph Baxendale and his co-partners, and other known common carriers, to use the said railway as such carriers; and that accordingly this deponent strongly recommended his co-Directors to adopt that plan, and the same was accordingly soon after adopted with the said Joseph Baxendale and his co-partners, with Messrs. Morris, Herbert and Company, with Messrs. Robins and Company, and Messrs. Kenworthy and Company, all of whom then used and carried on business as common carriers, and with all of whom contracts and agreements

* On receiving this letter from Mr. Moss, we immediately communicated with Messrs. Pickford on this subject, and received from them the following reply.

To the Editor of the Railway Times.

Sir,—In answer to your letter just received, in which you state from Mr. Moss that, "If Messrs. Pickford, have no objection, the Grand Junction Board will publish in your paper the whole of the affidavits on both sides in the late *Mandamus* affair at their own expense," we have only to reply, that we have no possible objection, and will give you and the Grand Junction Company every facility in our power for that purpose.

We believe that the affidavits on both sides having been filed, copies of them may be obtained by any person who chooses to apply at the proper office. But if it will be any convenience to you, we will obtain them from our solicitors, who have copies of those sworn on our side, and we believe office-copies of the others also.

We have one observation to make on the word "*late*." The Grand Junction Company were successful last Term in throwing us over upon our application for the mandamus on a *preliminary* and *formal* objection; which, as time is of great importance to private individuals who are compelled to maintain a contest with a powerful public body, was doubtless a great advantage to them. They have since been so fortunate as to disappoint our expectation of bringing to trial at the present sittings in London an action we had commenced against them on a different ground, and which we have in consequence been advised to discontinue. We do not wish that they should encourage in themselves, or create in others, the impression that we have either withdrawn from, or been defeated in, our assertion of what we conceive to be our legal rights; or that we shall be remiss in bringing them as quickly as possible to issue.

We have only to add, that, although we should not have been the parties to *commence* an appeal to the public through the press, while matters were still pending in the courts of law,—we are both willing and desirous that the utmost publicity should be given to the matters in dispute between us, and the public mind fully informed upon the real bearing, and thoroughly awakened to the national importance of the subject.

We are, Sir, &c.

PICKFORD AND CO.

City Basin, 19th Feb. 1841.

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were made and entered into by the said Company, securing to the said respective parties allowances and advantages, in consideration of their performing services and assuming risks, and upon the faith of representations made by them to the said Grand Junction Railway Company.

That these several contracts and agreements were made and entered into prior to the Act of Parliament (in the affidavit of the said Joseph Baxendale mentioned), of the third year of her present Majesty's reign.

That the object of this deponent, and as he believes, of his co-Directors, in entering into these several contracts and agreements (which occasioned present pecuniary sacrifices on the part of the said Company for considerations given or agreed to be given in exchange by the other parties thereto) was to secure to the public the greatest attainable amount of convenience and advantage from the railway as a new additional cheap and expeditious means for the conveyance of goods, and so ultimately to benefit the said Company by obtaining through such carriers an increase of traffic along the railway.

That for securing this object, and in order at the same time to prevent the common carriers, who were thus assisted and encouraged by the Company to use the railway, from combining or working together so as to keep up prices on the railway, and thereby to keep the goods upon the canals and roads, and so to injure the Company and the public by means of the assistance, facilities and encouragement so afforded to them, the said Grand Junction Railway Company continued the business of carriers of goods between Birmingham and Liverpool and Manchester respectively, which they had commenced before the said agreements were made as aforesaid.

That the Grand Junction Railway extends from Birmingham to Newton, a point upon the Liverpool and Manchester Railway, and not further or otherwise, and the said Grand Junction Railway Company have no control whatever over the Liverpool and Manchester Railway, or the railway from Birmingham to London called the London and Birmingham Railway, or the stations belonging thereto respectively, save under or by virtue of agreements made with the Companies of Proprietors of those respective railways, and which agreements the said Grand Junction Railway Company have made with them solely as common carriers using their respective railways as such, and which agreements the said respective Railway Companies might make, as this deponent understands and believes, with any other carriers over or parties using their respective railways, under or by virtue of the Acts of Parliament relating thereto respectively.

That the said Grand Junction Railway Company made an arrangement with the Liverpool and Manchester Railway Company for the use of their line between Newton, the terminus of the Grand Junction line, and Liverpool and Manchester respectively, and of their stations at those places, and were thereby enabled to carry on the business of common carriers of goods between Liverpool and Manchester and Birmingham; and the said deponent (Joseph Baxendale, and his co-partner, the said firm of Pickford and Company), as well as other common carriers, likewise and at the same time carried on business as common carriers between the same points, as well as between those points and London.

That goods between Lancashire and London, entrusted to the said Grand Junction Railway Company, were in the first instance (the said Grand Junction Railway Company not being themselves, and not being desirous to be, carriers over the London and Birmingham Railway) handed over at Birmingham to parties who were carriers by the railway from thence to London.

That the said firm of Pickford and Company were and are very largely interested in the carriage of goods on canals between Lancashire and London, and the intermediate places, and have very large establishments connected with such business on the said canals; whilst from the nature and mode of carrying on their business on the railways between the said points respectively, they only have occasion to employ a very small capital in that department.

That pending such agreements with them as aforesaid, the said Grand Junction Railway Company discovered that the said firm of Pickford and Company received goods consigned and delivered to them for carriage *by railway*, and notwithstanding express written orders that such goods should be transmitted by them *by railway*, they did nevertheless, on several occasions, carry such goods by canal instead of the Grand Junction Railway, and thereby cause great delay and inconvenience to the owners of the goods, besides exposing them to pilferage supposed to be incident to canal conveyance generally, and damaging the Railway Company in the opinion of the public. And as an instance thereof this deponent says—

That on or about the 22nd day of December, 1839, John Rutter Chorley, the Treasurer, General Manager, and Secretary of the said Grand Junction Railway Company, received (as this deponent was informed by him, and believes,) a letter, whereof the following is a copy:—

Lodge-lane, December 21, 1839.

My dear Sir,—I have recently had to complain that two packages, containing wine, were conveyed by Messrs. Pickford from London to Liverpool by canal, notwithstanding the most distinct directions were given on the cards of address that railway conveyance was preferred. As the Grand Junction Directors and proprietors are affected by this misconduct of the carriers, I communicate the particulars of this case to you, and you are at liberty to make any use of it you may think proper, and that you may confide in the accuracy of my statement, I enclose one of the Direction cards, as I received it. The packages were erroneously directed to me at Knowsley instead of Liverpool, and I consequently received a notice from Messrs. Pickford's agents at Stockton Quay, Warrington, that they were lying there to my order. The place of address may be alleged by them as a reason and justification for the non-compliance with the directions they received; but such an excuse ought not to avail, as their office in Liverpool is very much nearer to Knowsley than Stockton Quay is, while the facilities of conveyance from the former are infinitely greater, and I was obliged to request them to forward the wine to Liverpool. My principal reason for selecting the railway in preference to the canal was that the wine might not be plundered, the event has proved that my reason was a good one, as two bottles were purloined out of each of the casks, and three bottles broken in consequence of the former being abstracted.

Yours, very truly,
(Signed) RICHARD FARLE.

J. R Chorley, Esq.

Copy of the Direction Card:—

RICHARD FARLE, Esq.,
Knowsley,
Prescot,
to Liverpool.

Pickford and Co.'s *Railway* Waggon.
20th Nov., 1839.

That this deponent was informed by the agents of the said Company, and believes it to be true, that the charges made by the said firm of Pickford and Company, and by the other common carriers (using the said railway, with the advantage of similar contracts and agreements between them and the said Company as aforesaid), were not uniform to all persons alike under equal circumstances, but that one class or description of persons was charged one price and another class and description a different price, and that these several and different prices, moreover varied from time to time, whereby was introduced upon the railway a system which the public had notoriously found very objectionable on the canals.

That this deponent was informed by the agents of the said Company, and verily believes it to be true, that they had discovered that the said firm of Pickford and company, and others of the common carriers, using the said Grand Junction Railway, were in the habit of making insufficient, and in some cases, untrue declarations of the description or quantity of the goods delivered by them to the said Company for carriage along the said railway, and thereby deprived the said Company of their known, just, and usual charges for the carriage thereof.

That the said Grand Junction Railway Company carried without charge packages returning empty, and this deponent has been informed by the agents of the said Company, and believes it to be true, that the said firm of Pickford and Company have declared as empty packages certain packages, which, after, and notwithstanding such declaration, were actually discovered not to be empty, but on the contrary, to contain goods well known to the said firm of Pickford and Company, to be liable to charge like all other goods.

That it was moreover ascertained that the comparative prices charged for the conveyance of goods by the said original common carriers, over the London and Birmingham line of one hundred and twelve miles, on which the said carriers were then the only carriers without any competition on the part of the Railway Company, and the price at the same period charged upon the Grand Junction Line of ninety-eight miles on which the Railway Company did compete with the original common carriers were as forty five shillings to twenty-five shillings per ton, although so far as this deponent knows or believes, there was not, and is not, any reason whatever why the charge over the London and Birmingham line should not be, at least, proportionably as low per mile as over the Grand Junction Line.

That with a view to obviate these or some of these various injuries to the public, and consequently, though indirectly, to the Railway Company, and believing that they could carry such goods at much less charges to the public than they had ascertained were then made by the said original common carriers, and which latter charges they believed occasioned great loss and damage, as well to the public as to the said Grand Junction Railway Company, by preventing a fair competition between the railways and canals in the carriage of such goods, the said Grand Junction Railway Company determined, in the early part of the year 1840, themselves to carry goods entrusted to them along the London and Birmingham Railway.

That the said Company did also soon afterwards determine to, and did accordingly put an end to, the special contracts and agreements subsisting as aforesaid between them and the said firm of Pickford and Company, and others of the original common carriers, and then and thereupon the said Company ceased as to all of them to make the allowances aforesaid, or to give them the said advantages or preferences, and then and thenceforward they on the other hand ceased to perform any part of their said contracts and agreements, and some of the said original common carriers continued, and others then discontinued, to carry on business upon the Grand Junction Railway.

That the said Company employed Messieurs Chaplin and Horne, of London, to undertake their agency in London, and to unload and deliver at London all goods from the Grand Junction line carried by the Grand Junction Railway Company, as also the collecting, loading, invoicing, and porterage on as many goods as they could collect in London for the Grand Junction line, and the performance of certain other services as agents of the said Company.

That Messrs. Chaplin and Horne have for some time past acted for the said Grand Junction Railway Company as their forwarding and delivering agents in London in pursuance of such employment, and the said Grand Junction Railway Company not having themselves a carrying establishment in Liverpool or Manchester, have from the first commencement of their business as carriers of goods as aforesaid employed, and do still employ, the Liverpool and Manchester Railway Company as their forwarding and delivering agents in Liverpool and Manchester respectively, and of the fact of such employment the said firm of Pickford and Company and particularly the said Joseph Baxendale, have and hath always been fully cognizant, and such fact has been quite notorious, and that the Grand Junction Railway Company have had no dealings with the said firm of Chaplin and Horne, as common carriers over or along the said Grand Junction Railway, or any part thereof, or as partners of the said Company, and no connection or conjunction with the said firm, save in the way of agency; and that the said firm of Chaplin and Horne have not used the said Grand Junction Railway, or any part thereof, as common carriers.

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That the result of this determination on the part of the Grand Junction Railway Company, and of their having themselves undertaken the carriage throughout of London and Lancashire goods, without the intervention or employment of the said firm of Pickford and Company, or other of the original common carriers, has already been a very great reduction in the price of carriage of such goods, in many instances to the amount of nearly one-half.

And this deponent further saith, that he believes that the principal object of the said firm of Pickford and Company, in their present application, is not to compel the said Company "to charge equally at all times the charges authorised to be made by them for the carriage of goods, or other matters or things, conveyed by the said Company, or for the use of steam power or carriages supplied by the said Company, and after the same rate per mile, or per ton per mile, in respect of all goods or carriages of a like description conveyed or propelled by a like carriage or engine passing on the same portion of the line of the said railway and under the same circumstances, and not directly or indirectly to advance or reduce the same in favour of or against any particular Company or person travelling upon or using the same portion of the said railway under the same circumstances"—but to prevent or deter the said Company from continuing to employ their own agents in London for the delivering and forwarding of Lancashire goods, or to induce the said Company again to make to the said Pickford and Company allowances and advantages, and so to enable them, the said firm of Pickford and Company, to make profits at the expense of the public, above what are charged by the said Company; and in support of this his belief, this deponent saith, that the said Messrs. Chaplin and Horne are not and never have been (and so far as he knows and believes, do not intend to be) carriers over the Grand Junction Railway, or any part thereof, or used the same or any part thereof as carriers, in any manner whatsoever; and that the said Messrs. Chaplin and Horne are not, and never have been, connected or concerned in any way whatever with the conveyance of goods, either over the Grand Junction Railway, or the London and Birmingham Railway, or any part thereof respectively, in connection with the said Grand Junction Railway Company, otherwise than in the way of agency.

And this deponent further saith, and he verily believes that the said Joseph Baxendale knew and was well aware at the time he made his said affidavit, of the fact last aforesaid, and of the further fact that the said Messrs. Chaplin and Horne are not, and never were, carriers over the Grand Junction Railway or any part thereof, either under the same circumstances as the said firm of Pickford and Company, or under any other circumstances whatever, and that all the statements in the said affidavits of the said Joseph Baxendale and John Rubens Bulmer, with reference to charges alleged to be made, or preferences or advantages alleged to be given by the said Grand Junction Railway Company to Messrs. Chaplin and Horne as competitors (either alone or in conjunction with the said Grand Junction Railway Company), with the said firm of Pickford and Company, in the carriage of goods over the Grand Junction Railway are wholly and entirely unfounded.

And this deponent further saith, that the price at which the said Company offered to allow to the said firm of Pickford and Company the use of the waggons of the said Company over and along the London and Birmingham Railway, was fixed by the Directors of the said Grand Junction Railway Company not more with a view to obtain for their constituents a fair remuneration for the loan of such waggons than by the determination not to subject themselves or the said Company to any reasonable complaint as to the amount thereof on the part of the said firm of Pickford and Company, and was not fixed with the object imputed to the said Company in the said affidavit of the said Joseph Baxendale, and that, in fact, such amount is not at all unreasonable, but the contrary.

And this deponent further saith, in reference to the said affidavit of the said John Rubens Bulmer filed in this case, that although he hath no recollection whatever of having ever seen William Watts, in the said affidavit mentioned, he cannot state of his own knowledge whether Hardman Earle, Esq., in the said affidavit mentioned, did or did not make in this deponent's presence the statement alleged in the said affidavit in that behalf.

That the said Hardman Earle, who is not now a Director of the said Company, but went out of office on the 10th of August last, did from the first entertain and always express in common with some others of the Directors of the said Company, a strong opinion that both the public and the said Company would be great losers by the encouragement and advantages given and held out by the said Company to the said firm of Pickford and Company, and the other original common carriers.

And this deponent further saith, that according to the best of his belief he must have known if it had been the fact, and that he doth not know or believe that it is true (as represented by the said John Rubens Bulmer in his said affidavit), that the said Grand Junction Railway Company ever refused to carry the goods or any of the goods of the said firm of Crowley and Company, or of any other Company or person or persons whomsoever.

And this deponent further saith, that according to the best of his belief he must have known if it had been the fact, and that he doth not know or believe that since the passing of the said Act of the third year of the reign of Her present Majesty, any contract or agreement, or arrangement whatsoever hath been made or entered into by the said Grand Junction Railway Company, with the said Messrs. Chaplin and Horne, or with any Company or Companies, person or persons, whomsoever, whereby and with the object that the said Grand Junction Railway Company charged or received, or agreed to charge or receive, or might charge or receive, or attempt to charge or receive, nor does he know or believe that the said Company have since the period aforesaid charged, or agreed, or attempted, or intended to charge, or received or agreed to receive, or that they intend to charge or receive, or to agree to charge or receive, otherwise than equally at all times the charges authorised to be made by them for the carriage of any passengers, goods, animals, or other matters or things, conveyed by the said Company, or for the use of any steam power or carriage supplied by the said Company, or otherwise, than after the same rate per mile, or per ton per mile, in respect of all passengers, and of all goods, animals, or carriages of a like description, conveyed or propelled by a like engine, or carriage, passing on the same portion of the line of the said railway only, and under the same circumstances.

That according to the best of his belief he must have known if it had been the fact, and that he doth not know or believe that since the passing of the said last mentioned Act of Parliament, any contract or agreement or arrangement whatsoever hath been made or entered into by the said Grand Junction Railway Company with the said Messrs. Chaplin and Horne, or with any Company or Companies, person or persons whomsoever, whereby the said Company have directly or indirectly advanced or reduced, or agreed to advance or reduce, nor that the said Company have since the period aforesaid directly or indirectly advanced or reduced, or agreed to advance or reduce, or that they intend directly or indirectly to advance or reduce the same charges, or any of them, or the charges for conveyance by the said Company, or for the use of locomotive or steam power to be supplied by them in favour of or against any particular Company, or person travelling upon or using the same portion of the said railway under the same circumstances as aforesaid.

And this deponent lastly saith, that to the best of his belief he must have known if it had been the fact, and that he doth not know or believe that the said Grand Junction Railway Company, or the Directors thereof, even at any time or upon any occasion, to the said firm of Pickford and Company, or to any Company or Companies, person or persons, whomsoever, refused or declined, or expressed any disinclination, or that in fact they ever were or are disinclined to comply with, or abide by, and obey the provisions of the said last mentioned Act of Parliament, or any of them in any manner howsoever, or acted from the motives and with the objects imputed to them in the affidavits filed in support of this motion.

JOHN MOSS.

Sworn at Liverpool aforesaid, this ninth day of January, 1841, before me, WM. MYERS, jun., Commissioner, &c.

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BELFAST AND CAVEHILL RAILWAY.

Feb. 11.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

BRISTOL AND EXETER RAILWAY.

Feb. 9.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

DURHAM AND SUNDERLAND RAILWAY,

Feb. 5.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

Committee on petition fixed for Tuesday, 16th February.

Feb. 18.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Liddell and Mr. Alderman Thompson.

EASTERN COUNTIES' RAILWAY.

Feb. 11.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Bramston and Mr. John Round.

Feb. 12.—Bill "to amend and enlarge some of the provisions of the Acts relating to the Eastern Counties' Railway, and to authorise the Company to raise a further sum of money for the purposes of the said undertaking," presented, and read a first time.

Feb. 18.—Second reading of Bill fixed for Monday, 22nd February.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

Feb. 12.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

Feb. 17.—Committee on petition fixed for Wednesday, 3rd March.

GREAT LEINSTER AND MUNSTER RAILWAY.

Feb. 12.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

GREAT NORTH OF ENGLAND RAILWAY.

Feb. 5.—Committee on Petition postponed from Tuesday 9th to Friday 12th February.

Feb. 15.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Pease and Mr. Harland.

LONDON AND BLACKWALL RAILWAY.

Feb. 8.—Petition for Bill referred to the Select Committee on petitions for Private Bills.

LONDON AND GREENWICH RAILWAY.

Feb. 11.—Petition for Bill; refered to the Select Committee on petitions for private bills.

MANCHESTER AND LEEDS RAILWAY.

Feb. 5.—Committee on petition postponed from Monday 8th, till Monday 22nd February.

Feb. 16.—Committee on petition postponed from Monday, 22nd February, till Monday, 1st March.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

Feb. 12.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

NORTHERN AND EASTERN RAILWAY.

Feb. 11.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

Feb. 12.—Committee on petition fixed for Tuesday, 23rd February.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH,)

Feb. 11.—Petition for Bill; referred to the Select Committee on Petitions for Private Bills.

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Feb. 12.—Committee on petition fixed for Tuesday, 23rd February.

NORTH MIDLAND RAILWAY.

Feb. 11.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

Feb. 13.—Committee on petition fixed for Thursday, 25th February.

PRESTON AND LONGRIDGE RAILWAY.

Feb. 9.—Petition for Bill reported, and Bill ordered to be brought in by Sir Hesketh Fleetwood, and Mr. Townley Parker.

Feb. 11.—Bill to enable the Preston and Longridge Railway Company to raise a further sum of money; presented and read first time.

Feb. 15.—Printed Breviate of Bill laid on the table.

POLLOC AND GOVAN RAILWAY.

Feb. 12.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

Feb. 13.—Committee on petition fixed for Tuesday, 2nd March.

SHOTTS AND WILSONTOWN RAILWAY.

Feb 12.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

Feb. 17.—Committee on petition fixed for Monday, 1st March.

SOUTH-WESTERN RAILWAY (No. 1.)

Feb. 11.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Hawkins, Mr. William John Blake and Mr. Benjamin Wood.

Feb. 12.—Bill "to amend the Acts relating to the London and South-Western Railway Company," presented, and read a first time.

Feb. 18.—Printed breviate of the Bill laid on table.

Second reading fixed for Monday, 22nd February.

SOUTH-WESTERN RAILWAY (No. 2.)

Feb. 11.—Petition for Bill; refered to the Select Committee on Petitions for Private Bills.

STAFFORD AND RUGBY (LATE MANCHESTER AND BIRMINGHAM EXTENSION) RAILWAY.

Feb. 12.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

Feb. 18.—Committee on petition fixed for Monday, 1st March.

THAMES HAVEN DOCK AND RAILWAY.

Feb. 12.—Petition for Bill; referred to the Select Committee on petitions for Private Bills.

WARWICK AND LEAMINGTON BRANCH RAILWAY.

Feb. 8.—Petition for extending the time for presenting petition for a Bill; referred to the Select Committee on petitions for Private Bills.

Feb. 11—Petition for extension of time for presenting a petition for a Bill reported; time extended until Monday the 8th day of March next.

YORK AND NORTH MIDLAND RAILWAY APPROACHES.

Feb. 11.—Petition for Bill reported, and Bill ordered to be brought in by Mr. John Henry Lowthes and Mr. John Dundas.

Feb. 12.—Bill "to enable the York and North Midland Railway Company to raise a further sum of money to make certain approaches to the said railway, to amend the Acts relating thereto, and for other purposes," presented, and read a first time.

Feb. 15.—Printed Breviate of Bill laid on the table.

"MARCH NOTICES" FOR NEXT SESSION.

THE following notices of applications for Railway Acts intended to be made to Parliament next session, appear in the *Gazette* of last night. In all of them it is stated that the necessary plans, sections, books of reference, &c., will be deposited on or before March 1st with the clerks of the peace for the several counties through which the proposed lines would pass:—

For a line to be called the "Northern Union Railway," running from the Great North of England to the Durham Junction lines.

For a branch from the North Midland Railway to Doncaster.

For a line commencing near Neckinger-road on the Greenwich Railway, and terminating near Westminster Bridge.

For a branch line from the London and Brighton, to be called the "London, Lewes, Saint Leonards, and Hastings Railway."

For an extension to Worthing of the Shoreham branch of the Brighton Railway.

For a branch line from the Brighton Railway, commencing at Horley and terminating at Horsham, both in Surrey.

For a line to Scarborough from the York and North Midland Railway, with a branch to the Whitby and Pickering line.

For a line to be called the "Westminster Bridge and Greenwich, Croydon, Brighton, and South-Eastern Junction Railway, by way of, and including Kennington, Camberwell, and Peckham." This line is to commence at Westminster Bridge and terminate at Deptford, on the Greenwich Railway, with a branch from the Old Kent Road to New Cross, on the Croydon line.

For a line from Norwich to Yarmouth.*

For an extension of the Northern and Eastern Railway to Cambridge.

For a railway from Falmouth to join the Bristol and Exeter, near Cowley Bridge, Devon.

For a line from Deptford on the Greenwich Railway to Chatham.

For an extension of the Saundersfoot Railway (Wales).

For the "Central Kentish Railway," from Deptford to Deal, with branches.

For the "West London Railway Extension," (late Thames Junction) as already fully explained in this journal.

For a branch line to Evesham from the Birmingham and Gloucester Railway, with a secondary branch.

For a line from Leeds to Bradford—a branch of the North Midland.

For branches from the South-Eastern Railway to Canterbury and Ramsgate, and Margate.

For a branch from the same main line to Maidstone.

For a branch to Hastings.

For an alteration of the Blackwall Railway depot in Fenchurch-street.

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.

To the Editor of the Railway Times.

SIR,—In your publication of Saturday last there appeared the last Report of the Edinburgh, Leith and Newhaven Railway Company, and I rely upon the sense of justice and impartiality so characteristic of your journal, for permission to offer some observations, the more particularly as few persons in England are aware of the *real and admitted* facts of the case, to which I will confine myself.

1st. There is not, and there never has been, any such railway in the course of construction as the title imports, but a totally different project is carried on *under a false designation.*

2ndly. The railway now in the course of construction has *no connection whatever* either with Leith or Newhaven, nor does it afford *any means of communication* between those places and Edinburgh.

3rdly. *No portion whatever of the traffic* between Leith or Newhaven and Edinburgh is intended to pass on the present line, and for the obvious reason above mentioned, viz., that there are no means of communication afforded.

Thus much with respect to what the railway is NOT; and now as to what it IS.

1st. The railway commences at a point on the Sea shore, called Trinity, where it was once proposed to construct a harbour, but that speculation having failed, the harbour scheme is at an end; it thence proceeds *towards the environs* of Edinburgh.

2dly. Its total length, when fully completed, is *less than two miles*, and of which about one-third is tunnelling. One tunnel upwards of 3,000 feet in length remains untouched, and is understood to be quite impracticable.

3rdly. The harbour speculation having failed, there now remains no traffic for the railway, and thus the whole capital has been lost.

The above may appear inexplicable, but such is the real state of the case.*

One observation as to the expenditure.—In the last Report it is admitted, that a sum of no less than 47,851*l.* 8s. 1½d. has been received by the Managers of this concern, and from the mode in which they appear to have expended it, some idea may be formed of their honourable and *disinterested* motives.

The following is the account—

By expenditure to 30th June, 1840	£35,678	1	5
By ditto to 31st December, 1840	12,273	6	8½
Total	£47,851	8	1½
This expenditure is thus accounted for—			
For working and engineering	£24,938	18	10½
For property purchased.....	11,318	10	11
For expenses of management, such as Directors, and those employed under them	11,593	18	4
Total	£47,851	8	1½

Thus, not only has the whole money received been spent, but it further appears that the concern is in debt two sums of 6,956*l.* 6s. 11½d. and 9,850*l.*, making a total of 16,806*l.* 6s. 11½d., to which is to be added liabilities on contracts, at least 35,000*l.*, making altogether 51,806*l.* 6s. 11½d.!

To meet this (independently of the arrears on calls, *which are worth little or nothing,*) there remains only a sum of 25,000*l.* to be received, consisting of the remaining 5*l.* per share on 5,000 shares. The expense of the tunnel is not included in the above sum of 51,806*l.* 6s. 11½d., consequently if that is to be proceeded with, a further outlay of at least 30,000*l.* more will be necessary.

Under these circumstances, the only plan to be adopted by such as would avoid being subjected to further imposition, is *at once to transfer the shares*: for nothing is more certain than that when the full capital shall have been squeezed out of the shareholders, it will be utterly unproductive *except to those who at head quarters are fattening upon it*, and of which the last Report discloses a fair specimen.

VERAX.

February 15th, 1841.

EASTERN COUNTIES' COMPANY DIRECTION—MR. HOYES.

To the Editor of the Railway Times.

SIR,—Observing in several of your late numbers some remarks having reference to the Eastern Counties' Railway Direction and myself, allow me to remark, that on being chosen to a vacant seat at the Board, I declined accepting the appointment solely because I had altered my previous intentions of residing in London, and without the slightest reference to any differences which may have existed at the Board, or in respect to their proceedings.

I am, Sir, your very obedient servant,

ALEXANDER HOYES.

Edinburgh, Feb. 16, 1841.

* Notices have appeared in previous *Gazettes* for the other lines referred to in a leading article which will be found elsewhere.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	70	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	81	..	..	..	79
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	31	..	..	..	..	..
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	16½
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	28	28	28	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	..	..	..	..	..	8½
—	—	64000	8½	2	Ditto (*Debentures*)	4½	4½	..	..	..	..	4½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	29½	..	..	..	29½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	22½
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	204
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	102
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27½
.....	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	51
74	....	10000	100	80	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	91	90½	90	90	90	90	89
—	—	25000	50	50	Ditto (*New Shares*)	62	61½	61¼	61	61	61	61½
—	—	37500	20	4	Ditto (*Fifths*)	9⅜	9⅜	..	..	..	..	92
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	43½	43½	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	32½
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	20
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	176	..	174½	..	..	..	174
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	29
—	—	31250	32	32	Ditto (*New Shares*)	..	..	..	..	..	..	50½
4	3½	24000	25	22½	London and Blackwall	..	..	18	..	17½	17½	..
46	5½	36000	50	50	London and Brighton	43	43½	43½	43¼	42½	42½	42½
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	12½	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
3½	3½	20000	20	20	London and Greenwich	..	8½	8¾	..	..	..	..
—	—	.....	.....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	.....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
76	76	36000	avr.	38½	London and South-Western	58	..	58½	..	58½	58½	58
50	40½	13000	100	70	Manchester and Leeds	76½	76	..	..	..	..	75
—	—	13000	50	30	Ditto (*New Shares*)	34	33	33	..	..	..	..
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5½	36000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	79
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	..	..	..	14⅜
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	73	..	74	73½	..	..	74
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	..	36½
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	17	..	..	..	..	16½
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	..	..	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

* Ex. Div.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Feb. 17th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3⅜	..
18000	50	35	Edinburgh and Glasgow	29½	29½
1960	25	25	Glasgow and Garnkirk	26½	28
16000	25	23	Glasgow and Greenock	22½	22½
12500	50	40	Glasgow and Ayr	39	39
1940	25	25	Monkland and Kirkintilloch	..	61½
..	..	50	Wishaw and Coltness	78	76
680	25	25	Ballochney	..	85
4000	25	25	Dundee and Arbroath	26¾	27½

RAILWAY TRAFFIC RETURNS.

Thus (•) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	February 18	..	£614 16 10	£301 4 1	£ 916 0 11 ††
1,266,666 0 0	£1,013,723 0 0	.... (*a*)	*†Birmingham and Gloucester	51	51	February 12	4,220	824 18 3	193 0 10	1,017 19 1
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	February 13	17,467	....	....	435 7 7
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16¾	16¾	February 13	2,826	125 7 8	41 0 6½	166 8 2½
2,133,333 0 0	....	....	*Eastern Counties'	126	17½	February 14	6,633	....	....	420 16 10 ‡‡
833,000 0 0	631,241	2 8 0	*†Glasgow, Paisley, and Ayr	51	40	February 13	9,184	529 15 3	101 13 10	631 9 1
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6¾	6¾	February 13	7,776	....	....	279 15 4
1,957,800 0 (*b*)	....	14 0 0	Grand Junction	114 (*c*)	114 (*o*)	February 13	..	4,800 14 0	2,609 11 4	7,410 5 4
4,993,999 0 0	....	....	Great Western	118	92	..	..	....	....	....
533,333 0 0	460,000 0 0	.... (*a*)	Hull and Selby	31	31	February 14	2,386	326 18 4	220 18 11	547 17 3
488,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	February 13	2,119	384 6 1	68 17 8	453 3 9
1,832,375 0 0	1,410,000 0 0	10 0 0 (*d*)	Liverpool and Manchester	31	31	February 12	..	2,129 15 4	2,472 0 11	4,601 16 3
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	February 13	..	8,841 10 5	3,524 11 2	12,357 1 7 §§§
800,000 0 0	668,668 0 (*e*)	.... (*a*)	*London and Blackwall	3½	3½	February 18	21,373	407 7 2	2 18 2	410 5 4
2,400,000 0 0	1,091,369 0 (*e*)	.... (*a*)	*London and Brighton	46	5½	February 15	1,065	33 8 8	59 18 4	93 7 0
741,000 0 (*f*)	629,307 0 0	.... (*a*)	London and Croydon	10½	10½	February 16	5,294	....	....	467 18 5
993,300 0 (*g*)	793,300 0 0	1 0 0 (*h*)	London and Greenwich	3½	3½	February 18	24,951	....	....	767 3 11
2,260,000 0 (*e*)	2,198,617 0 (*i*)	5 0 0 (*k*)	London and South-Western	77	77	February 14	..	2,271 11 7	740 18 3	3,012 9 10
2,800,000 0 0	895,914 0 (*l*)	.... (*a*)	*Manchester and Birmingham	40	5½	February 15	8,709	....	....	259 5 6
650,000 0 0	... (*m*)	1 5 0	Manchester and Bolton	10	10	February 11	..	327 16 1	183 3 0	510 19 1
2,599,000 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	.... §
1,533,000 0 0	1,440,000 0 0	.... (*a*)	Midland Counties'	57	57	February 13	5,608½	961 9 7	792 10 5	1,754 0 0 ‡‡‡
950,000 0 0	....	....	Newcastle and Carlisle	61	61	..	..	....	....	....
3,000,000 0 0	2,705,676 0 (*c*)	.... (*a*)	North Midland	72¼	72¼	February 13	..	1,605 4 9½	698 1 9	2,303 6 6½ ‖
730,000 0 0	560,000 0 0	6 0 0	North Union	22	22	February 12	2,692	685 19 7	134 15 0	820 14 7 ¶
1,200,000 0 0	297,430 0 0	.... (*a*)	Northern and Eastern	30	19½	February 16	3,999½	....	....	314 2 0 ***
500,000 0 (*n*)	....	.... (*a*)	Preston and Wyre	19	19	February 13	1,431½	102 13 11	87 5 8	189 19 7
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	February 14	5,129	....	....	140 4 3
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	23	23	February 15	4,189½	....	....	972 14 1 †††

(*a*) Not open long enough. (*b*) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (*c*) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (*d*) Maximum allowed by Act. (*e*) Up to July 1. (*f*) Including the new capital for the London-bridge station. (*g*) Including new capital for widening line, &c. (*h*) Preference shares guaranteed 5*l*. per cent. (*i*) Including Gosport branch. (*k*) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (*l*) Up to July 31. (*m*) The expenditure mixed up with that on the canal, with which the line is connected. (*n*) Including harbour and docks. (*o*) 83 miles from Birmingham to Newton junction; 14¼ from Newton junction to Liverpool; and 16½ from Newton junction to Manchester.

†† From which deduct Toll to London and Birmingham Company, 103*l*. 7*s*. 9*d*.—leaving a balance of 812*l*. 13*s*. 2*d*. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. ‖ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

‡‡‡ Carriages, 22*l*. 10*s*. 0*d*.; horses, 29*l*. 19*s*. 6*d*.; parcels, 209*l*. 17*s*. 9*d*.; dogs, 11. 9*s*. 0*d*.; cattle, 12*l*. 0*s*. 0*d*.; corn, 58*l*. 1*s*. 11*d*.; heavy goods, 458*l*. 12*s*. 3*d*.—Total, 792*l*. 10*s*. 5*d*.

§§§ Subject to a deduction of 48*l*. 1*s*. 6*d*. for one week's rent of the Aylesbury line at 2,500 per annum.

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TO CORRESPONDENTS.

Mr. W. T. Rathbone, Mr. Edward Cropper, Mr. David Hodgson, and Mr. Richard Harrison, *are the four Directors of the Eastern Counties' Railway who stand* PUBLICLY CHARGED *with drawing from that Company six guineas for the travelling expenses of every journey they make from Liverpool to London and back,* ALTHOUGH THEY TRAVEL THE WHOLE OR GREATER PART OF THE WAY FREE. *A handsome reward will be given to any person producing an authentic denial of the charge from any one of the persons above named. Apply to the Steward of the Reform Club.*

D. J. *had better communicate his plan to the Board of Trade.*

"A Pore hingin driver" *has put himself to much unnecessary trouble to render his letter unintelligible. If he will render it back into plain English we shall willingly insert it.*

R. J. J. *has been anticipated in his suggestion.*

G. H., Mr. Macman, Mr. W. H. Smith, Truncheon—*received.*

A Director *puts a question to us, the answering of which, under any other than existing circumstances might induce us in rather invidious comparisons; but as it is, we are pleased to think that we need go no further than the first and oldest of the railway carriage builders—the Worsdells—to recommend to our correspondent gentlemen who will execute anything in their line of business on the most approved principles of construction, with the best materials, at moderate prices, and with all possible dispatch and promptitude.*

Psi.—*We are anxious to assure our valuable and esteemed correspondent that nothing could be further from our thoughts or wishes than the sort of remedy hinted at in one of his late letters, for the mismanagement of a certain notorious concern.*

Erratum.—*In the letter on the London and Brighton Railway, signed* Longworth, *published in our last) 340l. 5s. 3d. was erroneously printed for* 140l. 5s. 0d.

THE RAILWAY TIMES.

SATURDAY, FEBRUARY 20, 1841.

We alluded in our last number to certain petitions which had been presented to the House of Commons in the course of the week, praying for a modification of the tax now imposed upon railway passengers. Among others, the Newcastle and North Shields Company have addressed the House in the following terms:—

"The humble petition of the Newcastle-upon-Tyne and North Shields Railway Company, under their Common Seal,

"Respectfully showeth,

"That the said railway is about seven miles in length, and hath been made at very heavy expense, amounting to above two hundred and sixty thousand pounds.

"That to afford accommodation to a very numerous population, chiefly of the operative class, and to maintain a competition with an extensive system of steam conveyance by water, your petitioners have been induced to establish a very low rate of fare for passengers, averaging about one penny per mile.

"That the railway has since the opening in June, one thousand eight hundred and thirty-nine, proved a very great accommodation to the inhabitants of the neighbourhood, upwards of one million and a quarter persons having, since that time, travelled upon it.

"That your petitioners have found that the low fares charged would be moderately remunerative, but that the present mode of charging the duty upon passengers, amounting to one-seventh of the receipts, have proved most oppressive; and your petitioners humbly represent, is too great a reduction from their reasonable profits.

"And they also beg further to represent, that the complicated accounts which the present mode renders necessary, are a source of very considerable labour and expense, and a premium for fraud.

"Your petitioners therefore humbly pray that to enable them to continue the accommodation to the public, your honourable House will be pleased to pass an Act altering the duty now charged of one-eighth of a penny per mile on each passenger to a per centage upon the receipt of the railway.

"And, as in duty bound, &c."

The petitioners in this instance content themselves with pointing out the obstructive effects of the impost, in diminishing the amount of their own "reasonable profits," without instituting any comparisons as to its relative lightness upon other lines; and certainly any tax which takes away "one-seventh [query, one-eighth] of the receipts," is a fair subject for remonstrance and complaint. The oppressive character of the tax appears, however, in a much stronger light when a comparison is made between its operation upon lines like the one which is the subject of the foregoing petition, and lines situated in more favoured localities, where a higher rate of charge can be made upon the public. The Garnkirk and Glasgow Company, whose very satisfactory Report we give in another part of this day's number, state that the Government duty has absorbed about 14 per cent. of their gross receipts from passenger traffic, while upon other lines the proportion does not exceed 4 or 5 per cent. The Newcastle and North Shields Company would appear to be subjected to about the same heavy per-centage as the Garnkirk and Glasgow, while one or two other Companies in Scotland are taxed still more disproportionately. In fact, it is self-evident that, as the charge made upon the public by the Companies diminishes, the charge made upon the Companies by Government increases,—an arrangement which has clearly a direct tendency not merely to shut out, to a great extent, from railway facilities, one class of individuals—those, namely, to whom *very* low fares are indispensible—but also to augment the cost to parties who are better able to afford it. A fixed invariable duty, payable alike upon maximum and minimum fares—upon the 2½d. and 3d. per mile of some of our great English Companies, and the less than 1d. per mile of many of the Scotch lines—must inevitably discourage further reductions, if it do not even lead to increased charges. The experience of the Croydon Company during the last few months well illustrates the effect of the passenger tax. While that Company carried the public at low fares (lower, we mean, than the present charges, which are still low comparatively,) the duty accruing to Government was very considerably greater with a less net income to the Company than it is now that the number of passengers has been diminished, through the late addition to the fare, and that the Company's revenue has improved. Had a certain per-centage upon the gross receipts of the Company been levied in both cases, Government would not have suffered, and the Directors need not have altered their scale of charges—at least, the *other* reason which they assign for the charge (the fixed poll-tax payable to the Greenwich Company on a principle precisely similar to that of the State tax) would in that case probably not have had sufficient weight to lead to so undesirable a step as a raising of fares.

The modification suggested by the petitioners is the substitution of a per-centage upon the railway receipts (the *passenger* receipts, of course), for the present duty of one-eighth of a penny per passenger per mile. This, it will be remembered, was the basis of the recommendation put forth by the Select Committee of last session, the per-centage being graduated according to the scale of fares charged upon the several lines. We have on former occasions expressed an opinion decidedly unfavourable to the particular scale recommended by the Committee, as in the first place rising too high, and moreover being very carelessly graduated; but to the *principle* of such a scale there cannot, we imagine, be urged any sound objection. The great error to be avoided—and it is an error into which the Parliamentary Committee, and still more the original propounder of the graduated scheme, fell—is the attempted relief of one class of individuals at the expense of another—the reduction of the tax so far as the poorer Companies are concerned, by throwing an additional burden upon the more wealthy. Putting aside the injustice of materially interfering with the tolls secured to the Companies by their several Acts of Incorporation — and certainly no interference could be more direct than to subject them to increased deductions from their gross receipts —it is extremely impolitic to arouse the opposition of parties so circumstanced. Many of the most powerful Companies occupy precisely the same position in this matter as the London and Birmingham, as described by Mr. GLYN at the meeting last week. They themselves do not complain of the present mode of levying the duty, but they do not object to an alteration for the benefit of others, provided no heavier tax be imposed upon themselves. To attempt, therefore, to substitute for the existing system a plan which would very considerably add to the burdens of such Companies, is not only to lose the valuable assistance of these parties, but to call forth their determined opposition. Nor is there any necessity for such a course; for we are satisfied that a scale might easily be so graduated that while no Company would have to pay *more* than they at present pay, the poorer Companies, or those who find it necessary or deem it prudent to establish a low scale of charges, would be materially relieved, at the same time that the public revenue would not suffer from the change. This latter consideration must, we fear, be at present looked upon as all-important. While old imposts are becoming unproductive, and new ones are of necessity brought forward, it is too much to expect that any portion of the receipts from railway taxation will be given up, and hence it becomes more than ever desirable that, if possible, an improved mode of levy should compensate for the removal of those practically unequal burdens of which the Companies now make complaint.

While the internal operation (if we may so term it) of the railway tax is exciting attention from one portion of the public, another is busily engaged in discussing its bearing externally, that is, as it has a tendency to affect other modes of locomotion. In this latter class may be placed our able contemporary of the *Times*, who has long laboured zealously on behalf of the postmasters and stage-coach proprietors, not, we are ready to believe, from any

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dislike to the railway system, although some of the arguments and assertions which have been used seem to favour such a supposition, but, we would fain hope, solely from a feeling of sympathy towards a very deserving body of men whose fate it has been to suffer by the onward progress of improvement. In our paper of last week we reprinted one of our contemporary's appeals, and with the sentiments therein expressed we are disposed almost entirely to concur. We have never denied that the postmasters and stage-coach proprietors are very heavily, and, as compared with railways, very unequally, taxed, and we would join most cordially in any scheme that would afford them relief, provided always that such scheme steered clear of the error to which we have already alluded of merely shifting the burden from the shoulders of one party to those of another. If, as is sometimes more than insinuated, it be sought to relieve the postmasters and stage-coach owners at the expense of railway proprietors, we must strenuously oppose the proposition as at once unjust and ineffective, but if any means can be devised of dispensing altogether with the common road imposts that will not further burden the railways, we shall rejoice in seeing it carried into effect. We have no fears whatever for the results of a competition between taxed railway travelling and untaxed road locomotion. Our contemporary to whom reference has already been made, appears to think that the old system would present a formidable rivalry to the new, if the Government tax upon the former were entirely abolished. This is quite a mistake. In the first place it would be impossible for the coaching system to contend successfully with railways, even as regards economy, supposing the former to be wholly untaxed. Take the case of a railway where the fares are as high probably as any in the kingdom—the London and Birmingham. The charge from London to Birmingham by the second class carriages is 20s.; previous to the construction of the railway, the outside coach fares varied from 30s. to 35s. Would the total abolition of the stage-coach duty have enabled the coach proprietors to reduce their charges at least one-third? Certainly not. Such was the competition then existing upon that line of road, that it may safely be taken for granted that every other item of expense was kept at a minimum, and if with the *whole* traffic of the district the coach proprietors could not afford to carry passengers between the two places at less than 30s. per head, is it to be supposed that with only a very small portion of them, the mere abolition of the coach tax would enable them to compete with another mode of conveyance which can afford to carry the public for 20s.? But it is not price alone which will at all times secure a preference for railways. The superior accommodation, the remarkable increase of speed, and notwithstanding all that has recently transpired, the great additional certainty and safety, will ever, in a country like this, determine the choice of the public for railways. The attempt, therefore, to raise stage-coaches into successful rivals of railways is under any circumstances wholly hopeless. No doubt the abolition of the tax would do something to revive, if but for a time, a portion of their pristine vigour; and railways, above everything else, would be benefitted by the change. Horse coaches will act as useful feeders to a line of railway, and if the tax were removed or reduced, would prove more useful still, but anything in the way of injurious competition is, we repeat, wholly out of the question.

It seems to be taken for granted by some, that if the post-masters and coach proprietors are to be relieved at all, it must be by the imposition of an additional tax upon railways, since every one admits that the aggregate amount of taxation from these sources cannot at present be materially diminished. But, why should it be so? Why should not steam power by water be taxed as well as steam power by land? We would, if we could, have the means of internal communication of every description wholly unfettered by any impost whatever, but as this may not be, why should not all be served alike? Why should stage coaches and railway carriages be liable to a tax, and steam-boats go entirely free? If the stage coach duties are to be lightened—as they certainly ought to be—let a moderate capitation tax be placed upon steam boat travellers, and the revenue will in no way suffer, while an act of justice will be done to one class of interest in removing their burdens, and an act of injustice averted from another, in leaving railways as they are.

Elsewhere we give particulars of a melancholy accident upon the Grand Junction Railway from the running of one luggage train into another at the Whitmore station. The result was the mortal injury of a poor man, a pig dealer from Ireland, who was riding in one of the waggons along with the pigs a great many of which were killed. The Coroner's jury have acquitted the Company's servants of all blame by levying a mere nominal deodand on the engine, and everything considered, we think their decision is a perfectly just one. The state of the weather appears to have so affected the rails that the greatest care was requisite to get the trains forward in any way, and it is too much to expect that under such circumstances everything should be done on the instant which after-consideration may suggest as desirable. At the same time it is to be hoped that this melancholy occurrence will lead to an improvement in one or two points connected with the working of this and of other railways. In the first place it ought to be strictly forbidden that any engine-driver should, *under any circumstances* whatever, quit his engine for a single moment, while standing upon the main line. The driver of the engine of the first train states, that he had gone into the office to get a cup of coffee, when the concussion took place. Had he been on the engine, it is probable he might have seen the second train coming up, and have had time to get out of the way. A second point worthy of notice in connection with this occurrence, is the danger of using two engines to one train. This has been repeatedly shown in other cases of accident, and it is to be hoped that in future the practice will be given up.

The second reading of the new Bill "for the better regulation of railways" took place on the evening of Friday, the 12th inst., and the measure will go into Committee on Friday next. In the meantime several deputations from the different Companies have had interviews with Mr. Labouchere and Lord Seymour, and hopes are entertained that some of the clauses will be considerably modified. In the course of the brief conversation which preceded the second reading, Sir Robert Peel pointed out how very desirable it was that the cordial co-operation of the Companies should be secured, and there is reason to believe that every concession consistent with the safety of the public, and the practical efficiency of the measure, will be made to the representatives of the railway interest.

On the same occasion Sir Robert Peel paid a high compliment to the excellent arrangements in use on the London and Birmingham and Grand Junction Railways—the lines with which he said he was best acquainted—and took an opportunity of repeating what he had stated on a previous evening as to the superior safety of railway locomotion over every other mode of inland transit.

The regular Parliamentary Notices have been given for all the three lines which were lately competing for the favour of the people of Norfolk. First for Mr. Rastrick's, the East Anglian Line from Yarmouth to Bishop's Stortford, by Thetford, Newmarket, and Cambridge, joining at Bishop's Stortford the Northern and Eastern; second, Mr. Stephenson's line, which embraces only the distance between Yarmouth and Norwich, and which, though of very questionable expediency, considered in relation to the general interests of the Counties of Norfolk and Suffolk, and of the public, must doubtless be a most paying concern to the proprietary; and third, the Kelveden and Bury St. Edmund's absurdity of the Eastern Counties', done by Mr. Braithwaite to order, for purposes of sheer mystification and humbug.

It would appear as if the opposition raised to the projected Chester and Holyhead Railway, by the promoters of the Portdynllaen scheme, would, after all their boastings, end in nothing. In the House of Commons on Tuesday, Mr. W. O. Stanley, who has been very active in promoting the success of the Holyhead line, inquired of Mr. Ormsby Gore, one of the leaders of the opposing party, whether it was his intention to bring forward during the present session any motion tending to impugn the Report of the Commissioners with respect to the best harbour and railway route for the two countries. Mr. Gore disclaimed all present intention, but would not pledge himself as to the future. We have little doubt, however, that so far as any competing project is concerned, the Holyhead line is quite safe; we wish it had no greater obstacle to encounter.

Mr. Stanley has moved for certain Returns, which will throw some light upon the present mode of conveying the mails to Dublin. The Returns obtained last year by the honourable member, placed the benefits of a railway to Holyhead in a very strong light. The Returns now ordered are as follows:—

"Of the hour at which the Government steam packets have left the river Mersey, and the number of hours occupied in the passages between Liverpool and Kingstown and Kingstown and Liverpool each day, since the 1st day of March last, with the name of each packet; also the number of times, specifying the days, that the mail and passengers have been conveyed by tender to and from the steamer outside the bar of the Mersey, and of the days on which no mail has left Liverpool."

"Similar return from Holyhead, stating the number hours occupied in the passage to and from Kingstown, and days on which no mail has left Holyhead."

"Also, return of the hour at which the London mail has been received at the Dublin Post-office, each day, since the 1st day of January, 1840, and the number of days, specifying them, on which the evening mail coaches have left Dublin without the London mail."

"Return, showing the number of mail steam packets on the Liverpool and Kingstown, Holyhead and Kingstown, Milford and Waterford stations, the expenses incurred in building and outfit and re-

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pairs of the vessels, and the expenses of the establishments, and the total disbursements, and the receipts, passages, &c. and the totals of such charge, from the 1st day of January, 1840, to the 1st day of January, 1841. Also, the amount paid by the Government for the contract for conveying the day mail from Liverpool to Kingstown (in continuation of Return 18th June, 1840."

THE case of HINDLEY, the man implicated in a recent Eastern Counties' accident, was set down for trial before the magistrates at the Middlesex adjourned Sessions yesterday. He was indicted for "having on the 18th of November, 1840, in the parish of St. Leonard, while he was engine-driver and servant to, and in the employ of, the Northern and Eastern Railway Company, wilfully and maliciously by furiously and wantonly driving and impelling on and along the Eastern Counties' Railway a certain steam-engine in his charge, endangered the lives of divers persons then and there passing along the same." When the case, however, was called on, it was stated that it had been removed into the Court of Queen's Bench.

MR. WALLACE has given notice that he will move for a return "showing, in columns, the whole cost of conveying the mails in Great Britain and Ireland in the years 1838, 1839, and 1840, respectively: Second, the difference of charge to the public, as nearly as it can be conveniently computed, in each of the above years, for the conveyance of the mails by railway, since that mode has been partially adopted: Third, the amount of all other charges incurred in each of the above years, respectively, for the management of the Post-office Department, so that a contrast may appear of the whole charges in each of the above years, including those for railways: Fourth, the amount paid to each Railroad Company in the year 1840, for the conveying of mails, with the rate per mile on each line, and the average rate per mile on the whole lines used by mails, with the sum total for the said year." We wish the honourable member would act upon the hint which we threw out some weeks ago, and ascertain how it happened that (as alleged) the Postmaster-General has taken upon himself to dispense with the carrying of the mails by the Ayrshire railways on Sundays.

—o—

A CORRESPONDENT of the *Stirling Journal*, in illustrating the value conferred upon landed property by the vicinity of a railway, states that a gentleman in Stirlingshire, in the year 1811, purchased a property in parish of New Monkland, Lanarkshire, for which he paid 460*l*., and that in consequence of a railway passing in its immediate vicinity, he has now, in 1841, got an offer for the ironstone alone in it at the rate of 100*l*. per acre, which, as it contains 16 acres, makes it worth 1,600*l*., exclusive of the value of the coal which the property contains, and the land itself.

—o—

THE London correspondent of the *Dublin Monitor* states that the 6th of April next is the day appointed for the acceleration of the London and Liverpool trains. On that day also the mails will be conveyed from Crewe, *via* the Chester and Birkenhead lines, by which a further saving of twenty-five minutes, as compared with the present route of the Grand Junction Railway will be effected.

—o—

WE learn from the *Leeds Journal* that the recent accident in the Summit Tunnel of the Manchester and Leeds Railway, having been now well nigh repaired, it is intended to commence the conveyance of goods throughout the whole line on Monday next, the 22nd inst., and to run the passenger trains on and from the Monday following, the 1st of March.

RAILWAY OFFENCES AND OFFENDERS.

OUR list this week is fortunately very light.

On Monday, a man named Farrington, in the service of the South-Western Company, was brought before Mr. Maltby at Union Hall Police Office, charged with having come to his work in a state of intoxication, and refusing to quit the railway when ordered. It appeared that the prisoner's duty was to superintend the cleaning of the engines, and to see that they were started in a proper condition, and Mr. Maltby reasoning very justly, that such a person ought to be a steady sober man, lectured him on his conduct, and fined him 30s., or in default of payment sentenced him to be imprisoned for 14 days.

The *Glasgow Chronicle* gives the following case, as having recently been decided at the "Justice of Peace Court," in that city:

"On Tuesday evening a third-class passenger entered the station-house in Tradeston at nine o'clock, and behaved with much insolence to the railway clerks. On being told to move on, and take his place in the train, he refused, and became very violent and abusive, whereby he interrupted the business of the office, and delayed the departure of the train a few minutes. For this offence he was given in custody to the police, and on Wednesday morning was brought before the justices, under Lord Seymour's Act for regulating railways. The justices considered the offence a very serious one, as any irregularity in the departure of trains has frequently led to the most disastrous consequences. The penalty imposed by Lord Seymour's Act is a fine not exceeding 5*l*., and in default of payment, imprisonment for any period not exceeding two months. The passenger admitted the charge against him, and expressed great regret for what had happened; in consequence of which the justices modified the fine to twenty shillings, which was paid, and the defendant admonished and discharged."

GLASGOW PAISLEY AND AYR RAILWAY.

THE half-yearly meeting of the Glasgow, Paisley, and Ayr Railway Company was held in Glasgow on Wednesday last. We have received a notice of the proceedings, but at too late an hour to be available this week. They were, however, of a very favourable description. A dividend of 12s. per share was declared, which, considering that the line was only opened throughout in August last, is perhaps as much as could have been expected

The Directors state in their Report (which we shall publish next week) that since the opening on the 12th of August, not a single accident has happened to any passenger, though the numbers from that period to the 31st December, amounted to 165,689 on the Ayr line, and 247,848 from 12th July, on the Joint line, respectively. "During the month of January (they add) 28,000 persons travelled on the Ayr line, and 43,457 on the joint line. These, with 10,450 on the Ayr Railway, and 14,878 on the joint line, up to Saturday the 13th instant, inclusive, made an aggregate of 510,332 persons who have been conveyed by locomotive power, on distances varying from 7 to 40 miles, without the slightest personal injury having been sustained by any one of them."

PARIS AND ROUEN RAILWAY.—We hear that Mr. Brassey, the great railway contractor, has taken the contract for the whole of the line at 1,000,000*l*. sterling, and that he has given the planting and lining of the hedges and slopes to our townsman, Mr. Rogers.—*Hampshire Independent* (Southampton).

THE EASTERN COUNTIES' RAILWAY COMPANY.

To the Editor of the Railway Times.

From my Corner, High-street, Shoreditch,
16th February, 1841.

DEAR MR. EDITOR,—All is "toil and trouble" here preparing for the grand show next week—and there is mystery too—not a little. The six Select and Supreme move about from room to room like a set of mutes with corks in their mouths. The studied reserve which they practise respecting all Company matters towards all their colleagues of the outer circle is giving, as you may readily suppose, high offence. From the airs they put on it is evident that they look upon themselves as pretty nearly comprehending all the wisdom and integrity of the entire Directory—as if they alone were worthy of being entrusted with its secrets—as if, in a word, it were a perfectly ascertained fact that "the TRAITOR" is one of the outer circle—and *not* one of themselves (on which *quæstio vexata*, Mr. Editor, you shall have bye and bye some queer revelations.) And such a *select* lot, too! The Essex Directors complain loudly that there is not one of their number on the Committee, though from residing near the line, and passing frequently along it, they might have been supposed capable of rendering some good service. Surgeon Cornelius is especially sore at being excluded—refers often to what he did for them when smashing of heads and breaking of bones was their daily pastime—and hints that such times may come again, and that then they may, perhaps, see what it is to be without a good Bone-setter and Phlebotomist on their *working* staff! The Town-Directors again complain that the only principle which seems to have been followed in the selection of the four of their number included in the supreme Executive, is their inferiority in point of useful talent to all the rest, and their abject subserviency to the Liverpool Dictators. "Pooh! Pooh!" is what his Grub-street trash attests, a creature without either rhyme or reason in him—a poor mindless driveller, fit only to enact "the pea on the drum;" Mr. Sam. A******* swears by "Pooh! Pooh!" which is sufficient to settle *his* grade on the scale of worth and intelligence; Mr. H——— is the dreaming "Professor of Animal Magnetism," who affects to take under his special charge the "Engineering and Works," and has evinced his peculiar fitness for the task by being precisely the person who of all the Directors has gone seldomest on the line, and knows least about it from personal observation; and Mr. G*****, whom your printer, by a stupid misreading of the manuscript of my last communication to you, dubbed a "Change-alley Attorney," is "the man whot" does the London business of the Jobbers' Hole clique, and "whot" says in answer to all inquiries about "Eastern Counties," "Don't ask me! don't ask me!"—looking all the while so solemn and lugubrious that his visage on the market has been known to knock down Eastern Counties' a full quarter. Of the town Directors excluded from the Commitee, Mr. G——n seems to take the affair most to heart. After having been for a long time the obsequious servant of the Liverpool Directors—the hero of the scratching plot, and all that—he says, it is "d—h hard to be cast off at last," inerely because of some hasty words, he made use of lately, about the scizing by his Liverpool friends of the lion's share of the loaves and fishes. The only two men of talent on the executive committee of six are the two Liverpoolers, Mr. Rathbone and Mr. Hodgson; but as long as the six-guinea spoliation job with which these persons stand "publicly charged," remains undenied and unrefuted, it is impossible that they can ever preside with due efficiency over the affairs of this or any other Company. It is not that being themselves tainted with jobbery, they might not be very well able to detect jobbery in others, (for there is a proverb on that head, the truth of which I have no inclination to dispute,) but that their meanness and mercenariness must cause them to be scorned and despised by all over whom they are set in authority. There is not an officer or servant on the Eastern Counties' Rail-

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way who does not know, through the *Railway Times*, all about that vile six guinea job of his masters, and whose zeal and attachment to the Company's service is not, by that knowledge, more or less weakened and impaired.

The concocting of the REPORT to be made to the general meeting is of course the grand affair of the week. I have heard the draft of it read, and beg to present you with the following sketch of it from memory:—

The Report

Commences with expressing the regret of the Directors that in consequence of the want of funds till a very advanced period of the past year, and the unprecedented severity of the winter, no great progress has been made in the extension of the railway since the last general meeting, but congratulates the proprietary on the fact, that the line, so far as executed, stands admirably—having borne uninjured greater floods than any which have devastated the flat lands over which it passes for a long series of years—attesting at once the excellence and stability of the works, and the eminent skill of the engineer.

The proprietors are reminded of the desire expressed by some of the Lancashire shareholders to have the opinion of Mr. Locke in addition to that of Mr. Robert Stephenson on the sufficiency of Mr. Braithwaite's estimates of the cost of the line up to Colchester, and informed that Mr. Locke has concurred generally in Mr. Stephenson's approval of these estimates.

The Directors considering nevertheless that Mr. Braithwaite's estimate rather exceeds the sum of 2,100,000*l*., which is the utmost capital the Company are now empowered to raise by shares and by loan, and that that sum must be subject to very considerable deductions for defaults of payment, law expenses, stamps, &c., and considering also the possibility that unforeseen circumstances may arise to cause an increase of expenditure beyond the estimates, they have thought it prudent that application should be made to Parliament in the present session for powers to raise 300,000*l*. additional, by the issue of new shares, and 100,000*l*. further by way of mortgage, and have accordingly brought in a Bill for the purpose, which has been read a first time, and for which they hope to receive the approbation of the shareholders.

The plan which was adopted of raising the 533,333*l*., which the Company are empowered by their existing Acts to borrow, by means of an issue of 8*l*. 6s. 8d. debentures, convertible at the pleasure of the holder into 25*l*. shares, any time before February, 1843, has the Directors are happy to state been eminently successful. Of these debentures ——— were subscribed for by the shareholders to whom they were originally allotted, and only ——— remained to be disposed of agreeably to the resolutions of the special general meeting of the 29th September last, according to the discretion of the Board of Directors (The Accountant to fill in these numbers.)

[Opportunity is proposed to be taken of the Company's having a Bill in Parliament to obtain an extension of the period for making the railway for three years longer; but the Directors at the same time entertain a confident expectation that the line to Colchester will be completed and opened before the expiration of the original period of seven years—namely, in the summer of 1843.

The Directors submit whether it would not be also advisable to introduce a clause for the limitation of the number of Directors; but on this point they desire to leave themselves entirely in the hands of the shareholders.

The Directors think it proper, however, to state that they have unanimously agreed under the existing circumstances of the Company, to decline receiving payment of the 2,400*l*. a year which was so liberally voted to them by the shareholders, and that such services as they can render will be cheerfully rendered by them, free of all charge to the Company until its finances are in a more prosperous condition.

The Directors deem it due also to the Manager of the Company, Richard Hall, Esq., to state that, induced by similar considerations, he has handsomely proffered a very considerable reduction in his salary, to which the Board have, not without reluctance, assented.

The traffic returns have fallen short of the expectations entertained by the Board; but this they attribute to the alarm caused by the unfortunate accidents of the last summer—grossly exaggerated as they have been through the inveterate and persevering malignity of a portion of the public press—and to the extreme severity of the succeeding winter months. The confidence of the Directors in the correctness of the estimates of traffic made from actual inspection by a Committee of their body in the winter of 1838-39, and on the amplitude of the resources of the line when fully developed, continues, however, unabated; and no exertion shall be wanting on their part to develope these resources at the earliest possible period.

The Directors are happy to find that the people of Norfolk, too long indifferent to the benefits of railway communication, are beginning at length to awaken to a sense of its importance, and though they have lately seemed to countenance a projected line from Yarmouth and Norwich to Cambridge by Thetford, which would divert their traffic from coming upon the Eastern Counties' Railway, the Directors feel assured that on further and maturer consideration of the subject, they will find that their true interests consist in a close alliance with the Eastern Counties' Company. The course which the Eastern Counties' line originally took beyond Colchester, by the way of Ipswich and Eye, appearing to the Directors to be attended with insurmountable engineering difficulties, they have lately caused a new line to be surveyed from Kelvedon to Bury St. Edmunds, and have reason to believe that a separate Company will be formed for its execution. In the mean time, they recommend to the shareholders to authorise the expenditure necessary for preparing the requisite Parliamentary plans and sections of this new line; the same to be repaid to this Company by the new Company as soon as formed.

The Directors of the different Railway Companies throughout the kingdom, having been invited to send representatives to a Conference to be held at Birmingham, to consider of the best means to be adopted for the future prevention of accidents, it was attended by a deputation from this Board; and the Board entirely concur in the resolutions passed by the Conference, deprecating any further interference with the right of the Railway Companies to the administration of their own affairs. The Directors have seen with regret the Bill since introduced on the subject by Government, and will deem it their duty to co-operate, to the utmost of their power, with other railway bodies, to cause it

gether abandoned.

The Directors have at length brought to a conclusion their long and laborious examination into the accounts of the late Secretary of the Company, and find that there is a balance owing by him, for various sums had and received by him on the Company's account, for monies lost through his negligence, and for calls due on shares, amounting to 2,500*l*., for the recovery of which they have caused legal proceedings to be instituted against him.

The Directors have to announce the resignations of Alexander Hoyes, Esq., Duncan Dunbar, Esq., &c. &c.

&c. &c. &c. &c.

Such is the draft of the Report as it now stands; but it may very possibly undergo considerable alterations and emendations (for which, God knows, there is room enough), before the day of the meeting. H——d hesitates about the fling at the government; G—— would rather say nothing of the press; "Pooh Pooh!" wants something introduced about the Executive Committee and his and their vast personal exertions of late to prevent any recurrence of accidents; and H——n presses to have the paragragh about the Manager altogether expunged.

One thing only they seem to be all definitively agreed upon (I mean the Select and Supreme six), and that is, to let the paragraph about the late Secretary stand as it is, and to omit all mention of a few facts *per contra*, very necessary to a correct understanding of the true state of the case, and which are on that account precisely kept out of sight. For example, they forget to state—that the late Secretary denies, and has again and again defied them to the teeth to prove, that he is indebted to them in a single shilling—that though they have brought their action they have not yet been able, though served with an order for the purpose more than three weeks ago, to furnish any particulars of their demand — that though often required they have as often refused to allow the late Secretary inspection of the Report of Mr. Johnson, the accountant appointed two years and a half back to investigate the accounts, and on which Report partly they pretend that their present claim is founded—that after offering an inspection of any particular books or documents which the late Secretary might specify as requiring examination, they withdrew from that offer, and refused all inspection whatever of either books or documents—that every share which the late Secretary held in the Company was long ago sold and transferred by him to others, by whom alone any calls in arrear (if there are any) must be due—that "the negligence" alluded to in the Report has reference to the monies lost through the absconded clerks, for which Mr. (now Baron) Maule advised the Company at the time, neither the Company nor Secretary were at all liable, but which the Directors *in contempt of that advice*, chose to pay out of the Company's coffers, —that the Secretary has claims against the Company for arrears of salary, and monies expended by them in their behalf, for branch lines and otherwise, which, on a fair adjustment of accounts, must leave a large balance in his favour—and above all they forget to state, that despairing of obtaining justice by any other means, and not till there was no other alternative left, the late Secretary has filed

A BILL IN CHANCERY
AGAINST
THE COMPANY—

which Bill, besides praying for the discovery requisite to a right adjustment of the accounts, seeks for relief *in another matter*, which will be found to disclose something more extraordinary than any thing that has yet transpired, respecting this most extraordinary Company, and to threaten results which it can but be considered the height of madness to have provoked.

Great uneasiness is entertained about the manner in which the Chairman is likely to deport himself at

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the meeting. He has been preparing a speech for the occasion, and has dropped hints that he is sure he will be able to deliver himself of something quite as good as any of "Glyn of the Birmingham's" periodical orations. He has been spoken too kindly by his Liverpool masters on the subject, and told not to make a fool of himself and the Company; but he evades giving any pledge of silence, and is caught every now and then in bye corners in the act of rehearsing to himself a something that is to astonish the natives! I send you a new effusion of his rhyming genius, which he has had printed, and calls "An Address to the Inhabitants of the Eastern Counties' of England," and leaving it to your critical judgment,

I remain, dear Mr. Editor,
Your faithful servant,
Q.

P. S. — *Latest news.* Mr. Worthington has been arranged with, and they now reckon on walking over the course. I should not be surprised! What is there now-a-days which shareholders won't swallow?

PREVENTION OF RAILWAY ACCIDENTS

To the Editor of the Railway Times.

SIR,—In the last number of your widely circulated journal I saw a paper purporting to be a communication from Sir George Cayley, Bart., proposing that to render railway travelling safer than it is at present, "the engine should be placed 50 yards in advance of the train, so that the engine being stopped by any accident there would be sufficient space for the train to be stopped by the drags before it came up with the engine." Further, "that the rope from the engine should be so placed in connection with the drags on the train, that as soon as the engine ceased to pull the drags should instantly work and stop the train."

Although I do not wish to dispute the possibility of the originality of Sir G. Cayley's invention, I must stand forth and claim the *priority* as it is embodied in a patent obtained by me on the 6th of January last; and I consider it the more necessary to make this communication, lest parties unacquainted with the circumstance should unwarily be induced to take steps infringing on the right secured to me by my patent.

I feel confident, Mr. Editor, that in justice to me you will be induced to give insertion to these few lines. I subscribe myself

Your obliged servant,
H. BESSEMER.

10, Percival-street, St. John's-street,
London, 17th February.

To the Editor of the Railway Times.

SIR,—In the latter portion of my essay on the means of promoting safety in railway conveyance, which you have obligingly reprinted in the *Railway Times* from the *Mechanics' Magazine*, I find that in suggesting the use of a long rope I have, without being aware of it, obtruded upon the patented invention of Mr. H. Bessemer, who has in a polite note informed me of the circumstance, and stated that his patent was taken out in January last, and shown to Mr. Rotch in November. I therefore think it my duty to state this, with your leave, in the *Railway Times*, that it may circulate in the same channels as the essay. I am very glad that the plan of having a considerable distance intervene between the engine and the train is thus corroborated, and that it has been already sufficiently matured to become the subject of a patent.

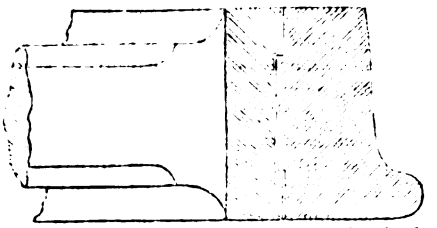
The other portion of the case, that of a break being applied to the trains the moment the engine ceased to pull, was part of a plan drawn by Mr. Frederick Worsley and myself two years ago, in which the engine was to be attached to the train by means of a lever of a peculiar construction, and so arranged that if the engine were thrown off the rail it became disengaged from the train, which the breaks then immediately stopped.

I am, Sir, your obedient servant,
GEORGE CAYLEY.

20, Hertford-street, Feb. 18, 1841.

IMPROVEMENT IN RAILWAY WHEELS.

To the Editor of the Railway Times.



SIR,—Annexed I hand you a small sketch of a section of the tire of a railway wheel, showing a new mode of fixing the outer tire.

Many accidents, particularly to the machinery of locomotive engines, have occurred from the bolts (which are used in general, but in my improvement are not *necessary*) breaking, and allowing the tire to work off laterally, and to come in contact with the working gear. The improvement consists in having a groove turned out of the wheel, and a corresponding tongue on the inside of the tire, as shown in the sketch, which prevents the possibility of the tire coming off, but by its breaking, a contingency which but seldom happens.

Sir, if you consider the above worth a place in your valuable journal, I shall feel obliged.

I am, Sir, your obedient servant, H. W.

Manchester, Feb. 4th, 1841.

MANCHESTER AND BIRMINGHAM RAILWAY.

To the Editor of the Railway Times.

SIR,—Some years ago I held 100 shares in the Manchester and Birmingham line, but in the spring of 1838 I sold out, in disgust at the endless vacillations of the Directors, and in despair of receiving any dividend for many years to come.

I have read with some interest the letters you have inserted signed "Candidus," and have been rather *amused* at his estimate of the traffic receipts, as will most of your readers who understand the merits of the question. To use a vulgar but expressive phrase, they will be inclined to join me in saying, "I wish he may get it!"

Leaving to "Sap." the task of replying more fully to "Candidus" (*lucus a non lucendo!*), I would just inquire of him what there is to prevent the Grand Junction Company from competing for the Manchester traffic, by running trains on the Manchester and Birmingham line, paying toll? The highest rate the Manchester Company could charge is 5s. per passenger, or 2d per mile for 30 miles from Manchester to Crewe, which would leave the Grand Junction 16s. per passenger. I know nothing of the intentions of the Grand Junction Directors, nor am I a shareholder in that line, but in my opinion the probability is that they will run trains regularly direct from Manchester to Birmingham, and *vice versa*: aye, and carry more of the Manchester passengers than the *soi disant* Manchester line will.

Old Hudibras, (a favourite author, apparently, with "Candidus,") says, "the worth of a thing is just as much as it will bring." If it be so, what does "Candidus" say to the present price of the shares which are selling at 25*l*., 40*l*. paid (which is 15*l*. discount)? I grant that the market value of the shares in any undertaking is no infallible test of their real value; but the public, somehow or another, have in general pretty good grounds for forming an opinion, be it favourable or otherwise. "Candidus," who, I presume, is an inhabitant of Manchester, would do well to inquire what reasons could possibly have induced the ex-Chairman of the Manchester and Birmingham line to resign, and if I am not misinformed, *to sell out entirely* some time ago. That gentleman is not deficient in talent nor enterprise, but he is also prudent *and cautious* like most of his countrymen, and when such men sell out, I for one should be loath to buy in. I remain, Sir, yours, respectfully,

A MANCHESTER MAN.

February 13th, 1841.

FATAL ACCIDENT ON THE GRAND JUNCTION RAILWAY.

AN accident occurred on the Grand Junction Railway on Thursday, the 11th instant, at the Whitmore Station, which unfortunately terminated in the death of a man named Neester, a pig-dealer from Ireland. The particulars of the occurrence will be gathered from the following account (extracted from the *Liverpool Times*) of the proceedings at the inquest:

On Friday morning a highly respectable jury, consisting of yeomen, summoned from the three adjoining townships, met at the Sheet Anchor Inn, before Wm. Harding, Esq., one of the Coroners for Staffordshire, to inquire touching the death of James Neester.

Captain Cleather, the Company's Inspector, and Mr. Switt, the Company's solicitor, attended on behalf of the Grand Junction Railway, and appeared very desirous that the most searching inquiry should be made, so that if any blame could be attached to any of the Company's servants, it might be brought home to the parties.

Thomas Hurst, being sworn, said—I am an engine-driver, and reside at Manchester. I left Manchester on Wednesday night with a goods train for Birmingham, at five minutes to ten o'clock. I drove the "Wildfire" engine. I had twenty-two loaded and one empty waggon. The line was very slippy. I scarcely remember such a night during the time I have been on the line, now nearly four years. I left part of the luggage about Basford, and, after bringing the other to the top of the Madeley incline, returned for them. At Madeley, I joined both trains together and came on to Whitmore. I arrived here between four and five o'clock yesterday morning. I got some coke and water, and stepped into the office to get a cup of coffee. I had been there but a very short time, when I heard the noise of another train running into mine. I ran out of the office, and found my train going along; it had been forced along by the other train. The other train had two engines. I am not aware that they moved after I came out of the office, I overtook my train at Mossfield Bridge, about 200 yards along the line. I catched the waggons first and put the breaks on, and stopped the engine. When I got to it I found it out of gear, just as I had left it. I am quite satisfied it could not have moved on had it not been for the concussion with the other train. It is my practice to put the engine out of gear, and to go into the office to get a cup of coffee while the waterman runs the water into the tender. The breaksmen were getting their coffee along with me. I put ten breaks down before I stopped the engine. I got my train out of the way of the mail train, and then returned to the office, and there found three people hurt. I saw the deceased, but did not think he had been so badly hurt. My train was late when it arrived at Whitmore, owing to the slippery state of the lines. There were two signal lights at the back of my train. The night was foggy and very dark. The breaks and engine of my train were in proper order. The rails were frozen before we left Manchester. I noticed it at Chat Moss, at the curve at Newton Junction, and at Warrington. I tried to go up the Madeley incline with the whole train before I separated the waggons. We often put waggons before the engine when the rails have ice upon them: we could not get on without that. I had two waggons before my engine. The wheels of the waggon break the ice, and the besoms attached to the life preserver of the engine sweep the ice away. I know the height of pig waggons, and can see over them when before the engine, in case any object is a short distance before the train. It is a practice adopted on other railways as well as this.

Samuel Judd, sworn.—I live at Camp-hill, in the parish of Mere. I am a waterman in the employ of the Grand Junction Company, at the Whitmore station. I was on duty at the time of the accident on Thursday morning. The *Wildfire* engine arrived some time after 4 o'clock, with a goods train. All the trains were out of time on that night, to the extent of three or four hours each, owing to the slippery state of the line. I supplied the *Wildfire* with water—there was but little water in the tender, owing to the engineer having had the incline to come up. While I was filling the tender the engineer went into the office to get a cup of coffee. It took me from five to six minutes to fill the tender. After I had done so, I went with Enock Davies, my assistant, to the office to get some oil in my burner. I had just come to the door again when Davies said he heard another train coming. We thought it had been the mail from Birmingham at first, but I said it was the other goods train. We each took a light and signalled the engineers to stop in the

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usual way. We had one red and one white light. We heard the beating of the wheels and the humming of the engines, so that I knew the steam was off. It was a foggy night, and rain and sleet had been falling. I saw the Liverpool train some 200 or 300 yards before it arrived at Whitmore. The train had passed me 20 or 30 yards when I heard the crash—it was coming down hill on the incline. I have frequently stopped trains in a less distance than that in which I gave notice to those engineers. The Liverpool train consisted of, I believe, two or three waggons in front of the engines. I am sure there was one waggon with pigs. There were other waggons behind the engines. I went up to the engines and found the enginemen safe. I saw the pigs and things lying about the road, and, as I expected the mail train up every minute, I went to give them the signal to stop. I saw one man whom I believed to be the Irishman, with a cut face, get up from amongst the pigs. I stopped until it came in, about half an hour. The road was, by that time, all clear. I gave them information of the accident, and when I returned to the office I found the deceased there. He was not then dead. Hurst had not been staying an unreasonable time; on the contrary, he stayed rather less time than usual. There was some waggons for him to take from Whitmore, but, owing to the state of the rails, he left them behind to be forwarded by another engine. I have no doubt but that in case the rails had been in their usual state the accident would not have happened. I cannot say whether the engineers saw my signal or not. Engines have frequently stopped in a less distance.

Robert Wilson, of Liverpool, sworn.—I am an engineman. On Thursday morning I had charge of the *Charon* engine assisting Elijah Ireland, the engineman of the *Briareus* engine, with the Liverpool goods' train. The engines went together, and the *Briareus* engine was the leading engine. We came separately from Liverpool. Jones took him on the Liverpool and Manchester line, and at Warrington we joined the trains and came on to Whitmore. We were aware that the Manchester train was before us. Ireland knew that it was when he got to Crewe. One of the Madeley bankers told us that the Manchester train was before us. We never heard or saw the Manchester train, but Ireland cautioned me to proceed carefully and keep a good look out, as he did not think the Manchester goods would be far before us. I knocked my steam off full a quarter of a mile from this station, and had slacked the speed of the engine before that. The steam I had on would not pull two waggons, I had taken nearly all the steam off. Ireland took his steam off near the quarter of a mile post. Had the rails been in their usual condition, we should have had to put the steam on again before reaching the station. We took our steam off on account of the slippy state of the rails from the effects of the frost. My engine was in good order, and Ireland's was also. It was a foggy and misty night. I never saw the rails in so bad a state before. I examined them several times. Ireland started before me, and I overtook him at the Rainhill level. It was there so slippy that he could not get along. He had detached his engine from the train, and was breaking the ice with a waggon. I shoved him along to the top of the bank, and I then slackened until I thought he had got to the bottom of the Sutton incline. I followed to Warrington, and there we joined the trains as before stated. The rails from Warrington were in better order. At Warrington a loaded luggage waggon and two pig waggons were put before Ireland's engine. I could not see anything before me. If I had been on Ireland's engine I believe I could have seen over the three waggons. I could not see because Ireland's engine and tender was before me. We did not slip much between Warrington and Whitmore. We were coming up to Whitmore station at the rate of five or six miles an hour. I saw the shade of an engine about 200 yards before the crash came. I thought it was the Manchester engine; but I afterwards found it was the Birmingham goods engine down, which had been put in the sidings for the down mail to pass. Ireland did not give any alarm or tell me to stop. In case the rails had been in proper order he could have slackened his speed to less than four miles an hour, before he came to the station, and if he had reversed the gear, he could have stopped sooner. There was not, as far as I saw, any inattention on the part of Ireland. He has been an engineman three years on the Grand Junction, and before that on the Liverpool and Manchester line. We had to leave a part of our goods at Warrington, on account of the rails being in such bad order. I believe we had 39 waggons with us at Whitmore, but I did not count them. Ireland did not give me any signal of danger, and when he said I must keep a good look out, as I could not see before me, I thought he meant that some one must look out. When I saw the light of the engine I reversed my engine, because I thought we were going too fast. Our breaks did not hold at all. I saw no signal light. My reversing of the engine was of no use, owing to the slippery state of the rails. A collision took place. The Liverpool train ran right into the Manchester train. I felt but very little of the shock, and none of us were thrown from the engine. My tender buffer had got raised about the buffer of the waggon behind it. It was got right in about half an hour. By that time the deceased had been taken into the office. I saw nothing of the injury he had received. The whole train from Liverpool consisted of pigs, except the one loaded waggon before the engines. I did not know there were any men amongst the pigs on the front waggon.

William Miles, of Liverpool, sworn.—I am fireman to Irelandthe engine-driver. I have been upwards of twelve months at work with him. On Wednesday night his engine and breaks were in good order. We had a six-wheel tender, so that the breaks would apply to six wheels instead of four. The rails were very slippy; there was ice upon them. Ireland is a middling steady man, he was perfectly sober on the night in question. Ireland threw off his steam between the quarter of a mile post and the curve. When we got by the coke waggon I saw a white light, and saying, "Look here, Elijah!" I went directly to the break and turned it quite hard. It was about 200 yards from the station-house, and on the same side as the offices. It seemed to me to be a fixed light, as it stood quite still. I think it was the light over the office door. I thought it was a gas light. When we got about five or 10 yards before we struck I saw the red light. It was standing still, and the man had just took it in his hand. I had hold of the break, and it was quite tight on. The motion of the engine was reversed, and the back gear was on, and the steam applied. It quite made the engine "dither" (shake) again. She would have stopped at the watering-place if it had not been so slippy. I saw two men in the pig waggons before the engines, and the deceased was one of them. The deceased was in the front pig waggon. After the collision the waggons were smashed all to pieces, and the pigs were lying upon the deceased. One of the waggon axles ran through the cylinder cover, and I bruised myself in getting it out. After that was done I went into the office and saw some persons applying some water to him. I have seen him since he was dead, and knew him to be the man I saw amongst the pigs. I was quite sober. We had a cup of coffee at Whitmore, and no drink besides. Ireland might have had something to drink at Warrington without my knowing. We stopped at Warrington more than an hour. He was away from me twenty minutes, or half an hour. I saw him speaking to Reeveley, the manager of the station there.

James Reeveley, of Warrington, saw Ireland on Wednesday night. 'He was quite sober. He was on his engine or with me the whole time he stopped at Warrington, which was more than an hour. The waggons were put in front of the engines to break the ice, as the rails were slippy. The deceased was on the pig waggon, in order to take care of his own pigs. He was allowed to ride free.

Charles Beech, the policeman at the station, sworn. —I was in the office when the collision took place, and came out the instant Judd gave the alarm. Mr. Walsh, two of Mr. Allcard's men, three men belonging to the down goods train. Hurst the engineman, and his fireman and breaksman, Thomas Blackburn the engineman, from Crewe, and his fireman, and two mail men, who were waiting to convey the mails to Drayton and Newcastle, were in the office at the time. The *Wildfire* had been in 12 or 13 minutes when the collision took place. I keep an account of the time of the arrival and departure of the luggage trains. When I went out I saw Judd's lamp (a white light) waving, giving the signal to the enginemen. I had scarce got to the door-place before the collision happened. The first thing I saw was what I took for the mutilated bodies of men, but found it was pigs. Before that I had gone into the office, looked at the clock, and put down the exact time of the collision. A great number of pigs were killed or badly wounded. I afterwards found the deceased amongst the pigs, and took him into the office. He spoke strong and rational to his countrymen around him. He had some coffee and some cold water. A medical man was sent for immediately from Newcastle. Mr. Tait arrived in about two hours and a half after the accident. The deceased had just expired when he arrived. I did not hear the train coming up, nor had I the slightest idea of the cause of the alarm. There is a lamp over the office door, but I think it was not lighted. It is a white light, and put there for the purpose of lighting the steps. It is much larger than the signal lamp.

Samuel Judd was recalled.—He said the lamp over the office door was lighted, and burning at the time of the accident.

Henry Bugley sworn.—I collect goods for the luggage train, and was at the station at Whitmore at the time of the accident. I was in the engine-house at the time the collision took place. It was about half-past four o'clock, or 20 minutes to five o'clock. I was lying down in the engine-house when I heard Judd call out. It was about a minute and a half before the concussion. I ran out, and saw Judd with the signal lamp in his hand. The pigs were all about the road, and the engineers asked us to assist. I had not heard the train coming, but I had not been asleep. Judd called out, "Hold on, hold on." I asked him what was the matter. He said, "There is enough the matter, look at this poor man and the pigs." They were all crushed to atoms. I helped to get the pigs out of the way; and while I went to call Mr. Davies, the head clerk at the station, the deceased was got out. I afterwards saw him in the office, and was present when he died. He died in about two hours after the accident. It might be more. The light Judd had in his hand was a red light.

Michael Caen, of Telsh, county Roscommon, sworn. —I left Liverpool on Wednesday. The deceased was with me, and we had come from Dublin together. We lived next door to each other. His sister married my brother. We had come from Ireland for 20 years with pigs. On Wednesday we were taking pigs from Liverpool to Birmingham. He had nineteen pigs and I had eighteen. I gave about 32*l.* for my pigs. We travelled in two boxes. The deceased took care of my pigs and his own, and I had the care of Mr. Taylor's. He rode in the first box and I rode in the second. We had no talk on the road. I know nothing about the accident. All that I know was, that I was lifted from under the carriages. I cannot tell whether the train was going fast or slow; I was knocked out of my mind altogether. The deceased was a married man. He had four daughters; the eldest eight years old, and his wife is in the family way. I was sitting down in the box when the accident occurred.

The Coroner, in summing up, addressed the jury on the importance of the duty which awaited them, and called their attention to several of the leading features of the evidence which had been adduced before them. He said he should leave the decision in their hands, unfettered by any opinion of his own. The jury, after retiring for a short time returned a verdict of "Accidental death, with a deodand of one shilling on the engine."

The business occupied the time of the jury from ten until half-past four o'clock.

SERIOUS ACCIDENT UPON THE ARBROATH AND FORFAR RAILWAY.—An accident which might have been attended with fatal consequences, happened upon this railway, on Friday last. The up-train, which leaves Arbroath at half-past eight o'clock a.m., had just passed Clocksbriggs Station, near to Forfar, when it came in collision with a ballast train coming downwards. There was a dense fog at the time, and the trains were not aware of their proximity until it was too late to avoid a collision. The engineers of both trains were seriously hurt, and one of the labourers had his collar-bone broken. None of the passengers suffered any injury except Mr. Campbell, Governor of the Dundee Prisons, who sustained a fracture of the knee pan, and was severely bruised about the head. Both the engines are damaged considerably. A judicial investigation into the matter is now going on before the proper authorities. The Chairman and Directors of the Company were all on the spot a very short time after the accident occurred, and did every thing in their power, by providing medical assistance and otherwise, for the relief and comfort of the sufferers. We are happy to learn that, according to the surgeon's report received to-day, the cases of the two men most hurt are going on favourably. At a late hour last night we ascertained that Mr. Campbell was doing well.—*Dundee Courier*, Feb. 6.

YESTERDAY evening week, about seven o'clock, the *Sun*, Bakewell coach, was overturned near Tolley, by running upon a heap of gannister which was concealed by the drifting of the snow. Mr. Joseph Binns, of Sheffield Moor, the driver and one of the proprietors of the coach, unfortunately fell under the vehicle, and several of his ribs and collar bone were broken, and he was otherwise much bruised; and he died yesterday from the injuries he received. There were two passengers at the time, neither of whom were injured.—*Sheffield Mercury*.

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NORTH UNION RAILWAY COMPANY—GENERAL MEETING.

The half-yearly meeting of the Company took place at the Clarendon Rooms, South John-street, Liverpool, on Thursday last, THEODORE W. RATHBONE, Esq., in the chair.

The CHAIRMAN opened the proceedings, by suggesting, that if one meeting only was held every year, it would, perhaps, be more convenient to the shareholders, and save expense.

Some observations having been made on the subject, the Secretary then read the Report as follows :—

REPORT.

In compliance with the wishes of the Proprietors, expressed at the last General Meeting, to have the Report of the Directors, and the half-yearly accounts of income and expenditure, prepared and circulated previously to their being called together, these statements are now submitted; and the Proprietors are requested to take notice, that the next Special General Meeting will be held on the 18th instant, at the Clarendon Rooms, Liverpool, at one o'clock in the afternoon.

Referring to the annexed accounts, the Directors have great pleasure in calling attention to the steady and rapidly progressive increase of the receipts, in all the different branches of the undertaking; the receipts from the passenger and parcel traffic having increased over those of the corresponding period of the former year, 3,339*l.* 2*s.* 5*d.*; those from the goods and merchandize tolls, 688*l.* 9*s.*; and those from tolls on coal, (a business still quite in its infancy on the North Union Railway) 587*l.* 10*s.*; making a total increase of income of 4,614*l.* 12*s.* 3*d.* this last six months. That this increase of income will be continued, the increasing intercourse with the rising town of Fleetwood, and probable amount of business on the Lancaster line, when the next season for travelling arrives, together with the large coal trade coming on the railway, seem to render quite certain.

The expenses also afford a favourable and gratifying comparison with those of former periods: at the same time that there are four items in which a considerable increase will be noticed. These are,—1st., the Maintenance of Way, since October last falling altogether on the Company instead of the contractors for the execution of the works, and not yet permanently placed in the hands of a contractor for maintenance; 2nd., the Interest on the Loans; 3rdly., the Local Rates and Taxes, which exceed in amount, 770*l.*, those of the same period of last year, in addition to the government duty, increased 244*l.*; and lastly, the Reserved Fund, to meet the depreciation of stock, which requires a little explanation, as differing in principle from that hitherto adopted by other Companies. The contract with the Lancaster Company for the supply of power on their line, has required a most careful and accurate re-valuation of all the locomotive machinery by one of the most experienced and intelligent engine manufacturers in the kingdom, and the present value of the stock of carriages, trucks, and horse-boxes, has been ascertained in a similar way by a coachmaker. Every effort has been made fully to maintain the stock of all kinds in its original state of efficiency, and to keep up its value as far as possible out of the expenditure for current disbursements; but it will be obvious, that, between the prime cost of stock of this description, and its value at any subsequent period, a difference must appear, and that a gradual wearing out will have commenced in parts of the stock, which do not yet require nor admit of being restored. Hence the above-mentioned valuations show a decrease in value of 1,280*l.* in the locomotive for the last six months, and of 2342*l.* in the coaching stock from the opening of the line; and the total amount, 3,631*l.*, is the sum which the Directors have deemed it prudent to carry to a reserved fund, to meet any possible increase of outlays hereafter in maintaining and keeping up the stock. Had the Directors set apart for dividend the whole difference between their receipts and their current disbursements, which has been the common practice, they might of course have announced a considerable increase of dividend this half-year; but keeping in view that the dividend ought to be strictly out of nett profits, and that until the stock can be reported to be fully equal in value to its original cost, the difference in amount is a species of debt to the account which must be expended upon it sooner or later, they conceive the prudent and right course to be, to keep in reserve, as all times, whatever amount a careful valuation may show to be needful for the accomplishment of this object, without such an increase of current disbursements at any time as seriously to affect future dividends. The only evil that can possibly arise to the Proprietors from this course, is the delay for a short time of a portion of the dividend they might otherwise have now received.

The North Union Act, authorizing the Board of Directors to declare and make dividends amongst the Proprietors out of the clear profits of the undertaking, the Directors think they shall consult the convenience and the wishes of their Proprietors, by at once declaring a dividend of 2*l.* 10*s.* on each of their 6,329 75/. shares, payable on the 25th inst., by warrants, which the secretary will forward immediately after the general meeting on the 18th instant. This dividend will amount to 15,822*l.* 10*s.*, and will leave a balance of 1,390*l.* 12*s.* 11*d.*, to be carried to the next half-yearly account, out of 17,213*l.* 2*s.* 11*d.*, the nett income of the last six months after deducting from the receipts all the different disbursements, inclusive both of interest and the reserved fund of 3,631*l.*

The Directors have only further to notice the highly gratifying circumstance, that, from the opening of the North Union Railway, in November, 1838, to the present time, (during which period 419,632 persons have travelled over it, and a speed has been required by the post-office arrangements fully equal to that of the trains of any other line in the kingdom,) no accident of any importance has occurred to any one passenger. The further trial of the late unusually severe winter enables the Directors to express themselves in terms of continued and increased confidence with respect to the works, stations, buildings, and stock of all sorts belonging to this line.

THEODORE W. RATHBONE, Chairman.

Preston, 4th Feb., 1841.

Statement of North Union Traffic for Half-year ending 31st Dec. 1840.

RECEIPTS.			
Coaching department	£27,580	17	0
Merchandise ditto	2,862	0	9
Coal ditto	884	12	0
Rentals ditto	1,250	3	6
Interest ditto	261	5	10
Balance to Cr. of profit and loss, 30th June, 1840	557	0	6
Total	£33,345	19	7

EXPENSES.					
Coach department account	£2,038	16	0		
Locomotive power account	3,417	13	4		
Office expenses, salaries, and petty disbursements account	884	9	8		
Interest on loans account	2,253	4	1		
Taxes and rates account	2,124	3	4		
Chief rents account	65	0	5		
Charge for direction account	500	0	0		
Maintenance of way account	1,261	10	0		
Compensation account	6	3	8		
Fire insurance account	79	18	9		
Advertising account	1	4	0		
Repairs of buildings account	2	3	1		
Stations account	67	10	4		
Fund for depreciation account	3,631	0	0		
				16,132	16 8
				£17,213	2 11
Dividend on 6,329 shares at 2*l.* 10*s.* per share				15,822	10 0
Leaves to credit of profit and loss, 1st January, 1841				£1,390	12 11
And at Cr. reserve fund account				3,631	0 0

Audited, 2nd February, 1841, by
CHARLES SWAINSON, } Directors,
REECE BEVAN
JAMES CHAPMAN, Secretary.

Preston, 1st February, 1841.

It was then moved by Mr. Mather, and seconded by Mr. Taylor, that the report be received. A conversation then ensued respecting the surplus fund; Mr. Garnett suggesting that a dividend of 3*l.* instead of 2*l.* 10*s.*, should be declared.

The CHAIRMAN said that the dividend having been declared, the suggestion could not be entertained. He could assure the meeting that the Directors would be very glad to make the dividend as large as possible.

On the subject of abolishing one of the meetings, a further conversation ensued, when it appearing to be the wish of the shareholders, that the half-yearly meeting should take place, the Chairman said the Directors would not fail to attend to the wish expressed.

It was then suggested that the half-yearly meetings should be held at Preston and Liverpool alternately.

Thanks having been voted to the chairman, the meeting separated.

SHEFFIELD AND MANCHESTER RAILWAY COMPANY—GENERAL MEETING.

The Half-yearly Meeting of the Shareholders in this important undertaking was held at the Albion Hotel, Manchester, and was very numerously attended. John PARKER, Esq., M. P. for Sheffield, the Chairman of the Board of Directors, presided.

The CHAIRMAN in opening the proceedings, said he had seen nothing at all which entitled the proprietary to participate in any feeling of despondency as to the eventual result of this undertaking. There had, no doubt, been a very peculiar state of the money market, which had hitherto been exceedingly against the proceedings of the Company. It had been formed just after the great majority of companies; and therefore others, not at all more deserving of the public confidence, had got the start in the money market. This Company had come a little too late for the ease and comfort of the proprietary; but that made no difference in the eventual prosperity of the plan; it made no difference in the propriety of making a railway between Manchester and Sheffield, or in the result of the calculations on which this Company had been originally formed. He believed those calculations remained to that day unassailed. They were precisely in the same state in regard to the eventual result as when they were first submitted to Parliament, with a difference that was very much in favour of the Company. The result of railway expenditure had universally proved, that not only the amount of traffic, but also of expenditure, very far exceeded the estimate; and it had been found, that where the traffic had very much increased, the expenditure had very much increased also. In regard to this railway, it would probably be found, that though the traffic would be much greater than was originally estimated, the expenditure, so far as they had hitherto gone would not be greater; for in almost every instance, the expenditure had been under the estimate, and the general aggregate of expense would be within the estimate. He believed that hardly any company could state a similar result, with the exception of the Grand Junction, which had the advantage of having the same engineer as this line. He felt, therefore, that it was most unfair and unjust to speak of this railway in the way in which it had been spoken of. The Company had certainly been involved in litigation, but though no fault of their own; it had been brought on by circumstances over which the Directors had no control — in circumstances nearly common to all railways, particularly to those which came, as they did, late into the market. It was very satisfactory to find, that the result of that litigation had been successful. They might reasonably hope, therefore, that the cloud which had hitherto hung over the affairs of this company would be cleared away, and that they would have greater ease in collecting their resources, and should make much greater progress in their works than they had hitherto done. In order to satisfy the proprietary, and remove all uneasiness in respect of the eventual success of the undertaking, the Directors, not resting satisfied with the original estimate, on which application had been made to Parliament, were employing gentlemen conversant with the business, to calculate the probable amount of traffic; and the result would be found highly satisfactory. They had also strong expectation of being able to open seven or eight miles of the line in the autumn of the present year, and as this would give a settled and established character to the undertaking, it might fairly be expected, that the public confidence would be increased.

CHARLES THOMPSON, Esq., the Secretary, then read the Report from the Board of Directors, which stated that the Directors had been actively engaged during the last six months in forwarding the execution of the works then contracted for, which, with the Etherow viaduct now under contract, completed the letting to Glossop. Though extending only 11 miles on the rails these works contained more than half the earthwork of the whole line, and were proceeding rapidly; so that eight miles of the line, which would accommodate the traffic of Mottram, Godley, Hyde, Newton, Dukinfield, Sta-

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ley-bridge and Ashton, would be opened in September next, and the remainder of the line to Glossop in 1842. The tunnel works were steadily and satisfactorily progressing. An account had been taken by competent persons of the present traffic between Manchester and Glossop and the intermediate places from which all traffic of a doubtful nature was excluded; and after careful revision the Directors had great pleasure in laying an abstract of it before the meeting:—

Present passenger traffic.....	21,122	8	0	
Prospective addition.....	21,122	8	0	
				42,244 16 0
Present traffic in general merchandise and coal.....				10,932 1 1
				53,176 17 1
Deduct 40 per cent. expense of working				21,270 14 9
Estimated annual profit				£31,906 2 4

On the 31st December last, the outlay amounted to 168,077*l.* 13*s.* 6½*d.* For the completion of the contracts to Glossop, tunnel works, Management, payment for the purchase of land, the Manchester station, and all incidental expenses, a further sum of 318,020*l.* was estimated to be required, making the total outlay on the 1st May, 1842, 486,047*l.* 13*s.* 6½*d.* From that part of the line between Manchester and Glossop then ready for opening, a net annual income of 31,914*l.* 2*s.* 4*d.* might be safely calculated on, which would yield a profit of 6½ per cent. per annum upon the whole expenditure then incurred; and in that sum was included nearly 180,000*l.* paid on account, and forming a part of, the estimated cost of the whole line. The Directors had frequently discussed the question of commencing the eastern division of the line, convinced that a very large traffic would be commanded by completing the works on both sides of the tunnel, and until it was opened running coaches over the summit ridge, but the contracts already entered into had absorbed and required even more than the whole of the available fund. The Directory congratulated the shareholders on the decision of the Court of Exchequer in their favour, on all the points raised on all the trials at Liverpool. No doubt many wealthy shareholders, not parties to these actions, had held back the amount due from them, awaiting their decision. This, combined with the large amount owing by the defendants, and the commercial depression of the country, had caused frequent and heavy calls: but prompt and vigorous measures would now be adopted for obtaining payment of all recoverable arrears. The Directors had carefully examined the share-list, and recommended the forfeiture of 219 shares, on which an average of 9*l.* 14*s.* 1½*d.* had been paid. The requisite notices had been given to the holders. The investigation of the share list was a work of considerable time and labour, but the Directors felt confident that when it was effectually weeded, there would remain a sound and responsible proprietary, fully equal to carry so large a portion of the line into profitable operation, as would enable the Company to avail itself of the clause in its act, which empowered it to obtain money on loan, and thus afford relief to the shareholders, in the payment of future calls; and that eventually the doubtful shares would get into such hands as would insure the completion of this great national undertaking.

An abstract of the accounts was then read, from which it appeared that the receipts up to December 31, 1840, from deposits and calls, had been 168,239*l.* 7*s.* The expenditure had been as follows: law charges, including parliamentary expenses, 14,041*l.* 2*s.* 7*d.*; engineering, 16,891*l.*; land and compensation, 56,830*l.*; works, 63,575*l.*; juries, 2,240*l.*; salaries, 2,691*l.*; direction, 1,506*l.*; advertising, printing, &c., 2,260*l.*; calls on shares held for landowners, 5,445*l.*; office expenses, 994*l.*; bank commission, 313*l.*; other expenses, 738*l.*; total, 173,522*l.* 13*s.* 6½*d.*; leaving a balance due to the bankers, 4,283*l.* 5*s.* 8*d.*

The Report of the Engineer (Mr. Locke), entered into a detailed statement of the progress of the works on each of the contracts between Manchester and Dinting Vale. The works at the summit tunnel were in a more favourable position than they had been. All the works were going on satisfactorily, and much activity was displayed on all the contracts.

These Reports and abstracts of the accounts were received and ordered to be printed for circulation.

Mr. Thos. Smith of Sheffield, moved that the declaration of forfeiture made on the proprietors of the 219 shares mentioned in the Report (whose names were given) should be confirmed. This was seconded by Mr. Butcher, of Sheffield, and carried.

A short discussion ensued, in the course of which it was stated by the Chairman and other Directors in answer to questions from Mr. Bradshaw, that a number of other shares would be recommended for forfeiture, but that they could not be forfeited at that meeting on account of the three months' notice to the holders required by the Act not having yet expired. Forfeitures would also be recommended in many cases where the holders had not been able to obtain a sufficient title, and they would therefore re-purchase those shares. This remark applied to some of the forfeitures then made.

On the motion of Mr. Jas. Sidebottom, seconded by Mr. Benjamin Beddome, a resolution was passed empowering the Directors to dispose of the shares then forfeited.

The Chairman stated, that in pursuance of their Act of Parliament four Directors had, according to annual custom, been balloted out. They were Mr. Sykes, Mr. Smith, Mr. Bennet, and himself. Each of these gentlemen were re-elected, with the exception of Mr. Bennet, who had intimated his wish to retire, and in his place Mr. John Chapman was chosen a Director.

Mr. D. Waddington, one of the Directors, said, that the Directors were extremely anxious to carry out the works, but at the same time they had been compelled to resort to frequent and heavy calls. They were busily engaged in purging the share list of those parties who rendered them no service by remaining in, and he hoped that in a short time they should have a healthy and efficient proprietary, who would readily pay the calls made upon them, but the Directors were extremely anxious not to make calls if they could avoid it, and had determined to ask that meeting for authority to borrow money as soon as they could legally do so. He therefore moved that the sum of 233,000*l.* in the whole should be borrowed and taken up at interest, on the credit of the railway undertaking.

Mr. John Chapman seconded the motion which was passed unanimously; as was a further resolution authorizing the Directors to contract for loans.

Mr. John Sykes of Sheffield, one of the Directors, said that at a meeting held on the 29th Aug., 1838, an annual grant or allowance of 1,600*l.* had been voted to the Directors. As that was a very slender meeting, he wished to take the opinion of the present meeting, whether the grant should be continued. He, therefore, moved that the matter should now be reconsidered.

Mr. Sidebottom seconded the motion.

After a short discussion, in the course of which, the Chairman observed that if this motion were negatived, it would be tantamount to a confirmation of the grant, the motion was unanimously negatived.

Mr. B. Beddome, in moving the thanks of the Meeting to the Directors, said that the Report which had been brought forward, the clear and satisfactory statement of the Chairman must have been highly gratifying to all present. It was especially gratifying to hear that the first eight miles of the line, embracing the traffic with Ashton, Haley Bridge, Denton, Hyde and Mottram was about to be opened. The traffic between those places and Manchester, was so great, that they might look for a very large remunerating profit.

Mr. John Lindsay seconded the motion, which was unanimously carried, and acknowledged on behalf of the Directors by Mr. D. Waddington, who alluded to the reports industriously circulated against their line by parties connected with other railways, to the effect that this was an impracticable line. The Directors felt that this was a calumny, and were determined to prove it so, by carrying out the works with the utmost dispatch. They felt that their's was an undertaking which would prove not only tangible, but second to none in the kingdom.

Mr. J. Turner moved a vote of thanks to the Chairman, and paid a suitable compliment to the abilities of that gentleman.

The Chairman, in acknowledgement, alluded to the prospect which this line held out of furnishing a cheap supply of coal to the manufacturers of this district. He was sure that not only would the town and district of Manchester be benefited, but also the great town at the eastern end of the line with which he was more particularly connected, by the outlet opened for the transit of their commodity. The tunnel was especially important, as it regarded the supply of coal to Manchester, for though passengers might be brought over the hills, the coal could not. He considered that they had the best of all guarantees for the success of this undertaking in the name and character of Mr. Locke. He therefore hoped the proprietary would not allow themselves to be carried away by reports which rested on no foundation whatever. It was their duty to endeavour to act cordially together for the success of the undertaking.

Thanks were then voted to Mr. Locke, and the meeting separated.

EASTERN COUNTIES RAILWAY.

In reference to certain remarks in the *Railway Times* on a former article touching the Eastern Counties Company, and a new line proposed into Norfolk and Suffolk, we may observe that the original course adopted in that Company was to destroy the undertaking, and with it the prospects of the shareholders; and if the worst foe had sat at the helm of its affairs with a brand of destruction in his hand, he could not have been more successful. Our object, therefore, has been to draw the attention of the counties to what it ought to have been and what it might have been—one of the most profitable lines for its length of any in England. Without stopping to discuss the number of shares originally offered and reserved for the counties of Norfolk and Suffolk, it is very evident they are not now held there; if too few or less than the number that would have been taken were reserved for the country through which the line was projected to pass, the fault was one of the office; and if done purposely to prevent too great a local influence, it was extremely wrong, and has recoiled severely on the heads of the offenders.—*Courier, Thursday.*

The engineer to the Brandling Junction Railway Company, Mr. Coulthard, has been presented with a valuable and highly-finished silver snuff box, bearing the following inscription:—"Presented by the workmen of the Brandling Junction Railway Company to Mr. Robert Coulthard, engineer, as a token of respect, 1841."—*Newcastle Journal.*

GREAT NORTH OF ENGLAND RAILWAY.—Notice is hereby given, that the Tenth Half-yearly General Meeting of the Company of Proprietors of the GREAT NORTH OF ENGLAND RAILWAY, will be held at the Railway Office, at Darlington, in the County of Durham, on FRIDAY, the 5th day of March, 1841, at Eleven o'Clock in the forenoon, at which time and place the Proprietors of the said Company, or their Proxies, lawfully constituted, are requested to attend.

Dated this Ninth Day of February, 1841.

FRA. MEWBURN,
Clerk to the Company.

Great North of England Railway-office, Darlington.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

Just Published. Price 2*s.* 6*d.*—by Post, 3*s.*,

AN AUTHENTIC STATEMENT of the affairs of the EDINBURGH, LEITH, and NEWHAVEN RAILWAY COMPANY, from 1835 to the close of 1840, with MAP, APPENDIX, &c. By an Original Proprietor

"Facts and figures are stubborn things."—Dr. Johnson.

Published by G. W. Prideaux, 22, Narrow Wine-street Bristol.

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EAST ANGLIAN RAILWAY.—NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the ensuing Session, for an Act to make and maintain a Railway or Railways, with all necessary and proper works and conveniences connected therewith, to commence at the proposed Terminus of the Northern and Eastern Railway, on the south side of a certain road or street, situate in Hockerell, in the parish of Bishops Stortford, in the county of Hertford, numbered 22 and 24 on the original Parliamentary Map or Plan of the said Northern and Eastern Railway, deposited with the Clerk of the Peace for the county of Hertford, being the road leading from Hockerell aforesaid to Dunmow, in the county of Essex, thence to pass from, in, through, or into the several Parishes, Townships, Hamlets, and extra-parochial and other places of Birchanger, Stansted, Mount Fitchet, Farnham, Manuden otherwise Manewden, Elsenham, Henham-on-the Hill, Great Hesham, Little Henham, Urley, Quendon, Widdington, Newport, Debden, Rickling, Clavering, Wickenborhall, Arkesden, Wenden, Wenden Lofts, Wendens Ambo, Saffron Walden, Littlebury, Strethall, Great Chesterford and Little Chesterford, or some of them, all in the county of Essex; Hinxton, Ickleton, Duxford, Saint John, Duxford Saint Peter, Pampisford, Whittlesford, Sawston, Stapleford, Great Shelford, Little Shelford, Grantchester, Trumpington, Saint Mary the Less, otherwise Little Saint Mary, Cambridge, Barnwell, Saint Andrew the Less Cambridge, Saint Giles Cambridge, Saint Benedicts Cambridge, The Holy Trinity Cambridge, Cherry Hinton, Teversham, Horningsea, Fenbourn, Stow cum Quy, Great Wilbraham, Little Wilbraham, Landwade, Burrough Green, Swaffham Bulbeck, Swaffham Prior, Swaffham Saint Cyriac, Swaffham Saint Mary, Burwell Saint Andrew, Burwell Saint Mary, Snailwell, Wicken, Fordham, Isleham, Soham, Reach, Fenditton, Chippenham, Badlingham, Upware, Kennett, Newmarket, All Saints, and Wood Ditton, or some of them, all in the county of Cambridge; Saint Mary the less, otherwise Little Saint Mary, Saint Giles, Barnwell, Saint Andrew the Less, Saint Benedict and the Holy Trinity, or some of them, in the borough of Cambridge, in the said county of Cambridge; Exning, Newmarket Saint Mary, Kentford Freckenham, Worlington, Badlingham Barton Parva, Barton Mills, Mildenhall, Eriswell, Wangford, Brandon, Santon, Downham, Icklingham, Saint James, Icklingham, All Saints, Elvedon, otherwise Elden, or so meof them, all in the county of Suffolk Thetford Saint Mary, and Thetford Saint Cuthbert, or one of them, in the borough of Thetford, in the said county of Suffolk Thetford Saint Mary, Thetford Saint Peter, and Thetford Saint Cuthbert, or some of them, in the said borough of Thetford, in the county of Norfolk; Coxton, Kilverstone, Brettenham, Bridgham, Roudham, Eccleston, Larling Snetterton, Feeles, Hockham Magna, Hockham Parva, East Wretham, West Wretham, Stropham, Hargham, Wilby, East Harling, West Harling, Quidenham, Great Ellingham, Little Ellingham, Banham, Old Buckenham, New Buckenham, Deopham, Attleburgh otherwise Attleborough, Besthorpe, Morley Saint Botolph, Morley Saint Peter, Wymondham, Wicklewood, Stanfield, Attlebridge, Hethersett, Hethel, Bracon Ash, Muibarton, Carlton Saint Mary, Carlton St. Peter's, Intwood, Swardestone, Great Melton, Little Melton, Keswick, Cringleford, Colney, Caister next Norwich, Arminghall, Marketshall, and Bixley, or some of them, all in the said county of Norfolk, Earlham, Eaton, Heigham, Lakenham, Trowse otherwise Trowse Milgate, Carrow and Bracondale, Thorpe and Pockthorpe, or some of them, in the county of the city of Norwich; Saint Peter's Southgate, Saint George of Julians, Saint Peter's per Mountergate, Saint Michael's at Tombland, Saint John's Timberhill, Saint Michael's at Thorn, Saint John Sepulchre, and All Saints, or some of them, all in the city of Norwich, and county of the same city, or one of them; Trowse Newton, Witlingham otherwise Whitlingham, Thorpe next Norwich, Thorpe Saint Andrew, Great Plumstead, Little Plumstead, Postwick, Brandall, Witton, Blofield, Bradeston otherwise Braydestone, Strumpshaw, Lingwood, South Walsham Saint Mary, South Walsham Saint Lawrence, Hemblington, Beighton Tunstall, North Burlingham, South Burlingham, Burningham Saint Edmund, Burlingham Saint Andrew, Burlingham Saint Peter, extra-parochial lands, Acle Wickhampton, Upton with Fishley Reedham, Moulton, Halvergate, Southwood, Limpenhoe, Hasingham, Freethorpe Cantley, Caister next Yarmouth, Acle, Runham extra-parochial lands, Acle extra-parochial lands, extra-parochial lands lying between or near the said parishes of Runham and Acle or one of them, extra-parochial lands and Runham, or some of them, all in the said county of Norfolk, and to terminate on the North Denes, in the parish of Saint Nicholas, in the borough of Great Yarmouth, in the said county of Norfolk, near to a certain range of buildings there called East Hill, or otherwise to terminate in the said parish of Runham, at or near a certain Bridge over the River Bure, called the Suspension Bridge.

And it is also intended by the said intended Act so to be applied for, to take powers to make and maintain a branch Railway or Railways from and out of such first-mentioned Railway, with all necessary and proper works and conveniences connected therewith, to commence in the said parish of Trumpington, on the south side of Cherry Hinton Road, near to Cherry farm, and extending therefrom to, and terminating on the south side of the River Cam, near a certain farm-house, called Fiddestone farm, in the said parish of Trumpington; and which said branch railway is intended to communicate with the said first mentioned railway by another branch, diverging from the said first mentioned branch, in a field on the south-east side of the turnpike road from London to Cambridge, extending thereto, and terminating by a junction with the said first mentioned railway, in a field on the north side of the Cherry Hinton Road aforesaid; and which said first mentioned branch railway is to communicate with the town of Cambridge by a branch road to join the London and Cambridge turnpike road at or near Leys and Cow Common, in the said parish of Saint Mary the Less, otherwise Little St. Mary, Cambridge.

And it is also intended by the said int-nded Act so to be applied for, to take powers to make and maintain a branch railway or railways, from and out of such first-mentioned intended railway, with all necessary and proper works and conveniences connected therewith, to commence in the said hamlet or hamlets of Trowse, otherwise Trowse Millgate Carrow, and Bracondale, or one of them, near to a certain street there called Trowse Millgate, at a certain point on the eastern side of the said street marked or delineated on the map or plan of the said intended railway hereinafter mentioned, thence to proceed through the said hamlet or hamlets of Trowse, otherwise Trowse Millgate Carrow, and Bracondale, crossing the river Wensum, near to the Staithe below Carrow Bridge, in the said hamlet or hamlets of Trowse, otherwise Trowse Millgate, Carrow, and Bracondale, or one of them, and thence to proceed in, through, or into the several parishes, hamlets, townships extra parochial, and other places of Thorpe, Pockthorpe, Saint Julian, Saint Peter's per Mountergate, and Saint George, of Tombland aforesaid, or some of them, to the south side of Rose Lane, in the said parish of Saint Peter's per Mountergate, at or near Watt's Foundry, in the same parish, where the said Branch is intended to terminate, and which said Branch Railway is intended to communicate with the said first mentioned Railway, by another Branch, diverging from the said first-mentioned Branch near to the said Staithe, and an occupation road leading past Carrow Abbey, in the said hamlet or hamlets of Trowse otherwise Trowse Millgate, Carrow and Bracondale, or one of them, and thence to proceed through the said last-mentioned hamlet or hamlets, or one of them, and the said parish of Trowse Newton, terminating by a junction with the said first-mentioned Railway, at or near Trowse Eye, in the said last mentioned hamlet or hamlets and parish respectively, or one of them.

And it is also intended by the said Act so to be applied for as aforesaid, to take a power of deviating in the construction of the said intended Railway on either side of the line thereof, as the same will be laid down on the plans of such intended Railway, to be deposited as hereinafter mentioned, to an extent not exceeding 10 yards on either side of such line, where the same is intended to pass through lands covered with houses, and to an extent not exceeding 100 yards on either side of such line on all other parts thereof, save and except where the property so situated within the respective distances of 10 yards and 100 yards, or either of them, shall not be delineated upon the said plans, or if delineated upon the said plans, shall not be contained and described in the books of reference thereto, or where it shall be denoted upon the said plans, that the power of deviation in respect thereof is not intended to be applied for.

And in the said Bill powers will be inserted to divert or alter all such turnpike roads, parish roads, occupation roads, and other highways, rivers, canals, navigations, sewers, drains, and watercourses, within the said several parishes, townships, and extra-parochial and other places as may be required to be diverted or altered for the purposes of such Railway or Railways; and more especially to alter, divert, and turn so much of the turnpike road leading from Acle aforesaid, to Great Yarmouth aforesaid, as lies between the toll bar, in the parish of Runham aforesaid, and the said suspension bridge over the said River Bure, in the same parish. And also so much of a certain other road as lies between or near Henham Broom Farm and Old Mead Farm, in the said parish or parishes of Henham on the Hill, and Great Henham, and Little Henham, or some or one them, to the extent respectively delineated on the plans so deposited, or to be deposited, as hereinafter mentioned.

And it is proposed by the said Act so to be applied for, to incorporate a Company for the purpose of making and maintaining the said intended Railway or Railways to be thereby authorised, and the works to be connected therewith, and to empower the said Company so to be incorporated to levy and raise tolls, rates, and duties for and in respect of all persons, animals, carriages, goods, articles, matters, and things carried and conveyed upon and along, or using the said intended Railway or Railways, and works respectively.

And Notice is hereby further given, That duplicate plans and sections describing the line and levels of the said intended railway or railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, respectively, will be deposited on or before the 1st day of March, in this present year, with the Clerk of the Peace for the county of Hertford, at his office, at St. Albans, in the same county; with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the same county; with the Clerk of the Peace for the county of Suffolk, in the said county of the borough or town of Saffron Walden, in the said county of Essex, at his office in the same borough or town; with the Clerk of the Peace for the county of Cambridge, at his office, at Cambridge, in the said county of Cambridge; with the Clerk of the Peace for the borough of Cambridge, at his office, in the same borough; with the Clerk of the Peace for the county of Suffolk, at his office, at Bury St. Edmunds, in the same county; with the Clerk of the Peace for the said borough of Thetford, in the several counties of Norfolk and Suffolk, at his office, in the same borough; with the Clerk of the Peace for the said county of Norfolk, at his office, at Aylsham, in the same county; with the Clerk of the Peace for the said city of Norwich and county of the same city, at his office, in the said city; and with the Clerk of the Peace for the said borough of Great Yarmouth, in the said county of Norfolk, at his office, at Great Yarmouth aforesaid. And that on or before the first day of April in this present year, a copy of so much of the said plans and sections respectively as relates to the several parishes in or through which the said Railway or Railways and Works respectively is and are intended to be made, with books of reference thereto, will be deposited with the Parish Clerk of each such parish, at the place of abode of such Parish Clerk.

Dated the 15th day of February, 1841.

LONDON GRAND JUNCTION RAILWAY COMPANY.—NOTICE is hereby given, That the Ninth Half yearly Meeting of the Proprietors of this Company will be held pursuant to the Act of Incorporation, at the Company's Office, 68, Cheapside, on Monday, the 22nd day of February inst. The chair will be taken at one o'clock precisely.

W. CASH, Chairman.

Offices, 68, Cheapside, February 1st, 1841.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS—THE Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel court, Throgmorton-street.

By Order of the Board of Directors,
THOMAS WOOD, Secretary.

BIRMINGHAM AND GLOUCESTER RAILWAY.—NOTICE is hereby given, That pursuant to the provisions contained in a certain Act of Parliament made and passed in the sixth year of the reign of his late Majesty King William the Fourth, entitled "An Act for making a Railway from Birmingham to Gloucester, with a Branch therefrom," the Ninth Half-yearly General Meeting of the said Company will be holden at the Bell Hotel, Gloucester, on Tuesday, the 23d day of February inst., at One o'Clock precisely.

Notice is also hereby given, that the Books kept by the Birmingham and Gloucester Railway Company, for entering the memorials of the Transfer of Shares in that Company, will, in pursuance of the provisions of the Act of Incorporation, be closed from Monday, the 15th, to Tuesday, the 23rd of February inst., both days inclusive.

Signed C. R. MOORSOM, Chairman.
SAMUEL BOWLY,
Deputy-Chairman of the Board of Directors.

By Order,
WILLIAM BURGESS,
Superintendent and Secretary.

Waterloo-street, Birmingham,
February 1st, 1841.

LONDON and BLACKWALL RAILWAY.—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held, pursuant to the Act of Incorporation, at the London Tavern, Bishopsgate-street, on Friday, the 26th of February instant, at 11 for 12 o'clock.

WILLIAM ROTH, Chairman.
JOHN WARMINGTON, Secretary.

Office, 10, America square, Feb. 3, 1841.

TO CONTRACTORS and PLATELAYERS.—The DIRECTORS of the NORTHERN and EASTERN RAILWAY COMPANY, will meet at their Offices, in Shoreditch, on Thursday the 25th of February instant, to receive TENDERS for MAINTAINING the PERMANENT ROAD between Stratford and Broxbourne, for Twelve Months, commencing 1st March, 1841.

Specifications and particulars to be seen at the above Offices on Friday the 19th inst.

Tenders sealed up, addressed to the Board of Directors, to be delivered before One o'Clock, on or before Thursday the 25th inst.

The Directors do not pledge themselves to take the lowest Tender.

WILLIAM BOURNE, Secretary.

Shoreditch, London, 16th Feb., 1841.

TO RAILWAY COMPANIES.— Public Security, Efficiency, and Economy in FENCE for RAILWAYS. J. PORTER begs to state, that he has within the last month introduced a New Description of Iron Fence for Railways, so strong as to resist the heaviest cattle, and prevent the possibility of sheep getting through. It is bold in appearance, and will bear the weight of men passing over or jumping upon it, without injury.

This Fence will be sound and good 50 years hence, and the cost of post and rail fence to last 10 years would purchase it.

Lighter Fence of the same description, also strained Wire Fence of the very best kind, fixed in a superior manner, by experienced workmen, at any part of the kingdom, at the lowest possible price.

This Fence is also suitable for the use of private gentlemen, Iron Bedsteads for families, public institutions, and exportation.

82, Upper Thames street, and the Grove Iron and Wire Fence Manufactory, Southwark.

BRITISH IRON COMPANY.—Case in part for the Special General Meeting, relative to the Frauds practised by some of the Agents, will be ready for delivery at the Committee Room, No. 1, Castle-court, Budge row, Wallbrook, on Tuesday next; and the Appendix, with proofs in part, on Thursday next, price 1s. each. The Model of all the Mineral defects at Congreaves may be seen from 12 to 3 o'clock on Wednesday next at the same place.

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EIGHTH CALL.—EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.—The Directors of this Company having resolved to make a Call, under the provisions of the Act of Parliament, for an instalment of Two Pounds per share—NOTICE is hereby given, That the several proprietors in the capital stock of the said Company are required to pay the said call of £2 on each of their said respective shares, on or before Wednesday, the 10th day of March proximo, to one of the undermentioned Bankers—

London—Messrs. Williams, Deacon, and Co., Birchin-lane.
Liverpool—Messrs. Barned and Co.
Bristol—West of England and South Wales District Bank.
Edinburgh—Eastern Bank of Scotland, Hanover-street.

Interest at the rate of 5 per cent. per annum will be charged by the Bankers on all such sums as shall remain unpaid after the said 10th day of March, until payment thereof.

By Order of the Directors,
ALLEN GEO. FIELD, Secretary.

15th February, 1841.

HALF-YEARLY GENERAL MEETING—SHEFFIELD AND ROTHERHAM RAILWAY. NOTICE is hereby given, That the Half-yearly General Meeting of the Sheffield and Rotherham Railway Company will be held at the Sheffield Station, on Thursday the 11th day of March next, at 12 o'clock at noon, pursuant to the Company's Act of Parliament, and that the books for the registry of Transfers of Shares will be closed from the 6th to the 12th of March inclusive.

Dated this 17th day of February, 1841.

By order of the Directors.

THOS. BADGER, Rotherham,
HENRY VICKERS, Sheffield,
} Law Clerks.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

The names of the Directors will be published on Saturday next. The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two-horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act of Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

TO RAILWAY CONTRACTORS.—RAILWAY WAGGONS. Wanted to Purchase Fifty two-yard Waggons with 2½ feet wheels, 4.8½ gauge, in good working repair, to be delivered in London, or near to the South Eastern Railway, on the Godstone district.

Cash will be paid on delivery.

Address to Mr. HUBBERSTY, at Blechingly, near Godstone, Surrey.

February 18th, 1841.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a Railway with all suitable and proper Stations, Wharfs, Warehouses, Landing-places, Bridges, Culverts, Communications, Approaches, Conveniences and other works connected therewith, commencing at or near the Foundry Bridge Road in the hamlet of Thorpe in the county of the city of Norwich, near the Foundry Bridge, and terminating (after crossing Breydon Water or part thereof) near the confluence of the rivers Yare and Bure in the hamlet of South Town, otherwise Little Yarmouth, and the parish of Gorleston, both in the county of Suffolk, or in the parish of Runham and the Borough of Great Yarmouth or the liberties thereof, in the county of Norfolk or some or one of them, which said intended Railway and works will be situated in or pass or be made from, in through, or into the several parishes, townships, hamlets, and extra parochial, or other places next hereinafter mentioned, or some of them, (that is to say) Thorpe, otherwise Thorpe hamlet, aforesaid, Saint Peter per Mountergate, in the city of Norwich, and county of the same city, the liberties of the city and county of the said city of Norwich, Thorpe Saint Andrew, otherwise Thorpe next Norwich, Trowse Newton, Postwick, Great Plumstead, Witton, Brundall, Bradeston, Strumpshaw, Buckenham, Hassingham, Cantley, Southwood, Limpenhoe, Reedham, Wickhampton, Moulton, Belghton, Halvergate, Freethorpe, Acle, Runham and Breydon, in the county of Norfolk, South Town, otherwise Little Yarmouth, and Gorleston in the county of Suffolk and the borough of Great Yarmouth in the said county of Norfolk, and the liberties of the said borough.

And it is proposed by the said intended Bill to take power to alter the channel of the river Yare, otherwise the channel of the river Wensum and Yare, and to make a new channel for the said river, in the said parish of Trowse Newton, at or near the places where the said railway is intended to cross the same river, and to the extent which will be shown on the plans to be deposited as hereinafter mentioned; and to alter, vary, and divert, such highways, roads, paths, passages, rivers, brooks, streams, sewers, waters and water-courses, within the aforesaid city and borough, and the respective liberties thereof, and the said hamlets, parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert for the purpose of constructing the said intended railway, and the works connected therewith.

And it is also intended by the Bill so to be applied for, to take power to make a road or communication between the terminus of the said Railway and the Borough of Great Yarmouth, as the same will be shown on the said plans, and for such purpose do make a bridge over the said river Bure and Yare, or one of them, at or near the confluence of the said rivers, which said communication and bridge respectively will be situate in the said Hamlet of South Town, otherwise Little Yarmouth, in the parish of Gorlestown, both in the county of Suffolk; or in the parish of Runham, and borough of Great Yarmouth, or the liberties thereof, in the county of Norfolk, or some or one of them.

And it is also intended by the said Bill, to apply for power to deviate in the construction of the said Railway and other works from the line or situation thereof, as the same will be defined on the plans to be deposited as aforesaid, to such extent as will be shown in the said plans.

And it is proposed by the said Bill to incorporate a Company for the purpose of making and maintaining the said intended Railway, and works, with powers to levy and raise tolls, rates, and duties for or in respect of the use thereof.

And Notice is hereby further given, that duplicate plans and sections, describing the line or situation of the said intended Railway and works, and the lands in or through which the same is or are intended to be made, together with books of reference thereto containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, will, on or before the 1st day of March, 1841, be, or will have been, deposited for public inspection with the Clerk of the Peace for the county of Norfolk at his office at Aylsham; with the Clerk of the Peace for the county of Suffolk, at his Office in Bury Saint Edmunds, with the Clerk of the Peace for the city and county of the City of Norwich, at his Office in Norwich, and with the Clerk of the Peace for the Borough of Great Yarmouth, at his Office in Great Yarmouth; and a copy of so much of the said Plans and Sections as shall relate to each of the aforesaid parishes respectively, together with a book of reference thereto, will be deposited on or before the 1st day of April, 1841, with the parish clerk of each such parish respectively. Dated this 17th day of February, 1841.

RACKHAM and COOKE,
J. O. TAYLOR,
} Norwich.
REYNOLDS and PALMER, Great Yarmouth,
WHITE and BORRETT, 35, Lincoln's Inn Fields,

Solicitors to the Bill.

TO RAILWAY COMPANIES, CONTRACTORS, FOUNDERS, &c.—For Sale by Auction, Secondhand Locomotive Engines and spare materials, on Tuesday the 2nd March, 1841, at Two o'clock, by Thomas Bowman, at New Sheldon, near Darlington.

One six-wheeled coupled Locomotive Engine, with 14½in. cylinders and 16in. stroke; cylinders vertical.

One six-wheeled ditto ditto, with 10½ in. cylinders and 20 in. stroke; cylinders inclined.

Four small Lathes, adapted to whitesmiths' shops.

About Sixty tons of cast metal, consisting of Railway Chairs, &c.

About Sixty tons of malleable iron, Railway plates, and other scraps.

The iron will be put up in lots to suit purchasers, and approved bills taken in payment.

THE LONDON STOCK AND SHARE LIST, published every Saturday evening. Terms, £1 1s. per annum. Postage, 9s. extra, payable in advance.

This List contains the closing prices of each day's actual transactions upon the Stock Exchange, from Monday to Saturday inclusive. The length in miles, miles opened, number of shares, amount per share, amount paid up, last calls, amount of traffic, last dividend, and present value of the chief Railways in the kingdom. The present nominal value, and every other essential particular of the principal Insurance Companies, Joint-Stock Banks, Bridges, Docks, Institutions, Canals, Gas-Light Companies, Water Works, British and Foreign Mines, and other Miscellaneous Joint-Stock Companies, North American Securities, Government Funds, Foreign Stocks, Course of Exchange, Bank of England Averages, Private and Joint-Stock Bank Circulation, Grain Averages, Remarks upon the Money Market, &c. This List is got up in a most convenient form for binding, is peculiar for its lucid arrangement, and contains more matter than any other similar publication.

The same Proprietors also publish THE LONDON DAILY STOCK AND SHARE LIST, in which is given the ACTUAL DAILY TRANSACTIONS upon the Stock Exchange to 4 o'Clock, p. m. Published every evening. Terms, £5 5s. per Annum. Postage, 30s. extra, payable in advance.

They likewise publish A DAILY LIST OF NOMINAL QUOTATIONS, containing the "Jobber's" NOMINAL PRICES of the leading Railway Shares, Consols, and Spanish, at the commencement of the day, 10 o'Clock, a. m. and at the close of the market, 4 o'Clock, p. m. Published every evening. Terms, £2 10s. per Annum. Postage, 30s. extra, payable in advance.

These Lists have been established nearly 12 months, under the patronage of the most eminent Members of the Stock Exchange, Bankers, and other Capitalists interested in Public Securities, and are attended to by parties who have access to the best information, and are practically acquainted with the markets.

Orders for the regular supply of the above Lists to be forwarded to the Proprietors, J. S. TRIPP & Co., 12, Copthall-court, London.

SALE OF ENGINEER'S STOCK early in March, (if not previously disposed of in whole by private bargain), the Tools, Patterns, and other Stock, belonging to Messrs. Stark and Fulton, Engineers, North-street, Glasgow—consisting of Steam-engine and mill gearing patterns, turning lathes, planing, screwing, and drilling machines; smiths' and boiler makers' tools; boring mill and steam-engines, &c.; the particulars of which will be fully specified in catalogues to be issued on and after the 1st of March.

And, to be Sold or Let on Lease, the Engineer and Millwright Work now occupied by Messrs. Stark and Fulton, in North-street, in which an extensive business has been carried on by them for some years past.

The Works and Stock will be open for inspection daily, between ten and four o'clock, and application for further particulars may be made either at the Works, or to A. and D. J. Bannatyne, writers, No. 16, Gordon-street.

Glasgow, 12th February, 1841.

TO CONTRACTORS AND OTHERS.—CENTERING FOR TUNNELS FOR SALE.—20 Ribs of Tunnel Centering, for Tunnel 24 feet wide, of approved construction, with strong iron-bound ships, trollies, and other apparatus for tunnelling.

Also, 200 tons of excellent parallel Rails and Chairs; Rails, 32lbs. to the yard.

Apply to Mr. Betts, Leicester.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire drawers, Birmingham.
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Duan, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every exectation. It has been used in Shipping Five Years.

VAN BUTCHELL ON FISTULA, &c.

Fourth edition, just published, in 8vo., cloth boards, price 7s. 6d., enlarged,

FACTS and OBSERVATIONS relative to the successful Mode of Treating Piles, Fistula, Hemorrhoidal Excrescences, Tumours, and Strictures, without cutting or confinement; illustrated with numerous cases; being a familiar exposition of the Practice of S. J. VAN BUTCHELL, Surgeon and Accoucheur.

Published by H. Renshaw, No. 356, Strand; sold also by the author, No. 16, Percy-street, Bedford-square.

"This volume presents to us a number of illustrations of his singular success under circumstances that would have induced despair in any professor of less mastery, or less accustomed to accomplish cures where cures seem impossible. The statements here made are most convincing, and place beyond doubt the superiority of the treatment to which he refers."—*Court Journal.*

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[illegible] RAILWAY, OPENED THROUGHOUT.—The Public is respectfully informed, that on and after Monday, the 1st [illegible], 1841, the Trains will leave the Station, Oldham Road, Manchester, and Intermediate Stations, in connection with the London and Birmingham, Midland Counties', North Midland, York and North Midland, Great North of England, and Hull and Selby Railways, as hereafter stated, for Passengers and Merchandize,

On and after Monday, the 1st of March, 1841, the Trains will depart from the respective Stations as shown in this Table.

Distances from Manchester.	Stations.	Arrivals in Leeds	Week Days. Brighouse to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Birmingham, London, York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Birmingham, Nottingham, Leicester, & London.	Manchester to Leeds, meeting Trains for York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Derby, Birmingham, Nottingham, Leicester, York, Hull, and London.	Manchester to Leeds.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Nottingham, and Leicester.	Manchester to Leeds, meeting Trains for Sheffield, Birmingham, London, York, and Hull.	Manchester to Leeds.	Manchester to Brighouse.	Sundays. Manchester to Leeds.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, and Derby.	Manchester to Leeds.
			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
			8 12 *m*	10 18 *m*	11 0 *m*	12 30 *e*	1 30 *e*	3 30 *e*	5 0 *e*	7 0 *e*	10 30 *e*		12 0 *m*	5 0 *e*	10 0 *e*
	Manchester	Towards Leeds	..	6 30 *m*	8 0 *m*	8 30 *m*	10 30 *m*	11 30 *m*	1 0 *e*	4 0 *e*	6 30 *e*	7 30 *e*	8 0 *m*	1 0 *e*	6 0 *e*
6	Mills Hill	Towards Manchester	8 12 *m*	10 33 *m*	10 49 *m*	12 48 *e*	1 19 *e*	4 18 *e*	6 3 *e*	9 49 *e*	10 18 *e*	..	11 48 *m*	4 48 *e*	9 48 *e*
		,, Leeds	..	6 58 *m*	8 22 *m*	8 58 *m*	10 58 *m*	11 58 *m*	1 28 *e*	4 22 *e*	6 58 *e*	7 58 *e*	8 28 *m*	1 28 *e*	6 28 *e*
10	Heywood, for Bury	Towards Manchester	7 57 *m*	10 23 *m*	..	12 38 *e*	..	4 8 *e*	5 53 *e*	..	10 8 *e*	..	11 38 *m*	4 38 *e*	9 38 *e*
		,, Leeds	..	7 13 *m*	..	9 13 *m*	..	12 13 *e*	1 43 *e*	..	7 13 *e*	8 13 *e*	8 43 *m*	1 43 *e*	6 43 *e*
11	Rochdale	Towards Manchester	7 45 *m*	10 14 *m*	10 36 *m*	12 29 *e*	1 6 *e*	3 59 *e*	5 44 *e*	6 36 *e*	9 59 *e*	..	11 29 *m*	4 29 *e*	9 29 *e*
		,, Leeds	..	7 25 *m*	8 38 *m*	9 25 *m*	11 8 *m*	12 25 *e*	1 55 *e*	4 38 *e*	7 25 *e*	8 25 *e*	8 55 *m*	1 55 *e*	6 55 *e*
14	Littleborough	Towards Manchester	7 36 *m*	10 2 *m*	..	12 17 *e*	..	3 47 *e*	5 32 *e*	..	9 47 *e*	..	11 17 *m*	4 17 *e*	9 17 *e*
		,, Leeds	..	7 34 *m*	..	9 34 *m*	..	12 35 *e*	2 4 *e*	..	7 34 *e*	8 34 *e*	9 0 *m*	2 4 *e*	7 4 *e*
20	Todmorden, for Burnley, &c.	Towards Manchester	7 17 *m*	9 42 *m*	10 22 *m*	11 57 *m*	12 42 *e*	3 27 *e*	5 12 *e*	6 12 *e*	9 27 *e*	..	10 57 *m*	3 57 *e*	8 57 *e*
		,, Leeds	..	7 53 *m*	9 2 *m*	9 53 *m*	11 32 *m*	12 53 *e*	2 23 *e*	5 2 *e*	7 53 *e*	8 53 *e*	9 28 *m*	2 23 *e*	7 23 *e*
24	Hebden Bridge	Towards Manchester	7 2 *m*	9 15 *m*	..	11 30 *m*	..	3 0 *e*	4 45 *e*	..	9 0 *e*	..	10 30 *m*	3 30 *e*	8 30 *e*
		,, Leeds	..	8 18 *m*	..	10 18 *m*	..	1 18 *e*	2 48 *e*	..	8 18 *e*	9 18 *e*	9 48 *m*	2 48 *e*	7 48 *e*
28	Sowerby Bridge, for Halifax	Towards Manchester	6 48 *m*	8 56 *m*	9 40 *m*	11 11 *m*	12 10 *e*	2 41 *e*	4 26 *e*	5 40 *e*	8 41 *e*	..	10 11 *m*	3 11 *e*	8 11 *e*
		,, Leeds	..	8 30 *m*	9 32 *m*	10 42 *m*	12 2 *e*	1 32 *e*	3 2 *e*	5 32 *e*	8 32 *e*	9 32 *e*	10 2 *m*	3 2 *e*	8 2 *e*
34	Brighouse, for Bradford and Huddersfield	Towards Manchester	6 30 *m*	8 32 *m*	9 22 *m*	10 47 *m*	11 52 *m*	2 17 *e*	4 2 *e*	5 12 *e*	8 17 *e*	..	9 47 *m*	2 47 *e*	7 47 *e*
		,, Leeds	6 30 *m*	8 45 *m*	9 49 *m*	10 50 *m*	12 19 *e*	1 50 *e*	3 20 *e*	5 49 *e*	8 50 *e*	..	10 20 *m*	3 20 *e*	8 20 *e*
36	Cooper Bridge, for Huddersfield	Towards Manchester	..	8 18 *m*	9 10 *m*	10 33 *m*	11 40 *m*	2 3 *e*	3 48 *e*	5 10 *e*	8 3 *e*	9 3 *e*	9 33 *m*	2 33 *e*	7 33 *e*
		,, Leeds	6 43 *m*	8 57 *m*	9 58 *m*	11 3 *m*	12 28 *e*	2 3 *e*	3 33 *e*	5 58 *e*	9 3 *e*	..	10 33 *m*	3 33 *e*	8 33 *e*
41	Dewsbury	Towards Manchester	..	8 1 *m*	..	10 16 *m*	..	1 46 *e*	3 31 *e*	..	7 46 *e*	8 46 *e*	9 16 *m*	2 16 *e*	7 16 *e*
		,, Leeds	6 55 *m*	9 8 *m*	..	11 16 *m*	..	2 16 *e*	3 46 *e*	..	9 16 *e*	..	10 46 *m*	3 45 *e*	8 46 *e*
44	Horbury	Towards Manchester	..	7 48 *m*	..	10 3 *m*	..	1 33 *e*	3 18 *e*	..	7 33 *e*	8 33 *e*	9 3 *m*	2 3 *e*	7 3 *e*
		,, Leeds	7 12 *m*	9 20 *m*	..	11 30 *m*	..	2 30 *e*	4 0 *e*	..	9 30 *e*	..	11 0 *m*	4 0 *e*	9 0 *e*
48	Wakefield	Towards Manchester	..	7 34 *m*	8 44 *m*	9 49 *m*	11 14 *m*	1 19 *e*	3 4 *e*	4 44 *e*	7 19 *e*	8 19 *e*	8 49 *m*	1 49 *e*	6 49 *e*
		,, Leeds	7 28 *m*	9 34 *m*	10 21 *m*	11 46 *m*	12 51 *e*	2 46 *e*	4 16 *e*	6 21 *e*	9 46 *e*	..	11 16 *m*	4 16 *e*	9 16 *e*
50	Normanton	Towards Manchester	..	7 14 *m*	8 27 *m*	9 29 *m*	10 57 *m*	12 59 *e*	2 44 *e*	4 27 *e*	6 59 *e*	7 59 *e*	8 29 *m*	1 29 *e*	6 29 *e*
		,, Leeds	7 48 *m*	9 54 *m*	10 40 *m*	12 6 *e*	1 10 *e*	3 6 *e*	4 36 *e*	6 40 *e*	10 6 *e*	..	11 36 *m*	4 36 *e*	9 36 *e*
60	Leeds	Towards Manchester	..	6 45 *m*	8 0 *m*	9 0 *m*	10 30 *m*	12 30 *e*	2 15 *e*	4 0 *e*	6 30 *e*	7 30 *e*	8 0 *m*	1 0 *e*	6 0 *e*
		Arrivals in Manchester.	8 30 *m*	10 45 *m*	11 0 *m*	1 0 *e*	1 30 *e*	4 30 *e*	6 15 *e*	7 0 *e*	10 30 *e*		12 0 *m*	5 0 *e*	10 0 *e*
			Brighouse to Manchester, meeting Trains for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains from London, Birmingham, and Gloucester; also for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains from York; also for Liverpool and Bolton.	Leeds to Manchester, meeting Trains from Chesterfield, Derby, Sheffield, York, and Hull; also for Liverpool and Bolton.	Leeds to Manchester, meeting Trains for Liverpool and Bolton.	Leeds to Manchester, meeting Trains from Birmingham, Nottingham, Derby, Sheffield, York, and Hull; and also for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains for Liverpool, Bolton, and Preston.	Leeds to Manchester, meeting Trains from London, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, York, and Hull; also for Liverpool.	Leeds to Manchester, meeting Trains from London, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, York, and Hull.	Leeds to Brighouse, meeting Trains from Derby, Chesterfield, and Sheffield.	Leeds to Manchester.	Leeds to Manchester, in time for the Liverpool and Bolton Trains.	Leeds to Manchester, meeting Trains from London, Leicester, Derby, Chesterfield, and Sheffield.

Above and below each of the Train Columns are given the places on other lines, to and from which Passengers may proceed by Railway.

FARES.

First-class passengers, 3d. per mile; second-class, 2d. per mile. Children, under seven years of age, in first-class carriage, charged second-class fare; and in second class, waggon fare; and in waggon, without any deduction. Infants in arms not charged.

Gentleman's carriage, with four wheels, 6d. per mile; and parties riding in their own carriage, 2d. per mile each; servants riding outside, and children, waggon fare.

A single horse, two-wheel carriage, or pony phaeton, 4½d. per mile. Any larger number of horses, if one property, 3d. per mile each. One ox, cow, or other neat cattle, mule, or ass, going in an open waggon, 3d. per mile each; any larger number, being the same property, 2d. per mile each. Sheep, 4d. per score per mile, or 8d. per single waggon, and 1s. 4d. per double waggon, per mile. Pigs, according to size, *from* ½d. to 1d. per mile each. Any distance, under six miles, charged as six miles in all cases. The Manchester 6.30. morning train is the only one by which passengers can go through to London in waggons; but they may proceed to Rugby by every London train.

Every train will have first and second class carriages, and most of them, for the convenience of the working classes, open waggons, without seats, at fares proportionably low.

Luggage, to the following extent, may be taken free of charge:—First-class passengers, 112 lb.; second-class, 60 lb.; waggon, 40 lb.—Any excess charged for any distance under 30 miles, ½d. per pound; and over 30 miles, ¼d. per pound, extra.

The Company's servants are not allowed to porter for waggon passengers.

Waggon passengers must be at the booking-office ten minutes before the time of departure, or they cannot be booked for that description of vehicle. Gentlemen's carriages and horses must be at the Station a quarter of an hour before the departure of the train; and if horses are to be sent from the intermediate Stations, it is advisable to give previous notice.

The Company do not hold themselves responsible for any luggage, matters, or thing, unless booked, and paid for accordingly.

Passengers are particularly requested to see their luggage in and out of the carriages.

Parcels can be forwarded to all parts of the kingdom, from 9, Brown-street, Manchester; Albion Hotel, Oldham; Rose Hotel, Rochdale; Swan Inn, Halifax; Railway Office, Bradford; Sweet Railway Office, Huddersfield; Royal Hotel, Dewsbury; Bennett's Office, Wakefield; and from the respective Stations of the Manchester and Leeds Railway Company.

Gratuities are not allowed to be taken by any of the Company's servants. Smoking is strictly prohibited on any of the Company's premises.

Passengers, &c. may be booked through at the Manchester Station to the following places:—

	First-class.	Second-class.	Third-class.		First-class.	Second-class.	Third-class.
Rugby	£1 8 0	£0 18 0	£0 11 0	London	£2 10 0	£1 12 0	£1 1 0
Derby	1 2 0	0 16 0	0 9 0	Nottingham	1 2 0	0 16 0	0 9 0
York	1 0 0	0 13 0	0 9 6	Sheffield	0 12 0	0 7 6	0 6 0
Selby	0 18 0	0 12 0	0 8 6	Hull	1 3 0	0 15 6	0 11 0

Passengers may also be booked through from every Station.

Gentlemen's carriages to London, by 6.30, morning train, £5 5s.

Passengers wishing to come from London by way of Derby to Manchester, or to any Station on the Manchester and Leeds Railway, must book for Rugby.

***** In addition to the above trains, there will be an extra one from Rochdale to Manchester at nine o'clock morning; and one from Manchester to Rochdale at three o'clock in the afternoon, stopping at all the intermediate Stations, on week days only.**

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BRISTOL AND EXETER RAILWAY.—NOTICE is hereby given, that the next Half-yearly General Meeting of the Proprietors of this Company, will be held, in pursuance of the Act of Parliament, at the WHITE LION HOTEL, in the City of Bristol, on THURSDAY, the 4th of March, at Eleven o'Clock, for the Election of four Directors in the room of those who retire by rotation, and for other affairs.

The Chair will be taken at Twelve o'Clock precisely.

FREDERICK RICKETTS, Chairman.

The retiring Directors may be re-elected.

Shares in arrear do not entitle the holders to vote.

The Transfer Books will be closed on Saturday, the 20th of February, and not re-opened until after the said General Meeting on the 4th of March.

By Order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol,
5th February, 1841.

BRISTOL AND EXETER RAILWAY.—CONTRACT FOR WORKS.—NOTICE is hereby given, that the Directors will receive, at their Office in Broad-street, Bristol, on or before Friday, March the 19th, at Twelve o'Clock, TENDERS for the execution of the several works comprised in Seven Contracts, extending from the station at Bridgewater, to the proposed station at Taunton, a distance of eleven miles 35 chains. These Contracts comprehend the entire completion of the Works, including the Ballasting, but exclusive of the laying the permanent rails.

Drawings and Specifications will be exhibited on and after Monday, February 15th, at the Resident Engineer's Office, Coronation-road, Bristol.

Printed Forms of Tender may be had at the same place, and at the Company's Offices, Broad-street, Bristol.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office in Broad-street, Bristol, at Twelve o'Clock on the said 19th day of March.

J. B. BADHAM, Secretary.

Bristol and Exeter Railway-office, 30, Broad-street, 5th Feb., 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Compa

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

From the

SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing-Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver 10s. 6d. each pair.

Omnibuses to and from every train—Fare 6d.

AT a MEETING of the Owners of Land and Hereditaments on the line of the proposed COVENTRY, LEAMINGTON and WARWICK RAILWAY, held at the King's Head Inn, in Coventry, on Monday, the 21st December, 1840,—

LORD LEIGH in the Chair:

It was resolved—

That the proposed Railway is unnecessary and uncalled for, and being a vexatious interference with the property of landowners, without affording a corresponding benefit to the public, this meeting is determined to oppose it by every means in their power.

It was resolved—

That Mr. Heath be instructed to take immediate steps to carry the above resolution into effect.

It was resolved—

That a Committee, consisting of the Earl of Aylesford, Lord Leigh, the Hon. Charles Bertie Percy, the Hon. and Rev. C. M. Villiers, Sir J. R. Cave Brown Cave, Bart., A. F. Gregory, Esq., Mr. Greaves, Mr. Butler, and Mr. Handley, be appointed to protect the interests of the owners and occupiers of property on the proposed line, and to adopt such steps as they may deem expedient to oppose the measure.

LEIGH.

Lord Leigh having left the chair, and the Earl of Aylesford being called to it,

It was resolved—

That the cordial thanks of the meeting be given to Lord Leigh, for his kindness in taking the chair, and the able manner in which he has conducted the business of the day.

AYLESFORD.

Of the whole distance between Coventry and Leamington, viz., nine miles and one eighth, upwards of eight miles is the property of dissentients.

The following is a list of dissentients—

Stamford and Warrington	John Salmon
Aylesford	John Sparrow
Clarendon	Samuel Barker
Leigh	James Weston
Charles Bertie Percy	William Kendall
C. M. Villiers	Bazil Southam
J. R. Cave Brown Cave	Thomas Jones
Arthur Francis Gregory	Elizabeth Whitmore
John Greaves	Joseph Dormer
Thomas Cotton	John Campbell
William Henry Butler	James Roby Harbourne
John Tomes	Thomas Tidmarsh
Charles Twisleton	John Boddington
Thomas Hope	Thomas Randall
C. M. Villiers	David Holland
J. R. Cave Brown Cave	Joseph Keatley
John Lynes	John Perkins
H. T. Chamberlayne	Richard Walton
W. H. Butler	Isaac Jones
(Trustees of Kenilworth Free School & Edwards' Charity.)	Richard Humphris Joseph Sheasby Thomas Walton
Edward Greaves	James Parker
William Handley	Fanny Steeley
Richard Sanders, and	Samuel Grant
Charles Lamb (Trustees of Griffin's Charity.)	Charles Garlick Samuel Boddington
John Robbins	Henry Greves
Thomas Heydon	William Penn
Philip Kench	Joseph Hopkins
John Goodhall	William Clements
John Hudson	Thomas Bradford
Joseph Jaggard	William Linney
John Burbury	Thomas Richards
Thomas Burbidge	William Price
William Boddington	Charles Heath
Hannah Littleton	Edward Hewitt
Joseph Lidzey (Surveyor of Highways in Kenilworth)	Thomas Moulton Thomas Doughty
Abel Miles	James Dormer
Mary Bursell	Catherine Perkins
Edward Hawkes	Edward Elliott
John Burbury (Executor of Daniel Winter Burbury)	George Blundell Thomas Cattell
William Hopkins	Thomas Young
Richard Charles Adams	Ann Fletcher
William Richards	George Hayes
John Burbury (Trustee for Keys and Palmer)	John Kimbley John King
Edward Russell	Joseph Walton
Mary Ann Russell	Thomas Johnsons
Thomas Tidmarsh (Churchwarden of Kenilworth),	Ann Bromwich William Woodford
Thomas Knight	Thomas Burbidge
John Hopkins	Hannah Thompson
Joseph Lenton	Sarah Nibb
Francis Welch	John Bromwich
Thomas Atkins	Richard Poulton
John Summers	Thomas Archer
Thomas Pepper	William Knight
Richard Redgrave	William Moore
Mary Ballard	Elizabeth Tarver
Thomas Bates	Elizabeth Lawford
John Bunney	John Wallin
Elizabeth Payne	Thomas Briscoe
Thomas Gilbert	William Young
William Nightingale	Isaac Serjeant
Joseph Rigg	Richard Claydon
Thomas Hodgetts	William Beasley
Thomas Carter	Thomas Grant
William Gurn	William Goddard
Edward Reading	Thomas Evans
John Smart	Henry Catterns
William Barrett	

By order of the Committee,

THOMAS HEATH.

Warwick, Feb. 2, 1841.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, an manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Rouke and Varty, 81, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City; in Edinburgh, by Sanderson and Son, 32, St. Andrew-square; in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street; in Birmingham, by Osborn and Sons, Bennett's-hill; in Liverpool, by T. Dismore, Bold-street; in Manchester, by Allen and Raphael, 28, Nightingale-street; and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
ditto, ditto, with reserve of leads	1	14	0

December, 1840.

PATENT SPELTER PAINT.—This paint is adapted for all purposes which other paint is now used for, and may be confidently recommended to the notice of the public. When applied to iron its effect may be compared to that of the galvanization of the metal; it resists the influence of the weather, of soft and sea water, and of the fumes in chemical works. When applied to wood, it gets so hard that the most intense heat of the sun makes no impression upon it, and will not make it blister and peel off. Applied to damp walls, or in positions which are much exposed, it affords a powerful protection against moisture and saltpetre. When it is used upon softer substances, such as paper, pasteboard, linen, plaster of Paris, it produces equally satisfactory results.

Apply to JAS. LE CREN, Agent, 26, Moorgate-street, or by letter to H. P. ROUQUETTE, Patentee and sole Manufacturer, 14, Mark-lane.

MITCHELL'S BATH and BRISTOL WAGGONS.—To be Sold by AUCTION, by Mr. DIXON, at the City Repository, Barbican, on Friday, February 26, 1841, commencing at Twelve o'clock, precisely, about Sixty fine shaped, active, powerful, seasoned Cart Horses, 6 Broad Wheel Waggons (with tilts and covers, complete); several Carts, Drays, Ladders, Jacks, and other implements; Sixty Sets of Harness, &c. &c., being the entire genuine known superior stock that have been employed on the above old established well conducted Bath and Bristol Waggon business, and are now, by order of the proprietor, for sale without the least reserve.

Colours.—Blacks, Browns, Greys, Roans, and Chesnuts.

The above valuable well-selected stock of fine seasoned Cart Horses are worthy the immediate attention of Brewers, Distillers, Corn and Coal Merchants, Wharfingers, Innkeepers, Contractors, &c., being in excellent condition, mostly young and sound, just from constant work, and positively without exchange or addition.

On view and catalogues had two days previous to the Sale.

SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 915, (double number) price 6d., published this day, contains Abstracts of the following Recently-enrolled Specifications:—Holme's, for certain improvements in Steam Engines, and in generating and applying Steam as a Motive Power; Richards', for certain improvements in Cutting and Sawing Wood; Berry's, for certain improvements in the arrangement, construction, and mode of applying certain apparatus for Propelling Ships and other Vessels; Hebert's, for certain improvements in the manufacture of Needles, Fontainemoreau's, for certain improvements in covering and coating Metals and alloys of Metals.

Also, Mr. Baddeley's Eleventh Report, of the Number, Causes, Character and Consequences of the Fires in London during the Year 1840, particularizing all the Serious and Fatal Fires, with full and explicit notices of the occupancy of the several premises as to trades; the causes so far as ascertained, the daily and hourly distribution of Fires throughout the year. Proceedings of the City Authorities relative to Fire-escape, with description and engraving of the Fire-escape Ladders made for the City Police by Mr. Merryweather, Long Acre. Also description, with three engravings of the new and powerful Floating Engine recently built for the London Fire Establishment. Praiseworthy conduct of the Firemen, &c.

Professor McGauley's plan for preventing railway accidents. On rotary and reciprocating steam engines, and on the supposed loss of power from the use of the crank. Symington's system of Condensation, &c. &c. &c.

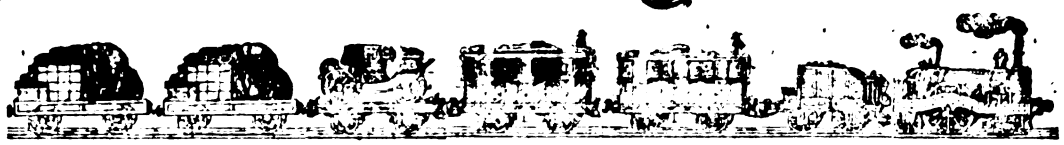
The MECHANICS' MAGAZINE, Vol. 33, price Ten Shillings boards, illustrated with upwards of Two Hundred Engravings, was published January 1st, containing Abstracts of all the most important Specifications of Recent English Patents, as well as all the new inventions, and complete lists of English, Irish, and Scotch Patents for the last six months.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 38, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-st., Middlesex.—Saturday, Feb. 19, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hull.

No. 165. Vol. IV.—No. 9.—Part I.] SATURDAY, FEBRUARY 27, 1841. [Price, with Part II., 1s.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200, upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of 5 per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1841, or 1842.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff; or to Messrs. Glyn, Hallifax, Mills and Co., Bankers, London; Mr. Wm. Mullard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 16, 1841.

TO TIMBER MERCHANTS, RAILWAY CONTRACTORS, SHIPBUILDERS, and OTHERS.—Valuable and Extensive Woods for Sale.—The valuable and extensive Woods of Aboyne and Glentanner, belonging to the sequestrated estate of the Marquis of Huntly, are now for sale.

The Woods of Aboyne, now for sale, comprehend about 900 acres, and consist of some of the most valuable Scots Firs and Larches that are to be found in the north of Scotland, all ripe and fit for immediate use; and the Forest of Glentanner contains a considerable extent of Scots Fir, of natural growth, and of very superior quality.

The Woods are situated in the parishes of Aboyne and Birse and county of Aberdeen, and are distant from the city and sea port of Aberdeen about thirty miles, having an excellent floating river the Dee, intersecting them.

The quality of the Timber is admirably adapted for railway Sleepers, street paving, shipbuilding, and for country purposes.

Taking into view their proximity to a large river, their extent, age, and quality, these woods are particularly deserving of the attention of men of capital.

Offers for the whole, or for such lots as may suit intending purchasers, will be received by Donald Lindsay, accountant, No. 56, George street, Edinburgh, trustee on the sequestrated estate of the Marquis of Huntly, until the 7th day of April next.

Lithographed plans, showing the relative situation of the respective plantations to the river, with particulars of the age, quantity, and quality of the wood, and other requisite information, are in course of preparation, and may be had on application to the said Donald Lindsay, to Walter Duthie, W. S., Edinburgh; Messrs. Spottiswoode and Robertson, solicitors, 27, Great George street, Westminster; David Walker, land-surveyor in Aberdeen; or Thomas and Newell Burnett, advocates in Aberdeen. William Smith, overseer at Aboyne Castle, will show the woods upon the ground.

Edinburgh, 19th February, 1841.

WATERPROOF LUGGAGE COVERS.—Manufactured by John Evans, (late Milton and Co.), Cut Side, Limehouse, London, for Railway Trucks, Waggons, Barges, &c. The great improvement in the manufacture of these Covers, which are now in use on the principal Lines, and which can be recommended with confidence to the notice of Dock and Railway Companies; Barge and Waggon Proprietors, Contractors, Builders, and others, as an article of durability, possessing all the necessary qualities—viz., that of being perfectly Waterproof, and flexible, and not subject to adhesion, a fault much complained of in tarred Cloths; and can be made of either light or heavy quality to suit the purposes required. It is also prepared for covering Roofs, Verandas Coach and Guard Aprons, Horse Cloths, &c.

A supply of Covers on hand for hire, to Builders, Excavators, Bargeowners, &c., requiring temporary Coverings, Rick Cloths, Poles, Blocks, Cordage, &c.

TO RAILWAY CONTRACTORS.—RAILWAY WAGGONS. Wanted to Purchase Fifty two-yard Waggons with 2½ feet wheels, 4.8½ gauge, in good working repair, to be delivered in London, or near to the South Eastern Railway, on the Godstone district.

Cash will be paid on delivery.

Address to Mr. Husbbarty, at Blechingly, near Godstone, Surrey.

February 16th, 1841.

BOLTON AND PRESTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the rates and tolls arising therefrom, in sums of not less than £200, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half yearly at the Company's Office. The Tenders are to express the sums and the term of years for which the same are proposed to be lent, and to be addressed to the Secretary at the Company's Office, Bolton.

By order of the Board of Directors,
PETER SINCLAIR, Secretary.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages under the powers of their Act of Parliament of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 45 Piccadilly; or at the office of Slater and Heelis, Princess street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
45, Piccadilly.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of those undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, apt to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

THE RECIPROCATING SYSTEM OF RAILWAYS. No one who is thoroughly conversant with the present costly mode of constructing and working Railways, and who has attentively and with an unbiassed mind perused the detailed account of the plan proposed by Mr. Whishaw, as described and illustrated in "the Railways of Great Britain and Ireland," will dispute the important advantages to be derived from its general introduction. The following are some of its leading features:—A more perfect mode of constructing embankments, whereby slips would in a great measure be prevented; a great reduction in first cost and annual expenditure; a better adaptation of the engine to its load: an entire prevention of accidents by collision; a great reduction in the fares, and consequently a large increase of traffic, together with a much greater amount of accommodation to the public by the more frequent starting of trains. Every member of the Legislature, every Railway capitalist, every Railway Engineer, and indeed all who are interested in the further extension and improvement of the internal communication of Great Britain and Ireland, should lose no time in acquainting themselves with this entirely original and economical system of Railways.

Messrs. Simpkin, Marshall & Co., of Stationers' Hall Court, are publishers of "the Railways of Great Britain and Ireland," and the work may be obtained through any bookseller of the United Kingdom.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that the next Half-yearly General Meeting of the Proprietors of this Company, will be held, in pursuance of the Act of Parliament, at the WHITE LION HOTEL, in the City of Bristol, on THURSDAY, the 4th of March, at Eleven o'Clock, for the Election of four Directors in the room of those who retire by rotation, and for other affairs.

The Chair will be taken at Twelve o'Clock precisely.

FREDERICK RICKETTS, Chairman.

The retiring Directors may be re elected.

Shares in arrear do not entitle the holders to vote.

The Transfer Books will be closed on Saturday, the 20th of February, and not re-opened until after the said General Meeting on the 4th of March.

By Order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol,
5th February, 1841.

BRISTOL AND EXETER RAILWAY.—CONTRACT FOR WORKS.—Notice is hereby given, that the Directors will receive, at their Office in Broad-street, Bristol, on or before Friday, March the 19th, at Twelve o'Clock, TENDERS for the execution of the several works comprised in Seven Contracts, extending from the station at Bridgewater, to the proposed station at Taunton, a distance of eleven miles 55 chains. These Contracts comprehend the entire completion of the Works, including the Ballasting, but exclusive of the laying the permanent rails.

Drawings and Specifications will be exhibited on and after Monday, February 15th, at the Resident Engineer's Office, Coronation-road, Bristol.

Printed Forms of Tender may be had at the same place, and at the Company's Offices, Broad street, Bristol.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office in Broad street, Bristol, at Twelve o'Clock on the said 19th day of March.

J. B. BADHAM, Secretary.

Bristol and Exeter Railway office, 30, Broad-street, 5th Feb., 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841.

LONDON AND BIRMINGHAM RAILWAY. On and after Monday, the 8th of March, the following ALTERATIONS will take place in the times of DEPARTURE of the Trains:—

9 A.M. Down Train will be 8¾ A.M. (arriving in Birmingham about 2 P.M.)

9½ A.M. Down Train will be 9¼ A.M.

6¾ A.M. Up Train (from Wolverton) will be 7¼ A.M. (arriving in London about 9¼ A.M.)

2 P.M. Up Train (3rd class) will be 2h. 20m. P.M., and corresponding alterations will be made in the times of departure of the same trains from the several intermediate stations.

(By Order,) R. CREED, Secretary.

Euston Station, Feb. 20, 1841.

TO CONTRACTORS AND OTHERS.—CENTERING FOR TUNNELS FOR SALE.—20 Ribs of Tunnel Centering, for Tunnel 24 feet wide, of approved construction, with strong iron-bound ships, trollies, and other apparatus for tunnelling.

Also, 200 tons of excellent parallel Rails and Chairs, Rails, 32lbs. to the yard.

Apply to Mr. Betts, Leicester.

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LONDON AND SOUTH-WESTERN RAILWAY COMPANY—GENERAL MEETING.

The Half-yearly General Meeting of the Proprietors of this Company was held on Saturday last, the 20th inst., at the Company's offices, Nine Elms Station, Vauxhall; ROBERT GARNETT, Esq., in the chair.

The attendance was very numerous.

The advertisement calling the meeting having been read, the minutes of the previous meeting were read and confirmed.

The SECRETARY (ALFRED MORGAN, Esq.) then read the Report of the Directors as follows, printed copies having previously been circulated in the room:—

REPORT.

The Directors of this undertaking, at the Thirteenth Half-Yearly General Meeting of its proprietors, report the following statement of the finances of the Company to the 31st December, 1840:—

CAPITAL ACCOUNT, 31st December, 1840.

RECEIPTS.

On calls	£1,406,067	8	0
Ditto Gosport branch	214,455	0	0
Loan on debenture bonds	630,100	0	0
Interest	3,951	3	7
Balance	29,264	6	9
Total	£2,283,837	18	4

PAYMENTS.

Expenditure on raising the capital, procuring Acts of Parliament, &c.			41,467	2 0
Land and compensation, law charges for conveyancing, surveying, and valuing			295,717	2 10
Works, comprising cuttings and embankments, bridges, culverts, stations, temporary buildings, fencing, draining, &c.			1,136,171	13 6
Iron rails, chairs, and sleepers			336,019	16 8
Waggons, implements, tools, and stores			64,918	7 2
Engines and carriages			145,804	10 10
Surveying and engineering			32,967	6 4
Salaries and wages, rent and taxes, printing and stationery, postage, travelling, and other incidental expenses			24,228	14 9
Directors' expenses from the commencement			5,350	0 0
Debenture bond stamps and brokerage			3,769	13 5
GOSPORT BRANCH—				
Parliamentary and law expenses	£7,297	15 7		
Land and compensation, Surveying and valuing	51,623	8 8		
Surveying and engineering	5,224	2 6		
Interest	4,707	11 10		
Works in progress and materials	128,570	12 3		
			197,423	10 10
Total			£2,283,837	18

REVENUE ACCOUNT from 1st July to 31st December, 1840.

RECEIPTS.

Balance of last account		£30	16 2
Traffic from 1st July to 31st December		144,166	2 0
Pier dues		296	11 9
Total		£144,493	9 11

PAYMENTS.

Maintenance of way and works			£13,736	16 2
Locomotive power, viz., coke, oil, cotton waste, repairs of engines and tenders, men's wages, repairing, engine drivers, and coke fillers; also salaries of superintendents, &c.			25,254	3 9
Carriage expenses and general traffic, viz., Repairs of carriages, trucks and horse boxes, cleaning and oiling of carriages, clerks' salaries, guards and porters' wages, printing and stationery, advertisements, insurance, and other incidental expenses			18,506	17 8
Police			1,276	16 7
			58,776	14 2
Mileage duty	£7,309	19 3		
Rates and taxes	1,388	8 7		
			8,698	7 10
			£67,475	2 0

Receipts	144,493	9	11
Payments	67,475	2	0
	77,018	7	11
Ded. interest on debenture bonds	14,596	0	5
Balance	£62,422	7	6

The statement which is this day placed in the hands of the proprietors, shows that the total amount received for traffic during the half year ending the 31st of Dec. last, was 144,166*l.* 2s., and that of this sum 16,1[illegible]*l.* 19s. 6d. was received for the conveyance of goods and live stock, while 128,041*l.* 2s. 6d. was derived from carrying passengers, parcels, and those smaller items generally included under the head of passenger traffic. That during the first half year of the opening of the entire line from London to Southampton, the receipts from this most important branch of traffic should at once so nearly approximate to that sum which it was stated would be receivable when, owing to the appreciation of the increased facilities afforded by the railway, the existing traffic on this line of road should become doubled, is a matter for solid congratulation.

The amount received for carrying goods is comparatively small, but this will doubtless be increased when the facilities for mercantile transactions at Southampton, which are now in progress, shall be completed. Already some of the establishments connected with steam navigation have felt the importance of Southampton in a sufficient degree to make it their point of arrival and departure, and these will doubtless be followed by others.

The Directors have in a former Report noticed the advantages of Southampton as a passenger steam-packet port for all the south-western coast of England, and subsequent information leads them to place great reliance on that circumstance as a means of increased revenue.

On referring to the traffic accounts for the two preceding half years, it will be found that, excluding the duty paid to Government, local rates and taxes, and the interest on borrowed money, the expenses on the half year, from June to December 1839, were 47½ per cent. on the receipts; in the following half year the expenses were 44 per cent. on the receipts, while in the last half year up to the 31st of December last, the expenses were reduced to 40¼ per cent.; and the Directors believe that when further experience and practice in the various departments are obtained, the cost of management and working may be still further reduced. As one security for a further reduction of current expenditure, the Directors have the pleasure to announce that they have contracted for the future maintenance of the way for a term of years. Mr. Brassey, whose spirited exertions the Directors have had previous occasion to notice, has entered into a contract for this purpose, and the Directors feel themselves justified therefore in relying upon the utmost efficiency and economy in this large branch of current expenditure. The bringing so important an item within a definite limit cannot fail to be satisfactory to the proprietors. In the other branches of expenditure the aim of the Directors will be the same, viz. to reduce them as far as is consistent with the efficient working of the line, and the comfort and safety of the public.

The accounts how that a net profit of 62,095*l.* 19s. 7d. has been made by the traffic of the last half-year, after the payment of the interest on the Debenture Bond debt of the Company, and all other current outgoings, which added to a former balance of 30*l.* 16s. 2d. and 296*l.* 11s. 9d. received for pier dues, makes 62,422*l.* 7s. 6d.: out of this sum the Directors propose to pay a dividend of 1*l.* 10s. per share. This will leave a reserve fund of 8,422*l.* 7s. 6d. available for future dividends or depreciation of stock.

The Directors, on the present occasion, have to submit for the approbation of the proprietors, the plan by which they propose to raise the additional capital which may be necessary for completing and furnishing the whole line both to Southampton and to Gosport. It is proposed to issue 42,000 Scrip Shares of 5*l.* each, to be called tenths; this will make as many tenths as there are at present shares in the Company, and it is intended to give to every shareholder the option of taking at par, one of those tenths for every share of which he was on the 18th instant the registered proprietor, and it is further intended, after the passing of the Act now sought to be obtained, to convert these tenths into 50*l.* shares. The more minute particulars of the plan are described in a paper which will be read to the meeting, and afterwards sent to every shareholder. The proprietors will perceive that these 42,000 tenth shares will produce a sum of 210,000*l.*, an amount exceeding that which it was announced would be wanted for the completion and furnishing the line. The Directors have on further experience been convinced that the contingent expenses of completing in a short time works of such magnitude as those on this line of railway, and the increased stock necessary for carrying on the traffic, will occasion a larger expenditure than they previously contemplated, and they are desirous of avoiding the necessity of again applying to Parliament for objects of a pecuniary character. They therefore propose this larger sum.

Since the last meeting of the proprietors Mr. Easthope, the late Chairman of the Court of Directors has resigned the chair, and Mr. Robert Garnett, the Deputy-Chairman, has been unanimously elected thereto; and Mr. Chaplin has succeeded Mr. Garnett as Deputy-Chairman.

The Directors who go out by rotation on the present occasion, are Mr. William Chaplin, Mr. Ambrose Humphrys, and Mr. J. W. Drew. These gentlemen are eligible for re-election, and the remaining Directors propose their re-election accordingly.

The Directors also propose that the vacancies in the direction, occasioned by the regretted death of their late colleague, Mr. Simon M'Gillivray, and the retirement of Mr. Henry Waymouth, Mr. John Wright, and Mr. Edmund Jerningham be supplied by electing as Directors, Lieut.-Colonel Henderson, of Southampton; Mr. James Brownell Boothby, of Twyford Abbey, Acton, Middlesex; Mr. Thomas Smith, of Liverpool; and Mr. James Aikin, of Liverpool.

In conclusion, the Directors have only to assure the proprietors of their continued confidence in the prosperity of the concern, and that they look forward to a still further increased dividend.

By Order of the Court of Directors,
ALFRED MORGAN, Secretary.

The Report was exceedingly well received.

The SECRETARY then read the following resolutions for the issue of new shares, the Chairman having first explained that a printed copy of these resolutions would have been placed in the hands of the proprietors along with the Report had it not been for the severe indisposition of Mr. Bircham, the Company's Solicitor, whose services were requisite for the formal wording of the plan:—

"That there shall be issued 42,000 scrip of 5*l.* a share, to be called tenths, and every proprietor in the Company shall have the option, on or before the 6th day of March next, of taking one such tenth in respect of every original, New, or Gosport Branch Share, of which he is this day the registered proprietor.

"That a copy of these Resolutions shall forthwith be sent by the Secretary to each proprietor by post, addressed to him according to his description in the register book of proprietors; and in the event of any proprietor, except such as may be now absent from the United Kingdom, not declaring his option in writing, received at the Secretary's office, Nine Elms, on or before the 6th day of March next, to take his proportion of the said Tenths, he shall be held to waive the same; and all such Tenths not so taken, shall be sold by the Board of Directors as and when they see fit, for the benefit of the Company at large; and any proprietor who may be now absent from the United Kingdom, shall be held in like manner to have waived his option, unless he shall declare it in writing, received as aforesaid, on or before the 26th day of March next ensuing.

"That 1*l.* 5s. shall be paid upon each such tenth at the time of subscribing for the same, and a scrip receipt for the same shall be given to the subscriber, and any proprietor who shall not have paid such deposit within 10 days after the allotment of his tenths, shall forfeit by such omission all right to the same.

"That each subscriber for any such tenth, shall oblige himself to pay the remainder of the sum of 5*l.* upon each tenth he may subscribe for, at such time as he shall be called on by the Board of Directors, so that no one call shall exceed 1*l.* 5s. per tenth, nor be made sooner than three calendar months after the then preceding call.

"That no subscriber for, or holder of, any such tenths, shall be registered a Shareholder in the books of the Company, or be entitled to any dividend or other privilege in respect of any less number than 10 such tenths.

"That the proprietors of such tenths, shall be entitled to be registered in the books of the Company, as proprietors of one integral share in the said Company, in respect of every entire number of 10 such tenths they may respectively subscribe for or procure; and shall receive a certificate of such integral share, in exchange for the receipts for the first instalment, paid on every entire number of 10 such tenths, and shall be entitled to all such rights and privileges, in respect of every

such integral share, as the proprietors of the original shares in the Company, in respect of such original shares. Provided always that such new shares shall only entitle the holders thereof, to a dividend proportioned to the amount which shall at the time have been paid thereupon.

"That the Directors be authorised and requested to prepare and obtain the execution of such subscription contract; and to apply for, and obtain from Parliament, such additional powers as they may deem expedient or proper for carrying these resolutions into effect."

Mr. KEET suggested that the statement of accounts should be transmitted to the proprietors a few days before the half-yearly meetings, as it was impossible on so short a notice to give the items that full consideration which they deserved.

The CHAIRMAN said, the course proposed would be a very convenient one, but was not always practicable. He was now ready to answer any questions or to give any farther information or explanation that might be required in reference to the Report. He would first, however, take that opportunity of adverting to a point in connection with the recommendation of the Directors, for the re-election of the out-going members of the Board and the selection of the four candidates now for the first time proposed—a recommendation by which the Directors considered that they were consulting the best interests of the undertaking. Yesterday they had been reminded that a minute was placed upon the Company's books in 1839, to the effect, that the names of retiring Directors should be notified to the shareholders in the circulars convening the half-yearly meeting. They regretted extremely that in this instance the existence of the minute in question had been forgotten, but for the future it should be attended to, and with that view it was proposed to insert in the Company's Bill now before Parliament a clause rendering it imperative on the Directors to publish in full time, probably at the same time as the notices convening the meeting, the names of all candidates for a seat at the Board who might be proposed by the Directors, so as to afford due space for an investigation of their merits. He could only repeat that the Directors were extremely sorry that on this occasion the minute referred to should have been overlooked. There was only one other point upon which he wished to say a few words. It would be seen that in the second paragraph of the Report, the Directors stated that "already some of the establishments connected with steam navigation have felt the importance of Southampton in a sufficient degree to make it their point of arrival and departure," and he had much gratification in bringing before the meeting an official communication on this subject, from Mr. Sainsbury, the Secretary of the Southampton Dock Company.

The SECRETARY, at the request of the Chairman, accordingly read the letter referred to, which stated that the Royal Mail Steam Packet Company for the conveyance of the West Indian and South American mails had selected the port of Southampton as the station for their vessels, so that if Government should fix upon Dartmouth, the result would be that the passengers would reach London before the letters.

The concluding sentence of the letter excited some laughter and much applause.

The CHAIRMAN then requested the Secretary to read a list of the Steam-Packet Companies who already used the port of Southampton; from which it would, he said, be seen that they were neither few nor unimportant.

The list was read accordingly. It embraced the Commercial Steam-Packet Company, the South of England Packet Company, the Peninsular and Oriental Steam Navigation Company, and the West India Steam-Packet Company; in addition to which it was stated that the Dublin Steam-Packet Company had advertised that their vessels would touch at Southampton.

The CHAIRMAN thought these facts fully justified the statement made in the Report as to the capabilities and success of the port of Southampton. (Hear, hear, hear.)

Mr. NATHAN inquired what loss would fall upon the Company through the failure of Messrs. Wright's bank.

The CHAIRMAN said the debt amounted to 3,538*l.*, but what portion of that sum they might hereafter recover he could not say.

Mr. NATHAN wished to know whether the Company had not a lien on the shares held by Mr. John Wright, so as to make good the loss without any trouble or expense. He believed that such a course was pursued in joint-stock banks.

Mr. BIRCHAM (the Company's Solicitor, to whom the Chairman referred the question) thought no lien could be established. Besides, he believed the shares of Mr. Wright were very few at the time of the bankruptcy.

Mr. AMBROSE HUMPHRYS (a Director) said, Mr. Wright held no shares at all at the period of the bankruptcy.

Mr. NATHAN expressed his surprise that Mr. Wright should have been a Director and yet have held no shares.

Mr. HUMPHRYS said, the shares were all sold out a week prior to the bankruptcy, but the transfers did not come in to be registered till after that event.

Mr. NATHAN contended, that in that case the Directors ought to have refused to sanction the transfer until the Company's claims were satisfied. They must have known better than other persons that such an event was about to occur.

Mr. BIRCHAM had no doubt that the loss would have been increased instead of diminished, had the Directors attempted to claim a lien on the shares.

The meeting appeared to think that this was a legal point not necessary to be discussed, and the matter here dropped.

Mr. NATHAN said, he saw no item in the accounts for a reserved fund for the depreciation of stock, which sooner or later must take place. It was true that the Report referred to a sum of 8,422*l.* as being "available for future dividends or depreciation of stock," but he was strongly of opinion that no portion of it should be applied to the purpose of swelling a dividend, as it might hereafter lead to the creation of new shares, or to other burdensome calls upon the proprietors.

A PROPRIETOR thought the discussion of this matter was at present premature.

Mr. NATHAN contended that it was not premature, and referred to the example of other Companies.

The CHAIRMAN said, the present was the first opportunity which the Directors had had of putting aside any sum for any purpose, but the proprietors might rest assured that they would not lose sight of so desirable an object as having a sufficient fund for depreciation. (Hear, hear, hear.)

Mr. NATHAN would trouble the Chairman upon only one other subject. He complained at some length that the Directors by recommending candidates for vacant seats at the Board virtually elected them. He thought it ought to be left entirely to the proprietors.

The CHAIRMAN had hoped the explanation already given as to the accidental neglect of the minute of 1839, would have been satisfactory. (Hear, hear, hear.) The Directors regretted the circumstance and they could do no more. (Hear, hear, hear.) It was not a general practice, although he cheerfully admitted that it was a very salutary one, to publish the names of intending candidates. The Directors of this Company who themselves held one-tenth of the entire shares, in addition to those held by relations and friends, considered it their duty to look round for men to whom they might entrust a portion of the management of the Company's affairs, and their sole object in bringing forward the names now before the proprietors was the good of the undertaking. (Hear, hear, hear.) In recommending—in strongly recommending—these gentlemen, the Directors, he would repeat, considered that they were only discharging a duty which they owed to their constituents. (Hear, hear.) Most of them, he believed he might say all of them, were gentlemen thoroughly conversant with the details of Railway Management. With two of them he had had the pleasure of being associated in the Direction of one of the most important undertakings in the kingdom, and he knew of no men from whose talent, experience and energy he should anticipate more benefit to a Company—he alluded to Mr. Boothby and Mr. Thomas Smith, who were co-Directors with himself on the London and Birmingham Railway. (Hear, hear, hear.) Instead of regretting that the Directors had offered such a recommendation, he doubted not that the proprietors would find reason to rejoice at the circumstance, and for himself he could only say that by the accession of such men he considered his property was still more firmly established. (Hear, hear, hear.)

Mr. NATHAN disclaimed every intention of referring offensively to the gentlemen in question.

The CHAIRMAN again repeated that for the future the new Bill would effectually prevent the Directors from bringing forward any names without notice.

Capt. WARD thought the intended regulation would prove highly salutary, but at the same time he considered that the Directors would be unworthy of the situation which they filled if they did not take care to have associated with them men in whom they could place the utmost reliance. (Hear, hear, hear.)

After some desultory conversation upon this point,

Mr. KAY said, he observed that the Directors' expenses from the commencement were charged to the capital account. He wished to know when they would be charged to the revenue account?

The CHAIRMAN said, they were charged to revenue in the present account.

Mr. KAY inquired, under what head?

The SECRETARY said, under the head of general expenses.

Mr. KAY inquired what the Directors' expenses had been during the last half year?

The CHAIRMAN said, 500*l.*—half the amount voted by the proprietors.

Mr. KAY said, it was stated in the Report that the Directors did not contemplate any future application to Parliament "for objects of a pecuniary character." Did they propose to take power to convert their debenture debt into stock?

The CHAIRMAN said, the subject had been under the consideration of the Board, but it had been deemed better to postpone any proposal of the kind, until the dividends were larger, for the undertaking was still only in its infancy, although very promising. He believed that under their existing Acts they had power to convert the debt into stock, but in order to make assurance doubly sure it was proposed to insert in the new Bill a clause empowering the proprietors to effect such conversion whenever they should see fit. (Hear, hear, hear.)

Mr. KAY inquired if the Directors had any plan in contemplation for rendering the large balances in hand productive in the intervals before the declaration of the dividend.

The CHAIRMAN was sorry to say that they had never as yet had any very large sums in hand. When they had, the proprietors might rest assured the amount would be invested in Exchequer Bills—a most unquestionable security—or laid out in some way equally beneficial.

Mr. KAY said, the proprietors had had an opportunity during the Secretaryship of Mr. Reed, of inspecting the register of shares, but having since that time made application at the office, an inspection of the register had been refused as being contrary to rule. Nothing could be more important than a knowledge of who were one's co-partners in an undertaking of this kind, and although he was aware that such a regulation existed on the London and Birmingham Railway, he thought that if it had been laid down in this Company, it ought to be rescinded.

The CHAIRMAN said, the subject should have the best consideration of the Board.

Mr. PEYTON inquired whether there would be

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any objection to state the terms upon which Mr. Brassey had contracted for the maintenance of way, as alluded to in the Report?

The CHAIRMAN (after consulting with Mr. Locke, the Company's Engineer-in-Chief,) said, he had no objection. Some of the proprietors, however, thought it was scarcely fair to the contractor; but ultimately the Chairman said, Mr. Brassey had undertaken to keep the 77 miles of road, from London to Southampton, in repair for ten years at the sum of 24,000*l.* a-year, which was about 311*l.* per mile. For that sum Mr. Brassey had undertaken to keep the whole of the embankments, cuttings, tunnels, rails, sidings, &c., in efficient repair, and to the satisfaction of the Engineer-in-chief. The only thing for which the Company were to be held responsible was the providing of new sleepers when the present ones should become decayed, Mr. Brassey finding the labour, and that in the event of further sidings being required, they should provide the rails, Mr. Brassey in that case receiving such remuneration for keeping these new works in repair as might be agreed upon between him and the Engineer. Mr. Brassey's connection with the Company had been most satisfactory to the Directors (Hear, hear.) He had faithfully, honestly, and fairly fulfilled his obligations, (hear, hear, hear,) and should any necessity arise, the Directors would have no difficulty in holding him responsible. During the past year the Company had had the maintenance of 59 miles of railway in their own hands (18 miles between Winchester and Southampton having been maintained by Mr. Brassey according to his contract for construction), and reckoning the whole 77 miles at the same rate, the charge would have been 36,000*l.* a-year, instead of which 24,000*l.* was the sum now agreed upon. (Hear, hear, hear.) The maintenance of way was a most important item in railway expenditure, and he was glad therefore that an arrangement so favourable to the Company had been concluded. (Hear, hear, hear.)

Mr. PEYTON said, he had been given to understand that the expenditure under the head of locomotive power was at the rate of about 1*s.* 8*d.* per mile. This he thought was very moderate, as was also the general expenditure of the Company, but he should be glad to know if there was any prospect of a still further reduction in this department?

Mr. LOCKE entertained a very confident belief that the expenditure under this head would shortly be diminished very considerably.

The CHAIRMAN said, considerable improvements had recently been made in regard to the supply of locomotive power, and he had the satisfaction of informing the meeting that Mr. Locke had undertaken personally to superintend this department. (Hear, hear, hear.) The object of the Directors was to secure efficiency first, and economy afterwards. (Hear, hear, hear.)

Mr. PEYTON inquired what the state of the locomotive power was at present?

Mr. LOCKE said, no exact account had been taken, but viewing it as a whole the stock certainly was not depreciated, and there could be no doubt it would soon be greatly improved. Several engines which had been repaired by the Company under his own would soon come out as new engines.

A PROPRIETOR, reverting to Mr. Brassey's contract, inquired whether it could not have been determinable at the end of three, seven, or ten years?

The CHAIRMAN could assure the honourable proprietor that they had driven a hard bargain with Mr. Brassey, and if they had proposed to shorten the term, a larger annual payment would have been required. He would take that occasion of mentioning, that as Mr. Brassey would at first probably have to incur a large expenditure for the subsidence of embankments and other repairs incidental to a new work, it might be necessary that the Board should advance a larger sum than 24,000*l.* during the first year, but the surplus would be deducted hereafter, so as to bring the average of the 10 years to 24,000*l.* He mentioned this to prevent misunderstanding should a sum of 25,000*l.* or 26,000*l.* appear under this head in the next half-year's accounts. He did not know that it would be so, but it might be. In addition to the guarantee of Mr. Brassey's high character and standing, the Directors had good security that he would fulfil his contract, so that there need be no apprehension on that score. (Hear, hear, hear.)

Mr. J. B. BOOTHBY thought it would be satisfactory to know that on the Liverpool and Manchester Railway which had been in operation for upwards of ten years, the amount of expenditure for maintenance of way had never been so small in any one year as it would be under this contract of Mr. Brassey's. (Hear, hear, hear.)

A PROPRIETOR inquired when the Gosport branch would be opened?

The CHAIRMAN said, in June next.

A PROPRIETOR inquired why the profit upon the reserved shares recently sold, did not appear in the present accounts?

The CHAIRMAN said, the transaction had not been concluded till the 15th of Janusry last, and the accounts were made up to December 31st. The amount would appear in the next statement.

Mr. KAY inquired whether the sale of the shares referred to included the Gosport shares originally appropriated to them?

The CHAIRMAN answered in the affirmative.

Mr. SNOW called attention to a paragraph which had recently appeared in a Southampton newspaper complaining in strong terms of certain alleged delays in the delivery of goods forwarded by the Railway, and stating that the people of Portsmouth were having their goods forwarded by the Portsmouth waggon "for the sake of expedition!"

The reading of the paragraph caused much mirth, and many persons exclaimed that it was meant as a joke or a hoax.

In answer to questions, Mr. SNOW said, the paper was the *Hampshire Independent*, a journal by no means unfavourable to the railway.

Mr. HUMPHRYS said, no attention ought to be paid to any newspaper report whatsoever. Any thing could be put into a newspaper.

The CHAIRMAN stated, that during the prevalence of the late frost, when the canals, &c., were not navigable, a very large and unexpected influx of goods, for which they were not prepared, had poured in upon them, and probably some delay had then been occasioned. The matter, however, should be fully inquired into, and means taken to prevent the recurrence of any inconvenience to the public. (Hear, hear, hear.)

Mr. CASH thought it was expecting too much to suppose that arrangements upon so extensive a scale as were required for an important railway could be perfected all at once. (Hear, hear.) He had no doubt that as railway facilities became more diffused, the superiority of this mode of communication would be better appreciated. He himself had received into his warehouse that morning a very large quantity of goods that had been put upon a railway in Yorkshire the night before last. (Hear, hear, hear.)

On the motion of a proprietor, seconded by Mr. Gilbert, the Report of the Directors was then unanimously adopted.

The three retiring Directors were unanimously re elected.

In answer to a question by Mr. Cash, the Chairman stated that the number of Directors was 15.

It was suggested that the names of all the Directors for the time being should be appended to every Half-yearly Report; and the Chairman said the same plan had been in the contemplation of the Board, and should be carried into effect.

Mr. MADDEN expressed a hope that if the candidates now to be proposed were chosen, no additional expenditure would be incurred for travelling expences, as he perceived, that two at least of them resided at a distance from the line. This expenditure had been much objected to, in other Companies.

Mr. HUMPHRYS was understood to say that no charge had ever been made by the Directors of this Company for travelling expences.

The CHAIRMAN said that during the four years that he had been on the Direction, the total allowance which he had received, had not covered his expences.

Mr. H. G. WARD proposed the election of the four new candidates named in the Report, (Lieut. Col. Henderson, Mr. Boothby, Mr. Smith and Mr. Aikin) and expressed the obligation which the proprietors were under to the Board, who themselves held so large a stake in the undertaking, for having selected gentlemen so well qualified in every way to become their colleagues.

Capt. WARD seconded the motion, and passed a high eulogium upon the merits of Col. Henderson, whose services in behalf of the undertaking he described as having been most important. The meeting warmly applauded the gallant proprietor's remarks.

Mr. CASH suggested that as there had been apparently some little informality in the non-publication of the names of the retiring Directors, it might be desirable to elect only two new members at present, leaving the other two vacancies to be filled up hereafter. He said this without intending to detract in the smallest degree from the importance of the services of Col. Henderson or any other of the gentlemen proposed.

The CHAIRMAN said, that although the main line was completed, the duties of the Board had increased rather than diminished. He thought that under present circumstances any reduction of numbers would impair the efficiency of the Board.

Mr. CASH said, such being the opinion of the Chairman, he had not another word to say.

Some conversation took place as to the wording of the intended clause for the publication of the names of candidates, but ultimately this was left to the judgment of the Directors, it being understood that they would be required to publish the names of those candidates only whom they themselves recommended. Reference was made by Mr. Easthope (late Chairman of the Board) to another Company with which he is connected, where it is necessary that the names of all candidates by whomsoever to be proposed shall be forwarded to the Secretary a certain number of days prior to the meeting with a view to publication. The honourable gentleman described this plan as working well.

The motion for the election of the new Directors was then carried unanimously.

Mr. CASH then proposed a resolution for the creation of new *tenth* shares as before explained.

The motion having been seconded,

A PROPRIETOR inquired in what position those parties would be placed who held, say, for example, only 9 shares.

The CHAIRMAN was understood to say, that it would be requisite to purchase another share in order to entitle them to a new *tenth* share. No difficulty had arisen in a similar case in the Grand Junction Company, and he apprehended none in this instance.

Mr. KAY urged the propriety of granting a longer interval than to March 6th, for making election as to the taking up of new shares. He himself held shares in the capacity of an executor, and unavoidable delay might take place before he could come to a satisfactory determination.

The CHAIRMAN said, the matter had been maturely considered, and the Directors found that the granting of a longer period would materially interfere with other arrangements.

Mr. KAY still persisted, and moved as an amendment that the time be extended to March 30th.

The amendment, however, was not seconded, and the original motion being put was carried unanimously.

A resolution for the payment of a dividend of 1*l.* 10*s.* per share, on the 25th of March, was then unanimously agreed to, after an attempt on the part of one or two proprietors to have it paid sooner. It was stated that this would be exceedingly inconvenient, and the feeling of the meeting clearly was that details of this kind should be left with the Directors.

Mr. KERT suggested that every sum expended above 500*l.* should form a distinct and separate item in the accounts. Such a plan would give very

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little additional trouble, and be very satisfactory to many proprietors. (Hear, hear.) At present the immense amount of 58,776*l.* was lumped together in four items, one of which comprised disbursements so incongruous as "cleaning and oiling of carriages," "salaries," "advertisements," and "insurance."

The CHAIRMAN said the subject should receive the attention of the Board.

After some further conversation,

The CHAIRMAN said the ordinary business of the day was at an end.

Mr. NATHAN thought they ought not to separate without paying a tribute of respect, and tendering their warmest thanks, to the late Chairman of the Company, Mr. Easthope, whom he was happy to see at the Board, but whose absence from the chair that day he deeply regretted, notwithstanding that his successor filled it so ably. Without entering into any private or personal matters that might have led to the honourable gentleman's retirement—for really he (Mr. Nathan) was not fully acquainted with them—he would with confidence assert, that Mr. Easthope's exertions on behalf of the Company had been most arduous and unremitting, and that without him the completion of the line, and the success which they had already attained, would have been problematical. (Great applause.) He begged to propose that the cordial thanks of the proprietors be given to John Easthope, Esq., M.P., late Chairman of the Board, for his unceasing zeal in promoting the best interests of the Company. (Renewed applause).

The motion was seconded by several gentlemen simultaneously, and the Chairman having expressed the great satisfaction he had in putting it to the meeting, it was carried by acclamation.

Mr. EASTHOPE who, on rising and at the conclusion of his address, was received with loud and long continued applause, briefly returned thanks. He said he was happy in receiving this unanimous expression of approbation for the services which he had been able to render to the Company. He might, perhaps, be permitted so far to speak of these services as to say that they had been performed without any regard to personal toil, and with a most undivided anxiety for the success of the undertaking. He most cordially hoped that the undertaking would continue to prosper, and nothing should be done on his part to retard its success. If circumstances to which he did not wish more particularly to allude, had rendered it impossible for him to continue to hold the office which he formerly held, his retirement could not diminish the interest which he took in the undertaking, nor abate his deep anxiety for its success.

Mr. BARFORD briefly complained that the railway was closed from 10 to 4 o'clock on Sundays, thus shutting out the poorer classes from the means of healthful recreation on the only day which was at all their own, while the carriages of the privileged classes were allowed to roll about the streets and parks without obstruction.

A vote of thanks to the Chairman and Directors was then carried unanimously.

The CHAIRMAN made an appropriate acknowledgment, expressing his gratification at having been so kindly supported on this the first occasion of his taking the chair in that or any other Company. He should at all times heartily co-operate with his colleagues and constituents in promoting the success of the railway. The line had always been a favourite with him; he had been connected with it for the last four years, and held a large property in it; and he hoped and believed that signal success would crown their efforts, and that year after year they would enjoy the satisfaction of realizing a still increasing dividend. (Much applause.)

The meeting then broke up.

We rejoice to state that the works of the South Eastern Railway (interrupted by the frost) have been resumed with vigour. Several workmen have been set on this week, and others will be put on next. *Dover Chronicle.*

SOUTH-WESTERN RAILWAY.

To the Proprietor of the South Western Railway, who complained at the meeting that he had been refused inspection of the Share-list.

SIR,—The impression on my mind that your application was legal, was strong, but the confidence with which the Chairman repeated the refusal to you, shook my belief in the correctness of my memory; *I could not* imagine that fifteen persons could have conned over a short Act for six years and yet be ignorant of its provisions; *I cannot* believe that, being conversant with its clauses, they would boldly violate them. The point is interesting—I may say important—and I immediately refered to the Act: I call your attention to clause 124, where it is enacted, that not only have you the right to inspect the list of names of proprietors, but *that* likewise of the number of shares held by each, under a penalty, for the benefit of the Company, upon the Secretary of 2*l.* for each refusal. You will perceive that if you require a copy of such lists, you must pay for them, at the rate of sixpence for every hundred words.

A RAILWAY SHAREHOLDER.

LONDON GRAND JUNCTION RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the proprietors of this Company was held on Monday at the Company's offices, Cheapside.

WILLIAM CASH, Esq., in the Chair.

The position in which this Company are placed, has repeatedly been described in the *Railway Times*. It will be recollected that the compulsory powers of the Act have long since expired, and that a subsequent application to Parliament for a renewal of them was rejected. The Company is therefore virtually defunct.

The advertisement calling the meeting, having been read, the common seal of the Company, was affixed to the register of proprietors.

The CHAIRMAN then explained that the present meeting was called merely in compliance with the Act of Parliament. The Directors had little or nothing to lay before the proprietors, and therefore the Report which the Secretary would now read, was very short—the shortest document of the kind, perhaps, that had ever been submitted to a public meeting.

The SECRETARY (E. Ayres, Esq.) then read the Report as follows:—

REPORT.

"The Directors have merely called the proprietors together upon this occasion in order to comply with the terms of the Act of Incorporation, and to lay before them a statement of their accounts during the last half year, of which the following is a copy.

DEBTOR.

To balance as per last statement	£4,267	4	6
July 1, cash received for interest deposit account and monthly balances to June 30	44	10	6
November 2, ditto to this date	41	19	0
Total	£4,353	14	0

CREDITOR.

To cash paid for rent to Midsummer, 1840	7	10	0
Ditto to Michaelmas	7	10	0
Secretary's salary to Christmas	35	0	0
On account of petty cash	5	0	0
For Directors attendances	16	16	0
Interest to Brewers' Company	137	10	0
	209	6	0
Balance	4,144	8	0
Total	£4,353	14	0

"As this account is only made up to the 31st of December last, it does not show the amounts received from Mr. Freeman, Dr. Graham, and Mr. Gunston, under the judgments against them, the Courts of Exchequer Chamber and the Queen's Bench having decided against the defence raised by those gentlemen in the actions brought against them. In conclusion, the Directors regret that they see no present prospect of resuscitating the undertaking, but should anything occur tending to that object, they will immediately consult the proprietors thereupon.

(Signed) W. CASH, Chairman."

The CHAIRMAN said the proprietors were probably aware to what the paragraph in the Report relative to the results of certain trials at law had reference. An action had been brought against a country proprietor for the amount of certain calls, which was tried before Mr. Justice Coltman, and although the verdict was for the defendant, a point of law was reserved for the consideration of the Court of Queen's Bench. In the other three cases, the verdicts were for the Company, but nevertheless a similar point as in the other case was raised, and these points were all decided in favour of the Company.

In answer to a question, the Chairman stated that the case of the *Company v. Gunston* had been finally disposed of in January last, and had decided the other cases.

Mr. M'RAE enquired what the intention of the Directors was as to future proceedings, as the concern seemed wholly hopeless.

The CHAIRMAN said, they would take advantage of anything that might transpire for the resuscitation of the Company, but should nothing of a favourable character take place, they would be under the necessity of meeting twice a year, and waiting till the Act died a natural death in July, 1843. They had certainly heard of rumours relative to the formation of a direct line northwards, which would, if carried out, terminate in their line, but these rumours were so vague, and there appeared so little hope of carrying the undertaking in question forward, that the Directors did not think it necessary to allude to it. There were so many railways already in difficulties that he doubted whether this new scheme would meet with much support. (Hear, hear.)

In answer to a question it was stated that the number of registered shares was 7,900, and that a sum of about 15,000*l.* had been received in respect of the last call.

In answer to further questions it was explained that the property which the Company had purchased of Lord Southampton and paid a deposit upon, had become forfeited, but that his Lordship had no further claim upon the Company.

The Report was then unanimously adopted.

In answer to a question, the Chairman stated, that the Directors had no present intention of making another application to Parliament for a renewal of the compulsory powers of the Act, and they certainly should not do so without the formal sanction of the proprietors.

On the motion of Mr. HARMAN (a Director) the three Directors retiring by rotation, (Messrs. Browne O. Gore, Saunders, and Schodefield,) were unanimously re-elected, and a vote of thanks having been passed to the Chairman, the meeting broke up.

MR. GEORGE STEPHENSON, THE ENGINEER.—"But if you still want any additional proof that the heights of science are not closed to the humblest among you, look around, I say, at this neighbourhood. If you go to Lichfield, you see the statue of Dr. Johnson. If you go to Handsworth, you see the statue of Mr. Watt. Look in this very town, and who is the man that is now engaged in extensive works, for the purpose of bringing coal and lime under your immediate command? Mr. Stephenson the engineer. Mr. Stephenson, I am assured, worked three years as a boy in the meanest capacity in a colliery at Newcastle. He saved 100*l.* by mending the watches of his fellow-workmen for half-a-crown a-piece; and he devoted that 100*l.* to provisions for his indigent parents, and set out with a light heart and conscience for the purpose of accumulating more. The result has been that he presents a daily example of encouragement to our eyes, and brought within our immediate contemplation in this town."—*Extract from Sir Robert Peel's address on the formation of a Library and Reading-room at Tamworth.*

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ADAMS AND BUCHANAN'S RAILWAY BREAK.

Fig. 2.

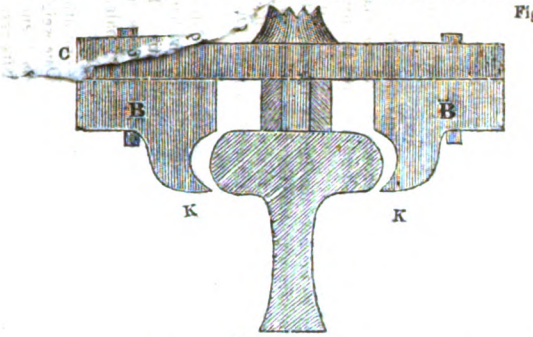


Fig. 3.

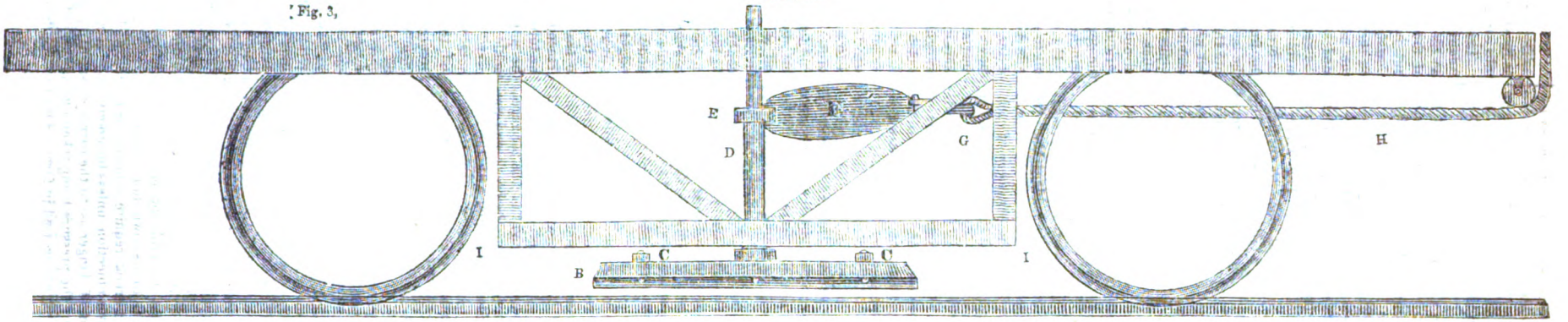
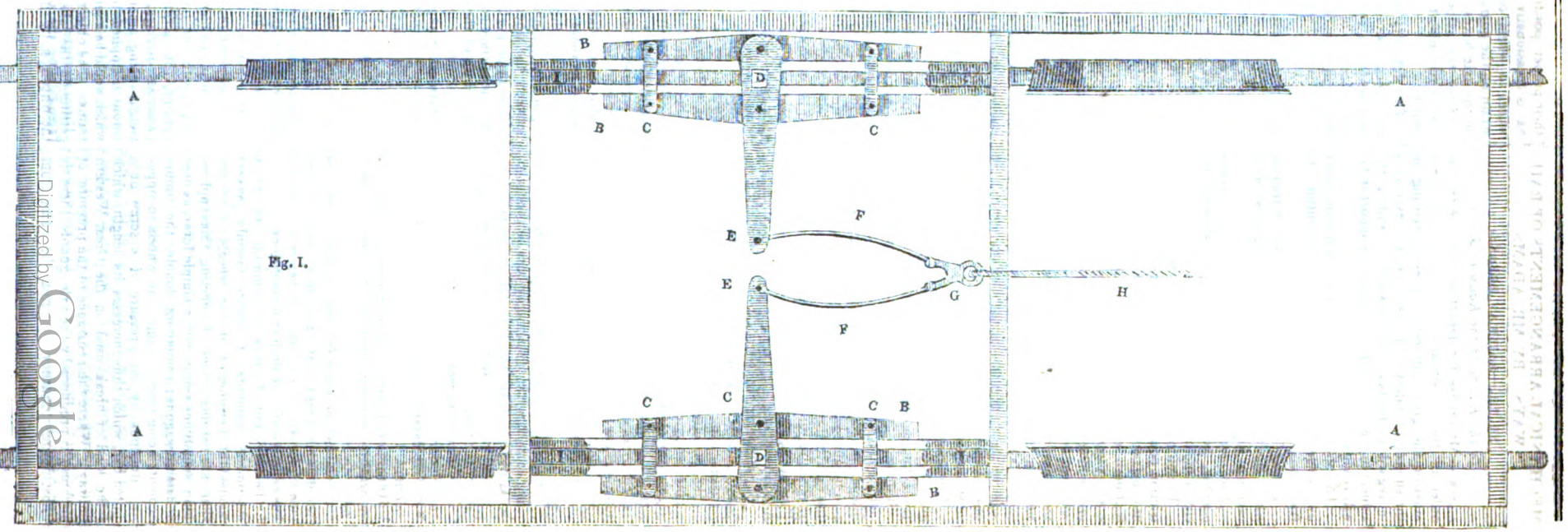


Fig. 1.



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MECHANICAL ARRANGEMENTS OF RAILWAYS. BY MR. ADAMS.

NO. III.—RAILWAY BREAKS.

To the Editor of the Railway Times.

SIR,—My excuse for departing from the regular order in the classification of railway machinery must be the great interest at present existing on the subject of safety to passengers, and especially in regard to breaks. The wisdom of suiting the subject to the season, the matter to the opportunity, will readily be admitted.

The object of a break is to retard a moving body by expending the *vis viva*, or momentum on friction.

To be efficient, therefore, the amount of friction which the break is capable of producing must be in excess of the maximum of momentum.

The momentum of a railway train will, *cæteris paribus*, be at the maximum on the steepest declivity of the road on which it runs.

Therefore, this will form the measure of the friction power of the break. If it be impracticable to construct a single break to develope sufficient friction it will be necessary to duplicate it.

Or, supposing sufficient friction to be developed in the single break, the strain may chance to be too great on the carriage to which it is attached, if the train be heavy. In this case also it will be necessary to duplicate the breaks.

But in all cases the best position for the break will be the hindmost carriage of the train. In case of duplicates the next carriage to the hindmost, and so on.

The reason for this is, that if the break be applied to the engine or the foremost carriage of the train the momentum of the remaining carriages will only be retarded through the process of propelling one against the other, which is as objectionable as the process of propelling a train by an engine behind—the tendency to throw the wheels off the rails being considerable. And in the case of momentum suddenly checked, the risk is increased. The carriages would have a tendency to double up, on one another.

But although the breaks to retard the momentum of the train should be placed on the hindmost carriages, the engine also should have its own breaks, because the weight and momentum of the engine being so much greater than that of the carriages, any attempt to retard it by means of the carriage breaks would result in tearing away the traction rods and couplings; as, although the traction rods may be sufficiently powerful to draw the train behind the engine, they may not be sufficiently powerful to draw the engine behind the train.

The position of the breaks being settled, the next question is how the friction may best be produced, so as not to involve any of the following evils.

1. Sudden concussion by too sudden an application of the friction power.

2. Destructive wear of the carriages or rails by the friction.

3. Unpleasant jarring to the passengers from the friction.

If these evils cannot be altogether avoided, it is desirable to ascertain how far they may be modified.

It will be necessary for this purpose to analyse the different breaks that have been used, or have been proposed to be used, to ascertain how far they comply with the desirable conditions.

The only kind of break in common use is, the friction of segments of timber forcibly pressed against the peripheries of the wheels or rollers. There are various modes of effecting this application; sometimes singly with a simple lever, as used in earth waggons; sometimes double, the timber segments being forced against the wheels in opposite directions by the pressure of a screw or a jointed bar, which thus increases its length, which is the kind of break used on the Great Western Railway. Where the resistance to the pressure of this break is produced by the axle guards, there is a mischievous tendency to strain the axles from their proper position. To counteract this, an iron bar is occasionally bolted to the axle boxes, from wheel to wheel on each side. This removes the strain on the guards, but there is still a severe strain on the axle boxes—the tendency of the thrust being to force the axles out of the brasses, which are merely recumbent on them and do not clip them round.

This difficulty is in a great measure obviated by the ingeniously-contrived break of Mr. Davies, represented in your number for Feb. 6, which by a multiplication of the levers and a modification of the arrangements applies a wood segment to each side of each wheel, which is thus held as it were in a wooden vice, or between a pair of nippers. Thus, while the friction surface is doubled, the unequal strain is removed from the axles. The whole of the levers are put in motion at once by turning a single screw, acted on by a geared wheel. This seems the most perfect arrangement of any breaks hitherto produced on the principle of applying friction to the peripheries of the wheels or rollers. The defect seems to be, that there is no provision for forcing back the breaks from the wheels when not required to be in use.

The objections which present themselves to this principle are, first, that the force to be applied depends entirely on the skill of the breaksman. There is power enough wholly to stop the revolution of the wheels in any variety of these breaks, and if this power be exerted it is evident that the carriage will become a sledge running on bearers formed by a line's breadth of the periphery of each wheel. This must rapidly wear the wheels to flat planes, and be disadvantageous to the rails. The second objection is, that as there is no elastic yielding in the mechanism of the breaks, the whole of the jarring will be conveyed undiminished to the passengers. The third objection is, that the whole efficiency of these breaks depends on the weight of the vehicle they are attached to. If the vehicle be very light, the breaks will be of little service; and in proportion as they are rendered efficient by weight, the mischievous action on the wheels and rails will increase. On the Great Western the breaks are usually applied to second class carriages; on other lines they are applied to first class carriages, which are usually of the heaviest construction. Whenever these breaks are used for a sudden emergency, the whole power must be exerted, and consequently the wheels will slide, and in most cases the same thing will occur, from the difficulty of accurately adjusting the power through the agency of rigid machinery.

The next principle of break is that of applying sledges or shoes, of wood or metal, to the surface of the rails, either passing beneath the wheels, in the ordinary mode of highway carriages, or placed between the wheels. In either case, the friction will be in proportion to the weight of the carriage, and the surface contact between the break and the rail. Both of these plans originated with the Earl of Dundonald; but I have never seen any specific mechanical arrangement of the principles, either in drawings or otherwise. Perhaps his lordship will favour you with them. The plan of putting shoes under the wheels is objectionable; first—because it involves risk of throwing the wheels off the rails; and secondly—because of the trouble of backing the train, to remove the shoes after use. The plan of placing a long sledge break between the wheels is better, for a very long friction surface may be obtained. In this case, by the action of screws, the weight is taken off the wheels and rests wholly on the sledges. Very complicated and expensive machinery would be required to put this plan in use, for if the elevating screws were connected directly with the body without the intervention of springs, the jarring would be so intolerable in a passenger carriage, that it could not be used, and weight being essential to its own full action, it would if applied to a truck require a heavy load, which would be a serious objection, unless for goods' trains. The objection of danger as to the carriage getting off the rails by the pressure being taken off the wheels, is by this plan increased in force. One advantage there is: if the bearing surface be sufficiently extensive, the breaks will have little effect in damaging the rails on the surface. They will merely smooth them, and not wear them irregularly, as must be the case when the wheels are converted into sledges.

The only other principle of break is that of Adams and Buchanan, which neither acts by friction on the peripheries of the wheels, nor by the gravity of the carriage on the bearing surface of the rails, but by a mechanical force applied to produce friction against the edges of the rails, either by slides on their outer edges forcing inwards, or by slides on the inner edges forcing outwards, both of which modes are objectionable, as tending either to widen the gauge or to narrow it; or by a third method, not involving these defects, consisting in a pair of slides or breaks *gripping the rail between them like a vice*, the force being applied through levers acted on by the agency of springs, in order the better to regulate the force and prevent shocks and concussion, but which levers are capable of communicating any amount of force that may be required. It may be applied to the ordinary passenger carriages or to a truck behind the train, as may be deemed most advantageous, the latter being preferable for the various reasons formerly stated. The diagrams on the opposite page will show the application of the principle.

Fig 1, shows a plan of the carriage frame, broken out to show the breaks in their position upon the rails A. The iron slides intended to clip the edges of the rails are denoted by B. Their end section is shown at Fig. 2, of larger proportion for the sake of clearness. C, are braces jointing the slides together, in the same mode as the parallel ruler of the draughtsman. D, are vertical shafts firmly connected with or welded to the two central braces. E, are levers squared on to the vertical shafts. F, are powerful extending springs connecting the levers with the shackle G, and enabling the rope or chain H to act on them; or instead of the rope, the usual screw or geared wheels may be used. The only objection to the rope is its liability to decay, but this may be effectually prevented in various ways, and it has the advantage of lightness. I, Fig. 3, shows a frame attached below the carriage frame, for the purpose of sustaining the vertical axles with the breaks. When out of use, the breaks are drawn up and suspended above the rails a sufficient height to allow for the rise and fall of the springs. The mode of suspension is not shown, as various methods may be used, such as a spring or balance weight.

When it is required to put the break in operation, the breaksman releases the spring or balance weight, so that the gravity of the breaks causes them to descend till the ends of the vertical shafts rest on the tops of the rails, and the clipping edges are in the position shown in Fig. 2. The winch or gear tackle being then worked, the rope will pull the levers E till they and the braces assume a position more nearly approaching the parallel of the rail, and the slides will then bite upon the rail with a force proportioned to the power used, without any tendency to slip their hold, as the round edges of the rails fit the channels. Notwithstanding the powerful friction this break is capable of producing, it cannot be suddenly developed, because the springs will give and take till they are drawn to a straight line, until which they cannot be rigid. The ends of the slides must of course be rounded, to pass freely over the bad joints of the rails. It will be admitted that more retarding friction can be developed with this principle of break than with any other existing principle—enough probably to break the coupling chains if strained to its full power; and the principal thing to ascertain is, whether the friction be economical—*i. e.* whether the wearing surfaces be of the least valuable kind. In answer to this, it is clear that all injurious break action is removed from the wheels and axles—the axles will not strain by torsion, and the wheels will not be worn irregularly by friction, nor will the bearing surfaces of the rails be rubbed away. The wear will be confined to the slides, which can easily be re-

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newed, and to the edges of the rails, which will be a very slow process, while the gradual wear will not involve irregularity, but the contrary. The action of the slides will smooth the joints; and the free play of the springs will be only partially impeded.

There is one solitary objection which may be raised against this break—the occasional recurrence of "points," or intersecting lines of rails in positions where it may require to be used. The lips of the slide which clip the rails denoted by K, Fig. 2, are of about the same proportional section as the ordinary wheel flanges. Provision is, of course, always made at the "points" for the flanges to pass, by a proper intersecting channel, but there is no similar channel at the opposite side of the rail. But there would be no great difficulty or expense involved in providing a second groove at the points, as though they were intended for wheels with a flange on each side. Nothing more would be required to make this break available on every line of road except the Great Western, where the peculiar form of the rail—slightly cuneiform—would cause the slides to slip upwards and lose their hold. On the ordinary rails they would have the effect of producing safety on steep inclines, holding the carriages to the rails. The best test would be the Leckey incline, on the Birmingham and Gloucester.

There is one more point to consider with regard to railway breaks generally. Ought they to be self-acting? That is to say—should they be brought into action by the impinging of the buffers in cases of collision, or by the action of gravity in the case of descending inclines?

As regards collision, the question must be answered in the negative. Collision analysed into its elements, means simply a sudden change from violent motion to a state of rest, a rapid parting with accumulated energy. The object of a break is to expend this accumulated energy gradually, or as quickly as may be consistent with safety. If the energy is to be expended instantaneously, it signifies little whether a train be stopped by sudden collision with another train or by a sudden application of breaks; in either case destruction must ensue. If, for example, while a train were running at thirty miles per hour, the wheels could suddenly become welded to the rails, the result would be that the passengers would be dashed against each other, and the bodies and frames would all be projected forwards and torn away from the springs and axles. Breaks acting on the peripheries of the wheels by the impinging power of buffers would not produce this sudden effect, because the wheels would slide after they had ceased to roll, and moreover the breaks could not come into action till the collision had taken place, *i. e.* after the buffers had expended their twelve inches of elastic resilience, and then the breaks would be useless as the train would be stopped without their agency. The chief use of breaks is to moderate speed in case of extraordinary risk *foreseen*, or for the purpose of stopping at a station where no incline is provided as a retarder. It is therefore, a question of human skill and judgment in which the best moving agent is the human hand, and there does not seem any necessity for the breaks to be self-acting, even supposing that no other difficulty existed.

As regards the descent of inclines, it seems at first sight a very desirable thing to make the force of gravity act against itself as a regulator of speed. But it involves a fallacy, unless under human guidance. A carriage might easily be so arranged as to slide forwards on its wheels when descending an incline, and thereby bring breaks in contact with the peripheries. But inasmuch as the pressure would increase with the increase of gravity, it might become inconvenient in amount, and in such case would require hand regulation. Moreover irregular impulses of the engine might continually bring the breaks into action when not required. To regulate the speed of trains by means of breaks would seem a problem of difficult solution, by any other modes than those commonly resorted to in machinery, such as the governor of a steam-engine, or vanes acting against the atmosphere.'

There would be no difficulty in enabling one man to act upon the before-described breaks of three or more carriages at once, supposing them to be all one behind the other. It would be simply connecting the three ropes together, so that one winch might work the whole, allowance being made for the play of the buffer springs.

I remain, Sir, yours obediently,
WILLIAM B. ADAMS.

February 22, 1841.

LONDON AND BIRMINGHAM RAILWAY MEETING.

To the Editor of the Railway Times.

Sir,—Although the Birmingham accounts are better stated than heretofore, it is still impossible that shareholders can know from them whether the payments are prudently made, and until they have share-list auditors they never will know. Wages and salaries, under different heads, are put down at astounding sums, but as they are mixed up with charges for oil, tallow and other disbursements, the precise amount cannot be ascertained.

That an expenditure of 4,000*l.* per annum should be required for clothing seems incredible, and the charge proves what I have long thought, that the Directors have given way to useless finery and decoration—the more unnecessary as embroidered silver upon coats in no way contributes to the comfort of the wearer.

Travelling expenses are charged under different heads, and united with other payments. The sums seem large, and with reference to them I would, upon *all lines*, make an alteration. I think Directors and all other persons travelling upon a line (except the Engineers and the subordinate people actually employed in labour or inspection) should, in the first instance, pay their fares and take tickets, and be re-imbursed monthly or quarterly, upon presenting accounts at the office, stating the duty they performed when so travelling. If one half of the stories we hear is true, railways suffer from non-paying passengers to an enormous amount. The abuse of orders for playhouses at one time was so great, as to prevent the numbers present from affording any criterion, for judging of the amount of money received into the treasury. The same thing will happen with railway trains if a check be not put to this abuse.

The sum of 2,200*l.* for advertising appears excessive in a concern where the business does not depend on drawing daily attention to quality and cheapness. It forms a large item in the accounts of a patent medicine; very little of it is necessary for a railway.

The Chairman, upon inquiry being made, stated that a certain balance was left in the banker's hands "for their trouble;" it would have been satisfactory if he had mentioned the average amount of such balance. The Company's money must ultimately be held by Companies' officers, and not entrusted to bankers. We have proof that the present method endangers our receipts, and I trust proprietors will resolve upon the appointment of cashiers, and the entire management of their business by their own officers; 3,500*l.* has been lost to one line already.

I do not object to 18 Directors retaining the entire sum voted of 2,400*l.*, but I do object to the *continuance* of 18 Directors; 8 is an all-sufficient number to whom 1,200*l.* should be paid, and no more. As the Board are carrying on the reduction of numbers, so I expect they will reduce the charge from the time that number reaches 16, until the amount is finally stationary at 1,200*l.* per annum for the services of 8 persons, such 8 being taken in rotation from the share list.

In the matter of schools and churches, the Board are quite wild; and shareholders, "contented creatures," though they see that they have nothing to do with such crotchets, permit them to be passed. Mr. Southall and his friends took the rational view of the matter. The railway is a mercantile speculation; *we* are coach masters, and not political and religious governors of men and districts. Upon this subject the Chairman, in particular, has *a twist*. Delighting in the subject, the moment it comes upon the *tapis* he mounts his "ambling pad poney," and makes sundry passages and caracoles; but, mistaking his way, at last canters along a road as opposite to his rail-road as is "Indus to the Pole."

I touched lightly once before upon the incongruity of agents of a lot of common carriers assuming the office of Home secretary or minister of public instruction; and I had hoped the Chairman, having carried the school, would have got off his hobby, and have been satisfied with that one excursion; but as I perceive he continues these airings —*we* having to pay the gates—I hereby give him notice, that the next time he proceeds to saddle I shall report Dim to Lord Normanby, for usurping his office. It is necessary, *on all accounts*, to stop these extravagancies, lest from symptoms they degenerate into confirmed disease. Monomania, though sometimes a source of merriment to a thoughtless spectator, is to the patient so frightful a calamity, that any one having a pre-disposition to it, should exert himself, in time, to reason down delusion.

A RAILWAY SHAREHOLDER.

LONDON AND GREENWICH RAILWAY MEETING.

To the Editor of the Railway Times.

Sir,—In the management of the Greenwich Railway, though there are some indications of amendment, there is still, as in all others, much to amend.

Though the animadversions made upon this railway by every one, native and foreigner, who casts his eye upon the old brick arches, must have put Directors upon their guard, it yet may benefit the new erection, to caution them to have more care in producing a decent work. Of all buildings in and about London, the Greenwich Railway is of the commonest character, and the worst put out of hand. Is proof wanted of this assertion? Then look for it in the Report of the 9th February, 1841, where it is stated that asphalting the arches is strongly recommended by the "*consulting*" engineer. What! did not the engineer of the line know that water would drip through arches turned in common mortar? At first, the operation of asphalting would have been of trifling expense, while now, the whole ballasting has to be moved to get at the brick-work. Had the arches—by the omission of this covering, of drainage in any shape, and of secure foundation—been built cheaply, we might have supposed that anxiety to save proprietors' money had overstepped the limits of real economy; but when we know that the shabby thing has cost a double estimate, how can we account for the repetition of Mr. Money's habitual thanks to the engineer?

It is satisfactory to see that the Directors have terminated the unmercantile agreement they entered into to pay 500*l.* a year to bankers, but that should, and must ultimately, be followed by the discontinuance of bankers altogether. The receipts should be kept at the main station, and there must be a cashier to reside on the premises, and have the charge of the chest. Under the orders of a committee he and the Secretary must lay out balances in Exchequer Bills (not lend them to country bankers), and make the necessary payments, and the Directors could not easier gain the favour of their constituents, than by immediately giving effect to this important alteration. Shareholders have already lost, upon another line, 3,500*l.* by bankers' failure, and they will not long endure the heavy risk they are subject to without reason, to say nothing of loss of interest for "bankers' trouble," from their receipts being deposited in private hands. The shock from without will compel this change, if it be not voluntarily made, and Directors will shew wisdom in not staving it off, before it reaches them with overwhelming force.

It is creditable to the Directors' sagacity, that thus early they have given way to that which is irresistible in the end,—public opinion,—by proposing *Share-list* Directors as vacancies occur. This instalment is well received by proprietors, but the full amount must be paid, and they will best con-

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sult their tranquillity, by discharging the debt off hand. First, it must not depend on the caprice or judgment of Directors to determine whether the largest shareholder is a proper person. If upon trial he is found incompetent, turn him out, but *prima facie* his holding, and his willingness to act, are sufficient reasons for his appointment. What, if he should not have the advantage to be known to the nine Directors of the Greenwich Railway, is that to make him disreputable or ineligible? Then secondly, we must have the second vacancy filled by the shareholder living nearest to the line; the third by the person who stands alphabetically first on the list, beginning at any given letter, be he whom he may. To such selection, and to share-list auditors taken in rotation alphabetically, I look with confidence for great retrieval of our disasters.

Looking to the general result of the last half year's business, and keeping still in view a *wise* economy, by which I mean, that efficiency which ensures the utmost safety to the public, and is in the end pecuniarily advantageous, I yet am of opinion that good management alone is wanted to lower greatly the present charge upon receipts of 45 per cent. for working. Upon a line practically level—upon brick arches, where there are neither slips nor subsidence—there can be no good reason for the working expenses reaching nearly or quite to the maximum. With care and intelligence in purchasing, active and constant supervision, and diligence in preventing and detecting fraud, the 45 will speedily sink to some 33½ per cent.

A RAILWAY SHAREHOLDER.

[We have omitted, in the preceding communication of our esteemed and valuable correspondent, a passage which proceeded upon the supposition that there are *three* engineers, which is not the case. The present "consulting engineer" is Col. Landmann, formerly the resident officer.—ED. R. T.]

LONDON AND BRIGHTON RAILWAY MEETING.

To the Editor of the Railway Times.

SIR,—I was induced some short time back to purchase Brighton Railway Shares, considering the whole amount of calls had been made, and therefore, that I could have nothing further to disburse; but on reading the last Report, I got rather alarmed. As, however, I do not understand these matters very well, I wrote to a friend on the subject, who I knew was somewhat interested, and requested his opinion, and his reply is so unsatisfactory that I know not what to be at. I will, therefore, send you a copy of it. It is as follows:—

"My reply to your letter on our unfortunate *speculation* (for I dare not call it *an investment*) must be but brief and imperfect, for I have hardly a moment to look into the Report. What reliance can be placed in Directors who give mystified accounts, and make flourishing promises to the proprietors, which all end in smoke—I beg pardon, we should be too happy if they did! but on the contrary, in emptying our pockets and bringing ruin upon what was considered one of the most promising undertakings in the country.

"1st. This time last year when 35*l.* per share had been paid, we were ASSURED, by the Chairman, that no further call would be made.

"2nd. In July last, he however, told us that he was afraid *one* more call would be necessary—and what was really done? Why 5*l.* per share was called immediately, and 10*l.* per share more within two or three months (I have not time to look for dates) and yet not a word was said by Chairman or proprietors at the last meeting!!!

"3rd. That a portion of the line would be opened last Autumn, and yet at the present time the Chairman is well aware that not even five miles of that small portion are really ready. Now, look to the last Report, and you will there find that it is stated that they have in hand and due upon calls 181,652*l.* 14*s.* 1*d.*; but they most *wisely, in their own estimation*, omit to draw attention to the note at the foot of the amount, stating that there were liabilities (and which are charged in the amount as due the 31st December last, but remain unpaid) to the amount of 125,217*l.* 9*s.* 5*d.*—so that in fact if all those calls had ever been paid up, they would only have had 56,435*l.* 4*s.* 8*d.*, instead of 181,652*l.* 14*s.* 1*d.* in hand to carry on this great concern. What then must be the state of affairs at the present moment? Why that they have not a farthing to go on with—that they are getting over head and ears in debt—that they have only been able to borrow 160,000*l.* in twelve months, and in the present state of the money market not likely to get more. What I ask you, my friend, must be the result of all this deception and mismanagement? Why that they will make a *second* "LAST CALL"—which will astonish most of the proprietors as it has you, who considered that all had been paid; but they will find to their cost that another 5*l.* per share must still come out of their pockets, and that the 50*l.* per share is not yet paid (and here is another deception on the part of the Directors) for although they may not have stated it, yet they have permitted the public to believe, and all the papers and public lists of shares to publish, that such was the case. Pray do not expect to get through even with that call. New shares, take my word, must be created!!"

Your remarks on the meeting, Mr. Editor, do not go to those points, pray look into my friend's statement, and let us have your opinion.

Your obedient servant, S.

11 Feb., 1841.

COMMUNICATION BETWEEN GUARDS AND ENGINE DRIVERS OF RAILWAY TRAINS.

To the Editor of the Railway Times.

SIR,—In perusing the pages of the last number of the *Railway Times*, my attention was particularly drawn to Mr. Pettitt's plan of effecting a system of signals between the guard and the driver. By reference to page 500 of the "Railways of Great Britain and Ireland," you will find the following, which was written in December:—

"We have only to add our strong conviction of the absolute necessity of having a ready mode of communication between the guard or captain of the train and the engine-driver, in case of fire or other accident . . . . The signals would be easily given by fixing a small alarum (two or more with distinct sounds would be better) in a box attached to the tender; and by means of a string or wire to the guard's seat on each conveyance, and by the intervention of spring cranks the sounds would be readily effected."

Now you will perceive that the same end is proposed by my plan as by that of Mr. Pettitt, although by different means. I am inclined to believe that an alarum, as affording a very different sound to that of the whistle, would be more advantageous in practice. The whole apparatus, according to my notion, could be executed for about 6*l.* or 7*l.*; and as it is very essential that every precaution for the public safety should be effected by Railway Companies with the least possible delay, I trust you will give insertion to the above in your next number.

I am, Sir, your obedient servant,

FRANCIS WHISHAW.

P.S.—I never heard directly or indirectly of Mr. P.'s plan until reading the account of the London and Birmingham half-yearly meeting, as recorded in the *Railway Times* of the 13th instant.

Hampstead, 22nd Feb. 1841.

THE SUBSTITUTE FOR TURNTABLES.

To the Editor of the Railway Times.

SIR,—The kind endeavours of your correspondent, W. B., to enlighten me respecting the *invention* of the substitute for the turntable, cannot fail to be duly appreciated, especially when I inform him, or of which, by a second or third reading of my communication, he may possibly inform himself, that nothing whatever was said respecting the *invention* of it. The plan has been made use of by me for many years. Well acquainted, therefore, with its utility, and knowing several instances where it might have been introduced with very great advantage, I naturally supposed it was not so well known as it deserved to be. It may be the contrivance is already familiar to every one connected with railways, but to me it appears extraordinary that a "thing so exceedingly simple," and I may add, in certain situations, so much superior to the turntable, should not be in more general use.

I am, Sir, yours respectfully,

A RAILWAY ENGINEER.

February 11, 1841.

RAILWAY TRIP EXTRAORDINARY.—A few days ago, the workmen employed at the engine-manufactory belonging to the Birmingham and Gloucester Railway Company, at the Bromsgrove Station, perceived a waggon laden with quarry-stones coming down the incline at such a frightful rate that they had hardly time to consider what they had better do under the circumstances, before it dashed past them at the rate of nearly 100 miles per hour. They would probably have had time enough to overturn the vehicle, but they wisely determined to let it pursue its wild career, for fear that they should not have time to clear the line before the Birmingham train (which was nearly due) arrived, and which might have led to the most dreadful consequences. Fortunately the waggon was seen by some parties on the line about three miles beyond Bromsgrove, and they hastily procured a number of scotches (thick pieces of wood) and laid them, at short distances, upon the rails. The last scotch had scarcely been laid before the vehicle was upon the first, and so little was its speed checked by the obstruction that it seemed as if it would pass them all. However, after running over several, it at length stopped without overturning and without causing the slightest accident. It seems that the waggon was standing just above the top of the incline, and that either a carriage or engine slightly touched it, when, having passed the level, it dashed off at the rate we have described. We trust that this occurrence will act as a caution to contractors not to leave waggons in such situations in future, for had this occurrence happened in the night it is impossible to say what damage might have ensued.—*Worcester Chronicle*,

RAILWAY ACCIDENT.—The following passage occurs in a letter received the other day from the Hon. J. E. Elliott, M.P.:—"You were very near having an election in this county the other day. Coming down from town, about two miles on the other side of Wigan, the carriage in which I was on the railway, owing to some fault in the rail itself, got off the rails, going at the time at the rate of about 30 miles an hour. The wheels, axles, springs, steps, &c., in fact, everything below the body of the carriage, was smashed to pieces; and when at length the engine was stopped, we were lying in the wreck about two feet from the edge of the embankment, over which we were passing at the time; yet most fortunately nobody was hurt."—*Kelso Chronicle*.

RAILWAY FROM MERTHYR TO BRECON.—Application is to be made for an Act of Parliament, for the purpose of making a railway from Brecon to Merthyr. The projected line has been surveyed on a former occasion, and the estimates are much lower than usual in railway undertakings; the line running for a great part of the way over a dead level, through the Vale of Usk, and one tunnel wholly obviating the apparently great engineering obstacles. The purchase of land, generally so heavy an item, will come very low, as the greatest portion required will be mere hill pasture or common land. The traffic, it is obvious, must be considerable; the dense population of Merthyr and its neighbourhood ensuring a ready market for the agricultural produce of Breconshire, Herefordshire, and Radnorshire, the conveyance from the latter counties being cheap and convenient by the Hay Railway, which traverses 35 miles of fertile country extending from Kington, in Herefordshire, to the terminus of the projected railway at Brecon. On the other hand, the supply of so large a tract of county with coal and lime in return, will, of itself, form no mean object of traffic.—*Silurian*.

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ILLEGAL APPROPRIATION OF RAILWAY FUNDS FOR EXTRANEOUS PURPOSES.

(From the Sheffield and Rotherham Independent.)

THE half-yearly meeting of the proprietors of the London and Birmingham Railway was held in Birmingham on the 12th inst., and was of unusual interest. In fact, one part of its proceedings cannot be viewed with indifference by any railway proprietary in this country.

* * * *

We now come to one of the most important questions that have ever engaged any railway meeting in our recollection; being no less than whether any majority at such general meetings shall be at liberty to apply the shareholders' funds to other purposes than those contemplated by the acts of incorporation. The circumstances of the case, so far as we could learn, were these. The London and Birmingham Railway Company have collected together, at their station at Wolverton, a very large body of workmen, for the purpose of conducting the goods department of the Company's traffic, and for the repair of their engines. Being at an inconvenient distance from a place of worship the trustees of land adjoining offered to give the site for a church, if the Company would give 1000*l.* to build one, for the use of their own workmen. This liberal offer induced a shareholder, without any previous notice, to move, at the general meeting in August last, that 1000*l.* of the Company's money be applied to this purpose. Not a few of the shareholders were taken by surprise, and the resolution was almost unanimously carried. It was not long, however, before the true bearing of the resolution became apparent. If a meeting had power to do this, they might also, if the parties could obtain a majority, make another grant for a Wesleyan chapel, or Independents', or Friends' meeting-house, or Jews' synagogue. They might build a hospital for any of their men who had been injured in their service, to say nothing of mechanics' institutes and newsrooms, to keep their men from the public-houses.

But even those who would not agree to all this, might consider a chapel at every station, proportioned to the wants of their workmen, as quite reasonable. And after so good an example from that railway, which, we admit, does take the lead in the extent of its traffic, and the excellence of its arrangements, few of the smaller concerns would be long without so desirable an addition to their establishments. We understand that a number of the shareholders, who are members of the Society of Friends, first took up the matter, and presented a pretty strong memorial to the Directors, protesting against this application of their money as illegal, unwarranted by the Company's acts, and foreign to the purpose for which it was established. They also objected to the grant, that it was highly inexpedient to introduce questions involving religious opinions, amongst a body of shareholders of various Christian denominations, as likely to create dissension, and interfere with the proper management of the concern. And they urged that it was an infringement upon their Christian privileges, to be compelled to contribute towards the erection of a building to be applied to a form of worship from which they conscientiously dissented. The justice of these views was admitted even by many who were most anxious for the religious instruction of the workmen.

The illegality of this appropriation of the common property of the Company was supported by the opinion of the Attorney-General, who declared that "however laudable the object of the resolution in question may be, and however desirable that it should be carried into effect," he was "bound to say, that in his opinion, such an appropriation of the funds of the Company is not authorised by the Company's acts."

It was accordingly moved at the meeting that the grant be rescinded. It was suggested that the sum be raised at once by voluntary contribution, to which several proprietors were ready to contribute liberally. The chairman of the meeting took an active share in supporting this ill-advised grant. Without adducing any opinion of counsel to support his view of the case, "he would maintain that power existed in the proprietors to make such a grant." Whether this was quite a reasonable deference to the opinion of Sir John Campbell, we must take the liberty of doubting. One shareholder, a clergyman of the Church of England, very naturally remarked, "On the old-fashioned principle, that those who build houses should provide the means of religious instruction for the occupants, he thought the Company who had assembled so large a body of men at Wolverton, should do the same." The discussion, although very animated, was conducted without asperity on either side. Many felt that they had rather inconsiderately committed themselves at the former meeting. The movers of the resolution for rescinding the grant, expressed the greatest anxiety for the moral and religious instruction of the Company's servants, but thought that this ought to be carried out without the injustice of making individuals of every religious belief contribute to the propagation of tenets to which they might be conscientiously opposed. They urged, too, that it was with them purely a question of principle. The whole pecuniary question at issue would only amount to about sixpence upon every 100*l.* share.

At length, an amendment was moved, *and carried by a majority of eight*, that, instead of rescinding the grant, a rateable proportion of it should be retained, and paid back to every one who should object, and apply for his quota within a month; the deficiency to be made up by voluntary subscription; thus, as a proprietor remarked, "making the whole vote voluntary."

So terminated a discussion of very great importance to public Companies generally. The right of a majority to be liberal at the cost of others, and even against their consent, was, we hope, practically set at rest. The decision had been waited for with no ordinary anxiety, and we confess, that, as Dissenters, we hail, with no little satisfaction, a conclusion, which, we hope will close the door to one means of very great abuse.

We can conceive that, in hands less considerate and less honourable than the gentlemen who met that day, not only might such assumed power be made one of the most powerful engines of Church Extension, but applied to objects which would prove the theme of endless dissension and rancour amongst those who had, in perfect good faith and simplicity, embarked their capital in such undertakings.

For the sake of the principle involved, we trust the shareholders generally will apply for their quotas, whether large or small, of the 1000*l.*, whatever they may conclude to contribute *voluntarily* towards the church at Wolverton.

Mr. George Stephenson, the celebrated engineer, has concluded a contract with the owners of lands in the townships of Tapton and Brimington and Newbold, adjoining the Locksford estate in Derbyshire, for the purchase of the whole of the coal thereunder, and we understand that collieries and lime-works on an extensive scale will soon be in operation.—*Leeds Intelligencer.*

PARIS RAILWAYS.—The new grand station for the Paris, St. Germain, and Versailles Railroads, in the Rue St. Lazare, is approaching to its completion. The Rue de Stockholm, in the rear of the building, which during the progress of the works has been closed, will soon be opened again to the public, the bridge which there crosses the railroad being finished. This bridge, which is 100 yards in length, is a masterpiece of construction, so far as it provides for the safety of those who have to pass it on foot; the path on each side admitting four persons to walk abreast, being protected by a balustrade on each side, so that no accident can possibly happen. The entire bridge, though formed of timber, is as solid and strong as if made of stone or iron, and has undergone the trial of having left upon it for forty-eight hours 500,000 kilogrammes in weight of paving stones, without experiencing the slightest crack or deviation.—*Morning Post.*

CARRIAGE OF GOODS ON THE GRAND JUNCTION RAILWAY.

To the Editor of the Railway Times.

SIR,—We are unwilling to comment at all upon the letter and affidavit of Mr. Moss, published in your last week's paper, and more especially after the proposal on the part of the Grand Junction Railway Company to print all the affidavits filed on either side during the proceedings we lately instituted against them in the Queen's Bench. But there are one or two points in the document already before the public, upon which we cannot refrain from making a few brief observations.

And first, Mr. Moss charges us with receiving goods for conveyance by railway, and forwarding them by canal, and he supports his charge by a letter from Mr. Richard Earle, who complains that two packages of wine ordered by railway to Knowsley, near Prescot, were, notwithstanding, sent by canal: and Mr. Moss leaves it very plainly to be inferred, that similar complaints were of frequent occurrence, and that they could not be accounted for by accident or mistake.

The correctness of this inference we must be allowed most unequivocally to deny: and we cannot but remark, moreover, that the example cited by Mr. Moss has been as it appears to us, very unfortunately selected for more than one reason. In the first place, we observe that Mr. Richard Earle is the brother of Mr. Hardman Earle, the Director, who as Mr. Moss's affidavit informs us, "did from the first entertain, and always express a strong opinion that both the public and the said Company would be great losers by the encouragement and advantages given and held out by the said Company to the said firm of Pickford and Company, and the other original common carriers."

But secondly, if it were not contrary to common sense to suppose that any carrier would wilfully incur the very heavy liabilities which he must undertake if he send goods by one conveyance which were ordered by another, we might allege a very plausible excuse for our having so acted in the present case; for goods consigned to Knowsley are always forwarded to Warrington. Now Warrington is one of the road stations on the Grand Junction line, and the business of the road stations the Company have always reserved to themselves, so that we could not send Mr. Earle's wine there by railway; the Company would not let us; and the clerk by whom the packages were received, might, under these circumstances, easily suppose that in forwarding them by canal from Birmingham, he was obeying his instructions as nearly as the case would admit.

We cannot, however, be surprised that Mr. Moss should be ready to impute a wilful disregard of consignments to us, seeing that the Grand Junction Company do themselves avowedly act upon a system not very different. For, after many and urgent complaints from several London houses, that their goods from Liverpool, though ordered and legibly directed by "Pickford and Co.," did nevertheless fall into the hands of the Grand Junction Railway Company and Chaplin and Horne. And after frequent remonstrances on our part to Mr. Comber, (the agent of the Liverpool and Manchester Company at Liverpool, whom the Grand Junction Company employ to manage their carrying business, and whom they compel us to employ to manage ours) against a negligence (as we supposed it) so unjust and so ruinous to our trade; we received on the 14th of this month a Report from our own agent, of an interview with Mr. Comber on this subject, with reference principally to Scotch and Irish goods sent by steam to Liverpool, in which he states that "Mr. Comber considers the Company have a right to all such goods as are delivered at the railway, ordered in the carriage note by the Grand Junction Company, (the carriage note is made out by the *agent of the steamer in Liverpool,)* though fully directed by Pickford and Co."

But we will introduce a particular instance; and will take it, not as Mr. Moss does his, from the year 1839, but from the 7th day of January 1841.

On that day Mr. Pooley, of Liverpool, delivered at the railway station several packages of timber and castings, consigned to the South-Eastern Railway Company, especially ordered "By Pickford and Co." The railway clerk took upon himself to sign the receipt "For Pickford and Co., J. Bostock," sent the goods not by us but by the Grand Junction Company—they were delivered in London by Horne and Chaplin, and were charged 69s. 8d. per ton instead of 61s. 8d., being upwards of 12 per cent. more than the then advertised rates of the Company; or than we should have charged, if this '*fraud*' (to borrow Mr. Moss's expression), upon us had not been practised. This fact, while it affords a fair test of the value of the professions of public spirit, so copiously put forth by the Grand Junction Railway Company, proves also that they are very sharp men of business, and do not despise high prices when they can get them.

The public must judge whether, under these circumstances, Mr. Moss's attack upon us would have been quite fair, or quite consistent, even if it had been well founded.

It would not be difficult to refute the assumptions and hypotheses of which the greater part of the affidavit we are considering is composed. This is not our object. One word more and we have done. Mr. Moss swears that he verily believes that Pickford and Co. had been making untrue declarations, and thereby defrauding the Company. And that they had further been instructed to defraud them by passing packages as empty and free which were not empty, but liable to charge.

Occasional errors and omissions we plead guilty to; quite as numerously made against ourselves as in our own favour. For the rest we will not waste words in denial, but we will place our character for fair dealing in the scales against Mr. Moss's *belief*, and we are content to leave the decision in the hands of the public.

At least we may have the satisfaction afforded by a confident belief that a case which requires to be bolstered up by assertions of this kind is not likely to have much truth or merit of its own to fall back upon. We are, Sir, your obedient servants,

PICKFORD & CO.

City Basin, Feb. 23, 1841.

P.S. Since writing the above we have received from our house at Manchester the following:—

"Leaf, Coles, and Co.'s buyer is now here, and complains that their Scotch goods come by Chaplin and Horne, from Liverpool: the last lot, upwards of 120 cases, *notwithstanding* EACH OF THEM BORE A RED PRINTED LABEL, 'Care of Pickford and Co.'

"Manchester, Feb. 24."

THE CARRIERS' CASE CONSIDERED IN REFERENCE TO RAILWAYS.

LETTER II.

"A corporation cannot be excommunicated, FOR—IT *has no conscience!*"—*Comyn's Digest of the Law.*

To the Editor of the Railway Times.

SIR,—I am not surprised to find that my broadside has *told* upon the Grand Junction Railway Board. I claim no credit for the use of my weapons, for I fight beneath the impregnable bulwark of common sense, and am covered by an irresistible artillery of facts. But I regret to find that the Chairman has thought it necessary to come forward with a reply, in which he says he is "desirous to confine himself to that part of the case which bears upon himself individually." Sir, no part of my observations do or shall bear upon him, or any body individually. I fight with keen, but not with *poisoned*, weapons; I wage war against *monopoly* and against the Grand Junction Railway Board, because they have assumed a monopoly. I refer to the evidence given by individuals because it was given in behalf of monopoly, and because in the official Report of the Company great weight is attributed to that evidence. I have no pleasure in putting any individual upon the hook, and when in the prosecution of my attack upon this *monopoly*, I am compelled to do so, I will treat him as Izaak Walton treated his frog, *as though I loved him.*

My very quarrel with these public Companies, when they assume to act as private traders, is, that in dealing with their vague and indeterminate existences, one has no hold upon individuals, and loses all the guarantee which identity of character affords in common life. The Board which meets this week consists of A. B. C., whose decisions are reversed on Wednesday next by X. Y. Z. One is as completely puzzled as Lord Salisbury was with the letter which said, "you shall not see who hurts you," or Bombastes, when,

"Turning round the corner of the street,
A man that squinted horribly he met;
A second, and a third—a fourth, and he
Squinted more vilely than the other three."

I will draw from the Chairman's letter a striking illustration of this truth. He says, the evidence given by him before the Committee of the House of Commons, which, for the sake of contrast, I set out in parallel columns with certain extracts from his affidavit, subsequently filed in the Queen's Bench, was given "some months before Messrs. Chaplin and Horne had finally concluded with *our Executive*. *My* idea was, that they should be the carriers, at least over the London and Birmingham Railway, but further consideration led, in the actual conclusion of the arrangements, to their being only our agents." Now, it is very difficult to suppose that the words "our Executive" are intended to be synonymous with "my" in the following portion of the sentence; on the contrary, an opposition plainly seems to be intended between them, in order to bear out the argument. And besides, the words "our Executive" would seem to be a very pompous periphrasis indeed, if they merely signified "we," or "us". And yet, one should be naturally inclined to suppose that this is, after all, what these words do mean—since, otherwise, who, in the name of all that is mysterious, who is "our Executive?" Not the Superintendent, Captain Cleather *before* a meeting of the Board, nor Captain Cleather and the Treasurer Mr. Chorley, *after* that meeting; because in his affidavit Mr. Chorley tells us that Hayward's questions to these two gentlemen were not official requirements of the Company, but "questions casually asked." And we learn besides, from Mr. Moss, that "this deponent hath taken a very active part in the general conduct and controul of the undertaking, *and especially as regards the arrangement for the transmission of goods and merchandise along the railway.*"—Affidavit, *Railway Times*, 20th Feb., p. 208. Now, when I speak of Pickford and Co., I know that I mean two compounds of common flesh and blood, viz.—Thomas Pickford and Joseph Baxendale; but what is meant by "our Executive," I have just as much idea as I have who was the Iron Mask, or what the word "people" means when I meet it in a political discourse.

I regret too that the Chairman should have thought—

"In fairness I think they should have published the whole of my affidavit instead of a detached part of it. I say this because in that affidavit are stated the reasons which caused the *change of opinion* on my part *which I am charged* with in the paper I am now noticing,"

because I think if he will turn at greater leisure to my former paper, he will observe, that while I showed plainly, by parallel extracts, from the *Evidence* (*Railway Times*, 13th Feb.), that that could not be rightly attributed to a change resulting from experience, which in the next preceding questions and answers it appeared had been contemplated when the Acts were obtained, the extract I gave from the *affidavit* had no reference whatever to this subject, but simply to the footing on which Messrs. Chaplin and Horne do actually stand with the Grand Junction Company. And lest it should appear that I shirked setting out that well-drawn document, because I had extracted all that would have served my purpose, I beg to subjoin (now the whole is printed in your paper, and before the public) another example of my favourite method of dealing with evidence when it is tendered by public Companies.

"That the said Hardman Earle, who is not now a Director of the said Company, but went out of office on the 10th of August last, *did* FROM THE FIRST *entertain and* ALWAYS EXPRESS IN COMMON WITH SOME OTHERS OF THE DIRECTORS *of the said Company, a strong opinion that both the public and the said Company would be great losers by the encouragement and advantages given and held out by the said Company to the said firm of Pickford and Company, and the other original common carriers.*"—Affidavit. See *Railway Times*, 20th Feb. p. 210.

"511. Chairman—Then you make your profit as toll-owners, not as carriers? Just so.

"571. Is the Committee to understand that the desire of the Grand Junction Directors is to be relieved as much as they can be from the details of management? Certainly.

"575. And that you would be very desirous to find persons to become carriers? To find us the power and every thing. *It is the* UNANIMOUS *feeling of the Board* to endeavour to get persons to do that."—*Evidence*, 12th Dec. 1837.

I now arrive at what (to borrow the popular language of the day) may be called the FIVE POINTS, on which the Grand Junction Company claim to have achieved five separate triumphs. Mr. Moss says:—

"As far as we have gone, it does not appear that the Directors are decidedly in the wrong, or that the carriers are clearly right; for upon their own showing (as the fact is) various tribunals have decided against them.

"First, the Commons on the Grand Junction Amalgamation Bill with the Chester and Crewe.

"Next, the Lords on the same Bill.

"Next, the General Committee of the Commons on Railways.

"Since then Messrs. Pickford and Co. have brought us before the Court of Queen's Bench, by applying for a mandamus against us, wherein again they failed; and lastly, they brought an action against us, which they have discontinued, paying us our costs."—Letter *Railway Times*, Feb. 20, p. 308.

These I will handle in detail—

1st. Commons' Committee on Crewe Bill:—Case not gone into, but resolved after hearing counsel, "that it was better to leave legislation on this subject to some general Act, to be recommended by the Select Committee on Railways, and adopted by the legislature."

2ndly, Lords' ditto, ditto.

3rdly. The mandamus defeated for the present on a point of form which bears a very whimsical correspondence to the boasted reductions effected by the Company, since it amounted to precisely this, viz., that whereas Messrs. Pickford had demanded that the rates should be reduced to them as well as to Horne and Chaplin, they should have demanded that the rates should be reduced to them OR *advanced* to Horne and Chaplin.

4thly, The action, which it appears from a letter of Messrs. Pickford on the same page with the letter in question, has gone off for the present on the score of time. And so we come

5thly, To the Select Committee on Railways, whose report, after dwelling at much length upon the difficulties of the question, concludes as follows:—

"Having thus stated the difficulties in which this question is involved, your Committee may here further observe, that different systems are in operation, not only upon the three lines of railway above mentioned, but also upon many other lines in various parts of the country; whence it must be inferred that those persons who are best informed upon the subject, and most interested in arriving at a correct conclusion, have not yet determined which system will be attended with the greatest permanent advantage. The Railway Directors have not usually kept their accounts in such a form as to enable them readily to distinguish the profits which they derive as carriers from the profits which they receive as toll proprietors, and consequently any accurate comparison of the practical working of these systems appears to be at present impossible. With every desire, therefore, to offer a definite opinion to the House, and to point out, in regard to this important question, which system is best calculated to promote the interests of the public, your Committee yet feel that at the present time any legis-

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lative interference, for the purpose of preventing Railway Companies obtaining a monopoly of conveyance, or for the purpose of obliging them to undertake the carriage of goods, would be equally objectionable; and they believe that by suggesting the *appointment of an authority to watch* the different systems practised upon the different lines of railway, they are recommending the course best calculated to insure the protection of the public interests, without occasioning any ground of alarm to those persons who have invested their property in these vast undertakings, which promise to become one of the greatest improvements of modern times and to open new sources of wealth and prosperity to the nation."

Now, this recommendation of the Committee is so far only a victory for the monopolist, that it stops one step short of the remedy I suggested in my former paper. It recommends the appointment of an authority to *watch*—after nearly a year's additional experience I venture to add, 'to watch *and control*'—in that single department in which the considerations of public safety require there should be *some* absolute control.

But it is further to be observed, that according to the official report of the Grand Junction Company, "an attempt was made by parties engaged in the carrying trade to create an impression unfavourable to the system on which the merchandise business of this railway is conducted. The attempt, however, the Directors believe, has been *entirely defeated by* THE EVIDENCE OFFERED ON BEHALF OF THE COMPANY;" and that (according to their present affidavits, and the letter in your last paper) this *evidence is in a very important matter erroneous!* I say the evidence is *erroneous*, because the committee who agreed to this Report are told "the system on which the merchandise business is conducted" was that Chaplin and Horne were to be common carriers, a point on which it will be seen in the printed evidence, or in my former paper, many and searching questions were asked. The Chairman answered all these questions in one way, and the Report was agreed to. "Our Executive" subsequently found that the system which the Committee had approved would open them to the fire of a mandamus, if they charged Chaplin one price and Pickford another, and so "further consideration led in the actual conclusion of the arrangement, to their being only our agents!"

Is it not very supposable that all these questions were put in order to ascertain whether the Company *would or would not be able* to exercise their arbitrary power; and the Report was influenced as much by this, as by other portions of that evidence which "entirely defeated the carriers' attempt"!

And further I say it is *important*, because this distinction between the Chairman's evidence and "our Executive's" subsequent arrangement is the whole gist of their affidavits, and the substance of Mr. Chorley's published answer to the carriers' demands.

In conclusion, I beg to tender to the Company one short and simple sentence of advice:—

> "There was a man in Thessaly,
> And he was *wond'rous wise*,
> He jumped into a quick-set hedge,
> And scratched out both his eyes:
> And then when he was frantic quite,
> With anger and with pain,
> He jumped into another hedge
> To scratch them in again."

The Chairman jumped into the Queen's Bench when he arranged to favour Chaplin and Horne *as carriers*; I venture to suggest that "our Executive" will jump into the Board of Trade if they carry on, by *their agents* (i.e. by themselves), a carrying trade with "Ireland, Scotland, and foreign ports." I throw out, for the consideration of the curious, whether the Grand Junction Board (though I know they have obtained from Parliament greater powers than have been conceded to any other Railway Company) can find in the compass of their Acts any authority by which they may do this.

I think it will not be considered disrespectful, if I suggest that the last sentence of the Chairman's letter exhibits the fallacy which is known to the logicians as an *Ignoratio Elenchi*, and by ordinary men is called shooting at a pigeon and bringing down a crow.

That "preserving a direct communication between the public and the Railway Companies," may if it be fairly done, secure the interest of the public, I have never yet disputed. The carriers did dispute it, and I think they did themselves harm in doing so, because they laid themselves open to a colourable imputation of seeking to set bounds, for their own purposes, to that free and fair competition, which is always for the public interest, (see Messrs. Pickford's letter *Railway Times.*)

What I do and will deny is this, that the public will be benefitted, if the Company can reserve to themselves the only direct communication. I have disproved this before out of their own mouths, and I now give them the same truth, in the eloquent and startling language of one of Her Majesty's present Cabinet:—

"When his hon. and learned friend spoke of the theory that monopoly made articles dear, it was a proposition that was to be taken as a theory only, in the same sense as it was a theory that the sun rose every morning, or that lead was heavier than water. It was a theory which was the result of all the experience of men of all nations and ages since the beginning of time. If his hon. and learned friend could prove to his satisfaction that the tendency of monopoly was to make articles cheaper, he would go further than the bill proposed, and most cordially vote for a permanent monopoly. But then could his hon. and learned friend give any reason why we should not also re-establish the monopoly of tea, and all the monopolies of the reign of Elizabeth, against which that House rose up, even under that powerful and haughty princess, and driven by a sense of intolerable wrong, compelled her, who never bent on any other occasion, to bend before the roused spirit of the English people? (Cheers.)"—*Mr. Macaulay, 5th Feb.*, 1841.

I shall keep my eye upon this subject, and I hope I shall sufficiently shew that I have no intention or desire whatever to wage war, except with *monopoly*, and with that evidence, and those arguments which go to support *monopoly*.

I am Sir, &c.

YOUR FORMER CORRESPONDENT.

THE CARRYING QUESTION.

We extract the following view of this question from a railway pamphlet, published this week, by Mr. Henry Booth, the well-known and much-respected Treasurer of the Liverpool and Manchester Railway. Mr. Booth, it will be seen, espouses the cause of the new Railway (or rather, the Grand Junction Company) Company Carriers, *v.* the Pickford and others of the old school, and with his usual shrewdness and ability, though, to our thinking, not quite with his usual impartiality.

To what conclusion do we come, after reading the eleven thousand one hundred and four questions and answers (of the Parliamentary Evidence) which comprise this dull but still important subject! Simply, that the complaining parties, Messrs. Pickford, Robins, Bache, and other well-known carriers, have found themselves unexpectedly in a novel and embarrassing position. Their difficulties were pressing and immediate; their very existence as carriers by railway being altogether on sufferance. Unfeignedly surprised, no doubt, they were, at the predicament in which they were placed on their new element; and they appeared personally before Parliament, earnest and eloquent in complaint, against the arbitrary proceedings of Railway Companies; confident that the Select Committee of Parliament would view the matters at issue precisely as they (the carriers) did, and of necessity would come to the same conclusion—that something must be done to reconcile and accommodate the ancient established carriers to the new condition of things.

A brief consideration of the circumstances in which the carrying trade between London and the north has till recently, subsisted, will make it apparent that the distorted view which, as we conceive, the water carriers have taken of the "Carrying Question" arises altogether from their extraordinary but inevitable position—from the peculiar but unavoidable difficulties of their situation.

For many years, the carrying business by canal, by heavy waggon, or by the lighter van, attracted little of public attention, and still less of the notice of Parliament. The carriers, in their respective departments, pursued their calling with just sufficient competition amongst their own body to induce civility to their customers, and attention to the business entrusted to their charge, and just enough of combination between canal carriers and canal proprietors to give the proprietors handsome dividends and the carriers probably something above the average profits of trade. But this unobtrusive and agreeable state of things was not destined to last for ever. The Liverpool and Manchester railway was the first great competitor with the carriers by canal. The proprietors or Directors of this railway were themselves carriers on their own line—and, like any other trading Company, competed with the existing carrying establishments between the *same termini*. The benefits of this competition between railway and canal were soon evident in reduced charges for the conveyance of goods, and in increased facilities and dispatch by *canal* as well as by *railway*.*

But our present attention is principally required to the great lines of railway between Liverpool, Manchester, and London—the Grand Junction and the London and Birmingham. Violently the Acts of Parliament for the establishment of these concerns were opposed in the first instance; but, opposition being fruitless, they were soon regarded with an apathy more unaccountable than the previous hostility. Steadily the construction of the great works proceeded, without apparently creating any serious alarm in the breasts of canal proprietors, and still less anxiety on the part of the *water carriers*. Arrived at completion, the power and efficiency of railways as a means of conveyance, both for passengers and goods, were speedily developed; and the water carriers, being suddenly awakened to a consciousness of this power, imagined in their alarm that, unless they connected themselves with the improved system of transport, their "occupation would be gone."

We cannot be surprised that the carriers by canal and waggon determined to be carriers also by railway; more especially as the London and Birmingham Company announced their determination not to receive or deliver goods without the intervention of the existing carriers, whom accordingly they invited on their line; this movement on the part of the Birmingham Company, proceeding evidently from the idea that there was a parity of circumstances between the working of a railway and of a canal, and that because numerous and unconnected individuals pursued the business of *carriers* on the canal, they might on the same principle become carriers on the railway. The *practice* of the London and Birmingham Company may perhaps be appealed to in support of this idea; but herein, we apprehend, is the fallacy; a palpable misnomer is familiarly adopted in the outset; the very terms of the proposition are mis-stated, and thus the character and complexion of the system pursued, and the general merits of the case are viewed through a distorted and delusive medium. Pickford and Bache and others are *denominated* carriers on the London and Birmingham Railway: but are they so in fact! Let us examine the circumstances involved in this question.

A connected line of railway is constructed between London, Liverpool, and Manchester, at an expenditure of nearly nine millions of money, the interest or *return* upon which must depend very much on the proper management of so large a concern. In addition to this foundation capital, there is the costly outfit for engines, waggons, and carriages, requisite for the purposes of the line, amounting to about 650,000*l.* The annual charge for working these engines and carriages may be stated in round numbers at 350,000*l.*, and for maintenance of way and police 100,000*l.* Besides these heavy charges, there are large sums to be paid on every mile of road for parish assessments; and as upon the whole length of line passengers as well as merchandise are carried, and indeed constitute the chief source of remuneration or return for the large first outlay and subsequent annual expenditure which we have mentioned, a heavy responsibility consequently falls on the Directors of each Company to provide for the comfort and accommodation, and especially for the safety, of the many thousands, and tens of thousands of her Majesty's subjects, committed to their care. This latter consideration renders it necessary that the Directors of each Company should be,

* Why does Mr. Booth forget to notice the pernicious influence notoriously exerted by a certain *canal* proprietor in the case of the Liverpool and Manchester Railway, to render the competition here alluded to almost nugatory.—ED. R. T.

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not nominally, but substantially, the controllers of their respective lines, with undisputed power over the moving machinery of the road—over that locomotive engine, at once so fearful and so efficient an instrument of conveyance—destined, ere long, to be almost the sole moving power, for travellers at least, from one end of the kingdom to the other.

Connected with the passenger traffic (but subservient to it), under separate but consistent regulations, and subject to the same control, must be worked the merchandise department of each railway; one system—one executive—one Direction.

The fifteen carriers on the Birmingham line, who at Camden Town have lately found a local habitation and a name, are interested in this latter branch of the general business, namely, the merchandise department. Let us, then, consider the requirements, or outfit, for the proper management of this department, and examine by what party the costly requisites are provided.

First, the railway itself between London and Liverpool, with its enormous outlay of eight or nine millions sterling!

Provided by the Companies.

Second, the cost of labour and superintendence constantly necessary to maintain the way in a condition fit for the traffic!

Provided by the Companies.

Third, the police and gatekeepers on the line necessary for the good order of the concern, and for the safety both of the traffic and of the public?

Provided by the Companies.

Fourth, the rates and taxes, demanded by the several townships through which the line of way passes from the *occupiers* of the road!

Paid by the Companies.

Fifth, the waggons and trucks necessary for the traffic, and required to be built on one uniform plan to suit the various railways over which they are to pass?

Provided by the Companies.

Sixth, the locomotive engines, requiring an immense array of merchanics, engine-drivers, labourers, superintendents, and engineers, with suitable workshops, sheds, and machinery, to be furnished at a cost almost beyond the extent of any private capital, but requisite for the purposes of this department?

Provided by the Companies.

And last, but not least, the superintending power and management, the systematic arrangement, the single control and responsibility essential to the good working of so extensive and complex an undertaking?

Provided by the Companies.

Thus we see that all these costly, but indispensable elements of conveyance and management—these essential requisites for the carrying business—are supplied by the Railway Companies; and it will naturally be asked, what is left for the *carriers* to provide? Literally nothing, but the cords with which the goods are fastened to the waggons, and the oiled cloths with which they are covered! If I send my servant and cart to the goods' station, Camden Town, with a chest of tea or a package of fancy goods for Liverpool or Manchester, my man would assist Messrs. Pickford's or Bache's men in transferring my package from my own cart to the Company's waggon, where it would remain undisturbed till it arrived in Manchester or Liverpool aforesaid. It is the Railway Company, then, who are the CARRIERS, and Pickford and Bache, &c. &c., who are the receivers and distributors at the termini, by permission and on sufferance of the Company.

It is declared in the evidence before the Parliamentary Committee that the London and Birmingham Company are *carriers* of passengers and parcels, but not of goods. Let us examine whether there be any substantial difference between the two. As to passengers, the omnibus or cab drivers bring them and their luggage to Euston station, where they are taken in charge by the Company, and conveyed by means of their engines and carriages to Birmingham, and thence to Liverpool or Manchester, where the omnibus and cab establishments again take up their small but useful modicum of the whole performance, and convey both passengers and luggage to their respective destinations. But we do not call the omnibus keepers at each end of the line the *Carriers by the Railway!* And wherein consists any substantial difference between the course of proceeding adopted with my package of fancy goods, and the routine of operations just described as applicable to passengers and their luggage? In both cases agents and vehicles are employed at the termini for the multifarious but necessary details of the business; but whether employed directly by the Company, or intermediately with permission of the Company by parties calling themselves *carriers* or *cabmen*, makes no material difference in the general character and main features of *The Railway Conveyance*, but solely in the minute details and petty arrangements at the termini.

Or let us consider the case of the parcels which the Birmingham Company *profess* to carry. Like my package of goods they find their way to the station, either separately, or in masses by means of the *Parcel Delivery Companies*, and being conveyed to Birmingham or Manchester, they are again taken away by various processes to their respective destinations. Now, wherein is the difference between the Railway Company's *share* of the transaction, in *respect of parcels*, and their share of the transaction in respect of my package of goods? And what, in fact, are the agents at each end, in both cases, but *parcel delivery people*, in the one case receiving the goods by coach, in the other case by waggon? The whole question at issue, then, resolves itself into one of arrangement for the collecting, receiving, and delivering of parcels or packages, by omnibus or cart, at London or Liverpool, prior to, or subsequent to, *their being carried by the Railway Company*.

It may possibly be objected, that in the case supposed, of my own servant and cart taking a package of goods to Camden-town station, I have not described the average quantity of service performed by the terminus agents, who have their carts moving up and down the metropolis in all directions, their warehouses or receiving houses in the city, and their porters and clerks wherever their services are required; who thus remove a vast responsibility from the servants of the Company by undertaking all the details of the business, by collecting the freights in small sums, and paying the dues to the Company in round and large amounts.

All this is very true; we must admit that in concerns where this arrangement is adopted, the managers and officers are saved some trouble, and a multiplicity of details; but it is at the expense either of the public or of the Company. The fifteen carriers on the Birmingham line constitute a most costly machinery for the collection and distribution of goods; each of the fifteen parties having his establishment of porters, clerks, horses, carts, and warehouses. Take a single illustration. On the arrival of a goods' train in London, there are fifteen packages for Pimlico. The ironmonger expects his package. The draper and the druggist, the cheesemonger and the grocer, and many other tradesmen or shopkeepers; each is looking for his cask or his trues from the country. But these fifteen packages come by fifteen different carriers. There is Pickford, and Robins, and Bache, and Jackson, and Thompson, and many whose designations I cannot recollect. Each of these parties calls in requisition his cart, with gallant team, and away the glorious cavalcade proceeds from Camden-town to Pimlico, to deliver their respective treasures in Ranelagh-street or Chelsea-road. Then comes the charge for cartage and delivery; and seven shillings for traversing so many miles can hardly be considered an unreasonable charge for each of the fifteen carts, and consequently for *each package* having the benefit of delivery by a separate and independent carrier!

We have shown that on railways almost all the requirements for the carrying business are provided and maintained by the Railway Companies, therefore that the Companies are substantially the carriers; we come therefore to the remaining question. Is the employment of fifteen parties at Camden Town, each with his establishment of porters and clerks, and warehouses, and carts and horses, and runners, the most economical or expedient way of receiving and delivering the goods conveyed by the Company? That it is a most costly way we think cannot be doubted, but is it not the most convenient way for the Railway Company? What a multiplicity of details are thereby avoided, of petty transactions and minute accounts! Granted,—and if convenience be considered a sufficient justification of an extravagant system, irrespective of the public good or the Company's profit, we shall give up the argument. But is not this to take too microscopic a view of a great question; to be terrified by a multiplicity of small difficulties, when one great one would not alarm us? If the details of the carrying business are multifarious, *we do not lessen their number by employing fifteen superintendents.* The question still returns, whether fifteen managements be better than one? If precedents be wanted to justify a great concern attending to minute details, contemplate the Bank of England, with her hundred clerks; her cashiers, her auditors, her secretaries, her branches, managements, and agencies throughout the kingdom; all under one control, and whose multiplied operations all converge to one centre. But do the Directors of the Bank of England embarrass themselves with the superintendence of a hundred clerks? or is it necessary that the Directors of Railways should involve themselves in the multiplied operations and details of a carrying department? It is their province, we apprehend, to view the question in the abstract—to decide upon the *system*. The details will be accomplished by subordinate agents.

But we can refer to the practice of other Joint Stock and Trading Companies. Take any of the Gas or Waterworks Companies. Like Railways, these have superseded inferior modes of accomplishing the same objects. But do these Companies, disdaining all petty details, confine themselves to laying down the *great mains?* and do they leave to the old lamplighters and watermen to provide the *service pipes* to convey the light and water into each individual house, paying the Companies a round sum for the *use of their mains*, and charging the inhabitants at large more or less, at their discretion, without any fixed rule, but as moved thereto by competition, or otherwise, amongst themselves, as the case may be! We apprehend the Water and Gas Companies consider themselves entitled to all the profit which is to be derived from the supply of their commodity to the public, and that they cannot afford to divide the remuneration with third parties, or to leave at the discretion of such parties the charge to be made to the public for the accommodation provided.

It may have been remarked, and perhaps may be made a ground of objection, that in the course of this argument we have omitted the most important element—the great point of competition. What shall prevent the Railway Company becoming an intolerable monopoly, if the check of the fifteen carriers be removed?

In the present day, the very term *competition* is a charm of great potency; to dispense with which, in the material of our argument, would be a vain endeavour. We shall make no such attempt. But let us be sure that, with all the *appearance* of competition, we do not lose the substance. It has not been imagined, in reference to the Gas and Water Companies, that the benefits of competition would be accomplished by employing a multiplicity of middle men—paying a round sum to the Companies, and being left to themselves to compete or combine, as might best suit their purpose—having no standard or uniform scale, but charging to the householder or shopkeeper rates high or low, at their own discretion. And what are the circumstances as to railways? Competition as to what! We apprehend as to the rate of charge for conveyance between London and Manchester. But who fixes the real charge for *conveyance* at present? Undoubtedly the Directors of the railway. They fix the remuneration which they are to receive in return for the vast capital they have expended, the risks they have run, the responsibility they have assumed, the anxiety which they have long undergone and must continue to undergo. These are the grounds of charge to the public—for these the Companies are entitled to ample remuneration, but in respect of this remuneration *there is no competition so far as the fifteen carriers are concerned.* The Directors fix the rate per ton of goods, which they conceive will afford them the desired return. For this amount they hold the carrier responsible; and they leave him at liberty to extract *as much more as he can* from his individual customers, that is, from the public. Herein the Company exercises no superintendence or control; every thing is left to the discretion of the *carrier*. Not only is there no guarantee that the rate charged to the public shall be in proportion to the charge made to the carriers but no uniformity of rate is provided for in respect of the same description of goods, which, it is notorious, are charged one rate to one man, and another rate to another man. It may be imagined that *competition* among the fifteen carriers will bring the *delivery* charge to a moderate and uniform rate. But does experience justify any such expectation? Would *competition* bring hackney-coach fares to a moderate and uniform rate, if the uniformity and moderation were not enforced by the law! What says the evidence before the Committee of Parliament! In substance it is this, (4950); that the charge by the *carriers* to the public was fifteen shillings a ton more than was warranted by the rate charged by the Railway Companies, after making all fair allowance for the expense of delivery. It was this fact which induced the Grand Junction Company, very lately, to establish an agency for the delivery in London of goods sent by railway from Manchester and Liverpool. And what was the speedy result of this step? It is described in the correspondence which has recently appeared in the *Railway Times*, between Pickford and Company, and the Grand Junction Company. The following is an

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extract from Mr. Chorley's letter, dated 22d December, 1840, and addressed to the editor of the *Railway Times* of the 26th December last :—

"While the *carriers* were the only parties on the London and Birmingham Railway, the charges on through goods *delivered in London*, averaged nearly 100s. (per ton), although on the instant that the Grand Junction Company established an agency on that line, to conduct the business on the principles established on the Grand Junction line, these same carriers reduced their charges for *the same goods* to an average of 70s. per ton !"

Did *competition* amongst the fifteen carriers reduce the price from 100s. to 70s.? Not a shilling of it. It was the pressure from without that accomplished this boon for the public. As regarded the old carriers, having most of them establishments on the *Canals*, as well as on the railway, it was no interest of theirs to lower the rates. Probably, from the opening of the railway to the present time, their interest has been just the reverse. Having their capital already embarked on the canals, the higher they could sustain the rates by railway, and the more goods they could in consequence divert to the canals, the more profitable to them. The Birmingham Company, I believe, were aware that this might be the policy of the carriers, and had taken steps to counteract its effects; but the Grand Junction Company, by the measures they adopted, appear first to have brought down their rates as above stated.

Can we be surprised, then, that the established carriers should deprecate all pressure from without? that they should declaim against the notion of a great Company, and especially a Railway Company, becoming carriers on their own line? that they should ring the changes on competition and monopoly! and with an eloquent and stirring indignation, excite the public sympathy in their favour, as the oppressed and injured party?

We would not be misunderstood. We dispute not that the carriers by canal and by waggon, will severely feel the establishment of railways. Great changes, even in the way of improvement, are frequently accompanied with individual hardship. But this remark will apply to the old *Coach Proprietors*, more forcibly than to *Canal Carriers*, for the coaches on the main line of road are altogether superseded, while the canals still carry on an *effectual, useful, and legitimate competition* with their new rivals. But we have heard no clamorous sympathy in favour of the coach proprietors! They have not claimed to exercise their calling on the railway; nor, seeing that such a result was practically impossible *so far as the journey was concerned*, have they insisted on providing the omnibuses, and booking of the passengers at the *termini*, paying to the Railway Company a *toll*, and styling themselves as formerly by the turnpike, so now by the railway, the great coachmasters between London and the north! Had they made such pretensions we are quite sure their claims, enforced by all argument from "competition and monopoly," would not have been allowed, but we are not equally sure that the coachmasters have not as sound a title to such favour and accommodation, *as matter of right*, as the common carriers.

It is hardly necessary to pursue the subject further. We quarrel not with the London and Birmingham, the Manchester and Leeds, or any other Company, making such arrangements with the established carriers, as they may consider mutually advantageous or convenient, but we protest unequivocally against the doctrine, that Railway Companies are not to be at liberty to be carriers on their own lines if they shall see fit, and generally to work their own concerns in such way as shall best accomplish the great purposes for which they were originally planned and established.

APOLOGY FOR RAILWAY ENGINE DRIVERS AND GUARDS.

OVER-DRIVING is a fruitful source of danger, and no effectual attempts whatever, that we are aware of, have been made to correct this evil; but the stand-still system is recklessly adhered to. Provided the trains arrive in the various stations at the proper time, all earthly good is thereby supposed to be accomplished, and during all the intermediate distances the engine-driver is just comfortably left to go to the devil in his own particular way; the passengers, of course, have no means of expressing an opinion on the subject, and even the guard has in many cases no control—his name is a misnomer. Not so much as an indicator—a most simple instrument—is put upon the locomotives, to let the driver know himself the exact rate at which he is going; and thus no one, when an accident occurs, can determine at what speed the train was proceeding at the time; this has been made manifest by the contradictory evidence in several cases. In the "Treatise on Railways," p. 177, is given a short table, which will assist any one to do this with five feet and a half wheels; but this is not sufficient, it should be done by machinery, and registered, as shown in the same work, at p. 380; by this means the speed, at every moment of time the train is in motion, would be registered on paper, and could be examined by the proper authorities on its arrival at each station; this is the only method to detect furious driving. In the fifth Report on Railways, Mr. Bury's evidence is as follows;—respecting goods trains he says, *q.* 2314—"If they come with a light road, they are apt to be too quick;" *q.* 2314,—"That is the fault of your servants, is it not?"—"It is, but it is one which we cannot control at present." The public will not be satisfied with this. In the first report, *q.* 585, the Chairman of the Grand Junction says, "I think the class of men we have as engineers (engine drivers) on our railroad, is not equal to what it ought to be;" q. 586, "A man who is a good fireman and active, is generally advanced to an engineer, and there are not sufficient pains taken to see what his qualifications are;" q. 591, "At present the Company appoint a person, the best they can get, and if he disobeys their orders, in the case of accident, the public call upon the Company;" q. 599. "Are you willing to give a larger sum for remuneration, so as to secure a better class of persons?" "Yes." In the second Report, Mr. Bury's evidence is, q. 5194, "How have they been bred,—as blacksmiths?" "No, they are principally labourers." On the Great Western, the Secretary states, q. 5815, "We want a better class of men." There is, however, one part of Mr. Bury's evidence which appears to us most decidedly erroneous in principle. In q. 5196. "How do you give them sufficient practical knowledge?" "We do not want them to have much, I would rather the men should not touch the engine themselves;" q. 5197, "If any accident should arise on the road?" "Then they must get out of the difficulty." We can only say, that among all with whom we have conversed on this subject, and they are not a few, both engineers and mechanical men, not a single one could we find who did not disagree with this monstrous opinion.

If a due degree of punishment for furious driving, invariably followed the offence, and a certain discharge in aggravated or renewed cases, it would very soon be put an end to. Acts of this kind should not be forgiven, or slightly fined, except under very peculiar circumstances indeed. It is only by the certainty of a proper degree of punishment following the offence, that such highly dangerous conduct can be controlled, but a clear and definite responsibility is in many cases lamentably deficient. * * * *

The system is wrong, and under it there cannot be a proper look-out for danger. The guards have to attend to the well-being of the passengers, their luggage, &c., which is an arduous duty; the one on the foremost carriage sits with his back to the engine, to look after the vehicles when the train is in motion—the one on the last carriage cannot be of any use in looking out for obstacles of many kinds which would inevitably throw a train off the line, for, from his position, he is unable to see them. We have long maintained that the driver and stoker should be confined to attending, the one solely to the engine, and the other to the fire; and that a conductor, furnished with a telescope, should be on the engine, in front, if possible, to have the entire charge of the train while in motion; specially looking out for signals and obstacles on the railway. A similar plan was proposed in the Treatise on Railways, p. 197. It has lately been called for in a voice of thunder by a Coroner's jury; perhaps that will bring it to pass. Another reason for its adoption, is, that the present police force is quite inadequate on any line to prevent the diabolical attempts which have several times been made, and, we fear, in some instances, with success, to purposely throw off the carriages. Until a conductor goes with each train, we must not expect safety on railways. * *

Another striking instance of neglect is that the under guard, who is generally next the engine, has no means of communication with the engine-driver, except by calling out to him, which, in windy weather, and from the noise of the train and engine, is often a totally insufficient one. There are so many simple ways of obviating this source of danger, that they hardly require mentioning. In the Treatise on Railways, p. 172, a hollow flexible tube is recommended, through which the guard and driver could easily converse: even a check-string to the driver's arm would be better than nothing; and we hope sufficient lives have been lost to enable some contrivance to be made for obviating such a serious inconvenience. What says the witness Callan, on the *Eastern Counties* accident, q. 22;—he sees the coming danger—does all he can, ineffectually, to gain the attention of the driver, and, finding himself totally powerless to prevent the expected calamity, does the next best thing which he could, namely, gets under the seat, and takes all the care he can of his own life. What says James on the *Great Western* accident, p. 52, he shouts to the engine-man—puts on his break—gets no answer—and is totally helpless—he can do nothing else. Look again at the *Great Western* accident, p. 6, where a mail-coach is nearly consumed, and no shouting or blowing horns from the guards could succeed in drawing the attention of the engine-man. It is really lamentable to look back on the late awful disasters, and, at the same time, to reflect how many of them may, in all probability, have happened for want of a few simple trifles like the above, the cost of which would be perfectly contemptible, and which have been described in print upwards of a year and a half.

The qualifications of engine-drivers, we trust, will now be submitted by the Legislature to the test of a proper examination. The public, however, have a right to more than this, and so have the Proprietors of Railways; the question at the present time is forcibly brought into view—what are the qualifications of out-door managers or superintendants? and we have to investigate before a sufficient answer can be given, the following point.—Have the Directors of these costly establishments, with almost unlimited means at their command, and with every possible facility to do so, carried their money, or more properly speaking, the money of the Proprietors, into the vast market of English mechanical skill, and paid it down for the best talent it would command? We unhesitatingly say they have not done so in several instances. We happen to know that men have been taken from the most incongruous occupations, men possessed of not a particle of mechanical skill or knowledge, even clerks from behind desks, and put forth to become by inspiration, we presume, managers of railways, under that or some other designation, by the sheer influence of interest alone, while numbers of young men practically acquainted with the subject, and possessed of known ability as mechanics and engineers, have been passed by. We have even been told, and from quarters which admit no doubt as to the fact, that the farce of advertising for a proper person has been gone through, when the party to be selected was already pre-determined on; under these circumstances the public and the shareholders of railways ought to loudly claim from these unwieldy boards of Directors that this system should be amended. With some very few exceptions, the class of persons to select from is that of civil engineers, for they have the particular kind of skill which is required; there are no species of public works where a thorough knowledge of mechanics is so absolutely necessary as on railways; the human hand will be less and less allowed as their governing power, and inanimate unerring matter be more and more called into play. Under these circumstances, to place in the situation of managers men who have merely figured behind a desk, appears so absurd, that we should hesitate to believe it possible, did we not know it to be true.

The market here has an ample stock; every railway as it is furnished, liberates several young men who ought to be well fitted for managers of lines, and as not a great many more of these works can be constructed in England, the supply of engineers will soon far exceed the demand, and we do not see in most cases how their time and talents can be more profitably occupied either to themselves or to the shareholders, than by placing them in those situations where they might exert their energies in further perfecting these noble monuments of genius. We are quite certain that if this plan is adopted, the pockets of the shareholders will feel its good effects, and the safety of the travelling public be materially increased; while, by an interchange of ideas and a comparison of observations between the managing engineer and the engineer who has charge of the road, an opening will be made for mutual information and instruction, which will strongly re-act for the benefit of the various lines.

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MANCHESTER AND LEEDS RAILWAY, OPENED THROUGHOUT.—The Public is respectfully informed, that on and after Monday, the 1st of March, 1841, Trains will leave the Station, Oldham Road, Manchester, and Intermediate Stations, in connection with the London and Birmingham, Midland Counties', North Midland, York and North Midland, Great North of England, and Hull and Selby Railways, as hereafter stated, for Passengers and Merchandize,

On and after Monday, the 1st of March, 1841, the Trains will depart from the respective Stations as shown in this Table.

Distances from Manchester.	Stations.	Arrivals in Leeds	Week Days. Brighouse to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Birmingham, London, York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Birmingham, Nottingham, Leicester, & London.	Manchester to Leeds, meeting Trains for York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Derby, Birmingham, Nottingham, Leicester, York, Hull, and London.	Manchester to Leeds.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Nottingham, and Leicester.	Manchester to Leeds, meeting Trains for Sheffield, Birmingham, London, York, and Hull.	Manchester to Leeds.	Manchester to Brighouse.	Sundays. Manchester to Leeds.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, and Derby.	Manchester to Leeds.
			H. M. 8 12 *m*	H. M. 10 18 *m*	H. M. 11 0 *m*	H. M. 12 30 *e*	H. M. 1 30 *e*	H. M. 3 30 *e*	H. M. 5 0 *e*	H. M. 7 0 *e*	H. M. 10 30 *e*	H. M.	H. M. 12 0 *m*	H. M. 5 0 *e*	H. M. 10 0 *e*
	Manchester	Towards Leeds	..	6 30 *m*	8 0 *m*	8 30 *m*	10 30 *m*	11 30 *m*	1 0 *e*	4 0 *e*	6 30 *e*	7 30 *e*	8 0 *m*	1 0 *e*	6 0 *e*
6	Mills Hill	Towards Manchester	8 12 *m*	10 33 *m*	10 49 *m*	12 48 *e*	1 19 *e*	4 18 *e*	6 3 *e*	6 49 *e*	10 18 *e*	..	11 48 *m*	4 48 *e*	9 48 *e*
		Towards Leeds	..	6 58 *m*	8 22 *m*	8 58 *m*	10 58 *m*	11 58 *m*	1 28 *e*	4 22 *e*	6 58 *e*	7 58 *e*	8 28 *m*	1 28 *e*	6 28 *e*
10	Heywood, for Bury	Towards Manchester	7 57 *m*	10 23 *m*	..	12 38 *e*	..	4 8 *e*	5 53 *c*	..	10 8 *e*	..	11 38 *m*	4 38 *e*	9 38 *e*
		Towards Leeds	..	7 13 *m*	..	9 13 *m*	..	12 13 *e*	1 43 *e*	..	7 13 *e*	8 13 *e*	8 43 *m*	1 43 *e*	6 43 *e*
11	Rochdale	Towards Manchester	7 45 *m*	10 14 *m*	10 36 *m*	12 29 *e*	1 6 *e*	3 59 *e*	5 44 *e*	6 36 *e*	9 59 *e*	..	11 29 *m*	4 29 *e*	9 29 *e*
		Towards Leeds	..	7 25 *m*	8 38 *m*	9 25 *m*	11 8 *m*	12 25 *e*	1 55 *e*	4 38 *e*	7 25 *e*	8 25 *e*	8 55 *m*	1 55 *e*	6 55 *e*
14	Littleborough	Towards Manchester	7 56 *m*	10 2 *m*	..	12 17 *e*	..	3 47 *e*	5 32 *e*	..	9 47 *e*	..	11 17 *m*	4 17 *e*	9 17 *e*
		Towards Leeds	..	7 34 *m*	..	9 34 *m*	..	12 35 *e*	2 4 *e*	..	7 34 *e*	8 34 *e*	9 0 *m*	2 4 *e*	7 4 *e*
20	Todmorden, for Burnley, &c.	Towards Manchester	7 17 *m*	9 42 *m*	10 22 *m*	11 57 *m*	12 42 *e*	3 27 *e*	5 12 *e*	6 12 *e*	9 27 *e*	..	10 57 *m*	3 57 *e*	8 57 *e*
		Towards Leeds	..	7 53 *m*	9 2 *m*	9 53 *m*	11 22 *m*	12 53 *e*	2 23 *e*	5 2 *e*	7 53 *e*	8 53 *e*	9 23 *m*	2 23 *e*	7 23 *e*
24	Hebden Bridge	Towards Manchester	7 2 *m*	9 15 *m*	..	11 30 *m*	..	3 0 *e*	4 45 *e*	..	9 0 *e*	..	10 30 *m*	3 30 *e*	8 30 *e*
		Towards Leeds	..	8 16 *m*	..	10 18 *m*	..	1 18 *e*	2 48 *e*	..	8 18 *e*	9 18 *e*	9 48 *m*	2 48 *e*	7 48 *e*
28	Sowerby Bridge, for Halifax	Towards Manchester	6 48 *m*	8 56 *m*	9 40 *m*	11 11 *m*	12 10 *e*	2 41 *e*	4 26 *e*	5 40 *e*	8 41 *e*	..	10 11 *m*	3 11 *e*	8 11 *e*
		Towards Leeds	..	8 30 *m*	9 32 *m*	10 32 *m*	12 2 *e*	1 32 *e*	3 2 *e*	5 32 *e*	8 32 *e*	9 32 *e*	10 2 *m*	3 2 *e*	8 2 *e*
34	Brighouse, for Bradford and Huddersfield	Towards Manchester	6 30 *m*	8 32 *m*	9 22 *m*	10 47 *m*	11 52 *m*	2 17 *e*	4 2 *e*	5 22 *e*	8 17 *e*	..	9 47 *m*	2 47 *e*	7 47 *e*
		Towards Leeds	6 30 *m*	8 45 *m*	9 49 *m*	10 58 *m*	12 19 *e*	1 50 *e*	3 20 *e*	5 49 *e*	8 50 *e*	..	10 20 *m*	3 20 *e*	8 20 *e*
36	Cooper Bridge, for Huddersfield	Towards Manchester	..	8 18 *m*	9 10 *m*	10 33 *m*	11 40 *m*	2 3 *e*	3 48 *e*	5 10 *e*	8 3 *e*	9 3 *e*	10 33 *m*	2 33 *e*	7 33 *e*
		Towards Leeds	6 43 *m*	8 57 *m*	9 58 *m*	11 3 *m*	12 28 *e*	2 3 *e*	3 33 *e*	5 58 *e*	9 3 *e*	..	10 33 *m*	3 33 *e*	8 33 *e*
41	Dewsbery	Towards Manchester	..	8 1 *m*	..	10 16 *m*	..	1 46 *e*	3 31 *e*	..	7 46 *e*	8 46 *e*	9 16 *m*	2 16 *e*	7 16 *e*
		Towards Leeds	6 55 *m*	9 8 *m*	..	11 16 *m*	..	2 16 *e*	3 46 *e*	..	9 16 *e*	..	10 46 *m*	3 46 *e*	8 46 *e*
44	Horbury	Towards Manchester	..	7 48 *m*	..	10 3 *m*	..	1 33 *e*	3 18 *e*	..	7 33 *e*	8 33 *e*	9 3 *m*	2 3 *e*	7 3 *e*
		Towards Leeds	7 12 *m*	9 29 *m*	..	11 30 *m*	..	2 30 *e*	4 0 *e*	..	9 30 *e*	..	11 0 *m*	4 0 *e*	9 0 *e*
47	Wakefield	Towards Manchester	..	7 34 *m*	8 44 *m*	9 49 *m*	11 14 *m*	1 19 *e*	3 4 *e*	4 44 *e*	7 19 *e*	8 19 *e*	8 49 *m*	1 49 *e*	6 49 *e*
		Towards Leeds	7 28 *m*	9 34 *m*	10 21 *m*	11 46 *m*	12 51 *e*	2 46 *e*	4 16 *e*	6 21 *e*	9 46 *e*	..	11 16 *m*	4 16 *e*	9 16 *e*
50	Normanton	Towards Manchester	..	7 14 *m*	8 27 *m*	9 29 *m*	10 57 *m*	12 59 *e*	2 44 *e*	4 27 *e*	6 59 *e*	7 59 *e*	8 29 *m*	1 29 *e*	6 29 *e*
		Towards Leeds	7 48 *m*	9 54 *m*	10 40 *m*	12 6 *e*	1 10 *e*	3 6 *e*	4 36 *e*	6 49 *e*	10 6 *e*	..	11 36 *m*	4 36 *e*	9 36 *e*
60	Leeds	Towards Manchester	..	6 45 *m*	8 0 *m*	9 0 *m*	10 30 *m*	12 30 *e*	2 15 *e*	4 0 *e*	6 30 *e*	7 30 *e*	8 0 *m*	1 0 *e*	6 0 *e*
		Arrivals in Manchester.	8 30 *m*	10 45 *m*	11 0 *m*	1 0 *e*	1 30 *e*	4 30 *e*	6 15 *e*	7 0 *e*	10 30 *e*		12 0 *m*	5 0 *e*	10 0 *e*
			Brighouse to Manchester, meeting Trains for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains from London, Birmingham, and Gloucester; also for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains from York; also for Liverpool and Bolton.	Leeds to Manchester, meeting Trains from Chesterfield, Derby, Sheffield, York, and Hull; also for Liverpool and Bolton.	Leeds to Manchester, meeting Trains for Liverpool and Bolton.	Leeds to Manchester, meeting Trains from Birmingham, Nottingham, Derby, Sheffield, York, and Hull; and also for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains for Liverpool, Bolton, and Preston.	Leeds to Manchester, meeting Trains from London, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, York, and Hull; also for Liverpool.	Leeds to Manchester, meeting Trains from London, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, York, and Hull.	Leeds to Brighouse, meeting Trains from Derby, Chesterfield, and Sheffield.	Leeds to Manchester.	Leeds to Manchester, in time for the Liverpool and Bolton Trains.	Leeds to Manchester, meeting Trains from London, Leicester, Derby, Chesterfield, and Sheffield.

Above and below each of the Train Columns are given the places on other lines, to and from which Passengers may proceed by Railway.

FARES.

First-class passengers, 3d. per mile; second-class, 2d. per mile. Children, under seven years of age, in first-class carriage, charged second-class fare; and in second-class, waggon fare; and in waggon, without any deduction. Infants in arms not charged.

Gentleman's carriage, with four wheels, 6d. per mile; and parties riding in their own carriage, 2d. per mile each; servants riding outside, and children, waggon fare.

A single horse, two-wheel carriage, or pony phæton, 4½d. per mile. Any larger number of horses, if one property, 3d. per mile each. One ox, cow, or other neat cattle, mule, or ass, going in an open waggon, 3d. per mile each; any larger number, being the same property, 2d. per mile each. Sheep, 4d. per score per mile, or 8d. per single waggon, and 1s. 4d. per double waggon, per mile. Pigs, according to size, from ½d. to 1d. per mile each. Any distance, under six miles, charged as six miles in all cases. The Manchester 6.30. morning train is the only one by which passengers can go through to London in waggons; but they may proceed to Rugby by every London train.

Every train will have first and second class carriages, and most of them, for the convenience of the working classes, open waggons, without seats, at fares proportionably low.

Luggage, to the following extent, may be taken free of charge:—First-class passengers, 112 lb.; second-class, 56 lb.; waggon, 40 lb.—Any excess charged for any distance under 30 miles, ½d. per pound; and over 30 miles, ¼d. per pound, extra.

The Company's servants are not allowed to porter for waggon passengers.

Waggon passengers must be at the booking-office ten minutes before the time of departure, or they cannot be booked for that description of vehicle. Gentlemen's carriages and horses must be at the Station a quarter of an hour before the departure of the train; and if horses are to be sent from the intermediate Stations, it is advisable to give previous notice.

The Company do not hold themselves responsible for any luggage, matters, or thing, unless booked, and paid for accordingly.

Passengers are particularly requested to see their luggage in and out of the carriages.

Parcels can be forwarded to all parts of the kingdom, from 9, Brown-street, Manchester; Albion Hotel, Oldham; Reed Hotel, Rochdale; Swan Inn, Halifax; Railway Bradford; Swan Railway Office, Huddersfield; Royal Hotel, Dewsbury; Bennett's Office, Wakefield; and from the respective Stations of the Manchester and Leeds Railway Company.

Gratuities are not allowed to be taken by any of the Company's servants. Smoking is strictly prohibited on any of the Company's premises.

Passengers, &c. may be booked through at the Manchester Station to the following places:—

	First-class.	Second-class.	Third-class.
Rugby	£1 3 0	£0 16 0	£0 11 0
Derby	1 2 0	0 16 0	0 9 0
York	1 0 0	0 15 0	0 9 6
Selby	0 18 0	0 12 0	0 8 6

	First-class.	Second-class.	Third-class.
London	£2 10 0	£1 12 0	£1 1 0
Nottingham	1 2 0	0 16 0	0 9 0
Sheffield	0 12 0	0 7 6	0 6 0
Hull	1 3 0	0 15 6	0 11 0

Passengers may also be booked through from every Station.

Gentlemen's carriages to London, by 6.30, morning train, £5 5s.

Passengers wishing to come from London by way of Derby to Manchester, or to any Station on the Manchester and Leeds Railway, must book for Rugby.

*** In addition to the above trains, there will be an extra one from Rochdale to Manchester at nine o'clock morning and one from Manchester to Rochdale at three o'clock in the afternoon, stopping at all the intermediate Stations, on week days only.

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EDINBURGH AND GLASGOW RAILWAY.

—At the SIXTH HALF-YEARLY GENERAL MEETING of the Shareholders of this Company, held pursuant to the Act of Incorporation, in the Company's Head Office, North Queen-street, Glasgow, on Monday, the 22d of February, 1841, at one o'clock,

JOHN LEADBETTER, Esq., in the Chair.

After the advertisement calling the meeting had been read, the minutes of the last General Meeting of Shareholders confirmed, and the seal of the Company affixed to the Register of Proprietors, the Report of the Directors and Balance Sheet, were read. The following Resolutions were then proposed, seconded, and passed:—

1. Moved by John George Hamilton, Esq., and seconded by A. Mackenzie Kirkland, Esq.—

"That the Report and Statement of Accounts now read be received, approved of, and circulated among the shareholders."

2. Moved by James Lumsden, Esq., of Yoker Lodge, and seconded by Robert Dykes, Esq.—

"That the meeting feel gratified at the progress of the undertaking, and at the prospect of the line being opened next autumn, and that a vote of thanks be given to the Directors for their services."

3. Moved by the Lord Provost, and seconded by John Learmonth, Esq. of Dean—

"That the following gentlemen, who have gone out of office in terms of the Act, be now re-elected Directors, viz., James A. Cheyne, Esq.; James Richardson, Esq.; Eagle Henderson, Esq.; James Campbell, Esq.; William White, Esq.; John Leadbetter, Esq."

4. Moved by Peter Brough, Esq., and seconded by Hugh Miller, Esq.—

"That the Resolutions of the Board of Directors, declaring the forfeiture of 621 shares, as per signed list, be now confirmed; and that the Directors be authorised to dispose of the said shares at such times and in such portions as they may think best."

5. Moved by John Leadbetter, Esq., and seconded by A. D. Monteath, Esq.—

Resolved,—That the present divided management of the Company's business, by Committees sitting in Edinburgh and Glasgow, having co-ordinate powers, although it may have been attended with some advantages during the execution of the railway, would be inexpedient if continued after its opening, and that therefore the superintendence of the whole line, and the regulation of all the affairs of the Company be henceforth, in pursuance of clause 166 of the Act of Incorporation, exercised directly, and without the intervention of Committees, by the General Board of Directors meeting in Glasgow; and that neither the Edinburgh Committee nor (unless in the event after mentioned) the Glasgow Committee interfere in the business of the Company, except upon questions of a purely local character, or regarding the completion of the works yet remaining to be executed, and in these cases only if specially remitted to them by the Board.

Resolved,—That the Board of Directors be authorized and recommended to appoint Committees out of their whole numbers on each of the subjects of finance, plans and works, engines and carriages, passengers and goods—to meet from time to time in Glasgow, with power to adjourn from thence to any other place on the line, or within five miles thereof at pleasure; but, if these appointments shall appear not to be sanctioned by the present Act, then that the Board be instructed to apply to Parliament for an amendment of the Act, altering the constitution of the Company; and in the meantime that they be authorized and requested to remit to the Glasgow Committee such of the details of the management of the line as shall appear expedient.

Resolved—That it be recommended to the consideration of the Board, whether the affairs of the Company might not with equal or greater efficiency be conducted by fewer Directors, and if so, to introduce a provision to that effect in the proposed amendment Act.

Resolved,—That it is expedient that the principal workshops of the Company, both for locomotive engines, and for carriages, be erected at Glasgow, at the head-quarters of the Company.

Resolved,—That the executive of the line be, as far as possible, confided to paid officers appointed by the Board.

Resolved,—That the above Resolutions be now passed, in terms of clause 174 of the Act of Incorporation, as bye-laws of the Company, and be sealed with the common seal, and printed and published.

6. Moved by John Learmonth, Esq., and seconded by Eagle Henderson, Esq.,

"That the thanks of the meeting be given to the Chairman for his conduct in the Chair."

(Signed) JOHN LEADBETTER, Chairman.

PATENT SPELTER PAINT.—This paint is adapted for all purposes which other paint is now used for, and may be confidently recommended to the notice of the public. When applied to iron its effect may be compared to that of the galvanization of the metal; it resists the influence of the weather, of salt and sea water, and of the fumes in chemical works. When applied to wood, it gets so hard that the most intense heat of the sun makes no impression upon it, and will not make it blister and peel off. Applied to damp walls, or in positions which are much exposed, it affords a powerful protection against moisture and saltpetre. When it is used upon softer substances, such as paper, pasteboard, linen, plaster of Paris, it produces equally satisfactory results.

Apply to JAS. LE CREN, Agent, 26, Moorgate-street, or by letter to H. P. ROUQUETTE, Patentee and sole Manufacturer, 14, Mark-lane.

AT a MEETING of the Owners of Land and Hereditaments on the line of the proposed COVENTRY, LEAMINGTON and WARWICK RAILWAY, held at the King's Head Inn, in Coventry, on Monday, the 21st December, 1840,—

LORD LEIGH in the Chair;

It was resolved—

That the proposed Railway is unnecessary and uncalled for, and being a vexatious interference with the property of landowners, without affording a corresponding benefit to the public, this meeting is determined to oppose it by every means in their power.

It was resolved—

That Mr. Heath be instructed to take immediate steps to carry the above resolution into effect.

It was resolved—

That a Committee, consisting of the Earl of Aylesford, Lord Leigh, the Hon. Charles Bertie Percy, the Hon. and Rev. C. M. Villiers, Sir J. R. Cave Brown Cave, Bart., A. F. Gregory, Esq., Mr. Greaves, Mr. Butler, and Mr. Handley, be appointed to protect the interests of the owners and occupiers of property on the proposed line, and to adopt such steps as they may deem expedient to oppose the measure. LEIGH.

Lord Leigh having left the chair, and the Earl of Aylesford being called to it,

It was resolved—

That the cordial thanks of the meeting be given to Lord Leigh, for his kindness in taking the chair, and the able manner in which he has conducted the business of the day. AYLESFORD.

Of the whole distance between Coventry and Leamington, viz., nine miles and one eighth, upwards of eight miles is the property of dissentients.

The following is a list of dissentients—

Stamford and Warrington	John Salmon
Aylesford	John Sparrow
Clarendon	Samuel Barker
Leigh	James Weston
Charles Bertie Percy	William Kendall
C. M. Villiers	Bazil Southam
J. R. Cave Brown Cave	Thomas Jones
Arthur Francis Gregory	Elizabeth Whitmore
John Greaves	Joseph Dormer
Thomas Cotton	John Campbell
William Henry Butler	James Roby Harbourne
John Tomes	Thomas Tidmarsh
Charles Twisleton	John Boddington
Thomas Hope	Thomas Randall
C. M. Villiers	David Holland
J. R. Cave Brown Cave	Joseph Keatley
John Lynes	John Perkins
H. T. Chamberlayne	Richard Walton
W. H. Butler	Isaac Jones
(Trustees of Kenilworth Free School & Edwards' Charity.)	Richard Humphris
	Joseph Sheasby
	Thomas Walton
Edward Greaves	James Parker
William Handley	Fanny Steeley
Richard Sanders, and	Samuel Grant
Charles Lamb (Trustees of Griffin's Charity.)	Charles Garlick
	Samuel Boddington
John Robbins	Henry Greves
Thomas Heydon	William Penn
Phillip Kench	Joseph Hopkins
John Goodhall	William Clements
John Hudson	Thomas Bradford
Joseph Jaggard	William Linney
John Burbury	Thomas Richards
Thomas Burbidge	William Price
William Boddington	Charles Heath
Hannah Littleton	Edward Hewitt
Joseph Lidzey (Surveyor of Highways in Kenilworth)	Thomas Moulton
	Thomas Doughty
Abel Miles	James Dormer
Mary Bursell	Catherine Perkins
Edward Hawkes	Edward Elliott
John Burbury (Executor of Daniel Winter Burbury)	George Blundell
	Thomas Cattell
William Hopkins	Thomas Young
Richard Charles Adams	Ann Fletcher
William Richards	George Hayes
John Burbury (Trustee for Keys and Palmer)	John Kimbley
	John King
Edward Russell	Joseph Walton
Mary Ann Russell	Thomas Johnsons
Thomas Tidmarsh (Churchwarden of Kenilworth)	Ann Bromwich
	William Woodford
Thomas Knight	Thomas Burbidge
John Hopkins	Hannah Thompson
Joseph Lenton	Sarah Nibb
Francis Welch	John Bromwich
Thomas Atkins	Richard Poulton
John Summers	Thomas Archer
Thomas Pepper	William Knight
Richard Redgrave	William Moore
Mary Ballard	Elizabeth Tarver
Thomas Bates	Elizabeth Lawford
John Bunney	John Wallin
Elizabeth Payne	Thomas Briscoe
Thomas Gilbert	William Young
William Nightingale	Isaac Serjeant
Joseph Rigg	Richard Claydon
Thomas Hodgetts	William Bessley
Thomas Carter	Thomas Grant
William Gunn	William Goddard
Edward Reading	Thomas Evens
John Smart	Henry Catterns
William Barrett	

By order of the Committee,

THOMAS HEATH.

Warwick, Feb. 2, 1841.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, and manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Roake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
ditto, ditto, with reserve of leads	1	14	0

December, 1840.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

From the

SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver 10*s.* 6*d.* each pair.

Omnibuses to and from every train—Fare 6*d.*

Just published, price One Shilling,

A PAIR OF ENGRAVINGS, illustrating the Exterior and Interior of the magnificent RAILWAY STATION AT DERBY; beautifully printed on enamel.

Forwarded by post to any part of the kingdom in reply to a prepaid letter inclosing 1*s.* 4*d.*

Also,

A New Issue of the Midland Counties', Birmingham, and Derby Junction, and London and Birmingham

RAILWAY COMPANION;

Containing, in addition to its former splendid Engravings, the two views of the Derby Station. Price Two Shillings and Sixpence.

"The cheapest and best ever published."—*Nottingham Review.*

London: Hamilton, Adams, and Co., Paternoster Row; Tilt and Bogue, Fleet-street; Allen, Nottingham; Allen, Leicester; Peart and Son, Birmingham; Webb and Millington, Leeds; Baucks and Co., Manchester; and by all booksellers.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

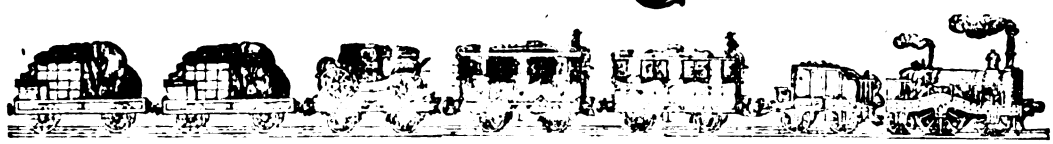
Fox, Hawkins, and Hickling, Wire-drawers, Birmingham
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthius Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every exectation. It has been used in Shipping Five Years.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 38, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-st., Middlesex,—Saturday, Feb. 27, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous.—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 165. Vol. IV.—No. 9.—Part II.] SATURDAY, FEBRUARY 27, 1841. [Price, with Part I., 1s.

WARWICK AND LEAMINGTON UNION RAILWAY.—The Provisional Committee are happy to announce to the Shareholders, that there can be no doubt of their application to Parliament in the present Session being successful. The number of assents exceed their most sanguine expectations.

The London and Birmingham Railway Company (as appears by the late Report of the Directors, together with the Earl of Warwick, and numerous influential noblemen, gentlemen, tradesmen, and others inhabitants of Leamington, Warwick and the vicinity, actively support the undertaking. The demonstration in favour of the measure, is very numerously and respectably signed. Every information may be obtained upon application at the Company's Offices at Leamington, or at No. 7, Tokenhouse-yard, London.

WARWICK AND LEAMINGTON UNION RAILWAY.—Those persons to whom shares have been allotted in the above undertaking, and who have not already signed the Parliamentary Contract and Subscribers agreement, and paid the deposit of £3 per Share, are required to do so on or before the 5th of March next, and in default they will be excluded from the Company, and their shares disposed of without further notice. The deeds lie for signature at No. 7, Tokenhouse yard, London.

By order of the Directors,
PATTERSON, HANBURY AND CHINERY,
Solicitors to the Company.

Leamington, 25th Feb., 1841.

THE LONDON STOCK AND SHARE LIST, published every Saturday evening. Terms, £1 1s. per annum. Postage, 9s. extra, payable in advance.

This List contains the closing prices of each day's actual transactions upon the Stock Exchange, from Monday to Saturday inclusive. The length in miles, miles opened, number of shares, amount per share, amount paid up, last calls, amount of traffic, last dividend, and present value of the chief Railways in the kingdom. The present nominal value, and every other essential particular of the principal Insurance Companies, Joint-Stock Banks, Bridges, Docks, Institutions, Canals, Gas-Light Companies, Water Works, British and Foreign Mines, and other Miscellaneous Joint-Stock Companies, North American Securities, Government Funds, Foreign Stocks, Course of Exchange, Bank of England Averages, Private and Joint-Stock Bank Circulation, Grain Averages, Remarks upon the Money Market, &c. This List is got up in a most convenient form for binding, is peculiar for its lucid arrangement, and contains more matter than any other similar publication.

The same Proprietors also publish THE LONDON DAILY STOCK AND SHARE LIST, in which is given the ACTUAL DAILY TRANSACTIONS upon the Stock Exchange to 4 o'Clock, p. m. Published every evening. Terms, £5 5s. per Annum. Postage, 3s. extra, payable in advance.

They likewise publish A DAILY LIST OF NOMINAL QUOTATIONS, containing the "Jobber's" NOMINAL PRICES of the leading Railway Shares, Consols, and Spanish, at the commencement of the day, 10 o'Clock, a. m. and at the close of the market, 4 o'Clock, p. m. Published every evening. Terms, £2 10s. per Annum. Postage, 3s. extra, payable in advance.

These Lists have been established nearly 12 months, under the patronage of the most eminent Members of the Stock Exchange, Bankers, and other Capitalists interested in Public Securities, and are attended to by parties who have access to the best information, and are practically acquainted with the markets.

Orders for the regular supply of the above Lists to be forwarded to the Proprietors, J. S. TRIPP & Co., 12, Copthall-court, London.

WEST LONDON RAILWAY COMPANY, Birmingham, late Bristol and Thames Junction Railway Company.—Notice is hereby given, that the tenth Half-yearly General Meeting of the Proprietors of the West London Railway Company, will be held pursuant to the Act of Parliament, at the office of the Company, No. 11, Abchurch-lane, in the City of London, on Tuesday the 9th of March next, at 10 o'clock precisely, for the election of three Directors, in the place of two Directors who will go out of office by rotation, and one Director who has resigned, and for other purposes.

WILLIAM MORGAN, Deputy Chairman.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R. A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament street.

Provisional Secretary—Lieut. Buckler, R.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act of Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

This day is published, price One Shilling.

THE CARRYING QUESTION stated, in reference to Railways and Canals; also considerations on the mode of levying the Passenger Tax on Railways. By HENRY BOOTH.

Liverpool: Printed by Thomas Baines, Castle Street, and sold by Messrs. Ridgways, London.

EASTERN COUNTIES' RAILWAY COMPANY.—TO THE SHAREHOLDERS.—GENTLEMEN.—In reference to the statement contained in the Report made at your General Meeting this day by your Directors, that after an investigation into the Company's books a balance of £1477 17s. 2d. "has been found due to the Company" by me, and that they have caused legal proceedings to be instituted for the recovery of this balance, and "other sums which they are advised that the late Secretary is liable to pay to the Company," I think it right to state briefly for your information one or two important facts which your Directors have chosen to conceal from you. In the first place, the pretended balance of £1477 17s. 2d. has not been "found due" by any party or parties of any recognised authority in the matter; it is a trumped up claim, and wholly incapable of proof.

Second, The Directors, though they brought an action about a month ago, have not yet furnished any "particulars" of their demand, and when pressed to do so requested time!

Third. After offering me an inspection of all books and papers needful for ascertaining the exact state of the accounts between the Company and me, they have withdrawn from that offer, and now obstinately refuse all such inspection.

Fourth. I have claims against the Company for large disbursements made and liabilities incurred in their behalf, and for arrears of salary which have not been taken into account in the striking of the pretended balance of 1477l. 17s. 2d., and which, were that balance even correct, instead of being, as it is, a gross fabrication, are of much greater amount.

And, Fifth. I have been obliged, under the preceding circumstances, to file a Bill in Chancery against the Company for discovery and relief.

The last of these facts could not have been mentioned in the Directors Report, for legal notice of the Bill was only served while you were assembled to day; but Mr. Duncan, your Solicitor, who accepted service for the Company, said he would mention the circumstance to the Meeting. It does not, however, appear from any of the Reports which I have seen, that he did so.

I am, Gentlemen, your most obedient servant,
J. C. ROBERTSON.

166, Fleet-street, Feb. 25, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—Resolutions of the Half-yearly General Meeting of Proprietors, held at the Bell Hotel, Gloucester, on Tuesday, the 23rd of February inst.

Captain C. R. Moorsom, R.N., in the Chair.

1. That the Register of Proprietors now produced be sealed with the Common Seal of the Company.

2. That the Report and Statement of Accounts now read be approved and adopted, and that the same be printed and circulated among the Proprietors.

3. That the Directors be empowered to borrow and take up at interest any sum of Money not exceeding £60,000, either on the Loan Notes of the Company or in such other manner as shall seem to them most expedient.

4. That the Directors be requested to convene a Special General Meeting of the Proprietors, to be held in Birmingham, on Tuesday, the 23rd of March next, for the purpose of deciding whether any or what Trains should run on Sundays, over and above the four now carrying the mails, under the orders of the Postmaster General.

C. R. MOORSOM, Chairman.

The Chairman having left the Chair, it was taken by Joseph Gibbins, Esq., and resolved unanimously—

That the thanks of the Meeting be given to the Chairman, for his courteous and impartial conduct in the Chair.

JOSEPH GIBBINS.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

Just published, Price 6d.

THE PRESENT STATE OF THE PUBLIC REVENUE, with a few Hints upon Subjects for INCREASED Taxation. By a plain Country Gentleman.

London: Hamilton, Adams, & Co., Brighton; Henry S. King, Bookseller to the Queen Dowager.

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GREAT WESTERN RAILWAY COMPANY —GENERAL MEETING.

THE Half-Yearly General Meeting of the Proprietors of this Company took place on Thursday at the offices of the Company, Princes-street, Bank. CHARLES RUSSELL, Esq., the Chairman of the Company, presided. The advertisement convening the Meeting having been read,

Mr. L. HEYWORTH, begged to suggest, that the Report of the previous half-yearly meeting should also be read.

The CHAIRMAN observed, that there could be no objection, excepting it was the time it would take.

Mr. HEYWORTH considered the cause a proper and usual one. (Cries of No, no.)

A Proprietor, said the only business the Meeting had to do with, was that of which notice had been given.

Mr. HEYWORTH did not wish to raise an opposition, but he considered the course he suggested a wise and judicious one. (No, no, and Hear.)

The CHAIRMAN then proceeded to address the Meeting. It was with great satisfaction the Directors presented the Report (copies of which were already in the hands of, he believed, all the Proprietors present), amongst other reasons, more particularly because they believed it would be the last in which they would be called upon to advert to the progress of the railway works. In the next place, it was gratifying that they were enabled to announce in it a sum which they felt they were in justice bound to apply to the purposes of a dividend (Hear, hear). This dividend would not, they might rest assured, at all depreciate or interfere with the payment of the interest charged against the capital, but it was a fair and *bonâ fide* dividend accruing from the traffic. They would find that the Report of Mr. Brunel contained a very minute account of the present state of the Company's works. It must be satisfactory to observe, that the works at Wooton Basset and Bath had been greatly accelerated—holding out a hope, that the result would be the full operation of the entire line during the most productive months of the ensuing summer. Since their last meeting, he, (the Chairman), was happy to state, that the lease of the present Bristol and Exeter line had been completed, and also that the Lords of the Treasury had come to the resolution of making Dartmouth the harbour for the West India packets, which could not fail to prove useful not merely to the interests of the Company, but to the entire West of England. It must be obvious to the Proprietors, that in working a line of the magnitude of their Railway, sums of money would remain out and locked up, and be rendered inapplicable to any other purposes than finishing it. (Hear, hear.) He thought, however, that the Directors would have been justly chargeable with imprudence, had they not sought to find an equivalent for those sums. Had they not done so, they would have left themselves without a reserve at the very moment when their energies were required to be put forward for the completion of the line. In doing this he hoped the proprietors would concur that the Directors had used such endeavours for the benefit of the Company generally. He was not aware that there was any other portion of the Report to which he need direct their attention. There was, however, a subject which he wished to advert to, and one which he considered of vast importance, and on which he entertained strong and decided opinions. The Bill of Lord Seymour, which had been brought in last year for the Regulation and Control of Railways, had this year been followed by another legislative measure, and he had no doubt that the Bill of this year would be followed by another in every succeeding session. He would not hesitate to express his opinion there as he had done elsewhere, upon the merits of this Bill. He considered the course of legislation about to be pursued, progressive and aggressive as it was, not only unwise, but unsound, unjust, and unnecessary. (Hear, hear). It was unwise, because it tended to divide responsibility, and by dividing it diminished rather than increased it. It was unsound, because it was a violation of that principle which was fundamental and universal in all economical matters. It was unjust and unnecessary, because it was grounded on the assumption that peculiar danger was attached to railway travelling, whereas there could be the most clear and deliberate testimony adduced that it was a mode of travelling to which peculiar safety was attached. What were the opinions of the officers of the Board of Trade, founded upon whose report this Bill had been brought in? They said that the inherent tendency of railway travelling, even under the present system, was to cause fewer accidents than other modes. Let them then look at what was said by the Postmaster General, in his correspondence with the Grand Junction Railway Company; he asserted that the accidents on Railways had been fewer in comparison than those that had occurred by mail coaches. He would now turn to Mr. Labouchere himself; what did that gentleman say in proposing the first reading of his Bill? That a great deal of the public ill feeling against Railways was owing to the panic caused by the numerous accidents, but on the whole he believed no mode of travelling was so safe as by Railway. Then they had the testimony of Sir Robert Peel in their favour, who showed the small amount of accidents that had occurred on the London and Birmingham and Grand Junction lines, notwithstanding the thousands of passengers carried by them. Their own experience upon their own line must corroborate these opinions. (Hear, hear). The Great Western Railway had only been opened he thought two years and nine months, and during that time they had carried 216,863 passengers; notwithstanding this, and the millions of miles that had been traversed, they had had but one accident that deserved the name of an accident. (Hear, hear). That occurred to a goods' train, and it unfortunately happened that two persons lost their lives; but the very intelligent jury who were impannelled on the inquest, unanimously and emphatically appended to their verdict a declaration, that no blame whatever was attributable to the Company or any of its officers. (Hear.) It was right to accord the merit where it was due, and in justice to them he must say, that the remarkable exemptions of the Great Western Railway from accidents, was solely to be ascribed to the ability and unceasing vigilance of its executive officers. In spite of this proof it must be admitted, that a most unfavourable impression prevailed in the public mind with respect to railway accidents. It happened, unfortunately, that the most serious of them were crowded together within the months of the last autum, and the course of reasoning the public had adopted was to multiply them by four, and with the greatest horror computed the loss of life at so much annually. This was the sum total and the mode of arithmetic by which railway accidents had been computed. The panic, together with the state of parties in the House of Commons, had decided that they must have a General Railway Bill. The great recommendation of this measure (in the Chairman's) opinion was, that it was a Public Bill and not a Fiscal Bill. It interfered largely with the powers of Railway Companies, and limited and contracted their management; but the Government had seen the justice of not interfering with their practical arrangements. (Hear.) It, however, contained many objectionable clauses. What could be more unjust than compelling railways to remain unopened for ten days after they might have been completed, under a fine of 10*l.* per day. Assuming that the profits might be 1,000*l.* per day, he would ask was it fair that any Company should be fined to the extent of 10,000*l.*? (Hear.) Then came the clause which enabled the Government to preserve an interval of fifteen minutes between each succeeding train. This was a reasonable clause; but very difficult to work, especially on short lines. Even on long lines it would render it impossible for quick trains to pass slow ones, unless the slow train paused half an hour, and if this took place two or three times a day, the effect would be to entirely alter the time of the departure and arrival. With respect to the first of these two clauses, even Mr. Labouchere himself had admitted it to be a great hardship, that a line, when completed, should not be opened for ten days.

A PROPRIETOR inquired what was the object of that clause introduced by Government.

The CHAIRMAN said, the reason he believed was to give the Government officers time for inspection. He had, however, no doubt that that and some other of the clauses would be modified. With regard to the system of licensing, he did not believe the Government would feel disposed to accede to any modification, and with reference to its efficiency, he (the Chairman) had great doubts. It was at the present time a matter of great difficulty for Companies to obtain the best men, and he believed the system proposed would tend to increase that difficulty still further. (Hear, hear.) In the capacity of Chairman of the Great Western Railway Company, he had attended the Railway Conference, and he was anxious to assure the meeting that he had not compromised that which he really conceived to be the interests of the Railway Companies or the interests of the public. He had not in any way given his acquiesence to the Bill he had alluded to, but at the same time if it passed into a law, he could affirm that no Company would lend it more cheerful assistance than that over which he had the honour to preside. (Applause.)

The SECRETARY then read the Report as follows:—

REPORT.

The Accounts of Revenue, which are now presented for the information of the Proprietors, shew a total receipt during the half-year of 153,912*l.* 19*s.* 8*d.*

The number of passengers conveyed, has been 645,481; and taking the aggregate mileage travelled, (13.861,971 miles,) there has been a daily average of 1064 persons travelling the whole distance. The line between Bristol and Bath was opened on the 31st August, and the extension from Faringdon Road to Wootton Basset Road was completed for use on the 17th December.

The expenditure on revenue, for the last half-year amounts to 73,408*l.* 11*s.* 11*d.*, the particulars of which will be seen by the usual detailed account. The ratio of charge to receipt is again somewhat decreased, notwithstanding that the separate working of two detached portions of railway involves of necessity comparatively heavy expenses, by requiring distinct establishments in almost every department at each, with the disadvantage of four terminal stations instead of two, to work and provide for. The expenses in the last half-year were increased at Bristol by those always incidental to the first opening of a new line.

The Directors, acting upon the principle recommended in their last report, and adopted by the Proprietors, have cancelled the charge for interest on money borrowed, by carrying it against the revenue balance, and have also deducted therefrom 2,993*l.* 4*s.* 3*d.*, the total nett loss by fire, which occurred in a former half-year, and was adverted to in the same report.

It has, however, a sum of 49,844*l.* 5*s.* 4*d.* has been carried to the debit of revenue for the balance of all interest paid in the last half-year, to 31st December, after allowing for the interest received. It is right to

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mention specifically, that this does not comprehend the payment of a sum which fell due on the 15th January, for Debenture Coupons, which will of course become a charge on the current half-year.

It is now the pleasing duty of the Directors to recommend, for the first time, that a dividend should be made from the clear nett profits of the portion opened, after charging all interest paid up to 31st December.

The balance at the disposal of the Proprietors, is 51,127*l.* 4*s.* 3*d*, and a dividend of 1½ per cent., for the half-year, on the amounts respectively called up, viz.: 65*l.* on the original shares; 50*l.* on the half shares; 40*l.* on the fifth shares; constituting a capital of 3,025,000*l.*, would amount to 45,375*l.*, leaving an unapplied sum of 5,752*l.* 4*s.* 3*d.*

The Directors have anxiously considered the equitable and fair mode of distribution of profits among the proprietors of the three distinct classes of shares, and they feel convinced that substantial justice to all can only be done (after charging upon the general fund the whole interest on money borrowed) by declaring the dividend to be payable in the proportion called up on each share. That course is clearly pointed out, and sanctioned by the enactments of the 2nd Victoria, cap. 27, and the Directors have no hesitation in recommending it as the principle to be adopted by the proprietors.

The dividend in that case would be equal to 19*s.* 6*d.* on the original share, 15*s.* on the half share, and 1*s.* 2½*d.* on the fifth share; and, if approved by the meeting, may be payable at either of the Company's bankers, on and after the 25th March.

In connexion with this subject, it seems to the Directors only just that the proprietors of the original shares should have their right to pay up the uncalled capital of 35*l.* per share at the time when the debentures may fall due, distinctly recognised by the Company, so as to secure them, at a fixed period, their fair proportion of profits from the undertaking, thereby removing at once all doubt upon the subject, and forbidding any future conflict of interest among the proprietors. It may be useful to state, that the debentures in question (issued on the anticipated capital) falling due, will require a call of 10*l.* per share early in 1844, 5*l.* in 1845, 5*l.* in 1846, 5*l.* in 1848, and 10*l.* in 1849.

The proprietors of the fifth shares, upon the same principle, will have to pay up by instalments, in January 1843, and January 1845, the uncalled amount of those shares, receiving thenceforth, of course, their augmented proportion of dividends in like manner.

The effect of these operations will be attended with the double advantage of diminishing the mortgage debt of the Company, and also of rectifying the apparent inequality in the distribution of profits among the several classes of proprietors, according to the nominal value of their interest.

The Directors look forward with the greatest anxiety to the opening of the line throughout, at as early a moment as possible. The wish of the proprietors unequivocally expressed at the last meeting, that this should be accelerated, even at an increased outlay of capital, was considered by the board as an instruction for their government, and was acted upon accordingly. The Engineer's Report, which is ordered to be presented to the meeting, will explain more particularly the means employed for that purpose—and the anticipated result—and will also furnish to the proprietors the best information on the progress of the unfinished works.

Since the last meeting in August, the lease of the Bristol and Exeter Railway, having been sanctioned by the proprietors of that Company, has been completed, and the requisite deed has been executed by each Company to give effect to it. The provisions of that lease, confirmed by the assurances of those best able to judge of the progress of the works, render it highly probable that the railway to Bridgewater will be completed and ready for use, before the 1st of June, which will be, in every respect, a most important acquisition to this Company, as determining at once the course of the Devonshire and Cornish traffic to the Great Western Line. Already two coaches, one from Exeter, and the other from Taunton, have connected themselves with the railway between Wootton Basset road and Paddington.

The Directors were induced, when the line was extended to Wootton Basset, to enter into an arrangement with the proprietors of the Bristol and Bath coaches, to work them, at a fixed mileage, between that station and Bath, for the greater convenience of the public, and the assurance to the Company of the traffic, for the full length of line opened. They trust that the proposed advantages will be realized, without loss from the coaches, in the intermediate distance.

Until the Cheltenham and Great Western Union Line shall be finished to Cirencester, the principal Gloucestershire traffic continues to and from the Faringdon station, partly owing to the bad state of the country roads in the neighbourhood of Wootton Basset, and partly to the existing arrangements of the coach proprietors in the former line of travelling towards Cheltenham. It is understood that the Cirencester line will be completed in April, and this also will be of considerable importance in profitable result to the Great Western Railway.

The final determination of working those two railways upon lease has imposed upon the Directors the necessity of providing an increased stock of locomotive engines, carriages, waggons, and other plant adequate to the trade, which may be reasonably expected.

It has also decided the Directors to provide an engine establishment at Swindon, commensurate with the wants of the Company, where a change of engines may be advantageously made, and the trains stopped for the purpose of passengers taking refreshment, as is the case at Wolverton on the London and Birmingham Railway. The establishment there would also comprehend the large repairing shops for the locomotive department, and this circumstance rendered it necessary to arrange for the building of cottages, &c., for the residence of many persons employed in the service of the Company.

The Directors have, under these circumstances, made an arrangement with responsible builders for the erection of refreshment rooms and cottages, without the employment of any capital from the Company. The profits of the refreshment business are to remunerate them for all the outlay in the accommodation required at Swindon by passengers, consequent upon the trains stopping at that place. The Company are to provide the land for the cottages, and to secure to the builders a fixed rent upon lease, which rent will of course be reimbursed by the tenants of the cottages.

The only increased demand, therefore, upon the Company for capital at Swindon, will be to defray the cost of that additional land, and of the engine establishment, and repairing shops there, which are indispensably necessary. It is a subject for consideration, whether this may not also be beneficially converted into a rent charge, instead of requiring more capital, upon which the Directors have not yet come to any fixed resolution.

The Directors have been engaged in making trial at Bristol of various qualities of coal, for the manufacture of coke, and they are happy to say that the result of those operations will secure to the Company, when the whole line shall be opened, a supply of that article, and of good quality, at a very great reduction upon the present cost. When it is stated that, of the present locomotive expenditure, 16,500*l.* has been paid in the last half year for coke alone, the importance of a considerable saving will be readily appreciated. The Directors had hoped, until a very recent day, that some responsible parties would have contracted to build ovens, and manufacture coke, at Bristol, at a fixed price per ton, which, if moderate, would have been attended with many advantages: but the time for constructing the ovens is short, and failing any such arrangement, the Company must undertake to build them, still proposing to keep open a negotiation for having them taken off, if they can thereby secure the best coke at a fair and reasonable cost.

As the works of the line, and the full locomotive stock of the Company approach to completion, it will be necessary that some arrangement should be made to replace so much money as may be temporarily employed in surplus land and freehold premises, in plant or materials used in constructing the works, or in other purchases forming no part of the permanent capital of the railway, which may not be realised in time to provide for that expenditure.

In addition to the cost of stores, and a considerable stock required both of coals and coke for carrying on the traffic, temporary provision must be made by loans, without drawing upon the permanent capital, for balances due to the Company, and also for the discharge of debenture interest, which, being due in the first month of the half year, on which it is to form the charge, as already explained in a former paragraph of this report, would otherwise absorb for some time the Company's general funds raised for the construction of the railway and works.

It seems to the Directors that a general authority should be given by the present meeting, to apply such funds as it may become necessary to raise, on the terms which the Directors may deem most advantageous, having regard to the reimbursement of such loans from the sources referred to, without augmenting the permanent capital or debt of the Company.

This course has been sanctioned by precedent in other Companies under similar circumstances, and does not commit the proprietors to any such permanent increase for which, in fact, it forms no provision.

It is still the opinion of the Directors, that they ought to postpone as long as possible any disbursement for permanent buildings at their London terminus, making, in the meantime, the best use they can of the present Paddington station, deferring all consideration of the scale and extent of such buildings, and consequently the provision of funds for them, until the requirements of the traffic shall both compel and justify the outlay.

The period of service of the undermentioned Directors expires, under the provisions of the Act, at this general meeting, but being re-eligible, they submit themselves to the proprietors, as candidates for re-election:—F. P. Barlow, Esq., Robt. Bright, Esq., Geo. H. Gibbs, Esq., Peter Maze, Esq., E. W. Mills, Esq. Wm. Tothill, Esq.

The Directors, considering it their duty to make an appointment for the general superintendence of the traffic, in order that the responsibility might devolve upon an officer of the Company, have nominated the present London Secretary for that purpose, who has consequently entered upon those duties.

The accounts of receipt and expenditure for the half-year to 31st December, 1840, have been made up conformably with the requirements of the Act, and are already printed for circulation with this report.

[The Engineer's Report and Balance-sheet will appear in our next.]

Mr. BRANDRETH moved the adoption of the Report, and that it be printed and circulated. He did so with peculiar pleasure, for although the Great Western Railway had been hitherto called by its opponents an experimental Railway, it had now become tested by experience and had proved to be the best Railway in the kingdom. (Cheers.) The late frosts and weather generally had sufficiently tested the durability of its works. As a proof of this he would only refer the meeting to the beautiful model behind the Chairman, namely, that of the viaduct at Hanwell. They were all aware of the vast and frightful inundation which had recently taken place at Brentford, and when he told them that that vast mass of water which caused such inundation passed through the viaduct in question, without doing it injury in the slightest degree, they must be convinced of the excellence and durability of the works. (Hear, hear.) This he would say was a subject for especial congratulation inasmuch as it gave the proprietors confidence that all the works throughout the line would be of the same stable description. Another subject of congratulation was, that the shareholders were to receive, although a small one, a dividend on their money, and that there was to be no further call upon the shareholders for capital. (Hear, hear.)

Mr. DANN, in seconding the adoption of the Report, observed that it was true the dividend declared was a small one but it was an honest one. (Hear, hear.) It was a dividend out of the actual profits of the concern, and although small it was infinitely better that it should be so, than that it should have been a larger one obtained by underhanded manœuvres to enhance its amount. (Cheers.) The Chairman had adverted to the measures which were in contemplation by the Directors, to endeavour to obtain the article of coke at a cheaper price and if not to manufacture it themselves. He begged to inform the proprietors that he was well acquainted with the Forest of Dean, and he wished to impress upon the Directors the benefit derivable from such knowledge. (Hear, hear.) The coal beds existing in the Forest of Dean were most extensive, and he was convinced that the article might be obtained from them at less than half the price they at present paid.

Mr. HEYWORTH said, it was a matter he felt great pleasure in congratulating the Directors upon, that their expenditure had been 4000*l.* less this year than last.

Mr. GURDON wished to call the attention of the meeting to one or two subjects, which he believed had not been touched upon in the Report, and which he considered of vital importance to the interests of the Company. The first was with reference to the removal, by Government, of the

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India Packet Station from Falmouth to Dartmouth. He believed it was not yet settled whether such a proceeding would take place, and indeed he had heard from an authentic source, that it was the intention of one of Her Majesty's Ministers, to not only give it his strenuous opposition, but to divide the House of Commons upon the question. It was the interest of the Great Western Railway Company to endeavour to keep the packet station at Falmouth, and to endeavour to frustrate the endeavours of the South Western Railway Company to get the station established at Southampton. When the Exeter Railway became completed into Cornwall, the whole traffic to and from the packet station must pass *via* the Great Western Railway. (Hear, hear.) With respect to the Parliamentary measure about to be made a law, and with regard to accidents upon railways, there could be no doubt that the public were labouring under a great delusion. The effect of that measure would be to delude the public mind still further, by placing before them a statistical account of all railway accidents. If such a course was adopted, it was only fair to give a return from the various coroners of all other deaths occasioned by accidents in travelling. (Hear, hear.) It would be far better, that when accidents did happen, and a family were deprived, by death, of means of support, that Government should introduce a clause compelling railway companies to give compensation, rather than suffer the absurd and obsolete system of deodand to continue. (Hear, hear.) The deodand of 2,000*l.*, levied by the jury in the late case on the London and Birmingham Railway, was the most ridiculous thing that ever could have been contemplated. (Hear, hear.) The other part of the verdict of *felo-de-se* against the driver of the engine, was equally absurd, and could only have been returned by men prejudiced against railways. (Hear, hear.) He congratulated the shareholders, that what had been done by the Directors had tended to put an end, in a great measure to gambling speculations. They had candidly and fairly stated when all the calls were to be made, and their amount, so that it could not be misunderstood. He was a shareholder in the London and Birmingham Company, and it was with great displeasure he found that this honest cause was not there pursued. There was one other subject of great importance—namely, the absurd fluctuation which was constantly taking place in the stock of railway companies, especially in that, and the London and Birmingham Company. He had endeavoured to trace the source of this evil, and although a most difficult matter, he believed it to be mainly in consequence of the want of sufficient information being laid before the public. (Hear, hear.) In the autumn of 1839, the shares of the London and Birmingham Railway were at 135, and by the 18th of June, 1840, they had increased to 190, being 9*l.* premium per 100*l.* share; and yet, at the latter period, the state of the concern was such, that the Directors had to borrow 20,000*l.* from a reserved fund to make up a dividend of 4 per cent.

A PROPRIETOR said what remedy the honourable member would propose for such fluctuations.

Mr. GURDON could only believe that it resulted from want of proper information being afforded to the public, of the actual state of railway companies, and the only way, in his opinion, to remedy the evil, would be to publish a sort of Statistical Gazette containing every particular.

Mr. CROSSTHWAITE (of Liverpool) said he saw an item in the accounts for maintenance of way, of upwards of 13,000*l.* Now this was nearly at the rate of 200*l.* per mile. He wished to ask the engineer, whether this charge pertained to that portion of the road newly opened, or whether the outlay was upon the whole line.

Mr. BRUNEL said the outlay was upon the whole line. The cost was less between Maidenhead and Reading, than between London and Maidenhead. The greater portion of the outlay, however, was incurred on the new portions of the line.

Mr. CROSSTHWAITE—Do you find that the last 22 miles, where there is a thinner rail and lighter sleepers, are likely to incur more expense than other parts of the line?

Mr. BRUNEL—Yes, in consequence of the timbers being light.

Mr. CROSSTHWAITE said, at the last half-yearly meeting Mr. Brunel made a promise that the entire line should be opened by the first of June next. Now he had been down to the works at Wooton Basset and about four miles from Chippenham, and he felt convinced from the backward state of the works that that promise would not be kept. He wished to know when the time for completing those contracts expired?

Mr. BRUNEL—On the 15th of May, and I think there is no doubt they will be completed by that time.

Mr. CROSSTHWAITE—Then there is the west end of the Box Tunnel, near the Bath-road bridge, when is that contract likely to be completed, or when does it expire?

Mr. BRUNEL—It has expired long since, and we are using endeavours to compel its completion.

Mr. CROSSTHWAITE—What course is being pursued to compel its completion?

Mr. BRUNEL—It would not be proper for the interests of the proprietors themselves that I should answer that question.

Mr. HEYWORTH wished to know if the Directors had not a reserve of 10 per cent. on all contracts, and how they stood with regard to this particular contractor?

Mr. BRUNEL hoped the proprietary would excuse him answering such questions. Here was a contract to the amount of 180,000*l.*, and he need scarcely put it to them how detrimental it would be to their own interests that he should publicly expose the position of the Company with the contractors. (Hear, hear.)

Mr. CROSSTHWAITE said, he believed that if the works had gone on as they ought at the west end of the Box tunnel, the Company would have had the benefit of the whole of the ensuing summer traffic throughout the entire line, and now it was his conviction that it would be nothing like completed by the first of June. With regard to the supply of coke he believed they were paying about 42*s.* per ton, whilst the Railways in the North obtained it as low as 17*s.* per ton, and when they got through to Bristol he had no doubt they would be enabled to get it at from 20 to 25*s.* per ton.

Mr. ALSTON (Liverpool) said, the fact of only two lives being lost on the Great Western Railway ought to be made known to the public. There was one point in particular to which he wished to call the attention of the meeting, and that was with reference to their having 24 Directors. He really conceived a diminution in that number most desirable now the line had advanced towards completion. There were some railways in the kingdom that had but four or five Directors, and if their Board were reduced to 12 or 15 it would meet with general approbation.

Mr. HEYWORTH concurred in the latter suggestion. The London and Birmingham Company had had power vested in them to reduce their number of Directors; but he was not aware of the Directors of the Great Western Company, possessing similar powers by their Act of Parliament.

Mr. ENGLAND said, he had been to Chippenham and the Box Tunnel within the last fortnight, and from the inspection he had made, he had no doubt they would be completed by the time Mr. Brunel had stated.

Mr. ROGERS wished to know if Mr. Brunel believed it at all practicable that the Cirencester line would be completed in April as asserted.

The CHAIRMAN said, they had received a formal notification from the Cirencester Company that it would be ready on the 25th of April.

Mr. ROGERS had recently been over some of the works, and he believed such a thing totally impossible.

Mr. BRUNEL saw no reason in the world why the Cirencester line should not be opened even in March, if required, and with regard to the Great Western, he believed it would be completed throughout by the time he had stated—the 1st of June, (Hear, hear.)

Mr. BARNARD wished to put a question of some importance. There were three or four clauses in the Report containing in his opinion some vague allusions to an increase of capital. He wished to ask how it was contemplated to raise the capital, or if it was expected, as the railway was near completion, that it would cost more than the estimate of 5,750,000*l.*, and whether such estimate included the locomotive power,

The CHAIRMAN said, there would be no increase of the present capital, and the estimate did include the locomotive power. In fact the entire line of road would be opened for the money already got. (Hear, hear.)

A PROPRIETOR wished to know the amount of the debts of the Company.

The CHAIRMAN said, they were about 250,000*l.*

Mr. RIDGWAY complained that the printed Report was not placed in the hands of the proprietors before coming to the meeting. The way in which the accounts were lumped together, made it impossible for them to tell if the charges were reasonable or not. Here was the salary of the Chief Superintendent and Secretary placed together. Now, he should like to know the salary of the Chief Superintendent?

The CHAIRMAN said, the office of Chief Superintendent was combined with that of the London Secretary, and the salary was 1,200*l.* per year, which was not more than an equivalent for the important duties performed.

The CHAIRMAN said, before the question for the adoption of this Report was put, he wished to offer one or two observations. With regard to the fluctuation of shares, he believed it was a matter over which they could have no control, as already the actual state of the Company was, in every respect, published. They had no power whatever under their Act of Parliament to reduce the number of the Directors; but he should wish to have the opinion of the meeting upon the point, in order to arm the Directors with power to take steps for that purpose, should an opportunity offer by their again going to Parliament. (Hear, hear.)

The Report was then adopted unanimously.

Mr. GURDON then moved, that a dividend of 1*l.* 10*s.* per cent. on the various shares be declared, and that the same become payable on or after the 25th of March next.

The motion having been seconded,

Mr. HEYWORTH said, he perceived that there was still a balance, or unapplied sum, of upwards of 5,000*l.*, and as he conceived that it would be far better to divide that also, he would move, as an amendment, that such balance be added to the dividend.

There being no seconder, this amendment fell to the ground, and the motion was carried unanimously.

Mr. BARNARD said, as the Chairman had expressed a wish that the opinion of the meeting should be given upon the reduction of the Directors, he would suggest that a good opportunity was afforded to get a clause for the purpose in the Railway Bill now before Parliament.

Mr. RIDGWAY hoped the Directors would do all in their power to frustrate the endeavours of the South Western Railway Company, in getting the West India Packet Station removed to Southampton.

The CHAIRMAN did not believe such an attempt would be successful, but he could not hold out any hopes that they would have the station removed from Dartmouth to Falmouth, as they had received a communication officially that Dartmouth had been fixed upon from the Secretary of the Treasury.

Messrs. Barlow, Bright, Gibbs, Maze, Mills, and Tothill, the six Directors who retired by rotation, having been re-elected,

Mr. ALSTON moved, that the Directors be instructed to adopt, as speedily as possible, such measures as they may deem expedient for reducing their number.

Mr. BARNARD having seconded the motion, it was carried unanimously.

Thanks were then passed to the Board of Directors, and a similar compliment having been paid to the Chairman, he returned thanks, and the meeting separated.

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EASTERN COUNTIES' RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly General Meeting of the Proprietors of this Company was held on Thursday, at the London Tavern, Bishopsgate-street; HENRY BOSANQUET, Esq., in the chair.

The attendance was very large.

The advertisement calling the meeting having been read,

Mr. E. MOZLEY expressed his regret that it had been convened on the same day as that of the Great Western Company, in which undertaking many gentlemen now present were proprietors, and which they had a great anxiety to attend. It was besides "settling day" on the Stock Exchange.

The CHAIRMAN said they knew nothing about the arrangements on the Stock Exchange, and as to the two meetings, the Directors could only regret that they should have fallen upon the same day, so as to cause inconvenience to any of the proprietors. This should be obviated in future.

It was then unanimously resolved that the common seal of the Company be affixed to the register of proprietors, which was done accordingly in presence of the meeting.

The CHAIRMAN said, in opening the business of the day, he would not detain the gentlemen present by any extended remarks. Indeed, he had little to say, that he had not on many previous occasions had the honour to submit to them; but what he had then expressed, and had always expressed during the greatest difficulties in which the Company had been involved, he would once more repeat, namely, his firm belief and conviction that the traffic of the Eastern Counties Line would ultimately fulfil the very sanguine prophecies which he and others had indulged in, respecting it. (Hear hear.) A few days ago he had been upon the old Great Western road, and he found that such had been the effect of the railway running parallel to that road, that the whole of the coaches with the exception of a heavy coach to Taunton, and a night coach to Bristol, had been knocked up, and moreover, that the turnpike tolls which formerly were let for very large sums, were now let for nothing. Such was the case with respect to the Great Western Railway, while as regarded the Great Eastern —for he thought such an expression was justly applicable to the important undertaking in which they were embarked—scarce a single coach had been removed from the highway, and the tolls were let for as much as ever, and yet the traffic was as the meeting saw it. That traffic would, doubtless, have been much greater, but for the late lamentable accidents. The panic, however, which seized the public mind in consequence of these occurrences, had, he was happy to say, entirely subsided, as well within the district of the Eastern Counties Railway, as elsewhere; and he had no doubt that with the return of fine weather, the traffic would be increased ten-fold, for the whole of the trade of the district must ultimately come upon the line. (Hear, hear.) With respect to another important point, the engineering—for the traffic and engineering were all important in a railway speculation—the proprietors had, at a previous meeting, expressed a wish to have the line examined by Mr. Locke, the eminent engineer, for the purpose of ascertaining whether that gentleman's estimates tallied with those of Mr. Braithwaite, the Company's Engineer. A Report had accordingly been received from Mr. Locke, and would be laid before the meeting, as would also a Report from a select Committee of the Directors, who were far more conversant with railways than he (the Chairman) could pretend to be, and he had no doubt, that both Reports would be found satisfactory. The Directors had within the last few days been engaged in letting contracts to be executed contemporaneously for the line between Brentwood and Colchester. They had endeavoured to comprehend everything in the items of such contracts, in order that they might know as precisely as possible, the extent of the liabilities they would have to incur; and he had much pleasure in stating, that yesterday two of these contracts, No. 22, and No. 27, for which they had received offers from all parts of England, had been let considerably under the estimate of their Engineer. (Hear, hear, hear.) He hoped and believed, and so did his colleagues around him, that the same would be the case with the other contracts, and it would be the anxious endeavour of him and of them, so to expedite the works that they might be completed to Colchester in 18 months. The simultaneous construction of the various contracts would greatly contribute to this desirable object, inasmuch, as the heaviest would be proceeded with first, and the remainder would follow as their means would permit. He could only once again express his firm conviction, that this undertaking based as it was upon considerations of public and private advantage, would ultimately—but it must have time —fully justify the opinions of himself and its warmest friends. "Great is truth and it must prevail." (Applause.)

The DEPUTY CHAIRMAN (T. W. RATHBONE, Esq.,) would only just add to one remark of his friend the Chairman, that offers had been made by responsible contractors to undertake the whole of the works to Colchester considerably under the estimates of Mr. Braithwaite and Mr. Locke. (Hear, hear, hear.)

Mr. DUNCAN, (Solicitor to the Company) then read the following Reports:—

REPORT OF DIRECTORS.

After the last half-yearly general meeting, the Directors considered it necessary to call the proprietors together at a special general meeting for the purpose of sanctioning a plan of raising the sum of money authorised by the Company's Act of Incorporation to be borrowed. At that meeting, which was held on the 29th September last, the proprietors decided to raise the authorised sum by debentures, of 5*l.* 6*s.* 8*d.* each, payable by instalments, and bearing interest at 5 per cent. per annum; and which debentures the holders should have the power, under certain restrictions, of converting into shares in the capital stock of the Company.

From the obvious advantages which these debentures offered to the proprietors, the Directors feel confident that the payments on them will be punctually made, and that there will not be any interruption to the progress of the Company's works.

In the Report made to this special general meeting, the Directors stated that, at the request of several shareholders possessing a large interest in the undertaking, they had requested Mr. Locke to revise the plans and estimates for the unexecuted portions of the line, and to report his opinion.

Mr. Locke has now completed his Report, and it will be published for the information of the proprietors, together with a statement as to the position and prospects of the line, drawn up by a Committee of the Board, under whose superintendence the investigation by Mr. Locke has been made.

In the gradients and general plan of the works now proposed and being executed by Mr. Braithwaite, Mr. Locke entirely agrees, but a slight difference exists in the estimates of Mr. Locke and Mr. Braithwaite.

The total cost of the line from London to Colchester, together with a sufficient stock of engines and carriages, and everything necessary for the efficient working of the line, Mr. Braithwaite estimates at 2,222,688, and Mr. Locke at 2,300,000. The cause of this difference is sufficiently explained by Mr. Locke, and also in the Report of the Committee before mentioned.

The result of the investigation will no doubt convince the proprietors that all means have been taken both by the Directors and their Engineer to secure the execution of the line in the best and most economical manner, consistent with its stability and its efficient working, and from the care with which these Estimates have been made and supported as they are by so competent a judge as Mr. Locke, the Directors consider them entitled to the entire confidence of the Proprietors.

For a general statement of the progress of the works at the present time the Directors refer to the Engineers' Report. The extreme and long-continued severity of the weather during the past winter has much retarded railway operations.

The Directors have now accepted Tenders for portions of the line between Brentwood and Colchester, which, as well as those previously under contract, will, during the approaching season, be actively and vigorously proceeded with. It is satisfactory to the Directors to be able to report to the Proprietors that the works thus contracted for have been let to the Contractors considerably under the Engineer's estimates. These portions of the line for which Contracts have been taken are such as require the greatest length of time for their execution and consolidation; and the directors propose shortly to let further portions, which will then bring the whole of the line as far as Colchester under contract.

In order to prevent the possibility of any risk of the prompt completion of the line as far as Colchester, or the undue sacrifice of the shares and scrip lands in the hands of the Company, the Directors have considered it necessary to bring a bill before Parliament to enable the Company to raise, if needful, by mortgage or otherwise, the additional sum of 300,000*l.*, or such part thereof as may be found necessary.

The Directors have considered it desirable to cause Parliamentary notices to be given, and plans and sections lodged, and surveys to be made for a line of railway branching from the Eastern Counties line at Kelvedon and extending to Bury. The necessary forms of Parliament require these plans and sections to be lodged before the 1st of March, and the Directors have adopted the course of complying with the standing orders of Parliament, for the purpose of forwarding the views of any parties who shall concur in raising the required capital for this line; and which, from the increasing interest that the question of a railway communication with the Metropolis is now producing in the Eastern Counties, there is but little doubt will speedily be accomplished. And as the line is one which, independent of its great advantage to the populous places through which it will pass, will bring a great increase of traffic to the Eastern Counties Line, the Directors consider it will be beneficial to the interest of this Company to aid, as far as they possibly can, the formation of an extension in this direction.

The Directors also, with a view of assisting any independent Company that may be formed, to construct a line from Norwich to Yarmouth, and ultimately to be connected with the Eastern Counties' Railway, have directed that plans and sections of the old line of the Eastern Counties' Railway between these places, shall be lodged before the 1st of March, so as to comply in respect to this line also with the standing orders of Parliament.

The receipts for the traffic on the opening of the line to Brentwood, although averaging 3*l.* per mile, per week, and with a traffic on the road continuing the same as before the railway was established, are nevertheless less than the Directors anticipated, both from the estimates and from the actual receipts for the first few weeks after the line was opened; but those fears as to railway accidents which have prevailed and diminished railway travelling generally, must soon subside, and the Directors look forward with undiminished confidence to the return of all the traffic which the railway ever possessed, and to its great increase when the line shall have been further completed towards Colchester.

The Directors anxious to promote branch lines connected with this railway, have for some time been in negociation with the Thames Haven Company for lowering the tolls on that Company's traffic, and the Directors, both as regards this branch and a branch to Harwich from Colchester, which is also likely to be made, will afford to them all the encouragement in their power.

A balance sheet of the receipts and expenditure of the Company to the 4th of January last, is appended to this Report for the information of the proprietors, together with the usual accounts of traffic to the like period.

Since the last general meeting, the Directors have in the place of Alexander Hoyes, Esq., and Duncan Dunbar, Esq. who have resigned their seats in the Direction, elected Robert Harrison, Esq., of Keppel-street, Russel-square, and James Burt, Esq., solicitor, of Manchester, Directors of this Company.

Agreeably with the provisions of the Company's Act of Incorporation, six vacancies occur in the Direction, which are to be filled up by the proprietors at the present meeting. The Directors now to go out of office by rotation are, Henry Bosanquet, Cornelius Butler, Charles Hood, William Collings Wells, Robert Crichton Wylie, and Robert Harrison, Esquires, who are all re-eligible under the Act of Parliament.

The proprietors will be called upon to give their sanction, according to the proper legal forms, to the forfeiture of 502 shares in the Company's capital stock.

In conclusion, the Directors consider it proper to inform the shareholders, that after a long, intricate, and laborious investigation of the Company's books, a balance of 1,477*l.* 17*s.* 9*d.* has been found due to the Company by the late Secretary, Mr. J. C. Robertson,* and they have caused legal proceedings to be instituted for the recovery of this balance, and other sums which they are advised that the late Secretary is liable to pay to the Company. (Great applause.)

The Directors would dwell at greater length on this subject, and also on the circumstances of the late Secretary's connection with the *Railway Times*, but that they have been advised that this paper, especially in its late numbers, contains libels so malignant against the Directors, as a body, and against several of them individually, that they have felt constrained, in justice to the proprietors, to pass unanimously the following resolution at their Board, on the 22nd instant—

"That counsel having advised that various recent numbers of the *Railway Times* contain gross libels against the Directors of this Company, and that the printers, proprietors, and authors may be proceeded against both by criminal information and civil action—Resolved, That the Solicitors of the Company do forthwith adopt against the printer, proprietors, and authors of the *Railway Times* such criminal and civil proceedings as they, under the advice of counsel, think necessary for the vindication of the character of the Directors from the foul aspersions of the *Railway Times*, and for the punishment of the libellers. (Renewed applause.)

(Signed) HENRY BOSANQUET. Chairman.
T. W. RATHBONE, Deputy-Chairman.

To the Chairman and Directors of the Eastern Counties' Railway Company.

Engineer's Office, February 22, 1841.
London Terminus.

Gentlemen,—The state and condition of the works, so far as opened between London and Brentwood, fully justify the

* See a letter on this subject from Mr. Robertson, in our advertising columns.

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representations, as to their stability and efficiency, it has been my duty and pleasure to make, notwithstanding their exposure to the late unprecedented weather.

The two portions of these works left to complete have been impeded by various causes, those towards London by formalities necessary in obtaining possession of the land and houses scheduled in the Act of the Northern and Eastern Railway Company, and those in the vicinity of Brentwood partly by the subsidence of the Gubbing's embankment, and partly by having to raise under an award one of the bridges—an alteration which is in course of execution, and will be completed within two weeks from the present time, and without the least interference with the working of the line.

Other works, ordered by you, have proceeded satisfactorily, although slowly, notwithstanding the inclemency of the weather, and other obstructions.

East of Chelmsford, at Springfield, the contractor is topping daily about 1,000 yards of earth, and at Widford nearly the same quantity.

At Stanfield, east of Brentwood Hill, the works are progressing to my satisfaction.

Those works are unimportant, compared with the completion of the line throughout between Brentwood and Colchester, and on this subject it is proper for me, without commenting further upon Mr. Locke's Report, (with some parts of which I differ,) to express my gratification at that gentleman's corroboration of the statement which I had the honour to make at the last general meeting as to the sum of 2,250,000*l.* which I considered more than sufficient to finish the whole line to Colchester, including every contingent expense, either for extra land, stations, or carrying establishment. Thus the completion of this line will be accomplished at less than 45,000*l.* per mile, including the viaduct into London, and the enormous amount of nearly 700,000*l.* paid for land and compensation. The magnitude of this latter amount may be judged of by the fact that a distance of little more than 51 miles has cost in land and compensation nearly double the amount for these items paid by the London and Birmingham Railway Company, over more than double the distance, viz. 112 miles.

In justice to myself, I may be permitted to remark upon this vast expenditure which has taken place, not in my department, particularly as observations are daily made of the large expenditure over so comparatively a small proportion as 17½ miles; the allegation being that this short distance has cost a million and a half of money. In the absence of any explanation, the allegation appears to condemn the engineering department of the line; but I submit that the misapprehension is quite removed by observing that there has been an outlay of half a million for a most important entrance into the heart of London, comprising an increased expenditure for the accommodation of another Railway Company—the Northern and Eastern; and that in this sum of one million and a half is included the amount of money paid for land, not only to Brentwood, but beyond it up to Colchester. Besides, it has to be borne in mind that a return for a considerable portion of this outlay will be received from the Northern and Eastern Company, of £7,000 per annum, with an additional toll of 4d. upon each passenger. (Hear, hear.)

Having drawn your attention to these points, I have to add, that I shall vigorously and uninterruptedly proceed with the remaining contracts, and with the execution of the works in hand; but these can only be done so as to complete the line in a period of 18 months, by all the contracts being simultaneously let between Brentwood and Colchester, and by sufficient capital being found to meet the demands of the contractors promptly.

I trust that the capital necessary to carry out this simultaneous completion will be duly provided, and I have no doubt contractors can be found to undertake the completion of the remaining portions of the line to Colchester, upon terms that it will be advisable for the Company to accept, and which will, with certainty, ensure the opening of the whole railway within the period above mentioned.

I have the honour to be, Gentlemen, your obedient servant,
JOHN BRAITHWAITE.

REPORT OF COMMITTEE.

The following Resolution of the Board of Directors was passed on the 20th October last.

Resolved—"That the Deputy-Chairman, Mr. Hodgson, Mr. Harrison, Mr. Cropper and Mr. Heyworth, be appointed a Committee, to confer with Mr. Locke relative to his survey, and to forward his Report to the Board, with their opinion upon its suggestions and upon the capabilities and prospects of the line."

The undersigned as the members of that Committee, have now to bring forward Mr. Locke's Report, with their observations thereon.

Mr. Locke's Report, it will be observed, confirms very closely the estimates already prepared by the Engineer, and at the request of the proprietors, reported upon by Mr. Robert Stephenson, and establishes what different members of your Committee have long since repeatedly stated, that the entire capital which the Directors have ever had the power to raise, will be fully required to complete and put into useful efficient operation the line of railway between London and Colchester.

It appears also now established, beyond the possibility of question, that with about this capital, and at all events with but a very small further addition to it, this portion of the Eastern Counties' Railway may be entirely completed; that is to say, in round numbers, that, notwithstanding the enormous outlay on land, arising from engagements when the Acts were obtained with Lord Petre and other parties, an expenditure of from Forty to Forty-five Thousand Pounds per mile, will complete and stock this railway of fifty-one miles in length, carried further into the metropolis and to a more central station, than is ever again likely to be accomplished on anything like such favourable terms.

Mr. Locke, after a laborious investigation, states, "that the items for the various works in Mr. Braithwaite's estimates he thinks sufficient," but he expresses doubts whether a sufficient sum is put down for the final completion of the stations, more particularly at Colchester and the London terminus, in the style that Architects might urge upon the Directors, and puts down an additional sum of about 80,000*l.* for the works and permanent way between Brentwood and Colchester, chiefly in consequence of his not agreeing with Mr. Braithwaite that the ballasting of this portion of the line will be furnished, without extra expense, from the cuttings. Whether or not Mr. Braithwate is right in this latter opinion, experience can alone decide; but the essential portion of the London station being already almost completed, on a scale with ample accommodation for the largest passenger traffic ever yet seen upon a railway, and a much smaller sum than even that proposed by Mr. Braithwaite, being amply sufficient to provide at Colchester and elsewhere, working stations, adequate to all the real wants and requirements of the traffic, your Committee presume that the Board will have no hesitation in deciding not to expect one farthing beyond these comparatively small amounts, or to think of going into any purely ornamental or architectural expenses until the railway itself is completed, and the traffic in a position to warrant entertaining such considerations as these. (Hear, hear, hear.) Taking however Mr. Locke's full and total estimate of 2,300,000*l.*, the difference between this estimate and the existing capital of 2,133,000*l.* does not amount to a greater sum than railway companies have been able to command, even without the additional Parliamentary powers for which this Company is making application.

It is exceedingly satisfactory to have had the section and proposed gradients of the line between Brentwood and Colchester, examined with so much care, by so deservedly high an authority on these subjects as Mr. Locke, and that the result should be to confirm the course of proceeding determined upon by the Board, and the anticipation that in a period of eighteen months, the line may be completed as far as Colchester. Mr. Locke's commendations of the works already executed, also further confirm the opinion as to their stability and excellence, expressed by every one by whom they have been examined, and repeatedly in the Reports of the Directors; and your Committee would hope that the very important advantages already experienced from having works of this kind so executed, will prevent any change of plan in *this* respect. At the same time they so entirely agree with Mr. Locke as to the proper mode of having all great public works executed, and the necessity in the present case of avoiding all useless ornament, and providing, in the first instance at all events "the useful only," that the opinions they have expressed must be distinctly understood to be entirely founded on the strict adherence by the Board and their Engineer, to the resolutions which have been adopted and recorded on these subjects.

For their opinion of the prospects of the undertaking, as to traffic and income, your Committee refer to the valuable report on this subject, prepared by Captain Moorsom and Mr. Hall, already circulated amongst the proprietors.*

(Signed) THEODORE W. RATHBONE,
LAWRENCE HEYWORTH,
DAVID HODGSON,
EDWARD CROPPER,
RICHARD HARRISON.

Liverpool, 18th Feb., 1841.

[Mr. Locke's Report and the statement of accounts are unavoidably deferred till next week.]

The Reports were received with strong marks of approbation.

The CHAIRMAN having expressed his readiness to answer any questions.

Mr. ASHTON enquired when the line would be opened to Chelmsford. They had been told at the last meeting that it would be opened by Midsummer, and now it seemed to be put off for at least 18 months.

The CHAIRMAN certainly did not recollect that any expectation of the kind was held out at the last meeting. It was found that by executing the various parts simultaneously, the line could be opened to Colchester just as soon as to Chelmsford.

Mr. ASHTON could not but feel greatly disappointed at the excess of the estimates for the construction of the railway. At first it had been proposed to carry the line all the way from London to Norwich for 1,600,000*l.*, and subsequently this had been increased to 2,000,000*l.* They now found, however, that it would require 2,300,000*l.* to carry them to Colchester. Really these fallacies were most alarming, and not a little disgraceful. Then, they had been five years at work, and had only made 17½ miles of railway.

The DEPUTY CHAIRMAN said, the statement now made as to the amount of money required was precisely what was made by Mr. Braithwaite at the last meeting; and as to the time consumed, it must be evident that a railway could not be made without money. (Hear, hear.) They should recollect what the position of the Company had been. At first it was little better than a bubble—(great applause)—and it had been a matter of difficulty and of time to transfer the undertaking from men of straw to men of substance. (Renewed applause.) The Engineer was not present to-day, being unavoidably absent on the Company's service, but he was of opinion that the line could be finished to Colchester in eighteen months. It was useless to go first to Chelmsford when they could reach Colchester in the same time. He thought the epithet "disgraceful" somewhat too strong. (Hear, hear.)

The CHAIRMAN said, this Company was not a solitary instance of the insufficiency of estimates. The London and Birmingham and Great Western had set out with an estimate of two millions, whereas one of them had cost, and the other probably would cost, at least six millions. As to the word "disgraceful," there certainly had been not a little in the past history of the Company that well merited that epithet. It was, indeed, little better than a bubble when he was induced, without knowing its real character, to join it, and to take 300 shares, which he had since continued to hold. (Hear, hear, hear.) It was not "disgraceful" to the Directors to take up, and to endeavour to carry through, a work which might be made to be of so much utility to the public, however it might have been originated; but it was "disgraceful" that landowners and occupiers of property should have extorted so much money from them, and delayed them so much by quibbles of the law. In making, for example, the noble viaduct at Shoreditch, which was so creditable to the talents of their Engineer, they had fought their way inch by inch; in fact they had been opposed and resisted at law on all hands, from the person who advised his client not to take less than 1,200*l.* for a property for which a jury awarded 10*l.* up to those of higher pretensions who insisted that they should make a railway whether they had the money or not. (Hear, hear, hear.) He was sorry to say that a great deal too much of their money had gone in litigation. (Hear, hear, hear.)

Mr. ASHTON said, he meant nothing personal to the Directors. His remarks applied to those who framed the estimates.

Mr. FREDERICK BRAITHWAITE regretted that his brother, the Engineer, was unavoidably absent, but it was due to him to state that in the original estimate he had contemplated a line to Devonshire-street only, without the costly entrance into town—that a single line of rails was all that was then proposed—and that 60,000*l.* or 70,000*l.* was at that time considered an ample sum for land, whereas it had cost between 600,000*l.* and 700,000*l.* He hoped, therefore, that no imputation would rest upon his brother, for what really was not attributable to him. He could only say that if funds had been supplied the line would ere this have been completed. (Hear, hear.) He knew that from their difficulties in this respect the Directors had not been able to make such terms with contractors as they otherwise might.

Mr. FENTON disclaimed all personal hostility to the Engineer; but when it was stated that he had not been supplied with sufficient funds, it was but right to say that the accounts showed that 1,448,000*l.* had been paid up, the whole original estimate being 1,600,000*l.*

The DEPUTY-CHAIRMAN said the whole of that amount was not paid. Probably the honourable proprietor was not aware that the Directors had incurred serious personal responsibility for the undertaking. Besides, the Engineer had not received the whole amount, as land had been paid for up even as far as Colchester.

A PROPRIETOR said it was not correctly stated in the Report that the whole of the land to Colchester had been purchased. He knew of instances in which no arrangement had yet been come to.

Another PROPRIETOR expressed himself to the same effect.

The DEPUTY-CHAIRMAN said, there was so little unsecured that it might be said to be all purchased.

Mr. FENTON said, they might set against the sum expended on land beyond Brentwood the amount still due to Lord Petre, and then it would appear

* The traffic statement alluded to above, shows a net revenue between London and Colchester, of 319,030*l.*, being equal to 9½ per cent. on Mr. Locke's estimate.

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that they had expended upon 17½ miles of railway a sum within a few thousand pounds of what was proposed originally to take them to Yarmouth. As for the Report of Mr. Locke, it was a most important document, and highly creditable to him. He gathered from it, however, that the Directors had been constructing part of the line without entering into contracts. Mr. Locke, in reference to the London station said, "It may however, if the Directors desire it, be reduced very considerably in size, and thus be made to fit the sum put down for it. It appears to me unnecessarily large, and would I fear cost more money than is expected, unless the mode of building by contract at a fixed sum is adopted, which will at least secure the Company against any very great excess, with the additional advantage that the probable cost will appear at once." From this it appeared that hitherto contracts had not been entered into.

The DEPUTY-CHAIRMAN said, that with respect to some of the works, the Engineer, Mr. Braithwaite, had preferred the execution of them at a schedule of prices, which was in fact another mode of working by contract. Mr. Locke, however, seemed to prefer lumping the works together in one sum, and although time only could tell which plan was the better, the Directors had agreed that Mr. Locke's suggestion should be carried into effect. (Hear, hear.)

Mr. FENTON then read the following paragraph of Mr. Locke's Report:—

"Before proceeding to state the cost of executing the works on this part of the line, I may be permitted to say, much will depend on the mode in which they are undertaken; without enquiring into the particular designs of bridges, or other works of art, which generally vary according to the experience or taste of the engineer, I applied to the case under consideration the result of my own practice, and I have every reason to believe that it is better calculated to ensure economy and save the Company's funds, than is the system which omits in the original contract any work that can be foreseen and specified."

He gathered from this that the contracts had not been conducted in a business-like way.

The DEPUTY CHAIRMAN could not coincide in such an inference.

Mr. FENTON said he would admit at once that his object was to control and contract the expenses of the undertaking.

The CHAIRMAN was very glad to hear it. No one could profit more by economy than the Directors.

Mr. FENTON thought money had been thrown away in consequence of the Company doing work themselves instead of letting it by contract. He would assure the Directors that this subject would not be allowed to drop, but would be brought forward again and again. He gathered from Mr. Locke's Report that Mr. Braithwaite's estimate did not include fencing or ballasting.

The DEPUTY CHAIRMAN said, Mr. Braithwaite expected to get ballasting from the cuttings, but Mr. Locke did not think it safe to trust to this contingency, and therefore put down 80,000*l.* for that item. Mr. Braithwaite might be right. He certainly had hitherto been found very correct in his views, and had not fixed his estimates too low, as was proved by what had been mentioned that day, that certain contracts had been let at 25 per cent. below what had been expected. It was therefore not right to blame Mr. Braithwaite for omitting what after all might not be required.

MR. FENTON enquired whether Mr. Braithwaite intended to get his fencing also out of the cuttings, as well as the ballasting. Mr. Locke had generally been correct in his estimates. He had been engaged on the Grand Junction.

DEPUTY-CHAIRMAN—Which was estimated at one million and cost two.

Mr. F. BRAITHWAITE again regretted the absence of the Engineer, and was proceeding to reply to Mr. Fenton, when

A PROPRIETOR complained that the Engineer himself was not present.

The CHAIRMAN said he was engaged in the survey of a line, the Parliamentary plans of which, to be of any use, must be deposited before the 1st of March.

The DEPUTY-CHAIRMAN said, it was surely enough to state that he was unavoidably absent on the Company's service.

Mr. G. KNOX thought he should not on any account have been absent. He had some questions to put which no one but the Engineer could answer.

Mr. DUNCAN said, Mr. Braithwaite had fully intended to return, in order to be present at the meeting, but this had been rendered impossible. No one could do the work but himself, and it was thought a pity that the whole of the expense already incurred in the survey should be rendered useless.

A PROPRIETOR inquired if the works upon which the Engineer was now engaged were undertaken within the Act of Parliament.

Mr. DUNCAN said the Engineer was only following the orders of the Directors, whose servant he was.

A PROPRIETOR inquired if the Directors were confining themselves to the Company's Act.

The CHAIRMAN said, certainly not; but if some little discretion were not allowed to the Board, there would be an end of all management. (Hear, hear.)

Mr. BEADEL said, he understood a letter had been written by the Chairman of the Company to Lord Sondes, the Chairman of a Committee of landowners, in reference to certain proposed lines. Was there any objection to read that letter?

The CHAIRMAN said, there was no objection at all.

The letter was read accordingly. It was of considerable length, and detailed the difficulties which had beset the Eastern Counties' Company and the progress they had made, and offered to give assistance to the formation of a line from Kelvedon to Bury St. Edmunds, if capitalists would construct a line from Norwich to the latter place by any route they might select. The letter was received with great applause.

In answer to a question it was stated, that no answer had been returned to the letter.

Mr. HUGHES said, there was so much wisdom and sound sense in the letter, and it placed the whole matter in so fair and convincing a light, that he should move that it be printed and circulated as extensively as possible in the counties. (Hear, hear, hear.)

This having been seconded,

A PROPRIETOR inquired what the expense of the survey in which Mr. Braithwaite was engaged would be.

The CHAIRMAN could not exactly say. All that the Company had yet agreed to advance was 500*l.* It would certainly be under 1,000*l.*, but the proprietors might rest assured that no farther step would be taken without consulting them. It was necessary, however, that something should be done, as other parties were in the field, and would have had a year's start of this Company, and therefore the surveys had been ordered. (Hear, hear.)

A PROPRIETOR enquired who the parties were that were to undertake the line from Kelvedon to Bury.

The CHAIRMAN said it would be seen from the Report, that it was left either for an independent Company, or for this Company. He was glad to see that the spirit of the counties was being aroused at last. His endeavours had been unceasing at all times, and in all ways—in prose as well as in verse, (a laugh)—to convince the squires and gentlemen, and inhabitants generally of the counties, that a line of railway would be most advantageous to them, and he was glad to see that they were bestirring themselves at last. (Hear, hear.)

The motion for the printing of the letter was then carried unanimously.

Mr. HUGHES called attention to the reported proceedings of another Company—the Northern and Eastern—who were closely connected with them, but who seemed to be of opinion that the connection was not at all desirable. That Company had apparently cast very gross imputations on them, and yet in their Report they (the Northern and Eastern Directors) wished the Eastern Counties' Company to reduce their tolls. They also said, in contradiction to the Report laid before the present meeting that the Eastern Counties' Directors had agreed to reduce their rent charge from 7,000*l.* per annum to 5,000*l.* Was it so?

The DEPUTY CHAIRMAN said he thought it was best to treat such imputations as those referred to with the contempt they deserved. All that he would say with respect to the allegation of a reduction of charge was that it was not true as regarded a permanent reduction. All that had been done was to make a temporary reduction until the buildings at the station should be completed. (Hear.)

Mr. HUGHES inquired whether the Directors had any intention of reducing the toll for passengers to the Northern and Eastern Company.

The CHAIRMAN said certainly not. They had a formal agreement for 20 years. It was a good bargain for the Northern and Eastern Company, and the Directors of this Company had no intention of giving up any portion of what was secured to them. (Hear, hear, hear.)

Mr. HUGHES thought the proprietors were under infinite obligations to the Directors for the course they had taken in the matter, which had doubtless excited the ire of the Northern and Eastern Company. [The honourable proprietor referred to the case of the driver Hindley.] The servant of the Northern and Eastern Company was admitted by all, even by the magistrates on the bench, to have acted improperly, and it would have been wrong if the Eastern Counties' Directors had not proceeded as they did. Instead of any stigma resting upon them, he thought a most shameful, a most infamous, stigma rested upon the Northern and Eastern Directors, and that the matter ought to be noticed.

Mr. KNOX doubted the policy of taking any public notice of such matters. (Cheers.) He wished to know how much of the 15,402*l.* received for traffic in the last half year had accrued from the Northern and Eastern Company.

[Mr. HALL, the manager, referred to some books, and to save time, as he said, Mr. Knox proceeded with his enquiries, but the question was not answered at all.]

Mr. KNOX said, in order to proceed in a more formal manner, he would move that the Reports be received, adopted, and printed for circulation, and would now ask a few further questions. It was of importance to know how far the actual cost for wear and tear, &c., agreed with the estimate. At the last meeting, the expense of working the portion of the line now opened had been stated at 40 per cent. on the gross receipts for the half year ending in June last. It appeared, however, from the accounts now submitted, that the expense had increased to about 70 per cent., and this did not include two very important items. In his evidence on oath before the bench at Romford on the subject of a rate, Mr. Sydney Braithwaite had stated that the maintenance of way was not included in the disbursements, and had calculated that upon the length now open, it would amount to about 360*l.* a mile, or 3150*l.* in the whole per annum. There was also an item for depreciation of rails, which the same gentleman calculated at about 5650*l.*, and neither of these items were included in the statement of expenditure now laid before the meeting. He should be sorry, therefore, to find, that instead of having a balance of some 8000*l.* in their favour, they should have sustained an actual loss of 800*l.* by the traffic. This account, moreover, did not include the amount chargeable for Management, payment of clerks, &c., and therefore he feared the loss was even greater than he had stated it. At the last meeting he had been given to understand, that the expense incurred for omnibuses, coaches, &c. would not be repeated, but he was sorry to find that they had been continued, and that they had increased to 1446*l.* He hoped he would on this occasion receive an answer that would not be found to be incorrect at the next meeting. With regard to another subject, he thought it utterly fallacious to expect to

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recover one penny from the late Secretary, and this for several reasons. First, that person had been a shareholder in the Company—an arrangement which the Directors ought never to have permitted—and therefore he feared they could not reach him but by an action at equity, instead of an action at law. [Mr. DUNCAN—It is not at all necessary.] In the second place, he understood that the Secretary had been furnished with a certificate signed by a committee of Directors, testifying to the correctness of his accounts, subsequent to the period in respect of which the claim was now made. He would trouble the Directors upon only one other point. Doubts had been cast upon the legality of the proposed conversion of the Company's debentures into shares; had means been taken in the Bill now before Parliament to settle this point?

Mr. E. MOZLEY doubted very much the expediency of answering some of the hon. proprietor's questions and observations, as they might thus be putting weapons into the hands of their enemy. (Hear, hear, hear.)

The DEPUTY CHAIRMAN said, the maintenance of way and some other matters which would hereafter have to be included, were not included in the statement of traffic expenditure now before the meeting. He could only say that from the experience he had had in connection with other lines, he considered the per-centage of expenditure very reasonable—certainly more moderate than he had anticipated. (Hear, hear, hear). As the line became opened farther, the same amount of expenses, or nearly so, would have to be scattered over a larger surface, and consequently the per-centage would be reduced. With respect to the other matters of detail, the officers of the Company could easily answer the questions if it were deemed desirable. (Cries of "No, no.") He would only say that in all legal matters they were acting under the best legal advice. (Hear, hear, hear.)

Mr. SWIFT (Liverpool) said, allusion had been made to the Report of the Northern and Eastern Company, and if reference were made to the account of traffic which it contained, it would be found that the per-centage of expenditure in that Company had not been confined to 70, but had been upwards of 100. (Hear, hear, hear.)

Mr. DUNCAN said, the account which had appeared in the *Railway Times* of the proceedings before the Bench at Romford was not strictly accurate. (Hear, hear.) He would add that the rate in question had been appealed against, and therefore it would probably be better not to discuss it further at present. As the main grounds upon which the Directors were proceeding against the *Railway Times* for libel had reference to the remarks made upon that case, it would be equally improper, he conceived, to enter into any further notice of that point. (Hear, hear.) With respect to the action against Mr. Robertson for the balance of 1,477*l.*, the Directors had not entered upon it without due consideration, and for his own part he had no doubt whatever that they would succeed in recovering the amount. (Hear, hear.) As to the Bill, it was not yet drawn, and therefore nothing had been settled as to the debenture question.

Mr. J. COPLAND, jun., (Chelmsford) said, the only fear of himself and friends had been that the Company would not reach Chelmsford, and he was sorry to find that they were not to have the benefit of a railway communication until the line was ready to Colchester. He was present at the meeting in February, 1839, and on that occasion he had tendered a large number of votes for certain Directors; and he was sure that if ever the line were made at all, it would be mainly owing to the spirit of the gentlemen of Liverpool. (Applause.) He was quite sure that Essex of itself (he did not say could not, but) would not have made a railway, (hear, hear, hear,) and that without the assistance of the enterprising gentlemen of the north, they should have been altogether shut out from railway facilities. (Renewed applause.) Reference had been made to the enormous expense of land, and really it was most shameful that they should have already paid 600,000*l.* or 700,000*l.* under this head. (Hear, hear.) He hoped that in future, if farther lines were to be proceeded with, no such arrangements would be made, as had been made in the early stage of the Company's progress. (Hear, hear.) The landowners would be very glad to allow them to take a line in any direction, for they would hope to get fifty times its real value for their land. (Hear, hear.) The present Directors, however, were not answerable for what had occurred in the commencement of the Company. Secret arrangements had been then entered into by parties who had but a small stake in the undertaking themselves. Now, however, those who had the management of affairs were deeply involved in the success of the concern, and might therefore be regarded with confidence, for while they were expending the means of those who like him were but small holders, they were expending a much larger amount of their own property. (Hear, hear.) With respect to the traffic expenditure, there could be no doubt, that if 50 per cent. were added to the gross receipts next year, the expenditure would not increase in the same proportion. (Hear, hear.) The inclemency of the weather, and the late accidents had done much to retard the traffic, but he had no doubt, that with summer, a better state of things would be developed. He only regretted that Chelmsford was not to partake of railway facilities sooner, and he trusted that the Directors might be able to shorten the period by at least three months.

Mr. BEADEL said he lived lower down the line than Chelmsford, and he hoped the Directors would be enabled to reach *him* three months sooner. (Hear, hear, and a laugh.)

Some conversation ensued respecting the difficulty experienced in getting to the railway from Chelmsford and other parts, and the Chairman promised that the matter should be enquired into.

A PROPRIETOR asked if this Company had any hopes from the proposed Thames Haven and Harwich Lines, as a sort of set-off to other things.

Mr. DUNCAN said the Thames Haven Company had already obtained an Act of incorporation, and the Harwich Company were applying for one, but at present nothing definite could be stated as to any arrangements with this Company.

The CHAIRMAN was about to put the motion for the adoption of the Report, when,

Mr. MARRIAGE (Chelmsford) said, he rose for the purpose of moving an amendment. The hon. proprietor then at some length and amid manifest marks of impatience on the part of the meeting, proceeded to comment upon the opening address of the Chairman. He thought that the non-withdrawal of the coaches from the eastern roads, and the high rent still given for tolls, as compared with what the Chairman had described as having occurred on the western route, proved that the public had no confidence in the Eastern Counties' Railway. It had been said, that Essex was greatly indebted to the public spirit of Liverpool, and so it was; but he thought it evinced some shrewdness on the part of the Essex people, notwithstanding the designations sometimes applied to them, that they had not given 23*l.* for that which they could obtain for 9*l.* It had been said, that the landowners had been extortionate. He thought so too, but they themselves had thrown away half a million of money upon a viaduct, which might be splendid enough, but was not necessary, as for 6*d.* an omnibus would have taken passengers much farther into the city. Shoreditch was entirely out of the way for the people of Essex. Whitechapel would have been a better—in fact, ought to have been the actual—terminus. The Company had commodious stations at Ilford and Stratford, but often as he had travelled by the railway he had never seen at those parts so many passengers as would equal the number of the Company's carriages that were standing exposed to the action of the sun; in fact, the carriages and policemen together were to the passengers as four to one. The Company could have no dependance upon the short traffic, such as that from Stratford, Ilford, and Romford, and must go farther for their revenue. He objected to the terminus of the line, and complained that after the late accidents, no change was made in the mode of laying the rails, &c. The Report proposed that 300,000*l.* should be borrowed, whereas at the last meeting they had been told that the debentures would be sufficient. At the last meeting, Mr. Braithwaite had said he could reach Colchester in twelve months, if sufficient funds were supplied, and now it was put off to eighteen months, and probably at the next meeting it would be still farther deferred. Under all the circumstances, he should move that a Committee of investigation be appointed to examine, for the satisfaction of the proprietors, into the state of the Company's finances, into the causes of the low estimation in which the line was held by the public, into the rumours which were in circulation respecting it, and into the enormous expenditure which had been incurred upon so short a line—such Committee to report to a future meeting.

Mr. E. CROPPER (a Director) wished to know what number of shares were held by the party who would thus virtually put a stop to the progress of the undertaking. (Hear, hear, and murmurs.)

Mr. KNOX objected to such a question. He would resolutely oppose the appointment of a Committee, but he thought every proprietor had a right to be heard, whether he held one share or one thousand. (Hear, hear.) No person ought to be put down. (Hear, hear, hear.)

Mr. CROPPER disclaimed all wish to put any one down, but he thought the information he wished was most important.

After some delay and confusion,

Mr. FENTON seconded the amendment.

Mr. SWIFT would not inquire whether the mover and seconder of the amendment held a large or small number of shares, but they prefaced their proposal with the assumption of a fact. They assumed that the shareholders were dissatisfied, which he for one denied; and he could say for the holders of more than 1,000 shares that they were perfectly satisfied. (Much applause.) Then as to public confidence, he did not think that the way to augment *that* was to show that there was dissension among themselves. (Hear, hear, hear.) As to any practical good that could result from the amendment in the saving of money, (for that was the main point,) it was impossible that the proposition could be of the smallest service. The Directors had entered into certain contracts, and whether they had the work done or not, they must pay the stipulated price. (Hear, hear, hear.) Before so serious an imputation as the amendment involved was cast upon the Directors, and so serious, he might add so fatal, an injury inflicted on the undertaking, he thought some care ought to be taken to ascertain the feelings of at least a respectable proportion of the proprietors. (Hear, hear.) He had intended to show the opinion which he and his friends held, by moving, at a subsequent stage of the proceedings, a vote of thanks to the Directors; and reading an address which he had been deputed to present from 55 proprietors, holding in the aggregate 10,795 shares. Could the honourable proprietor show such a list? He really asked for information. (Hear, hear, hear.)

Mr. MOZLEY had hoped that the present meeting would have passed off without any of the acrimonious feelings which had been displayed on previous occasions, and that those whose stake in the undertaking was so very trifling that it would matter little to them whether the railway was made or not, would not have thwarted in the management of their own property those who had not been so *prudent* as themselves. (Much applause.) He would freely and fully admit the right of every proprietor, whether large or small, to put any question he pleased calculated to elicit information, but such questions should not have a taint of faction about them. He was far from seeking to impute motives to the gentlemen who had brought forward the amendment, but when he called to mind the obloquy—the unmerited obloquy—which had been cast upon the Directors in other quarters, from motives of the basest and most despicable description—(renewed applause)—when he called this to mind, he could scarcely believe that any man seeking *bona fide* the

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welfare of the undertaking would lend the slightest support, directly or indirectly, to an opposition which had proved deeply injurious, nay, almost ruinous, to their interests. (Hear, hear, hear.) He had hoped that a seconder would not have been found in the room for a proposition which, while it cast obloquy on the Directors of the railway, threw scorn upon the *fools* who were making it. (Hear, hear, hear.) Doubtless the honourable proprietor had a deep interest in the undertaking, otherwise he would not have taken so much trouble about it—(a laugh)—but he should remember that what was sport to him might probably be death to others. He (Mr. Mozley) had embarked in the undertaking with a view no doubt to benefit himself, but at the same time with a conviction that in thus coming forward, he was helping to add another link to the great chain of internal communication, the effects of which had already been so satisfactory. If there were so much virtue in Essex and Suffolk, that they disregarded considerations of pecuniary interest, why did they not come forward and take the railway off the hands of the less patriotic proprietors, not at its prime cost, but at one-third of that amount. (Hear, hear.) He feared, however, that many of them were rather of that class, who were ever ready to stand by and to find fault, but not to lend a helping hand when it was required. (Hear, hear, hear.) The honourable proprietor had spoken—but it must have been in joke—of the expense of a London terminus, as compared with the cost of land on other parts of the line. He surely could not compare valuable property in the immediate vicinity of a city like London, with the land which, had acres of it been given for nothing by its owners, would have been but a small return for the benefits which a railway would confer on them. (Hear.) Again, as regarded the alleged inutility of a terminus beyond Devonshire-street, was the honourable proprietor aware that in the town to which he (Mr. Mozley) belonged, the Directors of a railway had at one time had a terminus at the distance of a mile and a half from the town, to which passengers were carried in omnibuses for 6d. as the honourable proprietor proposed, and that they had expended more than a million of money for the purpose of bringing the railway under and into the town—not so much that they might benefit themselves as to confer increased facilities on the public. (Hear, hear, hear.) The honourable proprietor said Shoreditch was an inconvenient station for his Essex friends, but then it was convenient for others, and they could only have one terminus. But whether the terminus was or was not the very best that could be selected, they had now adopted, and must complete it. (Hear, hear, hear.) If the line could be carried to Yarmouth, he for one would be as ready as ever to lend it a helping hand, but the question was, should the already over-burdened shoulders of the proprietors be made to bear alone the cost, or should they not rather look for and expect the cordial assistance of the landowners, who would be more benefitted by the work than any mere proprietor could hope to be. If the proprietors, instead of mutually assisting each other in an honest endeavour to get rid of the difficulties which had so long oppressed them, were to encourage and support a cabal out of doors, the results could not fail to be most mischievous. Let the proprietors rather strive to furnish the means of progress—let them when they imagined they had discovered some little fault, be charitable in their conclusions—let them reflect that if they themselves were placed in the same position as the Directors, they might possibly be no more perfect—let them do these things, and they would soon find the undertaking in a better position than it had ever yet occupied. (Hear, hear, hear.) The difficulties with which some Companies in the north had had to contend were infinitely greater than those with which this Company was surrounded, and yet they had triumphed. In *their* case success had sanctified the means, and that which in this Company was imputed as a fault to the Directors, constituted the ground of their praise. He (Mr. Mozley) was an original shareholder in the Birmingham Railway, the estimate for which was at first only 1,250,000*l*., although the actual cost had run up to 6,000,000*l*. If in this case and in others, honourable men had been under the necessity of more than doubling the original estimate, why should not the same charitable feeling be extended to the Directors of this Company, who moreover had not the responsibility attached to them of having sanctioned the sufficiency of the original calculations? (Hear, hear, hear.) He hoped the meeting would support the Directors—indeed, he was so satisfied that this would be the case, that he should not follow the mover of the amendment into farther details. (Hear, hear, hear.) He trusted that to prevent unkindly feelings, the amendment would be withdrawn—(hear, hear, hear)—and in that case he should say, that nothing in connection with it became the mover so much as his leaving it. (A laugh.) As he had already said, he should not enter into details, but he could not help mentioning a complaint which had reached him, as to the want of accommodation in getting to the line. He knew that to enter into arrangements for this purpose, must be attended with some expense, but looking at the matter in an extended view, he thought this expense would in the end be amply reimbursed.

Mr. MARRIAGE said, the Chairman would probably feel it necessary to make some remarks. (Loud cries of "no, no," "put the amendment," &c.)

Mr. MOZLEY said, he did not suppose that the proprietors would be insane enough to support the amendment, and therefore he had not thought it necessary to enter fully into the subject, but he was quite prepared to do so. (Cries of "no, no," "not necessary," &c.)

Mr. HODGSON (a Director) fully admitted the right of every proprietor to claim a hearing, but he thought that in determining a question of this kind which was really one of property, they ought to know what interest the several parties had in supporting their views. If the mover of the amendment, therefore, would not state how many shares he held in the Company, he (Mr. Hodgson) would do it for him. (Cries of "No, no," "Yes, yes," and much confusion.) It was right that he should do so. (Cries of "Order," "Go on," &c.) He was informed that the mover of the amendment was the brother of one of their late Directors. (Cries of "No; only a relative.") He had understood otherwise, but he was glad to find that he was in error, for the honourable Director referred to, with whom he had had much pleasure in being associated, had never broached such views at the Board as his relative had brought forward that day. With respect to his stake in the undertaking he understood that up to the 13th inst. the honourable gentleman had held just 2 shares. (Cries of "Oh, oh," and much laughter.) He had since purchased 10 shares, making 12 in all. [A VOICE—I hold 793 shares, and I oppose the amendment.] Such he understood was the honourable gentleman's position. Was it so?

Mr. MARRIAGE—Finish your speech.

Mr. HODGSON resumed.—It certainly seemed strange to him that a gentleman interested to the extent of about 16*l*. should think it worth his while to embroil himself in an affair of this kind, unless he had objects in view which he did not care to disclose. (Cries of "Question," and great confusion.)

Mr. FENTON said, so far from sneering at the Liverpool proprietors, he felt deeply indebted to them for their spirit. He had seconded the amendment merely to give them and the meeting an opportunity of expressing their sentiments.

Mr. COPLAND said, he represented nearly two-thirds of the shares held in and near Chelmsford, and he should feel bound to oppose the amendment. (Hear, hear, hear.)

Mr. MARRIAGE explained, and disclaimed every wish to be personally offensive to the Liverpool Directors or Liverpool proprietors. As for himself, he had taken shares in the Company according to his means. He never expected any profit from them, and had only embarked in them to forward the work. (Laughter.) If every person in the counties of Essex and Suffolk had subscribed 50*l*., as he had done, they would have had a railway without Liverpool aid. As the Lancashire shareholders were satisfied with the state of their finances, he did not see why he should interfere. (Renewed laughter.)

The CHAIRMAN inquired whether he was to understand that the amendment was withdrawn.

Mr. MARRIAGE said he should withdraw it, as he had no wish to lower the Company's stock. (Loud and long-continued laughter.)

Mr. BIGGS said, this county discussion had elicited one fact which he thought augured well for the future prosperity of the undertaking. It appeared that the traffic on the highway was not diminished, although they had carried passengers to the amount of 15,000*l*., and he inferred from this that the railway had developed a good deal of traffic hitherto latent. (Hear, hear, hear.)

The motion for the adoption of the Reports was then carried unanimously.

Mr. DUNCAN then brought forward a motion, confirming the forfeiture previously declared, of 45 shares, and declaring the forfeiture of 457 shares (the numbers of which were read) and empowering the Directors to re-dispose of them.

The motion was carried unanimously.

Mr. DUNCAN then moved the repeal of the following bye-law:—

"That it shall not be lawful for any shareholder to be put in nomination at any general or special general meeting of the Company to be a Director of the Company, unless notice in writing shall, at least fourteen days previous to such meeting have been lodged with the Secretary of the Company, stating the name, address, and profession of the shareholder intending to become a candidate, or who is to be proposed as a candidate at such meeting; and the names of all candidates for any vacancy in the Direction, to be proposed at any such general or special general meeting, shall be published along with the notices calling the general or special general meetings."

He stated that the bye law had been found inconvenient in practice, and it was doubtful whether it was altogether in accordance with the Act of Parliament.

In answer to a question from Mr. Knox, it was stated by Mr. Duncan, that it was proposed on this occasion to act to some extent upon the motion for repeal if carried, inasmuch as one of the gentlemen named in the Report had not been elected in time to have his name published as required by such bye-law.

The motion was then carried unanimously.

Some conversation took place as to whether the Directors named in the Report should be proposed for re-election separately or together, but it was agreed, that as there was no opposition they should be put up altogether.

Mr. BURGESS accordingly proposed their re-election, and

Mr. BEADEL seconded the motion.

Mr. KNOX thought the number of Directors too large.

Mr. DUNCAN said, he had received instructions to insert in the Bill now before Parliament, a clause enabling the Company to reduce the number to 12, if found expedient. (Hear, hear hear.)

Mr. KNOX, although he would readily admit that the Lancashire proprietors ought to be fully represented at the Board, hoped that when the numbers were reduced, the same proportion of Liverpool Directors would not be preserved as at present.

The DEPUTY-CHAIRMAN would only assure the honourable proprietor that the Liverpool Directors would be but too happy to retire from so laborious an office whenever a due regard to their own property, and to the wishes of the proprietors at large, would permit.

Mr. KNOX said, it was not alluded to in the Report, but it was nevertheless well known that the Directors had for some time past refused the allowance granted to them by the proprietors. This

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was not at all satisfactory to him, for he thought that no body of men ought to be required to give their time to a railway without being remunerated for it, and he doubted whether without such remuneration the duties would be performed so efficiently as they might be.

Mr. MOZLEY said, he knew that the question of emolument was a secondary consideration with the Liverpool Directors. (Hear, hear.) Time such as theirs was not to be paid for. (Hear, hear, hear.) At present, however, it was better to yield to the wishes of the Directors themselves, and hereafter their claims to the gratitude of the proprietors could be enhanced. (Hear, hear.) He was quite satisfied that the number of Directors ought to be reduced, and he hoped that the Essex people would come forward and take shares, so that if necessary, a selection of Directors might be made from them.

The motion was then carried unanimously.

The CHAIRMAN, amid great applause, returned thanks, assuring the meeting that he was devoted, heart and soul, to the undertaking.

Mr. BAXTER enquired if it was intended to close the Devonshire-street station.

Mr. HALL said, it was not finally decided. Probably it would be removed to Dog-row.

Mr. BAXTER here brought forward a motion for the establishment of a station at Dog-row. He enforced the desirableness of such an arrangement, but ultimately agreed to leave the matter in the hands of the Board.

Mr. SWIFT said, he would now read the address to which he had already referred. It was addressed to the Lancashire Directors exclusively, for reasons that were explained in its commencement. It was signed by several bankers and some of the most respectable names in Liverpool. The names were obtained in a few days, and had it been open for signature longer, he had no doubt the number would have been greatly increased. The learned gentleman then read as follows:—

"To Theodore W. Rathbone, Edward Cropper, David Hodgson, Richard Harrison, Lawrence Heyworth, Robert Crosbie, Robert Mather, and Daniel Mather, Esquires, Lancashire Directors of the Eastern Counties' Rail way.

"GENTLEMEN,—At the close of your official year, we the undersigned proprietors of shares in the Eastern Counties' Railway, who cannot attend the ensuing general meeting in London, are desirous of expressing to you our cordial thanks for your past arduous services.

"We address you individually, because we cannot fail to know that the distance of your residences from the scene of your labours, calls upon you for sacrifices of a much more serious and important nature than are involved in the direction of railways nearer home, and it is on this account that we do not extend an expression of thanks on the present occasion to the Board generally. That they will receive the thanks of the body of Proprietors, at the General Meeting, we cannot doubt; and, in such a vote, we, if present, should gladly concur. Fully sensible of the various difficulties which the Board have recently had to contend with, and have overcome; and having the most entire confidence in a continuance of the same honourable and straightforward line of conduct which you have pursued through evil report and good report, and to which we are indebted for the improved and improving condition of the Company's affairs; we the undersigned beg to add the expression of our hope and conviction that you will ere long have the pleasure to witness, in the complete success of our undertaking, the result, and at the same time the reward, of your consenting to prolong your very valuable services in the direction of it.

"Signed by Magistrates, Bankers, and Merchants in Liverpool, holding 10,975 shares, many of them being or having been Directors of the principal railways in the kingdom.

"11th February, 1841."

The address was received with the most boisterous applause.

The DEPUTY-CHAIRMAN would take that early opportunity of returning his most cordial thanks for the kind expression of confidence which had just been exhibited. He and his colleagues had thought it best to treat with silent contempt the calumnies which had been directed against them, and he believed that in following this course they had acted in accordance with the feelings of the proprietors at large. (Hear, hear, hear.)

A vote of thanks to the Chairman, and the Directors generally, was then passed unanimously; and,

The CHAIRMAN, in returning thanks, said, that but for the kind support of his London colleagues, and the practical knowledge supplied by his Liverpool friends, it would have been impossible to have proceeded thus far with the undertaking.

Mr. MOZLEY would move that the address just read be printed along with the Report. He did so the rather after the most unmanly attacks which had been made upon the Directors—

A PROPRIETOR.—Most unprincipled.

ANOTHER PROPRIETOR.—Most disgraceful.

Mr. MOZLEY resumed. He would not use opprobrious epithets, but he would repeat that the attacks referred to were in every respect most improper. (Hear, hear, hear.) He was glad that the Directors had treated them with the contempt they deserved, for contempt was the only course that could be pursued where dirt was flung. (Hear.) Directors as public men were public property, and so long as attacks upon their public acts were couched in decent language—in language which one gentleman would feel himself justified in using towards another—he for one should not object, nor wish to see any restraint put upon the freedom of the press; but when the press was converted into a weapon of personal attack—into a weapon so much lower in degradation than he would venture to describe—its freedom, instead of being the subject of boasting became a matter for lamentation and regret. (Loud applause.)

Mr. F. BRAITHWAITE seconded the motion, which was carried by acclamation.

Some conversation arose as to the propriety of publishing the names of the subscribers to the document without their sanction.

Mr. SWIFT had not the slightest objection to the publication of his own name, but could not take upon himself to answer for others, as the publication of the address had not been contemplated. Ultimately it was agreed that the subscribers should be described generally.

A PROPRIETOR suggested that a vote should be passed approving of the silent contempt with which the Directors had treated the attacks made upon them.

Mr. MOZLEY and others said this would be elevating the attacks into an importance which they did not deserve.

A vote of thanks to the Chairman for his conduct in the chair was then passed, and the meeting separated.

RAILWAY MEETING AT GREAT YARMOUTH.

IN consequence of a requisition to the Mayor, numerously and respectably signed, a public meeting was convened at the Town Hall, Great Yarmouth, on Tuesday last, for the purpose of "taking into consideration the propriety of co-operating in the intended plans for constructing a railway between this town and the metropolis."

Among the company present, which was very numerous and highly respectable and embraced nearly all the wealth of the borough, we perceived Sir E. H. K. Lacon, Bart.; J. E. Lacon, Esq.; E. D. Palmer, Esq.; E. Youell, Esq.; R. S. Lonsdale, Esq.; W. S. Ferrier, Esq.; W. S. Lacon, Esq.; S. Tolver, Esq.; Isaac Preston, jun., Esq.; John Clowes, Esq.; G. W. Holt, Esq.; A. A. H. Beckwith, Esq.; Samuel Jay, Esq.; Charles Nichols, Esq.; Wm. Hammond, Esq.; W. Garnham, Esq., R.N.; Capt. Pearson, R.N.; J. L. Cufande, Esq.; Charles Cory, Esq.; J. G. Fisher, Esq.; Geo. E. Tompson, Esq.; Geo. Lucas, Esq.; Edward Sewell, Esq.; W. S. Catchpole, Esq.; Capt. Smith, R.N.; — Guthrie, Esq.; Wm. Hurry, Esq.; J. H. Palmer, Esq.; Benj. Fenn, Esq.; J. R. Staff, Esq.; Wm. Yetts, Esq.; Ambrose Palmer, Esq.; Benj. Dowson, Esq.; Messrs. J. G. Carmell, Sept. Dowson, W. H. Diver, W. H. Barnby, S. Miller, J. Fyson, B. C. Miller, John Owles, H. S. Grimmer, and many of the merchants and fish owners, who appeared to feel much interested in the meeting.

The TOWN CLERK having read the requisition to the mayor to convene the meeting, the MAYOR, SAMUEL PALMER, Esq., was unanimously called to the chair.

The CHAIRMAN said, he considered the subject which had brought them together one of so considerable importance to the town, that he hoped and trusted every gentleman who had anything to say would be heard attentively, and that as a meeting they would consider well before they decided what line should be adopted.

J. E. LACON, Esq. observed, that as some gentlemen might be present who had come to represent some particular railway, would it not be desirable that the meeting should give a little time to enable them to be heard?

G. D. PALMER, Esq., enquired if any person present had any thing to propose.

Mr. LACON had hoped, that before he should have had an opportunity of addressing them, some gentlemen representing the several lines would have attended the meeting, but as no individual representing any one of the three different lines appeared to be present, he hoped they would excuse his stating his reasons for advocating the one he did. Being connected with some property in the town, he was free to admit, that he had thought considerably on the subject. They were called on to decide on a subject of considerable importance to the town, and though the time might be driven off, the day must come, when even they, situated as they were, in the most eastern part of the kingdom must have a railroad. Perhaps he ought to explain, why he, not being a man of leisure, should trouble himself on the subject. When he attended the meeting of the landed gentlemen of the county, he had taken little part in the proceedings of that meeting, beyond stating the interest Yarmouth had in a railway communicating with the metropolis. Mr. Gurdon, in his speech at that meeting, had alluded to the correspondence which had taken place between himself and that gentleman, in which he (Mr. L.,) had refused to sign a requisition where Yarmouth was excluded. He thought they had a right to be considered as part and parcel of the county of Norfolk. In consequence of Mr. Gurdon's wish to bias the meeting that Yarmouth might be left out, and considering that, being on the Committee, he might have omitted Yarmouth, he (Mr. L.,) had felt it his duty to state, that he would make calculations to lay before that Committee, to show that from Yarmouth to Norwich, would be both the cheapest and the best paying part of the line. (Hear, hear.) He did not anticipate the labour consequent on such an undertaking, but thanks to those gentlemen who had assisted him, he was able to prepare some very satisfactory statements to lay before the Committee at Norwich, and, with their permission, he would quote a few of them to shew that this was far from being so despicable a line as had been insinuated. They had two steamers between Yarmouth and London, which, calculating 135 passengers a week between the two, for the summer months, and 50 a week for the winter, would make an annual cost of 5,500*l*. Two coaches a day, reckoning two in and four outside passengers, gave 14,853*l*. A coach to Cambridge three times a week, one in and two outside passengers, 5,134*l*. The Dublin Steam Packet had, during the last year, conveyed 3,296 passengers at 2*s*. 6*d*., 8,315 at 1*s*. 6*d*., 8,489 at 1*s*., and upwards of 18,000 at 6*d*. each, between Yarmouth and Norwich. Besides, that there were two other steamers on the river, not to mention the Sovereign which principally carried goods. Put those steamers together, and they would yield 3,000*l*. a year. Then they had two steamers and eighteen trading vessels between here and London, the average tonnage of which was 730 tons; the probable tonnage to Norwich would be about 500 tons; for Norwich, in the evidence given before the Committees of the House of Commons, on the Lowestoft Navigation Bill, claimed four-fifths of the whole. That would give them 13,000*l*. a year. Then he had been able to get the actual traffic over the new road, which was about 1,000*l*. a year, and that on the old road from 12 to 15,000*l*. a year. The expense of the steamers for the conveyance of mackerel to London, which he had obtained from a gentleman most intimately connected with that expenditure, was 1,744*l*., cutters 1,668*l*., boats from Lowestoft 850*l*., vans 2,700*l*. The total expense of conveying mackerel was 6,512*l*. a year. In the herring fishery

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they had 230 boats, and they would not be satisfied, as fish merchants, to realize less than twenty lasts a boat, which would yield about 4,000*l.* a year more. The cost of transporting soles and turbot he had not been able to procure. The posting averaged about 300*l.* a week, from June to October. Some few years ago the Hungerford Company had been given up on account of the expense of getting the fish to London. Mr. Hammond had paid, weekly, the sum of 210*l.* for the conveyance of fish to market. Thus they shewed an annual outlay of 64,627*l.*, and he thought between fifty and one hundred thousand pounds would not be an excessive amount, to say the town of Yarmouth spent for carriage. (Cheers and Hear, Hear.) He trusted he had given a sufficient answer to the County Committee to prove that Yarmouth was not to be left out, and that they ought not to look to Norwich only. As to the railways coming to their notice, he knew not which should be chosen. Taking the short line first, he thought they might dismiss that at once, as the other lines offered the same advantages. He thought it would not be worth while to go to the expense of making a line merely from Yarmouth to Norwich, because whatever would be urged in favour of a short line, beyond the advantages to be derived from local management, could be said in favour of the two lines which went further. Then they were, to the two lines proposed to be had, one by Norwich and Cambridge, and the other by the Eastern Counties line. One advocated by the Eastern Counties Company themselves, the other by the Northern and Eastern Company. Before they went into the advantages offered by these two lines, he thought they ought to understand how they had been managed, and to see how far their aid would be likely to be advantageous in nursing a new line. On reading a statement in the *Railway Times*, he found that the Eastern Counties Company had raised 64,000 shares of 25*l.* each, making 1,600,000*l.*, and debentures which would increase it to 2,144,000*l.* They had called for 25*l.* a share, making 1,600,000*l.* paid up, and they had opened their railroad 17¼ miles which cost 90,000*l.* a mile. The traffic was 420*l.* a week, of which they received 150*l.* from the Northern and Eastern. It would be naturally said that the 90,000*l.* a mile was not actually expended, and that a deficiency was occasioned by some of the shareholders not paying up as they ought. But such an objection would apply equally to all companies. The Northern and Eastern had 27,000 shares, on which they had called 40*l.* a-share, making 1,080,000*l.* They had opened 19½ miles of line, averaging 15,000*l.* a mile. They had not completed making the double line, but they had pledged themselves not to exceed 22,000*l.* a mile. Having looked at the mother railroads, he would, with their permission, give them some particulars of the railways proposed to come to Yarmouth. The one under the patronage of the Eastern counties was intended to go to Kelvedon. How they were to get to Kelvedon he did not know. From Kelvedon to Bury St. Edmunds was 30 miles, which it was estimated would cost 600,000*l.* From Bury to Norwich 40 miles, which they said would also cost 600,000*l.* Than to Yarmouth, a single line, 200,000*l.* The first part of the line was to be taken up, or at least patronized by the Eastern Counties Company. There was an old saying, that when a man was about to chuse a wife, the most desirable thing was to watch the mother, and judge of the daughter by the mother. If that was to be their rule, then no railroad had ever been nourished in greatest extravagance, nor had a single one been so fruitful in accidents. Then one line had been surveyed, the other had not. In coming to the line called the Cambridge line, they came to one which had been surveyed and estimates made. From Bishop's Stortford to Cambridge was 22 miles, which would cost 26,000*l.* a-mile, a rather more rational calculation than 18,000*l.* From Cambridge to Norwich would cost only 1,126,695*l.*, the land was cheap and good for nothing, and would be comparatively of little expense. From Norwich to Yarmouth would cost 291,912*l.*, which would be 16,000*l.* a-mile. The heaviest and most expensive part of this road was the line between Bishop's Stortford and Cambridge, which would cost 26,000*l.* a-mile. One thing was, they were not obliged to take up that portion of the line as the Northern and Eastern would take it up. To get from here to Cambridge would cost only 1,400,000*l.* Having made those statements, he thought he had some reason to state, that his opinion had been backed by the county commitee, which had declared this to be the best line. A meeting in this very hall had, in 1835, pronounced this to be the best line; and he believed he was not very far out in offering his conviction that the most profitable line would be the one from Yarmouth to Cambridge. It would open a new market for their fish; they would be enabled to bring a number of strangers to the town who had never seen the sea, and who would be very desirous of coming to Yarmouth. (Cheers.) In conversation with a large fish merchant in this town, who had been in business here 15 years, that gentleman had stated he was satisfied that there was a 1000*l.* worth of fish weekly sent from this port more than there was 15 years ago, owing to the cheaper and quicker mode of conveyance, and it was not too much to expect, that when they could get to Cambridge in five hours, there would a large market be opened to us not only at Cambridge, but many miles beyond. (Hear, hear, and cheers.) Another reason why he had advocated this line was, that almost every sixpence given to the Eastern Counties line would be a suicidal act to this place. They would go down to Harwich, which would be convenient to the places beyond Southwold; whereas, if they had a railroad from Yarmouth to induce the fishing boats along the coast to come hither for London, or an inland market, they need not fear. If they did not have a railroad, he feared that Harwich would eventually be a serious injury to this place. He had little else to say beyond expressing his hope, that whatever company had the railway, the interest of Yarmouth should not be overlooked; and he trusted he had proved to them that Yarmouth ought to be considered. (Cheers.) He should conclude by moving, "That it is the opinion of this meeting, that the line of railway commencing at Yarmouth, and proceeding through Norwich, Thetford, Cambridge, and Bishop's Stortford to London, is that by which this town will be most benefitted."

G. D. Palmer, Esq., was sure, from the luminous statements which had been made by Mr. Lacon, that they, as Yarmouth people, were much indebted to that gentleman for the trouble he had taken. He could bear testimony that the data from which Mr. Lacon had made his calculations were correct, and felt confident that if a railway were made between Yarmouth and London, it would be of great importance to Yarmouth. He considered it of so much importance that he would give it all the support in his power. (Hear, hear, and cheers.) He hoped to see this scheme have that support from Yarmouth to which it was entitled. Five years and a half back they had had a meeting in that hall, when much was said but nothing done, but he hoped that time was gone by, and that they would do all they could to support the resolution which had been proposed by Mr. Lacon, and which it afforded him much pleasure to second. (Applause.)

The resolution on being put from the Chair was carried unanimously, amidst much cheering.

Sir E. H. K. Lacon, Bart., had a resolution to propose which had just been put into his hand. They could not do better than adopt the old maxim, "Once cut, twice shy." They saw how the Eastern Counties' had behaved to them; they had promised to commence at Yarmouth, but they had failed to keep their promise and forfeited their claim to the support of Yarmouth. He should, therefore, content himself with proposing, "That this meeting recommends that no assistance be given to any party promoting a railway communication till a legal assurance had been given that the work should commence at Yarmouth, simultaneously with any other part of the line."

[Lest the honourable baronet's motion should not appear quite intelligible, we have that gentleman's authority for stating, that the legal assurance here alluded to, has been satisfactorily secured by the pledge of all the solicitors and the engineer, that a clause should be introduced into the Bill securing the commencement of the line at Yarmouth simultaneously with any other portion of the line.]

Ambrose Palmer, Esq., fully agreed in the importance of the resolution just moved by the honourable baronet, and if any reason were wanting it would be found in the conduct of the last Committee, which and a half years ago, when they had unanimously resolved that a railway was necessary to the benefit of the town. If it was considered so at that time, how much more so must it be the case now, they have seen, and heard, and known so much. Yarmouth stood at the east of England, and held out her hands to the nations of Europe, and it would be madness not to attempt to support a railroad. But if they did not support a resolution of the kind before them, they would probably be again served as they had been on the former occasion. There were two railways before the meeting on the occasion to which he had alluded, almost as there were now. The Eastern Counties promises to do much, and the Northern and Eastern had done almost as much; why they had failed he did not know, but he supposed they had spent their money. But there they were, and that resolution ought to stand immoveable, that any railroad which they sanctioned should be begun at Yarmouth. It was therefore with great pleasure that he seconded the resolution which was carried unanimously.

Richard Ferris, Esq., said that the meeting having come to the resolution that the line of railway promoted by Mr. Rastrick the Engineer, would be the most advantageous to Yarmouth, and that no assistance should be given to any Company which would not commence operations at Yarmouth simultaneously with any other portion of the line, he thought the most important part of the business, was now to endeavour to form such a body, as acting together would carry out those two resolutions. First, it would be useless to meet as the town of Yarmouth, without first appointing some Committee to watch the parties who approached the town. The great evil of all public meetings, was, that after passing resolutions, they were perfectly powerless, and unless they could call them together again, the public got no service. Before the Committee of the House of Commons, the matter should be closely watched, and it was with the view to carry that out to the fullest extent possible, that he would propose. "That a Committee be now appointed to watch all parties now promoting bills for railway communication with this district, and that a strenuous opposition be given to what may be considered injurious to the interests of this town." (Cheers.)

R. S. Lonsdale, Esq., said, that after all that had fallen from the gentlemen who had preceded him, he should content himself with simply seconding the resolution that had just been submitted to them. The motion was unanimously agreed to, and the following Committee appointed.

Chairman, the Mayor of Yarmouth, J. E. Lacon, Esq., Sir E. H. K. Lacon, Bart., G. D. Palmer, Benjamin Lum, William Johnson, Thomas Hammond, Richard Hammond, E. H. L. Preston, Wm. Yetts, Richard Ferrier, Ambrose Palmer, Charles Cory, J. G. Caunell, Benjamin Dawson, W. H. Diver, R. S. Lonsdale, W. H. Barnby, E. Youell, Esqrs., Mr. S. Miller, Mr. T. Lettis, John J. G. Fisher, Esq., and Mr. Charles Wolverton.

It having been intimated to the meeting that Mr. Rastrick was present should they be desirous of hearing him; Mr. R. was invited to come forward.

Mr. Rastrick said, they had been busy in making surveys which were nearly completed, and all would be ready to be heard by next Monday. The line which they had taken commenced as was well known at Bishop's Stortford, whence they came to Cambridge, to Thetford, to Norwich, and on to Yarmouth. An observation had been made which he had heard since he had come into the room, that the inhabitants of Yarmouth were desirous that the railway should be commenced at Yarmouth. He

(For continuation see page 257.)

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	79½	78	78	78
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	30
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	33½
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	16½
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	26½	..	..	26½	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73¾	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	900	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
128	17	64000	25	23	Eastern Counties'	..	..	..	..	..	..	8¾
—	—	64000	8½	2	Ditto (*Debentures*)	..	..	4½	4	..	..	4½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	29½	..	..	..	..	29½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	34
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	22½
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10916	100	100	Grand Junction	..	..	..	..	..	..	204
—	—	10916	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	10916	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	....	10000	100	80	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	89½	88½	89½	89	88*	88*	88½
—	—	25000	50	50	Ditto (*New Shares*)	61	61	61	61½	60*	60*	60½
—	—	37500	20	4	Ditto (*Fifths*)	9⅝	9⅝	8⅞	9	9*	9*	8⅞
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Loeds J.	..	..	..	..	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	32½
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	19½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	185
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	90	..	..	..
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	168½	169†	..	170½	..	..	169
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	26½†	..	..	..	..	..
—	—	31250	32	32	Ditto (*New Shares*)	..	56†	..	57	..	..	56½
4	3½	24003	25	22½	London and Blackwall	17½	..	17½	17½	16½	16½	..
46	5½	36000	50	50	London and Brighton	42½	42½	..	42½	42½	42½	42½
10½	10½	33000	avr.	13½	London and Croydon	..	12½	..	..	..	..	..
2	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	8½	..	..	..	..	..
—	—	.....	.....	20	Ditto (*New Shares*)	17¾	..	..	..	..	..	..
—	—	.....	.....	3	Ditto (*Scrip*)	4½	4½	..	..	..	..	..
76	76	36000	avr.	88⅔	London and South-Western	57½	57½	58	..	56½	56½	57½
50	40½	13000	100	70	Manchester and Leeds	..	..	75	..	..	..	76
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	32½
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	53
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	24½
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	79
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	..	..	..	14½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	75	..	..	75½	78	78	74
—	—	15000	50	40	Ditto (*New*)	..	..	..	36½	36½	36½	36½
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	13	13	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
....	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	16¾	16½	..	16½	16⅔	16⅔
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	76*	76*	75½	75½	75½
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

* Ex. Div. † Ex. New and Ex. Div. ‡ Ex. Div. and Ex. Tenths.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to Feb. 24th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3⅜	..
18000	50	35	Edinburgh and Glasgow	29½	29½
1960	25	25	Glasgow and Garnkirk	26½	28
16000	25	23	Glasgow and Greenock	22½	22½
12500	50	40	Glasgow and Ayr	39	39
1940	25	25	Monkland and Kirkintilloch	..	61½
..	..	50	Wishaw and Coltness	78	76
680	25	25	Ballochney	..	85
4000	25	25	Dundee and Arbroath	26½	27½

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£2 0 0	Birmingham & Derby Junction	48½	38½	February 20	..	£657 7 3	£300 13 1	£ 958 0 4 ††
1,266,666 0 0	£1,013,723 0 0	.... (*a*)	*†Birmingham and Gloucester	51	51	February 19	4,354	865 1 1	140 9 9	1,005 10 10
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	..	..	....	....	....
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	February 20	3,227	126 4 6	44 1 11½	170 16 5½
2,133,333 0 0	....	....	*Eastern Counties'	126	17½	February 21	8,019	....	....	489 1 9 ‡‡
833,000 0 0	631,241	2 8 0	*†Glasgow, Paisley, and Ayr	51	40	February 20	9,505	581 8 2	122 13 4	704 1 6
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6½	6½	February 20	7,630	....	....	281 4 11
1,957,800 0 (*b*)	....	14 0 0	Grand Junction	114 (*c*)	114 (*c*)	February 20	..	5,304 0 7	2,211 10 9	7,515 11 4
4,999,999 0 0	....	....	Great Western	118	92	February 21	17,158½	4,341 19 11	811 14 5	5,153 14 4
533,333 0 0	460,000 0 0	.... (*a*)	Hull and Selby	31	31	February 21	2,452	326 7 7	177 6 6	503 14 1
488,000 0 0	380,000 0 0	....	Lancaster and Preston	20½	20½	February 20	2,190	411 1 8	15 10 5	426 12 1
1,832,375 0 0	1,410,000 0 0	10 0 0 (*d*)	Liverpool and Manchester	31	31	February 19	..	2,199 4 6	2,344 15 7	4,544 0 1
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	February 20	..	9,713 16 4	2,788 18 7	12,502 14 11†††
800,000 0 0	668,068 0 (*e*)	.... (*a*)	*London and Blackwall	3½	3½	February 25	22,074	421 17 4	2 2 5	423 19 9
2,400,000 0 0	1,091,869 0 (*e*)	.... (*a*)	*London and Brighton	46	5½	February 22	1,373	44 1 7	67 17 0	111 18 0
741,000 0 (*f*)	629,307 0 0	.... (*a*)	London and Croydon	10½	10½	February 23	5,399	....	....	451 1 10
923,300 0 (*g*)	793,300 0 0	1 0 0 (*h*)	London and Greenwich	3½	3½	February 25	25,307	....	....	780 8 2
2,260,000 0 (*e*)	2,193,617 0 (*i*)	5 0 0 (*k*)	London and South-Western	77	77	February 21	..	2,660 11 6½	634 6 6	3,294 18 0½
2,800,000 0 0	895,914 0 (*l*)	.... (*a*)	*Manchester and Birmingham	40	5½	February 22	10,241	....	....	293 5 10
650,000 0 0	.... (*m*)	1 5 0	Manchester and Bolton	10	10	February 18	..	351 2 2	183 0 10½	534 3 0½
2,599,000 0 0	....	....	Manchester and Leeds	50	40½	..	..	....	....	....
1,533,000 0 0	1,440,000 0 0	.... (*a*)	Midland Counties	57	57	February 20	5,608	1,126 7 5½	606 17 3½	1,723 4 9‡‡‡
950,000 0 0	....	....	Newcastle and Carlisle	61	61	February 20	..	451 17 11	944 5 1	1,396 8 0
3,000,000 0 0	2,705,676 0 (*c*)	.... (*a*)	North Midland	72½	72½	February 20	..	1,871 15 8½	826 11 7	2,698 7 3½ ‖
730,000 0 0	560,000 0 0	6 0 0	North Union	22	22	February 19	2,986	723 16 7	176 9 8	900 6 3 ¶
1,200,000 0 0	297,430 0 0	.... (*a*)	Northern and Eastern	30	19½	February 23	4,687	....	....	357 0 6***
500,000 0 (*n*)	....	.... (*a*)	Preston and Wyre	19	19	February 20	1,731	121 5 3	118 10 8	239 15 11
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	February 21	5,674	....	....	155 3 4
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	23	23	February 22	4,664	....	....	917 11 0†††

(*a*) Not open long enough. (*b*) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (*c*) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (*d*) Maximum allowed by Act. (*e*) Up to July 1. (*f*) Including the new capital for the London-bridge station. (*g*) Including new capital for widening line, &c. (*h*) Preference shares guaranteed 5*l*. per cent. (*i*) Including Gosport branch. (*k*) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (*l*) Up to July 31. (*m*) The expenditure mixed up with that on the canal, with which the line is connected. (*n*) Including harbour and docks. (*o*) 83 miles from Birmingham to Newton junction; 14¼ from Newton junction to Liverpool; and 16¾ from Newton junction to Manchester.

†† From which deduct Toll to London and Birmingham Company, 1057*l*. 19*s*. 6*d*.—leaving a balance of 852*l*. 0*s*. 10*d*. ‡‡ Including Northern and Eastern Railway toll, &c.

‖ Refused by the Directors. ¶ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company.

††† Not including traffic on Leeds and Selby line.

‡‡‡ Carriages, 25*l*. 6*s*. 0*d*.; horses, 31*l*. 15*s*. 0*d*.; parcels, 180*l*. 0*s*. 7*d*.; dogs, 1*l*. 18*s*. 6*d*.; cattle, 17*l*. 11*s*.; corn, 34*l*. 14*s*. 10*d*.; heavy goods, 315*l*. 11*s*. 4½*d*.—Total, 606*l*. 17*s*. 3½*d*.

‖‖ Subject to a deduction of 48*l*. 1*s*. 6*d*. for one week's rent of the Aylesbury line at 2,500 per annum.

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TO CORRESPONDENTS.

Mr. T. W. Rathbone, Mr. Edward Cropper, Mr. David Hodgson, and Mr. Richard Harrison, *are four Directors of the Eastern Counties' Railway Company, who have stood* PUBLICLY CHARGED *in this part of our paper for several weeks past with having drawn from that Company six guineas for the travelling expenses of every trip from Liverpool to London and back, though they travel the whole or greater part of the way* FREE; *but a General Meeting of the shareholders having taken place this week, without these persons volunteering any denial of the charge, or any of their constituents putting a single question to them on the subject, we feel absolved from any obligation to trouble ourselves further about it. Directors and shareholders seem in every way worthy of each other. We bid them joy.*

A Subscriber (Banbury). *No such forms have as far as we are aware been yet published, and though ingenious we do not think they would pay as a matter of business. Mr. Whishaw might make good use of such forms in the next edition of his excellent work on Railways, and we recommend our correspondent to communicate with him.*

Mr. Grainger's *pamphlet shall have our early attention.*

C. H. K.'s *suggestion is good, but we anticipate some difficulties in the working of it out. However we shall try.*

A Correspondent (Bletchingley) *had better apply to the Secretary.*

We regret that Q. in the Corner's *packet of Thursday might come too late to hand to be of any use this week.*

E. H. L., *no limitation whatever in point of time, and the only remedy a Bill in Chancery.*

We are sorry to be obliged to postpone the letter of Mr. Young, *Secretary to the Croydon Company. The reason will be found noticed below.*

Communications received, Mr. Briggs — Mr. Bannister — Mr. Grainger—Croydon—Mr. Coote—Mr. Rankine.

Although, in consequence of the great pressure of the Meetings, we issue to-day two sheets of our journal, we find, at the last moment, that the London Meetings of yesterday and Thursday have extended to such a length, that we are compelled to omit all notice of one or two provincial meetings, and to abridge our notices of others, as well as to defer several other articles for which we had hoped to find room. The other Part having previously gone to press, we had no alternative. Next week we shall give a *gratuitous* Supplement, when we hope to be able to clear off our arrears. Among the omitted meetings is that of the Birmingham and Gloucester Company, which is in type, and a farther notice of the Glasgow and Ayr, and Edinburgh and Glasgow.

THE RAILWAY TIMES.

SATURDAY, FEBRUARY 27, 1841.

ONE of the most important meetings of the present week has been that of the Birmingham and Gloucester Railway Company, and we regret exceedingly that we are compelled to postpone a detailed notice of it. In the proceedings of this Company, we recognize with unspeakable pleasure, the first attempt at RAILWAY BOARD REFORM, which has been ever made on a large, comprehensive, and decisive scale, and with thorough earnestness of purpose. It is stated to be an experiment merely; but the experiment is based on such sound principles, and is under the superintendence of a gentleman of so much energy and talent, and at whose hands it is so certain of receiving fair-play—we mean Captain C. R. MOORSOM, the new Chairman of the Company, —that we cannot but anticipate for it the most signal success, and as a sure consequence of that success, a certain breaking up everywhere of the present absurd and mischief-working systems of management. We are the more pleased with this experiment that the principles on which it rests differ in little, from those which have been all along advocated in the pages of this journal, more especially by our correspondents *A Railway Shareholder* and *Examiner*. We are glad to observe, that while Captain MOORSOM entertains a sanguine hope of being able, by his proposed reforms, to increase the efficacy of railway Boards to an incalculable extent, he nevertheless agrees with us in thinking, that a certain degree of Government superintendence and control is essentially necessary.

WE observe that at the last General Meeting of the North Union Company the Chairman, Mr. RATHBONE, was pleased to make this very singular suggestion to his constituents, "that if *one* meeting only were held every year it would perhaps be more convenient to the shareholders and save expense." And we observe also with a great deal of satisfaction, that the shareholders had the good sense to give a decided negative to the proposition.

Questionless, it would be very "convenient" and of some "saving" more or less, in travelling expenses to have only *one* meeting annually; more convenient and economical still to have but *one* meeting in *five* years or *ten*. More convenient also it would be, and of an extraordinary cheapness (looking to the matter of salary only), to have but one Director instead of a dozen. A regular *Unitarian* (if not *Union*) concern altogether!

But what if the one Director, or, as he might then be more properly styled, *Dictator*, should happen, as the Scotch say, to be 'a chiel wi' an easy conscience and rather tarry fingers?' Aye, there's the rub! There's the *chance* which makes twelve Directors better than one—a meeting only once in every five or ten years out of the question—and two meetings a year better than one. Even the best of men are said to require looking after; and of course much more so "chiels" of the equivocal description just supposed. Both convenience and economy are things which may be occasionally bought too dear. The more shareholders consult their own ease, the more they may depend upon it, Managers will consult theirs. The seldomer they travel to head quarters, to see how matters are going on, the worse matters are sure to go on for them. A guinea a-year saved is not much to each shareholder, while the expenditure of it may be the means of preventing many thousands of a Company's money from sticking to "tarry fingers." The fewer, again, the hands to which a Management—exempted through the supineness of shareholders from frequent and vigilant inspection—is left, the greater the facility for abuse of every kind. Twelve may be too many Directors than are really needed for a railway of twenty-two miles, but at all events, twelve will not suffer many wicked things to be done, which one or two would commit without scruple, and very probably with perfect impunity. "Six-guinea" dips into the strong box, (Mr. RATHBONE will understand to what we allude,) are not to be made by one or two of a Board without all the rest—a few at least—being likely to call out "shame!" and so—baulking the spoilers.

No, no; frequent meetings, and well-attended meetings, by shareholders resolved to think and judge for themselves; Boards of many, but not *too many*, members, and every member well paid for all services actually rendered—these are the only stable pillars of all Railway Company prosperity.

The modesty of the author of the proposition which we have been just discussing, is a circumstance which ought not to be passed over without receiving the tribute due to it. It was but saying in other words, "Really, gentlemen, these half-yearly meetings of yours are great farces. You see in me, a person who knows more about railways, and what is best for you, than all of you put together. It is of no use your coming here to ask questions or give advice; you cannot ask any thing which you had better not leave unasked, and you may at any time (though I say it) be a vast deal better employed than in advising your betters. Be persuaded, gentlemen, by me—stay at home—pocket such dividends as we shall send you, and rest content that they are as they are."

And, that such is by no means an exaggerated representation of the relative feelings of the two parties, is fully proved by the following remarkable incident in the proceedings:—

"Mr. Garnett suggested that a dividend of 3*l.*, instead of 2*l.* 10s., should be declared.

"The Chairman said, that the dividend having been declared (by the Directors), the suggestion *could not be entertained* (!!!) He could assure the meeting that the Directors would be very glad to make the dividend as large as possible."

Really, this "North Union," with its not-at-all arrogant or overbearing Chairman, and his fine horror of meetings, and of free deliberation, must be a very nice concern! Not at liberty even to consult how they may best dispose of their own! What could the most absolute and irresponsible and dangerous despotism desire more?

THERE are many subjects for congratulation, and very few for censure or complaint, in the Report of the Directors of the London and South-Western Railway Company, laid before the meeting on Saturday last, and in the proceedings consequent thereon. We give in another page a copy of the document referred to, as well as a full account of the further explanations called forth in answer to the inquiries of the proprietors, and to these we beg to request the attention of our readers.

It will be seen that a dividend of 1*l.* 10s. per share has been declared from the profits of the last half-year, being upon the *nominal* amount of the share at the rate of 6 per cent. per annum. It will be borne in mind, however, that from certain circumstances connected with the state of the money-market some years ago, and the then deplorable condition of the undertaking itself, it was found necessary to issue one-half of the shares at the large discount of 50 per cent. These were, of course, divided among the proprietors registered at that time, so that to an original subscriber who has kept his old shares and taken up his due proportion of the new, each share has in reality cost about 39*l.* only, although for the purpose of a dividend it is regarded as if 50*l.* had been paid in full; and to such persons, therefore, the pre-

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sent dividend is at the rate of very nearly 8 per cent.

This, we think, is a highly satisfactory result, considering that the line has only been opened throughout for a very short period—that its resources cannot be fully developed until the Gosport Branch is completed—and that a variety of circumstances in connection with railways generally, and with the South-Western line in particular, tending to diminish the amount of railway travelling, have transpired during the last few months. An impression had got abroad that this line was worked with very great negligence, and the effect of such reports, whether well or ill-founded, upon any railway, but especially upon one which like the Southampton is, to a great extent, a *pleasure* line, could not fail to be extensively injurious. That these reports were not without some cause, the numerous delays, and not unfrequent accidents that occurred, gave proof; and this has since been confirmed by the Report of the officers of the Board of Trade. It is gratifying, however, to know, as well from the testimony of these gentlemen as from the recent absence of complaint on the part of the public, that a very decided change for the better has since taken place, and we gather from the remarks of the Chairman at the meeting on Saturday, that further improvements are in progress, and that *efficiency* is henceforth to be the characteristic of the establishment. The results of such a determination steadily adhered to, will show themselves in the future dividends of the proprietors. The Executive have a task of more than ordinary difficulty before them, inasmuch as they have to get rid of a certain degree of odium which attaches to the undertaking; but they must persevere, and the proprietors, we repeat, will soon reap the fruit of their labours. The position which Southampton is rapidly assuming as a port, cannot but conduce most materially to the future prosperity of the railway.

And now a word or two of complaint. Surely, the statement of accounts is most meagre! The whole of the payments of the last half-year are comprised in *six* items, FOUR of which relate to specific disbursements, namely, "maintenance of way," "police," "mileage duty," and "rent and taxes." A fifth item applies to the cost of "locomotive power," but although this might have been with great advantage more fully detailed, it is of the sixth item that we have principally to complain. Could any financial exposition (if exposition it may be called) be more unsatisfactory than this—"Carriage expenses and general traffic, viz.:—Repairs of carriages, trucks, and horseboxes, cleaning and oiling of carriages, clerks' salaries, guards' and porters' wages, printing and stationery, advertisements, insurance, *and other incidental expenses*, 18,508*l.* 17s. 8d.?" The incongruity of the matters lumped together in this large sum is ludicrous enough, but it would seem from the explanations given at the meeting that it includes likewise the Directors' *allowance*, for it was stated that this is comprised in the geneneral charges, and of course must have a place with the "clerks' *salaries*" and "guards' and porters' *wages*." Really it is little better than a mockery to submit such accounts to meetings of proprietors, with professions that they are to be considered as expositions of the state of the Company's finances. The Directors might just as well have put forward the whole of the "payments" in one item of "62,422*l.* 7s. 6d.;" for we defy any man to ascertain from the accounts as now given whether there has been due economy observed in any particular department, or in the management of the Company's funds generally.

We are more and more surprised as the meetings pass over, that proprietors should regard with so much seeming indifference the expenditure of sums so vast. With the exception of a passing remark by one proprietor, not a word was said at the South-Western meeting upon a point of so much moment, and the Chairman's diplomacy in disposing of this question and others, by promising that they should be "taken into consideration," triumphed! If railway proprietors generally do not take many very important matters of reform into their own serious "consideration," we fear that their "consideration" by Boards of Management will not be very speedily determined on. It is in vain that Directors are appealed to through the medium of the press, if proprietors will not on the only occasions that they have an opportunity of meeting them face to face, *insist* upon such changes as may be deemed salutary. The press has done much to prepare the way for very important reforms, and although such persons as Mr. AMBROSE HUMPHRYS may affect to sneer at it, neither he nor any other Director, however powerful, can long resist its influence, when it has truth and fair dealing and the body of proprietors on its side; but the remedy after all must rest with the proprietors themselves.

It is but right to state that this meagreness in the South-Western financial statements has not originated since the recent changes in the Company's Executive. On referring to the Reports of last year we find the very same items as we have been commenting upon. It would appear, however, from what was stated at the meeting that a bad practice has recently sprung up, namely, the refusal to allow any proprietor to inspect the share register of the Company. We know that this practice has long prevailed in some other Companies, and that it is justified on the ground that no man has a right to pry into the pecuniary circumstances of another. This is quite true in ordinary cases, but railway speculations form an exception. It is surely but proper that proprietors should know who their *partners* are before giving their sanction to measures which may involve the expenditure of an immense amount of property; for although it is true that no proprietor can be held responsible for more than he has personally subscribed for, it is equally true that his partners may involve his property in difficulties such as to render it totally worthless—difficulties occasioned by pursuing objects of their own, distinct from *his* interests, and which had the names of his co-proprietors and the stake which they severally hold been previously known to him he might have discovered and defeated. How, for instance, can a proprietor know, except from an inspection of the register, whether any or all of the Directors may not have been turning their official information to account by trafficing in shares, or whether their interests as Managers may not outweigh their interests as proprietors? The very fact elicited at the meeting that a late Director of this same Company was for a period, no matter how short, a *non*-proprietor shows that this latter source of apprehension is not altogether visionary. We disclaim most distinctly all offensive reference to the Directors of the South-Western Company; our remarks have a general scope, for we hold that Managements should not only be *innocent* of mal-practices, but that they should afford no grounds whatever to be *suspected*.

We cannot conclude our notice of this meeting without just alluding to the differences (we trust we may say the *late* differences) in the Direction. The parties, with much good taste we think, abstained from making them the subject of discussion at the meeting, and we would fain hope that we shall hear no more respecting them. The zeal, talent and energy of the late Chairman, without whom we are satisfied there would at this moment have been no Southampton Railway, we have repeatedly had occasion to notice, and if the unanimous expressions of affection and respect shown by one of the largest and most respectable railway meetings ever assembled can be at all relied on, the honourable gentleman must have seen on Saturday that his labours were not unappreciated. We were rejoiced to hear from himself that his good will and most valuable exertions are to be continued to the undertaking, and we can wish the Company no better fate than to find in the highly-respectable gentleman who has succeeded Mr. EASTHOPE in the chair, the same able, unceasing, and successful advocacy and support which distinguished his predecessor.

NOBODY, we believe, disputes the bad pre-eminence of the Eastern Counties' Railway Company. Others may have sunk to zero; but none so far below. Its nearest neighbours (who should know it best) complain that they have been woefully damaged from having been accidentally confounded with it, in popular estimation (see last week's proceedings of the Northern and Eastern Company); and a journal (*The Times*) which represents the largest amount of public opinion in the world, has gone so far as to discuss the necessity of having it abated as "a public nuisance"! It has furnished, by its misconduct, more weapons, and sharper, to the enemies and jealous observers of the Railway System, than any other dozen railways that can be named, and as a natural consequence has drawn down upon itself, a more than ordinary share of censure and reproach, from all who have the welfare of that system sincerely at heart.

From the prominent part we have ourselves taken in exposing the misdeeds of this Company, we have always reckoned on its deadliest enmity as a thing of course—not forgetting, as a matter of prudence, to measure to the best of our ability, the probable strength of that enmity against an honest advocacy of truth and justice—yet when satisfied that the latter had nothing to fear, pursuing what we deemed to be our path of duty, boldly and unflinchingly. Neither has any thing occurred to induce us to think ourselves mistaken. In Report after Report the Directors of this Company have inveighed against this journal and its strictures upon them, but always in such terms as showed that though wincing under them, they could not grapple with the stubborn facts on which, we were careful, that they should be founded; and now that they have resolved—as appears from their Report to the General Meeting of their constituency on Thursday last—to call in the terrors of the law to their aid, what is the first thing we encounter? Why, a Board Resolution, or proclamation of war, as it may be called, in these terms:—

"That counsel having advised that several *recent* numbers of the *Railway Times* contain gross libels against the Directors of this Company, and that the printers, proprietors, and authors *may* be proceeded against both by criminal information and civil action—Resolved, that the Solicitors of the Company do forthwith adopt against the printer,

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proprietors, and authors of the *Railway Times*, such criminal and civil proceedings as they, under the advice of counsel, may think necessary for the vindication of the character of the Directors, from the foul aspersions of the *Railway Times*, and for the punishment of the libellers."

We do not think the Directors could have had far to seek for such advice as that recited in the preamble of this resolution. Whether the statements alluded to are libels or not depends, of course, on their correctness—unless, indeed, the Directors place their hopes on that respectable maxim of the law, that the *greater the truth the greater the libel;* and to talk, therefore, of counsel who could have no personal knowledge of the facts, advising that they were libels, is nonsense. Any person, too, could have told the Directors, as well as a gentleman in a wig, that the printers, proprietors, and authors "*may* be proceeded against," and could have told them also that the prosecutors *may* get confoundedly beaten for their pains. The counsel, it will be observed, did not advise that they *should* be proceeded against. That is a conclusion to which the Directors themselves have rushed *without any advice*—taking counsel only of their passions, and, as people always are who listen to such counsellors, enormously blinded by them.

And so they are going to prosecute us—for what?—For certain articles contained in several "*recent* numbers of the *Railway Times*." *Recent* numbers," be it remarked. All *former* articles in all *former* numbers of this journal they pass over—though many of them contained much severer things, about these same Directors, than any we have *recently* published—they pass them over, not, we may be assured, because of any unwillingness to make them the basis of a prosecution, but simply because they have been founded, as we have before said, on facts too stubborn to be grappled with; but now they think they have caught us tripping at last, and are determined to let loose the blood-hounds of the law against us. Have they, indeed? When we know what the particular statements are that they charge as libellous, we shall be better able to judge of the degree of peril we are in; but, for the present, we can only say, that we are not aware of having published anything respecting these Directors, which is not perfectly true, and which we do not believe ourselves well prepared to substantiate the truth of, before a jury of our country.

The resolution of the Board states that the proceedings are to be taken "for the vindication of the character of the Directors;" but the Report says that they have for their object "justice to the proprietors,"—meaning, we presume, by that, justice to their proprietary interests, which are damaged by the impeachment of the conduct of their Directors. Now, whether the one or the other be the true object, or whether the one is to be considered as convertible into the other, we beg to say, that in either case we can put them upon a much speedier mode of accomplishing such vindication and such justice, than by any legal proceedings, whether criminal or civil. *They have only to show (which they have never yet done, nor offered to do) by facts and figures, that the various disreputable things laid to their charge are untrue.* We shall, on our part, give instant publicity, and all the publicity in our power, to any such vindication on their's.

We collect from the discussion which took place upon the Report of the Directors, that certain remarks made by us upon the traffic accounts of the Company, to the effect, that they represent a gain to have been made, when in fact there was a serious loss incurred, form part of the libellous statements laid to our charge. Now here is a simple matter of arithmetic, capable of almost instant determination, and which it is of the utmost importance, should be speedily determined, not only for the sake of the shareholders, but of third parties, who may be disposed to lend money to the Company, if there were any clear revenue out of which they might be certain to obtain payment of the interest on their loans; yet when a shareholder expressed a desire to have some information about it—he was interrupted by the Solicitor to the Company with a "Stop! stop! don't say any thing about *that — you will spoil our case against the Railway Times if you do.*" However lawyer-like this mode of disposing of the matter may be, we submit that it is not that which any honest man, or body of men, desirous only of what is right and consulting the true interests of their constituents would have adopted. Truth is suppressed for the sake of the action, and not the action brought for the sake of truth. Vindictiveness, and not simply a desire of vindication, is the feeling at the bottom of such pettifogging proceedings as these. Proceedings the more to be condemned that the charge of misrepresenting the actual state of the Company's carrying business, is not as the Directors would have it believed, a *recent* charge, but one of six months' date, and which if worth refuting now in any shape, ought to have been refuted long ago.

The shareholders present at Thursday's meeting seem, however, to have approved very cordially of the evasive and unsatisfactory course adopted by their Directors; and so far as the plaudits of a set of people, without the sense or spirit to insist on a full insight into their own affairs—content to part just as ignorant of them as when they met—careless whether their Directors are men of clean hands or not—and to all appearance, with sympathies only for dishonour and disgrace, are worth anything, the Directors have much to be proud of. Fortunately for us, it is not by a jury of such men, that the cause between this journal and the Company is likely to be tried.

It is not a little amusing to observe a certain vein of affectation which runs all through the speeches of the persons who figured at this Eastern Counties' meeting. Every thing to their disadvantage, deserves only to be treated with "contempt"—"silent contempt"—though all the while they talk and think of nothing else! The Deputy-Chairman, who is a great performer in this line, thinks the conduct and observations of the Directors of the Northern and Eastern Company should only be regarded "with the contempt they deserve!" Such language as this from any Liverpool gentleman whatever, far less from a person of Mr. RATHBONE's Liverpool standing, towards a Board comprising such metropolitan names as MARSHALL, MASTERMAN, CRAWSHAY, and ROUTH, requires only to be noticed, to settle with the public on this side of the island, the place to be assigned to the utterer of it in the scale of good sense and good breeding. Again, one — two — three — we forget how many—speakers thought "contempt" *our* only portion; while in the same breath they honoured us with all the abuse they could find tongue for; and as if this were not enough to immortalise them for *consistency*, they approved by a formal vote, of the Directors' resolution to prosecute by all possible means, and to punish in all possible ways, the journal which they so sincerely and unaffectedly contemn! No, no, Messieurs Directors and proprietors of the Eastern Counties' Railway! You may delude yourselves by such airs and verbiage, but depend upon it, nobody else. *Facta non verba*, must be your motto, if you would hope ever to be deserving yourselves of more, than the most thorough and abiding contempt, or to regain any thing like a respectable standing among the public undertakings of the country.

We invite attention to the proceedings of a Public Meeting held at Yarmouth this week, to promote the success of the East Anglian Railway. The besotted shareholders of the Eastern Counties' Railway, will find in these proceedings, and in the expressed determination of all parties to have nothing more to do with them, some further materials for grave reflection. Will it be believed, that though it is as clear as day, that if the Norfolk traffic is diverted into the channel of the East Anglian, the Eastern Counties' can never possibly yield a remunerative return on the capital invested in the working of it, as far as Colchester, none of these shareholders were at the smallest pains, at Thursday's meeting, to ascertain how so great a danger might be averted? Some innocent sufferers there must, of course be, but as for the mass—they deserve only the worst that can befal them. We mentioned, a short time back, that the Northern and Eastern Railway Company were not only quite free to support the East Anglian plan, if they saw fit, but stated also our belief that *they would do so;* and from the proceedings of the General Meeting of that Company held last week, our readers would see that we were in the right.

MR. BELL, one of the members for South Northumberland, has given notice of his intention to move several amendments in Committee on the new Railways' Bill. These amendments neither affect the principle of the measure nor interfere very materially with its details, being confined to certain points connected with the proposed licensing of drivers, and having for their object to increase the powers of Directors and diminish those of the Board of Trade in this particular. MR. BELL being himself a Railway Director, is naturally anxious to extend the influence of "his order," but we doubt very much whether the House will be disposed to go along with him in this instance, or whether some of the alterations which the honourable member proposes would be in themselves desirable.

The first amendment to be brought forward by Mr. BELL, would modify that clause (the fourteenth) in the original Bill, which renders a Company liable to a penalty of 5*l.* per day for employing any driver who shall not first have deposited his license with such Company. Mr. BELL proposes, that any driver "being first so licensed" may be legally employed. The amendment would probably subject the Companies to less trouble than the original clause, but one main object in requiring a license would, thereby, be defeated. By a subsequent clause (the twenty-second) which Mr. BELL seems to have overlooked, it is provided, that in case of the dismissal of a driver, the Company are to retain his license until instructed by the Board of Trade how to dispose of it. By this means an opportunity will be afforded of "endorsing the license," with a description of the offence which has led to the man's dismissal—an arrangement somewhat analogous to that which is adopted in the case of the drivers of hackney carriages convicted by a magistrate of police. There may be cases of

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misconduct in which it would be too severe a punishment entirely to rescind a license, and yet with the particulars of which it would be desirable that the future employers of the offenders should be acquainted. The "endorsing" of the license would effect this object, and moreover the Board of Trade would, as the case now stands, be enabled to watch the movements of every driver much more closely than they could possibly do, if merely "being first so licensed" were sufficient.

The next proposed amendment of Mr. BELL has reference to clause sixteen, and would substitute "Directors" for the Board of Trade in the examination of drivers, and in the granting and revoking of licences. It is absurd to suppose that an amendment like this can be carried. It would be rendering the whole machinery of examination and license a perfect farce, for as even matters stand at present, Directors satisfy, or are supposed to satisfy, themselves as to the qualifications of a driver, and therefore any further examination by *them* would be superfluous. One great object in rendering the possession of a license imperative, is to give confidence to the public that improper persons will not be entrusted with so responsible an office as the conducting of a railway train. If the public think that Directors do not take sufficient care *now* to ascertain the fitness of this class of servants, how would the proposed amendment alter their opinion? There is one good point, however, in this amendment, namely that an examination should take place "of *every* person who shall apply to be licensed," instead of confining it to persons nominated by the Companies. In our first notice of the Bill we suggested a similar amendment, and we trust that it will be carried out. We see no shadow of a reason why nominees of Companies should alone be eligible; let any man who chooses to submit to the test, be examined; and if found duly qualified, it will be for the Companies to employ him or not, as they may think proper.

The fourth amendment would vest the appointment of examiners in Railway Boards instead of the Board of Trade — an alteration open to the same objection as the one preceding.

The fifth proposes that a register of licences should be kept in the office of every Railway Company, instead of in the office of the Board of Trade—an arrangement which would be impracticable, seeing that "*the particulars* of every license" are to be entered in such register, and moreover wholly unnecessary, since it is proposed by the Bill to be enacted, "that every person shall be at liberty to inspect any such register at all seasonable times, without payment of any fee or reward."

The sixth and last amendment would empower and "require" Directors to provide badges to be worn by drivers, instead of rendering it "lawful" for the Board of Trade to do so.

Upon the whole, we cannot think that the proposed amendments would be improvements. They certainly do not appear to us to be improvements of so decided a character as to justify their being pressed at the risk of rendering the public mistrustful, as to the efficient carrying out of the measure. Nor do we see what good purpose they would serve. Directors have already quite enough upon their hands, without having their responsibilities increased.

In the *Railway Times* of the 13th instant, we gave a copy of the entire Bill as brought in by Mr. LABOUCHERE, and we now subjoin, for the purpose of comparison, the clauses above referred to, as they would stand were Mr. BELL'S amendments adopted:—

"*Clause* 14. And be it enacted, that on and after the next after the passing of this Act, no person shall be employed on any railway as an engine-driver in the course of the public traffic, unless he shall have been licensed in pursuance of the provisions of this Act in that behalf; and if any person shall be so employed on any railway without being first so licensed, such Company shall forfeit to her Majesty the sum of five pounds for every day during which such person shall be so employed, and every such penalty may be recovered in any of her Majesty's Courts of Record.

"*Clause* 16. And be it enacted, that it shall be lawful for the Directors of every Railway Company, and they are hereby required to cause to be examined every person who shall apply to be licensed to act as engine-driver, and to license any such person as shall appear to the Directors to be duly qualified for that purpose, and if and when they see fit, to revoke or suspend the license of any such person.

"*Clause* 17. And be it enacted, that it shall be lawful for the Directors of every Railway Company to appoint, from time to time, two or more persons, one of whom shall be the engineer of the Company, or some engineer selected by the Company by whom the candidates to be examined shall have been nominated,* to examine the candidates for licenses to act as engine-drivers, and the said examiners shall examine such candidates at such times and in such manner as the Directors shall appoint.

"*Clause* 18. And be it enacted, that there shall be kept in the office of the Directors of every Railway Company a register of licenses, in which shall be entered the particulars of every license granted in pursuance of this Act; and in all courts, and before any justice of the peace, and upon all occasions whatsoever, certified copies of the entries made or contained in such register shall be received as evidence, and be deemed sufficient proof of all matters and things therein registered or contained, without requiring the production of any such register, or of any license or other document upon which such entries shall be founded, and without any further proof than the production of such certified copies, and every person shall be at liberty to inspect any such register at all seasonable times without payment of any fee or reward.

"*Clause* 19. And be it enacted, that it shall be lawful for the Directors of every Railway Company and they are hereby required to provide badges to be worn by licensed engine-drivers, and every engine-driver to whom any such badge shall have been given, shall at all times during his employment upon any railway in the course of the public traffic thereon, and when he shall be required to appear before any justice of the peace, wear such badge conspicuously upon his breast, in such manner that the number thereon shall be distinctly visible and legible."

The following is the twenty-second clause of the Bill, above alluded to:—

"And be it enacted, that every Railway Company shall retain in their custody the license of every engine-driver employed by them, so long as such engine-driver shall be in their employment; and in case such engine-driver shall leave or be dismissed from or shall die in their service, such Company shall forthwith give notice thereof in writing to the Lords of the said Committee, and shall retain the license of such engine-driver until they shall have received Directions from the Lords of the said Committee as to the disposal of such license; and if such Company shall not give such notice as aforesaid, or shall dispose of such license without or contrary to the directions of the Lords of the said Committee, every such Company shall forfeit to her Majesty for each offence the sum of Twenty Pounds, and every such penalty may be recovered in any of her Majesty's Courts of Record."

* We make the alterations as they are notified in the official records of the House, but of course, if the amendment to *clause* 16 were carried, the amendment to *this* clause would require to be altered.—ED. R. T.

Last night was appointed for going into Committee on the new Railways' Bill, but at the request of Mr. LABOUCHERE, no discussion took place, the Committee being merely *pro formâ*, for the purpose of having certain intended alterations printed.

SIR FREDERIC SMITH is now occupied in the examination of Mr. Walker's plan for a line from London to York, *via* Cambridge and Lincoln. We believe this is the last of the competing Great Northern Lines, which remains to be inspected; so that we may now hope to have in a week or two the Report of the Government Commissioners upon the entire subject.

—o—

THE Leeds and Manchester Railway was expected to be opened to Normanton on Monday next; but some defects have been just discovered in the Summit Tunnel, the reparation of which may possibly delay the opening for two or three days.

—o—

AMONG the petitions presented this week to the House of Commons, praying for a modification of the passenger tax on railways, are one from the Manchester and Birmingham Company, one from the Manchester and Leeds Company, and one from the Edinburgh and Dalkeith Company.

—o—

ON Monday last it was determined at a meeting of the proprietors and inhabitants of the Waterloo-bridge Company, that the tolls to foot-passengers over that noble structure shall, on and after Monday next, be reduced from a penny per passenger to a half-penny. The alteration is adopted avowedly as an experiment, for the purpose of ascertaining whether greater profits will not accrue to the Company from a larger number of passengers at a reduced price than from a smaller number at a higher rate. The matter does not fall directly within our sphere, but as an illustration of the results of high and low charges, the following facts brought forward at the meeting may be interesting to those who, like ourselves, are advocates of low fares on railways:—

When a charge is reduced unreasonably (like the postage to Ireland) it diminishes the revenue; but when it is reduced about one half (as in the range of the late twopenny post) it adds greatly thereunto.

Forty times more letters pass through the offices of Stroud and Nailsworth, since the postage was reduced from 4d. to 1d.

The reduction of duty on spirituous liquors has added greatly to the revenue.

There are 140,000 weekly papers at 1d. or 2d. each, but there were not 1,000 when each cost a shilling.

The railway charge from Ghent to Brussels was lowered half, which increased the revenue threefold.

The visitors to the Tower are ten times more, now the charge is only sixpence.

The omnibuses at sixpence, carry a hundred times more persons now, than while charging a shilling.

The toll-bridge at Rouen pays six per cent. on its outlay, besides an annual sum for its repairing fund; and though between two free bridges, it has three times more passengers than both of them together, although they are only four hundred yards off; and it is solely because the work people can afford to pay a centime.

When the penny-toll at Richmond-bridge was

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lowered, the revenue doubled immediately, and quadrupled in three years. Thus a halfpenny-toll brought eight times more people than a penny toll.

—o—

In our last we gave a somewhat lengthened notice of the proceedings at the Sheffield and Manchester Railway meeting, with an abstract of the Directors' Report. In our advertising columns to-day, the Report will be found in full.

RAILWAY OFFENCES AND OFFENDERS.

A few days ago the Directors of the London and South Western Railway Company, brought one of their porters named Henry Cunningham before the magistrates of Kingston, on a charge of being drunk and neglecting his duty. It appeared that some waggons having been left behind at the Kingston station, in consequence of a deficiency of power in one of the up trains, it became necessary to remove them out of the way of a train which was shortly to follow. While a policeman named Royle was engaged in this operation, Cunningham came up and was told to attend to the "points," but this he neglected to do, and a collision, fortunately unattended with any serious consequences, was the result. It was alleged that Cunningham was drunk, but the weight of evidence inclined to the other side, and it being proved that his proper employment was that of a porter, wholely unconnected with the working of the trains, the magistrates dismissed the case.

A charge arising out of the above, was then gone into against a Mr. Jones the superintendant of the station referred to. It was clearly proved (and indeed admitted by Jones himself) that on the occasion of the collision, he was absent from his post without leave, *having entrusted the performance of his duties to a common policeman*! It was contended that if Jones had been at his post, his *locum tenens*, the policeman, would have been able to assist in the removal of the waggons. Mr. Jones endeavoured to excite the sympathy of the Bench in several ways. He said the policeman referred to had on a previous occasion been allowed, *with* the cognizance of his superiors, to do duty for him, and *therefore* he thought there could be no great harm in committing on that occasion the charge of the station to the individual *without* leave. He further pleaded the small remuneration, which he received for his services in the office in question, as if the duty had been thrust upon him, and not, we will venture to say, eagerly sought after. The Bench however, very properly disregarding all these and other pleas, amerced him in the penalty of 5*l.*, which (so says the report which appears in some of our daily contemporaries) "was immediately paid."

The Directors of the South Western Company have done themselves great credit by following up this case, and we trust that, as a warning to other persons in their service, Mr. Jones has been dismissed. The Directors of this Company cannot forget what fatal consequences resulted, and what odium has been thrown upon the railway, from the *absence without leave* of one of their officers in the case of the fatal accident at the Nine Elms terminus.

We hope it is unnecessary for us to say, that in earnestly recommending the adoption of what may possibly be called severe and *harsh* measures on the part of railway managements, we have no other object in view than the good of the Companies themselves, as depending upon the confidence placed in them by the public. We may be sorry for an individual whom a first lapse has subjected to dismissal or to a severer punishment, but we are more and more convinced that nothing but this strictness of discipline will ever satisfy the public, or bring railway establishments to that pitch of efficiency which it is so desirable they should attain.

In his defence Mr. Jones attempted to show, that even if he had been present the accident would probably have occurred, and referred to two cases *within the last twelve months*, in which signal lights had been disregarded by drivers. It came out, however, that in one at least of these cases the driver had in consequence been discharged, and we hope it was so in the other case also. We have no hesitation in saying that the railway executive, who in any way or to any extent connive at even the *first* offence of any officer, whether high or low, where the public safety is concerned, are morally responsible for the results of future negligence on the part of such officer, and for the widely extended effects of even *one* case of impunity, upon the conduct of their servants generally.

Some malicious scoundrels having placed large stones upon the Eastern Counties' Railway, near Three Colt lane, Stratford, the Directors have offered a reward of 2*l.* for the detection of the offenders. The offer is much too small. It should be 20*l.* at least, and in case of a discovery, a prosecution should follow to the full extent of the law.

On Tuesday last a farmer named Boulter, was brought before the Pershore magistrates, by Mr. Such, inspector of permanent way on the Birmingham and Gloucester Railway, and fined 3*l.* for an aggravated case of trespass.

Yesterday week George Pain, a foreman on the Eastern Counties' Railway works, at Springfield, was fined by the Chelmsford magistrates 5*s.* (with costs amounting to 19*s.* 6*d.*) for having set labourers to work on Sunday. The practice of working on Sundays was not sanctioned, it appeared, by the Directors. The prosecution was at the instance of the Churchwardens.

IMPROMPTU

ON A WEEPING CHAIRMAN.

——— "he was moved even to tears."
Unpublished Letter.

Weep! Chairman of a ruined line!
Your Boards disgrace, your Stocks decay;
Oh! would that every tear of thine
Could wash some "damned spot" away.

Weep! for your tears are Folly's tears,
For substance spent and credit gone;
Weep! weep! through all your future years,
You'll ne'er for all your faults atone!

Q. IN THE CORNER.

Paris and Rouen Railway.—"The Company," says the *Courrier de l'Eure*, "has entered into a contract, under penalties, for the construction of the whole of that part of the railway which is to run from Poissy to Asnieres, where it will join the St. Germain road. This contract includes two large bridges over the Seine, one at Besons and the other at Maisons. Another contract has been made for the execution of the two most important and difficult undertakings among the whole line, a tunnel of 3,000 metres between Rolleboise and Bonnieres, and a cutting at Venables, in the arrondissement of Louviers. A third contract will shortly be concluded for the line between Poissy and Mantes. In fine, all measures have been taken for ensuring the completion of the whole road between Paris and Mantes in fifteen months, so that it may be brought into use in the summer of 1842."

RAILWAY SIGNALS.

To the Editor of the Railway Times.

Sir,—I perceive in your Number for the 15th instant, you publish a description of a mode of making signals, proposed by Sir George Cayley. You will find in No. 863 of the Mechanic's Magazine for Feb. 22, 1840, a diagram and description of the very same invention, being a modification of my patent, dated August, 1838. Allusion is likewise made to this modification of my invention in No. 51 (Dec. 19, 1840,) of the Railway Times, which would then have appeared but for the circumstance of the wood-cut having been mislaid. Your insertion of the above in your valuable paper will oblige

Your obedient servant,
W. J. CURTIS.

15, Stamford-street,
Blackfriars Road, Feb. 20, 1841.

RAILWAY MEETING AT GREAT YARMOUTH.

(*Continued from page* 251.)

thought a clause put into the Bill would effect that object for them in the same way as on a line with which he was now busy, the London and Brighton Railway. In this bill a clause had been inserted, that the line from Brighton to Shoreham should be commenced simultaneously, and the consequence had been this that line had been commenced simultaneously with the main line, and had been in operations since last May, though the main line was not completed. Therefore, such a clause would meet the object they had in view, and here was a case exactly in point. [Mr. Fenn said, "It was a most important point."—Hear, hear.] The line itself, which he (Mr. R.) had surveyed, appeared to be as favourable as any line he had met with of the same extent. (Hear.) From Bishop's Stortford to Cambridge would be the most difficult line—there would be three short tunnels. On the portion of the line from Cambridge to Norwich there would be no work of magnitude, except a viaduct at Thetford across the the river, but other portions of the line would make up for that expense. And the thing was, that the materials throughout the line of country over which they passed was of the most favourable kind for embankments and for roads. The line from Norwich to Yarmouth was a most favourable line, being nearly straight, and contiguous to so many villages, (Cheers, and "hear.") He was not aware that there was anything else he wanted to say upon the subject, unless any gentleman present wished to ask him any questions.

Mr. Lacon inquired if it would not be more desirable that the Northern and Eastern should take the line from Bishop's Stortford to Bambridge.

Mr. Rastrick said, that though that was the most expensive portion of the line, it was that which must pay the best. All the North traffic must come there, and that towards Lincolnshire, Lynn, and other northern ports, and pass over it. He believed if that part of the line were taken away from the main line, it would reduce the profit upon that portion of the line. For that reason he thought it desirable that they should retain that portion of it. (Cheers.)

Mr. Lacon again inquired, if it were not true that a railway was talked of from the North Midland, and whether it would not have a good effect on them.

Mr. Rastrick replied, that the line had been surveyed, and that it would be of much benefit to the present line. He had been applied to by the North Midland Company, who were desirous of coming to Cambridge, which would open the line westward, Mr. R. apologized for being brief, by stating that he was just off a journey, having been travelling 18 hours.

B. Term, Esq., proposed a vote of thanks to the Mayor for his handsome conduct on the present, and all other occasions, which was carried by acclamation.

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NORTH MIDLAND RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the Proprietors of this Company was held yesterday at the London Tavern, Bishopgate-street, and was very numerously attended. GEORGE CARR GLYN, Esq. presided.

The advertisement calling the meeting having been read, it was resolved unanimously that the common seal of the Company be affixed to the register of proprietors, which was done accordingly in presence of the meeting. The minutes of the previous half-yearly meeting were then read and confirmed.

The CHAIRMAN said, he hailed with much satisfaction the attendance of so numerous a body of proprietors. The Directors were most desirous to meet their constituents, in order, if possible, by an examination of their accounts, to dissipate the alarm which seemed to have arisen with respect to the condition and prospects of this undertaking. It was the more necessary that this should be done, as the Directors for reasons which would be found stated in the Report, would recommend that for the present no dividend be declared. The balance of profits from the working of the line during the last six months was, they would see from the statement of accounts now in their hands, 31,000*l.*, but it was right to state that that amount was subject to several deductions. In the first place, there was a considerable sum payable, but not paid, on account of interest. Then there had been but a very small charge for maintenance of way, as the contractors had hitherto had to keep the greater portion of the line in repair, according to the usual terms of their contracts. There was also but a small amount put down for rates and taxes, and no fund had been established for depreciation of stock. All these deductions would have to be made, and although even then there would remain a very considerable surplus, the Directors after mature consideration had thought it better not to recommend a dividend on the present occasion. (Hear, hear.) The next point touched upon in the Report was the necessity for another application to Parliament for the raising of further capital. At the last meeting he had expressed a hope and belief that no further application would be required, but that they would be enabled on the credit of the undertaking to make up any deficiency that might arise. They had found, however, in the working of the line that a much larger expenditure would be required than was then contemplated, but he begged that the meeting would not suppose that the further capital now spoken of would be unprofitable, or that it would not add to the revenue already received. In point of fact it would open up new sources of revenue. One object to which it would be applied was the purchase of a part of the line originally intended to belong to the Birmingham and Derby Company, but of which it was necessary this Company should now obtain possession in consequence of the removal of their station from a place called the Old Meadows to its present site. The cost under this head would be about 23,000*l.*, but it would be productive of a double revenue, namely, from the tolls of the Midland Counties' Company, as well as from their own line. The next item of excess was a sum of 100,000*l.* for extra works, and he thought it right to state that this excess had arisen almost entirely upon those parts of the line which had been forced upon them by the opposition which they had met with in Parliament. These portions of the line were of an exceedingly heavy character; they comprised difficulties which no engineer could have foreseen, and had involved of late a very great expenditure. Another unexpected expense had arisen from the necessity of erecting a station at Normanton, for the joint use of this Company and the Manchester and Leeds and York and North Midland Companies. In addition to this, the goods' traffic required a larger supply of engines and waggons, and further warehouses, to the extent in all of 30,000*l.*—an increase rendered necessary by the augmentation which was daily taking place, in this department of the Company's business. He thought these explanations would sufficiently account for the amount of 350,000*l.*, which it was now proposed to raise. He begged to say, that in that amount was included a very liberal allowance for certain contingencies; for he was too well acquainted with railway estimates not to provide against the possibility of having to make a future application of the same nature. The next point in the Report to which he wished to advert, and it would be followed up by a resolution, was the proposed reduction in the number of the Directors from 21 to 13. (Hear, hear, hear.) At the commencement of a railway, a large number of Directors was useful, both in forming the share-list and in inspecting the works, but when a line had arrived at its completion it would be found both convenient and desirable that the number should be diminished. (Hear, hear, hear.) There was only one other subject upon which he would offer a remark, and it was for the purpose of setting the Company right with the public, in reference to the Report of the officers of the Railway Department of the Board of Trade, recently laid before Parliament. They were aware that considerable excitement had of late prevailed in the public mind on the subject of railway accidents. He thought, however, that there had been attempts made in certain quarters to throw an undue share of odium upon those lines which had been opened for the first time in 1840. If the meeting would take the number of miles travelled previous to that period, and compare them with the number of accidents, they would find that the proportion of accidents was not larger now than it was then. With regard, however, to the particular case of this Company, he found in a return contained in the Report alluded to, that they were charged with having killed two persons on the 11th of September, and having wounded two others. He did not know whether any such accident had occurred on that day upon any other line, but it certainly had not occurred on the North Midland. (Hear, hear.) He should not further detain the meeting. The Report contained very fully the points which the Directors were anxious to bring before the proprietors, as in the present position of the Company's shares they had deemed it better that explanations should be given in an official document, than verbally by himself. (Much applause.)

The SECRETARY (Henry Patteson, Esq.) then read the Report as follows:—

REPORT.

The Directors upon presenting to the proprietors this their first Report since the opening of the line throughout, would gladly have accompanied it with the declaration of a dividend; but after deliberate consideration, they have deemed it more prudent to recommend, that the considerable surplus balance shewn by the accounts annexed, should be carried forward to the current half-year. Such surplus, however, will be subject to a reduction in the accruing interest payable in February, amounting to about 10,000*l.*

In the examination of the accounts, the proprietors will not fail to observe the evidence they afford of the economy with which the working of this line of railway has been commenced; but although the expenses incurred in working the line, have been less than might have been expected, the Directors are of opinion that considerable saving may yet be effected, and beg to assure the proprietors that their vigilant and unwearied attention shall be paid to this important subject.

The Directors will not attempt to conceal from the proprietors that they feel disappointment at the present results of the passenger traffic, but at the same time, it is only fair to notice, that the accession which was reasonably to be expected from the entire opening of the Manchester and Leeds, and of the Great North of England Lines, has not been attained, the former not being yet opened through, and the latter only carrying minerals; this circumstance, together with the unfortunate accidents which have occurred on several railways, and the general depression of trade, has tended materially to retard the development of this branch of business.

The Directors, however, have much pleasure in announcing to the proprietors, that for several months past no accident to any passenger has occurred on this line, and that the trains have on the whole kept regular time; under these circumstances, therefore, the Directors trust, without raising undue expectations, that in the course of this year the profit from this class of traffic, may approach more nearly to their anticipations. After expressing their opinion upon this part of the subject, the Directors advert with satisfaction to the state of the goods and mineral traffic, both which promise to become hereafter, most important features in the business of the Company. For their efficient working, great increase in the outlay for the stock of waggons, engines, machinery, &c., is necessary, which compels the Directors, in conjunction with other causes, to make application to Parliament for an addition of 350,000*l.* to the capital of the Company, and they hope this sum, or such part as may be required, will be raised by mortgage of tolls, rather than by an issue of shares.

Arrangements have been made for the building of a commodious station at Normanton, in conjunction with the Manchester and Leeds, and the York and North Midland Railway Companies, (the expense to be equally borne by the three Companies,) at a point of the North Midland Railway, convenient for the passengers using the three lines.

When the Directors confidently expected that the capital authorized by Act of Parliament would be sufficient for the purpose of opening the whole line, they did not anticipate the heavy outlay which would be required to complete the works upon certain points, especially those where they were compelled to deviate by Parliamentary opposition. These works have proved exceedingly heavy, and attended by contingencies in their construction, for which no human foresight could provide; the excess arising on this head, together with the necessity for increased stock for the goods' traffic, the formation of the branch for the collieries of the Duke of Devonshire and Sir Henry Hunloke, under Parliamentary agreement, with the additional stations at Normanton, and for the merchandize and mineral traffic, form the principal items which render this additional capital necessary; but it may be remarked, that upon a considerable portion of it, viz.—the branch line, and the goods' and mineral stations, distinct additional receipts will accrue to the Company.

The proprietors have always been aware that the nature of the country through which the line passes, demanded a great outlay on the works, and that it was sound policy to construct them in the most solid and durable manner; and the advantage of this principle has been fully proved during the present most severe winter, by the works having sustained scarcely any injury, which form a reasonable ground for expecting that the permanent way will be maintained at a comparatively moderate charge.

The Directors beg to mention, that on the decease of Mr. Bagster, the superintendant of the Company, which occurred at a period most calculated to interfere with the progress of the arrangements, Mr. Robert Stephenson kindly stepped forward to carry on temporarily, the duties of the superintendant's department, but having obviated by this intervention, the difficulties in which the Directors were placed, he has retired from the office, retaining, however, the superintendance of the locomotive department, and has been succeeded by Mr. Hanson, with whose exertions the Directors have just cause to be satisfied.

Arrangements have likewise been made to enable the Secretary to pass the greater portion of his time at Derby, maintaining that intercourse with the Chairman, and Board of Directors, which the interests of the Company imperatively demand.

The Directors have now to notify to the proprietors the intention of recommending, for their sanction, that the number of Directors constituting the Board, be reduced from 21 to 13, which number they think will be fully competent to insure the general good management of the undertaking, and at the same time will be a saving to the Company.

In conclusion, the Directors cannot refrain from expressing their sanguine hope, that the causes which have temporarily interfered so seriously with the prospects of this, and of railways in general, will now quickly pass away, and that by co-operating zealously with the authorities of the Board of Trade, and giving full effect to those regulations and arrangements which practical men may suggest, the full advantages which railways possess over every other mode of conveyance, will be realized, and that the proprietors may enjoy the profit to which their enterprise and confidence so fully entitle them.

In compliance with the provisions of the Act of Parliament, the following Directors go out by rota-

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tion. Messrs. Goodman, Leaf, Newton, Titley, and Hood, and the three last mentioned gentlemen, Messrs. Newton, Titley, and Hood, offer themselves for re-election.

Statement of Capital Account to 31st December, 1840.

DEBTOR.

	To the 30th June.	Since.	Total 31st Dec., 1840.
	£ s. d.	£ s. d.	£ s. d.
To Payments before Act was obtained	41,349 12 3	....	41,349 12 3
Land and compensation	350,389 19 4	13,436 15 3	363,825 14 7
Works, road	1,619,861 2 10	38,680 6 4	1,658,541 9 2
,, stations	66,418 15 7	124,479 13 2	191,898 8 9
Permanent way, rails, chairs, sleepers, &c.	315,622 0 2	15,146 4 1	330,768 4 3
Engineering—salaries to Engineers, clerks, office expenses at Chesterfield, &c. &c.	45,522 4 7	3,302 9 11	48,824 14 6
Surveying and land valuing	7,038 14 0	500 0 0	7,538 14 0
Hire of police	2,119 5 7	320 9 0	2,439 14 7
Waggons, trucks, implements for contractors, &c.	8,222 5 10	....	8,222 5 10
Law charges for general purposes	14,887 15 7	5,113 5 4	20,001 0 11
Direction	7,850 0 0	....	7,850 0 0
Miscellaneous charges	7,217 16 7	1,172 7 4	8,390 3 11
Advertising, printing, &c.	2,472 16 3	425 11 2	2,898 7 5
Office charges, including salaries to secretaries, clerks, rent, stationery, printing, &c.	8,460 1 0	....	8,460 1 0
Parliamentary and law charges	4,105 15 1	57 10 0	4,163 5 1
Stamps for debenture bonds	4,500 0 0	....	4,500 0 0
Interest on debenture bonds	36,502 16 7	11,166 10 10	47,669 7 5
Locomotive stock, engines, tenders, implements, &c.	71,082 2 4	50,089 4 2	121,171 6 6
Coaching stock, 1st, 2d, and 3d class carriage bodies, trucks, horse boxes, &c.	23,838 9 10	14,866 2 10	38,704 12 8
Stores—stock in hands of storekeeper	....	6,883 15 2	6,883 15 2
Stock—road and stations, furniture for stations, notice boards, signals, &c.	....	1,596 0 0	1,596 0 0
Three per cent. consols—security for payment of Government duty	....	1,000 0 0	1,000 0 0
	2,637,460 13 5	292,236 4 7	2,929,696 18 0
To cash at the disposal of the Company			2,781 15 4
Total			£ 2,932,478 13 4

CREDITOR.

	£ s. d.
By cash received for calls on £100 shares	1,465,330 0 0
,, £50 shares	862,575 4 8
,, Premium on £50 shares	5,666 10 0
,, Interest (balance of interest account)	6,286 2 9
,, Loans on debenture bonds	780,030 0 0
,, Money on loan	137,360 0 0
,, Materials resold	1,392 5 9
,, Rent of cottages	367 8 0
,, from Dearne and Dove Canal Company for works executed by the Company	3,471 2 2
Total	£ 2,932,478 13 4

Statement of Revenue Account to 31st December, 1840.

DEBTOR.

To maintenance of way			425 13 10
Locomotive power—including wages, salaries, coke, oil, tallow, waste, &c. expenses, pumping engines, repairs of engines, &c &c.			16,024 5 4
Coaching account—including salaries, wages of porters, guards, and police, clothing, stores, &c. &c.	16,915 19 8		
Miscellaneous—including compensation for loss of baggage	363 15 10		
Ditto Derby station	305 3 9		
	17,584 19 8		
Accident account	778 6 6		
Coach repairs	3,690 17 5		
			22,054 3 2
Police—wages, &c. (new police)			186 9 3
Goods department—salaries, wages, &c.			1,390 18 3
Stores department—salaries, wages, &c.			1,089 11 6
Office charges, London and Leeds—including salaries to Secretaries, clerks, rent, taxes, stationery, and all other charges.			2,297 9 5
Direction			1,050 0 0
Advertising			851 2 1
Rates and taxes (amount actually paid)			146 3 4
Mileage duty			4,123 1 9
Loan creditors, proportion of interest			7,500 0 0
			37,119 17 11
Cash at the disposal of the Company			51,786 17 3
Total			£88,906 15 2

CREDITOR.

By cash received for passengers, mails, parcels, horses, carriages and dogs	71,424 14 1		
,, ,, conveyance of goods	13,598 17 1		
			85,023 11 2
Contingent receipts due from other Companies for sundry services, and interest, according to existing agreements			3,883 4 0
Total			£88,906 15 2

The CHAIRMAN moved that the Report be received and adopted, and printed for circulation among the proprietors.

The motion having been seconded,

Mr. BAIN enquired how the further capital could be raised on loan with justice to the present debenture holders?

The CHAIRMAN said, the previous mortgages would, of course, have a priority over the new loan.

Mr. MARTINEAU entirely agreed with the Directors as to the policy of declaring no dividend at present—(hear, hear)—but he was not quite satisfied with the case that had been made out for the necessity of raising further capital. He thought the application to Parliament would alarm the proprietors and the public, unless further explanations were given. (Hear, hear.)

Mr. BAIN said the most unsatisfactory part of the Company's position in his opinion was the small amount of passenger traffic. He had understood that delays had frequently occurred at Rugby, in consequence of the Midland Counties' train missing that of the Birmingham Company. He was acquainted with one case in which the mail had been detained for a whole night. He thought the Directors of this Company ought to see not only that the public were safely and expeditiously conveyed over their own line, but that no delay took place on others. He would suggest, that when a train arrived at the Rugby junction too late for the usual Birmingham train, it should be forwarded by a special engine. (Hear, hear, hear.)

The CHAIRMAN was sure the honourable proprietor would be glad to learn that his suggestion had been acted upon for some time past. In cases of delay the passengers were always sent on by a special train. (Hear, hear.) This was not the case with respect to the mail bags, but as the arrangements in regard to them rested solely with the Post Office, it was for the authorities of that establishment to justify to the country, if they could, the detention for hours of the mail bags, when as had recently happened, the passengers coming by the same train had been sent forward. (Hear, hear.)

Capt. PORTER enquired at what rate minerals were conveyed along the line.

The CHAIRMAN said, the mineral traffic was as yet clearly but in its infancy. Their charge was 1½d. per ton per mile—a charge which had been called too low by some, but which still left very considerable profit. This rate was higher than was charged on the Midland Counties' line, but it might be satisfactory to know, that as the traffic became larger the Company's profit would increase, the charge having been based upon a larger amount of trade than they had yet any right to expect.

Lieut.-Col. NORCLIFFE expressed his gratification at the appointment of a working superintendent so well qualified as Mr. Hanson, and with the intention of their able Secretary to reside at Derby during the greater part of the year.

Mr. COLLETT thought the per centage for working expenses was very high, amounting, if his calculations were right, to 57 or 58 per cent. on the gross receipts, including the money received from other Companies.

The CHAIRMAN said, the sum mentioned in the accounts (33,000*l.*) had been received solely from the working of their own line. It must be evident that the per centage of working expense would be high or low, according to the amount of traffic. It was in the deficiency of traffic that the difficulty lay with this Company—a difficulty which the Directors acknowledged in the Report and sincerely deplored. They ran trains, but these trains were sometimes almost empty, while the expense which they involved was in either case nearly the same. Then, their staff and establishment were proportionate to the traffic which they expected would come, and ultimately he felt persuaded must come, upon the line. If, therefore, their expenses were higher than those of some other Companies, it was easily accounted for; but he did not believe that they were really higher, and he thought if the first half-year's expenses of some of the Lancashire lines were looked to, it would be found that he was right. Of course it was not fair to test their expenses by a comparison with the London and Birmingham, Grand Junction, and other lines, as now for some time established. (Hear, hear, hear.)

Mr. BECK entered at some length into a comparison of the expenses incurred in the construction of the North Midland, and York and North Midland lines. He found, he said, that the amount for land and compensation came to a great deal more per mile on the North Midland than on the contiguous line—that the engineering cost 270*l.* per mile more, and the works 12,570*l.* more. In fact every charge was greater in the one case than in the other, and as a natural consequence their shares were at a discount, and they had no dividend, while the shares of the other Company were at a premium, and they had received a very satisfactory dividend from even the first half-year's receipts. He only referred to the past, that they might draw a lesson for the future, as to economy.

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Mr. VICKERS expressed his perfect confidence in the capabilities of the line, which only required time and good commercial management to develope them, especially the mineral traffic, which might be rendered unequalled upon any other line on this side of York. There was one item in the accounts which appeared so small, that he thought there must be some mistake. It was an item of only 2,287*l.* for the expenses of two offices, one in London and one in Leeds, including salaries to secretaries, clerks, &c., and every other charge.

The SECRETARY said there was no mistake at all. It comprised the whole of the charges under this head at both establishments during the last six months.

Mr. VICKERS was very glad to hear it. (Hear, hear, hear.) The honourable gentleman then entered into various details respecting the weight of engines, &c., and the form best adapted for the North Midland line, but the opinion of the meeting seemed to be that these suggestions however valuable should be submitted to the Directors, and not brought before a public meeting.

Mr. ALSTON (of Liverpool) strongly recommended that the Report and accounts should be submitted to the proprietors at least a few hours previous to the meeting, in order to give some time for their dispassionate consideration. He alluded to the practice followed by the Liverpool and Manchester, Great Western, Grand Junction, and other lines, and thought it might be advantageously followed in this case. He expressed his gratification at the intention to reduce the number of Directors, and was happy to find that the Directors in their own department were giving such convincing and practical proofs of their desire for economy. (Hear, hear, hear.) He would strongly urge upon the Board the propriety of having as many local Directors as possible.

The CHAIRMAN explained, that of the 13 Directors whom it was proposed to retain, nine were local Directors, and only four resided in London, and that almost all the Board meetings were held in Derby.

Mr. ALSTON urged the great importance of having as much as possible the personal inspection of Directors. He then recommended the policy of low fares, and alluded to the great reduction of 10 per cent. which on the Grand Junction Railway—a model, as he said, for all other lines—had been effected in the working expenses of the last half-year, as compared with those of the preceding.

The CHAIRMAN went over the points touched upon by the several speakers, giving further details of the items of extra expense. In addition to those mentioned above, he said a sum of 87,000*l.* would be required for stations, (including the Company's share of the new station at Normanton); 30,000*l.* for goods' engines, waggons, &c.; 20,000*l.* for the completion of the Company's workshops; and 15,000*l.* for the erection of houses for the Company's servants—an arrangement which he was sure would prove greatly beneficial. (Hear, hear, hear.) With respect to the comparison with the York and North Midland line, although he much rejoiced in the success of that Company, it was not fair to judge of the one establishment by the other. All such comparisons were unsatisfactory and unfair, unless the elements of calculation were in both cases the same. Were the gradients and expenses connected therewith the same in both cases? (Cries of "No," "no.") He would ask the local proprietors if the character of the works upon the two lines was the same? ("No," "no.") Was the value of the property required in the two cases at all similar? ("No," no.") But after all, the secret of the success of the York and North Midland Company lay in this, that their trains were full trains, whereas those of the North Midland had not yet attained that measure of prosperity. With respect to local Directors, he fully agreed in the preference which, other things being the same, ought to be given to them, but he was rather surprised to hear the suggestion come from a Lancashire gentleman. [Mr. ALSTON—Not a Lancashire Director. (Hear, hear.)] If there were any persons who thought local Directors not preferable, it was the Liverpool gentlemen; and in many cases he believed they had been right, for in the first commencement of railways, no other persons had had nearly so much experience in this species of undertaking. (Hear, hear, hear.) As for himself, he confessed that he had intended to retire whenever the railway should be completed. (Loud cries of "no, no," from all parts of the room). He certainly did not covet the office which he had now the honour to hold, but unless it were the wish of the proprietors, he should be sorry to give it up, until he and his colleagues had placed the undertaking in that position which it ought to assume, and which he was satisfied it would at no distant day assume. (Much applause.) He had already referred to the working expenses of some of the Lancashire lines during the first half year of their existence, and a note had just been put into his hand of the cost of working on the Grand Junction Railway during the first half year, from which it appeared that while the gross receipts had been 116,740*l.* the profit had been only 60,704*l.*, thus showing that a comparison of the expenditure of the North Midland line would not be disadvantageous. At the same time he gave every credit to the Grand Junction and Liverpool and Manchester Directors for the reductions which they had recently made under this head of expense, and which, although perhaps in some measure forced upon them by the example of another line, were not on that account the less beneficial to the proprietors. He trusted that the North Midland line would ultimately be on a footing with the most economical railways in the kingdom. (Much applause.)

The motion for the adoption of the Report was about to be put, when,

Mr. BARTON (of Liverpool), handed to the Chairman an amendment to the effect that the question of raising farther capital be put off till next meeting.

The amendment however was not seconded, and the original motion having been put, was carried unanimously.

The CHAIRMAN then proposed a resolution respecting the reduction in the number of Directors, which also was carried unanimously.

Mr. BUCKLEY then proposed the re-election of Mr. Newton, Mr. Titley, and Mr. W. Hood, passing a high eulogium on their efficiency. He was glad to see the number of Directors reduced, as he took it for granted the allowance would be reduced in the same proportion.

The CHAIRMAN—Certainly. (Hear, hear.)

CAPTAIN PORTER seconded the motion.

Mr. BARTON handed the Chairman an amendment to the effect that Mr. Hood be not re-elected, as he held only 10 shares in the undertaking.

There was no seconder, and the amendment fell to the ground. The original motion was then carried unanimously.

Mr. BARTON then brought forward a substantive resolution to the effect that all unnecessary officers be dismissed—that there be but one Secretary, one Treasurer, and one Accountant on the line, and that they reside at Derby.

It was explained that there was only one Secretary, with an assistant Secretary resident at Leeds, and no Treasurer at all.

Some conversation having arisen as to the necessity of having a seconder to a motion or amendment, several proprietors said they would second the motion if the preamble could be proved—namely, that there *were* unnecessary officers. As, however, the honourable mover did not give the data upon which his motion was founded, no seconder appeared, and the proposition fell to the ground.

Mr. BARTON was about to propose a resolution for a list of officers at the stations, with their salaries, when,

The CHAIRMAN said, the Directors would voluntarily supply that and any other information that might be required.

Mr. CHAMBERS went at some length into the question of Sunday travelling by railway, and complained that all the Company's servants were employed for the whole seven days of the week. He thought the blessing of God could not rest upon an undertaking so conducted, and he was of opinion, that even in a pecuniary point of view they were injured. He would move a resolution, that every man be asked whether he would not prefer a smaller salary with the whole of Sunday to himself, rather than a larger salary as now employed.

The CHAIRMAN said, the honourable proprietor was in error as to a fact, inasmuch as one-third of their establishment were wholly unemployed on Sunday. (Hear, hear, hear.)

Mr. GOLDSMID strongly deprecated the discussion of such questions before a commercial body, as calculated to inflict injury on religion. Parliament should be applied to, and if necessary, a general law would be passed applicable to all Companies. (Hear, hear, hear.)

After some further conversation, the motion fell to the ground from want of a seconder.

A motion was then brought forward and unanimously carried, sanctioning the proposed application to Parliament.

Captain PORTER, after dwelling at some length, and with much force, upon the desirableness of there being the very best understanding among Companies so closely connected as the Manchester and Leeds, North Midland, and York and North Midland, suggested that the Chairmen of the three Boards, Mr. Glyn, Mr. Houldsworth, and Mr. Hudson, should meet together and make any arrangements that might be required for the good of all the Companies. The gallant proprietor paid a high compliment to the three Chairmen, particularly to Mr. Glyn, without whom he said he was sure the North Midland Railway would never have been made. The gallant gentleman's address was much applauded.

The CHAIRMAN acknowledged the compliment paid to himself. There were few duties which he should deem irksome if benefit could thereby result to the North Midland Railway. The principle of the suggestion was excellent, namely, that there should be a Committee of the three Boards. Such an arrangement had been adopted with excellent effect upon a metropolitan railway. He doubted, however, whether his local knowledge—he said nothing of his convenience—would enable him to form one of such Committee, but the subject should receive every attention. (Hear, hear, hear.)

Mr. HUDSON (Chairman of the York and North Midland Company) spoke to the same effect, and stated that at present the best feeling existed, so far as he knew, among the three Boards.

Mr. PARSONS inquired if the North Midland Company had agreed to reduce the tolls payable by the Manchester and Leeds Company, so as to enable that Company to carry passengers by a round-about route in rivalry to the Grand Junction Company.

The CHAIRMAN said, the North Midland Directors had been perfectly cognizant of the arrangement alluded to, but from what had transpired that morning, he doubted whether after all it could be carried into effect. The Directors of the North Midland Company had felt themselves bound, on the score of revenue, to entertain the proposition made by the Manchester and Leeds Company, as it would involve no additional expense; but he doubted the policy of the arrangement. With regard to the neutral traffic, as he might call it, such as that from Halifax and other places, the tolls remained without diminution.

Mr. PARSONS said, he was not interested in either the Grand Junction or Manchester and Leeds line, but he thought rivalry of this kind between Companies ought not to be encouraged. (Hear, hear.) They had enemies enough elsewhere, without fomenting dissensions among themselves. (Hear, hear, hear.)

Lieut.-Colonel NORCLIFFE inquired if the Directors had received any definite information respecting the coast line to Scotland, which would, exert so beneficial an influence on the North Midland line.

The CHAIRMAN said they were awaiting the Re-

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port of the Commissioners, but there could be no doubt that under any circumstances a line of railway communication would be completed from York to Darlington, which could not fail to be of great importance to the North Midland line. (Hear, hear, hear.)

In answer to a question it was stated that the receipts from the Manchester and Leeds line were included in the weekly returns of traffic, published in the *Railway Times*, and that minerals were comprised under the term "goods."

The CHAIRMAN, having consulted with his colleagues, said, there could be no objection at all to having the Report and accounts ready a few hours previous to the meetings. (Hear, hear, hear.) There were strong objections to an earlier publication, principally as taking off from the interest of the meetings.

Mr. ALSTON felt greatly indebted for the promptitude with which his suggestion had been met, and begged in his allusions to local Directors to disclaim all reference to their excellent Chairman, of whose value they had that day had an additional proof. (Much applause.)

Captain PORTER then moved, and Mr. ALSTON seconded, a vote of thanks to the Chairman and Directors.

A PROPRIETOR suggested that in the event of a vacancy at the Board, Mr. Hudson, Chairman of the York Company, should be appointed.

Mr. HUDSON begged to decline the honour, in case any subject of difference should arise between the two Boards—which, however, he did not anticipate. (Hear, hear.)

The motion was put by Captain Porter, and carried by acclamation.

The CHAIRMAN returned thanks, expressing a hope that he should preside at many a pleasanter meeting, when they would have a handsome dividend to declare.

The meeting then broke up.

LONDON AND BLACKWALL RAILWAY COMPANY—GENERAL MEETING.

THE half-yearly General Meeting of the proprietors of this Company was held yesterday at the London Tavern, Bishopgate Street, WILLIAM ROUTH, Esq., in the Chair.

The CHAIRMAN, in commencing the proceedings of the day, said, in compliance with the wish expressed at the last meeting, a copy of the Reports, as well as a statement of the accounts, had been sent to every proprietor, and although these documents had thereby probably lost some of their interest, it was requisite that they should be formally read, and as the Secretary was labouring under a very severe cold, Mr. Tyreman, one of the Company's solicitors, would, with permission of the meeting, read them.

Mr. TYREMAN accordingly read as follows:—

DIRECTORS' REPORT.

SINCE the last meeting of the shareholders, the railway has been in uninterrupted operation, notwithstanding the various impediments which the heavy fogs and severe frosts have occasioned in other modes of travelling. The number of passengers conveyed on the railway up to the 31st December, comprising a period of somewhat less than six months, has been 949,246; considerable as this number is, it will be remembered, that up to the month of August, one line of rails only having been completed, the traffic was necessarily confined to half-hour trains, and that some of the intermediate stations could not be opened till the end of September. It was found too, that almost all the steam boats had fixed engagements at other wharfs, which either prevented them altogether from transferring their traffic to Blackwall, or were the means of delaying their doing so, until the best part of the season had passed away.

These circumstances, acting in connection with the inconvenience which, as the Directors foresaw, has resulted from the distance of the station at the Minories from the seat of business, have of course operated to delay the development of the traffic that may fairly be expected on the line; but enough has already been elicited to induce the Directors to believe, that they have been justified in the sanguine expectations which they had formed.

The Directors have used every means in their power for the early removal of all these difficulties and arrangements have been made for steam communication during the ensuing season, which they doubt not will lead to a very large increase of traffic.

The Woolwich Steam Boat Company, the first to try the experiment of opening a direct communication between Woolwich and Blackwall in connection with the railway, are building, and will in a few days launch some boats specially for this service; and they have entered into arrangements to run from and to Blackwall every 15 minutes throughout the day.

The Watermen's Company are building new steam boats, some of which are to run between Blackwall and Greenwich; and the Directors finding it impossible to make any satisfactory arrangements with the owners of the present Gravesend boats, the very large traffic of that place has proved almost wholly unproductive to the railway; and the Directors have therefore been instrumental in getting three iron steam vessels built, to run exclusively between Gravesend and Blackwall; and they have reason to believe, that their superior construction, and great power, will ensure a large proportion of that important trade.—One of these boats is already launched, and in a few days the proprietors will be able to fix the time for the running of all three.

Other arrangements for the developement of the river traffic are under negociation, but the Directors are not yet enabled to speak of them with the same certainty.

The arrangements for the extension of the line into Fenchurch-street are in active progress. The property is all purchased, and a great part of the ground is cleared. The contract for the execution of the work has been taken by Mr. Thomas Jackson, under an engagement to complete the same by the 15th May next; and with some little additional time for laying the rails and other requisite arrangements, the whole line may be ready to receive the trains in the month of June.

In considering the precise position of the terminus in Fenchurch-street for this contract, with a view to opening the most convenient area for carriages, as well as the most useful and profitable appropriation of the surplus ground, it was suggested, that an important improvement might be made by carrying the railway across London-street westward, and by clearing the space between that street and Mark-lane, including the frontage to Fenchurch-street; thus making an opening at once to Mark-lane, Billiter-street, and Fenchurch-street, and at the same time removing the inconvenience resulting from the narrowness of Fenchurch-street at that particular point.

The Directors are so convinced of the advantages which would result from this change, that they propose applying for power to make the alteration, and have proceeded to give the requisite notices. In case the change shall be effected, a great deal of the property which they have already purchased will remain undisturbed, and for the present they have confined their arrangements to a temporary station, which, however, will be on a scale to answer all the necessary purposes.

With this uncertainty as to the cost of the property and the value of that which will remain, it is impossible for the Directors to state exactly what the ultimate cost of the line may be, but, it is clear, that it will require a sum considerably beyond the present capital, and the money which the Company have the power to borrow; and the Directors recommend that in the intended application to Parliament, powers be taken for raising the amount that may, under any circumstances, be required.

In works of this nature, where those of a similar description have been previously executed, an excess of the estimates has in most, if not in all cases, been found inevitable, and the excess in the present case may be attributed partly to the same causes, but mainly to the novel character of the line in all its leading features, and to the violent and persevering hostility which has attended every step of its progress.

In order to meet the possible extent of this excess, the Directors recommend that a sum of 150,000*l.* be raised by new shares; that they should have power to issue them on such terms as may hereafter be determined upon, on the principle that they be offered to the holders of the present shares at such a rate as will, at the time, give them a fair bonus,—when this capital is subscribed for, the Directors will have the power to raise a further sum of 50,000*l.* upon debentures, which they purpose doing, and any part of the 150,000*l.* not required for the completion of the works will of course not be called, but will remain as a fund towards the extinction of the debenture debt.

The Directors have already adverted to the fact, that 949,246 passengers were carried on the railway between the 6th July and 31st December, during which time the receipts amounted to 15,781*l.* 11s. 6d. Against this, the disbursements for coals, stores, mileage duty, rent to the Dock Company, gas lighting, and the wages of all persons whatever employed on the line, or at the stations, were 7,630*l.* 1s. 3d., besides the sum of 2,000*l.* 8s. 5d. due on the 31st December for similar expenses, which would leave an apparent balance of 6,151*l.* 1s. 10d. in favour of revenue; but the Directors, while they on the one hand wish to state that many of these expenses were necessarily heavier during the first few months that the railway was opened, than they are likely to be for the future, think it right to remind the proprietors that there are several items of expenditure not included under the above heads, some part of which would be chargeable to revenue. The Directors allude to the first cost, and wear and tear of the rope and sheaves on the first experimental working of the line, and to various other items which, though they will necessarily involve a certain annual charge of an amount not at present ascertained, have occasioned an expenditure which cannot upon any fair principle be charged against the revenue of a single half year.

They also allude to the general expenses of the Secretary's and Engineers' departments, some of which arise out of, and others are greatly increased by the prosecution of the new works.

On account of the impossibility of ascertaining what portion of these expenses ought respectively to be charged to revenue and to capital, the Directors have found themselves unable to lay before the proprietors an accurate revenue account up to the 31st of December, which they regret the less, because they do not recommend any division of that fund arising from this, the experimental working of the first half year.

The Directors, however, think it will be satisfactory to the proprietors to know, that upon as accurate an estimate as can be made of all the current expenses, including every item of expenditure except the mileage duty (the amount of which entirely depends on the extent of the traffic), and the interest of the debenture debt, they have every reason to believe that they will not exceed 425*l.* per week.

In conclusion, the Directors have to submit to the proprietors the Report of the Engineers, and to state that with reference to the necessary speed from end to end—to the almost unlimited number that can be carried in each train—and the advantages of numerous intermediate stations, proved as they are by the experience of the last eight months—they are more than ever satisfied that the plan of working the railway by stationary power is the only one that could with advantage have been adopted. They also concur with the Engineers in the opinion they have expressed of the efficiency of the engines and machinery, and of their expectation that all difficulties with regard to the rope will be removed by the means that are proposed; and it is a satisfaction to them that on the introduction of a principle involving so much of an experimental character, so large a traffic has been conducted without the occurrence of a serious accident to any passenger.

On this occasion three of the Directors go out of office by rotation, and the lot having fallen on Mr. William Routh, Mr. Henry Harvey, and Mr. William Haigh, these gentlemen being eligible offer themselves for re-election.

The usual half-yearly account, together with a general statement of the receipts and disbursements up to the end of the past year, accompanies the Report, and will be in the hands of every shareholder.

[We must postpone the Engineer's Report and Balance-sheet till our next.]

The CHAIRMAN said he believed the points upon which the meeting would be most anxious to receive explanation were, first, the proposed change in the site of the London terminus; and, secondly, the farther amount of capital required. (Hear, hear.) With respect to the first point, he had only to say, that whether they crossed London-street or not, it was the unanimous opinion of the Directors, and the opinion of others, that the public convenience would be promoted, by effecting an opening to the westward instead of to the north, as originally intended. They would thus have a more direct communication towards the western part of the metropolis, which was considered of greater importance than one to the north. They would also be enabled to communicate with Billiter-street, which would have been impossible, under existing arrangements,

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and have the farther advantage of having but one area for carriages instead of two. The Directors were of opinion, that the alterations now in contemplation, instead of adding to the cost of the undertaking would be a measure of economy. Till they obtained power to effect these changes, the Directors proposed to take steps for opening a temporary communication with London-street. They would endeavour to secure the insertion of a clause in the Company's Bill now before Parliament, to authorize the proposed alteration, but it was doubtful whether they would succeed. (Hear, hear.) If they did not, it would arise solely from the operation of the Standing Orders, for the Directors had reason to know that the neighbourhood, the public, and such members of the Corporation as they had communicated with on the subject, were anxious that the alteration should take place, for this reason, among others, that it would remedy the inconvenience to be apprehended from the narrowness of Fenchurch-street, near Mark-lane. With regard to the excess of estimates, this had arisen from various causes as adverted to in the Report. A considerable excess had taken place on the estimates of the engineers, but it was due to these gentlemen to state, that in the original estimate, the cost of the stationary engines and engine house, had been set down at 35,000*l.*, and the annual expense of working at 12,000*l.* per annum; whereas, after mature consideration it had been deemed advisable to substitute another description of engine of a much more expensive kind. It had been considered that the high-pressure engines at first contemplated, would not be on the whole the most judicious. Had these been adopted, the first cost would have been less, the space required for them would have been less, and the machinery would altogether have been of a less ponderous description. The engineers, however, had given the preference to low pressure engines, and the first cost had therefore been increased. The engines had cost 47,000*l.*, the tank and well 9,000*l.*, and the engine-house 25,000*l.*, being in all 84,000*l.*, or an excess of 49,000*l.* over the original estimate. An excess of this character was not to be justified except on the ground that the annual expense of working would be reduced and this had been the case; for instead of 12,000*l.* it had been reduced by 4,720*l.*, namely, to 7,280*l.* In addition to this great saving, the engines now in use were less liable to accidents. The great saving had been in the important article of fuel. It had been expected that 200 tons of coal would have been required per week, whereas the actual amount had been reduced as low as 54 tons per week. With regard to the other estimates, he would say, that no excess had arisen on the estimates for property. The Directors had hoped, indeed, that when the width of the viaduct was reduced, a reduction would have taken place in the estimate for land; but when he informed them that they had had 1202 claims before them, and when they recollected that in all such cases the scale was uniformly turned in favour of unwilling sellers, they would see that even so small a sum as 10*l.* in each instance, would, in the aggregate, amount to a very large sum. Another cause of excess had been the law expenses arising from the litigious spirit with which they had been met at every point. (Hear.) He hoped the proprietors would not think that the Directors had gone unnecessarily into court, when he informed them, that out of the 1202 cases above referred to, they had been compelled to go into court with only 52, nor that these cases were not fit objects for consideration of a jury, when they knew that the claims in respect of them had been 104,900*l.*, and the awards 56,000*l.*, being a saving of 50,000*l.* (Hear, hear.) He was sorry to say, that although they had, in every case where they could, taxed the costs of adverse solicitors, these costs had been little short of 20,000*l.*, and of course had led to expenses with the Company's own solicitors. On this point he had nothing to add, except that the accounts were always open for the inspection of proprietors, and that the Secretary was instructed to afford every facility for this purpose. (Hear, hear, hear.) Another point of interest was the rope by which the line was worked. The engineers were of opinion, and the Directors agreed with them, that all difficulties were got over, and that before the large stream of traffic came upon the line, they would be enabled fully to receive it. (Hear, hear, hear.) The number of passengers had not disappointed the Directors, all things considered, and the receipts would have been greater had it not been that the fares were, for certain reasons, 3d. at first instead of 4d. They had also, for precaution's sake, employed two conductors on every train, but this would be only for a time. The extension of the line would be opened in June, and till then their traffic could not be fully developed. It was satisfactory to state, that the whole of the shares were placed, and that the total arrears on calls, including the last call in November, and referring principally to it, were under 19,000*l.* (Hear.) If the Report were confirmed, the Directors had made such arrangements that only one call of 2*l.* would be made on the new shares during the present year. (Hear, hear.) Reverting to the expenditure, it would be satisfactory to know, that in the calculation of 425*l.* a week, a very liberal scale had been adopted, and that this was the maximum expense of the maximum traffic. Unlike other lines their expenditure would not be a per centage on the gross receipts, but would remain almost the same (mileage duty excluded) whether the traffic were large or small. If, therefore, their traffic were trebled, as there was good reason to believe it would be, the per centage of expense, instead of 50 would be about 16. (Hear, hear, hear,)

In answer to a question, the CHAIRMAN stated that the iron steamers referred to in the Report were totally unconnected with the Company, being at the risk of the Directors and some of the principal shareholders, but by and by, when their operations were enlarged, any proprietor who pleased, would be admitted to a participation in the speculation.

In answer to another question it was stated that the total law costs incurred in the purchase of property, had been little less than 50,000*l.*

A PROPRIETOR inquired if the Directors had determined at what prices the shares were to be issued.

The CHAIRMAN said, they had not yet determined the price.

A very long, and, at times, rather acrimonious discussion followed, but the particulars we are compelled to defer till next week.—An amendment was moved, but ultimately withdrawn, that the Report be not adopted. The Report was then received, and adopted with but one dissentient. The Directors named in the Report were next re-elected; and after a vote of thanks had been passed to the Chairman, the meeting separated.

EDINBURGH AND GLASGOW RAILWAY COMPANY—GENERAL MEETING.

THE Sixth Half-yearly General Meeting of the Proprietors of the above line of railway was held on Monday in the Railway Office, Queen-street, Glasgow; JOHN LEADBETTER, Esq., Chairman of the Directors, presiding.

The Directors reported favourably of the progress of the undertaking during the last 6 months; they look forward to the opening of the line in August, and they state that the sum expended on the works since last June to December amounts to 194,179*l.* 7*s.*, which would enable the shareholders to judge of the amount of work performed during that period. The report was unanimously approved.

The next subject was one of great importance to the undertaking, and one which has caused considerable difference of opinion, namely, whether the line, after its opening, shall be divided into two portions, called the Edinburgh division, and the Glasgow division, the management of which is to be entrusted to two Committees of the General Board of Directors, having co-ordinate power, as has been the case during its formation; or whether the whole is to be managed as one entire and continuous railway by the General Board itself.

Mr. LEADBETTER moved a series of resolutions in favour of concentration, and a concentrated board of management to sit in Glasgow; and also in favour of a union of the engine and carriage workshops, both on the score of economy and efficiency.

Mr. LEARMOUTH, of Edinburgh, moved an amendment, that the line should continue to be managed as hitherto.

There were about sixty proprietors present, and the subject underwent a lengthened discussion. The concentration plan was supported by Messrs. J. G. Hamilton, Mackenzie Kirkland, Andw. Brand, and others. The division plan was supported by Messrs. H. J. Caddell, of Cookenzie, S. J. Sligo, of Carmyle, and others. J. Christison, Esq., advocate, and E. D. Sandford, Esq., spoke in favour of delay. The meeting came to a division, when the voting stood as follows:—Proprietors in favour of the concentration plan, either present or by proxy, represented 10,000 shares, and gave 1,575 votes; those for division represented 3,650 shares, and gave 454 votes.—Majority, 6,400 shares, and 1,121 votes. Nearly the whole of the qualified proprietors voted on the occasion, either personally or by proxy. Resolutions in favour of concentration have been passed in Manchester and Liverpool.

[We must, for the present, content ourselves with this short sketch, but shall give farther details in our next.—ED. R. T.]

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BRISTOL AND EXETER RAILWAY.

Feb. 24.—Petition for Bill reported, and Bill ordered to brought in by Mr. Henry Berkeley, Mr. Philip Miles, and Mr. William Miles.

DURHAM AND SUNDERLAND RAILWAY.

Feb. 19.—Bill "to enable the Durham and Sunderland Railway Company to raise a further sum of money, and for amending the Acts for making the said railway," presented and read the first time.

Feb. 22.—Printed brevinte of Bill laid on the table.

Second reading fixed for Friday, 26th February.

EASTERN COUNTIES' RAILWAY.

Feb. 22.—Bill read a second time and committed, and referred to the Committee of Selection.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

Feb. 19.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Wallace and Lord James Stuart.

Feb. 22.—Bill "to enable the Glasgow, Paisley, and Greenock Railway Company to raise a further sum of money, and to amend and enlarge the powers and provisions of the Acts relating to the said railway," presented and read a first time.

Feb. 25.—Printed breviate of Bill laid on the table.

GREAT NORTH OF ENGLAND RAILWAY.

Feb. 19.—Bill "for amending and enlarging the provisions of the several Acts relating to the Great North of England Railway Company, and for other purposes relating thereto," presented and read a first time.

Feb. 22.—Printed Breviate of Bill laid on the table.

LONDON AND BLACKWALL RAILWAY.

Feb. 24.—Petition for Bill reported; and Bill ordered to be brought in by Mr. Alston, Mr. Thomas Duncombe, and Mr. Muskett.

PRESTON AND LONGRIDGE RAILWAY.

Feb. 19.—Bill read a second time and committed, and referred to the Committee of Selection.

Feb. 23.—Bill referred to Mr. Bernal, Sir Hesketh Fleetwood, and Mr. Townley Parker.

Meeting of Committee fixed for Thursday, March 4th.

SHOTTS AND WILSONTOWN RAILWAY.

Feb. 23.—Committee on petition postponed from Monday 1st, till Wednesday 3d, March.

SOUTH-WESTERN RAILWAY (No. 1.)

Feb. 22.—Bill read a second time and committed, and referred to the Committee of Selection.

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STAFFORD AND RUGBY (LATE MANCHESTER AND BIRMINGHAM EXTENSION) RAILWAY.

Feb. 23.—Petitions in favour of the application: from Nuneaton and Atherstone; to lie on the table.

Feb. 24.—Petitions complaining of non-compliance with the Standing Orders:—From owners and occupiers of lands upon the proposed line (two petitions); Company of Proprietors of the Trent and Mersey Navigation; Company of Proprietors of the Staffordshire and Worcestershire Canal Navigation; and, Birmingham Canal Company; referred to the Select Committee on petitions for Private Bills.

THAMES HAVEN DOCK AND RAILWAY.

Feb. 20.—Committee on petition fixed for Wednesday, 3rd March.

WISBAW AND COLTNESS RAILWAY.

Feb. 19.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Oswald and Mr. Lockhart.

YORK AND NORTH MIDLAND RAILWAY APPROACHES.

Feb. 19.—Bill read a second time and committed, and referred to the Committee of Selection.

Feb. 23.—Bill referred to Mr. Bernal, Mr. John Dundas, and Mr. J. H. Lowther.

Meeting of Committee fixed for Thursday, March 4th.

Feb. 24.—Committee on Bill fixed for Thursday, 4th March.

Feb. 25.—Petition of the Hull and Selby Railway Company against the Bill; referred to the Committee on the Bill; counsel ordered.

RAILWAY ADJUDICATION.

BASTRICK v. LAMBERT.

Court of Exchequer, Feb. 22.—This was an action brought by the plaintiff, a civil engineer of eminence, to recover from Mr. Gustavus Lambert, an Irish gentlemen of extensive property, the sum of 337*l.*, for professional services.

Sir F. Pollock for the plaintiff, and Mr. Kelly, with whom was Mr. Smith, for the defendant.

It appeared that in the year 1836, when the Dublin and Drogheda Railway Company Bill was before Parliament, Sir Henry Meredith and other gentlemen, amongst whom, it was alleged, was the defendant, sought to establish a rival Company, and to bring under the notice of the legislature a rival, and as they contended, a better line of railway. A Provisional Committee was formed to superintend the proceedings in Parliament, and oppose the Dublin and Drogheda Bill, and a Mr. Pentland, a solicitor, was employed to conduct the opposition The plaintiff made surveys, examined maps and plans, attended before a Committee of the House of Commons, and in other respects performed services of great importance in furtherance of the views of those who projected the rival line. The result of the opposition was, when the Dublin and Drogheda Railway Bill got before the House of Lords, it was deemed expedient to buy off the opposing Company, which was effected upon the payment of a considerable sum of money. The defendant was one of the provisional Committee of the rival Company, and it was proved had himself nominated some of the other members of the Committee. The defence set up was that the opposing Company was not a genuine Company, but a mere experiment by Mr. Pentland, who had induced the defendant and others to lend their names, and had employed the plaintiff without any authority from the members of the provisional Committee.

Lord ABINGER told the jury the question was whether the defendant, by allowing his name to go forth as one of the Committee, had not induced the plaintiff to give his services, and thereby rendered himself liable. If Mr. Pentland was employed by the Committee to oppose the Bill, he might retain the plaintiff, on their credit, if his services were necessary.

The jury found for the plaintiff—Damages 337*l.*

ACCIDENT ON THE GREAT WESTERN RAILWAY.—An accident occurred to the *Lion* engine attached to the short train to Maidenhead, which left Paddington at half-past eight o'clock on Saturday morning last, causing considerable alarm to the passengers, but fortunately unattended with any serious results. Just as the train arrived at about the centre of the Hanwell viaduct it came to a sudden stop, in consequence of a large piece of iron attached to the engine becoming loose and getting entangled in one of the large centre wheels. A man was immediately sent back to the Hanwell station to have signals instantly hoisted to prevent the next train, which was expected in a few minutes, from running into the one delayed. After a stoppage of nearly an hour and a half (during which time none of the passengers were allowed to leave the carriages), the engineers, with hammers and other tools, managed to clear the piece of iron from the wheel of the engine; but in consequence of some damage which had been done to the machinery in the course of their labours, the engine would not move an inch—the steam rapidly escaping, apparently from the bottom of the boiler. Long before this time the nine o'clock down train, with the *Hesperus* engine, had arrived on the viaduct; and the only mode of getting forward with both trains was found to be to have recourse to the engine of the last train to push behind. This was done, and the whole party arrived at Maidenhead about two hours beyond the usual time. One gentleman, who had to be at Southal to attend to an important appointment, scrambled over the doorway of the carriage, which was securely fastened, determined to disobey the regulations of the company.—*Daily Papers of Monday.*

MARYPORT AND CARLISLE RAILWAY.—A General Meeting of the shareholders in this Company was held at Aspatia, on Friday last, Sir Wilfred Lawson, Bart., in the chair. A report was read from the Directors, showing a profit of 2½ per cent. per annum since the opening of seven miles at Maryport in July last. There are several coal pits opening near the line, and it is expected the revenue will be nearly doubled in a short time. Nearly 5000*l.* was invested in new shares at the meeting, which puts the Company in a position to raise funds by borrowing. It is probable that the line will be commenced from Carlisle to Wigton in the course of the summer.—*Carlisle Patriot*, Feb. 19.

SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 916, Published this day, price 3d., contains Abstracts of the following recent Specifications:—Froulat's, for improvements in the manufacture of Vinegar; Sanders, Williams, and Taylor's, for improvements in ploughs; Trewhitt's, for improvements in applying the power of Steam engines to paddle-shafts used in propelling vessels; Beetson's, for improvements in water-closets and stuffing boxes, applicable to pumps and cocks; Smith's, for certain improvements in carriage wheels, rails, and chairs for railways; Edwards', for preserving potatoes and other vegetable substances; Wetterstedt's, for preserving vegetable, animal, and other substances from ignition and decay; Poncy's, for improvements in clocks and chronometers.

Also, descriptions, with engravings, of an improved drainage water wheel; a disquisition on the blow-pipe, and on the passage of flame through reticulated structures: an improved break for railway carriages; papers on the prevention of railway accidents; rotary and reciprocating engines, screw propellers; everlasting pens; on lighting and heating conservatories with simple gas burners; practical trisections of angles; new sounding lead; on the crank, and long and short connecting rods; extraordinary experiment—terrific explosion; city fire escapes; science in Calcutta; Lists of Designs Registered and Patents granted in February, &c. &c. &.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

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By Order,

J. CHARLIER, Clerk to the Company.

Company's Office, Walbrook Buildings, Walbrook,
February, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.

REPORT TO THE GENERAL MEETING, 17th February, 1841.

During the time which has elapsed since the General Meeting in August, the Directors have been actively engaged in forwarding the execution of the works then announced as contracted for, which, with the Etherow Viaduct, now also under contract, completes the letting to Glossop. Although extending over only 11 miles on the rails, these works contain more than one-half of the earthwork of the whole line, and the contractors are proceeding rapidly with them, for the purpose of opening about eight miles to the crossing of the Hyde and Mottram Turnpike Road in September next, (which will accommodate the traffic of Mottram, Godley, Hyde, Newton, Dukinfield, Stalybridge, and Ashton,) and the remainder of the line to Glossop in the spring of 1842. The tunnel works are steadily and satisfactorily progressing, details of which, and of the state of the whole of the works under contract, will be found in the Report of the Engineer.

The Directors being anxious to give full information to the shareholders upon all matters connected with this undertaking, have caused an account to be taken by competent persons of the present traffic between Manchester and Glossop, and the intermediate places, and, after careful revision, they have much pleasure in laying an abstract of it before the meeting. In this statement they have excluded all traffic of a doubtful character, such as the goods' traffic of Ashton, Staleybridge, Dukinfield, Godley, Newton, Hyde, and Sheffield, the greater portion if not the whole of which must ultimately come upon the line.

On the 31st of December, 1840, the outlay amounted to £168,077 13*s.* 6½*d.*, as shown in the annexed abstract of accounts. For the completion of the contracts to Glossop, tunnel works, Management, payment for the purchase of land, the Manchester stat on, and all incidental expenses, a further sum of £318,020 is estimated to be required, making the total outlay on the 1st of May, 1842, £486,097 13*s.* 6½*d.* From that part of the line from Manchester to Glossop, then ready for opening, a net annual income of £31,914 2*s.* 4*d.* may be safely calculated upon, which will yield a profit of 6½ per cent. per annum upon the whole expenditure then incurred; and it must not be forgotten that in this sum is included nearly £180,000 paid on account, and forming a part of the estimated cost of the whole line.

The Directors have frequently discussed the question of commencing the eastern division of the line. They are convinced that a very large thorough traffic would be commanded by the completion of the works on both sides of the tunnel, and, until that was opened, running coaches over the Summit Ridge; but the contracts already entered into have absorbed, and required even more, than the whole of their available funds.

The Directors cannot omit to congratulate the shareholders upon the successful termination of the legal proceedings, by the decision of the Court of Exchequer, in favour of the Company upon all the points raised at the trial of the actions at the Liverpool Assizes. There is little doubt that many wealthy shareholders, not parties to those actions, held back the amount due from them awaiting their decision. This, combined with the large amount owing by the parties against whom actions had been brought, and the commercial depression of the country, compelled the Directors to exact from the shareholders who had the means, and the inclination to pay, frequent and heavy calls; and they assure those shareholders that they did this with great reluctance, and that prompt and vigorous measures will now be adopted for obtaining payment of all recoverable arrears.

Desirous of acquiring a thorough knowledge of the proprietary, the Directors have carefully examined the share list, and concluded to recommend for forfeiture 219 shares, upon which an average of 9*l.* 14*s.* 1½*d.* per share has been paid. To the holders of these shares the requisite notice

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have been given, and it remains with the meeting to determine upon the confirming their forfeiture.

The investigation of the share list is a work of considerable time and labour; but the Directors feel confident that when it is effectually weeded there will remain a sound and responsible proprietary, fully equal to carry so large a portion of the line to profitable operation, as will enable the Company to avail itself of the clause in its Act of Parliament which empowers it to obtain money on loan, and thus afford relief to the shareholders in the payment of future calls; and that eventually the doubtful shares will get into such hands as will ensure the successful completion of this great national undertaking.

ABSTRACT OF TRAFFIC.

Present passenger traffic between Manchester and Glossop, and the intermediate places	£21,122 8 0		
Prospective traffic, ditto	21,122 8 0		
		£42,244 16	0
Present traffic in general merchandise and coal		10,932 1	1
		53,176 17	1
Deduct 40 per cent. expenses of working		21,270 14	9
Estimated annual profit		£31,906 2	4

ABSTRACT OF ACCOUNTS.

December 31, 1840.

To cash received for the deposit		£34,732 10	0
To amount on 1st call of £2 10 per share		13,920 0	0
,, 2nd call of 2 10 ,,		11,837 10	0
,, 3rd call of 5 0 ,,		20,795 0	0
,, 4th call of 5 0 ,,		18,040 0	0
,, 5th call of 10 0 ,,		31,645 0	0
,, 6th call of 5 0 ,,		12,605 0	0
,, 7th call of 10 0 ,,		17,010 0	0
,, calls in advance		3,775 0	0
,, account of calls		1,463 10	10
,, for rents		288 15	0½
,, for interest		2,964 17	0
,, deductions and allowances		162 5	0
To balance due to bankers		4,283 5	8
		£173,522 13	6½

December 31st, 1840.

By law charges, including the expenses of obtaining the Act, viz traffic taking, serving notices on owners and occupiers of land, and expenses of witnesses and deputations to London, Parliamentary agency, counsel's fees, printing, &c. to June, 1840	11,969 6 7		
Ditto, to December	2,081 16 0		
		14,041 2	7
By engineering and surveying, including engineers' attendances in Parliament, engraving maps, plans, &c., for the use of Parliament, the Board of Directors, surveyors, engineers, &c., and plans to deposit, to June, 1840	15,028 2 8		
Ditto, to December	1,862 18 0		
		16,891 0	8
By land and compensation, to June, 1840	38,672 6 0		
Ditto, to December	18,157 11 10		
		56,829 17	10
By works, to June, 1840	23,150 6 8½		
Ditto, to December	40,424 16 8		
		63,575 3	4½
By expenses of juries, to June, 1840		2,239 16	5
By salaries, to June, 1840	2,389 13 0		
Ditto, to December	301 13 0		
		2,691 6	0
By Direction, to June, 1840	4,788 0 0		
Ditto, to December	843 14 0		
		5,631 14	0
By expenses of direction, to June, 1840	1,565 10 2½		
Ditto, to December	308 6 4		
		1,873 16	6½
By secretary's travelling expenses, to June, 1840	153 3 4		
Ditto, to December	12 13 0		
		165 16	4
By expenses of deputations, to June, 1840	347 9 2		
Ditto, to December	9 7 0		
		356 16	2
By advertising, to June, 1840	1,617 13 1		
Ditto, to December	82 4 7		
		1,699 17	8
By printing, &c. to June, 1840	491 13 1		
Ditto, to December	67 18 9		
		559 12	7
By office expenses, to June, 1840	909 6 11½		
Ditto, to December	84 8 4½		
		993 15	4
By petty charges, to June, 1840	176 10 8		
Ditto, to December	39 15 6½		
		215 6	2½
By bank commission, to June, 1840	111 2 1		
Ditto, to December	201 9 9		
		312 11	10
By calls on shares held for landowners, to June, 1840	3,630 0 0		
Ditto, to December	1,815 0 0		
		5,445 0	0
		£173,522 13	6½

January 1, 1841.

By balance due to bankers	3,651 10 8		
By cheques not presented for payment	631 15 0		
		4,283 5	8

To the Directors of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company.

Gentlemen,—I beg to submit to you the following Report of the state of the works now in operation:—

No. 1, or Ardwick Contract.—The long embankment at the commencement of this contract is going on well; locomotive power being now employed to transport the earth for its formation. The brick retaining walls are completed, and the occupation bridges are in an advanced state from the Pottery-lane to the Stockport canal.

The aqueduct which passes the railway under this canal is finished, and a single line of permanent road is laid for three-quarters of a mile in length from this point. A considerable quantity of spoil cutting has been disposed of west of "Trail Dogs."

No. 2, or Newton Contract.—A length of half a mile at the westerly end of this contract has been formed ready to receive the ballast for the permanent way. The only work of consequence on this portion of the line is the Tame valley embankment, which is being carried forward from each end, a temporary bridge having been erected over the Peak Forest canal to avoid the stoppage which would otherwise have taken place until the permanent bridge was finished. The masonry on this contract is in a very advanced state. Nearly a mile has been formed and ballasted at Duckinfield, for the permanent road, which will very shortly be laid at that place.

No. 3, or Hattersley Contract.—A good deal of work has been executed on this length since my last report. The viaduct at Mr. Turner's is ready for receiving the centres, the piers being all up to the springing level. The arches across the turnpike road at Godley are finished, and the embankment at that place is in active progress. The spoil cutting at Hattersley presents an animated picture, from the number of men employed there. The Hattersley tunnel, from the large quantity of water and quicksand, has only been worked from one shaft.

A side drift is, however, in progress, which will remove this difficulty, and we will shortly be enabled to advance here more rapidly. The retaining walls opposite to Harewood Lodge are also in progress.

No. 4, or Etherow Viaduct.—Since my last Report this viaduct has been let to Messrs. Henry and Co., and consisted of four stone arches. In consequence of the opposition of the lessee of the land upon which one of the piers was to have been placed, it is thought probable that the design of this bridge may be altered to one which will span across the ground in dispute. If this be the case a timber structure upon stone piers will be the cheapest and most expeditious mode of obviating the difficulty—no time will be lost in getting this matter settled.

No. 5, or Gamely Contract.—The embankments at each end are going on favourably from the cutting in the centre. This is a short contract and almost entirely earthwork.

Summit Tunnel.—The works at the summit are now in a much more favourable position than they have been. In the western driftways a bed of shale has been entered upon, and it is expected to continue for some distance.

No. 1 shaft has been delayed in consequence of an accident which happened to the engine there. It has at length, however, been put right, and the sinking recommenced. We have been much delayed by water at all the other shafts, but they are nevertheless steadily progressing, every precaution having been taken to keep out the various springs. The eastern driftways in consequence of the rock being more open are advancing rapidly.

In conclusion, I have much pleasure in stating that the works are going on very satisfactorily, and that much activity is displayed on all the contracts.

I am, gentlemen, your obedient servant,
ALFRED D. JEE.

Dinting Vale, Feb. 16, 1841.

Examined and approved, JOSEPH LOCKE.

Moved by David Waddington, Esq., seconded by Cornelius Randall, Esq., and carried unanimously—

That John Parker, Esq., M. P., take the chair.

Moved by W. P. Bradshaw, Esq., seconded by John Bennett, Esq., and carried unanimously—

That the report of the Directors now read be received and printed for circulation amongst the shareholders.

Moved by John Sidebottom, Esq., seconded by Samuel Lees, Esq., and carried unanimously—

That the abstract of accounts now produced be also printed and circulated with the Report.

Moved by James Bernard, Esq., seconded by Samuel Lees, Esq., and carried unanimously—

That the Report of the Resident Engineer, certified by the Engineer-in-Chief, now read, be printed for circulation amongst the shareholders.

Moved by Thomas Smith, Esq., seconded by William Butcher, Esq., and carried unanimously—

That the declaration of forfeiture made by the Directors of the following shares of the following parties be confirmed, viz.—

James Hopwood	15	shares,	numbered	2444 to 2458 inclus
Henry Hough	15	do.	do.	3480 to 3494 do.
Charles Bradbury	10	do.	do.	2940 to 2949 do.
Wm. Christ Hardy	30	do.	do.	1101 to 1130 do.
Robert Gainsford	10	do.	do.	1151 to 1160 do.
John Brown	2	do.	do.	5757 to 5758 do.
W. Burrows Naylor	5	do.	do.	822 to 826 do.
Thos. Asline Ward	23	do.	do.	5802 to 5824 do.
John Yeadon	6	do.	do.	4419 to 4424 do.
Robert J. Gainsford	103	do.	do.	61 to 70 do. 8887 to 8896 do. 4404 to 4408 do. 118 to 145 do. 736 to 765 do. 5825 to 5844 do.

Moved by James Sidebottam, seconded by Benjamin Beddome, Esq., and carried unanimously—

That the Directors of the Company be authorised and directed to dispose of the shares of which the forfeiture has this day been confirmed by sale as provided in the Act, and for such price as they may think fit.

Moved by James Sidebottam, Esq., seconded by Thomas Blake, Esq., and carried unanimously—

That John Parker, Esq., M.P., be re-elected a Director of this Company.

Moved by William Butcher, Esq., seconded by John Turner, Esq., and carried unanimously—

That John Sykes, Esq. be also re-elected a Director.

Moved by Thomas Blake, Esq., seconded by Cornelius Randall, Esq., and carried unanimously—

That Thomas Smith, Esq. be also re-elected a Director.

Moved by John Sykes, Esq., seconded by David Waddington, Esq., and carried unanimously—

That John Chapman, Esq. be elected a Director of this Company.

Moved by D. Waddington, Esq., seconded by John Chapman, Esq., and carried unanimously—

That the money, by the Company's Act of Incorporation authorised to be raised by subscription, being found to be insufficient for the making, completing, and maintaining the railway and other works by the said Act authorised to be made, and for defraying all necessary charges and expenses relating thereto, or for the purposes of the Act, the sum of £233,000 be borrowed, and taken up at interest on the credit of the railway undertaking, and that the Company, or the Directors thereof, be authorised and empowered to mortgage and assign the property of the undertaking, and the rates, tolls, and other sums arising, and to arise, by virtue of the Act, as a security for the money advanced, with interest to such person or persons as shall advance the same.

Moved by Thomas Dalton, Esq., seconded by Charles Appleby, Esq., and carried unanimously—

That the Directors be authorised to contract with any person or persons for the loan of any sum or sums of money, in conformity with the preceding resolution, and at such rate of interest and on such terms as they may think fit.

Moved by John Sykes, Esq., seconded by John Sidebottom, Esq.—

That the grant of an allowance of £1,600 per annum to the Directors, made on the 29th of August, 1838, be now reconsidered, with the view that it be either discontinued or confirmed.—This motion was negatived, and the grant therefore confirmed.

Moved by Benjamin Beddome, Esq., seconded by John Livesey, Esq., and carried unanimously—

That the best thanks of the Company be presented to the Directors for their very assiduous attention to the Railway undertaking, and to the interests of the proprietors.

Moved by John Wood, Esq., seconded by James Bernard, Esq., and carried unanimously—

That the best thanks of this meeting be given to Mr. Joseph Locke, for his able management of the engineering department of the Company.

JOHN PARKER.

Mr. Parker having vacated the chair, it was taken by William Sidebottom, Esq., the Deputy-Chairman, and

Moved by John Turner, Esq., seconded by Cornelius Randall, Esq., and carried unanimously—

That this meeting gratefully acknowledges its obligation to John Parker, Esq., as well for his able and impartial conduct in the Chair, as for his constant and zealous regard to the interests of the Company.

WILLIAM SIDEBOTTOM.

MANCHESTER AND BIRMINGHAM RAILWAY.—Company's Offices, 43, Piccadilly, Manchester, February 15, 1841. The next Half-yearly General Meeting of the Proprietors will be held on Thursday the 4th day of March next, at the York Hotel in Manchester. The Directors give notice that the declaration of forfeiture of certain shares for non payment of calls made by them on the 27th day of August, 1840, will be submitted to the meeting for confirmation or otherwise. The Chair will be taken at twelve o'clock precisely.

Notice is also hereby given, that the Transfer Books of the Company will be closed on Thursday the 25th day of Feb. instant, and will not be re-opened until Friday the 5th day of March next.

THOMAS ASHTON,
Chairman of the Board of Directors.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph, Without Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-st., Middlesex,—Saturday, Feb. 27, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workmen, and easy means for the exchange of commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 166. Vol. IV.—No. 10.] SATURDAY, MARCH 6, 1841. [Price, with Supplement, 6d.

BIRMINGHAM AND DERBY JUNCTION RAILWAY. At the Half-Yearly General Meeting of the Proprietors of the Birmingham and Derby Junction Railway Company, held at Dee's Royal Hotel, in Birmingham, on the 25th of February, 1841, pursuant to public advertisement duly inserted,

Henry Smith, Esq., Chairman of the Board of Directors, in the Chair.

The proceedings of the last Half-Yearly Meeting and of the Special General Meeting of the Proprietors, held on the 31st of December, 1840, were read.

The Common Seal of the Company was affixed to the Register of Proprietors.

The Report of the Directors and Statements of Account, were read, and the following Resolutions were agreed to:—

Resolved—That the Common Seal of the Company be now affixed to the Register of Proprietors.

Resolved—That the Report and Statements of Account now read be adopted, and that the proceedings of the Directors be approved and confirmed.

Resolved—That a Dividend of Fifteen Shillings on each original share of £100, and of Five Shillings on each new share of £33 6s. 8d., in this undertaking, be now declared payable on the 10th day of March next.

Resolved—That the thanks of the Proprietors are due to the Directors, for their attention to the interests of the Company.

(Signed) HENRY SMITH, Chairman.

The Chairman having left the Chair,

It was resolved—

That the thanks of this Meeting be given to the Chairman, for his conduct in the Chair.

EDINBURGH AND GLASGOW RAILWAY. —EIGHTH CALL OF £5 PER SHARE.—NOTICE is hereby given, that in pursuance of a Resolution of the Board of Directors, passed in terms of the Act of Incorporation, the Proprietors of Shares in this Company are hereby required to pay a further Instalment of £5 per Share making £40 per Share paid up, on or before Tuesday, the 23rd day of March next, to any of the under-mentioned Bankers:—

Glasgow .....The Glasgow Union Banking Company.
Edinburgh ....The National Bank of Scotland.
Do. ....The Western Bank of Scotland.
Liverpool .....The Bank of Liverpool.
Manchester .... Messrs. Wm. Jones, Loyds, & Co.
London ..... Messrs. Glyn, Halifax, Mills, & Co.

Interest at the rate of 5 per cent. per annum will be charged on all such sums as remain unpaid after the date above appointed.

By order of the Directors,
JOHN LEADBETTER, Chairman.

Edinburgh and Glasgow Railway Office,
7, North Queen Street,
Glasgow, 27th February, 1841.

NORTHERN AND EASTERN RAILWAY. —FORFEITED SHARES.—NOTICE is hereby given, that the Directors will meet on the 11th day of March, 1841, at their Offices in Shoreditch, London, to receive Tenders in writing, for any Number of Shares in the Northern and Eastern Railway Company, not exceeding in the whole 52 Shares, which were declared forfeited under the provisions of the Act for incorporating the said Company, on the 18th day of February, 1841.

The Shares must be tendered for, as Shares upon which Calls to the amount of 50*l.* will have been paid prior to the Transfer to the Purchaser.

Tenders to be delivered (sealed) before 1 o'clock, on or before Thursday, the 11th day of March, 1841, addressed to the Board of Directors, at their Offices in Shoreditch, and parties tendering may receive replies to their Tenders at 3 o'clock on the same day.

WILLIAM CRAWSHAY, Chairman.
WILLIAM BOURNE, Secretary.

Shoreditch, London, 26th Feb. 1841.

LOCOMOTIVE ENGINES.—FOR SALE, THREE LOCOMOTIVE ENGINES and TENDERS, most substantially made and highly finished. Cylinders 12 inch diameter, with 5 feet driving wheels, adapted to the usual gauge.

Apply to Mr. Humphreys, 6, Holland-street, Blackfriars.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R.A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, R.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act of Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 30, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

This day is published, price One Shilling.

THE CARRYING QUESTION stated, in reference to Railways and Canals; also considerations on the mode of levying the Passenger Tax on Railways. By HENRY BOOTH.

Liverpool: Printed by Thomas Baines, Castle Street, and sold by Messrs. Ridgways, London.

BRISTOL AND EXETER RAILWAY.—Seven Contracts to be Let on March 19.—To Contractors, &c. For Sale, at the Port of Gloucester, about 500 Tons of Iron Rail, T pattern, 42 to 44lb. per yard, as good as when it first came from the foundry.

120 2½ Earth Waggons 2 feet 6 wheels 3 feet 6 gauge, strongly made, and nearly as good as new having worked only one small contract.

The whole will be sold at half the cost price. May be seen on the line near the Depot of the Birmingham and Gloucester Railway, Gloucester, and particulars obtained at Mr. Church's, near the Cattle Market.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841.

BRISTOL AND EXETER RAILWAY.—CONTRACT FOR WORKS.—NOTICE is hereby given, that the Directors will receive, at their Office in Broad-street, Bristol, on or before Friday, March the 19th, at Twelve o'Clock, TENDERS for the execution of the several works comprised in Seven Contracts, extending from the station at Bridgewater, to the proposed station at Taunton, a distance of eleven miles 35 chains. These Contracts comprehend the entire completion of the Works, including the Ballasting, but exclusive of the laying the permanent rails.

Drawings and Specifications will be exhibited on and after Monday, February 15th, at the Resident Engineer's Office, Coronation-road, Bristol.

Printed Forms of Tender may be had at the same place, and at the Company's Offices, Broad-street, Bristol.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office in Broad-street, Bristol, at Twelve o'Clock on the said 19th day of March.

J. B. BADHAM, Secretary.

Bristol and Exeter Railway-office, 30, Broad-street, 5th Feb., 1841.

LONDON AND BIRMINGHAM RAILWAY. —On and after Monday, the 8th of March, the following ALTERATIONS will take place in the times of DEPARTURE of the TRAINS:—

9 a. m. Down Train will be 8½ a. m., (arriving in Birmingham about 2 p. m.)

9½ a. m. Down Train will be 9½ a.m.

2 p. m. Up Train 3rd class will be 2h. 20m. p. m., and corresponding alterations will be made in the times of departure of the same trains from the several intermediate stations.

By order R. CREED, Secretary.

Euston Station, February 20, 1841.

Note.—The alteration in the time of departure of the 6½ a. m. Up train from Wolverton, advertised a few days since, will not take place.

BOLTON AND PRESTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the rates and tolls arising therefrom, in sums of not less than £200, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at the Company's Office. The Tenders are to express the sums and the term of years for which the same are proposed to be lent, and to be addressed to the Secretary at the Company's Office, Bolton.

By order of the Board of Directors,
PETER SINCLAIR, Secretary.

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EASTERN COUNTIES' RAILWAY COMPANY—GENERAL MEETING.

[Documents supplementary to the report in our last number]:—

REPORT OF MR. LOCKE.

To the Directors of the Eastern Counties Railway Company.

GENTLEMEN,—Having been requested by letters from your Deputy-Chairman and your Engineer to undertake the revision of the estimates for completing the works of the Eastern Counties' Railway, I put myself in communication with Mr. Braithwaite, and obtained from him copies of the estimates, together with the plans, sections, and other documents necessary for the enquiry.

After inspecting the line from Brentwood to Colchester, I found it desirable to obtain more specific instructions as to the nature and extent of the information required; and I obtained from a Committee of your Board the following minute:—

"Resolved,—That Mr. Locke be requested to examine the line between Brentwood and Colchester, together with the plans, sections, and estimates prepared by Mr. Braithwaite, and to report whether, in his opinion, they are sufficient for the purposes for which they are intended; and also whether, in his judgment, any modification can be made, by which the funds of the undertaking can be saved, without impairing the efficiency of the line, or extending the time required for its execution."

From the directions of this minute, I confined my investigations to the line between Brentwood and Colchester, but I afterwards found that certain items in the estimates sent to me related to the unfinished works between London and Brentwood. On a representation of this circumstance, the following additional minute was sent to me:—

"Resolved,—That in order to render the proposed Report as complete and satisfactory as is requisite, enquiry be made by Mr. Locke as to what may still be due to the contractors for the completion of the works between London and Brentwood, including all the stations, the whole of the carrying establishment, and every other item which can interfere with the completion of the whole undertaking for the present capital of 2,133,000*l.*"

On receiving this latter instruction, I again put myself in communication with Mr. Braithwaite, as well as with Mr. Hall, and obtained further information relative to the liabilities of the Company, and to the sums already expended on the works.

I afterwards prepared an Estimate and Report, embodying, as I believed, all that was required; and, as you are aware, forwarded them to you on the 7th of October last.

Some discussion, it appears, arose on the question of gradients—viz., whether the section between Brentwood and Colchester, proposed and adopted by me, was or was not identical, or nearly so, with that contemplated by Mr. Braithwaite.

To obviate any objection on that ground, and to prevent any further misapprehension, I agreed to withdraw the Report, to receive another section from Mr. Braithwaite, showing the gradients he proposed to adopt, together with an estimate of the cost of completing the works, and to include the consideration of these documents in the Report, which I have now the honour to lay before you.

The latter section (which was given to me by Mr. Braithwaite on the 17th) does not differ materially from that on which my former estimate was founded. It exhibits the following list of gradients:—

Gradients of Eastern Counties' Railway, from Warley-lane near Brentwood, to Colchester.

61 chains	rising	1 in	100
50 "	level		
131½ "	falling	1 in	132
66½ "	rising	1 in	730
83 "	falling	1 in	195
68½ "	rising	1 in	2250
120 "	falling	1 in	225
154 "	falling	1 in	330
65½ "	rising	1 in	375
86 "	falling	1 in	330
10 "	level		
19 "	rising	1 in	660
11 "	level		
48 "	falling	1 in	330
104 "	rising	1 in	330
99 "	falling	1 in	256
109 "	rising	1 in	4224
75 chains	falling	1 in	380
92 "	rising	1 in	176
145 "	falling	1 in	170
113½ "	rising	1 in	830
32 "	falling	1 in	528
48 "	rising	1 in	352
73½ "	falling	1 in	1600
63 "	falling	1 in	1400
126 "	rising	1 in	208
183 "	falling	1 in	1100
71 "	falling	1 in	425
96 "	rising	1 in	290
143 "	falling	1 in	170
49 "	rising	1 in	1320
44½ "	falling	1 in	3911
28½ "	rising	1 in	315

The General Estimate accompanying the Section is stated below.

FINAL ESTIMATE OF TOTAL COST.

Expenditure for works and land		£1,322,121	4 8
Remaining due for land		199,881	5 10
		£1,522,002	10 6
Amounts due to contractors—			
£59,607 7 9			
8,360 12 3			
41,891 15 8			
	109,859 15 8		
To complete London station	24,000 0 0		
		133,859	15 8
Estimated cost of line from Brentwood to Colchester		440,813	17 6
Stations—excluding London		20,000	0 0
Engine house and coke ovens		18,000	0 0
Carrying establishment		98,760	0 0
		£2,233,436	3 8
Deductions, carrying establishment, and stock		77,751	0 0
		£2,155,685	3 8
Contingencies and extras on permanent way		66,983	13 5
Total		£2,222,668	17 1

The detailed estimates of the works between Brentwood and Colchester, included in the foregoing, is stated by Mr. Braithwaite, as follows:—

ESTIMATES.

BRENTWOOD TO CHELMSFORD.

Earthwork		£122,284	4 5
Masonry		63,152	0 0
Permanent way, 13 miles at 4,000*l.*		52,000	0 0
		£238,136	4 5

CHELMSFORD TO COLCHESTER.

Earthwork	77,874 8 10		
Masonry	52,431 10 0		
Permanent way	84,000 0 0		
		214,305	18 10
		452,442	3 3
Deduct 10 per cent. on masonry.			
Brentwood to Chelmsford	6,385 4 0		
Chelmsford to Colchester	5,243 2 0		
		11,628	6 0
Total		£440,813	17 3

The first item in the general estimate of 1,522,002*l.* see schedule in detail marked A and signed by Mr. Hall represents the sum already expended on land and works, and the liabilities for land, &c., taken up to the 31st of October last.

The second item amounting to 133,859*l.* see detailed schedule marked B is the amount due to contractors for work done, and for completing the unfinished works between London and Brentwood.

Of this sum about two-thirds is due for works already done, and may therefore, like the first item, be taken as a statement of account, on which I cannot offer an opinion, the remainder is put down for completing the works on the line and erecting the London terminus.

The items for the various works are, I think, sufficient, and although the slips in some of the embankments are liable to contingencies, they cannot amount to any very serious sum.

The London terminus, estimated at 24,000*l.*, is an important item, and since it is more a question for the architect than the engineer, I am scarcely able to say what will be the cost of the design proposed.

It may however, if the Directors desire it, be reduced very considerably in size, and thus be made to fit the sum put down for it. It appears me unnecessarily large, and would I fear cost more money than is expected, unless the mode of building by contract at a fixed sum is adopted, which will at least secure the Company against any very great excess, with the additional advantage that the probable cost will appear at once.

The sum of 20,000*l.* for the other stations is I think insufficient. In the former detailed estimate, not now referred to, the station at Colchester was put down at 6,000*l.*, whilst 10,000*l.* will probably not be found too much for it. These however, like that in London, to which I have already adverted, depend so much on the taste of the architect, and the scale and magnificence of the accommodation, that in adding 4,000*l.* to this amount, I am not certain that even that sum will be found sufficient.

I adopt Mr. Braithwaite's amounts for, "engine house and carrying establishment," and have made the allowance of 77,751*l.* for the amount already paid for this description of property. A detailed statement of the amount is appended in the schedule (marked C), which contains also an account of money paid for work done east of Brentwood.

The cost of forming the line from Brentwood to Colchester is the only remaining item in the list, and upon this it will be necessary to enter more fully into detail.

Presuming that since the land is already purchased, it was not intended I should make any suggestion for the purpose of modifying the course of position of the line, I have not directed my attention to that subject.

Before proceeding to state the cost of executing the works on this part of the line, I may be permitted to say, that much will depend on the mode in which they are undertaken; without enquiring into the particular designs of bridges, or other works of art, which generally vary according to the experience or taste of the engineer, I applied to the case under consideration the result of my own practice, and I have every reason to believe that it is better calculated to ensure economy and save the Company's funds, than is the system which omits in the original contract any work that can be foreseen and specified.

I am of opinion that all works, however tedious and laborious it may be to describe them, should be included in the original contract. That those works should be tendered for in one sum, with a penalty for non performance in due time. That a schedule of prices should be attached for settling extra or omitted works, and that the liabilities of the contractor should be so great as to insure his personal care and attention to every part of the work.

These remarks have been suggested from having ascertained that some portion of your works have been executed in a manner different from that just described; and in those cases were contracts have existed they have not included some items, (such as fencing, bridge approaches, &c.,) on which contingencies are likely to arise.

Viewing the works in question and taking the most favourable mode of construction, I am of opinion that the sum of 400,813*l.* is not sufficient.

It appears not to include either fencing or ballasting, and I do not believe the cuttings will furnish the latter without extra expense.

It is true that in the general estimate the sum of 66,983*l.* is put down for contingencies, and which of course is applicable amongst other things to make up this deficiency; but since certain incidental expenses, inevitable in undertakings of this kind, are not estimated, I do not think this sum should be so appropriated.

The estimate of these works, which after a careful revision I have still adhered to, is as follows:—

Earthwork, masonry, bridges and culverts from Brentwood to Colchester	£340,000
Rails, chairs, sleepers, fencing, ballasting, and laying railway	180,000
Total	£520,000

This sum for a line of 34 miles in extent, with works not of the lightest kind, may, notwithstanding the excess on Mr. Braithwaite's estimate, still be considered very low. The material however is generally favourable and the contingencies on the works are not likely to be great.

It appears however that on this item there is an increase of nearly 80,000*l.*, which together with the 4,000*l.* for the Colchester station, will cause an addition of about 84,000*l.* to the general estimate of Mr. Braithwaite.

A consideration of these circumstances leads me to the conclusion, that the sum of 2,300,000*l.* will be required to place the works in the state contemplated in your instructions to me. In this sum there is no allowance for ornament, the useful only is estimated, but it does include the 66,000*l.* put down by Mr. Braithwaite for contingencies and which I do not think it prudent to omit.

The detailed statements in the appendix are given as they were presented to me. They exhibit very clearly the expenditure, liabilities, and assets of the Company. It cannot be expected so far as they relate to mere statements of account that I can form an opinion so correctly as can Mr. Braithwaite or Mr. Hall. Those items however on which I have been able to form a judgement appear correct.

The stations and carrying stock are calculated for a fair amount of trade, but it is probable that as the demand arises, further accommodation will be necessary. This kind of increase however is unlike that which occurs in the construction of the works. Here there is always a stock for the money; and the proprietors would not, I think, object to increase the number of engines and carriages, if the trade of the line required them to do so.

I do not see that any modification of the present section can be made by which "the funds of the Company can be saved without impairing the efficiency of the line;" nor do I see that any reduction of time in the execution of the works between Brentwood and Colchester can be effected—eighteeen months will be required.

The line from London to Brentwood seems well and substantially executed.

The station in London is very central, which accounts in a great measure for the large expenditure already incurred. The advantages of extending the line to Colchester, by which the average cost per mile of the whole will be reduced, are too obvious to require comment.

You will no doubt perceive that there is a difference in the amount of capital stated in your second resolution, and in the general estimate presented by Mr. Braithwaite. The figures will shew that my observations have reference to the latter. There is a discrepancy also between the former and the recent sections delivered to me; the latter however I have taken as correct. It obviates the objection to the crossing of Duke-street, at Chelmsford, to which I before called your attention.

Any further explanation I shall be glad to offer.

I remain, Gentlemen,
Your obedient Servant,
(Signed) JOSEPH LOCKE.

London, 20th January, 1841.

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DR. BALANCE SHEET.—*Statement of Receipts and Disbursements, to 4th January*, 1841. CR.

	Amnt. of deposit and calls made.	Arrears on shares under forfeiture, &c.	Arrears on proprietors' shares.	Total.	Arrears on Company's shares.	Receipts. Deposit and calls paid up.	
	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
To deposit £1 on 62,530 shares.	62530	..	.....	.....	.....	62530 0 0	
1st Call 1 due Nov. 26, 1836	62530	178	245 0 0	423 0 0	3045 0 0	59662 0 0	
2nd .. 1 .. Oct. 16, 1837	62530	238	409 10 0	647 10 0	3469 0 0	58422 10 0	
3rd .. 2 .. Mar. 8, 1838	125060	744	284 0 0	1028 0 0	7966 0 0	116066 0 0	
4th .. 2 10 June 16, ..	156325	1690	187 17 9	1877 17 9	11970 9 2	142476 13 1	
5th .. 2 10 Oct. 10, ..	156325	2485	1955 0 0	4440 0 0	14062 10 0	137822 10 0	
6th .. 3 .. Jan. 14, 1839	187590	3078	1753 11 4	4831 11 4	17367 0 0	163391 8 8	
7th .. 3 .. Apr. 29, ..	187590	2988	2077 16 9	5065 16 9	17427 0 0	165097 3 3	
8th .. 2 .. Sep. 30, ..	125060	2106	2959 17 9	4565 17 9	11618 0 0	108906 2 3	
9th .. 3 .. Jan. 10, 1840	187590	3099	4704 13 7	8013 13 7	17427 0 0	162149 6 5	
10th .. 2 .. Aug. 17, ..	125060	2206	24190 0 0	26396 0 0	11618 0 0	87046 0 0	
£23	1438190	19082	38177 7 2	57259 7 2	115960 19 2		1,264,969 13 8
To Advances on future calls on 359 shares							718 0 0
							1,265,687 13 8
1st instalment of 2*l.* on debentures						110684 0 0	
Advances on future instalments on ditto						3144 13 4	
							113,828 13 4
Interest on calls and Bankers' balances						5099 15 2	
Rent of surplus properties						2052 12 6	
Sale of surplus property						1775 0 0	
Produce of old materials						7098 14 9	
							17,026 2 3
Loans							51,731 4 2
Total							1,448,773 13 7

By—	Disbursements. To 4th July, 1840.	Disbursements. From July 5, 1840, to Jan. 4, 1841.	Total disbursements.
	£ s. d	£ s. d.	£ s. d.
Expenses incurred previous to obtaining the Act of Parliament	39907 4 5	.....	39907 4 5
Land and compensation to owners, &c.	525526 15 1	55741 7 10	581268 2 11
Surveyors valuing land, &c.	5765 13 7	380 6 0	6145 13 7
Contracts for works	362756 15 7	88061 7 10	450798 3 5
Locomotive engines, waggons, trucks, tools, &c.	12084 10 6	1713 1 11	13797 12 5
Rails, chairs, sleepers, switches, spikes, screws, coke, cartage, wharfage			
labour, &c.	203373 10 6	31282 6 2	234655 16 8
Engineering, including Engineer's salary, staff, &c.	22896 15 0	2806 11 7	25703 6 7
Solicitors for general business	4576 2 3	2284 7 8	6860 9 11
Advertising, printing, engraving, stationery, &c.	3522 12 4	78 1 4	3600 13 8
Travelling expenses, taking tradic, settling land claims &c.	2956 6 11	556 18 5	3518 5 4
Locomotive engines, carriages, trucks, horse-boxes, water cranes, &c.	26814 9 4	5827 16 11	32742 6 3
Direction	8824 8 6	.....	.....
Arrears to 4th July 1840, £639 7 9	.....	1224 17 8	10049 6 2
Oct. 4, 1840... 585 9 11			
Officer's salaries	6806 15 1	1238 0 0	8044 15 1
Office expenses, rents, rates, taxes, furniture, Liverpool office, &c.	7879 5 3	1297 10 11	9176 16 2
Accountant, employed in investigating books and accounts	625 0 3	.....	625 0 3
Stamps for debentures and bills	276 5 10	793 9 0	1069 14 10
Parliamentary expenses	285 11 8	172 1 1	457 12 9
Casualty account	.....	621 16 11	621 16 11
	1234958 2 1	194079 15 3	
Balance	.....	.....	19735 16 3
Total	.....	.....	1,448773 13 7

Balance Sheet brought forward to 22nd February, 1841.

To balance brought down from 4th January, 1841		£19,735 16 3
Further payments on account of		
3rd Call	50 0 0	
4th „	5 0 0	
7th „	30 0 0	
8th „	282 0 0	
9th „	1,113 0 0	
10th „	6,510 0 0	
	7,990 0 0	
1st instalment on debentures	266 0 0	
Advances on future instalments on debentures	1,922 13 4	
Ditto calls on shares	8 0 0	
Interest on calls	141 0 6	
Rent on surplus properties	127 11 0	
Loans	27,774 3 3	
Total	£57,965 4 4	
By further payments on account of		
Land and compensation	7,296 13 0	
Contracts and works	33,007 11 9	
Engineering	938 14 5	
Officers' salaries	97 1 8	
Solicitors' bills	1,5000 0 0	
Stamps for Debentures	2,458 0 0	
Casualties	590 11 1	
Advertising, printing, &c.	217 8 6	
Sundries	926 8 10	
Balance	11,132 15 1	
Total	£57,965 4 4	

Traffic Department.—From 5th July, 1840, *to 4th January*, 1841.

RECEIPTS.

To passenger traffic from 5th July, 1840, to 4th January, 1841		£15,402 4 6
Interest on loan account		133 3 0
Total		£15,535 7 6
Balance brought down		8,459 17 2
Balance, 4th July, 1840	£3,948 12 10	
„ 4th January, 1841	4,803 12 8	
	£8,752 5 6	

DISBURSEMENTS.

By Police account, viz.— Salaries to Superintendent and Inspectors, wages to policemen, Clothing and accoutrements		£1,480 2 1
Locomotive power account, viz.— Coke, oil, and tallow	£2,483 0 0	
Wages to engine and firemen, engine cleaners, &c.	906 2 0	
		3,389 2 0
Conveyance department, viz.— Wages to guards and porters, clothing, &c.		830 0 5
Government duty for mileage		841 14 9
Clerks' salaries		881 7 0
Printing, books, and stationery		57 0 0
Miscellaneous expenses at the six stations for coals, candles, gas lights, &c.		76 4 1
Office expenses and petty disbursements		20 0 0
Balance		8,459 17 2
Total		£15,535 7 6
Reserve account, for wear and tear of engines and carriages		2,210 0 0
Conveyance department for coaches, omnibuses, &c.		1,446 4 6
Balance		4,803 12 8
Total		£8,459 17 2

GREAT WESTERN RAILWAY COMPANY —GENERAL MEETING.

[Official documents referred to last week.]

ENGINEER'S REPORT.

GENTLEMEN—I am happy to be able to report that satisfactory progress has been made towards the completion of the entire line since the last general meeting of the proprietors, such as will ensure this being my last half-yearly report upon the state of incomplete works. Since that period an additional portion of railway, of about 28¼ miles has been brought into operation, the line from London to Faringdon Road having been extended to the Wootton Basset Road, a total distance of 80 miles; and that between Bath and Bristol, a distance of 12 miles, having been opened to the public immediately after the last meeting.

The interval still remaining unfinished extends over about 26 miles. At the latter end of August last, it was stated, that we might reasonably expect the completion of these works within a twelvemonth from that time; but it was strongly urged by several proprietors at the public meeting, that means should be adopted, even at some increased expense, to render this more certain, and to hasten still further the period of the opening of the entire line. Such means have been adopted. The quantity of side-cutting for the formation of embankments, and the carrying materials from cutting into spoil, have at various points been increased, and other modifications of the original mode of constructing the works have been introduced; but as this portion comprehends several of the heaviest works on the line, and the opening must of course depend upon the means applied being successful in every case, I cannot fix the precise period of the final opening, but there is no doubt that it will have been much expedited, and particularly, that the time gained will comprehend some of the most profitable part of the year, and that if the contractors complete the several works which they have undertaken (and of course steps must be adopted to enforce the terms of their contracts), then I think we may fairly hope to open the line in June.

Exertions have been made during the whole of the past season to push forward the works, and at the same time to avoid, as far as possible, the necessity of executing any embankments during the wet weather, and I am happy to state, that although we have again been unfortunately impeded by very severe weather, unusually long and severe frosts, and subsequent floods, yet, upon the whole, the efforts we have made have been successful. Much has been done, and wherever the principle of avoiding the formation of earthwork during wet weather has been strictly adhered to, all that has been completed has been well and permanently done.

In the immediate neighbourhood of Bath, much still remains to be executed on one contract. The diversion of the Kennet and Avon Canal, in the progress of

which very serious difficulties had occurred, caused principally by continued wet weather at a critical period of the works, requires most attention; the retaining wall, however, is nearly completed, and when the course of the canal is diverted, which will shortly be done, the construction of the railway itself at this point, is a simple and easy operation.

With the exception of this one point, the works are in a sufficiently forward state between Bath and Bathford. At Bathford the bridge across the Avon is much in arrear, but the necessary means have been, and shall be adopted for securing its early completion.

From this point to the Box Tunnel, the works are in a forward state; the long embankment requires but a small additional quantity for its completion, and we are commencing to form the surface preparatory to ballasting.

The small tunnel in Middle Hill, and the adjoining cuttings are nearly finished.

Upon the remainder of the line, from the Box Tunnel to Wootton Bassett inclusive, all the works are heavy, but fortunately not attended with any great difficulty of construction. The Wootton Basset, or No. 7, (C) contract, is nearly completed. Of the great embankment, containing about half a million cube yards, about 25,000 yards only remain to be finished. Upon the next contract the principal embankment is still nearer completion, from 5,000 to 6,000 yards only being wanting. On the next contract, No. 5, (C,) the works are also nearly finished, and on both contracts a considerable portion is ballasted, and the laying of the permanent way is commenced.

The bridge over the Avon will be completed in a very short time, the late frosts, &c. having delayed it.

Upon the two next contracts extending to Chippenham, the principal work remaining to be done consists of the burning and spreading the ballast preparatory to the laying the permanent way.

The works between Chippenham and the Box Tunnel, which have generally been considered as likely to be the latest, are now in such a state that by proper exertion, their completion within the time required, may be ensured; this exertion shall not be wanting on my part.

The Box Tunnel itself will be completed and open throughout, from the western face to the shaft No. 8, which has always been considered as the eastern extremity, during the next month; and if the whole tunnel cannot be then said to be finished, it is only because the eastern end which is entirely in rock, and belonging more properly to the contract last referred to, of No. 1 C, has been extended a few yards in order to diminish the quantity of excavation required in the open cutting. The permanent way in the tunnel also will shortly be commenced.

The account I have above given of the advanced state of the works, will, I trust, prove satisfactory.

Such exertions as were required to hasten the successive opening to Steventon, to Faringdon Road, and to Wootton Basset, and the arrangements consequent upon each partial opening, are at all times attended with serious expenses, and it is a source of great satisfaction to me, that only one more opening is to take place. I have endeavoured to ascertain the increased cost thus incurred, but I have been unable to do so with sufficient accuracy to venture upon an estimate, and as the period is so fast approaching, when the actual outlay upon each contract can be positively ascertained and dissected, I trust, that any statement, which could not be accurately depended upon, will not be expected of me at the present time.

Upon the whole I have reason to hope that the means which have been adopted for the purpose of thus advancing the works, will not prove more expensive than was anticipated by those who urged their adoption; that the additional expense will have been usefully incurred; and that before our next half-yearly meeting we shall have reaped the benefit of this expenditure, when the whole line from London to Bristol, and Bridgewater towards the South-west, and from London to Swindon and Cirencester towards Cheltenham, will be in full operation. Your obedient servant,

I. K. BRUNEL.

General Statement of Receipts and Payments to 31st December, 1840.

Amount received on account of Capital, viz.			
Calls on whole Shares	£1,624,265 0 0		
" Advance on future instalments	20,535 0 0		
		1,644,800 0 0	
Calls on half-shares		1,018,825 0 0	
Calls on fifth-shares		146,298 0 0	
Amount received on debentures		2,090,274 13 4	
" " for loans		437,329 18 6	
" " for registration fees, &c.		1,613 18 11	
" " for rents, &c.		318 15 4	
Amount for balance of coaching revenue to 31st December, 1840	100,971 9 7		
Deduct the balance of interest paid in last half-year after allowing for all interest received	49,844 5 4		
		51,127 4 3	
		£5,384,587 10 4	

PAYMENTS.

Expenses before the Act to October, 1835, as per statement		89,197 11 3	
Payments to 31st Dec., 1835, ditto	4,322 1 5		
" to 30th June, 1836, ditto	92,512 9 6		
" to 31st Dec., 1836, ditto	258,470 13 4		
" to 30th June, 1837, ditto	316,500 3 9		
" to 31st Dec., 1837, ditto	650,073 17 5		
" to 30th June, 1838, ditto	578,592 4 1		
" to 31st Dec., 1838, ditto	617,937 7 9		
" to 30th June, 1839, ditto	479,334 2 3		
" to 31st Dec., 1839, ditto.	678,559 4 11		
Deduct interest	52,250 12 6		
	626,308 12 5		
Payments to 30th June, 1840, as per statement	742.660 7 8		
Deduct interest	41,046 13 6		
	701,603 14 2		
		4,325,655 6 1	

Payments from 1st July to 31st December, 1840.

Land and compensation	9,259 19 6		
Contracts for works, stations, &c.	561,631 13 9		
Permanent way, including labour and materials	197,276 14 1		
Locomotive engines, carriages, &c.	76,225 17 0		
Engineering surveyors, &c.	12,820 19 7		
Advertisements, printing, &c.	33 5 11		
Travelling expenses	415 8 2		
Land valuers, purchasing land	1,751 3 0		
Law charges, conveyancing and costs of title	8,633 6 0		
Stamps for debentures	673 7 6		
Maps, plans, &c.	376 19 4		
Office expenses, direction, salaries, &c.	4,095 6 1		
		873,190 19 11	
		5,288,043 17 3	
		£ 96,543 13 1	

Revenue Account from the 1st July to the 31st of December, 1840.

DEBTOR.

	£ s. d.	Per Centage on Traffic.
To maintenance of way between London and Wootton Basset and Bristol and Bath	13,098 0 3	8,510
To Locomotive account, viz:—		
Coal, coke, repairs, wages to drivers, firemen, &c. Oil, tallow, and incidental expenses	28,469 12 1	18,497
To Carrying account, viz:—		
Wages to guards and conductors, police messengers and porters, clothing, repairs of carriages, oil, tallow, &c.	15,395 5 5	10,003
To disbursements for repairs and alterations of stations, &c.	456 6 9	296
To compensation, returns, and allowances	249 11 0	162
To Government duty for mileage	6,944 1 10	4,512
To rates and taxes	1,535 9 9	997
To General charges, viz:—		
Superintendents' and clerks salaries, advertising, printing, stationary, and sundries including travelling expenses	7,260 4 10	4,717
	73,408 11 11	47,694
To Balance	80,504 7 9	
	£153,912 19 8	

CREDITOR.

By passengers, mails, &c.	£130,249 2 2
By merchandize	15,352 10 9
By parcels	5,871 5 11
By carriage of timber and materials for the line	2,440 0 10
	£153,912 19 8

General Revenue Account.

DEBTOR

To balance of interest on borrowed money, after deducting all sums received for interest and rents to 30th June, 1840	£93,307 6 0
To cash for nett amount of losses occasioned by fire previously to 30th June, 1840, after allowing for re-sale of goods damaged	2,898 4 3
To balance carried down	20,467 1 10
	£116,672 12 1

CREDITOR.

By Balance of account, being nett profit of coaching account to 30th June, 1840, as per published statement at last Half-yearly General Meeting		116,672 12 1
		£116,672 12 1
By balance to 30th June, 1840	20,467 1 10	
By ditto, for Half-year ending 31st December, 1840	80,504 7 9	
		£100,971 9 7

General Abstract of Expenditure.

—	Half-Yearly Statements, to 30th June, 1840.	To 31st December, 1840.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.
Expenses before the Act	89,197 11 3	.....	89,197 11 3
Land and compensation	704,959 19 8	9,259 19 6	714,219 19 2
Contracts for works	2,484 541 11 11	561,631 13 9	3,046,173 5 8
Permanent way, timber contract, iron rails, screws, felt, and other materials, draining tiles, tanks, tools, lighterage, cartage, and labour	635,275 0 0	197,276 14 1	832,551 14 1
Freehold premises in Prince's-street	19,600 4 5	.....	19,600 4 5
Locomotive engines, carriages, &c.	222,995 4 3	76,225 17 0	299,221 1 3
Engineering, surveyors, &c.	117,081 0 0	12,820 19 7	120,901 19 7
Advertisements, printing, &c.	2,810 9 10	30 5 11	2,840 15 9
Travelling expenses, &c.	3,562 12 0	415 8 2	3,978 0 2
Land valuers, purchasing land	13,108 0 11	1,751 3 0	14,859 3 11
Law charges, conveyancing, and costs of title	43,358 16 9	8,633 6 0	51,992 2 9
Stamps for debentures	9,262 9 0	673 7 6	9,935 16 6
Parliamentary expenses	29,104 5 4	.....	29,104 5 4
Maps, plans, &c.	1,201 4 9	376 19 4	1,578 4 1
Office expenses, Direction, salaries, postages, &c.	35,592 15 6	4,095 6 1	39,688 1 7
Experiments of Mr. Wood and Mr. Hawkshaw	3,201 11 9	.....	3,201 11 9
	4,414,852 17 4	873,190 19 11	5,288,043 17 3
Balance of interest paid, included in former statements, but since defrayed, by Revenue Account	93,307 6 0		
	4,508,160 3 4		

MANCHESTER AND LEEDS RAILWAY: OPENING OF THE LINE THROUGHOUT.—This line was opened throughout on Monday last. The Directors and a party of their friends, including Mr. G. Stephenson and Mr. Gooch, the engineers, made the trip in a special train; starting from the Manchester station about half-past nine in the morning, and proceeded to Normanton, where the line joins the North Midland. They were joined at the Summit Tunnel and at Ossett by bands of music. The average speed maintained throughout, exclusive of stoppages, was thirty miles an hour. The party returned to Wakefield, where they partook of a cold collation, provided at the goods' station, at which Mr. Houldsworth, Chairman of the Directors, presided. The regular passenger and goods' trains commenced running at an early hour, and several passed through the Tunnel before the half-past nine o'clock special train.

LONDON AND BLACKWALL RAILWAY COMPANY—GENERAL MEETING.

The following are the documents and the further particulars of the proceedings for which we could not find room in our last :—

ENGINEERS' REPORT.

To the Chairman and Directors of the London and Blackwall Railway Company.

In submitting to you this Report on the London and Blackwall Railway works, after the very severe winter to which they have been exposed, we have much satisfaction in referring to their present perfect condition, in confirmation of the opinion formerly expressed by us of their being generally sound and substantially constructed.

The arrangements adopted for the traffic, exposed as they have been to the difficulties always attending new regulations, and especially when connected with a mechanical adaptation of so novel a description have been found capable of meeting all the changes resulting from the dense fogs, high winds, and severe frost of the past season.

The stationary engines and machinery have realised our expectations; and, as yet, no one case of inconvenience has been occasioned by any imperfection in their construction or design, although upwards of 20,000 trains have passed upon the line.

We cannot allude, however, so satisfactorily to the ropes, which, to the present time, have occasionally caused delays by breakages. It would appear that our first opinion of the necessary strength of the rope has not been supported by experience, and that the unsoundness arising from the unfair usage it sustained at the commencement of the working of the railway was much more extensive than we supposed; and although the additional experience acquired by the men in starting the engines, and controlling the large drums, would obviate a considerable proportion of these difficulties, we conceive it necessary to recommend that for the future a strong rope, similar to that portion which you have lately tried, should be adopted, in order that its power of resistance may be so much above any strain to which it may be subjected, that its strength may remain unimpaired, by any check that it may sustain from accidental causes. We propose, at the same time, to introduce a wire rope at each extremity, to be attached to the drums, and extending about three-quarters of a mile from the same: a two-fold object is thus attained, viz., the getting a wire rope of equal strength with the enlarged hemp rope in so much less compass, as to leave sufficient room on the drum for the latter, whilst, from its hard texture, it is more capable of resisting the great pressure of the superincumbent rope whilst on the drum. The success of the short piece of wire rope which has been in use upon your line since last August, ensures, we think, a similar result to the more extended experiment.

Whilst on this subject, we beg to call your attention to the present condition of the permanent way and carriages as a proof of the very diminished wear and tear occasioned by the use of ropes in place of locomotive power.

(Signed) GEORGE STEPHENSON.
GEORGE P. BIDDER.

35½, Great George-street, Westminster,
February 22nd, 1841.

General Statement of Receipts and Disbursements, to 31st December, 1840.

DEBTOR.

	To 30th June, 1840.	From 1st July, to 31st Dec., 1840.	Total.
To Balance of last half-year's account	.....	£24,725 2 11	
Calls	£454,083 10 0	60,061 10 0	£514,145 0 0
Loans on debentures	180,400 0 0	11,300 0 0	191,700 0 0
Temporary loans	40,700 0 0	35,000 0 0	75,700 0 0
Interest	2,858 9 7	280 19 5	3,139 9 0
Sale of old materials, and rent of houses	7,523 10 2	3,338 15 5	10,862 5 7
Transfer fees	135 10 0	53 5 0	188 15 0
Traffic	.....	15,442 0 9	15,442 0 9
Wharfage	.....	339 10 9	339 10 9
	£685,700 19 9	£150,541 4 3	£811,517 1 1
To Balance	.....	£3,857 7 9	

CREDITOR.

	To 30th June, 1840.	From 1st July, to 31st Dec., 1840.	Total.
By Act of Incorporation	£52,708 2 11	£10 10 0	£52,718 12 11
Property purchased	330,559 12 9	61,110 0 10	391,669 13 7
Works	214,567 14 4	62,011 1 4	276,578 15 8
Carriages	5,000 0 0	4,500 0 0	9,500 0 0
Engineering	5,813 8 1	512 14 9	6,326 2 10
Surveying	2,672 6 5	500 0 0	3,172 6 5
Solicitors	12,309 15 0		12,309 15 0
Interest on temporary loans	3,704 18 8	1,847 19 3	5,552 17 11
Stamps, commission, and interest on mortgage bonds	1,832 8 6	3,080 6 4	4,912 14 10
Conveyancing, and vendors' costs	16,266 19 0	2,872 0 9	19,138 19 9
Rates, taxes, and insurance	2,481 3 3	893 12 3	3,374 15 6
Direction	5,000 0 0	600 0 0	5,600 0 0
Office expenses, viz.: Furniture, rent, taxes, printing, stationery, salaries to Secretary and Clerks, and contingencies	7,550 5 2	954 11 2	8,504 16 4
Advertisements	509 2 9	160 18 7	670 1 4
Stores	.....	151 8 8	151 8 8
Mileage duty	.....	1,031 10 8	1,031 10 8
Coals	.....	1,420 7 6	1,420 7 6
Wages and salaries to Superintendant, Station Clerks, porters, conductors, enginemen, &c.	.....	4,323 16 0	4,323 16 0
East and West India Dock Company, rent and wharfage	.....	495 11 7	495 11 7
Miscellaneous expenses	.....	207 6 10	207 6 10
By Balance	.....	3,857 7 9	3,857 7 9
	£660,975 16 10	£150,541 4 3	£811,517 1 1

Mr. G. Rennie said, he had hitherto given his approbation to the various Reports that had been presented by the Directors, but with the present he must confess himself much disappointed. (Hear.) In the Report of February, 1839, the annual cost of working the line had been estimated at 8,000*l.*, whereas the present Report showed, that for salaries, coals, &c., during the last half year, the amount of expence was 7,630*l.*, being upwards of 15,000*l.* annually. (Hear.) The rope also, he regretted to find, was still in a most unsatisfactory state. The amount of breakages were nearly as great as they were at first. (Hear.) At the last meeting, in August, the breakages were attributed by the engineers to the inexperience of the breaksmen; but that inexperience had then become remedied, and yet, even within the last month, five or six breakages had taken place. The Directors should have fairly tested the wire-rope, in order to be enabled to give the proprietors some definite assurance, that the time of the public would not be trifled with by continued delays on the line, consequent on breakages of the rope. The object persons had in view in travelling by railways was to save time, and, therefore, the success of a railway mainly depended upon the general management of such railway, and the accuracy of the mode of travelling adopted upon it. (Hear.) They were to have now an alteration in the terminus, and although the entire line would not be opened before June or July next, the Directors now called upon them to go to Parliament for the purpose of raising another 200,000*l.*, and at a ruinous expense. (Hear.) He was strenuously opposed to such a proceeding. Already had there been an increase of the estimate of 200,000*l.* for completing this line, and now it was sought to raise, by new shares, 200,000*l.* more. He must confess that this alarming addition to the cost of the line, tended greatly to shake his confidence in the engineers. (Hear.)

Mr. Sergeant Gazlee, concurred that the present was the most unsatisfactory Report that had ever been presented to the proprietors; and if no one else would do so, he should feel it a duty to take upon himself to move, that it be not confirmed. He understood something about legal matters, and he would say, that he believed the outlay on law had been enormous. (Hear, hear.) He believed that as much as 52,787*l.* had been expended for obtaining the Acts of the Company, and now, merely beeause the Directors thought a Western entrance to the London Terminus preferable to a Northern one, they again asked the proprietors to support them in going to Parliament, to incur another heavy expense. (Hear, hear.) In addition to the amount spent in getting the Acts, a sum of nearly 50,000*l.* had been expended in adjusting claims, and for the Chairman to say, that that accounted for the expenses exceeding the estimates, was no answer at all. (Hear, hear.) He did not see, although the Directors had taken much credit to themselves for having reduced the amount of claims for compensation to the extent of 50,000*l.*, that much was due to them, if they had spent nearly that amount in obtaining such reduction, (Hear, hear.) Then with respect to the Engineer's Report. It was true it was replete with soft and honeyed words, but still, in his (Mr. Gazlee's) opinion, most unsatisfactory. They found an estimate of 35,000*l.* raised to 85,000*l.* (Hear, hear.) Under such circumstances, had he been a Director, he should have felt it to be his duty to have called in some other engineers, in order to ascertain if the Company had been fairly dealt by. (Hear, hear.) He did not mean to say that they had not, but he should have thought such a course a proper one. There appeared on the face of the balance sheet no account whatever of the solicitors for the last half-year, notwithstanding which he (Mr. Gazlee) had been obliged to see by the papers almost every day, that a formidable array of counsel, had been retained by the Company at enormous fees. This omission was very singular, and he should much like to know how it arose. He understood that the Company had not only bought but sold a great deal of property; now he saw no statement of any receipts whatever for such property sold. He was of opinion that in this as well as in all other railway concerns, a great deal too much money was expended in law, and if the Directors had knocked off 50,000*l.* from the claims at an expense of 30,000*l.*, there was not much saved. He would direct the attention of the proprietors to the gradual decline of the shares of the Company, and then ask if they did not dread the lavish expenditure which must necessarily be incurred in again going to Parliament. (Hear, hear.) He was one of those who believed, that to the large body of proprietors the concern would never answer, and yet it was proposed to issue new shares, and probably it was intended that the new

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shareholders should be entitled to a dividend before the original proprietors. (Cries of "no, no.") This going to Parliament would tend to depreciate the shares of the Company. He believed that the proposed change in the terminus would be productive of very little benefit, the excuse for the great excess of the estimate was most unsatisfactory, and that the going to Parliament again would be productive of great injury and expense without any benefit, and therefore he would move, "that the report be not adopted by the meeting."

The motion having been seconded,

A PROPRIETOR observed that he did not agree with the motion, as he believed it would not be productive of any benefit, but nevertheless he cordially concurred in the observations of the previous speaker. The accounts appeared to him to present a strange and most anomalous appearance. This he believed resulted from there being no auditors as there were in all other societies. (Hear, hear.) It was all very well for the Chairman to say that the books were open to any of its members, but there were many who lived in distant parts of the country, and could not make it convenient to wade through large volumes of accounts. It was therefore highly necessary that they should have a Board of Auditors in whom they could rely, independent of the Directors. They had been told by the Chairman that the average weekly expenditure did not exceed 425*l.* per week. The receipts for months past had not averaged more than 400*l.* per week and he should like to know therefore what benefit could accrue to the proprietary. He was quite opposed to their going again to Parliament, and he should be glad to know from the solicitors what right the Directors had to go to Parliament without calling a special meeting of the proprietors to obtain their sanction. He should also like to hear from the Directors what had been the effect of raising the amount of the fares on the line from 3d. to 4d. each passenger.

The CHAIRMAN said, with regard to there being laid before the proprietors a more detailed statement of the accounts, the Directors he was sure had not the slightest objection, but they considered it far better that they should give an aggregate account, leaving it to the proprietors themselves to make a minute inquiry. With regard to the appointment of Auditors, it was not at all usual in Railway Companies. The duties of Auditors would have a tendency to restrain the acts of a Directory; and he (the Chairman) was of opinion that if such a course were pursued, they would soon find that no gentlemen of character or respectability would be found to fill the office of Directors. With respect to the increased amount of capital to complete the line, the estimates of the Directors only amounted to an additional 150,000*l.*, but in order to provide for any contingencies which might arise, they thought it advisable to raise upon new shares the sum of 200,000*l.* Mr. Rennie had called the attention of the meeting to the state of the rope. The Directors had already done that which that gentleman had suggested. They had about 14 miles of rope at work altogether, and two and a half was of the wire rope, which he (the Chairman) had every reason to believe would answer every expectation. Another proprietor had adverted to the sale of property by the Company. Property had been sold to the extent of 18,000*l.*, but the money had not been paid in sufficient time to be properly placed in the account then before the meeting. Then with regard to the expensive array of counsel that had been spoken of. When the proprietors remembered that the Company had brought against them such personages as the Attorney-General, Sir F. Pollock, and others, they must agree with the Directors that it was necessary they should endeavour to obtain equally able men on their side of the question. (Hear, hear.) If the Directors had not spent money in this way they would have been subjected to outrageous claims very probably in the whole of the 1202 cases. With respect to the question of raising the fares he regretted that he could not give a distinct answer to it, any farther than that the result proved that the Directors had done perfectly right in raising them at the time they did.

A PROPRIETOR desired to know at what time it was likely the goods' train would be put upon the rails.

The CHAIRMAN said, that he thought about July as the Directors were of opinion that if the goods' trains were set running before they would materially interfere with the summer's traffic.

A PROPRIETOR.—Is it a fact that a preference is likely to be given to the new shareholders over the old?

CHAIRMAN.—Certainly not.

Another PROPRIETOR, wished the question answered, with respect to there being no solicitors' charges in the last six months account?

CHAIRMAN.—The reason is a very creditable one to the solicitors. They have very kindly consented to forego their account, till the next call is made.

The PROPRIETOR.—And pray, what may be the amount of their account.

CHAIRMAN.—The amount due to the solicitors, and unpaid, is 21,000*l.*

The PROPRIETOR, thought, at least, such a bill as that ought not to be allowed to pass, without being subjected to the scrutiny of a Board of Auditors.

The CHAIRMAN thought that observation involved a great question, and even the respectability of the Directors. He would put it to the proprietors, whether they really believed the Directors would suffer a bill of 21,000*l.* to pass without investigation.

Another PROPRIETOR, wished to know if the additional 200,000*l.* required, could not be raised without the expense of again going to Parliament?

The CHAIRMAN said, it could not, but he believed the expense would not exceed 7 or 800*l.*

[Mr. JEFFREY here indulged in a personal charge against one of the Directors; but it was at once scouted by the meeting.]

A PROPRIETOR, considered all the answers and statements most satisfactory, with one exception, and that was, why were not all the new engineering plans carried out at first.

The CHAIRMAN said, that at the time the line opened, stationary engines were then in their infancy, and like everything else, subject to improvement.

A PROPRIETOR said, he understood that there was a company formed for the erection of Wet Docks for steamers, on the South side of the Thames. Now it was obvious to every one, that it would materially affect the Dock and Victualling Yard at Deptford, and equally so that the North side of the Thames was by far the most proper place for such Docks; and if the present plan was persisted in he hoped the Company would give it their strenuous opposition.

The CHAIRMAN said, the Bill would not be applied for this Session, as the parties had not complied with the Standing Orders of the House of Commons.

The Chairman was here about to put Mr. Gazlee's motion, when it met with cries of "No, no."

Mr. GAZLEE said, as it appeared the wish of the meeting he would withdraw it.

The adoption of the Report was then moved, seconded, and carried with but one dissentient.

Mr. W. Routh, Mr. Henry Harvey, and Mr. W. Haigh, the three Directors, who retire by rotation, having then been unanimously re-elected,

A vote of thanks was was moved by Mr. Stock, and unanimously given to the Chairman, and the meeting separated.

THAMES HAVEN DOCK AND RAILWAY COMPANY—GENERAL MEETING.

THE half-yearly General Meeting of this Company (which had been adjourned from last week) was held on Thursday at the London Tavern, Bishopsgate-street, JAMES ESDAILE, Esq., in the chair.

After a long discussion the meeting was again adjourned for a fortnight to await the issue of certain negociations with large coal proprietors in the North. It appeared to be confidently anticipated that these parties would embark so extensively in the project as to place its success beyond all doubt. Every person who took part in the discussion, expressed his high opinion of its merits, and only regretted that various circumstances had hitherto concurred to retard the scheme,

Some changes were made in the Direction, it being the wish of all parties to secure the services of an efficient *London* Board. We hope to be able to find room for a more detailed notice of the next meeting. The following is the

"REPORT.

"IT will be in the recollection of the proprietors that at the last half-yearly general meeting, held in August, an anxiety was expressed by the shareholders, resident in Manchester, to abandon the undertaking; and that a resolution to that effect was proposed, but that it was subsequently withdrawn, upon the explanations that were given by Mr. Amsinck, and confirmed by Sir George Stephen, that by some further and more determined exertions, a Company offering so many advantages to the public, and so much profit to the shareholders, might yet be carried through. In pursuance of this opinion, and to bring in an increased influence and a working direction, the seven Directors resident at Manchester, being more than half of the whole Board, declared their willingness to resign, as they might be required, to be replaced by gentlemen resident in London; four have, in consequence, sent in their resignations, and two of the vacancies thus created, have been filled by Robert Ewart Norman, Esq., and Benjamin Hill, Esq.; the other two vacancies will be filled by a selection of the most influential among parties who are now in communication with the Board upon the subject.

"The Directors have thus made some steps towards securing the public confidence: but the difficulties which have attended this undertaking, arising from the want of that local interest which has uniformly assisted all other similar works; from the state of the money market, and the commercial relations of the country, and also from the general prejudice which numerous recent accidents have excited against railway speculations, have made their efforts much more arduous and yet less efficient than would otherwise have been the case. These difficulties still exist, but they should operate as a stimulus to increased exertion, and induce all parties connected with the undertaking, both collectively and individually, to render their aid to the Directors to overcome them. The objects of the Company are of that highly beneficial nature to the public, that it will hereafter be a source of pride to any body of shareholders to have been the means of carrying them through, while the extensive use and economy of construction of the intended works are such as to secure a highly remunerative return.

"The Directors have felt, however, that they ought not to rely for success only on the character of the undertaking, but should exert themselves strenuously to obtain the influence and assistance of every commercial interest, that is likely to be beneficially affected by it. They have, therefore, opened a negociation with the coal-owners in Durham and Northumberland, from the peculiar position of that trade, and the positive necessity that exists for some alteration in the price and supply of coals to the London market, there is every reason to believe that the Company will receive such assistance from this quarter as will enable them speedily to carry through the works. This negotiation is still pending, and, therefore, the Directors propose to adjourn this meeting for a week, when they hope to lay before the proprietary such a favourable report as will not only induce them to increase their own interest, but to recommend the speculation successfully among their friends. The Directors are quite assured, that if once a body so powerful as the coal owners shall be induced to give its support to the Thames Haven Dock and Railway Company, as a means of supplying the metropolis with coals, more cheaply and at a uniform price throughout the year, no further pecuniary difficulties will arise.

"The Directors are also engaged in negociations with the General Steam Navigation Company, but these negociations are not yet sufficiently advanced to be stated to the shareholders.

"The Directors have reason to believe that no

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difficulty will exist in obtaining the land required for the Railway, although the powers given to them by the Act in that respect, have expired; feeling that would be injudicious to trust the interests of the Company to the favourable disposition of any parties, they have taken the necessary means for renewing the powers given by the Act, and have petitioned accordingly.

"The Directors have also felt it their duty to open a fresh negociation with the Directors of the Eastern Counties Railway, for the amount of toll to be paid for the use of that line, between the junction at Romford and the Station at Shoreditch. They are happy to inform the Proprietors, that the toll now demanded, is such as the Directors are fully justified in acceding to it, and they hope that the Directors of that Company will see how much it is for their interest, as well as for the benefit of the public to give every facility to the traffic of the Thames Haven Railway.

"The Directors consider it their duty to make this detailed Report at their meeting, although they hope to make another at the adjourned meeting, when the Secretary will be present. As the present meeting is prescribed by their Act, and could not be postponed, it seemed incumbent on them not to omit the opportunity of showing how entirely they have been occupied in advancing the interests of the Company since the last meeting. They have every reason now to believe, that their endeavours will be successful, and particularly if omitted by the combined efforts of the Proprietors.

"The Directors would now propose, that this meeting should be adjourned to Thursday next, the 11th instant at 12 o'clock, when they hope to have a full attendance of the Proprietors, and satisfactory information to lay before them."

NORTHERN AND EASTERN RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL Meeting of the proprietors of this Company was held at the London Tavern, on Tuesday, to have laid before them the drafts of two Bills introduced into Parliament by the Directors — one for the purpose of effecting certain deviations in the line between London and Bishop's Stortford, and regulating the shares of the Company — the other for making a branch from the main line to the towns of Hertford and Ware.

Both Bills received the sanction of the Meeting and a conversation ensued bearing on the extension of the line to Cambridge, and the probability of this being a great railway to the North, but the particulars we are obliged to postpone until next week.

RAILWAY ADJUDICATION.

JAMES GRAVES *v.* THE EASTERN COUNTIES' RAILWAY COMPANY.

Ilford Petty Sessions, February 27.—The Company, by Mr. Hall, their Managing Director, appeared before the Bench to-day, pursuant to a notice served upon them by Mr. Graves, a gentleman residing at Great Ilford, who claimed to have made, erected, and maintained for his use a convenient carriage way through the embankment of the Railway, into a field called the Shed field, at Great Ilford.—Mr. Francis attended as solicitor on behalf of Mr. Graves, and Mr. Duncan on behalf of the Company.—Mr. Francis stated, that on the 21st June, 1836, an agreement was entered into with Mr. Graves, by which he was to have a tunnel, or some other proper communication, from one field to the other; a communication had been made by crossing the Railroad on a level, and the question was whether under this agreement Mr. Graves was to go over the Railroad or have an archway under it. In March, 1838, the Company and Mr. Graves not agreeing, both parties, under the provisions of the Act of Parliament, came before the Bench, and the Bench then recommended a settlement, but not succeeding in this, they, in October in the same year, came again before the Magistrates, who then gave an opinion that the money Mr. Graves had received, which we understood to be 7,000*l.*, met the justice of the case. A model of the gates proposed to be erected by the Company, was produced, and the Magistrates then decided that they would make no other. Mr. Francis contended at some length that the Company had not given Mr. Graves a safe and proper communication, and the communication given was in direct opposition to the Act of Parliament, and dangerous to persons using it; as to the gates erected by the Company, they were contrary to the Act, as they opened towards the Railway, and not towards the land. He (Mr. Francis) admitted that Mr. Graves had received compensation for the value of the land taken, but that did not preclude him from his present claim; for the extra land taken he believed Mr. Graves had received 1,000*l.*; but if he was to keep an extra man to attend to these gates it would soon swallow up the interest. Mr. Francis concluded by saying that he should call Mr. Cubit, an experienced gentleman in Railroad matters, who would tell them that a communication under a Railroad was always referred to crossing the same on a level.—Mr. Duncan respectfully submitted to the Bench, that in this case they had no jurisdiction: this was not an application to do and perform certain repairs, but an application to make an archway through the Railroad embankment after such embankment had been completed, and as the Company submitted a good and sufficient communication had been made for Mr. Graves over the Railway, protected by good and sufficient gates, he had no further claim upon them. An agreement had been entered into between the parties, and such being the case, the jurisdiction of the Magistrates ceased. If any dispute arose under that agreement, the courts of law were the only tribunal that could determine it: the Company, after having purchased part of Mr. Grave's property at Ilford, for which they gave him 7,000*l.*, treble the value, required 1 acre and 36 perches more land of him, for which they gave him 1,000*l.*, which was to compensate him for all damage and inconvenience for severance or otherwise. Under these circumstances he submitted Mr. Graves could not now turn round upon them and require them to make the archway in question; however, he was directed by the Company to say that if Mr. Braithwaite, their engineer, could devise any plan with Mr. Cubit at a reasonable cost to further accommodate Mr. Graves, they would willingly do so.—The magistrates then retired to consider the question, and shortly afterwards returned, and the chairman said they had given the case their best attention, and were of opinion that under the Act of Parliament, the question was still open for their decision, but as a hint had been thrown out in the way of an amicable arrangement, the bench advised that a meeting should take place between Mr. Braithwaite and Mr. Cubit, and if they could not agree, they would at a future time be ready to enter into and determine the matter in dispute. It was then agreed that a meeting should take place as advised between Mr. Braithwaite and Mr. Cubit.

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

DURHAM AND SUNDERLAND RAILWAY.

March 1.—Bill read a second time and committed, and referred to the Committee of Selection.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

March 1.—Bill read a second time and committed, and referred to the Committee of Selection.

The object of this Bill is to enable the Glasgow Paisley, and Greenock Railway Company (incorporated by an Act of the 1st Vict.) to raise a further sum of money. By their Act of Incorporation the Company were empowered to raise a sum of 400,000*l.*, in shares of 25*l.*; and so soon as 200,000*l.* should be paid up, to borrow a further sum of 133,333*l.* on mortgage, with power to convert the latter sum into capital. The Bill empowers the Company to raise a further sum of 100,000*l.* by the issue of shares of such amount, and bearing such annual sum, and with such preference over the present shares as the Company or the Directors shall think proper. After the 100,000*l.* is subscribed for, the Company are empowered to borrow the sum of 33,333*l.* on mortgage, the priority of existing mortgages being saved. The Company are empowered to mortgage the ferry (which they were empowered to establish under an Act of last session,) and the rates arising therefrom, so soon as the ferry is established, as a prior security for the sums borrowed under this Act. They are empowered to convert any of the borrowed money, under this or the former Act, into capital by the issue of new shares, to be disposed of in all respects as the shares created under this Act.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

Feb. 26.—Petition of John Richardson and John Connell, complaining of non-compliance with the Standing Orders; referred to the Select Committee on petitions for Private Bills.

March 1.—Committee on petition postponed from Wednesday 3d, till Friday, 5th March.

March 3.—Committee on petition postponed from Friday 5th, till Monday, 8th March.

GREAT LEINSTER AND MUNSTER RAILWAY.

Feb. 27.—Committee on petition fixed for Wednesday, 10th March.

GREAT NORTH OF ENGLAND RAILWAY.

Feb. 26.—Bill read a second time and committed, and referred to the Committee of Selection.

MANCHESTER AND LEEDS RAILWAY.

March 1.—Petition for Bill reported; Report referred to the Select Committee on Standing Orders.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

Feb. 25.—Committee on petition fixed for Thursday, 11th March.

PRESTON AND LONGRIDGE RAILWAY.

March 1.—That the order for the meeting of the Committee on the Preston and Longridge Railway Bill, on Thursday, 4th March, be discharged.

March 4.—Committee on Bill fixed for Friday, 12th March.

Bill referred to Mr. Bernal, Sir Hesketh Fleetwood, and Mr. Townley Parker.

SHOTTS AND WILSONTOWN RAILWAY.

March 1.—Committee on petition postponed from Wednesday 3rd, till Monday, 8th March.

SOUTH-WESTERN RAILWAY (No. 1.)

March 1.—Committee on Bill fixed for Monday, 8th March.

Bill referred to Mr. Bernal, Mr. Hawkins, Mr. W. J. Blake, and Mr. B. Wood.

SOUTH-WESTERN RAILWAY (No. 2.)

March 4.—Committee on petition fixed for Monday, 15th March.

THAMES HAVEN DOCK AND RAILWAY.

March 1.—Committee on petition postponed from Wednesday 3rd, till Wednesday, 10th March.

YORK AND NORTH MIDLAND RAILWAY APPROACHES.

Feb. 26.—Petitions against: from John Norrison; and inhabitants of the city of York; referred to the Committee on the Bill; counsel ordered.

Ordered, that the order of reference of the York and North Midland Railway Approaches Bill, of Wednesday the 24th inst. be discharged, and the Bill be committed to the list for the West Riding of York and the following selected members:—Lieut.-Col. Hon. G. R. Abercromby (Stirlingshire), Mr. William Crawford (London), Mr. J. Buller East (Winchester), Mr. Ludlow Bruges (Bath), Mr. L. W. Buck (Devonshire, North); that three be the quorum of such selected members.

March 3.—Petition of owners of estates in Ulleskelf against the Bill; referred to the Committee on the Bill; Counsel ordered.

WEST DURHAM RAILWAY.

March 1.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Harland, Mr. Bowes, and Mr. Liddell.

WISHAW AND COLTNESS RAILWAY.

March 1.—Bill "for enabling the Wishaw and Coltness Railway Company to raise a further sum of money," presented and read a first time.

March 3.—Printed Breviate of Bill laid on the table.

Second reading fixed for Monday, 8th March.

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HULL AND SELBY RAILWAY COMPANY —GENERAL MEETING.

[From the *Hull Times*, March 2.]

THE Annual General Meeting of the Shareholders of this Company took place at noon, on Saturday last, in the Court of Requests, adjoining the Town Hall, HENRY BROADLEY, Esq., M.P., the Chairman of the Board of Directors, in the chair.

The CHAIRMAN, in opening the business of the meeting, said he should best consult the convenience of the proprietors, and also best promote the objects they all had in view, by rendering the remarks, which he might feel it his duty to make as brief as possible, They were aware that the cause of their meeting on that occasion was to hear the Report of the Directors of their proceedings during the past year. They would have also to elect five Directors in the place of that number who retired, according to the provisions of the Act of Parliament, and those gentlemen, he had no doubt the meeting was aware, were eligible to serve again if the shareholders chose to re-elect them. In reference to the Directors, there was one point of the report to which he begged to call their attention—he alluded to the very valuable assistance they had lost in the services of a gentleman connected with the railway—he meant the late deputy chairman; and he was sure that all would agree with him, that not only the Company, but the town in general had sustained by his decease a serious deprivation, in the services of a valuable public agent. (Approbation.) A short time previous to that melancholy event, the deceased had given in a resignation, and another gentleman had been chosen as his successor; that gentleman, however, according to the Act, would then go out of office, but if they were satisfied with his services, was eligible to be reappointed. He next came to the finances of the Company, and on that particular branch he could assure the proprietors that the Directors had been most anxious and vigilant to economise their funds. (Applause.) It was true there was an excess of expenditure over the original estimate, but this was to be accounted for by the extensive possession of land and other property acquired by the Company, and which could not by any possibility be entered into the estimates when the Bill was before Parliament. He next noticed the additional capital required, observing that he thought it would be good policy, and indeed highly expedient, to raise what further sum might be necessary, on the bonds of the Company. The railway was opened on the 1st of July last, and consequently half a year had elapsed on the 31st of December; up to that period a dividend was due, and which the Directors thought it right should be paid. The amount, it was true, was only small, but there was good ground for hoping that it would be larger hereafter. On this subject it had been suggested to him that the line was not open for traffic—the conveyance of goods and luggage—till several weeks had elapsed from the first opening, and which might account for the amount being somewhat less than perhaps many persons had anticipated. (Applause.) With respect to passengers, it had been calculated that the number would be 180,000 annually. The returns for the half year being 109,978, the annual amount on the Hull and Selby line might be stated at 220,000. Next year we could fairly calculate on an increased number. On the 1st of March another very important line of railway would be opened; he alluded to that connecting Manchester with Leeds, and from what he knew of that Company he felt justified in asserting that they would give us every facility for passengers and goods that should pass from our railway to theirs. (Cheers.) The Chairman continued—stating everything had been done that could be done to promote the interest of the proprietors, as well as those of the public at large which were interwoven with them. He then adverted to a great advantage derived by the Company from a series of experiments made by one of their engineers, resulting in a discovery whereby one-half of the fuel formerly consumed had been saved and the expense of working the engines on the line considerably lessened; of this discovery the Directors judged it wise to avail themselves, and would continue to do so if it met with the Company's approbation. (Cheers.) Another experiment which had been suggested by an intelligent and influential individual, that of conveying persons to and from the markets on Tuesdays for one fare, had been tried, and promised to answer so well as to warrant the Directors in their intention of pursuing it, unless they should see some reason for its discontinuance. Observing that we had now arrived at a period when trade might fairly be expected to increase, and our prospects of success look brighter than ever, he said they were all aware of what had occurred on the line during the past half year, as well as before that period, adding that he need scarcely refer to the melancholy and deeply to be deplored event which occurred almost immediately after it was opened; he had no doubt that all had made themselves acquainted with the unfortunate circumstances. None, he assured them, felt more acutely on the subject than the Directors, whose sentiments would be expressed in the Report. In consequence of these untoward circumstances it was not surprising that there should have been some falling off experienced in the receipts. It was not for him to attach blame to any individuals, neither did the Directors see cause for reflecting upon any of their servants, with reference to the unfortunate accidents to which he alluded; they were felt, as he had already said, by none more acutely than by the Directors, and every care had been taken to prevent their recurrence. He would not occupy the time of the meeting, feeling that it was of more value than his observations, but after the Report had been read, if any explanation were required, he as well as the other Directors would be ready to give it. He had then only to remind the proprietors that the mode of replacing the retiring Directors was optional with themselves, either individually or collectively—by ballot or otherwise, as they the proprietors, might think proper.

Mr. LOCKING, the Secretary of the Company, then read the following

REPORT.

"In presenting the proprietors with a statement of their proceedings during the past year, your Directors beg to observe that in accordance with the promise made at the last general meeting every possible effort was used in order that the line might be opened for traffic early in the summer; they were aware of the importance of this in every point of view, and especially that the Company might have the advantage of a portion of the best season for travelling, when passengers would be the most numerous, and the various servants of the Company have better opportunities to perfect themselves in their various duties.

"On the first day of July the railway was accordingly opened by the proprietors, accompanied by some of the authorities of the town, proceeding from Hull to Selby, and, after a short stay there, returned to Hull. On the following day the railway was opened for the conveyance of passengers and parcels, but the arrangements necessary for carrying goods prevented their being taken on the line until the 19th of August.

"Aware of the necessity of using every possible precaution to ensure safety in travelling, your Directors were particularly careful in all their arrangements with special reference to this object. It will be almost needless to state, that notwithstanding these precautions, two accidents have taken place upon this railway, exciting the most painful feelings and the deepest regret. The occasion of both those deplorable events are too well known to render further detail necessary; and a careful consideration of all the circumstances of the cases will go far, as the Directors think, if not entirely to remove, at least to exonerate the officers and servants of this Company from much of the blame which has been unsparingly cast upon them, and it is satisfactory to know that no accident has happened to any passengers by the trains leaving Hull.

"During the last year the North Midland, and York and North Midland Railways were opened throughout; and that of the Manchester and Leeds Railway, which had been postponed, is now fixed to take place on Monday, the 1st of March, both for passengers and goods; this it is confidently anticipated will bring a large accession of traffic upon the Hull and Selby Railway; and your Directors are happy to state that with the Directors of the North Midland and Manchester and Leeds Railways the best understanding exists. Since the last general meeting an event has taken place which at that time was not anticipated, viz., the leasing by the Leeds and Selby Railway Company of their line to the York and North Midland Company for a term of 21 years. An arrangement had been previously entered into with the Directors of the Leeds and Selby Railway Company that the tugs which had been employed by them in conveying goods to and from Selby and Hull were to be given up when the Hull and Selby Railway was in a condition to convey goods, but since the agreement above mentioned was entered into, your Directors regret to state that plans have been formed for continuing the tugs, and increasing the number of them, Should this proceeding be persevered in, it will be alike injurious to both Companies, and must necessarily interfere with that cordial co-operation which on every account ought to be promoted between Railway Companies, especially when so closely connected with each other.

"Your Directors are, and ever have been, anxious to maintain a good understanding with all Railway Companies, and regret much that any opposition to the Hull and Selby Company should have been commenced by another Railway Company, arising from their connexion with and support of the tugs; they are determined, however, to use every effort in their power to counteract its effects, and to establish and extend the traffic on your line; and they feel confident that the manifest and acknowledged advantages which it affords of expedition, safety, and punctual delivery, will ensure its having the great bulk of the traffic to and from Hull.

"The probability which has for some time existed that the trade of the railway would be such as to render increased accommodation necessary, it appeared to your Directors very desirable to secure, whilst they had the opportunity to do so, a plot of ground on the south of, and adjoining the terminus—having one frontage to the dock, and another to Wellington-street; they accordingly offered a negociation with the owner of it, and succeeded in purchasing of him upwards of 5,000 square yards on advantageous terms—they are now therefore in a position to afford to the carriers and the public all the accommodation which is likely to be required for some time to come. Your Directors were also advised by their Engineers to purchase a portion of ground opposite the end of Cogan-street, and the house attached to it, in order to prevent the great risk and annoyance which a crossing there would occasion if made, and it also presented the very desirable opportunity of obtaining a residence for the general Manager near the Company's premises. They have likewise purchased about nine acres of land at Hessle, which from its contiguity to the opposite coast of Lincolnshire, will probably become a station of some importance, especially for cattle, sheep, &c., in order to their being forwarded to the Leeds, Wakefield, Manchester, and other markets.

"From the preceding statements the proprietors will not be surprised that an additional amount of capital will be required, it having also been found necessary to make various additions to the works both in Hull and on the line, and, in order to raise the additional amount thus rendered necessary, your Directors recommend that the Company should give them power to raise the sum of 50,000*l*., by issuing bonds under the Company's seal, in sums of not less than 200*l*., to that amount, which they anticipate will be readily taken up, interest being allowed thereon at the rate of 5 per cent. per annum. By this mode an application to Parliament for power to create additional shares will be unnecessary—a measure always expensive, and very objectionable where it can safely be avoided. The generally acknowledged excellence of our line—its opening prospects of extensive traffic with the manufacturing districts of Yorkshire and Lancashire, and also with the north by means of the Great North of England Railway, which will shortly be opened from Darlington to York—the half yearly interest at 5 per cent., (having priority to dividends amongst the proprietors) are considerations which there is every reason to believe cannot fail to bring forward parties who will deem the investment both undeniable as to security, and profitable as to remuneration.

"The proprietors are aware that since the last meeting three calls had been made, each of 5*l*. per share, viz., in the months of April, July and October, these calls have been so well responded to, that exclusive of the amount due thereon on account of forfeited shares, only 6895*l*. now remains unpaid, about 4520*l*. having been received since the 31st of December; (the greatest portion thereof, together with the interest, it is anticipated will very soon be paid.) During the progress of the works the Directors were anxious to afford every reasonable accommodation to proprietors in the payment of their calls, when they could do so without sacrificing the interest of the Company.

"The statement of the amount of traffic shows a balance of 5565*l*. 5s. 1d. in favour of the Company, after deducting the expenses connected therewith. The Directors therefore recommend that a dividend of 10s. per share shall be made to be payable on the 31st of March—the surplus to be carried to the credit of the account for the present half year. Although the amount of the dividend is small, the Directors thought that it would be satisfactory to the proprietors to receive what it is hoped may be considered as only the earnest of future and larger profits, and with reference to this subject the Directors have decided that as the line is now in full operation, a general meeting of the proprietors shall be held in the month of August, when it is hoped a further dividend will be made, and the accounts of the cost of the railway be also brought to a close .The final arrangement not having been yet made as to the amount to be paid by the postmaster general for con-

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veying the mails, the exact sum due to the Company for this service is not yet ascertained.

"Notwithstanding the circumstances to which allusion has been made, the Directors have the pleasure of informing you that the *number* of persons who have travelled on the Hull and Selby Railway, during the last six months, considerably exceeded the calculation which was made when the Bill for making the railway was before Parliament. The following is a statement of the number of passengers of each class, viz.:—

First Class	24,514
Second Class	28,408
Third Class	57,056
Total	109,978

In the estimate referred to the number of passengers was 180,000 annually, but the above statement shows that the proportion for the half-year has been exceeded by nearly 20,000.

"In accordance with the urgent solicitations of many highly respectable tradesmen in the town, and of numerous individuals residing on the line of railway, your Directors consented to allow persons on the market days to come to, and return from Hull, in the second and third class carriages, on the payment of one fare only, and the regulation to apply to one train only each way;—the experiment thus far appears to have answered, and it is anticipated that a much greater number of persons than hitherto will avail themselves of the advantages thus presented.

"Although the winter has been more severe than usual and a considerable quantity of snow has fallen at different times, the Directors are happy in being able to state that it has very rarely happened that the trains on this line have been detained much beyond the usual time, every effort having been made to keep clear the passage of the line, and the advantages resulting from a railway conveyance have thus been fully proved.

"Anxious as your Directors have been to reduce the entire cost of working the line to the lowest possible amount, their attention has been especially directed to the consumption of coke by the locomotive engines, which forms a very material item in railway expenditure, and they can inform the proprietors that there is every prospect of the quantity used per mile being smaller than upon any other railway in the kingdom, in consequence of the improvements in the locomotive engines made by Mr. Gray, the superintendent of that department.

"A meeting of parties connected with railways was lately convened at Birmingham, which was attended by gentlemen for all the principal lines in the kingdom. The deputy-Chairman and Secretary of this Company were also present, and various resolutions were passed, which, with the regulations suggested, will it is hoped help materially to make travelling by railway, even to a greater extent than ever, the safest mode yet adopted, the accidents to passengers travelling by railway being incomparably fewer than any other conveyance. At the meeting referred to, a committee of three gentlemen, resident in London, was appointed to attend specially to Bills before Parliament, and business generally relating to railways; and it is hoped that very great benefit will be derived from the committee thus appointed.

"It would have been gratifying to your Directors could they have stated that the dispute with Mr. Wm. Bell, as to the extent of the wharf to be made for him, had been finally settled—this however is not the case, and the Company have paid the sum of 3000*l.* into the Court of Exchequer as security for the erection of such a wharf as the Lord Chancellor may decree that he is intitled to.

"The Directors have to regret the decease of their late highly respected colleague, J. C. Parker, Esq., who had ably filled for some time the office of deputy-Chairman of the Company, and ever evinced great interest in its concerns; in pursuance of the powers delegated by the Act, Mr. Edward Spence was elected a Director in his stead; and Mr. Pim of Liverpool having sold his shares in the undertaking, Mr. Joseph Gee was chosen his successor, but finding his engagements in business would not allow him to attend to the duties of the office, he reluctantly resigned it, and Mr. Robert Kirk was elected in his place.

"The Directors who retire in rotation are Mr. Liddell, Mr. Richmond, Mr. Henwood, Mr. Whitaker, and Mr. Spence, who are all eligible for re-election.

"A number of by-laws have been prepared, to which sanction is necessary in order to their being presented to the Board of Trade for their approval.

"In concluding their Report, your Directors beg to express their confidence in the beneficial results of the undertaking, both with reference to the proprietors and the community at large. It will be their zealous endeavour to promote its success by all fair and honourable means, and they trust that when they next meet the proprietors, this success will be evinced by your then being enabled to make a further and satisfactory dividend."

Mr. LOCKING next read the financial Report, showing a balance in favour of the Company of 5,565*l.* 5*s.* 1*d.* He also read the Reports of Mr. Timperley, Engineer, and Mr. Gray, Resident Engineer, both of which were highly satisfactory.

Mr. WILSON, who rose to move the adoption of the Report, said he had much pleasure in doing so, and also that it be printed and circulated at the discretion of the Directors, as he considered it to be very satisfactory. He had not expected so favourable a dividend, when he reflected on the severity of the weather, and the serious accident that happened soon after the opening of the line. He had travelled on many railways, but he did not know one equally well-conducted in the working department with that of the Hull and Selby. (Applause.) Whether this praise could be extended throughout, he was not prepared to say; but he did not think they worked so well with the lines in connexion, as might be effected with a little exertion. The facilities of passing between towns, not far distant from each other, were not so great as they had a right to expect. Travellers, for instance, who left Sheffield at half-past two o'clock, did not reach Hull until nine in the evening; and the same might be the case with regard to other places. He thought, that by some better arrangements with the other lines, an improvement might be effected in this respect. (Cheers.) He thought it strange that the York and North Midland Company should have acted as they had done. Had a similar opposition been instituted on this line, it would have been designated and unprincipled, and justly so, when the mutual dependence of the two lines was taken into consideration. The tug system, he felt assured, could not be carried on with any profit, and was satisfied that in the end, the mischief which its promoters intended to inflict would recoil on their own heads. He regretted to hear of a necessity for borrowing more money, but as it appeared to be requisite, he had no doubt the proposition would be adopted. Before sitting down, he begged leave to enquire the proposed amount of the dividend.

Mr. LOCKING replied, the sum of 4,000*l.*

Mr. CAMMELL seconded the adoption of the report, which was agreed to with the exception of five or six dissentients.

Mr. T. CARLILL then said, having objected to the Report, that he was astonished to hear of 50,000*l.* being required in addition to the sum already expended, especially when it was considered how few cuttings or embankments there were on the line. He wished to see the Company prosper, but did not think they would do so by getting further into debt. He did not wish to throw a damp upon the concern, but he thought that the Directors should be very cautious before they asked for more money. These remarks he offered unpremeditatedly, they were the result of the moment, and he should be sorry if any of them were calculated to cause an unpleasant feeling.

Mr. HUNT inquired if the affairs of the Company were *bona fide* in a condition to authorize the payment of the proposed dividend; and added his opinion that the Directors in declaring one were holding out a prospect which could not be realised.

The CHAIRMAN replied the Directors considered that the amount could be paid out of the profits, or they would not have recommended a dividend.

Mr. JALLAND inquired if the amount remained after the payment of interest. To which an explanatory reply was given by the CHAIRMAN.

Mr. BUCKTON then proposed the thanks of the Company to Henry Broadley, Esq., M. P., their Chairman, Richard Tottie, Esq. the Deputy-Chairman, and the rest of the Directors.

Mr. T. WATSON seconded the proposition, which was unanimously adopted.

A proprietor then enquired the amount paid to the Directors for each attendance.

Mr. LOCKING replied that they had at first received a sovereign for each meeting, when they remained during the whole period of its continuance. Latterly the meetings had been weekly, and the payment had been half a sovereign; the average time of attendance being from four to five hours. The aggregate amount of payments was 450*l.* 10*s.*

Mr. JOSEPH RICHARDSON, of Leeds, expressed a wish that some arrangement should be made for giving the shareholders an opportunity of considering beforehand, the propositions to be submitted to them at the annual meeting. And with a view to that purpose, he would move that, in future, the report should be printed and circulated ten days prior to the general meeting.

Mr. JALLAND seconded Mr. Richardson's motion for a previous circulation of the report, and suggested that it should be accompanied by a list of the retiring Directors, and the names of those eligible to be chosen in their stead.

Mr. JOHN SMITH and Mr. LIDDELL having offered some observations on the motion, it was agreed to unanimously.

Mr. RICHARDSON next enquired, whether the York and North Midland Company had made any offer to the Directors.

Mr. LOCKING replied that no offer had been made.

Mr. HENWOOD said he hoped the York and North Midland Company were not so ignorant of the spirit of Hull as to presume on making any proposal. (Loud applause.)

Mr. SMITH remarked that the observation just made was strong, and hoped that Mr. Henwood would explain the nature of the offer alluded to.

Mr. HENWOOD in reply, said it would be a severe censure upon the people and the town of Hull, should the North Midland, or any other Company, presume that they wished to sell their property. (Loud cheers.)

Mr. SMITH expressed satisfaction that the nature of the offer alluded to had been elicited.

Mr. KING then moved that Mr. Liddell, Mr. Henwood, Mr. Whitaker, Mr. Spence and Mr. Richmond, be re-elected as Directors.

Mr. WADE objected to the election in the mode proposed, and

Mr. H. LEVETT, after an inquiry relative to the eligibility to vote under particular circumstances, referred to a resolution at the time of the railway coming into operation, which he thought ought to be adhered to for making the election of Directors individual, and by ballot.

The CHAIRMAN stated, that it was competent in the body of proprietors to elect in whatever mode they thought proper. For himself and the other Directors, he would say they were quite satisfied that the mode of election should be at the pleasure of the meeting.

Mr. WADE and Mr. JALLAND recommended the system of voting papers used at the Town Council.

Mr. LOCKING replied, he was prepared with nomination lists and voting papers.

Mr. WADE then moved as an amendment, that five qualified proprietors be elected.

Mr. SMITH supported the proposition, and objected to the original motion as partaking of a close borough system. It was also remarked that the interests of the proprietary had suffered from the clashing interests of proprietors who were in other Directions.

Mr. LIDDELL expressed a wish to retire, although he never would forsake any public duty in Hull so long as he might be required to fulfil it. He had been among the earliest subscribers to the Railway, and felt conscious of having been but a feeble Director. He therefore quite accorded with the amendment, and had no doubt that the meeting would select such gentlemen as were competent to rendering the railway a real benefit to the town.

Mr. HENWOOD expressed similar sentiments.

Mr. GRESHAM said, the retiring Directors had themselves expressed a wish that such a departure from the rule should be adopted; but it had been considered that it would be invidious to recommend it.

The CHAIRMAN bore testimony to the efficiency of the retiring Directors, when

Mr. WADE explained that he had made the proposition without any feeling towards those gentlemen, whom he believed to be actuated by the strictest honour and integrity. Yet, if any of the gentlemen retiring were members in the direction of other companies, he must consider that none could serve two masters.

The CHAIRMAN here said he thought it proper to state with reference to a committee appointed at the last meeting, for the purpose of conferring with the Dock Company, on the wharfage clause in the late Bill, that the members of that committee were elected from amongst those proprietors who were connected with the Dock Company.

Mr. HENWOOD said that his course had been to impress upon the Dock Company that their interests were the same as those of the railway; and he, in fact, had been considered by them as the advocate of the railway.

Mr. LOCKING then read the resolution appointing a committee to meet the Dock Company for the purpose of obtaining a modification of the late Bill before Parliament, when it appeared the members were Mr. Tottie, Mr. Richmond, and Mr. Cooper.

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The resolution for choosing the Directors by means of voting papers was adopted; and the CHAIRMAN proposed that the other business should be proceeded with.

Mr. GRESHAM moved that a dividend of 10s. should be made payable on the 31st of March, and said that he was happy to answer the question whether it was *bona fide* a dividend or not? In some cases dividends had been made on fictitious capitals—in their case, however, it was not so. He could assure the meeting that the Directors had not ordered a dividend until they were fully satisfied that they could make one; and he was sorry that they could not make it larger, but which might be attributed to the paralysing effects of the first unfortunate accident. He however calculated on the opening of the Manchester, and the completion of the Great North of England lines, as events leading to the future success of the Company. Referring to remarks on their being about to borrow 50,000*l.*, he said he thought it a better way of paying their debts than by going to Parliament to create fresh shares. He then mentioned the purchase of lands and additional premises adjoining the terminus, which he hoped soon to see surrounded by activity, industry, and enterprize; and concluded by expressing his sense of having the honour to propose the first dividend.

The motion was seconded by Mr. COOKMAN, and carried unanimously.

Mr. RICHARDSON made an inquiry relative to the proportion of expense which the working-line would in future be likely to bear towards the receipts?

The CHAIRMAN explained the difficulties at present attending the question; and Mr. Liddell deprecated its being put at so early a stage.

Mr. LOCKING answered, that the expenses had hitherto amounted to 50 per cent., but the first half year had involved expenditure, which it was not expected would be so large in future, and it was expected that they would be considerably less. He further explained that the establishment must be maintained, whatever the traffic might be, they however anticipated a considerable increase, and then it would be carried on without any addition.

Mr. TOTTIE proposed a resolution for adopting a number of bye-laws on the line, which having been read by Mr. Locking, and seconded by Mr. Henwood, were unanimously agreed to.

Mr. FOSTER enquired if any further arrangements were intended respecting Sunday travelling. Some friends whose proxies he held, considered that two trains instead of one should proceed before service in the morning, and two in the evening.

The CHAIRMAN replied, that the Directors had no intention of making any alteration, and added that the present Sunday trains did not pay.

Mr. CRAVEN then moved that a sum of 50,000*l.* be borrowed, a priority of payment of interest being given to the dividends.

Mr. SPENCE seconded the motion, which was carried.

The CHAIRMAN, in answer to a question by Mr. Levett, said sums as low as 200*l.* would be received at 5*l.* per cent. interest.

Mr. CARLILL said he thought the adoption of the report had carried the question of borrowing the money. He still regretted that the cost of the line had so far exceeded the estimate. He really expected that the Company had something in hand, and was sorry to find they had become land jobbers.

Mr. HENWOOD said he should be sorry to see it go forth that they were land jobbers, they might as properly be called pig jobbers, for there was plenty of those cattle to be found on their line. He would only say there was no disposition to go beyond what was requisite to establish the undertaking in permanent prosperity.

Mr. S. H. EGGINTON proposed that the next meeting of the Company should be held in August; the day to be fixed by the Directors.

Mr. VALLANCE seconded the motion, which was carried.

On the motion of Mr. Wade, seconded by Mr. Carlill, Messrs. Farthing, and W. H. Dikes were appointed auditors.

Mr. PEASE moved a vote of thanks to Mr. Walker, the engineer, for his valuable services on many important occasions.

The CHAIRMAN, referring to what had been said about inconvenience experienced on the route from Sheffield, &c., said that no gentleman unconnected with railways could conceive the difficulties which arose from alterations of time and the opening of new lines. The Company had more than once been prevented from issuing time tables by these difficulties, but now that the Manchester line was to be opened, he trusted that the irregularities would be corrected, especially to Sheffield. The Chairman then repeated his statement relative to the Sunday trains, and said there was nothing further to do in the fulfilment of his pledge of taking the chair, than to acknowledge the kind attention of the meeting. (Applause.)

Mr. LIDDELL recommended the proprietors to raise the 50,000*l.* amongst themselves, in preference to going to Parliament for the creation of new shares, adding his intention of advancing 1,000*l.* (Applause.)

Mr. HENWOOD expressed a similar opinion, and regretted that they had not raised the previous sum amongst themselves. The firm to which he belonged were ready to increase their subscription by another 1,000*l.* (Applause.)

Mr. PEASE having taken the chair,

The Rev. W. R. GILBY moved a vote of thanks to the chairman for his great and uniform diligence manifested on all occasions when required in the service of the Company. He also enquired if it were intended there should be more than one continuous line from Hull to London daily.

Mr. LOCKING replied there were two already.

Mr. LIDDELL seconded the vote of thanks, coinciding warmly in the complimentary notice of the Honourable Chairman, and remarking on his assiduity, having been on the preceding morning in his place in Parliament; and then present in the performance of an essential duty amongst themselves. (Acclamation.)

The CHAIRMAN, in reply, said he wished he could return thanks in a manner worthy of their kind acknowledgment. Referring to his arrival from London, he said it was at one time doubtful, a Bill being in the House of Commons which affected their interests; but finding that it was only to be read *pro forma* on that day, he was enabled to fulfil his pledge. (Cheers.)

Messrs. Richardson and Cammell were appointed scrutators, and the meeting then proceeded to elect the Directors, when Mr. Liddell, Mr. Richmond, Mr. Henwood, Mr. Spence, and Mr. Whitaker, were re-elected by a very large majority.

Four thousand seven hundred pounds was subscribed at the meeting towards the proposed loan.

BRISTOL AND EXETER RAILWAY COMPANY—GENERAL MEETING.

(From the *Bristol Gazette*—Second Edition.)

THE Ninth Half-Yearly Meeting of the Proprietors of this Company was held on Thursday at the White Lion, Broad-street. The attendance was not so numerous as on former occasions, but highly respectable.

At twelve o'clock the Chairman of the Board of Directors, FREDERICK RICKETTS, Esq., took the Chair; and the Secretary, J. B. BADHAM, Esq., having read the notice convening the meeting,

The CHAIRMAN addressed the meeting to the following effect:—Gentlemen, the Directors' Report, that of the Engineer, and the statement of receipts and expenditure, have in conformity with your wish been laid on the table, and preclude the necessity of my troubling you with many observations; but I cannot forego the pleasure of congratulating you upon the great improvement which those documents show in the circumstances of your undertaking. When I had last the honour of occupying this chair, there were some among you who entertained a doubt of the soundness of the policy of granting a lease to the Great Western Company, but if I may judge from the language of letters which have been received, and from the testimony of several with whom I have lately spoken on the subject, there must be at present a very small number who do not entirely concur with the Board on that question. At the period of our last meeting there was a great degree of uncertainty whether you could reach the borrowing point without another call, but I have now the satisfaction of stating that some thousands above the sum of 750,000*l.* required by your Act of Parliament have been received, and the promptitude with which above 50,000*l.* have been paid on account of the allotted shares, gives me a confident expectation that the remainder will be received within a few days of this time. (Loud cheers.) The security which your debentures offer has already induced parties to send tenders from various parts of the country; this does not at all surprise me when I consider that we are on the eve of opening to Bridgewater; that the fixed rental on that portion of the line is more than sufficient to cover the interest upon all the money that we shall have occasion to borrow; and this additional security under the lease will be rapidly increasing by the opening of further portions of the line to Taunton, Wellington, and Exeter. If tenders for loans continue to come in with the same rapidity as hitherto, you will have means to finish a large proportion of the line without further call. One other circumstance is too important and gratifying for me to leave unnoticed. Upon the principle of allotment of forfeited shares, I believe upon a former occasion there was almost an universal sentiment of approbation; but there were many who thought that a considerable number of those shares would be unclaimed, and that a second allotment would be necessary. Now, gentlemen, very far from this being the case, the Report will show you that every share has either been taken up by the party to whom it was allotted, or disposed of with advantage to the Company; and it will be an additional satisfaction to know, that by the sale of these surplus shares to highly respectable purchasers in London and other places, at a distance from Bristol, several new and excellent names have been added to the Register. It is now six months since you had nearly 4000 unproductive shares—this day, I believe, you have not one—(cheers)—and I do hope at no very distant period we shall have the pleasure of announcing a good dividend. In the mean time we must be satisfied with the 4 per cent. on paid-up Calls. Gentlemen, you must allow me to advert to one other contrast between your position at the last meeting and the present; then you had about 20,000*l.* in your Banker's hands; now, after paying your contractors up to Friday last, your balances in your banker's hands amount to upwards of 100,000*l.* (Applause.) I do not hesitate to declare my firm and deep conviction, that this great transition in the circumstances of your undertaking is almost exclusively attributable to your Allowance of Interest on paid-up Calls, the Lease to the Great Western Company, and the Allotment of forfeited shares. (Cheers.) There are still two subjects upon which it is my duty to touch. The first is Mr. Labouchere's intended bill for the better "Regulation of Railways," some of the clauses of which are of an arbitrary nature, and would be injurious to the interests of this Company. Every exertion is at present being made by the Railway Committee in London, to oppose its passing into a law, unless Mr. Labouchere will consent to withdraw, or greatly modify, the obnoxious clauses. In conclusion, I feel it would be an act of injustice not to allude to the conduct of your Secretary, whose unwearied zeal and energy have been successfully directed to the best interests of this great undertaking. (Applause.)

The SECRETARY then read the following Report of the Directors:—

REPORT.

"Your Directors have on this occasion the pleasure of submitting to you a Report, by which you will find that all the present circumstances of your undertaking are prosperous and encouraging.

"The Engineer's Report, which contains a detailed statement of work now remaining to be executed between Bristol and Bridgewater, will show you that your Directors were fully justified in the reliance which they placed in the accuracy of his calculations, and in fixing the 1st of June next as the latest period for opening these 34 miles of the line.

"In the Summer of next year you may confidently expect it to be open to Taunton. The contracts for these 11 miles are advertised to be taken on the 19th instant, and the Directors anticipate that there will be numerous competitors for these works.

"There is no question, from the sudden and simultaneous demands for labour in different parts of the kingdom, most of the railways recently constructed have been compelled to pay very high prices; but as that state of things is now much altered, it may be reasonably expected, that the unfinished lines, and your own among the number, will participate in the benefit of the change.

"The Engineer has been instructed to prepare the property plans of the whole line between Taunton and Exeter as soon as possible, and when these are completed, further portions of the work will be offered for contract.

"As the tunnel and contiguous works about three miles to the westward of Wellington will require more time than any other part between that town and Exeter, it has been determined to commence its execution without delay. The lease to the Great Western Company, drawn in conformity with the terms approved by you on the 29th and 30th of September last, has been sealed by both Companies.

"Some of the results of the three leading measures which have successively occupied your deliberation, namely, the allowance of interest on paid-up calls, the lease to the Great Western Company, and the allotment of forfeited shares, are, that a large addition has been made to the number of permanent holders, that all the shares are now, for the first time, in responsible names, that considerably more than 750,000*l.* have been paid up, and you are consequently in a condition to borrow on debenture under the authority of your Act of Parliament, without any further call.

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"The fixed rental under the lease, amounting, for the first portion of the line, besides your share of the rates and tolls, to 30,000*l.* a-year, and increasing as farther portions are opened to Taunton, Wellington, and Exeter, without taking into account the 600,000*l.* which are yet due on the shares?and applicable to the works on the line, offers such complete security to the capitalist, that there is every reason to expect the early receipt of the loan of 500,000*l.*, which will enable you to finish a large portion of the remaining distance, without the necessity of any farther call for a considerable time to come.

"The plan adopted for the disposal of the forfeited shares has been completely successful.

"Of the 3885 shares forfeited, 3551 have been allotted to and accepted by shareholders, who had paid the 10th call on their own shares; and the remaining 314 have been sold to highly respectable parties on satisfactory terms.

"Besides these shares, a farther number of 187, on which a considerable sum has been received for calls, but which at the period of your last meeting were not deemed hopeless, have since been forfeited; and their forfeiture will in due time be submitted to you for confirmation.

"Under the arrangements which have been made, these shares will be rendered immediately available to your funds, and thus every doubtful share will pass to the name of a solid and responsible proprietor.

"Upwards of 70,000*l.* have already been received for allotted and forfeited shares, including a sum of more than 7,000*l.* which has been saved for the Company by thus disposing of the surplus or forfeited shares, instead of re-allotting them.

"In the room of Mr. James Brown, of whose resignation you are already aware, the Directors have elected Mr. Francis Parker, of Manchester, a gentleman strongly recommended by all the large and influential shareholders in that district, and whose views on the main points of railway construction and economy are in unison with those of your other Directors.

"Mr. William Beadon, jun., of Taunton, having also resigned, the Directors have availed themselves of this opportunity of inviting to a seat in the Board, Edward Divett, Esq., M.P., for Exeter, whose interest in the undertaking, and whose long-tried zeal for its welfare, will make him a great acquisition; but being one of the four Directors who retire by rotation, it will be for you to ratify the choice which has been made.

"The four who retire are Dr. Miller, of Exeter, Mr. Samuel Lucas, Mr. Charles B. Fripp, and Mr. Divett, who offer themselves for re-election.

"Should any future vacancies arise from resignation or other causes, the subject of a reduction of the number of Directors, under the provisions of your last Act of Parliament, will have the most attentive consideration.

"It has been found necessary to apply to Parliament for an Act to extend the time for the purchase of land; to which your sanction will be required to-day.

"The registered proprietors of several shares, sold by them, (but which the purchasers have neglected to register) having requested their forfeiture, subject to an undertaking that the arrears thereon shall be forthwith paid, a list of such shares will be submitted to you for confirmation of their forfeiture.

"The determination of the Government in favour of the establishment of the West India Packet Station at a western port, cannot fail of being satisfactory and ultimately very beneficial to this Company. Your Directors have also noticed with much pleasure, that strenuous efforts are now being made to extend the advantages of railway communication to the district below Exeter, and they trust the time is not very distant when your line will receive a great accession of traffic from the construction of a main line of railway, that will bring the most western harbours of the island into direct connection through Bristol with the metropolis, and the midland and eastern parts of the kingdom.

"The account of the receipts and expenditure to the 31st of December last will show a balance of 27,036*l.* 17s. in the hands of the Company's bankers; and the Directors have the satisfaction of stating that it now amounts to upwards of 100,000*l.*

"FREDERICK RICKETTS, Chairman."

[We are unavoidably obliged to postpone Mr. Brunel's Report and Balance-sheet till our next.]

The Report, which was received throughout with much cheering, appeared to give universal satisfaction to the Proprietors.

On the motion of FREDERICK RICKETTS, Esq., seconded by JAMES GIBBS, Esq., it was then resolved—"That the corporate seal of this Company be affixed to the register of proprietors now produced."

F. P. BARLOW, Esq., said—This is the first time I have had the honour of addressing the proprietors in this undertaking, and I cannot but express my great satisfaction at the very favourable report which has just been read. I believe all our difficulties are now overcome—(cheers.) The sun now shines upon us. Our affairs have been entrusted to hands which ensured the success which has followed. I am confident that that steadiness, discretion and ability, which the Directors have hitherto exercised, and which has already produced so cheering a result, will be still exercised with a persevering fidelity till the whole undertaking is brought to a prosperous end. (Cheers.) It is a subject of much congratulation that this line when completed will be without its equal; it will be the ambition of the world. There is no line in the country which will be able to compete with that from London to Exeter. (Cheers.) It is also matter of gratification to the shareholders in this undertaking, that Government has selected Dartmouth as the port for the Packet Station. It cannot fail to be beneficial to this line, and will add a fresh stimulus to our exertions to complete the line throughout, so as for us to derive all the benefit we possibly can. I must again allude to the favourable nature of the Report, and I now beg to move,

"That the Report of the Directors now read, be received and adopted, and that they be requested to send a copy thereof to each proprietor."

J. WINWOOD, Esq. said, he had much pleasure in seconding the motion, which was then put to the meeting, and carried unanimously.

V. J. HOVENDEN, Esq. said:—Gentlemen, the Directors have presented us with so satisfactory a Report, not only as regards the early completion of the line to Bridgewater, but as to the state of our finances—no small matter in itself—that I anticipate your unanimous concurrence in the resolution I am about to propose, namely, the re-election of the four retiring Directors. When I read the names, I am sure but one opinion will prevail of the propriety of continuing services which have already proved so valuable. I move, Sir,

"That Dr. Miller, Samuel Lucas, Chas. B. Fripp, and Edward Divett, M.P., Esqrs., be re-elected Directors of this Company."

J. TALBOT, Esq. seconded the motion, which was carried unanimously.

Dr. MILLER rose and said, I beg to return the best thanks of my colleagues and myself for the honor you have just conferred upon us; and I have to express our firm determination to carry out the objects of this undertaking with all the ability in our power. (Cheers.) The state of the line of late, as must have been known to most gentlemen present, had occasioned to the Directors considerable uneasiness and anxiety. But their knowledge or the intrinsic merits of the line ever caused them to look to its ultimate success with perfect confidence. (Cheers.) They never even considered it in danger, much less did they ever despair of success. They see now not only that that success is ensured, but that it will be realised at a much earlier period than heretofore there was any reasonable ground to hope, and the Directors look forward to a speedy and glorious completion to their labours. (Loud cheers.)

JAMES HARFORD, Esq., said:—I beg to propose "that the notices of forfeiture issued by order of the Directors, as to 109 shares in this Company, specified in the list of Members now read, be confirmed, and that the same are accordingly forfeited to this Company."

JOHN TOMLINSON, Esq. seconded the motion; and the Secretary having read the list, the resolution was unanimously passed.

The SECRETARY then said,—I am desired by the Chairman to state, that these forfeited shares consist of small portions of shares sold to parties who have neglected to register, and the forfeiture is now made at the request of the proprietors of the shares; they engaging to pay up all arrears. (Hear.)

Dr. MILLER then moved—"That the Directors be authorised to apply to Parliament for an Act to extend the time for purchasing land, and to amend and enlarge the former Acts."

F. PARKER, Esq., of Manchester, seconded the motion.

A PROPRIETOR wished to know what were the provisions of the new Act?

Mr. OSBORNE.—They are confined entirely to the objects specified in the resolution. The draft of the bill is not finally settled, and therefore it could not be brought here to-day.

The PROPRIETOR—What is the extension of the time now asked for?

Mr. OSBORNE—Three years.

Mr. C. B. FRIPP—It is not at all probable that any such time as that will be required, but still it was judged right to take as much as we can.

The PROPRIETOR suggested five years should be taken.

Mr. OSBORNE—Parliament would not grant it.

The PROPRIETOR—Is there power in the Act to raise more money?

The SECRETARY—I am desired to state two reasons why no such power is asked. First, that it is too late now to give the necessary notices for a money bill; and secondly, that the Directors do not anticipate there will be any necessity for raising further money. (Cheers.)

The gentleman who had put the question then expressed himself satisfied, and said that his only object was to diminish the law expenses. (Cheers.)

Mr. CARLISLE—I am not acquainted with the new standing orders, but I know last year when we sought for an extension of time for the Taff Railway we found great difficulty in getting three years. The usual time given by Parliament is two years.

Mr. OSBORNE—It is not probable that Parliament will grant more than two years. Lord Shaftesbury will not allow it. At the same time it is best to apply for the greatest time that Parliament will give.

The CHAIRMAN—Our solicitors will get the longest time they can.

JOHN TOMLINSON, Esq., moved "That the best thanks of the proprietors be given to the Directors for their able and zealous management of the affairs of this Company."

WILLIAM CROSS, Esq., seconded the motion, which was passed with much applause.

The CHAIRMAN—On behalf of my colleagues and myself I beg to return our united thanks for the honor conferred upon us, and to assure you that our best exertion, as indeed hitherto in practice, shall be continued for the interest of the Company, and we are glad in having been able to present to you so favourable a Report. (Cheers.)

The CHAIRMAN then left the Chair, and the same having been taken by J. GIBBS, Esq., the thanks of the meeting were moved to F. Ricketts, Esq., for his able and judicious conduct in presiding.

The motion was then passed by acclamation, and Mr. Rickets having briefly expressed his acknowledgments, the meeting broke up.

In concluding our Report we think it right to remark, that on no former meeting did the whole of the proceedings appear so perfectly satisfactory to the shareholders, whom we cannot but congratulate on the favourable position in which their line is now placed.

SUNDAY TRAVELLING—BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—As a Special General Meeting will be held in Birmingham on the 23rd instant, for the purpose of deciding whether any or what trains, should run on Sundays, exclusive of the mail trains, I would submit through your valuable paper, for the consideration of the Birmingham and Gloucester Shareholders, the propriety of allowing three additional trains to run on that day, and at such hours that would interfere but little with those employed in the Company's service; for instance, two trains in the morning, one from Birmingham and the other from Gloucester, leaving each station at eight o'clock, and by half-past ten o'clock both trains would arrive at their respective termini. In the evening a train from Birmingham at seven o'clock, together with the mail trains from Gloucester, at a quarter past seven o'clock and nine o'clock, would give to the public the means of travelling each way morning and evening, and rendering them that accommodation which I think they have a right to expect, and take up but little extra time of the Company's servants.

The mail trains which leave Birmingham at the unseasonable hours of one o'clock and three o'clock in the morning, I think cannot with fairness be taken into account, as affording any accommodation on the Sunday. Yours, &c.

A WELL WISHER TO THE BIRMINGHAM AND GLOUCESTER RAILWAY.

The Hastings mail coach was overturned on Wednesday night, on its way to London, between Tunbridge Wells and Tunbridge. One passenger was injured, but not severely.—*Globe.*

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; t hose at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	78	78	78
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	611	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	30
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	33½
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	16½
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	27½	27	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73¾	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	8½	..	..	..	..	..	8½
—‖	—	64000	8½	2	Ditto '*Debentures*'	4½	..	4½	..	..	..	4½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	29½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	34
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	23
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	205*
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	102½
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	....	10000	100	80	Great North of England	..	..	65*	..	..	..	..
118	92	25000	100	65	Great Western	88*	88*	89*	89*	88½*	88½*	88½
—	—	25000	50	50	Ditto (*New Shares*)	61*	60¾*	61¼*	61¼*	..	..	..
—	—	37500	20	4	Ditto '*Fifths*)	9¾*	9¾*	9¾*	9¾*	9¾*	9¾*	9¾
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	43½	43½	43½	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	32½
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	19½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5300	100	100	Liverpool and Manchester	..	..	..	..	..	..	187
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	90	..	..	..
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	89½
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	171	..	..	169	..	..	171
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	28½
—	—	31250	32	32	Ditto (*New Shares*)	..	57	..	..	..	..	58
4	3¾	24000	25	25¾	London and Blackwall	19½	19	..	..	19½	19½	..
46	5½	36000	50	50	London and Brighton	43½	43	43¾	43¼	43½	43¼	43
10½	10½	33000	avr.	13⅔	London and Croydon	12⅛	..	..	..	12⅛	12⅛	..
8	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....		20	Ditto (*New Shares*)	..	..	..	..	..	..	..
		.....		3	Ditto (*Scrip*)	..	..	..	..	..	..	..
76	76	36000	avr.	38⅛	London and South-Western	..	56½	..	..	55½	..	57½
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	70	70
		13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	30	30
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5½	30000	70	40	Manchester and Birmingham	24½	24½	..	..	..	..	24
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7800	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	78	..	..	..	..	78
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	14½	14½	..	..	..	14⅝
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	71	70	70	..	70	70	69
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	35	35
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	22	22	81
19	19	2000	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
.....	.....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	17	17½	..	16⅛	..	..	16⅞
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9900	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	..	81	79	79
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

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* Ex. Div.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to March 3rd; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3⅜	..
18000	50	35	Edinburgh and Glasgow	29½	29½
1960	25	25	Glasgow and Garnkirk	28	28
16000	25	23	Glasgow and Greenock	22½	22½
12500	50	40	Glasgow and Ayr	39	39
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	76	76
680	25	25	Ballochney	..	83
4000	25	25	Dundee and Arbroath	27½	27½

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£1 10 0	Birmingham & Derby Junction	48½	38½	February 27	..	£725 1 9	£366 11 6	£1,091 13 3 ††
1,266,666 0 0	£1,013,723 0 0	....(*a*)	*†Birmingham and Gloucester	51	51	February 26	4,815	912 0 5	142 10 1	1,054 10 6
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	February 28	24,384	....	....	677 18 11
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	February 27	3,568½	144 5 8½	55 6 3	199 11 11½
2,133,333 0 0	....	....	*Eastern Counties'	126	17⅛	February 28	8,414	....	....	511 15 10 ‡‡
833,000 0 0	631,241	2 8 0	*†Glasgow, Paisley, and Ayr	51	40	February 27	9,341	566 12 8	130 3 11	696 16 7
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6½	6½	February 27	7,526	....	....	281 12 11
1,957,800 0 (*b*)	....	14 0 0	Grand Junction	114 (*c*)	114 (*o*)	February 27	..	5,553 14 8	2,166 11 1	7,720 5 9
....	....	....	Great North of England	74	....	February 27	....	....	....	320 5 3 ‖‖
4,999,999 0 0	....	....	Great Western	118	92	February 28	19,180	4,897 9 4	791 4 3	5,688 13 7
533,333 0 0	460,000 0 0	2 0 0	Hull and Selby	31	31	February 28	2,365	311 15 3	164 11 0	476 6 3
488,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	February 27	2,183	410 16 10	13 5 9 ‡‡	424 2 7
1,832,375 0 0	1,410,000 0 0	10 0 0 (*d*)	Liverpool and Manchester	31	31	February 26	..	2,297 11 11	2,147 7 10	4,444 19 9
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	February 27	..	10,089 18 4	2,756 1 4	12,845 19 8 §§§
800,000 0 0	668,068 0 (*e*)	....(*a*)	*London and Blackwall	3½	3½	March 4	24,409	464 12 0	1 11 9	466 3 9
2,400,000 0 0	1,091,369 0 (*e*)	....(*a*)	*London and Brighton	46	5½	March 1	1,719	55 14 3	61 19 3	117 13 6
741,000 0 (*f*)	629,307 0 0	....(*a*)	London and Croydon	10½	10½	March 2	5,295½	....	....	390 18 2½
993,300 0 (*g*)	793,300 0 0	1 0 0 (*h*)	London and Greenwich	3½	3½	March 4	26,520	....	....	821 19 2
2,260,000 0 (*e*)	2,193,617 0 (*i*)	5 0 0 (*k*)	London and South-Western	77	77	February 28	..	2,640 19 3	674 17 11	3,315 17 2
2,800,000 0 0	895,914 0 (*l*)	....(*a*)	*Manchester and Birmingham	40	5½	March 1	9823	....	....	285 16 2
650,000 0 0	.... (*m*)	1 5 0	Manchester and Bolton	10	10	February 25	..	370 4 0	266 14 9	636 18 9
2,500,000 0 0	....	....	Manchester and Leeds	50	50	..	..	....	....	.... §
1,553,000 0 0	1,440,000 0 0	....(*a*)	Midland Counties'	57	57	February 27	6,043	1,078 4 7½	637 3 4½	1,715 8 0 ‡‡‡
950,000 0 0	....	....	Newcastle and Carlisle	61	61	February 27	..	522 14 1	1,179 0 8	1,701 14 9
3,000,000 0 0	2,705,676 0 (*n*)	....(*a*)	North Midland	72½	72½	February 27	..	1,871 4 2½	839 10 11	2,710 15 1½ ‖
730,000 9 0	560,000 0 0	6 0 0	North Union	22	22	February 26	3,173	741 1 10	138 12 9	879 14 7 ¶
1,200,000 0 0	297,430 0 0	....(*a*)	Northern and Eastern	30	19½	March 2	4,829	....	....	337 3 6***
500,000 0 (*m*)	....	....(*a*)	Preston and Wyre	19	19	February 27	1,775½	128 6 6	115 10 6	243 17 0
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	February 28	5,523	....	....	152 0 0
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	23	23	March 1	4,689	....	....	895 18 3 †††

(*a*) Not open long enough. (*b*) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (*c*) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (*d*) Maximum allowed by Act. (*e*) Up to July 1. (*f*) Including the new capital for the London-bridge station. (*g*) Including new capital for widening line, &c. (*h*) Preference shares guaranteed 5*l*. per cent. (*i*) Including Gosport branch. (*k*) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (*l*) Up to July 31. (*m*) The expenditure mixed up with that on the canal, with which the line is connected. (*n*) Including harbour and docks. (*o*) 83 miles from Birmingham to Newton junction; 14½ from Newton junction to Liverpool; and 16½ from Newton junction to Manchester.

‖‖ This is for *toll* only.

†† From which deduct Toll to London and Birmingham Company, 119*l*. 15s. 1d.—leaving a balance of 971*l*. 18s. 2d. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. ‖ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

‡‡‡ Carriages, 20*l*. 2s. 6d.; horses, 35*l*. 4s. 6d.; parcels, 221*l*. 2s. 3d.; dogs, 1*l*. 7s. 0d.; cattle, 17*l*. 16s. 9d.; corn, 59*l*. 17s. 9½d.; heavy goods, 280*l*. 12s. 7d.—Total, 637*l*. 8s. 4½d.

§§§ Subject to a deduction of 48*l* 1s. 6d. for one week's rent of the Aylesbury line at 2,500 per annum. ‖‖‖ From coal traffic only.

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TO CORRESPONDENTS.

London and Manchester Direct Scheme.—*We believe the statement of* Expositor, *with regard to the furnishing of the "Company's" offices in Cornhill, to be in the main correct, but for the present we spare the particulars. The idea of one of them being represented as a gentleman of great property in the East Indies, is particularly good.*

A Subscriber (Llangollen) *is quite right, but the instalment referred to are due, and may therefore for the purposes of a dividend, be considered as paid.*

We are requested to correct a mistake in the report of the observations made by Mr. Rastrick at the late meeting at Yarmouth. Instead of "he had been applied to by the North Midland Railway Company," *&c. &c.*, his words were *that* "he had had a conversation with a gentleman belonging to the North Midland Railway Company," *&c. &c.*

The Apology for Engine-drivers *inserted in our last number, was omitted to be quoted as from our promising contemporary, the* Railroad Quarterly Journal.

G. W. R. *declined.*

We are sorry to be again obliged to postpone Q. in the Corner's *last communication.*

A Heavy Holder of Railway Shares—Mr. Williams—Alpha—A Shareholder in more Lines than One—Inquisitor—F. A. D.—Economicus—*received.*

The Manchester and Leeds *meeting, the Report of the* Glasgow and Ayr Company, *and a considerable number of Letters, are in type, but are unavoidably deferred.*

THE RAILWAY TIMES.

SATURDAY, MARCH 6, 1841.

Mr. LABOUCHERE'S new Bill "for the better regulation of Railways," as amended in Committee, has been laid before the House of Commons. It has received various verbal improvements, but they have in general very little to do with the principle involved, and as this principle has already been favourably spoken of by us and well received by the principal Companies, it is not to be supposed that either they or we are dissatisfied with the version of the Bill now issued.

The only *new* clause in the amended Bill is that which relates to a return of railway accidents attended with personal injury, and in this respect the proposed alteration seems to us to be an improvement. We are of opinion, however, that much too little time is afforded to the Companies for making a return of the accidents upon their several lines, inasmuch as "three days" leave scarcely space enough for a thorough investigation of the circumstances which may have led to catastrophes of so comprehensive a character. We dare say that the limitation of "three days" has, in this instance, been fixed in order that the Companies should submit to the Government inspectors a full statement of their position in regard to such occurrences previous to the holding of any Coroner's inquest. The clause is as follows:—

"And be it enacted, That every Railway Company shall, within three days after the occurrence upon the Railway belonging to such Company of any accident attended with personal injury to the public using the same, give notice thereof to the Lords of the said Committee, in such form and manner as the Lords of the said Committee shall from time to time direct; and if such notice shall not be given as aforesaid, every such Company shall forfeit to her Majesty the sum of five pounds for every day during which such Company shall neglect to give the same, and every such penalty may be recovered in any of her Majesty's Courts of Record."

The principal alterations in the other clauses are these:—

In clause 4, respecting notice of opening new railways, the words which we print in *Italics* have been introduced. No opening, it is propoed, shall take place until ten days after notice in writing shall have been given by the Company to the Board of Trade, "when the said railway *will be in their opinion* sufficiently completed for the safe conveyance of passengers, and ready for inspection." In the clause as it stood originally, the words were, "IS *sufficiently completed.*" The alteration will enable the Companies to give the notice ten days before the works are likely to be finished.

In clause 6 it is provided that if the "*officer or officers appointed by* the Lords of the said Committee [the Board of Trade] *to inspect such railway*" shall be of opinion that the opening of the line will be attended with danger to the public, such line shall not be opened under a penalty. The words in *Italics* have been inserted in Committee.

A very good proviso is now for the first time attached to the same clause. After fixing the penalty for opening contrary to the order of the Lords of the Committee, the amended Bill adds:—"*Provided always that no such order as aforesaid shall be binding upon any Railway Company, unless therewith shall be delivered to the said Company a copy of the Report of the officer or officers, on which such order shall be founded.*" This proviso will, to a great extent, guard against the indulgence of any whim or caprice on the part of a Government Inspector.

In clause 8 (formerly clause 7) the time allowed to the Companies for making certain returns of accidents, is extended from seven days to fourteen, after such returns shall have been required.

The clause relative to the general powers of the Board of Trade has been very considerably improved. For the purpose of comparison, we here reprint the clause.

Originally it stood thus:—

"And be it enacted, That it shat it shall be lawful for the Lords of the said Committee to issue from time to time such regulations as they shall deem necessary for the prevention of accidents upon railways: Provided always, That such regulations shall not prescribe anything of an experimental nature, nor interfere with the number of trains, nor with the times of starting trains, nor with the speed of travelling on any railway further than is necessary for the purpose of preserving an interval of not more than fifteen minutes between succeeding trains: Provided also, That no such regulation as aforesaid shall be binding upon any Railway Company, unless the Lords of the said Committee shall have given to such Company twenty-one days' notice of their intention to issue the same."

It now stands thus:—

"And be it enacted, That it shall be lawful for the Lords of the said Committee to issue from time to time such regulations as they shall deem necessary for the prevention of accidents upon railways: Provided always, That such regulations shall not prescribe anything of an experimental nature, nor interfere with the number of trains, nor with the times of starting, *nor with the stoppage of trains*, nor with the speed of travelling on any railway further than may be necessary for the purpose of preserving an interval of not more than fifteen minutes between succeeding trains: *Provided also, That any such regulation shall be, as nearly as circumstances may render it expedient, the same upon all railways:* Provided also, That no such regulation shall be in force after the first issue thereof for a longer period than six months, unless at the end of such six months the Lords of the said Committee shall direct its further continuance: Provided also, That no such regulation as aforesaid shall be binding upon any Railway Company, unless the Lords of the said Committee shall have given to such Company one calendar month's notice in writing of their intention to issue the same, *in which notice the precise nature of such intended regulation shall be specifically stated, and if it be intended to apply to particular railways, or in a different manner to different railways, the reasons for such special application shall also be stated:* and any Company shall be at liberty to memorialise the Lords of the said Committee against such intended regulation, which memorial shall be filed by the said Lords in their proper office for such purpose, and submitted to Parliament as hereinafter mentioned."

Here again, it will be seen an additional check is put upon an arbitrary exercise of the Board's powers, as does also the amendment to the next clause, which requires that all memorials against the Board's decisions as to the opening of new lines, shall be laid before Parliament, along with the Board's minute, specifying the grounds of such decision.

The time at which the provisions of the Act, so far as the licensing of drivers is concerned, are to come into operation is fixed at *Three calendar months* from the date of the Royal Assent. The place of examination for licenses is to be "at some station" of the Company whose nominees the candidates may be. We regret that Mr. Bell's amendment, to which we alluded last week, having in view to throw the examination open to all parties who may wish to be candidates, has *not* been introduced.

A register "of all suspensions, revocations, and renewals" of licences, as well as of the original grants, is to be kept in the office of the Board of Trade.

Such are the principal alterations which have yet been effected in Committee. They are not, on the whole of any very great importance. Probably the measure will be still farther modified.

The Bill was further proceeded with in Committee last night, but the details we must for the present postpone.

WE observed in our last that the charge brought by this journal against the Directors of the Eastern Counties' Railway Company of grossly and wilfully misrepresenting the results of their carrying business, and which is to form, it seems, the burden of their threatened legal proceedings against us, "is not as the Directors would have it believed a *recent* charge, but one of six months date." But upon a more careful retrospect of our pages, we now find that the charge may be traced to even twelve months back—to the very date indeed of the first traffic account they ever laid before their constituents. And further, we find on examining their latest traffic account—that exhibited to the meeting held last week—that the same system of mis-

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representation with which they commenced, is still most unjustifiably continued.

1. To begin with the beginning — At the general meeting held on the 26th February, 1840, the Directors reported that their traffic receipts from the 20th June, 1839, (when the line was first partially opened) to the 4th January, 1840, amounted to 8,124*l.* 13s. 9d., and their disbursements on account of traffic to 4,447*l.* 5s. 8d., leaving a net balance of 3,977*l.* 8s. 1d., which they pretended they had laid out at interest.

On this we remarked (*Railway Times*, 14 March) :—

"There are many things which must be added to the debtor side of the traffic account before a true balance can be struck—such as interest on the cost of stock, proportion of advertising account, proportion of the salaries and allowances of Directors, Manager and Engineer's staff, parish rates, &c. If what *ought* to be added under all these heads *were* added, we are convinced that it would be found that the receipts from the portion of the line opened have not more than defrayed the expenses."

2. At the general meeting of the 27th of August, 1840, the Directors represented that their traffic receipts for the half-year, from the 4th January to 4th July, 1840, had amounted to 7,784*l.* 8s. 1d., but that their pretended net balance in hand had been reduced to 3,948*l.* 12s. 10d.!

We remarked on this (*Railway Times*, 5th September) :—

"At the general meeting they represented that they had on hand a net traffic profit of 3,977*l.* 8s. 1d. We said at the time, that this was a false and deceptive balance, and their general half-year's balance sheet proves this beyond all question. They have been six months longer at work, and have opened seven miles more of the line, and yet the balance they have now on hand is only 3,948*l.* 12s. 10d., *being less by* 28*l.* 15s. 3d. *than they had six months ago!* * * * * It is idle, however, to talk of there being a profit on either half-year's traffic. *The Company have been all along, and are now, working at a loss.* The way in which it is made to appear as if they were making a handsome profit, is simply by having recourse to the somewhat stale trick of charging the capital account with the greater portion of the expenditure incurred on the traffic account."

We then pointed out various items which had been shifted from the traffic to the capital account of an amount "sufficient to swallow up twice over all the profit they (the Directors) pretended to have realised."

3. So matters stood on the 13th February last, the date of the article of which the Directors at present more particularly complain. We then re-published from the *Chelmsford Chronicle*, a report of a case adjudicated at the Romford petty sessions, of the Eastern Counties' Company, Appellants against a rate assessed upon them for the poor of the parish of Romford, in which report we met rather unexpectedly with the following *official* proofs of the correctness of all our preceding statements :—

"Mr. Gadsden (*for the Company*) produced an account, from which it appeared that the

"Gross receipts of the Company for six months, ending 5th January, 1840, amounted to.....	£7,784	0	0
"Expenditure for the same period exclusive of any tenants' profits	8000	0	0
"Loss to the Company	£716	0	0

"Also an account commencing 12th July, 1840, and ending 2nd January last, by which it appeared that the

"Gross receipts of the Company during that period were	15,402	0	0
"Payments during same period ..	14,500	0	0
"Balance in favour of the Company	£902	0	0

"Mr. Gadsden then called Mr. Sydney Braithwaite, who stated that he was *sub-engineer to the Eastern Counties' Railway*, and that * * * * the *actual cost of the maintenance of this line is* 416*l. a mile, independent of various labourers wages.*

"Nathaniel Davis, *Accountant to the Company*, stated that their takings and expenses amounted to the sums mentioned by Mr. Gadsden."

4. We come now to the general meeting of last week, the accounts presented to which, bring down the traffic business to the 4th Jan., 1841. We have just seen that the accounts exhibited by Mr. GADSDEN to the Justices at Romford, and sworn to by Mr. DAVIS, the Company's accountant, showed that for the period between 12th July, 1840, and 2d Jan., 1841, the Company had cleared only 902*l.* (having previously been considerable losers); but the accounts for the same period—at least from the 5th July, 1840, to 4th January, 1841, (the difference in the dates being we presume a mere clerical discrepancy)—presented to the shareholders, and through them to the public, shewed the Company to have made a profit during that time of 4803*l.* 12s. 8d.!!! and to have in hand as the total result of their carrying business for twenty months, a net sum of 8,752*l.* 5s. 6d. !!!

Neither set of statements, however, can we accept of as exhibiting the true state of the case. When Mr. DAVIS, the Company's Accountant, swears that "the takings and expenses amounted to the sums mentioned by Mr. GADSDEN," he must, of course, be understood to include only such expenses as his masters had directed him to charge to the account of traffic, and not those which by the same authority, he had carried to that of capital stock. It remains, however, for those who are desirous of knowing what the real state of matters is, and for us especially, who are interested in proving that we have not misrepresented them, to inquire whether the Directors have caused any thing to be placed to the capital account, that has no business there.

First, then, we charge them with wilfully shifting from the traffic account certain large sums expended for Maintenance of Way, with which the traffic account alone is chargeable. In the Report of 26th February, 1839, they stated that they had omitted "of course," "including *during the first year* the *maintenance of way* and depreciation of stock"; but though we by no means see why this should be a thing "of course"—at least to the extent of omitting *the whole* of the outgoings under these heads, for there must be a tear and wear arising from traffic, quite distinct from that incidental to the settlement and consolidation of new works—we shall allow them the full benefit of their 12 months' exemption, in order that there may be no dispute about the succeeding months. At the 4th January last, ten miles and more had been opened for more than eighteen months; and the cost of maintaining these ten miles for the last six months ought "of course" to have been charged (though it is not) against the traffic receipts. According to Mr. SYDNEY BRAITHWAITE'S evidence, this cost amounts to "416*l.* a mile, independent of various labourers' wages"; so that we have on this account to strike off at once 2,080*l.* from the pretended profits in hand (to say nothing of the "various labourers' wages" over and above).

Second, We charge them with carrying to the charge of capital stock, the whole of their current expenditure for repairs of engines and carriages (quite a different thing, the reader will observe, from that general depreciation of value included under the item of "reserve account for wear and tear of engines and carriages"), and these for twenty months upon a stock of twenty engines and we know not how many carriages (except that they are twice as many as they have any occasion for), cannot, we are sure, have amounted to less than 5,000*l.*

Third. We charge them with saddling the capital stock with all they have paid during the twenty months for lives destroyed, limbs broken, carriages smashed, &c., through the numerous accidents which have happened on this line—caused, as the Government Commissioners have reported, in part by "defective arrangements," and in part by misconduct of engine-drivers (bad servants of—not very good masters)—and with which capital stock has no more to do, than with the cantrips of the man of the moon. The payments on this score have been smuggled into their last balance sheet under the head of "casualty account," and are stated to have amounted at 4th January last to 621*l.* 16s. 11d. To 621*l.* 16s. 11d. only!!! Why, the deodand in the case of the Brentwood slaughter alone, and the various attendant expenses, must of themselves amount to at least three times that sum. The 621*l.* 16s. 11d. may include all that the Directors had *paid* on this account at the end of last year—but does it include all that was *due*? The whole of the doctors' bills—*undertakers'* bills—tavern bills—lawyers' bills—carriage builders' bills—sufferers' claim for compensation, &c. The Directors know full well it does not. Let the actual losses incurred through their "defective arrangements" and ill-disciplined servants, during the twenty months be only fairly cast up, and lucky the shareholders may consider themselves if they amount to less than another 5,000*l.*

Fourth. We charge the Directors with transferring to the capital stock, all that has been paid, 1st, to themselves; 2nd, to their Manager, and 3rd, to the Engineer and his numerous staff (ridiculously numerous) for the *management*, or rather *mis-management*, of the traffic during the twenty months. The pay of all *inferior* officers they do place to the account of the traffic; but the pay of their *superiors* they carry to Capital Stock! How can such a difference of appropriation be possibly justified? Either the Directors, Manager, and Engineer and staff, have rendered *no service* to the traffic department, in which case they must have been scandalously overpaid for any service they can have rendered (during the last twelve months especially) to Capital Stock for the construction of the railway; or they have rendered some *good service* to the Traffic department, in which case they should be paid for such service, and as much as has been paid to them for it, ought to be charged against the Traffic receipts. But perhaps the *amount* may have startled them? No doubt it has. The charge for a half year's pay to "salaries, Superintendent and Inspectors, wages to policemen, clothing and accoutrements," amounts to only 1,480*l.* 2s. 1d., and is therefore carried without hesitation to the debit of the traffic; but the charge for *salaries and allowances on the Traffic account to Directors, Manager, Engineer and staff* (including, too, only travelling expenses, and feeding and lodging money, without a shilling for "clothing and accoutrements") could not be put at a less figure than 2,500*l.*, and *therefore* the whole is posted—

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with no hesitation whatever, but doubtless a good deal of haste—to that grand recipient or sepulchre for Board-room enormities, Capital Stock!

Fifth. We charge them with imputing to Capital Stock the entire expense of advertising the Company's carrying business. The amount cannot be large — not more, probably, than 500*l.*, but the instance is especially worth notice, as evincing, perhaps, beyond any item yet mentioned the utter want of scruple with which the out-goings of this Company are ascribed to the one account or the other, just as may suit best any shuffling, or stock-jobbing, or underhand, or simply cowardly purpose, which the Directors may have to serve.

And, *sixth.* We charge them with diverting from the Capital Stock, or from the funds raised by way of loan, the whole of the money they have expended on their carrying establishment, amounting, it appears, at 4th Jan. last, to 32,742*l.* 6s. 3d., and yet forgetting to charge that carrying establishment with one shilling of interest for the accommodation. Were the interest due on this account fairly stated, it could hardly be less than equal in amount to one year's interest on the entire sum—say, 32,000*l.*—which at the rate of 5 per cent., would amount to 1,600*l.*

We could easily show grounds for further additions to the debit side of the account, but having by the six omitted heads of expenditure which we have specified, more than substantiated our position that the Company, instead of making any profit by their carrying business, have been and are conducting it at a decided loss—we forbear.

The total amount of the *pretended* profit at 4th January, 1841, is.....	£8,752	5	6
The estimated amount of the six omitted items of charge, is	16,680	0	0
Estimated excess of loss	£7,927	14	6

Neither can it be said that we have pressed into our service any items of charge which it is customary with other Railway establishments to carry to capital stock. If our readers will do us the favour to refer to the North Midland Revenue Account for the last half year (*Railway Times*, 29th February), they will there see included on the debtor side every item which we say should be placed to the debtor side of the Eastern Counties' Traffic Account—not only so, but that *the whole* of the Directors' allowances and office charges are debited to the current receipts of the concern. And so it is with most other Companies.

But the case is even worse than we have yet shown it to be. For to come at the actual cost of the present working of the Eastern Counties' line we must deduct from the Company's receipts the 150*l.* weekly that they receive from the Northern and Eastern, for the use of three miles of the line, less a corresponding proportion of the expense of maintenance of way. The Northern and Eastern line was opened to Broxbourne on the 15th of September, 1840, so that at the 4th January last it cannot have yielded less to the Eastern Counties' Company than 2,100*l.* But for this fortunate help, therefore, the loss on the Company's *own* carrying operations would have been encreased from 7,927*l.* 14s. 6d. to upwards of 10,000*l.*

Indeed, it is manifest that the best thing the Eastern Counties' Company could now do—seeing that both their partial openings, first to Romford and then to Brentwood, have proved such utter failures—would be to close the line altogether for the present, and until it is completed to Cudmsford, and rest content with receiving such tribute as the Northern and Eastern Company may bring them. They might then get rid of the whole of their present expensive carrying establishment—make a clear gain of at least 150*l.* a-week without the least risk or trouble to themselves—and have at the end of the year as much *actual* profit in hand as would go a great way to save them the necessity of drawing upon capital stock, for the interest that will be coming due on their debentures.

As long as things continue as they are, every week's working of the line will be attended with a loss which can only be defrayed out of capital, and that to the delay and prejudice of the works for the execution of which that capital was provided. But when there is no more capital to manœuvre with (which we opine will be the case long before even Chelmsford is reached)—what then? Where is the money to come from that will be required to make up for the deficiency in the traffic receipts? Where the money to pay Managers' and Engineers' salaries, Directors' allowances, &c.? *Where the money to pay the creditors of the Company the interest on their loans.*' Echo answers—Where?

The Directors in their wrath at our free exposure of their misrepresentations, seem to forget that neither they nor their constituents are the only parties to be cared for in this matter. There are those who may want to *get out* of the concern with as little loss as possible (including, we should not wonder, some of those Directors themselves), and whom we would willingly serve in any way we honestly could; but there are also those who might be *drawn into it* to their serious injury, by false and delusive statements of the actual state of the Company's affairs, and whom it is our bounden duty to warn and save if we can. Nobody who is not a miserable knave as well as a miserable shareholder, can *find fault* with us for making known the truth; and we should think infinitely worse of human nature than it deserves, if we did not feel persuaded, that for every malediction of that class of persons, we shall have a tenfold measure of thanks and support from the just and good.

One word more. The Directors of the Eastern Counties' Railway will be pleased to recollect that it was *at their own earnest solicitation* we commenced the practice of publishing their weekly Traffic Returns. Why was this, but that they might avail themselves of our extensive circulation, to spread abroad a notion that they were in an exceedingly thriving state, and possessed of an ample revenue out of which to pay interest on any sums of money which people might be disposed to lend them? And if they did not desire that these weekly Returns should have a *deceptive* effect, why should they be so incensed at our pointing out the weekly expenditure, which ought in all fairness to be set against them?

We hope no one will suppose that it is from any apprehension of the consequences of the legal proceedings threatened (*but yet to be taken*) by the Directors of this Company, that we have entered into these explanations. We have never been moved by any of their threats, (and not one week has passed for these two years which has not been rife of them,) and we are not now. But we are anxious—this we candidly acknowledge—that none of our many kind friends and supporters should suppose for one moment, that these Directors have any *just* cause for their last prodigious burst of fury against us. We have a good deal more to say respecting them and their doings, but for the present we fear we have more than exhausted the patience of our readers.

Mr. Booth, the intelligent Secretary of the Liverpool and Manchester Railway, in the concluding portion of the pamphlet from which we gave a long extract last week, strenuously opposes the graduated scale of railway taxation expounded to Parliament by Captain Laws, of the Manchester and Leeds Company, and recommended by the Select Committee of last session. Mr. Booth's object appears principally to be, to expose and denounce the injury which would be inflicted upon particular Companies by the adoption of Captain Laws's scale; and as we have repeatedly shown that even the modification of that scale brought forward by the Parliamentary Committee would be grossly unjust to many Companies—that, in point of fact, it would only be relieving one class of Companies at the expense of another class—we need not at present enter more minutely into this part of the question. Mr. Booth seems, however, to object to the *principle* of graduation, but, as it appears to us, upon no very valid grounds.

"It would [he says] bring into activity a new and vicious principle of taxation, subverting its legitimate objects by turning a measure of finance into a bill of pains and penalties, contrived especially to coerce a particular class of the community. By such an unfair attempt, you excite the feelings of that class against the legislature; and the public sympathy will be on their side in every attempt to evade the operation of a partial and oppressive law. The whole scheme sets out with the fallacy, that you can lower fares by a cleverly devised system of taxation. The tendency of all taxation is to raise fares, and the higher the tax, the more likely that such tendency will be carried out into its effects. Captain Laws supposes, in the case of the London and Birmingham Company, that if there be a tax of 10 per cent. on a 22s. fare, and 5 per cent. on a 20s. fare, the 22s. fare will be lowered to 20s., to escape the higher duty. But why should this be the case? More probably the 22s. fare will be raised to 23s., to cover the higher tax! It is possible, that in some particular conjunctures of fares and duty, in a complicated scale, you may prevent an advance, or even cause a reduction of fares; but it is also possible, that in so doing, you may commit an act of positive injustice—that you may prevent a charge that was perfectly warranted by the circumstances of the case."

Now, it appears to us that however strong may be the objections to any particular scale hitherto pointed out—whether that of Captain Laws, that of the Select Committee, or one which we shall presently notice—there can be no reasonable objection to any scheme which has a tendency to relieve parties placed in those "particular conjunctures" to which Mr. Booth, in the concluding sentence of the above extract, alludes—*provided always* that no injustice be thereby inflicted in cases of more general occurrence. Mr. Booth admits that the present operation of the tax is unequal and oppressive, and very properly deprecates the substitution of one species of injustice for another (although there is this to be said in favour of even an unequal and oppressive graduation scale, that the inequality and oppression would fall upon parties better able to resist or bear it than those who are at present subjected to it), but we do not think that he considers the existing grievance as being nearly so great as in many cases it has practically proved to be. "Seriously," says Mr. Booth, "it is a difficult problem to solve, how the

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poor weaver who is content to travel standing up in a crowded waggon, exposed to the four winds of heaven, can be benefitted by taxing exorbitantly the merchant who is able to pay for the luxury of cushions and elbow-room, and expects to be sheltered from the elements by curtains and plate glass." With all deference, we think this is not stating the question fairly. It is admitted on all hands that the aggregate amount of the State revenue from railway locomotion cannot at present be diminished, but it appears to be pretty generally admitted that if the present gross amount could be secured, there would be fair grounds for an experiment which some persons are confident would ultimately bring a large addition to the Treasury, and which certainly *might* have that effect. Now, suppose a Company to pay at present the sum of 10*l.* a day in respect of the tax levied upon all three classes of passengers alike, and that each class is equally numerous; and suppose further, that by any scheme of graduation the first and second classes could be made to contribute jointly 8*l.* out of the 10*l.*, there is no "difficult problem" in elucidating the result that the third class passengers would be benefitted to the extent of the difference between the 2*l.* which they would *then* have to pay, and the 3*l.* 6s. 8d. which they *now* pay. If the tax were still more exorbitantly severe upon the luxury-loving merchant, the benefit to the poor weaver would be proportionately increased. We do not, of course, advocate exorbitant taxation upon *any* class, but Mr. BOOTH, we think, weakens his case by broaching a proposition which in the abstract is so untenable as that upon which we are commenting. If he means simply that in this particular case no sensible relief would be afforded by any reduction of tax to the poorer passengers, which even an exorbitant tax upon wealthier travellers would compensate—and such from other parts of his argument would appear to be his opinion—we would remind him that when as on some of the Scotch lines the fares are or were about three farthings, or *six-eighths of a penny* per mile, the deduction of *one-eighth of a penny per mile*, as a tax to the State, forms no trifling diminution of the Companies' profits, in other words, is a very serious additional expense to the public, and that an increase of less than 5 per cent. upon the 3¼d. or 3½d. fares of some of the English lines would enable Government to reduce the impost upon these Scotch lines at least 50 per cent., without entailing any loss whatever upon the revenue, supposing the number of passengers to remain the same. We say again, that we do not counsel such addition, but merely notice the point, for the purpose of illustrating the fallacy of Mr. BOOTH's argument.

Mr. BOOTH seems to suppose that a modification of the tax would not sensibly benefit the public, inasmuch as the great motive to the economy now daily developing itself, is not that the fares may be reduced, but that the dividends may be increased. It may be so—indeed it *ought to be* so, for unless dividends prove to a certain extent satisfactory, fares cannot be kept even so low as they at present are—but would it not be a very legitimate argument in favour of a graduated scale of taxation that it might possibly help out the Companies' dividends, always assuming that one Company is not to be helped at the expense of another? Some of the Scotch railways, above referred to, pay to Government from 10 to 15 per cent. upon their gross receipts; and supposing that the public were not in the smallest degree benefitted by a reduction of this impost to the extent of one half its present amount, surely it would be no undesirable thing that the Companies' coffers should receive the 5 or 7 per cent. thus taken off, rather than that it should pass into the coffers of the Stamp-office.

Mr. BOOTH would appear to be in favour of a fixed and uniform per centage upon the gross passenger receipts. This arrangement would certainly possess the merit of great simplicity; but whether it would upon the whole be an improvement upon the present mode, or upon the graduation scheme, is somewhat doubtful. It is alluded to in a petition from the Edinburgh and Dalkeith Railway Company, who have suffered more perhaps than most Companies from the unequal pressure of the existing plan, and from which we extract the following very pertinent statements. The petition—

"Sheweth,—That in the sessions of Parliament for 1839 and 1840, the petitioners presented petitions to your Honourable House, representing that the mileage tax on railway travelling, as established by law, is so unequal in operation as to form a discouragement to low fares and a bounty on high fares, being on this and some other railways where the fares are low 12½ per cent. on the gross receipts, while on some other railways it is only about 4 per cent. Further, that this railway being worked by horses, the assessed taxes to which the carriages, horses, and servants employed in the conveyance of passengers are subject, make about 5 per cent. additional, or above 17 per cent. in all.

"That from the circumstance of a Bill for regulating railways being at present introduced by her Majesty's Government, the petitioners once more address your Honourable House, praying that clauses may be introduced into the said Bill, for the purpose of repealing all the existing taxes affecting the passengers on railways, and the carriages, servants, and horses, employed in conveying them; and imposing in lieu thereof a fair and equal tax; or, if unequal, a tax whose unequal incidence may serve the public.

"That if the tax of a uniform per centage on the gross receipts from passengers, (which has the advantage of being perfectly equal, and therefore not open to fair objection from any party,) be not preferred; but a graduated scale of taxation, as proposed in the Fourth Report of the select Committee on Railways be adopted, the petitioners would propose to your Honourable House the following method of forming such graduated scale, instead of having reference to the maximum fares authorised by each Railway Act, or to any other accidental data, which might chance to favour individual parties, and produce results not less unfair and injurious to the public than those of the present laws of taxation.

"The graduated scale of taxation proposed by the petitioners, is formed on the principle that, as the fares drawn from passengers increase arithmetically, the taxes on those fares shall increase geometrically; in other words, that the increase of the tax shall be as the square of the increase of the fare, *a half-penny per mile being taken as the unit of increase of the fare, and a half per cent. that of the increase of the tax*, for example —

Not exceeding 1d.	per mile, per passenger,	2¼ per cent.
Exceeding 1d.	and not exceeding 1½d.	3 ,,
Exceeding 1½d.	and not exceeding 2d.	4½ ,,
Exceeding 2d.	and not exceeding 2½d.	7 ,,
Exceeding 2½d.	and not exceeding 3d.	10½ ,,
Exceeding 3d.	and not exceeding 3½d.	15 ,,
Exceeding 3½d.	and not exceeding 4d.	20½ ,,
Exceeding 4d.	and not exceeding 4½d.	27 ,,

and so on. Such per centages being rated upon the gross amount of fare of each kind, and paid half-yearly, according to the states and tables of traffic published at general meetings of Companies, subject to investigation by the officers of the Board of Taxes, to whom every book and document might be open at all times.

"That the petitioners deprecate any interference by Act of Parliament with the method of checking traffic receipts, and keeping accounts adopted by Railway Companies.

"That the most improved system of tickets, if adopted for passengers on this railway, would cause a delay quite disproportioned to the length of the trips: that the drawing of the fare is done during the journey, and the passengers are counted by the check-clerk, who has nothing to do with the money, in the time that he takes to walk along the train. That it is a fallacy to suppose that tickets can afford increased security against fraud and evasion: they can be forged even by those who issue them; and it only requires a combination of two individuals in a railway establishment to render the issue of tickets a fertile source of peculation. As to their worthlessness to check evasion of taxes, the evidence of the Superintendent of the Manchester and Leeds Railway is conclusive. The present mode of taxation had been evaded by issuing one first-class ticket to pass three third-class passengers (the money being equal). It is evident that the converse of that method of evasion could be practised with equal success, if a graduated scale of taxation should make it an object to do so.

"May it therefore please your Honourable House to take this petition into your consideration, and to do as shall appear to you to be just and expedient in altering the laws of taxation on railway travelling. And in the view of protecting the public revenue from loss by evasion, rather to give the chief officers of the Board of Taxes a discretionary power respecting the method of keeping accounts and making returns, than to fix any method by Act of Parliament."

With respect to the particular scale of graduation proposed in the above (and we believe that the merit of originating both schemes alluded to is due to Mr. RANKINE, the very efficient Manager of this Company,) it is manifestly open to the same serious objection as that of Captain LAWS, namely, that it would impose upon many of the Companies a far higher tax than they pay at present; and we hold that any *ex-post facto* legislation of this kind to the injury of a particular interest, must necessarily be impolitic and unjust. Take for example the case of the London and Birmingham Railway. Upon the highest class fare (of about 3¼d. or 3½d. per mile) the duty at present scarcely reaches 4 per cent., whereas by the proposed plan it would range from 15 to 20 per cent. Surely no greater injustice could be committed than the passing of any law which should subject a Company to so enormous an addition to their present burdens!

As regards Railway taxation generally, a petition presented by the Edinburgh and Dalkeith Company a session or two ago is well calculated to dispel some very erroneous notions upon this point which are generally prevalent:—

"Although," says the petitioners "the mileage dnty on railway travelling may be at *a lower rate per mile* than upon stage-coach travelling, it is at a much *higher rate in proportion to the money drawn from the public*. Hence the fairest tax upon travelling would be a proportion or per centage of the gross proceeds, in lieu of all other taxes, as being the least vexatious and oppressive to the trade, and the easiest to be ascertained and collected. The taxes on all kinds of travelling being thus in exact proportion to the fares drawn from the public, would give encouragement to ingenuity, economy, and low charges: and it would be fairly left to the ingenuity and economy of the furnishers of travelling conveyance to make their trade profitable to themselves.

"In comparing the rate of taxation upon railway travelling and stage-coach travelling, it should be kept in view that stage-coach proprietors do not make common roads, and therefore require interest or profit only on the capital invested in their coaches and horses; but that railway proprietors must have such a return as will not only pay interest on their

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coaches and horses, but maintain their road, and pay interest on the large capital sunk in its formation.

"The advantage which railway coach proprietors have over stage-coach proprietors is owing to the superiority of their peculiar machinery and road; and the railway proprietors and the public are entitled to reap the full benefit of that advantage; which affords no just ground for carrying off in taxes a large proportion of railway coach returns than of stage-coach returns."

This subject is become every day of more pressing interest, and deserves to be kept constantly before all parties concerned.

THE Bill which the South-Western Company have now before Parliament, is the subject of a very earnest warning to the shareholders, inserted in our number of to-day, from our esteemed correspondent "A Railway Shareholder." The great acuteness, and zealous honesty of purpose, which distinguishes all our friend's lucubrations, will doubtless command for the present the respectful attention of those to whom it is addressed; but for ourselves we cannot help saying that we are, in this instance, more startled by the vehemence of his declamation, than convinced by his facts and reasonings. We see no *proof* that the Directors entertain the ambitious and all-grasping views ascribed to them. We cannot, certainly, approve of the *per saltum* style in which the assent of the late general meeting was obtained to the Bill, but that is so much after a common though most reprehensible fashion, that the Bill may, for all that, be a very good Bill. We cannot forget the statement made by the Chairman of the Company, that there is to be inserted in this Bill "a clause rendering it imperative on the Directors to publish in full time—probably at the same time as the notices convening the meeting—*the names of all candidates for a seat at the Board who might be proposed by the Directors, so as to afford due space for an investigation of their merits.*" Certainly, this does not look as if "clique" interests only were consulted by the framers of the Bill. Indeed, there is so much virtue in the principle of the proposed clause, and it is of so much importance that that principle should have a distinct Parliamentary recognition, that we should be disposed to put up with a good many faults in the Bill for the sake of it. Were the practice of publishing the names of Director-candidates a sufficient time before the day of election, to enable shareholders to canvass their qualifications, once sanctioned and prescribed by an Act of Parliament, in the case of the South-Western Company, it would not be long before most other Boards, however cliquishly inclined, would be forced to adopt it. We should not then be likely to witness a repetition of such disgraceful conduct as that exhibited the other day by the Eastern Counties' Directors, who at the very moment the South-Western Board were conciliating general approbation, by the introduction into their Bill of the clause in question, were plotting the repeal of an existing bye-law of their Company to the same identical effect, in order to accomplish a present purpose of the rankest cliquery imaginable. We expressed a week or two ago a great curiosity to know who the worthy gentleman might be who had undertaken to propose so imprudent a measure as the repeal alluded to, and what he could possibly say in its behalf; and now that our curiosity has been gratified, it has but given place to extreme wonder and disgust. The motion for the repeal was made by Mr. DUNCAN,—the *Solicitor* of the Company—done *to order*, as he might do anythink else in the way of business, from soliciting a Bill for a Railway "bubble," (*vide* the sayings of his worthy and respectable friend the Deputy Chairman,) down to issuing a writ of *scandalum magnatum*, for publishing the most certain truth in the world; and reason for repealing the bye law he gave none, save that it "had been found inconvenient in practice"—though *in what way*, and *by whom*, he left his hearers to guess. And very businesslike in him, it was to be sparing of reasons where there were none wanted; for of such pliable stuff were his hearers made, that without more to do—without a single why or wherefore for what they were doing—they voted as unanimously for the repeal of the bye-law, as they had of old voted for its enactment. Oh, most thinking, most sensible, most high-minded shareholders! How much you deserve that you should have your rights and interests watched over, asserted, and vindicated by an honest and independent press!

WE have seldom had to record a railway meeting of a more cheerful and satisfactory character than that of the Bristol and Exeter, held on Tuesday last. All was rejoicing and congratulation. Whether it be owing to the allowance of interest on paid-up calls (of the efficacy of which particular expedient, as our readers are aware, we differ from its promoters), or to the lease taken by the Great Western Company, or to the allotment of the forfeited shares to the adhering proprietors, and the alacrity with which they were taken up, or to the combined influence of all these causes, acting and re-acting one upon the other, certain it is that the Company has at last forced its way through many difficulties, to an eminence where all around, and as far as one can see, seems bright and clear. The Company's finances—once at so low an ebb—are now in a most flourishing condition; and the works in such a state of forwardness, that the thirty-four miles between Bristol and Bridgewater are certain to be opened next summer. The shareholders of this railway are fortunate in having to boast of a very efficient executive—for measures, however good, can be of but small avail, without able hands to work them out; and we are happy to observe that their meritorious services did not pass unacknowledged by the meeting. The compliment paid by the Chairman to the Secretary, Mr. Badham, for "his unwearied zeal and energy," must have been felt by all present to be especially well merited.

EVERY well-wisher to that excellent undertaking the Edinburgh and Glasgow Railway, must observe with extreme regret the differences which have arisen among the Directors—threatening as they do not only an odious and expensive Parliamentary contest, but much serious obstruction to the completion of the works. The affairs of the Company are at present managed, agreeably to certain provisions in their Act of Parliament, by two Committees, one sitting at Edinburgh and the other at Glasgow, but both subject to the control of a General Board, of which Glasgow is the appointed head-quarters; and hitherto this divided system of management is stated to have worked well. But now that the railway is on the eve of being completed and opened, the Glasgow Directors, with the Chairman of the Company, Mr. LEADBETTER at their head, have been led to think that it can only be effectively worked—that is to say, in the best manner for the public and in the cheapest for the shareholders—by a concentration of the whole Directorial power in Glasgow; and the proprietary, as will be seen from the report of their proceedings given elsewhere, have decided by a very large majority that Mr. LEADBETTER and his party are in the right. The Edinburgh Directors, however, say that the majority is chiefly made up of proxies which Mr. LEADBETTER had obtained by going to Liverpool and Manchester (all unknown to the Edinburgh Directors), calling meetings of the shareholders in these places, propounding to them his own one-sided views only of the subject—aided and abetted in these underhand doings by that distinguished man of all-work, Mr. RATHBONE, who happens to have a seat at the Edinburgh and Glasgow Board; and they have therefore resolved to fall back on the protection which the Act of Parliament affords to the existing state of things, and to oppose tooth and nail any attempt to alter it by a new Act.

We are favourable to the system of concentration, and think that the circumstance of Glasgow having been the place appointed by the Company's Act for the sittings of the present General Board, determines *where* that concentration should be. But at the same time we must say, that we cannot conceive a course of proceeding, more directly calculated, to defeat a project good in itself than that adopted by Mr. LEADBETTER. It was most disrespectful and unfair towards his Edinburgh colleagues, and quite certain to give great offence, where it was of the utmost importance to the success of the plan that no offence should be provoked. Every person acquainted with Scotland must be aware of the feelings of jealous rivalry which have existed from time immemorial between the cities of Edinburgh and Glasgow; it is the grand foible of each place to think itself "bigger and brawer" than its neighbour. And cognizant as Mr. Leadbetter must have been of this circumstance, it was the height of folly in him, to attempt in any other than by the most courteous and honourable courses to gain the consent of the Edinburgh people, to the surrender of influence and importance required of them in the present instance. We shall not be surprised if what is now but a "decent" sort of quarrel between the two boards, become, before many days, a point of honour between the Two Cities; and in any event we can but anticipate a great deal of mischief to every substantial interest involved in the success of the undertaking.

IN the House of Commons on Tuesday, the following members were appointed as a Select Committee, "to consider whether any or what improvement can be adopted in the mode of conducting private business:"—Sir George Grey, Mr. Labouchere, Sir Robert Peel, Lord Stanley, Mr. Hume, Mr. Loch, Lord Granville Somerset, Mr. Aglionby, Mr. Greene, Mr. Bernal, Sir John Yarde Buller, Sir James Graham, Mr. Freshfield, Mr. Ellice, and Mr. Estcourt:—Power to send for persons, papers, and records; five to be the quorum:—Power to report observations and opinion from time to time.

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THE *Hull Times*, in illustration of the facilities afforded by railways, states that large quantities of fish are daily forwarded by railway from Hull, as far inland as Birmingham.

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MESSRS. Cadbury and Southall, who took so active a part in the discussion at the late Birmingham meeting, have issued a notice requesting all who dissent from the erection of the church at Wolverton to contribute their quota of the 1,000*l.* towards the supply of copies of the Scriptures for the use o the Company's servants at that spot.

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RAILWAY OFFENCES AND OFFENDERS.

THE almost unaccountable leniency exhibited towards railway offenders by provincial dispensers of *justice* is scarcely less remarkable than the contrariety of their decisions in cases which appear all but identical. Take as an illustration an instance or two from the country journals, received during the present week.

The *Derbyshire Chronicle* says:—

"On Saturday, the 20th instant, Daniel Dickinson, a plate-layer [on the North Midland Railway], was taken before the magistrates at Rotherham, charged with having left a lever, with which he was lifting the permanent way, in such a position, during the passage of a train, as to occasion the risk of accident. *He was fined* 10*l.*, *and, in default of payment, was committed to the house of correction for two months.*"

This was a most proper conviction, but observe what the *Northampton Mercury* says of a case heard on the very same day at the Lutterworth petty sessions:—

"John Withers, inspector of police on the Midland Counties' Railway, charged John Sutton with placing an impediment on the rails.—Defendant was employed as a labourer on the line, and had, with culpable neglect, left his pickaxe on the rails; a train shortly afterwards came along the road, and passed over it, fortunately without any further injury than destroying the instrument.—The Chairman thought too much caution could not be enforced, *and forthwith convicted defendant in a penalty of* 1*l. or in default to be committed for one month to hard labour.*"

Could it be possible to find two cases in which the offences proved against two prisoners were so precisely the same as in the instances above detailed, and yet the one offender is fined just one-tenth part of the penalty inflicted on the other!

These, however, are not solitary instances. We alluded in our last, to a case of trespass on the Birmingham and Gloucester Railway, and we find it thus noticed in the *Birmingham Gazette*:—

"At the Pershore petty sessions on Tuesday, Mr. R. Boulter, farmer of Defford, was summoned before the magistrates by Mr. Such, Inspector, for wilfully trespassing upon the Birmingham and Gloucester Railway at Eckington, and refusing to quit the same when requested. As this was considered an aggravated case, Mr. Such pressed upon the attention of the magistrates the necessity that existed for inflicting a heavy fine, that it might prove a warning to others who seemed to regard the railway as a public highway, on which persons might proceed on foot when and where they wished. The magistrates, taking this view of the case, *inflicted a penalty of* 3*l.*, with a remark, that in all future cases they should feel it an imperative duty to convict for the full amount."

So far so good. Now take the counterpart from the *Gloucester Chronicle*, in reference to the same line:—

"On Monday, Thomas Mann was summoned before the magistrates [at Cheltenham], under Lord Seymour's Act, for trespassing on the Birmingham and Gloucester Railway. It appeared that *after repeated remonstrances* he still persisted in carrying thorns across the line, although there was a thoroughfare leading to his field only fifty yards from the spot where the trespass was committed. He had also *frequently* carried milk and other articles along the line. *The magistrates severely reproved Mann, and fined him* 10*s. with expences.*"

Here again the two parties seem to have been much on a par in respect of culpability, and yet the one is fined only 10*s.*, while the less fortunate delinquent has to pay 3*l.* We do not know whether the severe reproof from the Bench, which is said to have accompanied the minor infliction, is to be considered as fairly entitling the defendant to a deduction of 2*l.* 10*s.* from the amount of the penalty; but for our own parts we would much prefer seeing some more *impressive* caution administered to offenders, than any rebuke of a magisterial quorum, however dignified. Really these discrepancies in the amount of punishment for the same offence are somewhat startling.

At a petty sessions held at Hessle on Friday, the 26th ultimo, before Joseph Smyth Egginton and Thomas Bentley Locke, Esquires, William Wallis, jun., a boy between 13 and 14 years of age, was charged by Jonathan Harrod, a policeman in the service of the Hull and Selby Railway Company, with trespassing on the railway. It appeared from the evidence that on Tuesday afternoon, the 16th ultimo, a party of boys, of whom Wallis was the ringleader, were on the railway; that Wallis shot with a pipe stock gun at the watchman's box and broke the windows of it; that they then proceeded towards the cutting at the Hessle cliff, at the western end of which a green flag had been put up by the railway police as a signal of caution to the engine drivers, to prevent the trains coming too rapidly upon a gang of workmen employed in the cutting—that Wallis pulled up the flag, and broke the staff of it, and threw it over the fence into a paddock adjoining the railway, and the boys then all ran away. The magistrates convicted Wallis in a penalty of 40*s.* and costs. The Railway Company have given their moiety of the penalty, which was paid by the father of the boy, to the Hull General Infirmary.

THE EASTERN COUNTIES' MEETING.

Liverpool, 3rd March, 1841.

SIR,—Mr. Swift read to the general meeting of the Eastern Counties' Company, held last week, an address of thanks to the eight Lancashire Directors, which he stated had been signed by 55 magistrates, bankers and merchants, of Liverpool, holding 10,975 shares of the Company's stock.

In order to show how little value deserves to be attached to this address, it is only necessary to state that the number of shares held in Liverpool, and its vicinity, is upwards of *forty thousand*, and the number of holders above *five hundred*.

From the fact that only one-tenth of the proprietors in this neighbourhood, and the holders of but one-fourth of the shares, have subscribed the document, the proper inference to be drawn is, that the majority, both in number and value, do *not* approve of the conduct of the eight Directors in question.

Mr. Swift should have told the meeting how many had refused to sign, as well as how many had signed. I could help him to more than two or three names of as much weight, I will venture to say, as any annexed to the paper.

The attempt to bolster up the damaged character of the Directors of this Company by such a hole-and-corner proceeding as this, is generally viewed here with extreme disgust. What is wanted to reanimate the fast-sinking confidence of the *bona fide* shareholders, (a very different class, let me observe, from the speculating jobbers of Lord-street,) is neither high-sounding testimonials, in vague and general terms, nor yet bold-faced silence under serious accusations, but distinct and plain statements of facts, in answer to the distinct and plain charges of misrepresentation, and *something worse*, which have been brought against the Mangement of this Company. Soliciting a place for these remarks in your next week's publication,

I remain, Sir, your constant reader,
NESTOR.

SIR,—In an official account of the proceedings of the last Eastern Counties' meeting, which I have just received from the Secretary, it is stated that "upon the motion of William Burgess, Esq., seconded by James Beadel, Esq.," it was "Resolved, that Henry Bosanquet, Esq., Charles Hood, Esq., *Joseph Christopher Ewart*, Cornelius Butler, Esq., William Collings Wells, Esq., and Robert Harrison, Esq., be elected Directors of the Company." Now, Sir, having been myself present at the meeting, I must say that I never read anything with more surprise in all my life than this. The name of *Joseph Christopher Ewart* was never once mentioned in my hearing, nor I believe in the hearing of any one else. The statement given by your reporter of what took place on the occasion is perfectly correct. "Some conversation took place as to whether the Directors *named in the Report* (*i. e.* the six retiring Directors, Messrs. Bosanquet, Butler, Hood, Wells, Wyllie, and Robert Harrison,) should be proposed for re-election separately or together, but it was agreed, that *as there was no opposition*, they should be put up altogether. Mr. Burgess accordingly *proposed their re-election*. Mr. Beadel seconded the motion," and after some talk about the number of Liverpool Directors, it was declared to be "carried unanimously." Yes, unanimously; but what was carried unanimously, was the motion, to which there was found to be "no opposition," for the RE-ELECTION of Messrs. Bosanquet, Butler, Hood, Wells, *Wyllie*, and Robert Harrison—not for the substitution of *Joseph Christopher Ewart*, or anybody else, in place of *Mr. Wyllie*. If such an *ex post facto* substitution of one person for another is to be permitted, the next thing we may expect, to hear of will be, the substitution by the Board of a whole batch of new Directors in place of those elected by the shareholders. As well half-a-dozen as one; the principle is the same. Who and what is this Mr. Joseph Christopher Ewart who is thus sought to be thrust, *nolens volens*, upon the proprietary? And *whereabouts* does he reside? If he has the standing or feelings of a gentleman he will scorn to be thus jobbed into the seat of another—a seat which he cannot hold for one moment without equally violating the rights of its only legal owner, and the rights of the shareholders who elected HIM, *and none other*, to it.

I am, Sir, your obedient servant,
AN ESSEX PROPRIETOR.

4th March, 1841.

[We have received three other letters to the same effect as the preceding. One of them states that "Mr. Wyllie had given offence to the Liverpool clique, and that therefore it was he was dropped out of the list," in the way described by "An Essex Proprietor." If Mr. Wyllie submit to such usage, we can only say that he will richly deserve it.—ED. R. T.]

EASTERN COUNTIES' RAILWAY MEETING.

SIR,—Permit me to avail myself of your columns for the purpose of correcting a mis-statement which appears in the last Report of the Engineer of the Eastern Counties' Railway, wherein contrasting, by way of apology for the cost of the line, the amount (nearly 700,000*l.*) paid for land and compensation, with similar charges on the London and Birmingham, Mr. Braithwaite states, "that a distance of little more than 51 miles has cost nearly double the amount for these items, paid by the London and Birmingham Company over more than double the distance, namely, 112 miles." If that statement were correct, it would follow that the London and Birmingham Company had only expended about 350,000*l.* for land, &c., whereas the sum actually paid exceeds 721,000*l.*, as will be seen by reference to the last Report which was in circulation nearly a fortnight, when the Eastern Counties' meeting took place. Besides, the previous Report of August last had stated the amount then paid to have been upwards of 706,000*l.*

Some of the members of the Eastern Counties' Board are also Directors of the London and Birmingham Company, and it is extraordinary that such a mis-statement should have been made public under their authority.

I remain, Sir,
Your obedient servant,
INSPECTOR.

London, March 3, 1841.

SIR,—I see that at the Eastern Counties' meeting, 25th ult., Mr. Duncan, the Company's Solicitor, is reported to have stated, that "as to the Bill (meaning the Bill now in its progress through Parliament), it was NOT YET DRAWN, *and therefore nothing had been settled* as to the debenture question." I beg, Sir, to say that *three days before* the 25th I saw a *print* of the Bill, which Mr. Duncan, it appears, alleged was "NOT YET DRAWN"

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on the 25th, and that I have now that print in my possession.

I am, Sir, yours obediently,
A PARLIAMENTARY AGENT.

Westminster, March 5, 1841.

THE EASTERN COUNTIES' DIRECTORS AND THE GENTLEMEN OF NORFOLK.

To the Editor of the Railway Times.

SIR.—In the Report of the proceedings of the General Meeting of the Eastern Counties' Railway proprietors, inserted in your journal of last week, Mr. Beadell is stated to have called upon the Chairman to read a letter which had been addressed on behalf of the Company to Lord Sondes, as the Chairman of a Committee of Landowners of the County of Norfolk, appointed to inquire into the best means of obtaining a railway from the metropolis to the latter county; and your report adds, that a question was proposed demanding if any answer had been returned to that letter, which question was answered in the negative, and in such terms as to impress your readers that a want of courtesy had been exhibited towards the Company.

Permit me to direct attention to the advertisement of the Norfolk Committee announcing the object of their appointment, and calling on all persons anxious to afford information as to the means of procuring railway communication with Norfolk, to furnish statements of their views, or otherwise to attend the meeting of that Committee at Norwich, which places the letter of the Eastern Counties' Company on the footing of a tender to compete with other lines to effect the object on which the Committe sought information. This admitted, the usual course was adopted, namely, the selection of the tender best calculated to carry out the views of the county, and the consequent rejection of all others, the answer to whom may be found in the report of the Committee, selecting the line *via* Cambridge and Stortford, as advertised by them in the Norfolk papers.

That the Committee exercised a sound discretion in their selection cannot be doubted, when it is considered that the line to Stortford is already occupied by the Northern and Eastern Company. That the line by Cambridge, projected by Mr. Rastrick, at once opens to Norfolk a communication with the metropolis and the north of England. That it can be completed at a much less cost than any other of the same length hitherto projected; and that the high character and sterling integrity of the engineer afford the safest assurance that reliance may be placed upon his estimates.

Much less can it be matter of surprise, that a body of educated and sensible gentlemen should have refused to have been gulled by the fallacies put forward in the letter referred to, backed by the astounding estimate of Mr. Braithwaite, that 600,000*l.* would *complete* a line from Kelvedon to Bury, a distance of 30 miles or thereabout, in the teeth of that gentleman's evidence last year, that 650,000*l.* had been *actually expended* in the purchase of *land alone* on the line from Brentwood to Colchester, a distance of about the same extent.

This explanation will, I trust, relieve the Norfolk Committee, and particularly their noble Chairman from the charge of that want of courtesy so foreign to his lordship's habits and feelings, which the Eastern Counties' Company in their Report would wish to convey, and its insertion in your next number will oblige,

Sir, your obedient servant,
A NORFOLK YEOMAN.

Swanton Morley, March 2, 1841.

LONDON AND CROYDON RAILWAY COMPANY.—FARES AND TOLLS.

To the Editor of the Railway Times.

SIR,—In your leading article of last Saturday there occurs a very sensible observation upon the present mode of levying the Government duty upon railways; but as the same observation implies a slight misapprehension of the cause of a certain action of the Directors upon the fares chargeable on this railway, I am directed by the Board to draw your attention thereto, lest an erroneous impression should be made upon the public mind. The passage is as follows:—

"A fixed invariable duty payable alike upon maximum and minimum fares—upon the 2½d. and 3d. per mile of some of our great English Companies, and the less than 1d. per mile of many of the Scotch lines—must inevitably discourage farther reductions, if it do not even lead to increased charges. The experience of the Croydon Company during the last few months well illustrates the effect of the passenger tax. While that Company carried the public at low fares (lower, we mean, than the present charges, which are still comparatively low) the duty accruing to Government was very considerably greater with a less net income to the Company than it is now that the number of passengers has been diminished, through the late addition to the fare, and that the Company's revenue had improved. Had a certain per centage upon the gross receipts of the Company been levied in both cases, Government would not have suffered, and the Directors need not have altered their scale of charges—at least, the other reason which they assign for the charge (the fixed poll-tax payable to the Greenwich Company on a principle precisely similar to that of the state tax) would in that case probably not have had sufficient weight to lead to so undesirable a step as a raising of fares."

The misapprehension consists in the supposition that it was the Government duty, amounting to less than 1d. per passenger upon the whole distance travelled, and not the "Greenwich poll tax" levied on "a principle precisely similar to that of the state tax," and amounting to *three-pence per passenger*, which caused the Directors of the Croydon Company to raise their fares. There is no doubt that the *Government duty* operates prejudicially upon low fares, but as the Greenwich toll presses with a *three-fold* weight upon this point, it is clear that the latter and not the former must have been the chief motive to the raising of the fares, the consequence of which has been that, comparing the six months ending January 1841, with the six months ending January 1840, this Company has received from passengers 304*l.* more, and paid to Government as duty 159*l.*, and to the Greenwich Company as toll 507*l.*, less, in the former than in the latter, and the difference in favour of this Company has been 970*l.*

"Had a certain per-centage upon the gross receipts of the Company been levied in both cases, Government" and the Greenwich Company "would not have suffered, and the Directors need not have altered their scale of charges."

To this I may had, that in all probability both the one and the other—the Government and the Greenwich Company—would have benefited exceedingly, as the traffic upon the Croydon line was rapidly increasing when it was checked by the raising of the fares.

I am, Sir, your most obedient servant,
R. S. YOUNG, Secretary.

25th Feb., 1841.

[We regret that we were last week compelled to omit the above letter from want of space. We have very little to say in reference to it. We do not think that our remarks were at all liable to the inference that the Government duty rather than the Greenwich poll-tax had been the cause of the raising of fares on the Croydon Railway. It is not the *comparative* amount of the two charges in themselves that is to be considered; but surely the principle of both presses more severely upon the low fares of the Croydon Company, in the case of the Government tax, than in the case of the Greenwich tolls, inasmuch as in the latter instance the Company have value received, and in the former they have not. The same, or nearly the same toll must be paid, whether the Croydon fares be high or low; for such toll is the representative of the sum expended in the construction of this portion of the Greenwich works, but the Government tax is of totally different character, and has nothing to do with the fluctuating charge for conveyance.—ED. R. T.]

SOUTH WESTERN RAILWAY.

To the Shareholders—Immediate and pressing.

GENTLEMEN,—The subject of this letter comprises the question, whether the persons you have appointed as your agents, are to be irresponsible to and independent of you, whether they are to be obedient to your will and to your order, or are to be placed, by legislative enactment, in a position to beard, defy, and laugh at you, when expressing your wishes as to the administration of your capital of 2,500,000*l.*

A full week ago, I intended to address you in the course of the present month, but a report has reached my ear to-day, which hastens that resolution—there is no time to lose.

The way in which the raising further capital was brought before you—a hurried reading being considered all the attention you were entitled to—without a moment left you for consideration—though, as the Directors must have known, three months ago, that more money would be wanted, there was ample time to have forwarded to you their plan, weeks before the meeting—may well excite suspicion of decent conduct being accorded to you in future; and this, coupled with the domineering spirit—illegal as discourteous—evinced towards some of you at the Office, when soliciting information which in law, equity, and honour, is your right, should urge you into action.

The last resolution of the scheme for the fresh capital, says, "*and to apply for and obtain from Parliament such additional powers as they may deem expedient for carrying these resolutions into effect.*" Why, what a farce is this! They are treating you, Gentlemen, as a child uses a pasteboard man that has a string to each joint, which is ridiculously contorted each time his little master chooses to pull—you are puppets in their hands, and you will remain so, until you resolve to cut the cord that forces you into such unseemly antics. At the moment these resolutions were read to you, the petition for the proposed Bill was presented, and the Bill itself before Parliament—then why was not a draft of it laid on the table at the meeting? If the report I have heard be true, I will tell you why. Directors are endeavouring at enlarged, extraordinary, unprecedented powers—powers, in all probability fatal to all control by you—that will take from you the right to demand information—that will bind you hand and foot—that will hand over the sole regulation of your capital to 15 persons, absolutely and in perpetuity.

Directors will not deny, that to give effect to the Act, it must have your sanction. When is this to be asked of you?—when the Act is passed?—when the clauses are made law? Are you to deliberate upon it when it has received the Royal Assent? "*Oh! no, you are not to deliberate upon it at all—your opinion is not wanted—we best know what is fit for you—confirm it, and that is all you have to do with it.*" This is what Directors mean, if they do not say it; and faith! it is what they will do too, if you will let them.

The draft of the Act ought to have been submitted to you before the petition was presented—it was gross indelicacy in the Directors not to do so, but good may result from it, as it may induce you to watch closer future proceedings. The thing you have to do now, to prevent mischief, is to call on these Directors to hold a special general meeting for the purpose of discussing this Act from end to end, and until such meeting is held to desire them to have a copy of the Act kept on the Secretary's table for proprietors' inspection. If in a fortnight from the publication of this letter, a special meeting is not called by Directors, then under clause 89 of your Act, call a meeting yourselves and thoroughly investigate this new Act.

A pernicious practice has crept into some companies against which I beg to guard you. The Chairman holding up a mass of paper says, "Gen-

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tlemen, this Act extends through —— folios, it will take up much of your *valuable* time to read it, perhaps you will consider it read,"—hear! hear! roar the Board's men of all work,—and the thing is passed, the "contented creatures" walking away knowing no more of the matter for which they have made themselves liable, or of the powers with which they have armed their agents against themselves, than they know of the Chinese law. In your case, have the clauses read—having previously perused them at the office—from first to last, and debate them seriatim, deliberately, cautiously, vigorously, or from what I hear, you will hereafter (I am obliged to go to our Transatlantic brethren for a phrase sufficiently terse to do honour to the subject) you will be "in a considerable fix."

A RAILWAY SHAREHOLDER.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Those of your correspondents who have been as sceptical to the future prosperity of this gigantic undertaking will now, I hope, be satisfied from the last report of the Directors that their doubts have been altogether groundless. "Facts are stubborn things;" and now that we have sufficient of them, as regards the Great Western Railway, it would be folly indeed for those correspondents, who have figured in your columns from time to time, to persist any longer in their erroneous ideas of this line.

I find from this report that during the six months ending 31st Dec. 645,481 passengers have been carried, making according to the mileage an average of 1064 passengers each day who have travelled the whole distance; and this before the line is opened throughout.

Now from the last report of the Birmingham Railway Company, it appears that 394,688 passengers were conveyed during the half year to Dec. 31st, 1840, making an average of 1258 travelling the whole distance! but during the corresponding half-year of 1839, the average number amounted only to 1081—although the line had been for a considerable period open throughout. What reply can the *disparagers* of the Great Western say to this?

Though the expenses of the Birmingham Railway are much lower than our's (as 35 to 47 per cent.), I see no reason to doubt a nearer correspondence in this respect, when the Great Western shall have been opened as long as the Northern line.

It would be of great service to the proprietors of all railways, if the Directors could agree upon one fixed system of drawing up their accounts, so that we might be enabled to compare the expenses of every item, by the excellent plan of computing the per centage, which is likely to be universally adopted.

I am, your obedient servant,
A PROPRIETOR.

London, 26th Feb. 1841.

GREAT WESTERN RAILWAY.—MODE OF APPORTIONING DIVIDENDS.

To the Editor of the Railway Times.

SIR,—The principle which the Directors of the Great Western Railway have adopted in the division of the profits of the line under their management, must, in case large dividends are ever obtained, involve the Company in litigation. So long indeed as the dividend is below 5 per cent. the mode adopted may pass *sub silentio*, as it passed at the late meeting; but assume a profit of 8*l.* per cent., as on the Birmingham line, and is to be expected that the original shareholders will allow the half shares to be paid 4*l.*, and rest contented themselves with 5*l.* 4s., or 8*l.* per cent. on 65*l.* paid up? Did the property of the Company consist of stock instead of shares the case would be different; but the holder of each whole share is manifestly entitled to $\frac{1}{45000}$th part of the net annual profits, nor can any resolutions of Directors or Proprietors invalidate his right. He may fairly be charged with the interest which the Company pays on the 35*l.* in abeyance; but every subtraction from the dividend beyond this, is confiscation. As before, assume the profits of the line at 8*l.* per share, and give the whole share but 5*l.* 4s., is not the obvious effect, that the Company trades with the money belonging to the original shareholders, and gives the profit to others? In August the Directors said, "the value of the shares proposed to be created, with the prospect of a deferred payment, will be an immediate benefit to the shareholders;" meaning contrary to the grammatical construction of the sentence, that the "deferred payment" would be a benefit; but should the 16*l.* unpaid remain at 5 per cent., and the line prove capable of realising 3 or 4 per cent. beyond this, and should this extra profit be divided equally with the half shares, then the "deferred payment" is *pro tanto* an immediate loss.

Your liberality, sir, in allowing a free discussion of all railway questions in your influential pages, induces me to hope, that you will either yourself elucidate this point, or submit this letter to the notice of your readers. I commenced with saying, that the mode of dividing the profits, if persisted in, would lead to litigation; for myself I do not hesitate to say, that I would willingly co-operate by word and deed, in enforcing by any means the adoption of a more equitable principle.

I have the honour to be, your obedient servant, (an old reader and subscriber,)

ARISTIDES.

March 2, 1841.

BIRMINGHAM & DERBY JUNCTION RAILWAY COMPANY—GENERAL MEETING.

(From the *Midland Counties Herald.*)

THE Half-yearly General Meeting of the Proprietors of this Company was held at Dee's Royal Hotel, Birmingham, on Thursday the 25th of February, at which HENRY SMYTH, Esq., the Chairman of the Board of Directors, presided. The notice calling the meeting having been read by the Secretary,

The CHAIRMAN said, before proceeding to read the minutes of the last General Meeting, he could not avoid saying, that although it much gratified him to see present so respectable a body of Proprietors, still, knowing as he did that by far the largest portion of the property of the Company was held by Proprietors resident in London, he confessed that it would have been a source of great satisfaction had he seen personally represented a larger amount of that important interest. Whilst he felt honoured by, and freely acknowledged, the confidence which the Proprietors had so long reposed in the Directors, the continuance of which was confirmed by the proxies he held in his hand, he could assure them that the Directors would feel greater satisfaction, and derive greater support, from the personal attendance of the Proprietors at these periodical meetings, which had been appointed solely with the view of enabling them to investigate matters affecting their own interests.

The SECRETARY having read the minutes of the last half yearly meeting, and also those of the special general meeting held on the 31st of December last, the common seal of the Company was affixed to the registry of proprietors.

The CHAIRMAN then read the following Report of the Directors for the last half year:—

THE REPORT.

"In the report made to the proprietors of this Company in August, 1840, the Directors stated that an Act of Parliament had been obtained for a direct line of Railway to Birmingham, in lieu of the Stychford branch; the capital of the Company being increased by the additional sum of 170,000*l.*, with power to raise a further loan of 56,666*l.* The Directors have now to report that the whole of the additional capital has been subscribed for, and all the new loan borrowed, except about 14,000*l.*, for a large portion of which they are in treaty.

"The works on the new line, and the building of the station at Birmingham, have been undertaken on terms of a satisfactory nature, by experienced contractors. The operations will be actively commenced in the course of the ensuing week, and a direct communication from the north to Birmingham will be opened in the course of the next autumn.

"The Directors have great satisfaction in repeating their former favourable reports as to the state of the line from Derby to Hampton. The works have stood well, and have not suffered from the unusual floods and severe weather of the past winter.

"Since the opening of the Railway, 263,770 passengers have been carried; and though the Directors have now to regret the occurrence of an accident occasioned by the culpable negligence of two of the contractor's servants, they believe that the arrangements for conducting the public traffic have given general satisfaction.

"In laying before the meeting a statement of the receipts from traffic during the last six months of 1840, the Directors recal to the attention of the proprietors the main purpose for which this railway was projected. And they have peculiar satisfaction in reporting the regular increase of that portion of the traffic on which the success of the undertaking depends. By referring to the table at the end of this Report, it will be seen that the average weekly receipt from the opening to Christmas, 1839, for local passengers and merchandise, was 606*l.* 5s. 9d.; that from Christmas, 1839, to Midsummer, 1840, it was 690*l.* 5s. 8d.; and that from Midsummer, 1840, to Christmas last, it was 979*l.* 14s. 4d.; being an increase in the second half year of 14 per cent., and in that which has just closed of 42 per cent., each upon the half year immediately preceding. In addition to this, it may be stated that the average of the weekly returns from Christmas last to the present time from the local trade, as compared with that for the same period in 1840, is equally satisfactory, an increase of 52 per cent. having taken place. By the same table it will also appear that the average weekly receipts for through (or London) traffic was for the first term 196*l.* 3s. 10d.; for the second, 327*l.* 13s. 6d.; while for the last (another route to London having been opened) it was only 141*l.* 16s. 3d.

"Constantly sensible as the Directors are of the inconveniences which attend the transmission of the local trade, especially in merchandise, for want of the direct line to Birmingham, and of an independent terminus, they have the fullest confidence that the rate of increase on that trade, considerable as it has already been, will be still greater when those impediments are removed.

"The Directors would again remind the proprietors, that it is only on the final completion of many other lines of railway, that the contemplated result of this undertaking can be attained. Those other lines are at least nine in number, forming the main communication from north-east to south-west, and of them three only were wholly open for passengers at Christmas last, two partly, and four not at all; for merchandise, four partly, and five not at all. The increase which has already taken place in the local and direct traffic of this line, has manifestly been in proportion only to the progress made in the completion of the others of which, as has been stated, so much remains to be done.

"The Directors are also strongly of opinion, that the expectations which have been entertained as to the carriage of minerals, will be fully realised. The carriage of coal has been considerable; and with additional facilities which the demand has already required, will much increase. With regard to the coke from north Derbyshire, it is now fully proved by experience to be well suited for locomotive engines; a demand has in consequence arisen for the railways south of this line, and there is no doubt it will become a considerable article of traffic. To this may be added lime; for which the applications have been so numerous, that stations for it at several points on the railway are preparing.

"Though the returns of traffic for the last half year are satisfactory as data for estimating ultimate results, the receipts compared with the necessary expenses, were not such as to leave much disposable surplus. Bearing in mind, that as the local trade increases, the payment of the London and Birmingham Company advances in a ratio very disproportionate to the whole receipt, it will be seen that the payment to that Company in the last half year has exceeded by 1,000*l.* that for the previous six months; this will be corrected by the direct line to Birmingham. Another cause of deficiency has been the carriage of the mail, which, owing to the requisitions of the post office, instead of being a source of profit, has been productive of serious loss. Against those requisitions an appeal has been made—the question has been referred to arbitration, and an equitable arrangement will doubtless take place. With the view of meeting the requirements of the public to the greatest extent, the number of trains worked was greater than experience has shown to be necessary—a different and less expensive system has therefore been adopted, which has been much facilitated by mutual arrangements with the North Midland and Midland Counties' Railway Companies.

"The accounts of capital and revenue are subjoined, and by the revenue account it will be seen that a balance remains in favour of the Company of 6,632*l.* 4s. 6d. And, referring to the resolution adopted at the

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last general meeting of proprietors relative to the new third shares, the Directors recommend that a dividend of fifteen shillings on each original share of 100*l*., and of five shillings on each new share of 33*l*. 6s. 8d. in this undertaking, be now declared payable on the 10th day of March next."

Comparative Weekly Average of Traffic.

Traffic.	Term ending Dec. 31, 1839.	Term ending June 30, 1840.	Term ending Dec. 31, 1840
	£ s. d.	£ s. d.	£ s. d.
Local	606 5 9	690 5 8	979 17 4
London	196 3 10	327 13 6	141 16 3
	802 9 7	1,017 19 2	1,121 13 7

[The accounts we shall give next week.]

This, the CHAIRMAN observed, was the Report which the Directors had to lay before the proprietors, and he did not know that there was anything which it could be necessary for him to say in addition, inasmuch as in drawing up this document the Directors had endeavoured to lay before the proprietors, as clearly as they possibly could, and without ambiguity, what had been the result of the undertaking for the last six months; also, its present position, and their anticipations for the future. Of course individual Directors could speak for themselves; but for his own part, he would say, and that not as a Director, but as a proprietor, that notwithstanding the smallness of their present traffic, his confidence as to what the future results would be was not in the slightest degree shaken. Any questions which gentlemen might wish to put in reference to the Report or Statement of Accounts, he would feel happy to answer as far as he might be able, and to afford every information to the proprietors. [After the lapse of some time the Chairman continued.] In the position which he occupied as Chairman of the Company, he felt that there was one subject upon which it was his duty to make a few remarks, merely for the sake of bringing under the notice of the proprietors a matter, which, in his opinion, might at some future time seriously affect their interest as railway proprietors. They would no doubt anticipate that he referred to the second attempt which was now being made by her Majesty's Government to interfere, by legislative enactments, with the management and control of railway property. He was fully aware that any remarks that he might feel it to be his duty to make on this question would have but little weight. He felt strongly that after the pertinacity with which public opinion had been directed by the press, as well as by individuals, against the conduct and motives of Directors of railways, everything which fell from him in that capacity would be viewed with distrust and suspicion. He also felt that his personal opinions must have little weight, because he knew the view he took of the subject was in opposition to that expressed by gentlemen most eminent in the various situations which they occupied, whether as members of the Legislature, bankers, merchants, railway Directors, or railway proprietors; therefore he did not expect to produce any other effect than that of calling attention to what he conceived would be the effect of the measure on their interests, as proprietors of a particular railway. By the Bill introduced into Parliament by Mr. Labouchere, a most unjust and vicious system of legislation was being attempted, the operation of which on railway interests, though it might not be immediately foreseen, would ultimately, in his opinion, prove most injurious. He might here state that the object of the measure was twofold; the first being to obtain statistical information, and the second a power of restrictive interference over the management of railways; which interference was said to be founded on an appeal from the public for protection, but by which he humbly conceived it was attempted to introduce a system of legislation not justified by the circumstances of the case, and which might at any future time be most prejudicially applied. With respect to that portion of the measure which related to the collection of statistical details, he had nothing to say. He believed that the collection of such facts by the legislature was important, because on information of this kind ought to be founded any judicious system of future legislation; but he thought it might be a question whether the expense of collecting and arranging this information ought not to be borne by the public, and not by the railway companies, into whose calculations such an expense had never entered. With respect, however, to those clauses in the proposed Act, by which Government attempted to take power to make "REGULATIONS" for the management of railways, he confessed that he viewed them with great dissatisfaction. Except as the introduction of a vicious principle, he did not think that it was a question which very closely affected the *great* railways, such, for instance, as the London and Birmingham, the Grand Junction, the Liverpool and Manchester, and those others on which the traffic was so great that the amount of expenditure became of comparatively little importance: but he was sure that the power which the Government sought to take by this Act would enable them, if they should choose, to impose on small undertakings like that which he represented, where every 100*l*. was a matter of importance, in relation to the dividend which might be expected, an expense, which he had no hesitation in saying, would materially interfere with the value of their property, and be, at the same time, a direct infraction of their vested interests. The Government sought for a power to make *regulations* for the public safety, but those regulations were not defined. They said, in effect, that they did not know what they required, or what power they intended to take. A special committee had been sitting two years without informing the government specifically what control they ought to possess, and therefore they asked permission to do just as they liked, just as they thought expedient as circumstances might arise or as their judgments or their fancies might suggest or dictate. Whether such a principle of legislation were sound and wholesome, he would leave to a meeting like the present to determine; but for his own part, he considered it to be most dangerous. Again, while they contended that the power they applied for was rendered necessary, in order to provide for the public safety, he maintained that they could not show that there had ever been a public expression of opinion on the subject. He believed he might safely say that not a single petition had been presented to Parliament asking for the slightest interference on the part of Government in the management of railways; he might also say that the sentiments and feelings of the people, as shown by the progressive increase of traffic on every railway in the kingdom, gave a practical contradiction to the statement made by the Government, to which, he believed, might be added the Report of the Government Commissioners themselves, that the system of railway travelling was much safer than that which it had superseded; and yet, as it would appear, on the representation of the public press alone, backed by adverse interests, Government asked for a power undefined, and unknown in commercial legislation. Ought a power of this kind to be vested in a changing political officer? He apprehended not. With regard to the present commissioners, he would freely acknowledge them to be a most honourable, enlightened, and unprejudiced body of men, but others might be substituted who would not be influenced by motives so pure and disinterested. Applying the unlimited, undefined, power of this Act, Government would be enabled at any time, at the instigation of interested parties, and under the disguise of a regard for public safety, so to curtail the profits of Railway Companies by the infliction of arbitrary expenses, as by removing all great prizes from the lottery of speculation, effectually to paralyse commercial enterprise and activity. Thus, as it appeared to him, is an insidious attack about to be made upon property, on the supposed inviolability of which millions had been invested. He knew it would be said that such a case of interference would be highly improbable; but he would appeal to any intelligent man if the admission of a principle so vicious into legislation ought not to be protested against. Having thus adverted generally to what appeared to him the obnoxious principle of this bill, the CHAIRMAN said, that he had hoped to find some redeeming clauses; most particularly had he hoped to find some power of appeal established for the settlement of differences between Companies, at the same time desirable for the public, and protective of the interests of the minor Railway Companies. He felt that he should be supported by the conviction, founded on facts, of gentlemen present, when he said that the appointment of a Court of Appeal for the decision of matters of difference between Railway Companies, would be generally necessary for the interests of the Companies, and for the protection of the public from the arbitrary arrangements adopted on the great lines of railway. (Hear, hear.) With no such clause, and without the abandonment of the undefined, unlimited power which the act in its present form would confer, and by which the security of investments would be affected, it certainly appeared to him that a vast accession of force protective of monopolies would be added to that created by the existing standing orders of Parliament, by which the only real safeguard for the public, the promotion of competition, was very effectually impeded. The CHAIRMAN concluded his observations by saying that, apart from his position as a Railway Proprietor or Director, and considering the question as a member of the manufacturing and commercial portion of the community, he could not but look at the introduction of this Bill with the greatest anxiety and alarm. The present investments in Railways could be but little less than one hundred millions sterling. The ultimate profit from this capital, if left to itself would be ten millions annually, to produce which thirty millions must be every year collected, of which twenty millions would be annually expended in the country in mechanical and manual labour. Knowing well, as he did, the extent to which all the manufacturing and commercial interests of the county, together with those of the working classes generally were sacrificed, by the introduction of vicious and spurious legislation, he fearlessly asserted that it became the special duty of every representative of these important interests most carefully to protect from injury and interference an engine of productive industry, so gigantic even in its infancy, as was exhibited in the formation of railways. So far as the interests of this Company were concerned, the Directors had endeavoured to do their duty. And as a committee had been appointed at the recent Railway Conference, to sit in London, and watch the progress of the Bills before Parliament, with a view to the protection of Railway interests, they had stated their opinion that the most strenuous opposition should be given to the introduction of any such principle of legislation as this contains. After some further observations, the Chairman concluded by moving a resolution for the adoption of the Report.

A PROPRIETOR, after expressing his concurrence in the observations which had fallen from the Chairman with reference to the Railway Bill before Parliament, thought the Directors were not proceeding on a sound principle in granting dividends without reserving any fund for the depreciation of stock, which fund they would be compelled some time or another to provide. He believed they would have stood better with the public if they had not made so large a dividend at first, and placed something to the account of depreciation of stock. He was anxious to know what amount the Company had received for the carriage of coke; he had been informed the other day, at Gloucester, and also by a stoker on the London and Birmingham Railway, that the Derbyshire coke was not at all equal to that brought from London. He mentioned this fact, conceiving it to be important that every information should be given, and because he believed much evil arose from people being too sanguine. He believed it had been stated at the last meeting that the new line to Birmingham would be ready for opening in July next, and he now learned from the Report that it would not be opened before autumn. He wished to know whether any unusual difficulty had arisen, as he presumed that there must be some cause for the delay.

JOSEPH WALKER, Esq., replied, that the honourable proprietor would be glad to learn that in a conversation which he had with one of the officers connected with the locomotive department of the London and Birmingham Railway, who ought to have the best means of forming a correct estimate of the nature of coke, that the time was fast approaching when the Derbyshire coke would answer their purpose quite as well as their own. The supply was limited at present; and he knew that the London and Birmingham Company had not received anything like the quantity they would willingly take.

W. BAKER, Esq., was of opinion that their line was not sufficiently advertised by means of cards, &c., in the various inns and hotels. He had met with persons who did not know that there was such a line carrying passengers between London and Derby.

The CHAIRMAN said, that this subject had not been overlooked. That their line had not been extensively advertised as a carrying line between London and Derby arose from an anxiety on the part of the Directors not to be parties to misleading the public. The frequent unavoidable alterations of trains, consequent on the opening of adjacent railways, and the changes made by the London Company, prevented them making arrangements on the continuance of which they could depend. (Hear.) They were, however, now adopting measures for making the arrivals and departures of the trains more extensively known. (Cheers.) With respect to the observations which had been made in reference to a reserve fund, he could only say that in carrying at present nothing to a depreciation account, they had done so advisedly. Whilst railways were in so unfinished a state as their own, and the trade was so little developed, the Directors felt that to keep the engines in repair, would be a fair charge on the revenue; and that, on the completion of the railway, and the acquisition of all its resources, the then depreciation of the stock would be a balance fairly due

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from new proprietors to those who, without return, had supported the undertaking from the commencement. With respect to the quality of their coke, he had only to say that they had two descriptions. That which was the best was not at present obtained from Mr. Stephenson, but from other parties. Mr. Stephenson had, however, taken another colliery, for the sole purpose of making it; and he had the satisfaction of stating that the London and Birmingham, and other companies, were most anxious to obtain it. Its quality was also fully tested by its adoption on this, the North Midland, and Midland Counties Railways. As to the extension of the time for the opening of the new line, the delay had arisen from a variety of circumstances, but chiefly from the difficulty experienced in obtaining possession of the land. Most of these obstacles were now surmounted, and he was not aware of any further obstructions which the Act of Parliament did not give them the power to overcome.

The resolution for the adoption of the report was then put to the meeting, and unanimously adopted, as was also a resolution declaring a dividend of 15*s.* per share on the original shares, and 5*s.* per share on the new shares.

Votes of thanks were afterwards passed to the chairman and Directors, and the meeting separated.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

This important undertaking is fast drawing to a close. The Bishopton tunnel, a work of immense magnitude, is on the point of being finished. On visiting it in the early part of the week, we found that the rails were laid double nearly the whole length of the tunnel, and that a little clearing away at the east and west entrance was all that was required to complete it. Parts of the approaches, both to the east and west of the tunnel, were still to clear out; but there are on these parts about four hundred men very busily employed, in the hope of having one line clear for the passage of an engine with the Directors, on Monday next. The workmen seemed confident that the double line would be open to the public about the first week in April. The magnitude of the works at this point may be judged of from the following particulars. The length of the tunnel, counting it as one, is 760 yards, all of which is through a very hard whin rock, while the approaches to it, through the same hard material, extend to 2300 yards more. But the tunnel is not into one; it is divided into two, by what is called an "eye," which is an opening 100 yards long, and which, from the summit of the ground to the level of the rails, is 70 feet deep, presenting a chasm that almost makes the head giddy to look down. By this opening, what would have been one long tunnel, becomes two short ones, the east one being 320, and the west one 340 yards long. The whole of the passage through the tunnels is curved, so that the eye cannot see from end to end, but from the middle of each, light can be seen from the end and from the "eye." Shortly after emerging from the west end of the tunnel, the spectator obtains an ample view of the Clyde, with the shores of Dumbarton and Argyllshire, and this splendid scenery is kept in view during the greater part of the passage to Greenock. The part of the railway from the tunnel to Greenock, has been run on by the engines for several months past, and both lines between Paisley and the tunnel are very nearly completed. The road over the mossy part between Baraugry Hill and Gryffe has stood much better than was anticipated. Part of it had been kept somewhat higher than was intended, to make allowance for settling, but it has settled so little, that it became necessary to lower it to near the proper level. The delay which the tunnel has occasioned, has been the means of getting all the other parts of the line into a much better state than if the passage had been opened sooner throughout. The completion of this railway, besides bringing a good increase to the joint line traffic, will form a much more close connexion between the central parts of the county and its principal seaport, than as heretofore existed, and will thus create work for itself. The passage from Paisley to Greenock will only take about three quarters of an hour.—*Paisley Advertiser of Saturday.*

In referring to the above paragraph the *Greenock Advertiser* says:—We understand that the above is very correct in all its details. We learn, however, that the line will be ready earlier than the writer anticipates. We have been informed that the Directors are determined to have the road thoroughly finished before throwing it open to the public. It is mentioned above that the tunnels are on the curve, and we may add, that so accurate was the mode adopted for securing their correctness, that, when the shifts met, the utmost deviation from the correct line was two inches. We have also the pleasure of assuring our readers that the Government Commissioner was so satisfied with his inspection of the line, that the Board of Trade has given authority to the Directors to open the line without any further examination.

Accident on the Great Western Railway.—An accident of a fatal nature, arising from excessive carelessness on the part of the unfortunate deceased, occurred at the Steventon station, to a man upwards of sixty years of age, on the afternoon of Thursday last, who was knocked down (as he was incautiously crossing the line) by the half-past four o'clock train from Wootton Bassett to Paddington. The poor fellow, who got his living by selling fruit, was struck by a projecting portion of the engine on the head, and his death must have been instantaneous; for, upon his receiving immediate assistance, life was found to be extinct, arising from a severe wound on his head. But very few drops of blood oozed from the wound. It should be observed that there is a footpath which crosses the lines at the place where the accident occurred, where the Company's men are stationed to endeavour to prevent accidents occurring through the carelessness of the public.—*Daily Papers*, of Tuesday.

STOREKEEPER'S ASSISTANT.—WANTED by a PUBLIC COMPANY, an active intelligent person as Storekeeper's Assistant, who is acquainted with the quality of Stores in general use, and able to keep the Books connected with the department by double entry. The Salary will be from £100 to £150 per annum, according to the qualifications of the party.

Address (post paid), on or before the 15th instant, stating full particulars of last employment, to C. D., care of Mr. Barker, Advertising Agent, Birchin-lane, Lombard-street, London.

TO RAILWAY COMPANIES.—Public Security, Efficiency, and Economy in FENCE for RAILWAYS. J. PORTER begs to state, that he has within the last month introduced a new description of iron fence for railways, so strong as to resist the heaviest cattle, and prevent the possibility of sheep getting through. It is bold in appearance, and will bear the weight of men passing over or jumping upon it, without injury.

This Fence will be sound and good 50 years hence, and the cost of post and rail fence to last 10 years would purchase it.

Lighter Fence of the same description, also strained Wire Fence of the very best kind, fixed in a superior manner, by experienced workmen, at any part of the kingdom, at the lowest possible price.

This Fence is also suitable for the use of private gentlemen, Iron Bedsteads for families, public institutions, and exportation.

82, Upper Thames-street, and the Grove Iron and Wire Fence Manufactory, Southwark.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the Blackwall Railway, where it answers every exectation. It has been used n Shipping Five Years.

TO MERCHANTS, IRONMONGERS, RAILWAY COMPANIES, &c.—JOSEPH WARDEN, jun., Wholesale Ironmonger, respectfully informs his friends and the public, that he is manufacturing at his works, Railway, Gig, and Carriage Springs, Buffer Rods, Collinge's and Mail Axles, patent and improved Van Arms, improved Screw Jacks, Wind-up Jacks, Cheese and Cider Press Screws, Pully Blocks, Anvils, Vices, Spades, Shovels, Hames, Chains, &c.

Sole manufacturer of Chalklen and Bonham's Patent Vices. 2 and 3, St. Martin's-lane, Birmingham.

AT THE ANNUAL GENERAL MEETING of the HULL AND SELBY RAILWAY COMPANY, held pursuant to the Act of Parliament incorporating the Company, at the Town-Hall, in the Borough of Kingston-upon-Hull, on Saturday, the 27th day of February, 1841, Henry Broadley, Esq., M.P., in the Chair, the following Resolutions were passed:—

1. Moved by Mr. Thomas Wilson; Seconded by Mr. George Cammell, jun.—

That the Report now read be received and adopted, and printed and circulated at the discretion of the Directors.

2. Moved by Mr. George Buckton; Seconded by Mr. Thomas Watson—

That the thanks of this meeting be presented to Henry Broadley, Esq., M.P., the Chairman of the Directors; to Richard Tottie, Esq., the Deputy Chairman, and to the other Directors, for their great attention to the business of this undertaking.

3. Moved by Mr. Joseph Richardson; Seconded by B. M. Jalland, Esq.—

That the future intended Reports of the Directors be circulated amongst the proprietors seven or ten days before the General Meeting, and that the names of the retiring Directors, and also those of Proprietors who are eligible to serve as Directors, be appended to such Report,

4. Moved by Mr. John Wade; seconded by John Smith, Esq.—

That five qualified Proprietors be now elected, by Ballot, in the place of the five retiring Directors.

The Scrutators having examined the voting papers, declared the five retiring Directors, viz., Mr. Liddell, Mr. Richmond, Mr. Henwood, Mr. Spence, and Mr. Whittaker, to be re-elected by a large majority of votes.

5. Moved by Mr. John Gresham; seconded by George Cookman, Esq.—

That in accordance with the recommendation contained in the Report of the Directors now read, a Dividend of Ten Shillings upon each Share in the Capital Stock of this Company be now declared; and that the same be payable (subject to the directions of the Act of Incorporation) on or at any time after the 31st day of March next.

6. Moved by Richard Tottie, Esq.; seconded by James Henwood, Esq.,—

That in pursuance of the powers vested in this Company by their Act of Incorporation, the Rules and Orders for the regulation of travellers on the said Railway now read, be made and declared Bye-laws of this Company, and that such Bye-laws, Rules and Orders, shall be in force, and take effect from this day.

7. Moved by R. M. Craven, Esq.; seconded by Edward Spence, Esq.—

That the sum borrowed in pursuance of the fourth Resolution of the General Meeting of this Company, held on the 1st day of February, 1839, having been found insufficient to defray the whole of the expenses of completing the Railway, and of the works, buildings, and purchases of property connected therewith; the Directors of this Company be, and they are hereby empowered to borrow and take up at interest on Bonds of this Company, under its common seal, any further sum or sums of money not exceeding altogether £50,000, the interest on such Bonds to be payable half-yearly, after the rate of £5 per cent. per annum, and to have priority of payment over dividends on the stock of the Company.

8. Moved by S. H. Egginton, Esq.; seconded by Mr. J. H. Vallance,—

That a General Meeting of the shareholders in this Company be held in the month of August next, on such day in that month, and at such place as the Directors shall appoint.

9. Moved by Mr. John Wade; and seconded by Mr. Thomas Carlill,—

That Mr. Wm. Farthing and Mr. Wm. Hey Dikes be requested to audit the accounts.

10. Moved by Joseph Robinson Pease, Esq.; seconded by Richard Tottie, Esq.,—

That the thanks of the proprietors be given to James Walker, Esq., the Engineer, for the valuable services he has rendered to this Company, not merely professionally, but on various other important occasions.

HENRY BROADLEY, Chairman.

The Chairman having left the chair, it was taken by Joseph R. Pease, Esq., when it was

Moved by the Rev. W. R. Gilby, Esq., of Beverley; seconded by George Liddell, Esq., and carried unanimously,—

That the thanks of this meeting are especially due to Henry Broadley, Esq., M.P., for coming from London purposely to preside at this meeting, and for his able conduct in the Chair.

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MANCHESTER AND LEEDS RAILWAY, OPENED THROUGHOUT.—The Public is respectfully informed, that on and after Monday, of March, 1841, Trains will leave the Station, Oldham Road, Manchester, and intermediate Stations, in connection with the London and Birmingham, Midland Co North Midland, York and North Midland, Great North of England, and Hull and Selby Railways, as hereafter stated, for Passengers and Merchandize.

☞ Please to observe that on the lines reading across, opposite the name of any Station, the times at which the successive Trains depart from such Station, either towards Manchester or Leeds, are respectively given; and that every column contains a separate Train.

Distances from Manchester.	Stations.	Arrivals in Manchester.	Week Days.										Sundays.		
			Sowerby Bridge to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Birmingham, York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Birmingham, Nottingham, Leicester, & London.	Manchester to Leeds, meeting Trains for York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Derby, Birmingham, Nottingham, Leicester, York, Hull, and London.	Manchester to Leeds.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, York, and Hull.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, Derby, Nottingham, and Leicester.	Manchester to Leeds, meeting Trains for Sheffield, Birmingham, London, York, and Hull.	Manchester to Leeds.	Manchester to Brighouse.	Manchester to Leeds.	Manchester to Leeds, meeting Trains for Sheffield, Chesterfield, and Derby.	Manchester to Leeds.
			H. M. 8 30 *m*	H. M. 10 45 *m*	H. M. 11 0 *m*	H. M. 1 0 *e*	H. M. 1 30 *e*	H. M. 4 30 *e*	H. M. 6 15 *e*	H. M. 7 0 *e*	H. M. 10 30 *e*	H. M.	H. M. 12 0 *m*	H. M. 5 0 *e*	H. M. 10 0 *e*
	Manchester	Towards Leeds	..	6 30 *m*	8 0 *m*	8 30 *m*	10 30 *m*	11 30 *m*	1 0 *e*	4 30 *e*	7 30 *e*		8 0 *m*	1 0 *e*	6 0 *e*
6	Mills Hill	Towards Manchester	8 12 *m*	10 33 *m*	10 49 *m*	12 48 *e*	1 19 *e*	4 18 *e*	6 3 *e*	6 49 *e*	10 18 *e*	..	11 48 *m*	4 48 *e*	9 48 *e*
		Leeds	..	6 58 *m*	8 22 *m*	8 58 *m*	10 58 *m*	11 58 *m*	1 28 *e*	4 22 *e*	6 58 *e*	7 58 *e*	8 28 *m*	1 28 *e*	6 28 *e*
10	Heywood, for Bury	Towards Manchester	7 57 *m*	10 23 *m*	..	12 38 *e*	..	4 8 *e*	5 53 *e*	..	10 8 *e*	..	11 38 *m*	4 38 *e*	9 38 *e*
		Leeds	..	7 13 *m*	..	9 13 *m*	..	12 13 *e*	1 48 *e*	..	7 13 *e*	8 13 *e*	8 43 *m*	1 43 *e*	6 43 *e*
11	Rochdale	Towards Manchester	7 45 *m*	10 14 *m*	10 36 *m*	12 29 *e*	1 6 *e*	3 59 *e*	5 44 *e*	6 36 *e*	9 59 *e*	..	11 29 *m*	4 29 *e*	9 29 *e*
		Leeds	..	7 25 *m*	8 38 *m*	9 25 *m*	11 8 *m*	12 25 *e*	1 55 *e*	4 38 *e*	7 25 *e*	8 25 *e*	8 55 m	1 55 *e*	6 55 *e*
14	Littleborough	Towards Manchester	7 36 *m*	10 2 *m*	..	12 17 *e*	..	3 47 *e*	5 32 *e*	..	9 47 *e*	..	11 17 *m*	4 17 *e*	9 17 *e*
		Leeds	..	7 34 *m*	..	9 34 *m*	..	12 35 *e*	2 4 *e*	..	7 34 *e*	8 34 *e*	9 0 *m*	2 4 *e*	7 4 *e*
20	Todmorden, for Burnley, &c.	Towards Manchester	7 17 *m*	9 42 *m*	10 12 *m*	11 57 *m*	12 42 *e*	3 27 *e*	5 12 *e*	6 12 *e*	9 27 *e*	..	10 57 *m*	3 57 *e*	8 57 *e*
		Leeds	..	7 55 *m*	9 2 *m*	9 53 *m*	11 32 *m*	12 53 *e*	2 23 *e*	5 2 *e*	7 53 *e*	8 53 *e*	9 23 *m*	2 23 *e*	7 23 *e*
24	Hebden Bridge	Towards Manchester	7 2 *m*	9 15 *m*	..	11 30 *m*	..	3 0 *e*	4 45 *e*	..	9 0 *e*	..	10 30 *m*	3 30 *e*	8 30 *e*
		Leeds	..	8 18 *m*	..	10 18 *m*	..	1 18 *e*	2 48 *e*	..	8 18 *e*	9 18 *e*	9 48 *m*	2 48 *e*	7 48 *e*
28	Sowerby Bridge, for Halifax	Towards Manchester	6 48 *m*	8 56 *m*	9 40 *m*	11 11 *m*	12 10 *e*	2 41 *e*	4 26 *e*	5 40 *e*	8 41 *e*	..	10 11 *m*	3 11 *e*	8 11 *e*
		Leeds	6 15 *m*	8 30 *m*	9 32 *m*	10 32 *m*	12 2 *e*	1 32 *e*	3 2 *e*	5 32 *e*	8 32 *e*	9 32 *e*	10 2 *m*	3 2 *e*	8 2 *e*
34	Brighouse, for Bradford and Huddersfield	Towards Manchester	6 30 *m*	8 32 *m*	9 22 *m*	10 47 *m*	11 52 *m*	2 17 *e*	4 2 *e*	5 22 *e*	8 17 *e*	9 17 *e*	9 47 *m*	2 47 *e*	7 47 *e*
		Leeds	6 30 *m*	8 45 *m*	9 49 *m*	10 50 *m*	12 19 *e*	1 50 *e*	3 20 *e*	5 49 *e*	8 50 *e*	..	10 20 *m*	3 20 *e*	8 20 *e*
36	Cooper Bridge, for Huddersfield	Towards Manchester	..	8 18 *m*	9 10 *m*	10 33 *m*	11 40 *m*	2 3 *e*	3 48 *e*	5 10 *e*	8 3 *e*	9 3 *e*	9 33 *m*	2 33 *e*	7 33 *e*
		Leeds	6 43 *m*	8 57 *m*	9 58 *m*	11 3 *m*	12 28 *e*	2 3 *e*	3 33 *e*	5 58 *e*	9 3 *e*	..	10 33 *m*	3 33 *e*	8 33 *e*
41	Dewsbury	Towards Manchester	..	8 1 *m*	..	10 16 *m*	..	1 46 *e*	3 31 *e*	..	7 46 *e*	8 46 *e*	9 16 *m*	2 16 *e*	7 16 *e*
		Leeds	6 55 *m*	9 8 *m*	..	11 16 *m*	..	2 16 *e*	3 46 *e*	..	9 16 *e*	..	10 46 *m*	3 46 *e*	8 46 *e*
44	Horbury	Towards Manchester	..	7 48 *m*	..	10 3 *m*	..	1 33 *e*	3 18 *e*	..	7 33 *e*	8 33 *e*	9 3 *m*	2 3 *e*	7 3 *e*
		Leeds	7 12 *m*	9 20 *m*	..	11 30 *m*	..	2 30 *e*	4 0 *e*	..	9 30 *e*	..	11 0 *m*	4 0 *e*	9 0 *e*
48	Wakefield	Towards Manchester	..	7 34 *m*	8 44 *m*	9 49 *m*	11 14 *m*	1 19 *e*	3 4 *e*	4 44 *e*	7 19 *e*	8 19 *e*	8 49 *m*	1 49 *e*	6 49 *e*
		Leeds	7 28 *m*	9 34 *m*	10 21 *m*	11 46 *m*	12 51 *e*	2 46 *e*	4 16 *e*	6 21 *e*	9 46 *e*	..	11 16 *m*	4 16 *e*	9 16 *e*
50	Normanton	Towards Manchester	..	7 14 *m*	8 27 *m*	9 29 *m*	10 57 *m*	12 59 *e*	2 44 *e*	4 27 *e*	6 59 *e*	7 59 *e*	8 29 *m*	1 29 *e*	6 29 *e*
		Leeds	7 48 *m*	9 54 *m*	10 40 *m*	12 6 *e*	1 10 *e*	3 6 *e*	4 36 *e*	6 40 *e*	10 6 *e*	..	11 36 *m*	4 36 *e*	9 36 *e*
60	Leeds	Towards Manchester	..	6 45 *m*	8 0 *m*	9 0 *m*	10 30 *m*	12 30 *e*	2 15 *e*	4 0 *e*	6 30 *e*	7 30 *e*	8 0 *m*	1 0 *e*	6 0 *e*
		Arrivals in Leeds	8 12 *m*	10 18 *m*	11 0 *m*	12 30 *e*	1 30 *e*	3 30 *e*	5 0 *e*	7 0 *e*	10 30 *e*		12 0 *m*	5 0 *e*	10 0 *e*
			Brighouse to Manchester, meeting Trains for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains from London, Birmingham, and Gloucester; also for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains from York; also for Liverpool and Bolton.	Leeds to Manchester, meeting Trains from Chesterfield, Derby, Sheffield, York, and Hull; also for Liverpool and Bolton.	Leeds to Manchester, meeting Trains for Liverpool and Bolton.	Leeds to Manchester, meeting Trains from Birmingham, Nottingham, Derby, Sheffield, York, and Hull; and also for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains for Liverpool, Bolton, and Preston.	Leeds to Manchester, meeting Trains from London, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, York, and Hull; also for Liverpool.	Leeds to Manchester, meeting Trains from London, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, York, and Hull.	Leeds to Sowerby Bridge, meeting Trains from Derby, Chesterfield, and Sheffield.	Leeds to Manchester.	Leeds to Manchester, in time for the Liverpool and Bolton Trains.	Leeds to Manchester, meeting Trains from London, Leicester, Derby, Chesterfield, and Sheffield.

Above and below each of the Train Columns are given the places on other lines, to and from which Passengers may proceed by Railway.

FARES.

First-class passengers, 3d. per mile; second-class, 2d. per mile. Children, under seven years of age, in first-class carriage, charged second-class fare; and in second-class, waggon fare; and in waggon, without any deduction. Infants in arms not charged.

Gentleman's carriage, with four wheels, 6d. per mile; and parties riding in their own carriage, 2d. per mile each; servants riding outside, and children, waggon fare.

A single horse, two-wheel carriage, or pony phaeton, 4½d. per mile. Any larger number of horses, if one property, 3d. per mile each. One ox, cow, or other neat cattle, mule, or ass, going in an open waggon, 3d. per mile each; any larger number, being the same property, 2d. per mile each. Sheep, 4d. per score per mile, or 8d. per single waggon, and 1s. 4d. per double waggon, per mile. Pigs, according to size, from 4d. to 1d. per mile each. Any distance, under six miles, charged as six miles in all cases. The Manchester 6. 30. morning train is the only one by which passengers can go through to London in waggons; but they may proceed to Rugby by every London train.

Every train will have first and second class carriages, and most of them, for the convenience of the working classes, open waggons, without seats, at fares proportionably low.

Luggage, to the following extent, may be taken free of charge:—First-class passengers, 112 lb.; second-class, 80 lb.; waggon, 40 lb.—Any excess charged for any distance under 30 miles, ¼d. per pound; and over 30 miles, ½d. per pound, extra.

The Company's servants are not allowed to porter for waggon passengers.

Waggon passengers must be at the booking-office ten minutes before the time of departure, or they cannot be booked for that description of vehicle. Gentlemen's carriages and horses must be at the Station a quarter of an hour before the departure of the train; and if horses are to be sent from the intermediate Stations, it is advisable to give previous notice.

The Company do not hold themselves responsible for any luggage, matters, or thing, unless booked, and paid for accordingly.

Passengers are particularly requested to see their luggage in and out of the carriages.

Parcels can be forwarded to all parts of the kingdom, from 9, Brown-street, Manchester; Albion Hotel, Oldham; Reed Hotel, Rochdale; Swan Inn, Halifax; Railway Office, Bradford; Swan Railway Office, Huddersfield; Royal Hotel, Dewsbury; Bennett's Office, Wakefield; and from the respective Stations of the Manchester and Leeds Railway Company.

Gratuities are not allowed to be taken by any of the Company's servants. Smoking is strictly prohibited on any of the Company's premises.

Passengers, &c. may be booked through at the Manchester Station to the following places:—

	First-class.	Second-class.	Third-class.
Rugby	£1 3 0	£0 18 0	£0 11 0
Derby	1 2 0	0 16 0	0 9 0
York	1 0 0	0 13 0	0 9 6
Selby	0 18 0	0 12 0	0 8 6

	First-class.	Second-class.	Third-class.
London	£2 10 0	£1 12 0	£1 1 0
Nottingham	1 2 0	0 16 0	0 9 0
Sheffield	0 12 0	0 7 6	0 6 0
Hull	1 3 0	0 15 6	0 11 0

Passengers may also be booked through from every Station.

Gentlemen's carriages to London, by 6. 30, morning train, £3 5s.

Passengers wishing to come from London by way of Derby to Manchester, or to any Station on the Manchester and Leeds Railway, must book for Rugby.

*** In addition to the above trains, there will be an extra one from Rochdale to Manchester at nine o'clock morning, and one from Manchester to Rochdale at three o'clock in the afternoon, stopping at all the intermediate Stations, on week days only.

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STOL AND EXETER RAILWAY COMPANY.—Ninth Half-Yearly Meeting. At the Half-y General Meeting of this Company, held at the White Hotel, in the City of Bristol, on Thursday the 4th of arch, 1841,

FREDERICK RICKETTS, Esq, in the Chair.

It was unanimously resolved—

Moved by the Chairman, Frederick Ricketts, Esq., seconded by the Deputy Chairman, James Gibbs, Esq.,

1. That the Corporate Seal of this Company be affixed to the Register of Proprietors now produced.

Moved by F. P. Barlow, Esq., seconded by John Winwood, Esq.,

2. That the Report of the Directors, now read, be received and adopted, and that they be requested to send a copy thereof to every Proprietor.

Moved by V. F. Hovenden, Esq., seconded by Joseph Talbot, Esq.,

3. That Dr. Miller, Messrs. Samuel Lucas and Charles B. Fripp, and Edward Divett, Esq., M.P., be re-elected Directors of this Company.

Moved by James Harford, Esq., seconded by John Tomlinson, Esq.,

4. That the notices of forfeiture issued by order of the Directors, as to 109 shares in this Company, specified in the list of numbers now read, be confirmed; and the same are accordingly forfeited to this Company.

Moved by Dr. Miller, seconded by Francis Parker, Esq.,

5. That the Directors be authorized to apply to Parliament for an Act to extend the time for purchasing land, and to amend and enlarge the former Acts.

Moved by John Tomlinson, Esq., seconded by William Cross, Esq.,

6. That the best thanks of the Proprietors be given to the Directors, for their able and zealous management of the affairs of this Company.

FREDERICK RICKETTS, Chairman.

The Chairman having quitted the Chair, it was resolved by acclamation,

That the cordial thanks of this meeting be given to Frederick Ricketts, Esq., for his able and judicious conduct in the Chair.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years, for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,
THOMAS WOOD, Secretary.

NORTHERN AND EASTERN RAILWAY.—The public are respectfully informed, that on and after MONDAY next the 8th March, the trains will run as follows, viz.—

FROM SHOREDITCH TO BROXBOURNE.

Morning	8 o'clock.
"	30 min. past 10.
Afternoon	30 min. past 1.
"	30 min. past 3.
"	30 min. past 4.
"	30 min. past 5.
"	30 min. past 7.
* "	30 min. past 8.

FROM BROXBOURNE TO SHOREDITCH.

Morning	¼ past 8 o'clock.
"	9 o'clock.
"	10 "
"	12 "
Afternoon	3 "
"	5 "
"	7 "
* "	8 "

* To start on and after the 1st May.

WM. BOURNE, Secretary.

London, Shoreditch, March 3, 1841.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200., upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of five per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1845.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff, or to Messrs. Glyn, Halifax, Mills and Co., Bankers, London, Mr. Wm. Mallard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament, of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly; or at the office of Slater and Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
43, Piccadilly.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

EXTENSIVE SALE OF VALUABLE HORSES.—To be Sold by AUCTION, (Messrs. SOTHERAN, Auctioneers,) on Tuesday, the 16th day of March, 1841, at Greatham, near Stockton-on-Tees, in the county of Durham, Fifty very excellent HORSES, the property of Mr. Thomas Hutchinson, Contractor for the Stockton and Hartlepool Railway, and are now offered for sale in consequence of the completion of that undertaking.

The above Stock being of a first-rate description, and in high and healthy condition, are suitable for Gig, Carriage, Draught, or Saddle purposes, and well worth the attention of Railway Contractors, Colliery Owners, Coach Proprietors, Farmers, Brewers, Carriers, &c.

Also, a large quantity of Trapping of various descriptions.

The Sale to commence at Ten o'clock.

Also for sale by private contract, 150 Railway Waggons, used for excavating; about 400 tons of malleable Iron Rails, from 36 to 42lbs. per yard; a large quantity of Timber, used for centres, &c.; two good portable Cranes, Winches, Piling Engines, and various other articles used in the making of Railways, the property of the above Mr. T. Hutchinson.

Greatham, March 3, 1841.

TO TIMBER MERCHANTS, RAILWAY CONTRACTORS, SHIPBUILDERS, and OTHERS.—Valuable and Extensive Woods for Sale.—The valuable and extensive Woods of Aboyne and Glentanner, belonging to the sequestrated estate of the Marquis of Huntly, are now for sale.

The Woods of Aboyne, now for sale, comprehend about 900 acres, and consist of some of the most valuable Scots Firs and Larches that are to be found in the north of Scotland, all ripe and fit for immediate use; and the Forest of Glentanner contains a considerable extent of Scots Fir, of natural growth, and of very superior quality.

The Woods are situated in the parishes of Aboyne and Birse and county of Aberdeen, and are distant from the city and sea-port of Aberdeen about thirty miles, having an excellent floating river (the Dee) intersecting them.

The quality of the Timber is admirably adapted for railway Sleepers, street paving, shipbuilding, and for country purposes.

Taking into view their proximity to a large river, their extent, age, and quality, these woods are particularly deserving of the attention of men of capital.

Offers for the whole, or for such lots as may suit intending purchasers, will be received by Donald Lindsay, accountant, No. 56, George-street, Edinburgh, trustee on the sequestrated estate of the Marquis of Huntly, until the 7th day of April next.

Lithographed plans, showing the relative situation of the respective plantations to the river, with particulars of the age, quantity, and quality of the wood, and other requisite information, are in course of preparation, and may be had on application to the said Donald Lindsay, to Walter Duthie, W. S., Edinburgh; Messrs. Spottiswoode and Robertson, solicitors, 27, Great George street, Westminster; David Walker, land-surveyor in Aberdeen; or Thomas and Newell Burnett, advocates in Aberdeen. William Smith, overseer at Aboyne Castle, will show the woods upon the ground.

Edinburgh, 19th February, 1841.

CARLYLE'S LECTURES ON HEROES—Price 10s. 6d., is now ready. Also, a new edition of his SARTOR RESARTUS.

James Fraser, Regent-street, London.

THE THAMES TUNNEL is open every day (except Sundays), from nine o'clock in the Morning until dark. Admittance, 1s. each. Entrance on the Surrey Side of the River, close to Rotherhithe Church. The Tunnel is brilliantly lighted with Gas. Visitors can now walk under the entire breadth of the River, and approach the Shield, which is advanced to within the limits of High Water Mark at Wapping.

J. CHARLIER, Clerk to the Company.

Company's Office, Walbrook Buildings, Walbrook,
March, 1841.

TO CONTRACTORS AND OTHERS.—CENTERING FOR TUNNELS FOR SALE.—20 Ribs of Tunnel Centering, for Tunnel 24 feet wide, of approved construction, with strong iron-bound ships, trollies, and other apparatus for tunnelling.

Also, 200 tons of excellent parallel Rails and Chairs; Rails, 32lbs. to the yard.

Apply to Mr. Betts, Leicester.

PATENT SPELTER PAINT.—This paint is adapted for all purposes which other paint is now used for, and may be confidently recommended to the notice of the public. When applied to iron its effect may be compared to that of the galvanization of the metal; it resists the influence of the weather, of soft and sea water, and of the fumes in chemical works. When applied to wood, it gets so hard that the most intense heat of the sun makes no impression upon it, and will not make it blister and peel off. Applied to damp walls, or in positions which are much exposed, it affords a powerful protection against moisture and saltpetre. When it is used upon softer substances, such as paper, pasteboard, linen, plaster of Paris, it produces equally satisfactory results.

Apply to JAS. LE CREN, Agent, 26, Moorgate-street, or by letter to H. P. ROUQUETTE, Patentee and sole Manufacturer, 14, Mark-lane.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, and manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Roake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 23, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
ditto, ditto, with reserve of leads	1	14	0

December, 1840.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

BRITISH IRON COMPANY.—THE HOLDERS of more than a million of Capital, particularly those who have not paid the last or any of the previous Calls, and others whose shares have been Forfeited, are deeply interested in attending a MEETING to be held at the LONDON TAVERN, on Thursday next, the 11th of March, at Twelve for One o'Clock, precisely, to consider the best steps that can be adopted, in accordance with the opinion of the highest legal authorities, to put an end to liabilities and losses, before it be too late to save the Company, and many of the shareholders, from impending ruin.

The Circular from the Directors, of the 2nd instant, will be duly considered at this meeting, and Reporters will be admitted.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, March 6, 1841.

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SUPPLEMENT TO THE RAILWAY TIMES.

No. 166. Vol. IV.—No. 10.] SATURDAY, MARCH 6, 1841. [GRATIS.

GRAND JUNCTION RAILWAY COMPANY AND MESSRS. PICKFORD AND COMPANY.

The Carriers Question considered with reference to Railways.

THE DIRECTORS OF THE GRAND JUNCTION RAILWAY publish the following affidavits (as supplementary to their Chairman's published on the 21st inst.) without one word of comment; believing that the public, as they have been appealed to, will be better satisfied to found their judgment upon affidavits, than upon mere observations of any interested party.

As the subject is before the Directors in connection with Messrs. Pickford & Co.'s letter of the 19th instant, to the Editor of the *Railway Times*, the Directors take the opportunity of distinctly contradicting, upon the authority of Messrs. Clay and Swift, the Company's legal advisers, the statement contained in that letter to the effect that something has been done or attempted on the part of the Company, which "disappointed" "the expectation" of Messrs. Pickford and Co. "of bringing to trial at the present sittings in London, an action commenced by them against the Company.

So far as the Directors, or the Company's legal advisers know, there was not the slightest reason whatever why Messrs. Pickford and Co.'s action should not have been tried, and *that* within the next few weeks or perhaps days, if they had chosen to proceed with it in ordinary course, instead of discontinuing it and paying the Company's costs.

Liverpool, 24th Feb. 1841.

IN THE QUEEN'S BENCH.

Affidavits on behalf of the Company.

John Rutter Chorley and Edward John Cleather, both of Liverpool in the county of Lancaster, gentlemen, severally make oath and say, and first this deponent John Rutter Chorley for himself maketh oath and saith, that he is and from the time of the incorporation of the said Company hath been the Treasurer, Secretary, and principal Manager of the affairs of the said Company, and that he is and has been thoroughly acquainted therewith. That he hath read the respective affidavits of Joseph Baxendale, John Rubens Bulmer, Joseph Hayward, and William Harnett, filed in this case, that before the opening of the entire line of railway from Birmingham to London, the Grand Junction Railway Company carried goods only upon the Grand Junction Railway, between Birmingham and Lancashire, and not further or otherwise, and that they have continued to carry goods thereupon to the present time. That when the London and Birmingham Railway was opened throughout for the carriage of goods, the control of such traffic upon it was placed exclusively in the hands of the firm of Pickford and Co., and others of the original common carriers, the said London and Birmingham Railway Company declining themselves to undertake the carriage of goods. That several London carriers thus established on the said London and Birmingham Railway, and amongst others the said firm of Pickford and Co. applied to the said Grand Junction Railway Company in 1838 to allow them, as carriers, the use of the Grand Junction Railway, which the Company consented to on the terms amongst others that the said carriers should undertake upon it certain risks of a carrier as well as porterage, and the supply of sheets and coverings for the trucks or waggons, leaving the Company only to furnish trucks or waggons and locomotive power, and that the said Company was induced to make this arrangement after discussion by representations of advantage from the carriers and promises of fair dealing upon their part towards the said Company and the public. That the said Company also consented as part of this agreement to allow their waggons to go loaded with such carriers goods on to and along the London and Birmingham Railway, but only provided that an equal number of waggons from the London and Birmingham Railway were brought by such carriers in return for the use of the Grand Junction Railway Company, and that except in connection with this proviso the said Grand Junction Railway Company never did and never would, nor could they be reasonably expected to furnish or provide or agree to furnish or agree to furnish or provide for the said firm of Pickford and Company, or for any party or person or persons whomsoever, any waggons or trucks for use by them upon the London and Birmingham Railway as mentioned in the said affidavit of the said Joseph Baxendale. That the said Grand Junction Railway Company also by the said agreements agreed to make to the said carriers considerable allowances or abatements from the rates charged for the carriage of goods along the said railway partly in consideration of the carriers undertaking the aforesaid risks, and partly also in the nature of a bonus for their good will and upon their promise to encourage the traffic by railway, and to give the public the benefit of railway conveyance, and also to deal fairly with the railway Company, that the said Grand Junction Railway Company had fulfilled their part of the said special agreements faithfully for a period of more than two years, when they determined the same, because and solely because they found that such agreements were used as a means of taxing the public unduly, and of injuring the railway Company by keeping goods from the railway; the high rates levied by the carriers on the London and Birmingham portion of the line having deterred the senders of goods from Lancashire to London from using this means of conveyance extensively. That the carriers did not duly fulfil their part of the said agreements as to returning the trucks or waggons, or replacing them, and the said Grand Junction Railway Company were frequently called upon to supply for the traffic *towards* London double the number of the trucks or waggons brought to them in exchange, for the same whereby a serious loss was incurred by the said Grand Junction Railway Company. That the charge for the carriage of goods throughout from Lancashire to London was (during the subsistence of such agreements) kept unreasonably high by means of the carriers charging excessively for that part of the journey which lay between Birmingham and London. That there was no competition established by the London and Birmingham Railway Company, and that the carriers consequently were uncontrolled in their charges. That between Birmingham and Lancashire they could not levy excessive rates because the Grand Junction Railway Company were themselves also carriers and at moderate charges, and so compelled the other carriers to make like moderate charges, as between Birmingham and Lancashire the termini of the Grand Junction Railway. That the carriers levied their rates arbitrarily and unequally as regards amount, and thereby brought odium upon the railway, and that by means of exorbitant charges and other practices on the part of the said carriers in respect of so much of their business as was carried on upon the London and Birmingham Railway, many senders of goods from London to Lancashire were, as this deponent verily believes, deterred from using the railway for that purpose; and moreover the said common carriers, and particularly the said firm of Pickford and Co., in various instances obtaining possession of goods expressly ordered to be sent by railway and nevertheless forwarded them by canal, and by such means kept goods off the railway, that this deponent received on or about the 22nd day of December, 1839, the letter from Richard Earle, Esq., which is set forth in the affidavit of John Moss, Esq., hereto annexed and about the same time and afterwards divers similar cases were discovered by the agents of the said Company to have been practised by the said common carriers, and especially the said firm of Pickford and Co. That in this manner, and by imperfect and inaccurate declarations of the quantity or quality of their goods delivered for carriage, and in various other ways the carriers with whom such agreement as aforesaid had been entered into, and especially the said firm of Pickford and Co., violated the good faith on which such agreements were founded, and in consideration of which a part of the allowance or abatement secured to them thereby was granted to them, and it became evident to the Directors and officers of the said Grand Junction Railway Company that both the Company and the public were sufferers by reason of these agreements, and of the facilities and advantages thereby secured to the said common carriers. That it was represented to the London and Birmingham Railway Company, on behalf of the Grand Junction Railway Company, and this deponent believes it was true, that the carriers over the said London and Birmingham Railway were making exorbitant profits at the public cost, and without any advantage to the said London and Birmingham Railway Company, for whilst they paid less than 30s. per ton to the said London and Birmingham Railway Company for the carriage of goods over the said London and Birmingham Railway, yet they charged to the public at least 60s. per ton, including porterage and deliveries in London, and that as the expense of the latter items could not exceed from 10s. to 15s. per ton, they the said carriers thereby made a profit equal at least to 15s. per ton, although 2s. 6d. per ton has been usually regarded as a fair carriers' profit; and this was not only an unjust tax on the public, but also had the effect of keeping goods away from both the said railways, and so of injuring both of the said Railway Companies. That the London and Birmingham Railway Company nevertheless did not think proper to become carriers on their own line, and the Grand Junction Railway Company therefore, in order as far as possible to remedy the mischief complained of, did themselves become, in June, 1840, carriers over the London and Birmingham Railway, and they appointed Messrs. Chaplin and Horne to undertake their agency in London, and to unload and deliver at London all goods from the Grand Junction line carried by the Grand Junction Railway Company, as also the collecting loading, invoicing and porterage, on as many goods as they could collect in London for the Grand Junction line, and the performance of certain other services as agents of the said Company. That the said Grand Junction Railway Company thereupon offered to carry goods throughout between London and Lancashire on the same moderate terms as had been long in use on the Grand Junction line, under the conviction that such moderate charges by increasing and encouraging business would be more profitable to the Company than the higher charges theretofore exacted by Pickford and Co., and the said other common carriers. That the immediate effect of this arrangement on the part of the said Grand Junction Railway Company was to cause a general reduction of charges on the part of the said other common carriers, also from an average charge to the receiver of the goods in London, and including deliveries of from 90s. to 100s. per ton, to about 70s. per ton for the same service (as this deponent has been informed, and has every reason to believe, and does believe). That when this arrange-

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ment had been concluded, the Grand Junction Railway Company gave notice to the said firm of Pickford and Co., and to the other carriers with whom the agreements above mentioned were then subsisting, that after a day named such agreements would be determined, informing them that their goods would from the expiration of such notice be conveyed by the said Grand Junction Railway Company, in the same manner and on the same terms in all respects as those of the public generally, and that the allowances and privileges hitherto conceded to such carriers would be no longer granted. That on the receipt of this notice, all the carriers, with the exception of Pickford and Co., aquiesced in the termination of the agreements. That the said firm of Pickford and Co. continued to carry upon the railways between Birmingham and London, and on the expiration of the agreement above mentioned gave the Grand Junction Company notice that they meant still to use their railway, consigning their goods from Liverpool and Manchester to their own agent at Birmingham, and bringing to the said Company at Birmingham their (the said firm's) goods for Liverpool and Manchester, consigned in like manner to their own agents at those places, and the said Grand Junction Railway Company thereupon informed the said firm that their goods would be received and dealt with in the same manner in all respects as those of the public at large, and that the said Company have since acted in conformity therewith. That the said firm of Pickford and Co. inquired of this deponent, through their clerk, the said Joseph Hayward, if the Company's waggons, loaded with goods of the said firm, would be permitted to go forward on and along the London and Birmingham line, without unloading at Birmingham, or without charge for the use of the same, and that the said firm, and the said Joseph Hayward, were informed in reply, that if the Company received tonnage on the goods as far as Birmingham only, they would only undertake to deliver them (in the usual manner and according to such consignment) at Birmingham, it being not usual or reasonable to allow goods consigned to Birmingham only to go onward in their waggons to another place without any compensation being made to the Company for the wear, tear, and use of such waggons, and it was stated by the said deponent to the said Joseph Hayward that the Company were now carriers of goods as far as London also, and that if the said firm of Pickford and Co. were willing to pay to the said Company what the said Company received from all other parties who consigned goods by them through to London, the goods of the said firm would for such charge be delivered there by the Company to any consignee they the said firm might name, (like the goods of any other of the public), and the said firm of Pickford and Co. were afterwards informed that if this plan was not approved by the said firm, the said Company would, if required, allow them to take onwards over and along the said London and Birmingham Railway, the waggons of this (the Grand Junction Railway) Company, loaded with goods of the said firm which had been consigned from Lancashire to Birmingham only, provided that the said firm would agree to pay to the said Grand Junction Railway Company reasonable hire (which was fixed by the Directors) for the use of the same, but that the Company did not undertake to furnish waggons gratis to other carriers or parties on railways not belonging to the Company, and did not so furnish them to any party whatsoever. And the said firm of Pickford and Co. were further informed that Chaplin and Horne were solely the Company's agents in London, and that the Company were the carriers of the goods in the waggons sent to the charge of Chaplin and Horne in London, and responsible for the risk of the goods until that delivery, and received the freight for those services. That in the rate charged by the Grand Junction Railway Company for the carriage of goods between Lancashire and London, provision was specially made for the wear and tear of the waggons on the London and Birmingham line, and that the effect of granting to the said firm of Pickford and Co. what they demanded, (viz. the use of the Grand Junction waggons over the London and Birmingham Railway free of charge,) must have been that on all the waggons so lent to them free of charge there would have been a loss to the Grand Junction Railway Company of the hire of the said waggons for 224 miles of each journey to London and back, which the Company are not subjected to in any other part of their merchandise business howsoever or by whomsoever conducted. That the said Pickford and Co. refused to pay to the said Grand Junction Railway Company anything for the hire and use by them of the said Company's waggons on and over the London and Birmingham Railway, or to pay for the goods beyond Birmingham, and the Company therefore had no alternative but to unload and deliver the goods at Birmingham pursuant to the consignment thereof by the said firm, and that they have accordingly continued to do so, and that is precisely and in all respects the course of dealing adopted by the said Company with the goods of all other customers consigned to Birmingham. That to the best of his knowledge and belief the Company was never distinctly applied to by the said firm of Pickford and Co. to say whether they would make an allowance for the goods if delivered at Camden-town instead of in London, but that he indeed remembers such a question casually asked by the said Joseph Hayward, to which he, this deponent, replied in a casual way, that he did not know what course the Directors would pursue in case such an application was made to them, but that he rather thought that if the Company carried the goods as far as Camden-town they would wish to complete the delivery, inasmuch as a main object of the Company in becoming carriers on the London and Birmingham line was to put an end to the exorbitant charge made by the other carriers for deliveries in London which had been a thing complained of by the consignors, and that therefore it was doubtful if the Grand Junction Company would contribute any assistence which might enable Pickford and Co. to continue such exorbitant charges for delivery of goods from Camden-town to different parts of London. That no further application or inquiry of the kind resulted from this casual conversation, nor was any communication in writing, or to the best of deponent's belief any communication at all save the casual question by the said Joseph Hayward hereinbefore mentioned ever made thereupon by Pickford and Co. to this deponent, or to the said Directors of the said Grand Junction Railway Company, or any of the officers of the said Company, nor was this deponent or any other officer of the said Company, as he believes, ever desired to make any proposal thereupon to the said Company or the Directors thereof, or to do any other act whereby the said Directors or this deponent could take the least notice officially of any wish or desire of the said firm of Pickford and Co. on the subject, and that this deponent believes that it is utterly untrue to assert that the said Grand Junction Railway Company have ever refused to make an allowance to the said firm in consideration of their receiving their goods from the said Company at Camden-town aforesaid. That there is no carrier whatever admitted on the Grand Junction line on any other terms than those which as aforesaid have been granted to the said firm of Pickford and Co., nor do the Grand Junction Railway Company furnish waggons beyond their own line, except solely for the business which they themselves conduct and charge for as carriers on the London and Birmingham line (such their charge, including a charge for the wear and tear of such waggons.) That the said Grand Junction Railway Company do not furnish waggons gratis to any Company or person or persons whomsoever over the London and Birmingham line. That they have agreed to pay to the London and Birmingham Company a mileage for the use of any of the London and Birmingham Company's waggons sent over the Grand Junction line, and that the London and Birmingham Company have in like manner agreed to allow them a similar mileage for the use of the Grand Junction waggons used by the London and Birmingham Company. That Chaplin and Horne are not carriers on the Grand Junction line or any part thereof, nor do they bring goods down to Birmingham for places on or beyond the Grand Junction line, otherwise than as agents of the Grand Junction Company as aforesaid, that the effect of conceding to the said firm of Pickford and Co. what they now seek would be to place them with reference to the said Company in a better position for the carrying on of the business common to both than the said Company as carriers themselves or than any other persons or parties whomsoever.

And this deponent further saith, that no such arrangement as is in that behalf stated by the said Joseph Baxendale in his said affidavit had been made or was subsisting between the said Grand Junction Railway Company and the said London and Birmingham Railway Company during the subsistence of the agreement between the said Grand Junction Railway Company and the said firm of Pickford and Co.

And this deponent further saith, that there is no identity or similarity of circumstances whatever between the two cases of the goods carried by the said Grand Junction Railway Company directly for their employers throughout from Lancashire to London, and the goods of the said firm of Pickford and Co. carried for them by the said Grand Junction Railway Company over the Grand Junction line only; and that as regards the goods of the said firm, they are required by the said firm to be and are in fact treated by the said Grand Junction Railway Company as Birmingham goods and not as London goods, and that as such the said firm are dealt with in all respects, and as well in regard to trucks and waggons as otherwise, as all other persons employing the said Grand Junction Railway Company in like manner or for the like services; and that in no case do the Grand Junction Railway Company provide waggons or trucks free of charge over the London and Birmingham line to any person or persons whomsoever whose goods are conveyed by the said Grand Junction Railway Company over the Grand Junction line, only but in all cases all the goods of all persons carried by the said Grand Junction Railway Company over their own railway only, but destined for any place beyond the terminus thereof, are unloaded at Birmingham and reloaded there, and forwarded thence by the consignee there at his own cost and charge in all respects, and in trucks, waggons, or other conveyances provided by such consignee.

And this deponent further saith, that it is not true, as represented by the said Joseph Baxendale in his said affidavit, that at or about the time therein mentioned, or at any other time, the said Grand Junction Railway Company entered into an agreement with Messrs. Chaplin and Horne for the carriage of goods by the said railways between London, Liverpool, and Manchester, and other parts in the north of England, for that the said Company have not entered into any agreement with Messrs. Chaplin and Horne for the carriage of goods by any railway or railways, but that the said Company did at or about the time mentioned in the said affidavit of the said Joseph Baxendale, and for the purpose stated in the advertisement, in that behalf set forth in the said affidavit of the said Joseph Baxendale, (that is to say) in order to insure to the London trade the same advantage of moderate and uniform charges for the carriage of merchandize as was then already afforded by the said Grand Junction line between Birmingham, Liverpool, and Manchester, make an arrangement in conjunction with Messrs. Chaplin and Horne, whereby the public would obtain (and whereby the public have in fact obtained) a considerable reduction in the rates of carriage, and would avoid (and have in fact avoided) uncertain or extra charges as theretofore made by the said firm of Pickford and Co. and other common carriers, under the name of cartage and porterage, on the delivery of the goods in London or the forwarding of the goods from thence, and that the fact is, that the said Messrs. Chaplin and Horne were and are merely the London agents of the said Company, and that as is the fact, and as in the said

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advertizement is clearly set forth, the said Company are themselves the carriers and are responsible as such.

And this deponent further saith, that it is not true (as represented by the said Joseph Baxendale in his said affidavit) that "the said firm of Chaplin and Horne, as common carriers, collect and receive goods in London to be carried to Birmingham, Liverpool, and Manchester, and other places in the north of England, and that such goods are conveyed to Birmingham by the London and Birmingham Railway, and are there received and taken charge of by the said Grand Junction Railway Company, and conveyed by them to their place of destination," for that, as is before stated, the said firm of Chaplin and Horne do not, as common carriers, but only as agents of the said Grand Junction Railway Company, collect and receive any goods whatsoever destined for any place or places upon or beyond the Grand Junction Railway, or which the said Grand Junction Railway Company anywhere receive and take charge of, or have any connection with, for conveyance to any such place or places; and that the said Grand Junction Railway Company do not, otherwise than as principals of the said firm of Chaplin and Horne, receive or take charge of any goods, if any such there be, sent by Messrs. Chaplin and Horne to any place or places beyond or upon the said Grand Junction line, and do not carry or supply any power for Messrs. Chaplin and Horne along any portion of that line.

And this deponent further saith, that goods received and collected by the said Grand Junction Railway Company at Liverpool, Manchester, Birmingham, and other places, to be conveyed to London, are not consigned to the said firm of Chaplin and Horne as common carriers, as would seem to be the meaning of the said Joseph Baxendale in his affidavit, but are merely delivered at the said terminus of the said London and Birmingham Railway at Camden-town, to the said firm, as the agents of the said Grand Junction Railway Company, for the purpose of being delivered by the said firm as such agents to the respective consignees of the goods. That although it is true, as represented in the said affidavit of the said Joseph Baxendale, that in the conveyance of the goods collected and received by Chaplin and Horne, waggons or trucks are employed and pass indiscriminately along both the said railways; and although it is true that no charge has been made or is made upon the said firm of Chaplin and Horne, by either of the said Companies, for the use of such waggons or trucks, yet in fact the said firm of Chaplin and Horne have no concern with the said waggons or trucks, or the use of them, except as agents of the said Grand Junction Railway Company, and the employing and passing indiscriminately of such waggons and trucks along both the said railways has been provided for by virtue of an agreement between the said London and Birmingham and Grand Junction Railway Companies, affixing a payment by the one to the other of such Companies of a reasonable hire or reward therefor.

And this deponent further saith, that although it is true, as represented in the said affidavit, of the said Joseph Baxendale, that the total charge for the carriage of the goods consigned by the said Grand Junction Railway Company, to the said firm of Chaplin and Horne, as explained above by this deponent, is received by them, yet such receipt by them is only as the agents of the said Company to whom they regularly account for the same as agents to their principals; and that it is true that the said Company pay their said agents for receiving, forwarding, and delivering their goods, but that the sums paid to, and received by, the said firm are not paid to or received by them as principals, or as partners of the said Grand Junction Railway Company, but only as agents of that Company; and this deponent further saith that the rate of charge specified in the said advertisement in the said affidavit of the said Joseph Baxendale, set forth is compo-ed of the charges and expenses of agents, and otherwise attending the collecting, receiving, carrying, and delivering goods consigned to the said Company, or to their said agents for carriage, and of a reasonable amount of gain or profit in respect thereof, and that the total amount of such charge is very considerably less than what the said firm of Pickford and Co. had been in the habit of charging to the public before the said advertisement wss published, although they could have had no greater or other expenses to incur than as those so included in the said charge of the said Company. And this deponent further saith, that the arrangements whatever they were, which are alluded to in the said letter, of the said firm of Pickford and Co., of the 29th of September last, and set forth in the said affidavit of the said Joseph Baxendale, were arrangements made between the said firm and the Liverpool and Manchester Railway Company, and that the said Grand Junction Railway Company never at any time or in any manner had any interest whatsoever therein, or any thing whatsoever to do therewith, as must have been perfectly well known by the said Joseph Baxendale, before and at the time of his making his said affidavit for that, as this deponent believes, the said Joseph Baxendale himself made the arrangement whatever it was with the said Liverpool and Manchester Railway Company, he having been previously informed on behalf of the said Grand Junction Railway Company, that they had no power to make any such arrangements at all, or any arrangement whatever affecting the said Liverpool and Manchester Railway, or the statutes thereof, and that the said Grand Junction Railway Company had nothing more to do with the said Liverpool and Manchester Railway, or the stations thereof, than the said firm of Pickford and Co. And this deponent, John Rutter Chorley, further saith, and this deponent, Edward John Cleather, for himself maketh oath and saith, that it is not true as stated by the said Joseph Baxendale, and by the said Joseph Hayward, in their said affidavits that this deponent, the said John Rutter Chorley, upon the occasion of the interview in the said affidavit mentioned in that behalf (and this deponent, John Rutter Chorley further saith, that it is not true that he at any other time) stated what is on that behalf alleged in the said respective affidavits; and this deponent, the said Edward John Cleather, for himself saith, that it is not true that he on the occasion of the interview in the said affidavits mentioned in that behalf, or at any other time stated what is in that behalf alleged in the said respective affidavits, but this deponent the said Edward John Cleather, having no authority to give an answer in the matter, did as stated by the said Joseph Hayward, say to him something to the same effect, as is alleged by the said Joseph Hayward in his said affidavit—namely, that he would communicate with the Directors of the said Company on the subject of the said Joseph Hayward's inquiries, and this deponent, the said John Rutter Chorley further saith, that he believes, and this deponent the said Edward John Cleather saith that he also believes that the conversation which did take place between him the said John Rutter Chorley and the said Joseph Hayward, was to the following effect, and no other, namely—that as regarded goods of the said firm of Pickford and Co., whether consigned to Birmingham or to London, the said Grand Junction Railway Company would receive and carry such goods on the same terms as the goods of all other parties, and on no other terms, and that since they the said Company did not (as the fact was and is) allow any consignors of goods only to Birmingham to take on the said Grand Junction Railway Company's waggons on trucks beyond Birmingham, so neither would they without reasonable reward allow the said firm of Pickford and Co., if they consigned goods only to Birmingham to take on the said Grand Junction Railway Company's waggons or trucks, beyond Birmingham and —, since as the fact was, and is, the said Company's charge as respects goods consigned by other parties to London was a charge inclusive of a reasonable sum for the delivery of such goods and the necessary proceedings preliminary to such delivery, wheresoever such delivery should take place, the said Company would not agree to make one charge to the said firm of Pickford and Co., and another to the rest of the public, the object of the said Company being to secure uniformity of charg (including delivery) to the public, and to discourage and prevent the contrary practice of the said firm of Pickford and Co., and of the other original common carriers, but that the said Company would in this as in all other respects insist upon dealing with the goods of the said firm on precisely the same terms and in all respects as with the goods of the public generally, it being in the option of the said firm either to employ the said Grand Junction Railway Company on those terms or to employ the London and Birmingham Railway Company instead of the said Grand Junction Railway Company. And these deponents, John Rutter Chorley, and Edward John Cleather, further severally say that the said Company's charge for delivering goods in London, is a reasonable charge, and that if they abetted such charge wholly or practically in favour of the said firm of Pickford and Co., as required by them in respect of their goods it would be incurring a loss for the benefit of the said firm to the extent of such abatement, and that it is, and has for a long time been the usual and well known practice of common carriers to charge a sum which included the delivery as well as the carriage of goods.

And this deponent, the said John Rutter Chorley further saith, that it is not true as represented by the said Joseph Baxendale, in his said affidavit, that the object of the said Grand Junction Railway Company in requiring the trucks upon which the goods or the said firm of Pickford and Co., were loaded to be exchanged at Birmingham, was to prevent the said goods being forwarded in due course with the goods of the said Grand Junction Railway Company, and the said firm of Chaplin and Horne, so as thereby to induce the customers of the said firm of Pickford and Co., to withdraw their business from them, and to employ the said Grand Junction Railway Company, and the said Chaplin and Horne; and this deponent John Rutter Chorley further saith, that it is not true as represented by the said Joseph Baxendale, in his said affidavit that he and his copartner, the said firm of Pickford and Co., and the said firm of Chaplin and Horne, use the same portion of the said Grand Junction Railway, under the same circumstances, nor is it true that the said firm of Chaplin and Horne use or have any connection with the said Grand Junction Railway or any part thereof, at all or under any circumstances whatsoever, save as aforesaid.

And this deponent further saith, that he verily believes that the said Joseph Baxendale, before and at the time when he made his said affidavit, knew the facts last aforesaid, and knew that the said Chaplin and Horne were not in any way connected with the said Grand Junction Railway, or the said Grand Junction Railway Company, otherwise than as agents of the said Company as aforesaid, for that he this deponent on behalf of the said Company wrote and sent on the 9th day of October last past a letter to the said firm of Pickford and Co., wherein he expressly informed them of such fact in these words' namely, "I have also to acknowledge your letter of the 8th, addressed to myself, in reply to which it is only necessary to state, that you are quite in error in supposing that the Company now deliver goods to any carrier at Birmingham sending their waggons beyond that point, the only waggons now sent through, being loaded with the Company's goods for London, at which point Messrs. Chaplin and Horne are solely agents for the Company."

And this deponent, the said John Rutter Chorley, further saith, that on the seventh day of October last, he on behalf of the said Company wrote and sent a letter to the said firm of Pickford and Co., whereof the following is a copy—"Gentlemen, I have to acknowledge the receipt of your letter of the 5th, in which you decline making any payment to this Company for the use of their waggons when sent with your goods beyond this line, in cases when they are received by the Company for delivery at Birmingham only, and the charge paid only for the carriage to that point. Under these circumstances, the Directors before whom your letter has been laid cannot undertake to allow the waggons to go beyond the point at which their delivery ceases.

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With respect to the previous arrangement for sending waggons throughout, your statement requires some correction, both as regards the London Company's charge, and as to the former exchange by this Company of waggons at Birmingham. It is expressly stated by the London Company that their charges to the carriers include the supply of waggons as well as toll and locomotive power, and the Grand Junction Company have in consequence applied for an allowance with respect to the goods consigned to Messrs. Chaplin and Horne on the ground of the waggons being supplied by them on the London line for this business. During the existence of the special agreement made with you the permission to send the waggons on without charge was granted on the condition of an equal number being brought of the London Company's in exchange for these at Birmingham, and although this was not practically the case it was overlooked by this Company from their unwillingness to be over strict, although the agreement would have authorised them to insist on a regular exchange. The circumstances under which the arrangement in question was made, however, no longer exist, and the practical effect of such concession as you now require would be that this Company would have to supply without charge at least two-thirds of the waggons used in the business of the London line which the Directors are not prepared to undertake and are satisfied they ought not to be expected to do without some compensation for the wear and tear of their stock.—I am, &c., J. R. CHORLEY."

And this deponent, the said John Rutter Chorley, further saith, that his said last mentioned letter was written and sent on behalf of the said Company in reply to the letter of the said firm of Pickford and Co. of the 5th day of October, 1840, set forth in the said affidavit of the said Joseph Baxendale, although the said Joseph Baxendale doth not in his said affidavit state the said reply either in terms or in substance.

And this deponent further saith, that it is not true as represented by the said Joseph Baxendale in his said affidavit, that ever since the 1st day of October last the said Grand Junction Railway Company have insisted that the goods of the said deponent, Joseph Baxendale, and his said partner (the said firm of Pickford and Co.) in their transit from Liverpool and Manchester to London, should be unloaded at Birmingham from the trucks of the said Grand Junction Railway Company, and reloaded upon the trucks of the said London and Birmingham Railway Company, save under the circumstances and to the extent, and solely for the purpose and in the manner hereinbefore set forth and not in order to carry into effect any such intention, or directly or indirectly to advance the charge against the said firm of Pickford and Co., or to reduce the same in favour of the said firm of Chaplin and Horne, as suggested by the said Joseph Baxendale in his affidavit, and that the reason why the said Grand Junction Railway Company have objected to allow waggons from London loaded with goods of the said Joseph Baxendale and his said partner (the said firm of Pickford & Co.) to proceed to Lancashire without being unloaded at Birmingham, was that the proceedings of the said firm rendered it necessary to examine the contents of such waggons, with a view to ascertain and fix the proper charges due in respect thereof, and the said firm having given to the said Company in some cases untrue, and in others insufficient and imperfect declarations of the quantity or quality of goods delivered by them to the said Company for carriage, and having offered goods which by the known and published list of rates, were subject to a high charge as goods which by the said list were only made subject to a lower charge.

And this deponent further saith, that although he believes it to be true (as represented by the said Joseph Baxendale in his said affidavit), that the London and Birmingham Railway Company are ready and willing to allow their trucks loaded with the goods of the said deponent and his said partners (the said firm of Pickford and Co.) to pass along the said Grand Junction Railway, and that the trucks of the said last mentioned Company should pass along the said London and Birmingham Railway. Yet he, this deponent, believes it not to be true, as the said Joseph Baxendale in his said affidavit leaves it be inferred, from the statement last mentioned, that the said London and Birmingham Railway Company, either do or did ever furnish, or are ready or willing to furnish, either to the said firm of Pickford and Co., or to the said Grand Junction Railway Company, or to any other Company or person or persons any trucks or waggons, either over their own railway, or over the Grand Junction Railway, except upon the terms and conditions that they the said London and Birmingham Railway Company shall be paid a reasonable charge for the use and hire of such waggons by the Company or person so using them, or except (what is tantamount thereto) upon the terms and conditions that such Company or person so using them (the said London and Birmingham Railway Company's), trucks or waggons over the said Grand Junction Railway, shall furnish (free of charge to the London and Birmingham Railway Company) a corresponding number of such trucks or waggons for use by them over the London and Birmingham Railway for the purposes of their own traffic.

And this deponent further saith, that it is not true, as represented by the said Joseph Baxendale in his said affidavit, that the charge made by the said Grand Junction Railway Company to the said firm of Chaplin and Horne, for the conveyance of their goods from Liverpool and Manchester to Camden town aforesaid, is less than the charge which the said Grand Junction Railway Company have intimated would be made to the said Joseph Baxendale and his said partner, for their goods as aforesaid, by the sum of 10s. per ton, for that the said Company do not carry, and have not carried, or been applied to carry any goods whatever to Camden Town aforesaid, for the said firm of Chaplin and Horne, nor save as aforesaid even for the said Joseph Baxendale and his said co-partner. And this deponent, the said John Rutter Chorley, further saith, that it is not true (as stated by the said Joseph Baxendale) that the said Grand Junction Railway Company pay or allow to the said Chaplin and Horne the sum of 10s. per ton, or any other sum, solely for the collection of such goods, and for the carriage of them, to the terminus at Camden Town, and for taking charge of such goods at Camden Town, and delivering them to their respective consignees, but that the remuneration made by the said Company to the said Chaplin and Horne as their agents as aforesaid, is in respect of divers other services as such agents, besides the services aforesaid. And in reference to the statements made by the said deponent, William Harnett, this deponent the said John Rutter Chorley, further saith, that Mr. Morris of the firm of Morris, Herbert, and Co., the employers of the said William Harnett, gave to this deponent as their reason for giving up the business of carriers along the Grand Junction Railway, so soon as the special agreement which had previously been made with them, was determined that the rates established by the said Grand Junction Railway Company becoming carriers on the London line were so low, that they had no longer any sufficient pecuniary inducement to continue the business over either line.

And each of these deponents, the said John Rutter Chorley, and Edward John Cleather for himself, saith, that he hath read over the affidavit of John Moss, Esquire, hereunto annexed, and that according to the best of his knowledge, information, and belief, the same is true, wholly, and in every part thereof.

And each of them, the said John Rutter Chorley and Edward John Cleather for himself, further saith, that according to the best of his belief, he must have known if it had been the fact, and that he doth not know or believe that since the passing of the said Act of the third year of the reign of her present Majesty, any contract or agreement or arrangement whatsoever hath been made or entered into by the said Grand Junction Railway Company with the said Messrs. Chaplin and Horne, or with any company or companies, person or persons whomsoever, whereby or with the object that the said Grand Junction Railway Company charged, or received or agreed to charge, or receive or might charge or receive, or attempt to charge or receive, nor does he know or believe that the said Company have since the period aforesaid, charged or agreed, or attempted or intended to charge or receive, or agreed to receive, or that they intend to charge or receive, or to agree to charge or receive, otherwise than equally at all times the charges authorised to be made by them for the carriage of any passengers, goods, animals, or other matters or things conveyed by the said Company, or for the use of any steam power or carriage supplied by the said Company, or otherwise than after the same rate per mile, or per ton per mile in respect of all passengers, and of all goods, animals, or carriages of a like description conveyed or propelled by a like engine or carriage passing on the same portion of the line of the said railway, only and under the same circumstances, and that according to the best of his belief, he must have known if it had been the fact, and that he doth not know or believe that since the passing of the said last mentioned Act of Parliament, any contract or agreement or arrangement whatsoever hath been made or entered into by the said Grand Junction Railway Company with the said Messrs. Chaplin and Horne, or with any company or companies person, or persons whomsoever, whereby the said Company have directly or indirectly advanced or reduced, or agreed to advance or reduce, nor that the said Company have since the period aforesaid directly or indirectly advanced or reduced or agreed to advance or reduce, or that they intend directly or indirectly to advance or reduce the same charges or any of them, or the charges for conveyance by the said Company, or for the use of locomotive or steam power to be supplied by them in favour of or against any particular Company or person travelling upon or using the same portion of the said railway under the same circumstances as aforesaid. And each of these deponents, the said John Rutter Chorley and Edward John Cleather for himself, saith, that to the best of his belief he must have known if it had been the fact, and that he doth not know or believe that the said Grand Junction Railway Company, or the Directors thereof, ever or at any time or upon any occasion to the said firm of Pickford and Co., or to any company or companies, person or persons, whomsoever, and that neither of these deponents ever on behalf of the said Company or otherwise refused or declined or expressed any disinclination, or that in fact they ever were or are disinclined to comply with or abide by and obey the provisions of the said last-mentioned Act of Parliament, or any of them in any manner howsoever, or acted from the motives and with the objects imputed to them in the affidavits filed in support of this motion.

JOHN R. CHORLEY.
E. J. CLEATHER.

The said deponents, John Rutter Chorley and Edward John Cleather, were severally sworn at Liverpool, aforesaid, this 9th day of January, 1841, before me,

WM. WOOD, a Commissioner.

Hardman Earle, of Liverpool, in the county of Lancaster, broker, maketh oath and saith, that he was one of the 15 Directors of the Grand Junction Railway Company for some time prior and up to the 10th day of August last, when he went out of office by rotation, pursuant to the Act of Parliament incorporating the said Company. And that from the first to the last discussion amongst the Directors thereof as to the expediency of affording facilities, encouragements, and privileges to Messrs. Pickford and Co., and the other original common carriers, to induce them to use the said railway, this deponent was decidedly opposed thereto, from the belief that such facilities, encouragements, and privileges would be abused, and that by means of them the said common carriers would be enabled to prevent that free and full competition between the railways and canals which would greatly promote

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the interest of the public, and benefit, as this deponent considered, the Railway Companies.

And this deponent further saith, that in point of fact the result which he thus apprehended soon followed, and has continued to follow, the adoption of the course which he, as a Director of the said railway, endeavoured to prevent the adoption of.

And this deponent further saith, that although he has no recollection of the fact stated (upon the alleged information of another person) by John Rubens Bulmer, in his affidavit in support of the motion for the rule granted in this case, and sworn on the 16th day of November last past, and has no recollection of having ever spoken to or been in the presence of William Watts therein mentioned, yet he this deponent has expressed it as his opinion to various parties (and it certainly always was and still is his opinion) that in all cases where, as in the case of the Grand Junction Railway Company, the Railway Company were themselves carriers, they would (by reason of their deep interest in the railway itself, independently of and besides their interest in respect of their investments in carrying establishments of engines and waggons, and otherwise in connection with it) have at all times and under all circumstances every inducement to serve the public as cheaply and as well as possible, in order to attract the goods from the canals, and that it would therefore be unnecessary for the interests of the public, and would be disadvantageous to them as well as to the Railway Companies, to have the business on the railway divided between the Railway Company and several small parties, each of whom must have a profit and must incur certain fixed charges, and that the aggregate amount of profits and charges respectively so paid by the public would very greatly exceed the amount of profit and charge which the Railway Company could and would have every reason to afford to be satisfied with if they had the whole of the business concentrated in their own hands. But this deponent further saith, that it is not true (as represented by the said John Rubens Bulmer in his said affidavit) that he this deponent at any time, publicly or otherwise, stated in the presence of the Chairman of the said Company, or elsewhere, that the object of the said Company was to drive all carriers from the railway, such never having been, to the knowledge and belief of this deponent, the object of the said Company, or of a majority of the Directors thereof.

And this deponent further saith, that he hath been credibly informed and verily believes that William Watts, mentioned in the said affidavit of the said John Rubens Bulmer as the party upon whose information the said John Rubens Bulmer made the statement aforesaid regarding this deponent, is now alive, and well and able to make an affidavit, and was so on and before the 16th day of November last.

HARDMAN EARLE.

Sworn at Liverpool aforesaid, this 9th day of January, 1841, before me,

WM. MYERS, jun., a Commissioner, &c.

Affidavits on behalf of Messrs. Pickford and Co.

Joseph Baxendale, of the City Basin, City Road, Middlesex, common carrier, one of the prosecutors, saith, that deponent hath for many years past, and doth now carry on the business of a common carrier, in co-partnership with the prosecutor Thos. Pickford, under the firm of Pickford and Co., and that the principal part of the business of deponent and his said co-partner, is the carrying and delivering of goods to and from London, Birmingham, Manchester, Liverpool, and other places in the north of England, that such business is of a very extensive nature, and that deponent and said Thomas Pickford have a very large capital employed in it.

Saith, that by a certain Act made and passed in the 3rd year of the reign of his late Majesty, it was amongst other things enacted, that certain persons, bodies politic and corporate, in the said Act mentioned or referred to, should be united into a Company, for making and maintaining a railway from the Warrington and Newton Railway at Warrington, in the county of Lancaster, to Birmingham in the county of Warwick, and other works by that Act authorised, and for other the purposes therein declared, according to the provisions and restrictions thereinafter mentioned, and for that purpose should be one body corporate, by the name and style of "The Grand Junction Railway Company." And by the said Act it was also enacted, that it should be lawful for the said Company to demand, receive, and recover, for the use of the said Company, for the tonnage of all articles, matters, and things which should be carried or conveyed upon or along the said railway, any rates or tolls not exceeding the rates and tolls in the said Act mentioned. And that all persons should have free liberty to pass along and upon, and to use the said railway, with carriages properly constructed as by that Act directed, upon payment of such rates or tolls as should be demanded by the Company, not exceeding the respective rates or tolls by that Act authorised, and subject to the provision of that Act, and to the rules and regulations which should from time to time be made by the said Company or the Directors thereof, and by virtue of the powers to them thereby respectively given. And by the said Act the said Company were authorised, if they should think proper, to use and employ locomotive engines or other moving powers, and in carriages or waggons propelled thereby, to carry upon the said railway all such goods, matters, and things, as should be offered to them for that purpose, and to make such reasonable charges for such carriage and conveyance as they might from time to time determine upon, in addition to the several tonnages and tolls thereinbefore authorised to be received. And by the said Act the said Company were authorised to provide locomotive engines or other power, for the drawing or propelling of any articles, matters, or things, upon the said railway, and to demand such sums for the use of such engines or other power, as the said Company should think proper, in addition to the several other rates, tolls, or sums by that Act authorised to be taken. And it was further enacted by the said Act, that the aforesaid tonnage rates and tolls to be taken by virtue of that Act should at all times be charged equally and after the same rate in respect of the same description of articles, and that no reduction or advance in the said tonnage rates or tolls, should either directly or indirectly be made partially or in favour of or against particular person or persons, company or companies.

Saith, that by a certain other act made and passed in the 4th year of the reign of his late Majesty entitled, an Act to enable the Grand Junction Railway Company to alter and extend the line of such railway, and to make a branch therefrom to Wolverhamton, in the county of Stafford, and for other purposes relating thereunto. It was among other things enacted, that it should be lawful for the said Company to use and employ locomotive and other engines, or other moving power, and on carriages or waggons drawn or propelled thereby to carry as well upon the said railway as upon and along any other railway or railways, all such goods, matters, and things as should be offered to them for that purpose, and to make such reasonable charges for such carriages or conveyance as they might determine on, and by the said last mentioned Act after reciting that it would tend much to the convenience of the public if railway Companies were empowered to enter into mutual arrangements so as to avoid the necessity of a change of carriages and other delays arising from a diversity of interest, it was enacted that it should be lawful for the said Grand Junction Railway Company, and they were thereby empowered from time to time to enter into any agreement with any other railway Company, and which agreement all other railway Companies were thereby authorised to enter into, either for the division or apportionment of toll, rates, and duties, or for the passage over or along the said Grand Junction Railway, of any engines, coaches, waggons, or other carriages of or belonging to any other railway Company, or which should pass over or along any other line of railway, or for the passage over or along any other line of railway, of any engines, coaches, waggons, or other carriages which should belong to said Grand Junction Railway Company, or which should pass over or along their line of railway, upon payment of such tolls, rates, and duties, and under such conditions and restrictions as might be deemed advisable and be mutually agreed upon; and also to make and enter into any other contract with any other railway Company that might be deemed advisable. Provided always that no such contract should in any manner alter, affect, increase, or diminish any of the rates, tolls, or duties which the respective Companies, parties to such contracts, should for the time being be respectively authorised to have, demand, recover, and receive of or from any person or any other Company, but that all other persons and companies should, notwithstanding any such contract, be entitled to the use and benefit of any of the said railways upon the same terms and conditions, and on payment of the same tolls, rates, and duties as they would have been in case no such contract had been entered into.

That by a certain other Act made and passed in the 5th year of the reign of his late Majesty, a certain railway called the "Warrington and Newton Railway," was incorporated with the said Grand Junction Railway, whereby the line of said last mentioned railway was extended from Warrington to and joined a certain other railway communicating between Liverpool and Manchester, and called the Liverpool and Manchester Railway at Newton, in the county of Lancaster.

That by a certain other Act made and passed in the 3rd year of the reign of her present Majesty, entitled "An Act for incorporating the Chester and Crewe Railway with the Grand Junction Railway, and for extending to the said first mentioned railway the provisions of the several Acts of Parliament relating to the said last mentioned railway, and for other purposes," after reciting among other things the several Acts before mentioned or referred to; it was enacted, that the charges of the said recited Acts or either of them authorised to be made for the carriage of any passengers, goods, animals, or other matters or things to be conveyed by the said Company, or for the use of any steam power or carriage to be supplied by the said Company should be at all times charged equally, and after the same rate per mile, or per ton per mile in respect of all passengers, and of all goods, animals, or carriages of a like description conveyed or propelled by a like carriage or engine passing on the same portion of the line only, and under the same circumstances, and that no reduction or advance in any charge for conveyance to the said Company, or for the use of any locomotive power to be supplied by them, shall be made either directly or indirectly in favour of or against any particular Company or person travelling upon or using the same portion of the said railway under the same circumstances as aforesaid.

Saith, that by a certain Act made and passed in the 3rd year of the reign of his late Majesty, certain persons in the said Act mentioned were incorporated by the name and style of "The London and Birmingham Railway Company," for the purpose of making a railway from London to Birmingham.

Saith, that the said Grand Junction Railway Company under and by virtue of the powers and authorities conferred by said Acts, or some or one of them have for some time past, and do now carry on the business of common carriers to and from London, Birmingham, Liverpool, and Manchester, and other places, and do use and employ locomotive engines, and on carriages or waggons propelled thereby, carry upon the said railway, and upon divers other railways, all such goods, matters, or things, as are offered to them for that purpose, that is to say, the said Company can b[illegible] aforesaid carry goods between [illegible] mingham aforesaid by a[illegible] London and Birmingham aforesaid [illegible] said Grand Junction

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aforesaid, and Liverpool and Manchester aforesaid, by a certain other railway called the Liverpool and Manchester Railway.

Saith, that a certain agreement was entered into between them and the London and Birmingham Railway Company to avoid the necessity of a change of carriages at Birmingham aforesaid, one of the termini of both the said railways, and that by virtue of such agreement the waggons and other carriages of the said Grand Junction Railway Company have liberty to pass over and along the said London and Birmingham Railway, and the waggons and other carriages of said London and Birmingham Railway have liberty to pass over and along the said Grand Junction Railway, and that the said Grand Junction Railway Company for each of their waggons or trucks passing over the said railway of the London and Birmingham Railway Company receive from the said last mentioned Company the sum of 3s. 6d., and for each of the waggons or trucks of the said London and Birmingham Railway Company the passing over the railway of the said Grand Junction Railway Company the said London and Birmingham Railway Company receive from the said Grand Junction Railway Company the sum of 3s.

Saith, he has been informed, and which information he believes to be true, that said agreement is now subsisting between said Companies.

Saith, that said London and Birmingham Railway Company are not common carriers, but under and by virtue of the provisions contained in the said Act of 3rd William IV. provide locomotive engines and carriages to all persons who are desirous of using the said London and Birmingham Railway, and the London terminus of the said last mentioned railway for goods is at Camden Town in the county of Middlesex.

Saith, that the provisions contained in said Act of the third year of the reign of his late Majesty, that all persons should have free liberty to pass along and upon the said Grand Junction Railway with carriages is altogether ineffectual, there being no available means of supplying the locomotive engines of any persons desirous of so using the said railway with fuel and water, such means being in the exclusive possession and under the sole control of the said Grand Junction Railway Company, who, if they choose to withhold the same, can prevent the locomotive engines of any other person or Company from passing along the said railway.

Saith, that in the month of December, 1838, this deponent and his said co-partner entered into a certain agreement with said Grand Junction Railway Company, for the carriage of goods collected and received by this deponent and his said co-partner in their said business of common carriers from Manchester and Liverpool as aforesaid to Birmingham aforesaid, and from the latter place to Liverpool and Manchester aforesaid, and that such agreement was determined by the said Company as and from the 30th day of September now last.

Saith, that agreements of a like nature were entered into by said Railway Company with other persons carrying on the business of common carriers,

Saith, that during the continuance of said agreement between deponent and his said co-partner and said Grand Junction Railway Company, the waggons and trucks of said Grand Junction Railway Company, upon which the goods of deponent and his said co-partner were loaded at Manchester and Liverpool to be carried to London, passed from the [illegible] Railway to and along the London [illegible] Railway to their destination; and [illegible] trucks or waggons of said London [illegible] Railway Company, upon which [illegible] of deponent and his said co-partner were [illegible] to be carried to Liverpool and [illegible] from said London and Birmingham [illegible] along said Grand Junction [illegible] without interruption, [illegible] made to deponent [illegible] use of such trucks [illegible], and that goods of other carriers were conveyed in like manner and without any charge for the use of such trucks being made to them by either of said Companies.

Saith, that said arrangement between said Companies, by which a change of carriages at Birmingham was avoided, is of very great convenience and advantage to the public, as well in preventing delay as damage to the goods.

Saith, that at or about the time the said Grand Junction Railway Company determined said agreement between them and this deponent and his said co-partner, said Grand Junction Railway Company entered into an agreement with certain persons carrying on business as coach proprietors, under the firm of Chaplin and Horne, for the carriage of goods by the said railway between London and Liverpool and Manchester, and other parts in the north of England, and that the fact of such an arrangement having been entered into has been made public by said Grand Junction Railway Company, as deponent believes, by an advertisement in the newspapers in the words and figures following :—

"*Grand Junction Railway Company.—Carriage of Goods to and from London.*

"The Grand Junction Railway Company inform the public, that in order to insure the London trade the same advantage of moderate and uniform charges for the carriage of merchandize as is now afforded by the Grand Junction line between Birmingham and Liverpool and Manchester, they have, in conjunction with Messrs. Chaplin and Horne of London, made an arrangement whereby the public who may be disposed to avail themselves of the conveyance will obtain a considerable reduction in the rate, and avoid all uncertain or extra charges under the head cartage and porterage on the delivery of the goods in London, or the forwarding of goods from thence.

"The rates fixed will include all charges of delivery to the receiver of the goods in London, if resident within the limits of the London Porterage Act, as also the cartage and porterage in London on all goods forwarded, with the exception of the booking, when required, of goods forwarded from London.

"The scale of rates will be as follows, including delivery, &c. in London :—

	Per ton.
"For iron and other metals, castings, raw sugar, tallow, lead and other coarse goods	61s. 8d.
For packs drapery, trusses, hardware packed, butter, general groceries, provisions, oils, &c.	64 8
For glass in crates, indigo loose, hides, spirits, wines, &c., tea, manufactured tobacco, woollens, yarns, &c.	69 8
For plate and Crown glass in cases, luggage, poultry (dead), raw and manufactured silk, wool in packs, &c.	79 8

"Light and hazardous articles, such as hats, furniture, pictures, light glass, shades, &c., and single articles weighing less than 1 cwt. will be charged at proportionably higher rates.

"Further particulars may be learnt on application to the Company's agent at Wapping station, Liverpool, or at the Merchandise station Liverpool-road, Manchester, or at Vauxhall, Birmingham, as also at the following offices and receiving houses of Messrs. Chaplin and Horne, in London.

"Swan with Two Necks .... Lad-lane.
Spread Eagle ..... Gracechurch-street.
Cross Keys ..... Wood-street.
George and Blue Boar .... Holborn.
Golden Cross ..... Charing-cross.
Universal Office ..... Regent-circus, Piccadilly.
Griffin's Green Man & Still, Oxford-street.

"In order to prevent misconception, it is proper to state that the Company undertake, with respect to all goods forwarded by them as carriers, all the responsibility customarily undertaken by other carriers, and that all communications on the subject of the merchandise business will be promptly attended to by the agents at the offices above mentioned.

"The business on the terms now advertised will commence on the 8th of June instant, on and after which time the goods will be forwarded at the rates in question, from Liverpool, Manchester, and London, as also at proportionably lower rates from the Company's merchandise stations at Warrington, Stafford, and Wolverhampton to London, or from London to the said stations.

"By order of the Directors.

"Liverpool, May 30th, 1840."

Saith, that said firm of Chaplin and Horne have with the privity and concurrence of the said Grand Junction Railway Company, as deponent verily believes inserted in the newspapers the following advertisement of the fact :—

"Goods per Railway.—Messrs. Chaplin and Horne, finding that their business of coach proprietors in which they have been so long engaged is declining, in consequence of the opening of railways, and feeling highly gratified for the support and patronage which they have for so many years received, are induced still to devote themselves to the promotion of the public accommodation, and have directed their attention to the establishing of an improved system of carriage for goods and merchandise of all descriptions, to every part of the kingdom.

"This system they have at length matured by making the necessary arrangements with influential Railway Companies, and are enabled to offer to the public all the advantages of expedition and economy which this new mode of conveyance alone possesses.

"With confidence in the great improvements which they contemplate in the conveyance of goods, to venture to found their claim for support on the following grounds.

"The charge for carriage will include every item —delivery, porterage, cartage, &c. &c., except two pence for booking outward parcels.

"There will be an uniform and fixed rate of charge for each particular class of goods, from which no deviation whatever will be made, this being general, all persons will participate in the economy which it will combine.

"Messrs. Chaplin and Horne also beg to state, that they are not in any way connected with canals, nor with any other of the former modes of tardy conveyance, and that full reliance may therefore be placed on all goods entrusted to their charge being forwarded by railway only.

"OFFICES.

"*City.*	"*West End.*
"Swan with Two Necks, Lad Lane.	"George & Blue Boar, Holborn.
"Spread Eagle, Gracechurch Street.	"Golden Cross, Charing Cross
"Cross Keys, Wood Street.	"Universal Office, Regent Circus.
	"Griffith's Green Man and Still, Oxford-street."

Saith, that said firm of Chaplin and Horne, as common carriers collect and receive goods in London to be carried to Birmingham, Liverpool, and Manchester, and other places in the North of England, and that such goods are conveyed to Birmingham by said London and Birmingham Railway, and are there entered and taken charge of by said Grand Junction Railway Company, and conveyed by them to their place of destination.

Saith, that said Grand Junction Railway Company as common carriers receive and collect goods, at Liverpool, Manchester, Birmingham, and other places to be conveyed to London, and that such goods are consigned to said firm of Chaplin and Horne, and are received and taken charge of by them at said terminus of the London and Birmingham Railway Company, at Camden Town aforesaid, and are delivered by said firm of Chaplin and Horne, to the respective consignees.

Saith, that in the conveyance of said goods so forwarded, and received by said firm of Chaplin and Horne, the waggons and trucks of said Grand Junction Railway Company are employed and pass indiscriminately along both said railways in the same manner as the trucks conveying the goods of deponent and his said copartner, and other carriers were used to pass during the existence of the agreements between them and said Grand Junction Railway Company, and that not charge has been made, or is made, upon said firm of Chaplin and Horne (as deponent has been informed, and verily believes) for the use of such waggons or trucks.

Saith, that he has been informed, and believes

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the tolls and other charges payable to said London and Birmingham Railway for the use of said railway and the supply of locomotive engines in respect of the goods forwarded by, and consigned to, said firm of Chaplin and Horne, are paid by said firm of Chaplin and Horne, and that the total charge for the carriage of said goods forwarded by said firm of Chaplin and Horne, is received by said Grand Junction Railway Company, and the total charge for the carriage of said goods so consigned by said Grand Junction Railway Company to said firm of Chaplin and Horne as aforesaid, is received by said firm of Chaplin and Horne.

Saith, that he is not informed of the precise nature of the agreement between said Grand Junction Railway Company and said firm of Chaplin and Horne, but deponent is informed and believes out of the charge made for the carriage of the goods so forwarded by said firm of Chaplin and Horne; said firm of Chaplin and Horne receive the sum of 10s. per ton for the collection of such goods, and for carriage of them to said terminus at Camden-town, and that upon said goods so consigned to said firm of Chaplin and Horne said firm of Chaplin and Horne receive a like sum per ton for taking charge of such goods at Camden-town, and delivering them to their respective consignees.

Saith, that the rates of charge specified in said advertisement, published by said Grand Junction Railway Company, for the carriage and delivery of goods, are composed of the sum per ton so paid to said firm of Chaplin and Horne, the sum per ton paid to other Railway Companies, and of the charge made by said Grand Junction Railway.

Saith, that on the day before the day on which the agreement between deponent and his said co-partner and said Grand Junction Railway Company, terminated according to the notice given by said Company as aforesaid, this deponent gave directions to Joseph Hayward, a clerk in the employ of this deponent and his said co-partner, to proceed to the office of said Grand Junction Railway Company at Liverpool, and to inquire whether the trucks or waggons belonging to said Grand Junction Railway Company, on which the goods belonging to deponent and said co-partner should be loaded at Liverpool and Manchester, would by the said Grand Junction Railway Company be permitted to proceed to Camden-town without the necessity of a change of carriages at Birmingham, and in case he should understand from said Company that such trucks so loaded at Liverpool and Manchester as aforesaid, would not by the said Company be permitted to proceed to Camden-town without the necessity of such change of carriages aforesaid, in same manner and on the same terms as theretofore such trucks so loaded were used to be permitted by said Company during the continuance of said agreement so determined on 30th day of September as aforesaid, then to inquire what charge said Grand Junction Railway Company would make to this deponent and said co-partner, for the carriage of their goods by said Company as common carriers from Liverpool and Manchester direct to the terminus of said London and Birmingham Railway at Camden Town, instead of the terminus of said Grand Junction Railway Company at Birmingham; and deponent gave to said Joseph Hayward a letter, and directed said Joseph Hayward, in case he should be unable to conclude any satisfactory arrangement with said Company, to deliver same to said Company.

Saith, that he hath been informed by said Joseph Hayward and verily believes said Company refused to permit said trucks to proceed to Camden Town in manner and on the terms aforesaid, and said Joseph Hayward was unable to conclude any such satisfactory arrangement as aforesaid, but that, on the contrary, said Company insisted on combining with the charge to be made upon this deponent and said co-partner for carriage of their goods along said railway the remuneration reserved by said Company for cartage, porterage, collection and distribution of same, which remuneration said Joseph Hayward, on part of deponent and said copartner, contended should be kept distinct and separate. And this deponent and said copartner should be at liberty to require and pay for the aid of said Company in that behalf or otherwise at their own discretion and convenience.

Saith, that the letter which he so directed said Joseph Hayward to deliver to said Company was in the words and figures following, that is to say—

D 10, 814. "London, Sept. 29, 1840.

"Gentlemen,—We beg to acquaint you that we shall forward our goods from Manchester and Liverpool to Birmingham through you as usual, and we have to request you will deliver them to our warehouse at the London and Birmingham Railway station at Birmingham.

"We should also continue to forward our goods from Birmingham to Manchester and Liverpool by you as heretofore. We also beg to apprise you that we shall send our own carts for the removal of our goods upon their arrival at Manchester and Liverpool. Of course the charge which we have heretofore paid for loading and unloading to the Liverpool and Manchester Railway Company under the arrangement heretofore existing between us, and which you have determined we shall no longer pay.

"We are, gentlemen, your obedient servants,

(Signed) "PICKFORD AND Co.

"To the Grand Junction Railway Company, Liverpool."

Saith, that he hath been informed by the said Joseph Hayward, which information he believes to be true, that said Joseph Hayward did make of Captain E. J. Cleather, the manager of the said Railway Company, the enquiries he was so instructed to make as aforesaid, and did deliver said letter to said Captain E. J. Cleather; and that after said E. J. Cleather had consulted the Directors of said Company, said Joseph Hayward was again informed by J. R. Chorley, the Secretary of said Company, in the presence of said E. J. Cleather, that the charge for the carriage of the goods of deponent and his copartner from Liverpool and Manchester to Camden Town would be precisely the same whether the goods were received by deponent and his said copartner at Camden Town, or whether said Grand Junction Railway Company delivered them to the several consignees thereof. And further, that said Grand Junction Railway Company being carriers themselves would not allow their trucks loaded with the goods of deponent and his said co-partners to pass along the Birmingham and London Railway, nor the trucks of the latter Company, upon which his and said copartner's goods were loaded, to pass upon said Grand Junction Railway, but that said Grand Junction Railway Company should require deponent and his said copartner to unload at Birmingham all their goods from the trucks of the one Company and reload them upon the trucks of the other.

Saith, that he verily believes and has no doubt that the object of said Grand Junction Railway Company in requiring the trucks upon which deponent and his said partner's goods were landed to be exchanged at Birmingham was to prevent said goods being forwarded in due course with the goods of said Grand Junction Railway Company and said firm of Chaplin and Horne, and thereby to induce the customers of deponent and his said copartner to withdraw their business from them and to employ said Grand Junction Railway Company and said firm of Chaplin and Horne.

Saith, that in order to carry into effect said intention, and directly or indirectly to advance the charge for conveyance by the said Company, against deponent and his said copartners, and directly or indirectly to reduce the same in favor of the said firm of Chaplin and Horne, although deponent and his said copartner, and said firm of Chaplin and Horn, use the same portion of said Grand Junction Railway, under the same circumstances that said Grand Junction Railway Company have ever since the 1st day of October last, insisted upon all goods of deponent and his said partner, in their transit from London to Liverpool and Manchester, being unloaded at Birmingham from the trucks of the said London and Birmingham Railway Company, and reloaded upon the trucks of said Grand Junction Railway Company; and in like manner the goods of deponent and his said partner in their transit from Liverpool and Manchester to London, being unloaded at Birmingham from the trucks of the said Grand Junction Railway Company, and reloaded upon the trucks of the said London and Birmingham Railway Company.

Saith, that said agreement between said London and Birmingham Railway Company, and the said Grand Junction Railway is, as deponent has been informed and verily believes, still in force; and that said London and Birmingham Railway Company are ready and willing to allow their trucks, upon which deponent and his said partner's goods are loaded, to pass along said Grand Junction Railway, and that the trucks of said last mentioned Railway Company should pass along said London and Birmingham Railway.

Saith, that the goods of said firm of Chaplin and Horne are, in the ordinary course of business, loaded upon trucks as the goods of deponent and his said partner are, but that the goods of said firm of Chaplin and Horne are allowed by said Grand Junction Railway to pass from one Railway to the other, upon the same trucks upon which they were originally loaded.

Saith, that in order to ensure the due despatch of the goods of deponent and his said partner from Birmingham, deponent and his said partner have been obliged, at very considerable expense and inconvenience, to employ an additional number of servants to effect the unloading and reloading of their said goods at Birmingham.

Saith, that on 4th Oct. last, they received from said J. R. Chorley a letter in the words and figures following, that is to say—

"Grand Junction Railway, Liverpool, Oct. 3, 1840.

"Gentlemen,—An inquiry having been made here by some parties deputed by you, respecting the transmission of goods, in the same waggons, beyond Birmingham, when ordered for delivery by this Company, at that point. I have taken the instructions of the Directors on the subject I am now enabled to say, that the goods which you send by this Railway, consigned to your agent at Birmingham, will be delivered by the Company according to the consignment. Or if you wish to take forward the waggons in which they have arrived from Liverpool and Manchester; this may be done, provided you will pay the Company a charge for the use of the waggons carried beyond their line, which charge the Directors have fixed at 2*s*. 6*d*. per waggon per day, your being responsible for any breakage which may take place while the waggon is in your charge, and paying the hire, monthly, at Birmingham, where the account of the waggons sent will be kept.

"If you are desirous of acting on this proposal, I will thank you to let me know it in order that the needful orders may be issued.

"I am, Gentlemen, your obedient servant,

(Signed) "J. R. CHORLEY."

"To Messrs. Pickford and Co."

Saith that he and his said partner declined the offer of the said Grand Junction Railway Company, in the first place because the charge of 2s. 6d. per waggon and the repairs of waggons would amount to considerably more than the expense incurred by deponent and his said partner in the employment of additional servants, and especially because deponent and his said partner had been informed and believed that no such charge was made to the firm of Chaplin and Horne.

Saith, that in reply to the said letter of the said J. R. Chorley, he wrote and sent a letter in the words and figures following:—

"London, October 5th, 1840.

"Sir,—In reply to your letter of the 3rd instant, we beg to acquaint you we decline the use of your trucks upon the terms you mention, for the following reasons:—

"No charge is made by the London and Birmingham for the use of their trucks, and up to the present time the trucks of both Companies have been used for the whole journey, both up and down, without charge, and if we are not misinformed, goods consigned to Messrs. Chaplin and Horne are now as heretofore conveyed throughout the whole

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line by your trucks, and the London and Birmingham indiscriminately, and without any charge being made for the use of them, and we conceive we are entitled to be placed upon the same footing as other parties.

"We are, Sir, your obedient servants,
(Signed) "PICKFORD AND Co."

"J. R. Chorley, Esq.,
"Grand Junction Railway, Liverpool."

Saith, that though the said J. R. Chorley did acknowledge the receipt of said letter, yet that neither the said Grand Junction Railway Company nor the said J. R. Chorley have ever contradicted the assertion that the said Grand Junction Railway Company do not make any charge whatever to the said firm of Chaplin and Horne for the use of the waggons or trucks upon which their goods are loaded as aforesaid.

Saith, that the charge made by the said Grand Junction Railway Company to the said firm of Chaplin and Horne for the conveyance of their goods from Liverpool and Manchester to Camden Town aforesaid, in less than the charge which the said Grand Junction Railway Company have intimated would be made to deponent and his said partner for their goods as aforesaid by the sum of 10s. per ton, which deponent has been informed and believes is received by the said firm of Chaplin and Horne for the delivery of their said goods from Camden Town aforesaid to the respective consignees thereof.

Saith, that the expense of delivering goods from Camden Town to parties resident in different parts of London averages from 6s. to 10s. per ton.

Believes, and has no doubt that the object of the said Grand Junction Railway Company in excluding deponent and his said co-partner from certain benefits or advantages that are by them afforded to the said firm of Chaplin and Horne, or by charging to deponent and his said co-partner a sum of money for a participation in such benefits or advantages beyond what the said firm of Chaplin and Horne pay for the same is directly or indirectly to advance the charge for conveyance by the said Grand Junction Railway Company against deponent and his said co-partner and directly or indirectly to reduce the same in favour of the said firm of Chaplin and Horne, although deponent and the said firm of Chaplin and Horne, although deponent and the said firm of Chaplin and Horne, use the same portion of the said railway under the same circumstances, and to prejudice deponent and his said co-partner in their said business, and to prevent a fair competition between deponent and his said co-partner and the persons using the said Grand Junction Railway for the carriage of goods (whether the said Company themselves or the said firm of Chaplin and Horne, or other persons), and to compel deponent and his said co-partner to give up their said trade or business, or to carry it on upon terms that will not remunerate them.

Saith, that he and his said co-partner are now the only remaining partnership or person (with the exception of the said Grand Junction Railway Company so carrying in conjunction with the said firm of Chaplin and Horne as aforesaid) using the said Grand Junction Railway as common carriers.

Joseph Hayward, of the City Basin, City Road, clerk to Thomas Pickford and Joseph Baxendale, affirms, that on the 30th day of September last, affirmant by the directions of the said Joseph Baxendale, proceeded to the office of the Grand Junction Railway Company at Liverpool, and inquired of Captain E. J. Cleather, the manager of the said Company, whether after that day the trucks or waggons of the said Grand Junction Railway Company, on which the goods of the said Thomas Pickford and Joseph Baxendale were loaded at Liverpool and Manchester to be conveyed to London would be allowed by the said Grand Junction Railway to pass from the Grand Junction Railway to the London and Birmingham Railway and proceed to Camden town without a change of trucks or waggons at Birmingham.

That he was informed by the said E. J. Cleather that the said Railway Company would not allow the trucks upon which the goods of the said Thomas Pickford and Joseph Baxendale were loaded to proceed direct to Camden Town without being changed at Birmingham, and thereupon this affirmant did, pursuant to the instructions he had received from the said Joseph Baxendale, further inquire what charge the said Railway Company as common carriers, would make to the said Thomas Pickford and Joseph Baxendale for the carriage of the goods of the said Thomas Pickford and Joseph Baxendale direct from Liverpool and Manchester to Camden Town, instead of the terminus of the said Grand Junction Railway at Birmingham, they, the said Thomas Pickford and Joseph Baxendale, receiving their goods at Camden-town and taking upon themselves the delivery of them to their respective consignees.

That he was informed by the said E. J. Cleather, that the charge the Company would make would be the same whether the goods were received by the said Thomas Pickford and Joseph Baxendale at Camden Town, or whether the said Railway Company delivered them to the consignees.

That according to the instructions he had received from the said Joseph Baxendale, he did then deliver to the said E. J. Cleather a letter addressed by the said Joseph Baxendale in the name of the said firm of Pickford and Co. to the said Grand Junction Railway Company, and which said letter was in the words and figures following, that is to say,

"D. 10. 814." "London, Sept. 29, 1840.

"Gentlemen,—We beg to acquaint you that we shall forward our goods from Manchester and Liverpool to Birmingham through you as usual, and we have to request you will deliver them to our warehouse at the London and Birmingham Railway Station, at Birmingham.

"We shall also continue to forward our goods from Birmingham to Manchester and Liverpool by you, as heretofore. We also beg to apprise you, that we shall send our own carts for the removal of our goods upon their arrival at Manchester and Liverpool. Of course the charge which we have heretofore paid for loading and unloading to the Liverpool and Manchester Railway Company, under the arrangement heretofore existing between us, and which you have determined, we shall no longer pay.

"We are, Gentlemen, your obedient servants,
"PICKFORD AND Co.

"To the Grand Junction Railway Company."

That after the said E. J. Cleather had read the said letter he told affirmant he should communicate it, and the inquiries affirmant had made, to the Directors of the said Company, and requested affirmant to call again.

That he did accordingly, on the said day, again call at the office of the said Railway Company, and on such last occasion he was distinctly told by J. R. Chorley, the Secretary of the said Company, in presence of the said E. J. Cleather, that the charge to be made by the said Grand Junction Railway Company to the said Thomas Pickford and Joseph Baxendale, for the conveyance of their goods from Manchester and Liverpool to Camden Town, would be, precisely the same whether such goods were there received by the said Thomas Pickford and Joseph Baxendale, and delivered by them to the respective consignees, or whether such goods were delivered to the consignees by the said Railway Company. And affirmant was further informed by the said J. R. Chorley, in the presence of the said E. J. Cleather, that the said Railway Company being themselves carriers would not allow the trucks of the said Grand Junction Railway Company, loaded with the goods of the said Thomas Pickford and Joseph Baxendale, to pass along the Birmingham and London Railway, nor the trucks of the latter Company, upon which the goods of the said Thomas Pickford and Joseph Baxendale were loaded, to pass along the said Grand Junction Railway, but that the said Grand Junction Railway Company would require the said Thomas Pickford and Joseph Baxendale to unload at Birmingham all their goods from the trucks of the one Company and reload them upon the trucks of the other.

William Harnett, of Moor-lane, in the City of London, agent to Messrs. Morris, Herbert, and Co., of the same place, common carriers, saith, that he hath the management of the business of the said firm of Morris, Herbert, and Co., in London, and that between the month of January, 1839, and the month of June, 1840, the said firm conveyed goods between Liverpool and Manchester and Birmingham by the Grand Junction Railway, and under an agreement which had been entered into between the said firm of Morris, Herbert and Co. and the said railway Company.

Saith, that the said agreement was determined by the said Grand Junction Railway Company and the said firm of Morris, Herbert and Co. thereupon abandoned their business as carriers of goods by railway between Birmingham and Liverpool and Manchester, as no remuneration could be derived from it under the terms and conditions required and imposed by the said Railway Company.

Saith, that it is and has been for some months past notoriously the object of the said Railway Company to drive off all common carriers from the said railway, and to secure to the said Company exclusively the conveyance of goods upon it.

Saith, that the firm of Pickford and Co. are the only common carriers by whom goods are conveyed upon the said railway, exclusive of the said Company, in conjunction with Messrs. Chaplin and Horne.

John Rubens Bulmer, of the City Basin, City Road, county of Middlesex, agent to Messrs. Crowley and Co., common carriers, saith, that for some months in the year 1839, and 1840, said Messrs. Crowley and Co., conveyed goods between Liverpool and Manchester, and Birmingham, by the Grand Junction Railway, under certain terms and conditions agreed upon with the said Railway Company, and that in or about the month of March last, the said Railway Company refused altogether to convey the goods of the said firm of Crowley and Co., by the said railway.

Saith, he has been informed by Wm. Watts, the agent of the said firm of Crowley and Co., at Birmingham, and which information he believes to be true, that Hardman Earle, of Liverpool, in the county of Lancaster, one of the Directors of the Company, publicly declared in the presence of the Chairman of the said Company, that the object of the said Company was to drive all carriers from the railway—that the Company were carriers themselves—and that no other carriers were wanted.

GRAND JUNCTION RAILWAY COMPANY AND MESSRS. PICKFORD AND COMPANY.

To the Editor of the Railway Times.

SIR,—In your last Saturday's paper there appears a letter signed "Pickford and Co.," containing charges in connection with my name, as agent of the Liverpool and Manchester Railway Company who do the Grand Junction Railway Company's goods business here.

In justice to myself and my employers, I beg you will allow me through the medium of your paper of next Saturday, to state that in that letter many things are entirely mis-stated, and some important facts concealed.

In the first place, it is not true that 69s. 8d. per ton charged by Chaplin and Horne, the Grand Junction Company's agents in London for Mr. Pooley's goods mentioned in Pickford and Co.'s letter as sent on the 7th of January last, was "12 per cent." (or even one farthing) "more than the then advertised rates of the Company;" for the then advertised rates, which anybody can refer to for confirmation of my statement, expressly mention 69s. 8d. per ton as the rate for "machines (weighing.") Now, Mr. Pooley's goods were weighing machines, and 69s. 8d. is what was charged.

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Again, it is not true that the Grand Junction Company "compel Pickford and Co. to employ the Liverpool and Manchester Railway Company to manage "their business;" in fact, they do not employ that Company at all, either compulsorily or otherwise; they did so some time back, not, however, compulsorily then, but under a voluntary agreement made with me as the Company's agent, by Mr. Baxendale himself, and with which the Grand Junction Company had no more to do than you, Sir, as Messrs. Pickford and Co. well know.

As to the statement that it is my custom to act upon the carriage note sent to us with goods and kept by us, rather than upon any of the addresses written on the goods themselves, whenever there is a discrepancy between the two, I have the following reasons to give:—first, it is our custom, and the custom of many other carriers; next, it is needful for the carriers' protection, seeing that if he relies on the address upon the goods, he parts with the means of proving easily the delivery of the goods according to that address: *for he parts with the address along with the goods*; whereas if he, as is our custom, relies on the carriage note which he receives with the goods, *and never parts with*, he always has the means in his hands of proving that his delivery was *according to order*: and, lastly, any person who wishes to employ Pickford and Co. or any other particular agent to take charge of any goods at their destination, has nothing to do but to say so, in the carriage note which he gives with the goods, and we then deliver accordingly.

To revert to Pooley's goods, which Pickford and Co. say were especially "ordered by Pickford and Co.," I can only say, that I have their carriage note now before me, and that Pickford and Co.'s name is in no way mentioned in it. I was so surprised at Pickford and Co.'s statement, that one of our people "took upon himself to sign the receipt for these goods for 'Pickford and Co., J. Bostock,'" that I immediately sent to Mr. Pooley's to obtain a sight of it, when I found that Pickford and Co. had got possession of it. I can only therefore say, that Bostock denies the fact, and that I have no reason to disbelieve him. I do not charge any person with having written "for Pickford and Co.," above his name, for those words might have been there when he signed his name, without attracting his observation; but the mere possibility of any alteration of a document if it once gets out of our possession, convinces me still further of the importance of adhering to our custom of delivering goods according to the directions given us in the documents that do not go out of our possession.

I have only further to notice Pickford and Co.'s postscript, to the effect that Leaf, Coles and Co.'s buyer, is said to have complained (24th February last) "that their Scotch goods came by Chaplin and Horne from Liverpool — the last of 120 cases, notwithstanding each of them bore a red printed label *care of Pickford and Co.*" I will only say that I am *astonished* at this statement, because Leaf, Coles and Co.'s last lot, instead of being upwards of 120 cases, was only *one*, and all their lots put together since the 31st of December last amount only to 70 packages: and Pickford and Co. are not in any way whatever mentioned upon any one of the carriage notes delivered to us with the goods, all of which are now before me.

To these facts I pledge myself, although I am aware that they are directly opposed to Messrs. Pickford and Co.'s statement in the letter which I have thought it inconsistent with my duty to leave unnoticed.

I am, Sir, your obedient servant,
ANDREW COMBER.

Liverpool, March 1st, 1841.

REMARKS UPON MR. BOOTH'S VIEW OF THE "CARRYING QUESTION."

BY A CARRIER.

MR. BOOTH, the Treasurer of the Liverpool and Manchester Railway Company, has given the world the benefit of his opinion on the subject of the conveyance of goods by railway; and his opinion will, no doubt, carry some weight with it, as it ought; being that of a man of much experience in railway matters, and of considerable ability.

But as Mr. Booth cannot pretend to impartiality in the matter, any more than the writer of these lines, so it is presumed that that part of the public, not already too wearied with this "dull but important subject," to read any more about it, will not be inclined to consider his judgment as conclusive upon the point, but will attach just so much weight to it as the arguments by which it is supported may deserve.

If, therefore, it shall appear that Mr. Booth has shown a very superficial acquaintance with his subject; that, in fact, he has been writing upon matters about which he is almost wholly uninformed—the conclusion must follow, that as his arguments are unsound, so his opinion is valueless.

I shall strictly confine myself to this point:—If I were disposed to enter at large into the question, I could not expect that the opinions of an interested party would be respected or attended to; but I have no such intention. My object is merely to examine into the statements of Mr. Booth, about carrying, which are contained in his lately published pamphlet, and which appeared in the *Railway Times* of last week, and to see what quantity of truth they contain.

And first—Mr. Booth tells us, that the canal carriers have taken a distorted view of the carrying question, and have proceeded on the supposition that there was a parity of circumstances between a railway and a canal, "and that because numerous and unconnected individuals pursued the business of carriers on the canal, they might, on the same principle, become carriers on the railway." He adds, "Pickford and Bache, and others, are denominated Carriers on the London and Birmingham Railway; but are they so in fact?"

This statement is in truth the whole substance of Mr. Booth's view; and if he can support it, there is certainly an end of the matter. How, then, is it in fact supported? First, by the enumeration of seven distinct requirements for the carrying on of a goods' traffic, all of which Mr. Booth says are provided by the Companies, and which do, in fact (he says), comprise all that is wanted for that purpose, with very trifling exception.

How far does the railway practice differ from that of the canals? We will shortly state these seven points; they are—

1. The road, provided by canals also.
2. Maintenance of way, ditto.
3. Rates and taxes, ditto.
4. Trucks and waggons, not provided by canals.
5. Locomotive power, ditto.
6. Superintendence and management, provided by canals also.

The difference therefore is, that the engines and trucks—answering to horses and boats—are provided upon railways and not upon canals. But a system is now commencing, and will unquestionably prevail ultimately, by which the trucks will be the property of the carrier; so that the real difference is reduced to the one element of locomotive power, the control of which is and must be in the hands of the respective Companies. Now, asks Mr. Booth, what is left for the carriers to provide? and he answers, "Literally nothing, but the cords with which the goods are fastened to the waggons, and the oiled cloths with which they are covered."

Very little indeed does Mr. Booth know of a carrier's business. Giving him the full benefit of the seven requirements found by the Companies, which is more than he can claim, there is still left for the carrier, the general arrangement and management of his business, the carting in and delivery, the warehousing of goods, the loading and unloading from the trucks, the keeping of books and accounts, the responsibility, called usually carriers risks; all that part of his trade in short which brings him in contact with the public, and in which competition is necessary to insure punctuality and attention. Hence, Mr. Booth draws the conclusion that the railway Companies are *really*, the carriers, only *nominally*, carriers by railway. Has he established it?

The next position we have to examine is contained in the following paragraph:—

"It is declared in the evidence before the Parliamentary Committee, that the London and Birmingham Company are carriers of passengers and parcels, but not of goods. Let us examine whether there be any substantial difference between the two?" And then a parallel is drawn between the functions of a cab-driver who waits the train at Euston-square, and a railway carrier.

Is it possible that this is seriously meant for an argument?

Are passengers warehoused, loaded, or unloaded, damaged by wet, their contents broken or lost? Are they fetched in or delivered? There is no entering or checking off, no invoicing or weighing, no carting passengers, there is nothing to do but to open the door at each end and say, walk in or walk out; the journey commences and ends at the railway station, the passengers move and take care of themselves. If these things do not constitute a substantial difference, how shall we define one?

And then as to parcels;—the management of coach parcels has always been part of the management of coaching, and a very simple affair it is. Parcels are for the most part brought to the station or to the receiving houses, the carriage is always paid at the time, the delivery is always instantly on arrival; the weight of the entire business can be but small, the book-keeping trivial; there is no similarity whatever between the arrangements necessary for managing a carrier's business, and for the conveyance of coach parcels. Surely Mr. Booth must know this.

I have said quite sufficient before to show that there is a very substantial difference between carriers by railway, and the parcels delivery people, and I need not waste words upon the assertion that there exists no real distinction between them.

And so I come to Mr. Booth's next statement, viz., that 15 carriers, the number, he says, at present upon the London and Birmingham line, entail 15 different managements, and tend to cause additional expense and confusion to the public. There is so much fallacy in this statement, and it is absurd in so many ways, that one is rather embarrassed how best to handle it.

First, these 15 carriers carry over about 8 railways, therefore if the Companies choose to undertake the carriers' business, there must either be one Railway Company carriers over all the lines to the exclusion of the others, or else the theory of *one* instead of *fifteen* managements falls to the ground: and the plan proposed, instead of the London and Birmingham system, amounts just to this, that there should be one carrier on each railway (viz. the Company) who should make his profit on his own line, and that every package between London and York should pass through the hands of four carriers instead of one. Is there any *great* improvement? Do we seem to have *gained much* under the head of undivided management? It is *very* clear which system carries public favour with it.

Second, As to cheapness of delivery. Mr. Booth writes an amusing paragraph about 15 carriers, each with a waggon and team, going to a street in Pimlico, and delivering 15 packages at 15 doors. It is a great pity that the paragraph is not as accurate as it is amusing. But Mr. Booth knows very well that the principal carriers keep an establishment in *London* of 30, 40, 50, some upwards of 100 waggon horses, and that they do not keep more than they want, so that each of the 15 waggons goes out with as large a load as the "gallant team" can draw.

Now, the question is, has not the public a greater security for convenient dispatch of business from several such establishments competing with each other than from one Railway Company with the whole in its own hands, able to charge what price the Directors please with no competition at all to fear.

Taking into consideration, first, the notorious fact that public companies are never so economical in their arrangements as private traders, seeing that they have not the same inducement to be so; and, secondly, that though 10 horses cost more to keep per horse per annum than 100, yet the difference between 100 and 1,000 horses, if any at all exists, which is very doubtful, is certainly to be

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calculated upon a wonderfully diminished ratio. But, lastly, if Mr. Booth's theory be true, let him carry it to its legitimate conclusion.

If it be better for the public to have one management than 15, it is better to have one Board of Directors, one Secretary, one *executive*, than 15.

By all means let the carriers go to the wall, if the public good requires it. But we must not stop here. Upon this principle unquestionably it would be better also that the whole chain of railway communication should be under one superintendence and control; that in short, the business of the Companies should be taken out of their hands and managed for them by the Government. Mr. Booth must not refuse either one or other of these hypotheses. His principle must be either right or wrong. Had he considered when he laid it down, how far it would carry him?

But Mr. Booth draws a parallel between railway Companies, and gas and water works, and he says that because gas and water companies "do not leave to the old lamp-lighters and watermen to provide the service pipes to carry the light and water into each individual house, paying the Companies a round sum for the use of their mains, and charging the inhabitants at large more or less at their discretion without any fixed rule, but as moved thereto by competition or otherwise amongst themselves as the case may be;" *therefore*, the Railway Companies ought to undertake the business of carriers upon their lines, and not to leave it in the hands of the trade; and he adds—"We apprehend the water and gas companies consider themselves entitled to all the profit which is to be derived from the supply of their commodity to the public, and that they cannot afford to divide the remuneration with third parties." Really this is too much. Why, what *is* a Railway Company?—Is it not a company for making and maintaining a public road, and levying tolls from the public for passing thereon? To which powers the Legislature has tacitly added the control of locomotive power, as necessary for the preservation of life. By what right then can the Companies claim—or rather can Mr. Booth claim for them—they do not claim for themselves—a monopoly of the business of carriers?—Or what parallel can *possibly* exist between them and the gas companies. So *obviously none*, that I would not notice the paragraph at all were it not for the purpose of calling attention to the latter half of it.

Mr. Booth should choose his ground, and adhere to it. If it be for the benefit of the public that a monopoly is claimed, there is at least a colourable pretext for the attempt. But if it is because the Companies *cannot afford to do without it*, I apprehend that it is entirely unnecessary to write a word on the subject, they have *no right* to it, and the public will not submit to the imposition.

And now for *competition*. Mr. Booth argues that in the present state of things there is no scope for competition in the carriage of goods by railway, seeing that the Railway Company furnish absolutely almost all the items of which a carrier's expenses are composed. I have disposed of this already. There is as much scope for competition on railways as on canals, excepting in the moving power—the locomotives—by this and this alone the field is narrowed.

I have detailed what the duties and responsibilities of a carrier are, and I have I hope succeeded in proving that there is a very ample scope for competition left. Would it be prudent then, because the field is not quite so wide as on canals, to throw aside entirely the old and acknowledged principle that has so long regulated inland trade, and to shut it up altogether? There are scarcely, I think, two impartial persons who will answer this question in the affirmative.

But Mr. Booth goes on to show the fallacy of depending upon competition, by setting forth the great reduction effected in railway carriage by the Grand Junction Company, when they commenced to carry throughout to London.

Mr. Booth cannot but be aware that there *never was any competition at all* by railway between Manchester and London. The carriers were from the first tied down hand and foot by the Grand Junction Company, and *never* enjoyed freedom of trade. The evidence given before the Committee on Railways proves this beyond all doubt. Can it be possible that Mr. Booth has overlooked it?

But let him turn his attention to some other point if he wishes to see the effect of competition. Let him see if he could set up a carrying establishment between Birmingham and London, or between Leeds and London, and reduce the rates *there*. I think I may assure him that he could not.

And so it would have been with the Grand Junction Company; but they took care that so it should not be. The rates *were* high, but the public must thank the Grand Junction Company for that, and not the carriers.*

And then Mr. Booth talks about coach proprietors, and says that their business was destroyed—why should not also the carriers?

Because from the difference in the nature of the business it was for the benefit of the public to destroy the one, and it is not for the benefit of the public to destroy the other. Because when a coach proprietor had found the coach and the horses, he had done all he had to do, while the carrier had not done half. But upon this I need not dilate. I have already shown what the difference between a coach proprietor and a carrier consists of. It is unnecessary to repeat it here. I never should attempt to argue the question at all if I were not firmly convinced that the interest of the carriers and the public are identical in this matter—that the latter would feel the effects of a monopoly as much as the former.

And now to Mr. Booth's conclusion—Here, for once, I do cordially agree with him, and would desire to protest as unequivocally as he does against the doctrine, "that Railway Companies are not to be at liberty to be carriers on their own lines, if they shall see fit, and generally to work their own concerns in such a way as shall best accomplish the great principle for which they were originally planned and established."

But I deny entirely, that any case whatever has been made out, establishing the right of a Railway Company to become exclusive carriers on their own line; and not only on their own line, but also on all other lines in connection with their own; or that such rights, if they existed, could be anything else than a great national injury.

* *Note*—I do not want to be misunderstood. If Railway Companies like to become carriers, by all means let them do so—only not *exclusive* carriers.

RAILWAYS IN GERMANY.

LETTER III.

Sir,—In my last letter I cautioned English capitalists to be on their guard, how they entered into German railway speculations. I must, with your permission, do so again; for I believe they are willing, and, indeed, desirous to assist the budding spirit of enterprise in this class of improvements in Germany; and I must add, that I rejoice exceedingly that they are desirous to do so, because I firmly believe that the establishment of main lines of railway through the length and breadth of Germany, will be found of vast advantage to the interests of England, as well as of the countries more immediately concerned. Indeed there would be no difficulty in proving this, but still I must warn my countrymen to be perfectly acquainted with all the circumstances attendant on the investment of their money in railway schemes in Germany, in order to avoid hereafter, if possible, the carping feelings of disappointment and vexation. I say this, because the present state of railway law in Prussia makes investments in these speculations unsafe, and also because it *may* be so altered, as to make such speculations not only safe but very desirable.

The law for the better regulation of railways in Prussia was promulgated on Nov. 3, 1838, and commences by observing, that it was only to be considered as provisional. This circumstance, coupled with the fact that the law was enacted at a time when the Prussian government had no experience in these matters, and that it was drawn up without consulting the existing railway companies, leads us fairly to the conclusion, that the present enlightened and liberal government of Prussia will readily amend those clauses and regulations, by the existence of which foreign pecuniary assistance is checked or averted. I am happy to say, that the importance of the great lines of railway from Hamburg to Berlin and Magdeburg is becoming strongly felt. It is, therefore, the duty of the promoters of those undertakings, to procure the enactment of such legislative regulations as shall make the investment of money, in those schemes, safe to the foreigner; for without British assistance those great lines cannot be made.

The most mischievous part of the present law is that, by which the post department is enabled to oblige the railway companies to carry, not only the mails, but also all the goods and passengers it may send, free of expense. (It must be understood, that at present all travelling is under the management of the post department.) This regulation is a most mischievous one, for by it the post is enabled to charge low fares to travellers, and then to oblige the railway companies to carry them gratis! So that, in fact, the government have it in their power to ruin any railway company; and yet the law states, that the railway companies must make up any deficiency in the revenues of the post department. The government have claimed a sum from the Berlin and Potsdam Railway Company, for such deficiency in the last year, amounting to 1½ per cent. on the whole capital of the company; this claim is disputed, and the cause is now being heard in the superior courts of law at Berlin; and I would really advise Englishmen to wait at least for the decision of those courts on the claim, before they venture to invest their money in a Hamburg and Berlin railway, or any other in Prussia. Let the promoters of such schemes procure a proper alteration in their railway law, and then they can come honestly before the British public and offer an investment for British capital, which I, for one, should consider unexceptionable. Other objections to the law are, that the "Police regulations" enter even into the interior management of the whole concern, giving the Government a power of interference, wholly inconsistent with the independance of the Company;—also that the profits are limited to 10 per cent. per annum, to which perhaps capitalists would not object, provided Government would guarantee them against loss, (as in Poland) which it will not do,—and that the "Expropriation" clause, by which the Company is empowered to purchase and possess the necessary lands, is not even so favourable as that for the Chaussees or mail roads.

In conclusion, I will add my hope that as our German friends have for some time exercised caution and deliberation, they will soon employ exertion and activity, and smooth a way without further procrastination, for the commencement of undertakings which will, when completed, be without their superior in any point of view in Europe—I mean the railways from Hamburg to Berlin and Magdeburg.

As I have my pen in my hand, I will mention that there is every prospect of my prophecy concerning the Altona and Kiel Railway scheme, proving true. The two committees have not been able to raise one-tenth of their capital yet, and have made no progress whatever; indeed the project may be said to be defunct. I am not surprised at this; for as Hamburg and Lubec did not support the scheme, it could not prosper. There is a good Chaussee between those two free towns, and as the distance is but little more than three-fifths of that from Altona to Kiel, the establishment of a good line of coaches would enable Hamburg and Lubec to compete with Altona and Kiel in point of *cost* of transit, and almost in point of time. So good night to the Altona and Kiel Railway!

I remain, Sir, your obedient servant,

W. N.

London, March 3rd, 1841.

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EDINBURGH AND GLASGOW RAILWAY COMPANY—GENERAL MEETING.

THE half yearly meeting of the shareholders of the Edinburgh and Glasgow Railway was held in the Railway Office, Upper Queen Street, on Monday last—JOHN LEADBETTER, Esq., in the Chair.

The Report of the Directors having been read by Mr. H. G. Wright, the Secretary. (See below.)

Mr. LEADBETTER said he had great pleasure in meeting so many shareholders, this being certainly the largest meeting they had had since the passing of the Act. He felt this to be the more gratifying, inasmuch as they were approaching to an interesting point in the history of the railway, the opening of that undertaking. They had heard, from the report of the Directors and of the engineer, that there was almost a moral certainty of the line being opened by the month of August. He had had considerable misgivings about this matter for some time back; but having conversed with Mr. Miller on the subject, and made a variety of inquiries, he was satisfied that there was every prospect, unless some unforseen occurrence took place, of the line being opened at the time specified. The Directors had felt it their duty to push on the work with the utmost possible vigour, as it was felt that the Company would be subjected to a great loss if they were deprived of the autumn traffic, in consequence of the line not being ready. To that point all their efforts had been directed; and it was with much pleasure that they had now the almost certain prospect of attaining their object. There was, nevertheless, a great deal yet to do, both on the part of the Directors and the engineer, but from the general zeal and activity which pervaded the Directors, he was confident that every effort would be made to secure the opening by the time promised. It was, however, not the less necessary to be careful in preserving unanimity among the Directors, and that such measures should be adopted as would secure the efficiency of the management, and tend to accelerate the progress of the works. He would advert to this subject again; and in the meantime he had merely made these observations as introductory to the adoption of the report just read, which would be moved no doubt by some gentlemen in the meeting.

Mr. J. G. HAMILTON moved the first resolution; and observed that he felt it unnecessary to detain them further than to direct their attention to the satisfactory nature of the Report, and to express the acknowledgments of the Company to the Directors for their exertions.—(For resolutions see advertisement.)

Mr. M'KENZIE KIRKLAND seconded the motion, which was carried unanimously.

Mr. E. D. SANDFORD said, so far as they could judge from the Report, they found that the principal delay in the works would be at this end of the line. Now, he wished to know if it might not be possible to open as much of the line as might be completed, before the whole was finished?—for instance, to open from the east as far as Falkirk.

The CHAIRMAN said that point had been very fully considered; but it was found that the heavy parts of the work were spread over the whole line, as well beyond Falkirk as upon this side of it, and, therefore, the suggestion could not be easily carried into effect. It would be of great importance, however, if a few miles could be opened, so as to make the servants acquainted with the duties. If any portion could be opened sooner than another, it would be the portion next Edinburgh; but he was afraid it would take the whole time already stated to have any part of it opened.

Mr. DALMAHOY, W.S., asked if any estimate had been made of the total probable expense of the Railway?

The CHAIRMAN said he had endeavoured to keep a narrow look upon the general expenditure, and had from time to time attempted to estimate the cost; but he had always found so many contingencies on which he could not form any estimate, that the result was altogether uncertain. All he could say was, that he did not consider it was likely greatly to exceed the Parliamentary amount.

The LORD PROVOST of Glasgow proposed the next resolution; which related to the election of Directors.

Mr. LEARMONTH of Edinburgh seconded the resolution, which was carried.

The CHAIRMAN begged to say, that Provost Campbell, who had been hitherto a Director of the Company, had, in consequence of the many other public duties he had to perform, declined to allow his name to be proposed as a Director on the present occasion; and Mr. Bain had, in consequence, been put in his place. (Hear.)

Mr. BROUGH, of Paisley, moved the next resolution, which had a reference to the forfeiture of shares,

Mr. HUGH MILLER seconded the resolution, and it was unanimously adopted.

Mr. LUMSDEN, after a few words of congratulation on the progress which the works had made, moved the next resolution, which expressed gratification, at the fact, and moved a vote of thanks to the Directors.

The motion was seconded by Mr. ROBERT DYKES, and also unanimously agreed to.

The CHAIRMAN said the next matter was one of very great importance to the future success of the undertaking, and one which he felt very great diffidence in bringing before the meeting. They were aware, from a statement which had been circulated among the shareholders, of the points of difference which existed among the Directors as to the future management of the line. Hitherto the operations had gone on without much jarring, because the two portions of the line had been proceeded with separately by the committees at each end, with an occasional meeting together to consider questions connected with the works generally. But as the period approached for opening the line, it became necessary to take steps in good time for making those arrangements which were necessary for working the entire line of communication. When they approached that subject they found that the Board divided itself into two sections, one conceiving that the one should be divided in the management, and the other that it ought to be concentrated in one place, and under one direction. The subject was considered at one or two of the Board meetings, and at last it was agreed that a sub-committee should be appointed of three Edinburgh and three Glasgow gentlemen, with a view, if possible, to narrow the grounds of difference, and to try to bring about an arrangement of the matter without appealing to the shareholders. This committee met and exchanged opinions, but he was sorry to say that up to this time there was not the most remote chance of their coming to any understanding on the subject. Knowing well the knowledge and experience of the Lancashire shareholders in such matters, he went there and met them both at Manchester and Liverpool—forty shareholders having attended at Liverpool, and seventy at Manchester, and at both places resolutions were adopted in favour of the concentration scheme, which he proposed. The result of the application to the shareholders had been attended with an expression of opinion almost universal, when the great number of shareholders was considered. He had a list in his hands, from which he found that, with the proxies and the gentlemen present, who had expressed their opinion on the subject, not fewer than 10,000 shareholders out of 14,430 were in favour of the scheme of management which he now brought under their consideration. (Hear.) It was not for him to say what constituted the duties of a chairman, but he knew the amount of duties that had been imposed upon him, and he knew also the degree of labour which he had encountered; and he could confidently say, that he had regarded everything only as it tended to promote the interests of the Company. He felt that, in bringing forward this business, he might be exposed to severe animadversions; but he was sustained by a conscientious conviction that his entire object was the welfare of the Company, and that the measure he proposed was best calculated to promote its prosperity. As matters stood at present it was not to be minced that they were divided, and that such a division was fraught with danger to the Company. Every day the opening of the railway was postponed was equivalent to a loss of interest upon 1,200,000*l*. He hoped, therefore, that the measure he proposed would secure that co-operation which was so essential among the Directors, and tend to facilitate the preliminary points necessary to the opening of the line. Mr. L then read certain resolutions he meant to propose for the consideration of the Directors in Glasgow, and the reduction of the number of Directors. He would now close with making one or two observations. The first was, that looking at the experience of other lines, they found that, where attempts had been made at dividing the management between extreme ends of a line, the plan was found not to answer. It was a remarkable fact that the London and Birmingham Railway, under its first Act, got appointed 24 Directors—10 within 20 miles of London, and 10 within 20 miles of Birmingham—and they appointed two Committees of 12 each, one to sit in London and the other in Birmingham. Their second Act, however, repealed the qualifications as to residence, and did away with the two London and Birmingham Committees, and authorised the reduction of the number of Directors to 12. It would be a pity to throw away the experience of other Companies in such matters as these, as experience was undoubtedly their best guide in this as in every other concern of life. The Liverpool and Manchester Company had removed all their works to Liverpool, and the London and Birmingham Company were removing all their works from Birmingham to Crew. As men who ought to take a practical view of any subject, they should not proceed with any experiment, when they saw how badly it had wrought under similar circumstances elsewhere.

Mr. L. then moved his resolutions.

Major MONTEITH seconded the resolutions.

Mr. E. D. SANDFORD wished to know, 1st—whether the subject had been under the consideration of the General Board? 2ndly—whether at the Liverpool and Manchester meetings there were any individuals of a different opinion from Mr. Leadbetter?

The CHAIRMAN said the subject had been before the General Board, but they were divided and did not agree upon the matter. With respect to the second question, he did not remember of any person being present at the Liverpool and Manchester meeting who entertained views in favour of a divided management.

Mr. SANDFORD said he wished to know if any one stated at the meetings in question the views of those who were opposed to Mr. Leadbetter's scheme?

The CHAIRMAN said he had stated fairly the views of his opponents; and he might state that all the gentlemen present who spoke did so from their practical knowledge of the subject.

Mr. LEARMONTH said he felt considerable diffidence in rising to explain the views and motives which had influenced the Edinburgh Directors, or rather the Directors who agreed with him, without reference to their place of abode; but he did not doubt he should show, to the satisfaction of the meeting, that they had conducted themselves with perfect fairness and candour, and with a desire to carry out the statute with a view to the best interests of the proprietors. He complained of Mr. Leadbetter's having, unknown to his brother Directors, gone off to Lancashire, and met the shareholders in Manchester and Liverpool; when no counter-statement being made, the shareholders there of course agreed with him in all that he advanced. The Edinburgh gentlemen, it appeared, knew nothing at all about business; the whole concentrated wisdom of the Board was in Glasgow—and the whole centered, perhaps in himself (Mr. Leadbetter)—for here were his views of the matter as if they had emanated from the Board—bearing no mark whatever that the document came from his hand. It would be a pretty story, truly, if the whole twenty-four Directors were to spread themselves over the land getting people to agree in the statements they might make, and then coming down upon them with proxies; for anything he knew their Chairman might have 10,000 of them in his pocket obtained in this way. They were all for concentration—there was not one of them who did not want concentration. It was, indeed, prescribed by the act. There were twenty-four Directors, as a General Board; and the gentlemen in Edinburgh had always come, from time to time, to Glasgow to this Board, to ascertain what were their wishes, and when their opinion was given, to act upon it; and he asked if their orders had ever been in even one case counteracted? The Edinburgh people had never been actuated by factious motives; they might occasionally differ in some points with the Glasgow people, but it was very possible that even they might sometimes err. Mr. Leadbetter had talked about collision; but he knew of no collision; there had been differences of opinion, but no collision. If it was proposed that all the Directors should come there, and hear what Mr. Leadbetter said, and if they did not at once assent to it, this might be called collision, but he called it a mere difference of opinion. Mr. Learmonth then proceeded to some matters about which a difference of opinion had existed in the Board, as for instance, about the breadth of the gauge, the wheels &c., for the purpose of showing, that though they differed upon those points, there was nothing like a collision in reference to them. He then proceeded to observe that there were two propositions before them: the one was that emanating from the three Edinburgh gentlemen, viz: that the central power should be in Glasgow, but that the two committees should exist as at present, and that they should exercise the functions deputed to them by the Board; that was the plan of the Edinburgh gentlemen, which they recommended as strictly in conformity with the statute. The Glasgow plan was, that the central power should be located in the Glasgow Board; that this Board should meet once a week; that they should appoint Committees out of the Board,—10 for this purpose, and 7 for that purpose, as the case might be; that this Board should also have the power to make three, four, or five a quorum, just as they might determine. These Committees were all

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to sit in Glasgow—in other words, they were to put an end to the functions and vitality of 12 of the Directors. If, for instance, a Committee of seven should be appointed for a particular purpose, three would be a quorum, and these three would have all the power of the seven; but they were only to meet in Glasgow, and thus the whole power of the Committee was virtually given to three gentlemen in Glasgow—so that the power of the Edinburgh people was completely done away with. Now, he liked the honest statement which had been made to-day, that they were to apply to Parliament for powers to do all this; and he supposed the preamble of the new Act, would run in this way, "whereas, it is expedient, that in consequence of all the wisdom being concentrated in Glasgow, the whole power should be vested in the Directors living in that city—and, whereas, all the power should be concentrated in a single individual, &c." Now, he thought, the more they studied their present Act, they would find that it tended to the prosperity of the shareholders, that they should go on with it as it stood. He had no hesitation in saying, that unless there was a grasping at power in Glasgow, and a wish to put an end to the functions of the Edinburgh gentlemen, the Act would be found to work for the advantage of the Company. He could not refrain from observing that it was a most unaccountable thing in their Chairman coming there that day with a new proposition, that there were too many Directors. He maintained that he was bound to have stated to him, and to every other individual, his intention to bring forward that question. He had not acted with that fairness to the gentlemen from Edinburgh, which they were entitled to expect; they had always treated him with respect, and he ought, in justice, to have communicated to them his intentions. It was, besides, at variance with the spirit of the Act, as well as those rights which belonged to them as Directors. Had these views been propounded at the outset, they would never have seen the Edinburgh and Glasgow Railway. The Edinburgh people were nearly as three to two of the shareholders; but, take it with a deduction, and they would be found to be more than one half. It was really too much to come forward in this way. He believed they might just as well try to get a bill to move all Edinburgh to Glasgow as to get such a bill as was proposed, for to a certainty it would be resisted. He hoped they would rather try to conciliate matters; he was sure there was too much proper feeling among them to disregard the labours and services of the Edinburgh Directors. He had done his duty as honestly as Mr. Leadbetter—he had been as anxious as he could be for the prosperity of the railway, and he certainly did not expect this from him. He had a resolution to propose, though he had no hope of carrying it against the Chairman's pocketful of proxies.—Mr. Learmonth then read his amendment as follows.—

"That the fundamental principle on which this Railway was commenced, and which was embodied in the provisions of the Company's Act of Parliament, was, that it should be the joint undertaking of the two great cities at its termini, and that the management, although concentrated in, and superintended by one General Board, should, as regards the execution of its details, be equally divided betwixt the two Committees directed by the Act to be appointed by the Board, viz., the Edinburgh and Glasgow Committees.

"That this principle of management was agreed to at the second general meeting of the shareholders, held on the 22d of March, 1836, and, in conformity therewith, the Act of Parliament was prepared, applied for, and passed. That this principle has hitherto been acted upon in the management of the Company's affairs with great advantage to the interest of the shareholders. That it is quite consistent with the efficient control of a concentrated legislating power, and that it must be continued, if any effect is to be given to the terms and spirit of the Act."

Mr. EAGLE HENDERSON seconded the amendment.

Mr. CHRISTISON, Advocate, of Edinburgh, spoke in favour of delay as a middle course between the two propositions now before the meeting. He deprecated all differences of this kind as inimical to the interests of the Company. He contended that the shareholders generally were not informed as to the subject under dispute. He contended that the Act was opposed to the measure proposed by Mr. Leadbetter, and that they had no power to appoint any board which would supersede either the Edinburgh or Glasgow committees. Having gone over the clauses in the Act at some length, to show that the alteration would be illegal, he observed that if the proposed measure was taken, legal steps would to a certainty be adopted to prevent its being carried into effect. In the course of his remarks, he founded much upon the minute agreed to at a meeting in March, 1836, by which it was arranged that, after obtaining an Act, the management of the undertaking at the other end of the line, should be entrusted to a committee, subject to the control of the general committee. Mr. Christison concluded by proposing the following amendment—

"Moved,—That as the question of the future management of the railway is one of vital importance to the interests of the proprietors, and as the resolutions now proposed are considered by many of them to be contrary to the spirit and meaning of the Act of Incorporation, and to the unanimous resolution of the Company, expressed at their meeting of the 22d March, 1836, embodied in the Act; and as the question at issue has not been considered by the General Board of Directors, nor any authorised statements been yet laid before the proprietors of the plan of management proposed, or of the views held either by the Board of Directors or the respective Committees, the consideration of the resolutions should be adjourned until the day of , in order that such statements may be considered by the proprietors before any final determination is come to upon the subject.—Mr. Christison afterwards limited the period of adjournment to three weeks.

Mr. CADDEL, of Cockenzie, seconded the amendment.

Mr. J. G. HAMILTON said, he came there totally ignorant of the subject, and he had listened with great attention, but had not heard one argument against the proposed concentration. Mr. Learmonth said he was in favour of concentration, but his appeared to be a divided concentration; and their Edinburgh friends complained that the matter was not confined to the General Board, but they were the only parties who were to blame, for they refused to accede to that proposal when formerly made.

Mr. E. D. SANDFORD, Advocate, supported the resolution of Mr. Christison, He observed that by adopting Mr. Leadbetter's resolution they would be inevitably involved in legal proceedings, and the depreciation of their stock would, as a matter of course, follow. He dwelt strongly upon the arrangement made in March, 1836, by which the eastern part of the line was left to the management of the Edinburgh Committee. He had paid every attention in his power to the plan laid down by Mr. Leadbetter, whose opinion was certainly entitled to great weight; but they had also the opinion of Mr. Learmonth, whose views were likewise worthy of the most careful consideration. The plan of the Edinburgh gentlemen was as follows:—"It is intended that the supreme power shall continue vested in the General Board, who shall meet from time to time, and lay down general rules for the guidance of the Edinburgh and Glasgow committees; and also act as a court of appeal from them, in cases of collision—that the line shall be divided into two parts, and that the active superintendence of each part shall be entrusted to the Edinburgh and Glasgow Committees respectively, along with the paid officers of the Company;—that each of the committees shall appoint, out of their own number, a set of standing sub-committees—on finance, plans and works, engines and carriages, passengers and goods; the one set sitting in Edinburgh, and acting on all matters which may arise on the east portion, and the other sitting in Glasgow, and acting on all matters which may arise on the west portion, of the line;—that the patronage belonging to the Directors shall be, so far as possible, divided;—that there shall be two secretaries and two offices—one in Edinburgh, and one in Glasgow;—and that some portion of the work-shops shall be built at Edinburgh, and given in charge to the committee there." The learned gentleman then proceeded to support this plan at some length, both on the ground of its legality and expediency. It was at any rate of consequence, before they came to a decision, that the proprietors should be well informed on the subject, and hence the necessity for delay. Could a *pro re nata* meeting not be called for the purpose of considering the question? Mr. Sandford was proceeding, when

Mr. WM. CONNAL rose, and said he thought they had had good practical proof of the working of the Edinburgh committees. Here they had been sitting for three hours, and these Edinburgh gentlemen had occupied nearly the whole of that time with their speeches.

Mr. SANDFORD did not see any necessity for this warmth on the part of any gentleman.

Mr. CONNAL—We are plain practical men here, and our time is valuable—we want to get through with our business. (These Edinburgh gentlemen seem to be speaking against time.

Mr. SANDFORD really did not see the use of such warmth on the subject. He very likely differed from the gentleman who had just spoken, but he saw no occasion for exhibiting heat in the matter.

Mr. DALMAHOY spoke in favour of delay.

The CHAIRMAN, before making a few observations in reply, requested that the opinion of the law agent should be had with reference to the legal points.

Mr. BANNATYNE accordingly directed the attention of the meeting to various portions of the Act, and gave it as his opinion that the measure proposed by Mr. Leadbetter was fully within its scope and tendency.

Mr. LEADBETTER explained. He did not see what was to be acquired by a delay of three or four weeks; and he would ask the Edinburgh gentlemen if such a delay would in the least alter the state of matters, and if it would not have a strong tendency to do injury to the works on the line? It was alleged that the greatest number of shares were held in Edinburgh; and he had ascertained that the number of shares in favour of Edinburgh was 100; but in the direction there was double the number of shares belonging to Glasgow as compared with Edinburgh. It had been alleged that injury would be done to the affairs of that Company by the difference of opinion which had been manifested; but he did not think that it would at all affect the public estimation of the Company. He had no fears that the shareholders would withdraw their confidence in consequence of anything that had occurred. As to the legality of the measure which he had submitted to them, they had heard the opinion of Mr. Bannatyne upon that point, that it was in perfect conformity with the Act. Seeing the unfortunate position in which they were placed—for, though Mr. Learmonth had endeavoured to make the differences among them appear trivial, yet he felt that things in this respect were daily getting worse—it was better to put an end to it at once. Men of common sense must see that where there were so many details to attend to, there was a great need of caution, and that the business could not go on satisfactorily with two committees. The Edinburgh plan was that the line should be divided, and be worked by two committees. He asked if it was possible such a plan could be carried out? It was clear that there must be one power to regulate, and to which all references must be made. Unless that principle was conceded by their Edinburgh friends, they could not come to an arrangement that would satisfy the shareholders. He had had personal intercourse with so many of the shareholders, and had made so much inquiry, that he felt satisfied no delay would alter their decision.

Mr. LEARMONTH spoke in favour of delay.

The CHAIRMAN said, he would not oppose the delay if the meeting wished it; but he desired to know if in the event of delay, the Edinburgh gentlemen would agree to acquiesce in the decision of a future meeting?

Mr. GILBERT FINLAY said, they could only give the pledge on which they had hitherto acted,—they had never refused to obey the orders of the general Committee, or of the shareholders. Let a delay take place, and they would just act then as they had always done.

The CHAIRMAN said, his question was this: if the present meeting was adjourned, say to that day three weeks, and if the decision then should be in favour of the plan of management as laid down in the resolution he had moved, would the Edinburgh gentleman acquiesce in that decision, and cordially go along with them in carrying it into effect?

Mr. FINLAY said, if it was a fair and legal decision of a competent authority they would submit to it, but if it was a decision contrary to the Act of Parliament, they could not submit to it.

The CHAIRMAN said, unless the Edinburgh gentlemen gave an affirmative answer to the question he had put, it was needless to adjourn.

Mr. SLIGO said they were willing to agree to any proposition that was legal.

Mr. BANNATYNE asked if the gentlemen who dissented just now would, in the event of a general meeting called in three weeks, agree to this—that if they had not the power to make the proposed alteration, they would join in obtaining from Parliament the necessary powers for that purpose?

Mr. LEARMONTH did not think it was fair to put such a question. He was not prepared to jump to that conclusion.

The CHAIRMAN said it was clear, then, that they must proceed to take the vote, as, unless the Edinburgh gentlemen agreed to acquiesce in the decision of a future meeting, it was needless to adjourn.

There appeared for Mr. Leadbetter's resolutions—

	Shares.	Votes.
Present.....	1,436	180
Proxies.....	9,526	1,259
	10,962	1,439

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For the amendment—				
Present.....	520		68	
Proxies.....	2,309		374	
		2,829		442
Majority.....		8,133		997

A protest against this decision was then lodged by the Edinburgh gentlemen; and the Meeting separated, after a vote of thanks, moved by Mr. Learmonth, had been given to the Chairman.

REPORT.

In meeting the proprietors on the present occasion, your Directors have much pleasure in being able to report favourably of the progress of the undertaking during the last six months. Although the late severe and long protracted frost put an entire stop for nearly two months to every department of the masonry, to the delivery of rails, to the laying of the permanent way, and to other portions of the work, the Directors do not anticipate that this will materially affect the finishing of the line within the time formerly pointed out by them. Indeed, it will be seen from the Report by Mr. Miller, that with good weather the opening of the railway may be looked forward to in August. As every day now becomes of importance as the season advances, your Directors will watch narrowly the progress of the contractors, and exert themselves to support Mr. Miller by all the means in their power. The sum expended on the works from last June to December (194 17*s*l 7*s*., will enable the shareholders to judge of the amount of work performed during that period.

Your Directors stated at the last meeting, that from the rapidity with which the works were proceeding, they were turning their attention to the subject of locomotive engines and carriages. For the sake of uniformity and simplicity, they were desirous of adopting, if possible, only one form of engine: but on approaching the subject, they met with such conflicting opinions respecting the relative merits of Bury's, or the four-wheeled, and Stephenson's, or the six-wheeled engine, that they deemed it the more prudent course to send a small deputation, consisting of the Chairman and Deputy-Chairman, accompanied by their Engineer, Mr Miller, to visit the principal railways in England, and report to the Board. After the most careful investigation, the result was, that the Directors found it extremely difficult to decide between the two. They therefore resolved, after mature deliberation, to make trial of both kinds, and decide as to their relative merits from their own experience. With this view they have ordered ten four-wheeled engines from Mr. Bury, and ten six-wheeled from Messrs. Hawthorn of Newcastle; and this number will, they anticipate, be sufficient to enable them to open and work the line until next Spring. It may be noticed, that owing to the admirable gradients of the line the Directors will have an opportunity of testing the advantages which are held out by the advocates of the lighter engine.

Your Directors have also ordered 48 first class, and a similar number of second class carriages. The latter, from being constructed on the same length of frame as the first class, will contain a coupé, whereby one-seventh of the number of carriages otherwise required will be saved. It is also intended immediately to order 36 third-class carriages, with a proportionate number of waggons, trucks, and horse boxes, &c.

The fixed engines at the head of the inclined plane at the Glasgow terminus, have been ordered for some time; and your Directors have entered into contracts for the erection of the booking offices and business chambers there. They are also about to contract for the building of the various stations along the line. And it may here be stated, that in all these erections, the utmost regard to economy has been observed; the great object of the Directors being to obtain simple and substantial work, without any unnecessary ornament.

As formerly stated, your Directors are anxious to complete and bring the present line, as authorised by their Act, into full operation, before entering upon the formation of any branches. In order, however, to give the Company the power to apply to Parliament in 1842, or subsequently, if they shall think fit so to do (the question as to this being still reserved,) your Directors have caused the usual preliminary notices to be given with reference to the proposed formation of a branch to Kirkintilloch (about 1¼ mile in length,) and to an extension of the main line, as originally contemplated, to the North Bridge of Edinburgh; where, it is not improbable, that other lines of railway may have their terminus.

With regard to the formation of a branch from Stirling to fall into this line, a meeting of the landed proprietors of that important county, and of others interested in this matter (as well as in the ultimate extension of the line northwards,) was recently held for the purpose of promoting the measure, and of learning the intention of this Company on the subject. With this view, a deputation of influential gentlemen of the county, appointed by the meeting, had an interview with your Directors, who stated that, until the main line was opened, the Company was unwilling to allow its attention to be diverted to the subject of this branch; but, that the Directors would be happy to communicate with the county gentlemen on any plan for the execution of so important a branch. Since the date of the above interview, the Directors observe that a survey has been undertaken by parties interested in the county; and also that a Committee has been appointed by the county of Perth, to consider the extension of the Stirling branch into that county. And further, your Directors have observed that considerable progress has been made in the preliminary steps towards the formation of a line through the county of Fife, thus holding out the prospect, at no distant period, of the main traffic of the line being considerably promoted by railway feeders.

A Bill has been introduced into Parliament this session to amend Lord Seymour's Act. It relates chiefly to two points—the notices to be given before a line is opened to the public for traffic, and to the qualifications and appointment of engine-drivers. With regard to the first Bill empowers the Board of Trade to prevent, under certain penalties, the opening of a line, until satisfied of its being sufficiently completed for the safe conveyance of passengers; and this is an additional reason why your Directors should press forward every department of the works by all the means in their power. And with respect to the second point, it appears to your Directors that the raising of the standard of the qualifications of engine-drivers, cannot fail to be beneficial, in a peculiar degree, to the undertaking under their charge. Upon the whole, if the power proposed to be vested in the Board of Trade be used with discretion, it may perhaps be beneficially conferred; though, in the present stage of the Bill, it would be premature to express any decided opinion upon the subject.

From the annexed balance sheet of income and expenditure from 30th June to 31st December last, it will be perceived, that during that period, the Directors have taken up on loans upwards of 156,000*l*. Since the latter date, they have received further, 16,300*l*.; leaving 127,700*l*. still to be taken up. The Directors are happy to say, that they have found no difficulty in obtaining the loans; which have come in quite as rapidly as was desirable, and without any commission or brokerage being allowed.

Your Directors have pleasure in reporting that they have brought the share list into a favourable state. They have found it necessary to declare 621 shares forfeited; and they now beg leave to submit the declaration of forfeiture to the meeting, for confirmation, in terms of the Act of Incorporation. On some of these 20*l*. per share has been paid; and on a large portion, 5*l*. or upwards; so that there is no doubt these will soon be disposed of. The whole of the shares formerly forfeited, on which 5*l*. were paid, have been sold without any further loss than the interest due on the calls.

Under the provisions of the Act of Incorporation, the following gentlemen, being one-fourth of the Directors, go out of office at this period, viz.—[see Advertisement.] These gentlemen are, however, re-eligible to office.

The favourable state of their finances has enabled the Directors to carry forward the works without pressing upon the shareholders for any calls since the last general meeting; but, as the Board are straining every nerve to finish and open the line for traffic next Autumn, and as the season is at hand for pushing on the works with renewed vigour, they must of course look forward to an increased expenditure, and have therefore resolved to make an eighth call of 5*l*. per share, to become payable on the 25th proximo; and they would beg to impress on the shareholders, that it is only by their cordial co-operation in paying up the calls promptly, that the Directors can bring their efforts to a successful termination at an early period. It will afford them the highest gratification if they shall be enabled to accomplish this before the next half-yearly meeting.

Balance Sheet of Income and Expenditure, to 31st December, 1840.

INCOME.

To amount received, per last statement....				£462,931	11	3
The following sums since received:—						
Arrears of equalising call on 138 shares.....	354	0	0			
Do. second call on 632 shares.....	3,160	0	0			
Do. third call on 763 shares.....	3 815	0	0			
Do. fourth call on 1,229 shares.....	6,145	0	0			
Do. fifth call on 1,564 shares.....	7,820	0	0			
Do. sixth call on 3,020 shares.....	15,110	0	0			
	36,404	0	0			
Amount of seventh call on 12,363 shares.....	64,266	17	6			
Cash in anticipation of eighth, ninth, and tenth calls.....	4,530	0	0			
Amount of loans.....	156 670	0	0			
Dirt; interest on calls	289	7	3			
Ditto ditto on sundries ..	358	9	6			
	1 347	16	9			
Ditto rents and sundries..	129	10	4			
				263 348	4	7
Total.....				£726,279	15	10

EXPENDITURE.

By amount expended per last statement				£18 859	4	10
Land and compensation....	£10 349	16	2			
Works, including chairs, sleepers, stone blocks, &c.	194,179	7	0			
Perma. rails £21,814 17 8						
Less not yet due..... 16,548 17 10						
	5,265	19	10			
Law expenses including jury trials.....	1,840	6	8			
Surveying, plans, and engineering.....	2 082	16	2			
Salaries at Glasgow and Edinburgh.....	594	6	6			
Direction.....	500	0	0			
Charges, advertising, printing, postages, and stationery.....	706	8	8			
Police required by the Act .	573	5	3			
				216,092	6	3
Debenture stamps.....	1,045	2	6			
Interest on loans	945	6	7			
				1,990	9	1
				£236,442	0	2
Cash in banks this date....	82,439	13	11			
Service rails	1,240	2	5			
Cash on hand this date ..	157	19	4			
				89 837	15	8
Total.....				£726,279	15	10

JOHN LEADBETTER,
ARCH. SMITH,
ALEX. DRYSDALE, } Directors.

BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY—GENERAL MEETING.

The half-yearly general meeting of the Proprietors of this Company, was held at the Bell Hotel, Gloucester, on Tuesday week, and was very numerously attended. Captain C. R. Moorsom, R.N., who has recently accepted the office of Chairman of the Board of Directors, presided.

The notice calling the meeting having been read by W. Burgess, Esq., the secretary, as also the minutes of the last general meeting, the latter were confirmed as a correct record of the proceedings. The common seal of the Company was afterwards, in accordance with a resolution to that effect, affixed to the register of Proprietors.

The Secretary then proceeded to read the following Report of the Directors:—

REPORT.

The Directors are gratified in meeting the Proprietors with the Line of Railway in complete operation between Birmingham and Gloucester.

The railway was opened in June last, between Bromsgrove and Cheltenham, a distance of thirty-one miles; a further distance of five miles to Cofton, was opened in September; the part between Cheltenham and Gloucester in November, and the entire line to Camp-hill, Birmingham, on the 17th December last.

The works on the extension running into the London and Birmingham Railway, are in a very forward state, and the junction is expected to be effected in three or four months.

The season of the year at which the complete opening took place, has operated much against the passenger traffic. The experience of all other Railway Companies has shown, that it requires time to develope the resources of these undertakings, and the Directors see no reason to alter the views they have hitherto conveyed in the revised estimates, as to the probable passenger traffic on this line.

The arrangements of the Company have not yet allowed of their conveying goods, except to a very limited extent; but applications have been received from the principal carriers, and they are prepared to commence using the railway whenever the Company can accommodate them. The arrangements for this purpose are near completion, and the Directors believe that in this branch of business the receipts will be large.

The Post Master General having required two night trains each way, for the conveyance of the Mails, they commenced running on the 6th instant, but owing to the unseasonableness of the hours, the number of passengers conveyed by these trains has been very small.

The account of revenue and expenditure appended to the Report, will show the amount of receipts for traffic to the 25th of December last, with the expenses which have been incurred. The latter have necessarily been heavy, in consequence of the circumstances attendant on the partial openings of the line.

The Proprietors will participate in the satisfaction felt by the Directors, that more than 120,000 individuals have been conveyed along the railway since it was opened, without the slightest accident to a single passenger. The earnest attention of the Directors has been devoted to the adoption and enforcement of regulations for the continued safety of travellers.

In the last Report the Directors stated that they had taken possession of the line between Cheltenham and Gloucester, under the arrangements subsisting between this Company and the Cheltenham and Great Western Union Railway Company, as settled by their respective Acts of Parliament; and that notwithstanding the extra expenditure caused by this circumstance, their calculations then led them to expect that the sum

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which they were authorized to raise by the Act incorporating the Company, would be sufficient to provide the necessary funds for that purpose, as well as to complete the original works of this Company. They regret that these expectations will not be realized. The sum thus appropriated to the line between Cheltenham and Gloucester, makes a deficiency in the funds which were intended to be applied to the completion of the stations, together with the locomotive and carriage stock.

Should the Cheltenham and Great Western Union Railway Company, redeem, in the year 1845, their interest in the line between Cheltenham and Gloucester, a large sum will be repaid to this Company; but to meet the deficiency above-mentioned, the Directors recommend that this meeting should authorize them to borrow 60,000*l.* upon the loan notes of the Company, or in such other way as may appear to them most expedient.

The Directors have to regret the retirement from the Board, of Mr. Walker, and Mr. E. T. Moore, whose zealous and efficient services have been devoted to the interests of the Company, from the commencement of the undertaking, and they have also received within the last fortnight, the resignation of Mr. Garnett, who has found his residence at a distance incompatible with due attention to his duties; two of these vacancies the Directors do not think it necessary at present to fill up, but the Proprietors will be happy to learn that Captian C. R. Moorsom, R.N., has consented to take a seat on the direction, and has become chairman of the Board.

When Captain Moorsom was invited to join the direction, he deemed it right before he accepted the invitation, to communicate to the Board his views on railway management, suggesting that if the number of Directors was reduced to three, or five, each taking a particular department, and making himself responsible for the discharge of its duties, the system would be much improved both in energy and economy. In these views the Board concurred, and in consequence, four of the Directors have undertaken the care of different departments, with Captain Moorsom's assistance. They will act as a Committee, with the full power of the Board itself. This arrangement must be considered an experiment: should it prove successful, as the Directors confidently believe it will, the Proprietors may consider it expedient at some future time, to make a permanent reduction in the number of the Board.

Referring to the paragraph on the subject of Sunday travelling, in the last report, the Directors have to suggest to the Proprietors, that a Special General Meeting be held at Birmingham, on a convenient day, for the purpose of deciding whether any or what trains should run on Sundays, over and above the four now carrying the mails, under the orders of the Post Master General.

The CHAIRMAN rose and said, before he put the question as to the adoption of the Report, there was one subject referred to in it, upon which he wished to make a few observations. In the last paragraph but one, he was introduced to them as holding, at the present moment, a very responsible position, inasmuch as he had recommended an alteration in the mode of management, which had been acquiesced in by the Board, and upon which they were now about to act. So important a change certainly ought not to be attempted without the fullest explanation to the Proprietors upon the subject. It was not at all contemplated to ask for their collective opinion upon it now: but, of course, it would be open to every individual present to express his sentiments in reference to the alteration, and, if he thought fit, to ask the opinion of the meeting upon the subject; but the Directors did not require them to do so. It was expressly stated to be a trial—an experiment; and, at the end of six months, they would be able to speak more decidedly about it. But perhaps they would indulge him with a little more time, in order that he might explain to them the grounds on which he recommended this change; and he could not, he thought, do it better than by reading to them some letters which he had addressed to the Board upon the subject, and which would explain to them what he meant, and the manner in which he intended to carry out a plan, which the Board were unanimously of opinion, had, at least, fair grounds of trial. The letter which he held in his hand was dated the 14th of January, and was addressed to the Deputy Chairman and the Directors. It was as follows:—

To Samuel Bowly, Esq., Deputy-Chairman, and the Directors of the Birmingham and Gloucester Railway.

Gentlemen—The resolution conveyed to me by your deputation, (a copy of which I have since received) by which I am elected a member of your Board, requires on my part a respectful consideration; and I beg you to believe that I properly appreciate such a mark of your good opinion.

I had made up my mind, and had so expressed myself, that I would not become a member of another Railway Board under their present constitution, because I have found by experience that there is neither satisfaction to the public and the proprietors, nor credit to one's self, to be gained by being one of so numerous and irresponsible a body as Railway Boards are.

I have, however, been given to understand that my views of what railway management ought to be, may not be entirely repugnant to yours, and still more, that they may perhaps be found to be in accordance with the views of the proprietors of the Birmingham and Gloucester Railway.

I therefore told your deputation that I would put in writing, for your consideration, an outline of my ideas of a system of responsible management, in order to ascertain how far we may agree; for I should be doing more harm than good to accept a seat at the Board, unless with a reasonable prospect of the concurrence of my colleagues in the principles on which I have always acted, and by which I mean to abide.

I might have hesitated to take office in a Company in which a near relative holds so important a situation as that of Chief Engineer, if the approaching completion of the works in his charge did not remove the objection.

I have a fair stake in the Birmingham and Gloucester Railway, and a considerable pecuniary interest in railway stock generally; and I feel it to be a matter of the highest importance, both to the public and to proprietors, that railways should be managed on a system which shall make every man holding office responsible for his acts, which is by no means the case at present.

In such a communication as this, I must necessarily be very concise, otherwise I should have as much to say as would make a pamphlet.

I begin with Railway Boards. They are composed of too many members, very few of whom are able to give sufficient time and attention to details, and consequently they are too dependent on their officers. Responsibility is so divided, that an individual feels none at all. A large Board is either so confiding that it trusts one man with everything, or it is so jealous that it will trust nothing to any one. I do not know which produces the worst results; but both are productive of evil.

Again—A large Board is often led by a small party which gains the ascendancy, or it is constantly agitated by the struggle of parties for that ascendancy. In the first instance, the clique exercises large power, with no responsibility, and does things that otherwise would not be attempted. In the next instance, the course of the Board is marked by a want of consistency, which utterly precludes the adoption, by the executives, of a system of order and regularity, on which so much depends.

After much consideration, with ten years of experience in railway affairs, I do not see any useful purpose that can be answered by more than five Directors, and I would even prefer three, but I find opinions opposed to so small a number as three.

Supposing a Board of five Directors, I would divide the business into four branches, viz., coaching and carrying, locomotive power, maintenance of way and works, and finance; and assign to each Director the duty of making himself so far acquainted with the details of one branch as to be able to furnish the Board with all necessary information on the various questions that arise.

To the Chairman I would give a general superintendence, not with executory powers, but to know all that is going on.

Under such a system no highly paid officers could find place. The Directors would be masters of their own business, and would only require ordinary and steady men, as heads of departments, who would work contentedly for moderate remuneration.

I wish to avoid details, but I must just touch upon one or two points.

There is no part of the business of a railway that requires the vigilant control of the Directors more than the finance.

The spending of the money, and the accounting for it, should never be confided to the same persons.

The auditing of accounts should also be in hands independent of every authority but the Board.

In the supply and expenditure of stores, a very wide door is open to extravagance and waste, to say nothing of fraud, and it is obvious that the payments should not be entrusted to the same parties who order the articles. I find that my ideas as to a sound system for the check of abuses are generally admitted in private conversation, but that it is the most difficult thing in the world to get such a system carried into effect.

The looseness of management, the want of a due sense of personal responsibility, and the apparent indifference to the interests of the Company, which continually meet my eye, are to my mind the certain indications of defect in the superior authority. Many able and honest men are employed as treasurers, secretaries, and superintendents, and in other offices in railways, but it is little that an individual can effect in such situations against the prevailing current, and he at last finds himself quietly drifting with the stream.

The management of the locomotive engines, and the arrangement of their loads, is a subject requiring the greatest attention, in order to produce economical results.

From the investigation I have hitherto been able to make, I am led to the conclusion, that on the principal passenger lines, a saving of from 30 to 40 per cent. might be effected in the cost of locomotive power, as applied to passenger trains. But this depends quite as much upon the Directors as on their officers.

By this hasty sketch it will be perceived that I would call on the Directors to give more of their time and attention to the Company's business than is now generally practised, and I do not see how a really responsible system is to be carried on without it.

My impression is, moreover, that unless a direct individual responsibility be laid upon the Directors, the frightful injury to persons, and the loss of life, which have characterised the extension of railways, will not be prevented in future, and that they must be followed by an interference on the part of the legislature, which it is desirable not to provoke.

I am, indeed, of opinion that Parliament might, by laying down general regulations, and bringing all the railways under a uniform system as to principles, be of the greatest service to the Companies, as well as to the public, but I should by no means wish to see Parliamentary interference proceed the length of superseding the authority of the Directors on their respective lines, although I am favourable to the idea of a general surveillance and control.

I think I have now said enough to put you in possession of my views generally; and my acceptance of the office to which you have elected me, must depend upon two things:—

First,—Your being disposed to concur with me in giving effect to these views, so far as circumstances admit, and allowing a fair latitude for difference of opinion in details.

Secondly,—Whether a sufficient body of proprietors are disposed to call for my services, without which I should not be willing to make the sacrifice which the duties of the office would entail upon me.

I am, of course, aware that, to carry my views into complete effect, an amendment of the Act of Incorporation would be necessary, and that it must rest with the proprietors to decide on the expediency of such a measure.

If I am not misinformed, however, your Board appears to be more favourably circumstanced than any I know for adopting at once some such arrangement, inasmuch as the Directors resident in Birmingham, where the business is transacted, do not much exceed the number I have named.

The most material point is not, however, the specific number of five Directors, but the Directors should take upon themselves, and establish on all below them, a distinct, defined, individual responsibility, and arrange the business of the Company on a system which shall give that responsibility full play.

I am, Gentlemen, yours, very faithfully,
(Signed) C. R. MOORSOM.

Highfield, 14th January, 1841.

Of course, (continued the Chairman,) such a paper could not but raise many questions as to how the plan was to be carried into effect, and it accordingly led to two other letters, the first of which was dated the 25th of January, from which, however, he would merely read an extract.

I have no idea of Directors becoming executive officers, and no one is more decidedly opposed than I am to their giving any orders in their individual capacity, which is a practice that destroys the responsibility of the proper executives, and is entirely opposed to the division of duties I wish to see carried into effect.

My plan would, therefore, always comprehend a general executive officer, but then he must be strictly and properly executive, and not administrative, in his functions; and he must not comprise under his jurisdiction offiers which are intended as checks upon one another, for this would vitiate the principle of a check, and render it of no practical use.

Again: I do not expect the proprietors to be called upon to pay more to Directors than they now do, and I think if the sum now divided among a dozen or more, were allotted to five, it might be sufficient, with the other inducements, (viz., a man's own share in the concern, and the credit attaching to successful management, &c.,) to obtain from the five as much time and attention as are necessary."

The third communication was dated the 29th of January, and was as follows:—

I have supposed the business of a railway to be divided into four branches, viz., coaching and carrying, locomotive power, way and works, and finance.

I must now suppose that the Board would meet once a week, and that they would have before them such reports and returns from the several departments as would enable them to judge by results how matters are going on. The reports and returns would be casual or occasional and periodical, and they should be so made up as to give time for careful examination before the Board meets.

For example, there would be from the respective departments, weekly reports of casualties, and of injury to carriages, waggons, &c., to engines, &c., to tunnels, bridges, or culverts, excavations and embankments, rails, chairs, &c.; pay bills for wages, and general bills; monthly returns of carriages, waggons, &c., of engines, &c., under and wanting repair; of miles run by each carriage, waggon, &c., by each engine, &c., distinguishing whether with passengers, goods, or ballast trains; quarterly returns of repairs received by carriages, waggons, &c., by engines, &c., and an abstract of expenditure. From the coaching and carrying would be required also a weekly abstract of passengers, horses, goods, &c., conveyed by each train, and the average mileage; a comparison of tickets collected with the passengers, horses, &c., booked; and an abstract of the guards' time book. From the locomotive, a monthly return of coke and other materials used by each engine, and a weekly abstract of the engine-drivers' time book. From the way and works, a monthly return of their general state. From the finance, an attestation of the examination of the pay bills and gene-

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tal bills, with their vouchers; an abstract of the checks to be drawn; vouchers showing how checks previously drawn have been disposed of; an abstract of the earnings of each train; a comparison of passengers, &c. booked, with the receipts; an abstract of accounts with each department; and a general abstract of receipts and expenditure. From the police, a return daily of the arrival of the trains at the several stations, and their departure therefrom; reports of occurrences and offences; and a weekly return of punishments.

I am only adducing these examples for the purpose of illustration, and not as comprising the whole business of the railway. Many persons may laugh at the idea of conducting business by reports and returns, and I should join with them at any one who proposes to confine the functions of administration to the examination and collation of documents only; but I do not exactly perceive how the affairs of a railway can be understood and conducted by Directors without the help of reports and returns. My idea of the duties of Directors is this: that they should know what is wanted, consider what ought to be done, give the proper orders, let the Executive carry them into effect, and then ascertain the results. With respect to the duties of the Executive, they can, in my opinion, be efficiently performed only by the parties undertaking them giving their whole time and services, and being subject to the Directors' supervision, or by such duties being the subject of contract under pecuniary penalties.

To the system of contracts I look as that under which railways will ultimately and most economically be worked, and then the duties of Directors will not be very burthensome. In the mean time, however, the Executive, to be responsible, must be under superintendence and control.

I suppose, then, the Board assembled—every member bent upon doing business, not getting over it—with the usual reports and returns on the table, besides a variety of other matter in the Secretary's agenda. The most convenient course would be, to assign to each member a particular subject for examination, and to hear his report on it, and then to deliberate and pass the necessary orders; and as men do best what they are most used to, it would be advantageous for the same parties weekly to recur to the same subject. Thus we should get each Director identified with a specific branch of the Company's affairs. It would interest him even as a mental occupation, and he would not confine his services to the Board room; he would not be satisfied without seeing and understanding somewhat of the things about which he has to read in the reports and returns, and on which his colleagues look to him for clear and precise ideas and matured opinions.

For example, the coaching and carrying Director would soon see by the returns what average number of passengers each carriage conveyed in each train, and he would thus judge whether due vigilance was exercised in limiting the trains to the number actually wanted, or whether empties were dragged about unnecessarily; he would also see by the miles run, whether the various vehicles were fairly worked, and by comparing the repairs received with the miles run and the average weight carried, he would judge of the relative construction of the carriages, waggons, &c.

In the same way the locomotive Director would, by the returns, trace each engine through its work, and at length obtaining, by means of the aggregate, an average of the whole, he could most conclusively pronounce, not merely on the good or bad management of the locomotive department, but on the general arrangements, whose results ought to be the giving to each engine of its appropriate load and work. Again, also, by comparison with other railways, he would get a tolerable notion whether on his the fittest engines were used.

I need not, I think, illustrate further the procedure of the Directors taking oversight of the way and works, and the finance.

I do not wish to contrast such a system as this with what I have seen and known; but I ask any man of sense whether he would trust his private affairs to five men thus acting, or to a dozen or two acting as he knows they do act?

You will observe I have introduced returns from the police, which I have not enumerated as a department. My reason for not classing the police as a branch of the business, because it is usually incorporated with the coaching department; I think, however, that it should be separate, and I prefer stating verbally my reason to writing them.

To the Chairman I would assign the oversight of the police, as well as to know generally the business of each department.

And now, as to the time and attention that would be required of a Director under this system. I think you can judge as well as myself; something would depend on a man's habits of business, and on his mental and moral qualities.

You will not fail to perceive that this plan not only does not involve any interference of individual Directors with the executive affairs, but that it provides for their obtaining information in the most unexceptionable manner, and by the most accurate method, and therefore allows no excuse for those indirect and very questionable means by which very active and very busy men of details, unacquainted with general principles, sometimes seek to inform themselves; on the other hand, it assigns to the executive officers their appropriate duties and proper sphere of action.

I am, dear Sir, yours, very truly,

C. R. MOORSOM.

S. Bowly, Esq.

The CHAIRMAN proceeded to say, that perhaps he ought to conclude here; but if it did not take up too much of their time, he should like to explain some points referred to in the paper dated the 14th January. But, in the first place, he would remark, that a requisition having been placed in his hands, signed by 48 proprietors, holding a large proportion of the shares of the Company, he felt it his duty to come forward and take the responsible post which he now occupied. He would now proceed to explain the manner in which he proposed to carry out the system, the outlines of which he had placed before them. The constitution of railway Boards appeared to him to be derived from the canal Acts, a vast number of Directors, varying from eight to twenty-nine, having to look after the interests of the proprietors; and in this respect they differed very materially from canal boards, the business of which (not being themselves carriers) was almost exclusively confined to receiving tolls, and accounting for the money to the proprietors. The average number of Directors upon the various railways, as far as he had been enabled to collect, was 15. There were upwards of 70 Railway Companies in Great Britain and Ireland, of which above 50 used locomotive engines, and there were upwards of 30 on which passengers formed the chief source of traffic. Now, these numerous companies were governed very differently, but so sensible were they all of the inconveniences arising from the number of Directors, that they resorted to every expedient to simplify the management; for example, on some, the treasurer, so called, was appointed by the proprietors, and not by the Directors; again, a general manager was often appointed by the Directors; and they found other Boards breaking themselves up into committees. Then again, these managers were sometimes secretaries, sometimes engineers, and, in two or three instances, men holding large establishments in other places were made principal managers of the railways. (Hear.) He need not particularise any of the evils which he had himself known and experienced from these different modes of management; all he would say was, that he conceived in the great requisites of management they more or less failed; that is, they did not provide for consistency of explanation, unity of action, or responsibility of execution. (Hear.) He had stated that the locomotive power on railways might be reduced very considerably in expense, (say from 30 to 40 per cent.,) as respected passenger trains; and in order that they might not suppose this to be a vague assertion, he would refer to a case in point, which had been made public since his letter had been written. The Liverpool and Manchester Railway, which was open about ten years, had effected in the last six months a saving of 32 per cent.; and the expense of locomotive power on the Grand Junction line had also been reduced 20 per cent. during the same period. He did not know from what source either of these companies accomplished this saving. The Liverpool and Manchester Company had tried the system of working engines expansively; to what extent it had succeeded he did not know; but if this system alone was adopted, he believed an important item of saving would be effected. (Hear, hear.) His own views were just these; from enquiries which had been instituted on the principal passenger lines, it had been ascertained that the engines were only drawing from two-fifths to three-fifths of those loads which they were capable of doing. He did not mean their theoretical capability, but that they were literally only drawing the proportions which he had stated, looking to the gradients, and all the other circumstances of the lines in question. Now the mean of these two-fifths and three-fifths was one-half; and if they contrived fully to load the engines, only one-half the number would be required, and the expense per mile was lessened in the like proportion. Now, taking into account the countervailing effects resulting from engines having full loads, and which admitted of great difference of opinion, ranging between 8 and 16 per cent., it would still leave a saving of 38 per cent., by giving them full loads instead of allowing them to go with one-half. For his own part, he did not see why this was not practical on most of the lines, but perhaps it might be disputed. It might be said that this was not the fact with respect to engines generally; in reply to which he would observe, that his calculations were founded on returns made to Parliament. But he would refer to an admirable work lately published, namely, "Whishaw's Railways of Great Britain and Ireland," in which the author specified, on a number of railways over which he travelled, the loads which the engines drew. He (the Chairman) believed Mr. Whishaw gave too much weight to the engines, and he differed with him in some cases to the extent of one-fourth; but even on his showing, the engines were drawing very far short of their loads on all the railways which he had enumerated. In order, however to put this beyond the possibility of cavil or question, he thought it would be useful if the different Companies would exchange with each other certain results, by which each would see what the other was doing. He held in his hand an analytical table of results of the workings of railways with which he had been connected, and it showed him, amongst other things, the mean number of tons drawn by every engine, and the mean speed, both with respect to passengers and goods. It showed also the quantity of coke consumed, and the exact expense of locomotive power for every article conveyed, together with the total expense and receipts, and of course the profits on each item of traffic. Perhaps it might be urged that the exposure of such things would prove disadvantageous to railway property. He could not think it. In the first place, these details could be got at approximatively by a more laborious process, and they would find something of the sort attempted in Paunbour's last edition of his work; but he conceived that it would be better at once to give them correct. The Chairman afterwards proceeded to observe, that it was questioned whether cattle or sheep would pay at the prices which drivers were willing to give, but the table to which he referred placed the matter beyond dispute. Some, too, might have seen a statement to the effect that it cost the Railway Company 18s. to convey a passenger between London and Birmingham, and elaborate statements had been gone into to show that such was the case; but the analysis which he held in his hand proved that passengers were carried for little more than half the cost. (Hear, hear.) There was one other point, which he knew was a delicate thing to touch upon—he alluded to the Bill before Parliament for the regulation of railways. No one who had read the report of the officers of the Board of Trade, could dispute the opinion which he would venture to give—namely, that they had made out a case against the Railway Companies. Thirty-five accidents in five months, of which 21 were attributable, amongst other causes, to defective arrangements, and 18 to the negligence of servants. He (the Chairman) would fearlessly say, as a Director, that if he had felt himself placed in that situation of individual responsibility which he was contending for, he should have felt ashamed of such a record; but he could not take, nor did he think any director could take, individually, the blame, because he considered it was the system, not the men, which was in fault. He had years ago expressed his opinion to many who now probably heard him, that Parliament would interfere, by stringent enactments, to prevent the recurrence of such lamentable casualties. He thought the present Bill went quite far enough in this respect; but if the same loose system went on, might they not expect that on other points Parliament would also find it necessary to interfere. Therefore, his observations were directed to this; as far as the Birmingham and Gloucester Company were concerned, they should endeavour to adopt a system of management which would leave the legislature no excuse for interference; and in his opinion, that system would be found in something like the plan which he now proposed. [The observations of the Chairman were very cordially received by the meeting.]

Mr. GREENE hoped it would not be considered improper to put a question as to the four Directors who had undertaken the management of the proposed plan?

The CHAIRMAN did not see any objection to giving them. They were Messrs. Daniels, Sturge, Gibbins, and Tymbs.

Mr. JOSEPH STURGE thought it would be interesting to the proprietors to know what was the total capital absorbed and actually expended.

The CHAIRMAN stated, in reply, that the sum already absorbed was 1,266,666*l.*

Mr. STURGE—And it is proposed to raise 60,000*l.* on loan. He wished the proprietors to understand that these two sums constituted the capital invested in the concern.

The adoption of the Report having been moved and seconded,

W. M. TARTT, Esq., of Cheltenham, rose to propose an amendment; and in order to prevent any misconception as to its object he would at once read it, and then as briefly as possible state his reasons for submitting it for their consideration. The hon. proprietor here read his amendment, to the effect that the Report and statement of accounts be printed and circulated amongst the proprietors, and that the said accounts, together with all matters of calculation brought before the meeting, be referred to a committee of auditors, who should examine into the same, and report the result of their investigations to the next general meeting. He was aware it had been said, that the very circumstance of proposing the appointment of auditors showed a want of confidence in the Directors; but this he could not admit. There was a wide distinction between a reasonable confidence in those who were entrusted with the management of their affairs, and a total indifference as to their proceedings; and unfortunately the latter was an extreme which railway proprietors had too frequently run into. That his motion involved no want of confidence in the Directors,

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was shown by the example of many of the most prosperous railways, and of the most important corporations and societies of the metropolis. In fact, the necessity for auditors arose from the generally allowed fallibility of human nature. With the very best Directions possible, errors might and did arise in matters of calculation, and differences of opinion in matters of expenditure, which it was desirable to bring under some system of revision and correction. Neither was the principle of appointing auditors contrary to the constitution of the Company's charter, for by the 164th section of their Act it was provided, that if the accounts laid before the half-yearly meeting did not prove satisfactory, that meeting had power to appoint a Committee for their investigation. But this would be an invidious mode of proceeding, and he felt it due no less to himself than to the Directors to state, that his intention was not to cast doubt on the accuracy of the accounts submitted to them, but to show that from their very nature they required investigation. (Hear, hear.) At the first meeting which he attended, (in February, 1839,) it was stated, that upon a careful revision of the traffic a return of 12½ per cent. might be anticipated; and although the receipts were so small when the partial opening of the line was made, he was not disappointed, presuming that the Directors had good ground for what they then stated. But when at the meeting last August it was stated in their Report that the traffic on this partial opening "exceeded their most sanguine expectations," he began to suspect that there must be something wrong; and upon making inquiries upon the subject from the secretary, he found that the estimate had been founded upon a gross revenue of 130,000*l.* per annum. Now, taking this upon an original capital of 950,000*l.*, and deducting about 33 per cent. for expenses of working, it yielded very little more than 9 per cent.; and upon 1,400,000*l.* it would be little more than 6 per cent. He believed that he would have little difficulty in making his case much stronger, but it might seem unfavourable to the ultimate prosperity of the railway; and anything unfavourable would falsify his own convictions, for he felt satisfied that their undertaking was placed in such advantageous circumstances, that with proper management it would, at no distant day, yield the proprietors a dividend of from 8 to 10 per cent. (Hear, hear.) Again, as regarded the probable cost of the line, he had been officially informed at the first meeting that, including stations, it would not exceed 950,000*l.*; and upon reverting to the same subject the year following, he was told by the Chairman he was quite safe in saying that the works of every kind connected with the whole establishment would be kept 150,000*l.* within the powers given by Parliament. This was exclusive of the additional half of the line between Cheltenham and Gloucester, and without this would have made the whole cost something less than 1,117,000*l.* Six months after the chairman informed the meeting at Birmingham, that when closely pressed at a previous meeting he had stated there would be a surplus of 100,000*l.*, but it now appeared that (including the line from Cheltenham to Gloucester), the whole 1,266,666. would be absorbed, and they had just been informed in the Report that 60,000*l.* more would be required. (Hear.) He did not believe that the Directors had any intention of misleading the proprietors upon the subject; he was willing to admit that the information had been given in error, and that the board had been themselves deceived; but this only served, in his opinion, as an additional argument in favour of the measure which he suggested. Mr. Tartt here referred at length to the practice adopted by the Directors of the Grand Junction Company, two of whom were appointed to audit the accounts; and he called upon the meeting, as men of business and integrity, to whom the absent proprietors looked for the protection of their interests, to support him on the present occasion. The honourable gentleman, in conclusion, begged to assure the Directors that in bringing forward his motion he was actuated by no such paltry suspicion as to imagine that there was one single farthing in the accounts that had not been duly paid.

KINGSTON BAKER, Esq., of Cheltenham, seconded the amendment.

The CHAIRMAN said, that all must admit that the subject was a most important one, and he would be happy to hear the opinions of the proprietors in reference to the question. Having been but recently elected to the office which he had then the honour to fill, he was not of course prepared to go into the matters referred to by the mover of the amendment, but he had no doubt they would admit of satisfactory explanation.

Mr. TARTT replied, that what he found fault with was, that the statements noticed by him had been made so recently, within two years of the completion of the line, when it might be expected that the Directors would have been able to arrive at a more accurate approximation as to the actual cost of the works.

SAMUEL BOWLY, Esq., (Deputy Chairman,) observed that Mr. Tartt was in error in attributing the calculation of 12½ per cent. profit on the traffic to the Directors. That calculation had been made by parties appointed by the proprietors themselves, and did not emanate from the Board. It was almost impossible to tell what the cost of works of such magnitude would be, until they had been completed. As to the auditing of the accounts, he was quite prepared to support the resolution, because he believed the Directors ought to lay themselves open to the fullest investigation. All he feared was, that the system would not have the effect intended. The examination of accounts would not prevent the expenditure of money, the improper outlay of which he wished the proprietors to have full power to check. He hoped, however, that Capt. Moorsom's plan would go a great way to meet the difficulty.

Mr. WEEDON, one of the solicitors of the Company, wished to set Mr. Tartt right on one material point, namely, that the accounts were always audited by three of the Directors appointed for that purpose; therefore the Grand Junction Company were not singular in the adoption of the plan to which he had referred.

Mr. TARTT did not think it right to have the accounts audited by the Directors themselves and was anxious to have a permanent Board of Auditors appointed for that purpose, or in other words a Board of Control.

The DEPUTY CHAIRMAN thought there might be great advantage in the proprietors appointing their own Auditors; at the same time the matter should be limited, so that it might not be made vexatious to the Directors.

The CHAIRMAN, notwithstanding the disavowal of the mover of the amendment, threw out for his consideration, whether the proposition might not be considered tantamount to an expression of want of confidence in the Board. Being so recently elected, he did not, of course, feel a personal interest in the matter one way or the other.

Mr. TARTT, regretted if he had failed, in the observations which had fallen from him, to convince the Directors that he was actuated in the course he had adopted by no such feeling.

The motion was then put from the chair, and negatived; the numbers being—

For the amendment..... 16
Against it..... 28

The original motion was afterwards put to the Meeting, and carried unanimously.

A PROPRIETOR complimented Mr. Tartt on the very courteous and gentlemanly manner in which he had brought forward the subject, which, he assured him, had made such an impression on the meeting as would ensure a more general support should he bring the question before them on any future occasion.

Mr. TARTT felt persuaded of the advantages of which would result from the adoption of the course he had suggested, while he at the same time acknowledged that the admirable system they were about to adopt would render it less necessary.

JOHN HOMER, Esq., proposed a resolution for the raising of 60,000*l.* in the manner recommended in the Report. In reference to the expenditure, Mr. Homer observed that, if he was not mistaken, the first estimate did not include the expense of carrying the line from Camphill to the London and Birmingham Station; and if this were the case, as he believed it to be, it would account for the excess of capital, of which so much had been said.

Mr. HAINES seconded the resolution.

JOSEPH STURGE, Esq., also bore testimony to the handsome manner in which Mr. Tartt had brought forward his resolution, which, had he been a Director, he would have cheerfully supported. He believed if railways were to be useful to the proprietors, it must be by small boards such as Captain Moorsom proposed.

Mr. BAKER inquired whether the 60,000*l.* proposed to be raised on loan included the cost of the branch line to Worcester, the terminus at Gloucester, and also the terminus at Birmingham.

The CHAIRMAN replied, that all the Directors could say was, that 60,000*l.* was about the sum they should require. The branch line to Worcester the Company had no power to make; the additional capital was required for the stations and erections at both ends of the line. It was well known, however, that, as they advanced, things unfolded themselves which they could not foresee, and which, of course, formed no part of their calculations.

A PROPRIETOR wished to know whether the American locomotives came equally cheap with those manufactured in this country, and if not, what was the difference in the cost?

The SECRETARY replied that the cost of the American locomotives was considerably more than those made in England; but the company had engaged to take a certain number of the engines, on condition of their performing a certain amount of work on the inclined plane at Bromsgrove.

The DEPUTY CHAIRMAN added, that they did not intend to order any more of the engines, as they could have them made as well in England, and as cheap as the locomotives used on other lines.

The resolution having been carried, a desultory conversation ensued in reference to the question of Sunday travelling, when it was resolved that a special meeting should be held at Birmingham, on Tuesday the 23rd of March, to consider the subject.

JOSEPH GIBBINS, Esq., was then called to the chair, and the thanks of the meeting were presented to Capt. Moorsom, for the able and courteous manner in which he had presided over the business of the day.

Capt. MOORSOM, in acknowledging the compliment, assured the meeting of his entire devotion to their interests, and expressed a hope that they would soon see the Birmingham and Gloucester Railway what he believed it had the means of becoming—a profitable concern.

NORTHERN AND EASTERN RAILWAY.—THE FLOODS.

AT a meeting of the Commissioners of Sewers for the Half-hundred of Becontree, at the Angel Inn, Ilford, on Saturday last, Mr. Bosanquet, Chairman, Mr. Sterry read a letter, signed by Messrs. Burges and Walker, surveyors to the Commissioners, from which it appeared that, in consequence of several complaints forwarded to Sir John Pelly, Chairman for that division of the county, of the obstruction to the usual flowing of the waters in the Walthamstow and Layton Levels, by the embankments of the Northern and Eastern Railway, an inquiry and investigation took place, by which it was ascertained that the railway embankments so headed the waters as to cause them to be 18 inches deeper on one side of the line than another; and the consequence was, a considerable degree of damage to the property so deeply inundated. The letter further went on to state, that a verbal application had been made to Mr. Stephenson, the Company's principal Engineer, on the subject, and concluded by requesting Mr. Sterry would adopt such measures as the urgency of the case required, as the Railway Company could at present remedy the evil at a much less expense than they could at a future period.

Mr. BURGES said, he was present when the application was made to Mr. Stephenson on the subject, and that gentleman said he knew nothing about it himself, but would make inquiries as to it.

The CHAIRMAN observed, that by a clause inserted in the Company's own Act, and which had been so inserted through the exertions of Mr. Bramston, one of the members for the county, the Commissioners of Sewers had the power, on information of the fact being laid before them, to inflict a penalty of 100*l.*, he thought it was an hour, for every inch of water found higher on one side of the railway than on the other.

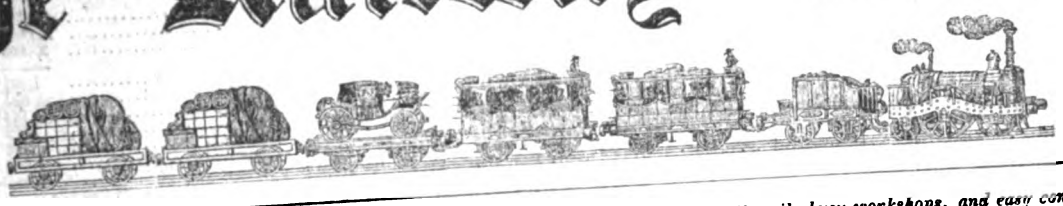
Mr. STERRY said, he had not the Act of Parliament with him; but, as far as he could recollect, the penalty was 5*l.* an inch per hour.

A COMMISSIONER remarked, that even by the lesser sum, the penalties, if enforced, would be enormous; and after a lengthened discussion it was decided that Mr. Sterry, as clerk to the Commissioners, should at once write to the Secretary to the Company, apprising him of what had been brought under the notice of the court, and requesting that he, or some authorised officer of the Company, would attend before the Commissioners at their next meeting, when they would go into the whole particulars as to the obstruction, &c.—*Essex Mercury.*

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, March 6, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another: to which, let me add knowledge and freedom."—Bishop Hall.

No. 167. Vol. IV.—No. 11.] SATURDAY, MARCH 13, 1841. [Price, 6d.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.

—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841.

BRISTOL AND EXETER RAILWAY.—CONTRACT FOR WORKS.

—Notice is hereby given, that the Directors will receive, at their Office in Broad-street, Bristol, on or before Friday, March the 19th, at Twelve o'Clock, TENDERS for the execution of the several works comprised in Seven Contracts, extending from the station at Bridgewater, to the proposed station at Taunton, a distance of eleven miles 35 chains. These Contracts comprehend the entire completion of the Works, including the Ballasting, but exclusive of the laying the permanent rails.

Drawings and Specifications will be exhibited on and after Monday, February 15th, at the Resident Engineer's Office, Coronation-road, Bristol.

Printed Forms of Tender may be had at the same place, and at the Company's Offices, Broad-street, Bristol.

The Directors will not consider themselves bound to accept the lowest Tender, and they expect the several parties to attend at the Office in Broad street, Bristol, at Twelve o'Clock on the said 19th day of March.

J. B. BADHAM, Secretary.

Bristol and Exeter Railway-office, 30, Broad-street, 5th Feb., 1841.

BOLTON AND PRESTON RAILWAY COMPANY.—TENDERS FOR LOANS.

—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the rates and tolls arising therefrom, in sums of not less than £200, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at the Company's Office. The Tenders are to express the sums and the term of years for which the same are proposed to be lent, and to be addressed to the Secretary at the Company's Office, Bolton.

By order of the Board of Directors,
PETER SINCLAIR, Secretary.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford on Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—

From the
SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver 10s. 6d. each pair.

Omnibuses to and from every train—Fare 6d.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R. A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, R.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act of Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

LOCOMOTIVE ENGINES.—FOR SALE, THREE LOCOMOTIVE ENGINES and TENDERS, most substantially made and highly finished. Cylinders 12 inch diameter, with 5 feet driving wheels, adapted to the usual gauge.

Apply to Mr. Humphreys, 6, Holland-street, Blackfriars.

EDINBURGH AND GLASGOW RAILWAY.—EIGHTH CALL OF £5 PER SHARE.

—Notice is hereby given, that in pursuance of a Resolution of the Board of Directors, passed in terms of the Act of Incorporation, the Proprietors of Shares in this Company are hereby required to pay a further Instalment of £5 per Share (making £40 per Share paid up) on or before Tuesday, the 23rd day of March next, to any of the under-mentioned Bankers:—

Glasgow ..... The Glasgow Union Banking Company.
Edinburgh .... The National Bank of Scotland.
Do. .... The Western Bank of Scotland.
Liverpool ..... The Bank of Liverpool.
Manchester .... Messrs. Wm. Jones, Loyds, & Co.
London ..... Messrs. Glyn, Halifax, Mills, & Co.

Interest at the rate of 5 per cent. per annum will be charged on all such sums as remain unpaid after the date above appointed.

By order of the Directors,
JOHN LEADBETTER, Chairman.

Edinburgh and Glasgow Railway Office,
7, North Queen Street,
Glasgow, 27th February, 1841.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.

—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament) of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly; or at the office of Slater and Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
43, Piccadilly.

RAILWAYS.

—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

WATERPROOF LUGGAGE COVERS.

—Manufactured by JOHN EMES, (late Milton and Co.), Cut Side, Limehouse, London, for Railway Trucks, Waggons, Barges, &c. The great improvement in the manufacture of these Covers, which are now in use on the principal Lines, and which can be recommended with confidence to the notice of Dock and Railway Companies; Barge and Waggon Proprietors, Cornfactors, Builders, and others, as an article of durability, possessing all the necessary qualities—viz., that of being perfectly Waterproof, and flexible, and not subject to adhesion, a fault much complained of in tarred Cloths; and can be made of either light or heavy quality to suit the purposes required. It is also prepared for covering Roofs. Verandas Coach and Guard Aprons, Horse Cloths, &c.

A supply of Covers on hand for hire, to Builders, Excavators, Bargeowners, &c., requiring temporary Coverings. Rick Cloths, Poles, Blocks, Cordage, &c.

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LONDON AND CROYDON RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the Proprietors of this Company was held on Tuesday, at the London Tavern, Bishopsgate-street; WILLIAM ARTHUR WILKINSON, Esq., in the Chair.

The advertisement calling the meeting having been read, it was resolved unanimously, that the common seal of the Company be affixed to the register of proprietors, which was done accordingly, in presence of the meeting.

The SECRETARY (R. S. Young, Esq.), then read the Report of the Directors as follows, a printed copy having been given to each proprietor on entering the room:—

REPORT.

GENTLEMEN,—In presenting the accounts of receipts and expenditure of your Railway for the past half-year, your Directors have for the first time made the traffic chargeable with the whole amount of maintenance of way, which item of expense has necessarily been heavy on account of the new state of the earthwork. They have on the other hand been induced to transfer, for the present, to the capital account, the whole of the interest on the bonded debt; and as this charge will be met in future by tolls, and by funds to be received from the Brighton and Dover Companies, in respect of the remainder of the money due for the purchase of the joint station at London Bridge, it is presumed no inconvenience will arise from adopting this course.

The working of the Railway is thus exhibited simply without any reference to interest upon capital expended, and the result is a trifling profit upon the half year, after deducting all other charges. A certain sum for depreciation of stock will have to be reckoned against the accumulation of the traffic fund thus relieved from the charge for interest of debt, with which it was formerly encumbered.

Upon a comparison of these accounts with those of the corresponding half year, ending January 1840, it will be observed, that there has been a slight increase of all the items of receipt, together with a saving of duty to the Government, and toll to the Greenwich Company—

That while the receipts from passengers have been greater by	£353 12 2
The toll to the Greenwich Company has been less by	507 4 10
And the duty to the Government has been less by	159 13 5
And that the Company has, consequently, benefitted to the extent of	£10,20 10 5
Add to this increase of receipts for goods	10,46 13 8
And increase from arrears of rebts, &c.	346 19 9
In all, gross increase of receipts, and savings of toll and duty	£2,414 3 10*

On the other hand the expenditure, even without reckoning the maintenance of way, and principally irrespective of the larger receipts, has been in a slightly greater proportion, but it must be considered that a comparison of the third half year's expenses, when repairs and refits become extensively due, with those of the first half-year, when all is new and freshly furnished, cannot be justly instituted. For example, we find that clothing for the men, (provided originally in the outfit)—repairs of engines and of carriages, advertisements, the greater part of rates and taxes, expenses of Direction, &c. are items which, although likely to form permanent half-yearly charges, have little or no place in the first half-year's accounts. Those expenses, however, having now in all probability, nearly reached their maximum, are not likely to be much increased when the traffic upon the line shall be doubled or even trebled.

Taking this view of your affairs and bearing in mind that as respects ultimate profits, your line can only be considered as a part of other and longer lines, your Directors see nothing but encouragement in your prospects for the future; nor do they believe that the first ten miles of any long line has ever been opened with better results or more promising anticipations.

At the same time it is to be hoped, and perhaps expected, that the Croydon traffic alone should do something more than pay its own expenses. Your Directors do not think that such diminution of the accommodation at present afforded to the public, as must be the consequence of any considerable reduction of your expenditure, would be productive of a larger net return; on the contrary, they adhere to the opinions expressed in their late report to the Special General Meeting of December last, that increased facilities, and reduction of fares, are the means most likely to lead to a remunerating revenue. But as the same obstacles to a full trial of this experiment continue to exist, your Directors have determined, so soon as the season shall be sufficiently advanced, to attempt an increase of traffic by a reduction of fares upon that part of your line which is in great measure independent of the Greenwich Railway, and should these anticipations be realised, it may become a question whether they should not recommend to the proprietors to render their traffic still less dependent, by endeavouring to obtain a good road from Corbett's lane to the Bricklayers' Arms in the Kent Road, which would materially lessen the distance to the western parts of London.

In reference to the toll question, your Directors feel bound to notice the following paragraph in the late Report of the Greenwich Directors:—"But your Directors considered the scale of tolls offered as too low, in proportion to the fares and they think no stronger proof of this could be required, than the fact that the Croydon Board were unwilling to allow the use of their line from Corbet's-lane to New Cross on the scale they had themselves suggested; and they even refused to allow the use of it at the same rate per mile as they now pay this Company—a toll which the Croydon Directors consider too high."

Now this is meant to imply that the Directors of the Croydon Company, sought to obtain from the Greenwich Company, the acceptance of a toll, which, under similar circumstances, they refused to grant. In proof that this implication is incorrect—your Directors need only refer to the following paragraph which occurs at page 25 of the correspondence which they have already published:—"should the Greenwich Directors, however, in order to remedy this inconvenience, be disposed to run their trains throughout to Croydon, the Directors of this Company will be perfectly ready to facilitate such an arrangement, by the acceptance of tolls for the use of their railway, graduated upon precisely the same scale as that which they proposed to the Greenwich Directors, for the use of the Greenwich Railway."

It will be seen from this paragraph, and indeed from the whole tenor of the correspondence, that the inference of the Greenwich Directors is at variance with the fact, and that the Croydon Board have never "refused to allow the use" of their line, or any part of it, upon terms consistent with their object, which was, and is, to establish a low rate of fares between London Bridge and Croydon, and to divide the net proceeds thereof between the two Companies, in proportion to the length of line appertaining to each, in respect of which such fares are charged.

Your Directors have received, in due course, from the Brighton and South Eastern Companies, the first instalment of the purchase money for their portion of the London Bridge station, and by this means have been enabled to liquidate the greater part of the outstanding claims of contractors and others, employed in the original construction of the railway, and this result has been thus accomplished without any further call upon the proprietors, as was partly anticipated in the Report of last March.

The earthwork upon your line still continues in an unsettled state, but upon this subject and that of the materiel of the railway generally, we have thought it best to call for a Report from your Resident Engineer, which is submitted herewith.

The Directors who go out by rotation agreeably to the Company's Act of Parliament, are Frederick Roberts, and John Lawrie, Esquires, who are proposed as Candidates for re-election.

Thomas Goldsworthy, Esq., one of your auditors, having disqualified, Charles Sedgfield Crowley, Esq., of Croydon, has been nominated by two proprietors to fill the vacant office.

WILLIAM ARTHUR WILKINSON, Chairman.

* As prepaid and annual tickets are included in this statement, some deduction should be made for duty and toll on their account.

ENGINEER'S REPORT.

Engineer's Office, New Cross, March, 1841.

To the Directors of the London and Croydon Railway.

Gentlemen,—I have much pleasure in reporting to you the generally efficient condition of your works and establishment.

The bad weather during the half-year has demanded the most careful attention to the maintenance of the permanent way; a large proportion of the expenditure in this department is due to the continual subsidence of the Black Ditch Embankment, and to the extensive slips which have occurred in several parts of the cutting, between New Cross and Forest Hill, which, besides the cost of removing earth, have considerably increased the necessary drainage, righting, and ballasting for the whole length of the cutting.

The wear and tear of the locomotive engines has required a greater outlay in wages and materials than was incurred by them when new. No effort has been spared to keep the engines and carriages in complete working order, and rapidity, safety, and regularity, have by this means been attained.

I have the honour to be, Gentlemen,

Your most obedient servant,

CHARLES HUTTON GREGORY,
Resident Engineer.

Statement showing the Capital of the London and Croydon Railway Company, under the powers of their several Acts, to January 31, 1841.

DEBTOR.

To shares	£498 000 0 0	
Bonds	130 000 0 0	
Mortgages	33,000 0 0	
Total		£661,000 0 0

CREDITOR.

By shares	£453,827 10 0	
Bonds	130,000 0 0	
Mortgages	27,000 0 0	610,827 10 0
Shares remaining unpaid	1,171 10 0	
Mortgages not issued	6,000 0 0	
Shares, remaining amount authorised by Acts of Parliament, not raised	43,001 0 0	50,172 10 0
Total		£661,000 0 0

Statement of Capital expended in constructing the London and Croydon Railway.

DEBTOR.

To capital—			
Shares	453,827 10 0		
Bonds	130,000 0 0		
Mortgages	27,000 0 0	610,827 10 0	
Sale of materials	1,161 13 9		
Shares sold	384 0 0		
Transfer fees	168 9 6		
Rents	172 0 8		
Discounts	26 14 11		
Lease sold	1,082 2 9	2 995 1 7	
Amounts owing by the Company		16,598 13 4	
Total			£630,421 4 11

CREDITOR.

To Railway construction	£433569 0 3		
London Bridge Station, Croydon Company's share	37166 13 4	470735 13 7	
Stock—			
Locomotive engines	16859 7 2½		
Carriages	11821 1 3		
Waggons and trucks	2364 10 0		
Stationary engines	3055 13 8		
Stores	326 12 7		
Stock and implements	37 8 0	34464 12 8½	
Engineering	13044 9 1		
Surveying	3741 7 4		
Law charges	8275 8 5		
Parliamentary expenses	2910 14 6	27971 14 4	
General Charges—			
Interest on bonds	12884 16 8		
Interest	1662 12 10½		
Incidental expenses	1924 8 5		
Office charges—			
Salaries	3191 8 0		
Stamps	1201 14 3		
Printing and stationery	1181 17 10		
Committee of Inspection	245 1 9		
	820 7 7		
Advertisements	226 15 6		
Office furniture	356 17 4		
Rent	78 0 2		
Sundries	447 17 0		
Sydenham station	149 10 0		
Croydon carriage shed	96 13 0		
New Cross passengers' shed	173 14 3		
Rates and taxes	50 0 0		
Transfer stamps in hand	18 14 3		
Insurance account			
Annuities chargeable upon property at London station	20 0 0		
Omnibus contract	30 0 0	24760 8 9½	
Amounts due to the Company, viz.—			
From South-Eastern Railway Company	32166 13 4		
Brighton ditto	32166 13 4		
Sundries	5 10 10	64338 17 6	
Exchequer Bills		1022 16 10	
Cash, balance at the Bankers		7127 1 2	
Total			£630421 4 11

Examined the above, 4th March, 1841,

WILLIAM BOLD,
HENRY TUDOR, } Auditors.

Receipts and Expenditure of Cash on account of Capital, for the Half-year ending 31st January, 1841.

DEBTOR.

To Balance from last half-year			£11630 19 9
Shares	£1845 10 0		
Mortgages	6500 0 0		
Interest	34 0 5		
Exchequer Bills	4097 12 6		
South-Eastern Railway Company	5000 0 0		
Brighton Railway Company	5000 0 0		
Brighton, Croydon, and Dover Joint Station Committee, received on their account	1137 15 3	23104 18 2	
Total			£34735 17 11

CREDITOR.

By Stations	£2539 10 8		
Earthwork, &c.	3705 5 11		
Fencing	668 5 6		
Carriages	1251 19 9		
Engines	294 0 0		
Gas fittings	300 0 0		
Rails	24 1 6		
Weighbridge	112 15 8		
Sundries	79 3 6		£8976 2 6
Engineering	59 19 0		
Surveying	177 7 2		
Law charges	1154 18 6		

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Leasehold houses	3786 12 9		
Freehold ditto	43 0 0		
Ditto land	1399 8 4		
Compensation	50 0 0		
Land tax redemption	1077 12 8		
Printing and stationery	109 11 3		
Stamps	63 10 0		
Adjusting books	198 4 5		
Incidental expenses	38 10 0		
Wages	107 5 3		
Exchequer Bills	5110 9 4		
Brighton, Croydon, and Dover Joint Station Committee	500 0 0		
Traffic Account—			
On account of disbursements for construction	1000 0 0		
Interest on bonds	8797 5 7		
		18033 14 3	
Balance		7121 1 2	
Total		£25155 17 11	

The above cash account examined,
WILLIAM BOLD,
HENRY TUDOR, } Auditors.

Statement of the Receipts and Expenditure of Cash on account of Traffic of the London and Croydon Railway, from 1st August, 1840, to 31st January, 1841.

RECEIPTS.

Balance of cash from last half year	£853 2 5		
Cash belonging to sick fund	62 19 8		
		916 2 1	
Coaching Department—			
Of 46,557½ first class passengers, 166,951 second-class ditto, 1,042½ third-class ditto.			
214,541 passengers	14292 2 1		
Annual tickets	£725 0 0		
Pre-paid ditto, &c.	221 1 0		
Half-yearly ditto	19 0 0		
Quarterly ditto	70 0 0		
	1035 1 0		
		15327 3 1	
Carrying Department—			
For carriage of merchandise	1195 18 0		
parcels	168 16 0½		
		1364 14 0½	
Sundries—			
Rent	250 9 1		
Breeze and grass sold, &c.	31 7 6		
		281 16 7	
Works belonging to railway construction	1000 0 0		
Interest on bonds received from sundry persons	192 1 11		
		1192 1 11	
Total		19081 17 8½	

EXPENDITURE.

Locomotive Department—			
Engine wages	1248 4 4		
Engine repairs	597 10 7½		
Coke and coals	2632 4 0		
		4477 18 11½	
Carriages—			
Carriage repairs wages	270 10 7½		
Wages to guards, breaksmen, porters, superintendents, &c.	718 9 8½		
		989 0 4	
Sundry Charges—			
Stores from sundry tradesmen		1658 15 1	
Direction	250 0 0		
Auditors	30 0 0		
Salaries	917 10 0		
	1197 10 0		
Police	599 14 11		
Lighting	147 1 4		
Rates and taxes	700 0 1		
Booking clerks	379 4 2		
Brighton Railway Company paid on their account	11 3 11		
	656 5 5½		
Carrying account	3 12 0		
Insurance	3 17 6		
Stationary engine	51 5 10		
Rent	20 0 0		
Omnibus contract	20 0 0		
Annuities chargeable on property at London station	43 7 10		
Office expenses			
Incidental expenses	124 0 11		
Metal cheques	23 0 0		
Petty cash	70 0 0		
	217 0 11		
Printing and stationery, paid on old account	324 14 0		
Advertisements do.	197 13 6		
Postage stamps	10 18 8		
	533 16 2		
New carriages	99 19 4½		
Goods' waggons	124 5 9		
Road at Croydon	15 6 4		
Weigh bridge	28 4 8		
Wharf crane	6 10 3		
	284 14 4½		
Bridges	36 16 5		
Gates and fencing	20 11 4		
	57 7 9		
Repairs at stations, &c.	126 16 11½		
		5182 8 7½	
Maintenance of Road—			
Righting and ballasting	2066 7 1		
Slips and drainage	504 16 3		
		2571 3 4	
Greenwich Railway Company—			
For toll, from 7th July to 4th Jan. 1841, 6 months	2531 4 11		
Mileage duty—			
For duty, from 2nd June to 7th Dec. 6 months	912 2 11		
	3443 7 10		
Balance	759 3 6½		
Total		£19081 17 8½	

Examined, 6th March, 1841,
HENRY TUDOR,
WILLIAM BOLD, } Auditors.

Traffic Account for the Half-year ending 31st January, 1841—viz., from 1st August, 1840, to 31st January, 1841.

DEBTOR.

To Locomotive Department—			
Engine wages	£1258 12 4		
Engine repairs' wages	£598 12 7½		
For timber, cotton waste, tools, iron, steel, copper tubes, brasses, &c.	696 2 0½		
	1294 14 8		
Coke	2501 2 9		
Oil and tallow	152 7 3		
	2653 10 0		
		5201 17 0	
Carriage Department—			
Wages to guards, breaksmen, porters, superintendents, &c.	749 10 8½		
Carriage repairs — wages and stores	330 12 0		
Booking clerks' salaries	417 8 8		
		1497 11 4½	
General Charges—			
Police wages	647 1 5		
Clothing, for superintendents, guards, porters, police, &c. — To July, 1840	229 7 0		
" December 31, 1840	96 2 8		
	325 9 8		
Lighting	295 17 7		
Direction	250 0 0		
Auditors	30 0 0		
Salaries	920 7 6		
	1200 7 6		
Repairs and insurance of stations	34 4 7		
Stores for stationary engine	111 2 0½		
Ditto stations, &c.	298 16 7		
	444 3 2½		
Advertisements—			
From Dec. 1839, to June, 1840	197 13 6		
From July, 1840, to Dec. 1840	26 8 0		
Sundries — petty cash	2 6 0		
	226 7 6		
Printing and stationery	292 15 10		
Office expenses	114 13 0		
Incidental expenses	137 17 0		
Metal cheques	23 0 0		
Interest allowed sick fund	4 0 10		
	164 17 10		
Rates and taxes	700 18 10		
Annuities, chargeable on property at London station	20 0 0		
Omnibus contract	20 0 0		
		4,452 12 4½	
Maintenance of way—			
For righting, ballasting, wages, stores, &c.	2,232 10 6		
Repairs to bridges, gates, and fencing	57 12 9		
	2,290 3 3		
Greenwich Railway Company—			
For toll, from 7th July, 1840, to 4th January, 1841—six months	2531 4 11		
Mileage Duty—			
For duty, from 7th July, 1840, to 4th January, 1841—six months	758 7 0		
	3289 11 11		
Balance	277 17 8½		
Total		£17,009 13 7½	

CREDITOR.

By Coaching Account—			
For 46,557½ first class passengers, 166,951 second class ditto, 1,042½ third class ditto.			
214,541 Passengers		£14,292 2 1	
Prepaid tickets, &c.	£221 1 0		
Annual ditto	725 0 0		
Half yearly ditto	19 0 0		
Quarterly ditto	70 0 0		
	1,035 1 0		
Carrying Account—			
For carriage of merchandise	1,085 8 5		
" Parcels	168 16 0½		
	1,254 4 5½		
Rents, including arrears	337 16 1		
Breeze and grass, sold	27 8 0		
Discounts	£39 19 6		
Transfer fees	23 2 6		
	63 2 0		
	428 6 1		
Total		£17,009 13 7½	
By balance for half-year ending 31st January, 1841	£277 17 8½		
Ditto 31st July, 1840	1,550 5 9½		
	1,828 3		
Amount due from capital to this account for interest on bonds transferred	6,128 5		
Total		£7,956 9 3	

Examined
WILLIAM BOLD,
HENRY TUDOR, } Auditors.

The CHAIRMAN said, in rising to move that the Report be received, adopted, and as usual printed for circulation among the proprietors, he would not detain the meeting by more than a very few remarks. In the first place with respect to the accounts, he hoped it would be considered that they were very fully rendered, but if any further explanation were required, the Directors would feel much satisfaction in giving it. There was one item in the capital account which he wished to notice, namely, the item of 43,000*l.* for "shares not raised." He begged to say, that no vote of the proprietors had as yet been taken as to these shares, and of course they could not be issued without such vote. He hoped that it would never be necessary to issue them, although it had been deemed desirable when they were before Parliament that power should be taken for that purpose. With respect to the expenditure of the Company, it certainly was large. The Croydon Railway was naturally and necessarily a very expensive line. There was an inclined plane for one-third of its entire length, and no fewer than five stopping places, rendering the employment of a larger number of clerks and servants necessary than if the stations were less numerous, and involving a greater expenditure of fuel, and an increased wear and tear of machinery. The Directors believed, that the only way in which the expensive character of the line could be fairly met was by bringing a large traffic upon it, for although at present the earlier and later trains were well filled, the intermediate trains were *not*, although the expenses were in either case pretty much the same. His own opinion was very decided, that the way to attract a large traffic to the line, was by low fares. At present the charges by the Croydon railway were very nearly the same as by the conveyances on the common road; but if they were at liberty, which they were not, to reduce them as low as they ought to be reduced, he had little doubt that the railway might be made to pay from its own traffic alone, without respect to that which would be derived from the long lines in connection with it. All experience was in favour of the principle of low charges, more especially in such localities as that of the Croydon Railway. The public in travelling to Birmingham by the highway, expected to pay at the rate of 3d. per mile, but if to Croydon at the rate of 2d., or taking any of the suburban omnibusses at a rate even as low as 1½d. The reason of this was obvious. It was not that horses were cheaper in London or Croydon than in Birmingham, or that the expense of keeping them was less, but because in the one case the population who might be reckoned upon as certain to avail themselves of travelling facilities, was so much greater than in the other. It, therefore, the principle of large numbers with small individual charges were found to answer with horse coaches and omnibuses (and if it did not answer it would not be persisted in) where a double traffic involved to a great degree a double expenditure, much more was it applicable to railways, where the cost of working remained almost the same whether the number of persons con-

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veyed were large or small. In this case they had, as it were, London at their back, and it was necessary only that the capabilities of the line should be developed. On the subject of low charges, he begged to call the attention of the meeting to an article which appeared in a recent number of the *Railway Times* with respect to a reduction of the toll on Waterloo Bridge. The honourable gentleman here read as follows :—

"On Monday last it was determined at a meeting of the proprietors and inhabitants of the Waterloo Bridge Company, that the tolls to foot passengers over that noble structure, shall, on and after Monday next, be reduced from a penny per passenger to a half-penny. The alteration is adopted avowedly as an experiment, for the purpose of ascertaining whether greater profits will not accrue to the Company from a larger number of passengers at a reduced price than from a smaller number at a higher rate. The matter does not fall directly within our sphere, but as an illustration of the results of high and low charges, the following facts, brought forward at the meeting, may be interesting to those who, like ourselves, are advocates of low fares on railways:—

"When a charge is reduced unreasonably (like the postage to Ireland) it diminishes the revenue; but when it is reduced about one-half (as in the range of the late twopenny post) it adds greatly thereunto.

"Forty times more letters pass through the offices of Stroud and Nailsworth, since the postage was reduced from 4d. to 1d.

"The reduction of duty on spirituous liquors has added greatly to the revenue.

"There are 140,000*l.* weekly papers at 1d. or 2d. each, but there were not 1,000 when each cost a shilling.

"The railway charge from Ghent to Brussels was lowered half, which increased the revenue threefold.

"The visitors to the Tower are ten times more now the charge is only 6d.

"The omnibuses at 6d. carry a hundred times more persons now than while charging 1s.

"The toll-bridge at Rouen pays 6 per cent. on its outlay, besides an annual sum for its repairing fund; and through between two free bridges, it has three times more passengers than both of them together, although they are only 400 yards off; and it is solely because the work-people can afford to pay a centime.

"When the penny toll at Richmond Bridge was lowered the revenue doubled immediately, and quadrupled in three years. Thus a half-penny toll brought eight times more people than a penny toll."

From these facts, it seemed clearly proved that a reduction of charge was extremely politic; but unfortunately in the case of the Croydon Railway, there were obstacles in the way of fully carrying out so desirable an arrangement. One of these obstacles was the Government tax, and another was the Greenwich toll. He hoped that Government was too enlightened long to continue an impost which pressed so hardly upon some of the Companies, and which as was shown by the experience of the Croydon Company, led to a loss on the part of the State. He trusted, therefore, that they would soon see some alteration effected in the mode of raising the railway duty. He wished he could say that the same enlightened views were likely to guide the other parties. The Directors of the Greenwich Company appeared to have taken up an opinion that a toll of 4½d. was 50 per cent. better than a toll of 3d., but nothing could be farther from the truth; and the Croydon Company had shown that the Greenwich had incurred a loss of 1,000*l.* a-year by insisting upon such a charge per passenger as compelled the raising of the Croydon fares. The number of passengers carried over the Croydon line during the last six months had exceeded 200,000, which was nevertheless 50,000 less than during the corresponding period of last year, when the fares were lower; and surely it would have been much better for the Greenwich Company to have lost say one half-penny upon each of these 200,000 passengers, than to have lost 3d. upon each of the 50,000, even supposing that the number of passengers had not increased this year, as there was every reason to believe would have been the case had the fares remained unaltered. He believed the Greenwich Directors had committed themselves to the principle of a high toll by going to Parliament for power to charge 4½d. for the new lines, and that they did not like, therefore, to adopt any modification of the existing arrangement. It was true that at last they had given their consent to a principle of graduation, but it was founded upon the assumption that because the Greenwich line had cost more than the Croydon, the Greenwich Company ought therefore to receive a larger proportion of the receipts—in fact, 25 per cent. more than the Croydon Company—a demand which entirely prevented the Directors of the Croydon Company from carrying the matter further. The Croydon Board were of opinion that the railway having been made and paid for, the only consideration ought to be how it could be rendered most profitable, and that this could not be done except by enticing large numbers upon it. That the Greenwich Company had a right to a large revenue from their line they did not attempt to gainsay, but they thought that the way to do this was to adopt some such course as was then pointed out.

Mr. BOLD said, the public had nothing whatever to do with the first cost of a railway.

The CHAIRMAN said, it was precisely so. The great cost of a line might be a sufficient reason why it ought never to have been constructed, but having once been constructed, the original expenditure became no element in the calculation as to the charges which would be most remunerative.

Mr. BOLD observed, that the public would only pay for being carried a mile, without considering or caring how much that mile might have cost.

The CHAIRMAN concurred in this view of the case, and then adverted to the misapprehension, or rather he would call it the mis-statement, which appeared in the Report of the Greenwich Directors as alluded to in the Report which had just been read. The Greenwich Directors had wished to persuade the Croydon Board to carry the public from Croydon to New Cross at low fares, so as to enable the Greenwich Company to charge a high rate for conveying them from New Cross to London Bridge. He had nothing further to add, except to echo the opinion contained in the Report that the Company's prospects were good. They might perhaps be better if the sole control of the rates of charge were vested in themselves. He had no doubt that if it were attempted by the Greenwich Company to levy the 4½d. toll when the new line came into operation, a great part of the long traffic would be stopped at New Cross, and it might then become a question for this Company whether they ought not to co-operate in the making of a new road from Corbett's-lane—he said Corbett's-lane in preference to New Cross, as being nearer to the west end of town, and at the same time bringing another mile of the railway into use. (Hear, hear, hear.)

Mr. BAILEY inquired whether by a new road was meant a railway or a carriage road.

The CHAIRMAN could not precisely say, but he supposed a carriage road would be sufficient.

In answer to questions it was stated that there was no house property upon the proposed line of road, and that the property belonged almost exclusively to one individual whose interests would be greatly promoted by the proposed improvement.

Mr. MAUBERT, in seconding the adoption of the Report, said he differed very much from the Chairman as to the policy of low fares. He thought the principle of low fares might be carried too far. (Hear, hear.) He was of opinion that nothing could increase the productiveness of the line but a larger population in the district through which it passed, and he had no doubt that this would soon take place. The state of the money market had of late been most unfavourable to building speculations, but ere long he hoped to see an alteration in this respect, and then the Croydon traffic would pay of itself. At present they must depend upon the distant traffic, and he hoped that when they met in October next they would be able to form some idea of their probable receipts from one branch of such traffic. In a year and a half the Dover traffic would be available, and the result he had no doubt would be all they could desire. (Hear, hear.)

Mr. LEVY said he was somewhat conversant with the effect of tolls and fares, and his opinion was, that if the charges had been lowered upon the Croydon Railway during the months of December, January, and February, the number of additional passengers would not have produced 10*l.* (Hear, hear.) In summer it might do very well; but as nobody went to Croydon in winter except on business, he thought that a permanent lowering of fares would not produce so much money. (Hear, hear, hear.) He was sorry to find that the principal business at the meetings of the Croydon Company seemed to be to find fault with and abuse the Greenwich Directors. (Hear, hear.) He regretted to hear the Chairman sneer at their intelligence—

The CHAIRMAN begged pardon. He had said nothing about their intelligence. He had only expressed regret that they were not actuated by more enlightened views.

Mr. LEVY had no doubt that the Greenwich Directors meant well, and certainly it was not the way to bring them to better terms to abuse them. They were making the best bargain they could for their constituents, and ought not to be blamed. As to a road from Corbett's-lane, that would be a matter for future consideration. The Chairman had remarked that the line was an expensive one to work. He believed it was so, and as it appeared that two Directors were going out of office that day, the best thing they could do would be not to fill up the vacancies, and thus save something in expenses. (Hear, hear, and a laugh.) He thought they had a sufficient number of Directors without these two, and if any one would support him, he would move a resolution to that effect.

Mr. POLLARD said, the experience of the Greenwich Company who had taken 80,000 more passengers upon lowering their fares, and yet lost 100*l.*, did not say much for the policy of very low charges, and the experience of the Croydon Company itself was very similar. At any rate, they were making more profit now than they made when the charges were lower. It was the wish of all parties to render the undertaking as productive as possible, however they might differ as to the most efficient means. (Hear, hear, hear.) They had tried one scheme and not succeeded, and he thought it would be folly to return to it. It was quite clear that the Greenwich Company would never consent to have their revenue diminished.

The CHAIRMAN begged it might be clearly understood that the Croydon Board never wished the Greenwich Company to submit to a reduction in the aggregate amount of their income from tolls. They only wished that the charge should be so modified as to enable this Company to carry out their own views. They said to the Greenwich Directors—"We know that the plan which we propose is in some measure an experiment, but we are pretty confident of its success. We believe that it will benefit you as well as ourselves, but at any rate we will guarantee you against loss." (Hear, hear, hear.) They had endeavoured to induce the Greenwich Directors to consent to a modification which *might* have done them good, and *could not* have done them injury. When the Croydon fares were lower, the Greenwich toll used to be about 20 per cent. of the gross receipts; it was now about 17 per cent. The Board therefore said to the Greenwich Directors—"We have shown you that you cannot get more than 17 per cent. of our receipts, if we so choose; will you accept that proportion as the maximum, with what we conceive to be an excellent chance of bettering yourselves?" The Greenwich Directors, however, would not consent to the proposal, and therein, as he (the Chairman) believed they had overlooked their own true interests. The reason why this matter was so often brought before the half-yearly meetings was because it was a point of vital importance.

After some desultory conversation upon this subject,

Mr. POLLARD said, he perceived that the cost of working the Croydon line was nearly 100 per cent. on the gross receipts.

The CHAIRMAN regretted to say that such was the case, and *that* was the principal reason why he was so anxious for a reduction of fares. If they could double the present number of passengers, the cost of working would of course be reduced nearly 50 per cent., as the expenditure would not thereby be much increased.

[Mr. Adams here began to ask questions which gave rise to considerable confusion. It will be recollected that at the last meeting it was resolved that certain questions put by Mr. Adams should not be answered; and it seemed to be the opinion of

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the Chairman and others that similar questions were now to be repeated. Some warm words therefore took place, the Chairman conceiving that imputations were cast upon the Directors, and Mr. Adams appearing to think that an attempt was made to put him down by clamour. Ultimately a better understanding was come to on both sides. The following are the principal points upon which information was elicited.]

Mr. Adams inquired if the item which he saw in the accounts of 3,705*l.* "for earthwork," had reference to new works or old.

The Chairman said, it was in payment of an old account, and had been included in the present balance sheet because made during the last half year.

Mr. Adams—Is the whole of it of that character?

The Chairman—The whole of it.

Mr. Adams called attention to the item of 504*l.* for "slips and drainage." Was that the whole of the sum expended under this head during the last six months?

The Chairman referred to Mr. Pulford, the Company's accountant, and that gentleman said it was.

Mr. Adams had been almost daily upon the line, and from the number of labourers employed he had conceived that the expenditure under this head had been much larger.

Some further questions were put by Mr. Adams, who then went on to say that the railway had been worked at a loss.

The Chairman said, the line had paid every expense except the interest on the borrowed capital and left a small balance in hand.

The motion for the adoption of the Report was then carried unanimously.

The Chairman said, he would propose the next resolution (for the re-election of Messrs. Roberts and Lawrie) in order that he might give some explanation as to his views on the subject of Railway Boards. He did not think that it was competent for the proprietors to omit filling up the two vacancies as an honourable gentleman had proposed, although he was ready to admit that the number of Directors in most, if not all, railways was too large. (Hear, hear, hear.) He had conversed on this subject with many members of Railway Boards, and the opinion seemed to be universal, that one of the greatest obstacles in the way of efficient Management was the numerical force of Directions. This subject would soon press itself upon the attention of railway bodies, as it had already done upon that of the Great Western Directors, who were, he understood, taking steps to reduce their number. In the Croydon Company, the evil was less felt than in some others, because, in the first place, the number was not so large, and, farther, the greatest harmony and unanimity characterized their proceedings. (Hear, hear, hear.) Most of the proprietors had, he supposed, seen in the *Railway Times* of last week, a notice of the meeting of the Birmingham and Gloucester Railway Company, and had read the statement put forth by Captain Moorsom upon this important subject. (Hear, hear.) He (the Chairman) had not had an opportunity of ascertaining what were the sentiments of his colleagues at the Croydon Board, in reference to the views developed by Captain Moorsom, but for his own part he concurred almost entirely in the sentiments of the gallant Captain, as explained in the letter laid before the meeting. (The honourable gentleman here read several extracts from the letter which will be found at length in our Supplement of last week.) As he had already said, there was little practical difficulty at present in the case of the Croydon Board, but if any considerable proportion of the present members were to retire, they might perhaps be succeeded by others who would not act so harmoniously in concert with their colleagues as the existing Board. It was not the allowance of 62*l.* 10*s.* a year which could tempt any of them to fill so arduous and so responsible an office; it was the pleasure and pride which were to be found in successfully managing an undertaking of this nature that were the grand incentives to labour. (Hear, hear, hear.) It was for the proprietors to judge in how far the Directors of this railway had been successful in their management of its affairs, but he had no hesitation in saying that what had been done had arisen from the circumstance that the plans of the active Managers had not been interfered with by a too numerous Board. If the proprietors thought that the number of Directors ought to be reduced, and obtained power to carry out their views, he (the Chairman) was quite willing to resign his seat, and so he was sure were his colleagues, but at present he feared that the vacancies must be filled up. As respected the individual gentlemen whom he now proposed for re-election, he was happy to say that there could not be more efficient members of a Railway Board than they had proved themselves to be. (Hear, hear.)

Mr. Bailey expressed a hope that in the general Railway Act now before Parliament, power would be granted to any Company to reduce the number of their Directors should they think fit to do so.

The Chairman concurred.

Mr. Bold seconded the motion for re-election, paying a compliment to Mr. Roberts's ability and zeal. The other candidate, he said, he did not know.

Mr. Pare (of Birmingham) enquired what there was in the Croydon Act which should prevent them from reducing the number of Directors, as in the case of the Birmingham and Gloucester Company.

The Chairman did not understand that the number of Directors in the Birmingham and Gloucester Company had been reduced, but that a certain number had been, so to speak, placed in abeyance to wait the result of the present experiment, and that if that experiment should succeed, a permanent reduction would take place under Parliamentary sanction.

Mr. Pare said it had been determined by the Directors of the London and Birmingham Company not to fill up certain vacancies at their Board, caused by the death or resignation of members, and he thought the same course might very properly be pursued in the present instance. To have eight Directors for only ten miles of railway certainly appeared too much. (Hear, hear.) He thought they ought to commence the work of reduction at once.

The Chairman thought it would be dangerous to leave out any two Directors at hap-hazard, as probably these two might be two of the most efficient men at the Board. (Hear, hear.) If the number must be reduced as he certainly thought it ought—it would, in his opinion, be better to leave to the Directors which of their number should retire.

Mr. Pollard said, it was very generally rumoured that some of the Directors did not attend the meetings of the Board. If it were so, and the present candidates or either of them came under that description, they or he ought to retire at once. (Hear, hear, hear.)

Mr. Pare would not press the subject if he were given to understand that the two gentlemen now nominated were pretty regular in their attendance at the Board. No blame might be justly attributable to them even if they absented themselves, but he thought that the name of any gentleman as a Railway Director who was so only nominally had a tendency to mislead the public and the proprietors, and ought to be withdrawn. (Hear, hear, hear.)

The Chairman said, it would be very invidious for him to state the number of attendances at the Board of individual members, but he might say thus much that one of the candidates (Mr. Roberts) was the highest but one, and that there were three Directors whose attendances had been less frequent than those of the other.

It was subsequently explained that Mr. Lawrie had attended the Board 24 times during the half year, the greatest number of attendances being 31.

Mr. J. L. Ricardo (a Director) said, it was useless to conceal the fact that he was one of those Directors whose attendances had been unfrequent; and although he did not think that attendance at Board meetings was the only means whereby a Director could promote the interests of a railway, he was quite willing to retire, and in fact would have done so long ago had no this colleagues pressed him to remain. He conceived that his attendance or non-attendance was an affair between him and his colleagues rather than between the Board and the proprietors at large. (Loud cries of "No, no.") He certainly thought that if the proprietors did not find fault with the measures of the Board—and that they did not do so in the present instance was proved by their unanimous adoption of the Report—they ought not to complain of the course pursued by individual members. He had every confidence in the course pursued by those of his colleagues who took an active part in the management of the undertaking, and having such confidence he did not see how his presence or absence on particular occasions could affect the Company. He always attended when his attendance was considered desirable. If he did not appear so frequently as others, his anxiety for the prosperity of the undertaking was not abated, nor probably his efforts in its behalf less sincere or zealous.

The Chairman said, they had had Bills before Parliament, and on these occasions the services of Mr. Ricardo and Mr. Holland had been most valuable. Eight Directors were unquestionably too many for so short a line, but until they obtained power to reduce the number, he did not see how the practical difficulty could be avoided so well as by having two or three members who had sufficient confidence in their colleagues not to interfere with or thwart them. (Hear, hear, hear.) It was not in Railway as in Insurance Companies, where one set of Directors could attend to-day, and another set to-morrow. Constant attention was requisite, and for his own part he could say that two successive days never passed in which he was not in some way or other engaged for the Company, and not a week that he did not personally visit the line. (Hear, hear.) Others might not have it in their power to give so much time to the affairs of the undertaking, but if there was to be any risk that the gentlemen who at present had confidence in the acts of their colleagues, should be replaced by others who might not possess such confidence, he could only say that the business would not be managed with that feeling of harmony, and with that consistency which he believed had marked their past progress. He did not say that the present plan was desirable in itself, but of two evils he thought it was the lesser.

Mr. Pare agreed with the Chairman that if the present number of Directors must be kept up, the plan now acted upon was perhaps as good a one as could be adopted, but he thought the earliest means ought to be taken to concentrate the responsibility of the Directors. (Hear, hear from the Chairman.)

A Proprietor complained of the principle of self-election which he said had been displayed in the appointment of three Directors to serve at the Joint Board [for the management of the station] these Directors receiving a farther salary from the Company's funds.

The Chairman went into this matter at some length, expressing his belief that nothing but an equal share in the management of the station at London-bridge would have tempted the Brighton and South Eastern Companies to attach themselves firmly to the Croydon Company, as they had done by the purchase of two-thirds of the property in that station. He said if the Croydon had been a large Company and the other two small Companies, the Croydon might, as had been done with the station at Derby, have insisted upon the sole management, but as it was, they were too happy to accede to the terms proposed. A new Board was necessarily created, and he did not think that any one would begrudge the payment of the money voted by the proprietors themselves for an office which assuredly was no sinecure.

The Proprietor would not enter into the particulars of the agreement referred to, but he wished to know if the same principle of self-election would hereafter be persisted in.

The Chairman could not see that there was any

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principle of self-election involved. It was not likely that the same circumstances would recur, but he was bound to say, that if it were to do over again, he would counsel precisely the same course as had been adopted. (Hear, hear.)

Mr. POLLARD hoped not, for the principle was a very bad one.

Mr. LEVY, and other gentlemen, thought it useless to re-open matters which had already been settled at a meeting of proprietors, and after some further desultory talk, the subject was dropped.

Mr. BURCHELL (Solicitor to the Company) then (at the request of Mr. Pare) read the clauses in the Company's Act relative to Directors, and gave it as his opinion that the number could not legally be reduced.

Mr. ADAMS, and others, thought it would be a reflection upon the two gentlemen named, if any farther steps were taken in the matter at present.

It was distinctly stated on all hands, that there was no personal objection to either of the candidates.

Ultimately the motion for their re-election was carried unanimously, and Mr. Roberts returned thanks; Mr. Lawrie being absent in consequence of domestic affliction.

In answer to a question from Mr. Adams, the Chairman stated that the Company had no Bill before Parliament this session, the Chairman expressing a hope that they would never have occasion to apply for another Act.

The CHAIRMAN then brought forward the name of Mr. Crowley, as candidate for the vacant auditorship.

In answer to questions it was stated that Mr. Crowley had been proposed by Mr. Boulton and Mr. Barclay—that the appointment of auditors, going out otherwise than by rotation, was vested by the Act in the Directors, but that they had thought it best to leave the matter with the proprietors at large—and that there had been sufficient time for the nomination of other candidates, had it been thought desirable.

Mr. BAILEY did not see any necessity for auditors at all, so long as the proprietors had confidence in the Directors, and their Secretary. The Great Western and other large Companies had no auditors, although their property involved the expenditure of millions. At any rate, two auditors were quite sufficient, and he did not see why they should fill up the vacancy. He would move a resolution to that effect.

The Act of Parliament was here referred to, and it was considered by the solicitor that three auditors ought to be kept up.

Mr. ADAMS, Mr. PARE, and others, spoke strongly in favour of the principle of appointing auditors totally unconnected with, and independent of, those to whom the expenditure of the Company's funds was entrusted.

The CHAIRMAN expressed himself to the like effect, and stated that the appointment of auditors relieved the Board of much responsibility.

Mr. BAILEY's amendment was not seconded, and the original motion for the appointment of Mr. Crowley having been put, was carried unanimously.

Mr. CROWLEY made a suitable acknowledgment.

Some conversation, originated by Mr. Bold, ensued, as to the propriety of dispensing with the circular letters calling the half-yearly meetings. It was thought by some that advertisements in the public prints would suffice, and thus save some 10*l*. or 12*l*. On further consideration, however, it was deemed desirable that the present system (which it was stated had been adopted in compliance with the wishes of a public meeting) should be continued.

Mr. BOLD then suggested the policy of expending a sum of money in the erection of cottages for the servants of the Company.

The CHAIRMAN fully concurred in the desirableness of such an arrangement, as likely to contribute as well to the moral improvement of the men themselves as to the advantage of the Company, but for the present the Directors, who had not lost sight of the subject, had considered it better not to incur any additional expenditure that would not prove immediately beneficial.

The CHAIRMAN then referred to the cost of maintenance of way, and read a communication from Mr. Cubitt, the Company's Consulting Engineer, giving it as the opinion of that gentleman, that under the peculiar circumstances of this railway it would be better that repairs should be kept for the present in the Company's own hands.

Mr. LEVY, after a high eulogium, moved a vote of thanks to the Directors, and especially to the Chairman.

The motion was carried unanimously amid applause.

The Chairman made an appropriate acknowledgment, and the meeting, which was numerously attended, then broke up.

WEST LONDON (LATE BIRMINGHAM, BRISTOL, AND THAMES JUNCTION) RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly General Meeting of the proprietors of this Company took place on Tuesday, at the offices of the Company in Abchurch-lane, City; WILLIAM MORGAN, Esq., Deputy-Chairman of the Company, presiding.

The CHAIRMAN expressed his regret to see so small a number of shareholders present. He regretted it the more, inasmuch as their proceedings were of a most important nature. Although the Directors had power to act in adopting any plan they thought proper for carrying out the objects of the Company, yet still they did not wish to do so contrary to the wishes of the shareholders. The Directors, he was sorry to say, were unfortunately not prepared or in a position to suggest to the proprietary that day any plan for the completion of the railway, and therefore it would be necessary that a special general meeting should be speedily convened for the purpose of considering some plan to be proposed. A plan had been proposed by the Directors before, at the suggestion of nearly one-third of the shareholders, but the general body of proprietors not having taken it up as it had been expected they would have done, the Directors had been under the necessity of endeavouring to propose some other scheme by which the undertaking might be beneficially carried out. During the last half-year, the time of the Directors had not been occupied in the most pleasant way, having had to contend with parties who were indebted to the Company, and to contest with creditors making claims of all kinds against the Company, some he must admit justly, and others most unjustly. It was therefore necessary that some plan should be adopted, as well for the benefit of the shareholders as the creditors. (Hear, hear.) He believed with a little exertion they might yet, and that speedily, attain in a measure their object. The works and land, he believed, connected with the extension, and he would say with all parts of the line, were as little expensive as any other line in the kingdom, and if they could only get some part of it into operation he had no doubt the whole would speedily progress. It was true the shares were so depressed that they could hardly find any price for them at all in the market; but if they could only raise money enough to complete the line down to the canal, it would immediately have the effect of increasing the value of the shares, and remove the depression which at present spread itself over the undertaking. It would then become a subject of consideration as to the plans which should be adopted to carry out the line to a further extent. He would now call upon the Secretary to read the Report.

The SECRETARY (JOHN THOMPSON, Esq.) then read the Report as follows;—

REPORT.

The Directors have to report that in pursuance of the Resolutions passed at the adjourned General Half-yearly Meeting of the Company held on the 7th of October, they took measures to issue to the proprietors the preferred shares created at that meeting, to enable them to raise the additional capital of 60,000*l*.

It is with much regret the Directors announce that the proprietors have not generally come forward to take these preferred shares, and although the Directors are as strongly as ever impressed with the importance of the proposed extensions, they are of opinion in the present state of the Company's affairs, and with the difficulty they have hitherto experienced in raising money, that the resolutions of the proprietors with reference to the preferred shares passed at the meeting above referred to should, as far as they have not been acted upon, be rescinded, and that the attention of the Company should be solely directed to the completion of the present line.

Several plans have been suggested to the Directors for raising the additional capital required to complete the works, but none are yet sufficiently matured to be brought before the proprietors. The Directors feel that any plan which may be adopted must be founded upon the principle of issuing of new shares at a much lower price than they had hitherto contemplated. The Directors will, however, agree upon a plan with the least possible delay, and will call a Special Meeting of the Proprietors to submit such plan to them for adoption, in order that the approaching season for the completion of the works may not be lost.

As regards the proposed extensions of the line the requisite notices were given by the Provisional Committee for an application to Parliament in the present Session for an Act to authorise their formation, but the amount of capital required by the Standing Orders of Parliament not having been subscribed, the notices have been renewed, and the Directors have made satisfaction in announcing that a strong feeling in favour of the extension lines has been expressed, and that arrangements with many of the principal landowners have been effected. The Directors are fully of opinion that these extensions will be formed by a separate and independent Company, and recommend the proprietors to give all the support and assistance in their power to that undertaking, on the success of which the prosperity of this Company mainly depends.

Since the last General Half-yearly Meeting three vacancies have occurred in the Direction by the resignation of Sir John Scott Lillie, Mr. Britton, and Mr. Wood, two of these vacancies, those occasioned by the resignations of the two first-named gentlemen, the Directors propose shall not at present be filled up. Two Directors, Mr. Macfarlane and Mr. Latham, also go out of office by rotation at the present meeting; both of them are eligible for re election, and offer themselves accordingly.

A statement of the receipts and disbursements of the Company for the half-year ending on the 31st of December last is subjoined, viz.—

RECEIPTS.

Receipts to 30th June, 1840		£116,755	8 3
Calls received to 31st December, 1840	£2,835 0 0		
Rents ditto ditto	288 15 11		
Kensington Canal tolls £212 14 0			
Less expenses . 73 12 11			
	139 1 1		
Balance of interest account	82 15 8		
Loan	350 0 0		
		3,695	12 8
Total		£120,451	0 11

EXPENDITURE.

Expenditure to 30th June, 1840		115,601	6 10
Land and compensation	£211 9 5		
Works	56 11 5		
Salaries in Secretary's department	164 7 0		
Advertisement	79 7 0		
Office expenses, including rent	155 9 9		
Directors	300 0 0		
Engineering and surveying	1,078 11 0		
Printing and stationery	12 17 6		
Debenture stamps	6 1 0		
Commission on amount of calls received by the Manchester Bank	7 17 6		
Miscellaneous expenses	133 0 2		
Solicitors, on account of bill	1,006 10 8		
		3,212	2 5
		£118,813	9 3
Balance		1,637	11 8
Total		£120,451	0 11

Mr. CRAUFURD said, there was one subject to which he wished to direct the attention of the proprietors, and that was the item of 300*l*. charged as a grant to the Directors for their services during the last half-year. He considered that such a grant was completely uncalled for, and he had mooted the subject in order that the sense of the proprietors generally might be taken upon it. In the Northern and Eastern Railway, and other Railway Companies far better situated than the West London Company, no such sums were asked for, and therefore he thought it not altogether proper that they should be asked for it here.

The CHAIRMAN was glad such a question had been mooted, as it afforded him the opportunity of explaining. With regard to himself he begged to say that, although he had been a Director for a year he had received nothing, nor did he hope to do so until the undertaking attained that position which

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he anticipated and hoped it ultimately would do. (Hear, hear.) He believed he had worked nearly 100 days for the concern out of the 300 and odd, during the last year, and had not received anything. (Hear, hear.) The fact was this—the 300*l.* charged went to the old Directors, as a set off against calls which perhaps might not have been recovered, if actions had been commenced against them.

Mr. GUNTER said, as a Director he believed that none of his colleagues had received any money for the last year. He had not. On the contrary, the Company were indebted to him on another account 30*l.* or 40*l.*

The CHAIRMAN said, in point of fact none of the money in question went out of the concern, as a resolution had been passed to the effect, that any money due to the Directors should be invested by them in shares in the Extension lines, from which it was not possible they could take any money for some time to come.

Mr. MACFARLANE (another Director) observed that so far from having received any money for his services out of the funds of the Company, his coming from Manchester to attend their meetings at various times, had cost him out of his pocket a sum little short of 150*l.*

The CHAIRMAN said, with regard to the Manchester proprietors, they were much indebted to Mr. Macfarlane. Indeed the large amount of shares held by that portion of the proprietary rendered it essential that they should have a representative.

Mr. CRAUFURD said, he believed the Directors had the power to pay a Director's travelling expenses.

The CHAIRMAN—Yes, when we have the money to do it. (Laughter.) He had himself travelled up and down 80 miles to attend the meetings of the Board, without thinking of making any charge. (Hear, hear.)

Lord KENSINGTON said, the point raised was a very proper one, and having been answered so satisfactorily, he would now move the adoption of the Report. It was high time that some measures were adopted for bringing the plan of the undertaking into some efficient shape, and he believed that throughout the Directors had acted with assiduity and disinterestedness. As a considerable proprietor in this concern, he hoped that some plan would be adopted by which it would be speedily carried out, and that it would not be left to fall to the ground, which most assuredly would be the case unless some spirit and determination were manifested amongst the proprietary. For his own part he would be content not to press any claim he might have upon the Company, but he would even contribute further towards finishing the line as far as the Kensington Canal basin, in order that something like business might begin. (Hear, hear.) If such a course were pursued by the shareholders, he (Lord Kensington) had no doubt the creditors would do the same; otherwise he much feared they must make up their minds to lose the whole of their money. He hoped that the Directors would not fail as soon as possible to suggest some plan which would bring the thing to a final issue, and that other shareholders like himself would lend them their aid in so doing. (Hear, hear.)

The motion having been seconded,

Mr. GUNTER cordially concurred in all which had fallen from Lord Kensington. If they allowed the concern to remain in *statu quo*, they would not only lose part of the land through which the line was to pass, but the Great Western Railway Company would have the right to prevent the line crossing theirs. The only way, therefore, was for them to raise a sufficient amount and do the works as cheap as they possibly could. At present they were a mere laughing-stock, and if it was only one line, he (Mr. Gunter) thought it better that they should complete this line before they turned their attention to either of the extension lines. The reason of the depressed state of the shares was, that the plan proposed had not been set properly before the public, and if they could get but a single line down to the canal basin, the result would soon be found very different. They had every prospect of a good traffic, especially in the article of coals and goods, and unless the proprietors wished that the capital they had already embarked in the undertaking should be lost to them, they would come forward and support, by an advance of a little more, the carrying out of the project.

A PROPRIETOR wished to know if any estimate had been given of the probable expense of completing a single line to the point stated.

The CHAIRMAN said, a definite estimate had not been given but it had been computed at between 30,000*l.* and 40,000*l.*

Lord KENSINGTON understood that the estimate was considerably under 40,000*l.*

Mr. GODWIN, jun. said, no one could shut his eyes to the fact that the populous districts through which this line would pass would be to it a source of immense profit, to say nothing of its connection with two great lines. In their present position those Companies were fancying that one day or other the West London Railway would fall an easy prey into their hands. He would not wish the Directors by any means to abandon the extension lines, but he hoped the shareholders would support them in carrying out the present line first. He had attended private and public meetings in the populous districts of Brompton and Kensington, and he was convinced that the public were most anxious that the line should be speedily carried out. (Hear, hear.)

Mr. GUNTER said, it was intended that the Staines and Egham line of railway should pass a little to the south of the Extension lines of railway of this Company, and as a proof that public feeling was much in favour of the latter, he would adduce as a fact that at a public vestry meeting held at Kensington in order to consider the protection of their rights of way, the meeting expressed itself greatly in favour of this line, and considered it most beneficial, whereas on the contrary they considered the Staines and Egham line as most injurious, and expressed themselves much opposed to it. He adduced this fact in order to show that public opinion was really in its favour.

The CHAIRMAN said, the reason the Directors had not placed the undertaking so much before the public was, that they felt they were bound to see what the old shareholders would do before they ventured to offer the shares to the public, probably to the detriment of the original proprietors.

The Report was then put and adopted unanimously.

Mr. CRAUFURD moved that Messrs. Macfarlane and Latham, the two Directors who retired by rotation be re-elected.

Mr. MILES seconded the motion.

A PROPRIETOR said, he understood that it was not the intention of Mr. Latham to fill the office of Director again. He, however, had no official authority for stating such as a fact.

The CHAIRMAN observed, that Mr. Latham had the power of retiring after being re-elected, if he thought proper, and therefore as he was not present, he would put the question.

The motion was carried *nem. con.*

The CHAIRMAN said, he should now be glad to hear some suggestion as to the period when their special general meeting should be called upon the subject of at once raising sufficient money to carry out the line. It was essential that it should be as soon as possible in order that the works might be proceeded with during the ensuing season.

Mr. MACFARLANE suggested that it should not be delayed above a fortnight or three weeks.

The CHAIRMAN (after a short consultation with some of the Directors) said, he thought Monday, the 29th instant, would be the day, but due notice should be given to all the proprietors.

Mr. CRAUFURD hoped, that the importance of the meeting would be expressed in the circulars, and the proprietors urged strongly to attend, in order that they might not be so lax in their attendance as they had been that day.

Mr. BRITTEN desired to know whether any obstacles had been thrown in the way of carrying out the line by any Water Works Companies.

The CHAIRMAN said, they had not offered the slightest difficulty. It was true the Directors had some trouble with the Grand Junction and West Middlesex Water Companies at first, but on their consenting to deposit to each the sum of 2,000*l.* to cover the expenses of raising their mains, and as a guarantee for carrying out the works, those Companies were not at all opposed to them. In fact, it was not expected the expenses would be so great as the sum to be deposited, and the surplus was to be paid back to them.

Mr. BRITTEN was glad to hear this explanation, as it was generally asserted that the Company were in great difficulty with the Water Companies. No later than last evening he had heard it asserted that they owed these Companies the sum of 11,000*l.*

The SECRETARY said, such was not the fact. The only arrangement between them was that which had been stated by the Chairman.

The CHAIRMAN said, they had in the first instance to contend with these two powerful Water Companies, with whom they amicably arranged, and also with the Commissioners of the Metropolis Roads, but all these difficulties were surmounted. It had been rumoured, so he was just informed by a friend near him, that the Southampton Railway Company were anxiously looking forward to their getting their line down to the Thames, which circumstance in his (the Chairman's) opinion augured very favourably for it.

Mr. BRITTEN inquired how the shareholders, who had been declared defaulters, were paying up.

The CHAIRMAN.—We have proceeded against Mr. Locke and Mr. Playfair, and these cases were decided in our favour, but the latter is now reserved for the opinion of the Court upon points of law. We suspended proceeding in similar cases until the result of Locke's case was known. In some others we have succeeded, and others are still in abeyance.

This being the whole of the business of the day, thanks were passed to the Chairman, and the meeting separated.

MANCHESTER AND BIRMINGHAM RAILWAY COMPANY—GENERAL MEETING.

[From the *Manchester Courier.*]

THE General Half-yearly Meeting of the shareholders in this undertaking was held on Thursday, March 4, in the large room of the York Hotel, King-street, Manchester. The attendance was very numerous, near 100 gentlemen being present. Upon the walls of the room were exhibited coloured sections of the contracts on the part of the line between Stockport and Crewe, including the Castle-street, the Cheadle Hulme, the Wilmslow, the Peover, and the Sandbach contracts. In these sections the lengths and depths of the various cuttings and embankments, the several gradients and their extent and every other particular of the line, were clearly exhibited. On the opposite side of the room was suspended the design for the station in London-road, which has been selected from a number of others sent in for the approbation of the Directors. It is a very elegant and commodious building, occupying, with the necessary sheds and enclosures, a considerable space. A detailed description is unnecessary the design having been for a considerable time, exhibited at the Victoria Gallery.

MR. G. R. CHAPPELL begged to move that Mr. R. C. Sharpe should take the chair; but before doing so, as there were many gentlemen present who were interested in the Stafford and Rugby line, he had great pleasure in informing them that the Bill of that line had passed the standing orders of the House at full railway speed, and that there was every probability of the Bill being carried through the House. (Applause.)

Mr. SHARPE, in taking the chair, regretted the absence of Mr. Ashton, the Chairman of the Board of Directors, who had been summoned to London, as a witness in relation to the standing orders of the Stafford and Rugby line, and was not able to return to preside over that meeting. The Deputy Chairman also being absent, that was the reason why he had been called upon to preside. Having

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read the advertisement, the Chairman said the first business was that of sealing the register.

Mr. G. SANDARS moved, and Mr. JOHN BRADSHAW seconded,—"That the seal of the Company be affixed to the register of proprietors now produced." The motion being carried, the seal was affixed by the Chairman.

Mr. M. LYON, one of the Directors, then read the Directors' Report. Mr. G. W. BUCK, the Engineer, read his Report. Both will be found in the advertisement.

The CHAIRMAN said it was necessary in the usual course of proceedings, that the adoption of the Report should be proposed and seconded, before any discussion took place on the Report. When this was done, the Directors would be most happy to listen to anything that might be said, and to answer it in the most open manner that it was in their power to do.

Mr. W. RAWSON moved—"That the Report of the Directors, now read be adopted; and that the same, with the Engineer's Report, and the statement of accounts now produced, be printed for circulation among the proprietors." One thing in the Engineer's Report had struck him as rather remarkable, and he should like to ask that gentleman as to the probable result. The excess over the estimates in the cost of the contracts was so very small as compared with what took place in most other works of this kind, that he should like to hear the assurance again from Mr. Buck that that excess would not be more than two per cent. It was so remarkable a case as contrasted with any other railway that he had to do with; for he was sorry to say that he had seen cases where the estimates had been exceeded by a very large amount, often as much as ten per cent.

Mr. BUCK, the engineer, said he believed this result was quite unprecedented, but he had therefore the greater pleasure in stating it; and he most unquestionably should not have stated it, had he not been quite confident of its correctness. As he had stated in his report, he had very carefully gone over the contracts to endeavour to estimate the amount of contingencies, as they were generally called, but contingencies was not the proper name; for, under that head was generally comprised additional works, of far greater amount than the mere contingencies, arising from the communication necessary for the proper occupation of the land severed by the railway, which had not been settled at the time that the works were let. In this case, it was known that they had had a great deal of time to prepare their lettings, and there was not a single communication with which he was not perfectly acquainted, and had not inserted in the contracts; in fact, some of the communications had been bought off for less money than it would have cost to make them. Having gone over the whole of the contracts, he was quite certain that no such contingencies could arise. The contingencies, properly so called, were such as those, where the nature of the foundation could not be tested until the ground was opened. But, as would be found from his report, the foundations were all in with one or two exceptions; and, even in those, there was hardly any excess on his estimate; on some there was a little excess, and on others a saving. Therefore, he was quite certain, unless something were ordered to be done which he did not know of at present, and which was not at all likely, that two per cent. would cover the whole of the contingencies from Stockport to Crewe. (Applause.) And he begged leave to say, that, after the addition of two per cent. on the lettings, that increased amount was, as he had stated, considerably within his estimate. (Applause.)

Mr. HOYLE seconded the adoption of the Report.

The CHAIRMAN—Now, gentlemen, we are quite ready to give you every information in our power upon any question that may arise.

After a pause of a few minutes, no questions being asked, the Chairman put the resolution, and it was unanimously adopted.

Mr. JAMES H. WANKLYN moved—"That the half-yearly accounts, up to the 31st January last, having been produced, as required by the Acts of Parliament, and being deemed satisfactory be, and the same are allowed and passed."

Mr. TAYLOR seconded the motion.

Mr. H. NEWBERY said, it was very painful to his feelings to be obliged to move the following resolution; but, as an act of justice to those shareholders who had paid up their calls, it was quite necessary that the Directors should proceed to the forfeiture of the shares named in the Report. He then moved a resolution confirming the forfeiture of 249 shares, and authorising the Directors to sell them at such times and in such manner as they should think fit.

Mr. PERSHOUSE seconded the motion.

Mr. RAWSON wished to ask, if the Directors had no objection to state, what amount had been paid up on those shares, and whether, if those shares were taken at their present value, any loss would accrue to the Company upon them, and how much. They might state the average of what had been paid.

The CHAIRMAN—Upon the average, better than 15*l.* has been paid.

Mr. RAWSON—So that there will be no loss, at the present market value, upon those shares.

The CHAIRMAN.—No loss.

Mr. RAWSON.—I am glad to hear that; I think that is a very important matter to go before the public.

The CHAIRMAN.—There has been 15*l.* each paid upon 239 of those shares, and 18*l.* upon 10 of them; making an aggregate of 3,765*l.* paid already upon those shares, the arrears being 6,125*l.* There, of course, has been rather more than 15*l.* per share paid upon the whole 249 shares.

Mr. RAWSON.—I think that will be very satisfactory to the meeting; they will see that there is no real loss, though these people have left us.

Mr. DAVISON.—I question very much, Mr. Chairman, whether these shares would obtain that price in the market if they were sold.

The CHAIRMAN.—I think very nearly so.

Mr. DAVISON.—They are at about 16 discount at present.

Mr. H. NEWBERY.—A higher price than that was given yesterday in London.

Mr. SLATER (the law-clerk)—Yes, 15*l.*

Mr. CHAPPELL.—I am already a shareholder to a considerable amount in this line; and I can only say that I should be very happy to take as many of those shares as the Directors will allow me at that price. (Applause.)

Mr. NEWBERY.—Besides, it would be very great folly in the Directors to offer these shares for sale at present. They take power in the resolution to dispose of them at such times, and in such manner as they may think fit; and of course they would not think of thrusting them upon the market in its present state.

Mr. SLATER.—I believe a gentleman in London yesterday made an offer of a higher price than this gentleman speaks of, and he bought fifty shares at a higher price.

Dr. LYON.—I suppose these shares, when sold, will be sold liable to the sums they are in arrear.

Mr. SLATER.—Oh, certainly; but the parties who are the original holders will still remain liable to the Company for any loss.

Mr. J. H. WANKLIN.—I presume Mr. Chairman the present proprietors of these shares are not released from their responsibility by the fact of their shares being forfeited?

Mr. SLATER.—No, the act expressly requires that they shall still remain liable to us; if there be a deficiency, they may still be called upon for the amount of the deficiency, whatever it be.

Mr. DAVISON.—After the forfeiture is confirmed?

Mr. SLATER.—Yes.

Mr. DAVISON.—But is it to be understood that these parties will have the option of buying up the shares themselves, after the forfeiture?

Mr. SLATER.—It is very possible, if an immediate offer were made to the Directors that they would take it into their favourable consideration; but there is no obligation on them to do it.

The CHAIRMAN put the motion, and then announced that the formal business of the meeting was at an end, but that they were still open to answer any questions the shareholders might wish to ask; they were extremely desirous to afford every information in their power.

Mr. J. P. WESTHEAD referred to the passage in the report respecting the passengers to be brought on the line by the Sheffield Railway Company, which he read, and observed that goods also might have been inserted; for at the time they were in Parliament for their Bill, it became evident to all parties that the cost of the viaduct from Chancery-lane to the station would be very heavy, and it was considered desirable that as the Sheffield and Manchester Company would enjoy the advantage of it, they should participate to a certain extent in the expense it would entail on this Company; and it appeared to them that the most convenient mode of doing this would be by making them pay a handsome toll for entering the town. There was a clause in their Act expressly for that purpose which he would read:—"And be it enacted that it shall be lawful for the Sheffield, Ashton-under-Lyne, and Manchester Railway Company to communicate with the said last mentioned Railway, at the nearest or most convenient point of approach, at or near Chancery-lane, in the township of Ardwick, in the said parish of Manchester, being about three quarters of a mile distant from the terminus of the Railway of the said last-mentioned Company, at Store-street, in the said parish of Manchester; provided always, that in all cases where any articles, matters, persons, or things, shall pass along the said last-mentioned Railway, to or from the said communication at or near Chancery-lane aforesaid to or from Store-street aforesaid, the said last-mentioned Company are hereby empowered to demand and receive the maximum rates or tolls hereby authorized to be taken for one mile only, exclusive of a reasonable charge for the expense of loading and unloading the same, in all cases where the loading or unloading thereof shall be done by the said last-mentioned Company, and which charge the said last-mentioned Company is hereby authorised to make."—So that the charge for passengers amounted to two-pence per head, and the charge upon manufactured goods to three-pence per ton, and a very considerable increase of income was expected to arise from those sources.

Mr. RAWSON said, he understood the probability was that the income from that mile would be nearly half as much as was yielded by the line to Stockport, taking the average of passengers at 6d.

Mr. WESTHEAD said, it had been calculated that they should derive an amount of profit from this source nearly equal to that which they derived from the Stockport traffic.

Mr. RIDGWAY (of the Potteries) said, that, being accidentally in Manchester at this time, he had availed himself of the opportunity of attending this, the first meeting of the kind that he had attended. He was extremely glad to hear the Report which had been read; it was one which was highly creditable to the Directors, cheering to the shareholders, and he would add satisfactory to the country at large, save and except one particular district, and that a district in which he was especially interested—the Staffordshire Potteries. He was exceedingly sorry to observe that no allusion had been made to that district, a district which was of some importance to this Company, and whose countenance and support had been very anxiously sought for by them, and had been honourably given. He must say he was surprised at seeing that no allusion was made to the Parliamentary line through that district, either in its original form or in a modified one. He did hope that a line so important to that district of the country, a line, he would venture to say, either immediately or remotely advantageous to this Company, would not have been thrown overboard, forgotten, and abandoned; and he should be exceedingly glad indeed to hear from that meeting some sort of confirmation or corroboration, or encouragement of the views that he had entertained, which would enable him on his return to say to his neighbours, that he had attended a meeting of the Man-

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chester and Birmingham Railway—a highly respectable and most satisfactory meeting—and that he had learnt that the line which they proposed to take through the Staffordshire Potteries was not altogether forgotten. He could assure them that he was not wishful to embark them in the line as originally planned, which would be too expensive to pay them, and which, so far from encouragement, would have held out the most gloomy prospects to the shareholders. But he did think that something might be claimed from them as a company. He had assisted them in the Potteries, he had assisted them in London, he was assisting the Stafford and Rugby line, and he felt cordially attached to them. (Hear, hear.) He had fought their battles in the country, as many gentlemen there knew when they had been attacked most vehemently, and, he was now most sorry to say it, he thought too justly. Therefore he thought they had some claim upon the Company. They had been met by courtesy, and with kind encouraging words, but only words; they had had nothing they could build upon; they were still in that state of uncertainty which they had endured so long, and altogether they were extremely uncomfortable, and should be glad to be put right by this Company. They did not look to them for an outlay of money on a line which would be prejudicial to its promoters; but looking at the engagements which existed between them, the letters that had been received, and the manner, in which the Staffordshire people had continued to help out the Company to the end of the contest, he did think that the Company were bound to do something for them. If they could not do it themselves, they ought to contrive, in conjunction with the Grand Junction Company, and the Liverpool Company, who were all interested in that district to take up the district amongst them, and the expense would then be nothing. This at least was due to the Potteries, considering how attached they were to the Company, and the support which they had given and should continue to give it in every way, though they had not done much in the way of subscription; they had told the Company in the outset that the country would not allow of that. But the traffic of their district was of great weight and importance, and he was sure the Company would lose the opportunity of doing themselves as well as that district good, if they let it slip through. He should be happy to hear from any of the Directors what they really intended to do, for candour was always best in these things. He should be sorry if his remarks bore the aspect of reproach or opposition, or anything of that kind. He assured them that such was not his intention; he had come there almost by accident.

Mr. Rawson begged to ask how many shares were held altogether by the Potteries in this Company?

Mr. Ridgway said, that they had informed the Directors when they first came down, (and Mr. Chappell was his witness), that they were a young country, a poor country, but a rising country; that they would give the Company their most hearty support, but that they could not take many shares. He himself was a shareholder, of course, and more shares would have been held in the Potteries but for the competition that had occurred, the great difficulties, and the want of confidence.

Mr. G. R. Chappell said, he was very glad Mr. Ridgway had done them the honour of appearing in that meeting, and had given him an opportunity of furnishing explanations that he thought would remove the impression that Mr. R.'s eloquence had made on every one present. When they got an engineer who was honest enough to give them a right estimate of the expense that would attend the making of that line, they saw they could not do it without sacrificing the interest of every shareholder in the Company. They had abandoned the project with the greatest reluctance; they regretted it even to the present day: but the state of the times was such, and the expense was so enormous, that it was clear if the Company had proceeded to make that line, it would certainly have been the ruin of half of them. Therefore, from absolute necessity, and not from choice, they had been obliged to take another line. But he must be allowed to say that they had felt such an interest in the Potteries, and such a desire that the Potteries should be served, that they had waited on the Directors of the Grand Junction Company; and he was authorised by Mr. Moss himself to say that they were not only ready, but were actually waiting to make the best approach from that district that they possibly could make. He had communicated to Mr. Ridgway that very letter, and had recommended him to have an interview with Mr. Moss, and had promised that two or three of the Directors of this line should meet them there, and endeavour to make the best approach to the Potteries they could. (Applause.) He appealed to Mr. Ridgway, was that correct or was it not? They were in this position; eight-tenths of the transits from the Potteries went to Liverpool; therefore it was for the interest of the Liverpool people to make the line; but so far as the Directors of this Company could do it, without injuring the shareholders, there was every disposition to serve the Potteries. When the Stafford and Rugby line was carried, and there was no doubt it would be carried, their facilities would be greatly increased. It was admitted by Mr. Ridgway that they were a growing society; he (Mr. Chappell) thought that they were now grown, and he had no doubt they would be able to make for themselves a line, by which they might travel to London on the left, and to Liverpool on the right; "and (said Mr. C.) if you choose to visit us in Manchester, we will treat you to the best we have in the house." (Applause.)

Mr. Ridgway said it was perfectly true that the transits to Liverpool were the principal part of their traffic; but that fact was known to the gentlemen who came to solicit their support, and who gave them their pledge. If the line had not been properly surveyed, and the difficulties ascertained, it was not their fault, but the fault of the Engineer, he would not say of those who employed him. But still, situated as they were, with the promises of the Company fresh in their ears, and the expectations those promises were calculated to raise in their hearts, it would not exactly do to turn them over to the tender mercies of the Grand Junction Company. He held them (the Manchester and Birmingham Company) to be a party assenting and consenting to the formation of their line; therefore, if they would help the Potteries to make a good bargain with the Grand Junction, they (the Potteries) should be very glad to go with them both. He thought that was a right principle on which to proceed, and he submitted to the meeting if it was not right.

Mr. W. Rawson.—I think there is no Act of Parliament that will constrain men to spend money that cannot be raised. (Applause and laughter.) I think that is a good excuse for this Company's not making the Pottery line.

Mr. Ridgway—If the feeling which Mr. Chappell has expressed represents the feeling of the Directors generally, and of this meeting at large, namely that you are still disposed, in conjunction with the Grand Junction Company, to support us, we shall be very glad to avail ourselves of that; but you must know we don't want to have what I may call a right-angle line; we could have had that long ago, but we are so proud that we want a line to go through us. Let it go in at Crewe, or where you please, and out at Stafford, or where you please; and then we will be your humble servants, and we will give you all a dinner. (Applause and laughter.) I don't know that it would be proper in me to attempt to bring forward any resolution on a thing of this kind. I am sorry if I have at all trespassed on your attention; my only wish was to put you in possession of my sentiments, and of the sentiments that are so generally entertained in the Potteries. I have endeavoured to do this in perfect good temper; but candour is best in these matters, and I do say still, that we depend upon you for the redemption of the pledge held out to us.

The Chairman.—Perhaps something may be expected from me, as chairman, upon a subject of this nature. All I can say is this, that, on referring to the Report presented by the Directors on 5th March last, to a half-yearly meeting of shareholders, and approved of by them, I find the following paragraph:—"Acting upon the principle of combining with accommodation to the public an early return to the proprietors, the attention of the Directors is now anxiously given, as stated in the circular already referred to, to the completion of that part of the line beyond Stockport, which can be made most immediately available as an improved communication between Manchester, Chester, North Wales, the west of England, Birmingham, and London." This Report was adopted unanimously. Further than that, I do not think I can reply to Mr. Ridgway's observations.

The Chairman, after a pause, said if the shareholders had no more questions to ask the Directors, it would become his duty to declare that the business of the day was closed.

Mr. John Bradshaw having taken the chair,—

Mr. David Waddington said he should be sorry if the meeting were to dissolve, after the very flattering report which they had received from the Directors, and the excellent manner in which the Chairman had conducted the business, without expressing their confidence in those gentlemen, and publicly recording their thanks to them. He had great pleasure in moving a vote of thanks to the Directors and to the Chairman.

Mr. Mellor seconded the motion, and it was carried by acclamation. The meeting then separated.

GLASGOW, PAISLEY, KILMARNOCK, AND AYR RAILWAY COMPANY.

Eighth Half-yearly General Meeting, Wednesday, 17th February, 1841.

(Further particulars).

REPORT OF THE DIRECTORS.

The railway has been open from Glasgow to Ayr since the 12th August, and your Directors are happy in being able to announce that, from the precautions taken, not a single accident has happened to any passenger, though the numbers from that period to 31st December amounted to 165,689 on the Ayr Line, and 247,849 from 12th July, on the Joint Line respectively.

During the month of January, 28,009 persons travelled on the Ayr Line, and 43,457 on the Joint Line. These, with 10,450 on the Ayr Railway, and 14,878 on the Joint Line, up to Saturday, the 13th inst., inclusive, make an aggregate of 510,332 persons who have been conveyed by locomotive power, on distances varying from 7 to 40 miles, without the slightest personal injury having been sustained by any one of them.

The trade on the line has hitherto been confined almost entirely to passengers, and the long continuance of the frost this winter has retarded the completion of the stations, so that the general traffic in goods will not commence before the month of May. In the meantime, however, a luggage train is despatched daily from each end of the line with light goods and parcels.

Some of the iron and coal works in course of erection near the railway, will be in full operation in a few months, and a large mineral trade may safely be reckoned on. It is intended that the proprietors of these works should provide their own trucks, according to a specification furnished by the Company's Engineer.

Your Directors annex a statement of the outlay incurred from the commencement in the formation of the line and stations, as well as in obtaining a considerable stock of engines, carriages, and waggons. They also give a detailed statement of the receipts and expenditure on the traffic account, showing a profit of 7,588*l.* 18s. 2d. available to the shareholders; and they therefore feel themselves warranted in recommending you to divide twelve shillings a share, payable on the 1st March.

The cost of working (as in all new lines) has hitherto been greater in proportion to the revenue than it may be calculated in future. A single instance may be alluded to in which a saving to a great extent will accrue, viz., coke. Owing to this necessary article having been at first imported from Liverpool, it has cost, including waste in carriage,

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have now completed an arrangement by which a supply of the very best quality is insured for three years, at one guinea per ton, delivered on the line.

A considerable portion of the land required for the Kilmarnock branch has already been purchased. Your Directors having occasion to give notice for an amended Bill in the ensuing session of Parliament, have considered it advisable to include a provision for such additional capital as will enable them to complete the Kilmarnock branch early in

The proprietors of the *Fire King* steamer having disposed of that vessel to one of the large steam-packet companies, arrangements have been made with them to establish a regular communication between Ardrossan and England. The operations now going on for giving additional accommodation and convenience at that harbour, and the improvements on the Ardrossan Railway, afford the best guarantee for a great increase of that traffic, and for the expectation of your Directors that it will

favourite route.

Your Directors have only further to mention that in pursuance of the provisions of the Act of Incorporation, the following members of the Board go out of office at this meeting, and it rests with you to supply their place or re-elect them :—

Messrs. John Miller, of Muirshiel; John Mitchell, Glasgow; John Leadbetter, Glasgow; Henry Grazebrook, Liverpool; George Johnston, Redburn.

(Signed) JAMES M'CALL, Chairman.

Capital Account Balance Sheet, 31st December, 1840.

DEBTOR.

To amount received on calls from commencement to 30th June, 1840	£376,545 0 0		
To amount ditto from 30th June, 1840, to 31st December, 1840	55,950 0 0	£432,495	0 0
To amount received on loan, from August, 1839, to 30th June, 1840	154,390 0 0		
To amount ditto from 30th June, 1840, to 31st December, 1840	52,585 0 0	206,975	0 0
To amount of interest received from Bank accounts and shareholders, from commencement to 31st December, 1839		1,962	16 9
To amount of rent received from Tradeston property, from 30th June, 1839, to 30th June, 1840	440 8 8		
To amount ditto from 30th June, 1840, to 31st December, 1840	195 19 1	636	7 9
To amount of transfer fees, 31st December, 1838	5 5 0		
To ditto ditto from 1st September, 1840, to 31st December, 1840	7 17 6	13	2 6
		£642,082	7 0
To balance owing bankers	£46,700 3 8		
To ditto temporary loans	7,600 0 0		
To ditto bills payable	5,098 1 7	59,398	5 3
Deduct balance of sundry accounts, including amount in hands of Joint Committee	188 13 11	57,512	11 4
Total		£699,594	18 4

CREDITOR.

	Expenditure from commencement to 30th June, 1840.	Expenditure from June 30, 1840, to Dec. 31, 1840.	Total expenditure from commencement to Dec. 31, 1840.
	£ s. d.	£ s. d.	£ s. d.
By contracts for works	180,651 3 8	49,952 1 3	230,603 4 11
By land and compensation	63,668 3 3	20,156 6 10	83,824 10 1
By Parliamentary and law expenses, and expense of deputations to London, procuring Bill, &c.	19,333 17 4	1,492 6 6	20,826 3 10
By Renfrewshire Road Trustees	6,000 0 0	12,000 0 0	18,000 0 0
By stations	8,701 5 1	5,781 4 5	14,482 9 6
By rails	71,405 3 7	5,347 9 2	76,752 12 9
By blocks	20,941 15 2	3,075 14 2	24,017 9 4
By chairs, beams, turntables, &c.	16,923 14 10	7,060 10 5	23,984 5 3
By sleepers and sundry other work	16,246 11 6	2,021 2 9	18,267 14 3
By engines and furnishings	8,830 15 8	8,431 6 8	17,262 2 4
By carriages, trucks, and furnishings	5,153 9 6	9,750 5 1	14,903 14 7
By engineering, surveying, and plans	10,876 14 1	1,164 12 1	12,041 6 2
By direction	1,700 0 0	300 0 0	2,000 0 0
By salaries	1,382 19 8	270 11 0	1,653 10 8
By advertising and printing	1,131 0 3	395 19 11	1,527 0 2
By stationery and engraving	712 3 11	18 19 6	731 3 5
By stamps for debentures	671 0 0	220 2 8	891 2 8
By interest warrants, and interest on Bank accounts	681 16 8	1,666 5 8	2,348 2 4
By forfeited shares	410 3 1	0 0 0	410 3 1
By police	748 14 4	193 3 9	941 18 1
By rent, taxes, and sundry charges	733 14 2	412 6 2	1,146 0 4
By travelling expenses	254 1 6	41 14 6	295 16 0
By postages and parcels	300 7 0	12 6 8	312 13 8
	437,458 14 3	129,764 9 2	567,223 3 5
By Glasgow and Paisley Joint Line	109,563 6 1	22,808 8 10	132,371 14 11
Total	547,022 0 4	152,572 18 0	699,594 18 4

ARCH. SMITH
JAMES BOGLE } Directors.
WM. BROOKS

Glasgow, 31st December, 1840.

Traffic Balance Sheet, 31st December, 1840.

DEBTOR.

To Total passengers, from 5th August, 1839, to 31st December, 1840.	Revenue from 5th Aug., 1839, to 30th June, 1840.	Revenue from 1st July, 1840, to 31st December, 1840.	Total revenue, from 5th Aug., 1839, to 31st Dec., 1840.
1 2 3 Total.			
39,282 | 99,834 | 153,675 | 292,791	£4,046 16 1	14,894 13 3	18,941 9 4
To Parcels and light goods	65 19 1	742 16 6	808 15 7
Carriage of mail betwixt Troon and Ayr	3 0 0	7 10 0	10 10 0
Interest on bank account	15 18 6	135 17 4	151 15 10
	£4,131 13 8	15,780 17 1	19,912 10 9
Proportion of net revenue from Glasgow and Paisley Joint Line, to 30th November, 1840, per annexed statement		2,848 4 9	2,848 4 9
Total			£22,760 15 6

CREDITOR.

	Expenditure from 5th Aug., 1839, to 30th June, 1840.	Expenditure from 1st July, 1840, to 31st Dec., 1840.	Total Expenditure from 5th Aug., 1839, to Dec. 31, 1840.
By Maintenance of way, estimated at		1,200 0 0	1,200 0 0
Joint Committee for extra use of way		104 12 1	104 12 1
Engine and carriage working, including 2,045 tons coke, at average price of £1 18s. 6d.	£1,527 17 5	4,023 3 0	5,551 0 5
Mileage duty on passengers, being at the rate of 9.066 per cent.	386 8 10	1,330 14 6	1,717 3 4
Police, porters, and guards	623 6 0	863 11 5	1,486 17 5
Agents' and clerks' salaries	271 14 0	643 8 3	915 2 3
Miscellaneous expenses, including stationery, advertising, travelling expenses, insurance, &c.	281 19 1	383 4 8	665 3 9
Horse and van delivering parcels		31 18 1	31 18 1
	£3,091 5 4	£8,580 12 0	11,671 17 4
By proportion of interest on loans		3,500 0 0	3,500 0 0
		£12,080 12 0	15,171 17 4
By balance applicable to a dividend			7,588 18 2
Total			£22,760 15 6

ARCH. SMITH,
JAMES BOGLE,
WM. BROOKS, } Directors.

Glasgow, 31st December, 1840.

Balance Sheet, 31st December, 1840.

DEBTOR.

To amount of former receipts to 30th June, 1840			£225,447 2 1
Deposits, per Glasgow, Paisley, Kilmarnock, and Ayr Railway Company	£21,000 0 0		
Ditto per Glasgow, Paisley, and Greenock Railway Company	21,000 0 0		
	42,00 0 0		
Interest	10 17 11		42,010 17 11
			£267,458 0 0

CREDITOR.

By amount of former expenditure to 30th June, 1840			£219,126 12 3
Land and compensation	£10,409 10 3		
Works	33,632 13 8		
Rails and chairs	591 6 11		
Law charges	200 0 0		
Engineering	313 3 9		
Miscellaneous expenses, including rent, office expenses, stationery, advertising, printing, postages, and travelling expenses	385 9 4		
Police expenses	84 13 9		
			*45,616 17 8
Balance			2,714 10 1
			£267,458 0 0
*Whereof one-half is			£22,808 8 10

J. H. HUMFREY,
MARK HUISH, } Joint Secretaries.

Traffic Account from 14th July, to 30th November, 1840.

DEBTOR.

To Passenger traffic	£7,136 11 1		
Parcel ditto	130 13 1		
		7,267	4 2
To Glasgow, Paisley, and Ayr Railway Company, for extra use of way		104	12 1
Interest		63	1 0
		£7,434	17 3

CREDITOR.

By Locomotive power	270 2 7		
Salaries and wages	386 3 3		
Parcel delivery	100 15 1		
Mileage duty	784 6 0		
Advertising and printing	92 8 4		
Miscellaneous expenses	41 7 3		
Stationery	57 5 3		
Postages	5 19 11		
		1,738	7 8
Balance		5,696	9 7
		£7,434	17 3

Glasgow, 30th November, 1840.
Balance divisible as under,

Glasgow, Paisley and Greenock Railway Company, one half	£2,848	4 10
Glasgow, Paisley, and Ayr Railway Company, ditto	2,848	4 9
	£5,696	9 7

J. H. HUMFREY
MARK HUISH } Joint Secretaries.

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PATRICK BOYLE MURE MACREDIE, Esq. moved that Messrs. John Miller, John Leadbetter, Henry Grazebrook, and George Johnston, be re-elected Directors of this Railway, and that James Douglas, Esq., Glasgow, be elected a Director in room of John Mitchell, Esq.

ARCHIBALD HARVIE, Esq., seconded the resolution, which was also unanimously agreed to.

Mr. GALBRAITH suggested a reduction of the number of Directors.

The suggestion was favourably received, and Mr. Galbraith gave notice that he would bring forward a motion on the subject, with a view to having the number reduced in the amended Bill.

Mr. LOGIE moved "that it shall be recommended to the Directors, by themselves or their Secretary, to forward to every shareholder of the Company, whose address shall be known to them, a printed copy or draft of the Report to be submitted by the Directors at each general half-yearly meeting of the Company, for the approval of the meeting, which copies or drafts shall be delivered to the parties, or put into the post-office to their known address, at least four days before the day of meeting; and the advertisments calling such general meeting shall contain an intimation that printed copies, or drafts of said Report, will lie at the office of the Company at least four days before the day of meeting, for behoof of any of the shareholders of the Company, whose address may be unknown to the Directors at the time."

After some conversation the motion was agreed to.

DUBLIN AND DROGHEDA RAILWAY COMPANY—GENERAL MEETING.

THE stated Half-yearly Meeting of the Proprietors of this Company took place on Thursday week, at the Northumberland-buildings, Dublin. GEORGE A. HAMILTON, Esq., in the Chair.

The CHAIRMAN said the meeting was called in pursuance of notice, for the purpose of receiving the Report of the Directors for the past half-year, and to elect six Directors in the room of those whose term of office had expired. It did not appear to him that it was necessary he should delay them by any introductory remarks on the present occasion. He could not, however, deny himself the pleasure of congratulating the Company on the improved condition in which they then stood, in comparison with that presented to them at former meetings. (Hear.) He was sure it would be a gratification to every proprietor to learn, also, that the contracts which had been already taken were all lower than the lowest estimate which the Engineer had made. (Hear, hear.)

Mr. ECKERSLEY, the Managing Director, then read the Report of the Board of Directors for the past half-year, which described the prospects of the Company, and the progress which their works were making, in a most flattering manner. The report, which was very voluminous, stated that the Company were in a position to make the alterations in the gradients of the line, as recommended by their Engineer, without any further application to the legislature. These alterations would be productive of a great diminution of the expence originally contemplated, and would obviate the necessity of much alteration in the surface of the country—an objection urged against the construction of railways in general. The works would henceforward be prosecuted vigorously, a large portion of them having been contracted for under very favourable circumstances. For that part of the line which commences at the Royal Canal, near Dublin, and extends to Raheny—a distance of four miles—a contract had been completed with eminent contractors for the sum of 41,000*l*. The contractors had commenced operations on that portion of the line in October last, and were carrying on the works as expeditiously as possible. The next portion contracted for was that which extends from Raheny to Donabate, a distance of six and a half miles, and the contract accepted for it amounted only to 43,000*l*. The greater cheapness of this contract, when compared with the former, arose from the favourable nature of the country through which that part of the line passed, and the absence of the deep cuttings which were necessary in the opening part. The report further congratulated the proprietary on the liberal manner in which the calls made had been paid up, and announced the intention of the Directors to call only for small amounts so long as monetary affairs continued in their present depressed condition.

Mr. DARLEY moved that the Report be adopted, and printed for distribution among the shareholders.

The motion was then put from the chair and carried.

The SECRETARY then read the statement of the accounts as audited for the last half year, from which it appeared that the total receipts within that period were 10,765*l*. 15s. 6d., and the expenditure 6,953*l*. 6s. 1d., leaving a balance on hand, under various heads, of 7,052*l*. 16s. 3d.

Mr. MOONEY then moved that the accounts, as read, should be received and printed with the Report.

Mr. DARLEY seconded the motion, which was carried.

Alderman HOYTE moved that the registry of proprietors then on the table be received, and sealed as the registry of the Company.

The motion was seconded by Mr. MOONEY, and carried.

Captain COTTINGHAM, in proposing the next resolution, passed a high eulogium on the exertions of the Board of Directors for the past year. He concluded by proposing that the following gentlemen should be selected Directors for the ensuing year:—George A. Hamilton, Hampton Hall; Lord Talbot de Malahide, Malahide Castle; William Henry, Abbey-street; Richard Wright, Ormond-quay; Peter Eckersley, Dublin; Richard Collins, Manchester.

The resolution was then carried.

It was then moved that H. B. Darley, and John Parks, Esqrs., be appointed auditors for the ensuing half-year.

A vote of thanks was then moved to Alexander Parkes, and James M'Cullagh, Esqrs., the auditors for the past half-year.

The CHAIRMAN, in putting the question, which was carried unanimously said, their duties as auditors involved a considerable portion of the time of these gentlemen, as they gave a strict scrutiny into the entire affairs of the Company.

A vote of thanks was also paid to the Directors.

Mr. BUCHANAN moved a vote of confidence in Mr. M'Neile, for the talents and ability which he showed in conducting their works.

The motion was carried unanimously.

Mr. M'NEILE returned thanks.

Captain COTTINGHAM moved a vote of entire confidence in Mr. Eckersley, for the excellent manner in which he conducted the affairs of the Company.

Mr. MOONEY cordially seconded the motion.

Mr. ECKERSLEY returned thanks, and said he had no hesitation in saying that, when the undertaking was better understood by the public, it would be one of the most prosperous ones yet projected.

Mr. DARLEY was then called to the chair, when a vote of thanks was given to Mr. Hamilton, for his exertions in the cause of the Company, and for his very proper conduct in the chair.

Mr. HAMILTON returned thanks.

The meeting then separated.—Abridged from the *Dublin Evening Mail*.

GREAT NORTH OF ENGLAND RAILWAY COMPANY—GENERAL MEETING.

THE tenth Half-yearly Meeting of this Railway Company was held at the Company's offices at Darlington, yesterday week. Mr. H. Stobart, of Etherley, took the chair, and stated that Mr. Storey had resigned his situation as engineer in chief, that the Board of Directors immediately agreed to secure the professional advice of Mr. Robert Stephenson, to report to them on the state and progress of the Company's works. He called upon Mr. Davidson, rectors and of Mr. Stephenson. The [illegible] that the total receipts and payments, up to the 31st of December last, were as follows:—

Receipts.—On calls, payments in advance, &c., 471,274*l*. 5s. 10d.; on debenture bonds, 327,433*l*. 12s. 3d.; notes discounted by the Treasurer, 25,000*l*.:—Total, 823,707*l*. 18s. 1d. Payments. —Parliamentary, engineering, law charges, arbitrations, printing, direction, salaries, land and compensation, &c., &c., 252,656*l*. 14s. 9d.; contract for works and materials, 512,733*l*. 13s. 8d.; interest on loans, engines and passenger carriages, 49,140*l*. 4s. 2d.; balance in Treasurer's hands, 31st. Dec, 1840, 9,177*l*. 5s. 6d.:—Total, 823,707*l*. 18s. 1d.

Mr. Stephenson's Report gave a detail of the whole line of Railway, commencing at York and proceeding on to Darlington, th the state and progress of the different stations in the line—and approved generally, with some trifling exceptions, of the design and construction of the Railway by his predecessor, Mr. Storey. It appeared from the Directors' Report that the line has cost about 21,000*l*. per mile, and the income already is between 400*l*. and 500*l*. per week, although the line is only open for the transit of coals and general merchandise, and that it will be opened for passengers on the 31st. inst.; and the Company have received notice from the Government that the mails will have to be conveyed on the line on the 6th of April next.

The six retiring Directors who went out by rotation, were re-elected, with the exception of Mr. Gresley, who was replaced by Mr. Smith.

The two Reports were then received and adopted.

Two other resolutions were also put from the chair and agreed to, one appointing Mr. Robert Stephenson, the engineer of the Company, and the other authorising the Company to take upon loan the sum of 50,000*l*. in order to enable the Directors to finish the works, and to supersede the necessity of making another call during the present year.

It was stated that it is intended to proceed with the line northward to Newcastle with as little delay as possible.

Thanks were then voted to the chairman, and the meeting adjourned.

[We have received from a friend a long and very interesting account of the proceedings of this meeting; but our space will not permit us to give it. We shall probably give the Directors' Reports hereafter.—ED. R. T.]

RAILWAY PROFITS.

THE result of the winter meetings, so far as they have yet proceeded, of those railway companies whose lines have been for some time in operation, are very encouraging to the shareholders. The Newcastle and North Shields Company have secured a dividend at the rate of six per cent. per annum. The North Union six and a-half per cent. The London and Birmingham Company eight per cent. The London and South Western (formerly the London and Southampton) seven and a half per cent. The Liverpool and Manchester ten per cent. (besides a bonus to the holders of original shares), and the Grand Junction fourteen per cent. As respects the Scottish railways, the dividend of the Glasgow and Garnkirk line is six per cent. The Ballochney ten per cent. The Wishaw and Coltness six per cent., and the Kirkintilloch seven and a fourth per cent. The Glasgow and Ayr Railway, which has not yet been open for six months, has declared a dividend of 12s. per share, which is at the rate of about five per cent. per annum for the time it has been open. The Ballochney Railway has been a most profitable concern. From a statement now before us it appears that the holder of 100 shares, or 2,500*l*. of original stock, might now realise 11,600*l*. of profit over and above his original input stock. This railway has not yet been open for more than eleven years, during which time the stock has more than quadrupled in value.—*Fife Herald*.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
49	38½	6500	100	100	Birmingham and Derby	..	..	..	64	..	..	..
—	—	6500	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	78	..	..	..	..	..	78
10	10	600	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	1500	100	60	Bristol and Exeter	32	33	33	..	..	..	32
27¼	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	27	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3¼	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	..	8½	..	..	..	8½
—	—	64000	8½	2	Ditto (*Debentures*)	..	..	..	..	..	..	4½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	29
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	33½
22	....	15000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	23
15½	....	6000	50	40	Gosport	45½	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	203
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	101½
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	51
74	....	40000	100	80	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	88½	88½	87	..	86½	86¼	86¼
—	—	25000	50	50	Ditto (*New Shares*)	61	61	60½	60¾	60½	60½	60
—	—	37500	20	4	Ditto (*Fifths*)	9½	9⅞	9½	9⅝	9⅜	9⅜	9⅜
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	43*	..	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	32½
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	21000	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5500	100	100	Liverpool and Manchester	..	..	..	..	..	..	187
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	90	..	..	45½
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	89½
25	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	169	168	166½	165½	165	165	168
—	—	25000	25	5	Ditto (*Quarter Shares*)	26¾	..	..	26	..	..	..
—	—	31250	32	32	Ditto (*New Shares*)	56	..	..	..	..	..	57½
4	3¾	24000	25	25	London and Blackwall	20	19½	20	19¾	19¾	19¾	..
46	5¾	36000	50	50	London and Brighton	43	43	42¾	42¼	42¾	42¼	42¼
10½	10½	33000	avr.	13½	London and Croydon	12	..	..	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Railw.	Miles opened	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S	Liverpool.
33	33	20000	20	20	London and Greenwich	7¾*	8¼*	..	..	..	..	..
—	—	.....	.....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	.....	3	Ditto (*Scrip*)	..	..	..	..	4¼	4¼	..
76	76	36000	avr.	38½	London and South-Western	56	55½	..	56	55¾	56¼	57
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	67	67	69
—	—	13000	50	30	Ditto (*New Shares*)	..	..	29	..	28	28	29½
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	93
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	24¼	..	..	24½
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7800	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	78½
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	14¼	..	..	14¼
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2100	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	..	..	..	70	70	70	69½
—	—	15000	50	40	Ditto (*New*)	..	..	..	35	34½	..	34½
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	60
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	16¾	16½	16¼	..	..	..	16¼
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	..	..	..	..
5½	....	8000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

* Ex. Div.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to March 10th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3⅜	..
18000	50	35	Edinburgh and Glasgow	29½	29
1930	25	25	Glasgow and Garnkirk	28	28
16000	25	23	Glasgow and Greenock	22½	22½
12500	50	40	Glasgow and Ayr	39	38½
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	76	76
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	27½	27½

RAILWAY TRAFFIC RETURNS.

Thus (•) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£1 10 0	Birmingham & Derby Junction	48½	38½	March 6	..	£649 2 8	£433 0 2	£1,082 2 10 ††
1,266,666 0 0	£1,013,723 0 0	.... (*a*)	•†Birmingham and Gloucester	51	51	March 5	5,437	1,030 14 0	128 16 7	1,159 10 7 †††
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	..	..	....	....	....
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	March 6	3,370	134 16 2	55 3 3½	189 19 5½
2,133,333 0 0	....	....	•Eastern Counties'	126	17½	March 7	9,209	....	....	531 16 5 ‡‡
833,000 0 0	631,241	2 8 0	•†Glasgow, Paisley, and Ayr	51	40	March 6	8,800	538 15 7	169 11 2	708 6 9
Made jointly by Ayr and Greenock Companies.			•†Glasgow and Paisley Joint Line	6½	6½	March 6	6,839	....	....	257 6 4
1,957,800 0 (*b*)	....	1½ 0 0	Grand Junction	114 (*c*)	114 (*c*	March 6	..	5,892 10 1	2,307 14 4	8,200 4 5
....	....	....	Great North of England	74	....	..	..	....	....	....
4,999,999 0 0	....	....	Great Western	118	92	March 6	..	4,642 2 8	859 15 1	5,501 17 9
533,333 0 0	460,000 0 0	2 0 0	Hull and Selby	31	31	March 7	2,823	379 10 2	238 3 1	617 13 3
488,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	March 6	2,112	406 14 0	17 4 1 ‡‡	423 18 1
1,832,375 0 0	1,410,000 0 0	10 0 0 (*d*)	Liverpool and Manchester	31	31	March 5	..	2,490 13 2	2,059 15 8	4,550 8 10
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	112½	March 6	..	10,473 18 3	2,973 1 7	13,446 19 10§§§
800,000 0 0	668,068 0 (*e*	.... (*a*)	•London and Blackwall	3¾	3¾	March 11	29,158	555 1 4	1 19 7	557 0 11
2,400,000 0 0	1,091,369 0 (*e*	.... (*a*)	•London and Brighton	46	5¾	March 8	1,909	60 11 2	85 5 0	145 16 2
741,000 0 (*f*)	628,307 0 0	.... (*a*)	London and Croydon	10½	10½	March 9	6,275½	....	....	585 7 4
998,300 0 (*g*)	793,300 0 0	1 0 0 (*h*)	London and Greenwich	3¾	3¾	March 11	30,962	....	....	946 13 2
2,260,000 0 (*i*)	2,193,617 0 (*i*)	5 0 0 (*k*)	London and South-Western	77	77	March 7	..	2,612 17 9	698 7 9	3,311 5 6
2,800,000 0 0	895,914 0 (*l*)	.... (*a*)	•Manchester and Birmingham	40	5¾	March 8	10,695	....	....	312 8 7
650,000 0 0	.... (*m*)	1 5 0	Manchester and Bolton	10	10	March 4	..	404 3 2	209 16 10	614 0 0
2,500,000 0 0	....	....	Manchester and Leeds	50	50	..	..	....	....	.... ‖
1,500,000 0 0	1,440,000 0 0	.... (*a*)	Midland Counties'	57	57	March 6	6,747½	1,213 11 6½	644 17 2	1,858 8 8½‡‡‡
950,000 0 0	....	....	Newcastle and Carlisle	61	61	March 6	..	477 •8 6	1,129 0 2	1,606 8 8
3,000,000 0 0	2,765,676 0 (*e*)	.... (*a*)	North Midland	72½	72½	March 6	..	1,901 15 5	880 11 8	2,782 7 1 ‖
730,000 0 0	560,000 0 0	6 0 0	North Union	22	22	March 5	3,087	777 6 1	139 6 5	916 12 6 ¶
1,200,000 0 0	297,430 0 0	.... (*a*)	Northern and Eastern	30	19½	March 9	5,806	....	....	443 14 7***
500,000 0 (*a*)	....	.... (*a*)	Preston and Wyre	19	19	March 6	1,750	125 13 11	114 12 11	250 6 10·
200,000 0 0	130,517 0 0	6 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	56	8	March 7	5,862	....	....	160 9 11
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	28	23	March 8	5,004	....	....	1,056 1 2†††

(*a*) Not open long enough. (*b*) Exclusive of the Chester and Crewe line, which appears to be 458,333*l*. (*c*) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (*d*) Maximum allowed by Act. (*e*) Up to July 1. (*f*) Including the new capital for the London-bridge station. (*g*) Including new capital for widening line, &c. (*h*) Preference shares guaranteed 5*l*. per cent. (*i*) Including Gosport branch. (*k*) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (*l*) Up to July 31. (*m*) The expenditure mixed up with that on the canal, with which the line is connected. (*n*) Including harbour and docks. (*o*) 83 miles from Birmingham to Newton junction; 14¼ from Newton junction to Liverpool; and 16½ from Newton junction to Manchester. (*p*) This is for *toll* only.

†† From which deduct Toll to London and Birmingham Company, 124*l*. 8s. 11d.—leaving a balance of 957*l*. 13s. 11d. ‡‡ Including Northern and Eastern Railway toll, &c.

§ Refused by the Directors. ‖ No portion of the traffic from the Manchester and Leeds line is included. ¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

‡‡‡ Carriages, 31*l*. 15s. 6d.; horses, 22*l*. 9s. 6d.; parcels, 237*l*. 4s. 4d.; dogs, 2*l*. 5s. 6d.; cattle, 22*l*. 0s. 0d.; corn, 21*l*. 7s. 10d.; heavy goods, 307*l*. 15s. 0d.—Total, 644*l*. 17s. 2d.

§§§ Subject to a deduction of 48*l* 1s. 6d. for one week's rent of the Aylesbury line at 2,500 per annum. ‖‖ Exclusive of any payment for the conveyance of the Mails.

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TO CORRESPONDENTS.

Omikron.—*Very probably some time or other, but not just now. No risk whatever, in any case. "Safely under all circumstances," to the address in the Post office Directory.*

For the sake of the gentleman personally who has "embarked between 5,000l. and 6,000l." in the Manchester and Birmingham line, we are sorry we cannot agree with him either in his general estimate of its merits, or in the calculations by which he supports it. He will see our reasons elsewhere. Should he desire to reply to them our columns will be freely open to him.

A Holder of 200 Eastern Counties' Shares.—*If we wished him ill on account of his contemptible abuse, we should say—pity the number is not as many thousands.*

Mr. J. C. Ewart.—*The reports which have appeared in the Essex papers, of the late Eastern Counties' meeting, all agree with our own in making no mention of this gentleman as having been a candidate for a seat in the Direction, and in representing* Mr. R. C. Wylie *to have been re-elected. How Mr. Ewart can suppose himself to have been the choice of the proprietary under such circumstances, or how he can reconcile it to himself to act as if he were, he will probably some time or other explain.*

A London Shareholder *did not reach us till after we had written the remarks which he will find in our leading columns. We shall, however, either insert his letter, or make use of its contents (under the condition stipulated) in our next.*

Sir George Cayley *has reprinted, in a pamphlet form, his excellent* Essay on the Prevention of Railway Accidents. *Alluding to the similarity between some of his suggestions and those of* Mr. Bessemer *and* Mr. Curtis, *the honourable Baronet very handsomely observes*—"My object in writing this Essay was, to collect from others, or point out, as well as I was able, the leading mechanical arrangements for ensuring safety in railway travelling, and if I have unfortunately, in the rapid progress of railroad inventions of late, stumbled upon the matured plans of any others beside those alluded to, I must beg them to consider that, in any of the suggestions I have proposed, they were not given as finished models, or as best fitted for actual service, but to point public attention to their *practicability* by exhibiting *one* means of effecting each purpose. Nothing can more completely fall in with my views than to be enabled to show where, and from whom, the improvement contemplated can best be obtained."

A Looker-On *(Gloucester) will see the subject of his letter treated of in a leading article, and probably think that sufficient for the present.*

Captain Moorsom and Railway Direction Reform.—*Two excellent Letters on this subject—from* Examiner *and* A Railway Shareholder—*which are both in type, are, owing to the pressure of the meetings, unavoidably deferred till our next.*

T. T. S.—*We received our correspondent's Letter at too late a period of the week to enable us to make enquiries, but we know that in* Mr. Pettitt's *apparatus the means are provided of sounding the whistle should any of the carriages behind the guard become detached. If our correspondent will communicate with the inventor, or visit the Euston station, we have no doubt all particulars, as to the* modus operandi, *will be supplied.*

Notices of the Hull and Selby Railway Meeting—Messrs. Ransome and May's Improved Railway Chairs—*and* Mr. Birmingham's Statistical Evidence in favour of State Railways in Ireland—*must also for the same reason stand over for a week.*

Communications received from—Gulielmus—Egrub—A South-Western—A Contractor—S. W. S.—A Looker-On *(Liverpool)*—Abel Handy—L. B.

THE RAILWAY TIMES.

SATURDAY, MARCH 13, 1841.

THE proceedings of the General Meeting of the Manchester and Birmingham Company held last week, supply more information than has been usual with the meetings of this Company, though but few grounds for modifying the unfavourable opinions we have so often felt called upon to express respecting it.

The terms of the Agreement with the Grand Junction Company for the use of the 54 miles of their line from Crewe to Birmingham (so often asked for in vain), and detailed estimates of the cost of constructing the remaining 40 (including the Macclesfield Branch of 10 miles) were laid before the proprietors. The annual payment to be made to the Grand Junction Company is not to exceed 1,000*l.* per mile, which at 5 per cent. will represent a capital of 1,080,000*l.*; and the total estimate for the 40 miles to be executed by the Manchester and Birmingham themselves is 1,839,584*l.* 8s. 10d., making together 2,919,584*l.* 8s. 10d., or in round numbers 3,000,000*l.* The average cost of the former will therefore be 20,000*l.* per mile—of the latter about 46,000*l.* (an enormous sum)—the mean of the whole 94 miles about 32,000*l.* For the 54,000*l.* a year which the Grand Junction anticipate receiving from the Manchester and Birmingham, they are to abandon to the latter the whole of "the Manchester traffic to or from Birmingham, or to and from any intermediate place south of Crewe;" and there can be no doubt that for the Grand Junction this is a very good bargain—one by which they may make a very handsome profit, and cannot possibly lose anything. The amount of the annuity, however for which the Grand Junction have consented to abandon their Manchester traffic, may be taken as an unerring criterion by which to determine the prospects of those to whom they have been pleased to hand it over, with all the burden of providing and keeping up the requisite carrying establishment. We may be quite sure that if it had been worth *a rast deal* more than 54,000*l.* a-year net, such keen people of business as the Grand Junction Company would not have given it up for that sum; but say that it may amount in the hands of the Manchester and Birmingham Company to even double, that will but leave them 54,000*l.* to divide upon a capital of 3,000,000*l.*—little more than 1½ per cent. Were all that is, or can be anticipated from the Macclesfield branch or even from the great Extension scheme, to be added, the chance of their ever being able to reach a dividend of 3 per cent. is so remote as to be barely within the limits of possibility. And before the Manchester and Birmingham Company can divide even a single cent among themselves they must first of all pay their Grand Junction friends their 54,000*l.* a-year. Oh, shrewd Grand Junction! All the work thrown on their neighbours, and nothing but profit and the trouble of receiving it reserved for themselves! In point of fact, the sole ground which the Manchester and Birmingham proprietary have for anticipating a remunerative return upon their capital, is the very *probable* contingency of the future possessors of the Manchester and Birmingham traffic being able to net twice as much as is now derived from it, by one of the best and most economically worked Railway Companies in the kingdom, when (fortunate capitalists!) they may hope for some 30 shillings per cent. on their investments. So much for wild and reckless competition!

The abandonment of the original line through the Potteries was treated as usual as a very capital sort of practical joke. Mr. RAWSON wondered "how many shares were held altogether" in the Potteries, that people there should take it in such dudgeon that they had been cast adrift; and cheers from all sides testified that the bulk of the meeting thought this a perfect poser. And when the same gentleman drily observed, that he knew of no Act of Parliament which could "compel men to raise money that cannot be raised," the "applause" and the "laughter" were tremendous. Alas! for the state of moral feeling, of which such observations and such greetings are the indications. The fraud on the Potteries would not have been less a fraud had there not been a single share subscribed for there; nor does any apprehended deficiency in the capital authorised by Parliament to be raised for the execution of a railway in one direction, justify its application to the execution of a railway in a direction quite different. It was no condition of the Act for the direct line through Congleton and the Potteries to London, that the Potteries should subscribe anything; and if the capital requisite was under-estimated, (of which, however, we have never yet seen any sufficient proof) the deficiency might have been made up in the same way as similar deficiencies in other cases have been supplied. The Manchester and Birmingham Company have been guilty of precisely the same sort of breach of faith as the Eastern Counties'; and both are so far, equally indefensible.

WE are glad to find it confirmed by (what we may call) the *Cadell Correspondence*, which we publish in our present number, that the Modern Athenian section of the Directors of the Edinburgh and Glasgow Railway, are friendly to the "concentration plan of Management," and are only opposed to its adoption *for the present*, on account of the offensive manner in which certain rude Boeotians have attempted to cram it down their throats. Hope there is, therefore, that common sense views of the matter may yet prevail over all personal differences and petty local jealousies, and that the ruinous proceedings, judicial and Parliamentary, which Mr. CADELL (a large shareholder, and very competent authority,) states will be the inevitable result of the cram-down system, if further persisted in, will be averted by a prompt recurrence to the usages of polite society. The Edinburgh Directors and people have, beyond all question, been grossly ill-used in the matter, and if peace and amity are to be restored, considerable concessions must be made to them; nor should the Glasgow, Liverpool, and Manchester proprietors—if they study only the real welfare of the undertaking itself—be slow to make every concession needful. The Modern Athenians have (confessedly) THE LAW on their side; and being a generation of lawyers, may be expected to make a stringent use of it to obtain for themselves that consideration, and respect which they deem their due, and to which the large stake they have in the undertaking (considerably greater, we understand, than that of the people of Glasgow,) most justly entitles them.

We observed in our last, that assuming the principle of concentration to be admitted, the circumstance of Glasgow being the place appointed by the Company's Act of Incorporation for the *head quarters of the General Board*, seemed to us to "determine *where* that concentration should be." But an Edinburgh correspondent very fairly observes on this:—"The Act was the result of an amicable arrangement at the time between the two cities of Edinburgh and Glasgow, in which there was a good deal of yielding on both sides for the sake of the common object—it was supposed to settle definitively the constitution of the Company—but if the question of that constitution is to be now re-opened, then it

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must be just as open to discuss the propriety of Edinburgh being the proper head quarters of a concentrated system of management, as it is to discuss the propriety of depriving it of its present limited share in the direction." Certainly, if the preference given to Glasgow in the Act was only a matter of concession, and not founded on any local superiority which it actually possesses over Edinburgh, the question of which, after all, is the best place for the railway head quarters, is one that must, in the event of any new Parliamentary contest, revive in full force. Concentration is one thing; the *locus in quo* another, which is by no means dependent on the decision of the first.

'Let well alone' is an old and a sound maxim, which the agitators in the present case would have done well to remember. For anything that has come to the surface during this troubling of the waters, we are at liberty to conclude, and are much inclined to believe, that every degree of concentration requisite for the efficient Management of the Railway (the grand point) might be accomplished under the Company's existing Act, providing always both of the local Committees or Boards cordially concurred. At all events, we are quite sure that it would be much easier to effect such a concentration with the united help of both Committees under the old Act, than it will be to obtain a new Act for the purpose, with the Edinburgh Committee, and the influence of all Edinburgh opposed to it.

We predicted in our last that it would not be long before the question between the two local Boards became a question between the two cities, and it will be seen from Mr. CADELL's last letter that it is so regarded already.

We entirely agree with Mr. CADELL in thinking that the only safe and prudent course for the shareholders to pursue is to undo, as speedily as they can, all that they have recently done in respect to the concentration of the Direction. What they must desire as a proprietary body to see, is not the triumph of this or that individual—this or that party—but the triumph of that system of management which will bring the most money into their pockets, from rendering the greatest amount of useful service to the public. All that the Edinburgh Directors ask for is an opportunity of inquiring, *before deciding*, which is the best system—or rather the best mode of carrying out the system of concentration which seems to be admitted on all hands to be the best—an opportunity of comparing notes with their Glasgow colleagues on all the numerous practical points which the question involves—and of discussing them, in all their bearings, frankly, freely, and dispassionately. *They are entitled to what they ask.* Let them have it, therefore: and let that stumbling-block in the way—the hasty and ill-considered resolution of the shareholders—be withdrawn. Let this be done, and so contentions may cease. But let an opposite course be pursued, and the shareholders will find themselves embarked on a *mare magnum* of litigation, where the chances of foundering are many, and the harbours of safety, few and far to seek.

It is possible, nay, extremely probable, that the plan of concentration we recommend would place two or three of the Directors, who have been wantonly instrumental in bringing about the present crisis, in a position of so much awkwardness as to compel their removal. But better that they should be removed, than the undertaking involved in difficulties at a moment when *unity* is all that is wanted to ensure an early and abundant harvest. Better be without their talents, than be the prey of their intrigues. No "snake in the grass"—no great "boa constrictor"—not even as many-headed a monster as the Lernean hydra—should prevent the shareholders from doing boldly their duty to themselves and to the railway. Be it by heel or by brand, but let the vipers be extinguished, and the railway go on and prosper.

THE opponents of Sunday Travelling on Railways appear to be re-organising their strength, but the result, we doubt not, will only be to give another convincing proof of their weakness. That the railway body generally will ever assent to the wishes of the few individuals, whether within the proprietary or without, who are continually agitating this question, we cannot for a moment believe; but in the meantime, a great deal of unnecessary turmoil is kept up, and worse than all, the attention of shareholders is distracted from matters which are of far more importance to their interests than discussions upon abstract points of theology. Success might attend the efforts of the agitators in particular instances, but such success could only be partial and temporary, for if any attempt were made to render the railway system at large subservient to their views, the public would speedily take the matter into their own hands. It is on many accounts therefore much to be lamented that some general rule is not laid down by the legislature—who certainly show no backwardness in interfering in other matters connected with railway management—which would effectually put a stop to further cavil upon this question. A small minority of railway proprietors may fancy that they have a right to do just as they please with their own—that they may shut up or keep open their several lines as caprice (or, if they will have it so, as conscience) may sway them, but the large majority do not forget, that their powers and privileges had their origin in *public advantage*, and that when this great object is postponed to private considerations of whatever kind, these important undertakings become positively mischievous. If railways are destined, as we believe they are, to supersede every other mode of inland transit, and if fanaticism which allowed the old conveyances to pass unquestioned, is to be permitted to interfere with the free use of the new, it requires little foresight to discover that the public will have gained a loss by the alteration. The spirit which would bring about so undesirable a state of affairs must be repressed in the outset; and we trust, therefore, that in all cases where the question comes before them, railway proprietors will show by a large majority of votes that they are determined to resist the attempts now making to curtail the benefits which capital and enterprise are increasingly conferring on the nation. It is not enough that the agitators be merely defeated; they should be defeated so emphatically that they will not venture to show themselves again in the field.

Among the most prominent declaimers against Sunday *railway* travelling is the Rev. FRANCIS CLOSE, incumbent of Cheltenham—we say "*railway* travelling," as distinguished from other kinds of travelling, for the Rev. gentleman appears to have no quarrel with stage-coach travelling on the highway, much less with the carriage travelling of his own fashionable congregation. It would seem, indeed, as if there were something peculiarly "desecrating" in the passage of a locomotive train along a district previously traversed by a dozen or more stage-coaches. Those ancient vehicles with their large complement of biped and quadruped connections extorted no groan from the breasts of the clerical and lay denouncers of the sinful steam carriage. Nay, we find that in one instance in Scotland the Agnews of that district boast of the triumph which religion and morality have achieved in the contemplated shutting up of a railway on Sunday, and the consequent carrying of the mail bags on the common highway! Surely, we repeat, there must be something eminently atrocious in railway travelling if our philosophy could but find it out. Is it in the rail or the motive power? How would our friends have managed had steam transit on common roads answered the over-sanguine anticipations of its original promoters, and driven every other species of conveyance into the shade? Would they, in that case, have advocated the closing of the Queen's highway as they now clamour for the shutting up of the railways? To be consistent, they ought even now to raise their voice as loudly against the one abomination as against the other, but consistency is not at all times to be secured without a sacrifice, and perhaps the carriage congregation of the Rev. FRANCIS CLOSE would not find it very agreeable to trudge on foot to the place of fashionable Sunday resort.

Mr. CLOSE in anticipation of the meeting of the Birmingham and Gloucester Railway Company, appointed for the 23rd inst., specially to consider this subject, has addressed, it would seem, a circular letter to each of the shareholders, which letter has been published in the Cheltenham papers. In this document Mr. CLOSE certainly does not touch upon the argument which he handled so ably on a previous occasion, namely, that the establishing of Sunday trains would lead to an irruption of the riff-raff of Birmingham, Gloucester and Worcester (not fashionable chapel goers) into the aristocratic and exclusive shades of Cheltenham. No; the reverend gentleman in this instance takes higher ground, and as his appeal is a fair specimen of its kind we here reprint it entire. Thus it runs:—

"Cheltenham, March 1, 1841.

"SIR,—Pardon the liberty which I have taken in venturing to solicit your suffrages and support as a proprietor of the Gloucester and Birmingham Railway. You are aware that this line of road has been opened nearly nine months, and that hitherto no trains have been allowed to run upon the Sabbath day, excepted the mail trains. Every success appears to have crowned the efforts of the Company thus far; and it is generally understood that the Directors as a body, have no disposition to violate the repose and sanctity of the Lord's Day by introducing Sunday travelling. You may also have learned that upon the Cheltenham line of road which your railway has superseded, no coaches were used to be run on the Lord's Day,—affording positive proof that no public conveyance was called for on that day. Under these circumstances I am informed that it is in contemplation to hold a meeting of the proprietors upon the subject, and that some persons are disposed to overrule the decisions of the Directors, and to prevail upon the proprietors to open the line to the public on the Sabbath Day.

"As the minister of one of the most populous parishes through which your railroad passes, I am most anxious that a proposition, so injurious to the best interests of my parishioners, should not be carried into effect. Those among your proprietary who themselves appreciate the blessings conferred upon mankind by the benevolent institution of the rest of the seventh day, will, I am sure, feel with me upon the subject. Should you be among that number I earnestly requsst your attendance, and your zealous support of the cause of religion, when any such meeting may be called. How deeply the ho-

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nour of God, the integrity of his holy law, and the real good and happiness of hundreds of your fellow-creatures are concerned, I need not remind you: and in such a case you will feel that personal ease and pecuniary advantage must be cheerfully sacrificed to secure such important results.

"Should you, however, differ from this view of the subject, I will not do you the injustice to suppose that you do not reverence the Law of God; and if so, I earnestly request you to consider whether in this instance, any plea of necessity can be urged sufficiently strong to warrant a systematic breach of the Divine Commandment? To accommodate a certain portion of the public, who may or may not avail themselves of the conveyance, you not only *employ* a numerous body of servants on that day, but you *compel* them to work, many of them against their wishes and conscientious convictions. Is not this a hard case upon those industrious men whose toil is great during the six days, and for whom, especially, a merciful God has provided one day in seven when they may wipe the sweat from their brow, and rest from their labours? Some persons urge that it is hard upon the mechanics of Birmingham, and other manufacturing towns, not to allow them the opportunity of recreation on the Sunday, but what is this negative hardship, compared with the positive cruelty of forcing hundreds to work on the Lord's Day, on pain of losing their situations and means of subsistence? The wishes of a large and influential portion of my parishioners have already been expressed by their signatures to an address to the Directors. I most anxiously desire to second their pious and benevolent efforts, by inducing you to lend your personal influence to prevent the introduction of Sunday travelling into a district hitherto remarkably exempt from that and every other desecration of the Lord's Day.

"I have the honour to remain, your very obedient servant, FRANCIS CLOSE."

We need scarcely point out to our readers the very cool assumption here made of the whole matter in dispute. It is at once taken for granted that the running of trains on Sunday would "violate the repose and sanctity of the Lord's-day,"—that such an arrangement would be deeply "injurious to the best interests" of the Reverend letter-writer's parishioners—that every one who appreciates "the blessings conferred upon mankind by the benevolent institution of the rest of the Sabbath," must of necesssity be favourable to the views of the writer—that a contrary course involves "a systematic breach of the Divine Commandment," and that cruelty and oppression must inevitably follow any deviation from the course chalked out to the Railway proprietors by this officious Divine. It is very easy to make such assertions, but a matter, we apprehend, of some difficulty to prove them. Why does not the Rev. FRANCIS CLOSE, or why do not some of his co-adjutors, show at once and clearly that the running of railway trains on the Sunday *is* a "desecration of the Lord's-day?" Why do they not prove that a "systematic breach of the Divine Commandment" is involved in the course complained of? If they would—if they *could*—do this, they would at least secure the co-operation of those who are quite as hostile as they themselves can be, to any desecration of a Divine appointment, or to any breach of a Divine Commandment. Until their unsupported assertion, however, is to be received as incontestible proof, they must pardon Railway proprietors for not giving up their own views on the subject, and for continuing to believe that "the Sabbath was made for man and not man for the Sabbath."

It would be easy to enlarge upon the many *non-sequiturs* comprised in the Reverend gentleman's address, but our space will not permit. His argument, that because no horse coaches have hitherto run upon the Cheltenham road on Sundays, *therefore* no railway trains are required, is particularly provocative of remark. Perhaps the Reverend gentleman imagines that the Directors of the Railway Company would run trains on Sunday simply for the pleasure of "desecrating" the day, whether they had passengers or not! His assertion, too, as to the *compulsion* of railway servants need only to be alluded to. Where is the compulsion? If one man has the inclination to prefer the preachments of the Reverend Mr. CLOSE to the performance of a specified duty on a railway, why, let him do it. We have no quarrel with his taste. But if another person chooses to enter the service of the Company upon an understood arrangement as to his duties, what cause has he to complain that these duties are exacted of him? Is the beadle of Mr. CLOSE's church compelled to *work* on Sundays (for work he must) "against his wishes and conscientious scruples?" By no means. It is true that his Reverend employer would inflict upon him the "positive cruelty of forcing" him to work "on pain of losing his situation and means of subsistence," but what of that? That respectable functionary is not thereby compelled to violate his conscientious scruples; if his conscience be of the tender kind described by Mr. CLOSE. No; he may give place to a less scrupulous individual. By the way, what strange notions do some of these Reverend Gentlemen entertain of the pliancy of particular consciences, when they imagine that *any* consideration could tempt a *really* conscientious man to do that which in "his conscience he believed to be wrong!"

THE further proceedings of the Committee of the whole House upon Mr. LABOUCHERE'S Bill for "the better Regulation of Railways," have been postponed till the 22nd inst. Considerable objection had been taken by some of the Companies to the clause conferring large discretionary powers on the Board of Trade, and several petitions to that effect had been presented to the House. In deference to the opinions thus expressed, Mr. LABOUCHERE has consented that some further evidence upon this point shall be taken, and the select Committee of last session has accordingly been reconstituted. The Committee are "to consider whether it is desirable, for the public safety, to vest a discretionary power of issuing regulations for the prevention of accidents upon railways in the Board of Trade; and, if so, under what conditions and limitations." The names of the members are,—Mr. Labouchere, Sir Robert Peel, Lord Seymour, Sir James Graham, Mr. Loch, Lord Viscount Sandon, Mr. Easthope, Lord Granville Somerset, Sir John Guest, Mr. Freshfield, Mr. Thornely, Lord Stanley, Mr. Greene, Sir Harry Verney, and Mr. Henry Baring. It is believed that the inquiry will terminate in sufficient time to allow the measure to be proceeded with this session.

The readiness of the representatives of Government to accede to the views of the Companies in this respect (for there can be no doubt that they could have *forced* the Bill as it now stands through Parliament, whether the Companies assented or not,) ought to be received, we think, as an indication that there is no factious or improper feeling on their part towards railway interests, and we trust that they will be met with views equally liberal. The public safety ought to be the main consideration of all parties, and it is to be hoped that nothing will interfere to prevent the adoption of *the most efficient means* for securing so desirable an object.

AMONG the petitions recently presented to the House of Commons praying for a modification of the tax upon railway travelling, is one from the Manchester and Leeds Company, who from the lowness of their third class fares suffer very severely from the unequal operation of the present mode.

The petitioners represent that their line passes through a district containing a large population employed in various branches of manufacture, and that a great portion of the working classes have frequent and constant occasion to travel over short distances from home for the purposes of their business; that for the purpose of giving facilities for travelling to the local population, the Company have made and are making numerous stations at short distances from each other along the line of the railway; that they have brought into extensive use open carriages suitable for the working classes, and have adopted a very low rate of charge for conveying those passengers, amounting to about one penny per mile per passenger, and have kept a great number of trains running frequently with this class of passengers; that the facilities afforded by the Company to the working classes for travelling by frequent trains and various distances, is attended with an increased expense beyond what is required for the generality of first and second class passengers, although the remuneration for the former is much less than is obtained by the latter; and that in addition to the disadvantages under which the Company have hitherto accommodated the working classes, they have been subject to a tax upon this class of passengers much larger, in proportion to the money received from them, than the tax paid in respect to any other class of passengers, the latter being taxed at the rate of 12 per cent., and the former being taxed at the rate of 4½ per cent. upon the amount of their respective fares. They therefore beg leave respectfully to represent to the House that the rate of taxation is in its effects unequal and unjust, and bears with peculiar hardship upon those Railway Companies who give the greatest accommodation to the working classes; and that, if the modification recommended by the Select Committee on Railways as stated in their fourth Report, were adopted, the public revenue would be considerably increased, the working classes benefited, and a much more extended field of competition in railway travelling be opened.

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RETURNS have been laid before the House of Commons, and are to be printed, "of copies of all Reports to the Committee of Privy Council by Inspectors of Railways; and of every railway or portion of a railway which shall have been opened for conveyance of passengers and goods, after inspection by persons acting under the provisions of the Act 3 and 4 Vic. c. 97."

RAILWAY OFFENCES AND OFFENDERS.

FEW cases which we have had occasion to notice under this head have been adjudicated upon more to our satisfaction than the following, as described in the Manchester papers of last Saturday:—

"On Tuesday last, Thomas Robson, an engine driver on the Manchester and Leeds Railway, was brought up before James Holdforth, Esq., and Thomas Hebden, Esq., the sitting magistrates at the Court House, Leeds, charged under Lord Seymour's Act with having been drunk when on duty on the railway. It was proved that it was the duty of the prisoner to conduct the engine of the last train from Leeds to Brighouse, on Monday last, and that whilst preparing to start he was observed by one of the passengers to be in a state of intoxication. He mentioned the matter to some of the authorities at the station, and Rob-

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son was immediately taken into custody by the Station Master, and conveyed to gaol where he was kept for the night. Mr. Holdforth, after expatiating on the enormity of the offence of which the accused had been guilty, and of the great danger that might have befallen the passengers and train if his offence had not been so timely discovered, *adjudged him to be imprisoned to hard labour in the House of Correction at Wakefield, for the space of two months*, as a warning to other railway engine drivers."

This is taking a right view of the requirements of the case, and we are satisfied that if the penalties of the law were uniformly enforced as rigorously as in the instance before us, there would be fewer occasions for an appeal to any external interference on the part of Railway Managements. Personal punishment, instead of pecuniary infliction will alone correct the evil.

The *Liverpool Times* records a case of which the issue is by no means so satisfactory. Our contemporary says:—

"A servant of the Liverpool and Manchester Railway Company was brought before Charles Birch, Esq., one of our county magistrates, charged with having neglected to turn in the proper direction certain points or switches, connecting the Liverpool and Manchester and Grand Junction lines at Newton. The man's name was John Bate, and *he was fined 3l. and costs*; but as he pleaded guilty, the particulars of the case were not gone into. It was stated in the room, however, that Bate was asleep at his post instead of being on the watch for the trains, as was his duty."

Surely *this* was a case in which imprisonment and hard labour would have been well bestowed. The punishment was equal, probably, to the stoppage of some 10 days' wages. How would it have been, had extensive loss of life ensued from this man's culpable negligence? Who would have had the odium affixed to them—the Company or the individual offender? Or supposing the man not to be dismissed (which, however, we trust he is), who will be held responsible, should he hereafter take a fancy to sleep upon his post to the danger of the passengers on the line?

On Monday the 1st inst., John Gibson, of Hope Town, Darlington, a waggon-driver on the Stockton and Darlington Railway, was summoned before the magistrates at Darlington, on the information of Mr. Thomas Manton, the superintendent of the Company's police, on a charge of obstructing the line on the 22d February. It appeared he was coming out of the Great North of England line with some empty waggons about the time the first-class train from Stockton was due; a platelayer warned him that the train would be up before he could get out of the way; he, however, persisted in proceeding, and the platelayer turned on the signal. In a few minutes the train came up, and was obliged to throw the steam off and stop. The magistrates gave the man a lecture, and fined him 1*l.* and 3*s.* costs.

On Thursday, the 4th inst., before the magistrates at Bishop Auckland (Durham), Benjamin Scott, of Traveller's Rest, near Darlington, was fined 7*s.* for leaving waggons standing on the main ine of the Stockton and Darlington Railway, at Childon.

Robert Bayles, of West Auckland, hawker, was also fined 7*s.* for riding on a waggon on the Brusselton incline without leave.

Robert Pears, of West Auckland, waggon-driver, was likewise fined 7*s.* for unloading stones on the Hagger Leaxes Branch of the above railway, whereby he obstructed the line.

It will be recollected, that when the inquest was held on the body of the woman Cousins, who was killed by an accident on the York and North Midland Railway, the jury could not agree as to their verdict, and were therefore bound over to appear at the Assizes. They accordingly appeared before Mr. Baron Rolfe on Monday, and after a few remarks were discharged.

At the Adjourned Epiphany Sessions held at Leicester, before John Hildyard, Esq., the Recorder, Thomas Richards, aged 20, was convicted of attempting to defraud the Midland Counties' Railway Company of 225*l.* Prisoner took a parcel to the George Hotel, and insured it as containing the above-named sum. Suspicion being excited, the parcel was opened, and found to contain nothing more than a quantity of waste paper, whereupon the prisoner was apprehended. Sentenced to six months' hard labour.

The following paragraph is going the round of the press, and embodies some hints which we should be glad to see carried out in this country:—

"The Prussian Government, to prevent as much as possible accidents arising on railways from malevolence or neglect, has added to the penal laws of the country, by publishing an ordonnance with clauses to the following effect: 'Every person who shall cause a rupture or derangement of the rails, or shall place anything upon them whereby the waggons may be turned off the line, shall be liable to close confinement, *with or without hard labour, for a term not exceeding ten years*. When any such derangement shall have cause the death or injuring of any one or more persons, the punishment for the first offence shall be extended to from four to twenty years, and for the second offence to from ten years to the whole life of the offender. In case it shall appear that actual loss of life was premeditated, the delinquent is to be tried by the ordinary criminal laws. Whoever by a simple act of negligence shall place the safety of a train in danger, *is to be liable to imprisonment for from three months to two years*. If an accident thereby happens, from which death or injury ensues, the punishment is to be confinement with hard labour for from two to four years. All superintendents, who may be negligent in the performance of their duty, are to be liable to the above-mentioned penalties, are to be dismissed from their places, and declared incapable of being again employed on any railway. *And every Director who shall not immediately discharge a superintendent who has been condemned by the tribunals, is made liable to a fine of from* 36*l.* to 560*s.*"

THE VOICE FROM THE EAST.

From my old Corner, 25th February, 1841.

DEAR MR. EDITOR,—Had a bombshell alighted amidst a groupe of bulls or bears on 'Change, it could not have produced a more comical display of confusion and chagrin than did your publication of the draft I sent you of the forthcoming Directors' Report. Treason! treason! was once more the general cry. Every one said or thought, that it must be one of the *six* who had played the traitor this time (for up to Saturday last, when the document appeared in your pages, it had been kept, or *was meant to be* kept, a profound secret from all the outer circle), but then who *could* it be? Bozrah was asked "whether he had not, in some of his moments of poetical entrancement, accidentally dropped his copy out of his pocket?" "Ah ha! he! he! I thought you would be saying so; but here —there—is *my* copy." The "Glorious Apollo'r" might have retorted—to some effect, *perhaps*—by asking his colleagues of the *Sex*ecutive to show *theirs*; but that was an effort of spirit greatly beyond the poor fellow's reach. The Sam of the party, as if in despair of accounting for the secret in any other way, got up and looked in the clock-case, to see if perchance "the little bird" might be there! Ah silly, silly Sam!

To witness the affair of quills which followed—the chopping and changing—the altering and re-altering—the transposing and re-transposing—the scratching out and scratching in—the great to do altogether—in order to give to the Report such an appearance of newness as might cast a doubt on the genuineness of the published and pirated edition (for that it was *pirated*, I suppose you and I must frankly confess), was entertaining, and would have been more so had it not been quite so tiresome. After wasting some hours upon it, the result of their collective skill was such a disjointed and unintelligible jumble, that they fairly gave it up us a bad job, and handed over the whole of their papers to the clever author of the famous "unannullable" circular, with instructions to do with them what he pleased, provided only he produced something out of them different from what you had published. And such as the Report is which was read to-day, the "unannullable" is entitled to all the credit of it.

One cannot say in reading it, "how different and yet how like!" for there is in fact no real difference except in the entire suppression of one or two things, and the addition of one or two others. The encomium on the stability of the works, which stood in the original, was made a present of to the Engineer, in order that he might modestly insert it into his own Report upon them; and the squib about the railway lethargy of the Norfolk people was withdrawn under an arrangement with the immortal author of "Pooh! Pooh!" that he should seize some convenient opportunity during the meeting to fire it off—an arrangement which, it will be seen, he duly observed. The compliment which the Directors had intended paying to their own liberality in surrendering (when *compelled* to do so by the exposures of the *Railway Times*) their unearned and enormous allowances, was dropped with reluctance; but thereby hangs a little tale, as good as any which the world have yet heard respecting these same exemplary Directors. It was on a fine day in October last, I think, that this great exhibition of modern virtue took place, and as the accounts of the Company are made up half-yearly, on each 4th January and 4th July, I understood, as a matter of course, and I am sure ninety-nine in every hundred did so too, that the surrender was meant to include the whole of the *current half-year's* allowances. No such thing. From the balance sheet exhibited to-day it appears that they drew their full allowances up to nearly the very latest moment of their salaried existence—that though debarred by the magnanimous surrender aforesaid from charging for the whole of the last half-year, they have not thought it beneath them to pocket a sum of "585*l.* 9*s.* 11*d.*" for the last brief quarter, from 4th July to 4th October 1840! Was there ever meanness—ever love of office for the sake of the gains of office—like unto this? The circumstance was remarked upon with some bitterness, by one or two shareholders, who called at the office to see the accounts during the eight days' inspection allowed previous to the General Meeting; and lest any thing should be said about it—to give as little opening as possible for saying anything—it was thought wise that the Directors should in this instance hide their candle under a bushel.

But now for the *additions*. The chief one you will find, Mr. Editor, is one concerning yourself, or rather the *Railway Times*, which is, it appears, to be prosecuted with the utmost rigour of the law, for its manifold attacks upon these immaculate gentry. It could not be in the original draft which I sent you for it was not thought of till *after* it was published. Indeed, I fear me much that it was that publication, with my accompanying remarks, which, as the saying is, did your business. Never before was their rage so furious, so wild, so irrepressible. There had been an accumulation no doubt of gall, but it was that last drop in the bucket, methinks, which caused it to boil over. If I thought, Mr. Editor, you were in the smallest danger from their threatened attack, I should never regret sufficiently that anything from "My Corner" had contributed towards it; but having never communicated any thing but the truth respecting these people, and such truth as there

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was abundant reason for publishing — and being convinced also, from a close observation of all that has ever appeared in the columns of the *Railway Times* respecting them, from the pens of other correspondents or from your own, that the same strict regard to truth and the public interest has been observed therein, I can but anticipate for the *Railway Times*, a splendid triumph over its vindictive and insensate assailants. I have been in the way of hearing much abuse lavished against your journal for its attacks on this Company; but I have never yet had the fortune to hear a single specific charge of misstatement substantiated against it. Railing, as we all know, is easy; disproving hard and stubborn facts quite another affair.

Mr. W——, made some very sensible observations in discouragement of the threatened prosecution, and for his pains was told yesterday by the Liverpool Directors, that he would not be proposed for re-election. How it has happened that he has nevertheless been re-elected, I am at a loss to understand.* Another candidate Director, who took an opposite course, and the louder the Liverpoolers brayed against the *Railway Times*, brayed still louder than they, has, *though marked for dismissal at the first convenient opportunity*, earned the reward of his wretched subserviency by being elected once more to a seat at the Board—a seat from which it is his wont to pass every Board Day to an outside seat on a certain stage-coach, where he retails to all about him the proceedings of the day, of "myself and the rest!"

"Pooh! Pooh!" is delighted, excited, elevated beyond all bounds, by the prospect of the legal proceedings about to be taken. You have questioned his poetical inspiration, and he is determined to show you that so far as never forgiving such an insult goes, he is of the true *irritable genus*. He went home yesterday after the breaking up of the Board —not as gentlemen are wont to go, westwards by St. Paul's and Somerset House, but by the back slums of London-wall and Smithfield, (in order no doubt that he might the better nurse his wrath in such congenial shades,) and as he passed through the shambles, in a state of excitement, which attracted the notice of all beholders—grinning, ha-ha-ing, he-he-ing, and laying about him with his hands, as if he were cudgelling a team of donkeys —he was heard to exclaim in the words of a late amusing production,—

"And the coroner jump'd from his chair as he heard,
'Bloody work! bloody work!' and 'you rogue!' from the Bird."

I am dear Mr. Editor, your faithful friend,

Q.

P.S.—Can you tell me why Pooh Pooh is like Jehdeiah the Meronothite (1 Chron. xxvii. 30.)?

THE GRAND JUNCTION COMPANY AND MESSRS. PICKFORD AND CO.

Sir,—When the Directors of the Grand Junction Railway contradict our statements, they ought at least to quote them *correctly*, and to contravene them *directly*: and when they publish affidavits, as they say, "without one word of comment," it is scarcely consistent to add such a sentence as the following:—

"As the subject is before the Directors in connection with Messrs. Pickford and Co.'s letter of the 19th inst., to the editor of the *Railway Times*, the Directors take the opportunity of distinctly contradicting, upon the authority of Messrs. Clay and Swift, the Company's legal advisers, the statement contained in that letter, to the effect that something has been done or attempted on the part of the Company, which 'disappointed the expectation of Messrs. Pickford and Co.,' of bringing to trial at the present sittings in London, an action commenced by them against the Company.

"So far as the Directors, or the Company's legal advisers know, there was not the slightest reason whatever why Messrs. Pickford and Co.'s action should not have been tried, *and that* within the next few weeks or perhaps days, if they had chosen to proceed with it in ordinary course, instead of discontinuing it and paying the Company's costs."

Where the fault rests is matter of very secondary importance, and on this point we subjoin a letter from our solicitors quite satisfactory to us. The question is, whether our action was withdrawn because we failed in an attempt to get it for trial in London after Hilary Term, or because we saw reasons to despair of ultimate success.

It is worthy of all notice that while the Grand Junction Directors do not, for they cannot, deny the former hypothesis, they contrive most plainly to infer the latter.

And yet at the very time that inference was penned, they actually had notice of the commencement of a new action on the very same grounds, with merely a change of name; so that instead of getting to trial in London in July we might get to trial in Surrey in April!!

There are several statements in Mr. Comber's letter which we may venture to call erroneous; as for example, the definition of a weighing machine, or the real nature of the "*voluntary* agreement" between ourselves and the Liverpool and Manchester Company.

But, as Mr. Comber admits on the part of the Grand Junction Company the conduct to which we cited him as a witness, it is scarcely worth while, and it would certainly be besides the purpose, to enter into any discussion with him upon these subjects.

We are, Sir, your obedient servants,

PICKFORD & CO.

City Basin, March 1841.

YOURSELVES v. THE GRAND JUNCTION RAILWAY COMPANY.

Dear Sirs,—We have read the statement in the *Railway Times* of the 6th instant. The facts of the case are these. The declaration in your action against the Company was delivered on the 25th January, with notice that the Company were required to plead in four days. If the defendants had accepted the notice, we should have been in time, as we intended, to have given the Company notice of trial for the adjourned sittings in London, but to prevent the cause being tried the defendants' agents insisted that the Company did not reside within 20 miles of London, and that they were therefore entitled to eight days' time to plead. Mr. Baron Rolfe decided at chambers that they were so entitled. This decision rendered it impossible to give notice of trial for the London Sittings, and it not being the practice of the Court to try special jury causes after Easter Term, and as therefore the action could not be tried until next July, we applied to a Judge at Chambers to permit us to amend the declaration by changing the venue from London to Surrey that we might try the action at the Assizes, but the application being opposed by the agents of the Company's solicitors, it was refused by the judge. Being fully sensible of the importance to you that the questions between you and the Company should be brought to as speedy an issue as possible we discontinued the action at the expense of the defendants' costs, and commenced another action on the 22nd February, and the declaration was delivered on the 5th instant, the venue being laid in Surrey and the time within which the Company is bound to plead, will expire on the 13th instant. The only difference between the position the Company are now in and that which they would have been in if they had not opposed the application to change the venue in the first action is, that they have received from you some 20*l.* for costs.

We are, dear Sirs, yours very truly,

BAXENDALE, TATHAM, UPTON, AND JOHNSON.

7, Great Winchester-street,
March 11, 1841.

GRAND JUNCTION CARRYING BUSINESS.

To the Editor of the Railway Times.

Sir,—Having been misled by an advertisement, published by the Grand Junction Railway Company, in which the offer to carry goods between London and Chester, at the rates of 2s. for parcels under 15lb. and 3s. 6d. per cwt. for those above that weight, I immediately availed myself of so cheap and expeditious a conveyance, and ordered a small parcel, weighing 2lbs., and a hamper of wine, weighing 90lbs. to be forwarded from the Golden Cross, which were charged respectively 3s.[4]d. and 16s. 6d.

The answer which I received to my remonstrance against these charges was, that as I had omitted to specify by what train I wished the goods to be forwarded, the Company had sent them by a passenger instead of a luggage train, and charged accordingly.

Though the advertisment above referred to, made no mention of the necessity of particularizing the train, redress has been refused, on the ground of my having neglected to give instructions on that head.

I hope the public will profit by my loss, and

I am, Sir, your humble Servant,

CESTRIENSIS.

Chester, March 3rd, 1841.

DAVIES'S RAILWAY CARRIAGE BREAK

Sir,—I was much gratified on reading the interesting and seasonable communication of Mr. Adams, in your last *Railway Times*, on "Railway Breaks"—as also with his flattering notice of "the ingeniously contrived break" of my friend Mr. Davies; and I only regret that his commendation should have been in any way qualified—arising as the qualification entirely does, from a slight misconception on the part of Mr. Adams; who observes —"The *defect* seems to be that there is no provision for forcing back the breaks from the wheels when not required to be in use." This is completely a mistake, and I beg to call attention to the circumstance, that the connections of the break levers and screw, are such as to work equally well in either direction—backward and forward. On reversing the motion of the screw, therefore, the breaks are forced back from off the wheels with as much force, as is in the other case employed to hold them on to the wheels. Ample "provision" is thus made, and the *defect* mentioned has no existence except in the imagination of Mr. Adams; the removal of this supposed "spot in the sun," will, I am sure, greatly increase Mr. Adams's admiration of this really beautiful contrivance.

I am quite of Mr. Adams's opinion, that the plan of putting shoes under the wheels of railway carriages, is decidedly objectionable, but not "because of the trouble of backing the train, to remove the shoes after use;" inasmuch as this trouble is by no means an inevitable consequence of the use of shoes. In a communication to the *Mechanics' Magazine*, of Nov. 17th, 1832, I took the liberty of pointing out a simple and effectual mode of passing the carriage forward and leaving the shoe to follow, which plan is applicable either to railways or common roads.

I am, Sir, your obedient servant,

WM. BADDELEY.

London, March 3rd, 1841.

North Midland Railway.—The North Midland Company are erecting a bridge under the embankment about a quarter of a mile south of Wingfield station, which will be a great public convenience. The workmen on Saturday had removed a large portion of the earth, so as to nearly undermine the blocks, when the luggage train, drawn by three engines, was approaching, and but for the timely interference of Mr. Simpson, the resident engineer, who caused the workmen to replace the earth and use every means in their power to keep the blocks in their places, some mischief would have ensued. Mr. Simpson instantly discharged several of the leading men, and the greatest care was taken to make all safe before the arrival of another train.—*Derby Mercury.*

* Our friend "Q." it will be perceived, participated, at the date of this letter, in the general impression of all present on this head. He will have seen, however, that though the shareholders supposed they had "re-elected" Mr Wyllie, the Directors insist that they elected a certain Mr. J. C. Ewart in his stead, whose name was never once mentioned to them as a candidate.—Ed. R. T.

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EDINBURGH AND GLASGOW RAILWAY COMPANY—FRUITS OF INTRIGUE.

[In order the better to understand the scope of the following communication which we have received from Mr. Cadell, of Edinburgh, on the subject of the lamentable dissensions which have arisen in this Company, we prefix an extract or two from the two printed letters to which he refers—the one of the 19th February, addressed by him to Mr. Leadbetter, the Chairman, and the other of the 2nd March, to "the Liverpool and Manchester Shareholders."—ED. R. T.]

(From Letter of the 19th February.)

It is with undefined regret I had by a printed statement you transmitted to me on the 16th instant, confirmation of a rumour which I had heard from more than one quarter, that the Directors are not drawing cordially together; and, in effect, that at this the most important crisis of the concern, there is a Boa-Constrictor in Glasgow threatening to swallow all the other members of the Boards, both east and west, that is, to set at nought the opinions of gentlemen of undoubted talent and respectability, in whom many of the largest shareholders have the most entire confidence—and that this printed statement was equally matter of surprise to your brother Directors as to the shareholders at large, being *received by all on the same day!* I put it to you if this is what was to have been expected from one to whom all were entitled to look for a line of proceeding that would bear any scrutiny.

No meeting, Sir, so suddenly apprised of such important changes can judge of them properly. You say,—for I presume you adopt all the law and reasonings you have put forth,—"that the question should be authoritatively and at once settled by the shareholders." I say, No! The shareholders should call on the collective Boards for a statement of the whole case, and not come to an off-hand decision on the *ex parte* and unauthorised statement of any individual, whether Chairman or not. The shareholders, besides, are not a legislative body,—they can only decide in conformity to Act of Parliament, and *any one of them* can compel a compliance with it, if any attempt is made to carry changes in the "authoritative" way you propose. The plain common sense course is to call a special meeting of the shareholders,—hear their Directors on the whole question, or appoint a Committee of shareholders (not Directors), whichever the meeting think most fitting, to Report; and as I beg leave, with the Act before me, to doubt the powers, "of which," you say, "no doubt is entertained," said Committee to take the opinion of counsel on the points mooted by you, more especially as I take leave to question the entire ground-work of your statement. But, as if doubting your powers under the present Act, you mention notices of a new Act:—I ask who gave these notices?—by whose authority were they given? *No individual but I a right to give such for a Company without leave asked or obtained, and for purposes not as yet avowed.*

* * * *

It is with pain I am constrained to allude to a part of your own proceedings, allow me to say, somewhat inconsistent with your position as Chairman of a great public Company—one who ought on all occasions to be looked upon with respect by every shareholder, in whatever part of Great Britain he resides. I have learnt while the preceding part of this letter is in the hands of the printer, that about ten days ago you deprecated any appeal to the shareholders on your projected changes; but notwithstanding and without the sanction of your Co-Directors, you proceeded to Manchester and Liverpool, called meetings of all in these great towns interested in the railway, and propounded your own unauthorised plans, and procured their concurrence in them—such a proceeding when known, will, I trust, make these gentlemen act with more caution in future. I fear it will henceforth militate against the bearing you ought to hold as the Chairman of the Company. Your course seems to have been so deftly taken, to accomplish your own views, that the same post which brought your Circular to Shareholders in Edinburgh, brought advice from London of its arrival there; and while those resident here had only one day to send off their proxies, after receiving your printed statement, you were nearly at the same time holding meetings of the gentlemen of Liverpool and Manchester, and bundling their mandates into your pocket, as if all had been fair and above board. I fear you have placed yourself on the horns of a dilemma. If the shareholders act "authoritatively" beyond their powers, the law will control them; and when you come before a Committee of the House of Commons, "we shall be there to see" such an expose, as must result in your resignation of the Chair of the Company.

(From Letter of 2nd March.)

* * * * *

In a word, you empowered him, and those who supported him, to act illegally. The consequence will be, as I think I shall be able to indicate, that if you do not retrace your steps in a manly straight-forward manner, such a course may be forced upon you by one of the least agreeable of modes—the inflexible majesty of the law.

I did not see the report of your meeting of 16th February till my letter to Mr. Leadbetter was printed; but it is somewhat strange that no one asked that gentleman in what shape or form his printed statement of the mode of management propounded to you had come before his brother Directors, and how they had received it. You were all evidently gained over by the *ad captandum* expression, "CENTRALIZATION," and the high-sounding phrase, "Authoritative" powers of the shareholders in regular meeting convened, without any one caring to ask if such powers existed as were so freely chalked out for your dumb proxies. I must say, too, it appears odd that so many clear-headed men should have jumped to a conclusion, without suggesting some investigation. It is this which I am anxious for you to do now, so as to avoid the heart-burnings of contention.

* * * * *

The first result of the silent eloquence of your votes was a formal protest against the resolutions, as illegal; others, and I concurring, have since signed a document embodying reasons for that course. But this is not all; other proceedings must follow, unless you step forward and avert them.

Removed as you are from the usages of this part of the kingdom, you are probably not aware that, by aiding and abetting regulations contrary to law, you incur personal responsibilities, which we, who are non-consenters, are resolved to free ourselves from by regular proceedings—the likely one after the protest is an interdict of our Court of Session, which, if confirmed, (I forget the legal phrase,) renders all your doings nugatory. This is equivalent to an injunction of the Court of Chancery. But another process may be gone into, called an action of declarator, somewhat like motions in the Courts of Westminster to show cause; and with our court, all you gentlemen will be paraded *nominatim*. I think I see the chuckle of some of our merry lawyers, when they behold the array of the millionaires of Manchester and Liverpool, and gloat over the plucking they will have for this "raid across the Border;" and, if you are cast, which is more than likely, you have no recourse against the Railway Company. If you are found to have acted illegally, you will have to pay individually. But, what is more, you may have to thank your lucky stars for an escape; for, allow your proceedings to be the basis on which regulations are founded for the working of the line, and loss of life and limb to follow, with a long-tongued lawyer set to work, before a jury, to make out that all of them flowed from a self-constituted legislature at Glasgow,—verily, you will soon see your dividends disappear.

It is to warn you from such consequences that I, in a feeling of brotherly kindness, although unceasingly occupied with large concerns of my own, sit down to point out to you what I think would save much anxiety, much good money, and put the concern on the footing its *mis*-managers ought never to have deviated from.

I think I hear many say, "Why not get a new Act?" I say, no. There are ample powers in the present one for every purpose; besides, that *we, the shareholders of Edinburgh, will strenuously oppose any Act to take away our vested rights in the present one.* IT WAS FOUNDED ON A COMPACT BETWIXT TWO GREAT CITIES; and it is absurd to suppose that on any accident or calamity happening on the railway, reference is to be made forty miles off, when authority is given to individuals at both termini.* Both interests assisted in procuring the measure, and after as great a struggle nearly as your own of 1825-26 for the Manchester and Liverpool line, neither of them has a right to swallow up the other. Independent of this, Edinburgh has good and sufficient reasons for upholding its own influence. At no distant day it is likely to become the great centre of railway communication in Scotland; the admirable physical qualities for a line by the coast to Newcastle, to connect with the great North of England or Midland County undertakings, the railways now proposed through Fife to connect with Dundee; from Dundee to Arbroath there is one already, and a continuation cannot fail to be carried to Aberdeen; all these, linked with ours by the Newhaven line, must show you gentlemen so conversant with this magnificent mode of communication, that we would be greenhorns indeed were we to give up any rights before the Committees of Parliament, or elsewhere, which would make our city a nonentity in the arrangements for these great, but no less sure, coming schemes.

To the Editor of the Railway Times.

SIR,—As it is rather expensive work to an individual, printing and forwarding long letters to a numerous Railway Proprietary, will you allow me a short space in your paper to inform the good folks in Liverpool and Manchester, shareholders in the above Railway, what I was not aware of when I addressed my letter to them, dated, 3rd instant. Indeed what I have now to state was known here only this day, although the "CASE," had been in hand some days before?

I forwarded to you my letter to Mr. Leadbetter, of 19th February, and in all probability you will have made remarks on the question generally, before I write this. I sent you, two days ago, my letter to the Liverpool and Manchester Shareholders in this Railway; in both letters I adverted to the illegality of the entire proceedings of Mr. Leadbetter, and those who supported him. *My anticipations have been confirmed, and the head of our Scottish Bar has declared them to be so!*—Here is a precious mess for a large undertaking to have got into! and there is no remedy but to call another meeting of the shareholders, and rescind their proceedings, root and branch; as it is an understood maxim, that whatever you build on a bad legal foundation impairs the entire superstructure. No! there is another remedy, and that must come as a sequence, if the gulled shareholders at Manchester and Liverpool do not bestir themselves, namely, a motion in our Courts to annul the Resolutions passed at Glasgow, on 22nd February.

I do not think such a stultification has occurred in any of your great English railways, as Mr. Leadbetter and his advisers have brought upon our, as yet, greatest Northern undertaking. The Resolutions being bad in law, renders all meetings of Directors, flowing from it, equally useless—all committees—all payments—ALL CALLS!!! Here is a precious scrape! My thorough conviction is, that the call made on the shareholders since the meeting of 22nd February, cannot be enforced; and really, sir, to give you an idea how blinded self-willed men will resemble a run-away horse, which every one knows sees nothing before him; these redoubtable Resolutions of 22nd February, which Mr. Rathbone has tried to throw his shield over, can only be held as good bye-laws, provided they unhinge nothing enacted; and if bye-laws at all, or intended as such, must be submitted to several sheriffs of counties—all which has been overlooked!

This is all very melancholy; I think it will be admitted to spoil the *prestige* attached to the management. Here is a decided disorganization—the ship must be righted, and the commander and officers, if not sent the same road as Gil Blas, *but without the ducats*, admonished to be more careful in future.

I avoid all discussion on the clap-trap of "centralization." We know here what value to put upon that, as well as a defence of the point, that the "opinion" of one counsel, however eminent, is not law; but I may remark, that it is a strong confirmation of what other lawyers told the shareholders themselves, at their meeting in Glasgow.

The shareholders in Manchester and Liverpool may get up a subscription whenever they like, for we who have been guided by the Statute, will not pay a farthing of the expenses of those who have so unceremoniously deviated from it. In the mean time I guess, as brother Jonathan would say, the quick perception of these gentlemen will find out, that the completion of the Railway is carried on, at this moment, *on the personal responsibility of the Directors.* Several cases that have occurred here are notorious, and show in broad outline the high character of gentlemen, who would not allow any course of contemptuous usage to come in the way of a great public undertaking.

I am, Sir, your very humble servant,

ROBERT CADELL.

Edinburgh, March 6, 1841.

EXPLANATION OF THE MANCHESTER AND LEEDS RAILWAY TIME TABLES.

[See Advertisement of these Tables in our last number.]

As some difficulty has been experienced in understanding the new form of time-table issued by the Manchester and Leeds Railway Company, which appeared in our paper of the 20th instant, in reference to their opening throughout on the 1st of March next, we have been requested to observe, that by taking the horizontal line opposite to the name of any station you will at once perceive the times of departure from that station either towards Leeds or Manchester, and by noticing the names at the top and bottom of the vertical columns, you will also see to what places you may proceed by the trains of other Companies, after leaving the Manchester and Leeds line. The most important part, however, of the time table to the inhabitants of Manchester, is the fact of a second railway route between this town and London, by means of which, parties can travel to Rugby 30 miles nearer London, at the same fare as is now charged to Birmingham. The fare by this route from Manchester to London, we perceive is only 1*l.* 1*s.*, for third class passengers.—*Manchester Guardian.*

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* Not, we fear, the only snake in the grass.—ED. R. T.

* Several great English Railways are managed at both termini. The Great Western has been harmoniously conducted on this principle. But the Edinburgh Board never contemplated such a course. *They are anxious for a concentrated management, under proper surveillance.*

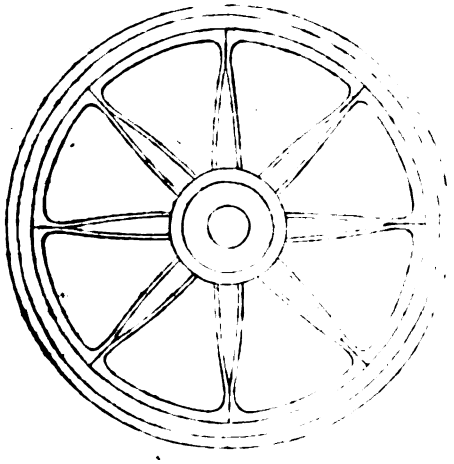
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LOSH'S RAILWAY WHEEL.

To the Editor of the Railway Times.

Sir,—I have perused with much interest the letter by Mr. William B. Adams, in your number dated 6th instant, on railway wheels, in which the subject is discussed with great ability, but as the author has fallen into some errors with respect to one of the leading iron wheels now in use, viz., Losh's, and as I am closely connected with the manufacture of those wheels, I think it right and but fair that those errors should be corrected. I therefore trouble you with this communication, and beg the favour of your giving it a place in your valuable journal.

In the first place, it is necessary to correct the drawing given by Mr. Adams at page 132, fig. 2, of the wheel in question. The true figure of the wheel as it is now usually manufactured, is shown in the following figure. It will be perceived that in



this, the true figure, the spokes are inserted in the nave at equal distances round its circumference. On examining this sketch it will be found that the wheel in this particular, when properly made, is between the drawing given of it page 132, fig. 2, and that given of Hague's, fig. 3, at the same page, and the conclusion drawn that Losh's wheel is weaker at the centre than Hague's, supposing it to be correct in reasoning, falls to the ground from this misstatement of fact.

Mr. Adams observes, "The sharp angles in the spokes require great care in bending to avoid fracture," this would certainly be the case were the sharp angles made by the bending of the iron, which they are not; on the contrary, the bar of iron is rounded in making the spokes, rather approaching the form of Bramah's wheel, and the angular part formed out of a projection rolled on the iron for the purpose, and thus the tendency to fracture is so much reduced that an instance of it never occurs in practice. I may further state, that during five years that I have been attending to the manufacture of these wheels, an instance of failure in this particular has not come within my observation. But the great fault found with Losh's wheel by Mr. Adams is its want of what he calls elastic resilience, and he goes on to observe, "that at first sight this wheel would appear slightly elastic, owing to the curved form of the spokes, but this cannot be, or the wheel would be very rapidly destroyed, as the spokes would all be subjected to alternate tension and compression, which would produce breakage in the angles where the action would be most violent." From this I am certainly of opinion that Mr. A. misconceives the principle of the wheel; for numerous experiments performed here have proved beyond a doubt that this wheel possesses elasticity in no ordinary degree, while in all that we have repaired I never noticed any symptoms of their working loose at the angles. I am from this led to believe that the compressing power of the outer tyre in cooling is great enough to render the continuous arch formed by the felloes sufficiently firm at the angles to allow that elasticity which Mr. A. himself says, at first sight, is apparent, and which he affirms is so necessary in the construction of a durable wheel without any fracture or working loose at those parts being occasioned. It is true taking this view of the case, that the tyre has to support all the tension of these elastic spokes, but it being an inch and a half in thickness, while the spokes and felloes are only five-eighths, must prove much more than a counterbalance against any tendency there may be to burst it. Experience has taught us how far this elastic property of the spokes may be made available without endangering the tyre. Wheels of every kind have failed, and will fail occasionally, even if made perhaps of the best material, and the liability is greater from the circumstance that in a large manufactory it requires so much attention to see that the iron is properly prepared, and even then a bar deficient in quality may sometimes be produced, so much so indeed is this the case, that latterly we have judged it prudent to try every tyre previous to putting it on to a wheel. I do not therefore contend that Losh's wheels have never given way, but certainly I do assert that I have never yet seen or heard of an instance where a failure has been the result of a defect in the principle of the wheel. Were this the case then all wheels made on Losh's plan would be bad, whereas I could easily procure testimony to prove that there are many which have run several thousand miles without requiring any repair, not until indeed the tyres were worn so thin as to render it unsafe to continue them on the line, when they have been re-tyred, and subsequent use proved them to be as firm and durable as they were at first.

I am, Sir, your obedient servant,

J. LOWTHIAN BELL.

Walker Iron Works,
Newcastle-on-Tyne, February, 1841.

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BELFAST AND CAVEHILL RAILWAY.

March 8.—Committee on petition fixed for Monday, 19th March.

BRISTOL AND EXETER RAILWAY.

March 8.—Bill "for extending and enlarging some of the provisions of the Acts relating to the Bristol and Exeter Railway," presented and read a first time.

March 10.—Printed Breviate of Bill laid on the table.

Second reading fixed for Monday, 15th March.

DURHAM AND SUNDERLAND RAILWAY,

March 11.—Bill referred to Mr. Bernal, Mr. Alderman Thompson, and the Hon. Mr. Liddell.

Committee on the Bill fixed for Friday, the 19th March.

GREAT LEINSTER AND MUNSTER RAILWAY.

March 8.—Committee on petition postponed from Wednesday 10th, till Monday, 15th March.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

March 9.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Lockhart, Mr. Oswald, and Mr. Dennistoun.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

March 9.—Bill referred to Mr. Bernal, Mr. Wallace, and Lord J. Stuart.

March 10.—Committee on Bill fixed for Thursday, 18th March.

LONDON AND BLACKWALL RAILWAY.

March 11.—Bill "for granting further powers to the London and Blackwall Railway Company," presented, and read a first time.

LONDON AND GREENWICH RAILWAY.

March 6.—Committee on petition fixed for Wedday, 17th March.

MANCHESTER AND LEEDS RAILWAY.

March 5. Resolution of Standing Orders Committee reported and agreed to:—

"That, in the case of the Manchester and Leeds Railway petition, the parties be permitted to proceed with their Bill, on giving the notices in the *London Gazette*, and in some one and the same newspaper published in the county of Lancaster and in the county of York, for three successive weeks; and that the Committee on the Bill do examine, in the first place, how far such order has been complied with, and do report the same to the House on the Report of the Bill."

March 8.—Report from Select Committee on Standing Orders read; Bill ordered to be brought in by Mr. Mark Philips and Mr. Brotherton.

March 9.—Bill "for enabling the Manchester and Leeds Railway Company to raise a further sum of money," presented and read a first time.

NORTHERN AND EASTERN RAILWAY.

March 5.—Petition for Bill reported; and Bill ordered to be brought in by Lord Viscount Mahon, Lord Viscount Grimstone, and Mr. Cowper.

March 9.—Bill "to enable the Northern and Eastern Railway Company to make certain deviations in the line of their railway, and to alter and amend the several Acts relating to the said railway," presented and read a first time.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH.)

March 5.—Petition for Bill reported; and Bill ordered to be brought in by Lord Viscount Mahon, Lord Viscount Grimston, and Mr. Cowper.

March 9.—Bill "to enable the Northern and Eastern Railway Company to make a branch line of railway, and to alter and amend the several Acts relating to the said railway," presented and read a first time.

NORTH MIDLAND RAILWAY.

March 5.—Petition for Bill reported; and Bill ordered to be brought in by Mr. Baines, Sir William Molesworth, and Mr. John Parker.

March 8.—Bill "for granting further powers to the North Midland Railway Company," presented and read a first time.

March 11.—Printed breviate of Bill laid on the table.

Second reading fixed for Monday, 15th March.

POLLOC AND GOVAN RAILWAY.

March 5.—Bill "for enabling the Polloc and Govan Railway Company to raise a further sum of money, and for altering and amending three Acts for making and maintaining the said railway," presented and read a first time.

STAFFORD AND RUGBY (LATE MANCHESTER AND BIRMINGHAM EXTENSION) RAILWAY.

March 5.—Petition for Bill reported; and Bill ordered to be brought in by Lord Francis Egerton and Mr. Bootle Wilbraham.

March 9.—Bill "for making a railway from Stafford to Rugby, with a branch therefrom," presented and read a first time.

March 9.—Motion made and question proposed, "That there be laid before this House, the Minutes of Evidence taken before the Select Committee on petitions for Private Bills, relative to the petition for the Stafford and Rugby Railway Bill"; motion, by leave, withdrawn.

March 11.—Motion made and question proposed "That there be laid before this House, the minutes of proceedings and evidence taken before the Select Committee on Petitions for Private Bills, relative to the petition for the Stafford and Rugby Railway Bill:"—(Mr. Warburton:)—Motion, by leave, withdrawn.

Printed breviate of Bill laid on the table.

Second reading fixed for Monday, 15th March.

WEST DURHAM RAILWAY.

March 5.—Bill "to enable the West Durham Railway Company to raise a further sum of money, and to amend the Act relating to the said railway," presented and read a first time.

March 11.—Printed breviate of Bill laid on the table.

Second reading fixed for Monday, 15th March.

WISHAW AND COLTNESS RAILWAY.

March 9.—Bill referred to Mr. Bernal, Mr. Oswald, and Mr. Lockhart.

March 10.—Committee on Bill fixed for Thursday, 18th March.

YORK AND NORTH MIDLAND RAILWAY APPROACHES.

March 11.—Report to be made Monday, 15th March.

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NORTHERN AND EASTERN RAILWAY COMPANY—SPECIAL MEETING.

A Special Meeting of the Shareholders of this Company was held at the London Tavern, on Tuesday, the 2nd March, as briefly noticed in the *Railway Times* of last week. W. Crawshay, Esq., in the Chair. After the advertisement had been read by the Secretary (Mr. Bourne), the Chairman having stated the preliminary steps required by the Standing Orders of Parliament for the introduction of a Bill, and explained the object for which the Meeting was called, the clauses of the first of the proposed Bills were gone through by the solicitor of the Company (Mr. Crowder); the heads of the merely formal clauses being read short, and the only two of any importance at length, namely, one reducing the shares in the Company from 100*l.* to 50*l.*, and consequently increasing the number of shares from 7,200 to 14,400; and another referring to the leasing of certain property held by the Company, which, after some discussion, were both agreed to; a proviso being added to the latter (chiefly at the instance of the Chairman) making it compulsory on the Company to sell the reversion of the land so leased, within ten years.

A conversation then took place, arising from a question asked by Mr. Moxon, as to the height of the summit between London and Cowbridge. Mr. Bidder, the Company's engineer, stated it to be 260 feet; and further, that this would also be the total summit between London and York. Mr. Moxon, after expressing some surprise at the fall in the price of shares (although personally he had no reason to be displeased with it, as it had enabled him to buy in *cheap*); went on to contrast the advantages presented by this line, for a communication with York, with one summit of 260 feet, instead of 330 feet as at Tring, and a distance of 190 instead of 230 miles by the Rugby line.

It further appeared from the discussion that followed, that the Parliamentary deposits had been made by the Directors, to enable the Company to keep possession of the ground between Stortford and Cambridge, wholly independent of other parties who had lodged plans for effecting the same object.

In answer to other questions from Mr. Moxon, Mr. Bidder stated, there were four summits on the line to York by Rugby and Derby, namely, the Tring, the Kilsby, the Blisworth, and the Clay Cross, all about the same or greater height than the Tring; and five tunnels, varying from three-quarters to a mile and a half long, with two shorter ones, while by the Cambridge line only two tunnels are proposed, Lord Braybrooke's, each about 500 yards long.

Mr. Barclay then inquired whether there was any intention of extending the share-list, to which Mr. Crawshay answered emphatically "never at a discount, while I continue Chairman."

The first Bill was then sanctioned unanimously by the meeting, and the Secretary having read the advertisement calling the second meeting for the approval of the Hertford and Ware Branch Bill, Mr. Crowder went through the clauses as before. The Chairman stated that this Bill had been taken up by the Directors on the assurance of the Engineers, that the whole work, including purchases, could be completed for 50,000*l.*, and that they would not proceed with it unless this were the case; and they also pledged themselves not to proceed with the execution of the work after the Act was obtained without the consent of the proprietors. He further stated, that the expense of working this branch would be almost nothing to this Company, as it could be done by the pilot engine, which will always have to be kept at Broxbourne. In answer to a question from Mr. Barclay it was stated by the Directors, that they did not anticipate any opposition, but that, on the contrary, the inhabitants of the towns were very favourable to it, and indeed were petitioning in its favour. The Bill was then approved of, and after some unimportant conversation, the thanks of the meeting were given, on the motion of Mr. Moxon, to the Chairman and Directors, and the meeting separated.

MANCHESTER AND LEEDS RAILWAY COMPANY—GENERAL MEETING.

[From the *Leeds Mercury*.]

The General Half-yearly Meeting of the Shareholders in this railway was held on Wednesday, March 3rd., at the Company's offices, Clowes's Buildings, Hunt's Bank, Manchester. There was rather a numerous attendance, between 70 and 80 gentlemen being present. Henry Houldsworth, Esq., the Chairman of the Board of Directors, presided.

The Chairman stated that this was the ninth half-yearly meeting of the Company; and in addition to the ordinary business of a half-yearly meeting, some special business would be brought before the Company. He then called on—

Mr. Jellicorse, the Secretary, who read the advertisement by which the meeting had been convened.

The Seal being affixed to the register of proprietors,

Mr. W. Entwistle, one of the Directors, read the following Reports:—

REPORT.

It is with pleasure that the Directors of this Company announce the completion of the main line and the opening of the railway throughout, which important event took place on Monday last, the first day of March.

For the information of the proprietors, the engineers have been requested to prepare a special Report upon the present state of the works, to which the Directors refer with great satisfaction, as it bears testimony in the strongest possible manner to the strength and solidity of the various works on the line generally, and to the soundness and perfect sufficiency of the Summit Tunnel in particular; the latter being specially described as fully equal, in point of security and excellence of workmanship, to any similar work hitherto executed.

The works upon the entire line have withstood the effects, which might be expected from the action of the late severe weather upon works of such recent construction, better than might have been anticipated, and justify the reliance, which the Directors have always placed in the assurances of their engineers, that such would be the case.

The Directors have taken the earliest opportunity allowed by their Act of Parliament of calling the general half-yearly meeting, in order that they may make their usual Report of proceedings for the past half-year, at the same time that they assemble the proprietors for the purpose of laying before them a statement of the financial position of the Company, and obtaining their sanction for proceeding in an application to Parliament this present Session for power to raise additional capital beyond the amount which the Company have power to raise by their existing Acts.

With the view of bringing this financial statement more clearly before the proprietors, the Directors beg to refer them to the several heads and estimates given in their report of March, 1839, at the first meeting of the proprietors which took place after the contracts for the main line had been made, the land chiefly bought, the branches planned and estimated, and the additional capital authorized to be raised for the purposes therein specified; the calculations then made having formed the basis upon which all the subsequent reports were founded. At that time the entire land required for the railway was stated as likely to cost the Company not more than 250,000*l.*; but, although the negociations for the purchases of land originally contemplated were then so far advanced as to justify the Directors in assuming that they could estimate with accuracy the ultimate total amount of expense under this head; yet, in consequence of many cases of difficulty and dispute which afterwards arose, and of additional purchases rendered requisite by local circumstances during the progress of the works, which could not possibly have been foreseen to such an extent, that amount will have been increased to 300,000*l.*, being an excess of 50,000*l.* over the estimates then given, notwithstanding the most earnest endeavours of the Directors to obtain as favourable terms, and to contract this source of expense as much as possible. The contracts for the entire works upon the main line had been then let for the aggregate sum of 1,153,166*l.*; and those contingencies and extra works, which are not usually included in contracts, but which are executed at prices stipulated in the contracts, were estimated to amount to 20 per cent. on the above, or 230,633*l.*; making altogether 1,383,799*l.* for the works upon the main line. The actual expenditure upon them, exclusive of rails, chairs, &c., was up to the 31st of December, 1840, 1,580,951*l.* 13s. 1d.; and the estimates for completing the same, together with the payment of the contractor's retentions, amount to 146,000*l.*, making a total of 1,726,951*l.* 13s. 1d., or an excess of 343,152*l.* 13s. 1d. on the works. This excess consists chiefly in the tunnels, which of all engineering works, involve the greatest uncertainty in the cost, and which on this line in particular, have exceeded all previous conception, not only from the existence of more than ordinary difficulties in the operation of tunnelling, but still more from the great extra strength in the brick-work, rendered necessary by the loose nature of the strata, and a very great increase, from the same cause, in the extent of tunnelling. When the contracts were let, the aggregate length then contemplated was 4,567 yards; and the contract was entered into for the Summit Tunnel (including the driftway, but not the shafts) at 38*l.* per yard forward; but, in the progress of the works three additional tunnels were found requisite, in situations where the open cuttings originally intended were rendered impracticable, by the loose nature of the strata; and the actual aggregate length of tunnelling completed is 5,432 yards, while the actual average expense per yard forward is nearly 80*l.* The excess in the Summit Tunnel alone has been 108,000*l.*; and the original contractor abandoned the contract at an early period, paying a penalty of 3,000*l.* Other causes of increased cost have also contributed to swell the excess—particularly a recent heavy expenditure in the Winterbut Lee contract, where it was found impossible to execute the work as originally designed, from the extreme softness of the ground; the latter being so saturated with water, that the sides of a shallow open cutting, nearly seven hundred yards long, required to be upheld by solid masonry, for which no foundation could be obtained, except by the expensive process of sheet-piling. The additional expense here was no less than 30,000*l.* In addition to the above, 4,000*l.* has been laid out in securing the embankment at Slack's Valley from further settlement, and 3,000*l.* upon the Healy Mill Bridge; the latter having been caused solely by the delay of judgment in the Court of Chancery, which did not allow your Directors time to complete the works as proposed, though the suit of the proprietors of the Healy New Mill was ultimately dismissed with costs. The above items amount altogether to nearly 300,000*l.*, the remainder of the excess of 343,000*l.* having been dispersed over many smaller works, too numerous to particularize.

The next item in the estimate referred to is that of 150,000*l.* for iron rails, chairs, sleepers, and fittings, which is likely to be exceeded by rather more than 40,000*l.*, in consequence chiefly of increased weight of rails and chairs and shorter bearings (which were adopted under the advice of the Company's engineer), and many additional sidings and other extra accommodation in goods sheds, engine sheds, and stations. In the estimate of 150,000*l.*, for Parliamentary and law expenses, engineering, management, salaries, and interest till the time of opening the line, there will be an excess of about 78,000*l.*, of which stamps and interest on bonds form a considerable portion. The unavoidable delay in the opening of the entire line has caused a considerable addition to this item of expense.

The stations, locomotive, and other stock, engine sheds, and other buildings required for conducting the business as general carriers, were estimated, in March, 1839, at an aggregate amount of 350,000*l.*, which will not be exceeded by more than 38,000*l.* This excess is principally caused by the large extension of goods traffic, which, from recent experience, your Directors confidently anticipate, and which, as the proprietors are doubtless aware, demands a far more than proportional amount of power and accommodation, as compared with the conveyance of passengers. Upon this point, the Directors will only mention, that they have considered it necessary to order upwards of 500 waggons at a cost of about 50,000*l.*, and sixteen additional engines; and that it is found expedient to erect workshops, at an early period, in connection with the present engine sheds, and to provide tools, for the purpose of enabling the Company themselves to execute all repairs and minor works in that department, by which they are advised, a considerable saving of expense will be effected. From the above it appears, therefore, that, upon the ultimate completion of the undertaking, there will be an excess, in works, of about 343 000*l.* in land, of 50,000*l.*; in rails, chairs, &c. of 40,000*l.*; in locomotive and other stock, of 38,000*l.*; and, in general expenses and interest, of 78,000*l.*—amounting altogether (inclusive of about 30,000*l.*, paid for surplus stock, chiefly land and buildings, which may ultimately be re-sold) to the sum of 579,000*l.*

The total estimates for the above purposes, given in

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March, 1839, (exclusive of the estimates for the formation of the extension line and branches), amounted to 2,283,709l. This sum, together with the aggregate excess of 579,000l., as given above, and about 310,000l. for the formation of the extension line, and the Oldham, Heywood, and Halifax branches, make a total capital of 3,172,000l., which is the estimate of the sum now required. Upon the whole, therefore, there appears to be a deficiency of about 572,000l. upon the present capital of the Company, which sum will be required in order to complete and furnish, with all the locomotive and other stock, stations, &c. the main line and the several branches proposed to be formed by this Company; and the Directors have to report, that they have already presented a petition to the House of Commons, to dispense with the strict observance of their standing orders so far as to allow a bill to be introduced, authorizing the Company to raise that amount by the issue of new shares. That this application, when sanctioned by this meeting, will be successful the Directors cannot permit themselves to doubt, as its rejection would inevitably prevent the Company from completing their arrangements, and affording to the public that convenience, and certainty of despatch and safety, that they may justly expect.

The Directors recommend, that application be made to Parliament for power to increase their capital, which may be effected by the creation of new quarter shares, to be issued in the proportion of one share of 25l. for every 100l. of the stock of the Company held by any proprietor, either of the present, old, or new stock. The amount of shares so issued would be 487,500l., which, with the usual power to borrow one-third more, or 162,500l upon mortgage of the tolls, would amount to 650,000l.; part of which sum would be immediately raised for completing the stations and purchasing the additional locomotive and other stock, the remainder being liable to be called up from time to time, according to the progress of the extension line and branches, and any surplus, beyond the amount required, of course remaining uncalled for in the hands of the proprietors. The Directors recommend, also, that the dividends be payable to the holders of the different shares, in the proportion of the capital called up and paid on each respectively, before the end of the half-year for which the dividend is declared.

The traffic upon the line to Littleborough, from 30th June up to the 5th October last, at which time the line was opened from Normanton to Hebden Bridge, amounted to 15,002l. 12s. 6d; and the traffic upon both parts of the line from that period up to the 31st December last, when the remainder of the line, with the exception of the Summit Tunnel, was opened, amounted to 17,463l. 11s. 9d. The total number of passengers carried during the six months ending on the 31st day of December last was 401,883, over an average distance of eight miles and a half each, which is equivalent to a number of 3,415,580 travelling one mile each, or about 7,000,000 per annum. The increase of traffic upon opening the successive lengths at the eastern end has not been proportional to the extent of the line opened; but it should be remembered, that the portion of the line between Hebden Bridge and Normanton was deprived, by its isolated position, of almost entirely all goods traffic passing eastward from Manchester; and that, in consequence of the circuitous route of this Railway, and the charges of vehicles required over the unfinished part of about ten miles long, very few passengers availed themselves of a railway throughout; the greater part of the traffic on that part having consisted of the carriage of passengers and parcels for short intermediate distances. Since the opening, however, of the line from Hebden Bridge up to the north end of the Summit Tunnel, the traffic in both goods and passengers, but especially the former, has increased; and no doubt remains, that, in addition to the passenger traffic, a much larger amount of merchandise, grain, and cattle will be eventually carried than has hitherto been assumed. In making arrangements for the carrying business, the Directors continue as desirous as formerly to co-operate with the carriers, but are at the same time prepared to adopt other measures, should the interest of the Company require them.

During the last two months, the receipts from passengers and goods have averaged 1,863l. 2s. 4d. per week, after deducting the tolls due to the North Midland Company. Taking into view the season of the year, the many serious and unavoidable inconveniences which passengers have experienced from the unfinished, and, in many cases, temporary accommodation afforded them, and which have hitherto deprived the company of any important share of the through traffic, as proved by the fact that the fares yet received do not average 2s. from each passenger, the above amount is fully equal to what might have been expected.

The publication of the weekly returns of traffic was suspended in October last, from the impossibility of accompanying them at the time with any accurate state of the deductions to which they were subject, and without which they were only calculated to mislead the proprietors; but now that the tolls of the North Midland Company are defined, and the temporary disbursements for coaches and omnibuses are either done away with or reduced to a trifling amount, the objection no longer continues, and the directors will willingly resume the publication of the amount of weekly traffic as formerly.

With respect to the bill lately introduced into Parliament for the amendment of Lord Seymour's act for the regulation of railways, the Directors have to report that they have not hitherto thought it necessary to interfere, by petition or otherwise, in opposition to any of the enactments of that bill, although they cannot but fear that some injustice will arise from hasty attempts to remedy evils by legislative means, which practice and experience can alone effectually overcome. On referring to the list of accidents on various railways, on which the recommendations of the commissioners for the security of the public are founded, the Directors cannot refrain from congratulating the proprietors upon the exemption, hitherto, of this company from any such casualty as those mentioned in that report.

The subject of the tax upon passengers carried by railway is one which has claimed the most earnest consideration from the Directors, as being calculated, at present, materially to injure the interest of this Company. The Report of the Select Committee, last year, founded chiefly upon the evidence given before them by Captain Laws, R.N., strongly recommended the adoption of a modification of the present duty, upon the principle, if not quite to the extent, of the system proposed by him; and the Directors entertain confident expectations, that some measure will be introduced, at an early period, before Parliament, which shall be conducive to the advantage both of railway Companies and of the public, by rendering less oppressive the present excessive duty upon low fares; amounting, upon the average fares charged by this and a few other English Companies, and by all the Scotch railway Companies, to no less than 1-12th to 1-10th of the whole, or from eight to ten per cent. It is to be regretted, that, in consequence of the length of time which has been suffered to elapse before the inequality of the present duty has become fully understood, such a measure is viewed as one which must either interfere with the established interests of many of the railway Companies, by imposing an increased rate of duty upon first-class passengers, or must cause a deficiency in the revenue derived from this source; and a strong opposition, therefore, will probably be made to its introduction. But your Directors are of opinion, that neither consequence will necessarily follow; though they admit, that some Companies would lose a considerable yearly sum, unless they should increase their traffic, and diminish the rate of duty, by lowering their charges. The former of these effects may be considered as already proved by experience; and thus, under the graduated scale of duty, which makes the tax proportional to the fare, the interests of the Companies, as well as those of the public, would both lead to a diminution of the fares. As an instance of the unequal pressure of this tax, it may be stated, that, under the law as it exists, an instance is afforded in the passenger returns of railway Companies for the past year; in which, while the number of passengers booked and carried has corresponded almost exactly with the number conveyed by this Company, and the public convenience afforded by the two companies has consequently, in comparison with their respective receipts, been equal; and the duty paid by the Company alluded to has not amounted to 4¼ per cent. upon their receipts, while the charge on this Company has been 7¼ per cent.

Since the last half-yearly meeting, Henry Forth, Esq., one of the original Directors of this Company has tendered his resignation, which has been accepted, and Leo Schuster, Esq., has been named by the Directors, to supply his place.

The period of service of the three following Directors expires at this time, viz.—James Simpson, Esq., Robert Gill, Esq., and William Entwisle, Esq., who are re-eligible, according to the Act of Incorporation of the Company.

Mr. Entwisle then read—

THE ENGINEERS' REPORT.

To the Directors of the Manchester and Leeds Railway.

Gentlemen,—Since our last half-yearly report, the Railway (with the exception of the Summit Tunnel) has been opened throughout, and in the year 1840; and, although an accident to a portion of the invert has delayed the final completion of that work, we are happy to say, that it will be ready for the reception of traffic on Monday next, the 1st of March. Had this unforeseen interruption to the completion of the Summit Tunnel not occurred, the whole line would have been opened, as promised, in 1840.

That portion of the invert which showed symptoms of weakness, and caused us to recommend the opening of the tunnel to be postponed, has now been removed, and re-placed with an exceedingly strong invert of stone; and, we have no doubt whatever, will prove a very ample and sufficient support, and render the tunnel fully equal, in point of security and excellence of workmanship, to any similar work hitherto executed.

The severity of the winter has been a very complete test of the works of the line, and particularly of those only recently finished.

It gives us pleasure, however, to state that they have stood both frost and flood without injury. The cuttings, and embankments, bridges and tunnels, have all passed the winter without a single failure. This, considering the numerous and extensive bridges on the line, particularly those over the river Calder, the gigantic character of the works generally, and the difficult nature of some of the ground, is highly satisfactory, and gives us great confidence in stating that the line will be maintained at a cheap rate.

The greater portion of the arches at the Manchester terminus will be fitted up as warehouses, and ready for the reception of goods by the 1st of March, and, in connection with the hoisting machine, which will also then be ready, will afford facilities for an extensive goods traffic. By the erection of this machine, the loaded waggons can be raised and lowered at pleasure from the railway above, into the arches or warehouses, or on to the Company's extensive plot of land below; thus saving the heavy expense of raising the whole station-land to the level of the railway, and rendering the difference in level a matter of no inconvenience, at the same time giving the Company the full benefit of using as warehouses all the arches absolutely necessary for keeping the railways at the higher level.

By this arrangement also, the bustle of loading and unloading will be kept below, free from the passengers, and the waggons will come up sheeted, and ready to arrange in proper trains for attaching at once to the locomotive engine.

By one of these machines there will be no difficulty in transmitting from one level to the other, 1,000 tons of goods in a day.

The works on the Heywood Branch Line are rapidly drawing towards completion, and bid fair for an early opening in April next. The favourable nature of the materials has enabled them to be constructed at an exceedingly small cost.

We are, gentlemen, your obedient servants,

GEORGE STEPHENSON,
THOS. L. GOOCH.

(To be continued.)

BRISTOL AND GLOUCESTER RAILWAY COMPANY—GENERAL MEETING.

(From the *Bristol Gazette*.)

THE Annual Meeting of the Proprietors in this undertaking was held on Saturday, February 27, at their offices in the Exchange, Bristol.

GEORGE JONES, Esq., in the Chair.

The proceedings were of little interest to any beyond the proprietors. The Report, which was read by the Secretary, Mr. Fletcher, stated that there was little to lay before the proprietors, beyond the pleasing fact that the new arrangement made with the Lords of Westerleigh had produced such an improvement in the income of the Company, as to justify the Directors in recommending that a dividend of 5l. per cent. on the capital stock of the Company should be declared for the year ending 1840. The total receipts for the last year, including a balance of 1,159l. 15s. 8½d. brought forward, amounted to 5,915l. 12s. 11½d.

On the motion of W. FRIPP, Esq., it was then resolved that a dividend of 5l. per cent. on the capital stock, being equal to 2l. 10s. per share, be declared, and that the same be payable on and after the 13th of March.

T. Kington, John Harford, F. Fry, T. Rankin, and H. Fyson, Esqrs. were re-elected trustees.

Thanks having been voted to the Directors and the Chairman, the meeting broke up.

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MANCHESTER AND DERBY RAILWAY (CHURNET VALLEY.)—NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament, in the next Session, for an Act to make and maintain a Railway, with all proper works and conveniences connected therewith, commencing at the line of the Manchester and Birmingham Railway, at or near a certain road branching out of the public highway leading from Stockport, by Adswood Hall, to Cheadle Moseley, in the township of Cheadle Bulkeley, in the parish of Cheadle, in the county of Chester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Cheadle, Cheadle Bulkeley, Cheadle Moseley, Stockport, Bramhall otherwise Bromhall, Norbury, Poynton, Worth, Adlington, Hope Green, Bollington, Butley otherwise Butleigh, Butley-cum-Newton, Whiteley Green, Fitherington, Hurdsfield, Upton, Macclesfield, Macclesfield Forest, Sutton, Prestbury, Gawsworth, North Rode, Bosley otherwise Boseley, otherwise Bosley and Lea, otherwise Lea Bosley, or some of them, in the said county of Chester; Rushton, Rushton Spencer, Rushton James, Rushton Marsh, Rushton Middle, Cloud Wood, Heaton, Horton, Horton Hay, Rudyard, Rudyard and Caudery, Leek-Frith, Longsden otherwise Longsdon, Westwood, Leek, Lowe otherwise Leek-Lowe, Leek and Lowe, Harracles, Pool End, Whites Bridge, Endon, Stanley, Cheddleton, Basford, Old Basford, New Basford, Basford Green, Ashcombe, Felthouse, Woodlands, Consall otherwise Cunsall, Ipstones, Belmont, Froghall, Mosslee, Hollins, Kingsley, Whiston Eaves, Whiston, Hazles, Hazles Cross, Kingsley-Holt, Bank Top, Foxt, Morridge with Foxt, Checkley, Lees, Booth, Eaves Ford, Oakamoor, Cheadle, Cheadle Grange otherwise Hounds Cheadle, Above Park, Alton otherwise Alveton, Farley, Cotton, Widness, Rakes Dale, Hausley, Crumpwood, Holbrook, Ellastone otherwise Ellaston, Prestwood, Alton, Quixhill otherwise Quick-hill in Rocester, Stubwood, Rocester Green, Combridge and Croxden, or some of them, in the county of Stafford; and Doveridge otherwise Dovebridge, Eaton, Eaton Dovedale, Sed-sall, Clownholme, Doveridge Woodhouse, Marston Montgomery, Cubley, Waldley otherwise Wardley, Marston Woodhouse, Somersall, Somersall Herbert, Hill Somersall, Church Somersall, Potters Somersall, Aston, Sudbury, Barchill Coton wood, Boylestone otherwise Boilston otherwise Boilestone, Sapporton otherwise Saperton, Church Broughton, Barton Blount, Barton fields, Barton Park, Longford, Alkmanton, Thurvaston, Upper Thurvaston, Nether or Lower Thurvaston, Sutton on the Hill, Upper Mackley, Mamerton, Osliston otherwise Osleston, Oslaston and Thurvaston, Cropo otherwise Cropper, Cropo top, The Spath, Suffield, Lane end, Trusley, Dalbury, Dalbury Lees, Trusley Elms, Dalbury Wood-house, Tyrell Hays, Rook hills, Sneerills, Etwall, Bearwardcote, Humbleton, Rowditch, Thornhill, Radbourne, Mickle Over, Little Over, Pot lac otherwise Pot lock, Markeaton, Mackworth, Normanton, Boulton, Osmaston, Litchurch, Saint Peter Derby, Saint Werburgh, Derby, Saint Alkmund Derby, Little Chester, Darley, and Little Derby, or some of them, in the County of Derby, and terminating at or near the Town of Derby, and on southern side thereof, in the the Township of Litchurch, in the said Parish of St. Peter Derby, in the said County of Derby, and in or near to the joint station of the North Midland, Midland Counties, and Birmingham and Derby Junction Railways; or otherwise terminating near to the said town of Derby on the northern side thereof, in the parish of St. Alkmund Derby, in the said county of Derby, and near to a certain bridge for carrying the North Midland Railway over the Turnpike Road leading from Derby to Nottingham. And it is intended by the Act so to be applied for to take power to connect the main line of the said intended Railway with the Branch Railway to Macclesfield, authorized to be made by the Manchester and Birmingham Railway Company, if the same shall be carried into effect, and for such purpose to make a railway commencing by a junction with the said intended main line, or at or near the Town of Macclesfield, in the Township of Macclesfield, in the said Parish of Prestbury, in the said county of Chester, and terminating by a junction with the said Branch Railway, in the Township of Tutherington, in the said Parish of Prestbury, and in the County of Chester aforesaid, and near to a certain bridge called Beach Bridge, which said last mentioned Railway is intended to pass from, in, through, or into the several Parishes, Townships, and extra-parochial or other places of Macclesfield, Sutton, Hurdsfield, Fitherington, and Prestbury, or some of them, in the said County of Chester. And it is proposed by the said intended Act to incorporate a Company for the purpose of constructing and maintaining the said intended Railway or Railways, and Works, with powers to levy tolls, rates, and duties on and for the use of the same; and also to empower such Company to alter and divert to the extent shown on the plans to be deposited as hereinafter mentioned, such roads, streets, rivers, streams, canals, and railways or tramways, as it may be necessary to divert for the purpose of constructing and maintaining the said intended Railway or Railways and Works, and to deviate in the construction of the said intended Railway or Railways, from the line thereof to be laid down on the said plans, to such extent as will be defined thereon.

And notice is hereby further given, that maps or plans and sections, describing the line and levels of the said intended Railway or Railways and the works to be connected therewith, and the Lands which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited on or before the first day of March in the present year, with the Clerk of the Peace for the said county of Chester, at his office in Chester; with the Clerk of the Peace for the said county of Stafford, at his office in Stafford; and with the Clerk of the Peace for the said county of Derby, at his office in Chesterfield; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes, in or through which the said intended Railway or Railways and Works will be made or pass, will be deposited for public inspection, on or before the first day of April next, with the Parish Clerk of each of such Parishes.

Dated the Seventeenth day of February, 1841.

BERRIDGE AND MACAULAY,
Solicitors, Leicester.

STAFFORD AND RUGBY RAILWAY.—TAMWORTH.—At a numerous and highly respectable MEETING of the Inhabitants of the Town and Neighbourhood of Tamworth, holden at the Town Hall, Tamworth, on Saturday, the 6th day of March, 1841;

THOMAS BUCKERFIELD, Esq., Mayor, in the Chair;

the following resolutions were unanimously passed:—

Moved by John Hall, Esq., and seconded by W. Platts, Esq.:

1. Resolved,—That this meeting having received with the utmost satisfaction the intelligence of the Stafford and Rugby Railway Bill having triumphantly passed the Committee on Standing Orders do petition both Houses of Parliament to allow the bill for making the said railway to pass into a law, and that the petition now read to the meeting be adopted.

Moved by W. Parsons, Esq., and seconded by W. Robinson, Esq.:

2. Resolved,—That this meeting, deeply impressed with the great importance of the advantages which the Stafford and Rugby Railway holds out to this town and neighbourhood, do request their representatives in Parliament to give the same valuable support to this measure, which they so kindly gave to the Manchester Extension Railway during the session of 1839.

Moved by H. Stokes, Esq., and seconded by T. Bramall, Esq.:

3. That Sir Robert Peel be requested to present the petition which has been read to and adopted by the meeting to the House of Commons, and also to support the prayer of it by every means in his power.

THOMAS BUCKERFIELD, Mayor.

The Mayor having left the chair, and the same having been taken by John Harding, Esq.,

It was moved by W. Knight, Esq.; seconded by E. B. Hamel, Esq., and resolved:

That the thanks of this meeting be given to the Mayor for his able conduct in the chair. JOHN HARDING.

RAILWAY MAP.—Just Published, DAVIES'S METROPOLITAN RAILWAY MAP, being the most accurate Map of London and its Environs, to the extent of about ten miles, ever published; comprising all the Railways and Stations, new Cemeteries, Boundaries of the Metropolitan Boroughs, new Roads, Docks, Piers, and all modern improvements.

Published by B. R. Davies, 16, George-street, Euston-square; Letts and Son, Cornhill; and Charles Chiffins, 9, Southampton Buildings, Holborn; and may be had of all Map and Booksellers.

Price, on Atlas Sheet, 2s. 6d. plain; 4s. 6d. fully coloured. Ditto, mounted on canvass and bound, 7s. 6d.; Ditto, on rollers, varnished, &c., 9s. 6d.

MANCHESTER AND BIRMINGHAM RAILWAY.—At the Half-Yearly General Meeting of the Proprietors, held, pursuant to notice, on Thursday, the 4th day of March, 1841, at the York Hotel, in Manchester, at 12 o'clock at noon; at which meeting there were personally present at the time appointed (in accordance with the requirements of the Act of Parliament) upwards of twenty-five shareholders, holding in the aggregate at least five hundred shares;

ROBERT C. SHARP, Esq., one of the Directors, (the Chairman and Deputy-Chairman being absent), in the Chair.

It was moved by John Bradshaw, Esq.; seconded by George Sandars, Esq., and unanimously resolved—

That the Seal of the Company be affixed to the Register of Proprietors now produced. And the seal was affixed accordingly in the presence of the meeting.

The following Reports and statements of accounts were read, viz:—

REPORT OF THE DIRECTORS.

The state of the works along the line of railway between Stockport and Crewe being a subject of great interest to the proprietors at present, the Directors refer with satisfaction to the Report of the Engineer, and to the sections now exhibited in the room, which, together, remove all doubt as to the completion of the line to Crewe in March next, according to a condition of the contracts.

THE MACCLESFIELD BRANCH.

When the Directors made their last half-yearly Report, they expected the works on this branch to be placed under contract in the course of the ensuing month; this was, however, prevented by circumstances over which the Directors had no control. These matters are now in course of arrangement, and when arranged, the works may at once be let.

THE STATION AT MANCHESTER.

From the numerous designs for a station in this town submitted for the direction of the Directors, in accordance with an advertisement offering a premium for the most appropriate design, they have selected one (the joint production of Mr. Richard Cromwell Carpenter and Mr. John Blyth, of London) which they hope will meet with approval, as combining every requisite convenience for business with a handsome elevation, yet divested of extraneous ornament. Those gentlemen are engaged to superintend the erection of the station, and are now proceeding with the working drawings and specifications, so as to enable the Directors to place the whole of the works between Travis-street and Ducie-street under contract at an early period, and thus insure their completion simultaneously with the opening of the line to Crewe.

The Directors have the satisfaction to report that a negotiation has been opened with the Manchester, Sheffield, and Ashton-under-Lyne Railway Company for the joint use of the station, its approaches, and the adjoining warehouses, upon terms of mutual advantage.

COST OF THE LINE.

Although the Macclesfield branch and the station at Manchester are not yet contracted for, the Directors feel that the Proprietors have a right to expect from them as accurate an estimate as they are able to give, of the total amount of capital that will be required to complete and furnish the 40 miles of railway. After the most careful consideration, they confidently place before them the following statement:—

FURTHER CAPITAL REQUIRED.

For works	£494,432	0	0
Manchester and other stations, engine and carriage depot, workshops, sidings, &c.	108,668	0	0
Land for Manchester Station, and on the Macclesfield branch, after deducting the estimated value of land to be re-sold	13,100	0	0
Engines, carriages, waggons, trucks, horse-boxes, &c.	64,825	0	0
Engineering, law expenses, stamps, Direction, office expenses, and contingencies	12,000	0	0
	£693,026	0	0
Total expenditure to January 31st, 1841	1,106,912	5	2
Payments since	39,646	3	8
Estimated total capital required	£1,839,584	8	10

THE AGREEMENT WITH THE GRAND JUNCTION COMPANY.

This agreement provides that, so soon as the Manchester and Birmingham Railway shall be open to Crewe, the Grand Junction Company shall abandon their station at Manchester, and shall cease to carry any Manchester traffic to or from Birmingham, or to or from any intermediate place south of Crewe; and the Manchester and Birmingham Company stipulate on their part not to interfere with the Grand Junction traffic north of Crewe; nor (except when required for the convenience of the public) to take any traffic from station to station on the Grand Junction Railway. The agreement secures to the Manchester and Birmingham Company the right of working their traffic and using their own carriages, and power on the Grand Junction line between Crewe and Birmingham, together with every other privilege which the Grand Junction Company at present enjoy on the Liverpool and Manchester Railway, on paying a toll to the Grand Junction Company after the rate of not exceeding four fifths of a penny per passenger per mile, and of one penny per ton per mile on goods, the maximum tollage at these rates being fixed at £1,000 per mile per annum, beyond which no further payment is to be made. Should the Manchester and Birmingham Company require a greater extent of station accommodation on the Grand Junction line than can be afforded by the present buildings of the Grand Junction Company, the last named Company will expend any sum not exceeding ten thousand pounds, required to provide these conveniences; the Manchester and Birmingham Company paying a rental after the rate of six per cent. per annum on such expenditure.

The Directors have always considered this arrangement with the Grand Junction Company as one which, whilst it affords to the Grand Junction proprietors considerable benefits, at the same time secures to the Manchester and Birmingham Company, at a comparatively light cost, the important and permanent advantage of an entire line of railway between Manchester and Birmingham.

LINE TO STOCKPORT.

The income and profit derived from passengers and parcels on the 5 miles of railway now open between Manchester and Stockport have been fully as great as was anticipated; and the Directors feel confident that this traffic will more than realize the most sanguine expectations that have been formed of it: and although 450,019 passengers have been conveyed since the opening of the line in June last, the Directors have the greatest satisfaction in stating that not one of them has been injured in the slightest degree by accident.

The opening of a portion of the Manchester, Sheffield and Ashton under-Lyne Railway has lately been announced by the Directors of the Company, and as a toll of twopence per passenger will be payable to this Company, a considerable addition to the income will arise.

LOANS.

Until after the 11th January last the Directors were not in a position to grant mortgages, yet the amount already received on mortgage is 147,008*l.* 2s. 10d., a sum far exceeding the expectations of the Directors. Further sums, amounting to 41,589*l.* have been engaged (together 188,597*l.* 2s. 10d.) and additional offers are received daily,—leading to the confident hope that, when the peculiarly good security offered by the Company to the mortgagees, and the actual position of the Company become more generally known, the money required for the completion of the undertaking will be thus obtained, and so render unnecessary any further call upon the proprietors.

FORFEITURE FOR SHARES.

In August last the Directors passed a resolution declaring 1,234 shares forfeited, for the non-payment of calls then due. All arrears have since been paid upon 78 shares, leaving 1,156 shares now to be dealt with. The Directors recommend the Proprietors to confirm the forfeiture of the

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following 249 shares, and to authorise the Directors to sell them at such time and in such manner as may appear to them most conducive to the interests of the Company:—

Nos.	Nos.	Nos.
386 to 390	979 to 998	1,154 to 1,156
1,177 to 1,193	1,745 to 1,747	2,866 to 2,885
5,604 to 5,613	8,236 to 8,324	9,580 to 9,589
15,391 to 15,400	17,793 to 17,802	20,070 to 20,080
20,221 to 20,240	21,351 to 21,355	22,226 to 22,235
29,803	29,885 to 29,889, all inclusive.	

ARREARS OF CALLS.

The Directors trust that the proprietors generally will approve of the measures they have lately adopted with a view to compel the payment of calls, and they earnestly hope that those proprietors who are in arrear will relieve them from further proceedings of this nature by promptly paying the calls now due.

The Half-yearly Financial Statement will be submitted to the meeting, together with a general account of the receipts and disbursements of the Company.

BOARD OF DIRECTORS.

A vacancy having occurred at the Board, it has been supplied by the appointment of Mr. Leo Schuster.

In conclusion, the Directors repeat, with confidence, the opinion they have uniformly expressed as to the remuneration this line of railway will afford to the proprietors.

March 3rd, 1841.

ENGINEER'S REPORT.

To the Board of Directors of the Manchester and Birmingham Railway.

Gentlemen.—I have the pleasure of laying before you a Report of the progress of the works during the last half year.

The Stockport Viaduct Contract has been satisfactorily completed; the last stone having been laid on the 21st of December. The work has been executed within my estimate, but there is an excess for contingencies of about 3 per cent. upon the contract amount.

The Castle Street Contract is rapidly drawing towards completion. The heaviest work is the Castle Street archway, 297 yards long, of which about 200 yards are finished; 45,000 yards of excavation must pass through this archway after its completion. All the arches of the Mecker Brook Viaduct are turned. One occupation bridge over the excavation at the north end of the contract is not commenced; all the other bridges, public and private, both over and under the railway, together with the culverts, are finished, or in an advanced state. One mile and a half of road is ready to receive the ballasting for the permanent way.

The Cheadle Hulme Contract.—The viaduct over the Dean Valley has all its foundations laid, except that of the north abutment, and all the bridges for the communications under the railway are nearly finished. Three-tenths of the whole of the excavation are finished. The heaviest work is the embankment at the north end of the contract, containing 164,800 cubic yards, of which 44,000 are executed. One mile is ready to receive the ballasting for the permanent way.

The Wilmslow Contract.—The heaviest work is the viaduct over the Bollin, with an adjacent excavation of 100,800 cubic yards on the north side of the valley. The foundations of the viaduct are just commenced. The heaviest excavation contains 122,000 cubic yards, of which two-fifths are executed.

The Peover Contract.—All the bridges under the railway except two are in progress, some of them are so far advanced as to enable the contractors to carry their roads over them. The south abutment and all the piers of the Peover viaduct are built to an average height of five feet above the surface of the ground. The north abutment will be commenced in a few days. All the culverts are finished, or nearly so. One-third of the whole of the excavation is executed. Two miles and a quarter are ballasted in readiness for laying the permanent way, and another mile is ready for the ballasting.

The Dane Viaduct Contract.—The foundations of ten piers are laid: four are erected to the height of the imposts of the arches, and six have an average height of six feet above the surface of the ground. Both abutments will be commenced next month. The centerings are in readiness, and notwithstanding the suspension of operations occasioned by the severity of the winter, the arrangements of the contractors are such that I do not entertain any doubt as to its completion within the specified time.

The Sandbach Contract.—The greater part of the culverts and archways under the railway are in progress and are nearly completed. Both abutments and all the piers of the Wheelock Viaduct are erected to the height of the springing of the arches, which will be turned, and the viaduct finished in about seven weeks, when the embankment will reach it. The Wheelock embankment is the heaviest work, and contains 260,000 cubic yards, of which 120,000 are completed; the whole is therefore under perfect command as to time.

This contract will complete the line to Crewe, where it joins the Grand Junction Railway.

The whole of the works are proceeding very satisfactorily, and I see no reason to apprehend any disappointment as to the time fixed for their completion, namely, the month of March next year, which nothing but the setting in and long continuance of most unfavourable weather can prevent.

In reference to the cost of the works it is proper to mention that the excess likely to arise upon the contract amounts will be small.

Upon the Castle street contract there will be an excess of about £2,300, arising from the measures which have been and necessary to be adopted to conduct the water out of the excavation to the extensive bleach works of Mr. Sykes, the railway having intercepted the springs which supplied his reservoirs.

I have carefully estimated the amount of contingencies likely to arise upon all the other contracts, and find that including those just specified, they will not amount to more than 2 per cent. upon the lettings.

I however beg leave to embrace this opportunity of stating that after adding the unusually small amount of contingencies now particularised, the whole of the works will be completed within my estimates.

I am, gentlemen, your obedient servant,

GEO. W. BUCK.

February 25, 1841.

General Statement of Account to Jan. 31, 1841.

RECEIPTS.

—	To July 31, 1840.	For half year ending January 31, 1841.	Total.
	£ s. d.	£ s. d.	£ s. d.
Cash deposit on 30,000 shares, at £5 each	150000 0 0	.....	150000 0 0
Receipts on calls	666715 0 0	253704 0 0	920419 0 0
Interest on ditto	6867 14 9	2397 17 3	9265 12 0
Building materials, rents, &c.	6789 2 1	697 14 5	7486 16 6
Manchester and Sheffield Railway Company	12095 18 1	.....	12095 18 1
Contractors, for bricks	.....	2644 12 0	2644 12 0
Loans on mortgage	.....	75477 2 10	75477 2 10
Interest on ditto from bankers	.....	492 9 0	492 9 6
	842367 14 11	335413 15 6	1177781 10 5

DISBURSEMENTS.

—	To July 31, 1840.	For Half-year ending Jan. 31, 1841.	Total.
	£ s. d.	£. s. d.	£. s. d.
Expenditure in the years 1835 6-7, including the cost of obtaining the Act of Parliament	157745 7 5		157745 7 5
Parliamentary Expenses—Deviation Act	3171 9 3		3171 9 3
Registration of shares	1117 12 3		1117 12 3
Advertising and printing	2505 11 5	553 14 5	3059 5 10
Engineering and surveying	18475 12 0	3763 18 5	22239 10 5
Land and compensation	367876 7 6	51506 7 6	419382 15 0
Works	225351 19 1	88748 19 4	314100 18 5
Permanent way	34217 4 1	31566 19 11	65784 4 0
Office expenses	1761 9 5	375 14 6	2137 2 11
Travelling expenses, agencies, &c.	3005 14 5	428 16 11	3434 11 4
General law charges	5579 19 9	645 4 4	6225 4 1
Stamps	6000 0 0	266 3 0	6266 3 0
Direction	5000 0 0	1000 0 0	6000 0 0
Juries	3539 1 3	570 5 11	4109 7 2
Stock, including locomotive engines, carriages, bricks, &c.	57222 14 9	26607 18 4	83830 13 1
Interest to Bankers, commission, &c.	944 8 10	1963 11 2	2908 0 0
Balance in favour of the Company		70969 5 3	70969 5 3
	865944 11 5	281936 19 0	1177881 10 5

Statement of Account from August 1*st*, 1840, *to January* 31*st*, 1841.

RECEIPTS.

Cash Receipts on calls	£253,704 0 0
Interest on ditto	2397 17 3
Building materials, rents, &c.	697 14 5
Contractors for bricks	2,644 12 0
Loans on mortgage	75,477 2 10
Interest on ditto from Bankers	492 9 0
Total	£335,413 15 6

DISBURSEMENTS.

Balance brought forward from last Report	£58,446 16 6
Advertising and printing	£553 14 5
Engineering and surveying	3,763 18 5
Land and compensation	51,506 7 6
Works	88,748 19 4
Permanent way	34,566 19 11
Office expenses	375 14 6
Travelling expenses, agencies, &c.	428 16 11
General law charges	645 4 4
Stamps	266 3 0
Direction	1,000 0 0
Juries	570 5 11
Stock, including locomotive engines, carriages, bricks, &c.	26,607 18 4
Interest to bankers, commission, &c.	1,963 11 2
	210,997 13 9
Balance in favour of the Company	70,969 5 3
Total	£335,413 15 6

1841, March 2nd,

Audited, J. H. STANWAY, Accountant.

Statement of Traffic Account from August 1*st*, 1840, *to January* 31*st*, 1841.

RECEIPTS.

Balance brought forward from last Report		£2,263 1 0
Receipts from passengers and parcels		£8,444 12 6
Interest from banker's	113 15 6	
Less by banker's commission	11 8 6	
	102 7 0	
		8,546 19 6
Total		£10,810 0 6

DISBURSEMENTS.

Coaching disbursements, viz.—		
Salaries to assistant superintendents and clerks, wages to guards, porters, van men and boys, coach inspector and staff, duty on passengers, grease, oil, materials for cleaning, horse keep, clothing, repairs, and materials for repairs	£2,294 5 0	
Locomotive power disbursements, viz.—		
Coke, grease and oil, repairs and materials for repairs, salary to Superintendent, wages to engine-men, firemen, cleaners and occasional mechanics, materials for cleaning engines, clothing, &c.	1,769 5 6	
Police and watching disbursements, viz.—		
Wages to policemen and watchmen, and clothing	343 16 1	
Miscellaneous disbursements, viz.—		
Salaries to Superintendents, advertising and printing, rates, gas, coal, &c. &c., sundries, petty cash, and office expenses	594 16 5	
		4,593 2 0
Balance		6,216 17 6
Total		£10,810 0 6

1841, March 2nd.

Audited, J. H. STANWAY, Accountant.

It was moved by William Rawson, Esq., seconded by John Hoyle, Esq., and unanimously resolved—

That the report of the Directors be adopted, and that the same with the report from the engineer, and the statements of account now produced, be printed for circulation among the proprietors.

It was moved by J. H. Wanklyn, Esq., seconded by T. T. Taylor, Esq., and unanimously resolved—

That the Half-yearly accounts, up to the 31st of January last, having been produced as required by the Acts of Parliament, and being deemed satisfactory, be and the same are hereby allowed and passed.

It was moved by Henry Newbery, Esq., seconded by Henry Pershouse, Esq., and unanimously resolved—

That the declarations of forfeiture made by the Directors at the respective meetings of their Board, on the 13th and 27th days of August, 1840, of shares numbered 1,154 to 1,156 1,177 to 1,193, 1,745 to 1,747, 8,236 to 8,324, 29,885 to 29,889, 386 to 390, 2,866 to 2,885, 20,070 to 20,080, 29,003, 15,391 to 15,400, 20,221 to 20,240, 21,351 to 21,355, 5,604 to 5,613, 979 to 998, 23,226 to 23,235, 9,580 to 9,589, 17,793 to 17,802, all inclusive, being 249 in number, be and the same are hereby confirmed, and that the same shares be respectively sold at such time or times, and in such manner, as the Directors may think fit.

ROBERT C. SHARP, Chairman.

The business of the meeting being terminated, John Bradshaw, Esq., was called to the chair, when it was

Moved by D. Waddington, Esq., and unanimously resolved—

That the best thanks of this meeting be given to Mr. Sharp, for his courteous and satisfactory conduct in the chair; and further that the best thanks of the proprietors at large are due to the Directors generally, for the great attention which they have shewn to the interests of the Company—for the report which has been read to the meeting, and for having brought this undertaking into its present highly satisfactory position.

JOHN BRADSHAW.

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BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive TENDERS for the LOAN of MONEY, in sums of not less than £300 each, on interest at the rate of five per cent. per annum, for a term not less than three years. The Tenders are to express the sums and the term of years for which the same are proposed to be lent.

The Tenders to be addressed to the Secretary, at the Company's Office in Waterloo-street, Birmingham; to H. Patterson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton-street, London; or to Messrs. Laurence, Cazenove, and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 10th day of March, 1841.

AYLESBURY RAILWAY COMPANY.—Notice is hereby given, that the Half-yearly General Meeting of the said Company will be held at the White Hart Inn, in Aylesbury, on Thursday, the 18th day of March instant, at Twelve o'clock at noon, pursuant to the Act of Incorporation of the said Company; at which meeting two Directors will be elected, in the place of the two Directors going out of office.

The Chair will be taken at one o'clock precisely.

Given under my hand this 5th day of March, 1841.
THOMAS TINDAL,
Deputy Chairman of the Directors.

LONDON AND GREENWICH RAILWAY.—Offices, London Terminus, 9th March, 1841.—Notice is hereby given, That the Transfer Books of the Second and Third Capital will Close on Saturday, the 20th inst., and continue shut until Wednesday, the 31st inst.; and that the Half-Year's Interest, at the rate of 5 per cent. per annum, will be paid at this office on and after the 31st inst. (Tuesdays and Saturdays excepted), from Ten till Four o'clock.—By order of the Board. J. Y. AKERMAN.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200, upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of six per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1844.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff, or to Messrs. Glyn, Halifax, Mills and Co., Bankers, London, Mr. Wm. Mallard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years, for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,
THOMAS WOOD, Secretary.

TO IRON FOUNDERS, AGRICULTURAL IMPLEMENT MAKERS, AND OTHERS.—To be Disposed of immediately, that Old Established Iron Foundry, and Agricultural Implement Manufactory, situated at Greensted Green, in the Parish of Halsted, in the County of Essex, lately carried on by the late Asa Hayward, deceased.

The above business, which is to be put off entirely in consequence of the death of Mr. Hayward, offers advantages and opportunities seldom to be met with.

Any person wishing to treat for the same will be furnished with full particulars, and afforded the most satisfactory means of judging of the concern, by applying to Mr. William Fisher Hobbs, Marks Hall, near Coggeshall; Mr. Abraham Rayner, Halsted; or Mr. Smoothy, Solicitor, Braintree, Essex.

PATENT SPELTER PAINT.—This paint is adapted for all purposes which other paint is now used for, and may be confidently recommended to the notice of the public. When applied to iron its effect may be compared to that of the galvanization of the metal; it resists the influence of the weather, of salt and sea water, and of the fumes in chemical works. When applied to wood, it gets so hard that the most intense heat of the sun makes no impression upon it, and will not make it blister and peel off. Applied to damp walls, or in positions which are much exposed, it affords a powerful protection against moisture and saltpetre. When it is used upon softer substances, such as paper, pasteboard, linen, plaster of Paris, it produces equally satisfactory results.

Apply to JAS. LE CREN, Agent, 26, Moorgate street, or by letter to H. P. ROUQUETTE, Patentee and sole Manufacturer, 14, Mark-lane.

NORTH KENT RAILWAY, Office, 42, Lombard-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

RAILWAY MATERIALS AND IMPLEMENTS.—Messrs. MULLINS and MAC MAHON will Sell by Private Treaty on the Lancaster and Preston Junction line, the following articles, in excellent condition for immediate use:—

Three LOCOMOTIVE ENGINES and TENDERS, in good working order, one a 12 inch cylinder, with 5 feet wheels (coupled), and two of 11 inch. One with 4 feet 6 inch driving wheels, the other with 5 feet driving wheels.

200 to 300 Earth Waggons, of the very best construction, part equal to carry 2¼ yards, with 2 feet 6 inch wheels, and part 1¼ yards per waggon, with 2 feet wheels.

Together with a large quantity of Railway Bars, from 30lbs. to 50lbs. per yard, with Chairs and Crossings, and a variety of other articles used in extensive Railway works.

The whole of the above materials, &c. are in convenient situations for either water or railway conveyance to any part of the kingdom.

Application to be made at their Office, Fishergate, Preston.

10th March, 1841.

MOST VALUABLE PATENT RIGHT.



TO BE SOLD BY AUCTION. By Mr. FISHER. (By order of the Mortgagees and Assignee of Mr. Jeremiah Grime, a Bankrupt.) On the 6th day of April, 1841, at Six o'Clock in the Evening, at the Albion Hotel, Piccadilly, Manchester, subject to such Conditions as will be then and there produced.

The very valuable right to certain Letters Patent for England and Wales, bearing date the 21st February, 1838, for 14 years, granted by her present Majesty to Jeremiah Grime, of Bury, in the county of Lancaster, for certain Improvements in manufacturing Wheels which are applicable to Locomotive Engines, Tenders, and Carriages, and which are principally designed to run upon Railways.

The object of this Patent is to construct a solid wrought iron Wheel with Tyre, Flanche, Spokes, and Nave all in one mass, not separately put together as is now usual.

The immense advantages of safety and durability which this wheel possesses over all others, added to the great facility and economy with which it may be produced, render the Patent right a safe and most profitable investment, particularly to parties connected with railways or the manufacture of Locomotive Engines.

A 3 feet 6 inches wheel in one entire mass of wrought iron, and welded at one blow, may now be seen at the Victoria Gallery in the Manchester Exchange.

For further particulars, application may be made to Mr. MAKINSON, 44, Market-street, Manchester, Solicitor to the Mortgagees; Messrs. I. A. & J. Grundy, of Bury, Solicitors to the Assignee; or to Mr. Fisher, Auctioneer, 17, Princess-street, Manchester.

VALUABLE CART HORSES.—Mr. DIXON begs to announce that he is instructed by Messrs. Tanner and Hartnell, the extensive London and Gloucester Carriers, to sell by Public AUCTION, at his Repository, Barbican, on FRIDAY, March 19, 1841, commencing at Twelve o'Clock, TWELVE valuable, young, powerful, CART HORSES, being the two well-known extraordinary fine Teams, that have been working their Waggons between Farringdon Road Station and Cirencester, sold in consequence of the late further opening of the Great Western Railway.

On view, and Catalogues had two days before the Sale.

N.B. Mr. Dixon most respectfully begs to announce, that his sale on the above day must positively commence at 11 o'clock precisely, on the account of the number and value of the lots.

To be disposed of by Private Contract, an excellent and highly lucrative Van and Waggon Business, with the valuable lease of a large business premises, situated in the heart of the City, with capital entrances and in excellent repair, having been recently built.

The Stock, which are in good working condition, may be taken at a valuation, and are parted with solely in consequence of the ill health of the Proprietor, with immediate possession if required.

For further particulars apply as above.

THIRTY-FIVE VERY SUPERIOR CART HORSES, and their Harness.—To be Sold by AUCTION by Mr. DIXON, at his Repository, Barbican, on FRIDAY, March 19, 1841, commencing at One o'Clock precisely, Thirty-five remarkably fine shaped, fresh, young, powerful CART HORSES, the genuine property of Mr. George Burge, have been employed on the Great Western Railway, and sold in consequence of the Contract on which they have been working being nearly completed.

Colours.—Bays, Blacks, Browns, Roans, and Greys.

The above lot of young valuable seasoned Cart Horses are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been purchased at great expense for the above Contract, and are now in remarkable fine condition.

Also 25 excellent Brick Carts.

On view, and catalogues had two days before the Sale.

Just published, price 2s., with Engravings,

CRAIG'S ROTATORY STEAM-ENGINE, Explained and Illustrated, with a concise Review of the Invention of the Piston Engine, and a comparative estimate of their relative power and advantages.

"Est quodam prodire tenus, si non datur ultra."

London: Houlston and Stoneman, 65, Paternoster-row.

TO RAILWAY CONTRACTORS, IRON-FOUNDERS, &c. Mr. W. Brown has received directions from Mr. John R. Chapman to sell by Public Auction, on Wednesday, March 24, 1841, at Eleven o'clock, the whole of his temporary Railway Materials, now lying at the Junction of the Aylesbury and London and Birmingham Railway, at Cheddington, Bucks, within one mile of the Grand Junction Canal:—consisting of 100 Tons of Malleable Iron Rails, T pattern) weighing 36 lbs. per lineal yard, and 50 Tons of flange-bottomed ditto, weighing 22 lbs. per yard; also 40 2-yard Earth Waggons, with 30-inch wheels, 3¼ inch Axles, and 4 feet 8½ inch Gauge, 15 one and a half-yard ditto, 3 feet 6 inch Gauge, 3 Hurries, about 25 Tons of Cast Iron Chairs, 20 Sets of Switches and Crossings, and various other valuable Railway Materials. The Rails will be Sold in Ten Ton Lots, and the Waggons in Lots of 5 each.

May be viewed by applying to Mr. D. Montague, of Cheddington; of whom Catalogues may be obtained; also at the Swan Inn, Leighton; the Harcourt Arms, Tring Station; and at the Offices of Mr. W. Brown, Land Agent, Tring, and New Road, Aylesbury.

ANDREW SMITH'S PATENT WIRE ROPE. WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibble and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every exectation. It has been used in Shipping Five Years.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, and manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Roake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 27, Cannon-street, City: in Edinburgh, by Sanderson and Son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1	0	0
A ditto in a handle for the pocket	1	5	0
A ditto with Mordan & Co.'s ever-pointed pencil	1	10	0
ditto, ditto, with reserve of leads	1	14	0

December, 1840.

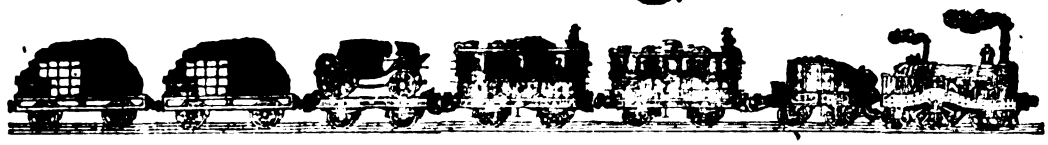
SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 918, Published this day, Price 3d., contains abstracts of the following recently enrolled Patents:—Lockett's, for certain improvements in manufacturing, preparing, and engraving cylinders, rollers, or other surfaces, for printing or embossing calicoes or other fabrics. Church's, for improvements applicable to wearing apparel, and in apparatus for making the same; and also in the method of preparing the articles for sale. Hicks's, for certain improvements in regulators or governors for regulating or adjusting the speed or rotary motion of steam engines, water wheels, and other machinery. Horne's, for improvements in the manufacture of hinges. Freeman's, for improvements in paving or covering roads and other ways or surfaces. Holmes's, for certain improvements in naval architecture and apparatus connected therewith, affording increased security from foundering and shipwreck. Motley's, for improvements in apparatus and means of burning concrete fatty matter. Whitehouse's, for improvements in the construction of spring hinges and door springs. Also, description with engravings of Ernest's Patent Beer Engine; Bucket wheel for making the most of a fall of water; Improved method of scarfing timber; Whitelaw and Stirrat's Patent Water Wheel. And papers on, The necessity for an improved state of philosophical nomenclature; New Theory of the Universe; New Postage Stamp—forging and coining; Solution of a Mathematical Problem: Perry's Double Patent Filter Inkstand; Howard and Symington's System of Condensation; New Fleet of Steam Frigates; Evolution of sulphuretted hydrogen by Sea Water; &c. &c. &c.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's Fleet-street, Middlesex.—Saturday, March 13, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 168. Vol. IV.—No. 12.] SATURDAY, MARCH 20, 1841. [Price, 6d.

BIRMINGHAM AND GLOUCESTER RAILWAY.—CONVEYANCE OF GOODS, &c.—The public are respectfully informed that this Railway is NOW OPEN for the CONVEYANCE of GOODS and MERCHANDISE.

For particulars of charge, &c., applications may be made at the Railway Stations, or at the office Waterloo Street, Birmingham. By order,

WILLIAM BURGESS,
Superintendent and Secretary.

Waterloo Street, Birmingham, March 16, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—TENDERS FOR LOANS.—Notice is hereby given, that pursuant to a resolution of the General Meeting of Proprietors, the Directors of this Company are ready to RECEIVE TENDERS of LOANS of MONEY, in sums of not less than £300, on Security of Loan Notes under the Common Seal of the Company, which will bear interest at the rate of five per cent. per annum, payable half-yearly.

Further particulars may be had on application to the Secretary, at the Office, Waterloo Street, Birmingham; to whom also the Tenders, stating the amount offered and the period for which it is proposed to be lent, must be addressed.

By order,

WILLIAM BURGESS,
Superintendent and Secretary.

Waterloo Street, Birmingham, March 16, 1841.

GLASGOW, PAISLEY, KILMARNOCK AND AYR RAILWAY.—KILMARNOCK BRANCH.—TO RAILWAY CONTRACTORS AND BRIDGE BUILDERS.—The Directors of this Railway Company will meet at their office here on Wednesday the 21st April next, at 12 o'clock noon, to receive Tenders for executing the following contracts on the Kilmarnock Branch:—

Contract No. 1.—Being that portion of the line from the main line, near Kilcush, to near High Ardoch, and in length 4,030 yards or thereby.

Contract No. 2.—Being that portion of the line from near High Ardoch to near Doura Mains, and in length 4,420 yards or thereby. The viaduct across the Lugton Water will be included in this contract.

Contract No. 3.—Being that portion of the line from near Doura Mains to near Overton, and in length 3,550 yards or thereby. The bridge across the Annack Water will be included in this Contract.

Contract No. 4.—Being that portion of the line from near Overton to near Carmel Water, and in length 3,720 yards or thereby.

Contract No. 5.—Being that portion of the line from near Carmel Water to Kilmarnock, and in length 3,200 yards or thereby.

These Contracts, besides the cuttings and embankments, will comprehend all the bridges, with the fencing, laying the rails, and otherwise completing the several portions.

The Plans, Sections, and Specifications, with Drafts of the Contracts, will be seen here, on and after the 31st day of March current; and the Assistant Engineer will be at the railway station, Dairy, on the 2nd, 3rd, and 5th April next, at 10 o'clock forenoon, to point out the Contracts, and to accompany Contractors over the line.

Forms of Tenders, and of detailed estimates, will be received on application at this office; and tenders in any other form will not be attended to.

Each Tender must be accompanied by the names of two or more respectable parties, willing to become securities for the due performance of the Contract or Contracts tendered for.

The Directors reserve power to accept of any Tender which they may think fit, whether it be lowest or not.

Tenders must be lodged at the railway office here, before 10 o'clock on Wednesday the 21st April next.

By order of the Directors,

I. H. MUMFREY, Secretary.

Railway Office, 13, Gordon street,
Glasgow, 15th March, 1841.

NORTH KENT RAILWAY, Office, 42, London-street.—Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R.A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, R.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone, other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act of Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

TO RAILWAY DIRECTORS, &c.—Wanted by a respectable young man, a situation as Station Clerk, Station Master, or Superintendant, having filled a similar situation. Testimonials of the most satisfactory description can be given; apply by letter prepaid to C. N., care of Messrs. Williams and Sons, 54, West Smithfield.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years, for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,

THOMAS WOOD, Secretary.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200, upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of six per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1844.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff, or to Messrs. Glyn, Halifax, Mills and Co., Bankers, London, Mr. Wm. Mallard, 27, Small street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 1st, 1841.

RAILWAY MATERIALS AND IMPLEMENTS.—Messrs. MULLINS and MAC MAHON will Sell by Private Treaty on the Lancaster and Preston Junction line, the following articles, in excellent condition for immediate use:—

Three LOCOMOTIVE ENGINES and TENDERS, in good working order, one a 12 inch cylinder, with 5 feet wheels coupled, and two of 11 inch. One with 4 feet 6 inch driving wheels, the other with 5 feet driving wheels.

200 to 300 Earth Waggons, of the very best construction, part equal to carry 2½ yards, with 2 feet 6 inch wheels, and part 1½ yards per waggon, with 2 feet wheels.

Together with a large quantity of Railway Bars, from 30lbs. to 50lbs. per yard, with Chairs and Crossings, and a variety of other articles used in extensive Railway works.

The whole of the above materials, &c. are in convenient situations for either water or railway conveyance to any part of the kingdom.

Application to be made at their Office, Fishergate, Preston.

10th March, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

Published this day, price 1s.

PRACTICAL RULES for the MANAGEMENT of a LOCOMOTIVE ENGINE in the Station, on the Road, and in cases of Accident. By CHARLES HUTTON GREGORY, Civil Engineer. In extra cloth, bds.

John Weale, 59, High Holborn.

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MANCHESTER AND LEEDS RAILWAY COMPANY—GENERAL MEETING.

(Continued from our last.)

The CHAIRMAN said, it would probably not be deemed necessary that they should read over the items of the accounts, as they were in the hands of the proprietors. They showed that the expenditure of the Company up to 31st December last, had been 2,523,508*l.* 19s. 6d.; and that the funds of the Company were then minus, balance being owing to the bankers of 4,691*l.* 10s. 2d. Before the Report was submitted to their consideration, he begged to offer one or two observations. The Report contained matter both of congratulation and regret; congratulation, that they had at length overcome the difficulties which had opposed themselves to the formation of this the most difficult of all lines; and regret, that these difficulties had not been overcome without a much larger expenditure than the Directors ever anticipated, or had communicated to the shareholders. This was a matter of regret to the Directors, not only as being invested by the shareholders with the superintendence of this work, but in their capacity as shareholders, and very large shareholders, as most of them were, in this undertaking. It was to them matter of deep regret that they had not been able to limit the expenditure within the estimate given to the shareholders on a former occasion; they had, however, given such estimates and reports as they themselves had confidence in and felt justified in giving. If they had fallen short of the expenditure as it was now actually anticipated, it had arisen from circumstances over which they had no control. In looking at those circumstances, it was not necessary for him to go over the particular heads of excess, as was done in the Report, but he might state generally that there was a cause of an excessive expenditure in this undertaking which was peculiar to itself, and which, though it was very plain to be seen now that the expenditure was incurred, was certainly not anticipated in the first instance. It arose from the natural difficulties presented by the country. In most undertakings the engineers had a considerable latitude in the direction of their lines. The essential condition of a railway, in order to adapt it to the most beneficial mode of conducting the traffic, restricted it, both in its gradients and in its direction, within certain limits. In their case, the narrow and contracted valley through which they had passed, the very valuable property through which the line had been conducted, the public works—such as canals and roads—which had already occupied the lower part of that valley, and the difficult nature of the ground, had placed the Engineer in a situation where he had not that usual power of deviating, when he met with obstacles, which was afforded in other parts of the country. The fact was, in this line they had been restricted to inches and feet, when, in general, a latitude of 20, 30, 40, or 50 yards was given. In many cases, such restriction had imposed upon them an expense which could not have been contemplated before their actual experience of it. The whims and caprices of particular individuals in the narrow part of the valley had cost the Company, in one instance, as much as 20,000*l.*, without adding one penny to the value of the line. (Hear.) This was a general reason why the expenditure had so far exceeded the estimate. But it might be very naturally inquired why, at the last half-yearly meeting, the Directors had not found that this would be the case. And the Directors, particularly himself, were placed in a mortifying situation by having, on that occasion, so recently stated to the proprietors that the undertaking would be completed for 2,800,000*l.*, when they now found that the total capital required would be 3,172,000*l.* He would just observe, that the estimates were not formed on exactly the same basis. The present estimates were the foundation of an application to Parliament; and it was necessary that they should not only provide the means of doing all that was immediately needful, but that they should look forward and provide the means of finishing and completing the line in a way which they conceived would ultimately be necessary in a few years. The consequence was, the present estimate was formed on a more liberal scale than that of September last, and they thought they were justified in stating to the shareholders what would enable them to place the concern in a situation to do all that was needful for conducting the traffic. A very considerable outlay beyond what was necessary for the traffic in the first instance, was found from experience in the history of railways to be advantageous; but it was only expended in the course of years, and as experience pointed out where and under what circumstances such outlay might be required. Another ground on which allowance might be made for the excess above the former estimate, was this. Since September last, a very considerable portion of outlay, which could not then have been foreseen, had been caused by the necessary requirements of the works. Still there was enough to make it a subject of regret with the Directors that there should be such an excess on the present occasion. All he would say was, that they had endeavoured at all times to ascertain, asaccurately as possible, the amount which would be required, and had on all occasions stated that which they believed would be sufficient for the purpose. In looking back upon the history of the undertaking, he believed, if they had it to do over again, in the same time, and under the same circumstances, that there were few points in which they could save any money. The error was, not that money had been lavished, but that they were unable to ascertain the exact cost. (Applause.) At present, from the best estimate they could form, the main line, with its full complement of engines, stations, and every thing that was necessary, would cost 2,864,000*l.* The confidence he claimed for the present estimate arose from the Directors (finding that their previous estimates had not been borne out) having been doubly anxious, and used further means for coming to a correct conclusion. The engineers did not say that in this estimate any larger sum was included than it would ultimately be for the advantage of the Company to lay out; still, they said that ample provision was made, and that they expected the future expenditure would be rather under than over the present estimate. (Hear, hear.) With regard to another important branch of the undertaking, that of traffic, he would not offer any remarks, as they were now leaving the fields of conjecture, and entering on that of experience. (Applause.) During the eight weeks that had elapsed since the partial opening of the line, the goods had averaged 1,600 tons per week. The Parliamentary estimate had been 2,000 tons; but, considering the break in the continuity of the line, and the circumstances of disadvantage under which the Company had laboured in the first instance, they were convinced from the experience which the superintendent, Captain Laws, and Mr. Gill, who had paid particular attention to that part of the business, had derived within the last few weeks, that they might ultimately expect a much larger portion of goods than they had ever anticipated. (Applause.) That was also one cause why the present estimate for locomotive engines, carriages, &c. was considerably increased; for the amount of carriages and engines required to produce a given revenue, as compared with those necessary for the passenger traffic, was about as four to one. Therefore, seeing that they were likely to have a larger proportion of goods than they expected, they had been anxious, as early as possible to provide for it. They had ordered sixteen more engines than they considered necessary at one time, and there was every reason to believe that there would be full work for them. The only other subject on which he would detain them was the passenger tax, than which no subject was of more importance to the Directors and shareholders of this Company. It was well known that this Company had adopted the principle of carrying the larger number of people at a comparatively low fare, in preference to carrying the smaller number at a large fare. (Applause.) In the first instance, there was the ground of public convenience, which was accomplished by the adoption of this system. It was evident, that of the two modes of proceeding, supposing each to produce the same income, it was the duty, and would be the desire of the proprietors of every line, on public grounds, rather to accommodate the larger number of the public at low fares, than the smaller number at high fares. The only question was, which would produce most revenue. The Directors had given that subject their utmost attention, and had arrived at the conclusion, that it was for the interest of the Company, and they believed of all Companies, to carry the larger number for the smaller fare. (Applause.) It might be proper to state the grounds on which they had arrived at this conclusion, inasmuch as the longer the consideration of the question of tax or duty was delayed by Parliament, the difficulties would increase; and they were exceedingly anxious to press its consideration on members in the present session. They believed the question was not well understood. There had been experiments on other lines with third-class passengers, but not conducted in a way likely to promote their success. Two conditions were essential to make railway traffic pay,—a sufficient number of passengers to bring in the revenue, and that each class should be carried in such a way as to leave a profit. It had been too much taken as a point not to be disputed, that the expense of conveying passengers was at least 1d. or 1¼d. per mile. It was true first class passengers cost that or more, but the principle this Company had adopted was, to endeavour so to arrange the accommodation, and to adapt the means of conveyance, that each class of passengers should be carried at a profit, and that that profit should, as nearly as possible, be equal, as derived from each class; that is, that the ratio of profit should be the same in proportion to the fare. If they received a profit of 50 per cent. from first class passengers they endeavoured so to economise in the mode in which they carried third class passengers as to receive 50 per cent. of their fares. It was true it required three third class passengers to pay into their exchequer the same amount as one first class passenger paid; consequently it was more profitable to carry first than third class passengers; they had thence the strongest motive and inducement to prevent, as far as they could, the first from becoming second, and the second from becoming third class passengers. What they contended for was, that in this district particularly, and they believed it would be found the same throughout the country, were they to confine themselves simply to first and second class passengers, the amount of revenue, however large, which they would derive from these passengers, would not be equal to what they required. They knew that by extending their accommodation, so as to include the highest class of travellers in the country and the lowest, they were thereby conferring the greatest benefit on the public, and they believed also on the proprietors. (Hear.) They maintained a distinction between first, second and third class passengers; and it was essential that that distinction should be such, that first class passengers should not be induced to become second, nor second to become third. They had had many suggestions from the public as to the accommodation they afforded; many second class passengers told them that if they allowed a little glass in the windows it would be much pleasanter than shutters, and others suggested that cushions would make the seats much more comfortable. (Laughter.) Now, it was not that the Directors did not wish to afford to the public every comfort that was compatible with their own interest, for it was not only the interest of the proprietors, but the interest of the public was concerned; for unless railways paid the proprietors the public would be deprived of the advantages of railways. The consequence was, they were obliged to make such distinctions between the accommodation afforded to first, second and third class passengers, as should prevent one class merging into another. That was the principle they had adopted, and if followed out, he conceived it would answer the purpose of the Company. As a proof of that he would state the proportion of passengers of the different classes carried upon this line. In half a year they had carried 35,000 second and 154,000 third class passengers. (Hear.)

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Had they not adopted the system of third class passengers, but confined themselves to first and second, they would have required 119,000 second class passengers to have yielded the same amount of revenue. No one familiar with their traffic but would feel that no such excess of the second class passengers would have arisen from laying aside the third class carriages. The principle they wrought upon was this,—the expense of conveying passengers along the line depended, as nearly as possible on the weight of the carriage. They carried eighteen passengers in a first class carriage, about thirty in a second class, and sixty in a third. Assuming, as in fact was the case, that each carriage was about two-thirds full, it so happened that the first, second, and third class carriages were exactly the same weight. The consequence was, each carriage load of passengers cost the same money to convey it from end to the other; and they had so adapted the fares, that each carriage, so loaded, yielded the like amount; so that it was quite a matter of indifference whether a first, second, or third class carriage went out; if it went two-thirds full of passengers, it would cost the same money to take it to the far end, and they should have some revenue from it. By keeping up the essential distinction between first, second, and third class passengers, and by working the traffic in this way, it would not only be beneficial to this Company, but to all those who had failed,—and failed because, in providing third class carriages, they had been anxious to provide greater accommodation than they could afford. Some had been anxious to provide seats. Now, if that were done, it immediately nearly doubled the expense, for, instead of the carriages containing sixty, they would only hold thirty-five or thirty. There was only one other subject which he would notice. Yesterday the Directors had received four memorials—two from clergymen of the Established Church in Manchester and Huddersfield, and their respective neighbourhoods, and two from ministers of the Wesleyan body in those places, on the subject of Sunday travelling. The object was to present to the shareholders the importance of closing the line on the Sunday; the grounds were set forth at length, and every argument was used which could be brought to bear on that important subject. The Directors, in considering these memorials, had thought that it would not be doing justice to the subject to discuss it on the present occasion; they had therefore resolved merely to communicate to the proprietors the fact of these memorials being received, and leave the meeting to direct what steps should be taken thereon. (Hear, hear.) He need not add that the Directors would be exceedingly glad to enter into all the details that the proprietors might require, with regard to the heads of the excess of expenditure. They were prepared with every detail that it had been possible to provide on the occasion, and were anxious that every explanation should be given.

Mr. JAMES WOOD said he was not about to move any resolution with reference to the important subject which had just been adverted to by the Chairman. He rejoiced that it had been taken up by the clergy of the Established Church, and by another respectable body; and that the Directors had given the memorials a serious and deliberate consideration. Mr W. dwelt at some length on the importance of observing the Sabbath, and expressed a hope that the Directors would reconsider the present arrangements for Sunday trains, and when the mails were ordered to be conveyed on the railway, only allow the mail trains to travel on the Sabbath.

In answer to a question from the Rev. R. Bassett,

The CHAIRMAN said the memorial from the clergy of Manchester was signed by 12 or 15, and and that from the Wesleyans by six or eight ministers. The Huddersfield memorials were also numerously signed.

EDWARD LOYD, Esq., banker, moved the adoption of the Report.

Mr. KAY wished to know what would be the expense of the whole line, including the making of stations, carriages, and every thing which the Company would require?

The CHAIRMAN said the cost of the main line would be, according to the present estimates, 2,864,000*l*.

Mr. KAY wished to know the cost of the summit tunnel?

The CHAIRMAN replied that the entire cost of the summit tunnel was 251,000*l*.

J. C. HARTER, Esq., seconded the resolution.

THOMAS FIELDEN, Esq., said he wished to ask a question. As Mr. Kay had made an inquiry as to the expenditure of the Company on the line, which had so far exceeded the estimate, he wished to know whether it was the intention of the Directors to reduce their salaries or not?

The CHAIRMAN begged to say that the salaries so liberally granted by the Company to the Directors, had certainly never been taken into consideration by them. The grant, which had shown so satisfactorily to them the confidence reposed in them by the shareholders, had been the means more than any other cause of enabling the Board to carry out their operations to their present position with success, because it had been the means of enabling them to secure the services of one gentleman of their body (Mr. Gill) to devote the whole of his time and energies to this great undertaking. They considered the time had not yet come when they could take into consideration the proposition of the shareholder (Mr. Fielden), or make any change in their arrangements with advantage to the Company. He could assure the meeting that there was no subject more spoken of at the Board, and more generally studied, than that of economy. (Hear, hear.)

JAMES WOOD, Esq., would say in reply to the observations of Mr. Fielden, that the sums paid to the Directors for their services was not too much: he, indeed, conceived them far too little. (Hear, hear.)

Mr. KAY expressed great regret that the estimates at different times brought forward should have been so much exceeded by the actual cost; and were it not for the confidence he had in the individual character of the gentlemen composing the Board, he should have felt exceedingly distrustful.

The CHAIRMAN could only say in reference to the estimates, that it was a matter over which the Directors had no control; their duties were confined more to acting on the best estimates that could be obtained, to seeing that the money of the Company was not wasted, and in making such arrangements as seemed most likely to secure the performance of the undertaking in a business-like way. If gentlemen would have a guarantee for the faithful discharge by the Directors of their duties to the best of their ability, he thought they had it in the fact of their holding one-fifth of the whole stake of the Company in the undertaking. (Applause.)

Mr. THOMAS FIELDEN hoped the Directors would reconsider the subject of their salaries again. (Disapprobation.) In the next place, he wished it to be observed that they had stated their anxiety to accommodate all classes of the public by providing first, second, and third class carriages, at certain rates, but they went on to state that the waggon passengers (third class) would be required to be at the station and booked ten minutes before the time. Now he thought that these were the best customers to the railway, and were the class that paid best. (A voice, "No.") He wished to know why they should be compelled to wait ten minutes in the open air before they started.

The CHAIRMAN said, the simple answer to Mr. Fielden's last question was that the number of third class passengers was so great, and the time they required to get into the carriages was such, that they felt it impossible to guarantee the strict departure of trains at the appointed times without this arrangement. (Hear, hear.) And though they were not willing to undervalue the advantage to be derived from third class passengers, they were not anxious to make too many. Mr. Fielden would know enough of arithmetic to understand the value of converting a third class into a second class passenger, for by this regulation they did not deprive a person of the chance of going by the train if he arrived at the station late; if his business were urgent he could take a second class fare, and so save his time. (Hear, hear.)

Mr. FIELDEN disagreed *in toto* with the Directors on this point. He thought that no difference ought to be made to the disadvantage of the third class passengers, and if they persevered in this course, the result would be that they would lose their short-stage passengers, who would prefer walking to waiting ten minutes. The coaches to Oldham were already loading excessively in consequence of this regulation.

The CHAIRMAN assured the shareholders that no one should be obliged to walk if they could help it.

Mr. FIELDEN would not be content with any thing less than a promise of alteration; and if that was not given, he would take the sense of the meeting. Mr. Fielden was about to submit a motion, when the Chairman reminded him that other business was now before them, but intimated that he might propose his motion before they separated.

The motion for adopting the Report, &c. was then carried.

Mr. GEORGE SANDARS moved, "That the Directors of this Company be authorised to apply to Parliament for powers to increase the capital stock of the said Company to the extent of 487,500*l*., and to issue new shares for that purpose; and also to borrow money, and to pay off the money borrowed; and to apply for such alterations and amendments of the existing Acts as the Directors may think proper. That the draft now laid before the meeting, of the proposed Bill, until it be presented to Parliament, be approved of, and that the Directors have full authority to alter and modify the same as they may think proper." In proposing this resolution, Mr. Sandars said the sum asked for was a large one, but when they considered the magnitude of the works they need not be surprised at it. He would recommend every proprietor to take the trouble of going over the line, to examine the works and the magnitude of the difficulties with which they had to contend, and they would find that, great as was the sum it had cost, the only surprise was that they should have been able to overcome so many difficulties at all, for any sum. (Hear, hear.) There was one other subject he would allude to, now he was on his legs, and he was sorry to have to make allusion to it, because he differed in some respects with the Directors on the line of policy they had adopted. He did not wonder at the Directors being anxious to reap all the benefits they could of a traffic upon their line, but he thought that in attempting to reap all those benefits they should at all events confine themselves to that traffic alone which was legitimate, and he thought that to convey passengers at a reduced rate, and by that rate to reduce the traffic on other lines, was neither politic nor expedient. He regretted to have to make this remark, but he made it in the character of a general railway shareholder, and he thought that if such a system were commenced and carried on it would be very injurious. They might think the difficulties attendant on making their line so great that there was little chance of a rival line, and that they were thus secure of a monopoly, and secure from retaliation; but he thought the time would come when they would have an opposition themselves, and when they would have cause to regret this policy. ("No, no.")

Mr. COBB, of Bembury, seconded the motion.

Mr. ROBERTS thought the meeting ought to have some knowledge of the proposed Bill, before they were pledged to it by this resolution.

The CHAIRMAN said, it was intended that Mr. Brackenbury should state the principal features of the Bill to the meeting.

Mr. BRACKENBURY said, the Bill began by reciting the previous Acts, and the sums of money they had power to raise, and then stated that those sums were not sufficient, and that it was expedient the Company should be authorised to raise a further sum, and that the powers of the said Acts should be extended and enlarged; and then as that could not be done without additional power, there followed clauses for that purpose. Then there came a clause

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that the Company should from time to time, at any special meeting of proprietors, have power to raise by subscriptions from among themselves, or by the addition of other shares, a sum of money amounting to ——, and here a blank was left for the sum.

The CHAIRMAN—487,500*l.*

Mr. BRACKENBURY—That was as the additional capital stock of the Company. And then as to the mode of distributing the shares, that would have to be decided at another meeting of proprietors. In addition to this the Bill contained a clause to enable the Company to raise money by mortgage on the works to the extent of one-third of the capital, so soon as one-half the capital should be paid up.

The resolution, after some further discussion, was carried.

The next subject before the meeting was the election of Directors, and the retiring members, Messrs. Simpson, Gill, and Entwistle, were re-elected. The meeting then separated.

SHEFFIELD AND ROTHERHAM RAILWAY COMPANY — HALF-YEARLY GENERAL MEETING.

(From the *Sheffield Mercury*, with additions.)

ON the 11th instant, this Company held their Half-yearly General Meeting at the Sheffield Station. There was a very large attendance, among whom we observed a considerable number of gentlemen from Leeds, Bradford, Wakefield, and Barnsley. Mr. William Vickers, the Chairman of the Board, presided. He opened the meeting by apologising for their not being able to put into the hands of the proprietors before the hour of assembling, a printed copy of the accounts and of the report. That had arisen from their not having until yesterday, been able to make up their accounts with the North Midland Company, a delay which he thought would not be likely to occur again.

Mr. HENRY VICKERS, one of the law clerks, read the notice convening the meeting, and laid on the table the register of proprietors, which having been sealed by order of the meeting,

Mr. BADGER read the Directors' Report and accounts, which stated that they had delayed the holding of the present meeting to almost the latest day permitted by the Act of Parliament, in order to afford time for the settlement of the accounts with the North Midland Railway Company—accounts of considerable complexity, in the outset, but which could, (being better understood) be much easier of adjustment in future. The Directors congratulated the proprietary upon the realisation of the expectations, which they always indulged, that this railway was to be the main inlet and outlet to the town of Sheffield. Already was seen upon it passengers and goods, and the mails for north, south, and east—a portion also of Western traffic (*via* the Manchester and Leeds Railway) had lately found its way upon it; and this promised (for a time at least) to be an important auxiliary. As regarded goods, although the return was already very encouraging, the Directors believed it would be more than doubled in the next half-year's account. The Company's local traffic was reported to be in a healthy state. The number of passengers conveyed on the line during the half-year ending 31st December, was as follows:—By the local trains, 194,878; by the North Midland trains, from 11th May to 31st December, 78,893;—making a total of 272,972. The numbers would be greatly increased on the revival of trade. It appears that on this railway, since its opening, to the present time, upwards of one million persons have been conveyed without a single serious accident to any passenger. The Directors were convinced that it is to the determination of Companies to engage and retain in their service none but vigilant and intelligent servants, that the public are to look for safety of conveyance, rather than to any Government interference, which, by dividing responsibility, would inevitably increase the chances of accident. Upon this line 60 trains pass to and fro each day; and yet they saw no benefit which could arise, but, on the contrary, a positive injury and inconvenience, if Government were to step in and imperatively require a quarter of an hour's interval between the trains. It appeared from the abstract of income and expenditure, that the receipts of the half year, including a balance from the previous account of 46*l.* 4s. 4d., amounted to 12,114*l.* 16s. 1d., and that the total half-year's outlay was 5,916*l.* 16s. 9d., leaving a balance in hand of 6,197*l.* 19s. 4d. Out of this clear profit, the Directors recommend the payment of a dividend of 1*l.* per share on original shares, and 6s. per share on new shares, which would leave a surplus to the reserved fund of 997*l.* 19s. 4d., making that fund on the whole 2,292*l.* 12s. 8d., while all the outstanding demands upon it were only estimated at 450*l.* The Report proceeded to state that the undertaking being now in a condition permanently to remunerate the proprietors, the Directors conceived that they were fully justified in going to some additional outlay, in order the better to accommodate the increased and increasing traffic. They had therefore thought it right to commence the erection of permanent station houses at the Holmes and at Brightside, in lieu of the temporary boxes there, which are now inadequate. Each building would contain a dwelling for the man in charge of the station. At Rotherham, also, some improvements have been rendered necessary in the offices and entrance, and are now in active progress. Two bridges are in course of erection at Hall Carr Wood-lane, and near the Sheffield station, in order to carry two roads over the railway instead of their crossing on the level as at present. The Directors concluded with recommending to the support of the proprietary the proposed line of railway to Doncaster, an application for which is intended to be made to Parliament next session. It is deemed a project of much importance to this Company as well as to the North Midland, and its establishment would considerably augment their revenue. The Directors propose, at a future period, to submit some distinct propositions on this subject, and in the meantime solicited the sanction of the meeting to their promotion of the measure.

R. S. CHAMBERS, Esq., of London, rose and said, he was sure the meeting joined in the satisfaction which he felt on the reading of the Report, and at the prosperous position which the accounts showed this Company to be in. He had never expected, when he embarked in this concern, more than 5 per cent. for his money, but now they had got 8 per cent. For this success they were mainly indebted to the industry and good management of their Directors. His views were pretty well known on the question of Sunday travelling, and although he had on a former occasion brought it before this proprietary, and it had been set at rest by its being left in the discretion of the Directors, he could not but again raise his voice against the practice. The whistle of the half-past three o'clock train was a great annoyance to the persons attending Divine service in Rotherham church. [The honourable proprietor was here interrupted by a statement from the chair, that there was not a train at that hour on Sundays.] Mr. Chambers in continuation said, he was, it seemed, mistaken as to the hour, but still, the running trains at any time of the Lord's day was equally an infraction of it with their running during the stated hours of worship. However, not to pursue the discussion further, he would return to the Report, and conclude by moving that it be adopted, and the accounts be passed and agreed to.

Mr. BEVERLEY, of Leeds, briefly seconded the motion.

Mr. ISAAC IRONSIDE said, the honourable gentleman who had moved the resolution, had thought fit to revive the question of Sunday travelling. That question had been discussed, and it had been decided by a large majority to leave it to the Directors. As this was the case he must say, that he thought it was in bad taste to revive it on the present occasion. However, as it had been done, he should feel it his duty to reply to the statements that had been made. Mr. Chambers moved in a respectable sphere; he had the comforts and elegancies of life in abundance, and it was quite a relief to him to go to church on Sundays, but it was not so to the poor Sheffield cutler, who had to toil from six in the morning till eight at night, to eke out a subsistence, and who could scarcely scrape together the sixpence necessary to afford him a ride on the railway. He was convinced that God could be worshipped in the fields, on the mountain, and in the wood, quite as well as amongst pews, and paint, and putty. Nothing pleased him more than to observe the numbers of the working classes who availed themselves of the railway on Sundays, and he trusted the Directors would never attempt to curtail the few opportunities of pleasure they had. With respect to the late trial at York, he would observe, that at the last meeting the subject excited much interest, and in consequence of that the Chairman stated, that when the subject came before the shareholders, he could satify them that the step the Directors took was the best. The meeting was now called on to pay the costs, near 300*l.*, and he thought the statement promised by the Chairman was due before the Report was adopted. There was another question to which he would allude before concluding. Some time since, a placard appeared in the town purporting to be a resolution ordering Percival to withdraw his omnibus from the station. That resolution, unexplained, appeared the most monstrous and pig-headed that could possibly be conceived, and he wished to know the facts upon which it was founded, in order that the Directors might not appear so extremely silly as, in his opinion, they now did.

The Chairman said, that the Directors had used every possible means to avoid the trial at York. They had been unwillingly dragged into it; various attempts had been made to settle it without going to trial; money had been offered, but it was refused unles accompanied by an apology, and they thought a Director ought not to be disgraced in that manner. They had employed a first-rate counsel at the trial, who had not time to look at his brief before the case was called on; and he felt convinced that had they employed a second-rate counsel, who could have attended to the case, the result would have been different. As to Percival's omnibus, the Directors found that one omnibus was insufficient for the wants of the station, and Mr. Percival was asked if he would put two on, which he declined. They had then no alternative but to prohibit his from coming to the station, and let some one have the business who would engage to find two omnibuses, for they had complaints from passengers that their luggage was seized by the cads of different omnibuses, and from ladies that their dresses were torn in the same manner.

Mr. IRONSIDE said, that it appeared the Directors did not wish one of their number to be disgraced. He thought, however, that it would have been much better for a Director to have been disgraced, than for the whole Company to be disgraced, as he thought it was by that trial. It also appeared, that the law clerks were to blame for the result of the trial, in having employed an improper person as counsel.

Mr. WILLIAM VICKERS.—I did not say an improper person.

Mr. H. VICKERS.—We employed Mr. Cresswell.

Mr. IRONSIDE.—The Chairman stated, that a person was employed who had not time to do his business. If so, he was an improper person; and as the law clerks had employed him, he thought they ought to pay the bill of costs. The explanation about the omnibus was in some degree satisfactory, but he hoped the Directors would give no one-sided encouragement. He recollected what a deal was said, when this railway was projected, about monopolies, and vested rights, and so on; and now we were established, we turned round and shoved out a man who was acting upon our own principles.

The CHAIRMAN.—It was his own fault; he might have had the whole of the business had he done as the Directors wished.

Mr. IRONSIDE.—But that would have been a monopoly. All that is wanted is that there shall be a clear stage and no favour.

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Mr. Booth, of Rotherham, begged permission to ask a few questions. He commenced by saying that he was, in consequence of his former connection with the Board, acquainted with the nature of the agreement made with the North Midland Company, having personally had a considerable share in the negociation of it. He wished, therefore, to inquire whether any and what portion of the aggregate receipts stated in the account as derivable from passengers, arose from the North Midland traffic.

Mr. Henry Vickers—The accounts are not now on the table, but speaking from recollection, he should state, that of the aggregate receipts of 6,500*l.* and upwards for passengers, about 1,600*l.* arose from North Midland traffic, and the rest was the local passenger traffic.

Mr. Booth—Then what becomes of the passengers booked only to Masbrough, which by the agreement belong to this Company exclusively?

Mr. Henry Vickers—They are included in the local traffic, and the receipts are handed to us weekly.

Mr. Booth—What does the item of upwards of 1,000*l.* received for interest, arise upon?

The Chairman—Upon our outlay at the station.

Mr. Booth—Yes; but I wish to know what the amounts of the outlay are, as we were to receive different rates of interest upon two classes of expenditure.

Mr. Henry Vickers—Precisely so; the item included interest from the 11th May (when the North Midland was opened to Sheffield), to 31st December, at 5 per cent. on 11,000*l.* (in round numbers), expended by us in land and compensation, and expenses attending its purchase—and interest for the same period at 6½ per cent. on about 15,000*l.* in works executed, such as rails, ballasting, fence walling, earthwork, and the shed. The next half year there will be an addition of about 1,400*l.* of expenditure, on which we shall be entitled to interest, for works in progress. The North Midland Company's claim for interest will be larger next half year. The outlay on the goods' warehouse, just erected by the North Midland Company, will not, practically, be a charge on the station fund, because it will be let to carriers at a rent of so much for every ton of goods passing through it, which, it is estimated, will pay more than the interest of the outlay upon it. (Cheers.)

The Report was adopted unanimously.

G. W. Chambers, Esq., moved the declaration of a dividend of 1*l.* per share on the original shares, and 6*s.* per share on the new shares, being at the rate of 8 per cent. per annum; which was seconded by Mr. Harrison of Barnsley, and carried by acclamation.

Mr. Ridsdale, of Leeds, moved a vote of 300*l.* to the Directors, for their services for the past half year, which having been seconded,

Mr. Booth rose and said, he thought the present Directors ought not to run off with all the glory and all the pay. It ought fairly to be proportioned among the Directors also who had retired last year. (A laugh.) Besides, he thought these votes ought to be made at annual meetings, and not at half-yearly meetings like the present.

The Rev. H. Watkins, of Silkstone, agreed in opinion with the last speaker, and therefore moved, as an amendment, that the vote for the services of the Directors be deferred to the next annual meeting, which was seconded.

Marrion Fierville, Esq., of Wakefield, supported the original motion, and spoke in eloquent and laudatory terms of the obligations which the Company owed to their Directors.

The Chairman called for a show of hands, and put the amendment first, which, he thought, had the majority.

A Proprietor suggested that the votes should be taken, but,

The Chairman thought that the matter had better rest on the show of hands, and be postponed, which suggestion the Proprietor acquiesced.

Mr. Booth moved a vote of thanks to the Chairman, and the meeting broke up.

The proprietors afterwards had a trip down the line, to inspect the new stations now in progress at Rotherham, Brightside, and the Holmes, and returned much gratified with the day's proceedings.

TAFF VALE RAILWAY COMPANY—GENERAL MEETING.

[From the *Bristol Journal.*]

The report of the Directors of this undertaking, read at the recent meeting of proprietors, refers to the gratifying fact, that since the last general meeting, 16 miles of the line have been opened, and that the traffic is such as to justify expectations that it will defray the interest on the capital created by the last Act of Parliament. There is however, a temporary difficulty in raising money for opening the main line and colliery branches; but the Directors hope to open the whole of the main line to Merthyr before the end of this month. The report of Mr. Bush, the engineer, bears out this expectation, and says—

Of the six locomotive engines building for the Company, four are so far completed that they will arrive about the first week in March; and in addition to the stock of carriages and waggons now at work upon the finished portion of the railway, I expect those building for the Company will arrive at the same period.

The Directors state that, in the depressed state of the money market they had been convinced that they should least injure the interests of the proprietary by recommending the issue of the new shares on such terms as would best insure their falling into the hands of the present shareholders, in the exact proportion of their original shares. The Directors recommend that the new shares be issued on the following terms, viz.:—

1. That on paying a deposit of 5*l.* on each new share of 25*l.*, every proprietor should be entitled to two new shares for every old share standing in his name, at a discount of 20 per cent.

2. That in case of any proprietor delaying to signify his acceptance of the offer of new shares in one week after it has been made to him, or neglecting to pay his deposit in one week after such acceptance, the Directors will issue such new shares to the public, on the best terms they are able to dispose of them, not exceeding a discount of 20 per cent.

3. That the new shares should have a preference of interest pursuant to the resolution of the special general meeting held on the 13th day of January last.

The Directors cannot help congratulating the proprietors upon the great regularity with which their calls have been paid, as at this moment there is not a deficiency upon the total calls of more than 4,550*l.*; at the same time, that they extremely regret they have been compelled to recommend a sacrifice so large as they have done upon the issue of these new shares, which they have hitherto by protracted (but now pressing engagements endeavoured to avoid.

The cash account is as follows:—

Taff Vale Railway Statement, from 30th June to 31st December, 1840.

DEBTOR.

To balance from last statement				£2,493	14 10
Received on calls in arrear	6,030	0	0		
On call due 7th August	23,330	0	0		
Ditto ditto 9th November	9,475	0	0		
				38,835	0
Ditto promissory notes				3,333	6 8
Balance of bills payable on 31st December				20,940	4 6
Received for fees				0	12 6
Passenger traffic from 9th Oct. last to 31st Dec.				951	18 1
Balance				14,781	12 11
Total				£81,236	9 0

CREDITOR.

By payments to contractors for works	22,588	8	6
Permanent way—outlay on stations and at termini, repairs, &c.	39,576	13	8
Land and compensation, law charges, and conveyancing	3,596	10	4
Paid in engineering department	1,319	4	3
Interest on debentures	2,713	13	6
Salaries, office, and other expenses	1,951	6	7
Locomotive engines	5,340	10	2
Carriages, trucks, horse boxes, &c.	4,140	2	0
Total	£81,236	9	0

The total expenditure from the commencement is £427,923.

Cheltenham and Great Western Union Railway.—We may expect the opening of this line as far as Cirencester by the 26th of next month, the Company having given notice to the Great Western Directors that it will be ready by that day. The latter Company has taken this branch on lease at 17,000*l.* per annum.—*Cheltenham Paper.*

ULSTER RAILWAY COMPANY—GENERAL MEETING.

[From the *Northern Whig.*]

On Thursday last, the Half-yearly Meeting of the Ulster Railway Company was held in the Board room, Belfast; James Goddard, Esq., in the Chair. The report as annexed, having been read, and the first resolution approving of the report having been moved, a conversation took place respecting several portions of the report, and particularly the statement of accounts appended to it.

Mr. James G. Bell, who originated the conversation, declared, that he himself perfectly understood every item, and that he was satisfied with the correctness of the statement; but he conceived that it would be more satisfactory to the shareholders, particularly those who lived at a distance, and could not of course have ready access to the Company's books, if the statements furnished with the Report were more detailed.

The observations on this subject met with very general approbation, and the Directors expressed their willingness to meet the wishes of the Company upon that point; and, accordingly, the second resolution, instructing the Directors in regard to that matter, was unanimously passed.

In reference to the paragraph in the Report, expressive of the opinion of the Directors, that the railway should not be opened to Trummery (six miles above Lisburn), on the 1st of July next, but that it would be more advisable to wait until it could be opened to Lurgan.

Mr. T. Tennent wished to know, whether it was the intention of the Directors, that, when the line was open all the way, there should be no stopping place between Lisburn and Lurgan, as he thought the Report obscure in that respect?

To this it was answered, that the Directors had no such intention; that the meaning of the paragraph obviously was, that it would be unprofitable, and therefore unadvisable, to run the train, and stop at Trummery or Moira—a mere country village; while, on the contrary, it would be better to delay the opening until the way was complete to Lurgan, an important market town.

Mr. Robert Grey, in moving the next resolution, called the attention of the Company to the practice of the English Railway Companies, in having an Engineer's Report appended to their Directors' Report, and thought that the example should be followed here.

Mr. M'Cammon seconded the resolution, which was carried, in favour of having the Directors' Report accompanied with a Report from the Chief Engineer.

Mr. James Cunningham then moved the fourth resolution, by which a dividend for the half year, of 3*s.* per share, is declared.

Mr. John Boyd moved the fifth resolution, conveying a vote of thanks to the Directors.

After some further conversation, of not much general interest, respecting the Company's affairs, the meeting separated.

The following is the

REPORT.

The Directors, in their last Report, expressed their satisfaction at being able to congratulate the proprietors on the successful working of that section of the line now open to the public; and they also alluded to the system of economy which their more matured experience had enabled them to carry into effect.

They have now the gratification of stating, that their efforts in this particular have been, to a considerable extent, successfully carried out, as will appear from the fact that, notwithstanding the excitement and consequent large influx of passengers caused by the opening of the line, a larger dividend is now recommended than at the corresponding period of last year. This has arisen from a general reduction in the expenditure, and particularly that connected with the locomotive department, in which, among other matters, a saving in the consumption of fuel, amounting to nearly one-third, has latterly been effected.

The following statement of accounts, made up to the 28th February, according to the provisions of the Act of Incorporation, shows a clear profit of upwards of 4 per cent. per annum on that section of the line now working, and enables the Directors to recommend a dividend of 3*s.* per shares which will leave a surplus of 555*l.* 3*s.*

The gross receipts for 181 days ending 28th February	£4,345	0	7
Surplus, last year	361	16	3
Total	£4,706	16	10

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The expenditure in working the line for this time, including an allowance of 470*l.* for wear and tear of engines and carriages, is..	2,537	4	10
Leaving a clear profit of.....	£2,169	12	0

Agreeably to the resolution of the general meeting of the 12th of March last, the Directors inform the Company, that the following members of the Board vacate office at the annual general meeting in September next, namely:—William Steen, John Kane, William Gray, William Coates, Thomas Walkington, James B. Boyd, and George Scott.

The progress made by the contractor, with the works on the extended line to Portadown, has been so far satisfactory, the heavy embankments between Lisburn and Lurgan being for the most part completed, and the ballasting already commenced. The Directors would remind the Company, that, according to the contract, the line will be ready to be opened on the 1st July next, as far as Trummery, and the whole distance to Portadown on the 1st November following. The Directors, however, would not deem it expedient to open to Trummery, agreeably to the contract, provided that, by a short delay, they would be enabled to open as far as Lurgan, a place affording a much more suitable terminus.

The iron rails, and other materials for the extended line are in the course of delivery, and are creditable to the parties connected with their manufacture.

The Commissioners of Public Works for Ireland, having recommended a loan to this Company, and the Treasury having confirmed this recommendation to the extent of 20,000*l.*, the Directors have to report that an instalment of 10,000*l.* of that loan had been received.

The works of this undertaking as far as Portadown having now so nearly arrived at a completion, it will be obvious that promptitude in the payment of the arrears of calls is imperatively necessary, in order to enable the Directors to meet the demand upon them. The Directors therefore hope, that the shareholders will see the necessity of reducing, as quickly as possible, the amount of those arrears, and would thus enable them to bring the labour, so far as the formation of this important portion of the line is concerned, to a successful termination.

Statement of Accounts.

DEBTOR.

Total amount called in.....				£270,000	0 0
Arrears (including 24,637*l.* 10*s.* on 9th call, due on the 1st of March....	£52,003	10	0		
Forfeited	23,387	10	0		
				75,391	0 0
Total.....				£194,609	0 0
Interest received.....				3,971	19 8
Hugh Wallace				15	5 0
Northern Bank.....				551	15 3
Dividends				825	0 6
Rents, &c.....				20	16 0
Register fees				42	15 0
Call twice paid on 20 shares.....				40	0 0
Guest and Co. rails for extended line				5,820	18 9
Sharp, Roberts and Co.....				2	14 4
Traffic				4,345	0 7
Board of Works				10,000	0 0
Total.....				£220,245	0 1

CREDITOR.

To advertising, printing, travelling, and general expenses, engineering, and surveying charges, rent, furniture, &c. (since the prospectus was issued)..	14,283	18	11		
Law charges and Act of Parliament	7,848	2	2		
Transfer stamps to be repaid	44	0	0		
Land and compensation to Portadown	42,158	13	8		
Timber, iron rails, screws, engines, carriages, waggons, utensils, &c. &c...	51,652	17	2		
Works and buildings	102,911	19	7		
Working the line	1,345	8	7		
				£220,245	0 1

(Signed) JAMES GODDARD, Chairman.

BIRMINGHAM & DERBY JUNCTION RAILWAY COMPANY—GENERAL MEETING.

STATEMENT OF ACCOUNTS.

Half-yearly Account of the Receipts and Disbursements of the Birmingham and Derby Junction Railway Company, from July 1st to December 31st, 1840.

DEBTOR.

To Cash balance from last account, June 30, 1840.....				£37,726	15 5
Amount received on account of 9th call	£400	0	0		
Ditto ditto 10th call.....	1,650	0	0		
Ditto ditto 11th call.....	5,000	0	0		
Ditto ditto 12th call.....	7,730	0	0		
Ditto ditto 1st call on the new third shares.....	24,209	9	5		
Calls on new third shares paid in full	1,640	0	0		
Debentures	375	0	0		
				41,004	9 5
Balance in account with revenue.....				9,244	7 10
Total				£87,975	12 8

CREDITOR.

By Parliamentary proceedings and law expenses	£2,203	6	1		
Engineering	1,340	10	9		
Surveying	221	2	6		
Deputation and travelling expenses	128	6	6		
Advertising, printing, and stationery	367	12	7		
Direction	300	0	0		
Office expenses, including rent, salaries, &c.....	787	7	10		
Fixtures and furniture.....	18	5	6		
Land and compensation	16,582	15	5		
Permanent way materials ..	3,992	7	2		
Works	25,559	5	0		
Locomotive stock, engines, &c.	1,626	7	3		
Carrying department, carriages, trucks, and waggons	5,650	17	6		
Debenture expenses.....	439	5	6		
				59,212	9 1
Balance in account with revenue, June 30, 1840.....				2,533	17 10
Balance due as under—					
The Birmingham Banking Company.....	17,861	6	7		
Messrs. Glyn, Hallifax, Mills, and Co.....	3,597	5	7		
Messrs. W. and S. Evans .	4,331	18	11		
Mr. J. C. Birkinshaw, cash in hand.....	433	6	5		
Petty cash in hand	5	8	3		
				26,229	5 9
Total.....				£87,975	12 8

General Account of the Receipts and Disbursements of the Birmingham and Derby Junction Railway Company, to December 31, 1840.

DEBTOR.

To original capital of the Company, under the Act of Incorporation.....	630,000	0	0		
Less arrears on 7th call	200	0	0		
Ditto 8th call	200	0	0		
Ditto 9th call	250	0	0		
Ditto 10th call....	650	0	0		
Ditto 11th call....	3260	0	0		
Ditto 12th call....	7700	0	0		
	12260	0	0		
Ditto arrears of calls on 72 forfeited shares....	6840	0	0		
	19,100	0	0		
				610,900	0 0
Call 1st on new third shares				27,986	2 9
Calls on new third shares paid in full				1,610	0 0
Debentures				225,375	0 0
Interest on Bankers' balances and calls ..				4,118	4 8
Balance in account with revenue				9,244	7 10
Total.....				£879,273	15 3

CREDITOR.

By Parliamentary proceedings and law expenses	£23,701	8	4		
Engineering.....	20,311	11	7		
Surveying.....	7,498	12	6		
Deputation and travelling expenses	2,305	5	11		
Advertising, printing, and stationery	5,266	16	10		
Direction	4,200	0	0		
Office expenses, including rent, salaries, &c.	6,227	4	11		
Fixtures and furniture	403	6	1		
Land and compensation	135,539	18	11		
Permanent way materials.....	178,136	10	7		
Works	409,604	7	5		
Locomotive stock, engines, &c.....	29,317	19	6		
Carrying department, carriages, trucks, and waggons	36,437	14	2		
Debenture stamps and expenses	1,661	4	3		
Debenture interest.....	3,791	5	10		
Interest on calls paid in full	541	2	5		
				£853,044	9 6
By balance due, as under, viz.—					
The Birmingham Banking Company	17,861	6	7		
Messrs. Glyn, Hallifax, and Co.....	3,597	5	7		
Messrs. W. and S. Evans	4,331	18	11		
Messrs. J. C. Birkinshaw, cash in hand ..	433	6	5		
Petty cash in hand.....	5	8	3		
Total.....				£879,273	15 3

Statement of Balance on Revenue Account, June 30th, 1840.

DEBTOR.

To balance in hand.....				£6,545	4 9
				£6,545	4 9
To Balance brought forward.....				317	4 9

CREDITOR.

By amount of dividend payable September 10th, 1840, at £1 per share, on 6,300 shares,					
Less shares forfeited	72				
	6,228.....			6,228	0 0
By balance carried forward				317	4 2
				£6,545	4 9

Account of Income and Expenditure in respect of Revenue, from July 1st to December 31st, 1840.

DEBTOR.

To Traffic—					
Passengers	£20,247	9	7		
Horses, carriages, and dogs	1,009	16	6		
Parcels	2,146	3	8		
Merchandize	6,598	7	5		
Mails	283	10	0		
				30,285	7 2
Balance of mileage account for exchange of carriages				245	10 1
				£30,530	17 3

CREDITOR.

By toll to the London and Birmingham Company, for passing over nine miles between Hampton and Birmingham ..				3,677	8 3
By locomotive power account, viz.:—					
Salaries and wages.....	1,497	1	4		
Coke and other stores and clothing.....	2,918	2	5		
Repairs.....	1,647	2	4		
				6,062	9 1
By coaching and carrying account, viz.:—					
Salaries and wages.....	2,494	19	6		
Oil and other stores and clothing	602	0	4		
Repairs.....	285	17	4		
Advertising, printing, and stationery.....	343	1	3		
Rent	255	0	0		
Agency charges	316	4	6		
Compensation for accidents, contingencies, and petty expenses	185	12	4		
				4,482	15 3
By mileage duty, and rates and taxes.....				2,047	2 8
Maintenance of way.....				3,442	10 0
Interest on loans	5,659	3	8		
Less interest to credit per contra	1,155	8	5		
				4,503	15
Balance.....				6,314	19 9
				£30,530	17 3
To balance brought forward				6,314	19 9
Ditto from last account, June 30th, 1840..				317	4 9
				£6,632	4 6

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.—A Special General Meeting of Proprietors of the Glasgow, Paisley, and Greenock Railway Company was held yesterday in the Sheriff Court Hall here, to consider the Bill now before Parliament for increasing the capital of the Company. After reading the advertisement convening the meeting, the new Bill was submitted, clause by clause, and unanimously approved. In answer to a query regarding the opening of the line, the Engineer, Mr. Errington, stated that he could, with the utmost confidence, assure the proprietors that the line should be opened to the public during the present month, on what day he was not quite prepared to say. The announcement gave great satisfaction, and the meeting separated.—*Greenock Advertiser*, March 9.

ATTEMPTED ESCAPE OF A PRISONER FROM A RAILWAY CARRIAGE.—On Monday sennight, as a police officer was taking prisoners from Halifax to Wakefield House of Correction, in the Manchester and Leeds railway carriages, one of them, committed for housebreaking, asked to have his handcuffs taken off as he was in great pain from the pressure on his wrists. The request was, from kind feeling, no doubt, complied with; and the man no sooner felt himself liberated, than he leaped out of the carriage, although the train was then going at full speed. An alarm was given, the engine was stopped and put back, and the poor wretch was found with his skull fractured and both his legs broken. He was taken up into the train again, and conveyed from the railway station on a board to the House of Correction.—*Derby Mercury.*

FATAL RAILWAY ACCIDENT.—Tuesday evening, before dusk, a labourer named James Howles, employed on the line of the Birmingham and Gloucester Railway in the neighbourhood of Norton, was on the line for the purpose of picking up a hammer, when the train came up, and before he could retreat he was run over, and so dreadfully mutilated and injured, that he was immediately removed to our Infirmary, where he died early next morning.—*Worcester Journal.*

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GREAT NORTH OF ENGLAND RAILWAY —GENERAL MEETING.

We now publish the very satisfactory Reports made to the late general meeting, by the Board of Directors, and the Engineer, Mr. Robert Stephenson.

DIRECTORS' REPORT.

At the last half-yearly general meeting, it was with great pleasure that the Directors anticipated that the portion of their Railway, between York and Darlington, would be open for general traffic on the 25th of November, 1840. This anticipation, founded upon the Report of Mr. Storey, *then* the Company's engineer-in-chief, has not been realized. The 25th of November, 1840, passed, and much work remained undone; though the Directors, anxious not to disappoint the proprietors and the public, had urged forward the several contracts by every desirable means. At last they gave peremptory orders that the line should be open for the coal trade, if not for general traffic, on the 4th of January, and by great exertions this was accomplished, but only one line of rails, for one month from the 4th of January, the state of the weather prevented the prosecution of the works; and in the meantime circumstances led to a change in the Company's engineering department.

The Directors will not occupy the proprietors with a detail of these circumstances, nor dilate upon their deeply-felt mortification, in being unable to redeem the promise as to the opening, put forth at the last meeting. Suffice it to say, that Mr. Storey resigned his situation as engineer-in-chief; his resignation was accepted, and the Directors instantly requested Mr. Robert Stephenson, the eminent engineer engaged upon the continuous line of railways from London to York, to give the Company the benefit of his professional skill and advice in completing the unfinished works. No time was lost by Mr. Robert Stephenson; and, without checking the progress of such work as the weather permitted to be done, he proceeded to make his inspection. The result of that inspection is embodied in the following Report, which the Directors beg to lay before the proprietors:—

To the Directors of the Great North of England Railway, &c. &c.

GENTLEMEN,—Having received a letter from your Secretary, dated the 18th ultimo, which informed me of the resignation of your Engineer-in-Chief, Mr. Storey, and of your wish that I should report on the state of your line between York and Darlington, communicating to you whatever suggestions I might deem essential for its speedy completion, I have gone over and examined the various works, both executed and in progress, and now beg to submit to you my remarks thereon.

As regards, in the first place, the main direction of the line, and the principal features of the country which it traverses, with which you are undoubtedly already well acquainted, I shall confine myself to observing that they are of a most favourable character—that straight lines to an extent unparalleled in this country are obtained without sacrificing the gradients, which nearly approach to a level, that few if any works of magnitude occur to increase the cost of construction (the earth works consisting of long but very light excavations and embankments), and that lastly the few curves introduced are of large radii.

As my examination of the engineering details has in consequence been almost solely confined to those bridges and viaducts which are yet in an unfinished state, to the condition of the permanent way, and to the arrangements contemplated for the accommodation of the traffic at the various stations, I think I cannot better comply with your instructions than by reviewing separately these various works in the order in which they present themselves to notice in the progress from York to Darlington; and I therefore commence my notes with the station at York.

Of the various dispositions for furthering and facilitating the passengers' traffic, which have been carried out in conjunction with the York and North Midland Railway Company, and which will doubtlessly be found sufficient, I should hardly have thought it necessary to speak, were I not anxious to remind you that these very arrangements, which have led to the establishment of a joint station, should also, in order that all parties may receive the full benefit of the combination, be controlled and directed according to a system common to both the Companies, and, as complete unity is so essential here, I may express a hope that it will be possible to conclude such an arrangement on the most equitable terms. The remainder of the station which at present is either completed or in a very forward state, comprises a coal depot now in active use, and an engine house, coke shed, and tank; to that little remains to be done previously to the opening of the line for passengers, the unfinished works resolving themselves into the laying of a few sidings and a small portion of the ballasting. The land which has been purchied, and the whole of which is of great prospective value, is situated close on the outside of the city walls, and a large quantity remains unoccupied, which eventually will be used as a general merchandize depot. The position is such, with reference to the other arrangements, as to admit of all the erections which the traffic may demand, being completed in such a manner as to preserve the general unity of the plan; and in this respect the bearings of the station appear to me to have been well considered. The only part of which I could in any way object, is the position and arrangement of the engine-house, and I decidedly think that some inconvenience will be experienced from its having been placed on the inner side of a curve. I should also have preferred a plan which would have admitted, in its internal distribution of the various locomotives passing in and out without requiring to be uncoupled from their tenders and moved over turn plates, a necessity attended with loss of time and labour; but, with this sole exception, I again repeat that the details of the station seem to me to have been properly conceived and satisfactorily executed.

My next observation, proceeding onward, refers to the Holdgate embankment, the position of which, with relation to the currents acting during a late extraordinary flood of the Ouse, so as to some extent to injure the foot of the slopes, is such as to suggest the necessity of increasing these to the full extent of the land which you possess; and I would also at the same time advise that they should be thickly covered with sward, to prevent the possible recurrence of any contingency. Beyond this, after passing several roads and occupation bridges, which are exceedingly well designed and constructed, and after traversing the Ouse on a handsome viaduct of stone, the Shipton station is attained.

The side work of a bridge which crosses over the line here is not quite completed, and a culvert under one of its approaches has yet to be built; little else, however, remains to be done at this point, unless it be a crossing and siding, which will be necessary at the station.

The line now proceeds for some distance nearly on the surface of the ground, until a brook at Newton Beck is crossed. The pressure of the embankment against the wing walls and abutments of the bridge here has displaced these to some extent, but as no immediate apprehension of any further movement need at present be entertained, I think that by strutting up the weak points and carefully watching to detect any indication which might show that the bridge has not yet come to a solid bearing (an anticipation scarcely to be feared), the repairs may very well be postponed until next summer. I would then advise the erection of projecting wing walls, with an inverted arch thrown in between them—as the present one, which merely lies against the abutments, can hardly be viewed in any other light than that of a mere pavement. With these additions, I feel confident that no apprehension need be entertained of the perfect stability of the bridge.

For a considerable distance beyond this, the line is entirely finished and in very good order; and I have solely to mention that the approaches to the Aine Forest Bridge, which in no way affect the line, will not be quite completed previously to the middle of March.

The Aine station, excepting some sidings and a permanent water station (the temporary are sufficient at present), is almost ready, and the coal depot is in use; but a bridge of three arches over the railway having shown considerable symptoms of instability, has rendered it necessary that the principal arch should be taken down, and the final termination of the works here is thus in some measure retarded.

The original failure of this bridge is, I believe, to be principally attributed to the thrust of the main arch not being quite counterbalanced by that of the lateral openings. To remedy this the centre arch should be carefully rebuilt in cement; and, as I feel confident that such a precaution will prove sufficient, I am bound to observe that little delay will be incurred in enabling the trains on both lines of railway to pass under the bridge. A portion of the permanent way beyond Aine station is not yet laid; the requisite materials are, however, all on the ground, and I am therefore satisfied that a fortnight of favourable weather will suffice to get this all finished, no other works remaining incomplete, except the parapets and wing walls of a bridge over the Raskelf brook, and the necessary sidings and crossings at the second class station of that name.

After passing this, the line proceeds principally in shallow cutting till we reach a bridge for the road from Helperby to Raskelf, which has manifested a slight movement: but as the Resident Engineer is taking the necessary precautions, I do not think that there is the least reason to fear the occurrence of any accident.

The western line of permanent way in this district also still requires to be slightly raised to attain its proper level.

For some distance further on, nothing very materially calls for any remark from me. A few unimportant works remain unfinished, which can all easily be concluded by the middle of March, I shall consequently pass on to Sessay station, where a bridge having the same defect of construction as the one described at Aine, though in a less degree, should be strengthened by the introduction of counterforts under the side arches, which will, I am convinced, suffice to prevent the chance of any injury.

The line having traversed an embankment of considerable length, next enters a cutting nearly two miles long, and which averages a depth of fifteen or sixteen feet; at the further extremity of which, and as we approach the Thirsk station, two bridges are passed, which have been proved defective for the reason assigned when I spoke of the Aine bridge. One of them is an occupation bridge, whilst the other is intended for the turnpike road from Thirsk to Ripon. It will not in either of these cases be necessary to reduce the flatness of the centre arches; and I am quite satisfied, that by setting these in cement, and also giving them the additional support of counterforts, as proposed in the case of the bridge at Sessay, these arches may be brought to as firm and solid a bearing as any other on the line. The centreings, and every obstruction to the regular traffic, can, I may also add, be removed some time before the general opening.

The first class station at Thirsk, as it will prove one of the most important, has required the erection of a large building; in addition to which, a large coal depot has been opened; a merchandise warehouse is in progress, whilst an engine-house remains to be erected. This last is to be commenced immediately, as, although a temporary water station will at first prove adequate to all demands, it is essential that at this point, where every train will probably take in a fresh supply, the permanent arrangements should be completed with as little delay as possible. The building, according to the directions I have given, will be in the most simple style, in order to lessen, to the fullest extent, the service of any unnecessary contingent expense.

I have lastly to add, that a considerable space of ground yet remains unoccupied, to be devoted to various sidings and other accommodations; but even in that case, enough space will remain to satisfy any additional demands of the traffic.

From Thirsk, and as far as South Otterington, the works are of the highest description, and it is unnecessary to dwell upon any point. The parapets of one or two of the occupation arches, and the spandrils of the bridge for the Newsham road, are not quite finished; about half-a-mile of one of the lines of way is also not laid; but there is nothing in this district which in any way can affect the termination of the works within a short period.

At the Northallerton station, where we next arrive, some quantity of work (chiefly masonry) is, however, yet incomplete. The embankment on which the line is here carried, requires to be widened to admit of sidings, and, in consequence, a retaining wall is also necessary to confine the extent of its slopes. The engine-house, &c, although contracted for, has not yet been commenced, and cannot probably be completed in less than three months. A temporary pump, will, however, as at Thirsk, supply the tenders of the engines in the meantime; nor is there the urgent necessity for permanent arrangements here which there is in the other case. The coal depot is in use, and the unfinished works, which in no way can impede the use of the line, can with ease be brought to a close before the end of March, unless the weather should prove remarkably unfavourable.

After crossing through the Castle-hill, near Northallerton, the line proceeds principally on a slight embankment by Danby Wiske, crossing the river Wiske to Cowton. About 4,600 yards of the permanent way in this distance have not yet been laid; and I am also called upon to observe, that the material of which the embankment in this part of the country is formed be-

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ing clay, some additional difficulty has been experienced to maintain the rails in their proper position, owing to their being laid on stone blocks; and in consequence of the more extensive subsidence of the embankments here than where the material is principally gravel, as is the case in the southern divisions of the line, it has become necessary to introduce sleepers, which will produce the requisite effect of maintaining a more uniform line. I should also observe here, that wherever the permanent way is not yet laid, I have directed that an additional support should be introduced in every length of sixteen feet, the Company possessing a quantity of blocks far exceeding their present wants.

At Cowton station, one of the buildings is not completed, and crossings and sidings also must yet be laid.

The excavation which we enter on quitting this station being one of the heaviest works on the line, still requires for its termination that about six thousand cubic yards of earth should be removed, and nearly four thousand yards of one of the lines of permanent way must also be laid. These works are, however, carried on with vigour, and will, I trust, soon be completed. Hitherto, also, but few casualties (as the slipping of the slopes, &c.,) have occurred to retard their progress.

In one spot near the commencement of the cutting, a pitched overflow will lastly be necessary, as a protection against floods, which otherwise might possibly prove injurious to the works.

Crossing over the road from York to Darlington, by an iron girder bridge, and over the Tees river on a large structure of stone, the line now skirts the valley, and alternately proceeds through short cuttings and embankments.

The slopes of two of the excavations have been slightly injured by the slipping of the clay, which induces me to recommend that during the course of next summer the rate of inclination of these should be increased; and this is the last point to which I have to call your attention before we reach the Darlington terminus. I found that a temporary station for passengers at the Bank Top is nearly completed here—that an engine-house, capable of containing ten engines, has been erected—and that workshops where the necessary repairs of every description can be executed, are also in progress, which, although they may at first sight appear to be on too extensive a scale, will nevertheless, I am convinced, be required on a line of such importance. I must here, lastly, congratulate you on the very effective state in which I found your locomotive department.

I do not, at this moment, think myself called upon to detain you with any observations respecting the two bridges which it will be requisite to construct for the roads to Yarm and Houghton before more permanent measures are proceeded with at the station; the restriction which forbids your engines crossing these roads on a level with loads preventing, at present, any definitive arrangement, I shall merely, therefore, state that the subject of the construction of these bridges shall have my immediate attention.

Having thus enumerated the unfinished works on the line, before I proceed to give you an estimate of the outlay necessary to complete them, I must be allowed to remark that both with regard to these generally, and to all the other details, I cannot sufficiently express to you the satisfaction which the inspection has afforded me. A general unity of design prevails as regards the masonry, which, added to the excellent manner in which the work has been executed, calls for the warmest commendation. The permanent way also, over far the greater part of the line, is in an admirable state of maintenance, and the works, with those few exceptions I have detailed, have been substantially and well executed. Not being in a position to judge of the immediate circumstances which led to the resignation of your late Engineer-in-Chief, I cannot therefore refrain from expressing my regret at such an occurrence at a moment when he was on the point of reaping the award of praise due to his labours.

It may not be improper that I should, however, here observe, that although the general mode adopted in laying down the inclinations of the line, has been quite in accordance with the views which my own experience has led me to prefer, I nevertheless think that the highly favourable nature of the country has probably been the cause that the gradients have hardly been undulated enough for the purpose of obtaining such a fall in the excavations as would admit of their perfect drainage; the cuttings having also been made rather too narrow, it has become necessary, in order to procure a sufficiently wide drain, to support the ballasting on either side by means of dwarf walls. The mention, however, of these few points, will show my general concurrence in the proprietary of the various works executed, and must be remarkable, when, in the review of nearly 50 miles of railway, I cannot state any more important a difference of opinion.

The estimate which I shall now submit to you has been carefully prepared under the direction of the Resident Engineers on the lines, whose perfect knowledge of the prices prevalent in the country, cannot fail to afford an additional security for their probable accuracy. I have, therefore, merely confined myself to adding to their various returns such increase as experience has shown to me to be required, in order to be fully prepared in the event of any unexpected increase.

I therefore feel assured that the following sums will be found to suffice amply for the completion of the works; but I must observe that they in no way include any of those buildings at the stations which are in progress under the direction of the Company's architect.

Amount required to complete Mr. Whitwell's district, 5,962*l.*; Mr. Farrell's, 9,322*l.*; Mr. G. Stephenson's, 13,846*l.*; total, 29,130*l.*

It only now remains for me to observe, that I am satisfied that without unnecessarily pressing the works in progress, the line may be ready for the conveyance of passengers by the 31st of March next, and although a few details may, even then, be incomplete, these will be quite immaterial, and such as are, of necessity, almost dependent on the opening of the line.

My attention not having been especially called by your instructions to the extension of your line to Newcastle, I must apologise if, before I conclude, I now offer to you spontaneously my opinion, which, though based on my intimate acquaintance with the principal features of the country, and with the localities in the county of Durham, is still formed, it must be observed, without those materials necessary to give it professional weight. Having, however, been for several years alive to the importance of a continuous railway communication not only between Darlington and Newcastle, but between England and Scotland, to which the public are most anxiously looking forward, I feel that I have yet a duty to perform in reminding you of its influence on the revenues of the company. That the sooner such an augmentation is brought into effect the more beneficial it will prove, cannot admit of a doubt; and on this account, as I should be the first to advise that you should pause before involving yourselves in the outlay consequent on completing your Parliamentary line, so I cannot but point out to you that the same object can be attained by more simple means. Assuming that the line already selected will be found as eligible as any other, as far as Thrislington, it must be borne in mind, that on reaching this point, not only a great extent of railway ramifications uniting all the principal towns of the district, are brought in connexion with your railway, which will prove of immediate and vast benefit to it. By availing yourselves of communication already in operation, there only remain from six to seven miles of new railway to be constructed to effect a continuous, and by no means unnecessarily circuitous connexion with the banks of the Tyne. The importance of this course, which would secure, at a period comparatively close at hand, to the public the anticipated accommodation, and to the Company its expected revenue, causes me to doubt whether I could advocate, at the present moment, to any extent, your Parliamentary line beyond Thrislington, although future circumstances may justify the expediency of incurring the very serious outlay attendant on its execution.

I am, gentlemen, your obedient servant,

ROBERT STEPHENSON.

35½, Great George-street, Westminster,
February 3d, 1841.

Since this report the Directors are happy in being able to inform the proprietors that by far the greater part of the works alluded to by Mr. Stephenson as required to be done have since been completed.

DIRECTION.—The following gentlemen retire from the direction by rotation, but are eligible to be re-elected:—Messrs. Rutson, J. C. Backhouse, Thomas Backhouse, R. Plews, Wm. Shields, and R. A. D. Gressly.

The Directors now beg to lay before the Proprietors the following statement of the receipts and expenditure up to the 31st of December, 1840:—

[This report we must defer till our next.]

The Directors think it will be satisfactory to the proprietors to have the state of the shares laid before them, completed to the present time, as follows:—

Number of calls.	Amount of calls.	Number of shares paid up on 3rd March, 1840.	Number of shares paid up on 5th March, 1841.	Increase since 5th March, 1840, upon which calls have been made.	Total number of shares.
2	2½	6926	7677	751	10000
3	2½	6288	7285	997	..
4	3	6276	7166	890	..
5	3	6181	7089	908	..
6	5	6083	7057	974	..
7	5	6035	7039	1004	..
8	7	5687	6987	1300	..
9	5	5653	6956	1303	..
10	5	5500	6942	1442	..
11	5	....	6858	6858	..
12	10	....	6320	6320	..
13	10	....	5994	5994	..
14	5	....	5275	5275	..
15	10	....	3521	3521	..

By the foregoing table it will be seen, that there has been during the last year a satisfactory increase in the number of shares upon which instalments have been paid, notwithstanding the heavy depression of the money market which has extended throughout the country, and the consequent delay on the part of many of the shareholders to make the required payments.

Seven thousand shares may be now said to be quite available for calls, and by a continuation of the diligent exertion hitherto exercised, these may probably be increased to 7,500 or 8,000, even should the money market remain in a state unpropitious to railway investments. But if the prospective traffic which the partial opening has given every reason to anticipate comes to be realised, the Directors doubt not but that the shares will rise to their intrinsic value, and the whole 10,000 shares now constituting the capital of the Company will, without difficulty become available.

It is true that the outlay has already greatly exceeded the original estimates, to an extent that the Directors had not been led to expect; but, notwithstanding this circumstance, which has been common to all the great railways in the kingdom, with scarcely an exception, the Great North of England Railway will be found one of the cheapest in the country, and not exceeded by any in the straightness of its course, the excellence of its gradients, the stability and permanent character of the works throughout the line. It must be borne in mind that the Company have more than 48 miles of double way, including all the branches, besides a considerable extent of valuable land, and that these, together with stations, warehouses, and workshops, 36 locomotive engines, coaches, and merchandise waggons, with every other outlay required for profitably working the line, will not exceed 21,500*l.* per mile

The Company are making application to Parliament for an extension of time to purchase land, and for power to raise an increased capital of 300,000*l.*, should such be required to advance the interests of the shareholders, and the convenience of the public.

The Directors doubt not that the proprietors will unite with them in the opinion that the suggestions appended by Mr. R. Stephenson to his Report are entitled to the most serious consideration, as insuring within a very limited period all the advantages of a railway communication through a very populous and trading district to Newcastle, Sunderland, North and South Shields, and many other ports and places of great importance, as well on the western as on the eastern coast.

The coal traffic along the railway, though in its infancy, and notwithstanding it has had to contend with an already supplied market at York and at Alne, has averaged 2,068 tons a week, producing in its present limited extent, a weekly revenue to the Company of 414*l.* 8s. 8d., independent of 12*l.* 10s. per week on account of general merchandise, making the weekly average income 426*l.* 18s. 8d. per week, and the Directors are authorised to state, that several coalowners, in consequence of the very superior quality of the Durham coal and

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soke, have already entered into, and others are about entering into, extensive contracts for the supply of the southern railways, and other parties who were previously supplied with these articles from other quarters. There now remains no doubt that the revenue to be derived from this source will be very large, and that as the Company's works are pushed northward, the facilities for the extension of this most lucrative description of traffic will be still further increased.

The Directors might dilate upon the extensive arrangements that are making by several parties, for the supply of the agricultural districts with lime; and also by the fish merchants of Hartlepool, Redcar, and Staithes, for the supply of Leeds and the West Riding of Yorkshire, Manchester, and even as far south as Birmingham, so that many tons of fish daily will traverse the line; but they prefer that the traffic returns should speak for themselves on a future occasion on these points.

Every arrangement is now in train for opening the line to the public, on the 31st of March; due notice has been given to the government authorities that the Railway will be opened on that day: and further, the Company have received notice from the Postmaster-general to carry her Majesty's mails on the 6th of April.

In conclusion, the Directors have only to say, that they anticipate the pleasure they will have in announcing to a future general meeting of the proprietors, the satisfactory commencement and progressive advance of the traffic and their revenues.

D. O'BRIEN, Secretary.

YORK AND NORTH MIDLAND RAILWAY COMPANY—SPECIAL MEETING.

On Monday week, a special meeting of the proprietors of this Company was held at the station in Tanner Row, to assent to the Bill now in Parliament for amending the existing Acts, such assent being necessary in compliance with a Standing Order of the House of Lords.

George Hudson, Esq., Chairman of the Company said, in the Bill now before Parliament, the Hull and Selby Company wished to introduce a clause, by which he was certain neither that Company nor the public would be benefited. He offered to accept a clause which was introduced into all railway Bills last year, for equalizing rates of carriages, which compelled them to charge all parties under the same circumstances the same rate of charges, but they insisted on a clause, that whether the parties wished to send their goods throughout by railway or partly by water—whether they wished for extra despatch or otherwise, they should be charged alike under all circumstances; that they should make no difference between expedition and slow carriage. Now, it was well known that in one article—cotton twist—there was no anxiety for quick despatch—a difference of twenty-four hours was not material; but a difference of one penny per ton carriage was so material that it would determine the preference between the railways and the canals. If the Hull and Selby Company succeeded in this clause, its effect must be to give this commodity an extensive preference to the Aire and Calder navigation. He had resisted that clause, and should this Company be defeated in committee he should think it necessary to divide the house upon it, because he considered this opposition was factious. It amounted to this. If the Hull and Selby Company could not get the traffic, they would endeavour to prevent the York line from having it. The next clause in their Bill to which he would refer, was that which related to the making of a new bridge and a street for amending the approaches to their station. He had introduced a protecting clause, providing that neither of the approaches should be made by this Company until a majority of the shareholders had given their consent, and that it should be lawful for them to agree to make them, or either of them, or any part thereof, or to contribute thereto. This clause was necessary in order to protect them from the effects of a *mandamus* to which they might have been subject, to compel them to exercise the powers which they had obtained, although the Company might be disinclined so to do. He had also introduced a clause, providing, that if the Company refused to make these approaches, or any part thereof, the corporation, with consent of the Lords of the Treasury, or city Commissioners, or the Great North of England Company might make them, or any part thereof, or contribute conjointly towards the making of such works. Lord Shaftesbury, in the House of Lords, had assented to these clauses, and he had no doubt, but for the opposition which had been got up, they would now have stood part of the Bill. The next object which they sought to obtain by their Bill was to introduce a clause, by which they should be enabled to raise a further capital of 167,000*l.* by an issue of half-shares, which would make a total capital of 600,000*l.* Also, to obtain a power of borrowing to the amount of one-third of the proposed new shares; that would not, however, be done without the consent of the shareholders at a special meeting. They had also introduced clauses applying to the lease of the Leeds and Selby Railway—these were struck out by Lord Shaftesbury, but he subsequently had an interview with his lordship, and succeeded in getting them re-introduced. The Bill contained clauses for stopping up useless footpaths across the line, and for altering a road in Ulleskelf. It also repealed a clause in their original Bill, in which it was made compulsory on them not to pass Ulleskelf-green at a rate exceeding three miles an hour. There was also a clause empowering them to reduce the number of their Directors to six. He would observe, that at the meeting of the Hull and Selby Company, Mr. Edwards appeared to be very indignant at the idea that it was possible this Company might offer to lease their line; he could assure that gentleman that for one he felt that he had quite sufficient of railway business on his hands, and that he was not at all disposed to spend his money in taking a lease of such a line as the Hull and Selby.

Mr. Newton, one of the solicitors to the Company, then read a breviate of the clauses, and in answer to an inquiry from Mr. Tuke,

The Chairman said clause 7, appointing an inspecting director, had been withdrawn: it was introduced without his knowledge.

Mr. Tuke and Mr. Rowntree both approved of the withdrawal of the clause.

Mr. Rowntree objected to the Directors being reduced to a less number than twelve. Without wishing to make the slightest imputation on the Directors, he must say that he considered that to vest the management of so large a concern in few hands would be offering an inducement to jobbing, and to the conversion of railway patronage into political influence. He thought twelve was not an inconvenient number for a working body, and that as they would have the control of undertakings which had a million of capital expended upon them, (including the Leeds and Selby line,) the Directors ought not to be reduced below twelve. He moved a resolution to that effect.

Mr. Alderman Meek supported the reduction to six. It was in accordance with what had been done on other lines, and he preferred a small body in preference to a large board of Directors, who would depend on each other for transacting the business of the Company.

Mr. Backhouse also advocated the reduction; as did likewise Mr. Catton.

On a division Mr. Rowntree's amendment was negatived.

Mr. Tuke then moved that the Directors be not reduced below nine; when the chairman suggested eight, and it was agreed to adopt that number.

It was stated, in answer to a question, that the York and North Midland Company would have the lease of the Leeds and Selby line entirely to themselves, which he considered was most desirable, and would be beneficial to this Company.

Some desultory conversation ensued, and the meeting separated.—(Abridged from the *Yorkshireman.*)

RAILWAY ACCIDENTS.

Returns made to the Board of Trade by the different Railway Companies, under the provisions of the Act 3 and 4, Vic., c. 97, (Lord Seymour's Act.) Printed by order of the House of Commons.

1. Report of Lieut.-Colonel Thomson on Eastern Counties' Railway, addressed to the Right Hon. the President of the Board of Trade.

Dover, 9th October, 1840.

Sir,—In conformity to instructions communicated to me in Mr. Laing's letters, dated the 14th and 15th ultimo, I lost no time in proceeding to examine the Eastern Counties' Railway, and to give my earnest attention to such details as are calculated to throw a light on the causes of the late melancholy accidents on that line, or which might suggest a greater security for the public in future.

I put myself into personal communication with the Directors of that Company, and also with their manager, secretary and chief engineer; and it is due to these gentlemen to state that they met my inquiries in the best possible spirit, and afforded me every facility to inform myself on the several matters requiring investigation.

Having carefully considered all that I have seen, and compared it with information and evidence obtained in various other ways, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, as follows:—

I inquired of the Directors if the engine-men employed in their service were furnished with instructions for their guidance; they answered yes, and gave me a copy of their printed regulations, which is forwarded herewith.

I asked, supposing that an engine-man could not read, whether the regulations were read and explained to him in that case, and the answer was, that all the men in their service could read.

I inquired as to the length of railway finished or unfinished, and the answer was, that the total length from London to Brentwood is 17½ miles, of which about 15 miles were laid with double lines of railway, and the remainder was expected to be completed by the 1st of October. At that time the trains ran upon double lines for 12 miles only, consequently, for 5½ miles (there being one line of rails only, on which the up and down trains must both travel) the risk to the public must necessarily be greatly increased; and it becomes a question of serious consideration, whether, in future, any railway should be suffered to open for the conveyance of passengers until both the up and down lines of rails shall have been laid and completed in all respects.

I am of opinion that no railway accident can be conceived so terrible in its consequences as the meeting of two engines travelling at great speed in opposite directions on the same rails, and therefore it would be a prudent measure to prevent the possibility of such a collision. I could not learn, however, that any accident of this kind had occurred on the Eastern Counties' Railway.

By recent experiments on level rails it appears that an engine was stopped, when going at a rate of 30 miles per hour, in 15 seconds, and within 65 yards. This was accomplished by turning off the steam, reversing the engine, and the application of the break. The rails were dry, and in good order, and the stoppage was more readily effected than if the weather had been wet. But 180 yards would be sufficient to stop in wet weather. Thus two engines approaching each other from opposite directions, at the velocity stated, would require 360 yards in order to stop at the moment of meeting, after having used every exertion in their power to do so.

I asked the Directors whether they had made any alterations in their instructions to their servants, in consequence of the late accidents, but they replied that they considered their regulations sufficient. I am of opinion, however, that they require revision.

The Directors furnished me with a printed paper, showing the time of departure of the several trains from London, Stratford, Ilford, Romford and Brentwood, with the fares, &c., which is forwarded herewith.

Much has been said respecting the youth of George Foster, who drove the engine, No. 6, on the 19th August. I was therefore anxious to put this question at rest, by procuring a certificate of his baptism, which the Directors obtained from his native parish, and supplied me with. I now forward that document herewith, from which it will be seen that the young man was 23 years of age at the time of his death.

The Directors complained much of the difficulty of

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is great, and the supply small, owing to the want of a school where they could be instructed. The usual mode in which these persons are obtained is by attaching them to tenders or to ballast-engines (that is, engines for removing excavation from works in progress) until they become well acquainted with their duties, and then to promote them to conduct passenger trains. This is stated to be the mode in which George Foster was reared as an engine-man. He appears to have stood high in the opinion of the Directors, as a steady and trustworthy man, and they much regret his unfortunate death.

The duties of engine-men, however, are so important, and the risk to the public is so great, arising either from their want of knowledge or want of conduct, that it becomes a question for serious consideration whether they ought not to be appointed, after a careful examination and certificate from competent persons, in the manner in which pilots are appointed to navigate ships. Without some measure of this kind, travelling on railways cannot be conducted without frequent and fearful accidents; for, although the engineers will no doubt do every thing that their science and genius can suggest to secure the public safety, yet, without a competent knowledge of the powers of the engine, and the greatest sobriety, prudence and vigilance on the part of the conductors, the most ingenious labours of scientific men will avail but little.

The late accidents had induced the Directors to turn their thoughts to some means by which the power now placed in the hands of the enginemen, of accelerating the rate of speed, should be limited and restrained to a reasonable number of miles per hour. With this view, Mr. Braithwaite informed me that he was engaged in trying experiments to introduce a self-acting governor on locomotive engines.

The Directors have also ordered two of their engines to have a pair of additional wheels fitted to each of them, by way of experiment, not so much from a conviction on their parts of the utility of six wheels in preference to four, as to meet the views of the public. There can be no doubt, however, that an additional axletree must act as a safeguard in the event of one of the axletrees breaking; and, by dividing the total weight of the engine by six, instead of four, a less weight is thrown on each wheel, and consequently a less strain on the unsupported part of the rail.

The rails are of wrought iron, and are laid at 5 feet apart in the clear. Each rail is formed 15 feet long, and of the section shown on the drawing sent herewith, that is, of uniform depth throughout, viz. 5½ inches; middle, 2¾ inches; upper web, 2½ inches broad; and the lower web consists of equal and similarly disposed parts as the upper web, or what is called a double or equal flanched rail, so as to admit of its being placed for wear in four different positions. Their ends or joints are cut at right angles to the line of rail, or what are called butt-joints, and one-sixteenth of an inch is allowed for expansion and contraction at the meeting ends.

The rail is said to weigh 75 lbs. per yards; but I do not make it more by calculation than 72 lbs., which is sufficiently slight when judged of by the rules laid down by Tredgold, who wrote a work on railroads in 1825, which, although the light of experience was then wanting, is still considered a very able work.

With respect to the particular form of equal flanched rails, in reference to a work on the strength of materials, written by Peter Barlow, in 1837, that able writer states, "that some projectors have made the upper and lower tables of equal figure, upon the distant contingency that when the upper table has been worn down the rail may be turned and the lower table made upper. But this is certainly providing without foresight; for the bottom table is the most efficient for strength, and it would be a very dangerous experiment after one side of a bar has been submitted for many years to a high compressing force, and its substance greatly worn, to turn the rail, and expose this worn part to a still greater strain, but tensile instead of compressive, which could not fail very soon to destroy it. Instead of this, therefore, I should certainly recommend to work whatever metal is introduced into the lower table or web, into that form which is most efficient for present purposes, without regard to the contingency alluded to above."

I have been thus particular on this part of the subject because of its great importance, and it struck me that the company rather plumed themselves on their rails; whereas it appears from the best authorities of the day, that neither as regards weight per yard, nor with the respect to the disposal of the metal in the form of section, can they be considered perfect. The weight of an engine is 18 tons, which divided by four, gives 3½ tons on each wheel; but if the engines be provided with only four wheels, the weight on each will be more proportionate to the section of the existing rail.

The rails are supported on fir sleepers, laid at right angles to the line of railway, at three feet nine inches from centre to centre; each sleeper is nine feet long, and of a semicircular (or natural section of its growth, split in two longitudinally) section, having 10 inches diameter at the smaller end. The sleeper is merely laid in gravel, not secured in its place by pickets, nor prepared by Kyan's or any other process of preservation; consequently their durability cannot be great, and the time must arrive when a large proportion of them must be reduced to an unserviceable state; and as it is the interest of all companies to defer extensive repairs as long as possible, accidents arising from the failure of the sleepers must be looked for.

I am aware that wooden sleepers are preferred to stone by many experienced engineers in railways, owing to their greater elasticity, the stone sleepers producing a greater concussion; but this circumstance would seem to enforce the necessity of subjecting wooden sleepers to some process of preservation.

The rails are attached to the sleepers by means of cast-iron chairs spiked down to the sleepers, and secured in their places by oak wedges, which appears to me a very simple and practicable plan, and would be perfectly efficient if the chairs were sufficiently strong. But it will be seen on reference to the section sent herewith, that the metal is very thin, more particularly on the side B., where the greatest strength is required, owing to the pressure of the guide-flanches of the wheels, which act on the side of the upper table at A.; and in the event of any obstacle opposing itself on either rail, so as to produce a rocking motion, the pressure against the side B, must be very great indeed, particularly at a high velocity.

In designing chairs the minimum of strength should not be thought of, for their efficiency under circumstances of unusal strain is of the first importance to the public safety, as I shall have occasion to show in a subsequent part of this Report. I would therefore propose to strengthen the chairs, as shown by the portions coloured with a blue tint on the section.

The inclined plane where the accident occurred on the 19th August, extends from the Brentwood station towards London for two miles and 308 yards, in a straight line, having a fall in the proportion of one perdendicular to 100 of base. The length of this gradient is so great that it may be doubted whether the public safety is compatible with allowing any force of steam whatever in descending, beyond what is necessary merely to start a passenger train, and then to shut off the steam, and to suffer the train to proceed to the lowest point by the force of gravity. I found, however, that the engine-men generally prefer a small portion of steam in descending gradients, with a view, as they state, to keep the connecting chains tight, the carriages steady, and if any check be necessary, to apply the drag upon the last carriage of the train. I therefore requested the Directors to enable me to judge of these two cases by practical experiment, to which they readily assented; and we accordingly proceeded down the inclined plane with a train, by the first method, that is, by the force of gravity alone, at the rate of 20 miles per hour. Finding our way back to the Brentwood station, we proceeded a second time with another train, having a small portion of steam on, and performed the distance at the rate of 24 miles per hour, without any drag. I did not perceive any difference in the steadiness of the carriages, nor do I think that any inconvenience could arise on this account, provided all the carriages of every description were fitted with buffer-springs, a measure which it appears to me should be insisted on. I also strongly recommend that 20 miles an hour should not be exceeded in descending gradients, particularly those exceeding a mile in length.

It will be seen on reference to page 17 of the regulations that Rule No. 11 is not sufficiently explicit on this head.

Mr. Secretary Bulkeley states in his letter, dated 22nd August, that "the engine-drivers have had the strictest instructions to shut off the steam in descending this plane" (alluding to the Brentwood gradient, where the accident happened on the 19th August) "and to allow the train once fairly started to descend by gravity." The instructions adverted to must therefore have been merely of a verbal nature.

A rapid speed on railways is undoubtedly the great desideratum to be attained by this mode of travelling, but it is also evident that there is a maximum velocity, which it would neither be safe for the public to exceed, nor consistent with the permanent interests of railway Companies. On those parts of the railway which are level, a speed of from 25 to 30 miles per hour appears to be quite safe, and may be practised without apprehension of danger; the usual precautions, of course, being observed. This observation is intended to apply to railroads which have been sometime made and are perfectly consolidated; but on new railroads, and on long gradients of both new and old, the speed ought not to exceed 20 miles per hour. Mr. Braithwaite calculates the speed of the train, at the moment of the accident on the 19th August, at 64 miles per hour.

The cause of that awful catastrophe was no doubt excessive speed, but in what manner that speed operated to drive the train off the rails it is difficult to explain, and has given rise to a variety of opinions. Some have attributed it to an obstruction on the rails, causing a rocking motion; others to the application of the break, at such a high velocity, producing a jumping motion. Both these motions were probably produced, but still they do not account satisfactorily for the effect of driving the engine off the rails. It appears to me, that if a body weighing 13 tons were to move down a gradient at a rate of 64 miles per hour, that when the jumping motion was produced from either of the causes before mentioned, the force of percussion would be so great as to break the cast-iron chairs, and if a joint chair were broken, an opening in the rail would immediately be produced, by which the engine would rush on one side. On reference to the evidence of Mr. Henry Flowers, given before the coroner, at page 27, it will be seen, that he "found a broken chair about there." I have made a strict inquiry, with a view to find this broken chair, because I was anxious to examine it, thinking that it would fully explain the cause of the accident; but it has not been found. I am, however, still of opinion that the rapid velocity and the very weak chair were the immediate causes of that calamity.

I found the engine, No. 6, still in the field, having been left on the spot where the accident happened for my inspection. As the unfortunate man, George Foster, had declared on his death-bed to John Ward (see page 32 of the evidence taken before the coroner), that he did not know what had caused the accident, "unless the wheel got loose on the axle," I considered it important to examine the wheels particularly, and accordingly I did so. The nave and axle are turned to fit each other, and are secured together by two keys through the whole width of the nave, and also by a three-quarter screw of 2½ inches long, the female screw being cut half into the nave and half into the axle, the whole being covered over by a circular brass plate of about six inches diameter, for ornament, which is screwed on to the centre of the axletree. These plates were removed from all the four wheels, and a working party of labourers were applied to the spokes of each wheel to push them with all their force in both directions alternately, with a view to prove whether they were loose or not, when it was quite evident that they were all firm and tight, and in a perfectly effective state. I further examined each of the guide-flanches minutely, and I found that they were not cut through nor destroyed in any part of their periphery.

The embankment was in good order, and as complete as any embankment could be which is as yet only half formed, that is, having only one set of rails laid where two sets are intended. Indeed, all the earth works upon this line appear to me to have been well constructed and with much pains, with a view to their drainage and consolidation.

I received, however, a letter from Mr. John Truscott, dated Welling, Kent, 24th September, stating himself to be a retired engineer and offering to furnish me with information as to the state of the railway on the 19th August, inspected by himself immediately after the fatal accident, he having been a passenger with the train at the time. Being anxious to obtain all the information in my power, I wrote to him to accept his offer, and I received his second letter, dated 3d instant. Both letters are transmitted herewith. These letters do not contain any information capable of throwing a new light on the subject, and as I have no knowledge of this person, and his statement is not made on oath, I conceive that it can only be received with great caution.

With regard to the top-heaviness of the engines, I had an opportunity of comparing No. 2 engine, constructed by Messrs. Braithwaite and Co., belonging to the Eastern Counties' Railway (and which is similar in construction with No. 6) with No. 121 engine, constructed by Messrs. Tailour and Co., belonging to the North Eastern Counties' Railway. The engines were placed within four feet of each other on the rails at the terminus at Shoreditch. It was plain that No. 2 had the advantage in this respect, the centre of gravity being a few inches lower than that of No. 121. Neither of them can be considered objectionable on this score, the driving wheel of each being six feet

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rails five feet, and the weight being disposed as low as possible, much lower than on a stage-coach.

No. 2 engine had four wheels, the driving wheels six feet diameter, the fellies four inches broad, besides the flanch, with guide-flanches an inch and three quarters deep; the two remaining wheels four feet six inches diameter, with guide flanches and fellies, the same as the driving wheels.

No. 121 engine had six wheels; the driving wheels six feet diameter, with fellies five inches broad, without any guide-flanches; the four remaining wheels four feet diameter, having guide-flanches on their fellies an inch and a quarter deep.

With respect to the death of Thomas Osborn, who was killed on the 10th of Sept., I made every inquiry as to the cause of his death, and I find that it was purely accidental, and that the description given of that accident in Mr. Secretary Bulkeley's letter, dated 12th of September, is quite correct. If the unfortunate man had had presence of mind, at the time of falling, to lie down flat between the rails, the engine would have passed over him without injury, but the attempt to scramble out was the immediate cause of his death.

As regards the third and last accident, which took place on the 14th of September, that appears to have been occasioned by disobedience of orders, (see page 19 of Regulations,) as well as by culpable negligence on the part of the engineman, William Moore, not having kept a good look out, and by going at a greater speed than the train which had left London five or six minutes before him on the same line of railway. Moore's train overtook the train in his front, and a violent collision took place at Old Ford, near Bow, Middlesex, by which four of the passengers were thrown out and received grievous bodily harm, one of them since dead. The Directors informed me that they had dismissed William Moore from their service, which was all the punishment they could inflict.

This accident suggests the necessity of some regulation as to the time which should elapse between the starting of trains from the same station; and whether half an hour should not be the minimum of time; also whether such a negligent person as Moore should not be rendered incapable of serving any other Company as an engineman.

With respect to "the period at which, and the state of construction in which, a new line may be safely opened, and the precautions and limit of speed necessary before the line is fully completed and consolidated," I would observe that the period must depend upon the soil, and the nature of the cuttings and embankments, as well as the pains and judgment bestowed upon the works, with a view to their drainage and ultimate consolidation. The question, therefore, can only be answered in a general way, by stating that both lines of rails on a new work should be laid, and completed in all respects, before it should be opened to the public for the conveyance of passengers; and the rate of speed, either on level portions or inclined planes, should be limited for the first year to 20 miles per hour; also that the sleepers on embankments, and more particularly at the lower portions of gradients, should be secured by pickets of sufficient length, either of wood or iron, driven in at their ends, to prevent any lateral movement.

Having adverted to all the various matters on which my opinion was required, I would now, in conclusion, briefly state the several points to which I would more particularly direct the attention of the Board, viz.—

1st. That a school should be formed for the education of enginemen, where they may be instructed in the principles on which the steam-engine acts, the names and uses of its parts, and be made acquainted with its hand gear, so that they may be enabled to start, back, or stop the engine; and that each candidate should undergo an examination by competent persons, and receive a certificate, before he can become eligible to be appointed to the charge of a passenger train on any railway.

2d. That the maximum rate of speed should be regulated from authority, both for new and old railroads.

3d. That no new railroad should be opened to the public for the conveyance of passengers until both lines of rails shall have been laid and completed, and the sleepers on the embankments, and more especially at the lower portion of gradients, should be properly secured by pickets.

4th. That when notice is given by a Railway Company of their intention to open a new railroad to the public, they should be requested to send a section of their rails, a sample of their chairs, to give a description of their sleepers, the distance apart from centre to centre, and the engines intended to be used.

5th. That the time at which the down trains should start from the several stations on railways should be fixed by authority, and that no deviation from the same should be allowed, except in case of accident, without the sanction of a superintending officer; and that due notice should be given to the public of the time at which trains start, and of any deviation therefrom.

6th. That all carriages on railways of every description should be fitted with buffer springs.

7th. That all engines should be fitted with six wheels.

8th. That every line of railway should be marked with milestones or iron castings, having letters or figures conspicuously shown upon them, so that every passenger so disposed, may have an opportunity of checking the rate of travelling.

9th. That the chairs of the Eastern Counties' Railway are much too slight.

I return herewith the enclosures which were forwarded to me for my perusal, viz.—

A copy of the evidence taken before the Coroner, Charles Carne Lewis, on the 1st August.

Two letters of Mr. Secretary Bulkeley, dated 22nd August and 12th September.

I have, &c.,

R. Thomson,
Lieut.-Col. R. Engrs.

(To be continued.)

The North Midland Railway.—We have recently had several opportunities of travelling on this railway from end to end, and we are glad to say that it is working in the best possible manner. The trains make their trips with the utmost exactness: the engines are even more than adequate to their work: the accommodations are every thing that could be desired: the attention of the servants of the Company is exemplary; and the journey to Derby, Birmingham, or London, is made with all imaginable comfort and pleasure. The other day we timed a train for four miles between Belper and Derby, and found that it performed the distance in five minutes and eleven seconds, which is at the rate of 47 miles per hour, and yet it was done with so much smoothness and steadiness as not to be in the least alarming. We believe no railway in the kingdom is working better than the North Midland.—*Leeds Mercury.*

Excursion Carriage for the Leeds Railway Company.—A carriage for the Leeds Railway has just been completed, from designs by the chief superintendent, Captain Laws, R.N., and built by Messrs. Melling and Son, coach-builders, Greenheys; which for beauty and workmanship, together with utility and convenience, may be considered almost unequalled. The body is 18 feet long by 7 feet wide, and built after the Italian gondolas, with a centre compartment, 8 feet long by 7 feet wide, and 6 ft. 6 in. high; allowing parties to promenade with the head covered. The interior of this compartment is fitted up to give the appearance of a splendid saloon, with rich carved mahogany sofas, lined with crimson plush and trimmed with silk gymp, and at each corner is a mirror of large dimensions. The painting is of a very superior character, the body being of a handsome lemon colour; and upon the panels are emblazoned the arms of Manchester, Leeds, London, York, Hull, Birmingham, and Derby, painted in most beautiful relief to the rich and delicate body colour. The lightness of the under carriage is equally characteristic with the superior accommodation of the interior. The buffing apparatus consists of a box of small elliptic springs, with single plates, each corner being free from those large and heavy buffer springs hitherto used.—*Manchester Courier.*

Stockton and Darlington Railway Company.—This Company is at present engaged in an undertaking near Yarm, which will in all probability be expensive and annoying. The Railway Company have for some time past been inconvenienced for want of water, between Stockton and Darlington, for the supply of their engines, and to meet the emergency, they have entered into an engagement with Messrs. Bainbridge, of the Tees Paper-mill, to supply them with steam-power to lift and force the water from the Tees, by means of cast metal pipes, to a reservoir at the station. Several of the pipes have burst from the pressure occasioned; the elevation being great, and the distance to the extreme end near the Yarm station, being upwards of a mile in length.—*Northern Times.*

Brecknock and Merthyr Railway.

Starting from the Dowlas branch of the Taff Vale Railway, near Pantecoed-Ifor, the line will pass by Blaen-y-garth, were would be a short tunnel to Aber-eriban Bryn Jack, crossing the Taff-fechan above the latter place, and passing on the west of Pont Lutton crossing the river, through the level below Danyrallt, and entering the mountain opposite the Ystrad with a tunnel 2000 yards in length, emerging in the Glyncollwng Valley, and following the Vale by Capel Glyncollwng, Abercynhafen, Rhyd-y-bine, Aber, to the West of Cui, by Derwen-y-groes, Llanfigan Rectory, through the village of Llanfrynach, by Maes-derwen Lodge, crossing the Usk near Aber-cyndrig, and passing between the canal and river to the terminus near the Gas Works at Brecon. Compared with other railways, the cost of land will be low, as a great portion, being mountain land, is of little value; and where the land is of good quality in the neighbourhood of Brecon, we are persuaded the landowners will meet the proprietors in a liberal manner, considering how greatly their land will be enhanced in value by the impetus afforded to agricultural improvement. The cost of construction will be light; the strata is favourable—lime and stone in abundance. The tunnel through the mountain, being sandstone, will not require arching, so that a great saving will be made in that item. We think there can be but one opinion of the advantages to be derived to this district from the formation of the proposed line. A new market will be opened for our agricultural produce in supplying the immense population employed on the hills, with the advantage of enriching our lands with an abundant supply of lime at a low cost; coals also would be much reduced at Brecon and its neighbourhood. The passenger traffic on the Taff Vale already is a good guide in estimating the probable traffic on this line; by affording the facilities of rapid and cheap travelling, the public of all classes gladly avail themselves of of its advantages; and the increase of travelling by railway is beyond all credence. We believe the measure is supported by influential parties, and we have no doubt that managed with economy, this line will prove a lucrative investment. The plans, we hear, are deposited with the clerks of the peace. The regulation requiring the deposit of plans nearly a twelvemonth before the application can be made to Parliament, is highly conducive to the interests of the landowners, as they have ample time to examine how the line affects their property, and for its merits or demerits to be generally discussed.—*Silurian.*

Greenwich Railway.—On Monday evening, about nine o'clock, an accident which occasioned much inconvenience, fortunately unaccompanied by any personal injury, occurred near the point of divergence to the Croydon line. By some casualty of which no explanation has been given, the up-train was thrown off the line of rails, and some of the carriages were drawn across the trams used for the down conveyance. The engineer and stoker blew out the fire, and the passengers were at length, after much alarm and excitement, handed out of the vehicles, and shown to a lateral staircase, from the foot of which they might thread their way through the dirty streets in the neighbourhood. On the remonstrance by a member of Parliament who happened to be a passenger, one of the attendants consented to light the passengers on their way by the line of the railroad; and on their arrival at the terminus it was found that the attendants were in ignorance of the accident, and were preparing to start a train downwards. Had this occurred a few minutes earlier, or had a train arrived by the line from Croydon, fearful indeed would have been the collision with the carriages out of place, and lives would probably have been lost. The arrangements on this railway appear to be extremely defective; there was no superintendant at hand to give directions in clearing the line, and no spare engine ready at the terminus in the event of any accident.—*Globe* of Thursday.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; t hose at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of Railway.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	67	..	..	70	70	..
—	—	6800	33⅓	10	Ditto (*Thirds*)	..	..	..	..	8½	8½	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	78
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	32
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	33½
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	17
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	8	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	..	..	8½	..	..	8½
—	—	64000	8½	4	Ditto (*Debentures*)	6	6½	..	6½	..	..	6½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	35	Edinburgh and Glasgow	..	..	..	..	..	..	29
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	34
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	23½
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	201
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	100½
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	....	10000	100	80	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	87	88	88½	89½	89	89	89
—	—	25000	50	50	Ditto (*New Shares*)	61	61	61	62	61½	61½	61½
—	—	37500	20	4	Ditto (*Fifths*)	9¼	..	..	9⅜	9⅜	9⅜	9⅜
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	43
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	31½
....	....	5000	37½	15	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5200	100	100	Liverpool and Manchester	..	..	..	..	..	..	188
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	45½
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	90
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	164	..	..	150*	154	154	165
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	26	..	..	..	..	27
—	—	31250	32	32	Ditto (*New Shares*)	..	..	..	51	..	..	57
4	3¾	24000	25	25	London and Blackwall	..	..	..	..	19¾	19¾	..
46	5½	36000	50	50	London and Brighton	42½	42¾	43¼	43⅛	43¼	43¼	42½
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length of Railway.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
76	76	36000	avr.	38⅝	London and South-Western	56	55½	55½	..	..	..	57
50	50	13000	100	70	Manchester and Leeds	..	69½	..	..	..	..	71
—	—	13000	50	25	Ditto (*New Shares*)	..	30	31	..	..	..	30½
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	52
45	5½	30000	70	40	Manchester and Birmingham	..	..	25	25	..	..	25½
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7800	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	77½	78	78	79
—	—	10000	25	10	Ditto (*Quarter Shares*)	14½	..	14½	14½	14½	14½	15½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	70	71	..	..	..	..	71½
—	—	15000	50	40	Ditto (*New*)	..	35	..	..	..	..	35½
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75†	75	North Union	..	..	..	..	..	..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	..	..	16½	16½	17	17	16½
21½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	..	80	80	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

* Ex. New.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to March 17th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3⅜	..
18000	50	35	Edinburgh and Glasgow	29½	29
1960	25	25	Glasgow and Garnkirk	28	28
16000	25	23	Glasgow and Greenock	22½	22½
12500	50	40	Glasgow and Ayr	39	38½
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	76	76
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	27½	27½

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorised to be raised in any way.	Total amount expended up to September, 1840.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.
£1,056,666 0 0		£1 10 0	Birmingham & Derby Junction	48½	38½	March 13	..	£648 10 6	£358 11 0	£1,007 1 6 ††
1,266,666 0 0	£1,013,723 0 0	....(a)	*†Birmingham and Gloucester	51	51	March 12	5,739	1,034 8 3	150 16 3	1,185 4 6 ‖‖
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	6	6	..	..	....	....	....
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	16½	16½	March 13	4,228	157 4 11½	57 17 7	215 2 6½
2,133,333 0 0	....	....	*Eastern Counties'	126	17½	March 14	10,616	....	....	566 19 0 ‡‡
833,000 0 0	631,241	2 8 0	*†Glasgow, Paisley, and Ayr	51	40	March 13	12,257	729 15 3	124 10 0	854 5 3
Made jointly by Ayr and Greenock Companies.			*†Glasgow and Paisley Joint Line	6½	6½	March 13	10,358	....	....	359 11 0
1,957,800 0 (b)	....	14 0 0	Grand Junction	114 (c)	114 (c)	March 13	..	5,666 17 1	2,059 0 7	7,725 17 8
....	....	....	Great North of England	74	....	..	..	....	....	....
4,999,999 0 0	....	....	Great Western	118	92	March 14	..	4,906 13 3	862 1 5	5,768 14 8
533,333 0 0	460,000 0 0	2 0 0	Hull and Selby	31	31	March 14	3,035	388 13 3	224 0 7	612 13 10
488,000 0 0	390,000 0 0	....	Lancaster and Preston	20½	20½	March 13	2,347	418 13 8	21 5 4 ‖‖	439 19 0
1,832,375 0 0	1,410,000 0 0	10 0 0 (d)	Liverpool and Manchester	31	31	March 12	..	2,422 16 3	2,088 15 10	4,511 12 1
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	112½	1124	March 13	..	10,837 12 7	2,681 10 5	13,019 3 0 §§§
800,000 0 0	668,068 0 (e)	....(a)	*London and Blackwall	3½	3½	March 17	28,240	536 19 4	1 6 7	538 5 11
2,400,000 0 0	1,091,369 0 (e)	....(a)	*London and Brighton	46	5½	March 15	2,135	69 18 10	64 9 7	134 8 5
741,000 0 (f)	629,307 0 0	....(a)	London and Croydon	104	10½	March 16	7,163	....	....	541 18 8½ ¶
993,300 0 (g)	793,300 0 0	1 0 0 (h)	London and Greenwich	3½	3½	March 18	32,718	....	....	1,009 0 10
2,260,000 0 (e)	2,193,617 0 (i)	5 0 0 (k)	London and South-Western	77	77	March 14	..	2,912 9 1½	690 13 2	3,608 2 3½
2,800,000 0 0	895,914 0 (l)	....(a)	*Manchester and Birmingham	40	5½	March 15	11,856	....	....	335 19 5
650,000 0 0	.... (m)	1 5 0	Manchester and Bolton	10	10	March 11	..	385 8 10	212 1 8	597 10 6
2,529,000 0 0	....	....	Manchester and Leeds	50	50	March 8	..	1,868 4 5	1,030 6 5	2,898 10 10
1,533,000 0 0	1,440,000 0 0	....(a)	Midland Counties'	57	57	March 13	7,327	1,397 16 5½	642 12 0	2,040 8 5 ‡‡‡
950,000 0 0	....	....	Newcastle and Carlisle	61	61	March 13	..	461 19 1	1,064 8 3	1,526 7 4
3,000,000 0 0	2,705,676 0 (e)	....(a)	North Midland	72½	72½	March 13	..	2,114 17 4½	841 10 5	2,959 7 9½
730,000 0 0	560,000 0 0	6 0 0	North Union	22	22	March 12	3,182	740 18 2	167 13 6	908 11 8 ¶
1,200,000 0 0	297,430 0 0	....(a)	Northern and Eastern	80	19½	March 14	6,962	....	....	505 12 1 ***
500,000 0 (n)	....	....(a)	Preston and Wyre	19	19	March 13	1,958	148 18 11	110 9 9	259 8 8
200,000 0 0	130,517 0 0	8 0 0	Sheffield and Rotherham	6	6	..	..	....	....	....
800,000 0 0	178,148 0 0	4 16 0	Ulster	36	8	March 14	6,345	....	....	178 0 6
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	23	23	March 15	8,431½	....	....	1,560 1 8 †††

(a) Not open long enough. (b) Exclusive of the Chester and Crewe line, which appears to be 458,333*l.* (c) This includes the Liverpool and Manchester line, from which a portion of the Grand Junction revenue is derived. (d) Maximum allowed by Act. (e) Up to July 1. (f) Including the new capital for the London-bridge station. (g) Including new capital for widening line, &c. (h) Preference shares guaranteed 5*l.* per cent. (i) Including Gosport branch. (k) This is from the main line only, and is calculated on the money actually advanced, some of the shares having been issued at 50 per cent. discount. (l) Up to July 31. (m) The expenditure mixed up with that on the canal, with which the line is connected. (n) Including harbour and docks. (o) 83 miles from Birmingham to Newton junction; 14½ from Newton junction to Liverpool; and 16¼ from Newton junction to Manchester. ‖‖ This is for *toll* only.

†† From which deduct Toll to London and Birmingham Company, 110*l.* 12s. 7d.—leaving a balance of 896*l.* 8s. 11d. ‡‡ Including Northern and Eastern Railway toll, &c.

¶ The Liverpool and Manchester toll being deducted.

*** Exclusive of the toll and rent payable to the Eastern Counties' Company. ††† Not including traffic on Leeds and Selby line

‡‡‡ Carriages, 49*l.* 15s. 6d.; horses, 12*l.* 17s. 0d.; parcels, 207*l.* 12s. 9d.; dogs, 21. 0s. 0d.; cattle, 26*l.* 4s. 0d.; corn, 24*l.* 2s. 3d.; heavy goods, 320*l.* 0s. 0d.—Total, 642*l.* 12s. 0d.

§§§ Subject to a deduction of 48*l* 1s. 6d. for one week's rent of the Aylesbury line at 2,500 per annum. ‖‖ Exclusive of any payment for the conveyance of the Mails.

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TO CORRESPONDENTS.

London and Croydon Railway.—*The anonymous "Proprietor" who complains that his remarks at the late meeting were "garbled," must labour under a mistake. The Reporter pledges himself that the account of the meeting was an uncoloured and impartial one, and conveyed a fair notion of what transpired. Of course it would be impossible to find room (and our readers would not thank us if we could) for everything that is said on such occasions. The Reporter must use his own discretion as to what may be deemed most important, however much he may offend those who talk for the sole purpose of appearing in print. He assures us, that on this occasion he treated the "Proprietor" precisely as he felt compelled to treat many others.*

Railway Reform,—*We are again reluctantly obliged, by a pressure of matter of immediate interest (or none) to defer the letters of* Examiner *and* A Railway Shareholder *on the new Birmingham and Gloucester system of Direction. We do not see, in a large mass of matter standing over, in type and in hand, any two communications which can bear keeping so well. They are of the class which are for "all time."*

A great deal of valuable correspondence is, for the same reason unavoidably deferred.

Omega.—*A complete history of the dark intrigue, from first to last, would certainly be edifying, but we could not go into it without entering into matters of purely personal concern, which it has from the first been our study to avoid. We have confined our attention invariably to the public acts of the parties referred to, and only touched on their private vagaries, so far as they served directly to illustrate the wickedness or folly of the former.*

A Friend of Competition *is mistaken. Ministers took as such no part on the second reading of the Stafford and Rugby Bill. The Attorney General, indeed, voted for it, but "Young Dudley" may account for that.*

A Loser of Five Thousand.—*We sympathise with him under his loss, though, of a truth, he abuseth us consumedly. It is idle in him to impute motives when he admits that "facts are with us." We dare say we shall survive his resentment.*

M. L.—*We dislike obliging him in the way he proposes, but we shall take an opportunity of explaining.*

H. H. *will be delighted with us to find that the decision of Parliament renders the publication of his letter now unnecessary.*

G. C.—*Some of the suggestions he sent us were excellent, and shall be noticed in due time.*

Communications received from A Well-wisher to the Blackwall—P. D. Y.—Mainchance—A Stoker—F. D. S.—Sam. Secundus—Q. in the Corner—D. K.

A small Book of Practical Instructions for Railway Engine-Drivers *has been sent us, published by Mr. Charles Hutton Gregory, the Engineer of the Croydon Railway. We hope to be able to notice it more particularly in our next, but cannot defer recommending in the meanwhile every Board of Railway Directors to put copies of it into the hands of their servants. It is very clear, sensible, and business-like production.*

THE RAILWAY TIMES.

SATURDAY, MARCH 20, 1841.

THE Manchester and Birmingham Extension Bill (Stafford and Rugby) has been thrown out by the House of Commons on the second reading, by a very large majority—the numbers being, in favour of the Bill 94, against it 154. It has been thrown out, too, not upon any point of form, nor on account of any merely temporary consideration, which after the lapse of a month or two might lose its weight, but after a full discussion of the Bill in a very full House, *on its merits*, and solely because no case had been made out, to the satisfaction of the members, for the pernicious interference which it threatened, with the vast pecuniary interests embarked in the existing railway communications between the Metropolis and Lancashire. Neither can the promoters of the scheme complain that it had not all its pretensions, such as they are, duly presented to the consideration of the House. Whatever the most able and skilful debater of modern times could do for it, Sir ROBERT PEEL did, but only to be told at last by the ingenuous and high-minded STANLEY, that he had thrown a vast deal of "art and ingenuity" away to no purpose, for ends in which the public had no interest. Stafford and Rugby were not London and Liverpool; nor yet the borough of Tamworth identical with all Scotland or Ireland, or even so much as North Wales! The scheme had not originated in any pressing want felt by the public, and, if sanctioned, could only end in loss and disappointment to all concerned (the professional and office-seeking promoters of it always excepted); justice to the one and mercy to the other, therefore alike required that a final extinguisher should be put upon it; and so the House, by the large majority we have mentioned, decided.

We heartily congratulate the whole railway interest on this gratifying result. It may be said to have increased the security of all railway property by many degrees, since it shows that capital once invested in a railway, under the sanction of the legislature, may safely depend on every needful protection against all uncalled for and wanton rivalry. We may—without presumption, we trust—take credit to ourselves, at the same time, for having contributed in some slight degree to the triumph on which we congratulate our friends. More than two years are gone since we first took the field against this Extension scheme, and ever since, we have never failed, as often as fitting opportunity offered, to expose its hollowness, and to denounce its injurious tendency. We have now our reward. The principle for which we have all along been combating, is precisely that by which the House of Commons has been governed in its present decision. Writing as far back as the 16th February, 1839, our words were—"We take our stand on the principle, that a railway south of Stone competing with the existing lines, would be unjustifiable as an invasion of their interests, and is not required by the wants of the public. In opposing the scheme upon such grounds, we feel satisfied that we are doing the best we can for the furtherance of that system which it is the boast of this journal to uphold—as apart from the injustice of the case, nothing tends more to weaken the claims of really necessary lines, than the promulgation of schemes wholly uncalled for by public accommodation."

THE Croydon Company, in their petition to Parliament praying for a modification of the passenger tax on railways, after urging upon the legislature the substitution of a per-centage amount upon the fare in lieu of the existing mode, express a confident belief "that it would not be necessary to fix the maximum per-centage on the fare higher than that which the present duty bears to the highest fares now charged on any railway." We presume from this, that the petitioners are favourable to a graduation scheme, although unquestionably it cannot be said of any scheme of that kind yet propounded that it would not inflict injury upon some of the higher class of railways. That a scale *might*, however, be devised which would very materially relieve the poorer Companies without inflicting a corresponding injustice, or any injustice at all, upon their neighbours, we have all along maintained, and our only regret is that some tangible practicable measure of improvement, having this object in view, has not yet been brought forward. It is quite clear that the revenue must not be allowed to suffer, and equally clear that the Companies who would be prejudicially affected by the operation of the scheme recommended by the Select Committee of last year, will not submit, and ought not to be obliged to submit, to a proposition which would be a direct inroad upon the rights guaranteed to them by the legislature, inasmuch as it would increase the proportion which the Government tax bears to the gross revenue of particular undertakings. No Company would have any right to complain of any alteration which should place them in no worse position than before, but they have a right to complain that *they* should be made to suffer for the relief of other parties, who were equally cognizant as themselves of the exact weight of the burden they were called upon to bear, before they voluntarily subjected themselves to it.

Much as we are opposed to the present mode of levying the railway tax, conceiving that it is not less oppressive to the public than injurious to the revenue of the State, we would much rather see it persisted in than that the principle should be sanctioned of imposing additional duties upon the wealthier and more powerful Companies, for the sake of affording relief to the poorer and more obscure. Such a course would be in effect imposing a penalty upon works of vast magnitude and surpassing importance. What is it that leads some of the great Companies, or rather, we ought to say, that *compels* them, to charge a higher rate of fare per mile than others? It is not that they may realise a larger net income, but because their original outlay has been necessarily so immense, that to realise any income at all, it is indispensible that the public should be taxed in a corresponding ratio for the facilities which the undertaking presents. We know that it is a favourite dogma with some—with the Chairman, for instance, of the very Company whose petition we are now discussing—that first cost is no legitimate element in the consideration of the rate of such railway fares as will be most profitable; but surely common sense shows that first cost is not merely one of the elements which must be taken into account before an accurate judgment can be formed, but *the most essential element of all*. As well might it be expected to secure a good dinner at the London Tavern at the same cost as a similar entertainment could be got for at a common eating-house, as to expect that you can be carried over a railway which has cost 50,000*l.* per mile at the same rate of charge as over a line the expenditure upon which has not exceeded 25,000*l.* The edibles may be as choice in quality in the one case as in the other, but the tavern-keeper has expended thousands of pounds upon the accommodations of his house, where his neighbour has not expended half as many hundreds, and his customers must make him a suitable return, or the business be given up. We are not advocates of high fares upon railways; far from it; but we hold that unless a reasonable return *upon the outlay, be it large or small*, be secured to proprietors, it is useless to think of keeping railways open, and we know of no means whereby the probability of such return can be guessed at except by taking into account the amount of first cost, and regulating the charges accordingly.

To return, however, to the subject of taxation, we think it would be by no means amiss

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legislature the propriety of subjecting steam conveyance by water to similar imposts as steam conveyance by land. Other parties, the advocates of common-road communication, are ready enough to press for an equalization of tax so far as railways and horse-coaches are concerned; but why should not both unite to bring about a more equitable distribution of the State burdens, by including a species of conveyance which has hitherto escaped totally free? We cannot imagine any valid ground for exempting steam-boats from taxation while steam-carriages are subject to the infliction. It cannot be that more capital has been embarked in the one species of adventure than in the other, that more risk has been incurred, or that greater benefits to the public have resulted or are likely to result. In all these particulars, and in many others that might easily be named, the comparison is greatly in favour of railway locomotion, and if preference is to be shown at all, ought to determine such preference towards it. No preference or partiality is, however, at all necessary as regards taxation. Let the whole of the various modes of internal communication be placed upon the same footing, and let each secure for itself such preference only as its superiority in public estimation may fairly command.

We insert a letter from Mr. R. Dawson, of Liverpool, on the subject of the differences which have arisen among the Directors of the Edinburgh and Glasgow Railway. No person out of Scotland exerted himself more in behalf of this undertaking in the earlier stages of its history, and no person is better entitled to be heard on the difficulties and dangers with which, at the very moment of its successful completion, it is unhappily beset. Mr. Dawson's letter is conciliatory; or, to speak more correctly perhaps, *meant* to be so, for though his professed object is to mediate and to soothe, he has allowed himself to indulge in not a few remarks of the class of "odious comparisons" which can have no other tendency than to irritate and exasperate. Mr. Dawson would speak the Edinburgh Directors fair, and seems inclined to go so far even as to allow that they have been rather shabbily used; yet still he would have them to yield up the entire matter in dispute, as if it were one of mere forgiving and forgetting! Now, for ourselves, we must say that he has failed entirely in convincing us that it is for *the interest of the Railway* (to which alone we look) that the Edinburgh Directors should give way. Mr. Dawson speaks of understandings *previous* to the Act of Parliament; but we beg to say that the only understanding which anybody has a right to look to, is that *embodied in the Act itself*. The question to be solved is simply this—Can the railway be efficiently and advantageously worked under the provisions of that Act? If it can, then the Glasgow Directors have not a leg to stand upon; it is they and not their Edinburgh colleagues who should give way. Let us then see how the facts of the case really are.

The Act provides that there shall be a General Directing Board, of which Glasgow shall be the head-quarters, invested with a supreme controlling power; both parties approve of this, and upto the date of the present quarrel no idea appears to have been entertained, by any one, of removing the meetings of that Board from Glasgow. The Act also provides, that there shall be two subordinate Executive Committees, one composed of Edinburgh Directors, parties must have agreed to, if not approved of, at the time the Act was passed. And both parties farther agree, that up to the present time the plan of management thus prescribed by the Act has worked well. Why then is it sought to be overturned?—Avowedly for certain *possible* and *apprehended* inconveniences only. The Glasgow Directors think it would be better if all the executive, as well as all the deliberative and controlling power, were concentrated in *one* place; and considering that the line is but 46 miles long, we should say so too, if we were now considering *de novo* how the Company should be organised. But are the advantages of such a concentration so great and so manifest, that it is worth risking the peace and prosperity of the Company for them?—worth, in short, encountering all the evils of a violent revolution—for that, and no other, is the only way in which the Glasgow gentlemen have hitherto sought to accomplish their darling concentration. The notion is preposterous. The Lancashire proprietary are deceived. There is nothing at all vital in the question. Things might go on admirably as they are, if the Glasgow Directors would but pull cordially with the Edinburgh, in working out the machinery provided to their hands, and which—let us add—*they were appointed to work out*. The Glasgow gentlemen cry out so loudly for "concentration in *one* place," simply because that one place happens to be Glasgow. Had Edinburgh been the appointed head-quarters of the General Board, and Glasgow only been honoured with a local Committee, we should never have heard one word from them about the beauties of concentration. It is a local squabble entirely, got up for local and private ends only, and with which the English proprietary, if they are wise, will have nothing further to do, except to *put it down*.

Since writing the preceding remarks we have received a very ably written address to the shareholders, signed by Mr. Learmonth, Deputy-Chairman of the Company, and nine of the other Edinburgh Directors, but of such length that we are obliged to defer its insertion till next week. The following brief extract may suffice in the meanwhile to dispose of all that Mr. Dawson says on the subject of *previous* understandings. The Committee of the Edinburgh shareholders had insisted on having "the management of the Eastern half of the line, and that both after and before the Act of Parliament was obtained," and a general meeting was called to settle definitively, that and other points preparatory to applying for the Act of Parliament.

"The general meeting took place in March, 1836, about a month after the above remonstrance had been submitted on the part of the Edinburgh subscribers. The question was discussed, and the result was that the following resolution was unanimously carried:—'That it is the opinion of this meeting that the superintendence of the EXECUTION AND MANAGEMENT of that part of the line situated between the town of Linlithgow and Edinburgh, should, *after an Act of Parliament for the undertaking had been obtained*, be deputed by the general Committee (*i. e.* the Directors) to the local Committee in Edinburgh, subject of course to the control of the said Committee.'

"The resolution was moved by the present Chairman of the Company, Mr. Leadbetter, who now advocates a resolution to take from the Edinburgh Committee that very superintendance THAT UPON HIS *own motion, in* 1836, *was committed to them, as soon as an Act of Parliament should be obtained*."

At a still later period of the week, a reply

self, for which we must in justice to that gentleman, at whatever inconvenience to ourselves, find a place. It brings to light some facts which call for explanation at the hands of the Edinburgh Directors, but it has not altered in the least the opinion we have expressed on the general question.

We alluded last week to the very cool manner in which the Rev. Francis Close, of Cheltenham, "begged" (as logicians say) the whole question of Sunday travelling on railways, by assuming at once that it involved a desecration of the Lord's day, and the violation of a Divine command. It would seem that the Reverend incumbent of Cheltenham is not singular in this easy way of disposing of a matter which it would puzzle him fairly to look in the face. In the *Worcester Journal* of Thursday, we find a copy of an address, purporting to be signed by the "Mayor, Magistrates, Clergy, and other inhabitants of Worcester and its immediate neighbourhood," in which the subscribers remark that,

"They have observed with the greatest satisfaction, the course so highly honourable to the Company, hitherto pursued on the line with regard to Sunday travelling and Sunday traffic; and they do earnestly hope that this praiseworthy example will continue to be held forth; that the Company, with considerate and Christian regard for others, will still take care that their servants may enjoy the rest and benefit of the holy Sabbath, as well as themselves; and that no views of expediency or hopes of worldly profit will be allowed to interfere with a course so eminently calculated to forward the best interests of the community in general, and to call down on the undertaking the blessing of the Most High. The undersigned, convinced from daily and hourly observation, that no one cause is more promotive of the good conduct, and consequently of the happiness of the whole frame of society, than the due observance of the Sabbath day; and on the other hand, that its desecration is the root and source of the worst evils, could not be silent at this important crisis—and they fervently pray that the proprietors may be guided to such a decision as will bear the calm reflection of that awful hour when a recollection of God honoured, his ordinances regarded, and his immortal creatures thus benefitted, will infinitely outweigh all the passing interests of the world."

This address, like the circular of Mr. Close, has reference to the special meeting of the Birmingham and Gloucester Company, summoned for Tuesday next, and will no doubt be estimated by the proprietors at its true worth. The generalities in which these reverend gentlemen deal render it impossible to meet them on their own ground. We may admit all their premises, and yet safely demur to their conclusions. Granted at once (although we might quarrel with the phraseology in which it is expressed) that "no one cause is more promotive of the good conduct, and consequently of the happiness of the whole frame of society than the due observance of the Sabbath day;" granted on the other hand, that "its desecration is the root and source of the worst evils;" but what has this to do with Sunday travelling, until it has been incontrovertibly proved that such an employment of the only day which the great mass of society can in any way call their own *is* a "desecration," and a violation of a Divine institution? The question at last resolves itself into this, and until it be fairly met upon this ground, the vague denunciations and threats of future consequences, thrown out by the lay and clerical agitators of Worcester, may be suffered to pass unnoticed. We have sufficient confidence in the good

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sense of the Birmingham and Gloucester proprietary to look forward to their decision on Tuesday without the smallest apprehension.

We refer with much pleasure to the Report of the Directors of the Dublin and Drogheda Railway Company, which appears in our columns to-day. It is of a very favourable character, and even if it had no other point of interest, the exhibition of the steady and zealous co-operation of English with Irish capitalists in carrying out so important an undertaking, would be highly interesting. We trust that out of a union so desirable, may arise means for forwarding the grand scheme of Irish railways, to which we have so often had occasion to refer.

A peculiar interest attaches, in our eyes, to the proceedings of this Company, inasmuch as the principle of share-list auditors, so strenuously insisted upon in the columns of this journal, is to a considerable extent acted upon by it, and to the manifest satisfaction of all concerned.

The Half-yearly General Meeting of the Hull and Selby Railway Company has just been held. The proceedings are as satisfactory as perhaps could have been expected. The dividend declared is certainly a small one, but the line was not opened for merchandise till the 19th of August last, and cannot have its resources properly developed until the traffic of the Manchester and Leeds and the Great North of England Railway shall have been fairly brought upon it. The influence, moreover, of more than one fatal accident in which this Company were implicated, must have been very injurious to the prosperity of the undertaking. Under all the circumstances we think the present dividend offers a very fair prospect of future increase.

It appears that the whole line will be completed and placed in the most efficient working order for 50,000*l.* beyond the Parliamentary estimate, or under 19,000*l.* per mile—including the purchase, we understand, of several plots of land not originally contemplated, but which it is now considered will be required when the traffic of the line is fully developed.

We have noticed elsewhere the disastrous fire at the South-Western Railway terminus on Tuesday evening, and the improper line of conduct pursued by the railway officers upon the occasion. In a letter to the Editor of the *Times* of Friday, Mr. Stovin, who had the direction of the Company's servants that evening, attempts to justify his interference with the firemen in the cool and consistent discharge of their onerous duties. Although parties deeply interested in the welfare of the concern might naturally feel strongly excited upon such an occasion—and the excitement in this instance seems to have amounted to little short of madness—they should bear in mind that the cool and deliberate movements of men daily accustomed to such scenes, arises *not from any want of zeal*, but from habits inculcated by discipline and experience. However well the parties present might have been acquainted with the "localities and resources" of the premises, in the confusion which they themselves created, it was next to impossible to obtain any useful information. The inferior servants of the Company exerted themselves very laudably and effectually in saving a very large portion of valuable property within the buildings on the outbreak of the fire, and subsequently succeeded, in conjunction with Messrs. Beaufoy's men, under the direction of Alderman Humphrey and Mr. Baddeley, in stopping the progress of the fire in its southerly direction.

The distance of the burning building from the water was so great that it was only made available by a chain of engines, and then water was thrown by the last engine through nearly six hundred feet of hose on to the fire!

It seems to us extraordinary that in premises of such extent and containing such an immense amount of property, no local provision whatever should have been made for the suppression of fire; and under such circumstances, we think a little more courtesy might have been expected towards those who came for no other purpose than to render the utmost possible assistance. Some friends who were present, and on the correctness of whose statements we can place the most perfect reliance, assure us that they were "witnesses of conduct and language used by men professing to be gentlemen, that would be a disgrace to persons in any rank of society."

—o—

On Monday, on the motion of Mr. Robert Gordon, a copy was laid before the House of Commons, "of the fourth Report of the Committee appointed by the Lords of the Treasury in pursuance of Addresses of the House of Commons of the 12th, 14th, and 20th days of August, 1839, respecting railway communication between London, Dublin, Edinburgh and Glasgow, with Appendix." The document was ordered to be printed.

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A correspondent of the *Dublin Evening Post* says:—"There is more than a likelihood that the sums required for the construction of railways in Ireland will be forthcoming. I believe a project is entertained by private capitalists to raise the sum on the security that has been offered to Government, such as has frequently been given for advances for public works—the security of the land." We have reason for thinking that there is good ground for this report. A few days ago a petition was presented to the House of Commons from the foreman of the grand jury of the county of Limerick praying for the introduction into Ireland of an "extended and comprehensive system of railways."

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Among the Companies who have petitioned the House of Commons during the week for a modification of the railway passenger tax are the London and Croydon; Brandling Junction; Glasgow, Paisley, and Ayr; Glasgow, Paisley, and Greenock; Arbroath and Forfar; Dundee and Newtyle; Wishaw and Coltness; and Slamannan. Petitions to the same effect have also been presented from Kircaldy, Aberbrothick, and other places in Scotland.

RAILWAY OFFENCES AND OFFENDERS.

On Monday the Directors of the London and Birmingham Railway Company had a policeman named Hoffer taken before Mr. Rawlinson, of the Marylebone Police-court, for neglect of duty in not attending to certain switches near the Camden station. Fortunately no serious accident occurred, although the mail train got upon one of the sidings. In answer to questions, it was stated that the man had been three years in the Company's service, and had never before been charged with misconduct. It was further stated by Mr. Bedford, the Superintendent of police, that there was little doubt the offender would *be discharged from his employment*, and under these circumstances the magistrate mitigated the fine to 20s.

Last week a man named James Morgan, a guard in the service of the Manchester and Leeds Railway Company was charged before the Leeds magistrates with drunkenness and assault. The assault had not been committed on the railway but in the streets of the town, and the case had been brought forward by a gentleman named Maude, who very properly considered that such conduct on the part of a person holding the responsible situation of a railway officer ought not to pass unnoticed. The further facts of the cause are thus given in the *Leeds Intelligencer* of last Saturday:—

"It was stated by Mr. Maude that he had been to the station of the Leeds and Manchester Railway, to ask the parties having the superintendence of the servants there to appear before the magistrates with reference to the conduct of the defendant, *but they declined to do so.* On this communication being made, the magistrates directed a messenger to be sent to the station to request the attendance of the station-master and the clerk. This was accordingly done, and Mr. Wood and Mr. Glennan were shortly afterwards in attendance. The former stated, that on the train being about to leave at half-past two on Saturday afternoon, he observed that *Morgan was under the influence of liquor, but not drunk, and consequently he very properly refused to allow him to go.* He added, that the fact had been reported to head quarters at Manchester, *and the defendant was suspended from his situation until their decision should be known.* Mr. Glennan was also examined. He stated that at the time mentioned by Mr. Wood he saw Morgan, and did not perceive any alteration from his ordinary appearance.—The defendant having heard the charge, strongly denied the fact of being the worse for liquor at the time alluded to, but admitted that he subsequently got intoxicated in consequence of vexation at not being allowed to go with the train. He added that he had been in the Company's service nearly two years, and during that time was never accused of misconduct in any shape. With respect to the assault, he stated that his recollection, from the effects of the drink, had so failed him, that he did not remember what transpired. The magistrates informed him that there could not be the slightest doubt that he had committed a most gross assault, besides being intoxicated and otherwise conducting himself in an outrageous manner. Such conduct was extremely disgraceful, but especially so on the part of a person in whose hands, in some degree, the lives of the public might be said to be placed. He was further informed that had he been found in a state of intoxication whilst on duty, he would inevitably have gone to the House of Correction for two months to hard labour. The Bench then convicted him in the penalty of 40s. and costs, and in default of payment one month's imprisonment. *The money was immediately paid.*"

The conduct of the "parties having the superintendence of the servants" on the railway is very unsatisfactory. They ought at once to have attended to prove the case against the delinquent. Nor does it seem to us to be at all an adequate punishment merely "to suspend" a railway servant who is "under the influence of liquor"—we do not enter into the nice distinction of being "under the influence of liquor *but* not drunk." If the man were unfit to do his duty he ought to have been given into custody at once, and dealt with according to law. We presume that the "suspension" has by this time been converted into absolute dismissal. If not, the fellow will have escaped very easily with a temporary suspension for having been "under the influence of liquor" while on duty, and with a fine of 40s. and costs, (which of course "was immediately paid") for an assault which the magistrates designated as "most gross," and which unquestionably was so, if the evidence of the person assaulted (which we need not detail) is at all to be believed. A couple of months at the treadmill would have been a more appropriate punishment for a man who, on his own showing, gets drunk and commits a gross assault on an unoffending individual "in consequence of vexation at not being allowed to go with the train."

Thames Haven Dock and Railway.—The adjourned meeting of the proprietors of this undertaking was called for Thursday last at the London Tavern, but there not being a sufficient number present to constitute a legal meeting, the proceedings were again adjourned.

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RAILWAYS IN THE EAST.

An Address to the Inhabitants of the Eastern Counties of England; being a slight Historical Sketch of Ancient Roads. With a few Observations on the adaptation of the Modern Railway to the development of the Resources of a Country. 44 pp. 12mo. SUCH. London.

THE avowed author of this production is Mr. Henry Bosanquet, the Chairman of the Eastern Counties' Railway Company. What this gentleman can do in the way of "doggrel—capital doggrel" is already known to our readers, and by all besides who have had the pleasure of perusing that inimitable little poem ycleped "Pooh! Pooh!" In the piece before us, Mr. Bosanquet's muse has taken a loftier flight. From the very prosaic and level style of the title—"Address"—Historical Sketch"—Few Observations," &c., no one indeed would suppose that there was anything of the nature of poetry within; but the fact of its not being a prose pamphlet, but an actual poem in heroic measure (or something, at least, intended to pass as such), is attested by three several decisive circumstances. In the first place, the lines, instead of being like the rails of the "Modern Railway" celebrated by the author, and like all prose lines, of equal length, are of every variety of length, with only a curious and somewhat unusual preponderance of *cæsuras* and *stop-shorts* among them—that is to say, they are of various lengths typographically considered, though syllabically they are all of that class called in the City *long tens* (how many to the pound we forget). Secondly, the "argument" is from first to last a piece of the purest fiction imaginable—and fiction, as we all know, is the very soul of poetry. Thirdly, the author himself certifies that he is poetically inspired:—

> "List ye! whilst thus I strive in these my *lays*,
> * * * * *
> Hear what results will come to thee and thine
> As sure as those old truths that fill my *line*,
> * * * * *
> Nor think I pray that my *historic song*," &c.

We meet with two or three odd things to be sure, which at first sight seem rather to militate against the author's claims to be regarded as one of the "gentle craft." For example, we encounter such startling rhymes as

> _____ dawn,
> _____ morn.
> _____ law,
> _____ war.
> _____ wrought,
> _____ sort.

But when we to call to mind that the author, besides being an *Eastern* Counties' Director is an *East End* banker to the bargain (not, to be sure, what is usually known by that name—nothing whatever to do with the old and respectable Lombard-street firm of Bosanquet and Co.,) but so far a banker that he takes his weekly or monthly turn at the Board-room table of a half million joint stock bank, located somewhere in the purlieus of Threadneedle-street—when we call all this to mind, we hesitate to deduce from Mr. Bosanquet's peculiar use of the Queen's English any reason for looking upon him as less of a poet than—*he really is*. Nothing on this side of Styx is so arbitrary as matter of pronunciation! Nothing less essential to true, double distilled poetry! Rough diamonds there are as well as smooth, and Mr. Bosanquet may possibly be one of them. Moreover, people can but speak as they have been taught to speak. A Cockney can be but a Cockney, to the end of time. When your *West-enders* learn how to pronounce *lieutenant* and *asparagus*, it will be time enough for them to turn up their noses at a respectable East-ender of Lothbury and Shoreditch, for boasting of his "law'r" and of his "saw't" of people.

But to the "argument," and to be serious:—According to a prose abstract, or analysis of it, prefixed to the "poem" by Mr. Bosanquet himself (for the benefit of town critics as well as country friends), it is briefly this:—

"First paths cut through forests necessarily crooked." Same with *some* railways, if not all.

"Change of ancient made roads to the improved modern highways and gradual formation of Railways. Appeal to the sons of the East"—not to be behind their neighbours.

"Paramount importance of, (a railway communication with the metropolis) to the resident aristocracy—mercantile interests, tradesman, agriculturist, banker, sportsman, valetudinarian—to the rich, to the poor, the thoughtful, or the gay."

"Adaptation of the modern invention of the long line of railway to the Eastern Counties' more particularly fitting."

"Situation of the Eastern Counties' if without it."

"Conclusion—Appeal to the inhabitants of the East to forward the *ob*tainment of such benefits as the modern railway presents, expostulation if they fail to obtain it and reduction, that in that case they will be like their ancestors of old '*penitus toto divisos orbe Britannos*.'"

> "Such shall you be, if stubborn and perverse,
> You *still* despise the subject of my verse,
> Spurn still the way, that art and science give,
> And teach you so to prosper and to live.
> Such will you be, to such seclusion turn,
> If you *do* still this proffered bounty spurn,
> Such shall you be; Oh! then this lesson learn,
> So taken humbly from th' historic urn."—p. 34.

We have only two faults to find with this "argument," but they are material ones. The first is, that it is founded on a false view of the facts of the case, and therefore, good for nothing. The second that it comes from a party in whose mouth all "argument" of the sort savours exceedingly of marvelous effrontery. It is *not* true that the inhabitants of the Eastern Counties' have ever "despised," or "spurned," or do now "despise," or "spurn," the advantage of the railway system. They have long known fully as well as Mr. Bosanquet can tell them (hard it were if they did not know much better) both what they are and how to value them. They were among the first to give them a cordial welcome, and if it should so unfortunately turn out, that they are to be among the last to realize them, the fault is none of theirs. In 1835-6, the great railway year, there were three sets of railway shareholders competing for the favour of the Eastern Counties—each of whom offered to make a railway throughout their whole length, and to provide all the funds requisite for the purpose, providing only the counties would contribute, their approbation and good-will. In an evil hour as it has since turned out, they gave their preference to the party which had taken for itself the title (as *par excellence*) of the "Eastern Counties Company," and that Company came under as solemn a public obligation, as any body of men ever did in this world, to make a railway the whole way "from London to Norwich and Yarmouth." How shamefully these people have broken that engagement it is unnecessary here to relate; it is known to the whole railway public, and to a larger public beyond that, with whom it has done more harm to railway interests in general than it would be easy to calculate. It can scarcely be less well-known that the foremost man of this faithless set—the Chairman of the break-faith Company, who have used the Eastern Counties so abominably—deceived and betrayed them—left them vilely in the lurch—who has been Chairman too from the first, and knows all about the promises and pledges that have been trampled under foot, is the same Mr. Bosanquet who indites this heroic expostulation to the people of the Eastern Counties, to be up and doing, and affects to wonder what they are about! Words fail us to characterise such conduct as it deserves. If the author condemned, but could not help, the breach of faith committed towards the Eastern Counties, the knowledge he has of the facts of the case might, with the addition of a very few grains of common honesty and prudence, have sufficed to restrain him from attempting to screen it from universal reprobation, by such a flimsy tissue of misrepresentation as his present "Address" consists of. And if, on the contrary, he has been an assenting party to the perfidy, he might at least have had the decency not to add insult to injury. Lucky it is for him that there is nothing in his "lays" but what is of very perishable stuff; otherwise his own grey-goose quill might have served to immortalize him, for a sort of moral exhibition, which the sooner, for himself and his friends, it is buried in oblivion, the better.

RAILWAY BREAKS—MESSRS. ADAMS AND BUCHANAN'S.

SIR,—In your paper of the 27th of February, there appeared a notice of a railway break, by Messrs. Adams and Buchanan, in the perusal of which the following objections suggested themselves, fatal it is to be feared, to the plan as now laid before the public, by the talented and ingenious projectors. A break of this description would be liable to entire derangement, if not destruction, and consequent danger to the passengers on arriving at a switch. Supposing it (the switch) open, (that is to say right for the main line) the jaws of the break would close into the notch in the rail, and be inevitably broken, provided the carriage did not first give way. If closed, in order to side the train, the jaws would be clipping two distinct rails, diverging from one another, and the like inconvenience would arise. Other objectionable circumstances, calculated to produce similar unsatisfactory results, arise from the lamination of the rails, leaving their edges quite rough, jagged, and unequal; the metals also on a line of railway frequently differ in width, as well as section, as in the case of the London and Birmingham, where they have a part 2¼ inches wide, 50 lbs. to the yard, and a part 2⅜ inches wide, 75 lbs. to the yard, which would cause a vibration to the passengers, quite incompatible with Mr. Adams's ideas of *elastic resilience*, there being no intervening springs between the break and the frame. Mr. Adams's statement concerning "a proper intersecting channel" through the "points," must be conceived to refer to the crossings, as it is difficult to see how it is to be done at the "points," as he mentions. The safety of this plan appears very doubtful, as there would be four grooves required instead of one, (it being necessary that there should be a way for the break while the carriages are crossing); this frequent intersection of the rails would alone render the thing impracticable, not to mention the expense of taking up, altering, and relaying, all the crossings. I think you will find these statements correct, and such as require attention.

I am, Sir, your obedient servant,

W. G.

March 2, 1841.

ANOTHER ACCIDENT AT THE SOUTH-WESTERN RAILWAY.—Wednesday morning the Tartar and Queen engines went to Wandsworth for water, the supply having been completely exhausted on the previous evening. They returned shortly before eleven o'clock, and the Queen was attached to the mail train, which was to leave at eleven o'clock. The Tartar, however, unfortunately got off the rails, and the wheels were deeply imbedded in the earth. Every possible exertion was made to move it, but it was not until 20 minutes after eleven o'clock that it could be accomplished, at which time the mail train started.

LONDON AND BRIGHTON RAILWAY.—The works on this great undertaking are approaching completion at even a more rapid pace than the last report of the Directors gave us reason to expect. Both the Merstham and Balcombe tunnels are finished; and a small portion only of cutting remains to be excavated at the approaches. Mr. Rastrick, the engineer, has engaged to convey a party of the Directors on the line from London Bridge to Hayward's heath in the course of a month. At Clayton the tunnel is nearly finished; and the line will be completed from Brighton to the Hassocks station in June, leaving only the small portion of the line which extends from the Hassocks to Hayward's-heath unfinished. We are assured that the opening of the line throughout the entire distance will take place by August next.—*Brighton Gazette.*

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THE CADELL CORRESPONDENCE—REPLY OF MR. LEADBETTER.

To the Editor of the Railway Times.

SIR,—I have seen a leading paragraph in the last number of your journal, relative to the Edinburgh and Glasgow Railway, calling attention to what you call the "*Cadell Correspondence*," which correspondence however is all on one side; and commenting in no very measured terms on the conduct of my brother Directors in Glasgow and myself, in a dispute which has unfortunately arisen as to the future management of the Edinburgh and Glasgow Railway. I have no fault to find with the public discussion of questions of so great general interest to the shareholders of our railway, as that which regards the concentration or division of the management of the line after it shall be opened, and I am rejoiced to see the almost universal opinion which has been now expressed in favour of the latter; neither have I any fault to find with any fair discussion as to the conduct of my fellow Directors and myself, in regard to that question. But as various facts seem either to have been misrepresented to you, or altogether overlooked by you, I think it only justice to the parties with whom I have been acting, and the undertaking itself, without adverting to any thing that is merely personal to myself; to disabuse you of some of the errors into which you have fallen.

You say that the Edinburgh section of the Directors "are friendly to the concentration plan of management," "and are only opposed to its adoption for the present," on account of the offensive manner in which it has been advocated, I am not aware of the precise portion of the letter of Mr. Cadell to which you refer, as justifying the above statement; but, certainly no communication of a similar import, has ever been made to the Glasgow section of the Board, and the assertion is contradicted by the following facts:—

1st. That before the general meeting, and before any public discussion of the question, the Edinburgh Committee strongly advocated a division of the line, and that the management of the two portions should be committed to two executive Committees, one at each end.

2nd. That in reply to a letter written by me to Mr. Learmonth, on behalf of the Edinburgh section of the Directors, dated 8th February (omitted in your reproof of the proceedings of the meeting), suggesting the propriety of longer time being allowed to consider the whole subject, than what was then to elapse before the general meeting, and requiring a pledge that nothing would be done in the meantime to influence the shareholders and procure mandates for the meeting, Mr. Learmonth declined giving any such pledge.

3d. That it came indirectly to my knowledge, and was subsequently proved, that some of the Directors and their friends in Edinburgh, were at this very time procuring mandates for the general meeting, and that 300 circulars had been issued by the agent of these parties in Liverpool, requesting mandates to be sent to them.

4th. That at the general meeting when I stated from the chair that I was not opposed to the delay then for the first time sought by the Edinburgh Directors, provided they agreed to pledge themselves to abide by the decision of an adjourned general meeting of the shareholders, my proposal was rejected by them, on the ground that the proposed concentration scheme, even if considered expedient by a majority of the shareholders, was not authorised by the Act—and when a further proposition was made to allow delay, on condition of the Edinburgh Directors pledging themselves, that in the event of another general meeting deciding in favour of the expediency of a concentrated management—they would not oppose an application to Parliament, if necessary, for authority to carry it into effect—they refused to do so. In these circumstances, I cannot believe, you are correct in stating that the Edinburgh section of the Directors are in favour of a concentrated management, and only wish it postponed for *the present*.

You say that ruinous proceedings "judicial and Parliamentary, will be the inevitable result of the resolutions of the late general meeting." The Glasgow Directors are advised differently, and have no apprehension of any such result. They are confident that they are walking in strict conformity to their Act, and if unexpectedly driven to go to Parliament, all that they would require to ask for would be the same clauses, which Parliament has already under similar circumstances given to the London and Birmingham Railway Company. I must deprecate your stating that "the modern Athenians have (*confessedly*) the law on their side." No such confession has ever been asked, or made.

You quote the words of an Edinburgh correspondent, who represents the Act of Parliament "as the result of an amicable arrangement at the time between the two cities of Edinburgh and Glasgow, in which there was a good deal of yielding on both sides for the sake of the common object—it was supposed to settle definitely the constitution of the Company." This is not the case; the arrangement here alluded to had reference only to the procuring of the Act, and the management of the line while in course of being made. It did not refer to the working of the line, or to any other part of the business, which cannot with safety be entrusted to distinct executive committees, acting on different portions of the line, and having co-ordinate powers and functions; accordingly the terms of the present Act, so far as regards the constitution of the Company, were copied almost *verbatim* from the London and Birmingham, and other standard railway Acts of that period, and makes no geographical division of the line.

Lastly, you state, in the words of your Edinburgh correspondent, that if the question as to the constitution of the Company is opened up "it must be just as open to discuss the propriety of Edinburgh being the proper head quarters of a concentrated system of management, &c." To this I have never objected, and my colleagues would, I believe, have no objections still to leave it to the shareholders to decide this point—and if a majority of them were of opinion that it should be so transferred, they would throw no obstacle in the way of an Act being obtained for authorising the change. I think it right, however, in passing, to mention that you have been misinformed as to the extent of interest in the stock of the concern held in Glasgow and Edinburgh, respectively; nearly three-fifths of the whole stock of the Company are held in England, Scotland holds the remainder, in which Edinburgh and Glasgow are interested in nearly equal proportions.

In concluding, I have only to say that I am prepared, along with my brethren in Glasgow, to meet our Edinburgh friends at all times, in the most amicable spirit, and to endeavour to arrange anything that may appear to be for the benefit of the shareholders. That if they are dissatisfied with the decision of the very large representation of the shareholders, assembled at the last meeting, in favour of the resolutions then proposed, I shall be happy to call another general meeting of the Company to discuss the question fairly; provided all parties agree to acquiesce in the decision of that meeting, and to carry it, *bona fide*, into effect, either under the powers of the present Act of Parliament, or of another Act to be applied for next session of Parliament.

But in place of meeting the question as one in which the interest of the shareholders, and of the travellers on the Railway alone is concerned; it is to be represented as one in which the pride and feelings of the whole inhabitants of the two cities, at either terminus, must necessarily be enlisted, and if a struggle is to ensue between them, for a division of the power and patronage, it appears to me, that it is the duty of the Board of Directors, acting under the instructions of the late general meeting, to proceed in the course then pointed out for their guidance; and should ill-advised parties in the Direction, forgetting their duty to the general body of the shareholders, and acting on feelings of offended pride, seek to involve this undertaking in litigation, their proceedings must be temperately, but firmly, resisted; and I am happy to say, I see no reason to fear the result.

I am, Sir, your most obedient servant,

JOHN LEADBETTER.

Glasgow, 17th March, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Shareholders.

GENTLEMEN,—Six months ago our line was all but completed, our Chairman then assured us in the most unqualified terms that 2,800,000*l.* would suffice. In the Report of the 3rd March, we are coolly informed that 350,000*l.* more will be required; no reason is given for this enormous addition to the cost of 6,000*l.* per mile!!

Our Directors are forced to own, in their Report, that all the estimates furnished by them to previous meetings, have proved grossly incorrect *in every item*. That the tunnel has cost more than double the sum we were led to expect, under 250,000*l.*, the land 50,000*l.* more than the estimate, &c. &c.

This great cost may have been unavoidable, but have we not reason to complain, that we have been kept in the dark as to all these matters till now?

Why is it that no mention is made in the Report respecting the proposed junction with the Liverpool line? The progress of deepening the Irwell to Hunts Bank, or the agreement with the North Midland Company as to tolls? On all these subjects we have a right to be informed as also respecting the failure (hinted at in the Report) of the system hitherto pursued on our line of conducting the *goods'* traffic by means of the common carriers.

Our traffic receipts, it appears, are a complete failure hitherto, the working expenses absorb 60 per cent. of the gross receipts. What security have we that at next meeting in September, we shall not be told that to complete the branches, &c., a total cost of *four millions* will be incurred?

Altogether we are in almost a desperate condition as respects a dividend. Our Chairman six months ago gave us hopes of 9½ per cent. dividend. Would he now ensure us 2½? Nothing can save us from the fate of the North Midland (no dividend whatever, and 30*l.* discount), but a traffic in both goods and passengers so enormous as to be altogether *unprecedented*. But let us be humble and thankful! We shall soon know the worst, for our Directors have *at last graciously condescended* to allow us to know what is going on. They have promised to publish the traffic receipts!!

I am, respectfully,

A LEEDS SHAREHOLDER.

March 5th, 1841.

WEST LONDON RAILWAY.

To the Editor of the Railway Times.

SIR,—A Proprietor attacked the Directors at the meeting last week on the subject of taking 600*l.* per annum for their services. The reply was, "Oh no, we don't take any money, but we credit the calls." So that A or B, instead of putting the Company's 50*l.* into his pocket and pulling out one of his own notes to pay the call, pays over the Company's at once, "and lays the flattering unction to his soul," (or would have us think so,) that he receives no pay.

Is this *comme il faut*?

I am, Sir, your obedient servant,

A. Y. Z.

The contemplated arrangements for the introduction of the Brighton Railway into the line now occupied by the Greenwich Company have at length been entered into, and contracts made for the erection of the necessary approaches. We understand that the terminus now occupied by the Croydon Company will be taken for the use of the Greenwich Railway, and the large house, known as the Railway Tavern, immediately adjoining the London entrance, will be pulled down at once. The shrubbery near St. Thomas's Hospital will also be removed, the Brighton line being intended to open at that point into the borough.—*Brighton Gazette.*

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EDINBURGH AND GLASGOW RAILWAY.

To the Editor of the Railway Times.

SIR,—From the remarks by yourself in your paper of Saturday the 6th instant, and those which appear in the same journal on Saturday the 13th instant, I think I should be wanting in proper respect to the Directors of the Edinburgh and Glasgow Railway, were I to allow the letter of Mr. Cadell which has called forth your opinion to pass unnoticed. In thus entering upon this explanation, I beg to assure you, that I am induced by no other principle than that of a mediator, between the two contending parties. I have written to Mr. Cadell in reply to his last letter, to inform him of what had taken place in the early formation of this undertaking, facts which were apparently unknown to him, and which in the pure spirit of candor, were communicated, giving him at the same time full credit for the feelings he so warmly expressed in the concluding paragraph of his letter to the shareholders of Liverpool and Manchester.—"But as it is an attempt at peace, it will not be easy to turn me from my course." In his reply to me, which is of course private, it evidently proves to me he is in total ignorance of the whole system of management, and thoroughly unacquainted with those arrangements, which practical men have proved most advantageous, in carrying out the true principles and workings of undertakings of so extensive a nature—and therefore that the public may not be led away by the vain attempts of inexperienced parties—I venture to place this letter in your hands. I subscribe my name to prove that I am anxious to carry out to completion a work to which I have devoted much of my time and most serious attention from the earliest period of this Railway, being brought before the public, and that what I have done in support of this concern, has been for the interest of the shareholders, and general benefit of the country at large. Therefore, Sir, in order to justify Mr. Leadbetter and the Board of Directors at Glasgow, in the steps he and they have thought proper to adopt on the recent occasion alluded to by Mr. Cadell, I must inform you, that in the early progress of this work, before going to Parliament, a question of management was raised in Scotland, and, in order to ascertain the feelings of the shareholders, a deputation was appointed to Liverpool and Manchester, consisting of Mr. Leadbetter, Mr. Learmonth, and Mr. Miller. Acting then, as the agent of the Company, I called a general meeting of the shareholders, which took place at the Clarendon Rooms, in this town, where there was a very fair attendance. Resolutions were unanimously passed by the Liverpool shareholders, representing, at that time, upwards of 6,800 shares to this effect. That it was deemed advisable to have two committees during the progress of the construction of the Railway, for the purpose of carrying on the works more effectually at each end of the line; but that no definitive arrangement should be entered upon by the Board without *first* consulting the proprietors at large, it being their decided opinion, that ultimately there should be only one Board of Control, and Glasgow was considered by *all* as the seat of business. The same Resolutions as framed in Liverpool were passed unanimously in Manchester by the shareholders, representing about 2,500 shares. The reasons assigned at that time were—First, Though we all considered the Edinburgh gentlemen, men of the highest respectability, and equal to any trust that might be reposed in them, still we feared that we should have too much law in the Board, and, therefore, decided in favor of Glasgow. Secondly, That as the Glasgow gentlemen who originated this plan, were more men of business—that city also standing pre-eminently high, for the construction of steam-power and locomotive engines, and being also the centre of the manufacturing districts of Scotland—we considered the interest of the Company would be consulted by the establishment of the Board in Glasgow. These were the views taken three years since, and our worst fears have been realized, if Mr. Cadell is any authority on which to form an opinion.

From what I can learn, I fear the differences that have arisen, proceed more from the manner in which the parties have conducted themselves, than the matter. I therefore trust that on reflection, there will be spirit enough in one party to acknowledge any want of proper courtsey—and candor on the other to receive with the same feeling such admission. However in order to reconcile all difference, I have ventured to submit to the respective Boards, what I conceive may conduce to the re-establishment of harmony, without which no possible good can arise. That the two Committees should draw out their case of debate—three gentlemen from each, fairly and dispassionate to discuss the same—and that their separate reports be submitted to a party, whom I named—a gentleman who is the oldest Secretary of railways, a man of sound judgment and very extensive practical engineering experience, who would be able to give an unbiassed opinion, and thus save all the attendant expenses on legal proceedings, which appear to be the ruling passion of the gentlemen of Edinburgh. I have had no communication from the parties, since the proposal was made both to Edinburgh and Glasgow, and though I informed Mr. Cadell what I had done, his subsequent reply leads me to suppose he is not altogether actuated by that spirit which he professed, and which alone tempted me to trouble him with any observations on his printed letter to the Shareholders. Had these gentlemen in Edinburgh really intended by legal measures to enforce their claim—which on the examination of the present Act of Parliament, I cannot myself discover any pretensions for—they should have protested against the meeting and left the room—but they allowed the question to go to the vote, in which they were left in a very large minority. They afterwards joined in the unanimous vote of thanks to the Directors and the Chairman, and when the proceedings had terminated, they then entered their protests. If this is the Scotch mode of proceeding, the sooner it is reformed the better, for it is not consistent with English practise, and if our northern friends wish to have their railways completed with English capital, the sooner they assimilate their laws and customs to English rule and practice, the better will it be for all parties. It is very much to be regretted, that in a line of so much importance any differences should exist, and every effort should be made to remove the difficulties that may unfortunately arise; nor do I consider the tenor of Mr. Cadell's letter at all calculated to allay those feelings which have been excited. Numerous precedents have been laid before the two Boards on the very question now in dispute, and, in every case, the Companies have experienced all the advantages from a concentrated system of management; and I really think, that the election of four or five of the Edinburgh gentlemen on the Glasgow Board, would, or ought, to soften down all matters. Only look to the present Board of the London and Birmingham, which works well, if not better than any other Board in the kingdom. They have only four or five resident Directors; the rest have to travel more than double, and some five times the distance to attend the meetings, and we hear of no complaints; and why should not this be done with equal advantage between Edinburgh and Glasgow? The want of proper energy and exertion on the part of the inhabitants of Edinburgh, has allowed two valuable concerns to remain dormant, or nearly so, viz., one, the Trinity Harbour, the most important outlet, in a commercial point of view, for all the railways of Scotland; and the other, the main trunk of communication—the Edinburgh, Leith, and Newhaven Railway. In a former letter, written by Mr. Cadell, this latter concern was spoken of in very *unmeasured* terms, which he now considers as a most important undertaking. So much for consistency. And with regard to the extension, or, I should say, the continuation of the Edinburgh and Glasgow line, from the present terminus, at the Haymarket, to the North Bridge, I must beg leave to remark, that any person who really understands the nature of railway communications must admit, that it would be the very height of folly and absurdity to allow an interregnum of only 1¼ mile, thus cutting off the direct connexion without which the system could not be perfected. This objection to the line through the Prince's St. Garden, was raised by the Edinburgh gentlemen, who should have been the first to have proposed it, if they really wished to benefit their own property, which this very essential portion of the line is so well calculated to promote. The Glasgow gentlemen wish to extend their branches to Hamilton and Kirkintilloch, at their end of the line; but this is not to be done, because the parties are not altogether agreed about the continuation of the line through the Prince's St. Garden. I speak advisedly when I say, that eight in ten of the English shareholders are decidedly for the junction at the Edinburgh, Leith, and Newhaven station, at the North Bridge; and I sincerely hope, that the shareholders at large will adopt such measures that this, and every other branch that may benefit the concern, may be immediately taken up with proper spirit. This should be commenced as soon as possible, to be simultaneously completed with the main line. Having confined myself to positive facts, I leave you, and those most interested, to draw your own conclusions, and say, whether so valuable an undertaking ought to be sacrificed to the unfortunate feeling you so forcibly expressed in your paper of the 6th instant.

If you consider this worthy of a place in your *Railway Times*, I shall feel obliged by its insertion. My only object is the true interest of the Company, and in thus announcing to the shareholders at large, that if by conciliatory movements, on their part, the great object of peace cannot be re-established, I beg to add that they have the power in their own hands, at the next annual meeting, to appoint those who will consult the interests of all, and not allow trifling considerations to interfere with the real welfare of the Company.

I remain, Sir, your obedient servant,

RICHARD DAWSON.

Share Broker, No. 10, Exchange-Alley, Liverpool.

SOUTH WESTERN RAILWAY COMPANY.

To the Editor of the Railway Times.

SIR,—In your rapid survey of the proceedings of the South Western meeting, you have anticipated me in much that I had to say, but I have still some observations to make, chiefly upon details.

With reference to the form of making up the accounts, so properly commented on by yourself and by Mr. Keet, I beg to acquaint Directors, that if it will abridge their trouble to put the whole of this half-year's expenditure under one item, as thus—"Oil, tallow, and cotton waste, 67,000*l.*," it will be quite as satisfactory to me, in showing how the concern has been conducted, as regards economy, as are their six heads. To speak seriously, I am utterly dissatisfied with the present way of doing railway business.

The Directors' assumption, that a reduction of expenditure has been effected, because the ratio between receipts and disbursements, has changed from 47 and 44, to 40 per cent. is unfounded. With the increased traffic from the opening of the entire length, the proportions could not do *otherwise* than change; the *apparent* reduction was an inevitable consequence, and the present charge remaining, upon receipts principally from passenger traffic at 40 per cent., I much doubt whether there has been in reality any reduction of expense at all. The Directors have, I conceive, taken credit for what has not occurred.

The next point I demur at, is the agreement they have entered into for the maintenance of way; first, the term is too long—in half ten years the price of labour may so fall as to render the price paid, if it be not so now, equally unfortunate and absurd. And how do we know that this large sum of 24,000*l.* per annum, is not, at the moment of entering upon the agreement, too much and excessive? Why did not Directors put up so large a head of expenditure to public competition, and accept the lowest tender, taking good security for due performance? Why these private bargains always with

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the same individual, however respectable in his vocation he may be? Whatever powers the Act may legally give them, I do not think Directors are morally justified in using them to this extent, and I dissent from their taking upon themselves to decide, that no other competent person would have taken the works at a lower sum than that demanded by Mr. Brassey.

The manner in which the Directors brought forward their scheme for raising further capital, was not only a surprise upon shareholders, but extremely direspectful to them; and the Chairman's explanation of the reason was any thing but satisfactory. At the moment of hearing a paper read, containing seven resolutions, proprietors are called upon to pass it. If Mr. Bircham was too ill to effect the "formal wording" of such a document, why was it not given to one of his articled clerks to write out a fortnight before the meeting, and then transmitted by post to proprietors for their consideration? The truth is, that it is the fashion amongst these Boards to show to their constituents a contemptuous bearing they would not think of putting forward in private life, and a dictatorial tone which would lead the uninitiated to imagine, that they were not the elected and paid agents of the general body, but their prætorian masters.

I am not going to recommend such a measure in the present instance. I am willing to give credit for good intentions, and have no wish to visit sins of inadvertence with legal penalties, but I much doubt whether under clause 111 a verdict for the loss of Wright's balance, as well as verdicts against any other Directors in similar circumstances, would not pass against the Directors personally for not taking security. To avoid the chance of unpleasant collision between Directors and proprietors, let the former, under a better system of management, keep the cash on the Company's premises, and at once avoid risk and derive interest.

Mr. Nathan appeared to think that an efficient Board could be had, if Directors abstained from filling up vacancies. He may rely upon it that popular election, though better than the present house-list plan, would not effect that object; he will never see a Board impartial, independent, and in all ways best suited to work out the real interests of his co-partners, until he secures Directors taken from the share-lists, with share-list Auditors to look after them; any other method would result in perpetuating a clique, and a clique nothing can save from falling into corruption. On chance appointments for short terms depend our hopes of success. How is it possible that men who have so much upon their hands—as Mr. Boothby, Mr. Smith, and our present Chairman—can be of any real service in the working of a Southern Railway? The Chairman is of opinion, that as he and his Board hold one-tenth of the shares, their recommendation of new Directors should prevail; but do not other shareholders hold *nine*-tenths, and are they not entitled to an opinion?

We were told by Mr. Easthope—whose secession I regret, for he worked ably and worked hard—a year or two ago, that the Directors were to be reduced to 12; the new management has raised them again to 15, for which there is no occasion. And even now so inveterately is *clique* the order of the day, that the interest of the line is abandoned by failing to appoint some shareholder residing near to or at Portsmouth. A Director in virtue of residence to look after the line in the neighbourhood of his domicile was of no consequence in competition with bringing together at another Board three Birmingham Railway Directors! The Directors charge no expenses, and have reduced their pay to 1,000*l.* per annum. This is well as far as it goes, but I would rather have Directors taken, for the reasons I have often given, from the share-lists at 1,200*l.* per annum.

Having called Mr. Kay's attention to the illegality of the refusal he met with to inspect the names of proprietors, and the number of shares held by each, it is unnecessary to enlarge upon it.

The part of the meeting which was most gratifying was the evidently greater interest and apparent determination to have a voice in the management of their own property which shareholders evinced; I consider it an earnest of brighter railway prospects, and consequently larger dividends; and I cannot close this letter without offering my best thanks to Mr. Nathan, Mr. Kay, and Mr. Keet, for the diligence and industry with which they sought for information—a practice I hope they will continue, and extend, on all future occasions.

A RAILWAY SHAREHOLDER.

RAILWAY TAXATION.

Petition of the London and Croydon Railway Company to the House of Commons. (Presented 14th March, 1841.)

Sheweth,—That the duty imposed by the 2nd and 3rd William 4th, chap. 120, is a fixed poll tax per passenger, wholly irrespective of the class of traveller, the accommodation afforded, or the remuneration received.

That such a system of taxation must necessarily prove comparatively unproductive and unpopular; unproductive, inasmuch as the total amount of the tax depends entirely on the number of passengers, the number of passengers on the rate of the fares, and the rate of the fares on the different Railway Companies,—the payers of the tax, who have, therefore, the power and a direct interest, by increasing the fares, of reducing the number of passengers, and consequently the amount of the tax; unpopular, because it has an obvious tendency to keep up the price of the article taxed, and that, too, in an exact ratio increasing with the poverty of the traveller, inasmuch as the tax being small as compared to the large fare which is readily paid for the first class carriage, may very slightly tend to the increase of the first class fare, whilst the same tax being relatively very heavy when compared to the small fare which is with difficulty obtained for the third class van, must obviously tend materially to increase the third class fare.

As a remarkable confirmation of the unproductiveness and unpopularity of such a system, your petitioners beg leave to refer to the experience of their own railway, which is rendered the more striking by the circumstance that, in addition to the said tax, they are likewise subjected to a poll charge per passenger also, wholly irrespective of the class of traveller, the accommodation afforded, or the remuneration received, payable to the London and Greenwich Railway Company, as toll for the way leave over that railway—a charge precisely similar in principle and in its practical effects, and therefore open to the same objections as the Government tax. Your petitioners being thus burthened with two fixed payments per passenger, which evidently pressed the heavier on them in proportion to the lowness of their fares, discovered that it might be better for them in a pecuniary point of view to reduce the number of passengers by increasing the fares inasmuch as the increased fares would probably produce them as large a gross amount of receipts, whilst the Government tax and the Greenwich toll being both wholly dependent on the number of passengers would necessarily be diminished, and accordingly your petitioners raised their fares 25 per cent., and the result has fully justified their anticipations as the following table will show:

	Number of Passengers.	Total amount received.	Total amount of Government Tax.	Total amount of Greenwich Toll.
		£. s. d.	£. s. d.	£. s. d.
For period of six months, from 7th July, 1839, to 4th Jan., 1840, *before* fares raised	264481	14978 10 11	918 0 5	3688 9 9
For period of six months, from 7th July, 1840, to 4th Jan., 1841, *after* fares raised	214541	15327 3 1	758 7 0	2581 4 11
	49940 Decrease	353 12 2 Increase.	159 13 5 Decrease.	507 4 10 Decrease.

Making it clear to demonstration that such a system of taxation must prove comparatively unproductive as the gross amount of the tax is lessened by the very act of the tax-payers, which has increased their receipts, and that it must prove unpopular is also equally clear, seeing that those who have enjoyed the convenience of the railway have had to pay more by 25 per cent. than formerly, and that nearly fifty thousand persons in one half year have been *altogether* deprived of the use of the railway.

Your petitioners venture to urge this matter on the serious attention of your honourable House, and most respectfully to submit that if, instead of the said tax a per centage amount on the fare were levied it would operate as a direct encouragement to low fares, would afford a great relief to the poorer classes of Her Majesty's subjects, prove more productive to Her Majesty's revenue, and altogether more acceptable to the public at large. And upon this principle, and to effect these desirable objects, your petitioners verily believe that it would not be necessary to fix the maximum per centage on the fare higher than that which the present duty bears to the highest fares now charged on any railway.

And your petitioners will ever pray, &c.

STAFFORD AND RUGBY (LATE MANCHESTER AND BIRMINGHAM EXTENSION) RAILWAY.

The following are particulars of the debate which took place in the House of Commons on Wednesday, as elsewhere referred to:—

Lord F. Egerton moved the second reading of the Stafford and Rugby Railway Bill.

Mr. Gisborne moved, "That the second reading of the Stafford and Rugby Railway Bill be postponed until the 24th instant, in order to allow time for the Report of the Government Railway Commissioners [presented to the House on the 15th instant] on the subject of the best line of railway communication between London, Edinburgh, and Glasgow, to be printed, and in the hands of members, as such Report contains information bearing upon the merits of the proposed measure."

Lord F. Egerton contended that there was no necessity whatsoever to wait for the printing of the Report of the Commissioners before proceeding to read the Bill a second time.

Mr. Labouchere did not rise to offer an opinion on the merits of the Bill, but merely to state, that Sir F. Smith, whom he questioned on the subject of the Report relative to the measure, stated that there was nothing in the Report which could make against the second reading.

Mr. Wilbraham was of opinion, that this Bill was promoted merely with the view of pre-occupying the ground, and if the present amendment was not carried, he would move that it be read a second time that day six months.

Mr. M. Philips denied that the object was merely to pre-occupy the line. On the contrary, shares to a large amount had been already paid up.

Sir R. Peel presented a petition from 700 inhabitants of Tamworth in favour of the Bill. He had never used any influence which he possessed, whether in or out of office, to influence a vote on a question of that nature, nor should he ever do so at all, but neither would he refrain from urging the claims of his constituents. The line of way proposed to be established by this railway was well worthy the attention of honourable members from Scotland, from Ireland, and from North Wales, as it would prove advantageous to the traffic from those parts, by shortening the distance nine miles and a half between Liverpool, Manchester, and London, in addition to which the gradients were much more favourable. He admitted that it would offer a formidable opposition to the other line of way, but was the protection of a great existing monopoly to be used as an argument against the second reading of this Bill? The monopoly now was complete, and if the House, by rejecting this Bill at the present stage, refused to make any further inquiry the monopoly would not only be complete, but established. £20,000 had been offered by the other

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Company to the promoters of the present scheme on condition that this Bill should be withdrawn. That Company had, already, cleared a sum of 3,725,000*l.* by their line, and therefore could not justly complain, or say that no other line should be established which might compete with them. If such an argument were admitted, it would go to the extent that no competition should be allowed, and would in effect give a complete monopoly to the present Company. There was one objection to the proposed line, and only one, namely, that as there were to be junctions on two points, it might be attended with danger to the public. That certainly was a subject worthy attention, but it was one which could more properly be considered in Committee, when the opinion of Sir F. Smith could be taken on the subject. He hoped, therefore, that the House would suffer the Bill to pass through this stage, and go into Committee.

Lord STANLEY said, that to cure a loss of not more that ten minutes' time between Liverpool and London, the House was asked to sanction an expenditure of 1,500,000*l.*, or thereabouts. Notwithstanding the art and ingenuity with which his Right Hon. friend (Sir R. Peel) so well knew how to dress up a statement for the House—(great cheering)—he must take leave to say, that his Right Hon. friend had misrepresented the case, that the railway was for the benefit of the important towns of Liverpool and London, and would be of much service to the people of North Wales, Scotland, and Ireland. It might be so if there could be a terminus beyond a terminus. The real termini, and the only places that would benefit by the measure, were the important towns of Rugby and Stafford. ("Hear," and a laugh.) He trusted, therefore, that his honourable friend (Mr. Gisborne) would withdraw his motion, and allow the division to take place on the amendment of the honourable member for Cheshire (Mr. Wilbraham.)

This was accordingly done, and upon the division the numbers were—

For the amendment.....	154
Against it.....	94
Majority against the Bill.....	— 60

RAILWAY ADJUDICATION.

JONES *v.* THE GREAT WESTERN RAILWAY COMPANY.

Court of Chancery, March 17.—This case was spoken to on the question of costs. The bill was originally filed to compel the Company to pay for damage done by the severance of the plaintiffs' land. After all the resistance that could be made, the plaintiffs' obtained an opinion of this Court in favour of their claim, and a jury gave them all the compensation they demanded. Under such circumstances the Act of Parliament compels the Railway Company to pay the costs of the injury, and these costs they tendered, but they refused to pay the costs of those proceeding in this Court which led to the inquiry.

Mr. WIGRAM and Mr. GREENE were heard on Monday in support of the claim of the plaintiffs to those costs.

Mr. TURNER and Mr. STEVENS were on the other side.

The LORD CHANCELLOR was of opinion that he could not give the costs of the motion before the Vice Chancellor, on which his honour did not make any order. In that parties must pay their own costs, but his Lordship gave the plaintiffs the costs of the proceedings before him, those costs to be costs in the cause. His Lordship was also of opinion that the defendants were bound to give the plaintiffs a convenient passage from one part of the land to the other part, and to keep that passage in good repair.

RAILWAY BETWEEN BAYONNE AND BORDEAUX.—The project of a railway direct from Bordeaux to Bayonne is now under the consideration of the Minister of Public Works. An offer has been made for the execution of it by M. J. E. Larrieu, a a banker at Paris; Messrs. Lucien Dartaud and Co., bankers of Bordeaux; and Messrs. Escarraguel, civil engineers of the same place.

FIRE AT THE SOUTH-WESTERN RAILWAY TERMINUS, VAUXHALL.

A most desctuctive fire occurred in the storehouse of the South-Western Railway Company, at Nine Elms, on Tuesday evening, shortly before eight o'clock. The premises consisted of a two-story brick building, about 160 feet long, 50 feet deep, and 30 feet high, divided into three compartments; they were situated on the west side of the terminus, at the extremity of the station, from whence the trains start. The fire originated in the warehouse nearest to the station, which was filled with stores for the use of the locomotive department; the upper floor contained a large stock of waste cotton, hemp, tallow, oil, turpentine, and other combustible materials; while the basement was occupied by several hundred tons of iron, and about 400 gallons of turpentine, oil, &c., in carboys and casks.

About half-past seven o'clock the store-keeper and two assistants went into this portion of the premises with an open light, which came in contact with some turpentine that had escaped from a leaky carboy, and the place was instantly in flames. The doors were closed in the vain hope of stifling the flames, which however raged furiously, and soon communicated with the floor above. Messengers were instantly despatched to the several fire-engine stations, but their arrival was in many instances forestalled by the reflected light of the fire seen in the sky. Mr. Braidwood and a body of firemen were at the time engaged with a fire in Gravel-lane, Southwark, where the first messenger found them and communicated his disastrous news. The Watling-street engine was instantly galloped off with the utmost possible speed, towards Nine Elms. In the interim, a small engine from Mr. Beaufoy's chemical works, and another from Messrs. Burnett's distillery, reached the fire, but were not accompanied by any person competent to cope with the difficulties which attended their useful application. The greater portion of the workmen and police were absent from the works, and the assistance was very scanty; those present seemed so panic-struck, as to be incapable of rendering the slightest service, or of giving such information as to where water could be obtained, as would enable others to do so. The second division of the building used as engineers' workshops and a depository for stores connected therewith, soon became enveloped in the flames, and by 8 o'clock these two portions of the building were one vivid mass of fire from the roof to the ground, the interior presenting the appearance of a huge furnace. A few minutes after 8 o'clock Mr. Braidwood reached the railway station, and his engine was closely followed by those from the Southwark-bridge-road, Chandos-street, Waterloo-road, Morgan's-lane, Farringdon-street, Holborn, and other stations, when a most disgraceful scene ensued. There was an excellent supply of water from the Lambeth works flowing from the plugs in the road opposite the terminus, but the railway authorities insisted on the engines being driven inside the station, where no quantity of water could be obtained. Mr. Braidwood was hustled and assaulted, and the driver of one of the engines torn from his seat—the engines were taken forcible possession of, and the operations of the firemen for a time wholly frustrated. While this conflict was going on, the flames were extending to the third division of the building, which formed the engine and boiler manufactory, the roof of which was on fire; when Mr. Baddeley, who was present, ran Beaufoy's engine down to that end of the building, and got it to work from a small tank of water which fortunately happened to be there. Alderman Humphrey, who was present, assisted, both with his counsel and exertion, in this judicious and well-timed movement, which proved eminently successful, the fire in the roof being quickly extinguished, and this portion of the premises with its contents was preserved uninjured. The railway officials seeing at last the folly and consequences of their opposition to the firemen, were content to permit them to proceed in their own way, and their exertions were at first directed to the preservation of the warehouses belonging to the carriage department, contiguous to the north end of that in which the fire commenced; the safety of this building having been secured, the firemen then proceeded to attack the fire from the other end, following up the advantage previously gained in that direction. By 10 o'clock all apprehension of the farther extension of the fire was at an end. The property consumed consists of the loco-motive store-house, and the workshops of the loco-motive department; the value of the machinery destroyed therein is stated to be at least 8,000*l.* Three loco-motive engines and tenders which were under repair were destroyed, but the Comet, Chaplain, Lark, Leeds, Orion, Phœnix, Vesta, and some others, were fortunately rescued by the workmen. The total loss is estimated to be nearly 20,000*l.*, of which insurances have only been effected for 9,000*l.*; viz. 5,000*l.* in the Union, and 4,000*l.* in the Dissenters' Fire-office.

A meeting, attended by most of the Directors, was held at the Vauxhall terminus, on Wednesday afternoon, for the purpose of inquiring into the circumstances of the fire. Mr. Braidwood and C. B. Ford, Esq., the managing Director of the Sun Fire-office, attended and complained of the unjustifiable interference of the railway officers. Mr. Braidwood states, that he never before experienced such ruffianly treatment, even in the worst neighbourhoods of the metropolis. The results of the investigation have not transpired.

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BRISTOL AND EXETER RAILWAY.

March 15.—Bill read a second time and committed, and referred to the Committee of Selection.

GREAT LEINSTER AND MUNSTER RAILWAY.

March 16.—Petition for Bill reported. Report referred to the Select Committee on Standing Orders.

LONDON AND BLACKWALL RAILWAY.

March 15.—Printed breviate of Bill laid on the table.

Second reading fixed for Friday, 19th March.

LONDON AND GREENWICH RAILWAY.

March 18.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Wolverley Attwood and Mr. Barnard.

MANCHESTER AND LEEDS RAILWAY.

March 15.—Printed Breviate of Bill laid on the table.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

March 18.—Bill to "alter, amend, and enlarge the powers granted to the Newcastle-upon-Tyne and Carlisle Railway Company; to authorise deviations in the line of the railway; and for other purposes;" presented and read a first time.

NORTHERN AND EASTERN RAILWAY.

March 12.—Printed breviate of Bill laid on the table.

March 16.—Bill read a second time and committed, and referred to the Committee of Selection.

March 18.—Bill referred to Mr. Bernal, Lord Viscount Mahon, Lord Viscount Grimston, and the Hon. W. Cowper; Committee to meet on Friday, 26th March.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH.)

March 12.—Printed breviate of Bill laid on the table.

March 16.—Bill read a second time and committed, and referred to the Committee of Selection.

March 18.—Petition of the Trustees of the Cheshunt Turnpike Roads against the Bill; referred to the Committee on the Bill; counsel ordered.

Bill referred to Mr. Bernal, Lord Viscount Mahon, Lord Viscount Grimston, and the Hon. W. Cowper; Committee to meet on Friday, 26th March.

NORTH MIDLAND RAILWAY.

March 15.—Bill read a second time and com-

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mitted, and referred to the Committee of Selection.

March 18.—Bill referred to Mr. Bernal, Mr. Baines, Sir W. Molesworth, and Mr. John Parker.

POLLOC AND GOVAN RAILWAY.

March 12.—Bill read a second time, and referred to the Committee of Selection.

March 16.—Petition of David Robertson, complaining that the Bill introduced is not in conformity to the petition for the same, and that the Standing Orders in respect to such Bill have not been complied with; to lie on the table.

Bill referred to Mr. Bernal, Mr. Lockhart, and Mr. Oswald.

Committee on Bill fixed for Wednesday, 24th March.

The object of this Bill is to vary some of the provisions of the Acts relating to the Polloc and Govan Railway Company, and to give some further powers to the Company. The Bill empowers the Company to raise an additional sum of 46,000*l.* by the issue of new shares, making the capital in the whole 92,000*l.*, one-half of which sum is stated to have been paid up. It empowers them to borrow in the whole 30,000*l.* (including 20,000*l.* authorised by the former Act), with a proviso that the money borrowed is not to exceed one-third of the capital stock at the time of borrowing. The Bill empowers the Company to purchase by consent 50 acres additional land for stations, roads, &c. It empowers them to provide depots, warehouses, &c. and to take such rents, &c. for the use of them as shall be agreed on. It empowers them to lay additional lines of rail on the railway. The existing tolls for passengers are repealed, and the tolls mentioned in sec. 14 are substituted. The rates on minerals and goods are to be limited to 5d. per ton. The Bill provides for giving effect to an agreement that has been come to between the Company and William Dixon, Esq., under which the Company are to pay one penny per ton for all coal and dross conveyed on the railway, in compensation for all damage occasioned by the railway intersecting Mr. Dixon's colliery estate, and in satisfaction of the value of the minerals under the railway. The Bill provides that Mr. Dixon is not to work the mines under the railway, or within 40 yards of each side. The tolls are to be applied—1. In making the railway and works. 2. In payment of the way-leave to Mr. Dixon. 3. The other expenses of the Act. The Act is not to prejudice existing securities. An annual account is to be transmitted to the Sheriff acting for the county of Lanark.

March 17.—Petition of David Robertson [presented 16th March] read:—Motion made and question, "That the said petition, together with the Polloc and Govan Railway Bill, be referred to the Select Committee on petitions for Private Bills, put, and negatived."

March 18.—Petition of David Ness against the Bill; referred to the Committee on the Bill; counsel ordered.

PRESTON AND LONGRIDGE RAILWAY.

March 16.—Printed breviate of amended Bill laid on the table.

SHOTTS AND WILSONTOWN RAILWAY.

March 15.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Lockhart, Mr. Oswald, and Mr. Dennistoun.

SOUTH-WESTERN RAILWAY (No. 1.)

March 12.—Breviate of amended Bill laid on the table.

March 16.—Bill reported; amendments agreed to; clause (power to take temporary possession of land without previous payment of price) brought up, and read first time; motion made and question proposed, "That the clause be now read a second time:" Motion, by leave, withdrawn; Bill to be ingrossed.

March 18.—Bill read a third time and passed.

SOUTH-WESTERN RAILWAY (No. 2.)

March 17.—Petition for Bill reported, and Bill ordered to be brought in by Mr. Hawkins, Mr. William John Blake, and Mr. Benjamin Wood.

STAFFORD AND RUGBY (LATE MANCHESTER AND BIRMINGHAM EXTENSION) RAILWAY.

March 15.—Petition from Hinckley in favour of the Bill; to lie on the table.

March 16—Petition of Sir Charles Wolseley, Bart., against the Bill; to lie on the table.

March 17.—Motion made and question proposed, "That the Bill be now read a second time." Amendment proposed, to leave out the word "now," and at the end of the question to add the words "upon Wednesday next." Question proposed, "That the word 'now' stand part of the question." Amendment, by leave, withdrawn. Question again proposed, "That the Bill be now read a second time." Amendment proposed, to leave out the word "now," and at the end of the question to add the words "upon this day six months." Question put, "That the word 'now' stand part of the question." The House divided; ayes 94, noes 154. Words added. Main question, as amended, put, and agreed to. Bill put off for six months.

Petitions in favour:—from Drogheda; Bolton-le-Moors; Tamworth; Chester; Wigan; Warrington; and Oldham; to lie on the table.

Petitions against:—from bankers, merchants, and others, of Sheffield; Bilston; Wednesbury; West Bromwich; Walsall; Wolverhampton; Darlaston; Nottingham; electors of the southern division of the county of Stafford (two petitions); corporation of Walsall; London and Birmingham Railway Company; master wardens, searchers, and assistants of the Company of Cutlers in Sheffield; magistrates and others of Congleton; mayor, aldermen, and burgesses of Congleton; and magistrates and others of Dudley; to lie on the table.

THAMES HAVEN DOCK AND RAILWAY.

March 15—Petition for Bill reported. Report referred to the Select Committee on Standing Orders.

WEST DURHAM RAILWAY.

March 15.—Bill read a second time and committed, and referred to the Committee of Selection.

YORK AND NORTH MIDLAND RAILWAY APPROACHES.

March 15.—Bill reported; Report to lie on the table and to be printed.

The following is the Report:—

Mr. John Henry Lowther reported from the Committee on the York and North Midland Railway Approaches Bill, that they had inquired into the several matters required by the Standing Orders to be reported upon by Committees on Railway Bills, and had agreed to the following Report:—

That the increased capital authorised to be raised by subscription under the powers of the Bill is 167,000*l.*, and the amount authorised to be raised by loan or mortgage is 55,333*l.*, which latter sum the Company are only empowered to borrow when 50 per cent. of the said capital has been paid up.

That it appeared to the Committee that the objects of the Bill being only for the purpose of raising a further sum of money, taking power to take on lease or make a purchase of the Leeds and Selby Railway from the Leeds and Selby Railway Company, and for improving an Approach to the York and North Midland Railway Company's station at Ulleskelf, the other matters required to be inquired into by Committees on Railway Bills do not apply to the present Bill.

The following petitions were referred to the Committee:—

From the Hull and Selby Railway Company, stating that the leasing of the Leeds and Selby Railway to the York and North Midland Railway Company will be injurious to their interests.

Counsel was heard in support of this petition.

From certain inhabitants of the city of York, stating that unless it be compulsory on the Company to make an approach from Micklegate to the Company's station in the said city, the powers sought for by the said Company will be injurious to their interests.

From Mr. John Norrison, stating that the taking his property for the Approach in the city of York will be injurious to his interests.

These petitioners were heard by their agents, and the clauses to which they objected were withdrawn by the promoters of the Bill.

Mr John Henry Lowther further reported from the Committee, that they had examined the allegations of the Bill, and found the same to be true; and had gone through the Bill, and made several amendments thereunto.

March 18.—Breviate of amended Bill laid on the table.

RAILWAY FROM EVESHAM TO ECKINGTON.

A MEETING of landowners and occupiers of land was held at Pershore on Thursday last, to consider the propriety of assenting to, or opposing, the proposed railway from Evesham to Eckington. There were about fifty gentlemen present. Mr. Hanford having been called to the chair, stated the object of the meeting. While he admitted the benefit which the great lines of railway conferred upon the public at large, he was opposed to cutting up the country into shreds by carrying cross lines from one market town to another. The majority of the landowners and inhabitants of Evesham being against the measure, he trusted that the promoters of the scheme would yield to the prevailing opinion, and that the whole affair would be quashed.

Mr. ADDISON, of London, engineer, on the part of the promoters of the measure, informed the meeting, in reply to the chairman's observations, that a requisition was got up, about twelve months ago, in favour of the measure, by the principal inhabitants of Evesham. He had not, however, a copy of the requisition with him. Mr. Addison explained at some length the advantages which the proposed railway would confer, by giving increased facilities to farmers and gardeners in taking their produce to market. The line was intended to stop, for the present, at Eveshaun; but the projectors anticipated that it would be a kind of terminus of lines as far as Moreton-in-the-Marsh, Chipping Norton, and beyond. The cost was estimated at 65,000*l.*, and the profits at seven per cent. This the promoters of the railway were ready to prove before Parliament, from the existing traffic.—The meeting were generally of opinion that neither the traffic nor the population justified the scheme, and that no advantage would accrue to the market gardeners or farmers from a railway, as they would have to take their produce to the station at Evesham, and again from the station, on its arrival at Birmingham or other towns. It was further stated, on the authority of Mr. Pierpoint, of Worcester, that it was highly probable the Great Western Company would continue their line from Dudcott to Worcester, by Evesham. A resolution setting forth the grounds on which the meeting felt called upon to oppose the measure was then adopted, and a committee appointed to watch the proceedings of the projectors, and take the requisite measures for opposing the scheme. At the close of the proceedings, a vote of thanks was passed to the chairman, and the meeting separated.—*Midland Counties' Herald*, March 10.

GREAT NORTH OF ENGLAND RAILWAY—CROFT BRANCH.—Considerable delay and outlay are likely to be occasioned at the bridge which crosses the Tees near Croft, in consequence of an error in the elevation. It appears that the level of the bridge has been taken upwards of seven feet lower than it ought to have been. A great sum has consequently been unnecessarily expended in excavating, and it will require some thousands of pounds to rectify the error.—*Northern Times.*

TO RAILWAY COMPANIES.—Public Security, Efficiency, and Economy in FENCE for RAILWAYS.—J. PORTER begs to state, that he has within the last month introduced a new description of iron fence for railways, so strong as to resist the heaviest cattle, and prevent the possibility of sheep getting through. It is bold in appearance, and will bear the weight of men passing over or jumping upon it, without injury.

This Fence will be sound and good 50 years hence, and the cost of post and rail fence to last 10 years would purchase it.

Lighter Fence of the same description, also strained Wire Fence of the very best kind, fixed in a superior manner, by experienced workmen, at any part of the kingdom, at the lowest possible price.

This Fence is also suitable for the use of private gentlemen, Iron Bedsteads for families, public Institutions, and exportation.

82, Upper Thames-street, and the Grove Iron and Wire Fence Manufactory, Southwark.

This day, price 6d.

NATIONAL STORE AND DOCK BANKS. By CHARLES ENDERBY, Esq. Pelham Richardson, 23, Cornhill.

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YORK AND NORTH MIDLAND RAILWAY.—The Public is respectfully informed that a DIRECT COMMUNICATION BY RAILWAY from and between YORK, SELBY, LEEDS and HULL, to MANCHESTER, IS OPENED, and the following are the hours of Departure:—

From York to Leeds.	From Leeds to York.	From York to Selby and Hull.	From Leeds to Selby and Hull.	From Selby to York, Leeds, and Manchester.	From York to Manchester.	York to London, Derby, Birmingham, Sheffield, &c.	Normanton to Selby, Hull, and York.
H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
7 50 a.m.	7 40 a. m.	7 50 a. m.	7 (Mail) a.m.	8 00 a. m.	6 30 a. m.	6 30 a. m.	7 50 a. m.
12 Noon.	10 50 a. m.	11 00 a. m.	7 50 a. m.	11 10 a. m.	7 50 a. m.	8 45 a. m.	10 40 a. m.
3 30 p. m.	3 15 p. m.	3 30 p. m.	11 00 a. m.	3 35 p. m.	8 45 a. m.	11 00 a. m.	3 10 p. m.
6 45 p. m.	6 45 p. m.	6 30 p. m.	3 30 p. m. 6 30 p. m.	6 10 p. m.	11 00 a. m. 3 20 p. m. 6 00 p. m.	3 20 p. m. To Derby only. 6 (Mail) p.m.	6 40 p. m.

ON SUNDAYS.

8 30 a. m. 5 45 p. m.	8 30 a. m. 5 45 p. m.	7 00 a. m. 8 30 Selby only. 5 45 p. m.	7 00 a. m. 5 45 p. m.	8 45 a. m. 6 00 p. m. To York and Leeds only.	7 00 a. m. 3 20 p. m.	7 00 a. m. 3 30 p. m. 6 (Mail) p.m.	6 42a.m 8 47a.m 6 10p.m To York only.

FARES FROM YORK.

	FIRST CLASS. £. s. d.	SECOND CLASS. £. s. d.	THIRD CLASS. £. s. d.
To LONDON	2 16 0	1 17 6	0 0 0
Do. (Mail)	2 18 6	2 1 0	0 0 0
BIRMINGHAM	1 12 0	1 1 6	0 0 0
DERBY	1 2 0	0 14 6	0 0 0
SHEFFIELD	0 13 6	0 9 0	0 3 0
LEEDS	0 6 0	0 4 6	0 2 6
MANCHESTER	1 0 0	0 13 0	0 9 6
SELBY	0 3 6	0 2 6	0 2 0
HULL	0 8 6	0 6 0	0 4 6

By Order, GEORGE BAKER, Secretary.

CROYDON RAILWAY.—SUMMER TRAINS.—REDUCTION of all FARES between New Cross and Croydon.

On and after Thursday, the 1st April, the morning trains will start from Croydon at 5 minutes past 8 and 5 minutes past each hour until 5 minutes past 12 o'clock. Afternoon trains at 20 minutes after 2 and 20 minutes after each succeeding hour (excepting 7) until 20 minutes after 9 o'clock and from London at the same hours with the exception of 5 minutes past 8 in the morning. A quick first-class train from Croydon at ¼ past 9 in the morning, stopping at Sydenham only.

Sunday Trains.—From Croydon, in the morning, 5 minutes past 8, 9, and 10 o'clock; in the afternoon, 20 minutes past 1, and 20 minutes past every succeeding hour (except 7) until 20 minutes past 9 o'clock.

From London the same, with the exception of 5 minutes past 8 in the morning.

The reduced fares between New-cross and Croydon will be as follow:—

FROM	1st class. s. d.	2d class. d.	3d class. d.
New Cross to Dartmouth Arms	0 8	6	4
Sydenham	0 9	6	4
Anerley (Jolly Sailor)	1 0	8	6
Croydon	1 0	9	6
Croydon to Jolly Sailor (Anerley)	0 6	4	3
Sydenham (Dartmouth Arms)	0 9	6	4
New cross	1 0	9	6

The third class carriages convey passengers with the trains between New Cross and Croydon only.

The fares from London to Croydon, or any of the intermediate stations, or from any of the stations to London, remain unaltered.

Annual Tickets may be obtained (upon application to the Secretary) from London to the Jolly Sailor, or Croydon, for £30, and to any other station at £27, entitling the holder to a passage in any carriage.

Day Tickets are also issued, by which, on payment of the fare to Croydon and back, passengers are allowed to stop at any or all the intermediate stations.

No alterations in the times of starting will in future be made but on the 1st day of the month.

R. S. YOUNG, Secretary.

205, Tooley-street, March, 1841.

ANDREW SMITH'S PATENT WIRE ROPE.

WILLIAM FOX and CO. having obtained the exclusive licence for Manufacturing the above Rope, beg to inform the Public that Specimens may be seen at their office, 76, Old Broad-street, London, where every information may be obtained, and also at the following places:—

Fox, Hawkins, and Hickling, Wire-drawers, Birmingham
Robertson and Co., 12, Goree Piazzas, Liverpool.
Matthias Dunn, Newcastle-on-Tyne.
Joseph Bothway, Plymouth.
John Thompson and Co., Wigan.
Thomas Mooney and Sons, Dublin.
Coates and Young, Belfast.
James Kibbie and Co., Glasgow.
James Gunn, Leith.

The Rope is now at work in various Mines in different parts of the Kingdom; and also on the BLACKWALL RAILWAY, where it answers every expectation. It has been used in Shipping Five Years.

OPENING OF THE GREAT NORTH OF ENGLAND RAILWAY.—The Public are informed that the Great North of England Railway will be opened from York to Darlington, for Public Traffic, on Wednesday, the 31st March, 1841.

The Trains will depart at the following hours:—

FROM DARLINGTON TO YORK.

5 45 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, and Manchester.
8 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, Manchester, Leeds, Selby and Hull.
12 30 p. m.—taking Passengers for Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
3 p. m.—(Mail,) taking Passengers for London, Derby, Leicester, Birmingham, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—taking Passengers to York.

FROM YORK TO DARLINGTON.

6 a. m.—bringing Passengers from York.
7 20 a. m.—(Mail,) bringing Passengers from London, Leicester, Derby, and Sheffield.
9 45 a. m.—bringing Passengers from Manchester, Leeds, Selby, and Hull.
2 30 p. m.—bringing Passengers from Birmingham, Nottingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—bringing Passengers from London, Birmingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.

Until further notice, Passengers will only be booked as far as York, where the carriages are changed.

Until the 6th of April, 1841, the London Mail Trains will leave York at 8 15 a. m., instead of the hours stated in the Time Table.

FARES BETWEEN YORK AND DARLINGTON.

PASSENGERS.		CARRIAGES.		HORSES.		
1st Class	2d Class.	On 2 Wheels.	On 4 Wheels.	One.	Two.	Three.
12s.	9s.	20s.	30s.	20s.	30s.	36s.

Parties riding in their own Carriages, and Children under 7 years of age, at lower rates.

Carriages and Horses must be at the Station a quarter of an hour before the departure of the trains; and, to prevent disappointment, previous notice should be given to the Station.

The Company will not be responsible for Luggage, unless it is booked and paid for according to its value; and Passengers are particularly requested to have their name and address fully marked thereon, and to satisfy themselves that it is deposited on the Carriages.

NORTHERN AND EASTERN RAILWAY.—The Directors of this Company will meet on Thursday, the 25th day of March next, at Ten o'Clock in the Forenoon, to receive Tenders for the erection of Platforms at the Tottenham, Edmonton, and Ponders End Stations.

Plans and Specifications to be seen at the Company's Offices, Shoreditch, on Monday, the 22nd instant.

The Directors do not bind themselves to take the lowest tender.

WILLIAM BOURNE, Secretary.

Shoreditch, London, March 18, 1841.

LONDON and BIRMINGHAM RAILWAY.—To CONTRACTORS, BUILDERS, IRONMASTERS, and Others.—For SALE, a quantity of useful RAILWAY STORES, of the best description; consisting of fish-bellied and light Contractor's Rails, about 40lbs. per yard, Platelayers' Tools, such as punners, beaters, long levers, &c., and about twenty loads of Ash Plank. The whole of which may be viewed at the Company's Station, Camden Town, between the hours of ten and four daily. For terms and particulars inquire at the Office of the Company's Storekeeper, Camden Station, London.

By order, R. CREED, Secretary.

Camden Station, March 11, 1841.

TO TIMBER MERCHANTS, RAILWAY CONTRACTORS, SHIPBUILDERS, and Others.—Valuable and Extensive WOODS for Sale. The Valuable and Extensive Woods of Aboyne and Glentanner, belonging to the sequestrated Estate of the Marquis of Huntly, are now for Sale.

The Woods of Aboyne, now for sale, comprehend about 900 acres, and consist of some of the most valuable Scots Fir and Larches that are to be found in the North of Scotland, all ripe and fit for immediate use; and the Forest of Glentanner contains a considerable extent of Scots Fir, of natural growth, and of very superior quality.

The Woods are situated in the parishes of Aboyne and Birse, and county of Aberdeen, and are distant from the city and sea-port of Aberdeen about thirty miles, having an excellent floating river (the Dee) intersecting them.

The quality of the Timber is admirably adapted for Railway Sleepers, Street Paving, Ship Building, and for country purposes.

Taking into view their proximity to a large river, their extent, age, and quality, these Woods are particularly deserving of the attention of men of capital.

Offers for the whole, or for such Lots as may suit intending purchasers, will be received by Donald Lindsay, accountant, No. 56, George-street, Edinburgh, trustee on the sequestrated estate of the Marquis of Huntly, until the 7th day of April next.

Lithographed Plans, showing the relative situation of the respective Plantations to the river, with particulars of the age, quantity, and quality of the wood, and other requisite information, are now ready, and may be had on application to the said Donald Lindsay, to Walter Duthie, W.S., Edinburgh; Messrs. Spottiswoode and Robertson, solicitors, No. 27, Great George street, Westminster; David Walker, land surveyor, in Aberdeen; or Thomas and Newell Burnett advocates in Aberdeen.

William Smith, overseer at Aboyne Castle, will show the woods upon the ground.

Edinburgh, 16th March, 1841.

SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 919, price 3d., published this day, contains Abstracts of the following Recent Patents:—Coltman and Wale's, for improvements in machinery employed in framework knitting, or stocking fabrics; Freeman's, for improvements in weighing machines; Dod's, for certain methods or processes for the manufacture of plate glass, and also of substances in imitation of marbles, stones, agates, and other minerals, of all forms and dimensions, applicable to objects both of use and ornament; Hannuic's, for certain improvements in the construction of governors or regulators, applicable to steam engines, and to other engines used for obtaining motive power; Houldsworth's, for an improvement in carriages used for the conveyance of passengers on railways, and an improved seat applicable to such carriages, and other purposes; Gilbert's, for certain improvements in machinery or apparatus for obtaining and applying motive power. Description, with two engravings, of Craig's Patent Rotary Steam-engine; Improved carriage lifter; Experiments with the Archimedean and other marine propellers; On the superiority of the Cornish single lifting engines; Description of the steam indicator, with engravings; Steam cooperage; Urwin's system of working steam expansively; Ericsson's screw propeller; the *Great Western* steam-ship, &c. &c.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

HAWKINS'S EVERLASTING PEN, made of Gold, tipped with the natural alloy, which is as much harder than Rhodium as Steel is harder than Lead: will endure longer than the Ruby; yields Ink as freely as the Quill; is as easily wiped, and if left unwiped is not corroded.

Six Years and Three Quarters constant use of this elegant Pen has not produced sensible Wear.

Invented by JOHN ISAAC HAWKINS, Civil Engineer, and manufactured under his Direction.

Sold wholesale at his Office for British and Foreign Patents, Quality-court, Chancery-lane, London (office hours, 10 till 4): and retail by Farthing, 42, Cornhill; Houghton, 162, New Bond street; Roake and Varty, 31, Strand; W. Lund, 24, Fleet-street; T. Lund, 57, Cornhill; Jackson, 29, Cannon-street, City: in Edinburgh, by Sanderson and son, 32, St. Andrew-square: in Newcastle-upon-Tyne, by Currie and Bowman, 33, Collingwood-street: in Birmingham, by Osborn and Sons, Bennett's-hill: in Liverpool, by T. Dismore, Bold-street: in Manchester, by Allen and Raphael, 28, Nightingale-street: and in Glasgow, by R. Weir, 44, Queen-street.

A Writing Pen to fit into an ordinary handle	£1 0 0
A ditto in a handle for the pocket	1 5 0
A ditto with Mordan & Co.'s ever-pointed pencil	1 10 0
A ditto, ditto, with reserve of leads	1 14 0

December, 1840.

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DUBLIN AND DROGHEDA RAILWAY COMPANY.—At the General Half yearly Meeting of the Shareholders of this Company, held at the Northumberland Buildings, on Thursday, 4th March, 1841.

The Report from the Board of Directors having been read, the following Resolutions were unanimously adopted—

Resolved—That the Report now read be received, and printed for the information of the shareholders.

Resolved—That the half-yearly statement of the accounts as now read, having been duly audited, be printed and circulated with the Report.

Resolved—That the Registry of the Proprietors of this Company, as now prepared, be sealed in the presence of the meeting, and received as the Registry of the Company.

Resolved—That the following gentlemen, being duly qualified, be elected Directors of this Company:—

George A. Hamilton, Hampton Hall; Lord Talbot de Malahide, Malahide Castle; William Henry, Abbey-street; Richard Wright, Pembroke-place; Peter Eckersley, Upper Gloucester-street; Richard Collins, Manchester.

Resolved—That H. B. Darley, Esq., and John Parker, Esq., be requested to audit the half-yearly accounts to be laid before the next general half-yearly meeting of the shareholders.

Resolved—That the thanks of this meeting be given to the Directors, for their persevering and zealous attention to the interest of the Company.

Resolved—That the thanks of this meeting be presented to Alexander Parker and James M'Cullagh, Esquires, for their important services in auditing the last half yearly accounts of this Company.

Resolved—That the entire approbation of this meeting be conveyed to Mr. Eckersley, the Managing Director, for his excellent management of the affairs of this Company.

Resolved—That this meeting cannot separate without expressing their entire confidence in the talents and abilities of their engineer, Mr. Macneill, and their approval of the judgment he has displayed in the remodelling of the plans for the construction of the line.

G. A. HAMILTON, Chairman.

G. A. Hamilton, Esq., having vacated the chair, and H. B. W. Darley, Esq., having been called thereto, it was

Resolved—That the marked and cordial thanks of this Company be given to G. A. Hamilton, Esq., for his uniform devotion to the welfare of this undertaking.

H. B. W. DARLEY, Chairman.

REPORT.

In submitting their usual Half-yearly Report to the shareholders, it is a source of great satisfaction to your Directors to be able to inform you, that considerable progress has been made during the last six months in furtherance of your important undertaking—and that they have not to detain you, as on former occasions, with explanations of the difficulties which they have had to encounter, but can proceed at once to detail to you the principal transactions which have occupied their attention since the last half-yearly meeting.

Soon after this meeting your Directors, anxious to obviate the necessity of again applying to Parliament for power to alter the gradients of their line (which you will recollect they were unable to procure last session, on account of a new construction which was then put upon the Standing Orders of the House of Commons), proceeded to obtain, as an alternative, the consent of the landowners and other parties interested, to the alterations required. And they are happy in bearing this testimony to the friendly feeling with which their application was almost invariably received, and the readiness with which the consents were obtained; and you will be glad to learn that your Directors are now in a position to make the alterations as recommended by your Engineer, without the necessity of again appealing to the legislature.

The effect of these alterations, while it will give to the public an excellent working line (the worst gradient being one in 180), will at the same time considerably diminish the expense of the construction, and materially reduce the depth of the cuttings, and the height of the embankments from what was originally intended, and thus prevent, to an important extent, that alteration in the surface of the country which has been urged by some as an objection to railways altogether.

Your Directors have had an important duty to perform in making agreements for the land required for the railway not already purchased. And they are happy to report that satisfactory agreements for the greatest portion have been already made, and as an instance of the liberal spirit in which they have been generally met, they are desirous of alluding to the favourable arrangement which they have made with the Corporation of Drogheda for the land required for the railway at the Drogheda terminus—an arrangement not less creditable to the Corporation for the enlightened views which they have taken of the true interests of their town, than as manifesting the general desire to promote the success of your truly national undertaking.

In pursuance of the promise contained in the last Report, your Directors have constantly borne in mind the necessity of a vigorous prosecution of the works, as, by steadily pursuing this object, they are convinced that they best promote the interests of the shareholders. In that Report you were informed that the Directors were about to contract for the execution of a large portion of the works, and accordingly, on the 10th September last, they met for that purpose, when no fewer than seventeen parties delivered proposals for the contract then to be let. On a careful examination of these various offers your Directors accepted the tender of Messrs. Jeffs and Sons, for £41,750, not only from its being the lowest, but from the character of efficiency as contractors which these gentlemen had acquired during the performance of several contracts on some of the Scotch Railways. The contract thus let commences at the Royal Canal, near the Dublin terminus of the railway, and extends to a certain point beyond the village of Raheny, a distance of about four miles. The excavations on this portion of the works are the heaviest of any which occur on the entire line. Messrs. Jeffs and Sons commenced their undertaking in the following month of October, and have proceeded with it as expeditiously as the season would permit.

Immediately after they had concluded this contract, your Directors took steps to prepare for letting another, and on the 18th of last month, they assembled to receive tenders for No. 3, or the Malahide contract, which had been previously advertised. On this occasion eleven proposals were received, and your Directors accepted the offer of Mr. William M'Cormick (recently an extensive contractor on the Manchester and Leeds Railway,) for a sum of 43,000*l*. This contract extends from the termination of Messrs. Jeffs and Sons' portion of the works at Raheny, to a point near Donebate, a considerable distance beyond and over the estuary at Malahide, and being about six and half miles in length.

One-third, therefore, of your line, as to distance, is now under contract, and fully one-half of the entire works. This difference between the quantity of the works and the length of road, arises from the comparative lightness of the works from Donebate to Drogheda.

It is a source of great confidence to your Directors to be able to state that the completion of so large a portion of the Railway is now under actual agreement with most responsible and experienced contractors, upon terms a little lower than the estimate of Mr. Macneill, your Engineer. That a great amount of traffic must necessarily be carried over your line, your Directors are in possession of the most satisfactory evidence, such indeed, must be obvious to any one who considers its character as an arterial line from the metropolis to the thriving and commercial district of the north, following the stream where the greatest traffic, for a distance of thirty miles from Dublin at present flows. But while many parties have admitted the extensive nature of the traffic, they have objected to the estimate as being insufficient for the construction of the road. This objection having been so frequently made, the contracts which have now been concluded, cannot fail to be highly satisfactory to the shareholders, and the statement which your Directors made on a former occasion, that the line would be completed for 14,000*l*. a mile, they can now repeat with the fullest confidence.

Pursuing the course which your Directors have adopted during the last six months of pressing forward the works with activity, it is their intention immediately to prepare for letting another important contract, and when next they meet you they hope to be able to report equally favourable results. From what has already taken place, they have now become fully satisfied that the various delays to which your undertaking has been subject, instead of being a loss to the proprietors, will ultimately prove a great gain, independently of the advantages which will be derived from the experience of the last few years in the improved method of constructing railways, and the great superiority of the mechanism applied to railway uses. Your undertaking will now reap the advantage of all these improvements, at a cost of only about two-thirds of the outlay which would have been required four years ago for a line of inferior construction.

In calling your attention to the statement of the half-yearly accounts, you will be gratified to perceive that the calls have been paid up much better than heretofore, although during that period great commercial and monetary difficulties have existed.

At the last meeting of the shareholders a resolution was passed, recommending the forfeiture of certain shares, and your Directors have only been prevented from carrying this resolution into effect, from the time required to obtain a thorough knowledge of the proprietary; and the result of the information thus procured has been, the payment of calls from several parties whose shares were at first intended for forfeiture. The attention of the Directors will, however, be devoted to this subject at the earliest moment that circumstances will permit.

With a view of avoiding pecuniary pressure upon the shareholders during a season of considerable monetar difficulty, your Directors have made their calls for small amounts. Notice of a fresh call of only 2*l*. 10*s*. per share has just been given, and it is the intention of your Directors in future to make the calls as light as possible; and seeing the successful prosecution of the works, and the necessity for a supply of adequate means, they feel assured that the proprietors will respond to them cheerfully.

In consequence of several of the shareholders having expressed a wish to pay sums in advance of calls, in order to receive 6 per cent. interest, which the Act of last session authorises your Directors to allow, a form of receipt as settled by the Solicitor-General has been prepared, in conformity with the Act in that case provided, and your Directors are now ready to issue said receipts to any of the proprietors who may desire to pay in advance of calls, to the extent of 30*l*. per share over and above the call just made; and it is proposed to pay the interest accruing on such advances half yearly, on the 30th June and the 31st December.

The proprietors wishing to exchange their old certificates, as granted under the original Act of Parliament for shares of 100*l*. each, for the new certificates of shares for 75*l*. each, as authorised by the Company's last Act, are hereby informed, that in England the shareholders may obtain said certificates from S. D. Darbishire, Esq., Marsden street, Manchester; and in Ireland, from the Company's Secretary, at the office, 19, Marlborough-street, Dublin.

A list of the present shareholders has just been printed by the Directors and any shareholder may procure the same on application at the Company's office or at the office of S. D. Darbishire, Esq., Manchester.

The following Directors vacate their office this year under the provisions of the Act of Parliament; the proprietors have the power of re-electing all or any of them, and of substituting others:—George A. Hamilton, Lord Talbot de Malahide, William Henry, Richard Wright, Peter Eckersley, and Richard Collins.

GEORGE A. HAMILTON, Chairman.

The Directors in Account for Cash, during Half-year ended 31st December, 1840.

DEBTOR.

1840.—June 30.					
To Total amount received to date, per account published December 31				£63,339	8 1
Amount received for calls, viz.:—					
First call on 50 shares .	£125	0	0		
Second do. 142 do...	750	0	0		
Third do. 492 do...	1,230	0	0		
Fourth do. 1305 do...	3,262	10	0		
Fifth do. 1585 do...	3,962	10	0		
Payments by shareholders in advance of calls	1,000	0	0		
Amount from sundries on account.....	56	8	6½		
Interest from shareholders on deferred payment of calls	320	16	2½		
Rent of Company's land, (purchased for Railway) let for the season	9	16	0		
Received for timber sold .	5	0	0		
Rent of Company's property at Kingstown	43	14	9		
				10,765	15 6
Total.....				£74,105	3 7

CREDITOR.

1840—June 30.					
By total amount expenditures to date..... December 31.				60,099	1 3
By railway works, expended during half-year.....	1,350	14	1		
Engineering, surveying, valuing lands, &c.....	1,200	0	0		
Payments on account of Act of Parliament, 1840	276	7	9		
Salaries, office expenses, and repairs.....	260	16	8		
Rent of Company's house and land at Killester, to Sept. 29, 1840 £69 0 8					
Repairs of Killester House.. 22 14 5					
	91	15	1		
Travelling expenses and incidental charges	49	1	6		
Printing, advertising, and postage	195	8	0		
Law costs	764	13	0		
Inquisitions for land.....	396	8	6		
Land and compensation ..	1467	12	8		
Timber and materials purchased from the late contractor, and recently resold to the present contractor.....	500	9	3		
Managing Director, out of fund voted for Direction	400	0	0		
				6,953	6 1
				67,052	7 4
By Balance—					
Cash on hands.....	£28	12	9		
Bank of Ireland.....	102	2	10		
Dundalk Bank	20	0	0		
Drogheda Bank	100	3	2		
Ball and Co.'s Bank	168	8	7½		
Manchester Bank	1,923	6	9		
Labertouche and Stafford's	3,286	13	0½		
Bills and securities.....	1,373	11	1		
				7,052	16 3
Total.....				£74,105	3 7

We have examined the accounts for the half-year ending 31st December, 1840, and find the receipts to have been 10,765*l*. 15*s*. 6*d*.; the expenditure 6,953*l*. 6*s*. 1*d*. On comparing the vouchers with the statement we find all correct. The balance under various heads, and in various hands, amounts to 7,052*l*. 16*s*. 3*d*.

JAMES M'CULLAGH.
ALEXANDER PARKER.

3rd March, 1841.

VAN BUTCHELL ON FISTULA, &c.

Fourth edition, just published, in 8vo., cloth boards, price 7*s* 6*d*., enlarged,

FACTS and OBSERVATIONS relative to the successful Mode of Treating Piles, Fistula, Hemorrhoidal Excrescences, Tumours, and Strictures, without cutting or confinement; illustrated with numerous cases; being a familiar exposition of the Practice of S. J. VAN BUTCHELL, Surgeon and Accoucheur.

Published by H. Renshaw, No 356, Strand; sold also by the author, No. 16, Percy-street, Bedford square.

"This volume presents to us a number of illustrations of his singular success under circumstances that would have induced despair in any professor of less mastery, or less accustomed to accomplish cures where cures seem impossible. The statements here made are most convincing, and place beyond doubt the superiority of the treatment to which he refers."—*Court Journal.*

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NORTH MIDLAND RAILWAY.—ALTERATION OF TRAINS.—The Public are respectfully informed that on and after Monday, the 1st of March, 1841, the Trains of this Company, in connection with those of the London and Birmingham, Birmingham and Derby, Midland Counties, York and North Midland, and Hull and Selby, will START and ARRIVE according to the following Table, until further notice:—

DEPARTURE AND ARRIVAL OF TRAINS BETWEEN HULL, YORK, LEEDS, SHEFFIELD, DERBY, BIRMINGHAM, AND LONDON.

DOWN TRAINS.

Departure from				Arrival at		
London.	Birmingham.	Derby.	Sheffield.	Leeds.	York.	Hull.
H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
Mail						
8 30 p. m.	12 15 a. m.	3 39 a. m.	5 15 a. m.	7 8 a. m.	7 42 a. m.	9 30 a. m.
.. ..	.. ..	*6 0	7 30	10 15	11 0	.. ..
.. ..	6 45 a. m.	*9 30	10 45	1 30 p. m.	2 15 p. m.	.. ..
6 0 a. m.	10 30	1 0 p. m.	2 30 p. m.	5 0	5 45	.. ..
9 15 a. m.	1 0 p. m.	3 30	4 45	6 45	7 30	9 0 p. m.
.. ..	.. ..	*3 45	5 15	8 0	.. ..	.. ..
11 0	3 30	*6 0	7 30	10 0	.. ..	.. ..
SUNDAYS.						
Mail.						
8 30 p. m.	12 15 p. m.	3 39 a. m.	5 15 a. m.	7 8 a. m.	7 42 a. m.	9 30 a. m.
.. ..	.. ..	*6 0	8 15	10 0 noon.	.. ..	.. ..
8 0 a. m.	.. ..	*3 0 p. m.	5 15 p. m.	7 0 p. m.	7 45 p. m.	.. ..
.. ..	.. ..	*6 0	8 15	10 0	.. ..	.. ..

UP TRAINS.

Departure from				Arrival at		
Hull.	York.	Leeds.	Sheffield.	Derby.	Birmingham.	London.
H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
.. ..	.. ..	*6 0 a. m.	7 30 a. m.	10 15 a. m.	.. ..	5 45 p. m.
.. ..	6 30 a. m.	*7 15	8 45	11 15	2 0 p. m.	6 45
.. ..	8 45	9 30	10 45	12 45 p. m.	4 30	8 0
.. ..	11 0	11 45	1 15 p. m.	3 45	6 15	11 15
.. ..	.. ..	*2 30 p. m.	4 0	6 30	.. ..	.. ..
.. ..	3 30 p. m.	*4 15	5 45	8 30	.. ..	.. ..
Mail.		Mail.				
4 45 p. m.	6 0	6 40	8 0	10 0	1 30 p. m.	5 30 a. m.
SUNDAYS.						
.. ..	7 0 a. m.	*7 45 a. m.	9 15 a. m.	11 45 a. m.	.. ..	7 15 p. m.
.. ..	.. ..	*1 0 p. m.	2 30 p. m.	5 0 p. m.	7 45 p. m.	.. ..
.. ..	.. ..	*5 0	6 30	9 0	.. ..	.. ..
Mail.						
4 45 p. m.	6 0	6 40	8 0	10 0	1 30	5 30 a. m.

* Trains to which Third Class Carriages are attached.

FARES.

London to Derby.	Sheffield.	Leeds.	York.	Hull.
1st Class. £1 14 0	£2 5 0	£2 12 0	£2 16 0	£2 18 0
2nd Class..... 1 3 0	1 10 0	1 15 0	1 17 6	1 19 6
3rd Class..... 0 15 0	0 18 6	1 0		

Third Class Passengers are not booked through to or from London.

First and Second Class Carriages are attached to all the Trains.

Third Class Passengers may be conveyed from London to Leeds in the day, by a Train leaving London at Seven a. m., and Derby at Six p. m.; and from Leeds to London in the same time, by the Fifteen minutes past Seven, a. m., from Leeds. Gentlemen's Carriages and Horses conveyed over the London and Birmingham Railway by these Trains are taken at a cheaper rate.

Parcels, &c., are conveyed by all the Trains, and are received at all the principal coach offices in the kingdom.

Carriage Trucks and Horse Boxes are kept at all the principal Stations; but to prevent disappointment, it is desirable that notice be given the day previous to their being required.

Post Horses are always in readiness on the arrival of the Trains at the Derby and Leeds Stations.

Time is allowed at Derby for refreshment.

By Order,

H. PATTESON, Secretary.

Office, Warnford-court, Throgmorton-street.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.....	55s.
Beer, Hides, Soap, Sugar, &c.....	60s.
Raw Coffee, Rice, Earthenware in Crates, &c. ..	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.....	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.....	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

Just published, price 2s., with Engravings,

CRAIG'S ROTATORY STEAM-ENGINE, Explained and Illustrated, with a concise Review of the Invention of the Piston Engine, and a comparative estimate of their relative power and advantages.

"Est quodam prodire tenus, si non datur ultra."

London: Houlston and Stoneman, 65, Paternoster-row.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament) of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43 Piccadilly; or at the office of Slater and Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841. 43, Piccadilly.

TO RAILWAY CONTRACTORS.—To be Sold, 140 2¼ yard capital Earth Waggons, 30 inch Wheels; 3¼ inch Axles of the best construction. Also, about 60 tons 36 lb. per yard of flange bottomed Rails, as good as new.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to M. C. S. Medley, Farringdon.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841.

BRISTOL AND EXETER RAILWAY.—Seven Contracts to be Let on March 19.—TO CONTRACTORS, &c.—For Sale, at the port of Gloucester, about 300 tons of iron rail, T pattern, 42 to 44lb. per yard, as good as when it first came from the foundry.

120 2¼ earth waggons 2 feet 6, wheels 3 feet 6 gauge, strongly made, and nearly as good as new, having worked only one small contract.

The whole will be sold at half the cost price. May be seen on the line near the depot of the Birmingham and Gloucester Railway, Gloucester, and particulars obtained at Mr. Church's, near the Cattle Market.

BRISTOL AND GLOUCESTER RAILWAY COMPANY—EXTENSION LINE.—NOTICE is hereby given, That the Annual General Meeting of the Shareholders in this undertaking will be held at the White Lion Inn, situate in Broad-street, in the city of Bristol, on Tuesday, the 30th day of March instant, at 1 o'clock in the afternoon.

By order of the Commitee of Management,
GEORGE JONES, Chairman.
ROBERT FLETCHER, Sec.

Bristol, 15th March, 1841.

The chair to be taken at 1 o'clock precisely.

The Transfer Books will be closed on Thursday, the 25th day of March, and not re-opened until after the said General Meeting on the 30th of the said month.

BOLTON AND PRESTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the rates and tolls arising therefrom, in sums of not less than £200, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at the Company's Office. The Tenders are to express the sums and the term of years for which the same are proposed to be lent, and to be addressed to the Secretary at the Company's Office, Bolton.

By order of the Board of Directors,
PETER SINCLAIR, Secretary.

WEST LONDON RAILWAY.—NOTICE is hereby given, That a Special General Meeting of the West London Railway Company will be held at the Company's office, No. 11, Abchurch-lane, in the city of London, on Monday, the 29th of March, instant, at one o'clock precisely, to determine upon rescinding the Resolution passed at the General and Special General Meeting of the Company, held at the Company's office, on Wednesday, the 7th of October, 1840, for raising an additional capital of £60,000 by the creation of 6,000 preferred shares; and also to determine upon raising the said further capital of £60,000, or such portion thereof as the Meeting shall direct, by the creation and issuing of such and so many new shares at reduced prices, and upon such terms as the Proprietors at such Meeting shall think proper; and also to fix the prices at which such shares shall be issued, the amount of calls upon such shares, and the time or times when the same shall be paid; and to give certain orders and authorities to the Directors of the Company in that respect; and for other purposes.

WILLIAM MORGAN, Deputy Chairman.

Office, 11, Abchurch-lane, March 18, 1841.

PATENT SPELTER PAINT.—This paint is adapted for all purposes which other paint is now used for, and may be confidently recommended to the notice of the public. When applied to iron its effect may be compared to that of the galvanization of the metal; it resists the influence of the weather, of salt and sea water, and of the fumes in chemical works. When applied to wood, it gets so hard that the most intense heat of the sun makes no impression upon it, and will not make it blister and peel off. Applied to damp walls, or in positions which are much exposed, it affords a powerful protection against moisture and saltpetre. When it is used upon softer substances, such as paper, pasteboard, linen, plaster of Paris, it produces equally satisfactory results.

Apply to JAS. LE CREN, Agent, 26, Moorgate-street, or by letter to H. P. ROUQUETTE, Patentee and sole Manufacturer, 14, Mark-lane.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's Fleet-street, Middlesex.—Saturday, March 20, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 169. Vol. IV.—No. 13.] SATURDAY, MARCH 27, 1841. [Price, 6d.

BRISTOL AND GLOUCESTER RAILWAY.—CONTRACT FOR WORKS.—Contract, No. 4.—Notice is hereby given, That the Directors will receive at their Offices, Exchange Buildings, Bristol, on or before Twelve o'Clock, on Monday, the 26th April next, Tenders for the excavation and formation of the earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying the permanent rails, of that portion of the railway commencing from a point in field No. 53, in the parish of Charfield, and terminating at a point near the road, marked No. 15, in the parish of Berkeley, being a distance of about 2 miles 16 chains.

Contract No 8.—Also Tenders for the execution of similar works on that portion of the line commencing from a brook, the boundary between the parishes of Frocester and Leonard Stanley, and terminating at or near the junction with the Cheltenham and Great Western Union Railway, in field No. 8, in the parish of Moreton Valence, being a distance of about 2 miles and 17 chains.

Drawings and Specifications of the above works will be exhibited at the Company's Offices, Exchange Buildings, Bristol, on and after Friday next the 2nd April.

The Directors will not consider themselves bound to accept the lowest Tender; and they expect the several parties to attend at the Office on the 26th of April, at One o'clock.

ROBERT FLETCHER, Secretary.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200, upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of six per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1844.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff, or to Messrs. Glyn, Hallifax, Mills and Co., Bankers, London, Mr. Wm. Mallard, 27, Small street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

TO ENGINEERS AND RAILWAY COMPANIES. A Practical Engineer, who has by a most assiduous attention acquired a thorough knowledge of the following branches, viz., Forging, Tempering, Turning, Fitting, and Erecting, is well acquainted with the details of Stationary, Locomotive, and Marine Steam Engines, also the effective application of Mechanical Tools in their manufacture. He has invented the following improvements —a motion to supersede Eccentrics, Valves to give the Steam to Engines which are applicable to other purposes; and a method of making and turning wrought iron Railway Wheels; also, he will satisfy the strictest inquiry as to character, &c.

N.B.—He will undertake their execution as leading operative, under an arrangement.

Address, post paid, to A. Z., Mr. T. Hunt's, Salisbury-square, Fleet-street, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price, and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

OPENING OF THE GREAT NORTH OF ENGLAND RAILWAY.—The Public are informed that the Great North of England Railway will be opened from York to Darlington, for Public Traffic, on Wednesday, the 31st March, 1841.

The Trains will depart at the following hours:—

FROM DARLINGTON TO YORK.

5 45 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, and Manchester.
8 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, Manchester, Leeds, Selby and Hull.
12 30 p. m.—taking Passengers for Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
3 p. m.—Mail, taking Passengers for London, Derby, Leicester, Birmingham, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—taking Passengers to York.

FROM YORK TO DARLINGTON.

6 a. m.—bringing Passengers from York.
7 20 a. m.—Mail, bringing Passengers from London, Leicester, Derby, and Sheffield.
9 35 a. m.—bringing Passengers from Manchester, Leeds, Selby, and Hull.
2 30 p. m.—bringing Passengers from Birmingham, Nottingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—bringing Passengers from London, Birmingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.

On Sundays only, the Mail Trains will run.

Until further notice, Passengers will only be booked as far as York, where the carriages are changed.

Until the 6th of April, 1841, the London Mail Trains will leave York at 8 15 a. m., instead of the hours stated in the Time Table.

FARES BETWEEN YORK AND DARLINGTON.

PASSENGERS.		CARRIAGES.		HORSES.		
1st Class.	2d Class.	On 2 Wheels.	On 4 Wheels.	One.	Two.	Three.
12s.	9s.	20s.	30s.	20s.	30s.	36s.

Parties riding in their own Carriages, and Children under 7 years of age, at lower rates.

Carriages and Horses must be at the Station a quarter of an hour before the departure of the trains; and, to prevent disappointment, previous notice should be given to the Station.

The Company will not be responsible for Luggage, unless it is booked and paid for according to its value; and Passengers are particularly requested to have their name and address fully marked thereon, and to satisfy themselves that it is deposited on the Carriages.

ROSS-SHIRE, SCOTLAND. FIR WOOD FOR SALE.—There is for Sale, at Cambuscurrie, near Tain, about 150 Acres of Fir Wood, of superior Quality; also at Tarlogie, adjoining the above Wood of Cambuscurrie, about 136 Acres.

The timber is principally of large growth, a considerable number of the trees measuring from 20 to 28 solid feet, and admirably adapted for Railway Sleepers.

These Woods lie within a mile and a half of Tain or Dornoch Frith, and there is a Saw Mill at Morangie, close to the shore, where a purchaser can be accommodated.

These Woods will be sold in whole, or in lots of from 40 to 50 acres.

For further particulars apply to the proprietor, Hugh Ross, Esq., of Cromarty, Carossie, by Tain; to Messrs. Sang and Adam, W.S., Edinburgh; or to Mr. Gair, Bank Agent, Tain; by either of whom offers will be received between this and the 1st May next.

Tain, 3rd March, 1841.

LOCOMOTIVE ENGINES.—TO BE SOLD, Two Locomotive Engines, with 10 inch Cylinders, 4 feet 6 inch Wheels coupled, and 18 inch stroke; in good working order, with Tenders complete.

Make application to Mr. Thomas Dobson, North Midland Railway Works, Derby.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years, for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,
THOMAS WOOD, Secretary.

CROYDON RAILWAY.—SUMMER TRAINS.—REDUCTION of all FARES between New Cross and Croydon.

On and after Thursday, the 1st April, the morning trains will start from Croydon at 5 minutes past 8 and 5 minutes past each hour until 5 minutes past 12 o'clock. Afternoon trains at 20 minutes after 2 and 20 minutes after each succeeding hour (excepting 7) until 20 minutes after each succeeding hour (excepting 7) until 20 minutes after 9 o'clock and from London at the same hours with the exception of 5 minutes past 8 in the morning. A quick first-class train from Croydon at ¼ past 9 in the morning, stopping at Sydenham only.

Sunday Trains.—From Croydon, in the morning, 5 minutes past 8, 9, and 10 o'clock; in the afternoon, 20 minutes past 1, and 20 minutes past every succeeding hour (except 7) until 20 minutes past 9 o'clock.

From London the same, with the exception of 5 minutes past 8 in the morning.

The reduced fares between New-cross and Croydon will be as follow:—

FROM	1st class. s.	d.	2d class d.	3d class. d.
New Cross to Dartmouth Arms..	0	8	6	4
Sydenham	0	9	6	4
Anerley (Jolly Sailor)	1	0	8	6
Croydon	1	0	9	6
Croydon to Jolly Sailor (Anerley)	0	6	4	3
Sydenham (Dartmouth Arms)	0	9	6	4
New cross	1	0	9	6

The third class carriages convey passengers with the trains between New Cross and Croydon only.

The fares from London to Croydon, or any of the intermediate stations, or from any of the stations to London, remain unaltered.

Annual Tickets may be obtained upon application to the Secretary from London to the Jolly Sailor, or Croydon, for £30, and to any other station at £27, entitling the holder to a passage in any carriage.

Day Tickets are also issued, by which, on payment of the fare to Croydon and back, passengers are allowed to stop at any or all the intermediate stations.

No alterations in the times of starting will in future be made but on the 1st day of the month.

By order,
R. S. YOUNG, Secretary.

205, Tooley-street, March, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued; in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 9th Feb., 1841

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RAILWAY RETURNS.

Returns made to the Board of Trade by the different Railway Companies, under the provisions of the Act 3 and 4, Vic., c. 97, (Lord Seymour's Act.) Printed by order of the House of Commons.

I. Reports relative to Accidents.

(*Continued from page 337.*)

Report of Lieut.-Colonel Sir F. Smith on the Hull and Selby and North Midland Railways.

[A very complete abstract of this Report, so far as regards the Hull and Selby line, was given at the time in the *Railway Times*. We insert, therefore, that part only which relates to the North Midland Railway accident of the 13th September.—Ed. R. T.]

During my investigation of the causes of this accident I was accompanied by Mr. Robert Stephenson, the Chief Engineer and Manager of this line, and by other gentlemen connected with it, all of whom afforded me every facility in their power for making such an examination and inquiry as might enable me to arrive at a right conclusion on this important matter.

The injury done to the railway by the accident having been repaired long antecedent to the period of my inspection, I am under the necessity of relying, in a great degree, as to the appearance of the road and the position of the carriages, on the statements of those persons who were present at the time, or arrived shortly after on the scene of the fatal occurrence; but it is satisfactory to be able to say, that in my opinion the assertions of the gentlemen to whom I allude, and whose respectability and intelligence may be considered as guarantees for their accuracy, are corroborated by all the probabilities of the case.

It appears that the morning up-train of the 13th of September last, when travelling between the South Wingfield and the Ambergate stations, met with a serious accident, by which several of the carriages were overturned, one passenger was killed, and several others severely injured, one of whom has since died. The train was drawn by No. 9 locomotive engine, and consisted of 14 carriages, of which the undermentioned six were thrown off the line by the accident:

1st. There was a second class of the North Midland Company.
2nd. A second class of the London and Birmingham Company.
3rd. Ditto.
4th. A first class coupee of the London and Birmingham.
5th. A first class of the London and Birmingham, and
6th. A third class of the North Midland Company.

The second and fifth carriages are said to have had breaks.

In order to make the following description more intelligible, I enclose a drawing, which will serve to explain better than any verbal description can do the relative positions of the several carriages, after the accident, and to show the tracks of some of them from the spot where they are supposed to have quitted the rails up to the bridge where they were overturned.

The train was running towards the south, on a gradient falling at the rate of 16 feet in the mile; and at about 240 yards to the northward of the bridge, there was a temporary siding to a spoil bank, which had been used by the contractor for that part of the line, with points connecting it with the permanent rail.

It is here proper to remark, that some part of the line had not been ballasted up to the proper level when this railway was opened to the public, and this being the case in the neighbourhood of the bridge, the contractor was engaged on the morning of the 13th ult. in carrying ballast thither from Lodge Hill tunnel, which is situated to the northward of the bridge in question.

The waggons used for this purpose had been lying on the spoil bank to the eastward of the line of railway, and points were set from the sidings to the permanent rails to admit of the waggons being drawn on them to proceed to the tunnel.

A flagman, of the name of Benjamin Smith, informed me, that after the ballast waggons had passed on to the permanent rails from the spoil bank, he threw the points on one side so as to be quite clear of the line.

I shall now endeavour to account for this accident; but in the first place I will state what was represented to me to have been the relative position of the several carriages immediately after some of them were overturned, and the consequent stoppage of the train.

Firstly. The engine and tender received no injury, and remained on the line. The leading passenger carriage was off the line, with both its axles broken, and the wheels were found under the sixth carriage; but the leading carriage remained coupled to the tender, the body having sustained but slight damage, and the passengers being unhurt.

The second carriage, which was a second class of the London and Birmingham, is supposed to have remained on the rails until the stoppage of the train, when, by the breaking of the couplings, it was thrown out upon the opposite line, injuring the axle guards and frame, and displacing the front axle.

The third carriage, which was a London and Birmingham second class, was twisted round and overturned across the rails, the upper part being knocked to pieces. One passenger, Monsieur Deneux, was thrown into the middle of the road, and killed on the spot by the carriage overturning upon him.

Another gentleman, of the name of Wright, was thrown out upon the opposite line, and only survived the accident a few days; some other passengers in the same carriage were also much injured.

The fourth carriage was a first class of the London and Birmingham. It was thrown outwards, probably by running over the end of the third carriage. It grazed the parapet of the bridge, and was overturned on the south side of it.

The fifth carriage, which was also a London and Birmingham first class (having a break), was thrown outwards, and overturned upon the parapet of the bridge, but it was supported in that position by its remaining connected by its coupling chains with the fourth and sixth carriages.

J. Shaw, the guard, who was seated on the front of the fifth carriage, was thrown over the bridge, and fell into the road, by which he was very severely injured, but the passengers were not hurt, nor was the carriage much damaged.

The sixth, which was a third class North Midland carriage, had only its front wheels dragged off the line by the fifth carriage.

After a full consideration of all the bearings of this case, I am led to conclude that the accident was produced either by the wheels of the first carriage having, from some cause, run off the line, or by the previous fracture of the axletrees, when the wheels were on the line.

I do not believe that when a line is in tolerable order, with the rails true to the gauge, and while the train is moving at a proper velocity in a straight direction, the axletrees of a carriage of the dimensions in general use would break, unless formed of bad iron or with very imperfect workmanship.

Now the North Midland Railway, at the point where the accident happened, is represented to me to have been at the time in good order, with the single exception of being insufficiently ballasted; and I was informed by Mr. Swanwick, the Engineer of the line, that on being measured, immediately after the accident, the gauge of the rails was found to be perfectly accurate. This assertion is corroborated in a very great degree by the statement made for your Lordship's information by a gentleman who was a passenger by the train to which the accident happened, and who, being entirely unconnected with any railway, states that he had looked at the question free from all bias.

Mason, the engineman of the train, assured me that the speed at which it was moving at the time the accident occurred, did not exceed 20 miles an hour.

I have reason for believing that the speed was much greater, and it would otherwise be difficult to account for the train having proceeded upwards of a furlong, without being stopped by the application of the breaks (which, I presume, was not neglected), and by the resistance caused by the carriages that were off the line.

The best witness as to the rate at which the train was running would have been the guard, Shaw, but the precarious state in which he was lying at the time of my inspection of the North Midland Railway was such as to render it improper to disturb him, by making any inquiries respecting the accident; and, for the same reason, I have no evidence as to whether he applied the break of the carriage on which he was riding. However, had the speed been even 38 or 40 miles an hour, I should not consider such a velocity likely to cause the fracture of a properly formed axletree.

I have now to state that I carefully examined the fractured axletrees of the first carriage; and although I do not consider the iron of which they were made to be of the best quality, yet in my opinion it is not so inferior, nor did I discover any reason for concluding that the manufacture of the axletrees was so imperfect as to cause their fracture, without some extraordinary violence. I therefore see no sufficient ground for supposing that the breaking of the axletrees was the primary cause of the accident.

It remains then to consider how the leading carriage could have been thrown off the line.

In the first place, I have to observe, that on that part of the line where this happened the rails are fixed upon stone blocks. Now seeing that the gauge of the North Midland Railway is four feet nine inches, and that the carriages of the London and Birmingham have their wheels set for a four feet eight-and-a-half inch gauge, it might have been concluded, if the leading carriage had belonged to the last-mentioned Company, that owing to some slight irregularity or instability in the blocks, the carriage had slipped between the rails; but I am assured that the leading carriage belonged to the North Midland Company, and had its wheels set for the four feet nine inch gauge.

I have already stated that the ballasting was incomplete, and therefore the stone blocks might not have been so firm as they ought to have been; but I am told that it was only within the rails that there was a deficiency of ballast, and consequently there is a probability of there having been a pressure on the outside of the rails, tending rather to diminish than to increase the space between them, so that there would would be the less likelihood for the carriages to drop between the rails; and I have already observed that the gauge is said to have been tried immediately after the accident, and found to be correct.

Again, that part of the line where the accident happened having been on an embankment, such a subsidence of the ground might have taken place as to produce a partial difference of level between the opposite rails of the same portion of the line, from which an irregular and rocking motion of the carriage would result, so as to throw it off the rails; but I am informed that no subsidence of this nature had taken place.

Had there been a want of parallelism in the axles of the leading carriage, such a defect might have accounted for the wheel getting off the rails; but the North Midland carriages have straight rods of iron, extending from axle to axle, and connecting them in such a manner as in a great degree to prevent a loss of paralleism.

I understand that at the principal station of the Noth Midland, the custom is followed, which I believe prevails in some other companies, of submitting all the carriages to an examination by a mechanic, at the close of each journey. A defect in the coupling rods, or other parts connected with the axles, would, therefore, in all probability, have been discovered before the departure of the train; but had such a defect escaped the vigilance of the inspector, it is scarcely possible that it would not have produced some mischief before if reached the spot where the accident occurred, which is upwards of 60 miles from Leeds to the place from whence the train started.

On inquiry I was assured that the flanges of the wheels were perfect.

Being thus unable to discover any cause sufficient to account for the breaking of the axletrees, while on the rails, or for the wheels being turned off by a defect either in the railway or in the carriage, I directed my attention to the investigation of the only other cause which presented itself to my mind as being likely to to have thrown the wheels of the leading carriage off the line; that is, an obstruction on the rails.

Here we have a train consisting of 14 carriages, which, having travelled a distance of 60 miles without accident or irregularity in its course, arrives at a spot where temporary points had been used by a contractor, and the leading carriage immediately runs off the line, and is followed by five others, all of which were more or less injured.

The consideration of this fact naturally suggested the probability that the temporary points in question were in some degree the cause of the accident, and I therefore closely inquired into this part of the subject.

I am informed by all the gentlemen connected with the North Midland Railway who were on the ground on the day on which the accident happened, that the tracks of the wheels of the first carriage were very distinctly marked on the embankment, near the spot where the points had been used. The track of the near side wheels being between the left-hand rail and the side of the embankment, and that of the off-side wheels between the two rails of the "up-line" of way.

On the accompanying drawing I have marked the position where it is stated, apparently on satisfactory grounds, that the fore axle was broken.

The uncovered angles of the right-hand blocks were broken off by the right-hand wheel in its course up the line for about 20 yards from the point where it is supposed to have gone off the rails; and where this injury

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to the blocks ceased, the track of the left wheel appears to have turned towards the left rail.

It is inferred, from marks on the road, that the hind axle broke at about 20 yards further on, and both fractures took place within about six inches of the inner side of the right-hand wheels.

The circumstance of the carriage turning towards the rails, at the spot where the fore axletree is supposed to have broken, is in my opinion strongly corroborative of the conclusion I have come to—namely, that the axletrees broke after the leading carriage was off the rails; for had they broken while the carriage remained on the rails they would, from being fractured close to the right wheels, have taken a direction to the right, instead of to the left-hand rail. Now, supposing (notwithstanding the evidence to the contrary given by Benjamin Smith, that the points were not removed after being used for the ballast waggons, they would alone have been admitted, on all hands, to have been sufficient to throw the train off the line; and I must therefore reject the evidence of Smith, as being that of a party deeply interested in its being received; and I am led to ascribe the accident to this cause, as I can discover no other in which the probabilities are equally strong. I believe indeed that this would have been the general opinion, but for the testimony given by a very respectable and disinterested witness at the coroner's inquest on the body of Monsieur Doneux.

The witness to whom I allude stated, that he had walked along the line, shortly before the arrival of the train at the spot where the accident occurred, and did not perceive any points near the rails; but still I do not regard such negative evidence, in this case, as sufficient to establish the truth of Benjamin Smith's statement, the more especially as another witness, Jesse Thompson, asserted that he saw a bar across the rails.

It may appear, on the first consideration of the subject, that if the points had been in such a position as to throw the first carriage off the rails, the engine and tender which preceded it would have shared the same fate; but I can conceive that the flag man, whose duty it was to move the points, may have merely turned them off the rails, so as to leave the butt end converging towards the line. In such a case the wheels of the engine and tender might brush against the butt end, and in so doing cant the point over the left-hand rail in such a manner as to place it in the way of the left-hand wheel of the first carriage.

However, it is useless to pursue further this inquiry, involved as it will ever be in doubt, and I will now proceed, pursuant to your lordships' orders, to offer some observations as to the best mode of preventing the recurrence of such accidents as that under consideration.

Having arrived at the conclusion that the points which had been used by the contractor were the primary causes of the accident, I need scarcely observe, that the assisting causes were doubtless—

1st. The incomplete state of the ballasting.

2nd. The circumstance of the rails being laid upon stone blocks.

3d. The imperfection of the axletrees; and

4th. Probably, in a certain degree, the velocity of the train.

I have already stated, that the contractor was engaged on the day in question in completing the ballasting of the line. This is a work which, in my opinion, should have been in a perfect state *before* the opening of the railway to the public; for I think that no line should be used for passenger trains until it is entirely ballasted, nor until the slopes of the cuttings are properly finished, and the superfluous earth removed. In short, the principle which for the safety of travelling should, as far as possible, be adopted, is to leave no work to be performed upon the line *after* it is open, excepting such ordinary repairs as will from time to time become necessary. It should be a general rule also that after the opening of the line no temporary switch should, on any account be allowed, and that such switches as may be requisite should be in charge of a policeman, and be of a permanent character, and under no circumstance should they be placed against the direction of the train.

Some days before the accident the Directors of the North Midland Railway Company issued printed regulations, containing, amongst other useful rules, a clause bearing on this subject, and had this not been improperly disobeyed, I conceive that the accident of the 13th would not have occurred.

Engineers are still much divided in opinion as to the best mode of fixing the rails, that is, whether on blocks or on sleepers.

In embankments that are not perfectly settled, I have no doubt that the transverse sleeper is more suitable than the block, inasmuch as the former gives greater certainty than the latter of retaining the gauge, and I think this security is increased by the use of longitudinal sleepers, with a sufficient number of cross ties; for the longitudinal sleepers have the effect of diminishing the pitching motion, which more or less is inevitable with the transverse sleeper or block.

The next point upon which I have to offer some observations, is on the wheels and axletrees of the carriages, and there is, perhaps, no part of the railway system which demands more attention. The fracture of either, when travelling at high velocities, can scarcely fail to be attended by fearful results; and as there can be no question that by a careful selection of the best iron, and by its judicious application the fracture of either a wheel or axletrees can be rendered almost impossible, no pains should be spared to effect that object.

In the first place, the axletrees should be made of the best quality of iron suited for such a purpose, and should be faggotted and forged in the best manner.

I have no doubt that all the Companies adopt, in their specifications for axletrees and wheels, conditions which, if faithfully adhered to, would attain for them the best quality of iron and superior workmanship; this, at least, I am aware was the case in the North Midland contract; but the mere insertion of such conditions in an agreement is not sufficient in so important a matter.

Not only should there be a stipulation that the engineers of the Companies and their subordinates should have the right to enter the premises of the contractors at all times, for the purpose of examining the quality of the iron, and observing the workmanship applied in manufacturing the axletrees and wheels, but in my opinion this condition should be acted up to in the fullest extent; and I would recommend that during the operation of making both articles, a competent judge of iron and workmanship, in whom the utmost reliance can be placed, should be constantly present.

The dimensions of the axletrees of the North Midland Company appear to me to be sufficient for the stress they are required to sustain under ordinary cases, and I see no objection to their shape; but I have observed that scarcely any two Companies adopt the same form or dimension, and, as both are matters of moment, the attention of scientific men might be drawn to them, by a Government premium being offered for the best wheel and axletree for railway purposes.

It would, I conceive, be presumptuous in me to offer any opinion upon these points; but I feel called upon to state that, after long reflection on the subject, I am impressed with the conviction that the safety of passengers would be much increased by the general adoption of six-wheel carriages, for it is evident that when the axletree of a four-wheel carriage breaks it can hardly fail to be thrown off the line it moving with much velocity. The breaking of a wheel or axle of a six-wheel carriage, on the contrary, is not likely to be attended with the same results; and after making diligent inquiries, I have not been able to arrive at one well substantiated case of a six-wheel carriage or engine, when provided with flanges to all the wheels, having run off the line by the breaking of a wheel or axle.

Under these circumstances I shall be glad to see the ultimate adoption of six wheels for every description of carriage to be used for passenger trains. I am aware that this may entail expense upon the Companies, but it is an expense which I am sure will be cheerfully met by the proprietors of railways as circumstances permit.

By the advocates of four-wheel engines and carriages not only is the increased expense dwelt upon, but they also advance objections against the six wheels on account of the difficulty of working them round curves of small radius; but I am of opinion that any curve which is proper to be used in a railway will allow of the working of six-wheel engines and carriages, provided a proper width of wheel be used.

Here I would remark that it would be desirable to give to all wheels to be used for passenger carriages or in connection with passenger trains a bearing upon the rail of at least five inches, allowing one inch out of the five for the flange. The whole of the passenger carriages of the North Midland Railway are, I believe, of this dimension.

I shall now consider by what means over-driving may be prevented. The system which at present is generally adopted is to fix the time to be occupied between one station and another; but this gives an opportunity to the enginemen of those trains which stop only at first class stations to use very high velocities on falling gradients of great inclination, as the train is only limited between station and station. It is very essential to the public safety that an efficient check should be established on this point, and the following plan appears to me to be one which might effect this desirable object.

The maximum speed to be used should be fixed, and no circumstance of loss of time on any other part of the line should ever upon any pretence be admitted as an excuse for using a higher velocity than that specified.

In order to prevent the possibility of any misunderstanding on this subject, the rate of speed, on various gradients, should be printed in a tabular form, and placed conspicuously on some part of the engine, near the position where the engineman generally stands. Another copy should be attached to the break carriage on which the guard is stationed.

As a means of testing and regulating the speed, each engineman and guard should be provided with a watch, having a seconds hand, and the distances should be marked on the road at intervals of a quarter of a mile.

A report should be given in by the guard at the end of each journey, stating whether in any part of it the maximum speed had been exceeded, and any case of disobedience of orders on this point should be severely visited.

I find that in one of the principal lines the head guard gives a detailed report at the end of each journey of every occurrence on the road; the time of arriving at and starting from each station; and he is held responsible for having two break carriages with each train. Another Company gives a reward of 5s. at the end of every week to the engineman who has kept the best time, and a third Company gives a reward of 5*l*. per quarter to the man who has kept his engine in the best order. These systems are all good and deserving of imitation.

It might be invidious were I to specify the Companies to which I allude, because those which I might omit have probably other systems equally commendable, though different; and I have no doubt that by degrees the several Companies will follow each other in those regulations which appear to be the most conducive to an end which I believe they are all striving to attain; namely, to give the greatest degree of comfort, accommodation and security to the passengers. Indeed, I believe that the recommendation of your lordships on all these points will be most readily adopted, and that legislative measures will be unnecessary.

I have to add, that the permanent way of the North Midland Railway appeared to me to be in fair working order, and that at the road stations, as well as at the Derby terminus, no expense has been spared that can tend to promote the convenience of the passengers.

The carriages of this Company appear to be substantial in their construction, and commodious in their form. It would be well if the same height could be preserved in the inside by lowering the floors, and proportionally reducing the total height of railway carriages in general, as they would then have less tendency to rock when moving at high velocities.

I have, &c.

FREDERIC SMITH, Lieut.-Col. Roy. Engs.

(To be continued.)

RAILWAY TO SALISBURY.—We beg to call the attention of our readers to the importance of connecting Salisbury with our railway at this town, with the view of ultimately extending the line along the coast of Dorset, so as to make Southampton the great centre for all the South Western traffic. A few years back a prospectus was issued for making a railway between Southampton and Salisbury, through Romsey, and we believe the necessary surveys were made. If some influential parties would revive the subject, we have no doubt as to a successful result. All the shareholders in the South Western Railway are vitally interested in the matter, and must give such an undertaking their support, not only with a view to its ultimate extension along the coast, but from the certainty of its alone becoming a valuable source of profit to the South Western line.—*Hampshire Independent.*

NORTH MIDLAND RAILWAY.—It is a remarkable fact, that the subsidence of the embankments on this line, and the influence of the severe weather, have been less than any other line of equal age. This is owing to the excellence of the materials, and will, no doubt, be the means of keeping that heavy item of expenditure, the maintenance of way, unusually low upon the North Midland Railway.—*Leeds Mercury.*

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MANCHESTER AND LEEDS RAILWAY COMPANY—GENERAL MEETING.

FURTHER PARTICULARS.

Statement of Receipts and Expenses, from the 14th of November, 1835, to 31st December, 1840.

RECEIVED.	To 30th June, 1840. £ s. d.	From 30th of June to 31st Dec., 1840. £ s. d.	Total to 31st December, 1840. £ s. d.
On account of calls..... £1,088,250			
On account of the 8th call of 10*l.* per share, on 13,000 100*l.* shares, not due until 6th July and 6th August...			
Viz., 13,000 100*l.* shares, 70*l.* per share called up.. 910,000			
13,000 50*l.* shares, 25*l.* per share called up 325,000			
1,235,000			
Deduct calls in arrear 8,390,000			
£1,226,610	1,098,310 0 0	128,300 0 0	1,226,610 0 0
On account of mortgages.....	648,490 0 0	400 0 0	648,890 0 0
On account of bonds.....	302,302 0 0	260,690 0 0	562,992 0 0
On account of moneys in advance of calls.....	171,128 18 9	14,193 16 4	185,322 15 1
On account of interest on delayed payments of calls, and from bankers, after deducting interest on moneys paid in advance of calls.....	7,264 17 2	1,103 15 2	8,368 12 4
On account of surplus receipts from traffic.....	19,692 14 1	11,788 14 3	31,481 8 4
On account of premium on unappropriated shares, sold agreeably to a resolution of the general meeting, held the 12th of March, 1840, after payment of 200*l.* to the funds of the "Benevolent Institution," authorized by the same resolution.....	335 0 0	.. ..	335 0 0
	2,247,523 10 0	416,476 5 9	2,663,999 15 9
DEDUCT—			
So much of the calls paid in advance as have become due, included in the receipts from calls to the 31st December, 1840	131,203 14 9	13,978 11 8	145,182 6 5
	2,116,319 15 3	402,497 14 1	2,518,817 9 4
Balance owing to bankers			4,691 10 2
Total			£2,523,508 19 6

EXPENDED.	To 30th June, 1840. £ s. d.	From 30th June to 31st Dec., 1840. £ s. d.	Total to 31st December, 1840. £ s. d.	£ s. d.
On Account of Forming the Line and Stations.				
Parlia. expenses connected with Acts No. 1 and 2	48,107 8 9	1 13 4	48,109 2 1	
Engineering	33,048 2 3	3,711 2 5	36,759 4 8	
Land and compensation, and attendant expenses	277,628 17 8	13,897 16 4	291,526 14 0	
Works	1,446,494 0 3	305,077 11 3	1,751,571 11 6	
Stations account....	105,244 17 11	30,409 19 5	135,654 17 4	
Direction	9,600 0 0	1,200 0 0	10,800 0 0	
Travelling expenses .	293 5 8	182 2 6	475 8 2	
Advert., printing, &c.	1,171 16 7	143 9 3	1,315 5 10	
Secretary's office expenses, including salaries, taxes, stationery, books, &c.	3,887 18 2	766 9 10	4,664 8 0	
Law charges for general business	6,345 17 4	2,835 1 11	9,180 19 3	2,290,057 10 10
On Account of Working the Line.				
Stores account.....	3,188 7 5	3,135 0 11	6,323 8 4	
Locomotive stock account	38,694 2 1	5,173 9 10	43,867 11 11	
Carriage stock accoun	21,387 7 2	443 7 6	21,830 14 8	
Waggon stock accoun	4,649 12 3	16,480 0 5	21,129 12 8	
				93,151 7 7
On Account of Loans. Mortgage and bond stamps, &c.	3,692 7 8	1,143 7 10	4,835 15 6	
Interest on mortgages	38,204 10 1	16,375 10 6	54,580 0 7	
Interest on bonds ..	282 5 4	4,743 12 7	5,025 17 11	
				64,441 14 0
On Account of Junction Line to Hunt's Bank. Expenses of Act No. 3, station at Hunt's bank, land for line, &c....	42,337 15 4	3,783 2 1	46,120 17 5	46,120 17 5
On Account of Surplus Land, Miscellaneous Materials. Available for re-sale .	29,730 3 8	7 6 0	29,737 9 8	29,737 9 8
	2,113,998 15 7	409,520 3 11	.. ..	2,523,508 19 6
				2,523,508 19 6

20th February, 1841.—Audited and found correct,

SAMUEL E. COTTAM, Public Accountant.

Statement of Receipts and Expenses of Revenue Account, from 4th July, 1839, to 31st December, 1840.

RECEIVED.	To 30th June, 1840. £ s. d.	From 30th June to 31st Dec., 1840. £ s. d.	Total to 31st Dec., 1840. £ s. d.
On account of passengers	35,080 2 8	24,898 9 3	59,978 11 11
Ditto goods, parcels, carriages, and live stock.....	5,219 10 9	7,567 15 0	12,787 5 9
	40,299 13 5	32,466 4 3	72,765 17 8

EXPENDED.	To 30th June, 1840. £ s. d.	From 30th June to 31st Dec., 1840. £ s. d.	Total to 31st Dec., 1840. £ s. d.
On Account of Locomotive Power, viz.— Coke, wages, salaries, oil, tallow, materials for repairs, &c.	7,646 11 3	5,246 7 10	12,892 19 1
On Account of Coaching and Merchandize Disbursements, viz.— Duty on passengers (4,232*l.* 12s.), salaries, wages, oil, tallow, materials for repairs, &c.	9,483 11 11	10,269 6 2	19,752 18 1
On Account of Police, Including the maintenance of way of 14 miles	555 0 7	3,152 8 10	3,707 9 5
On Account of Miscellaneous Expenses, viz. Salaries and office expenses, advertising, printing, rates, taxes, &c.....	2,921 15 7	2,009 7 2	4,931 2 9
	20,606 19 4	20,677 10 0	41,284 9 4
Balance, 31st December, 1840.....	19,692 14 1	11,788 14 3	31,481 8 4
	40,299 13 5	32,466 4 3	72,765 17 8

20th February, 1841.—Audited and found correct,

SAMUEL E. COTTAM, Public Accountant.

JOHN JELLICORSE, Secretary.

BRISTOL AND EXETER RAILWAY COMPANY—GENERAL MEETING.

THE following are the documents which we were obliged to omit in our report of the last general meeting:—

MR. BRUNEL'S REPORT.

Bristol, March 3, 1841.

Gentlemen,—It is with a sense of great relief from the anxiety which I have felt since the last general meeting, that I can now report to you, that the state of the works is such as to justify the anticipations you had formed as to the period of the opening to Bridgewater, when the limit was fixed in the lease granted to the Great Western Railway Company.

In September last a great improvement had taken place in the rate of progress of those works upon which the final completion must depend, such as to afford good grounds to hope that the line might have been opened by about the present time; but shortly after this, notwithstanding every exertion on my part, these works again fell into arrear. We have gradually and with much labour arrived at that state however in which an early completion may be rendered certain; and the means necessary to ensure this and to enforce proper exertions on the part of those executing the works have been taken and will be kept in operation until this result is obtained.

The tunnel at Cambridge Batch and the bulk of the excavation at the Ashton cutting are at last completed, and the bottoming and forming of the slopes of this cutting are the only earthwork of any amount remaining unfinished. The Uphill and Puriton cuttings are completed, and the embankment across the river Axe is formed, and raised to more than its full height to allow for settlement. At the Bedminster road bridge a small quantity of excavation remains, as well as at one or two other points where temporary bridges have stood. These are being removed, and in no case, except the Ashton cutting, is there more than a fortnight's work; and with these exceptions the line is formed throughout to Bridgewater, and nearly the whole is ballasted.

As regards the masonry, some of which had been delayed by the long continued and severe frosts, nothing remains to be done which can interfere with the opening of the line. The bridge over the new cut has long since been keyed in, and will

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shortly be ready to receive the rails. The aqueduct at Ashton is sufficiently completed to allow of the removal of the temporary bridge and water-course. The bridge at Uphill is nearly finished. There are several road-bridges which are incomplete, or which have to be rebuilt; but as I before stated, the work is such as cannot delay the opening of the line.

The laying of the permanent way is rapidly advancing. From Pyle Hill to the Bedminster-bridge, and thence for about one mile with a short interval at the bridge, the principal part of the timber is framed and the rails are being laid.

From Backwell-lane to Chelvey, nearly the whole of the timber of a single line is laid with a portion of the rails. From Chelvey to the Axe, the single line of timber and rails is complete, with the exception of five or six chains in the Uphill cutting; and the second line is far advanced for the whole of this distance, more than half of the timber being laid, and also some length of rails.

At the river Axe the materials are being landed to be laid towards Highbridge, and at Highbridge the timber is being landed and laid towards Puriton. At Puriton timber is also delivered, and is being laid both towards Bristol and Bridgewater; while at Bridgewater the materials are also landed, and in process of being conveyed to the line.

The total extent of timber framed by the end of this week will be about thirty miles of single line, with about eighteen miles of rails.

Upon the whole, the progress making in this department of the work is very satisfactory.

In conclusion, I beg to say that I see every reason to anticipate that we shall be enabled to open the line before the middle of May.

I am, gentlemen, your obedient servant,

I. K. BRUNEL.

To the Directors of the Bristol and Exeter Railway Company.

Statement of Receipts and Expenditure, 31st December, 1840.

RECEIPTS.

	£	s.	d.	£	s.	d.
Amount of 10 calls on 15,000 shares.						
Less on 3,835 ditto forfeited.						
Total ..... 11,165 shares at 60*l.* per share				669,900	0	0
Amount received on the 3,835 forfeited shares				37,867	10	0
				£707,767	10	0
Total				60	0	0
Less due on first call, second call } 12 shares at 5*l.*				310	0	0
third call ..... 62 shares at 5*l.*				705	0	0
fourth call ..... 159 shares at 5*l.*				945	0	0
fifth call ..... 189 shares at 5*l.*				1,210	0	0
sixth call ..... 242 shares at 5*l.*				1,915	0	0
seventh call ..... 383 shares at 5*l.*				6,020	0	0
eighth call ..... 602 shares at 10*l.*				10,500	0	0
ninth call ..... 1,080 shares at 10*l.*				28,720	0	0
tenth call ..... 2,872 shares at 10*l.*						
				50,775	0	0
				656,992	10	0
Deposits in anticipation of calls				9,067	7	2
Certificates of registration				182	15	0
				£666,242	12	2

EXPENDITURE.

	Total to 30th June, 1840.			This half year.			Total to 31st Dec., 1840.		
	£	s.	d.	£	s.	d.	£	s.	d.
Parliamentary expenses including Parliamentary agents and fees to counsel, solicitors' bills, witnesses, canvassing, taking road traffic, hire of committee rooms, and all law charges and disbursements to the time when the Act of Parliament received the Royal Assent	18,592	1	10	....			18,592	1	10
Engineering, including survey of the whole line, plans, and sections, maps, professional evidence in Parliament, and all other expenses and disbursements in this department up to and since the time when the Act was obtained	6,304	10	10	125	0	10	6,429	11	8
Travelling expenses before and since the passing of the Act, and country agency employed in relation to the line generally	3,381	19	1	277	8	8	3,659	7	9
Printing, advertising, stationery, book-binding, and various incidental expenses in Bristol and London from the first projection of this undertaking	5,018	11	8	943	12	4	5,962	4	0
Ascertaining and setting out the line	4,583	15	2	421	6	6	5,005	1	8
Purchase of land, compensation for damages, surveying, valuing, and law expenses in the conveyance of the land to the Company	92,238	12	10	6,277	13	0	98,516	5	10
Purchase of machinery, implements, utensils, tools, maps, plans, &c. for use on the line and at the Engineer's office, including cost of the alterations and repairs at the office in Coronation Road, furniture, and disbursements	4,377	0	5	258	19	9	4,636	0	2
Payments to the Contractors for work executed on the line under the several contracts	310,158	3	7	79,001	14	0	389,159	17	7
Salaries in the engineering and surveying department, and to draftsmen	24,948	11	6	3,752	0	0	28,700	11	6
Office expenses, Direction, salaries, office furniture, rent, postage, and carriage of parcels	11,076	0	3	1,460	6	9	12,536	7	0
Law expenses in London and Bristol in procuring new Acts of Parliament	3,024	17	9	....			3,024	17	9
Law charges connected with the general direction of the Company's affairs	5,428	14	4	483	12	2	5,912	6	6
Permanent way	27,177	14	2	17,658	18	2	44,836	11	4
Interest paid to shareholders	508	16	11	9,108	13	8	9,704	10	7
	516,939	9	4	119,766	5	10	636,705	15	2
Balance in the hands of the Bankers and Secretary	£27,036	17	0						
Amount deposited with the Treasurer of the county of Somerset, pursuant to sect. 95 of the Act of Incorporation	2,500	0	0				29,536	17	0
Total							£666,242	12	2

FREDERICK RICKETTS, Chairman.
J. B. BADHAM, Secretary.

SUNDAY TRAVELLING.—The Wesleyan Methodist Ministers have followed the example of the clergy of Huddersfield, by memorializing the Directors of the Manchester and Leeds Railway not permit travelling on that line on the Sabbath y.—*Leeds Mercury.*

ACCELERATION OF THE LONDON AND LEEDS AIL.—It is stated that this mail is shortly to be accelerated. The Directors of the North Midland Railway have received notice, that they are to convey the mail over their portion of the line between Leeds and London (72 miles) in fifty minutes less time than at present; which they offered to do many months since. Of course all parts of Yorkshire and of the North will benefit by the earlier arrival of the mail.—*Leeds Mercury.*

GREAT NORTH OF ENGLAND RAILWAY—GENERAL MEETING.

FURTHER PARTICULARS.

General Statement of Income and Expenditure Year ending 31st December, 1840.

RECEIPTS.

	To December 31 1839.			In 1840.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Received on calls, and payments in advance	254409	10	0	209912	12	10	464322	2	10
Rent of land and premises the Company's property	14	17	5	528	5	0	543	2	5
Interest	1596	7	9	4524	9	6	6110	17	3
Loans on the Company's debentures, &c.	116222	10	0	211211	2	3	327433	12	3
	372233	5	2	426176	9	7	798409	14	9
Incidental receipts							298	3	2
Company's notes discounted by treasurer							25000	0	0
							823707	18	1

EXPENDITURE.

	To December 31 1839.			In 1840.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Parliamentary expenses	11625	9	7	....			11625	2	7
Engineering, surveying, &c.	16386	8	8	756	13	4	17143	2	0
Law charges and arbitrations	12744	8	7	7322	3	2	20066	11	9
General disbursements	5969	12	0	1757	5	1	7726	17	1
Printing, advertising and stationery	3199	19	3	520	16	6	3720	15	9
Direction	2735	7	0	718	14	3	3454	1	3
Deputations, and travelling expen.	787	11	3	615	6	4	1402	17	7
Salaries, agencies, &c.	7211	8	9	6178	1	2	13419	9	11
Office rent and furniture	721	7	10	54	0	0	775	7	10
Land and compensation	142957	19	2	28876	4	3	171834	3	5
Stamps, &c.	601	11	2	886	7	5	1487	18	7
Contract work, including bridges	179137	13	5	210160	5	6	389297	18	11
Contracts for materials	38671	4	5	84764	10	4	123435	14	9
Interest on loans, &c.	11120	1	1	13407	2	1	24527	13	2
Locomotive engines	....			22062	11	0	22062	11	0
Passengercarriages	....			2550	0	0	2550	0	0
	433800	12	2	380650	0	5	814530	12	7
Balance in treasurer's hands	....			....			9177	5	6
							823707	18	1

MARYPORT AND CARLISLE RAILWAY COMPANY—GENERAL MEETING.

(From the *Whitehaven Herald.*)

THE half-yearly meeting of the proprietors of the above railway was held at Aspatria a few days ago, Sir W. Lawson, Bart., in the chair, at which the proceedings were of the most cheering and spirited character. Some excellent resolutions were adopted, and the tone and feeling of the meeting afforded every guarantee that the undertaking will be carried forward with promptitude and despatch to its completion. The following reports were agreed to at this meeting:—

DIRECTORS' REPORT.

The Directors have to lay before this meeting a statement of the accounts to the 31st December, 1840, and the result of the working of the line through the coal district, from the 15th July to the 31st December last.

The amount received for coal traffic is	£1,566	12	5
For passengers, parcels, and goods	81	4	7
Making a total of	1,647	17	0

This gives a clear profit of 2¼ per cent. per annum on the total expenditure and cost of this part of the line, after deducting the expenses attendant on the working thereof, and maintaining the way.

The coal traffic is now steadily increasing, and from the new coal works now in progress, the preparations for the carriage of lime from Arkleby and Gilcrux, and the completion of the line to Aspatria for passengers and general

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traffic, there is no doubt but that the result of the next six months will be highly satisfactory, as the accession of additional traffic will not materially increase the present expenses of the carrying department.

Few undertakings, even those whose receipts now stand high, have shown more favourable results from the immediate opening of so short a portion of their works.

In the last Report which the Directors had the honour of submitting to the proprietors, they took the liberty of animadverting on the insufficiency of Maryport Harbour as compared with the requirements created by the Railway traffic. The Trustees of the Harbour have since that time erected a breakwater, which has effectually rendered the harbour internally secure and satisfactory for the berthing of vessels, and further improvements are still anticipated.

The Directors hope, in the course of the present spring, to be in a position to proceed with the formation of the line from Carlisle to Wigton.

The traffic now existing between these places, independent of the sources which the opening of railways always developes, is sufficient to assure a highly remunerating return for the outlay of the capital.

ENGINEERS' REPORT.

To the Directors of the Maryport and Carlisle Railway.

Gentlemen,—Since your General Meeting in February last, the unfinished works of cutting and embanking necessary to complete the single line of railway from the Harbour at Maryport to Arkleby, near the Coal Pits, have been done. The remainder of the rails then unlaid (about three miles) have been put down; the long embankments for, and the roads over the Workington Road bridge have been completed. The bridge under the railway, for the Ellenborough Road, has been built. The road approaches to the Dearham Bridge are finished, and to the Birkby Occupation Bridge nearly. The Allerby or Bull Gill Bridge is built, and the wing walls or approaches to it are progressing. The roadway is completed over the Crosby Mill Bridge, and the slips in the cutting near to it have been attended to, and have, to all appearance, stopped moving.

The consent of the magistrates has been obtained to the diversion of the road from Oughterside and Allerby to Gilcrux, to cross the railway and river at Ellen Hall; and the building of the bridge and making of the roads will be proceeded with immediately.

Various sidings and branches, and other necessary machinery, have been put in, principally at the station and the harbour and dock; and one coal drop, and one permanent and one temporary staith, have been erected at the dock and harbour, and another coal drop is in preparation. Sidings and branches for the use of the collieries and lime works, have been laid in at the Arkleby pits, and some other places. The bridge over the Oughterside and Arkleby-road, and the roads leading to the bridge, are in a forward state.

On the 15th July last, the line was opened for traffic, from the Arkleby coal pits to the harbour at Maryport. On this portion of the railway the traffic will consist principally of coal, until the railway is opened throughout. Considering that much time always elapses, after the opening a railway, before parties interested in using it are fully prepared to avail themselves of the facilities offered to them, or can complete those alterations attendant on making an entire change in the mode of conveyance of their articles, I think the receipts for traffic up to the 31st December last (five and a-half months), are encouraging; but they still afford little criterion of what may be expected in future, from the increase which will take place in the quantities now sent, and from the arrangements now making by different parties to bring coal to the line.

The expenses also upon the five and a-half months' trade have been greater in proportion to the receipts than will be the case in future, from the circumstance that most of the stock (as was unavoidably necessary) was prepared for a greater trade, and also from the fact that some items in the expenses of the maintenance of the way, and station expenses, would not be increased by a larger trade.

Since February last year, I have had plans made of the lands through which the railway passes between Aspatria and Carlisle, to enable agreements for purchases to be completed before the 17th July, in accordance with the terms of the Act of Parliament. Having thus been over the whole of the ground, I can speak with confidence as to the easy nature of the work remaining to be executed, as compared with the works upon other railways; and I beg leave to recommend, as the next step in your promising undertaking, the proceeding with the line between Carlisle and Wigton, as being the portion most easy of execution, and that which will produce the greatest revenue.

I have the honour to remain, Gentlemen,
Your obliged and obedient servant,
February 12th, 1841. JOHN BLACKMORE.

We are informed that the additional part of the Maryport and Carlisle Railway leading from the present terminus in the Oughterside coal-field to Aspatria, will be opened on Easter Monday. This will afford many additional advantages and facilities to travellers and to the people of the district; and the Company intend shortly afterwards, we learn, to start an omnibus from the railway at Aspatria to Wigton and Carlisle, for the speedy conveyance of passengers and goods. These things show that the genuine spirit of enterprize now animates the promoters of this undertaking, which we expect to see go forward to completion with a rapidity and success that will surprise its opponents, but afford the highest delight and gratification to its numerous friends and the public at large.

BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY—SPECIAL MEETING.

SUNDAY TRAVELLING.

On Tuesday last, a special general meeting of the proprietors of this Company was held at Dee's Royal Hotel, "for the purpose of deciding whether any, or what trains should run on Sundays, over and above the four now carrying the mails under the orders of the Post-master General." There was a numerous body of proprietors in attendance. Captain C. R. Moorsom, R. N., the Chairman of the board of Directors, presided. After reading the advertisement convening the meeting, the Chairman said that according to the terms of the notice the particular question before them was, whether such accommodation as the public might fairly and reasonably require, and as the Company ought to give, was afforded by the existing mail trains now running on Sundays. On this question, the Directors, as a body, had not authorised him to propose any specific measure, and it was open to any proprietor to move a resolution. It was, however, desirable to refer to the position of this question as stated in the Directors' reports. The first was a resolution of the board of 2nd June, 1840.—"That no other trains do travel on the Sabbath-day than are required by the government for the conveyance of the mails;" which was announced to the proprietors by a paragraph in the August report, as follows:—"The subject of Sunday travelling having occupied the attention of the Directors, they decided that no trains, excepting such mail trains as might be ordered by the post-office, should, for the present, run on the Sunday; and, in the present state of the undertaking, it would be attended with injury to the company were this resolution rescinded. As, however, this is a question of importance, and upon which great difference of opinion exists, they would recommend its consideration being left to the decision of a special meeting of proprietors, which the Directors will convene for that purpose when the works are more advanced." This was followed up by a paragraph in the last report of the Directors, suggesting that a special meeting should be held at Birmingham, on a convenient day, "for the purpose of deciding whether any or what trains should run on Sundays, over and above the four now carrying the mails, under the orders of the Post-master General." Further than this the Directors had no information to give. There were, however, some memorials on the table, which might indicate the wishes of the public, and he was disposed to read them, if the meeting did not object. The Chairman then, in compliance with the call of the meeting, read two memorials, from Twekesbury and Ashchurch, against any increase of the Sunday trains, observing in continuation, that, as this subject opened a wide field of discussion, he would suggest that speakers should confine their observations to the particular question before the meeting, which he had already stated, and this course was the more desirable, as, sometimes, considerable acrimony had been evinced in such discussions elsewhere. He had several proxies sent him, which he was pledged to use in the way the parties sending them might point out; they were both for and against Sunday travelling; and of many left to his discretion, some involved points of casuistry, which he should be happy to refer to the scrutineers, his object being to use the proxies as the principals themselves would do, if present. The Chairman concluded by stating the arrangements made for taking the votes.

Mr. Tymms read a memorial from Worcester, to which the Bishop had added his approval.

E. T. Moore, Esq., moved the following resolution:—"That one morning and one evening passenger train (in addition to the mail trains now running) be dispatched from Birmingham and Gloucester every Sunday; the morning train to start at such hour after 7 a. m., that it may arrive at the terminus previous to the commencement of morning service, and the evening train at such convenient hour after the afternoon service as the Directors may order, thus affording to the servants of the Company opportunities of attending public worship." Mr. Moore contended that the Company were bound by the terms of their Act to afford the public an "additional, cheap, certain and expeditious" mode of communication: at all events, they should not deprive them of those advantages which they had enjoyed before the passing of their Act. He reminded the meeting that the Birmingham and Gloucester Railway was only a link in an important line of communication through the kingdom, and that they had no right to close it in order to meet the views of a small section of society.

R. Canning Esq., seconded the resolution.

The Rev. F. D. Gilby, of Eckington, opposed the resolution on moral and religious grounds, and pointed out the evil consequences which would ensue from opening and encouraging on the Lord's Day sources of traffic, which it appeared, by the coach accommodation on the road, had not hitherto been called for by the wants of the public.

The Rev. W. C. Fowle, of Bredon, had opposed the resolution on similar grounds.

A. W. Daniel, Esq., of Gloucester, supported the resolution, contending that the mail trains afforded in effect no accommodation to the public, inasmuch as they started at most inconvenient hours.

John Homer, Esq., moved the following amendment:—"That no other trains are required on the Sabbath than those now running for the conveyance of the mails."

S. Bowley, Esq., seconded the amendment. He said that the chain of communication, of which their line formed a link, must be broken somewhere, else they would be compelled to work certain portions of the line during the hours of Divine Service; and with regard to the accommodation of the public, that he conceived must be limited to some point. Before the opening of the line, there was only one coach running throughout each way between Birmingham and Gloucester, therefore, the Company could not be charged with depriving the public of this mode of conveyance without supplying them with ample accommodation in return. The result of the running additional trains on the Sabbath would, he believed, be to compel many valuable servants to leave their employment.

The Rev. S. F. Morgan, Captain William Moorsom, and John Greene, Esq., also supported the amendment.

Charles Shaw, Esq., George Ellins, Esq., and Mr. J. Rodway, spoke in favour of the original motion, and on a division, there appeared—

For the amendment.....	41
Against it.....	30
Majority in favour of the amendment	11

Mr. Moore here said that it was unnecessary to put his resolution, or trouble the meeting by going into a scrutiny of the votes, as he felt satisfied the proxies were against him.

Some explanations were given by the Chairman and Mr. Daniel, in reference to certain objectionable clauses in the Bill for the regulation of railways, now before Parliament, which the Directors of the Birmingham and Gloucester, in common with the managers of other railway Companies, had felt it their duty to oppose; after which a vote of thanks was passed to the chairman, and the meeting separated.—*Midland Counties' Herald.*

That part of the Carlisle and Maryport Railway between Oughterside Colliery and Aspatria, is progressing rapidly, and is expected to be opened on Easter Monday. The traffic in coals in that part already opened is at present immense, the "Ellen" making six trips every day.—*Carlisle Journal.*

Mr. E. Bowman, of Newcastle-on-Tyne, has, we understand, after many years of experiments, succeeded in rendering telescopes (such as those upon the best levels,) applicable to measuring distances, with a degree of accuracy equal to the chain.

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RAILWAY REFORM—THE BIRMINGHAM AND GLOUCESTER SYSTEM OF DIRECTION.

To "A Railway Shareholder."

SIR,—At length I have the satisfaction of being enabled to congratulate you on the practical combination of a portion of the railway reforms you have so long and perseveringly advocated. The Birmingham and Gloucester proprietors have taken the course you have pointed out, by their election of Captain C. R. Moorsom for their Chairman of Directors, whose expressed object was to limit the number of Directors to three or five—*all responsible working Directors*, each one responsible for his own department and no more—the Chairman being supervisor of the whole. It is proposed to pay these efficient Directors a very small allowance, and so far I dissent from the plan, not thinking the effect will be so good as if the pecuniary advantage of the Directors went on proportionally with that of the proprietors; but this is a question which can only be decided by experience. The main point, the first question of all—whether railways shall be conducted for the benefit of the proprietary and the public, or to further the sinister purposes of interested cliques- has been fairly and manfully answered by the Birmingham and Gloucester proprietary. Their election of a high-minded gentleman, whose printed documents afford conclusive evidence both of legislatorial capacity and executive ability, is the first act of a revolution in railway management which will ultimately overthrow corruption and jobbing; and although the exertions of Mr. Tartt to obtain the election of Auditors was unsuccessful, still there is no doubt that at no distant period this point also will be accomplished. In most of the meetings where the subject has hitherto been proposed, Directors have talked heroically of "honour and confidence"—but these clap-traps will not do; the proprietors will gather strength against the next meetings, by organised purpose.

In the particular instance of the Birmingham and Gloucester, the very fact of the reform of the Directors operated against the demand for Auditors, but it is more than probable that the Chairman himself will lend his influence to obtain their appointment. Open and plain in all his objects, he seems precisely the man who would willingly have "a window in his breast," that all the railway matters therein contained might be plain to beholders as his "script." Again I congratulate you on so valuable an ally in railway reform. I will make a few remarks on Captain Moorsom's communications to the Board.

"I might have hesitated to take office in a Company in which a near relation holds so important a situation as that of Engineer-in-Chief, if the approaching completion of the works in his charge did not remove the objection."

This is a definite acknowledgment that the very chance of the imputation of collusion should be avoided. With Auditors fully empowered to examine into all transactions, nearness of relationship would cease to be an objection. Though a man possess the repute of being "trustable with uncounted gold," he would be unwise to place himself in a position which malice might turn to an imputation. Captain Moorsom is equally just to himself and to others in his observation.

"I hold that railways should be managed on a system which shall make every man responsible for his acts, which is by no means the case at present."

Undoubtedly sound doctrine this, insuring two results if followed up—fear of individual punishment for individual misconduct in the one case, —and certainty of individual reputation for individual skill and good conduct in the other. In the absence of pecuniary advantage, no other incentive could be so efficient.

"Supposing a Board of five Directors, I would divide the business into four branches, viz.:—coaching and carrying; locomotive power; maintenance of way and works; and finance; and assign to each Director the duty of making himself so far acquainted with the details of one branch as to be able to furnish the Board with all necessary information on the various subjects that arise. To the Chairman I would give a general superintendence, not with executory powers, but to know all that is going on."

Excellent all this; and we will take it for granted that the Directors, Messrs. Daniels, Sturge, Gibbins, and Tymbs, possess the qualities fitting them for these different branches. Of the Chairman's efficiency there can be no doubt. And what follows will be the result.

"Under such a system no highly-paid officers can find place. The Directors will be masters of their own business, and will only require ordinary and steady men as heads of departments, who will work contentedly for moderate remuneration."

Under this system no jobbing Secretaries—no per-centage Engineers can exist; the hateful and iniquitous system of patronage must disappear; lawyers and bankers will hide their diminished heads, and proprietors' profits will begin to look up.

"The spending of money, and the accounting for it, should never be confided to the same persons. In the supply and expenditure of stores a very wide door is open to extravagance and waste, to say nothing of fraud; and it is obvious that the payments should not be entrusted to the same parties who order the articles."

No resident engineer can be a contractor and supervisor of his own work under these rules. Fair play must be awarded, or if not, the denial must be a result of ignorance, and not wilful injustice. The railway race, analogous to the "Thieves, Supercargoes, Sharpers, and Directors" of Pope, will be utterly abased and cast down, and no man will pity them.

"The auditing of accounts should also be in hands independent of every authority but the Board."

There requires an amendment here. For "Board" read "general body of proprietors."

"The management of the locomotive engines, and the arrangement of their loads, is a subject requiring the greatest attention, in order to produce economical results. I am led to the conclusion that on the principal passenger lines a saving of from 30 to 40 per cent., might be effected in the cost of locomotive power as applied to passenger trains."

This is, in other words, saying that "more cats are kept than catch mice," four horses are kept to do the work of two. Even when this is remedied, there is still a further question to discuss. Are the horses of the best quality—the best fitted for the work to be performed? If it turns out that cart horses are harnessed to post coaches, and are driven to death, it is probable that a due attention to the proper distribution of bone, and muscle, united to blood, will produce effects as widely apart as the stage-coach turn-out, A. D. 1700, compared with the *Shrewsbury Wonder*, A. D. 1835. If it should also turn out that the railway drags are analogous to coal-waggons in their powers of resistance to draught, there are things yet to be accomplished which will reduce the cost of railway transport far below the anticipations even of Captain Moorsom. On this subject, the railway world is in a state of the most lamentable ignorance. Resistance, analysed into its elements, is a question to which railway authorities have not yet turned their attention. Captain Moorsom, however, recommends the true mode of verification, the method of Lord Bacon—to gather together the masses of facts, and then subject them to the inductive process.

Call every engine, carriage and waggon by it name, and enter that name in a book, under which head may appear from time to time the sum and substance of all appertaining to (in the doggrel of the dying speech brawlers) "its birth, parentage, and education—life, character, and behaviour—last dying speech, and confession!" Comparisons may then be fairly instituted, provided due care be taken that each back bears its own burthen; for instance, that no liberal-minded locomotive lends its workmen and servants to one of its infirm brethren, and takes all the expenses on its own shoulders, to save its companion from odium. Such things have occurred with locomotives in the hands of bad counsellors. Factory dogs have sometimes been known to figure in wages' lists as fellows of most voracious appetites—judging by their expenditure,—the truth being, that they were all the time most self-denying creatures, bestowing upon the mere excitements of some biped friend, the larger part of their weekly income. There is some probability that the phrase "generous steed" has arisen from a very common practice in horses to give up a portion of their corn out of pure friendship to a favourite groom. Be this as it may, the railway locomotives will require careful watching to ascertain the exact expenditure of each. The Edinburgh and Glasgow Directors have, it seems by the Report, taken much pains to ascertain the habits, customs, and expenses of two different breeds of locomotives—the "Bury" and the "Stephenson;" but conflicting evidence was so strong, that they have determined to take ten of each, and pit them against each other. This will be the "crucial instance." But, as the friends and keepers of fire steeds are as unscrupulous as Arab horse-dealers, or Yorkshire itself, in testifying to the first-rate qualities of their own pets, and the vices of their opponents, it is to be hoped that our long-headed northern neighbours, will take all the precautions usual in a horse race, to prevent "playing booty." Let a certain number of the Bury clan keep watch over the doings of the Stephenson clique, and let the same number of Stephensonians watch closely the manœuvres of the Bury clan. It would not be amiss also if auditors were appointed to supervise both parties.

Seriously, there is so much fairness and good sense in this proceeding of the Edinburgh and Glasgow Directors, that it is to be regretted they have not carried the principle of verification into trains as well as engines. Above all let them watch narrowly to ensure fair play.

Captain Moorsom goes on to say,

"To the system of contracts I look as that under which railways will ultimately and most economically be worked, and then the duties of Directors will not be very burthensome."

Quite true and sound this. But beware of all contracts till accurate knowledge be gained of what is the best thing to contract for. For example, bad engines and bad trains at present cause a costly expenditure in "maintenance of way." A seven years' contract based upon present wear, would be an admirable thing for a contractor, if in a year or two improved mechanism diminishes the wear one half. This would be like the tithe process—where the clergyman shares the fruits of the farmer's surplus toil without exertion on his own part. The truth is, that when the same skill and energy is brought to bear on railways that exists in private establishments, *i. e.* when improvers have "fair play" and inducements to exertion, the cost of transport by land on railways will probably not be higher than that of shipping.

It is to be hoped that Captain Moorsom will favour the columns of the *Railway Times* with tables of his plans and also of his reports and their results so soon as they are matured. His plan seems to a certain extent to comprehend experimental comparisons in all things not involving radical changes, and therefore his gleanings in this field will be most valuable. The further experiments involving radical changes will probably be made by the Government Commissioners, who should be empowered to levy a small per centage on the Companies, to pay the expenses of doing that for them which the public expects and has a right to, but which, it is likely they will not have the energy to do for themselves. At a future time I shall return to this subject. Again, congratulating you on these first-fruits of your labour,

I remain, Sir, yours, &c.,

EXAMINER.

March 8, 1841.

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RAILWAY REFORM—THE BIRMINGHAM AND GLOUCESTER SYSTEM OF DIRECTION.

To the Editor of the Railway Times.

SIR,—The construction of railway Boards is of such consequence to the due administration of fifty millions of money, that any proposition for—much more any attempt in practice at—its alteration, commands attention, and I shall proceed to comment upon the change introduced by Captain Moorsom upon the Birmingham and Gloucester; I do so with the less hesitation that my opinions cost the railway world nothing.

To discuss and arrange details before the principle upon which they are grounded is admitted to be sound, would be premature;—a good builder first proves his foundation;—"When the rubbish is cleared away, it is time enough to commence the superstructure." I shall therefore confine myself in this letter, to the constitution of Boards.

In entering upon the subject I am oppressed by a difficulty which has occurred to Captain Moorsom—the saying of that which is essential, without running to too great length, and it is a difficulty not easily surmounted.

Captain Moorsom, as a concession—for he would rather the Board were three—consents to preside over the Birmingham and Gloucester with four colleagues; amongst these he divides the business of the line, making each man a committee, and reserving to himself general superintendance.

This plan is in fact that which is now acted upon, except that the numbers engaged at present are greater, and I think beneficially so, for I am strongly of opinion, that one man as a Committee (it is only done in Chancery in cases of *lunacy*,) is not enough; it brings to his branch the advantage of only one mind, one view, one direction of consideration; it probably will lead to fraud, to collusion between the Committee, the Manager, and the seller or contractor to the Company; it is keeping matters too close; it is open in a less degree to the objection of having one only Manager, which we know has failed; and I am sure that each Committee should consist of two persons.

Captain Moorsom's next paragraph relates to auditors,—he would have them "independent of every authority but the Board." Now if I understand the position they should be placed in to be of any earthly use, the Board are, of all persons under heaven, precisely those of whom they should be independent,—and I put it to Captain Moorsom to show that auditors, appointed by Boards, or nominated for election by them, or getting appointed under their auspices, or elected *permanently*, can ever afford, while human nature remains as we see it, the slightest guarantee to shareholders, for the integrity of Directors' conduct or accounts. I pronounce auditors, dependent on Boards, to be nothing better than Directors 'scape goats,—a delusion to the proprietary.

Captain Moorsom may perhaps be right in splitting the business into four divisions (though if he be, I do not see why he prefers three to five Directors, for in that case—the Chairman not included—he would have but two committee-men for four heads of service), and I would therefore assign the whole duty to eight Directors, the Chairman of course included, thus making four Committees, each of two persons. With an efficient Secretary, whom I would have, I see no reason for the Chairman standing aloof and declining Committee duty—for what, besides, would he have to do? Captain Moorsom appears to ground his plan on being himself a chief, a commander, to whom all others are to be subordinate, and so taking from the Direction the advantage of collective decision; one sole voice, opinion, and judgment, are to determine all points of expediency; a great mistake, I think, as far as railways are concerned. If we pay five, or five hundred, Directors, let us have the benefit of the aggregate of common sense we hire, and not rely for success on the single opinion of a Chairman, the rest being his lieutenants; nor can I conceive that men will be found (being placed by shareholders to perform the duty of Director equally with the Chairman, who owes that office only to selection by his brethren) to submit to any distinction of rank, or assumption of control, or preference for opinion, or choice of duty; and I apprehend a desire for any of these manifesting itself, will mar, if not break up, the use of any Board in which they are attempted; because surely, under the circumstances, any Director who submits to such arrangement must degrade himself in his own estimation.

The general superintendence will be best performed by the Board generally.

The only doubt I have as to the number of Directors, rests upon whether, with the duty of Committees, time would permit the members of them to bestow attention on the state of the line, to visit the inferior terminus and the intermediate stations, and observe the conduct of clerks and labourers, to inspect the way in which Managers conduct their business, to be present frequently at the starting and arrival of trains, and unexpectedly to present themselves at all points and at all times. If, with the business of four Committees upon their hands, eight Directors would be insufficient, I will not squabble about 150*l.* a year for a ninth; this, however, after trial.

Captain Moorsom's expectation, that the business of his Directors will "interest them as a mental operation," is not likely to be attended with much advantage in cases where their minds are distracted by the mixture of various, perhaps opposing, duties. I hold that no man should be allowed to be a Director of two Companies, and I would not give much for the service of him, taking men generally, who occupies more than one Board-room seat. There is a trading in railway appointments, which upholds "clique" or oligarchy, or call it what you may, and which must be done away with, before we can make any advance in reform. It would be idle to contend that a man can be fully effective in either, who is a Director of two Companies.

I cannot admit that any Board can be safe from falling into corruption, that is practically permanent—they form friendships—they support each other's private views—they cater for each other's interests, that individually they may be served in turn—in one expressive word, for which I am indebted to Captain Moorsom, they "clique," and against the effects of that word, what chance have the pockets of the shareholders?

A Direction eligible for immediate re-election upon superannuation, is engendered in error, and must grow into vice. I protest against any man's re-election in less than three years.

Captain Moorsom proposes that his five Directors shall not cost the Company more than is now paid for direction—what that is, I do not know; but if he intends giving any Director more than *one hundred and fifty pounds* a year, I raise my voice, upon the general principle, against his proposition. We want diminution of railway expense, and it is doing us no favour, and giving us reform only in words, to debit us with the same figures. We want more work with less charge for it, and not out of a thousand tolerably paid Directors, to give colossal incomes to a hundred. Such sums as 1,500*l.*, 1,200*l.*, 1,000*l.*, per annum, are extravagant, absurd, preposterous—they are a perfect exemplification of the effects of the word clique.

There is no chance, I aver it, of securing the best management—of effecting reasonable economy—while Directors are nominated by Directors, or even elected by popular vote, or petitioned to assume the office; nor until they are chosen, without favour, for some sort of share-list qualification, all other methods are open to class and clique interests, and the corruption introduced by Provisional Committees will continue while they prevail; the mercantile oligarchy, the aristocracy of wealth, are sufficiently strong to command votes and proxies to keep salaried places in their families, and amongst their friends, and to use the railways for their private interests, *to all eternity*, if the present plan of election be permitted.

I have mentioned it before, I will repeat it—there is no greater hoax (forgive me the word, I cannot find another that so well conveys my meaning) upon shareholders than that of having persuaded them—for they *are* persuaded—that particular knowledge, or talent, or ability, or information is required to make a good Director. There is not an approach to truth in the assertion—the retired man, the club man, the half-pay man, the literary man, the shopkeeper, the merchant, the country gentleman, the nobleman—are all fully up to the place, and the keeper of a country shop who combines in his person the trades of cheesemonger, grocer, tallow chandler, and "dealer in marine stores," I would rather have for the office than one half of the clique now acting. What have they to do?—to receive money brought to their counters, to spend part of it in wages, and the purchase, to any extent, of about half a dozen articles, coke the principal, and to divide the remainder. Let no man chosen from the share-list be deterred from accepting office under the apprehension that anything will come before him, which a mind of the smallest calibre cannot successfully grapple with. But it gratifies vanity, and suits the interests of possessors of office, to vaunt their railway experience—precious fudge!

That Captain Moorsom will work his road cheaply in comparison with some other roads I believe, for he must be actuated by some of the strongest inducements which can be brought to bear upon man; he has "a fair stake in it," he has pledged his reputation upon doing it—he is a volunteer in the duty, he works "with a will;" he has made his own conditions, and has it all his own way—he is supreme. But his saving will be made by attention and vigilance not given upon other lines, and not by any alteration for the better, of *principle*; possessing energy and undisputed power he has secured such advantages as result from undivided authority; but the day will come when the desire of retirement, or infirmity, or death, will deprive the Company of Captain Moorsom's services, and he will leave it without the fame that would have emblazoned his name in railway history, had he written out and worked a constitution that would have perpetuated itself by its own merits—not have been dependent on his individual prowess—but of a character to be taken up and used by less habituated people, whose blunders could not impair its efficiency. Captain Moorsom's *principle* seems to be no other than that of Louis XIV., Nicholas, Metternich, Bonaparte—a pure despotism, in some instances modified *in form* by the shadow of a constitution, as in the cases of Bonaparte's senate and Captain Moorsom's Board, so admirably described by Le Grand Monarque in three short words, "*L'Etat c'est Moi.*"

But this, though it should succeed in Captain Moorsom's instance, will not satisfy me. I want something worthier of permanent reliance than individual exertion; personal effort is narrow security for continued success. An active man may invade, subdue, and throw prosperity over a country—but three score years and ten soon come, and if he have not the genius to plan and reduce to practice a form of government requiring less talent than that brought into action in making his conquest—(and the great art of framing such a one is to found it in substantial justice) at his death, his acquisition first falls into confusion, and then reverts to its original possessor. When Mehemet Ali dies, the Porte will take quiet and full possession of Egypt.

On share-list Directors, taken as their names stand, and share-list auditors too—the first for the period prescribed by the Acts—the latter for a year—depends our hope—our only rational hope—of fair dividends. Take up a share-list, and whether the first name is Higgins or Wiggins, I will take long odds that he turns out to be a better sample than our present bulk—at all events he will break in upon, and break up the clique—and *that* by the means I propose, or by some other means, *you must do*—else there is no "balm in Gilead."

Your obedient servant,

A RAILWAY SHAREHOLDER.

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GREAT WESTERN RAILWAY—APPROPRIATION OF DIVIDENDS.

To the Editor of the Railway Times.

SIR,—The courtesy which you manifest to all your readers in allowing your paper to be a vehicle of their discussions and complaints, induces me to reply to the discontent of "Aristides." I felt the more concerned at reading his letter, inasmuch as the very conduct which he has taken upon himself to stigmatise, I had considered deserving of the highest eulogy.

In these days of such universal financial tergiversation, it is refreshing to the mind to observe any act dictated by a principle of right, uninfluenced by any selfish consideration, and such I take the act to be, whereby the dividend on the Great Western Railway shares was appropriated in proportion to the actual money paid up by the shareholders.

This, however, seems to have given great offence to the quicksighted one-eyed views of "Aristides," who might have had the modesty to assume a name less renowned in the annals of justice, when denouncing the principles on which it is based; but to the point of dispute—How complacently he views the arrangement whilst the dividend share be under 5 per cent., but as soon as it reaches 6 or 8, oh, then his ire will be awakened to his wrongs! I would suggest to him that so long as the dividend is under 5 per cent., the holders of half-shares are suffering for the benefit of the holders of whole shares, and therefore, if the next dividend should even be 7 per cent., they will only be on equal grounds; but the most important thing of all he has entirely overlooked in his eagerness to assert his supposed rights, (for I take him to be a holder of whole shares only) so blind self-interest makes a man, and that is, that for four or five years, we have him paying interest at the rate of 5 per cent. on 35*l.* of his unpaid capital, so that in reality he has been receiving all that time 5 per cent. on one-third of his capital, whilst the holders of half-shares have just had 3 per cent. declared on the paid capital for the first time! Viewed in all its bearings it seems so fair an arrangement that I can only wonder how any one could be found to dissent from it; it has raised the Directors in my estimation so high, that from entertaining some suspicions before, I now place the most implicit confidence in them, feeling assured that justice is their governing principle.

I think he need be under no apprehension respecting his property, for men who prove themselves capable of acting honestly in one instance, unbiassed by selfish views, will also act in the same way in other instances.

Your obedient servant,

A HOLDER OF TWICE AS MANY WHOLE AS HALF-SHARES.

March 8th, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—The confident announcement at the last General Meeting of the Great Western Railway Company that the ultimate cost of the whole line now on the eve of completion, including the plant, would not exceed 5¾ millions; the decision as to the mode of distributing the profits to the three distinct classes of shares respectively, and the explanation of the dates at which calls might be made for redeeming parts of the borrowed capital now enable a better calculation to be formed of the probable future dividends on these shares than was before practicable whilst those points remained in doubt.

Assuming, for reasons under stated, that the expenses of working this entire line will not exceed 33.33 per cent., and reckoning the interest on borrowed capital at 5 per cent. it will be found on calculation as annexed, that supposing the gross revenue to become equal to that of the Liverpool and Manchester, taken for six months ending 31st December, 1840, viz. 172*l.* per mile per week, it will yield half-yearly dividends on the capital called of 9.22 per cent. (*a*).

Or, supposing it to become only equal per mile to that of the London and Birmingham, taken also for six months ending 31st December, 1840, viz., 138*l.* per mile per week it will yield 7.03 per cent. per half year.

The assumption of one-third as the maximum of working expenses is founded on the fact of those by the London and Birmingham being already reduced to 35.44 per cent. (*c*) by the York and North Midland to 31.59 per cent. (*d*), and by the North Union to 32.76 per cent. (*e*), and although the Great Western still shows 47.69 per cent., it is known that a large saving is about to be effected in the cost of their supplies of coke, and obviously as the traffic increases the per centages of expenses will diminish since the traffic may be greatly enlarged without a proportionate increase of expense; in addition to this the peculiarly advantageous gradients of this line have always been declared to be favourable to economy in working; and, moreover, much good may be expected generally to result from the constant improvements and savings taking place in locomotive power and other appurtenances of railways.

With respect to the probability of the revenue per mile on this railway when entirely opened being equal to that of the Liverpool and Manchester, it is all important that the fact of one terminus being in the metropolis gives it an advantage far surpassing any possessed by the latter, and another forcible argument is, that before either railway was in existence the coach traffic proved before Parliament of the range of country embraced by the Great Western and its auxiliaries exceeded by 50 per cent. that of the Liverpool and Manchester, and if it be doubted whether the traffic in goods will be so great as respects *quantity*, it must be considered that higher rates will be obtainable from being less exposed to competition by various and speedy channels of water conveyance contending against each other at rates especially low.

With respect to a comparison with the London and Birmingham traffic, it is only necessary to refer on this point to the very superior traffic per mile which this railway has enjoyed on comparing what has been realised on each during their respective partial openings for corresponding distances; and, indeed, adverting to the daily average of passengers travelling the *whole distance*, the number is nearly as large by the Great Western, though only partially opened, as it is by the London and Birmingham, though so long since opened its entire length.

Several letters have lately appeared in your paper from various writers on the subject of future dividends of the Great Western, and some were founded on the erroneous principle of estimating, according to the result of partial openings, the probable amount to ensue on the line being completed.

The result for six months ending 31st December, 1840, for this line, averaging 71 miles opened, was 83*l.* per mile per week, arising principally from passengers, it is submitted that it is not too much to anticipate that this will be speedily doubled on an entire line. The journey from London to Bath and Bristol, as yet only reduced to seven and seven and a half hours, will three months hence be performed in three and a half and four hours, and simultaneously by the opening of the Bristol and Exeter line to Bridgewater, when there will be 152½ miles continuously in operation, the time will be reduced to that town from eleven and a half to five and a half hours, and to Exeter from fifteen hours (mail time) *via* Basingstoke, to ten and a half hours *via* Reading and Bristol, to be followed by additional reductions as the Bristol and Exeter Railway effects its further successive openings—these advantages will of course apply to the whole of West Somerset, Devonshire, and Cornwall, as well as to South Wales. At a date rather earlier the opening from London to Cirencester, forming a continuous line of 93 miles from London, will abbreviate the journey into Gloucestershire and the adjacent counties, reducing the time from London to Cheltenham, to Glo'ster, or to Stroud, respectively, to less than five hours each.

The sums stated do not include the profits on the leases obtained from the Bristol and Exeter and the Cheltenham Union Companies, which [illegible] excessively low terms on which they [illegible] granted in comparison to their proved esti[illegible] may be expected to afford very i[illegible] to the dividends. Yours respec[illegible]

Bath, 9th March, 1841.

To enable a ready examinati[illegible] tions, the details are annexed, viz[illegible]

Note (a.)

Gross Traffic	£172	per mile per week.
On 117¼ miles	20210	per week.
26 weeks.....	525,460	per half year.
Deduct expenses, 1-3rd..	175,153	
Net Traffic.....	350,307	
Deduct interest—		
On £833,333		
416,666	£2,750,000..	68,125 per half year.
875,000		
600,000		
Leaving for dividend.....	£282,182,	equal to 9.22 per ct. per half year.
On £1,625,000		
1,250,000	£3,025,000	
150,000		
	£6,750,000	

Note (b.)

Gross Traffic	£138	per mile per week.
On 117¼ miles	16,215	per week.
26 weeks.....	421,590	per half year.
Expenses one-third.....	140,530	
Net Traffic.....	281,060	
Interest as above.....	68,125	per half year.
For dividend	212,935,	equal to 7.03 for half year.

Note (c.)

£143,561 on £405,040.

Note (d.)

Per Report	£10,378
Less interest	2,772
	£7,606 or £24,071

Note (e.)

Per Report	£16,132	
Less interest	£2,253	
Depreciation....	3,631	
		5,884
		£10,248 or £31,277

Founded on the preceding data, the following shows the traffic required to yield dividends varying from 5 to 10 per cent. per half-year:—

To yield.	Gross traffic.	Per half-year.						Gross traffic.		
		Expenses one-third.	Net traffic.	Interest on borrowed capital.	Leaving for dividend.	Per annum.	Per week.	Per mile per week.
	£	£	£	£	£	£	£	£
5 per cent.	330,000	110,000	220,000	68,750	151,250	660,000	12,692	108
6 ,,	375,375	125,125	250,250	68,750	181,500	750,750	14,445	122
7 ,,	420,750	140,250	280,500	68,750	211,750	841,500	16,182	138
8 ,,	466,125	155,375	310,750	68,750	242,000	932,250	17,927	152
9 ,,	511,500	170,500	341,000	68,750	272,250	1,023,000	19,673	167
10 ,,	556,875	185,625	371,250	68,750	302,500	1,113,750	21,418	182

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SOUTH-WESTERN RAILWAY.

To the Shareholders.

GENTLEMEN,—The mismanagement of your line is not confined to circumstances, as between you and the Directors, but pervades all the relations of your concerns. Every element of disaster is at work against you—internal dissention and distrust, ignorance, apathy, party interests and neglect, paralise the success of your railway. You have great and unexpected traffic within your reach, which you are doing your best, by tolerating mismanagement, to lose; and lose it you will to a certainty, if you long permit the present state of things to continue. You are raising and encouraging the efforts of the promoters of a line from Portsmouth into the Brighton—a line which, if you, have the moral courage to see yours conducted tolerably, it will be madness in them to make. You *must* lose a portion of the western traffic when the Bristol and Exeter opens to Bridgewater, the extent of which will be determined by your own conduct, and will be fatal to good dividends, unless you secure better management.

The character of your line, as I will presently prove to you, now stands at zero, and nothing but resolution in effecting—through a change of men—a change of measures and of conduct—can ever raise your barometer to fair weather. This is the case: your receipts for the three months, from 1st January to 31st March, will probably be 39,000*l.*—40 per cent. off leaves 23,400*l.*; from this take 15,000*l.* for interest, and 8,400*l.* remains, ex. any reserve, for dividend—just 4s. 8d. per share for the quarter. It will be said that the other quarters will produce more. I know it, and so they had need. But is this to be endured, when it is chiefly caused by "the worst management in England?"

Facts are better than assertions, and I will proceed to prove that I am right in condemning your Directors. I have lately travelled three times by this railway. The first day I sat by a gentleman who had ridden his hackney to Kingston, to dine with a party in town at six o'clock. The time-table stated the arrival to be 46 min. past 5: we arrived at 3 min. to 6. I tried to appease my fellow traveller; but it would not do. He denounced the railway with an energy which told of the loss of society of more consequence to him than his dinner, and surely he had reason to grumble. In the second journey I was the *vis a vis* of a staid gentleman, who, after contrasting the management of the Birmingham and the South-Western, by both of which he said he often travelled, finished the expression of his displeasure by asserting the latter to be "the worst managed railway in England." We arrived about 12 minutes behind time. The third time, I got to a country station half an hour before time. The orders are, I understand, that the clerk shall appear half an hour before time-table time, to book passengers. Within three minutes of the expected arrival in came this official, in a fluster, with "who wants tickets?" and at once, every one amidst unnecessary confusion, endeavoured to get first supplied; the fear of being left behind only showed that the passengers did not understand the Company, for as usual the train was late, and we cooled ourselves in the shed ten minutes. There was not room, and one of two second-class carriages was put on. 'Why don't you put on both?' said I.—'No, (said a functionary,) one is enough.' Well, we got on to Kingston; again there was not room, and, there being no spare carriage, what was to be done? 'Jump in here!' (said the guard); and instantly there was a rush, and ladies with children, and gentlemen in the gout, were invaded and tumbled over by artizans with their tool baskets, licensed hawkers, livery servants and servant maids. A passenger told me 40 persons were left behind, but of this I know nothing myself. To say nothing of the wear and tear of first-class carriages for second-class fares, do Directors imagine the public will put up with such irregularities? Do they think that persons paying first-class price will long submit to be at the mercy of a South-Western guard as to the company that is to be thrust in amongst them? We arrived 17 minutes behind time. I never saw a line where so little attendance was given by the higher officers and Directors; the traffic is left entirely to the government of the station clerks, guards, and porters; a Director is never seen at the country stations, or at the arrival of trains in town, or he surely would prevent the omnibuses from loitering 12 or 15 minutes to catch the last passenger before starting—a thing universally complained of. In 15 minutes I can get from Nine Elms to Charing Cross. So irregular are the arrivals, that no man can calculate on keeping an engagement or on being in time to continue his journey by other conveyances he reckoned on going by. One reason for all this may be, that the management of the locomotive business has never been even tolerably conducted. A merit was made of having engaged Mr. Locke to undertake this branch, but that is a mistake—a huge blunder instead of wisdom. Mr. Locke has too much to do—he has business at each of the two-and-thirty points of the compass—from Scotland to Normandy; and it may be seen without the benefit of "railway experience," that his supervision of the repair and daily working of engines at any given point, must result in that constant want of punctuality of which we have too convincing a proof upon the South-Western. Do the Company keep returns of the times of starting and of arrival of trains? and do Directors read them? If they do, then how comes it that this crying evil has been allowed to continue since last August, when twice the writer in a second-class train was overtaken by a first-class starting an hour later?

I come now to the matter of the late fire. A labourer goes with an open light into a warehouse filled with stores of a highly inflammable nature, and, as might be expected, the place is burnt down. Did it never occur to the locomotive superintendent or the storekeeper that there are such things as lanterns—that in all other establishments there is some system, or order, or precaution, or safeguard—that labourers are not left, in such cases, to their own discretion or judgment—that there is some control, or inspection, or *surveillance*—that things are not left to go entirely *à la dirive*; no; the booking clerk, the guard, the labourer, does as to him seems meet with the public and with the Company, and there is no one to gainsay it; the authorities "*are gone to tea.*"

"It is too bad." The opinion from the Land's End to Lambeth, from London to Liverpool, rings through the country that the South-Western is one of "the very worst managed lines in England." It does not keep time as to one train in twenty. There is the grossest neglect in all parties—the lower emulating the bad eminence attained by the Board. And how can it be otherwise when new Directors are lugged in by threes and fours to repay, in this line, favours conferred in others. We are the victims of class interests; and until you have that regard for your pockets that will move you to take and seat Directors from the share-lists in alphabetical rotation, for residence near the lines, and for largest holding, you will never extricate yourselves from the system which works your road "for the benefit of the few at the cost of the many." The diminution of the *number* of Directors with which on other lines Directors are now blinding your eyes, is scarcely worth your notice while the principle of election—I beg pardon, I mean *appointment*—remains corrupt.

A RAILWAY SHAREHOLDER.

LONDON AND BIRMINGHAM, GRAND JUNCTION, AND GREAT WESTERN RAILWAYS.

To the Editor of the Railway Times.

SIR,—I would ask your correspondent who made the calculation of traffic on these lines, and gave it in favour of the two first on account of the population, how he reconciles his statement with the following facts.

In the *six months* ending the 31st December last the Great Western, although on the average *not one half opened*, carried 645,481 passengers. The London and Birmingham in the *whole year* 1839, open throughout, 112¼ miles, carried 608,564 passengers; in the year 1840, 722,618 passengers, the six months of which 394,688; where it appears that 34,000 passengers more were carried on 50 miles of the Great Western in six months than on 112¼ miles of the London and Birmingham in a whole year.

The total receipts of the Grand Junction, 114 miles, in the first six months, *open throughout*, were 140,000*l.*; expenses 80,000*l.* The receipts on the Great Western, last six months, average about 50 miles open, were 154,000*l.*; expenses 73,000*l.* On the London and Birmingham when open, with the exception of 35 miles (*including*, I believe, the coach receipts), were in the month of April 1838, 4,300 per week.

The receipts on the Great Western the last week in February, exclusive of the coach receipts, are	£5,688	0	0
To which add for coach receipts, say	612	0	0
And difference in traffic between February and April	1,500	0	0
Total	7,800	0	0

makes the Great Western traffic under similar circumstances, nearly double that of the London and Birmingham.

Yours,
AN OLD SUBSCRIBER.

March 4, 1841.

MIDLAND COUNTIES' RAILWAY.

To the Editor of the Railway Times.

SIR,—Can you spare me a corner to inquire whether it is true, as reported, that our Directors have put their veto on the plan of carrying passengers to Manchester, from London, *via* Rugby, Derby and Leeds, which plan was calculated so essentially to serve the interests of the public as well as those of the shareholders in the Midland Counties' and North Midland Companies. I and my brother proprietors are sighing for some small return for the large sums we have embarked in the former line, and I very much fear that "hope deferred" will long continue to be our portion if the course of conduct attributed to the Directors be founded in fact.

I am, Sir, your obedient servant,
A MIDLAND COUNTIES' SHAREHOLDER.

CHEAP AND QUICK TRAVELLING.—Now-a-days in crossing the Atlantic, which is 3,000 miles broad at one place, and 2,500 at another, we can eat a dinner in New York, on the ocean, and in London or Paris, on three consecutive Sundays, and have a day or two to spare here and there with perfect ease. No less than seven steam ships and forty-seven packets now run between New York and Boston, and England and France. They depart hither and thither every week, and in a few years perhaps they will dot the Atlantic as thickly as the Tabernacle is dotted with whites and blacks at an abolition meeting. But this *en passant*. Travelling never was so cheap as now. In the packet ships a passenger can go in the cabin for 100 dollars, even in Collins' famous ships, "the prettiest models and fastest sailers in the world." To go in the steam ships, however, he must pay 20 dollars more. Some prefer one—some the other. There is no want of accommodation now. Those who like to steam it have an opportunity to satisfy their propensity in that line; and those who like to blow it can satisfy their's too by going in one of "the prettiest models and fastest sailers in the world."—*New York Herald.*

HERTFORD AND WARE BRANCH RAILWAY.—We understand a petition is in course of signature to the House of Commons from the inhabitants of Ware, complaining that danger is likely to ensue, if the proposed Branch Railway crosses the High-road at Amwell-end upon the same level. It has been asserted that the object of this petition is to prevent the railway coming beyond Ware, in which case the more ancient town of Hertford would be "left in the lurch;" but we are assured, from highly respectable authority, that such is not the wish of many of the most influential inhabitants of Ware.—*Essex Mercury.*

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MECHANICAL ARRANGEMENTS OF RAILWAYS.

REPLY OF MR. ADAMS TO MESSRS. BELL, BADDELEY, &c.

To the Editor of the Railway Times.

SIR,—I am well pleased to see the remarks of your correspondents Messrs. Baddeley and Bell, on portions of my communications respecting railway mechanism. In so large a field inaccuracies of description must necessarily occur at times, and while seeking to communicate the results of my own studies I shall be glad to be benefitted in return, by the results of the studies and experience of others—the attainment of truth being equally the object of all.

Mr. Baddeley quotes as follows from my remarks on the railway break of Mr. Davies:—

"The defect seems to be that there is no provision for forcing back the trucks from the wheels when not required to be in use."

Mr. Baddeley hereon remarks,—"This is completely a mistake, and I beg to call attention to the circumstance that the correctness of the break lever and screw are such as to work equally well in either direction, backwards and forwards. On reversing the motion of the screw, therefore, the breaks are forced back from off the wheels with as much force as is in the other case employed to hold them on to the wheels."

The remarks of Mr. Baddeley appear perfectly correct. My only knowledge of the break was from the engraving in this periodical. My copy, being very indistinct, caused me to overlook the double ratchetts, or rather mortices, indicated by the dotted lines *h h*.

The mechanical action is therefore correct both ways as to principle, the connecting rods *g g pulling* in the direction of the greatest strain when the breaks are in action, and *thrusting* in the opposite direction, when only a slight force is required to remove their contact from the wheels.

The length of the levers will involve a considerable weight in the machinery, but this will be no disadvantage, inasmuch as every kind of break acting on the peripheries of the wheels, must depend for its efficacy in retarding the train on the weight of the vehicle to which it is attached. To apply this break to passenger carriages on springs, would require arrangement of framework at the level of the axles in order that, without cranking down, the lever nippers might fairly gripe the wheels without slipping their hold, and also, some arrangement would be necessary to provide for the play of the springs. But these considerations are wholly apart from the mechanical action of the breaks on the wheels. It was as the most perfect illustration of the principle of wheel retardation, that I criticised this hint of Mr. Davies, and I shall be glad if an inaccuracy of description in detail produce the effect of still further drawing public attention to it.

In the course of the very pertinent remarks made by Mr. Lowthian Bell on the subject of Losh's wheels occurs the following:—"The true figure of the wheel as it is now usually manufactured is shown in the following figure."

This, p. 323, No. 167, is clearly a very essential improvement on the form given in my diagram, p. 132, No. 162, as regards the construction of the spokes. In my diagram, lengths of flat bar, of parallel width and thickness, are supposed to be all bent round the same mandril, so that the greatest nicety and accuracy are insured without much manual skill. It was upon this principle that I inferred its great cheapness and simplicity of manufacture. But the spoke shown by Mr. Bell's diagram not being formed of parallel bars, must involve considerable skill in workmanship to insure accuracy. The foot of the spoke where it abuts on the tyre is apparently twice the depth of the other part, or leg, an unquestionable advantage, in tending to maintain the periphery in an unyielding form. On examining Mr. Bell's diagram it will be seen that every spoke presents at its abutment on the tyre the form of the keystone of an arch. Therefore, supposing the spokes to be elastic—*i. e.* lengthening and shortening—the true circular form of the wheel will depend on the accuracy of the fitting of the spokes, one against the other. If the faces of contact be not true radial lines to the centre of the wheel, either the wheel will not be firm, or it will assume an oval or some other form. Accuracy of the faces of the spokes must therefore be an essential preliminary, and this must involve expense in fitting.

This point being taken for granted, we will assume for argument's sake the periphery to be a true unyielding circle, in order to analyse the elastic resilience of the wheel. This must depend on the curvilinear form of the spokes. If the spokes were quite straight like fig. 3, p. 132, though they might shorten, they could not lengthen; consequently there could be no elastic action without the periphery varying its form. Looking now at Mr. Bell's diagram, we will suppose the axle loaded with such a weight as would draw the limbs of the upper vertical spokes to straight lines by a tensile action, and double the curvature of the limbs of the lower vertical spokes by a compressing action. In this case the limbs of the lower horizontal spokes would be lengthened by tension, or strained in the nave, while the limbs of the upper horizontal spokes would be shortened by compression, or strained in the nave. And, the spokes which are diagonal to the horizontal and vertical lines, would partake more or less of these conditions—the upper ones being exposed most to the tensile strain, the lower ones to the compression strain. Now, supposing the wheel thus loaded to be put into rapid action, the result would be that all the spokes in quick succession would be exposed to the alternate actions of extension and compression. This would eventually produce breakage of the spokes at their weakest parts, or loosening in the nave.

This argument goes upon the supposition, that in making the wheels the spoke segments are laid close together in the mould while the centre is cast upon them, the arch being so perfect that after the tyre is shrunk on, the spokes are neither in a state of compression or extension, but in a state of rest. I have no doubt whatever that experiment would indicate a considerable power of divergence in the nave, to and from the centre, by the application of force; but if in actual practice the spokes are never found to break or work loose, while the tyres occasionally burst, it seems to me an argument that the diverging power is not in constant action.

But if the segments are laid in the mould with open spaces between each, whilst the centre is cast on them, and the shrinking of the tyre, while it brings the joints into close contact, compresses and shortens the spokes. As, for instance, if the spokes were made nearly straight and forced by pressure into curves, then this wheel will possess a certain amount of elastic action proportioned to the quality of the metal of which the spokes are composed, without being exposed to alternate tension and compression. But if the compression of the tyre on the spokes be in excess, they will be apt to cripple, as the softness of iron renders it very subject to a permanent alteration of form.

To ensure that amount of shrinkage which will serve to tighten the tyre without exposing it to mischievous tension is a nice process. If the process of stretching hot on a mandril be resorted to, even that will not ensure accuracy. Supposing the metal to be all alike, if there be a variation of length in the shutting up, the tyres will be of differing degrees of tenacity after stretching; and if tyres of different tenacities are exposed to an equal amount of resistance in compressing the spokes, the result must be that some will burst, while others will be too loose. To accomplish the three points—of exact tension of the tyre, accurate radial lines of the spoke facings, and accurate compression of the whole of the spokes, so that the nave may be in the exact centre with equal support on all sides—is the thing to aim at, and if accomplished, the result will be as good a wheel as the exclusive use of iron can produce. It will possess elasticity as regards vertical pressure, but none whatever as regards the striking of the flange against the rails.

But as regards the torsion strain on the nave, the very existence of the elastic quality in the spokes is opposed to the truss principle of firm support, as exemplified in Hague's wheel. If a torsion strain were applied to the wheel, the theoretical result ought to be, the compression or shortening of one spoke, and the extension of the next, alternately, all round the wheel, till they become loose in the nave. It would be worth while to ascertain this experimentally, and perhaps Mr. Bell, who is evidently a truth-seeker, will favour your readers with the result. It is only on account of the principle of *fixing* on the axle that the question of strength is worth considering. As a loose wheel, the strength of the centre would be ample. Practical utility may exist independently of exact geometrical proportion.

I remain, Sir, yours obediently,
WILLIAM B. ADAMS.

March 15, 1841.

To the Editor of the Railway Times.

SIR,—In the number of March the 20th are some critical remarks on the subject of Adams and Buchanan's Railway Breaks, by "W. G."

These remarks would be in fact correct supposing the jaws of the breaks so formed that they could not escape from the rails under any circumstances whatever.

On re-examining the diagram, "W. G." will find that the whole of the power applied to the breaks is applied through the agency of a pair of curved springs which are capable of elongation and contraction. Therefore, the elastic resilience is provided for, either in the case of a sudden increase or diminution of the width of the rails, or of any roughness arising from lamination. Were the jaws of the break very short, jarring might be produced; but as there is no reason why they should not be two, three, or four feet long, they might run perfectly smoothly over salient points.

If the jaws of the breaks were made with square ends, shocks and breakage might ensue; but it is obvious that the ends should be of a skate form, so that in case of running over the notch of the rail following the main line, they would gradually give and take through the agency of the springs partially equalising the force. Supposing the breaks on, with the switches closed for a siding, so that two lines of rail met in a wedge form, the result would be, with a properly formed jaws, that the breaks would be thrown upwards, as the front part of the jaws would have no lip to clip the rails, but on the contrary would be slanted off for the very purpose of preventing an accident such as "W. G." foresees. Of course no train ought to go on a siding at such speed as to require a break in use.

His *erratum* for *points* read *crossings* is perfectly correct. It was a technical error.

As regards the expense of preparing an existing line of railway for such breaks, it is simply a question whether the contingent saving of rails and wheels would or would not counter-balance it. But apart from the question of crossings and sidings, there are a large number of inclines where no other kind of break can develope so much power, and where safety is dependent on having the trains under perfect control, such as the Lickey incline on the Birmingham and Gloucester, and which inclines will increase in number as railways increase, for the very obvious purpose of saving the outlay of capital.

The value of your journal for thus discussing, explaining, and correcting any misapprehension on subjects so important to the public as railway mechanism, cannot be too highly appreciated. Nothing of quackery can long exist, either from ignorance or design, where so many searching eyes are bent upon it.

I remain, Sir, yours obediently,
WILLIAM B. ADAMS.

March 20, 1841.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	78½	..	..	..	..	..	78
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	611	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	36	..	36	..	..	..	..
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	34
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	17
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3580	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	8	..	..	..	..	8½
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	6½	..	6½	6½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	34½	34½	29
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	23½
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	203
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	101½
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	51½
74	....	10000	100	80	Great North of England	..	..	..	..	66	66	..
118	92	250000	100	65	Great Western	..	88	87½	89	90¼	90½	89†
—	—	25000	50	50	Ditto (*New Shares*)	61	..	..	61½	62½	62½	61½†
—	—	37500	20	4	Ditto (*Fifths*)	..	9½	9⅝	..	10	10⅛	10⅛	9⅝†
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	43½
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	31½
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	23½
....	....	5000	37½	20	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5300	100	100	Liverpool and Manchester	..	..	..	..	..	..	181
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	45½
—	—	7168	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	89½
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112¼	112¼	25000	100	90	London and Birmingham	151	..	149*	..	151	151	..
—	—	25000	25	5	Ditto (*Quarter Shares*)	22	..	21*	..	..	..	..
4	3¾	31250	32	32	Ditto (*New Shares*)	50½	51¼	..	51½	51¼	51¼	58
4	3¾	24000	25	25	London and Blackwall	..	..	..	..	..	..	..
46	5¾	36000	50	50	London and Brighton	43½	42¾	..	43¾	44½	44½	43
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	12	12¼	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
8¾	3¾	20000	20	20	London and Greenwich	..	..	7¾	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	4¾	..	..	..
76	76	36000	avr.	38⅛	London and South-Western	55¼	..	54½	55	55¼	55¼	54¾†
50	50	13000	100	70	Manchester and Leeds	70¼	..	68	..	..	..	67½
—	—	13000	50	25	Ditto (*New Shares*)	30½	..	29	29	29	29	28½
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5¾	30000	70	40	Manchester and Birmingham	24	24½	..	..	..	..	..
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	78¾	..	79¼	..	..	79¼
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	14¾	..	..	..	15¼
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	70¾	71¾	..	..	73	73	73¼
—	—	15000	50	40	Ditto (*New*)	..	..	..	35½	..	..	36
80	19¼	7200	100	40	Northern and Eastern	..	..	26	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
....	....	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	..	..	..	..	..	16½
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	78½	..	..	..	79¼	79½	79
5½	....	5000	20	9¼	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

† Ex. Div. * Ex. New.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to March 24th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3¾	..
18000	50	49	Edinburgh and Glasgow	34	34
1950	25	25	Glasgow and Garnkirk	28	28
16000	25	23	Glasgow and Greenock	22¾	23
12500	50	40	Glasgow and Ayr	39	38
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	76	76½
680	25	25	Ballochney	..	80
4000	25	25	Dundee and Arbroath	27½	27½

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Index No. to Notes at foot.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Index No. to Notes at foot.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birmingham & Derby Junction	1	48½	38½	March 20	..	£706 0 11	£352 3 7	£1,058 4 6	1
1,266,666 0 0	1,013,723 0 0	....	*Birmingham and Gloucester	2	51	51	March 19	5,421	1,000 0 6	139 2 6	1,139 3 0	2
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	3	6	6	..	..	....	....	....	3
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	4	16½	16½	March 20	4,265	162 18 9	47 9 0	210 7 9	4
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	126	17½	March 21	10,570	....	....	576 4 9	5
833,000 0 0	699,544 18 4	2 8 0	*†Glasgow, Paisley, and Ayr	6	51	40	March 20	9,513	590 6 10	173 4 8	763 11 6	6
....	....	....	*†Glasgow and Paisley Joint Line	7	6½	6½	March 20	6,973	....	....	262 14 6	7
1,957,800 0 0	....	14 0 0	Grand Junction	8	83	83	..	..	....	....	....	8
....	....	....	Great North of England	9	74	....	March 13	..	....	270 14 11	....	9
5,331,527 9 10	5,288,043 17 3	....	Great Western	10	118	92	March 21	..	5,063 15 10	1,005 0 8	6,068 16 6	10
533,333 0 0	460,000 0 0	3 0 0	Hull and Selby	11	31	31	March 21	3,031	387 7 8	248 14 11	636 1 7	11
488,000 0 0	390,000 0 0	....	Lancaster and Preston	12	20½	20½	March 20	2,322	427 16 2	33 15 9	461 11 11	12
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool and Manchester	13	31	31	March 19	..	2,382 8 3	2,048 16 2	4,431 4 5	13
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	14	112¼	112¼	March 20	..	10,891 4 11	2,626 16 10	13,518 1 9	14
800,000 0 0	807,659 13 4	....	*London and Blackwall	15	3¾	3¾	March 24	27,538	521 19 2	1 11 4	523 10 6	15
2,400,000 0 0	1,091,369 0 0	....	*London and Brighton	16	46	5¾	March 22	1,670	54 9 9	55 14 3	110 4 0	16
741,000 0 0	629,307 0 0	....	London and Croydon	17	10¼	10¼	March 23	6,233¾	....	....	496 13 4¾	17
993,300 0 0	793,300 0 0	1 0 0	London and Greenwich	18	3¾	3¾	March 25	29,019	....	....	897 11 4	18
2,260,000 0 0	2,288,837 18 9	5 0 0	London and South-Western	19	77	77	March 21	..	3,124 19 2½	782 7 7	3,909 6 9½	19
2,800,000 0 0	1,106,812 5 2	....	*Manchester and Birmingham	20	40	5¾	March 22	10,024	....	....	290 5 7	20
777,936 3 0	779,936 3 6	1 5 0	Manchester and Bolton	21	10	10	..	..	....	....	....	21
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	50	March 15	..	1,819 3 8	1,135 8 7	2,954 12 3	22
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	23	57	57	March 20	7,531	1,419 6 3	624 1 0	2,042 7 3	23
950,000 0 0	....	....	Newcastle and Carlisle	24	61	61	March 20	..	472 11 0	1,112 0 2	1,584 11 2	24
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72½	72½	March 20	..	2,221 7 5	1,040 0 7	3,261 8 0	25
730,000 0 0	560,000 0 0	6 0 0	North Union	26	22	22	March 19	3,163	730 4 6	162 9 8	892 14 2	26
1,200,000 0 0	358,912 14 10	....	Northern and Eastern	27	30	16	March 21	6,970‡	....	....	500 17 10	27
500,000 0 0	270,000 0 0	....	Preston and Wyre	28	19	19	March 20	1,775	136 3 0	128 17 6	265 0 6	28
200,000 0 0	130,517 0 0	8 0 0	Sheffield and Rotherham	29	6	6	..	..	....	....	....	29
800,000 0 0	220,215 0 0	4 16 0	Ulster	30	36	8	March 21	6,617	....	....	179 0 11	30
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	31	23	23	March 22	7,008§	....	....	1,348 6 5	31

1. Toll to London and Birmingham 116*l.* 5*s.* 0*d.*, to be deducted from gross receipts.

2. The receipts are exclusive of those from the Post-office.

5. Receipts include the Northern and Eastern toll, &c.

6. The capital expended includes 132,371*l.* 14*s.* 11*d.* laid out on the Glasgow and Paisley Joint Line No. 7.

7. Made jointly by the Ayr and Greenock Companies.

8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*

10. The 5,331,527*l.* 9*s.* 10*d.* is the amount actually raised according to latest balance-sheet.

13. Ten per cent. is the maximum dividend allowed by the Company's Act.

14. Deduct from receipts 48*l.* 1*s.* 6*d.* for weekly rent of Aylesbury line.

17. The capital of 741,000*l.* includes the new capital for London and Brighton station.

18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. are guaranteed.

19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

21. Canal cost, 100,000*l.*; railway, 677,936*l.* 3*s.* 0*d.*

23. The receipts for goods, &c. include, carriages, 37*l.* 14*s.*; horses, 431*l.* 2*s.* 6*s.*; parcels, 171*l.* 12*s.* 7*d.*; dogs, 6*s.* 6*d.*; cattle, 12*l.* 16*s.* 6*d.*; corn, 36*l.* 3*s.* 11*d.*; heavy goods, 322*l.* 5*d.* Total, 624*l.* 1*s.*

26. The receipts stated are after deduction of Liverpool and Manchester toll.

27. Out of the receipts stated, the Company have to pay toll, &c. to the Eastern Counties' Company—about 150*l.* weekly.

28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Edinburgh and Glasgow Railway.—*Early in the week the "Glasgow Directors" intimated to us that a Reply to the Statement of the Edinburgh Directors announced by us to be in hand would be sent us in time for its simultaneous insertion in our present number, and that as they thought it "of importance that the reply should go forth along with the statement, they trusted it would suit our arrangements to accomplish that object." Yesterday, however, we received a letter stating that the Reply could not be forwarded sooner than next week. We regret this delay, but under the circumstances we think the Edinburgh Directors will approve of our postponing the appearance of their Statement for another week, in order that their Glasgow friends may not be deprived of any advantage which they may anticipate from having their counter statement placed by the side of it.*

Mr. Wilkinson and Mr. Burchell.—*We wish to reconsider our views of the "favorite dogma" which forms the main subject of their communications; but in the meanwhile it is proper to state, that we were mistaken in representing the Croydon Company as being favourable to "a graduation scheme of taxation." What they really pray for is, "a per centage one and the same, or a uniform per centage on all fares."*

Mr. C. R. Edmonds.—*The object for which the Greenwich Company are now before Parliament is to obtain the necessary powers for carrying into effect their arrangements with the Croydon and Brighton Companies.*

A Subscriber (*Bolton*) *has our thanks. His information he will perceive has been partly made use of; the rest by and bye.*

We will give "Honestus" twenty pounds to furnish us with satisfactory evidence of what he asserts.

H. H. *shall have an early place.*

Mr. —— *will find a letter addressed to him at "the Parthenon."*

Weekly Traffic Returns.—"A Manchester Reader" *will find the errors kindly pointed out by him corrected in our present number, and the Table on the whole much improved in point of distinctness and clearness.*

Communications received from C. E.—A Subscriber (Croft)—A Holder of Ten Greenwich Shares. Mr. Dent.—G. E. A.—Fairplay.—T. P. A Kentish Landowner.

Several letters and other articles are again unavoidably postponed.

THE RAILWAY TIMES.

SATURDAY, MARCH 27, 1841.

We think it is impossible for any impartial person to read the Reports and Returns which have been made to the Board of Trade, under Lord SEYMOUR'S Act, and printed by order of the House of Commons, without deriving from them a thorough conviction that, *so far*, Government supervision has worked well, both for the public and for the Railway Companies themselves. Every page bears incontestible evidence of the fact, and among the foremost to acknowledge it, we see with pleasure those very Directors to whom the interference of Government might be supposed to be most annoying—including however, we are bound to say, more than one or two who *elsewhere* (not much to their credit) hold rather different language on the subject. Thus, the *South Western* close a correspondence about the memorable accident on their line of the 17th October last in these words—"I am further desired to request that you will convey to their Lordships an assurance that it will be the earnest endeavour of the Directors to enforce the proper discipline of their servants, and to secure the safety and comfort of those using the Railway. The unfortunate accident which has led to this correspondence *has occasioned many suggestions for the improved conduct of the undertaking, the whole of which have received proper consideration, and several of them have been adopted, and are now in course of practical operation.*" And following this letter there is the following note, though from what source it emanates—whether the Company or the Board of Trade—does not clearly appear. "The new code of Regulations of the London and South-Western Company is framed with much care, and *embodies all the principal recommendations contained in* Sir FREDERIC SMITH'S *Report.*" Again, Sir FREDERIC SMITH having in his Report on the *York and North Midland* accident of the 11th November found great fault with the general management of that line, and pointed out various particulars in which amendment was particularly called for, the Directors cause their Secretary to write to the Board of Trade as follows:—"I am instructed by the Board to assure you that they are most anxious to adopt any regulations which may be desirable for ensuring punctuality and preventing the possibility of collisions, and that they will readily carry into effect the several recommendations contained in Sir FREDERIC SMITH'S Report. Indeed, *they have already adopted many of the arrangements suggested by these recommendations,*"—including among these adopted recommendations, as appears from a specification which is subjoined, time-tables for the starting and travelling of trains—station and carriage signal lamps—buffer springs to every carriage—breaks in sufficient number to every train—all things of first rate necessity, but which had never apparently been thought of till suggested by the Government Commissioner. Not many Companies appear to have had so much to be grateful for, as the York and North Midland, but there is scarcely one reported upon, which has not more or less of good advice to acknowledge. The *Eastern Counties'* Directors—albeit a very thankless set, as all our readers know—having been requested to state whether they were prepared to adopt certain suggestions which Sir FREDERIC SMITH had offered for the proper working of their double line of rails between Romford and Brentwood, reply in these terms:—"In replying to the several suggestions of Sir FREDERIC SMITH, the Directors beg to state that "the plan suggested for the regulation of the switches at the turn out for the intended spoil bank at Brentwood *is so evidently a desirable one, that the Directors, without any hesitation, agree to adopt the whole of* Sir FREDERIC SMITH'S *suggestions relative thereto*;" and with respect to certain other suggestions which they do not think so well of, they express a hope that Sir FREDERIC SMITH will re-consider them; and add, that "from his *great experience and acknowledged ability in such matters*, the Directors feel assured a satisfactory conclusion on the subject will be arrived at." The opening of the *Birmingham and Gloucester* had also been objected to by Sir FRED. SMITH, until several things which he considered requisite were done; and though it *was* opened in a sort of defiance of that objection, and without the sanction of the Board of Trade, the Secretary, nevertheless, writes under date of the 15th December, thus—"You will perceive that *several* of the points alluded to as objectionable in Sir FRED. SMITH'S Report *have already been obviated.*" Even the *Birmingham*, which Sir FRED. SMITH justly compliments for the "great foresight and attention" which distinguish its arrangements, appear to have taken a leaf out of that officer's book, in adopting, subsequent to the luggage train accident of the 17th November, the plan "of working the luggage trains by time tables." And to close our list of testimonials with one taken from the other side of the Tweed—where people of all classes, railway as well as others, pride themselves on being greatly a-head of all the rest of the world, in knowledge and intelligence—we find the worthy Directors of the Monkland and Kirkintilloch, thus joining in the general applause of Government intervention. "*It is exceedingly satisfactory to us to have the benefit of the able suggestions of* Sir FREDERIC SMITH." "A copy has been transmitted to the Resident Engineer in order that he may turn his attention to the *valuable* suggestions of Sir FREDERIC SMITH with a view to the adoption of the most decisive measures *for better regulating* the trains upon the inclinations of the railway." And the result, we are further told, was, that the whole of the suggestions alluded to were adopted, not only on the Monkland and Kirkintilloch, but on the neighbouring lines, the Glasgow and Garnkirk, the Wishaw and Coltness, and the Slamannan.

A superintending power, which has been productive in so short a space, of so much useful reform, as these cases exemplify, cannot have been otherwise than wisely created, and well administered. The only question with us, after an attentive perusal of the documents before us, relates to the extent to which that power should now be strengthened and fortified by suitable pains and penalties. As it is, it is simply one of inquiry and recommendation; the Board of Trade have no power to enforce the carrying of a single thing into effect for the benefit or even safety of the public—however strong or obvious the necessity for its adoption may be. One Company may comply with a recommendation—another treat it with contempt; there is but hearty commendation for the one case, and silent wonder for the other. Companies may offend against public policy as they please, and so far as the Board's authority extends, with perfect impunity. Returns, which if made by all Companies alike, might lead to an accumulation of statistical information of the utmost importance to the public, may through the wilfulness or neglect of a few—of a small combination of small clerks even—be rendered wholly useless; and yet the Board can but observe and lament that such things are. We cannot bring ourselves to believe that any person, free from Company trammels, would desire to see such a state of things continued. We would have the Board of Trade armed with all authority needful, for enforcing whatever may be needful for the protection of the public interests; but with neither less nor more. We would have all Companies treated by the Government alike, and all equally bound to comply with the requisitions of the Government, when made in the interest of the public. We can see no good reason why such a latitude of compliance should be tolerated as the returns before us exhibit. Of 77 railway Companies, 43 have made no return of their bye-laws at all; and of 47 (at least) opened

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wholly or partially to the public, 32 only have made returns of their aggregate traffic. Either complete returns, on all points respecting which the Government are entitled on the part of the public to information should be enforced, or the existing power of supervision, beneficial as it has already proved, should be abandoned. For, however well that power may have worked during the first half year of its existence—before the Companies were fully aware how far they might safely venture to disregard the requisitions of the Board, or by how many, opposition to the Board's interference was likely to be countenanced—it would be idle to expect that the efficiency of the Board, *quoad hæc*, could long survive a general conviction of its inability to enforce the least of its views. Every succeeding batch of defaulters would be sure to increase that which followed, till at last default would become the rule and compliance the exemption, and the superintending power of the Board would resolve itself into an empty name.

The Bill for increasing the railway power of the Board of Trade still continues under the consideration of the Select Committee of the House of Commons, to whom it was referred. The principal witness examined during last week's sittings was Sir F. SMITH; during the present, Mr. BRUNEL. The Committee appointed by the Birmingham Conference, and by whom the opposition to the Bill is conducted, do not expect to close their case before Wednesday next; and as there will probably be several witnesses to be afterwards examined on the part of the public, it is not likely that the Committee will be able to make their Report in time for any discussion of it in the whole House, before Easter.

MR. BOOTH'S pamphlet on the carrying of goods by railway has already been repeatedly referred to in this journal, but the subject is one of such great and growing importance as well to the public as to the Companies, that no apology is necessary for once more reverting to it. Our own opinion was long since declared in favour of throwing open the trade to the carriers as a body, and certainly a second perusal of Mr. BOOTH's pamphlet has not in the smallest degree tended to alter our views, but rather the contrary.

Mr. BOOTH's arguments, although applicable enough to the Liverpool and Manchester Railway, with which he has been so long and so usefully connected, do not bear upon the general question or upon those broad principles by which alone the merits of a measure affecting interests so vast and complicated can be truly judged of. That the Liverpool and Manchester line cannot be regarded as a fair specimen of railways, so far as this question is concerned, will be evident from a moment's consideration of the peculiar circumstances in which it is placed. Its principal goods' traffic does not extend beyond the termini, the raw material being first conveyed to Manchester and then returned in a manufactured shape for export; and prior to the opening of the railway the business of the district was conducted by public Companies, such as the Old River Company, the New Quay Company, the Grocers' Company, the Duke of Bridgewater (owner of the canal) and others. There were no private carriers established upon the route, so that had the Railway Company been desirous of opening their line to the competition of such parties, they must first have called them into existence — a matter which it may fairly be said would have been impossible, taking into consideration the competition of the public Companies already referred to, and the uncertainty of success which at that period enveloped this, the only important speculation of the kind. The circumstance of the Liverpool and Manchester Company becoming carriers in place of toll-receivers was, therefore, a matter of necessity rather than of choice; and Parliament seeing their peculiar position placed a limit not only on their tolls, *but also on their charge to the public* —a limitation, which, as far as we know, has not been imposed in the instance of any other line, there not being, perhaps, in the whole kingdom a similar case, or one where (under a limitation of tolls) the legislature did not anticipate ample protection to the public from the competition of carriers. There are other peculiarities in the case of the Liverpool and Manchester line, but enough has, we think, been adduced to prove, that what may be a very proper and beneficial arrangement upon that line might have a very different issue upon railways generally. Dismissing, therefore, a more detailed reference to Mr. BOOTH's arguments as applicable only to one particular case, we shall briefly reiterate our own views on this most important question, and leave the public and Parliament to decide between us.

First, as to the *right* of the carriers to the use of railways on the payment of tolls. There can be no doubt whatever that it was the intention of the legislature to secure this right to the fullest extent, as witness the clause in every original Railway Act, authorising any parties to run their own engines upon the payment of certain fixed charges. It is true that subsequent experience showed very clearly that this right could not be exercised without great danger to the public, from the admission on a railway of steam power not under the immediate control of the Company, and so far the *legal* claims of the carriers may be neutralised; but is there no *moral* claim? That the Legislature think so, is manifest from many circumstances, not the least significant of which is, that in one of the more recent Acts of the London and Birmingham Company, an obligation was imposed of furnishing to all carriers on payment of the established tolls, both power and waggons *at a fair and reasonable charge*, or of admitting the waggons and engines of the carriers themselves upon the line. Let those Companies, therefore, who resist the *moral* claims of the carriers, take care that those claims are not legalised.

Secondly, as to the *policy* of admitting the private competition of the carriers. We are satisfied that it is to the benefit of ALL parties—the public and the Railway Companies as well as the carriers—that such competition should be encouraged, instead of being repressed, or altogether destroyed. It is contrary to all experience to assert, as Mr. BOOTH has done, that public Companies can carry on the *details* of any business within the compass of private enterprise, more economically than individuals. There is, moreover, the competition of attention and civility, in which the public are scarcely less interested than in economy of money; and who is there will venture to maintain that in this respect the comparison is not infinitely to the disadvantage of public bodies, in which, although there may be a good money responsibility, there is generally but a slight moral one?

The policy of promoting competition is still more evident from the fact that the private carriers are also collectors of goods, with branch establishments or agents already fixed in almost every manufacturing and populous town in the kingdom, and that if not encouraged as allies by the Railway Companies, they have it in their power to become most formidable foes, by forwarding per railway such goods only as are imperatively ordered to be sent by that mode of conveyance, and keeping the great bulk of their business upon the highways and canals—more especially as in the great majority of cases where time is of little importance, the old mode of conveyance is more profitable, both to the carriers and their customers, than the new. We can perceive no means whereby Railway Companies can get possession of a large traffic in goods, except through the co-operation of the carriers, unless indeed the Companies were themselves to become public and common carriers, to places beyond the termini of their respective lines—to establish agents in all the large towns—to incur the whole of the carriers' risks by giving lengthened credit—and to embark a large capital in that branch of business—all which would be contrary both to the letter and spirit of the several Acts which called them into existence, and by conforming to which their rights and privileges are alone secure.

There is no ground for the identity which Mr. BOOTH assumes to exist in the cases of the carriage and delivery of goods, and the conveyance of passengers. Goods are at the risk and responsibility of the carrier from the moment he receives them in Friday-street until they are delivered to the consignee, be it in Birmingham or Edinburgh, and must be forwarded to their destination at the carrier's discretion; whereas the passenger walks into the Railway station, pays his fare, and again leaves the line at that point which best suits his convenience, without any control or responsibility on the part of the Company, save for his due conveyance to the station on their own railway for which he may have taken out his ticket. Horse coaches no longer exist, and the passenger has no choice but between the railway at 2d. or 3d. a mile, and post-horses at 1s. 6d.; but it is not so with the carriage of goods. Canals not only exist, but are in active competition with railways, in many instances at lower prices, and nothing but the superior speed of the latter, and the good will of the carriers, can enable the Companies to develope speedily and successfully this very important, but hitherto much neglected, branch of their traffic.

Nor is this a mere theoretical view of the question; daily experience points to precisely the same result. Thus it will be seen by a reference to our weekly Returns of Traffic, that the London and Birmingham receipts *from tolls only* exceed by nearly 50 per cent. those of the Grand Junction Company, as *carriers and deliverers of goods*. The charge for power, &c., upon the Birmingham line is, we are informed, scarcely *one-fourth* part of the gross receipts, leaving THREE-FOURTHS as net profit to the Company, whereas the expenses of the *carrying* Company (the Grand Junction) are, we understand, about *three-fourths* of the gross revenue, leaving only ONE-FOURTH to the proprietors. Now the amount of tonnage passing north of Birmingham is much greater by the canal and roads than that to the south, and yet the London and Birmingham *net* receipts from goods are at the least *threefold those of the Grand Junction Company*—thus showing most indisputably, as it appears to us, the superiority of the private exertions and good-will of the carriers, over the exclusive system adopted by

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the Grand Junction Company, and advocated by Mr. Booth!

Let it not be supposed that we dispute the right of Railway Companies to become carriers on their own account—a right which has been fully sanctioned by Parliament. But it is only in extreme cases, as for example, should canal carriers combine against a particular line, or where the amount of business is too trifling to invite competition, that we think it will ever be their *interest* to undertake it; nay, we will venture an opinion, that those who are now carrying *beyond* their termini, will not long continue the practice, even should Parliament or the Board of Trade not interfere to prevent it.

After all, experience and time will do more to elucidate this question, and to place the carrying business upon a legitimate foundation, than all the pamphlets that may be written, or the reasonings that may be adduced, on either side, and to that test we now leave it with this concluding inquiry for Mr. Booth:—"Supposing all Railway Companies to adopt the Grand Junction system—the carriers to be driven from the field—and the canals reduced to the carrying of minerals, what security would the public have for economy of charge and management, attention to their wishes, or redress for their complaints?"

The result of the meeting of the Birmingham and Gloucester Railway Company, held this week, will doubtless be considered, and perhaps boasted of, by the opponents of all railway travelling on Sundays, as a great triumph; but it is, in truth, nothing of the kind. The amendment of Mr. Homer, which was that carried, was founded purely on the consideration that there was *no occasion* for more than the Government mail trains running on Sunday; and that were more started *they would not pay*. We have now before us a printed circular which Mr. Homer issued previous to the meeting, and see nothing in it which savours in the least of that fanaticism (as often, we suspect, *affected* as real) by which the more vociferous railers against Sunday travelling are actuated. It treats the question in a very business-like—pounds, shillings, and pence—sort of way, without once either misquoting or misapplying the scriptures to serve the author's purpose. As thus—"More than four-fifths of the stage coaches have ceased to run, which reduces the number to four on the road, neither of which work on the Sunday—*evidently because the requirements of the public are so small as not to be an inducement to either of the respective coach proprietors to run on that day, although unopposed by the railway, (except mail trains.)*" And again, where, after discussing "*to what amount the public would be likely to avail themselves* of a train leaving the Camp Hill or Gloucester stations, at a given time on the [Sunday] morning, in addition to the mail trains," Mr. Homer remarks—"An infinitely larger number of clerks, superintendents, guards, and engine-drivers, stokers, and other servants, must of necessity devote the required time to their several departments *than all the passengers to be conveyed*; consequently *without sufficient cause* a large number of the Company's servants would be precluded from attending their religious places of worship, and be compelled to work on the day appointed for rest." With a resolution founded on such considerations of mere pecuniary expediency we can have no fault to find; but just as little can the absolute abolitionists of Sunday travelling have any reason to regard it with feelings of exultation.

We make no doubt there were among the voters for the amendment not a few of our absolute abolition friends, and that they only assented to it, in the expectation that it will serve as a step towards the ultimate accomplishment of their extreme views; but we are content to think, that with all their puritanical endeavours, their influence in the decision of the matter has been so small, and rely with great confidence on the progress of rational piety, for its becoming every day smaller and smaller.

Meanwhile, it may not be out of place to remind Railway Companies, that resolve as they may, there is a power above their's in this matter. And on this head, we cannot do better than quote the following very pertinent admonition addressed by the Board of Trade to the Garnkirk and Glasgow Railway Company, who had proposed to enact by a bye-law, that "no person shall pass upon the railway with waggons or other carriages *at any time on Sundays*." "With respect to the bye-law," say their Lordships, "which declares that the railway shall not be used on Sundays, their Lordships do not wish to raise any question respecting the propriety of this regulation, or the right of the Company to prohibit Sunday travelling, *so far as their own carriages and servants are concerned*; but as the railway is declared to be free to the public on payment of rates, by the 65th section of the Company's Act, Geo. 4, c. 103, if the case should arise of any person claiming to use the railway upon a Sunday, a question would be raised which it would be for the court of law to determine as to the power of the Company, under their Act, to refuse the use of their railway upon Sundays. *The question is one which would not be affected by any bye-law which the Company had thought proper to make, and therefore the bye-law in question, as assuming to settle a point which exceeds the range of bye-law jurisdiction appears improper.*"

We hope also to be excused for reminding the advocates for the absolute prohibition of Sunday labour, that if they desire to have any respect paid them for sincerity and consistency, they must even, as regards themselves, their servants and immediate dependents, carry out their notions a vast deal further than they have yet shown any indications of doing. We protest against their fastening on Sunday Railway travelling alone. We require them to carry out their principles to the full extent *of their own power* at least, or to say nothing about them. We deny that they have any right to say—'this Sunday labour we shall make money by, and that we shall repudiate.' They must eschew all or none. Sunday sailing and Sunday steaming are not a whit less exceptionable (if exceptionable at all) than Sunday railway travelling; but when was any of these purists known to give back out of the freight of a vessel, or out of his share of its earnings, a single stiver of the Sunday freights and earnings? The *Great Western* and other trans-Atlantic steamers find it no doubt of great convenience to steam as well on Sundays as Saturdays, but there is *no necessity* they should do so; they may trust to their sails alone on the Sundays, and in some situations they may furl these also and lay to, till the Monday comes round; yet we do not hear of any great effort being made by any section of the proprietors of these concerns to have the use of steam on the Sundays interdicted—though doubtless there are some Sunday Railway Travelling abolitionists among them, and working huge furnaces on Sundays is as *black* work at sea as on land. Houses, lands, mortgages, all fall within the same rule; no person can be sure that his estate or money may not, in the hands of others, be turned to Sunday uses, other than those which come within the pale of his toleration, and, therefore, to keep his conscience easy, he ought to deduct from each year's rent, or interest, a portion corresponding to the 52 Sundays in the year; he may not be able to prevent the abomination which he abhors, but it rests entirely with himself whether he shall make rich "by the wages of sin," or not; yet though all this be most true and certain, we hear just as little of Sunday-deducting landlords and mortgagees (though there is scarce an opponent of Sunday railway travelling who is not one or other,) as of Sunday freight denying shipowners. When we do, we shall be prepared to hold in more respect than we do at present the exclusive horror with which the extension of the *benefits* of the railway system to the Sabbath day, is regarded or affected to be regarded by some of its friends, who, provided they can but make a sort of *religious preserve* of this corner of the vineyard, seem to care but little how open they leave the remainder to wayfarers and tresspassers.

We give a further portion of the Railway Returns lately printed by order of the House of Commons; and shall continue our extracts from time to time till we have placed the whole either literally or in an abridged state before our readers. It may be useful to our readers to give in the meanwhile a list of the contents of the book. The papers are classed under five heads.

I. Reports relative to accidents; comprising those of Colonel Thompson, Captain Melhuish, and Sir Frederick Smith, on the Eastern Counties'—and of Sir Frederic Smith, on the Hull and Selby, North Midland, South Western, York and North Midland, Lancaster and Preston, Monkland and Kirkintilloch, Midland Counties', and London and Birmingham.

II. Reports relative to the opening of new railways—of Sir Frederic Smith and Captain Melhuish on the Birmingham and Gloucester, and of Sir Frederic Smith on the Great Western, Eastern Counties', Leeds and Manchester, Bolton and Preston, Glasgow and Greenock—with a correspondence relating to the Great North of England.

III. Returns relating to Bye-laws disallowed—from the Arbroath and Forfar, Birmingham and Gloucester, Hartlepool, Ardrossan, Garnkirk and Glasgow.

IV. Returns of aggregate traffic from the following railways:—Ulster, Arbroath and Forfar, Newcastle-upon-Tyne and Carlisle, Dunfermline and Charlestown, Glasgow Paisley Kilmarnock and Ayr, Manchester and Birmingham, Northern and Eastern, Manchester and Leeds, St. Helen's and Runcorn Gap, Grand Junction, Liverpool and Manchester, London and Croydon, Paisley and Renfrew, Dublin and Kingstown, London and Birmingham, Llanelly and Llandilo, Leicester and Swannington, Brandling Junction, London and South Western, Bolton and Leigh including Kenyon and Leigh Junction, North Union, Manchester and Bolton, Lancaster and Preston Junction, Edinburgh and Dalkeith, Maryport and Carlisle, Great Western, Whitby and Pickering, Eastern Counties', Durham and Sunderland, Leith Branch of the Edinburgh and Dalkeith, Ardrossan, Midland Counties'.

V. Returns relative to accidents attended with personal injury, from all the railways included under

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the preceding head (excepting the Dumferline and Charlestown, Paisley and Renfrew, London and Birmingham, Llanelly and Llandillo, Leicester and Swannington, and the Ardrossan), with the addition of the following :—the Monkland and Kirkintilloch *Dundee and Arbroath, *Dundee and Newtyle, *North of England, Clarence, *Leeds and Selby, *Hull and Selby, *Canterbury and Whitstable, *Birmingham and Derby, *Greenwich, *North Midland, Wishaw and Coltness, *Stockton and Darlington, Glasgow and Greenock, Cheltenham and Great Western, *Birmingham and Gloucester, Ballochney, Whitby and Pickering, Slamannan, *Preston and Wire, *York and North Midland, *London and Brighton, *London and Blackwall.

The Companies marked with a (*) have made no Returns of their traffic, and some of them are understood to have definitively determined not to make any.

—o—

The Magistrates and Town Council of Inverness have addressed a memorial to the Government, earnestly pressing on its attention the importance of extending the Railway System of internal communication to the Northern Highlands of Scotland, of which that borough is the capital, and praying that means may be at least provided out of the public purse for defraying the expenses of an engineering survey, to ascertain the railway capabilities of that district of country. We trust the prayer of the memorialists will be granted.

—o—

The Report of the Government Engineers on the different competing lines between London and Edinburgh, presented to the House of Common, but not yet printed, states that the preferable line is a continuation of the London and Birmingham, Grand Junction, and Lancaster and Preston Railways, by Carlisle, Gretna, Lockerby, Beatock and Crawford, to Symington, in Lanarkshire ; and from this point by two diverging lines to Edinburgh and Glasgow, —Symington being about thirty miles distant from each city. From Symington to Edinburgh two alternative routes are proposed, — one by Biggar, Linton, and Penicuik ; the other by Thankerton, Wilsontown, and Mid-Calder. The route by Linton is the shortest by a mile ; but, from the nature of the ground, that by Wilsontown is considered preferable. The line by the north of the Pentland range, besides being a much easier line, runs through a more productive mineral district than the one by Linton, on the south of the Pentlands ; but the point of divergence commands both sides of that range, as well as both sides of the Clyde. The *Edinburgh Observer*, in noticing the Report of the Commissioners, observes—"it is a curious fact, that it appears to have been by this line, and also from a similar point in divergence, that the Roman armies marched from England to both the east and west of Scotland ; and from near the same Roman station diverges the great Parliamentary road, executed by the late Mr. Telford, under the Government Commissioners for improving the communication between England and Stirling, and the north of Scotland."

—o—

We are glad to observe, from a Report which we publish eslewhere of a Committee of Inspection, appointed by the Brighton Railway Directors, that the whole of the works of that line are in so satisfactory a state of forwardness, that there is every prospect of the railway being opened within the time anticipated at last general meeting, that is to say—partially in May next, and throughout the whole length in August.

—o—

Among the petitions presented to the House of Commons in the course of the week, was one from the Rev. John William Butt, praying that in the case of all future railways footpaths shall be carried under them, and that every railway be formed at a certain specified distance from the public highway. The petition was ordered to lie on the table.

—o—

Humbug turned Saint.—We extract the following precious specimen of time-serving hypocrisy from a *revised* edition of the Prospectus of that much called for, most *bona fide*, and wonderfully promising speculation, the Direct London and Manchester (never-to-be) Railway :—

"It is the determination of this Company to carry on all its operations with a strict regard to the due observance of the Lord's day ; no work will be permitted to be done on its railway or other property, on any part of the 20 hours of that day, except so far as the Company may be obliged by law to allow its railway, or other property, or servants, to be otherwise used on that day, for purposes of the government of the country. The shares, or scrip, of the Company will be so worded as to pledge the holder to maintain the foregoing as a standing rule —a rule which it is proposed to enforce, so as to leave neither necessity nor temptation, upon any person engaged in the service of this Company, to neglect the proper day of rest."

RAILWAY OFFENCES AND OFFENDERS.

Our readers will recollect the case of Holroyd, the surveyor, who was held to bail under Lord Seymour's Act for causing an obstruction upon the Manchester and Leeds Railway, to the imminent danger of the public. The affair arose out of a disputed right of way across the line, and was decided last week at the Yorkshire Spring Assizes. We give a short sketch of the proceedings in another column, from which it will be seen that Holroyd has virtually been acquitted, the jury, *after seven hours' consultation*, being unable to agree upon a verdict ! The evidence would appear to have been somewhat conflicting ; but enough is admitted to show that the defendant took most objectionable and dangerous means of asserting the alleged rights of the parties for whom he acted, and we trust that what has transpired will have, at least, this effect—that it will convince the parties referred to that they will not be allowed with impunity to take the law into their own hands.

Last week Richard Baker, a guard in the service of the Grand Junction Company, was charged before the magistrates of Warrington with being drunk while on duty. It was clearly proved, that on the arrival of a luggage train at its destination, Baker was found to be asleep, and having been aroused it turned out that "he was *so* drunk that he could not walk steady." The conclusion of the case is thus given in the *Manchester Chronicle* of Saturday last :—

"Mr. Norris [one of the resident engineers] said that as the *sole management of the train* rested upon the defendant, and as he was too drunk to attend to the breaks, or perform any other duty required of him, the Company *hoped the magistrates would not fail to make an example of him*, as they were aware that the majority of railway accidents happened through the carelessness or neglect of those sent in charge of the train. *The defendant was well able to pay a fine, having been a long time in the Company's service.* They had had no previous occasion to complain of his conduct, and he had been dismissed their service. *The Bench ordered the defendant to pay a fine of* 40*s. and costs*, and in default to be committed to the House of Correction for two months."

It is satisfactory to know that even for this *first* offence a person who could so grossly neglect his duty has been dismissed from the Company's service, but how are we to account for the extraordinary leniency displayed by their worships on the Bench ? Here is a man upon whose attention "the *sole mananagement of the train* rested" found to be totally unfit for duty, and yet he is let off with a 40s. fine ; and, as if to make the mockery of justice still worse, the magistrates had been previously informed that the culprit "was well able to pay a fine, having been a long time in the Company's service !" The gentleman who brought the case forward seems to have suspected before-hand that their worships would not deal very stringently with the case, and truly he was right. Would a half-starving labourer who had snared a hare upon the grounds of one of these same Justices have escaped so easily as this well-paid guard, through whose vicious indulgence property to a large amount, and even life, might have fallen a sacrifice ? Not he !

Manchester and Birmingham Railway.—The line to Crewe is in active preparation. The Edgeley contract is rapidly drawing towards completion. The heaviest work is at Castle-street archway, 297 yards long, of which about 200 yards are finished. All the arches of the Mecker Brook Viaduct are turned ; all the other bridges, but one, together with the culverts, are finished or in an advanced state. One mile and a half of road is ready to receive the ballasting for the permanent way. The Viaduct over the Dane Valley, in the Cheadle Hulme Contract, has its foundations laid, and all the bridges are nearly finished. Three-tenths of the whole of the excavation are finished. One mile is ready to receive the ballasting for the permanent way. The heaviest work of the Wilmslow contract is the viaduct over the Bollin, with an adjacent excavation of 109,800 cubic yards on the north side of the valley. The foundations of the viaduct are just commenced. The heaviest excavation contain 122,000 cubic yards, of which two-fifths are executed. The foundations of ten piers of the Dane Viaduct at Holmes Chapel are laid ; four are erected to the height of the imposts of the arches, and six have an average height of six feet above the surface of the ground. But both abutments will be commenced this month. The centerings are in readiness, and the arrangements of the contractors are such that they do not entertain any doubt as to its completion within the specified time—*Macclesfield Courier.*

Manchester to London for a Guinea.—There is now a competing line of railway from Manchester to London. The Directors of the Grand Junction have had their own way for a long time, but the tables are now turned. At the very time that they were paying a dividend of 12½ per cent., they actually raised the fares about 6 per cent. above what they had been. The Directors will soon find out their mistake. The Leeds and Manchester line is now open throughout, and to the credit of the Directors, they have made such arrangements with the Directors of the North Midland and the Midland Counties', as enable them to take third class passengers the whole distance from Manchester to London for 21s., and second class passengers for 32s., being from 20 to 30 per cent. lower than the fares paid hitherto.—*Preston Chronicle.*

Since the opening of the Hartlepool and Stockton Railway, and the recent opening of the Great North of England Railway, for goods and merchandize, great quantities of fish are now daily sent from Hartlepool to Darlington, and forwarded by the latter railway for Sheffield, Derby, and Birmingham. —*Northern Times.*

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THE EASTERN COUNTIES' AND THE NORTHERN AND EASTERN TRAFFIC RETURNS.

To the Editor of the Railway Times.

SIR,—The official returns of traffic made by these two Companies, exhibit such extraordinary discrepancies, that it is absolutely necessary for the satisfaction of all who are disposed to invest money in them, (the Eastern Counties' at least) either by way of loan or of share subscription, that they should be cleared up. As they stand, there must be gross error somewhere—*if not something worse.*

From your last week's table of railway traffic returns it appears that the gross receipts of the

E. C. from 10,816 passengers were only £566 19 0
N. and E. from only 6,962 „ „ „ 505 12 1

The Eastern Counties' Company add (and properly enough) all the Northern and Eastern passengers to theirs, except the very few which are taken up and let down at the stations between Stratford and Broxbourne, so that in point of fact, they carried only between 3,000 and 4,000 by their own engines. The Eastern Company also add to their gross money return, the sum which they receive weekly from the Northern and Eastern, which is about 150*l.* Deducting, therefore, this 150*l.* from their gross return of 566*l.* 19s., the sum received from their own proper traffic was only 416*l.* 19s. Now, as the fares of the Eastern Counties' and Northern and Eastern Companies, and the distances carried by each, are as near as may be the same, I should like to know how it could possibly happen, that—

The Eastern Counties' should get out of (say) 1,000 passengers £416 19 0
And the Northern and Eastern, out of 6,962 passengers, only 505 12 1

The same singular discrepancies between the working results of the two Companies have been observable for many weeks past; so that there must be some general cause at bottom, (which does not yet appear) to account for them.

So much for the contrast between the two Companies. Let us now see how each Company stands as contrasted with itself.

From the Railway Returns to the Board of Trade, just printed by order of the House of Commons, it appears that the Northern and Eastern, from the 15th of September (when it was opened) to 31st December, 1840, carried 73,660 passengers, who produced a gross receipt of 5,157*l.* 8s. 4d., being on an average somewhat less than 1s. 6d. each. In the last week which I have just cited they carried 6,962 passengers, and that number at the general average of 1s. 6d. each gives a total of 522*l.* 3s. The actual receipts were 505*l.* 12s. 1d., and the difference between the two sums is just about equal to the excess of 1s. 6d. over and above the real and net average. As far, therefore, as the Northern and Eastern is concerned, its general Return to the Board of Trade, and its weekly Returns published in your journal, tally very exactly.

But from the same returns to the Board of Trade it appears that the Eastern Counties' Company during the six months from 1st July to 31st December, 1840, carried 160,526 passengers, and received 12,856*l.* 1s. 2d., being at the rate of a fraction more than 1s. 7d. per passenger. Now, according to this average, they should have received for the 10,616 passengers carried by them in the week last cited 840*l.*; but they give credit for only 566*l.* 19s.!!! No tallying here, but a gross and astounding difference, which imperatively calls for explanation.

Nor will the force of this call be lessened when I state further, that on referring to the Eastern Counties' Returns previous to the memorable accident of the 19th of August (previous to which time there was no falling off in this Company's traffic, and *no inducement therefore for any misrepresentation on the subject,*) I find that—

For the week ending 2nd August, 10,731 passengers yielded 852*l.* 7s. 1d.
And for the week ending 9th August, 10,628 passengers yielded 852*l.* 7s. 2d.
(agreeing very closely with the general average,)

While for the week ending 14th March, 10,616 passengers yielded only 566*l.* 19s.!!!

This, however, is not all. The Returns of the Eastern Counties' Company to the Board of Trade give for the *six* months ending 31st December last, a total of only 160,526 passengers carried, while their weekly returns to the public (shareholders, *debenture buyers,* &c.) through the medium of your journal, represent the total number of passengers during the *five* months of that period, from 2nd August (when you first commenced giving the Returns of this Company) to 29th December, to have been 169,926. If we add to this one-sixth more for the month short, say 28,000, then *if these weekly returns are correct,* there must have been carried during the six months 197,926 passengers. Difference between this and the Return to the Board of Trade 37,400.

But as both of two contradictory results cannot be true, will the Eastern Counties' Directors be pleased to tell us which is the false? Whether that furnished by their weekly returns to the public, or their general return to the Board of Trade?

Such things have been heard of as the effective force of armies being increased *on paper,* by mustering with the rank and file *all the ragtag and bobtail of the baggage train.* Can it be that it is in this way the passengers conveyed by the Eastern Counties' Railway make so much greater a show in point of numbers, than of money returns? Are the Directors, and officers, and servants of the Company, when travelling on the railway on the Company's business, or for the show sake, and TRAVELLING FREE, numbered in with the *bona fide* paying passengers? Or, as the lawyers say, if not so, how else?

I am, Sir, your constant reader,
ENQUIRER.

The Forest, March 24, 1841.

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BELFAST AND CAVEHILL RAILWAY.

March 19.—Petition for Bill reported, and Bill ordered to be brought in by Mr. O'Connell and Colonel Verner.

Bill "to amend and enlarge the powers and provisions of the Acts relating to the railway from the Cavehill to the harbour of Belfast, in the county of Antrim," presented and read a first time.

DURHAM AND SUNDERLAND RAILWAY.

March 23.—Bill reported; to be ingrossed.
March 24.—Bill read a third time and passed.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

March 19.—Bill "for making and maintaining a railway to be called the Glasgow and Dundyvan Junction Railway," presented and read a first time.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

March 19.—Printed breviate of amended Bill laid on the table.
March 22.—Bill reported; to be ingrossed.
March 23.—Bill read a third time and passed.

GREAT LEINSTER AND MUNSTER RAILWAY.

March 19.—Resolution of Standing Orders' Committee reported "that in the case of the Great Leinster and Munster Railway petition, the Standing Orders ought not to be dispensed with."

March 23.—Petition for leave to proceed with the Bill; to lie on the table.

March 24.—Petition of George Lewis Smyth for leave to proceed with the Bill (presented 23rd March); to be taken into consideration to-morrow, and to be printed.

March 25.—Order for consideration of the petition of George Lewis Smyth (presented 23d March) read. Motion made, and question, "That leave be given to bring in a Bill for extending, enlarging, and amending some of the provisions of the Act relating to the Great Leinster and Munster Railway," put and negatived.

LONDON AND BLACKWALL RAILWAY.

March 19.—Bill read a second time and committed, and referred to the Committee of Selection.

March 24.—Committee on Bill fixed for Thursday, April 4.

LONDON AND GREENWICH RAILWAY.

March 19.—Bill "for enabling the London and Greenwich Railway Company to purchase property for altering certain streets and places contiguous to their railway, and for amending the Acts relating to such railway," presented and read a first time.

MANCHESTER AND LEEDS RAILWAY.

March 22.—Bill read a second time and committed, and referred to the Committee of Selection.
March 24.—Committee on Bill fixed for Thursday, April 4.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

March 23.—Printed Breviate of Bill laid on the table.

NORTHERN AND EASTERN RAILWAY.

March 22.—Petitions against the Bill:—from George Frere, Esq.; and Mary Booth; referred to the Committee on the Bill; counsel ordered.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH.)

March 19.—Petition of Trustees of the River Dee Navigation, against; referred to the Committee on the Bill; counsel ordered.

March 25.—Petition of Visiting Justices of the House of Correction at Hertford, against; referred to the Committee on the Bill; counsel ordered.

NORTH MIDLAND RAILWAY.

March 22.—Committee on Bill fixed for Tuesday, 30th March.

POLLOC AND GOVAN RAILWAY.

March 19.—Petition of James Oswald, Esq., one of the Trustees of the Three-mile-house Road, against; referred to the Committee on the Bill; counsel ordered.

March 22.—Petition of Trustees for improving the River Clyde and enlarging the harbour of Glasgow, against the Bill; referred to the Committee on the Bill; counsel ordered.

March 23.—Ordered, that the minutes of evidence taken before the Committee on the Polloc and Govan Railway Bill in session 1837, be referred to the Committee on the Polloc and Govan Railway Bill.

Ordered, That leave be given to print such evidence at the expense of the parties, if they think fit.

March 24.—Petition of the provost, magistrates, and town council of Renfrew, against the Bill; referred to the Committee on the Bill.

PRESTON AND LONGRIDGE RAILWAY.

March 19.—Bill reported; to be ingrossed.
March 22.—Bill read a third time and passed.

SHOTTS AND WILSONTOWN RAILWAY.

March 20.—Bill "for making a railway to be called 'the Wilsontown, Morningside, and Coltness Railway,' in the counties of Lanark and Linlithgow," presented and read a first time.

SOUTH-WESTERN RAILWAY (No. 2.)

March 19.—Bill "to amend the Acts relating to the London and South-Western Railway Company," presented and read a first time.

STAFFORD AND RUGBY (LATE MANCHESTER AND BIRMINGHAM EXTENSION) RAILWAY.

March 19.—Petition from Lancaster in favour; to lie on the table.

Petition of landowners and others of Lincoln, against; to lie on the table.

THAMES HAVEN DOCK AND RAILWAY.

March 19.—Resolution of Standing Orders' Committee reported, "that in the case of the Thames Haven Dock and Railway petition, the Standing Orders ought not to be dispensed with."

YORK AND NORTH MIDLAND RAILWAY APPROACHES.

March 23.—Report further considered; amendments agreed to; amendments made; Bill to be ingrossed.
March 25.—Bill read a third time and passed.

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EDINBURGH AND GLASGOW RAILWAY.

To the Editor of the Railway Times.

SIR,—I will not attempt to obtain insertion for my letter in your paper, under the guise of being a constant reader or a great admirer; but I respectfully think, from the manner in which you have taken up the subject—very momentous in itself, and most important to railway proprietors—you will not deny a place to the remonstrances of a plain man, much interested in the subject to which he adverts.

I allude to your animadversions on the resolutions of the last general meeting of the Edinburgh and Glasgow Railway Company. I entirely agree with you in the scope and bearing of your remarks; but allow me to say, I disapprove of their tone. I am sure you have no wish to create dissension; I have not a doubt but you would rather heal differences. Indeed your observations, in substance, all tend that way; but the manner I fear will be offensive to the shareholders in this quarter. I am certain you will give me credit for the most perfect sincerity, when I say, that, for my own part, I completely subscribe to your views.

It has been to me a source of pain to know, for the last twelve months, that matters have evidently been progressing to their present position. I am not a large shareholder, but I am interested to a serious extent; and the course of management has been such, as to give me, and many others, the greatest disgust. Nothing has met my ears so frequently or so loudly, as the obstinacy and the self-willedness of the Edinburgh Committee. Sir, I was perfectly ready to listen to this complaint, till I heard the actual grounds on which the Edinburgh Committee were blamed. I can understand that there may be a jealousy between the two cities. If the Edinburgh people have fostered the nonsense I completely condemn them; but in all soberness I have no proof of it. I had no distinct notion of the real grounds of difference till matters were brought to close quarters, and then I found what I had for some time suspected, that the Edinburgh Committee had taken their stand on points, on which I declare most honestly, that I do not think one honourable man in this quarter will differ from them. You, Sir, may imagine from the apparent unanimity at general meetings, that there is no difference of opinion upon any matter. We are so much engrossed in our affairs in this busy place, that, till the last, there never were a dozen partners, besides the Directors, at any general meeting of the Company. I may be wrong as to one or two: in the main I am confident I am right.

But, Sir, there has been a deep under-current of complaint. Our Chairman is a man of ability and merit. He is well-fitted for public affairs—he is not concerned in any considerable mercantile company, and holds no prominent place as a merchant, though well to live in the world. He is an efficient town councillor, and, I am quite convinced, the Company owe a good deal to him as a useful hand in some of their negotiations. It is no fault of his that some gentleman of high standing in the mercantile world, does not hold the place which has devolved on him. Excellent people will excuse their own remissness by saying, that there could not be a better man; and I have not the least doubt, that in the turmoil which has arisen this will be largely and most respectably averred; but quietly, it is downright absurdity, a thing which will only provoke a laugh at the tables of the men whose good-nature could sanction the *betise*.

Mr. Leadbetter acquired considerable notoriety about the Reform time, which will never be forgotten or forgiven by a very large class of the citizens. He was a bitter reformer in the palmy days of reform, but is now a bitter churchman and conservative. I thank him for forgetting his former course; but, like better men, he is subjected to much suspicion for his change. While many good men distrust him on this account, there is no denying that a most respectable constituency have, nevertheless, returned him to the Town Council, despite of what was prominently held forth as his political tergiversation.

Sir, I pass altogether from a topic which ought never to be mentioned in great discussions, but for the fact, that it meets one at every turning when you are talking of the qualifications of our Chairman.

It is truly sorrowful to think that there should remain so much to exasperate on the part of the Chairman of a great Company. The Edinburgh gentlemen have come forth with charges against Mr. Leadbetter, which were known to hundreds in this quarter, and have been the subject of much private complaint. More than twelve months ago I predicted that such charges would be made. I would despise the Edinburgh accusations if dictated by mere faction, and I only demand inquiry. What is said of them is the mere echo of what I have heard a hundred times. Why did you not go forward and denounce what you thought blameable? I am sure I ought to have done so; but I have scarcely the time—I am sure I have not the ability,—and I really have no wish for the notoriety of being a champion in a matter where others have a much larger personal interest; a consideration, by the way, which I fully admit, tells in favour of Mr. Leadbetter.

But I take leave to ask a few questions. I pass over altogether the canvassing business for proxies. If Mr. Leadbetter thought he was quite right, I do not think he was quite wrong, to ask shareholders to support him in his views—whether he stated the case fairly or not, I leave him and the Edinburgh people to battle among themselves. First. Is it true that Mr. Leadbetter became the proprietor of a valuable property at the *Terminus* of the Railroad, and that it had been reported that such property was indispensable for the purposes of the railway? Did Mr. Leadbetter, while possessed of that property engage in negociations for the purchase of property for the Railway in the vicinity to the extent of 50,000*l.* or upwards, the enhanced value of which must have directly encreased the value of the property acquired by him at the *Terminus?* If these things are true, (and if they are not true, let it be publically contradicted,) was it right in Mr. Leadbetter to continue in a situation which gave him the greatest influence and control over all the officials connected with the Company?

Secondly. Why in the name of common fairness did Mr. Leadbetter divert such a vast disproportion of the monies of the company, and for such a length of time, away from the other banks of the company into his own bank, at a time when money was worth 2 or 3 per cent more than the ordinary rate, and when every body believed, that in the execution of the concern, it would be necessary to apply to those banks for aid?

Thirdly. Is it true that Mr. Bannatyne wrote out a resolution in his own hand, that a sum of 500*l.* should be invested in a piece of plate to Mr. Leadbetter, before a single call was made, and got an Edinburgh Director to move that resolution? Is it true, that Mr. Leadbetter, has not insisted for the audit of a single account of Messrs Bannatyne, since 1836? The accounts of this firm have been called by the Edinburgh Committee altogether exorbitant. That Committee may be wrong,—I hope they are:—but I ask Mr. Leadbetter, on his honour, has a single Director, himself excepted, ever read these accounts from beginning to end before this date? If so, I demand his name. And this is no light matter when one thinks of the thousands upon thousands which have been paid to Messrs Bannatyne, without the semblance of an audit. The mere expense of obtaining the Bill has been upwards of one thousand pounds per mile, on a line of 46 miles. Surely this will make the shareholders think seriously of the charges which are made against them.—and for one I will stand up for any individual or body that has demurred to the management under which such charges have been incurred. Sir, if the Edinburgh Committee are struggling for power and patronage, they shall not have one particle of my sympathy. If the complaints against them have arisen because they have opened their voices against Mr. Leadbetter and Messrs. Bannatyne, I am ready to come to a public meeting, and vote for any check which they may impose on this conduct.

One word as to the affair of the two Committees. I feel much indifference on the subject. If the light of public opinion is let in upon the concerns of this great undertaking, I will defy any set of men to mismanage it. The road is made and the question is now one of management. With the experience that has been gained all over the empire,—the Directors will not be permitted to go wrong in the working of the line. It is another affair how the private interests of the shareholders are to be protected. I say dispassionately, by a local committee at each end, responsible, 1st to a general board,—2ndly to the shareholders, and 3rdly to the public. Such committees, while they can have but one end, if they do their duty aright will form a valuable check on the jobbery, to which there has been already so many tendencies.

As yet the complaint has only been *from* Edinburgh. For any thing I know there may be the like ground of complaint *against* Edinburgh. Give me an instance in that quarter, and I promise you our hard-headed Glasgow merchants, will neither be slow nor feeble in crushing it in the bud.

I am, Sir, your obedient servant,

AN INDEPENDENT SHAREHOLDER.

Glasgow, 24th March, 1841.

P.S. Since commencing this letter I have received a printed communication from Edinburgh, on the strength of which I have made some additions, but it does not materially affect the views I had previously entertained. I have also seen Mr. Leadbetter's letter in your paper of the 20th. He appears to misrepresent the agreement of 1836, and seems disposed to evade the discussion of the real question, by directing attention chiefly to the personal differences betwixt him and his Edinburgh Colleagues. This wont do.

EDINBURGH AND GLASGOW RAILWAY.

To the Editor of the Railway Times.

SIR,—I have been for some time past a reader of the *Railway Times*, and am quite ready to admit the general fairness of your statements and arguments. But there is an assertion in your paper of last Saturday which I am disposed and prepared to dispute, and which I hope you may be induced to qualify a little.

You have said, in allusion to Mr. Richard Dawson of Liverpool, that "no person *out of Scotland* exerted himself more in behalf of this undertaking in the earlier stages of its history, and no person is better entitled to be heard," &c.

Now, I have not the most distant purpose of detracting from the merit of Mr. Dawson, but altogether the contrary. Neither do I seek to impugn anybody whatsoever, but only to assert my own right, which can be attested by the most unexceptionable evidence.

If, in 1836, Mr. Dawson introduced the shares into the *lesser* market (that of Liverpool) I did the like into the *greater* (that of London.) It was I who first "made the market" in the Stock Exchange of London, and bought and sold the first shares in it that were ever heard of there; and I maintained it by the application of my time and means, and by the utmost exertion of my humble talents and influence down to the latest moment, when my exertions in its favour were interrupted by a sudden and almost fatal sickness. I used every fair means of explaining and bringing into notice the merits and prospects of the undertaking, and of recommending it on every occasion, not only to my own clients, but to those of others; and this I did (not as affecting to despise pecuniary emolument) without fee or reward, or expectation of fee or reward, past, present or to come, but because I was ambitious, as a Scotchman, of being connected with the greatest undertaking of my country, and because I thought it then, and still think it, as fair and eligible and promising an investment of capital as any one of the undertakings then, or now, in vogue, whatsoever.

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And not the least important result of my exertions in 1836, was the settlement of a question, or dispute, which arose about the distinction between the old and the new shares, and the original deposit receipts. That question I brought before the Committee of the Stock Exchange, which adopted exactly my view of it, and so decided it, and that decision governed every bargain which had been made in the shares for many weeks previously, to the amount of probably some thousands of shares—and, moreover, that decision was in favour of the shareholders who had sold and not of the dealers who had bought.

I am, Sir, your most obedient servant,

CHARLES MACRAE.

[We candidly own that we overlooked Mr. Mac Rae's exertions in this matter, owing, no doubt, to those of Mr. Dawson having continued uninterruptedly down to the present time, while Mr. Mac Rae's had suffered a long intermission in consequence of that illness, on his recovery from which, we have now very sincerely to congratulate him. We are obliged to Mr. MacRae for the opportunity he has given us of doing him justice; for now that we call up the past to mind, we can personally bear testimony to his efforts in 1836-7 in favour of the Edinburgh and Glasgow Railway having been at least quite as conspicuous and successful as those of Mr. Dawson—a fact which we are sure Mr. Dawson himself will not be the last to acknowledge.—ED. R. T.]

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—The late meeting of the Manchester and Leeds Company was looked forward to with great interest by myself in common I doubt not with the majority of the shareholders. For six months previous the Directors had refused to publish the traffic returns, and during that period our stock had steadily declined in value from 45 premium on 90*l.* paid to par! although at the September meeting our Chairman led us to expect a dividend of 9½ per cent. Under these circumstances we naturally expected that the March Report would contain the fullest information on the state and prospects of the undertaking.

The Report however contains little more than might have been comprised in a single sentence. It informs us, that, the traffic has been a failure hitherto, and that the entire cost of the line has risen in the interval from 56,000*l.* per mile to 62,000*l.*!! Though how this has come about is not very plain,—indeed the Directors seem rather puzzled themselves to account for it, and our Chairman, (who by the way has a habit of coming out with some aukward truths,) candidly owned in reply to a question put by Mr. Kay, that, "as respected the Estimates it was a matter over which the Directors had *no* control"!!! It may be so, but it is a fact, the Leeds shareholders will learn with surprise. To whom Sir are we to look but to the Directors to control the expenditure? and what dependance can we place in the assurances now given us that 3,172,000*l.* will complete the line and branches, although that amount exceeds by 372,000*l.* the sum which Mr. Holdsworth informed us (in September last) would be required.

The traffic on the Leeds line since the opening throughout on the first of March, has only averaged about 2900*l.* of which 1800*l.* is from passengers. This is miserably small and is in fact a complete failure considering the enormous cost of our line, and the immense population of the district. We drew 900*l.* per week from passengers twelve months ago on the 13½ miles then open,—we have now 50 miles in operation and our weekly receipts from passengers ought to average 3600*l.*

If our working expences should absorb 50 per cent of our gross receipts it would require 6000*l.* per week to pay 5 per cent on the cost of our line. And even supposing the working expences should only amount to 42 per cent as our Directors anticipate, we must draw 5000*l.* per week to pay interest on loans, and make a dividend of 5 per cent.

But, Mr. Editor, the trifling amount of our weekly receipts is not surprising if as I believe it is derived almost entirely from goods, and what may be called local traffic, viz. passengers going from 5 to 20 miles. If I am not misinformed nearly all the coaches running between Manchester and Leeds are still on the road. The fact is our line is very circuitous, and our fares are in my opinion *much too high*. For first class passengers we charge 15s. and 10s. for second class; the distance by railway is 60 miles, and one half of our trains perform it in 3 hours—the other half being slow trains take 4 hours.

By coach the distance is 40 miles, the time, 5 to 5½ hours, and the fares inside 15s. outside 11s.

Our fares in my opinion ought to be 6s. for third class, 8s. 6d. for second, and 11s. 6d. for first class passengers—if we are to command the immense increase in passenger traffic usually consequent on opening a railway. To show the absurdity of our fares, it is only necessary to remark that the distance by the turnpike road from Manchester to Liverpool is about 35 miles, and the fare in first class carriages on that line of railway is only 6s. whereas we charge 15s. to Leeds, the distance by turnpike road being only 5 miles more than to Liverpool, or 40 miles!! From the circuitous nature of our line, we ought certainly to charge nothing for the ten miles we pass over the North Midland, but to consider our line as 50 miles in length to Leeds. In this way too we should evade the clause in our act, compelling us to charge a like fare for all distances, *but* for which in my opinion our fares ought to be 3d. per mile on 40 miles, or 10s. for first class passengers throughout.

Our Directors ought to start fast trains, making only two stoppages, and performing the distance in two hours or two and a-half hours at reduced fares, say at 12s. 6d., or 3d. per mile for 50 miles. We ought never to rest satisfied while a single horse coach is on the road; from the nature of our population, *poor but dense*, and *migratory*, and the low price of fuel, it is evident our dividends must be drawn from an immense number of passengers carried at low fares—added to what we must always command, viz., a large revenue from goods.

I am a large holder in the Manchester and Leeds line on investment, and if our line is properly managed, Mr. Editor, I doubt not the shareholders will ere long, receive a handsome dividend; meantime, it cannot be denied that we have cause for much anxiety. I regret that our Directors did not see fit to give us more information as to our prospects in their late Report. Our Chairman, Mr. Holdsworth, boasts that one-fifth of the entire shares are held by the Directors—if he will condescend to return an answer to the following queries, it would be conferring an obligation, I am convinced, on the remaining four-fifths of the proprietary:—

1st. How has the excess of 372,000*l.* arisen? The items named in the Report only amount to 40,000*l.*, caused by the severity of the winter, &c., viz., Healy Mill Bridge, 3,000*l.*; Slack's Valley, 4,000*l.*; Summit Tunnel, 3,000*l.*; and Winterhut Lee contract, 30,000*l.*

2nd. How many coaches are still running between Manchester and Leeds, and how many have been removed by the opening of our line, and what is *now* the fare by coach inside and out?

3rd. What is the daily average of passengers booked throughout from Manchester to Leeds by railway?—And *vice versa?*

4th. What is the charge on our line for 3rd class throughout?

5th. In what way are we to derive a profit from booking passengers to Rugby on the London and Birmingham line at reduced fares?

6th. What arrangement has been made with the North Midland as to the tolls on the ten miles into Leeds? Do we pay a fixed sum per annum as the Grand Junction does to the Liverpool Company, and if so, how much is it?

7th. When are the Oldham and Halifax branches to be commenced—how soon will they be completed, and at what cost?

8th. In what state is the negociation with the Liverpool line *now* for a junction in Manchester at Hunt's Bank?

9th. What dividend do the Directors hope to declare in September next?

These questions, Mr. Editor, ought to have been asked at the late meeting had the shareholders present done their duty—from residing at a distance I was unable to attend. But it is not yet too late, if you will oblige me by giving this letter a place in your columns. In a late number of your paper you remarked it was in vain for you to advocate railway reform unless shareholders would do their duty fearlessly at the meetings. Now, Mr. Editor, you in this undervalne your exertions in my opinion. There are so many causes in operation to prevent shareholders speaking out—such as friendship to the Directors—the fear of damaging their property in the share market, &c. &c., that I feel inclined to trust much more to the wholesome influence of *a free railway press*, than to any exertions of the shareholders for the reformation of abuses.

If success in your past efforts is any stimulus to further exertion you have cause to persevere. No one will suspect me of flattery when I say it is to you we owe the establishment of third class fares on the Birmingham and several other lines—the circulation of printed reports previous to or at the half-yearly meetings—the reduction in the number of Directors now being carried into effect on various lines—and though last, not least, the *quietus* just given to that absurd scheme the "Stafford and Rugby line." It is you, too, that the shareholders in the Liverpool and Grand Junction lines have to thank for the great reduction recently effected in their working expenses—a reduction forced upon them by the comparison instituted in several of your leading articles in 1839, contrasting their accounts with those of the London and Birmingham Company.

I remain yours respectfully,

A LEEDS SHAREHOLDER.

London, March 23, 1841.

STAFFORD AND RUGBY RAILWAY.—The second reading of this Bill has been negatived by a majority of 60 in a House of 252 Members, after a very spirited debate.—This decision, under all the circumstances, must be considered, we imagine, *a final disposal of this undertaking*. It would be affectation in us to lament this, for we have never been able to look upon it as a project likely to be productive of the advantages to the public commensurate with the interference with private property, and the large outlay of money consequent upon it; and, further, it was impossible not to see that it would materially retard, if not wholly prevent, the adoption of another plan, fraught with much greater and more general public benefit. We allude, of course, to the proposed railway connecting the Manchester and Birmingham with the Midland Counties' and the Derby Junction, at Derby, and generally known as the Churnet Valley Railway, the required notices of which have been given, and plans and sections deposited. We believe that the great bulk of shareholders in the Stafford and Rugby, are also proprietors of the Manchester and Birmingham Railway, and we earnestly advise them to turn their attention to the line to which we have referred. They would then have the means of employing their capital in forming a communication through a country abounding in population, manufactures, and mineral products, and establishing an actual and useful competition with other great undertakings, not in parallel lines, but through a different district; and one which, whether we look to the map or the census, appears to require such a communication. In conclusion, we must add our gratification that the question has been set at rest by the House of Commons, rather than by the slow and doubtful process of a Committee, which would have only thrown away many thousands in expenses, and presented prejudices and angry feeling.—*Macclesfield Courier.*

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RAILWAY ADJUDICATIONS.

MUCHAMP V. PRESTON AND LANCASTER RAILWAY COMPANY.

(Reported exclusively for the Railway Times.)

Lancaster Assizes, Thursday, before Mr. Baron Rolfe.—This was an action brought by a stonemason named Joseph Muchamp, against the above defendants, to recover the value of a box, which had been sent from Lancaster by one of the trains on the 17th November last, directed to him at Baslow, near Bakewell, Derbyshire. The sum sought to be recovered was 16*l.* 1s.

Mr. Cresswell was retained for the defendants.

Mr. Martin, on behalf of the plaintiff, said, that the present action was brought in consequence of a box which had been sent by the father of the plaintiff to him, directed as above, by one of the trains on the Preston and Lancaster line. He did not dispute but that the box was safely delivered at Preston to the next branch of railway—the North Union—but as from that period no tidings were to be had of it, he contended that the Lancaster and Preston Railway Company were bound, either to find it or to make good the loss. It was given originally into their custody for transit; and it was for them to have seen it safely delivered at the place of its destination. If it were not so delivered, then they, both in reason, law, and justice, were responsible. When railways were first proposed, the legislature had looked at them as being only intended for the conveyance of passengers at a rapid rate, and not of heavy goods. He contended that, as carriers, the Lancaster and Preston Company could not set up a plea that they were not liable for the loss, as they only worked their line from Lancaster to Preston; if that were allowed, the public would be put to the greatest inconvenience instead of being benefitted by railways. If a Company took in a parcel, common sense showed that it was liable for its safety to the far end.

John Worthing sworn—Remembered assisting to take up a box containing clothes and mason's tools, on the 17th November, to the railway station at Lancaster. It was for Joseph Muchamp, at Baslow. Saw a man there named Threlfall; he delivered it to him; afterwards he went down, by direction of one of the clerks, and told Mrs. Muchamp to go up to see it weighed. The clerk said nothing to witness about only booking to Preston.

Cross-examined by Mr. Cresswell—Will you undertake to swear that the clerk never said to you that "we only booked to Preston?"—(After a pause), No, I will not.

Hannah Muchamp, the mother of plaintiff—On the 17th of August last sent a box up to the station at Lancaster with a young man. Afterwards she went up herself, when she saw a young man, a clerk; it was directed to Joseph Muchamp, Baslow, near Bakewell, Derbyshire. The clerk came and looked at direction; he and porter tried to lift it, and they said, "It is a greater weight than we can lift." Witness asked how long it would be in going—the clerk said, two or three days. Witness asked if it was paid for would it go any sooner, as the man it was going to was out of work, and he wanted his tools and his clothes as soon as possible. The clerk asked if anybody was going with it—Witness said, the person who owned it was at the far end. The clerk then answered, that he might pay the carriage for it when he got it. In consequence of hearing from her son she went to the railway office, and there saw William Kendal, one of the clerks; she asked if the box had gone forward, as her son had never received it; Kendal did not read the letter; she held it in her hand; he looked in his book to see if it was booked according witness's directions; he said it went on the 17th. Nothing more passed between them. Witness went up again about a week or ten days afterwards, and saw the clerks standing at a desk; she asked them if they had heard anything of the box; they said no; she said it was a very great loss, as her son wanted his tools and his clothes, he was out of work, and it was a very bad job that it had not gone forward. Witness rather got hasty, and one of the clerks said it must be paid for; he did not say who by.

Cross-examined by Mr. Cresswell.—The clerk did not say it had been duly forwarded to Preston, it had gone forward by the North Union.

Did not the clerk show you a book, and say that it had gone forward?—No; he did not: he looked in a book, and he said it had gone forward.

To Preston?—No; he never mentioned Preston.

Where then?—Why, I suppose he meant to the far end.

Joseph Brixton, ostler at the Wheat-Sheaf, Baslow, said, boxes came there from different parts for people; frequently saw the witness's son come to enquire for a box. It never arrived at all. Chesterfield was about eight miles from Baslow.

Cross examined.—Chesterfield is on the North Midland Railway.

This was plaintiff's case.

Mr. Cresswell, for the defendants, then said, that the amount in this case was but small, 16*l.* 1s.; yet from the smallness of the sum, might be induced to impute negligence to servants of the defendants. But as this was the first attempt to establish a principle by which they did not think themselves bound, it was their duty in self-defence to resist it, equally as much as if the sum to be recovered was 1,000*l.* The box had been lost by the negligence of others, who were the persons liable. Mr. Martin had contended, that if a man a carrier from the town A. to B. took a parcel which might be addressed to Devonshire, London, John o'Groats, or the Land's End, he was liable for its safe delivery, though he himself only went from Lancaster to Garstang, or from Lancaster to Hornby. In that case no man on a limited line would become a carrier without a considerable sum being given him to enter into a contract for the safe delivery of the goods. Such was not the law, and he hoped it never would be the law. If a man received payment for a parcel to a certain place, he was bound to find other carriers at the end of his own line, and he was liable for its loss. But if he only received payment only for his own line of road, at the same time undertaking to have it forwarded, he was then bound to find carriers for that purpose, but he was not responsible for its safe delivery. It was known to all the world, that the Lancaster and Preston Railway, by Act of Parliament, was only worked between those two towns. His friend had said, they were not carriers at all, yet that action was brought against them as carriers. The box had been delivered safely to the North Union Company, and they, and not the defendants, were liable for it, if they could not account for it. Chesterfield was the nearest station of Baslow; it was on the North Midland Railway—how was it to be supposed that the defendants would take upon themselves to be responsible for a box going such a distance: the very fact negatived the proposition. The old woman had said, she was willing to pay the carriage; but she was answered, that as nobody was going with it, the person to whom it was directed might pay at the far end. The young man's refusing to take the money, repudiated all notions of the defendants liability. The clerk of the North Union would acknowledge to having received it—and beyond that, he argued his clients had nothing to do with it. In support of his argument, he quoted Simms and Chaplin, 5 Adolphus and Ellis. The responsibility could not be thrown on the earliest agent. The defendants might carry 500 parcels in day along their line; they were in no connection with any other, he therefore left it to the jury to say, if they were to be liable for the whole distance they were going after it left their own office at the Preston or Lancaster end.

Mr. Miles Ellithorne, sworn—Was one of the booking-clerks; remembered a box being brought on the 17th November, directed to one Muchamp; the man inquired when it would go, and told him that it would go at 10 minutes past 3; looked at the direction, and seeing that it was to go to Derbyshire, witness told the man that they could only book to Preston; at that time London, Liverpool, Manchester, Preston, and Lancaster, were the only places that they booked for; they had just began to do so; no part of the carriage was paid.

Cross-examined by Mr. Martin—The young man said nothing about payment; saw Mrs. Muchamp, and she did.

Mention any one party, to whom in all your life you told you only booked for Preston, but this?—All parcels.

That won't do; all is a very general term. (After a pause.) I can't call to mind any particular name.

Re-examined—When did you first hear of the box talked of?—Perhaps two or three months ago, but no one ever said anything to me about it.

Mr. Cresswell—I don't mean they did. Was it the general rule to explain to persons bringing parcels you only booked to Preston?—It was.

George Knipe Kendal sworn—Was booking-clerk at the railway office; was not in the office when the box was brought, but entered it afterwards in a book; the Company then did not book to Derbyshire; the bill of parcels made out was the one copied by witness out of the book, to the North Union Company. The North Union Company on receiving parcels from the Preston and Lancaster Company gave no acknowledgments for them; remembered Mrs. Muchamp's enquiring after the box, about some ten days afterwards; enquired about it; found it was duly forwarded to Preston, and told her husband so.

Mr. Wright, parcel clerk to the North Union line at Preston—Remembered a box arriving on the 17th November; parcels coming from Lancaster, booked to Preston, are brought into the office, examined by the Lancaster and Preston bill, and are ticked off, if found correct; that was the usual mode. [The bill as ticked off as correct with regard to the box being received by the North Union was produced.] The parcel then remained until called for. If they had to go forward, they were booked in the North Union book, and were then in the charge of their servants; should think that when a parcel was delivered from the Preston line to the North Union, it was no longer in charge of the servants of the Preston and Lancaster Company.

Cross-examined—The Lancaster carriages go forward, but not the men.

Re-examined—The different Companies contract for the use of their carriages; the Preston and Lancaster Company have nothing to do with the profits beyond Preston; the going on of the carriages was that the passengers might not be disturbed.

Henry Threlfall, at the desire of Mr. Martin, was called—He said he knew nothing about the box; he might have been in the office when it was taken in, but he was book-keeper to one of the contractors. The first witness had mistaken him for Ellthorne.

Mr. Martin, in reply, said that when the question came to be considered, it would be an undefended cause. Mrs. Muchamp was sent for to complete the contract; the statement made by her was the true statement, and she was entitled to a verdict. His friend had misunderstood him when he said that Railway Companies were not intended in the first instance by the legislature to be carriers of parcels, but merely of passengers; but if they took upon themselves to be carriers, they were then liable to the same benefits, and were also liable to the same laws. His learned friend's argument about a carrier over a limited distance only being liable for his own distance, and not for the whole distance which a parcel had to go, if it were to Land's-end, or to Scotland, when he only went some ten or twelve miles, was an extreme case, and one very much likely to mislead. If the receiving carrier was not to be liable for the whole distance, only look in what a position the public would be in with regard to Railway Companies. Why, if a box were sent from Manchester or Liverpool to London, as there were five different lines, and the box was lost, how could the owner know where it was lost, or to whom could he look for compensation. If he went to the Liverpool station from whence it had gone, he would be told it had been regularly forwarded to such a line; if he went there the same answer, and

to on throughout the whole distance, might be given. The safest plan would be to bring an action against the whole five Companies. But of course he could but recover against one, and most probably he might lose the whole five. Consequently, if a Company receiving a parcel was not responsible for its safe delivery at the place to which it was directed, the owners in case of its loss, would, in nine cases out of ten, be without any redress. The box, it was true, had been duly delivered at the North Union station, and no blame whatever was attachable to them as to negligence on the part of the clerks and servants on the Lancaster and Preston line. But it had been lost through the negligence of some one in connection with that line, and therefore he argued that they were beyond all doubt liable for its safe delivery at its place of destination.

His LORDSHIP in summing up, said that the present case involved an important question as to the liability of Companies beyond their respective lines. It might be a great hardship for the plaintiff to lose his box, but the case was to be dealt with, not because the plaintiff was a poor man and the defendants a rich Company, but as if the Bank of England were the plaintiffs and the defendant a poor carrier. Allowing cases of hardship to warp the judgment might show a good feeling, but it was too often the means of producing very bad law. In his Lordship's opinion if a carrier traversing a limited line of road took a parcel without saying that he only went a certain distance, but took it in a general sense, leaving the impression on the mind of the sender that he was going with it, or would forward it to its destination, he was without doubt liable to its safe delivery. It was the same with coaches. The argument of Mr. Cresswell was certainly entitled to consideration. It had been said that the evidence of Mr. Ellthorne was unimportant, but in his Lordship's opinion it was the most important of all. Upon the conversation between him and Worthing hinged the case; if nothing was said about the Company booking to Preston, then the defendants were bound to carry the box through to where it was directed. But if Ellthorne told him that they only booked to Preston, then they were only liable for its delivery at Preston, so that all that is material is what passed between the first witness. The witness, Mrs. Muchamp, went up afterwards; she asked how long the box would be on the road, and Ellthorne answered, two or three days. Perhaps that might be something in favour of the plaintiff, as it was leading her to presume the Company would forward the box through. Perhaps it might not be mentioned to her that it could only be booked to Preston; but if it had been mentioned to the man by whom she had sent the box, it might not be deemed necessary to mention it to her again, as she was only sent for to see it weighed. It would not only be an unwise, but an unjust and dangerous doctrine if the defendants had stated themselves to be carriers only to Preston, to saddle them with the remuneration of a loss caused by the negligence of others; for no blame was imputed to the defendants for not delivering the box in safety to the North Union Company. It was therefore for the jury to say how far the plaintiff had been given to understand that the defendants only booked to Preston; and again his lordship desired them to banish from their minds all ideas of the hardship of the case, and to decide upon it without any reference to rich or poor, but give in their verdict as if the parties in circumstances were reversed.

The jury retired for about half an hour, and then returned a verdict for the plaintiff, damages 1*l.* 1*s.*

The trial, as may be supposed, created very great interest amongst those connected with railways.

THE QUEEN *v.* SCOTT AND OTHERS.

York Assizes, Special Jury; Nisi Prius Court, before Mr. Justice Maule, 15th March. — Mr. Sergeant Atcherley, Mr. Addison, and Mr. Watson were the counsel for the plaintiff; Mr. Cresswell, Mr. Alexander, Mr. Tomlinson, and Mr. Baines were for the defendants.

This was an indictment preferred by the inhabitants of the township of Rastrick, in the parish of Halifax, against certain parties acting under the direction of the Manchester and Leeds Railway Company; and they complained of obstruction caused by this company to a road called Wooder-lane. The township of Rastrick was a very populous one, and its trade had greatly increased of late years; it adjoined Wooder-lane, which led to a stone-quarry,—and to Woodhouse, through which there was a great deal of traffic in stone. By this road stone was passed down to the river Calder, from whence they were shipped for Selby, and thence to London. The railway company, when they formed their line, proposed that the old road, called Wooder-lane, should cross the railway at Rastrick on a level, and that they would have a gate at each side of the line, with a person to attend them, and to warn any one who might have to cross the line of the approach of the railway trains. Afterwards, however, the company changed their minds; they built a stone-wall on the Rastrick side of the railway, and formed a large embankment on the opposite side, near to the Quakers' Meeting-house, which rendered it impossible for persons coming from Huddersfield to go round the point with anything like safety. Upon this, a public meeting of the rate-payers of the township of Rastrick was convened, for the purpose of considering what was best to be done under the circumstances. At this meeting there was not the slightest feeling of hostility manifested to the railway company; the only object was to induce the company not to obstruct a road which was necessary for the conveyance of the traffic of the people of Rastrick. A complaint was made to the railway company, and amongst others who complained were those parties who attended the Quakers' Meeting-house. After the present indictment was prepared, the company removed the embankment, thereby conceding that it was quite impossible to retain this part of the obstruction without subjecting themselves to an indictment for a nuisance. But this was not the material, nor any thing like the material, part of the obstruction. The company afterwards intimated that they would not allow the road to cross the railway, nor would they build a bridge to carry it over the line; in fact, they would not do that which they were commanded by their Act of Parliament: but they said we will make a new road—we will make a diversion of the road, by which you will be able to get upon the highway from Bradford to Huddersfield without having to pass across the railway. Mr. Sergeant Atcherley then exhibited drawings and models of the roads in question. In the first place, by the road constructed by the railway company, carriages having to pass Wooder-lane had to travel a distance of about 100 yards additional to what they had by the old road. In the second place, they would have to travel up an ascent which rose at about the rate of one in 22. Thirdly, they would have to pass down, when going to Huddersfield, a descent which fell at about the rate of one in 13½. And fourthly, there was a sharp turn on going down the road leading to the Quaker's house. He had already told them that there had been a great traffic carried on upon this road before it was obstructed by the railway company. A one-horse cart was then able to take a load of stone or coal down to the wharf of the river Calder, but it was impossible for one horse to pull a loaded cart up the steep ascent which had been formed by this alteration. The learned Sergeant then proceeded to state that the inhabitants of Rastrick had no hostility against the railway company. If the railway company would construct a bridge so that the road might pass over the railway, or if they would allow the road to pass over the line in the manner originally proposed, they would be perfectly satisfied; but they could not consent that the railway company should say, we are a large and powerful company; you may go to law, and we will put you to as much expense as possible.

Witnesses were then called, who deposed that the road, as at present altered by the railway company, was very inconvenient and dangerous on account of the very great ascents and descents.

Mr. CRESSWELL, in addressing the jury for the defendant, said that railway companies had great difficulties to contend with. When they went before Parliament to procure the necessary Acts, they were opposed by the trustees of this turnpike road and that turnpike road—the trustees of one canal and another canal—in short the opposition assumed so many different shapes that it was sometimes difficult to trace its source. Although his learned friend had learned from one of the last witnesses that this railway company had had many legal contests, still he (Mr. Cresswell) was happy to say that up to the present moment they had not lost a single case, and he trusted that in the present one they would be equally fortunate. What was the reasonable request made by the inhabitants of Rastrick? Why, that the company should construct a bridge at an expense of 1500*l.*, which by their Act of Parliament would have rendered them liable to have been indicted, and had they done so, he had no doubt but that the plaintiffs in this case would have been the first to have instituted proceedings against the company. The learned gentleman then read the 94th section of the company's Act to show that they possessed the power of diverting or altering the course of any river, stream, or water course, road, or footpath whatever. And they had the power of diverting them so as to run either over, under, or by the side of the railway.

Witnesses were examined for the defendants for the purpose of showing that the present road was sufficient for all necessary purposes; and as convenient as it was before.

Mr. Sergeant ATCHERLEY replied at considerable length.

The learned judge summed up in a very elaborate manner; after which the jury gave a verdict substantially for the plaintiffs.

THE QUEEN *v.* HOLROYD.

Special Jury Cause; Yorkshire Spring Assizes, March 15.—Mr. Cresswell, Mr. Baines, and the Hon. J. S. Wortley were for the prosecutor; Mr. Sergeant Atcherley, Mr. Addison, and Mr. Watson for the plaintiff.

The Hon J. S. Wortley opened the pleadings.

Mr. CRESSWELL then said this was a prosecution instituted by the Leeds and Manchester Railway Company, against a Mr. Holroyde, who is a surveyor of the highways in the parish of Raskelf; and it was for the purpose of convincing him and the public that he was not justified in doing such a thing as he had done—that no man was justified in endangering the lives of any of her Majesty's subjects. It was impossible for any man possessed of his right senses to obstruct the railway in the manner that the defendant had done, because it was directly contrary to an Act of Parliament passed by the legislature for the purpose of regulating railways. By this act which was brought on by the government, it was enacted that from and after the passing of the act, every person who should wilfully do, or cause to be done, anything calculated to obstruct an engine or a carriage on a railway, should be guilty of a misdemeanour. There was a clause at the end of the act which explained what was meant by a railway. It did not mean any railway made by a private individual, or by individual bodies, but only such railways as were constructed under the authority of an act of parliament. This action, as in the last case, arose out of the dispute between the railway company and the inhabitants of the township of Rastrick. It appears that the railway company, for the accommodation of the public, although they had constructed a road in another direction, continued to allow persons on foot to pass over the railway, along Wooder-lane, to the Bradford and Huddersfield-road. This practice was continued without interruption up to the 5th of October, when the railway being about to be opened, the servants of the company built a stone wall on one side of the railway and a deep trench on the other. They did this in order that the life of no person might be endangered. On the

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8th of October, the defendant Holroyd, taking up the sentiments of the inhabitants of Rastrick, determined he would open the road across the railway, and he proceeded with a body of men and pulled down the wall and filled up the trenches. The company then found it necessary to build up the wall a second time; upon which Holroyde and his party came again and attacked the men who were walling, and scattered the materials across the rails in a manner that must have endangered the safety of any train that might have been passing. Had it not been for a policeman who saw what had taken place, and who perceived a train, which passed by Rastrick about this period, approaching, and who was enabled to give warning in time, there was no saying what might have been the consequence. But the defendant might say he did it to try the right of the railway company to stop up this road. He had no right, however, (nor any one else,) to endanger the lives of the public for the purpose of trying any right; for if this were to be allowed, any man might take a loaded gun and fire it into the Market-place, and then say, "Oh, I did it for the purpose of trying whether I had a right to do so."

Witnesses were then called, who deposed to the facts advanced by the learned counsel in his address.

Mr. Sergeant Atcherley, in defence, contended that Mr. Holroyde and his party wished to fill the ditch up, and that the servants of the railway were endeavouring to empty it, and that in the scuffle which ensued, the dirt was scattered upon the railway.

At the conclusion of the learned sergeant's address, the court adjourned till the next morning.

March 16.—A number of witnesses were then called, some of whom deposed that the obstruction was caused by the scuffle which took place between the contending parties.

Mr. Cresswell having replied, the learned Judge, in summing up, observed that a person, according to the act of parliament, had no right to throw something across a railway that was likely to obstruct it and endanger the lives of her Majesty's subjects. No person had a right to do so for the purpose of trying a right, and the legislature will not make any allowance to a party doing so. If a person was carrying a piece of wood across a railway, and he was to lay it down for a short time, and an engine was to come up before he could remove it, the legislature would make no allowance although the person might say he had no intention to cause an accident; but, if a person in crossing a railway with a piece of wood and were to let it fall and had not time to pick it up before a railway train came up, then, although he might be guilty of great carelessness in carrying a piece of wood more than equal to his strength, he would not be guilty of the charge imputed to the defendant in this case. It was for the jury to consider whether the obstruction was caused accidentally or designedly.

The jury retired to consider of their verdict; and, after they had been locked up nearly six hours, a conversation took place between Mr. Cresswell, M. Sergeant Atcherley, and the learned judge. At the conclusion, his lordship directed the bailiff to request the attendance of the jury in court. Upon their arrival, he said he understood they were not likely to come to an agreement as to the verdict, and as it had been proposed by the learned counsel for the prosecution, who considered they had already been locked up long enough, that there appeared to be some doubts as to the result,—an opinion which the learned counsel for the defendant fully acquiesced in,—it was agreed that they should be discharged. But as the obstructing of a railway train, and consequently endangering the lives of her Majesty's subjects, was a serious matter, he trusted the present proceedings would have the effect of preventing Mr. Holroyde from throwing rubbish upon a railway again. The jury was then discharged.

JOHN WILSON OF DUNDYVAN, PURSUER, *v.* JAMES WATSON, ACCOUNTANT IN GLASGOW, DEFENDER.

(Abridged from the *Jurist.*)

Court of Session, March 9.—In the early part of December, 1838, the defender purchased from the pursuer 36 shares of the Edinburgh and Glasgow Railway stock, at 10*l.* per share, and on the 10th of December he handed the stamped transfers to the pursuer to be subscribed. Mr. Wilson stated that he wished to get other 20 shares he had purchased from Mr. Buckley transferred to him in the Company's books, and that it would be better to get both transactions settled at the same time. The defender was secretary to the Company, and did business also as a broker.

This communication took place about two o'clock in the afternoon, and in about an hour thereafter the following correspondence commenced:—

Glasgow, 10th December, 1838.

Dear Sir,—As you have refused to deliver the shares purchased from you in the Edinburgh and Glasgow Railway, the settlement of which I requested to-day, I beg to intimate that I hold the transaction cancelled. I am, &c.,

(Signed) James Watson.

Mr. Wilson returned the following answer:—

Glasgow, 10th December, 1838.

Dear Sir,—I have not refused to transfer any shares of the Edinburgh and Glasgow Railway, and therefore will not allow you to cancel the transaction. I told your clerk that I had bought other twenty shares, and that I was going to speak to you to get them transferred at the same time. I have therefore to request that you transfer twenty shares of Mr. Edmund Buckley's to me, at 4*l.* 10*s.* per share, and I am ready to settle both transactions at this moment. I hold Mr. Buckley's letter authorising the transfer. I am, &c., (Signed) John Wilson.

Mr. Watson replied—

Glasgow, 10th December, 1838.

Dear Sir,—I have received your note of to-day. When my clerk called on you to-day, in order to get the Edinburgh and Glasgow Railway shares settled, you declined signing the transfers, and stated that you would not do so until you got other shares transferred to your name; I was therefore prevented, by your own act, from receiving these shares, and cannot now agree to accept them. I have nothing to do with transactions between you and Mr. Buckley, &c. I am, &c.,

(Signed) James Watson.

John Wilson, Esq.

Mr. Wilson, on the 11th December, returned the following answer:—

Dear Sir,—I have just received your letter of yesterday's date. I will not consent to your drawing back from your bargain with me, but will insist on its being fulfilled. The transfers are here signed by me, and I am ready to receive the money before I leave town. Had the money been offered me yesterday by your clerk, he would have got the transfers with him.

Since you will not do my business, in writing the transfer from Mr. Buckley to me, I can get others who will, and therefore be under no obligation to you. I am, &c.,

(Signed) John Wilson.

In consequence of the refusal of Mr. Watson to fulfil the bargain, an action was brought against him by Mr. Wilson, before the Magistrates of Glasgow, concluding for payment of the price of the shares.

The Magistrates decided in favour of Mr. Watson, with expenses.

The pursuer advocated (appealed to the Court of Session), and the Lord Ordinary pronounced the following interlocutor:—

"The Lord Ordinary having heard counsel in this advocation, and thereafter considered the whole process, advocates the cause, and finds it proved and admitted that the defender purchased from the pursuer thirty-six shares of the stock of the Edinburgh and Glasgow Railway Company, on or about the date, and at the price libelled on: Finds that the defender has failed to prove that the pursuer refused to implement the bargain, or that the defender ever tendered the price to the pursuer before he announced the transaction to be cancelled: Finds that the pursuer specially offered to implement to the defender, on payment of the price, within twenty-four hours of the transmission of the transfers for execution without any tender or promise of payment, which the defender refused: Finds on the whole, that the defender was not entitled, under the circumstances, to resile from the bargain in the manner which he intimated to the pursuer on the 10th December 1838; therefore, alters the interlocutor of the Magistrates complained of; repels the defences, and decerns in terms of the libel: Finds the defender liable in expenses, both in this Court and in the Inferior Court, as the same may be taxed by the auditor, and decerns; the defender, on payment, being entitled to delivery of the transfers of the said shares by the pursuer as accords.

"Note.—The Lord Ordinary (Cunningham) issued a long note, in which he *inter alia*, stated: 'The Lord Ordinary differs from the learned assessor in the Court below, not so much on the principle of law on which he proceeded in the judgment under review, as on its application to the present case.'

"The Lord Ordinary has no idea that a party could get quit, at his own hand, of what he thought a disadvantageous bargain by this very alert, if not sharp mode of proceeding. If the defender had any such urgent occasion for the transfers, as he afterwards alleged, but the reason for which is not conceivable, and is not explained on record, he was bound to give the seller proper intimation and *warning* that he would hold the transaction as *annulled*, if the transferences were not instantly delivered upon payment of the price. The evidence of the defender's clerk, James Alexander, is conclusive to show that there was neither any *intimation*, nor any *tender* of that sort made to the pursuer. On the whole, the defender's conduct does not appear to be consistent either with law or *bona fides*, and, therefore, his defence is repelled."

The defender reclaimed.

Lord Moncreiff said, "I am entirely of the opinion of the Lord Ordinary, and think it a very clear case both in law and *bona fides*. Watson lets out the secret in his second letter of the 10th December. He offered a high price for the shares in order to get Wilson out of the committee, and he purchased them originally for himself, although it is of little consequence whether he bought them as a broker or principal. Wilson bought other shares, which it was necessary to get transferred by the secretary in the books of the company. On the 10th December, Watson sent his clerk with the transfers to be signed, and Wilson said, as he wanted twenty shares transferred in the books, it would be better to settle both at the same time. The clerk comes back with this proposal, and so Watson becomes acquainted for the first time that Wilson was buying other shares. He makes a catch, by assuming that Wilson had refused to sign the transfers, and intimates that the transaction was cancelled, but Wilson answers, I have not refused to sign the transfers; and perhaps it had been better had he then signed and sent them. The practice among brokers is of no consequence. What was incumbent upon Watson, if he meant to say that the transaction was voided? Instead of writing the first and second letter, he ought to have sent back his clerk with the money, and required delivery of the transfers. There is nothing clearer than that Wilson was not bound to deliver the transfers without receiving the price. Watson did not tender it, and in law he cannot be relieved of the transaction. Acting sharply himself, he must submit to the application of the law with equal sharpness. Therefore, both upon the law and the *bona fides* of parties, I agree with the interlocutor of the Lord Ordinary."

The Court *adhered*, with additional expenses.

Liability of Railways to Poor Rates.—The magistrates of Croydon were called upon a few days since to decide as to the liability of the Brighton Railway Company to pay poor-rate on their property in that parish. In support of the rate it was contended that they were liable, although the line was not in use, because rails were laid down and used for the conveyance of earth and other purposes constituting a beneficial occupation, which was all that was required. In reply it was stated, that though profit was not necessary to create the liability, yet that it was requisite that some business or occupation should be carried on from which profit might be expected to accrue; that though the parish might suffer a temporary loss, that would be more than counterbalanced by the advantages it would ultimately receive, and that the point had already been raised and decided in favour of the Company. One of the magistrates thought a railway analogous to the case of a house while being built, and which while in progress of erection was not liable to assessment to the poor-rate; another

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said he differed from his coadjutors on the point, and considered that the Company had a beneficial occupation of the land; if it was considered they had not, he could not see where the line was to be drawn. Finally, the majority of the magistrates decided that the Company was not liable.—*County Herald.*

GREAT NORTH OF ENGLAND RAILWAY.—At the Tenth Half-yearly General Meeting of the Shareholders of this Company, held pursuant to their Acts of Incorporation, at the Company's offices, in Darlington, on Friday the 5th of March, 1841.

HENRY STOBART, Esq., of Etherley, in the Chair:

It was moved by Edward Oxley, Esq., seconded by —— Metcalfe, Esq., and resolved unanimously—

That the Report of the Directors, and the accounts, and the Report of the Engineer-in-Chief, be received and adopted, and that the same be printed for circulation among the shareholders.

It was moved, seconded, and resolved unanimously—

That in the place of William Rutson, Esq., J. C. Backhouse, Esq., Thomas Backhouse, Esq., N. Plews, Esq., William Shields, Esq., and R. A. D. Gresley, Esq., the six Directors retiring by rotation pursuant to the Act of Incorporation, that William Rutson, Esq., J. C. Backhouse, Esq., Thomas Backhouse, Esq., and R. A. D. Gresley, Esq., be re-elected Directors of the Company, and that Thomas Smith, Esq., be elected a Director of the Company, in the place of William Shields, Esq.

It was moved, seconded, and resolved unanimously—

That Robert Stephenson, Esq., be elected Engineer in-Chief to this Company.

It was moved by Edward Oxley, Esq., seconded by Thos. Meynell, jun., Esq., and resolved unanimously.

That in order to avoid the necessity of making more than one other call of £10 upon the Shareholders in this Company during the present year, it is expedient that the sum of £50,000 be borrowed on the security of this undertaking. Resolved further, and it is hereby ordered, that this Company do borrow and take up at interest £50,000 on the credit of this undertaking, and that the last call to be made upon the Shareholders, which shall not be less than £10 per Share, shall be expressly appropriated to the discharge of the said sum, or such part thereof as shall not have been previously paid.

It was moved by Edward Oxley, Esq., seconded by J. Sams, Esq., and resolved unanimously—

That the cordial thanks of the meeting be returned to the chairman for his conduct in the chair.

It was moved by R. Rayson, Esq., seconded by Richard Cundell, Esq., and resolved unanimously—

That the cordial thanks of the meeting be given to the Directors for their services.

HENRY STOBART, Chairman.
W. O'BRIEN, Secretary.

BOLTON AND PRESTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the rates and tolls arising therefrom, in sums of not less than £200, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at the Company's Office. The Tenders are to express the sums and the term of years for which the same are proposed to be lent, and to be addressed to the Secretary at the Company's Office, Bolton.

By order of the Board of Directors,
PETER SINCLAIR, Secretary.

SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 920, price 3d., published this day, contains Abstracts of the following Recent Specifications:—Parker's for improvements in apparatus for preserving and purifying oils, and in apparatus for burning oils, tallow, and gas; Patterson's, for improvements in the manufacture of white lead; Dent's, for improvements in clocks and other time keepers; Delbruck's, for improvements in apparatus for applying combustible gas to the purposes of heat; Goodacre's, for an apparatus for raising heavy loads, in carts, &c., when it is required that the unloading should take place at any considerable elevation above the ground; Fourdrinier's, for certain improvements in steam-engines for actuating machinery, and in apparatus for propelling ships and other vessels on water; Richardson and Braithwaite's, for improvements in tinning vessels; Poole's, for improvements in preparing materials to facilitate the teaching of writing; Williams's, for improvements in the manufacture of woollen fabrics, or fabrics of which wool, furs, or hairs, are the principal components, as well as for the machinery used therein; Maughan's, for improvements in the construction of wheel carriages; Goodman's, for improvement in the manufacture of mourning and other dress pins.

Also a description of Field's improved carpenters' bench, with 16 engravings; Improved method of cutting archways in walls; Improvement in furnaces; Solution of a geometrical theorem; Remarks on Urwin's system of working steam expansively; Lists of Designs registered, and of English and Scotch patents granted in March; Bennet's Filter; new Pistol; Steel Ore; The Prince Albert Plough, &c. &c. &c.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

LONDON AND BRIGHTON RAILWAY COMPANY.—Extract from the Minutes of a Committee of Inspection of the Line on Saturday, 20th March, 1841.

"Your Committee started from London Bridge with an engine and carriage belonging to the Company, and went as far as the deep cutting at Hooley-lane, a distance of 16 miles, and after walking to the end of the cutting, and through the Merstham Tunnel, were met by another engine, which conveyed them to the great embankment at Earlswood Common, 4¼ miles. They then walked about a mile, and were met by another carriage, which took them to the mouth of Balcombe Tunnel, a distance of 9 miles, from whence they walked through the Tumel to Kemp's Farm, and by the Ouse Viaduct on to Hayward's Heath. The works at the deep cutting on the north end of Merstham Tunnel are going on with great activity, and the slopes stand remarkably well. The brickwork through the Merstham Tunnel is complete; the culvert nearly finished, and the rails ready to be laid. The great embankment at Earlswood Common is in a very forward condition; and the earthwork, which now stands well, will soon be ready to receive the rails. The brickwork through the Balcombe Tunnel, with the exception of a trifling portion of the last length, is finished; the culvert in rapid progress, and the rails ready to be laid. From this point to Kemp's Farm, the permanent way is laid. From Kemp's Farm to the viaduct, some few yards of embankment remain to be done, and one cutting to be finished; and the permanent rails are nearly all laid. The viaduct is finished with the exception of the parapet walls, the stone work for which is prepared. From the viaduct to Hayward's Heath, the works will be finished very shortly, there being no important work to do, and the most of the permanent way laid.

Thus your Committee feel the strongest assurance that the prospects held out with regard to opening the line at the last General Meeting of Shareholders will be fulfilled.

By Order,
THOMAS WOOD, Secretary.

London and Brighton Railway Office,
10, Angel-court, Throgmorton-street, 26th March, 1841.

ANTI-DRY ROT COMPANY, KYAN'S PATENT, Office 2, Lime-street Square.—The Public is respectfully informed that Timber of every description is prepared by the process at the Company's stations, at the South Dock, West India Dock, and at the City Basin, City Road. The use of the Hydraulic Press ensures the greatest expedition in the preparation, and the most perfect saturation of the wood.

There are the greatest facilities for landing and shipping at both stations, and the charges on the same are at a remarkable low rate.

For terms and further particulars apply at the Office of the Company.

TASWELL THOMPSON, Secretary.

TUCK'S MAP OF THE RAILWAYS THROUGHOUT ENGLAND AND WALES TO THE CAPITAL OF SCOTLAND, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the RAILWAY TIMES Office, 122, Fleet-street; and sold by Groombridge, Paternoster-row; Hyde & Co., and G. Bell, Fleet-street; Mann, Cornhill; and by all Booksellers and Newsmen.

TO RAILWAY CONTRACTORS, IRON-FOUNDERS, AND OTHERS.—WOODLESFORD, NEAR LEEDS.—Mr. Thos. Hardwick begs to announce to the Public, that he has received instructions from Mr. John R. Chapman to sell by Public Auction, on Wednesday the 14 Day of April next, at the Station, at Woodlesford, on the North Midland Railway, the whole of his Temporary Materials employed on the Woodlesford Contract, including

120 Tons of Malleable Iron Rails, T Pattern, Weighing 36lbs. per Lineal Yard; a Quantity of Cast Iron Chairs;

80 Two Yard Earth Waggons, with 30 Inch Wheels and 3¼ Inch Axles, nearly New; 36 sets Wheels and Axles; Quantity Cast and Scrap Iron; Timber and Scantlings; Blacksmith's Shop:

One Locomotive Steam Engine and Tender, in good Repair with six Wheels; Two Pair Five Feet Coupled, and Sixteen Inch Stroke, Tubes, and Fire Box, New.

One Self Acting Slide Lathe, with Head Stocks, Foot 10 Inch Centre, Surface and Cutting Motion, Bed 16 Feet long, Head Stocks, detached Bed Cylinders, &c.; One self-acting Planing Machine, 6 Feet long, 2 Feet 8 Inches wide, and 3 Feet high, with Compound Rack; Motion, One self acting Drilling Machine, speed from 5 to 500 revolutions per minute, 2 feet Centres, Rotary Table, with Elevating Racks; one ditto, same speed, 15 inch Centre, Rotary Table, with Cross Slide and Elevating Rack; one Renching and Clipping Machine, either by power or hand, with Fly Wheel, Bolts and Punches; a quantity of New Waggon Iron Work and other valuable and important property.

The Rails will be Sold in Lots of Ten Tons each, the Waggons in Lots of Five each and the Wheels and Axles in Lots of Five Sets each.

The Sale to commence at Eleven o'Clock in the forenoon.

THE HULL ADVERTISER.—Established for a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England, while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser	73,000
Hull Packet	10,000
Hull Times	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

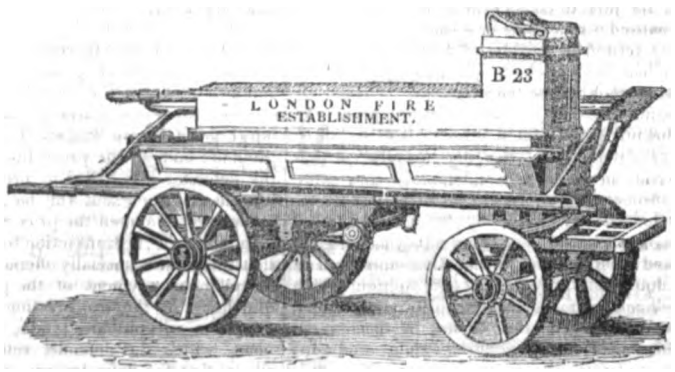
The HULL ADVERTISER is published every Friday morning, in time for post, at the office, 26, Lowgate.

THE RAILWAY CALENDAR FOR 1841, illustrated with an elaborate and splendidly executed MAP of the RAILWAYS OF ENGLAND AND WALES, with their immediate vicinity, on a new and original plan, containing more information than was ever yet conveyed in so small a space.

The CALENDAR contains LORD SEYMOUR'S ACT for the Regulation of Railways, *verbatim*, and a compendium of Railway Information; besides answering every purpose of a general Almanack.

Price 1s. 6d.—In Case for the pocket, 4s.; mounted on canvass and rollers, 5s.—In neat frame, 5s. 6d.

Published at 122, Fleet-street; and sold by all Booksellers and Newsmen.



MERRYWEATHER, (Successor to Messrs. Hadley, Simkin and Lott,) Patentee and Manufacturer of the Improved Fire Engines, to the Government Offices; to the London Fire Establishment; the Liverpool and Belfast Fire Police; to the London and Birmingham, Great Western, and other Railways; and to various Provincial and Continental Establishments; No. 63, Long Acre, London.

Improved Floating Engines for Docks, &c.; Carriage Engines of Great Power, for Towns, &c.

Compact and Portable Engines for Mansions, Manufactories, Shipping, &c.

Superior Copper Rivetted Leather-hose, Branch-pipes, Buckets, Portable Cisterns, &c, with all the latest improvements.

Every Description of Fire-Extinguishing, or Hydraulic Machinery Supplied or Repaired on Reasonable Terms at the Shortest Notice.

*** Manufacturer of the Portable Fire Escape Ladders adopted by the Metropolitan and other Parishes, and by the City Police.

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NORTH MIDLAND RAILWAY.—ALTERATION OF TRAINS.

The Public are respectfully informed that on and after Monday, the 1st of March, 1841, the Trains of this Company, in connection with those of the London and Birmingham, Birmingham and Derby, Midland Counties, York and North Midland, and Hull and Selby, will START and ARRIVE according to the following Table, until further notice:—

DEPARTURE AND ARRIVAL OF TRAINS BETWEEN HULL, YORK, LEEDS, SHEFFIELD, DERBY, BIRMINGHAM, AND LONDON.

DOWN TRAINS.

Departure from				Arrival at		
London.	Birmingham.	Derby.	Sheffield.	Leeds.	York.	Hull.
H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
Mail						
8 30 p. m.	12 15 a. m.	3 39 a. m.	5 15 a. m.	7 8 a. m.	7 42 a. m.	9 30 a. m.
.. ..	.. ..	*6 0	7 30	10 15	11 0	.. ..
.. ..	6 45 a. m.	*9 30	10 45	1 30 p. m.	2 15 p. m.	.. ..
6 0 a. m.	10 30	1 0 p. m.	2 30 p. m.	5 0	5 45	.. ..
9 15 a. m.	1 0 p. m.	3 30	4 45	6 45	7 30	9 0 p. m.
.. ..	.. ..	*3 45	5 15	8 0	.. ..	.. ..
11 0	3 30	*6 0	7 30	10 0	.. ..	.. ..

SUNDAYS.

Mail.						
8 30 p. m.	12 15 p. m.	3 39 a. m.	5 15 a. m.	7 8 a. m.	7 42 a. m.	9 30 a. m.
.. ..	.. ..	*6 0	8 15	10 0 noon.	.. ..	.. ..
8 0 a. m.	.. ..	*3 0 p. m.	5 15 p. m.	7 0 p. m.	7 45 p. m.	.. ..
.. ..	.. ..	*6 0	8 15	10 0	.. ..	.. ..

UP TRAINS.

Departure from				Arrival at		
Hull.	York.	Leeds.	Sheffield.	Derby.	Birmingham.	London.
H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
.. ..	.. ..	*6 0 a. m.	7 30 a. m.	10 15 a. m.	.. ..	5 45 p. m.
.. ..	6 30 a. m.	*7 15	8 45	11 15	2 0 p. m.	6 45
.. ..	8 45	9 30	10 45	12 45 p. m.	4 30	8 0
.. ..	11 0	11 45	1 15 p. m.	3 45	6 15	11 15
.. ..	.. ..	*2 30 p. m.	4 0	6 30	.. ..	.. ..
.. ..	3 30 p. m.	*4 15	5 45	8 30	.. ..	.. ..
Mail.		Mail.				
4 45 p. m.	6 0	6 40	8 0	10 0	1 30 p. m.	5 30 a. m.

SUNDAYS.

.. ..	7 0 a. m.	*7 45 a. m.	9 15 a. m.	11 45 a. m.	.. ..	7 15 p. m.
.. ..	.. ..	*1 0 p. m.	2 30 p. m.	5 0 p. m.	7 45 p. m.	.. ..
.. ..	.. ..	*5 0	6 30	9 0	.. ..	.. ..
Mail.						
4 45 p. m.	6 0	6 40	8 0	10 0	1 30	5 30 a. m.

* Trains to which Third Class Carriages are attached.

FARES.

	London to Derby.	Sheffield.	Leeds.	York.	Hull.
1st Class	£1 14 0	£2 5 0	£2 12 0	£2 16 0	£2 18 0
2nd Class	1 3 0	1 10 0	1 15 0	1 17 6	1 19 6
3rd Class	0 15 0	0 18 6	1 0		

Third Class Passengers are not booked through to or from London.

First and Second Class Carriages are attached to all the Trains.

Third Class Passengers may be conveyed from London to Leeds in the day, by a Train leaving London at Seven a. m., and Derby at Six p. m.; and from Leeds to London in the same time, by the Fifteen minutes past Seven, a. m., from Leeds. Gentlemen's Carriages and Horses conveyed over the London and Birmingham Railway by these Trains are taken at a cheaper rate.

Parcels, &c., are conveyed by all the Trains, and are received at all the principal coach offices in the kingdom.

Carriage Trucks and Horse Boxes are kept at all the principal Stations; but to prevent disappointment, it is desirable that notice be given the day previous to their being required.

Post Horses are always in readiness on the arrival of the Trains at the Derby and Leeds Stations.

Time is allowed at Derby for refreshment.

By Order,

H. PATTESON, Secretary.

Office, Warnford-court, Throgmorton-street.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their **Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Lebmington, Warwick; Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—**

From the

SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver 10s. 6d. each pair.

Omnibuses to and from every train—Fare 6d.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.

The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament) of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43 Piccadilly, Manchester; or at the office of Slater & Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
43, Piccadilly.

Published this day, price 1s.

PRACTICAL RULES for the MANAGEMENT of a LOCOMOTIVE ENGINE in the Station, on the Road, and in cases of Accident. By CHARLES HUTTON GREGORY, Civil Engineer. In extra cloth, bds.

John Weale, 59, High Holborn.

TAYLOR'S PATENT WOOD CUTTING COMPANY.

Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

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A. Earle, Esq., R.A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, I.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking,

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act of Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the pre-emption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

PATENT SPELTER PAINT.

This paint is adapted for all purposes which other paint is now used for, and may be confidently recommended to the notice of the public. When applied to iron its effect may be compared to that of the galvanization of the metal; it resists the influence of the weather, of salt and sea water, and of the fumes in chemical works. When applied to wood, it gets so hard that the most intense heat of the sun makes no impression upon it, and will not make it blister and peel off. Applied to damp walls, or in positions which are much exposed, it affords a powerful protection against moisture and saltpetre. When it is used upon softer substances, such as paper, pasteboard, linen, plaster of Paris, it produces equally satisfactory results.

Apply to JAS. LE CREN, Agent, 26, Moorgate-street, or by letter to H. P. ROUQUETTE, Patentee and sole Manufacturer, 14, Mark-lane.

NORTH KENT RAILWAY, Office, 42, Lombard-street.

Every information relative to this undertaking may be obtained by application at the above office, between the hours of 10 and 4 o'clock daily.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, March 27, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 170. Vol. IV.—No. 14.] SATURDAY, APRIL 3, 1841. [Price, 6d.

BRISTOL AND GLOUCESTER RAILWAY.—CONTRACT FOR WORKS.—Contract, No. 4.—Notice is hereby given, That the Directors will receive at their Offices, Exchange Buildings, Bristol, on or before Twelve o'Clock, on Monday, the 26th April next, Tenders for the excavation and formation of the earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying the permanent rails, of that portion of the railway commencing from a point in field No. 33, in the parish of Charfield, and terminating at a point near the road, marked No. 15, in the parish of Berkeley, being a distance of about 2 miles 16 chains.

Contract No. 8.—Also Tenders for the execution of similar works on that portion of the line commencing from a brook, the boundary between the parishes of Frocester and Leonard Stanley, and terminating at or near the junction with the Cheltenham and Great Western Union Railway, in field No. 8, in the parish of Moreton Valence, being a distance of about 2 miles and 17 chains.

Drawings and Specifications of the above works will be exhibited at the Company's Offices, Exchange Buildings, Bristol, on and after Friday next the 2nd April.

The Directors will not consider themselves bound to accept the lowest Tender; and they expect the several parties to attend at the Office on the 26th of April, at One o'clock.

ROBERT FLETCHER, Secretary.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £500, upon the security of *loan notes*, to be issued under the Company's Seal, bearing interest at the rate of six per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1844.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff, or to Messrs. Glyn, Hallifax, Mills and Co., Bankers, London, Mr. Wm. Mallard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £250, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

OPENING OF THE GREAT NORTH OF ENGLAND RAILWAY.—The Public are informed that the Great North of England Railway will be opened from York to Darlington, for Public Traffic, on Wednesday, the 31st March, 1841.

The Trains will depart at the following hours:—

FROM DARLINGTON TO YORK.

5 45 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, and Manchester.
8 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, Manchester, Leeds, Selby and Hull.
12 30 p. m.—taking Passengers for Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
3 p. m.— Mail, taking Passengers for London, Derby, Leicester, Birmingham, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—taking Passengers to York.

FROM YORK TO DARLINGTON.

6 a. m.—bringing Passengers from York.
7 20 a. m.— Mail, bringing Passengers from London, Leicester, Derby, and Sheffield.
9 35 a. m.—bringing Passengers from Manchester, Leeds, Selby, and Hull.
2 30 p. m.—bringing Passengers from Birmingham, Nottingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—bringing Passengers from London, Birmingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.

On Sundays only, the Mail Trains will run.

Until further notice, Passengers will only be booked as far as York, where the carriages are changed.

Until the 6th of April, 1841, the London Mail Trains will leave York at 8 15 a. m., instead of the hours stated in the Time Table.

FARES BETWEEN YORK AND DARLINGTON.

PASSENGERS.		CARRIAGES.		HORSES.		
1st Class.	2d Class.	On 2 Wheels.	On 4 Wheels.	One.	Two.	Three.
12s.	9s.	20s.	30s.	20s.	30s.	36s.

Parties riding in their own Carriages, and Children under 7 years of age, at lower rates.

Carriages and Horses must be at the Station a quarter of an hour before the departure of the trains; and, to prevent disappointment, previous notice should be given to the Station.

The Company will not be responsible for Luggage, unless it is booked and paid for according to its value; and Passengers are particularly requested to have their name and address fully marked thereon, and to satisfy themselves that it is deposited on the Carriages.

ROSS-SHIRE, SCOTLAND. FIR WOOD FOR SALE.—There is for Sale, at Cambuscurrie, near Tain, about 150 Acres of Fir Wood, of superior Quality, also at Tarlogie, adjoining the above Wood of Cambuscurrie, about 136 Acres.

The timber is principally of large growth, a considerable number of the trees measuring from 20 to 28 solid feet, and admirably adapted for Railway Sleepers.

These Woods lie within a mile and a half of Tain or Dornoch Frith; and there is a Saw Mill at Morangie, close to the shore, where a purchaser can be accommodated.

These Woods will be sold in whole, or in lots of from 40 to 50 acres.

For further particulars apply to the proprietor, Hugh Ross, Esq., of Cromarty, Carossie, by Tain; to Messrs. Sang and Adam, W.S., Edinburgh; or to Mr. Gair, Bank Agent, Tain; by either of whom offers will be received between this and the 1st May next.

Tain, 3rd March, 1841.

LOCOMOTIVE ENGINES.—TO BE SOLD. Two Locomotive Engines, with 10 inch Cylinders, 4 feet 6 inch Wheels coupled, and 18 inch stroke; in good working order, with Tenders complete.

Make application to Mr. Thomas Dobson, North Midland Railway Works, Derby.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years, for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,

THOMAS WOOD, Secretary.

LONDON AND BRIGHTON RAILWAY COMPANY.—ENGINE-DRIVERS AND FIREMEN.—The Directors of this Company are prepared to receive applications *in writing* from experienced and well qualified persons, desirous of being engaged in the above mentioned situations. Testimonials stating where last employed to be forwarded to the undersigned, on or before Saturday, 17th inst.

By order,

(Signed) THOS. WOOD, Secretary.

London and Brighton Railway Offices,
10, Angel-court, Throgmorton-street,
2nd April, 1841.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS. The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages under the powers of their Act of Parliament of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly, Manchester; or at the office of Slater & Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
43, Piccadilly.

MANCHESTER AND LEEDS RAILWAY. WANTED, a FOREMAN in the Locomotive Department. He must be a person who has had extensive experience in the construction and repairs of locomotive engines, and well qualified to take the management of workmen.

Satisfactory testimonials as to character and ability will be required.

Wages from £2 10s. to £3 per week.

Applications in writing will be received at the Engineer's office, Palatine-buildings, Hunt's-bank, Manchester, until Monday, the 12th April next.

Published this day, price 1s.

PRACTICAL RULES for the MANAGEMENT of a LOCOMOTIVE ENGINE in the Station, on the Road, and in cases of Accident. By CHARLES HUTTON GREGORY, Civil Engineer. In extra cloth, bds.

John Weale, 59, High Holborn.

TO RAILWAY DIRECTORS, ENGINEERS, CONTRACTORS, &c.—A Young Man from Scotland, of respectable connections, who has been employed as Assistant Engineer in the construction of a Railway recently completed, is desirous of forming a new engagement as Assistant to an Engineer or Contractor, or as Superintendent of a Railway Station. References to Engineers of eminence.

Apply by letter, addressed to P., care of the publisher of the *Railway Time*.

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WEST LONDON (LATE BIRMINGHAM BRISTOL, AND THAMES JUNCTION) RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL General Meeting of the proprietors of this Company was held on Monday, at the Company's offices, Abchurch-lane, City; WM. MORGAN, Esq., in the chair, "to determine upon rescinding the resolution passed at the general and special general meeting of the Company held at the Company's office on Wednesday, the 7th of October, 1840, for raising an additional capital of 60,000*l.* by the creation of 6,000 preferred shares, and also to determine upon raising the said further capital of 60,000*l.*, or such portion thereof as the meeting shall direct, by the creation and issuing of such and so many new shares at reduced prices, and upon such terms as the proprietors, at such meeting, shall think proper; and also to fix the prices at which such shares shall be issued, the amount of calls upon such shares, and the time or times when the same shall be paid, and to give certain orders and authorities to the Directors of the Company in that respect and for other purposes.

The advertisement calling the meeting having been read,

The CHAIRMAN briefly adverted to the condition tion in which the works of the railway had been placed for the last two years, and which had reduced the marketable value of the Company's stock to a mere nothing. The plan which the Directors had now to propose for raising a sufficient sum to bring into operation an important portion of the undertaking might certainly be looked upon as in one sense injurious to the interests of the original proprietors, but the Directors had no alternative. If a better plan could be brought forward they would be exceedingly glad to entertain it.

The SECRETARY (JOHN THOMPSON, Esq.) then read the following

REPORT.

Since the late general half-yearly meeting of the Company, the Directors have occupied themselves in considering the best mode of proceeding to raise the additional capital required to complete the line. Various plans have been submitted to them for this purpose, but in the present state of the undertaking they find it impossible to raise money except by offering great advantages to the parties who may subscribe to it.

The Directors consider it advisable under these circumstances that a part of the line only shall be brought into operation in the first instance, and by the advice of the Company's engineer, Mr. Robert Stephenson, they have determined forthwith to complete a single line of railway from the Grand Junction Canal to the Kensington Canal Basin.

The Directors are advised that for this purpose an additional outlay of 40,000*l.* will be required, and they propose that this sum shall be raised under the provisions of the amended Act, by the creation of 20,000 new shares of 20*l.* each, to be issued to the proprietors at the price of 2*l.* per share in rateable proportion to the number of shares they at present hold; and in case the whole number of new shares are not so taken, to offer the remainder to such proprietors as may be disposed to take more than their rateable proportion, and should any then remain, to offer them to the public, such shares to be on an equal footing as to dividends and other advantages with the present 20*l.* shares of the Company.

The above-named sum of 2*l.* per share to be paid by four instalments of ten shillings each; the first instalment to be payable on the allotment of the shares; the second instalment on the 1st of July next; the third instalment on the 1st of October next; and the last instalment on the 1st of January following.

In obtaining money at so great an increase to the nominal capital of the Company, the Directors feel that no more should be raised than is absolutely necessary to complete the portion of the line described, and to enable them to apply the whole of the 40,000*l.* now proposed to be raised to this purpose, they have made arrangements with the principal creditors of the Company to allow their claims to stand over for twelve months from the present time.

The Directors feel convinced that when the railway shall have been carried out to this extent, its value will be so far appreciated as to enable them to raise additional money to complete the remainder of the works, and to pay the creditors, on better terms than they are now compelled to offer.

It will be necessary, as before intimated to the proprietors, that the resolutions passed at the general and special general meeting of the Company held on the 7th of October last, in reference to raising 40,000*l.* additional capital by the creation and issue of 6,000 preferred shares should be rescinded.

WILLIAM MORGAN, Deputy Chairman.
Office, 11, Abchurch-lane; March 29th, 1841.

The discussion which ensued was of a character so extremely irregular and desultory, and at times marked by so much warmth and confusion, that to give a detailed account of what transpired is wholly out of the question. A brief descriptive sketch will suffice to show the position in which the Company is now placed.

In answer to a question, it was stated that the proprietors who had advanced the money on account of preferred shares under the resolution which it was now proposed to rescind, would have such money returned to them.

Mr. LOCKE wished to know the entire liabilities of the Company, as he was satisfied that after Solicitors' bills, Directors' allowances, and other debts, had been deducted from the 40,000*l.*, now proposed to be raised, there would not be 10,000*l.* left for carrying on the works. He described himself as a most unwilling proprietor, and said the issuing of so many new shares would inevitably swamp the whole concern. He thought it would be better to abandon it altogether, or sell it at once, for Mr. Stephenson had told them that it would require 100,000*l.* to finish it, exclusive of the cost of land. He complained that the proprietors had never yet had full information of all the circumstances of the case laid before them.

Mr. DUNCAN (Solicitor to the Company) entered at some length into an exposition of the financial state of the undertaking, having first read the following resolutions, which it was intended to propose:—

1. That the resolutions passed at the general and special general meeting of the Company held on the 7th of October last, creating 6,000 preferred shares of 20*l.* each, and directing the same to be issued at the price of 10*l.* per share rescinded.

2. That a further sum of 40,000*l.*, part of the 60,000*l.*, which the Company are authorised by the Act passed in the last session of Parliament, to raise in shares, be raised in 20,000*l.* new shares of 20*l.* each, which this meeting do create and direct to be issued at the price of 2*l.* per share; such shares to be on an equal footing as to dividends, and other advantages with the present 20*l.* shares of the Company. That the calls on such shares, are now made and fixed and declared to be

10s. per share, payable on the allotment of the shares, and the time to be fixed by circular letters from the Directors,
10s. on the 1st July, 1841,
10s. on the 1st October, 1841,
10s. on the 1st January, 1842,

Total £2 per share.

That the registered proprietors of the present shares of the Company, shall have the option of taking such shares at the price lastly mentioned, in relative proportion to the shares they now hold; and in case the whole number of new shares be not so taken, and the deposit paid thereon, that the remainder of such shares be thereupon offered to such registered proprietors as may be desirous to take more than their rateable proportion at the same price; and should any then remain, that the remainder be offered to the public; the Directors being hereby authorised to sell the same at such prices and at such times as they shall think fit.

The learned gentleman, who stated that he was a considerable shareholder, then urged with much force the necessity of acting with unanimity and decision at such a crisis of the Company's affairs, and expressed a hope that if the scheme of new shares now submitted were considered objectionable, a better course would be pointed out. The reason why it was proposed to rescind the resolutions of the last meeting, was simply because the plan of preferred shares had totally failed. The Directors were of opinion, that under the circumstances, no other feasible proposition than that now adduced could be devised. It was necessary that something should at once be done, for the line was at present totally useless, nay, the laughing stock of all who saw it. There were moreover a great number of creditors, and the land would speedily revert to the original owners. By laying down, as now proposed, a single line of rails from the Paddington Canal to the Kensington Canal, they would be enabled to bring into action two out of the three sources of revenue upon which they had calculated, namely, the Paddington Canal and the Great Western Railway, although the large expense would prevent them from at present carrying out the line to its intended junction with the London and Birmingham. The engineer's (Mr. Stephenson's) estimate for works between the two canals was 32,000*l.*, and it was intended to appropriate the balance of the 40,000*l.* to the completion of the purchase of the remainder of the land on their part of the line. There were thirty or forty small creditors whose claims amounted in the aggregate to about 1,000*l.*, whom it was a disgrace not to pay. Arrangements had been made with the principal creditors to allow their claims to stand over for the present. The claims of one class of these creditors, including the Solicitors, amounted to 6,764*l.*; those of another class, namely, the contractors, to 9,773*l.* The contractors, Mr. Cubitt, Mr. Bird, and others, had with one trifling exception very liberally consented to postpone the enforcement of their claims for a period of 12 months, and thereby he had no doubt taken at the same time the course best for themselves. The land creditors had likewise been substantially arranged with, so that the 40,000*l.* would not be trenched upon. It was clear that the line to be useful must be completed, and they had at present no money to proceedwith. They had failed to obtain it on bonds or by preferred shares, and must now try some other means. The learned gentleman then referred to the cases of the North Union, Eastern Counties', and other lines, where it had been necessary to issue shares at a large discount, and which shares had been taken up by the proprietors. Though called 20*l.* shares, these new shares were in reality only 2*l.* shares, and he had little doubt that in the course of a twelvemonth they would fetch 4*l.* or 6*l.* each. If any better plan could be adduced, let its merits be dispassionately canvassed.

In answer to questions it was stated, that the land debts amounted to 38,797*l.* 13s. 5d., and the whole of the other debts, to about 17,000*l.* more.

Mr. JOHN WHITE, who had previously offered interruptions, and who throughout the entire proceedings exhibited an extreme degree of warmth, passing repeatedly much beyond the limit usually observed at public meetings, opposed the plan of the Directors, and entered at great length into an exposition of one proposed by himself. As far as we could understand the honourable proprietor, he contended for the laying down of a single line of rails from the Paddington Canal to the north side of the Uxbridge road, which he thought could be accomplished for about 8,000*l.* or 10,000*l.*, the line to be worked by horse power. He would leave the remainder of the line to be executed afterwards. He entered into a comparison of the cost of working such a railway by steam and by horse power; but it did not appear that he had any scheme to propose for raising any portion of the further capital that might be required, although he strongly deprecated the issuing of shares at so great a discount He proposed as an amendment to the resolutions of the Directors, that the meeting be adjourned to the 5th of April, and afterwards from week to week, until full particulars of the precise condition of the undertaking should be laid before the proprietors. He said he would afterwards move another amendment, to the effect that no shares be issued at a discount, without the consent of two-thirds of the proprietors.

Mr. SHEPPARD, M.P., seconded the proposition for an adjournment, stating, that he knew nothing of the merits of Mr. White's scheme, but he thought the subject deserved investigation.

Mr. DUNCAN contended that it would be quite useless to go no further than the Uxbridge road, as that point was not within nearly a mile of the Kensington Canal, to render which productive had been the main object in projecting the railway. In fact, it would be a mere plaything without passenger or goods' traffic, and even if 10,000*l.* carried them to that point, which he did not believe it would, as the land alone would cost at least 4,000*l.*, it would be so much more money sunk uselessly, unless they went at once still further, namely, to the Kensington Canal.

Mr. WHITE reiterated his views, and expressed his confident belief that there would be a large traffic in coal brought from the Paddington Canal to the very improving neighbourhood of the Uxbridge road.

As an illustration of the increased value of property in that quarter, it was incidentally stated by

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Dr. Carpue, that for some land of his which was recently let at 10*l.* an acre, he had been offered, and had refused, 25*l.*

Mr. H. Lʟᴀʀᴅ urged that by completing the line only up to the Uxbridge road, the Company's powers in respect to the other parts of the line would cease; and it was explained by Mr. Duncan, that if the railway were not speedily put in the way of being finished, an action of ejectment would be brought against the Company by Lord Holland to obtain re-possession of his lordship's land.

Sir John Scott Lillie would support an adjournment, provided Mr. White were prepared on the 5th of April to bring forward any better plan than the one now proposed by the Directors.

This point was subsequently pressed upon Mr. White, but that gentleman said it would be impossible for him without assistance to submit proper calculations in so short an interval, and complained loudly of the cost and trouble he had sustained on a previous occasion of the same kind.

Mr. Rɪɢʙʏ enquired if the estimate of 40,000*l.* now brought forward were sanctioned by so eminent an authority as Mr. Stephenson, and whether any calculation had been made as to the probable result of working that portion of the line?

Mr. Dᴜɴᴄᴀɴ replied that Mr. Stephenson, as had already been explained, estimated the works at 32,000*l.*, and the remainder of the 40,000*l.* was to be applied to the payment for the land with the exception of about 1,000*l.* It was clear that to be productive of any profit, the line must first be made. How it might be worked, or whether by the Company themselves or by other parties, must be the subject of future consideration. The learned gentleman then, in referring to a remark of Mr. Rigby's, dwelt upon the benefit which would result to the original line from the execution of the proposed extensions to Knightsbridge and the Thames.

Mr. Gᴀʀʟᴀɴᴅ energetically protested, both at this and subsequent stages of the proceedings, against the "swamping" effect of throwing so many shares on the market. The plan, he was convinced, would never answer, the more especially as even should the 40,000*l.* be raised and expended, there would then be the creditors to pay, and more shares must be issued at even a greater discount.

Mr. Sʜᴇᴘᴘᴀʀᴅ spoke to the same effect.

Mr. Gʟʏɴ (a Director), urged the necessity of taking some immediate steps to complete the works, as they would otherwise lose the most valuable portion of the land for which they had agreed, but for which they had not paid.

A lengthened conversation hereupon arose out of a question put by Mr. Macfarlane (a Manchester Director) as to a property called Eynham farm, held by the Company from the Bishop of London and others. It appears that the Company have secured this property upon terms so advantageous that but for the pressure of present difficulties they could re-sell the part of it which they do not require for much more than the *whole* of it cost them. They are unable, however, to complete the purchase, and the Bishop and his co-proprietors conceiving that they have not been well treated by the Company, the purchase money being unpaid, and the interest in arrear, are proceeding to regain possession. The Company are therefore endeavouring to dispose of the farm in order to secure the part required for the railway, and have been offered favourable terms, but not so much as they think they ought to receive. It was strongly urged by Mr. Macfarlane that the property should be sold by public competition; and Mr. Duncan stated that if any of the proprietors would purchase it at the price which the Directors were willing to accept, the party would gain more by the bargain than he could ever have lost by the railway, such was the increasing value of property in that locality. It was explained that the portion of land to be sold consisted of about 75 acres, mostly fronting Wood-lane, and that it abounded with excellent brick clay.

In answer to questions, Mr. White stated that his present plan differed in several respects from that which had been submitted to, and rejected by, a Committee of proprietors in January, 1838. The honourable gentleman insinuated that the Committee in question had not treated him fairly.

Mr. Bɪᴅᴅᴇʀ, C.E., being called upon by Lord Kensington, explained that 32,000*l.* was deemed by Mr. Stephenson a sufficient amount to complete the works specified. The mode of working the line was a question that was still open. Mr. White's plan if carried out would be wholly useless, for such would be the expense of unloading and re-loading the coals at the Uxbridge road, that the railway could not compete with the common road.

Mr. Rɪɢʙʏ, Mr. Sʜᴇᴘᴘᴀʀᴅ, and others, having again contended that the issue of 20,000 shares would inevitably swamp the original proprietors,

Mr. Cʀᴀᴜғᴜʀᴅ went into calculations to show that by taking up their quota of the new shares, the original proprietors would hold the whole of the stock at a very low rate per share, and that a small dividend upon the nominal capital would be in reality a very large one on the money actually invested.

It was stated by the Sᴇᴄʀᴇᴛᴀʀʏ, in answer to a question, that the number of "good" shares was about 5,000.

Mr. Lʟᴀʀᴅ followed on the same side as Mr. Crauford, and referred to the cases of the North Midland, Midland Counties', South-Western, Croydon, and Greenwich Companies, in addition to those brought forward by Mr. Duncan. He had been told that there was one wealthy proprietor in the room who was so satisfied that the arrangement would turn out well, that he was prepared to take up the proportion of the new shares which any other proprietor might refuse.

A good deal of difficulty here arose as to the putting of the motion and amendment. It appeared that, through inadvertence, the resolutions of the Directors, as proposed by Mr. Duncan, had not been formally seconded, so that Mr. White insisted upon his proposition for adjournment being put as a substantive motion. After a scene of great tumult, it was agreed that Mr. Duncan's scheme (having in the mean time been seconded by Mr. Alexander) should be put as an amendment to Mr. White's motion.

Mr. Gᴀʀʟᴀɴᴅ protested against both motion and amendment.

Mr. Rɪɢʙʏ said it would have been better to move that the whole undertaking be sold by auction.

Mr. Sʜᴇᴘᴘᴀʀᴅ said he would have seconded such a proposition rather than mix himself up with the issue of 20,000 new shares.

Lord Kᴇɴsɪɴɢᴛᴏɴ would say for himself and for Lady Holland, that if it were attempted to sell the line by auction, actions of ejectment would immediately be brought against the Company.

Sir John Scott Lillie was satisfied that no party would purchase a line encumbered with debts and law-suits. Besides, such sale would be illegal.

Mr. Wʜɪᴛᴇ, amid great confusion, strongly denounced what he called the threat held out by Lord Kensington.

Ultimately a show of hands was taken, when there appeared for Mr. Duncan's proposal, 12; against it, 13; majority against it, 1.

[The division was taken on Mr. Duncan's *second* resolution—the *first* namely for rescinding the resolution of last meeting as to the preferred shares having been passed without opposition].

Mr. White's motion was then about to be put, when

Sir J. S. Lillie objected to adjournment after adjournment, and proposed as an amendment that the meeting be adjourned for a week only.

Mr. Mᴀᴄғᴀʀʟᴀɴᴇ, after some conversation as to farther delay, seconded the amendment, and took occasion to explain that he had voted against Mr. Duncan's plan, not because he absolutely disapproved of it, but in order that farther time for consideration might be allowed to the Manchester proprietors whom he represented.

The amendment was carried *nem. con.*

Mr. Hoop, the well-known contractor, denounced in most indignant terms the conduct of the meeting, in virtually interfering with the plans proposed by so eminent an authority as Mr. Stephenson, in favour of those of other and inexperienced parties. He said, he had never witnessed behaviour so gross as had been displayed by certain parties that day.

It was asked what the Directors were to do in the interim, but no one seemed able to answer the question. It was understood, however, that Mr. Duncan's plan would again be brought forward on Monday next along with any other scheme which honourable proprietors might have to propose.

A vote of thanks was then unanimously passed to the Chairman, and briefly acknowledged, and the meeting broke up, the discussion having occupied three hours.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY COMPANY—GENERAL MEETING.

The Annual Meeting of the proprietors of this railway was held at the Assembly Rooms, Newcastle-upon-Tyne, on Friday, the 26th March; Mᴀᴛᴛʜᴇᴡ Pʟᴜᴍᴍᴇʀ, Esq., Chairman of the Board of Directors, in the chair.

The business commenced by the Chairman calling upon Mr. Adamson, the Secretary of the Directors, to read to the meeting the Report of the Managing Committee and of the Directors, and also the code of bye-laws intended to be submitted to the Board of Trade, for their sanction; which having been done, Mr. Plummer said, that any observations on the Report of the Directors would be heard, and any explanation would be readily given.

This called up Mr. G. T. Dunn, who put various questions with reference to the statement of the accounts which had been distributed to the shareholders, to which replies were given by the Chairman, reconciling the accounts with the Report, and particularly with reference to the increased expense of working the line beyond that of the last year.

The present application to Parliament was brought before the consideration of the meeting, and the powers sought to be obtained fully explained.

It was then moved and seconded, and unanimously carried—"That the Report of the Directors be received and adopted; and that the same, together with the Report of the Managing Committee, and the accounts, be printed and sent to the shareholders.

The bye-laws were also resolved to be adopted, and sent to the Board of Trade for their sanction.

The differences between the Company and the Scotswood Bridge Company were then discussed, and it was agreed that it was very desirable that some adjustment of them should take place, and which, from the remarks made by parties connected with both Companies, it was hoped would be effected, it having been shown that it had always been the wish of the Railway Company to meet fairly any claim which could be made upon the Company.

It was then moved, seconded, and carried unanimously—"That a dividend of 6*l.* per cent. on the capital of the Company should be declared, as recommended in the Report of the Directors.

The following is the Directors'

REPORT.

On meeting the shareholders at another anniversary, the Directors have to report that the works mentioned at the last annual meeting, as being in progress for doubling the line of railway from Hexham to Haydon Bridge, and from Haltwhistle to Greenhead, have been finished; and that a further portion of the line between Greenhead and Rosehill has also been doubled, affording increased facilities for the transit of coal and lime from Blenkinsopp. There yet remain to be doubled fifteen miles, viz., from Stocksfield to Hexham eight miles, and from Rosehill to Milton seven miles, to the completion of which the Directors, being aware of the great accommodation which would thus be given to the traffic upon the whole line, recommend an early application of the funds of the Company. The works between Blaydon and the station at the eastern terminus, near the Newcastle Infirmary, have occupied the attention of the Directors. These works have been attended with considerable expense, particularly in masonry, occasioned in some measure by raising the walls to a sufficient height, so as to form a screen between the railway and the Scotswood Road. A sufficient number of lime and coal cells, substantially constructed, have also been erected at this station, and are now in use.

The Directors, at the last annual meeting, informed the

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shareholders what had been done up to that period, with reference to the terminus of the line at the eastern end, and gave their reasons why it had been determined for a time to have only a temporary station there. The arrangements then alluded to are not as yet completed, and they feel that it will still be advantageous and for the eventual interest of the Company only at present to complete at this terminus such parts of the works as are immediately required, and which may, at a subsequent period, when these arrangements are matured, form part of the contemplated establishment.

The probability of a bridge being constructed across the Tyne and communicating with the Newcastle station, has induced the Directors to secure an additional quantity of land, which they have been enabled to do upon reasonable terms.

The Directors, in their last Report, also stated that they had deemed it expedient to postpone until the next session the application to Parliament for the sanction of the legislature to the several improvements which had been made in the line, and to provide for its completion. As the works now approach completion, the Directors have been enabled the more satisfactorily to introduce into Parliament a Bill to effect these purposes, and, more particularly, to give sanction to the improvements which have been effected by them in following the instructions which they received at the annual general meeting of the subscribers, held on the 28th day of March, 1837, to proceed with all practicable dispatch to complete the line of railway into the town of Newcastle, selecting the line which, in their judgment, should be best and most eligible.

The Directors have given their attention to the effects likely to be produced by the extension of the line of railway from the south to Darlington, and feel assured that, upon the whole, not any diminution of receipts will take place from that circumstance. They contemplate that any falling off which may be occasioned by passengers to and from London going and returning by way of Darlington instead of Lancaster, will be amply made up by passengers from Glasgow, the western parts of England and Scotland, and the north of Ireland, going to and returning from London by way of Newcastle and Darlington, by which route there will be but 32 miles of turnpike road travelling between Carlisle and London. They have also given every information in their power to the Commissioners appointed by her Majesty to examine and report upon the various contemplated lines of railway communication with Scotland, and they are not without hope that in their Report the Commissioners will point out the advantages of an Inland line, as advocated by this Company, on account of the great saving of capital and time in its formation when compared with any other which has been projected, upwards of 20 miles being already made, and from which a beneficial traffic will be derived.

The mode of assessing the Government duty on passengers being one-eighth of a penny per head per mile on all classes having been found to operate unequally and unjustly, and the keeping and making out the accounts on the principle being attended with very considerable trouble and expense, the Directors have felt it their duty to petition the House of Commons for an alteration, and they have expressed their opinion that the duty should be estimated by a per centage on the gross receipts. By this mode of charge the rates would be equalized throughout the kingdom, the duty easily ascertained, and a heavy expense saved to the railway companies.

With a view to increase the traffic upon the railway, the Directors have also turned their most serious attention to the rates and charges; and they have also for the well conducting such traffic, and to ensure the comfort and accommodation of the passengers, deemed it right to prepare a code of bye-laws, which are now submitted to the shareholders.

The statement of the accounts for the year ending the 31st December, 1840, and which are appended to this report, have been, as directed at the last annual meeting, printed and sent to the shareholders.

The books of the Company show that in nearly every description of traffic a considerable increase has taken place, such increase being upon the whole amount of traffic, independent of other sources of revenue, about 5¼ per cent.

The amount received for passengers has exceeded that received in 1839, by	£2,645 18 9
Goods.....	2,085 13 1
Lime.....	96 6 1
Lead.....	765 3 9
Stone.....	561 13 9

A very considerable increase in the revenue, derivable from the conveyance of coal at the east end of the line, has also taken place from the opening out of collieries to the west of the town of Newcastle; and in consequence of the success which has attended the establishing of the Newcastle cattle market, another source of revenue, which there is every reason to suppose will be very materially added to, has arisen from the transport of cattle and sheep along the line.

Notwithstanding the depression of trade during the past winter, and the severity of the season, which have affected the revenue of all the railways in the kingdom, the Directors are glad to have it in their power to recommend that a dividend of 6*l.* per cent. on the capital of the Company shall be declared; and they recommend that for this year the same course shall be pursued as was taken last year, viz.—That the dividend shall be paid by two half-yearly payments, the one on the 30th day of April next, and the other on the 29th day of October following.

The Directors feel it their duty to inform the shareholders that two indictments have been preferred by the Committee of Management of the Scotswood Bridge Company against this Company for nuisances; one alleged to have been committed in the township of Winlaton, and the other in the township of Elswick; which indictments will be tried at the next summer assizes for Durham and Northumberland. In a mining district like this, where the highways are necessarily crossed in all directions by railways, and where the great interests of the country require a general toleration in that respect, it remains to be seen whether verdicts can be obtained against the Company on these indictments. If convictions follow, the consequences cannot be confined to this Company—the law must be put in force against other parties, and more than one of the prosecutors will be individually liable to indictment for operating on public roads with their private railways in a manner far more objectionable than any attempted by this Company. From experience of the past, the Directors feel confident that the shareholders will give them credit for a sincere desire to meet every claim fairly and liberally, and to avoid the waste of money in fruitless litigation—and will believe that it is not their fault that an adjustment with the Scotswood Bridge Company has not been effected without the legal proceedings above referred to, which it is quite clear can benefit no one.

In closing their Report the Directors cannot refrain from congratulating the shareholders on the infrequency of accidents of any sort on this railway, and expressing their hope that the public will feel sensible that every precaution is taken for their safety and comfort, and to ensure punctuality as to the time of the departure and arrival of the train. They beg also to repeat, that they entertain no doubt of the complete success of the undertaking, and of the ultimate advantages which will be derived therefrom, as well by the public at large, as by those who have embarked their capital in it.

[We must deter the balance-sheet till next week].

DUBLIN AND KINGSTOWN RAILWAY COMPANY—GENERAL MEETING.

DIRECTORS' REPORT.

In again meeting the proprietors, the Directors have much pleasure in stating that the results of last year's working have been highly satisfactory.

The Number of Passengers booked at all the Stations.

This year was	1,308,708	
Last year	1,156,363	
Increase.....	152,345	
Estimated trips by subscribers this year..	210,316	
Last year	124,398	
Increase	85,918	
Gross number of passengers this year ..	1,519,024	
Last year.....	1,280,761	
Increase	238,263	
Subscriptions received this year	£3,569 0 4	
Last year	2,359 11 8	
Increase	£1,209 8 8	
Gross income from all sources this year	38,962 7 10	
Last year	35,221 5 9	
Increase	£3,741 2 1	

Classification of Passengers for the last Three Years, including Subscribers.

	First Class.	Second Class.	Third Class.	Total.
1839	28,528	680,821	631,859	1,341,208
1840	30,242	550,414	700,105	1,280,761
1841	35,988	724,053	759,383	1,519,024

These results are the more satisfactory, when considered with reference to the late reduction in the fares of the second class carriages and in the rates of subscription; and when the circumstances connected with this immense traffic are considered, and that at the most busy and crowded periods the trains are obliged to follow at intervals of not more than fifteen minutes, the Board cannot but feel unaffectedly thankful to have it in their power to report, that no injury has been sustained by any passenger during the past year, except in three instances, by persons who leaped from the carriages while the trains were in motion, two of whom sustained slight injuries—the third had his leg fractured.

The average sum received from each passenger, including subscribers, has been as follows:—

1839	1,001	pence per mile.
1840	1,068	,,
1841	0,995	,,

The miles travelled by the trains during the year amounted to 136,728, and the cost of locomotive power was 1s. 3½d. per train per mile.

The plan of family tickets adopted at the last general meeting has given great satisfaction to the public; and as the advantages of this arrangement become better understood, there appears no doubt that it will be more generally adopted.

In pursuance of the resolutions adopted at the last general meeting, the Directors have anxiously considered the propriety of making some alterations in the fares in particular cases, and also of issuing subscription tickets to proprietors of shares at reduced rates; but, with the exception of adopting "Morning Tickets," for the convenience of artizans and bathers, &c., which are issued up to seven o'clock at reduced rates, the Board did not think it prudent to make any further alterations, and particularly as the proprietors had just then sanctioned the important reduction of the fares of the second class carriages.

Early in the last season a change was made in the time of starting from Kingstown, and since then the trains have been dispatched at the same time from both ends of the line, and the ordinary daily work of the road performed by three engines, instead of four, as formerly; and the Directors have the pleasure of reporting, that the entire of the road is now relaid on longitudinal wooden sleepers.

Notwithstanding the very considerable addition to the gross number of passengers carried this year, as compared with former years, the expenses of the locomotive and carriage departments are less this year than the preceding, by a sum of 772*l.* 12*s.* 7*d.*

This mere statement of figures is not, however, calculated to convey a just impression of the results in either of these departments. In the locomotive, for instance, five of the engines have received new sets of tubes during the year; one of them (the Vauxhall) has been almost entirely re-constructed, with some improvements, principally in the mode of working the valves, which has had the effect of considerably reducing her consumption of fuel. Two new engines are in progress, one of which (the first locomotive ever constructed in Ireland,) is very nearly completed, and the second is in a state of considerable forwardness.

In the carriage department, in addition to the ordinary repairs, which have been more extensive this year than usual, the whole of the carriages being now in better order than at the close of last year, one new first-class carriage, of a superior description, and two new third-class carriages, have been added to your stock. Two additional first-class carriages of a similar description are very nearly completed, and will be on the road in a few weeks, when the old ones will be converted into second-class.

The proprietors were informed, in the last Report, that legal proceedings had been commenced against the Company for injury sustained by the owners of property near the Dodder, in consequence of floods in the river. Two cases were brought to trial in the course of last summer; one by consent before three eminent barristers, and another before a special jury in the Court of Common Pleas in both of which verdicts were obtained against the Company. The Directors have acted throughout in these cases under the best professional advice they could obtain, and they confidently expected that the results would have been very different. Not feeling warranted in further litigating the matter, they have paid these verdicts, and compromised the several remaining claims, and have also constructed such an embankment as they are advised will effectually prevent the recurrence of future injuries.

The entire sum paid on this account for compensation and expenses, includingthe cost of the embankment, amounts to 4,482*l.* 17*s.* 9*d.*, in discharge of which about 2,300*l.* of the Parliamentary reserve fund will be applicable after the present meeting, and the Directors propose to liquidate the balance by the same means.

The results now laid before you forcibly illustrate the importance of endeavouring, by every legitimate means, to increase the number of passengers, as you still have the power of conveying a very large addition without increasing your expenditure, and thus of course adding largely to your profits. And as one means of accomplishing this most desirable object, the attention of the Directors has been turned to an extension of the Company's operations from Kingstown to Delkey, along the line of the Harbours Commissioners' tramroad; but there are considerable legal and other difficulties in the case, and the Directors have not yet been able to come to any decision upon it.

The profits of the past year amount to 17,182*l.* 14*s.* 9*d.* After payment thereout of the terminable annuity to the Board of works, and of interest on loans, a balance of 10,159*l.* 19*s.* 2*d.* remains at your disposal—from which one-eighth part is to be taken and added to the reserve fund, and from the balance the Directors recommend a dividend of 4*l.* per share—leaving a surplus of 819*l.* 18*s.* 4*d.* to be carried to the credit of the next account.

The vacancies at the Board, caused by the resignations of Mr. James Twigg and Mr. George M'Bride, have been filled by the unanimous election of Mr. George Roe and Mr. George Pim. These two gentlemen, together with Mr. Thomas Pim, now go out of office by rotation, but are eligible to be re-elected.

Dublin, 26th March, 1841.

RECEIPTS.

From Passenger Traffic, viz.—			
Daily receipts	£34,311 12 3		
Subscriptions	3,569 0 4		
	37,880 12 7		
Deduct refunded to subscribers in consequence of reduction in rates.....	78 15 0		
		£37,801 17 7	
Parcel traffic.....		466 4 2	
Mail contract		500 0 0	
Police ditto		133 6 8	
Baths (net)		21 13 5	
Dividends on Government stock.....		39 6 0	
		£38,962 7 10	
Net balance in hands, the 1st March, 1841	6,594 14 1		
Deduct dividend ordered at last meeting	6,000 0 0		
Ditto contingent funds, ditto....	814 13 0		
	6,814 13 0		
		80 1 1	
Total		£39,042 8 11	

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DISBURSEMENTS.

By locomotive power, including salaries and wages, 3,255*l.* 11s. 2d., fuel 2,570*l.* 13s. 10., materials for repairs and for new work 1,297*l.* 6s. 8d., engine and firemen's wages 771*l.* 4s. 7d., oil, tallow, &c. 5.9*l.* 13s. 4d., coke and water station (wages), 143*l.* 18s. 1d.					9,265	13	6
Carriage maintenance, including salaries and wages 1,601*l.* 7s. 8d., materials for repairs and for new work 1,552*l.* 15s. 6d., oil, paints, &c. 254*l.* 7s. 6d.					3,408	8	8
Maintenance of way and works	1,127	9	10				
Police and night watch—wages and clothing	906	8	0				
Passenger traffic, including salaries of receiving clerks, wages of guards, ticket takers and doorkeepers, printing tickets, &c.	1,521	19	4				
Stations and lodges, including salaries of superintendents and station-keepers, lighting and repairs, wages of tablemen, &c.	1,366	2	6				
Parcel traffic, including parcel clerks' and porters' wages, books, &c.	181	10	1				
Office establishment, including salaries of Treasurer, clerk of the Company, book keeper, office clerks, servants, stationary, &c.	1,350	16	2				
Directors' allowances	500	0	0				
Lighting of railway, and repairs of lamps	269	11	5				
Rents and taxes	984	4	5				
Law expenses	200	0	0				
Miscellaneous charges, including insurance, charity, &c.	329	13	1				
Total	£21,382	17	0				
Losses in rent and sundry accounts which occurred on previous years	476	17	3				
					21,859	14	2
Gross profit on year's working				£	17,182	14	9
Deduct one year's annuity to Board of Works, viz.—							
Interest on loans	3,808	19	9				
In discharge of principal	2,191	0	3				
	6,000	0	0				
Interest on loans	1,022	15	7				
					7,022	15	7
Nett balance at disposal of proprietors				£	10,159	19	2

The Treasurer of the Dublin and Kingstown Railway Company in Account for Capital to 1st March, 1841.

DEBTOR.

To amount of joint stock capital in calls and loans, viz.—						
Calls on proprietors, as per last Report	£180,000	0	0			
Final call, payable in March last	20,000	0	0			
				200,000	0	0
Loans from the Commissioners of Public Works as per former Reports	112,200	0	0			
Repayments on account thereof from profits	18,889	14	5			
				94,310	5	7
Debentures authorised to be issued, by resolution of last annual meeting				25,000	0	0
Debts owing by the Company				395	3	5
Dividends unpaid				72	0	0
Reserve fund as ordered at former meetings				1,121	0	6
Nett balance of profits for year ending 28th February instant, as per account of receipts and disbursements				10,159	19	2
Total			£	330,058	8	8

CREDITOR.

By amount of expenditure in construction of works, &c. to 1st March, 1840	£333,287	15	6			
Deduct						
Amount received for interest in a house in Erne street	£45	0	0			
Calls then unpaid	120	0	0			
Book debts, &c., then outstanding	3,713	15	5			
	3,878	15	5			
				329,409	0	1
Further expenditure this year on dock workshops				647	2	10
" " Relaying the road on longitudinal timbers.				3,141	16	2
" " Paving sea embankment and promenades, drainage, iron railing, and new work at stations, &c.				822	1	1
Stamps for debentures				250	0	0
Dodder flood expenses				4,482	17	9
Sundry debts due the Company, and advances on foot of unsettled accounts				1,023	3	5
Calls unpaid				90	0	0
Government stock for reserve fund, 1,122*l.* 19s. 5d. stock cost	£1,121	0	6			
Debentures unissued	3,900	0	0			
Lent at interest	3,000	0	0			
Balance with Bankers	686	1	3			
Silver Groats on hands	375	0	0			
				9,082	1	9
			£	318,948	3	1
Deduct repayment to Commissioners of Public Works on account of loans				18,889	14	5
Total			£	330,058	8	8

[The Resolutions will be found in our advertising columns.]

AYLESBURY RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly Meeting was held at the White Hart Inn, on Thursday, the 18th instant, when the Directors made the following

REPORT.

No event of any importance having taken place in the affairs of the Company since the last general meeting, the Directors have merely to subjoin the usual abstract of the accounts, and to recommend that a dividend of 8s. per share for the third half year, ending 10th December, 1840, be declared, and made payable on the 25th instant.

The Directors have great pleasure in reporting to the proprietors that the trade is increasing; that there has been no accident occasioning injury to any individual upon this line, from the day of the opening to the present time, a period of nearly two years; and they have every reason to be satisfied with the judicious arrangements made by the London and Birmingham Company for working the line as well as with the steadiness and good conduct of the engine-drivers and other employed by them.

Since the last general meeting, the Directors ordered a shed to be erected at an expense of less than 100*l.*, which they intended at first to be temporary, but it has been found to answer the purpose so well, that the Directors recommend it to be continued in its present state.

Balance Sheet.—Capital, 8th March, 1841.

DEBTOR.

March 18, 1841—						
Gross receipts to this day of capital	4910	2	6			
Loans on debentures	7730	0	0			
				12640	2	6
Calls due upon 60 shares which will be paid in full	230	0	0			
Ditto upon 55 shares, for recovery of which an account is pending (295*l.*) but which if allotted at 12*l.* per share will raise only	660	0	0			
Further sum proposed to be raised on debentures, which will make the total loan 9,000*l.*	1770	0	0			
Total			£	59,491	2	6

CREDITOR.

March 18, 1841—						
Gross payments from capital to this day	£56211	6	5			
Debts outstanding, estimated at	3,100*l.*	3279	16	1		
Total			£	59491	2	6

—*Bucks Herald*, March 27.

THE PROPOSED BRANCH RAILWAY FROM THE SOUTH-EASTERN TO RYE AND HASTINGS.

Two or three months ago, we made some observations upon the subject of the proposed branch railroad from the Dover line to Rye and Hastings: we are now happy to inform our readers, upon what we think pretty good authority, that the Directors of the South-Eastern line intend shortly to bring this matter before a railway public. One of the plans which has been suggested (and we think it a most admirable plan) for raising the required capital, is by granting debentures upon the South-Eastern Railway, including the proposed new line, securing 5 per cent. to the debenture holders, with the option of converting their debentures into shares at par, after the railroad has been opened six months. This plan has been adopted for the purpose of making the new line from Southampton to Gosport, and the effect has been that these debentures are already selling at a premium in the market. We know that there are some wiseacres at Hastings who think that a railroad will injure the place; but this we are sure of, that when the public are more accustomed to railway travelling, they will be satisfied with nothing less, and that if there is not a railroad to Hastings, not one-tenth part of the persons who now go there will continue to go there, and the value of property in the town will accordingly fall 40 or 50 per cent. No doubt also that some of the ship owners would rather have their ships knocked to pieces upon the beach, for the sake of selling coals at their present high price, than have the trade more thrown open by having coals brought from Rye harbour, and sold in Hastings at one or two shillings a ton less than their present price. A single line of rails will be quite sufficient in this case for all necessary purposes, as no train would be suffered to pass down the line from Smarden till the train from Hastings has passed up the line; and with only this single line of rails it might be completed for less than 250,000*l.*, as the distance would not be twenty-five miles. Few persons can appreciate the advantage of a railroad to any place, till they have experienced the benefit of it. We will only mention one little thing, and that is, that towns which have a railroad running past them, though they may be distant a hundred miles from London, yet receive the morning newspapers which are printed in London in the morning by eleven o'clock; they are even delivered in Liverpool by four o'clock the same afternoon, which is 210 miles. There is another great advantage to Hastings which a line of railway would be from the South-Eastern, and that is, that it would become the watering-place of the whole Weald of Kent, as persons would be able to run through from Tunbridge in an hour and an half. When our readers have duly considered the points which we have put before them, we think they will be more inclined to use every exertion to further so desirable an undertaking, and let us express a hope that in half-a-dozen years from this time we shall see this railroad completed.—*Brighton Gazette.*

RAILWAYS IN IRELAND.

THE *Cork Reporter* publishes the following:—

"We feel ourselves fully in a position to state—indeed we may say authorised to announce—that the formation of a line of railway, southwards from Dublin, will be soon undertaken, and that, from the arrangements and agreements which have been made, the delays attendant upon Parliamentary notices, &c., will be obviated, so as to enable the work to be commenced long before it could be if these forms were to be observed. The funds are to be supplied by three great London capitalists, with whose names we are acquainted, and whose immense wealth is indisputable. The terms upon which they contribute them are also communicated to us, and all the difficulties which were interposed by Sir Robert Peel and his party in the year 1839, against the government making a grant or advance—they insisting that the work should be carried on by private enterprize—are met and conquered by the present arrangement, government being in the meanwhile so much mixed up with it that all its aid will be thrown in. It would give us great satisfaction if, in making this announcement, we were enabled to state that it was intended in the first instance to undertake the railroad all through to Cork; but at present the work is only contemplated to extend to Holy Cross, in the county of Tipperary—the extension to Cork and Limerick to be postponed till after the completion of the first work."

We *(Dublin Monitor)* have every reason to believe that the above announcement is correct. In a short time the project will be brought in all its details before the public.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY.—We understand that H. N. Trye, Esq., of Leckhampton Court, has resigned the office of Chairman to the Board of Directors of this Company, and Mr. Sage, of Gloucester, has been elected in his stead. Mr. Raymond Cripps, of Cirencester, has been chosen sub-Chairman. The station now in the course of erection at Cirencester is rapidly progressing, and it is confidently stated that the line from thence to Hay-lane will be opened by the 1st of May.—*Cheltenham Free Press.*

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FATAL ACCIDENT ON THE MANCHESTER AND LEEDS RAILWAY.

On Saturday last, an inquest was held at the sign of the Lamb, Oldham-road, before James Chapman, Esq., on the body of Charles Innes, aged 48 years, late of Rider's-lane, Manchester.

John Leedham, of Hunslet, near Leeds, a fireman in the employment of the Manchester and Leeds Railway Company, stated that on Friday he was proceeding along the railway on a tender attached to an assistant engine, to assist the trains up the incline from Manchester. The deceased was upon the carriage; and on their return from having assisted the outgoing four o'clock passenger train from Manchester, they came into collision at Newton with the outgoing luggage train from Manchester, about twenty minutes past four o'clock in the afternoon. The collision occurred at the curve of the railway. Immediately before it happened witness was on the engine carriage with the deceased, and perceiving the approach of the outgoing train he cried out "Good God, what is a coming." It was then about 200 yards off. Witness immediately jumped on the tender and put on the break, in order to stop the engine. The deceased reversed the engine in order to make her go back upon the line if possible, but the collision took place before this could be effected. Witness did not see the deceased on the engine after it was reversed. The engine carriage and tender were considerably injured by the concussion. Witness got off the tender as soon as possible, and saw deceased lying on the railway —on the down line—he seemed insensible, and was surrounded by several men who came up at the time. In about five minutes he became sensible, and being asked by witness where he was hurt, he said, "Ah man!" but did not speak further. He was then conveyed home. Deceased was a foreman of the engine shed, under Mr. Fenton, the superintendent of the locomotive department. The duty of deceased was merely to give orders to the engine drivers and the workmen. He took upon himself the direction of that particular engine, overtook the passenger train, and accompanied it about four miles. He had to go a mile and a half further in order to get to the crossing which would bring the engine on the down line. Witness asked him to proceed for that purpose, but deceased said, "Do'n't be frightened, man, you will see that all will be right." He then returned by the same line. Witness being only a fireman, had no power to cantrol him. There was no one else on the carriages but deceased and witness. Printed rules were issued by the Company for every man's government. One of these rules required each engineer to keep on the line to the left either in going, or returning, under a penalty of being discharged, and punished under Lord Seymour's Act. A copy of these regulations was hung up in the engine shed, and was known to all persons in the employment. On account of the shortness of the curve, the engineers could not perceive each other in time to reverse their respective trains. The engine directed by deceased was going at the rate of ten miles an hour. Witness could not speak to the velocity of the other train. Witness was in the employment of the Company from the 15th January last. The engineers were always required on approaching the curve to whistle. Witness did not hear this done by the engineers. He had caught a glimpse of the other train as it entered the curve. The deceased was the only person in fault for disobeying the rules. Witness never saw deceased on any carriage before, nor did he ever see any engineer, or other man getting the trains to return by the same line they had gone up. The tender, in which witness was, preceded the engine carriage in returning.

James Smith, of No. 5, Poplar-street, an engineer in the employment of the Company, said he left the station at Manchester for Leeds, in the luggage train, at twenty minutes past four o'clock on Friday afternoon. He had four waggons, filled with goods, besides the engine and tender, under his direction. The engine under witness's control was required to be ready for starting at four o'clock, or at any time after that if required. A general order in writing was issued on the 3rd instant, for the engineer to be ready to leave Manchester at four o'clock in the afternoon on and after the 8th inst. A copy of the order was hung up in the shed of which the deceased was superintendent. The deceased could read and write. Witness never started that train but once before, which was at half-past four o'clock on the previous Tuesday. He had been two years in the Company's service. He could not state exactly when the train started, but the deceased was aware that it should start at some time between four and half-past four. Witness had not gone more than 2½ miles when he perceived the other engine returning by the down line. The enginecman, on approaching, gave witness a signal to go back; but before he had time to do anything, he saw the tender attached to the returning engine on his line. He then blew his whistle, and shot off the steam of his engine in order to stop the train. He got hold of the reverse lever with one hand and the regulator with the other, and reversed the engine, the fireman having been sent to the tender to secure the break. Witness then put on the steam, and that instant the concussion took place. He had been going forward at the rate of thirteen miles per hour. The regular speed for luggage trains is twenty miles an hour. Did not hear the other engineer whistle. The returning engine was within 200 yards of witness when he first saw it, being prevented from seeing it sooner by a deep cut in the curve. Witness had been on the look out for this engine on the down line, to assist him in returning up the incline, and expected to meet it about a mile further on. Deceased should have returned by the down line, according to the Company's printed rules. Had witness started at half-past four o'clock, deceased might have returned with his engine in safety. Deceased knew that the engineers had orders to be ready for starting a quarter of an hour before the time. Witness never knew of any train starting before that time. Witness identified the body. Witness was thrown down by the collision, and on getting up he saw deceased lying on the ground on the down line. Witness did not know whether the deceased jumped off, or fell from the carriage, or whether the wheels of any of the carriages went over him. He could not see the marks of any of the wheels on the clothes of the deceased. Witness conjectured that deceased had come in contact with the tank, and, rebounding from it, fell off the carriage. He fell on one of the rails, and the injuries he received might have been occasioned by the suddenness and violence of the fall. It was the duty of deceased to give directions about the engines, and see that they were in readiness. He had no business on the engine after it had started. He saw the deceased get on the engine, and supposed he did so to supply the place of an engineer, there being only a fireman on the tender at the time. Witness never knew of any carriages returning by the same line. The exact time of the trains starting being uncertain, he thought enginemen ought to be cautious about returning by the same line. He had not known of any such collision on this line before. He could not proceed with his train, as it was incapacitated by the collision.

Albert Newton, a plate layer on the line, was present when the accident occurred, and deposed that no blame could be attached to the preceding witness.

Thomas Holmes, a clerk to the resident engineer, hearing of what had occurred, went to the house of deceased about 20 minutes to 5 o'clock on Friday afternoon. Deceased was then on a table in the kitchen, alive, and sensible. His right thigh was broken, and his left arm much injured. He died in about half an hour afterwards. A medical man had been sent for, but did not arrive until after the death of deceased. Everything was done in the meantime to relieve him.

Mr. George Hall, of Lee-street, the chief inspector of the trains, corroborated the statements of the other witnesses as to the regulations and times of starting. He thought there must have been some delay going up the incline, or the deceased would have been in before the luggage trains started. Verdict—"Death by injuries received from an accidental fall from the engine carriage by reason of the collision. No blame attributable to the Company, but solely to deceased for not returning by the down line pursuant to the rules."—*Manchester Chronicle*, March 31st.

THE SUNDAY TRAVELLING QUESTION.

(From the *Scotsman*.)

As the authority of Calvin is, in Scotland, deemed sufficient for the decision of almost every theological question, I am desirous to recommend both his example and his teachings to the consideration of those Judaizing Christians, who would snatch from us the liberty of the gospel, and bring us under the bondage of the ceremonial law.

The clever, but eccentric, Godfrey Higgins, F.S.A., mentions in one of the notes to his "Horæ Sabbaticæ," that when at Geneva, the place was pointed out to him whither Calvin was accustomed to repair on Sundays, in the presence of all the people, to play at ball with the children, and then to bear open testimony to his Christian liberty.

Calvin was a consistent man, and accordingly his precepts and his practice were in harmony. The following quotations are from the "Institutes of the Christian Religion; by John Calvin. Translated from the original Latin, and collated with the author's last edition in French; by John Allen. London. J. Walker. 1813." The Reformer does not contend, like his modern followers, for an alteration of the day, and a retention of the Mosaic commandment; he declares that the Sabbath is abolished:—"Though *the Sabbath is abrogated*, yet still it is customary among us to assemble on stated days for hearing the Word, for breaking the mystic bread, and for public prayers; and also to allow servants and labourers a remission from their labour." (v. 1. p. 421.) Again, in p. 423, he says —"The Lord's day is not observed by us upon the principles of Judaism; because in this respect the difference between us and the Jews is very great. For we celebrate it, not with scrupulous rigour, as a ceremony which we conceive to be a figure of some spiritual mystery, but only use it as a remedy necessary to the preservation of order in the Church." At the foot of the same page, he attributes the dedicating a new day to public worship, not to Divine appointment, but to the practice of the early Fathers. "However, the ancients have, not without sufficient reason, substituted what we call the Lord's day in the room of the Sabbath." He concludes the discussion thus:—"Thus vanish all the dreams of false prophets, who, in past ages, have infected the people with a Jewish notion, affirming that nothing but the ceremonial part of this commandment, which, according to them, is the appointment of the seventh day, has been abrogated, but that the moral part of it, that is, the observance of one day in seven, still remains. But this is only changing the day in contempt of the Jews, while they retain the same opinion of the holiness of a day; for, on this principle, the same mysterious signification would still be attributed to particular days, which they formerly obtained among the Jews, and, indeed, we see what advantages have arisen from such a sentiment. For those who adhere to it far exceed the Jews in a gross, carnal, and superstitious observance of the Sabbath; so that the reproofs which we find in Isaiah, are equally as applicable to them in the present age, as to those whom the Prophet reproved in his time. But the principal thing to be remembered is the general doctrine; that, lest religion decay or languish amongst us, sacred assemblies ought diligently to be held, and that we ought to use those external means which are adapted to support the worship of God.—Pp. 4245.

There spoke the true spirit of Paul, when he exhorted the Christians of Colosse to maintain their Gospel liberty against the Andrew Agnews of their generation:—"Let no man, therefore, judge you (rule you, call you to account) in meat, or in drink, or in respect of an holiday, or of the new moon, or of the Sabbath days.—Coloss. ii. 16.

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THE EASTERN COUNTIES AND THE CHELTENHAM AND GREAT WESTERN RAILWAYS.

To the Proprietors of the Eastern Counties' Railway at Liverpool, who forwarded an Address to their Directors at the last Half-yearly General Meeting.

GENTLEMEN,—After reading the Report of the proceedings at your meeting, and the various items of cost, I was at a loss whether most to admire the great resources of the men at Liverpool—their liberal scale of expenditure—or their satisfaction with it. Common mortals meet and grumble over ordinary expenditure; but the lords of Liverpool pre-eminently distinguish themselves by sending their ambassador to testify their entire gratification at the magnificent outlay of their Oriental Directors.

I am interested in the success of a railway on the opposite side of the island, the Cheltenham and Great Western; one of great promise, as I think, to capitalists at the present moment, and which has languished, hitherto, for want of the patronage and support of such good men and true as have dropped their mantles over the shoulders of her Eastern sister.

There are various points of resemblance in these undertakings in the subject-matter of expenditure, but a striking variation in the amount of cost. I have no wish to diminish the satisfaction you feel with your investment in the Eastern line, but as you may not altogether disregard the ultimate result, as to profit or loss, I venture to recommend to you an investment in the western line, as a good "hedge," as they have it on the turf. My recommendation is founded on the following data. Those respecting the Eastern Counties' line are taken from the last Report, &c., those respecting the Cheltenham line, in part from similar documents, and in part from information which I have reason to believe is pretty accurate.

These undertakings are precisely of the same age, having been born in the same session of Parliament. Though the eastern line to Colchester is two and a half miles longer than the Cheltenham line, the quantity of land purchased is probably the same in each case, as more land per mile is requisite for the latter, the guage being seven feet or more.

	Cheltenham Railway.	*Eastern Counties'.*
Length of line	48¾ miles	51 miles.
Distance completed*	17¾ miles	17¼ miles.
Cost considerably under..	£300,000	£1,400,000.
Clear net income	£17,000	nil.
Cost of Land and compensation taken for the entire line in both cases.....	£150,000	£700,000.

The exact amount of the land and compensation, and of the cost of the 17¾ miles on the Cheltenham line, has not it seems been exactly ascertained. I have therefore given amounts in these cases far beyond what I have good reason for believing will be the actual cost.

On the subject of traffic, little reliance is to be placed on estimates. A general knowledge of localities, and their connections, and population, will enable any one to form a pretty accurate comparative estimate. As the Cheltenham line proceeds out of the Great Western, London may be called, for all practical calculations, the eastern terminus of both railways. The one passes by Cirencester, Chalford, Stroud, and Gloucester to Cheltenham; the other by Romford, Brentwood, Chelmsford, and Witham to Colchester.

The population of Cirencester is equal to that of Romford and Brentwood, Chalford to that of Chelmsford, and the borough of Stroud to that of Witham and Colchester, or nearly so. The city of Gloucester and the town of Cheltenham have no representatives on the Eastern line, and Cheltenham alone contains a larger population than all the towns on the eastern line put together, and, moreover, is essentially locomotive. You will say there are great sources of traffic round and beyond Colchester. I answer they are much greater round and beyond Stroud, Gloucester, and Cheltenham. Look to the map of England and Wales. Be it remembered, too, that the Cheltenham line for 17 miles, from Cheltenham to Stroud, forms the line of railway from Birmingham to Bristol, as well as from Cheltenham to London, and will have a double traffic. In truth this railway is happily situated with extraordinary traffic resources, as yet unappreciated, from being out of sight of the great marts of railway speculation.

There being only 7,500 shares in the Cheltenham line, and the present market price being about 28*l.*, that portion of the line between Swindon and Cirencester let on lease to the Great Western at 17,000*l.* per annum, which will commence in a few weeks, will alone pay a dividend of 8 per cent. before the close of the present year. If you are satisfied with the *silvery* tone of the East, you will be delighted with the *golden* tints of the west.

I am, Gentlemen, yours, &c.,

PLUTUS.

Bath, March 22.

* The Cheltenham Company has also made seven miles of railway from that town to Gloucester, which is at present worked by the Birmingham and Gloucester Company, in addition to these 17¾ miles.

RAILWAY TAXATION.—RATE OF FARES INDEPENDENT OF FIRST COST.

To the Editor of the Railway Times.

SIR,—As the framer of the petition of the Croydon Railway Company, for a modification of the passenger tax on railways, which was the subject of remark in your second leader of Saturday last, you will perhaps allow me to say that you have entirely mistaken the views of the petitioners, and to explain that they are not "favourable to a graduation scheme," but on the contrary their desire is, as suggested, that "instead of the said tax *a* per centage" (*a*, one and the same, or an uniform per centage) amount on the fare should be levied; and that the last paragraph in the petition was added solely with a view to preclude the supposition that they sought to impose "additional duties on the wealthier and more powerful Companies."

With respect to the position which you are pleased to term "a favourite dogma of the Chairman's"—that "first cost is no legitimate element in the consideration of the rate of such railway fares as will be most profitable"—I can only say that I am equally dogmatic, for common sense shows me that first cost can have nothing on earth to do with that consideration, the only question being what rate of fare will produce the greatest amount of net receipts, after paying the cost of working; the first cost must be taken into account before an accurate judgment can be performed on the rate of profit on the capital invested, but surely not in determining what rate of fare will be the most profitable. As well might the landlord of a tavern, offering *precisely* the same accommodation and dinner as the London Tavern, expect to obtain a higher price for his entertainment, because, forsooth, he has expended a larger sum of money in obtaining an equally good foundation for his house; or as well might the presiding genius of yonder gin-palace hope to obtain a higher price for a glass of his "real pine-apple rum," or "genuine cordial gin," than is paid for the same articles at the little low beggarly-looking old pot-house which stands opposite, because he has expended thousands of pounds upon the accommodation of his house; those thousands have been laid out not in the vain expectation of deriving an adequate return from a high charge on the few, but on the sounder principle of a small profit from the many. What should we have said to the wisdom of the Directors of Waterloo Bridge if they had demanded a threepenny toll for foot passengers because the first cost had been three times as much as the first cost of Southwark Bridge, where a toll of one penny is paid by foot passengers—no, the Directors of the first-named bridge wiser in their generation, are seeking to indemnify themselves for the enormous "first cost" by reducing their charge below, aye, 50 per cent. below, their "poorer and more obscure" neighbour. I might refer you to a thousand such instances to prove to you how generally that old, but veritable maxim, is understood and acted upon "that the speedy sixpence is better than the slow shilling." But enough; you must feel that your attempt to maintain a high rate of fare to the inconvenience of the public and the loss of the Companies is hopeless, and I venture to flatter myself I shall derive additional pleasure from the weekly perusal of your able paper, by finding it on this, as on all other important subjects, the zealous advocate of the right.

I am your obedient servant,

W. BURCHELL.

CROYDON RAILWAY, LONDON BRIDGE.

To the Editor of the Railway Times.

SIR,—As you have done me the honour to notice a "favourite dogma" of mine, the soundness of which you dispute with me, I trust you will allow me the use of your columns to state precisely the nature of the "dogma" for the correctness of which I consider myself answerable.

I make this request the more earnestly, because the question is one of great moment, and affects particularly that department of railway management which is of most consequence to proprietors, namely, the profit and loss part of the undertaking; and any decidedly erroneous views which I might entertain upon such a subject, would render me unfit to preside over the Direction of a Company whose position with regard to fines and tolls is of a peculiar and complicated character.

What I have said upon this point is most accurately reported, in the account of the general meeting of the Croydon Company, in your paper of the 13th March, and I desire to take the opportunity to bear my testimony to the remarkable general fidelity of your reporter. The passage is as follows:—"The great cost of a line might be a sufficient reason, why it ought never to have been constructed, but having been once constructed, the original expenditure became no element in the calculation as to the charges which would be most remunerative."

To this opinion I am fully committed, and to this opinion you object in the following terms,—"but surely common sense shows that first cost is not not merely *one* of the elements which must be taken into account before an accurate judgment can be formed, but *the most essential element of all*. As well might it be expected to secure a good dinner at the London Tavern at the same cost as a *similar entertainment* could be got for, at a common eating house, as to expect that you can be carried over a railway which has cost 50,000*l.* per mile, at the same rate of charge as over a line, the expenditure upon which has not exceeded 25,000*l.*"* I am afraid that the proprietors of the London Tavern will not thank you for your assertion, that they cannot furnish a good dinner and good accommodation upon as cheap terms as a "common eating house" would be obliged to charge for the *same* dinner and the *same* accommodation; but let us suppose that the London Tavern had been built upon Dartmoor, where ground rent is *low*, and building materials *cheap*: is it to believed that the same dinner and the same accommodation could be afforded at a cheaper, or anything like so cheap a rate, to the two or three individuals who might chance to call there in the course of the year, as to the multitudes who throng the doors of the expensive building in Bishopsgate-street? Again, let us suppose that the Greenwich Railway had been carried over Salisbury Plain, instead of Bermondsey level, and constructed at an expense of 10,000*l.* per mile, instead of 200,000*l.*; does any body think that, under such circumstances, a fare of 1s. 4d. per mile, would be remunerative on account of the small cost of original outlay, or that a fare of 6d. per mile, or even 1s. per mile per passenger, for the half-dozen passengers that cross the said plain in the course of the day, could be remunerative in such a case? On the

* The additional cost of the railway, even if double, does not increase the accommodation to each individual passenger, and if there were more than twice as many passengers on the dearer line, such additional cost would be repaid to the proprietor, without any additional charge per passenger.

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other hand, suppose the present number of passengers on the Greenwich Railway to be quadrupled or quintupled, and that in order to accommodate them it became necessary to double the Greenwich line, and to double the cost of construction;—is it contended that, *therefore*, it would be possible to *double* the present fare *per passenger?* Surely not. If indeed the terms "high rate of fare," and "large amount of income," were synonymous, then there might be some truth in the position; but if you once admit that, under any circumstances, your gross income may be increased by a lower rate of fare, you must, of necessity, allow that of two railways, one of which shall have cost a large sum per mile, and the other a small one, it may be requisite to charge a low rate of fare on the first for the purpose of obtaining a larger income, and a high rate of fare on the second for the same purpose; and this from causes wholly irrespective of the cost of either.

It follows, therefore, that "original expenditure is no element in the calculation as to the charges which would be most remunerative." In fact, cost of *conveyance* is almost the only element of such calculation, and as cost of conveyance depends very much upon the numbers to be conveyed; density or scantiness of travelling population is the chief rule for railway charges. It is true that there are other elements, and that the local circumstances affecting charge are in no two lines exactly similar, but generally speaking, length of line will enable a Company to get from the public, for obvious reasons, a larger rate per mile per passenger, which is only to be compensated on short lines by the greater profit of carrying larger numbers, even at lower fares. The rate of fare on the Birmingham railway, although *positively* higher, is relatively lower, than that on the Croydon, when compared with rates charged for other modes of conveyance for their respective distances.

The first ten miles of every railway starting from a metropolitan district, are, *ceteris paribus*, the most costly in construction, but the great additional numbers passing over these ten miles will generally more than compensate for this additional cost, and even besides for the lower rate of charge which greater competition of modes of conveyance renders necessary; and thus so far from larger cost of construction engendering a higher rate of fare, it will happen in most cases, that the lowest rate of fare will have place precisely on that part of the line which has cost the most, and *vice versa*. So little truth is there in the proposition that first cost is "*the most essential element of all*," "in the consideration of the rate of such railway fares as will be most profitable."

I must confess, Sir, that when I find myself at issue with so acute a writer as yourself, upon a proposition which appears to me to come so nearly under the definition of self-evident; I cannot help suspecting that we must be disputing about terms, and that after all we may mean the same thing. Nothing would give me greater pleasure than to find that such should be the case; at the same time the doctrine you *appear* to advocate is of so popular and taking a character to those who have not thought much upon the subject, and has led, in my opinion, to such grave errors in railway management as regards fares and tolls, that I am sure you will excuse my anxiety to place my views fairly before the public.

One word upon the subject of the petition of the Croydon Company against the railway tax. You quote the few last lines of this petition expressive of a confident belief "that it would not be necessary to fix the maximum per centage on the fare higher than that which the present duty bears to the highest fares now charged on any railway,"—and you presume from these words, why I cannot understand, "that the petitioners are favourable to a graduation scheme." Now, this is not the case, unless a per centage on the fares, which is the prayer of the petition, can be called a "graduation scheme." Now this is not the case, unless a per centage on the fares, which is the prayer of the petition, can be called a "graduation scheme." What the petitioners mean to express is this, that as they are complaining of the partial operation of the present mode of levying the tax as regards themselves, they do not see the justice of praying that it should be made partial to others, or that the Birmingham Company's high fares should be taxed more in proportion than the Croydon Company's low fares; and their belief that 4½ per cent. being about the charge of the tax upon the fare of the Birmingham Railway—a similar per centage on the low fares of other railways would, according to all established principles of taxation, lead to no diminution, but probably to an increase of revenue derivable therefrom.

Apologizing for the length at which I have been obliged to trouble you,

I am, Sir, your obedient servant,

W. A. WILKINSON.

March 22, 1841.

DIRECTORS AND THEIR DUTIES.—THE MANCHESTER AND SHEFFIELD COMPANY.

To the Editor of the Railway Times.

Sir,—In perusing the reports of the recent railway meetings, I am much surprised to find that so few questions have been put by the proprietors, respecting the management of railways and the appropriation of the fund voted to the Directors, especially after the able correspondence upon Railway Management recently submitted to the public through the medium of your excellent publication. We find shareholders it is true, complaining that they know not who their partners are, and Directors taunting shareholders for asking questions, because they hold so small a number of shares, but never a question do I find asked as to how the money is applied, which is voted by the shareholders for direction, nor do I perceive any anxiety, when holding up persons as small shareholders, on the part of Directors to inform their constituency, though refusing to allow an examination of the share-lists, whether they hold the same number of shares, as when appointed to the direction.

There was one peculiar feature, at one of these meetings, the Sheffield and Manchester, which coupled with the remarks made by the Director who introduced the subject, appears as if there was something in the background which the public ought to be made acquainted with. The Director to whom I allude, previous to his allowing himself to be put in nomination, brought before the meeting the subject of allowances to the Directors, and stated that a mere list of attendances was but a very poor and bad criterion of the efficiency of any Director. From his agitating the question of allowance and volunteering this statement, it is evident he courted inquiry, when I doubt not we should have had a pretty exposé. But here was exhibited the apathy of which you so justly complain; and the attendant consequences are, that this line owing to the Directors not fully and frankly unbosoming themselves to the proprietors, is struggling on with a depreciated stock and an exhausted exchequer. I ask what other reason can be given, why this Sheffield and Manchester Railway should now be at 10*l.* per share, 55*l.* paid up, when by the estimate of traffic, a return of 6*l.* 10*s.* per cent will be obtained by opening the line to Glossop, in the spring of 1842, upon the whole outlay up to that period, supposing the expenditure upon the tunnel works to be then at an end, and the outlay upon them sunk again? I ask how is it that so many Manchester merchants, with their proverbial aptitude for business have been so led on and gulled by the Manchester and Birmingham and Extension schemes, and been contented with the ministerial answer, "it would be dangerous to the public service to answer that question?" In the confident hope that you will persevere in endeavouring to rouse the proprietors of railway stock from their lethargy,

I remain, Sir, very obediently yours,

A HEAVY HOLDER IN RAILWAY SHARES.

March 2, 1841.

THE LONDON AND BIRMINGHAM RAILWAY AND SIR ROBERT PEEL.

To the Editor of the Railway Times.

Sir,—In the report in the *Railway Times*, of what passed in the House of Commons on the second reading of the Stafford and Rugby Railway Bill, Sir Robert Peel is stated to have made an assertion which ought not to be permitted to go forth to the public without its incorrectness and fallacy being exposed. The assertion made by Sir Robert was to the effect, that as the London and Birmingham Railway Company have derived a profit from the public of 3,725,000*l.*, the proprietors ought not to complain if Parliament should give its sanction to the Stafford and Rugby project.

Now, Sir, I am an original shareholder in the London and Birmingham Line, I have all the reports before me, and I am totally unable to find any ground for the assertion made by Sir Robert Peel, nor can I understand by what process of art or ingenuity he allowed such a delusion to obtain possession of his mind for a single moment.

The facts of the case are briefly these:

By various Acts of Parliament the Company have been authorised to raise 5,500,000*l.*, but up to the 31st December, 1840, they had expended on the undertaking 5,792,175*l.*; up to the 31st Dec., 1838, their net earnings amounted to 149,312*l.*, when they paid their shareholders a first dividend. In 1839, the Company's net earnings amounted to 38,031*l.*, and in 1840, they amounted to 437,723*l.* Supposing that the proprietors were foolish enough to set aside nothing for the depreciation and wear and tear of their works and machinery, this last sum would afford a dividend of a little more than 7½ per cent., per annum, but at the same time it must be borne in mind that each 100*l.* share stands in (with interest whilst the works were going forward) 115*l.*

Here then, we see that instead of this Company receiving from the public 3,725,000*l.*, as Sir Robert Peel is pleased to declare, the aggregate net revenue since it commenced working falls short of one million, and the largest annual net revenue is inadequate to pay a dividend of seven per cent., a rate of remuneration so very far from being excessive that it is not one half what the enterprising projectors calculated upon when they commenced the undertaking, and what the Legislature sanctioned their realising when they obtained their Bill. On going before Parliament the Company in effect said—"Grant us the powers we require, and we will convey passengers, &c., to Birmingham in half the time now required, at half the expense now charged, with much less personal inconvenience than is now experienced, and we expect to do all this, and at the same time realize a large annual return to ourselves on the necessary outlay." All these stipulations the Company have performed excepting the last, in which the proprietors are themselves most vitally interested, and yet Sir Robert Peel and some fifty or sixty others, are so indifferent to solemn compacts and vested interests, as to advocate a measure which would deprive them of the fair and well earned hope, that after having conferred such advantages on the public, their individual interests may yet benefit to the extent that was originally calculated upon.

When we reflect upon the immense number of individuals who have a pecuniary interest in railways, and consider not only the advantages they are daily conferring upon the community, but on the immense and incalculable advantages they will confer in a national point of view by the practical condensation to the empire which they are effecting, the hostility that has sprung up against them is somewhat unaccountable, but it is to be hoped that the signal discomfiture which has befallen the aiders and abettors of the Stafford and Rugby line will not be without a good effect; and that those parties who are struggling forward with the various lines now in progress, will persevere manfully under the conviction which they may now safely indulge in, that the reward of their labours will not be wantonly and recklessly snatched from them, but that both they and their children will long

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continue to draw a revenue from those splendid and useful works which are without a parallel in the world.

In alluding to the London and Birmingham Railway, it will be observed that I take no notice either of the premium which the shares bear, or on the fact that the capital has been raised partly by loan and partly by shares; neither circumstances having in fact any thing to do with the argument in question. The amount expended, and the net revenue earned, is the sole question for consideration either by the public or by Parliament. The loan creditors accept from the shareholders a lesser proportion of the revenue, in consideration of that proportion being guaranteed to them by the shareholders, which, in the case of the London and Birmingham line, enables the shareholders to divide a larger per centage. The reverse, however, will be the case on various other lines now at work; and as to the premium on shares, if every original shareholder had sold out at 100 per cent. premium, the case would stand where it did, other parties would hold the stock, and they would have a right to expect protection, having purchased it on the faith of the understanding which existed towards the previous holders. There would speedily be an end to all those sacred rights of property which have hitherto happily prevailed in this country, and which have raised us to our proud pre-eminence, were once the doctrine admitted that purchasers of railway shares, or of any other stock, were to be otherwise dealt with or considered than if they had been the original holders.

Trusting you will spare room for these remarks in your valuable journal,

I am, Sir, your constant reader,

H. H.

SOUTH-WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—In your last number, "A Railway Shareholder" assumes 39,000*l.* as the probable receipts for three months on the South-Western line, from January 1st to March 31st. I beg leave to send the weekly returns, extracted from your papers, omitting fractions of a pound. The dates are those of your days of publication:—

January	9	£3,379
	16	3,093
	23	2,871
	30	3,577
February	6	3,490
	13	3,321
	20	3,012
	27	3,294
March..	6	3,315
	13	3,311
	20	3,603
	27	3,389
April....	3	say 3,603
		43,578
40 per cent. on £43,600		17,440
		26,138
Interest		15,000
Total		£11,138

Thus leaving 11,138*l.*, instead of 8,400*l.*, for dividend—a difference equivalent to the addition of all but one-third. It may be added, that the South-Western is peculiarly a summer railway. I have taken 15,000*l.* as the sum due *this quarter* upon interest. In the last Half-Yearly Report the interest charged on debenture bonds is 14,596*l.* 0s. 5d. for the *half-year*. Whether the Directors, or "A Railway Shareholder," be the party mystifying us here, I do not know.

So much in defence of the prospects of the concern: for the other charges against the Management, I fear they are too just. The want of punctuality in the trains, in consequence of the inefficiency of the engines, is notorious, and just matter of complaint on the part of the public: and what shall be said of the wisdom of those officers who examine a leaky vessel of turpentine with an open candle?

I am, Sir, yours, &c.

A. Z.

SOUTH-WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—The strictures of a correspondent in your last number, on the Directors of the South-Western Railway, will probably, whatever may have been the intention, do more good than harm, inasmuch as they invite inquiry, and will produce amendment, should any errors in the management be found.

I do not mean to do more than make a few slight remarks on some obvious mistakes of your correspondent, leaving a full exposition, if deemed necessary, to better hands.

1st. The traffic for the present quarter, although it might have been ascertained from your own columns, in a few moments, is considerably underrated.

2nd. Your correspondent deducts from the quarter, the interest (or more) that is due on the full half-year, and by such process he may well reduce the dividend, or leave it nothing at all.

3rd. The fear of a competing line from Portsmouth, to join the Brighton at Horsham, or anywhere else, can disturb no human being who is at all conversant with the subject; nor need the shareholders be alarmed by the supposed danger to arise from the extension of the Great Western line to Bridgewater, or even to Falmouth. The success of the South-Western Railway depends not on traffic peculiarly due to other lines. Under proper management it has sufficient of its own to make it equal to any at present existing in the kingdom, (inferior but to one—if inferior at all), so far as their respective capabilities can be ascertained.

Although the South-Western Railway is not yet finished, and has peculiarly suffered in its traffic, from the severity of the season, your correspondent will find no diminution of his dividend.

The surplus from the last half-year will render an average traffic of even 4,500 per week, ample for the purpose of paying 30s. per share, and there are qualities soon to be developed which, good as it is, will make this be considered a very insufficient return.

I do not come forward as an advocate of the Directors, but I may be allowed to say, from personal acquaintance and communication with several of them, that there is not the slightest disunion amongst them. The carelessness which occasioned the late fire is inexcusable. It is a timely, though expensive, warning, but the loss falls on the capital, not the traffic, and it should be gratifying to your angry, I shall not say unreasonable, correspondent, to learn that it will not exceed half-a-crown per share.

I am, &c.,

ANOTHER SHAREHOLDER.

Cheltenham, 29th March, 1841.

N.B. 4,500*l.* per week for 26 weeks £117,000

Surplus from last half-year, 8,250*l.*, being net, (suffering no diminution from charges) is equal to—gross 16,500 { and upwards, without interest

Traffic—gross..... £133,500

which will do more than pay 30s. per share—and this traffic will be exceeded.

SOUTH-WESTERN RAILWAY.

To the Shareholders.

GENTLEMEN,—I have just discovered that I have made an error in the statement of probable profits of your line, for the quarter from the 1st January to the 31st March, which I hasten to correct. In the hurry consequent upon getting my letters to the Editor in time for publication, (for they are generally written and posted between the issue of the Saturday's number and Monday's first delivery,) I deducted *half* a year's interest from a *quarter's* receipts, and stated the profit per share to be for the three months 4s 8d., while it ought to have been 8s. 10d. The magnitude of the error best proves that it was unintentional.

With this correction, the general force and scope of my argument remain in full effect. The line is badly—shockingly—conducted, and to that conduct it is owing, that the receipts have not been greater. It is not my opinion alone; the whole travelling public are agreed upon it: and no statement of figures, whether of expenditure or receipt, can alter it.

A RAILWAY SHAREHOLDER.

RAILWAY RETURNS.

Returns made to the Board of Trade by the different Railway Companies, under the provisions of the Act 3 and 4, Vic., c. 97, (Lord Seymour's Act.) Printed by order of the House of Commons.

(Continued from page 355.)

The Report of Lieut.-Colonel Sir Frederic Smith, of the Royal Engineers, on the accident which occurred on the South-Western Railway, on the 17th October, 1840.

To the Lords of the Committee of Privy Council for Trade.

Royal Engineer's Office, London District,
Buckingham Gate, 21 October, 1840.

My Lords,—Your Lordships' instructions of the 19th instant direct me to proceed without delay to inquire into and report upon the causes of the fatal accident which happened upon the South-Western Railway, on Saturday the 17th instant, and at the same time to investigate very minutely the arrangements of that Company for starting trains, for ensuring punctuality, and providing against the occurrence of accidents of one train overtaking and running into another, which it would appear, from a return furnished to your Lordships, has frequently happened on this line, and which your Lordships are of opinion ought not to take place under a proper system of management.

Pursuant to your Lordships' directions, I proceeded to the South-Western terminus at Nine Elms, where I found the Chairman and several of the Directors engaged in investigating all the circumstances connected with the fatal accident of the 17th instant, and from these gentlemen, as well as from the Engineer and Secretary of the line, I received every facility for conducting my inquiry.

It appears that the train, which should leave Southampton at half-past one o'clock, P.M., quitted that terminus at 35 minutes past one on the 17th instant; that at Winchester it was four minutes before its time; at Andover 19 minutes after its time; and that from thence it lost time the greater part of the way to London, arriving at the Nine Elms terminus at 3 minutes after time.

This train, which should have arrived at 16 minutes past five, did not therefore reach the Nine Elms terminus until 49 minutes past five. The cause assigned for the loss of time is the extent of the train.

On leaving Southampton it consisted of the following carriages, viz.:—3 first class carriages, 5 second class carriages, 2 carriage trucks, 1 horse box, and 3 waggons.

At Andover the train was augmented by 1 first class carriage, 1 second class carriage, and 2 carriage trucks.

At Basingstoke, by 1 second class carriage; and

At Woking by 2 second class carriages; making a grand total of 21 carriages.

The whole of these proceeded to Kingston, where 2 private carriages, 1 horse box, and 1 second class carriage were left, and the remainder came on to Nine Elms.

I should now state, that at three o'clock, P.M., a fast train is appointed to leave Southampton; that it calls at all the stations between Southampton and Woking inclusive, and that it is due at Nine Elms at six o'clock, P.M.; that is, at 44 minutes after the train which precedes it, by an hour and a half from Southampton.

On the 17th instant, the fast train in question left the last-mentioned place at four minutes after time.

On arriving at Woking it was one minute after time, and from thence it gained upon the slow train so rapidly that it arrived at the terminus before the slow train had stopped. A collision in consequence took place, causing the death of a female who was seated in the last carriage of the train, and injuring some other passengers.

I have the honour to enclose a drawing, showing the position and extent of both trains, the point of collision, and the situation of the fixed signal lamp.

This lamp may be turned—1st, to show a white light, indicating that the terminus is clear, and that trains may approach it without danger; 2ndly, a green light, to denote that the terminus must be approached with caution; and 3rdly, a red light, giving notice that there is danger to be apprehended, and that any

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train or engine running towards the station must be stopped.

On the evening of the accident there was a fog and mist, rendering the atmosphere unusually dark for this season of the year, at the time of the arrival of the two trains at Nine Elms, and in consequence the lamps of the station had been lighted.

A "pointsman," of the name of John Turner, has the care of the signal lamp and switches adjoining it; and another "pointsman," of the name of William Greenaway, had been placed in charge of the notice bell marked on the drawing, and of the switches near to it.

Now it was the duty of Turner to have arranged the switches near the signal lamp for the heavy train; and as its arrival had been deferred almost to the time when the quick train was due, he ought to have turned the red light so as to be visible to the engineman of the latter, by which means he would have been aware of the necessity of stopping his train. Instead, however, of doing this, it appears that he ran up to the notice bell, and to arrange the switches which were under the charge of William Greenaway, and during Turner's absence the quick train arrived, and caused the fatal accident.

On inquiry, it was discovered that Greenaway had been absent throughout the day, and that Turner had undertaken to perform both duties.

Thus it is to the misconduct of these two men that the recent calamity is mainly attributable. But I am of opinion, that by the adoption of such precautions as I am about to suggest, similar accidents may be prevented in future.

In the first place, it is clear that if either the green or the red light had been shown, the accident of the 17th instant would not have occurred. We have seen that it is not safe to rely alone on the zeal and care of the servants of the Company, however trustworthy they may be considered; for the "pointsman," Turner, bears an excellent character, and has been three years in the employ of the South-Western Railway Company; neither do I consider it safe to rely entirely upon machinery; but I think, by the combination of mechanism with the assistance of the hand, the desired safety may be produced.

I would recommend, therefore, under this view, that at the Nine Elms terminus, as well as at all other termini where the same caution is necessary, machinery should be so applied to the lamp as to turn the green light towards the approach as the first carriage of the train passes the lamp post; and I would also recommend that a trustworthy servant of the Company should still be charged with the duty of turning the red light towards the approach. Thus, whether this man should neglect his duty, or the machinery should cease to act from some sudden defect, a signal of the necessity of caution would be exhibited.

In my inquiry, I observed that each guard in charge of the train delivers, shortly after his arrival at Nine Elms, a Report of his journey, called the "Guard's Journal," on this are stated the hours at which the train was due, and at which it stopped at each station, and the cause of any unusual delay is specified; but I found that there is no efficient check on the accuracy of this Report, and as it is sometimes prepared from memory, and occasionally from memoranda in pencil, I do not think it can be relied upon. I would therefore suggest, that at each station the time of arrival and departure of the train should be marked upon the journal in ink, not by the guard himself, but by the station clerk, and that this clerk should aquaint the guard of the precise time at which the preceding trafn had quitted the station; and moreover, it is proper that the station clerk should be desired, in all cases, to stop a train until an interval of 15 minutes had elapsed between its departure and that of the previous train.

I have, however, to observe, that the slow trains from Southampton stop at every station between that place and Nine Elms; whereas the fast trains do not stop at any station after leaving Woking, and this gives them the opportunity of accelerating their speed and overtaking the slow trains. As a check upon this, I would suggest that the station clerks, at those places where the fast trains do not stop, should be responsible to be on the look-out for fifteen minutes after the passing of every slow train, and that it should be their duty to delay any fast train that may arrive before its time, so as to give the other a start of fifteen minutes.

This arrangement would prevent any of the up trains being overtaken, excepting at Wandsworth, where the slow trains deliver the passengers' tickets, and therefore great caution must be enjoined in the fast trains approaching that station. The same principle should prevail with respect to the down trains.

I observe, that it does not appear to be a rule that each engineman should be provided with a watch.

I think that this should never be dispensed with; it is a regulation that has been adopted and found extremely useful on the London and Birmingham line, as has been the practice of allowing an interval of 15 minutes between the trains at every station. A practice also prevails on that line, which has been introduced, I believe, by Mr. Bruyers, the superintendent, and which appears to me to be deserving of imitation, viv., that the head guard of a train informs the engineman at each station whether he is before or after his time, and thus a wholesome caution is given to the latter.

I find it by no means an unusual thing for enginemen to be ignorant of the time at which they ought to arrive at the several stations.

Some have no memoranda at all upon the subject, while others have the time table of the whole of the trains, which often perplexes them, especially (as is sometimes the case) when they are shifted from one train to another. I therefore would propose, that upon each engine there should be placed, printed in large figures, a placard of the time at which the train that the engine has to draw should arrive at each station; and I would also propose, in furtherance of this arrangement for establishing punctuality, that the clocks of the several stations should be placed in such a manner that they may be visible by the enginemen and guards of the trains.

This is the case on the Grand Junction line, and it is found very serviceable.

I have here to add, that in my opinion every train should have some person of greater authority with it than the ordinary guard or the engine-driver, and who would control and exercise proper authority over both.

In the London and Birmingham Railway there is a superior guard, and in the Grand Junction and Great Western there are conductors, who are out of livery, and who, like the superior guard of the Birmingham line, are wholly responsible for the train between station and station, and are looked up to with respect by the inferior servants of the Company.

The guard of the three-o'clock train states, that he applied the break when distant 800 yards for the Nine Elms station, on the 17th instant, and the engineman asserts that at the same point he turned off the steam.

How far this may be true I have no means of judging, but I think this station should always be approached by the fast trains, when before their time, with the greatest caution, and I cannot, therefore, entirely acquit the driver of the engine of the fast train.

It is remarkable that the hindmost carriage of the slow train, in which the female was killed, was not broken by the blow it received, and it may be taken as a proof of its substantial construction. I would, however, suggest that the partitions of all second class carriages should be carried up to the roof, not only as a means of strengthening them, but with a view to render the passengers less liable to be thrown out should collisions take place.

I have the honour to return the list of accidents on the South-Western Railway, received with your instructions of the 19th instant, and

I have, &c.,

FREDERIC SMITH,
Lieut.-Col. R. Eng.

NOTE.—*The subjoined Correspondence has taken place with the London and South Western Company in consequence of the preceding Report.*

Copy of Letter send to the Secretary of the South Western Railway Company, enclosing Copy of Sir F. Smith's Report relating to the Accident on the Line on the 17th instant.

23rd October, 1840.

I am directed by the Lords, &c., to transmit to you a copy of Sir F. Smith's Report on the late fatal accident on the South Western Railway, and to request that you will submit it to the Directors for their early and attentive consideration. My Lords earnestly hope that no time will be lost by the Company in making those arrangements which from Sir F. Smith's Report appear to be imperatively required to ensure punctuality in the passage of the trains, and to prevent the possibility of the recurrence of similar disasters.

I am, &c.,

S. LAING.

W. Reed, Esq., South Western Railway.

Acknowledging receipt of letter from this department of the 23d instant, together with copy of Sir F. Smith's Report of the accident of the 17th.

Nine Elms Station, 24th October, 1840.

SIR,—I beg to acknowledge the receipt of your letter of the 23d instant, together with a copy of Sir F Smith's on the late accident on this railway.

And I will lay the same before the Directors at their next meeting on the 30th instant.

I have, &c.

W. REED, Secretary.

S. Laing, Esq., Railway Department, Board of Trade.

Copy of letter sent to the Secretary of the South Western Railway, inquiring what steps have been taken with regard to John Turner and William Greenaway, by whose neglect of duty the late fatal accident was occasioned.

31st October, 1840.

With reference to the late fatal accident upon the South Western Railway, I am directed by the Lords, &c., to inquire what steps have been taken by the Company under the 3d and 4th Vict. c. 97, s. 13, or otherwise, with regard to the men, John Turner and William Greenaway, by whose neglect of duty the accident is stated to have been occasioned.

I am, &c.,

S. LAING.

W. Reed, Esq., South Western.

In reply to a letter from this department of the 31st ultimo, relative to Turner and Greenaway.

Nine Elms Station, 9th Nov., 1840.

SIR,—In reference to your letter of the 31st ultimo, relative to the late accident on this railway, I am instructed to inform you, that immediately after the accident the Directors instituted the most vigorous investigation as to the conduct of their servants, with a view to the punishment as well as discharge of the guilty parties; that the men Turner and Greenaway have been discharged, but that the question of prosecuting them (as the legal adviser of the Company had expressed his opinion that one could not be convicted, and that there was some doubt of the ability to convict the other,) would not be finally determined upon before the meeting of the Court of Directors on Friday next, after which a further communication will be made to you.—I have, &c.,

ALFRED MORGAN, Secretary.

S. Laing, Esq.

Transmitting Copy of the Solicitor's Opinion in the case of Greenaway and Turner.

Nine Elms Station, 14th Nov. 1840.

Sir,—In reference to your letter of the 10th instant, I am instructed to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, the annexed copy of a resolution which was entered into by the Court of Directors at their meeting of yesterday, in reference to the case of the men Turner and Greenaway, together with a copy of the Solicitor's Report thereon. I have, &c.

ALFRED MORGAN, Secretary.

S. Laing, Esq.

Read letter from Mr. Laing, and also the Report of the Solicitor of the Company on the case of John Turner and William Greenaway.

Resolved,—That a copy of the Solicitor's Report be transmitted to the Lords of the Committee of Privy Council for Trade, and it be intimated that it is the opinion of this Court (and more particularly since Henry Elsden, the foreman of the yard, who must be a principal witness in the case of any prosecution, has been since discharged from the service of the Company for drunkenness), that no prosecution should be instituted, but that the Solicitor of the Company be directed to furnish any further information which the Lords of the Committee of Privy Council for Trade may require, and proceed to a prosecution of either or both the men, if the Lords of the Committee of Privy Council for Trade should, under the circumstances, so direct.

Copy of Solicitor's Opinion in the case of Greenaway and Turner.

6th November, 1840.

Dear Sir,—In obedience to the recommendation of the Locomotive Engine Committee, that I should report "the best means of inflicting the greatest amount of punishment upon John Turner and William Greenaway, in consequence of the collision of the 17th October," I have anxiously considered the subject, and have come to the following conclusion.

It should be premised, that except under the provisions of the Company's own Acts of Parliament, or that for the regulation of railways, passed in the last session, the criminal law has not provided any punishment for such cases of "negligent omission" of duty as are now under consideration.

The 13th and 14th sections of the Act 3rd and 4th Vict. chap. 97, are those which it alone appears to me necessary to consider in this case; and the practical question will be, whether the "negligent omission" of

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duty charged against Turner and Greenaway is punishable under these sections.

It appears from the statement of the superintendent of the locomotive department (Mr. Woods) and his subordinate officer (Henry Elsden), that the responsibility of keeping both the upper and lower points of the signal lamp and bell rests upon Greenaway, and that Turner's office is to assist Greenaway, and to act under his orders in the performance of those duties When both are in the yard (as it is their constant duty to be, except when either may be away to take his meal), Greenaway has always been at the lower points where the bell is, and Turner at the upper points by the signal lamp, but during the brief necessary absences of either (which have been in practice usually contrived to take place when no train is expected), the other has been left in charge of the duties of both.

On Saturday, the 17th October, Greenaway was in the station till about 9 A. M., and then, without permission from or communication with any superior officer, left his duty altogether, telling Turner (according to the statement of the latter) that he (Turner) must attend to the lower points during his (Greenaway's) absence, which would be till dinner time. Greenaway was not again in the yard until sent for after the accident had happened, and had in fact been employing himself on business of his own, which it may be fair to him to say was of an urgent character.

It is obvious that to Greenaway's absence, leading as it did to Turner's withdrawal from his usual post, the unhappy accident which ensued is to be attributed; and although doubts have suggested themselves to me whether the peril to life or limb (which the statute requires should or might be occasioned by the "negligent omission" which it renders punishable) was in this case in sufficiently direct connection with Greenaway's omission of duty, I am opinion, that the whole circumstances considered, he is an offender within the Act, and punishable as such. At the same time, I cannot consider the case free from doubt, and the Directors will not be unmindful that an unsuccessful prosecution under these sections might do as much harm as it can be hoped that a successful one would do good.

As to Turner's case, if he were a party to Greenaway's absence on his own business without leave, he would also be punishable, but there is no means of proving that he was so; and if he were not, then, although it was grossly inattentive of him not to bring Greenaway's continued absence to the attention of his superior officer, in order to the obtaining proper assistance, I do not think for that omission he is punishable under the Act; and for his attendance at the lower points instead of his own more usual post (the upper points and signal lamp), he had sufficient justification in the orders he had received from Greenaway.

It seems that Turner continued all day in attendance upon the duty Greenaway had committed to him, and did make every effort to get from thence to the signal-lamp at the instant before the accident happened, but was unhappily too late.

Under these circumstances, the propriety of prosecuting Greenaway, is a matter for the consideration of the Board, but I distinctly recommend that no prosecution should be instituted against Turner.

I am, &c.

(Signed) FRANCIS T. BIRCHAM,
15, Bedford Row.

To Alfred Morgan, Esq., &c. &c.

Copy of a Letter sent to the Secretary of the South Western Railway Company, relative to prosecuting the two Men who were the cause of the late fatal Accident on the line.

Board of Trade, 18th November, 1840.

Sir,—I am directed by the Lords, &c., to acknowledge the receipt of your letter of the 14th instant, enclosing a copy of a resolution of the Directors of the London and South-Western Company, on the subject of the prosecution of the two men by whose negligence the late fatal accident on that railway was occasioned. With reference to this resolution, I am directed to say, that the power of prosecuting servants for misconduct and neglect, is given by the 3rd and 4th Victoria, c. 97, to Railway Companies, and not to the Board of Trade; and this being the case, their Lordships cannot undertake the responsibility which properly belongs to the Directors, of deciding in what cases and to what extent it may be expedient to act upon this power.

At the same time, looking at the facts of the present case, in which loss of life was occasioned by the gross misconduct of two servants in the employment of the Company, they are of opinion that it is the clear and undoubted duty of the Directors, both with a view to the public satisfaction and to the prevention of similar accidents in future, to use every effort to bring the offenders to justice. Their lordships, therefore, did not hear without surprise, that the subsequent dismissal for drunkenness of one of the witnesses, whose testimony was most material, was assigned by the Directors as a reason for allowing men whose misconduct had occasioned such fatal consequences to escape with an impunity which cannot fail to produce the worst possible effect and example. If the witness in question was dismissed for drunkenness, while in the employment of the Company, their Lordships would be glad to learn why in this case no prosecution was instituted: and whether it is the systematic practice of Directors of the London and South-Western Company to allow the provisions of the 3rd and 4th Vict., c. 97, s. 13, which were so anxiously sought for last session by the Railway Companies themselves, to remain a dead letter. At any rate, their Lordships conceive that no trouble or expense which might be incurred in tracing the witness, and procuring his testimony, ought to weigh with the Company in a case like the present.

With regard to the doubts expressed by the Solicitor of the Company, their Lordships conceive that the words of the 13th section of the 3rd and 4th Victoria, c. 97, are most explicit in including "any servant who shall negligently omit to do any act" whereby the safety of passengers shall be endangered. The only doubt that suggests itself to their Lordships is, whether the remedy under that section being of a summary nature, it may be considered applicable after such a long neglect on the part of the Company to take any steps. Upon these points, however, their Lordships suggest that the Directors should consult some high legal authority, as they think that nothing short of a competent opinion to the effect that no conviction can be obtained either under the 3rd and 4th Victoria, c. 97, or the common criminal law, will exonerate the Directors from the responsibility which rests with them of doing their utmost to enforce that regularity and strict discipline among the servants which are indispensable to the safety of railway travelling.

I am, &c.,

S. LAING.

In reply to a letter from this department of the 18th instant.

Nine Elms Station, November 21, 1840.

Sir,—I am instructed by the Directors of this Railway Company to acknowledge the receipt of your letter of the 18th instant, and in doing so I am desired to call the attention of the Lords of the Committee of Privy Council for Trade to certain of the circumstances connected with the cases under consideration, and on which considerable misapprehension appears to prevail.

The Directors have but one desire with respect to this unfortunate occurrence, and it is this: that it should be made as useful as possible for all purposes of example and caution; and if they hesitated to call into force the powers of the Railway Regulation Act in the particular cases, they have done so, not because it is their "systematic practice to allow its provisions to remain a dead letter," but because in their judgment the policy of prosecution was at least questionable, and they had it in their power to inflict a severe punishment upon the men by dismissing them from the enjoyment of easy and well-paid situations; a power which they felt it right instantly to exercise. The Directors would have thought it quite irrelevant that I should have alluded to the questions of "trouble and expense" as influencing the determination of their Board; but as a suggestion of this kind transpires in your communication, I am to assure you that the Directors have never allowed any such question to bear in the remotest degree upon the subject; such considerations have never been mentioned or thought of.

With regard to the misapprehension which appears to prevail as to facts, I am directed to state, that after careful investigation it appears to the Directors that the statement of Mr. Bircham's letter to them of the 6th instant, to the effect that John Turner had, in obeying the instructions of William Greenaway, a sufficient justification for his absence from his post, is correct. It does not appear that he was in collusion with Greenaway, and if not, the Directors are of opinion that he was not guilty of any improper act of commission or omission, excepting that of neglecting to apply to his superior officer for assistance, and this omission the Directors have high legal authority for saying is not an omission punishable under the Railways Regulation Act, or any other provision of the criminal law. It has, however, caused the instant dismissal of the man from the Company's service.

With regard to Greenaway, the Directors regret that their determination not to institute a prosecution, made, as it was, upon a full consideration of all the facts, does not appear, in the opinion of the Lords of the Committee of Privy Council for Trade, upon sufficient grounds; but I am instructed to say that, with perfect respect for their Lordships' judgment, and for the motives which actuate their discussion of it, the Directors are still of opinion that it is not politic or necessary to the public security that a prosecution should be instituted. In order, however, that their decision, as expressed in their resolution, may not be misunderstood, I am to explain that at the time Mr. Bircham made his Report to the Directors there had never been any reason, on the part of the Company, to doubt the veracity, general attention, or sobriety of Henry Elsdon, the person who is alluded to in the resolution of the Directors as having been subsequently discharged for drunkenness. Upon his statement it was that Mr. Bircham reported Greenaway to have been absent, *without leave* from any superior officer. Greenaway, it is true, had all along stated that he had given notice of his intended absence to Elsdon, his immediate superintendent; but this, as the statement of an accused party, was, as against the statement of Elsdon, disbelieved. The subsequent conduct of Elsdon, who has within the last fortnight been also guilty of misappropriation of the monies of some of his fellow-servants, makes it much more than probable that Greenaway's statement was correct; and although a notice to Elsdon was not sufficient, under the regulations of the Company, to excuse Greenaway's absence from his post, yet the fact of having given such notice, coupled with the extreme urgency of the demand on him (Greenaway) so to absent himself,* must be received as circumstances of strong mitigation.

Their Lordships would be glad to learn why, in the case of Henry Elsdon (dismissed for drunkenness), no prosecution was instituted. It was, from the first, the opinion of the Directors and their Solicitor (and that opinion the Directors believe is sanctioned by well-recognised principles of law) that the 13th section of the Railway Regulation Act does not include such servants as Elsdon, whose office was one of superintendence and of higher grade than any of those enumerated in the section. He was not an engine-driver, guard, porter, or *other servant*; the latter words, as I am instructed, only including servants of the same, or certainly not of higher, order than those previously and specifically enumerated.

Had this construction of the Act been less clear, the Directors would have considered its application to Elsdon, not only in respect of his subsequent offence of drunkenness, but also of his omission to provide on the day of the accident for the more efficient discharge of Greenaway's duties during his absence.

I am further instructed to request that you will convey to their Lordships an assurance that it will be the earnest endeavour of the Directors to enforce the proper discipline of their servants, and to secure the safety and comfort of those using the railway. The unfortunate accident which has led to this correspondence has occasioned many suggestions for the improved conduct of the undertaking, the whole of which have received proper consideration, and several of them have been adopted and are now in course of practical operation. I have, &c.

(Signed) ALFRED MORGAN, Sec.

G. R. Porter, Esq.

The new code of Regulations of the London and South-Western Company is framed with much care, and embodies all the principal recommendations contained in Sir F. Smith's Report.

(To be continued.)

COAL IN THE TUNNEL OF THE SHEFFIELD AND MANCHESTER RAILWAY.—In one of the shafts now sinking, near to Dunford Bridge, for the formation of the extensive tunnel for the above line of way, a valuable bed of coal, twenty inches thick, has been gone through. The coal is the property of — Saville, Esq., Lord of the Manor of Thurlstone. John Hinchliff and Sons, of Barnside, near Holmfirth, who some years since contracted for all the coal there, belonging to that gentleman, are now working the same bed, at Crowedge, about four miles from Dunford Bridge. The tunnel will render an additional quantity of this valuable mineral available, and when the railway is complete, it will open a market for it into a district which has hitherto been disadvantageously situated for obtaining this necessary auxiliary in the economy of manufactures.—*Leeds Mercury.*

* Arising out of the intelligence of the death of a near relative.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liver-pool.
7	7	2500	20	20	Aylesbury	..	..	..	..	65	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	71½	..	..	70	70	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	78½	..	78	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	35	..	..	35	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	78	..	..	..
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
6	6	1172	50	50	Canterbury and Whitstable	..	..	..	..	..	..	33½
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	16½
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	41	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3½	Durham South West. Junc.	..	..	..	..	..	..	..
....	....	2040	50	50	Durham and Sunderland	..	..	..	▼	9	9	8½
16	16	64000	25	23	Eastern Counties'	..	..	..	..	7	7	7⅛
126	17	64000	8½	4	Ditto (*Debentures*)	..	..	..	..	..	..	..
—	—	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	34½
2½	....	18000	50	49	Edinburgh and Glasgow	..	..	..	..	..	..	33½
46	....	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	23½
51	40	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
22	....	6000	50	40	Gosport	..	..	..	..	..	..	205
15½	....	10918	100	100	Grand Junction	..	..	..	..	..	..	102½
114	114	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	28½
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	66	66	..
74	....	10000	100	80	Great North of England	90	90	..	92	92½	92½	91
118	92	25000	100	65	Great Western	62	61½	..	62½	63	63	63
—	—	25000	50	50	Ditto (*New Shares*)	10½	10½	..	10⅝	11½	11½	10½
—	—	37500	20	4	Ditto (*Fifths*)	..	..	..	..	..	..	..
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	41½
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42½	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	20	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	54
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	191
31	31	5300	100	100	Liverpool and Manchester	..	..	..	..	..	..	45½
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	90½
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	153	154	..	..	156	156	152
112½	112½	25000	100	90	London and Birmingham	..	22	..	..	23	23	..
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	22	..	22	..	..	..
—	—	31250	32	32	Ditto (*New Shares*)	19½	..	..	19½	19½	19⅝	..
4	3⅓	24000	25	25	London and Blackwall	44½	44½	44½	45½	46	46	44½
46	54	36000	50	50	London and Brighton	123	123	..	13	13½	13⅝	..
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liver-pool.
3½	3½	20000	20	20	London and Greenwich	8½	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	4⅜	..
—	—	.....	....	3	Ditto (*Scrip*)	4½	4⅜	..	..	..	4⅜	..
76	76	36000	avr.	38½	London and South-Western	55½	55⅜	55½	55⅝	55⅜	55½	55½
50	50	13000	100	70	Manchester and Leeds	..	..	68	..	68½	68½	68
—	—	13000	50	25	Ditto (*New Shares*)	..	..	29	..	..	..	..
10	10	6201	100	93	Manchester, Bolton, & Bury	..	24½	..	..	24½	25½	25½
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
55	....	15000	70	7	Ditto (Extension)	..	..	..	..	..	..	..
40	....	7800	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	83	..	83	..	83	82
57	57	10000	100	100	Midland Counties	..	..	..	..	16	16	15½
—	—	10000	25	10	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	75½	..	..	..	76	77	76
—	—	15000	50	40	Ditto (*New*)	37½	37½	..	..	37½	37½	37½
30	19½	7200	100	40	Northern and Eastern	..	27	..	30	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	..
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
....	....	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
6	6	4000	12½	7½	Ditto (*New*)	..	..	..	17	..	18	18
67	....	28000	50	33	South-Eastern and Dover	..	..	..	..	..	..	17
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	..	..	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to March 31st; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	33	..
18000	50	49	Edinburgh and Glasgow	34	34
1960	25	25	Glasgow and Garnkirk	28	28
16000	25	23	Glasgow and Greenock	22½	23
12500	50	40	Glasgow and Ayr	39	38
1940	25	25	Monkland and Kirkintilloch	..	60
..	..	50	Wishaw and Coltness	76	76¼
680	25	25	Ballochney	..	80
4000	25	25	Dundee and Arbroath	..	27½

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of la'est Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Index No. to Notes at foot.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Index No. to Notes at foot.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birmingham & Derby Junction	1	48½	38½	March 27	..	£673 12 1	£334 17 2	£1,008 9 3	1
1,266,666 0 0	1,013,723 0 0	....	*Birmingham and Gloucester	2	51	51	March 26	5,617	1,070 4 0	162 18 10	1,233 2 10	2
370,000 0 0	333,287 15 6	....	·Dublin and Kingstown	3	6	6	..	..	....	....	....	3
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	4	16½	16½	March 27	3,962½	155 10 4½	47 9 5	202 19 9½	4
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	126	17½	March 28	11,319	....	....	579 4 4	5
833,000 0 0	699,514 18 4	2 8 0	†Glasgow, Paisley, and Ayr	6	51	40	March 27	9,165	572 5 1	181 17 3	754 2 4	6
....	....	....	*†Glasgow and Paisley Joint Line	7	6½	6½	March 27	6,898	....	....	256 17 3	7
1,957,800 0 0	....	14 0 0	Grand Junction	8	83	83	March 27	..	5,582 12 2	1,982 13 3	7,565 5 5	8
....	....	....	Great North of England	9	74	....	March 22	..	....	284 0 9½	....	9
5,331,527 9 10	5,288,043 17 3	....	Great Western	10	118	92	March 28	21,719	5,164 4 5	969 4 11	6,133 9 4	10
583,333 0 0	460,000 0 0	3 0 0	Hull and Selby	11	31	31	March 28	3,019	375 11 9	264 10 0	640 1 9	11
488,000 0 0	390,000 0 0	....	Lancaster and Preston	12	20½	20½	March 27	3,037	555 19 10	21 19 9	577 19 7	12
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool and Manchester	13	31	31	March 26	..	2,577 3 0	1,878 12 11	4,455 15 11	13
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	14	112½	112½	March 27	..	11,872 18 11	2,793 4 5	14,666 3 4	14
800,000 0 0	807,659 13 4	....	*London and Blackwall	15	3½	3½	April 1	30,655	579 2 4	1 8 0	580 10 4	15
2,400,000 0 0	1,091,369 0 0	....	*London and Brighton	16	46	5½	March 29	2,191	69 15 7	47 4 9	117 0 4	16
741,000 0 0	557,902 9 5	....	London and Croydon	17	10½	10½	March 30	7,136½	....	....	533 17 0½	17
993,300 0 0	793,380 0 0	1 0 0	London and Greenwich	18	3½	3½	April 1	31,939	....	....	995 18 10	18
2,260,000 0 0	2,283,837 18 0	5 0 0	London and South-Western	19	77	77	March 28	..	3,079 17 7	778 0 8½	3,857 18 3½	19
2,800,000 0 0	1,106,812 5 2	....	*Manchester and Birmingham	20	40	5½	March 29	11,503	....	....	326 16 6	20
777,936 3 0	779,936 3 6	1 5 0	Manchester and Bolton	21	10	10	March 25	..	377 1 7	199 17 10	576 19 5	21
2,500,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	50	March 22	..	1,903 2 2	1,173 5 11	3,075 8 1	22
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	23	57	57	March 27	7,700½	1,461 0 11	599 14 2	2,060 15 1	23
950,000 0 0	....	....	Newcastle and Carlisle	24	61	61	March 27	..	514 14 3	1,133 6 10	1,648 1 1	24
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72½	72½	March 27	..	1,992 3 10½	912 1 10	2,904 5 8½	25
730,000 0 0	560,000 0 0	6 13 4	North Union	26	22	22	March 26	3,211	823 10 3	162 5 9	990 16 0	26
1,200,000 0 0	358,912 14 10	....	Northern and Eastern	27	30	16	March 28	7,362½	....	....	533 6 8	27
500,000 0 0	270,000 0 0	....	Preston and Wyre	28	19	19	March 27	1,783	131 2 3	117 13 10	248 16 1	28
200,000 0 0	130,517 0 0	8 0 0	Sheffield and Rotherham	29	6	6	..	..	....	....	....	29
800,000 0 0	220,245 0 0	4 16 0	Ulster	30	36	8	March 28	6,628	....	....	180 9 6	30
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	31	23	23	March 29	5,693½	....	....	1,131 5 6	31

1. Toll to London and Birmingham 107*l.* 16s. 3d., to be deducted from gross receipts.
2. The receipts are exclusive of those from the Post-office.
5. Receipts include the Northern and Eastern toll, &c.
6. The capital expended includes 132,371*l.* 14s. 11d. laid out on the Glasgow and Paisley Joint Line No. 7.
7. Made jointly by the Ayr and Greenock Companies.
8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*
10. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.
13. Ten per cent. is the maximum dividend allowed by the Company's Act.
14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line.
17. The capital of 741,000*l.* includes the new capital for London and Brighton station.
18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. are guaranteed.
19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.
21. Canal cost, 100,000*l.*; railway, 677,936*l.* 3s. 0d.
22. The 3,076*l.* 8s. 1d. are the net receipts.
23. The receipts for goods, &c. include, carriages, 39*l.* 2s. 6d.; horses, 50*l.* 17s. 6s.; parcels, 155*l.* 8s. 4d.; dogs, 15s. 6d.; cattle, 36*l.* 17s. 6d.; corn, 14*l.* 2d.; heavy goods, 299*l.* 12s. 8d. Total, 699*l.* 14s. 2d.
26. The receipts stated are after deduction of Liverpool and Manchester toll.
27. Out of the receipts stated, the Company have to pay toll, &c. to the Eastern Counties' Company—about 150*l.* weekly.
28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.
31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Edinburgh and Glasgow Railway.—*The statements both of the Edinburgh and Glasgow Directors are in type, but they extend to such a length that we have been obliged at the last moment, in order to make way for yesterday's Important Assize Intelligence, to resolve on postponing their insertion for another week. It is proper to state in the meanwhile, with respect to the letter of a Glasgow "Independent Shareholder" which appeared in our last, reflecting with considerable severity on Mr. Leadbetter, that that gentleman has written to us to say that if the writer will "give his name" he will reply to him—but not otherwise. We understand Mr. Leadbetter to mean that even a private disclosure of the name will do.*

We must request W. W. *to excuse us till our next, we could give him a most sufficient reason.*

Bristol and Gloucester Extension Line.—*The Report and Account shall appear in our next.*

Expositor—Xevius—W. H.—A Glasgow Citizen—T. F.—A Cheshire Farmer—*intended for insertion as soon as we can clear off our present arrears.*

No Mistake *must give us some means of verifying his statement.*

Received F. F. A.—Amicitus—P. L.—Will Watch—A Contractor—A Well Wisher but no Shareholder—M. Medley.

THE RAILWAY TIMES.

SATURDAY, APRIL 3, 1841.

We give in another part a report of the proceedings in action for libel, tried yesterday at the Kingston assizes, in which Mr. George Ross, the projector and late Secretary of that abortive undertaking, the Duke of Cornwall Harbour, and Launceston and Victoria Railway Company, was plaintiff, and the publisher of the *Railway Times* defendant; and presume respectfully to claim the congratulations of our readers, and of all friends to freedom of discussion, on the result. The libel complained of consisted of a Report published in this journal of a public meeting of the Company in question, which was admitted on all hands to be a perfectly correct representation of what passed on the occasion—subdued only a good deal in the tone and colouring—but which contained charges against Mr. Ross of a very grave character, and by the publication of which, if not true, he was undoubtedly most grievously damnified. We had reason from the first to believe that the charges in question were substantially true; and besides, therefore, pleading the corectness of our report, we entered a plea of justification of it, on all points, and on that plea the plaintiff joined issue. The question, therefore, tried yesterday was avowedly this—whether the plaintiff had been guilty or not of the charges brought against him? After a long examination of witnesses, and a remarkably eloquent and powerful address from Mr. Thesiger on behalf of the plaintiff, the jury, under the direction of the Lord Chief Justice (Denman), found a verdict for the defendant—thereby affirming the truth of all that the *Railway Times* had been the medium of making known to the public respecting Mr. Ross and his railway doings.

From this we may infer that the common saying that "the greater the truth the greater the libel" is not quite of so axiomatic a character as has been generally supposed. It is the greatness of the truth which has in this case happily saved us from being victimized for its sake.

It has been our good fortune to be spared for some time past the painful necessity of recording or commenting upon the recurrence of railway casualties, such as towards the close of last year excited so strong an interest throughout the kingdom. To-day, however, our columns contain the particulars of a case unfortunately attended with loss of life, but which is worthy of notice principally as enforcing the indispensable necessity of strict discipline and method in the practical management of railway traffic.

The case to which we allude is that in which a man named Innes lost his life upon the Manchester and Leeds Railway last week, in consequence of a collision between the engine upon which he was stationed, and a luggage train proceeding in an opposite direction upon the same line of rails. The evidence taken before the Coroner shows very clearly that the accident arose from the wilful neglect of orders by the deceased himself, inasmuch as to save the trouble of proceeding a mile and a half further down the railway in order to get to a crossing, he wantonly returned by the same line by which he had gone out, although this is most strictly forbidden by the Company's rules, which it was proved he had had an opportunity of knowing. There is probably no Railway Board in the kingdom who have displayed so much praiseworthy anxiety as have the Manchester and Leeds Directors to familiarise the minds of their servants with the duties which are expected of them, or to have the general law of the land, and the particular regulations of the establishment, clearly and plainly pointed out. It appears, however, that no care on the part of others is at times sufficient to deter some parties from acts of recklessness and disobedience which may affect their own lives and the lives of their fellow-creatures, and so it has proved in the present instance. Dearly has the man paid the forfeit of his disobedience; and so far we fully agree in the verdict of the jury, that no blame is attributable to the Company.

In two points, however, we cannot but think that the Company's arrangements admit of much improvement. In the first place, what business had the man Innes upon the engine at all, seeing that he was not a regular driver? It was proved that his province was merely to give orders to engine-drivers and workmen; and for anything that appears to the contrary, he may have been as incapable, from want of the requisite knowledge to conduct an engine, as from his obstinate and rash spirit it was shown he was unfit to have employment of any kind upon the line. The fireman of the assistant engine upon which deceased was stationed at the time of the accident says, "he [Innes] *took upon himself* the direction of that particular engine," although it subsequently appeared, that as far as witness was aware, he had never before driven any engine. Where was the regular driver at the time? We do not know whether the excellent practice which prevails upon some other lines, obtains upon the Manchester and Leeds, namely, of having a particular driver to each engine; but if not, surely there is some superior officer constantly on the spot to attend to the departure of trains, and who might have seen that this amateur driver had "taken upon himself" a very responsible duty. The deceased *may have been* a very competent driver, but this does not appear in evidence, as we think it ought to have done, considering that in undertaking to act upon the fatal occasion, the man had stepped out of his own sphere. If he did so without the knowledge of his superiors, they as well as he were to blame, for it was their duty to be on the spot; if with their sanction, they ought to have shown that the man was qualified for the office.

The other point in which the Company's regulations appear to be faulty, is in reference to the starting of trains. The luggage train with which the assistant engine came into collision, thereby causing the death of Innes, was to start, it seems, some time between four o'clock and half-past; and the driver of that train, in giving his opinion as to the degree of caution necessary to be observed, enforced it by reference to "the *exact* time of the trains starting being uncertain,"—as if uncertainty were a usual occurrence with at least the luggage trains. Surely if it be so, this arrangement, or rather want of arrangement, is much to be deprecated. All trains, whether passenger or luggage, should be strictly *timed*, as well in regard to departure and arrival, through the intermediate stages. A premature start of even a few minutes, or a delay to the same extent, may seriously interfere with a preceding or a following train. Unless the respective drivers have reason to know that the road is clear before them, and that it will be kept clear behind them, they can never do their duty comfortably, and will be liable, according as their fears incline them, to push forward too rapidly, or to loiter behind. One of the causes which led to the fatal accident on the York and North Midland line, was the want of a proper system of *timing* the luggage trains; and although in the present case the melancholy occurrence can scarcely be attributed to the same source, it it probable, from the answer made by Innes to the remonstrances of the fireman, that, had he been *certain* as to the time of starting the luggage train, he would not have ventured to return upon the down line. The train had started on a previous day at half-past four, and Innes was evidently speculating upon reaching the terminus prior to that time. We trust that, hereafter, the *exact* minute at which all trains upon this and every other line are to start, will be set down, and attended to. Any other course must lead to great irregularity, even were it not fraught with danger to the public.

We are happy to find, from the periodical Report of the Directors, which we publish in another column, that the Dublin and Kingstown Railway is gradually advancing towards that degree of success which its promoters have hitherto looked for in vain. During the last twelve months, the expenses of working the line have been somewhat reduced, while the number of passengers has been considerably increased. The expenditure is still very heavy—heavier, we cannot help thinking, than it ought to be, notwithstanding the numerous disadvantages under which a line so

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short, and so peculiarly circumstanced, must be worked; but upon this point we have no wish to go again over the ground which we felt it our duty to take on a previous occasion. With respect to the increase in the number of passengers, it is a subject of unmixed gratification, the more especially as it has been consequent upon a reduction of fares, or rather perhaps we ought to say, upon a return to a scale of charges which unfortunately had been for a time departed om. The charges as now existing are certainly very low, but not lower probably, every thing considered, than those of some of the English Companies. This Company is freed from one very heavy drawback, namely, the payment of the Government tax, which presses so severely upon the low-fare lines on this side of the Channel.

We are much pleased at having to record the success, however partial, of any Irish Railway; because, although we are well aware that isolated lines, even if upon a much more extensive scale than the Kingstown Railway, could never adequately supply the wants of that country, the prosperity of existing Companies may tend so far to remove a prejudice which unfortunately prevails against the introduction of the railway system into Ireland, as to show that there need be no great dread of pecuniary loss in carrying out the comprehensive schemes which have already been so much canvassed. It is true that *picked* lines afford no fair specimen of the general capabilities of the country, but the bad must be taken with the good, and if the latter turn out to be better than the opponents of the system have hitherto had too much cause to represent them, the risk of failure is proportionately diminished.

Almost everything connected with Irish affairs is generally looked upon as being conducted after a strange fashion, and certainly Irish Railways do not always form an exception. It will have been seen, by reference to our weekly notices of the proceedings in Parliament, with how much seeming anxiety the representatives of the Great Leinster and Munster (better known as the Dublin and Kilkenny) Railway Company have been importuning the House of Commons to allow them to proceed with an amended Bill; and yet it will be recollected that this is the Company of which it has hitherto been all but impossible to get together a sufficient number of proprietors to constitute a legal meeting, and in regard to which the only subject of discussion for some time past has been, whether the concern should be abandoned at once or be allowed to die a natural death! We do not refer to this in the way of reproach, for we are unfeignedly sorry that an undertaking which promises so favourably—the best, perhaps, of any projected line in Ireland—should be suffered to languish from want of local or general support; but it *does* seem strange that so much trouble (and perhaps expense) should be incurred in an attempt to secure further powers from Parliament, which powers, if we may judge from what has already transpired, would be allowed to remain altogether unemployed.

THE proceedings at the special meeting of the West London Railway Company, held on Monday last, appear to have been of a somewhat stormy character. That the proprietors have not very sufficient grounds for dissatisfaction and discontent, we will not take upon ourselves to assert; but the question *now* to be considered ought to be—how they can best extricate themselves and their undertaking from the lamentable condition in which it has for so long a time been suffered to remain? It is not by internal dissensions that their half-finished railway—"the laughing stock," as it was appropriately described, of all who see it—can be completed and brought into operation; nor is it by the re-opening of questions long since settled, or the discussion of matters which had better far be left to the judgment of the professional officers of the Company, that the 20*l.* per share *now* hopelessly sunk in the concern can be retrieved; but by the vigorous and unanimous co-operation of all parties concerned. Is it worth while risking a little more to recover what has already been embarked?—this is the question for the consideration of the proprietors. If they *do* deem it worth while to make the experiment, they must not stop to wrangle about what *might have been*, but take the case as it stands, and make, in common phrase, "the best of their bad bargain." Enough was disclosed at the meeting to show, that in their case beyond most others, delays will prove ruinously dangerous.

The case of the West London line, if fully written, would "point a moral," in a narrative of railway events. To a project ill-digested at first, and most imperfectly carried out, so far as Parliamentary powers were concerned, there was added the curse of a vacillating and indecisive Executive, and one, moreover, not wholly above the suspicion of being actuated less by a regard for the interests of their constituents than for their own. It needed not the farther infliction of Directorial dissensions, nor the intermedling of non-resident dictators, to reduce the unfortunate shareholders to their present woful plight—although these and other causes and consequences of mismanagement flourished in abunddance. The retrospection cannot be a very pleasant one to any of the parties concerned, but it is useless, save in the way of warning to others, to dwell upon such matters now. If there should appear to be the slightest chance of saving even the wreck of their property, we would strongly recommend to the proprietors who may assemble on Monday next to set about it without delay.

A VERY sensible letter will be found in another column, in reference to certain strange statements made by Sir ROBERT PEEL on the occasion of the defeat of the notable Stafford and Rugby Railway project in the House of Commons a few weeks ago. As far as we, at the time, understood the Right Honourable Baronet's argument, it was this—that the shares of the London and Birmingham Railway Company being now at a considerable premium, the enterprising proprietors of that magnificent undertaking had small reason to complain, if with the means in their own hands of realising a profit, the legislature were to sanction a competing scheme, which it was admitted would inflict upon them a very serious and undeserved injury.

The fallacy of such an argument as this is too transparent to require any notice in detail. What is it, we ask, that has given so well-merited a character to the stock of this great Company, if not the belief that having expended so vast an amount of capital in conferring a national benefit, the promoters will be permitted to reap unmolested the fruits of their enterprise? Is it to be imagined for a moment that capitalists would be found foolish enough to risk the expenditure of millions (and in any case it *is* a fearful risk) upon the construction of a railway, if they had reason to believe that at the moment they were about to meet with the first instalment of an adequate return, other parties should be permitted to step forward to ruin them without benefitting themselves or contributing to the advantage of the public? It is not alone the welfare of this particular Railway Company or of that, which is involved in the recognition of the principle advocated by Sir ROBERT PEEL, but the progress of every kind of public improvement that is based upon the judicious and profitable outlay of private capital. If duplicate railways are to be encouraged without the smallest necessity on the part of the public, a blow is struck not only at this branch of enterprise, but at every other branch. If you tamper with the vested rights of railway proprietors, who knows but his own turn may come next?

To suppose, too, that because certain shares have hitherto stood at a premium on the faith of certain implied conditions being faithfully carried out, they would continue at the same, or at anything like the same figure, were these conditions most wantonly violated, is a sort of reasoning quite unworthy of the high reputation of Sir ROBERT PEEL. The Birmingham stock stands at present at a very large premium, but were any considerable number of holders to take the alarm which Sir ROBERT PEEL would sound, and in conformity with his recommendations to bring their shares into the market for the purpose of realising a profit, where would the premium be, before a single week had elapsed—always supposing that there was any good ground for alarm, which we do not think there would have been, even had the Extension project been as signally successful as it was the contrary? It is quite clear, that if all were sellers all would suffer, and whoever chanced to be more confident than his fellows, would in so far be a victim. It is absurd, therefore, to take the price of shares in the market at any particular period, as a criterion of the profit which the holders of such shares have realised, or might realise—much more so to estimate the value of a thing which has been wilfully and wantonly damaged at the high rate which it might reasonably have commanded, under other circumstances. Sir ROBERT, in his regard for the original holders, who, as *he* thinks, might *sell* at a premium, appears to forget the unfortunates who might *buy* upon similar terms; but as our correspondent remarks, we trust the doctrine will never be recognised in this country "that purchasers of railway shares, or of any other stock, are to be otherwise dealt with or considered than if they had been the original holders."

As for the "original holders" in the case of the London and Birmingham Railway, we do not see that there is much in their present position which should lead any person to begrudge them the measure of prosperity they are now enjoying. Putting aside all considerations of the risk which they incurred in carrying out so extensive a work, the long period during which their capital lay wholly unproductive, will reduce their present very moderate profits to an average, much lower than that which in any other species of speculation would be considered as far from extravagant. If such be true with respect to the Birmingham line, probably the most promising in the whole country, much more is it true with regard to the railway system generally. It is quite useless to blink the fact that, *as a whole*, railways will not prove profitable to those at whose cost they have been constructed, unless some very essential

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improvement, at present unthought of, should be introduced into the practical working of the system. That they will turn out to be highly advantageous to the public at large, we have ample grounds, from past experience, to predict; but it is not just, it is not politic, that particular cases should be picked out, and inferences drawn from them to the disadvantage of less successful speculations, and to the discouragement of embryo undertakings of a like kind.

ELSEWHERE we present some details of the opening of the Glasgow, Paisley and Greenock Railway on Tuesday last—an event scarcely less interesting to the proprietors of that undertaking than to all who wish to see the Railway System extended throughout the length and breadth of the land. The opening of the Greenock Railway—followed, as we cannot doubt it will be, by most satisfactory and tangible results—will serve to heighten the interest which the people of Scotland generally are beginning, and only beginning, to take in the subject of Railway communication. That they have fallen so far into the rear of their fellow-subjects in the South in regard to a matter of so much importance, is perhaps scarcely to be wondered at; but we are glad to find that at last their attention is being seriously drawn to railway locomotion and its results. Of the issue we are in no way doubtful. If they have less wealth, they have quite as much enterprise *when fair cause is shown*, as their English friends, and that good cause *can be* shown in regard to more than one line of yet undeveloped railway in Scotland, we know enough of the country to be well assured. As respects the particular line now opened, we sincerely congratulate the Directors and shareholders on having advanced so far towards a realization of their hopes, and trust that in conjunction with the sister line to Ayr, the Glasgow, Paisley and Greenock Railway will prove as prosperous in its results as its best friends can desire.

THE Select Committee of the House of Commons on the new Railway Regulation Bill have continued during the week their examination of witnesses, with respect to the necessity of a more stringent Government control. The chief witnesses examined since our last have been Mr. George Stephenson, Mr. Bury, Mr. Baxendale, and Captain Lawes. The Committee are not expected to make their report till after Easter.

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WE publish the letters of Mr. Wilkinson and Mr. Burchell, to which we referred last week in our Notices to Correspondents, in defence of the position that the first cost of railways has nothing to do with the amount of the fares which it may be right and prudent to charge the public for the use of them. We candidly confess that their arguments have greatly unsettled our previous impressions on the subject. Not having space or leisure this week to renew the discussion of it, we must leave what they have said to make its own way with our readers.

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THE reports we receive of the progress of the Box Tunnel—the last great difficulty on the Great Western line—are extremely favourable. On Wednesday of this week the *last length* of excavation, of the portion contracted for by Mr. George Burge—being not less than 1¼ miles of the whole—was reported as finished; and it is confidently expected that before the 1st of May, the entire work, excavation as well as masonry, will be out of the hands of the contractors.

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ON Tuesday a petition was presented to the House of Commons from Aberdeen, praying that the Railway Commissioners be instructed to extend their survey and investigation northward from Edinburgh to Aberdeen. The petition was ordered to lie on the table. After the answer which was made last year to a similar application, we have not much hope that the prayer of the petition will be granted—indeed we question whether under their present powers the Commissioners could properly undertake such a task—but it is gratifying to find that railway facilities are daily becoming better appreciated. We have little doubt that the enterprising town of Aberdeen will speedily devise means of bringing itself within the reach of these facilities, whatever may be the determination of Parliament with regard to this particular request.

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THE House of Lords have appointed a Standing Order Committee, to whom should be referred all "Railway Bills and Opposed Bills." The following are named of the Committee:—The Duke of Richmond, Marquis of Salisbury, Earl of Devon, Earl of Winchelsea and Nottingham, Earl of Doncaster, Earl of Abingdon, Earl of Morton, Earl of Hardwicke, Earl of Ilchester, Earl of Radnor, Earl of Charlemont, Earl of Chichester, Earl of Verulam, Earl Beauchamp, Earl of Falmouth, Earl of Stradbroke, Earl of Burlington, Earl of Ripon, Earl of Effingham, Viscount Leinster, Viscount Hood, Lord Sondes, Lord Boston, Lord Foley, Lord Montague, Lord Kenyon, Lord Stafford, Lord Redesdale, Lord Sheffield, Lord Colchester, Lord Rayleigh, Lord Bexley, Lord Penshurst, Lord Somerhill, Lord Wharncliffe, Lord Roseberry, Lord Poltimore, Lord Hatherton, and Lord Bateman.

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FOR the same reason that we have all along contended for a strict and indeed severe administration of the laws against railway offenders, we are always rejoiced to see superiority of conduct on the part of railway servants, honoured and rewarded. The wider and more marked the distinction which is made between good and bad service, the rarer will offences against steadiness and regularity become. Most Railway Companies have now their scales of rewards, and if these do not go far enough in all cases, it arises we are persuaded less from any indisposition to act liberally, than from a natural apprehension of erring on the side of prodigality. A very excellent system is that adopted by the Glasgow and Garnkirk Company, of allowing pensions to the men after certain lengths of meritorious service (somewhat after the plan followed in the army); but as the railway is as yet but a young service, their system is attended with the disadvantage of offering no *present* example of pensioned merit to excite emulation. It only wants, we think, to be combined with some such occasional marks of distinction as that recorded in the following gratifying notice, to be the very best that could be devised:—

REWARD OF MERIT.—On Saturday last, at a meeting of the Directors of the Hull and Selby Railway Company, at the depot, in this town, a silver medal was presented to Mr. Pears Naylor, locomotive engineer on that line, as a mark of their approbation of his conduct, particularly for the skill and promptitude he displayed on the 23rd December last, when the axle of one of the luggage-waggons broke, by which five carriages were thrown off the line, in bringing up the train without any injury to the passengers. The following is the inscription:—"To Pears Naylor, engine-driver, for skill and promptitude. December 23rd, 1840."—*Hull Advertiser.*

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AMONG the Companies who in the course of the week have petitioned against the new Railways Regulation Bill, are the Birmingham and Gloucester Bolton and Leigh, Bolton and Preston, Bristol and Exeter, Cheltenham and Great Western, Eastern Counties', Glasgow, Paisley and Ayr, Glasgow, Paisley and Greenock, Great Western, Hull and Selby, London and Brighton, London and Croydon, London and Greenwich, Manchester Bolton and Bury, Midland Counties', North Union, Sheffield and Rotherham, South-Eastern, and Taff Vale.

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Petitions were presented to the House of Commons on Wednesday evening from the Chamber of Commerce and Manufactures of Greenock, and from the Sheffield and Rotherham Railway Company, praying for a modification of the passenger tax on railways.

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IT is likely that some light will at length be thrown upon what appears to be very strange conduct on the part of the Postmaster-General in reference to the proposed transference of the Sunday mails from the Ayr Railway to the common road. On Thursday, the House of Commons, on the motion of Mr. Hume, ordered a copy "of the correspondence which has taken place between the Earl of Lichfield, Postmaster-General, the Chancellor of the Exchequer, and all parties desiring the stoppage of the mails on the railroads on Sundays in Scotland; and copies of any orders by the Postmaster-General for the transmission of the mails in Scotland on Sundays by other conveyances than the railroads."

RAILWAY OFFENCES AND OFFENDERS.

WE call attention to the correspondence which appears elsewhere (extracted from official documents), between the Board of Trade and the Directors of the South-Western Railway Company, with reference to the gross neglect of duty displayed by two of the Company's servants on the occasion of the late melancholy and fatal accident at the Vauxhall terminus of the line. It gives us the greatest pleasure to find that the Board of Trade are properly alive to the necessity of enforcing the full penalties of the law in every case of railway delinquency, and can only express our regret that in the instance referred to, their efforts to bring the offenders to justice were not supported as they ought to have been, and as we had hoped they would have been, by the Executive of the Company. Difficulties there doubtless were in the way of a conviction, but the Directors should have done *their* duty in making the attempt, leaving the odium of failure to rest with those through whose neglect the law was unable to reach the principals in so scandalous a transaction. When will Railway Boards learn that they "must be cruel, only to be kind"?

The Directors of the London and Greenwich Company had a man named Thompson, a carver and gilder, of Bell-yard, Temple Bar, taken before the Magistrates of Union Hall Police court, on Tuesday, for grossly insulting a female fellow-passenger. The man pleaded drunkenness in extenuation, but the Magistrate very properly considered this an aggravation, and fined him 5*l*., which we regret to say, was (as usual) "immediately paid." A month's commitment in default would have done the fellow

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good; nevertheless, the Directors of the Railway have acquitted themselves well.

We take the following notice of a whole batch of "offences" from the *Yorkshireman*. The *locus in quo* is Darlington:—

"John Sedgwick, of Shildon, waggon driver on the Stockton and Darlington Railway, *was fined 5s. and costs, by the magistrates at Bishop-Auckland, on Thursday week, for placing stones on the Darlington branch and obstructing the line.* Edward Burnsides, of Aycliffe, waggon driver, was fined 5s. and costs, for running his waggons on the railway at the rate of 13 miles per hour, contrary to the bye-law of the Company.—James Coultherd, of Shildon, waggon driver, fined 5s. and costs, for obstructing the passage of the first class train, by being on the line with waggons.—John Hodgson, of Spring Garden, near West Auckland, waggon driver, fined 10s. and costs, for running waggons at a greater rate than 10 miles per hour across the level of a public highway.—William Finlay, of West Auckland, waggon driver, fined 5s. and costs, for a similar offence.—James Miller, of Shildon, waggon driver, fined 5s. and costs, for running waggons above 12 miles per hour. —Thomas Lisle, of Aycliffe, fined 4s. 6d. for a similar offence.—Christopher Robinson, (who did not appear), of Spring Gardens, miller, fined 1*l.* and 7s. costs, under 'Lord Seymour's Act,' for trespassing across the fences of the Stockton and Darlington Railway."

We take it for granted that those who have done us the honour to peruse the articles which have appeared from week to week under this head, are pretty well prepared for the results of "justices' justice," but we must say that a fine of "five shillings and costs," for placing stones on a railway to the imminent peril of hundreds, perhaps, of passengers, outdoes all former doings of a similar kind. We wish we could hold up the "Magistrates at Bishop Auckland" *nominatim* to the admiration of the public!

The *Derby Mercury* says—

"On Wednesday, March 24, Israel Poyser, of Bull Bridge, was brought before Messrs. Radford, John and Jedediah Strutt, magistrates at Belper, for trying to defraud the North Midland Railway Company out of an excess fare of sixpence. He took out a ticket on the 17th inst., at Derby for Belper, but rode on to Amber Gate, where he gave the ticket to the collector there, in a crumpled state, and ran off; he refused to return to pay the difference, when called upon, and was summoned in consequence. He was fined 1*l.* with 11s. costs. *The magistrates expressed their determination to inflict the full penalty upon all similar offenders.*"

Upon this we have only to remark,—"man never is, but always to be, blessed." Magistrates are constantly expressing "their determination" to do justice in these cases, but we look in vain for the performance.

NORTHERN AND EASTERN RAILWAY—TERMINUS AT HERTFORD.

An adjourned Meeting of the Committee was held in the Council Chamber on Wednesday evening last, when a communication (in reply to a letter sent by the secretary) was read from the Hon. W. F. Cowper, stating his readiness to present the memorial agreed upon by the inhabitants to the Court of Quarter Sessions. It was also stated, that an arrangement had been made with the Lee river trustees, by which all opposition on their part had been overcome; and that no opposition had ever been contemplated by the Governors of Christ's Hospital, many of whom were decidedly in favour of a terminus as closely connected with the town as possible, on account of the facilities which would thus be afforded to the friends of children visiting the school. It was also stated, that the objections of the visiting justices solely extended to field 50. One gentleman informed the Committee, that a sort of equivocal opposition to the Hertford terminus had been got up at Ware, where a petition had been set on foot, praying that the railway might be stopped at that town, on the ground of the "danger to the lives and limbs of her Majesty's subjects," which would arise if the railway were continued on a level with the high-road; it was, however, understood, that most of the respectable inhabitants of Ware were decidedly opposed to this movement. The Committee resolved, that a petition should be presented to Parliament in favour of the Bill now before the House of Commons, for carrying on the railway to this town. The Committee then adjourned.—*Essex Mercury.*

NORTH MIDLAND RAILWAY.

The Directors of this Railway are making arrangements by which the public, and especially farmers and parties attending the corn and other markets of our large towns, will be materially benefited. On Monday last, two additional stopping trains were started, to run daily between Leeds and Derby; and the number of places at which they stop for passengers is not less than 20, or seven more than the number of regular stations. These new trains have no connexion with trains conveying passengers for London, nor is any detention experienced by such parties in consequence of these arrangements. In a few days, also, it is intended to start a train from Sheffield direct for Hull, to reach the latter town before market-hours, and to return after they are over: hitherto, the communication between these two large towns has been circuitous and liable to delays, which will no longer exist. It appears that for some time past, the trains from Leeds to York and Hull have left the station in Hunslet-lane together, and been drawn by the same power to the point where they take separate lines; there is an economy of locomotive power in this arrangement. The York and Hull trains do not, however, enter Leeds together; as stoppages on the part of one for the other at the junction might be frequent, and in consequence inconvenient. The goods traffic between both places and Leeds has already been greatly augmented beyond its former extent, and is constantly increasing. The improvement in York as to liveliness since the opening of the railways is remarkable; no doubt, many a visit will be paid to its scenes of interest which never would have been paid without such facilities of access. The quantity of minerals conveyed along the North Midland Railway is almost outstripping the accommodation at the disposal of the Company; but this inconvenience will easily be remedied. We understand that the Company's superintendent has been at Darlington this week, making arrangements with the Directors of the Great North of England Railway, for rendering the facilities for travelling from one line to the other as complete as possible. It may be mentioned as a matter of curiosity, that the number of trains running daily on the North Midland is 59, and will in a few days be 63. Between Leeds and Manchester there are 18 passenger trains; from Leeds and Manchester to Brighouse, 2; between Leeds and London, 10; Leeds and Derby, 2 (will be 4;) Leeds and York, 8; Leeds and Hull, 9; these, with the two between Sheffield and Hull, and about ten luggage trains on the line, make a total of sixty-three daily.—*Eastern Counties' Herald.*

NORTH MIDLAND RAILWAY.

By a new regulation, which came into operation last week, third class carriages are now attached to all the trains, with the exception of the mail trains. The quantity of minerals conveyed along this railway is almost outstripping the accommodation at the disposal of the Company; but this inconvenience will easily be remedied. Very considerable additions to the traffic may be expected from the Clay Cross collieries and coke works, which are on an extensive scale; the latter will moreover afford the Company the means of obtaining coke at a much lower cost than heretofore, and so be productive of a material saving in the annual expenditure. Mr. Stephenson's lime-kilns also, at Amber-gate, are likely to supply, to a great extent, the midland counties with an article of great value in agriculture; the lime which is found in those counties being inconsiderable, and of inferior quality. The North Midland Railway will also be used for conveying the produce of these kilns as far north as Barnsley. We understand that the Company's superintendent has been at Darlington, making arrangements with the Directors of the Great North of England Railway, for rendering the facilities for travelling from one line to the other as complete as possible.—*Derby Mercury.*

SAD AND TRUE ADVENTURE OF A FROLICSOME TAILOR.

[From Return by the Preston and Wyre Railway Company to the Board of Trade.]

"The only 'accident attended with personal injury' which has occurred since the opening of this line, 'on the 15th of July last, was on the day itself of opening, and it took place under the following circumstances:—About 200 gentlemen had been invited to spend the day here with the Directors and their friends, as usual on such occasions, and a special train was despatched to bring them from and take them back to Preston. Although the greatest care was taken, by issuing tickets and every other means, to prevent the intrusion of persons not invited, yet among the bustle and crowd occasioned by the congregation of the guests, and of their friends who accompanied them to the North Union station at Preston, some three or four persons without tickets, contrived to elude the vigilance of the guards and porters and to obtain seats in the train. Among these was an Irish tailor, named Dean, notorious for his impudence and dissipated habits. He was detected and removed from the carriages several times, but managed to get up unperceived at the moment of departure, and to be conveyed to Fleetwood. The same undaunted impudence and pertinacity of purpose enabled him, after several previous fruitless attempts, to obtain a seat at the dinner, during and after which he became completely intoxicated. I have since learned that he was in the habit of frequenting most festive meetings in this way. On the return of the party to Preston, he once more intruded himself into the carriages, and was rejected several times, both as being intoxicated and as not having been invited. But he unfortunately succeeded in climbing up on the roof of a carriage as the train was starting, and (from the great length of the train, and the crowd of persons assembled to witness a scene so novel to them) was not perceived until the train had proceeded some distance and was at full speed. He was, however, quietly seated in one of the seats (with back and side-rails, foot-board, &c.) made for the guards on the first class carriages, and would have been perfectly safe there had he only sat still. His hat, however, almost immediately blew off and away, and, on standing up to look after it, he overbalanced himself and fell between that and the next carriage, in such a position that his body was inside the rails, his neck across one of them, and his head outside. The dreadful consequence was the instantaneous and complete decapitation of the unfortunate man by the wheels of the following carriages, heavily laden as they were, within five minutes from the time when he had got on the carriage."

Railway to Hertford.—The opposition of the magistrates to the proposed terminus continues to engross the minds of the inhabitants, and very naturally so, as it seems to us, for it really appears that unless the Company are allowed to have the terminus where it is proposed, they will abandon the idea of coming to Hertford. Another meeting was held at the Shire Hall, on Wednesday evening, at which the Mayor kindly presided. There was a large number of the inhabitants present; and after some discussion a memorial was agreed upon. We believe it received the signatures of every person present, and since then has continued to receive a vast number of signatures.—*Essex Mercury.*

—o—

Accident on the Hull and Selby Railway.—On Wednesday morning, as the mail train was proceeding from Selby to Hull, when it had arrived within about ten miles of the latter place, the end of the cylinder gave way, in consequence of which the engine and train came to a dead stand. No assistance could be procured till the next train arrived from Selby, when the delayed train was pushed on to its destination. Fortunately, the only injury or inconvenience that occurred was the detention of the letters and passengers for about two hours.—*Derby Chronicle.*

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EASTERN COUNTIES' RAILWAY.

To the Editor of the Railway Times.

SIR,—You are, I have no doubt, almost wearied with communications respecting this grossly mismanaged Company. It is now a month since the Brentwood Hill contract was taken; the second instalment on the debentures has been paid; the finest spring for the formation of embankments is rapidly passing away; and yet the work at Brentwood Hill is scarcely begun, and the embankments at Springfield and Widford are proceeding so slowly that all shareholders in the vicinity, not employed by the Railway Company, are dissatisfied—inquiring the reason of all these delays—and asking what has become of the money drawn from the impoverished shareholders?

I have been informed on good authority that the contractors are anxious to proceed, but are held back by orders from Shoreditch. Why is this? Will the infatuated shareholders in Lancashire never have their eyes opened to their interests? Will they wait until their shares are still further lowered in price, before they investigate the mode in which their money has been and is being spent?

The statement of the Mr. Moseley at the last meeting (in answer to the motion for inquiry), that the Lancashire shareholders are satisfied, surely cannot be correct. They cannot rest satisfied with the ruinously low price of the shares—lower by 50 per cent. than during the much-abused management of times gone by.

If the leading shareholders *are* satisfied, would it be requisite for the Directors to employ their *paid* officers, as at the last and previous meetings, to move and second the adoption of their Reports? Why were not the questions asked by Mr. Knox, as to the traffic, at the last meeting, answered? Why are their weekly and half-yearly statements of the traffic so different? And why, if honest and plain dealing be their rule of conduct, was Mr. Wyllie so shamefully tricked out of his seat in the Direction, and Mr. Ewart so stealthily smuggled into it? I have heard them called the "Thimble-rig Board"; and none, I think, can now question their right to the name.

I am, Sir, your obedient servant,
AN UNFORTUNATE SHAREHOLDER.

EDINBURGH AND GLASGOW RAILWAY.

THE CHAIRMAN OF THE EDINBURGH DIRECTORS IN EXPLANATION.

To the Editor of the Railway Times.

SIR,—In the *Railway Times* of the 20th inst., there appears a letter addressed by Mr. Leadbetter, Chairman of the Edinburgh and Glasgow Railway, upon which you make the following remark,—that it has "brought to light some facts which call for explanation at the hands of the Edinburgh Directors, but it has not altered in the least the opinion you had expressed on the general question." Relying, therefore, on your courtesy and desire for explanation, I venture to encroach upon your valuable columns with a very short statement in reply to what I presume to be the facts requiring explanation alluded to by you.

Mr. Leadbetter states—1st. "That before the meeting, and before any public discussion of the question, the Edinburgh Committee strongly advocated a division of the line, and that the management of the two portions should be committed to two Executive Committees—one at each end." The answer to this is, that the Edinburgh Directors did not, according to their interpretation of a division of the line, either then or at any other time advocate anything but one concentrated Board, controlling both Committees in all things, in terms of the Act of Parliament.

2nd. "That in reply to a letter from Mr. Leadbetter to me, on behalf of the Edinburgh Directors, dated 8th February, suggesting the propriety of longer time being allowed to consider the whole subject than what was then to elapse before the general meeting, and requiring a pledge that nothing would be done in the mean time to influence the shareholders and procure mandates for the meeting, and that I declined giving any such pledge." My explanation on this point is, a reference to the two letters. No fault can be found with my answer. I stated that I exceedingly deprecated all appeals to the shareholders from a divided Board, but that as Mr. L. had it in his power to conciliate matters, we might, if driven to it, nevertheless adopt it; and I besought him not to take advantage of the difficulties in the way of the Edinburgh Directors attending a meeting next day, to force a measure which he knew to be in opposition to the unanimous opinion of the Edinburgh Directors. Mr. Leadbetter paid no attention to this my remonstrance, and thus compelled us to take the course we did.

3rd. "That it came indirectly to his knowledge, and was subsequently proved, that some of the Directors and their friends in Edinburgh, were at this very time procuring mandates for the general meeting, and that 300 circulars had been issued by these parties in Liverpool, requesting mandates to be sent to them." The reply of the Edinburgh Directors to this assertion is very short. It is true as I stated at the general meeting, that I wrote to five or six friends for their *own* mandates, and as on a previous occasion the Edinburgh shareholders had given theirs, and that one or two of the Edinburgh Directors had written also to a few of their own friends, but as to the issuing of circulars or employing an agent in Liverpool to do so, I beg to give it my positive denial, in so far as any one Director is either directly or indirectly concerned. No doubt I afterwards learned that Mr. Dawson had issued circulars, because he wrote to me boasting of his having done so. But what is the fact in regard to this? Is it that there is in this quarter a railway called the Edinburgh and Newhaven, with which neither I nor any one of our Board have any connection whatever; but Mr. Dawson, and the Directors of that railway are most anxious that they should be able to join our terminus; and as the elongation of the Edinburgh and Glasgow Railway to the North Bridge would afford that facility, and as this is a measure which might have been discussed at the general meeting, particularly as Mr. Richardson, a Glasgow Director, has set his face against it, these gentlemen it seems were anxious to strengthen my hands in carrying that point. I heard with surprise the length they had gone, and most assuredly, had such proxies ever come into my hands, I should have used them for no other purpose whatever. I would rather forfeit 20 times the interest I have in all the railways in the kingdom, than demean myself by such conduct. But, pray how and when did Mr. Leadbetter hear anything of these proxies?—Why, unfortunately for him, he has told us. He says, that he was a good deal surprised when *in Liverpool* to hear all this. Why, then, he confesses that he took the step of going off to Liverpool and Manchester to make his *ex parte* statement, and to procure by his influence, as the Chairman, all the proxies that he could, without making me or any Director aware of his intention. This, surely, was unfair, and he feels it now to be so. But, thinking that he can accuse us of playing foul, he wishes to screen himself by this alleged discovery. No, Sir, whatever colour may be given it, no charge of unfairness can stand against us.

4th. "Mr. Leadbetter states, that he was willing to yield to delay, provided we would agree to abide by the decision of an adjournment meeting, and that we refused to do so." My explanation is very short also—that we could not agree to abide by even a decision of a majority of shareholders, if that decision should be illegal, and not fairly obtained. And now, in conclusion, I beg to assure you, that the more investigation that is made into the conduct of the Edinburgh Directors, the more you, and the public, and the shareholders, will be confirmed in opinion, that they never have resorted to any crafty proceedings, or done anything which they are not ready to avow; and, most certainly, it greatly concerns the prosperity of the undertaking, that their existence and their surveillance should be continued.

I beg to remain, Sir, yours, most obediently,
JOHN LEARMONTH,
Deputy-Chairman.

Edinburgh, 29th March, 1841.

RAILWAY SHARE GAMBLING.

To the Editor of the Railway Times.

SIR,—From the very commencement of your deservedly most popular Journal, I have admired the straight forward and upright manner in which you have treated all subjects connected with railway property; and I have invariably observed that you exhibit the utmost readiness in exposing all illegitimate transactions, whether as emanating from bubble companies, or the more frequent occurrence of unfair speculation in the property of the real capitalist. I beg through the *Railway Times* to call public attention to the subject of transactions which continue most injuriously to affect all such parties as invest their money in the leading railways, and I trust that some steps will be taken by railway proprietors generally to remedy so great an evil. It is not known that at this present time sales of shares are effected to an extent vastly beyond the means of supply, and in many cases to an extent almost beyond belief. In the small fractional shares issued by the leading Companies this is most particularly the case, and I cannot better illustrate my meaning than by refering to the Great Western Railway. In this line it will be remembered an issue of "fifth" shares took place some short time since in the proportion of *one*-fifth to each original share—consequently the number of fifths cannot by any possibility exceed that of the original shares. I am well acquainted with a variety of transactions in such small shares, and am satisfied from the immense number bought and sold, there must be at least five times as many as there are actual shares. It is no unusual thing to hear of parties buying and selling 500 at a time, and I have reason to know that this gross system of gambling is carried on to an immense extent. But let me show the result, and which I can prove, not only from my own experience, but that of very many gentlemen of property who have made purchases in the leading lines.

If a man of substance purchases fifty or a hundred of these fifths with an intention of permanently holding them, he is harassed beyond measure in getting them delivered, and for the best of all reasons—the parties from whom they are purchased *do not actually possess them*, but effect the sale merely on the contract note of some individual from whom they may have purchased, and in this manner the transaction passes backwards through a legion of people, not one of whom has even so much as seen the shares. The party from whom the sale first emanated, made a sale without having so much as a single share in his possession, and in this manner men of property are gulled and deceived.

Three months since I purchased one hundred Great Western fifths, and have applied an hundred times to get them and pay my money. The party for whom I purchased is a gentleman of property, but he cannot get the shares from the broker, who in his turn is dependent on a multitude of others. By this plan of wearisome annoyance people are induced to abandon their purchases, and then the probability is, that the *pretended lots of shares* get again forth as food for the jobbing community.

If parties buying shares would insist on immediate delivery, the evil would soon be remedied.

It is not only in Great Western shares that these practices exist, but in all substantial lines. I have been assured to-day by an eminent capitalist, that no less than *one hundred thousand* of London and Southampton new tenth shares have been similarly sold, and yet not one half of these are in existence. The same occurs with London and Birmingham and other lines.

I have the honour to be, Sir,
Your most obedient servant,
A BONA FIDE HOLDER.

Liverpool, March 2, 1841.

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MANCHESTER, BOLTON AND BURY RAILWAY.

To the Editor of the Railway Times.

SIR,—"When infamy bears sway, the post of honour is a private station." This, though a good old maxim, would still produce mischief were it not met by another which says that "When bad men conspire, good men ought to unite."

Your exposure of the doings of the Eastern Counties' Directors has benefitted the shareholding public generally. I, as a regular subscriber to your paper, rejoice to find you still firm. I could point out various ways in which the exposure in the *Railway Times* of the Eastern Counties' mismanagement, has benefitted the shareholders of other railways. However, as it appears that your communications are fully as numerous as your paper can accommodate or your time give attention to, I will not trespass at present further than to return thanks to you for the good which I know it has done in respect to a railway in which I am immediately interested—I mean the Manchester and Bury. Nevertheless, it is still far from what it should be. It is stated in your list of Railway shares, under the head of the "Manchester, Bolton and Bury Canal and Railway," that the amount of each share is 100*l.*; now the amount each shareholder is liable for is 125*l.* 9s. 8d.; and for proof of this I beg to refer to the Report of the Directors published in your paper of February. Again, there are 6,201 shares, which at 125*l.* 9s. 8d. gives an amount of 777,936*l.* 3s., which sum has been all spent in the canal and railway conjointly. The canal, however, only cost 100,000*l.* of that sum, and yields half-yearly 5,000*l.* profit. The railway cost the remainder, 677,936*l.* 3s., and until the last six months (which yielded a gross profit of 2,800*l.*, nothing being deducted for two years and seven months wear and tear or depreciation of stock), was carried on at a loss, which loss was made up by the canal, from which source too the small dividend was obtained. After all, the boasted railway surplus is no surplus at all.

For taking from the railway surplus of ..	£8,969 14 6
We must deduct interest of railway debt	6,117 12 11
Leaving only	£2,852 1 7

as a net surplus. Can any person, however, believe that the depreciation in a capital stock of 677,936*l.* will not amount to much more, nay, three times as much from the time, May 29, 1838, that the railway was opened, to December 31, 1840, the period when this surplus is made to appear?

The stated canal surplus is	5,100 19 9
Interest on canal debt	400 0 0
Real surplus, so far as the canal is concerned	4,700 19 9

I am, Sir, yours, respectfully,

A SUBSCRIBER.

Bolton, March 24, 1841.

GREAT NORTH OF ENGLAND RAILWAY.—CROFT BRANCH.

To the Editor of the Railway Times.

SIR,—On perusing your publication of the 20th instant, I observe a paragraph with the above heading, quoted from the *Northern Times*, in which it is stated that a considerable delay and outlay are likely to be occasioned at the bridge which crosses the Tees at Croft, in consequence of "an error in the elevation"—the level of the bridge having been taken upwards of seven feet lower than it ought to have been."

Being a resident in the neighbourhood, and having occasion very frequently to see the work referred to, with those connected therewith on each side, I am enabled from my personal knowledge to say that the writer in the *Northern Times* has either been misinformed, or has wilfully mis-stated the facts, I feel it to be a duty incumbent upon me to state thus publicly, that under all the circumstances of the case, I think the Engineer has used a wise discrimination both in the site and elevation of the bridge, in order to avoid high embankments of bad materials and foundations, expensive crossings of highway and turnpike roads, and costly purchases of land, &c., not comprised under the powers of the Company's Acts of Parliament. The bridge is erected at the right elevation, and there does not appear any intention on the part of the Company, up to this time, to alter either the bridge or the embankment. I am informed that if the Company had adopted the line originally selected by the Engineer for this railway, it would have avoided the excavating referred to, and obtained very superior inclinations.

I am, Sir, yours, &c.

A SUBSCRIBER.

March 22, 1841.

GLASGOW, PAISLEY AND GREENOCK RAILWAY—OPENING.

[From the *Glasgow Constitutional* of Wednesday.]

YESTERDAY, being the day appointed for opening the Railway from Greenock to Paisley to join the Ayr and Glasgow line, the occasion was looked forward to, and observed at Greenock, Paisley, Glasgow, and indeed along the whole line, as one of high jubilee and rejoicing. Early in the morning the hoisting of flags by the vessels in the harbour of Greenock, on the Custom House, the Steeples, and every house top and height where they could be seen, gave indication of the forthcoming event, and that the first start of the Railway carriages, with a gay throng of ladies and gentlemen, was to take place from thence, as had been previously announced. The forenoon being fine, every person seemed more pleased than another, at the gaiety of the scene. At six minutes past eleven a beautiful train of twelve new carriages, decorated with flags, and propelled by two fine engines, the Witch and the Eagle, started from the head-quarters, amidst the exquisite music of the band of the Dragoon Guards, the cheerings of the assembled multitude, and a royal salute of twenty-one guns. With all stoppages and a careful pace, this fine train made its appearance in the vicinity of Glasgow—distance 22 miles—in little more than an hour. This was again a moment of excitement. Two guns belonging to the Royal Artillery, placed near Port Eglinton, commenced firing another salute as they approached, which, with the assistance of the guns placed near the Station House in Tradeston, the waving of flags, and the cheering of the people, rendered the whole scene most imposing.—At Glasgow there was no lack of spirit on the occasion either. Many of the vessels in the harbour had their colours and flags displayed, while the union jack flaunted proudly from the summit of the noble Station House in Tradeston, which, with the sheds and other buildings, was finely decorated with laurel and flowers. Here the excellent band of the 58th regiment was stationed, and continued, at intervals, to cheer the company with its music. During the proceedings the most intense interest was manifested by the surrounding inhabitants in the proceedings, while the windows and house tops were crowded with anxious spectators. On West-street Bridge, adjoining the station, there was a triumphal arch, surmounted by flags, erected. Soon after the arrival of the principal train, another, with the remainder of the company from Greenock, made its appearance, and was received with similar demonstrations as the first. Some time was now taken up in arranging the carriages, and getting accommodation for the great increase for company from this city;—and here we cannot deny ourselves the pleasure of paying a tribute of applause to all connected with the arrangement of the ceremonial, for the calm and business-like manner in which every thing was transacted. There was no fury, no noise, no unseemly bustle, and the company appeared to enjoy a feeling of perfect security, in consequence. Where all did their duty, it would be invidious to mention names. It is just by such caution and anxious care on the part of those connected with the management of railways, that they must win the universal support of the public.—Everything being ready, about half-past one o'clock, a splendid train of nineteen carriages, with two engines and tender, started from this station on their way back to Greenock, amidst the roaring of cannon, and the cheerings of a delighted and excited crowd at the triumphs of steam, and the wonders produced by the skill and ability of man!—Another train of fifteen carriages followed.

The first train went along in fine style till it came to Bishopton. Here a temporary delay took place just as it had got into the tunnel, from the exhaustion of steam; it was not long, however, before it was got up, and on the immense train flew to its destination. It commenced to rain just at starting from the station at Glasgow, and continued during the day, with only a slight intermission, when hopes were speedily formed that it would still clear up, but they were not realized, for by the time we reached Greenock—twenty minutes past three—it came down in a complete thunder shower. This rather damped the enthusiasm, but still at every station the firing of cannon and the loud huzzas of the assembled multitudes, evinced the interest they took in the opening of this new line. In passing along, after we got through the tunnel and were on the pleasant banks of the noble Clyde, a gentleman pointed out the curious effect the steam-boats sailing in the same direction displayed, from the rapidity with which we were gliding through the air. The carriages seemed to be stationary, while the steamboats presented all that the fondest lover of romance ever imagined of the Flying Dutchman—indeed, they seemed to cut the air at the rate of a hundred miles an hour. When the train arrived, the splendid band of the Royal Dragoons was discoursing the most delightful music, and, in a pavillion got up with the greatest taste, and decorated in the chastest manner with evergreens, flags, and devices, were spread tables for the numerous assemblage, and on these tables excellent refreshments, with good champagne to wash them down. It was truly a satisfactory sight to see the comfort and good things provided for so many guests, and we hope every one did justice to the good cheer. After blessing was asked by the Rev. Mr. Smith, the company began to discuss what was before them, and when they had finished, Mr. Kerr, who acted as chairman, rose, and said he would not keep them long in the cold, but in every assembly it was our duty, as loyal subjects, to drink the health of our Queen Victoria, and wish her happiness and a long reign. This was responded to in the most rapturous manner. Mr. Russell then rose, and after stating the obligations of the guests to the managers of the Railway Company, and commending their desire to make all their guests as comfortable as possible, he concluded by giving success to the Greenock Railway Company, which was received with the greatest enthusiasm. The guests who were returning to Glasgow got into the carriages, and in an hour and twenty minutes were safely landed at the station here.—There was a splendid dinner to take place in the Tontine Inn, Greenock, in the evening, and there is no doubt that it would come off in capital style. Mr. Kerr, who is chairman of the Greenock Board of Directors was to preside. We cordially wish success to every additional facility given to our trade and commerce, and congratulate the Directors on the forward state in which their work now seems.

PARIS AND ROUEN RAILWAY.—A royal ordinance modifies as follows the first paragraph of the 21st article of the statutes of the Paris and Rouen Railway Company:—"During the execution of the works, and until the completion of the entire line between Paris and Rouen, the shareholders are to be paid four per cent. on the sums vested by them, and the Company is to apply to that purpose the proceeds of the sums placed out at interest, or the receipts of the different parts of the line which may be successively opened, or any other accessory revenues of the undertaking; or, in case of insufficiency, a portion of the 5,000,000f. comprised within the capital, in addition to the estimated costs of the works."

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PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BELFAST AND CAVEHILL RAILWAY.

April 1.—Second reading of Bill fixed for Monday, 5th April.

BRISTOL AND EXETER RAILWAY.

March 31.—Committee on Bill postponed from Friday, 2nd April, till Tuesday, 6th April.

April 1.—Order for Committee meeting on Tuesday, 6th April, discharged.

EASTERN COUNTIES' RAILWAY.

April 1.—Committee on Bill appointed by the Committee of Selection:—Sir Adolphus Dalrymple (Brighton), Mr. Alderman Copeland (Stoke-upon-Trent), Mr. Ludlow Bruges (Bath), selected and added to the Committee; Lord Viscount Howick, Mr. James Power, and Mr. Fazakerley, discharged.

GREAT LEINSTER AND MUNSTER RAILWAY—(No. 2).

March 29.—Petition for leave to present a petition for a Bill; referred to the Select Committee on petitions for Private Bills.

April 1.—Petition for leave to present a petition for a Bill reported; leave given; petition presented accordingly; referred to the Select Committee on petitions for Private Bills.

NORTHERN AND EASTERN RAILWAY.

March 29.—Bill reported; Report to lie on the table and to be printed.

The following is the Report:—

Lord Mahon reported from the Committee on the Northern and Eastern Railway Bill, and to whom several petitions against the Bill were referred, that they had examined into the several matters required by the Standing Orders to be proved before Committees on Railway Bills, and had agreed to the following Report:—

That the object of the Bill being merely to make certain deviations in the line of that Railway as at present authorised by Parliament, and to make some provisions with respect to the internal management of the affairs of the Company, it did not appear to the Committee that the matters classed under Numbers from 1 to 11 inclusive, and Numbers 19 and 20, and required to be reported on by the Standing Orders relative to Railway Bills, were applicable in the present instance.

That it appeared to the Committee that there is not any inclined plane on the railway proposed to be worked by an assistant engine.

That there are not any engineering difficulties.

That there is no tunnel.

That in the proposed deviations the gradients and curves are favourable, the steepest inclination being 1 in 330, and the smallest radius of a curve 20 chains.

That the length of the deviations is six miles and a quarter.

That it is intended to pass on a level the highway at Roydon, the highway which leads from Eastwick to Netteswell, and the lane leading to Twyford Mill; but the Committee are of opinion that the restriction in this particular imposed by the Standing Order of the House ought not in this instance to be enforced, for the following reasons, viz.—

1st. That if the road at Roydon were carried under the railway, it would necessarily be below the level of the Stort Navigation, and be always under water.

2dly. That if the road were carried over the railway it would be very inconvenient from its height, and injure the neighbouring property of residents, and shut off all communication between the public road and the River Stort, whereas by crossing on a level, access to the station would be greatly facilitated, while from the immediate neighbourhood of the station no danger need be apprehended, as the spot would be continually watched by the police. The traffic on the road in question is very small. The same reasons apply to the crossing over the highway from Eastwick to Netteswell.

3dly. As to the lane to Twyford Mill, if the lane were carried over the railway it must be raised 30 feet, which would necessarily be very inconvenient; and it appears to the Committee, that by carrying the lane under the railway by an archway of ten feet high, as is proposed by the Company, the necessity for any traffic across the railway on a level will be superseded, except for hay carts during harvest, and thus no danger need be apprehended.

That the expense of the deviations to be incurred up to the time of their completion will amount to 75,000*l.*; but the expense of the original line, in lieu of which the deviations are proposed to be made, would have amounted to 130,000*l.*, thus effecting a saving of 55,000*l.* These estimates appear to be supported by evidence, and to be fully adequate for the purpose.

That the number of assents, dissents and neuters, and the length and amount of property belonging to each class traversed by the railway, distinguishing owners from occupiers, with reference to the parties who may be affected by the proposed deviation, are inserted in the Appendix.

That Mr. George Parker Bidder was the only engineer examined before the Committee in support of the Bill, and none were examined against it.

That the following petitions were referred to the Committee.

A petition from George Frere, Esq. alleging that the said Bill contained clauses which would be injurious to the interests of the petitioner, and inconsistent with certain articles of agreement entered into between the said Company and the said petitioner, and praying for protection. A provision was inserted in the Bill to protect the interests of the petitioner accordingly; but no one appeared in support of the said petition.

A petition from Mary Booth, alleging that it was intended to carry the said railway on an embankment within very few yards from the mansion-house of the petitioner, in the parish of Roydon, which would injure such premises as a residence, and throw back the flood water of the River Stort on the adjoining lands, and praying for protection. A provision was inserted in the Bill to protect the interests of the petitioner; but no one appeared in support of the said petition.

Lastly, the Committee report in favour of the fitness, in an engineering point of view, of the projected deviations; but that there are not any other circumstances which, in the opinion of the Committee, it is desirable the House should be informed of.

Lord Mahon further reported from the Committee, That they had examined the allegations of the Bill, and found the same to be true; and had gone through the Bill, and made several amendments thereto.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH.)

March 29.—Bill reported; Report to lie on the table and to be printed.

NORTH MIDLAND RAILWAY.

March 30.—Petition for additional provision; referred to the Select Committee on petitions for Private Bills.

POLLOC AND GOVAN RAILWAY.

April 1.—Printed Breviate of amended Bill laid on the table.

PRESTON AND LONGRIDGE RAILWAY.

March 30.—Message from the Lords that they have agreed to the Bill without amendments.

Mr. Speaker reported the Royal Assent to the Bill.

SOUTH-WESTERN RAILWAY (No. 1.)

March 30.—Message from the Lords that they have agreed to the Bill without amendments.

Mr. Speaker reported the Royal Assent to the Bill.

WEST DURHAM RAILWAY.

April 1.—Printed breviate of amended Bill laid on the table. Third Reading fixed for Monday, 5th April.

WISHAW AND COLTNESS RAILWAY.

March 29.—Bill read a third time and passed.

INSTRUCTIONS TO ENGINE-DRIVERS.

Practical Rules for the Management of a Locomotive Engine; in the Station, on the Road, and in cases of Accident: by CHARLES HUTTON GREGORY, C. E. [London: Weale.]

IN our Notices to Correspondents the week before last, we acknowledged the receipt of this little work, and promised a more detailed notice of its contents. We really, however, do not see what we can add to the opinion then expressed, that "it is a very clever, sensible, and business-like production," and that it ought to be placed in the hands of every engine-driver upon every railway in the kingdom. It is in truth a most valuable manual, the production of a thoroughly practical master of the subject, and when we have said this, we can award no higher praise.

To quote from the general body of such a work would be as uninteresting to general readers as we are satisfied it will be superfluous in the case of the parties concerned, (seeing that the work itself is within the means of the humblest of them,) but we cannot resist giving the following regulations, drawn by the author in reference to the London and Croydon Railway, with which he is professionally connected, and which regulations appear to us to be exceedingly to the purpose:—

"*Regulations for the first Appointment of an Engineman, adopted by the Directors of the London and Croydon Railway.* 1840.

"1. The candidate must not be under 21 years of age, and must produce a certificate of a sound constitution and steady habits.

"2. He must be able to read and write, and, if possible, understand the rudimental principles of mechanics.

"3. It will be a great recommendation if he has served his time to any mechanical art, especially as a fitter of locomotive engines; and, if possible, he should produce testimonials stating his qualifications as such.

"4. If the candidate has been a fitter or a stationary engineman, he must for several months at least, have been a stoker on a locomotive engine, under the direction of a steady and competent engineman; and before his appointment he should produce a testimonial from the Superintendent of Locomotives, or at least from the engineman under whom he has served, stating full confidence in his acquaintance with the construction of an engine and the principles of its management.

"5. If the candidate has not been a fitter or a stationary engineman, he must have served as a stoker for at least two years, and produce the testimonials named in the preceding rules.

"6. If required by the Board of Directors, for greater security, the candidate must undergo an examination from their Engineer, Superintendent of Locomotives, or other competent person, as to his knowledge of an engine and its management, and the general result of this examination must be committed to paper, signed by the examiner, and presented to the Board.

"7. The Engineer or Superintendent of Locomotives of the Railway to which the candidate is desirous of being appointed, shall sign a certificate stating that he has conversed with him, has seen him drive, and has confidence in his steadiness and ability.

"8. Before being allowed to take the entire charge of an engine and train, the candidate must drive for several days under the direction of an experienced engineman, who must be on his engine, and certify to his ability.

"9. All certificates and testimonials must be deposited with the Secretary of the Company, who will restore them to the owner on his leaving their service."

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RAILWAY ACCIDENTS AND THE "RAILWAY TIMES."

A WRITER in *Fraser's Magazine* for April has attempted to amuse the readers of that popular periodical by giving what is intended for a burlesque of the mode and matter of the original writing in some of the metropolitan journals, after the manner of the well-known *Rejected Addresses*. The paper is entitled, "Specimen Leaders of a would-be Editor," and has reference to almost every journal of note, whether daily or weekly, including the *Times*, *Chronicle*, *Post*, *Standard*, *Spectator*, *Examiner*, *John Bull*, and the *Railway Times*. We should have deemed it an honour to be quizzed in such goodly company had the thing been cleverly done, but we are bound to say that it is *not*, either as regards the greater number of our contemporaries or ourselves. It is quite manifest indeed that the writer in *Fraser* can never have read one word of what has appeared in this journal on the subject of railway accidents, or he would never have gone upon so entirely false a tack in his "specimen" relative to us. Here it is, a specimen of the "specimen:"—

"FOR THE 'RAILWAY TIMES.'

"In accordance with our promise (see the *Railway Times* for the 31st of April last), we this day fulfil the gratifying duty of enlarging our sheet to three times its former dimensions. The object of this increase, unexampled in the annals of journalism, is to put our readers in possession of full reports of the numerous railway accidents which are so rapidly on the increase, both as to frequency and fatality, in every part of the country.

"We shall endeavour in as few words as need be, to describe a few of the arrangements and *modus operandi* for obtaining the earliest intelligence of what some journals (evidently in the pay of the defunct coach-proprietors,) denominate 'railway calamities,' or 'railway murders.'

"First, we have engaged two hundred gentlemen of the highest abilities, and of known talent in the art of penny-a-lining, amplification, and the profound science of making the most out of nothing. The sphere of usefulness of each of these gentlemen will be a district in no case exceeding twenty miles in length of railway; their duty to consist, each in his particular district, of being constantly on the alert, and of being ever ready to report with as much minuteness, accuracy, and truth, as we permit him, every occurrence on his part of the line that it will be of interest to the public to be made acquainted with.

"Second,—As accidents to passengers are of more frequent occurrence at *termini*, we have placed, in addition to the one per twenty miles special reporter, a gentleman at each end of every railway. Their duty will be, in addition to their record of accidents that have actually occurred, to take an account of all the old women of both sexes who are evidently frightened to death by the steam, the noise, the engineers' whistles, the 'Here you are, ma'am!' of the porters, and going through the tunnels. They are also to make a special note in a book provided for the purpose of all such persons as they may hear thanking Heaven that they have arrived at their journey's end without any disaster.

"Third,—In order to insure the exact degree of accuracy that we require, inspectors to the foregoing have been appointed. Their duty will be, as their name implies, to inspect and to collect the reports of the before-mentioned gentlemen penny-a-liners, and to hand them to the superintendant. The duty of the superintendant is to inspect the inspectors, and generally to keep a weather-eye upon their proceedings, and also those of the gentlemen who are placed under them. The superintendent is not permitted to report any accident, but he may add what are technically known as, 'latest particulars,' 'further accounts.' 'Death of 49 or 60 (as the case may be) of the 250 wounded persons.' Amongst the special instructions which have been issued to the corps are the following:—

"'The reports of all dreadful accidents are to be accompanied by a statement for publication of the names of the nearest undertakers, and of the most eminent surgeons in the vicinity; the former especially, so that the friends of the sufferers who are killed outright, may experience no difficulty in knowing whom to apply to for the funeral arrangements; and that those who have to linger for days, weeks, or months in agony, until death terminates their sufferings, may have the best medical assistance the neighbourhood affords. Where there are two undertakers living equi-distant from the place of the accident, the names of both may be given; and if they are of opposite politics, this may be stated, so that each victim may be buried by a man after his own heart.

"'In all cases in which engineers are killed, it will soothe the public irritation to call them reckless, heartless drunkards, unsafe drivers, or any other term of opprobrium that suggests itself to their imaginations, and that they amply deserved the fate they experienced, namely, being hurled into eternity without a moment's preparation. They may also add, they can positively announce it was in the contemplation of the Directors, who held a special Board to consider the man's conduct, to dismiss him as soon as he had completed the journey which had proved fatal to him. As an additional means of mollifying the public, they ought in such cases to designate the passengers unhappy, unfortunate, and such like.

"'When an engineer's life is spared, it will be more convenient (still with the view of calming public indignation) to assert that the accident occurred from circumstances which no human foresight or ingenuity could prevent or control; and in case a contrary opinion should be expressed by a journal inimical to railway interests, they are to produce, by way of answer, some fact well involved in technical language to prove the accuracy of their first assertion."

MIDLAND COUNTIES' RAILWAY.

LAST week, the receipt on the above line, amounted to the sum of 2048*l.* 0s. 3½d., making an increase on the week previous of 200*l.* From the extensive works now going along the line in this town and neighbourhood, in preparing wharfs and building warehouses, it will not be many months before the entire of the canal traffic will be worked on the rails. Already several of the large carriers have discontinued running their boats, and if the extra expense of keeping open an additional warehouse together with the expense of haulage and tonnage, be taken into the account, the low rate of fares proposed by the Directors, must command at no distant date, the whole of the traffic, from the south to the north of England. Let any person at leisure, visit the Station, and he will find daily, up train and down, between sixty and seventy waggons loaded with every kind of merchandise, and including an article, wool, invariably till lately sent by boat.

The careful and quick manner in which heavy goods are conveyed without the least risk, and no monkey sucking, must further enhance this mode of transit. For some time we certainly had our doubts relative to the success of this great and expensive undertaking, but from daily increasing experience, we have no doubt of its paying the shareholders, judging as we do from the increase of passengers, and merchandise, together with a large concern shortly to be opened in the traffic of coal. Already at the end of Fox's-street, a large and convenient weighing machine has been put down, and in a line to the engine-house, six wharfs are laid out and most of them taken. Near to the old plaister pits, and lower down the line, a large warehouse for corn, &c., will shortly be erected, together with a lime and coal wharf. At Loughborough, Syston, Wigston, Crow Mill, Ullesthorpe, and Rugby, wharfs are making near to the various stations, for the purpose of selling coal, and which will be found of great convenience to the farmers, many of whom now send their teams to Leicester. The shares have advanced from 77 to 80.—*Leicester Herald*, March 20.

CORNWALL AND DEVON RAILWAY.

THE Committee met at Truro on Saturday last, the Earl of Falmouth in the chair, when Capt. Moorsom laid before them the plans and sections of the entire line between Falmouth and Exeter, which have been, ere this, deposited with the county clerks in both counties. The Committee expressed themselves well satisfied with the exertions of Captain Moorsom and the ability he had displayed throughout his arduous undertaking in an unfavourable season of the year. He had so well acquainted himself with the localities, as to be enabled to assure the Committee that whenever the undertaking is commenced, he is so satisfied that he has adopted the best and most practicable line, that no greater deviation, in any instance will be needed than the Parliamentary regulations will fully admit of. The distance from Falmouth to Exeter by statute miles is 99, and the proposed line, extending to Cowley Bridge, two miles or more north of Exeter, will be but 104, a proof that with all the necessary curves, and a new route by St. Austell, no disadvantage of moment arises. By the middle of April, Captain Moorsom will be prepared to lay before the Committee a minute estimate of the expense of the undertaking, and in May or June another county meeting will be convened to receive the Committee's Report, and to decide on ulterior proceedings. The Captain is most favourably impressed as to the remunerative character of the undertaking, and is of opinion that it will have the support of Capitalists. It will bring Falmouth within 13 or 14 hours of London, even by way of Bristol, and the Directors of the Great Western are anxiously desirous of promoting its progress.

Captain Moorsom's survey we are informed, embraces the extension of the line from Truro to Penzance, and with that view the line from Falmouth to Truro has been marked so as to approach Chacewater.—*Falmouth Packet.*

EQUALIZATION OF RAILWAY CHARGES

THE following is the clause proposed by the Hull and Selby Railway Company, to be inserted in the Bill which the York and North Midland Company have laid before Parliament. Since the transfer of the Leeds and Selby line to the York and North Midland Company, that Company has made a difference of 25 per cent. in favour of bale goods delivered to their own steamers at Selby over those transferrred to the Hull and Selby Railway Company. The Committee having heard the statements on both sides, resolved that the clause do stand part of the Bill. Should the Bill, as thus amended, pass into a law, the York and North Midland Company will be compelled to deliver goods for Hull to the Hull and Selby Company at the same charges as are made upon those forwarded by their own vessels, or transferred to any other carriers whatever:—

"And be it enacted, that the charges to be made by the said York and North Midland and Leeds and Selby Railway Companies, or by either of them, for the carriage of any passengers, goods, animals or other matters or things to be conveyed by either of the said Companies, or for the use of any steam or other power or carriage to be supplied by the said Companies, or either of them, shall be at all times charged equally and after the same rate per mile, or per ton per mile, in respect of all passengers and of all goods, animals or carriages, matters or things of a like description propelled or conveyed by a like engine or carriage passing on the same portion of the line only and under the like circumstances, and no reduction or advance in any charge for conveyance by the said Companies, or either of them, or for the use of any locomotive power to be supplied by them, or either of them, shall be made either directly or indirectly in favour of or against any particular Company or person travelling upon or using the same portion of either of the said York and North Midland and Leeds and Selby Railways, and under the like circumstances as aforesaid: Provided always that the said Companies respectively shall and they and each of them shall and they are hereby required to receive and carry in and upon, and by or with all trains whatsoever travelling on or along any portion of either of the said railways all such carriages, passengers, goods, animals, articles, matters and things whatsoever which shall be offered for that purpose by any Company or person whomsoever and without reference or regard to the ulterior destination or mode of conveyance of such carriages, passengers, goods, animals, articles, matters or things: Provided also that nothing herein contained shall extend or be construed to extend to oblige or require the said Companies respectively to carry or convey any goods, animals, matters and things other than passengers, in and by any train used for the conveyance of the mail, or in and by any train expressly devoted to the conveyance of passengers."—*Eastern Counties' Herald.*

PRESENTATION OF PLATE TO MR. GOOCH.—On Monday last the engineers of the Manchester and Leeds Railway invited Mr. Gooch, the head of their department, to dine with them at the Albion Hotel, Manchester, for the purpose of presenting to him an elegant service of plate, as a testimonial to his professional abilities, and a grateful acknowledgment of the kindness and courtesy of his conduct. Some excellent and appropriate speeches were made on the occasion, illustrative of the difficulties, unprecedented in the annals of engineering, which have been encountered in the construction of this railway, and congratulatory to Mr. Gooch on his successful accomplishment of the same.—*Manchester Courier.*

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MR. ROSS AND THE "RAILWAY TIMES."

KINGSTON ASSIZES, Friday, April 2.

Before Lord Denman and a Common Jury.

ROSS *v.* THE RAILWAY TIMES.

Mr. THESIGER (with whom was Mr. Gurney) stated that this was an action brought by the plaintiff, a gentleman rather advanced in years, to recover compensation for a very serious injury he had sustained from the defendant, the publisher of the *Railway Times*, through a libel published in that paper. In answer to the declaration the defendant had pleaded, besides the general issue, a justification of the truth of the statements he had published, containing the gravest imputations against the moral character of Mr. Ross. The importance of the result of the present trial to his client, the learned counsel said, rendered him exceedingly anxious as to the issue. Mr. Ross (unfortunately, as it had proved for himself) had been the projector of a scheme, which beyond all doubt would have been, could it have been accomplished, of the greatest benefit to the country—a scheme for establishing a harbour at Trevonthan, near Launceston, and connecting it by railway with the other parts of the kingdom. This scheme, like all others proposed now-a-days was to be carried into effect by means of a joint-stock company, which accordingly was formed under the title of the "Cornwall Harbour, and Victoria Railway Company." After having been actively engaged in the formation of this Company, the plaintiff became the secretary. From circumstances over which neither he nor the Company could have any controul—the scheme was found not to answer. And in 1837, the plaintiff having become embarrassed, and, in consequence of that, arrested—resigned the secretaryship. Some time after, there appeared to have existed disputes between him and the Company—he alleging upwards of 1,000*l.* to be due from them on account of his services. Shortly afterwards there was published in the *Railway Times*, a statement purporting to be a report of what had passed at a meeting of the shareholders and Directors, and this was the libel complained of, as most seriously affecting plaintiff's character. The report in question stated that the "affairs of the Company seemed to have come into a very unsatisfactory condition, principally, it was alleged, through the mismanagement and general misconduct of Mr. Ross, the late secretary:—the principal topic of conversation at this, as at previous meetings, was in reference to Mr. Ross; instances were detailed by various gentlemen present, of transactions on his part to which the terms "frauds" and "forgeries" were unsparingly applied in a manner which it would be unsafe for us to record. If one quarter of the charges brought against Mr. Ross can be substantiated, a grosser case of delinquency or breach of trust never could have occurred in the annals of public companies." And the report further went on to state, some person as having represented Mr. Ross as the "real delinquent, whose cunning representations were well calculated to impose on a body of gentlemen." Now, Mr. Ross has come into Court to afford the defendant an opportunity of substantiating the truth of these statements which, in his plea, the defendant had alleged:—the plaintiff was convinced, that the more his transactions with the Company were looked into the more clearly would his honour be vindicated; and it was only to be regretted that the defendant, or the Company, kept back the books which the plaintiff had left in the possession of the Company; an examination of which he boldly declared would substantiate his innocence, and the production of which he confidently looked for. The learned counsel said, that he should content himself with simply proving the publication of the libel; waiting to see in what way the defendant would attempt to support the justification he had pleaded.

Mr. Boxer, the plaintiff's attorney, was then called, and produced the certificate of proprietorship from Somerset House.

George Serle, a servant of the plaintiff, stated that he had bought a copy of the *Railway Times* containing the libel, 28th May, 1839, at the office in Fleet-street.

Mr. Platt—Is that all your evidence of publication in the county of Surrey?

Mr. Thesiger then called

W. Tucker, a news agent of Wandsworth, who stated that he had received a copy of the *Railway Times* of 25th May, 1839.

Mr. PLATT—That was not the same paper—the same copy—as that produced, and *non constat*, it might be another edition, without the paragraph in question.

His LORDSHIP held the evidence insufficient to establish the publication of the libel in Surrey, which the plaintiff was bound to prove.

Mr. PLATT called on his lordship to direct a nonsuit.

Mr. THESIGER (after a consultation with his colleague, Mr. Gurney) urged that, if the defendant called no witnesses in support of the justification plea, the plaintiff was entitled to a verdict on that plea.

Mr. PLATT—That is to carry costs!

Lord DENMAN expressed some doubt. He sent in a note to his learned colleague in the commission, Mr. Baron Parke—for an opinion on the question. We understood the learned Judge's opinion to be on the plaintiff's side; in which the noble lord was confirmed by a case cited (*as amicus curiæ*) by Mr. Chambers, in which it was laid down that the Judge could not discharge the jury from any material plea, upon which (though the verdict might be for the defendant from the general issue) the plaintiff was entitled to a verdict.

The noble and learned lord said this was decisive, and the trial went on.

The libel having been read,

Mr. THESIGER said, that was his case.

Mr. PLATT then addressed the jury. This was the first time in his professional experience he had known a plaintiff in a libel case conclude without putting a single person in the box who knew him, and could speak of his character as valuable, and susceptible of injury. It was important that such a witness should be produced, that there might be a chance of seeing something about the reputation of the plaintiff who sought damages for a supposed injury to it; and who in the present instance had been lauded by his counsel so as to lead to the idea that he was possessed of a fair fame that had never before been tarnished. Surely his learned friend had drawn too copiously on the instructions of his attorney, and had thrown about his client a degree of embellishment which would too soon be dissipated. The learned counsel proceeded to say, he had really not been indisposed to a nonsuit, for he was sincerely desirous of saving this plaintiff the disgrace of the exposure which he had now, by insisting on the case going on, brought upon himself. And the jury would be somewhat startled to find, (as they would upon the evidence) that this paragon of honour and virtue, had somehow or other (perhaps he would condescend to explain how,) had the misfortune to make serious mistakes in the administration of the finances of the Company, with which as Secretary he was entrusted, as in the payment of tradesmen, to whom he had often mysteriously forgotten to pay sundry cheques, which for certain specific purposes he had received from the Directors;—and more wonderful still, these cheques had found their way to his own banker's account. Moreover, this venerable gentleman had manifested a genius for invention particularly astonishing—if not equally creditable—and for the sake of making a favourable impression on the public in behalf of his favourite scheme of Trevonthan Harbour, had put forth prospectuses, containing seductive reports of imaginary declarations of most distinguished men, members of the House of Commons, and appending their names to resolutions passed at meetings at which they never were present! This was the man who came to claim damages for the loss of character he represented himself as having sustained: why surely it would be a good thing to such a man, that he should lose his character, and have then at least a chance of getting a better one. (A laugh.) In conclusion, the learned counsel observed, that this action had been commenced in 1839—three assizes had since elapsed—and it was not till compelled that the plaintiff tried it.

Sir C. Lemon, M.P., was then called and examined by Mr. Platt. He stated, that he was not present at the meeting of the 5th May, 1836, the proceedings of which were professed to be given in a prospectus (put into his hands) drawn up by the plaintiff, and the printed copy of which he had seen subsequently, representing him (Sir Charles) to have supported a certain resolution approving of the Trevonthan Harbour Company, and he added, that he had never authorised Mr. Ross to affix his name to the resolution.

Cross-examined by Mr. THESIGER.—Had seen Mr. Ross previously, and been shown by him a copy of the resolution. Had then expressed himself favourable to the formation of the proposed harbour. After the prospectus appeared, a meeting of the Members of Parliament whose names without their sanction had been used was held, and Mr. Ross desired to attend and explain the affair. There were present besides himself, Sir H. Hardinge, Sir W. Trelawney, Sir W. Molesworth, Sir E. Codrington, Mr. Pendarves, and Mr. Ramsbottom.

Re-examined by Mr. PLATT.—They expressed their displeasure, and signed a declaration, to be published in the newspapers, stating that though they approved of the plan of the harbour, they did not mean at all to sanction the scheme as an eligible investment of private capital.

Mr. COLE, attorney to the Company, was then called, and stated that the knew the plaintiff had acted as Secretary. In August 1837, was present at a public meeting of the Directors, &c., when Mr. Ross attended, and Mr. Ramsbottom being in the chair, that gentleman asked the plaintiff if he had not received from the Directors a cheque for 232*l.* odd, for the specific purpose of paying a Mr. Barker's account; to this he replied, that he had. Mr. Ramsbottom further asked, if he had not produced subsequently a receipt of Mr. Barker's for the money? The answer was, that he had. Mr. Ramsbottom then inquired if he could say, that he had ever paid Mr. Barker? to which he answered, that he could not. He was asked, how he could explain this, and he said that he had accounted for it: that he had given credit for it in an account with the Company; on which several proprietors declared that this was not till he had been discharged. Afterwards Mr. Ross brought an action to recover an alleged balance of upwards of 1000*l.* from the Company, but was nonsuited. The Company had to pay Mr. Barker the 232*l.*

Mr. THESIGER—How do you know that?

Witness—I paid it myself. (A laugh.) The Company subsequently brought an action against Mr. Ross for the recovery of the 232*l.* and costs, and they succeeded. The report of the meeting (being the libel complained of) was a correct report, very much moderated indeed.

Cross-examined by Mr. Thesiger.—Mr. Ross, in his action against the Company, suggested a reference of all matters in dispute. I refused, unless he brought 200*l.* into court. He did not do so, and consequently the verdict was entered for us in our action. At the trial of his action Mr. Ross's counsel repeatedly asked for his books, and they were not produced. Don't know if that was the cause of Mr. Ross failing. Believes he had not a case at all. When the Company was formed there were various expenses incurred, for clerks, servants, offices, &c., all of which Mr. Ross used to defray. Had no objection to produce the books of Mr. Ross, but had had no notice to produce them.

Mr. Dyson, who succeeded Mr. Ross in the secretaryship of the Company, was then called. Had been in the service of the Company as clerk before his present appointment. It was Mr. Ross, and he alone, whose duty it was to pay the Company's tradespeople. In 1837, at the end of the year, a meeting of Directors was held, in consequence of

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discoveries made, they authorised me to communicate to Mr. Ross that he must resign.

Mr. THESIGER objected to that.

Witness then stated, in answer to the single question if Mr. Ross ever acted as Secretary after that, that he had not. Witness further was asked if he had, on examination, found irregularities in Mr. Ross's accounts?

Mr. THESIGER objected to that. Let the accounts be produced.

Witness stated he had made a communication to the Directors.

Mr. THESIGER—In writing?

Witness—No; merely a communication verbally at a meeting. Was present at the meeting of which the alleged libel is a report, and could state that the Report was correct. A receipt, purporting to be that of "A. White," for 4*l.* odd, was put into witnesses hands, and he declared the "A. White" to be in Ross's hand writing.

Witness on cross-examination admitted, that before the arbitrator, to whom certain of the disputed matters had been referred, he had been mistaken as to Ross's hand-writing.

Mr. Ponsford was next called, who stated that he had been one of the Directors of the Company, and had signed Ross four cheques for paying tradesmen, which were given to Ross. (Witness identified these as four which were produced—particularly two—one for the 232*l.* on Barker's account, and one for 31*l.* 6*s.* on a Mr. Silvester's account for engraving.)

Cross-examined by Mr. THESIGER—Had 20 shares in the Company as qualification for Directorship; had paid 40*l.* calls on them; had sold them for 5*s.* (Laughter.)

By Lord DENMAN—There are no calls now due on them. I have not yet received the five shillings. (Loud laughter.)

By Mr. THESIGER—Don't know to whom I sold them; it was to a person often in the Company's office. Recollects the prospectus which had been referred to, and was aware that it had been circulated by the Directors, though from the first they had known the distinguished gentlemen whose names were appended to it had never authorised such a use of their names.

A clerk of Mr. Silvester's proved that he had never received the cheque for 31*l.* 6*s.*, but had subsequently received the amount from the Company, never from Mr. Ross.

Mr. Barker, the advertising agent of Birchin-lane, stated that he had never seen the cheque for 232*l.*, that he had given the receipt at the request of Mr. Ross, who said that then the account would be settled; has never received the amount from Mr. Ross, but recovered it on action against the Company.

Mr. Steevens and Mr. Roberts, witnesses necessary to prove two similar charges, were called on their subpœnas, but did not appear.

A clerk to Ladbroke's, with whom plaintiff had banked, identified the two cheques for 232*l.* and 31*l.* 6*s.* as having been transferred to Mr. Ross's account at their house, and placed to his credit.

Sir W. Molesworth, M. P., being shown the prospectus before alluded to, with his name affixed as having proposed a resolution, stated that he had never been at the meeting nor authorised Mr. Ross to use his name.

Mr. THESIGER addressed the jury for the plaintiff in a very energetic manner. The result of this trial, he said, would decide whether the few remaining years of this much injured man should be spent in honour or disgrace. Surely in such an inquiry the defendant has not conducted the case in a fair way. Was it fair to withhold those books of the plaintiff which were in possession of the Company, whose solicitor really defended this case, ("No, no," from Mr. PLATT,)*—who at least showed a strong partisanship for the defendant, and who doubtless knew that the production of this book might clear the plaintiff effectually, from the charges which had been made against him.

Mr. PLATT.—Why did you not subpœna us to produce them then?

Mr. THESIGER.—Oh, does my learned friend think we should subpœna our enemies—for what? to prove our case?—no; but to disprove the defendant by anticipation. Were we bound to do that? was it not his duty to substantiate his case clearly? The learned counsel at considerable length argued that, there was every probability, that the books would show that Mr. Ross, though he might not have paid the specific sums alluded to to the particular parties mentioned, might nevertheless have appropriated them in some way to the use of the Company.

Lord DENMAN, in charging the jury said, their verdict must on the first issue, at all events, be for the defendant, seeing that the publication of the paper complained of had not been proved in Surrey, which was necessary to maintain this action. It was true that a person had been called who had purchased one copy in Surrey—but it was not placed beyond all doubt, that this was identically the same paper as that spoken of in the declaration—it might be one apparently the same—yet might, as regarded the paragraph in question, differ from the original, and therefore, the jury could not on such evidence find the defendant guilty of the publication in Surrey, which the plaintiff had undertaken, and was bound to show. But as to the second plea—alleging various matters in which the defendant offered to prove the plaintiff had been guilty of the charges imputed to him in the libel—he must take their opinion whether the defendant had or had not sustained that plea. The general facts of the case were perfectly clear. It was apparent that in 1836 the Company referred to had been formed to carry out a scheme which (as might have been anticipated) turned out an abortive one for the shareholders; the parties then seemed to have quarrelled among themselves, (as was generally the case in such transactions) and at the meeting in question imputations had been cast upon the plaintiff, undoubtedly of a calumnious nature, which the parties making them had no right to make unless they were true, and which the defendant had no right to publish, supposing they were false. The defendant, therefore, was unquestionably liable in respect of this charge so published by him; provided he could not make out his plea of justification. This it would be for the jury to determine, whether he did or not, upon all the facts of the case. Now he (Lord DENMAN) thought it would be found that the facts lay in a very small compass, though at first sight they might appear somewhat numerous. He would first read the charges made in the defendant's plea, and then notice the evidence respecting each. In the first place, then, the defendant charged that the plaintiff, having been Secretary to the Company, it became his duty to lay out the monies of the Company in a fair and honourable way; but that on a certain day the Directors entrusted him with a money draught, or order, for the amount of 232*l.* for the payment of a debt due from the Company to one Barker; that he had received such sum upon that draught, and appropriated the sum fraudulently to his own use. That was the foremost charge—it stood out distinct from the rest. The evidence ran thus: Mr. Barker was called, and stated that he had never had the cheque produced, that Ross had never paid him the amount, and that he had recovered the sum from the Company by action. Mr. Ponsford, one of the Directors, stated that he gave the cheque to plaintiff to pay Barker; then the clerk of Ladbroke proves that the cheque was placed to Ross's credit at their house. Further, it appeared that at a public meeting of the Directors, &c., plaintiff admitted this to have been the case. Now, nothing had been brought in opposition to this charge, except general declamation about the conduct of the Company in keeping back the books of Ross; and the learned counsel for plaintiff, in an ingenious and able speech, had energetically stated, that if these books were produced, the innocence of Ross would triumphantly be shown. Then if so, why had not the plaintiff compelled, as he might have done, the production of the books? instead of which he had not given notice to the defendant to produce them. The second charge referred to the cheque for 31*l.* 6*s.* due to Mr. Silvester; and this was proved by similar evidence to the other, and only met by a similar answer. The noble and learned lord having adverted to other parts of the evidence referring to minor charges, proceeded to allude to that part of the defendant's case which bore upon the fraudulent representations alleged to have been made by plaintiff in the prospectus he had issued. There could be no doubt that the plaintiff had caused to be circulated a statement that Sir C. Lemon and Sir W. Molesworth, with other Members of Parliament, had supported at a public meeting resolutions favourable to the Company's scheme. These gentlemen undoubtedly believed the plan of the harbour would be beneficial to the public, but did not think it would prove a prosperous private speculation, and therefore wisely abstained from connecting themselves with the proceedings of the Company, and were never at this meeting at all. Now, whether or no, this was a fraud upon the Company—that it was a fraud upon the public there could be no doubt. Nothing could be more dangerous than the use in such a way of distinguished names. Who could doubt their influence in inducing people to embark in schemes in which otherwise they perhaps would never think of joining? The jury would easily imagine what would probably have been the effect on their own minds, if being assured that a scheme of this sort was supported by all the leading men of the county it affected. On this it was for the jury to say whether the defendant had made out his second plea; if so, they must find for him upon it. If, on the other hand, they thought that there was any force in what had been urged about the Company's books being likely to afford completely satisfactory explanation of the transactions, they would find for the plaintiff.

The Jury, without a moment's hesitation, found for the defendant on both issues.

* Mr. Platt said so truly. The Company gave us every assistance in their power to establish the facts on which our justification rested; but the line of defence adopted was entirely our own choice, adopted at our own risk.—ED. R.T.

EDINBURGH AND GLASGOW RAILWAY.—The large span of the viaduct on the Edinburgh and Glasgow Railway that crosses the Union Canal at Tamfourhill, near Falkirk, had the keystone put into it on Thursday last, the 4th instant. This is supposed to be the largest stone arch in Great Britain, of so low an elevation; the length of the span is 130 feet, the height from the springers 24 feet six inches, the height from the ground underneath, 35 feet. The stones of which this great arch are composed were brought from Forfarshire; they are five feet deep in the bed, of a blueish colour, and peculiar strength. The weight of the arch stones alone of this stupendous piece of masonry is upwards of 1,900 tons. Immediately after the keystone was put into its place, which was in the evening, the people employed thereat gave three tremendous cheers. They then paraded, in masonic order, to Falkirk, accompanied by an instrumental band of music, where they received a repast from their employers.

JUMPING FROM A RAILWAY TRAIN.—When the five o'clock down train was proceeding, on Thursday evening, between Duffield and Belper, the hat of a man, dressed in a smock-frock, and riding in the third-class train, blew off; in spite of all that the other passengers could do to prevent it, the man jumped out of the carriage to recover his hat; and, it was thought, was killed on the spot, but such does not appear to be the case. He was able to walk a short distance, and, it is hoped, will recover from the shock, but this is very doubtful. It is a mercy that he was not dashed to atoms, as the train was at that time travelling at the rate of thirty miles an hour. No blame whatever attaches to the Company's servants. Several deaths have occurred from persons thoughtlessly jumping out of railway trains when going at a rapid rate. We *Derby Chronicle.*

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LEIGHTON BUZZARD STATION.—No less than eighteen passenger trains stop here daily, and afford accommodation to the town and its vicinity, which formerly was dependent on a pair-horse coach, which in the winter season journeyed to London three times a week, and frequently occupied six hours in doing what the steam-engine effects in less than one-third of the time.—*Oxford Mercury.*

LEEDS AND MANCHESTER RAILWAY.—The Directors of this railway are making astonishing efforts to complete the carrying (goods) arrangements in Manchester. No fewer than twelve of the arches are now occupied by various carriers, and completely fitted up with every convenience to enable them to transmit goods on the line. The Directors have spared no expense, and to avoid the never-ending labour that must have occurred in hoisting up by hand-cranes the immense quantities of goods that are now despatched, a steam-engine has been erected for that purpose [but, instead of raising each single bale or cask, a waggon is loaded beneath, with its full complements of goods, packsheeted, &c., ready to start for its destination in a moment], by which the loaded waggon is raised, and placed in less than a minute on the railway. The passengers going or arriving by the railway will thus be saved from the bustle and annoyance that must have attended the incessant loading and unloading of trucks, and, it may be added, from great danger.

BIRMINGHAM AND GLOUCESTER RAILWAY.—TENDERS FOR LOANS.—NOTICE is hereby given, that pursuant to the resolution of the General Meeting of Proprietors, the Directors of this Company are ready to receive Tenders of Loans of Money, in sums of not less than 300*l.*, on security of Loan Notes under the Common Seal of the Company, which will bear interest at the rate of 5 per cent. per annum, payable half-yearly.

Further particulars may be had on application to the Secretary, at the office, Waterloo-street, Birmingham; to whom also the Tenders, stating the amount offered and the period for which it is proposed to be lent, must be addressed. By order,

WILLIAM BURGESS,
Superintendent and Secretary.

Waterloo-street, Birmingham, March 16, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—CONVEYANCE OF GOODS, &c.—The public are respectfully informed that this Railway is NOW OPEN for the CONVEYANCE OF GOODS AND MERCHANDISE.

For particulars of charge, &c., applications may be made at the Railway Stations, or at the office, Waterloo street, Birmingham. By order,

WILLIAM BURGESS,
Superintendent and Secretary.

Waterloo-street, Birmingham, March 16, 1841.

STEAM TO GRAVESEND.—STAR STEAM-PACKETS will on and after Sunday next, April 4th, leave London Bridge Wharf—Mornings, 10, 12; Afternoons, 4, 5. The Royal Terrace Pier, Gravesend—Mornings, 7, ¼ past 9; Afternoons, 2, 6. Sundays, from London, Mornings, 10, 12; Afternoons, 6. Gravesend, Mornings, 7, Afternoons, 3, 6.

Fares—Fore Cabin 1s. 6d., Saloon 2s. Sundays 2s. each passenger.

The Public are respectfully informed that no charge for wharfage on personal baggage, or for small parcels carried on board by passengers, will in future be demanded.

Gravesend, April 2, 1841.

STATISTICS OF SULPHUR.—THE MINING JOURNAL of this Week contains a valuable Paper on the NATURE AND PROPERTIES OF SULPHUR:—On the uses to which Sulphur is employed—On the refining of Sulphur from earthy mixtures—On the extraction of Sulphur from pyrites—On the nature of the residuum after expelling part of the Sulphur—On the manufacture of Sulphuric Acid—Remarks on the useful employment of the residue of distillation. Besides the above, the Journal contains papers on the resources and application of coal—On the purification of gold—Application of dry and wet copper assaying—Colliery Instruction—On the question of poor rates chargeable on mines in Ireland—On dialling—On the successful application of cast iron subbing at Mardyke Colliery, with cuts—The compass needle for mines, &c.—Improvements in steam boiler furnaces—On the cangellation of rocks—Description of the great coal field, New Brunswick—Explosion of steam boilers, attributed to electricity—Anthracite coal trade of the United States—Improved plan for raising mine pumps, with cuts—Correspondence from the English and foreign mining districts—Proceedings of public companies and scientific bodies—together with the general miscellaneous and scientific intelligence—Prices of metals and materials, mine and railway shares, railway traffic returns, &c. &c.

The Mining Journal Railway and Commercial Gazette, is published, price Sixpence, every Saturday afternoon, at the Office, 37, New Broad-street, City, and may be had at all Booksellers and Newsmen, both in town and country.

WEST LONDON RAILWAY.—NOTICE is hereby given, That the adjourned Special General Meeting of the West London Railway Company, will be held at the offices of the said Company, No. 11, Abchurch-lane, in the City of London, on Monday next, the 5th of April, at 10 o'clock, precisely, "for the purpose of taking into consideration any resolution to be proposed for raising monies under the Company's Acts of Parliament."

WILLIAM MORGAN,
Deputy Chairman.

Offices, 11, Abchurch-lane, April 2, 1841.

NORTH MIDLAND RAILWAY.—ALTERATIONS in the DEPARTURE of SOME of the TRAINS will take place on and after the 6th April, according to the statement subjoined, the other Trains continuing to run as before. In consequence of the opening of the Great North of England Railway, Passengers may proceed by Railway from London to Darlington. Full particulars, and time tables, may be obtained at the offices of the Company, and at the London and Birmingham Station, Euston-square.

DOWN TRAINS. H. M.

From Derby—Mail 3 39 a. m. will start..... 3 19
" " 6 0 " " 7 0

UP TRAINS.

From York	Leeds,	From York,	Leeds.
6 30 a. m.	7 15	will start 6 45	7 30 a. m.
11 0 "	11 45	" 11 15	12 0 noon.
8 0 mail.	6 40 mail.	" 6 19 mail	7 9 mail.

By Order.

H. PATTESON, Secretary.

Offices, Warnford-court, Throgmorton-street.

FRASER'S MAGAZINE for APRIL, Price 2s. 6d., contains:—

I. Delenda est Carthago. The Poor-Law Commission must be determined.
II. Ode to the Duke of Wellington.
III. The Greater and Lesser Stars of Old Pall-Mall. Chap. VIII. Dr. Johnson and Dr. Burney—Salvator Rosa—Queen Caroline's Library—Prince Frederick—Tom Walker, the first Macheath—Martin Luther—Jem Spiller—Aaron Hill—Ricoboni—Mademoiselle Salle—Bull's Head Club, founded by Spiller—The Hogarthian Mania—Horace Walpole—Signor Castrucci—Hogarth's "Enraged Musician"—Quin, the Comedian, his generosity, his death.
IV. Sonnet.
V. The latest Biographer of our Poets.
VI. The Condemned Cells. From the Note book of the Ordinary. Chap. VIII. The Confessions of a Swindler.
VII. Specimen Leaders of a would be Editor: for the Argus, Examiner, Globe, John Bull, Morning Advertiser, Morning Chronicle, Morning Herald, Morning Post, Observer, Railway Times, Spectator, Standard, Times.
VIII. Rustic controversies. No. V.
The Penny Wedding.
IX. Lin, the Commissioner. An Autobiogram, with Lucubrations.
X. A Second Chapter about Faustus and the Devil.
XI. Norway and the Norwegians.
XII. War Office Examination Paper for 1841.
XIII. Marshal Saxe.
XIV. War with America, a blessing to mankind.

JAMES FRASER, 215, Regent street.

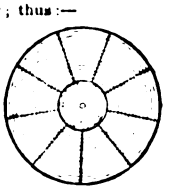
SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 921, (Double price 6d., contains Abstracts of the following recent specifications:—Bedford's, for improvements in machinery employed in manufacturing hosiery goods, or what is commonly called framework knitting; Cooper's, for an improved method of constructing threshing machines and other agricultural implements; Draper's, for improvements in the manufacture of ornamented twist lace and looped fabrics; Hannah's, for an improvement or improvements in fire-escapes: Erard's, for improvements in pianofortes; Dean and Evans', for improvements in mills for reducing grain and other substances to a pulverised state, and in the apparatus for dressing or bolting pulverised substances; Muir and Gibson's, for improvements in cleaning silk and other fibrous substances; Johnston's, for a new method (by means of machinery) of ascertaining the velocity of a space passed through by ships, vessels, carriages, and other means of locomotion; part of which is also applicable to the measurement of time; Hirst's, for improvements in the manufacture of woollen cloth, and cloth made from wool and other materials. Also, illustrated descriptions of Capt. Carpenter's patent sub-marine propellers; the shrapnel patent corkscrew and bottle; Improved method of wood paving; new theory of the universe; Firmamental and other fluids; the construction of Velocipedes; Rational philosophy—Letter 11, on space; Mechanical demonstration of loss of power in the crank; Speculations on the theory of heat; Method of calculating life annuities; On working steam expansively; Superiority of Cornish lifting engines; Manufacture of coke and gas; Scientific Obituary; On the action of light and air and the distribution of the atmosphere over the earth's surface; Enquiry respecting the expansion of steam; Immense expenditure of gunpowder in blasting; Hemp made from hop vine; Chinese weights; Holy Trinity Church clock, Hull, &c. &c.

Published at the Mechanics' Magazine and Patent Agency Office, 166, Fleet-street, and sold by all Booksellers and Newsmen throughout the kingdom.

PATENT AXLES FOR RAILWAY ENGINES AND CARRIAGES. The attention of Railway Engineers is invited to the superior safety of the Railway Axles manufactured by the Patent Shaft and Axle-tree Company, at the Brunswick Iron Works, Wednesbury, Staffordshire.

Great and constant attention is paid to the quality of the Iron used, to its admixture, and the whole process of its preparation, and the Axles have the following peculiar advantages, viz.:—

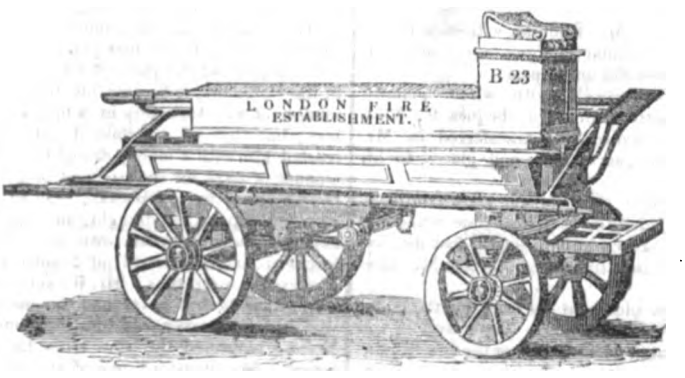
The Faggot is made in a cylindrical form by the External Bars being rolled of such a section as will fit accurately round a centre bar; thus:—



By the arrangement of the Bars in the Faggot the lamination of the iron becomes cylindrical, and, consequently the axle is equally strong to resist bending or breaking in any direction. The Axle is made of Bars of the full length of the Faggot, and whatever its size may be, it is perfectly welded throughout at one heat; after which it is never heated more than is sufficient to allow of its being drawn under the hammer to the required size. By these means all risk of breakage, through partial welding of Bars or scarified Slabs, is effectually guarded against.

The Finished Axles are separately tested before they leave the Works. They are finished in such a style as leaves less to be done at them in the smithy or lathe, than at those made by any other manufacturers. They have long been exclusively used on some of the great lines of railway, where their reputation is fully maintained, and upwards of 10,000 are now in use on the principal railways of Great Britain, the Continent, and America, without a complaint respecting quality.

To meet the increasing demand the Works have recently been extended, and there are now the means of exceeding any other house in the rapid execution of orders.



MERRYWEATHER, (Successor to Messrs. Hadley, Simkin and Lott,) Patentee and Manufacturer of the Improved Fire Engines, to the Government Offices; to the London Fire Establishment; the Liverpool and Belfast Fire Police; to the London and Birmingham, Great Western, and other Railways; and to various Provincial and Continental Establishments; No. 63, Long Acre, London.

Improved Floating Engines for Docks, &c.; Carriage Engines of Great Power, for Towns, &c.

Compact and Portable Engines for Mansions, Manufactories, Shipping, &c.

Superior Copper Rivetted Leather-hose, Branch-pipes, Buckets, Portable Cisterns, &c., with all the latest improvements.

Every Description of Fire-Extinguishing, or Hydraulic Machinery Supplied or Repaired on Reasonable Terms at the Shortest Notice.

*** Manufacturer of the Portable Fire Escape Ladders adopted by the Metropolitan and other Parishes, and by the City Police.

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DUBLIN AND KINGSTOWN RAILWAY.—The Directors' Report will be found in another column. The following resolutions were passed:—

Moved by James Ferrier, Esq.; seconded by J. M. Chaytor, Esq.

Resolved—That the Reports and statement of accounts now read be received and entered on the minutes, and that the Directors have the same printed and circulated as usual.

Moved by John Vance, Esq.; seconded by George M'Bride, Esq.

Resolved—That in pursuance of the 83rd section of the Company's Act, the Directors be hereby authorised to invest the sum of 1,259*l.* 19*s.* 9*d.*, being one-eighth part of the clear profits for the past year, in Government 3½ per cent. stock, to be added to the reserved fund.

Moved by Alexander Boyle, Esq.; seconded by George Symes, Esq.

Resolved—That on the recommendation of the Directors, a dividend of 4*l.* per share of the capital stock of the Company be paid to the proprietors, on and after the 1st of May next; and that the transfer books be closed from the 15th of April until that day.

Moved by William Haughton, Esq.; seconded by H. Lanauze, Esq.

Resolved—That Thomas Pim, George Roe, and George Pim, Esqs. who go out of office by rotation, be hereby re-elected Directors of this Company.

Moved by James Ferrier, Esq.; seconded by John Vance, Esq.

Resolved—That the attention of the Directors be particularly requested to an extension of the railway to Dalkey.

(Signed) J. KINCAID, Chairman.

Mr. Kincaid having left the chair, Thomas M. Gresham, Esq. was called thereto.

Moved by George M'Bride, Esq.; seconded by John R. Hime, Esq.

Resolved—That the thanks of the meeting be given to Mr. Kincaid for his courteous and dignified conduct in the chair.

NOTE.—The dividend of 4*l.* per share, declared as above, will be paid by the Treasurer on and after Saturday, 1st of May next, at the Railway Office, 48, Westland-row, in the city of Dublin, and non-resident proprietors may have their dividends remitted by sending written directions to James Pim, Jun., the Treasurer of the Company.

BRISTOL AND GLOUCESTER RAILWAY—EXTENSION LINE.—At a General Meeting of the Proprietors of this Undertaking, held at the White Lion Inn, Bristol, on Tuesday, the 30th of March, 1841, pursuant to public advertisement,

GEORGE JONES, Esq., in the Chair.

The Secretary read the Report of the Directors, and their Audited Account; and the Seal of the Company having been affixed to the Registry of the Shares, by direction and authority of the Meeting, the following resolutions were unanimously passed, viz.:—

1. That the Report of the Directors, together with their Audited Account, as now read to this meeting, be adopted, printed, and circulated among the Proprietors.

2. It appearing that Messrs. William Ford Mogg, Richard Ricketts, Thomas Rankin, Christopher Shapland, and Robert Leonard, retire from the office of Directors, under the provisions of the Act of Parliament, obtained for the construction of this railway.—Resolved, that the said Wm. Ford Mogg, Richard Ricketts, Thomas Rankin, Christopher Shapland, and Robert Leonard, be and they are hereby re-elected Directors of this undertaking.

3. That the thanks of this meeting be given to the Directors for their services to this Company.

GEORGE JONES, Chairman.

The Chairman having left the Chair, the thanks of the meeting were voted to him for his able conduct therein.

PARIS AND ROUEN RAILWAY.—By the Seventh Article of the Statutes of the Company, the Fourth payment of one-tenth of the Capital becomes due and payable on the 12th April, 1841. The Shareholders are therefore requested to pay the Call of Two Pounds per Share on the Shares held by them respectively, on or before that day, to either of the undernamed Bankers, viz.—

London—Messrs. Stone, Martins, and Stones.
Liverpool—Messrs. Moss and Co.
Paris—Messrs. Jacques, Laffitte, and Co.; Messrs. Charles Laffitte, Blount, and Co.

By order of the Board of Directors,
ADOLPHE THIBAUDEAU, Sec.

N.B. Interest at the rate of 5 per cent. will be charged on all Calls not paid on the above day.

Office of the Company, Rue Basse du Rempart, 52.
Paris, 31st March, 1841.

ANTI-DRY ROT COMPANY, KYAN'S PATENT, Office 2, Lime-street Square.—The Public is respectfully informed that Timber of every description is prepared by the process at the Company's stations, at the South Dock, West India Dock, and at the City Basin, City Road. The use of the Hydraulic Press ensures the greatest expedition in the preparation, and the most perfect saturation of the wood.

There are the greatest facilities for landing and shipping at both stations, and the charges on the same are at a remarkable low rate.

For terms and further particulars apply at the Office of the Company,

TASWELL THOMPSON, Secretary.

NEWCASTLE-UPON-TYNE and CARLISLE RAILWAY.

TIMES OF DEPARTURE AND ARRIVAL OF THE TRAINS.

Leave Newcastle and Redheugh.		Arrive at Carlisle.
Mixed Mail .. Half-past 5 Morning	....	Quarter past 9.
Quick..... 9 o'clock	....	12 o'clock.
Mixed ..... 12 o'clock	....	Half-past 3.
Quick Mail .. Half-past 2 Afternoon	....	Half-past 5.
Mixed..... 5 o'clock	....	Half-past 8.
Mixed.. Half-past 6 for Haydon Bridge.		

SUNDAYS.

..... 9 o'clock Morning	....	Quarter past 12
..... 5 o'clock Afternoon.....	....	Quarter past 8

Leave Carlisle.		Arrive at Newcastle and Redheugh.
Mixed Mail .. Half-past 5 Morning	....	Quarter past 9
Quick Mail .. 10 o'clock.....	....	10 o'clock.
Mixed..... 12 o'clock.....	....	Half past 3.
Mixed..... Half past 2 Afternoon	....	Half-past 6.
Quick..... 5 o'clock	....	8 o'clock.

SUNDAYS.

..... 9 o'clock Morning.....		Quarter past 12
..... 5 o'clock Afternoon.....		Quarter past 8

FARES—QUICK TRAIN.
Close Carriages, 11s. Open do. 8s. 6d.

MIXED TRAIN.
Close Carriages, 10s. Open do. 7s. 6d.

The Doors will be closed 5 Minutes before the Time of starting.

Seven Coaches run daily between Carlisle and Lancaster (passing through Penrith, which is the direct route for the Lakes)—for Liverpool, Manchester, Birmingham, and London. Steam Boats ply regularly between Carlisle and Liverpool; also between Carlisle and Belfast. Coaches daily for Maryport, Whitehaven, &c.

Passengers leaving Newcastle by the Twelve o'Clock Trains will reach Carlisle in time for the Port Patrick Mail for Ireland, by way of Dumfries, &c.; and also for the Mails to Glasgow and Edinburgh, where they arrive at a quarter past One next morning. And Passengers leaving Edinburgh or Glasgow by the Mail at night for Carlisle will arrive there in time for the ten o'clock Train, and reach Newcastle at one o'clock p.m.; thus saving in either case nearly a day, as compared with travelling by the ordinary route.

Places may be secured by the morning and evening Mails, and by the North Briton coach for Lancaster, on application at the Railway Station, Newcastle.

By order,
JOHN ADAMSON, Clerk to the Company.
Newcastle-upon-Tyne, 24th March, 1841.

TO GENTLEMEN OF FIRST-RATE ENERGY AND RESPECTABILITY.—An opportunity presents itself for an individual to undertake the Secretaryship and Agency for introducing and conducting two patented inventions of great national importance. The engagement will be permanent, and the situation being one of great confidence and magnitude, none need apply unless they can furnish testimonials of their capabilities and respectability, and also give security.

Applications giving name, address, testimonials and references, to be sent under cover to

Mr. STEVENS, Solicitor,
Tamworth, Staffordshire.

TO RAILWAY COMPANIES.—Public Security, Efficiency, and Economy in FENCE for RAILWAYS.—J. PORTER begs to state, that he has within the last month introduced a new description of iron fence for railways, so strong as to resist the heaviest cattle, and prevent the possibility of sheep getting through. It is bold in appearance, and will bear the weight of men passing over or jumping upon it, without injury.

This Fence will be sound and good 50 years hence, and the cost of post and rail fence to last 10 years would purchase it.

Lighter Fence of the same description, also strained Wire Fence of the very best kind, fixed in a superior manner, by experienced workmen, at any part of the kingdom, at the lowest possible price.

This Fence is also suitable for the use of private gentlemen, Iron Bedsteads for families, public institutions and exportation.

82, Upper Thames-street, and the Grove Iron and Wire Fence Manufactory, Southwark.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.....	55*s.*
Beer, Hides, Soap, Sugar, &c.....	60*s.*
Raw Coffee, Rice, Earthenware in Crates, &c. ..	62*s.*
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65*s.*
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.....	70*s.*
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.....	80*s.*
Feathers, Millinery, Furniture, Hats, and similar Articles	100*s.*

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R.A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, R.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two-horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act to Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

VAN BUTCHELL ON FISTULA, &c.

Fourth edition, just published, in 8vo., cloth boards, price 7*s.* 6*d.*, enlarged,

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SOME REMARKS ON THE LEAD of the SLIDE, as applied to LOCOMOTIVE ENGINES; and on the Cost of Locomotive Power on Railways.

Henry Hooper, Pall Mall East.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 171. Vol. IV.—No. 15.] SATURDAY, APRIL 10, 1841. [Price, 6d.

BRISTOL AND GLOUCESTER RAILWAY.—CONTRACT FOR WORKS.—Contract, No. 4.—Notice is hereby given, That the Directors will receive at their Offices, Exchange Buildings, Bristol, on or before Twelve o'Clock, on Monday, the 26th April next, Tenders for the excavation and formation of the earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying the permanent rails, of that portion of the railway commencing from a point in field No. 33, in the parish of Charfield, and terminating at a point near the road, marked No. 15, in the parish of Berkeley, being a distance of about 2 miles 16 chains.

Contract No. 8.—Also Tenders for the execution of similar works on that portion of the line commencing from a brook, the boundary between the parishes of Frocester and Leonard Stanley, and terminating at or near the junction with the Cheltenham and Great Western Union Railway, in field No. 8, in the parish of Moreton Valence, being a distance of about 2 miles and 17 chains.

Drawings and Specifications of the above works will be exhibited at the Company's Offices, Exchange Buildings, Bristol, on and after Friday next the 2nd April.

The Directors will not consider themselves bound to accept the lowest Tender; and they expect the several parties to attend at the Office on the 26th of April, at One o'clock.

ROBERT FLETCHER, Secretary.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200., upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of six per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1844.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff, or to Messrs. Glyn, Hallifax, Mills and Co., Bankers, London, Mr. Wm. Mallard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 18, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 200, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising thereirom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, 1m Pulteney's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Offices, 30, Broad-street, Bristol, 4th Feb., 1841

OPENING OF THE GREAT NORTH OF ENGLAND RAILWAY.—The Public are informed that the Great North of England Railway will be opened from York to Darlington, for Public Traffic, on Wednesday, the 31st March, 1841.

The Trains will depart at the following hours:—

FROM DARLINGTON TO YORK.

5 45 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, and Manchester.
8 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, Manchester, Leeds, Selby and Hull.
12 30 p. m.—taking Passengers for Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
3 p. m.—(Mail,) taking Passengers for London, Derby, Leicester, Birmingham, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—taking Passengers to York.

FROM YORK TO DARLINGTON.

6 a. m.—bringing Passengers from York.
7 20 a. m.—(Mail,) bringing Passengers from London, Leicester, Derby, and Sheffield.
9 35 a. m —bringing Passengers from Manchester, Leeds, Selby, and Hull.
2 30 p. m.—bringing Passengers from Birmingham, Nottingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—bringing Passengers from London, Birmingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.

On Sundays, only the Mail Trains will run.

Until further notice, Passengers will only be booked as far as York, where the carriages are changed.

Until the 6th of April, 1841, the London Mail Trains will leave York at 8 15 a. m., instead of the hours stated in the Time Table.

FARES BETWEEN YORK AND DARLINGTON.

PASSENGERS.		CARRIAGES.		HORSES.		
1st Class	2d Class.	On 2 Wheels.	On 4 Wheels.	One.	Two.	Three.
12s.	9s.	20s.	30s.	20s.	30s.	36s.

Parties riding in their own Carriages, and Children under 7 years of age, at lower rates.

Carriages and Horses must be at the Station a quarter of an hour before the departure of the trains; and, to prevent disappointment, previous notice should be given to the Station.

The Company will not be responsible for Luggage, unless it is booked and paid for according to its value; and Passengers are particularly requested to have their name and address fully marked thereon, and to satisfy themselves that it is deposited on the Carriages.

MANCHESTER AND LEEDS RAILWAY. WANTED, a FOREMAN in the Locomotive Department. He must be a person who has had extensive experience in the construction and repairs of locomotive engines, and well qualified to take the management of workmen.

Satisfactory testimonials as to character and ability will be required.

Wages—from £2 10s. to £3 per week.

Applications in writing will be received at the Engineer's office, Palatine-buildings, Hunt's-bank, Manchester, until Monday, the 12th April next.

ANTI-DRY ROT COMPANY, KYAN'S PATENT, Office 2, Lime-street Square.—The Public is respectfully informed that Timber of every description is prepared by the process at the Company's stations, at the South Dock, West India Dock, and at the City Basin, City Road. The use of the Hydraulic Press ensures the greatest expedition in the preparation, and the most perfect saturation of the wood.

There are the greatest facilities for landing and shipping at both stations, and the charges on the same are at a remarkable low rate.

For terms and further particulars apply at the Office of the Company.

TASWELL THOMPSON, Secretary.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years, for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,

THOMAS WOOD, Secretary.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament) of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly, Manchester; or at the office of Slater & Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
43, Piccadilly.

ROSS-SHIRE, SCOTLAND. FIR WOOD FOR SALE.—There is for Sale, at Cambuscurrie, near Tain, about 150 Acres of Fir Wood, of superior Quality; also at Tarlogie, adjoining the above Wood of Cambuscurrie, about 156 Acres.

The timber is principally of large growth, a considerable number of the trees measuring from 20 to 28 solid feet, and admirably adapted for Railway Sleepers.

These Woods lie within a mile and a half of Tain or Dornoch Frith; and there is a Saw Mill at Morangie, close to the shore, where a purchaser can be accommodated.

These Woods will be sold in whole, or in lots of from 40 to 50 acres.

For further particulars apply to the proprietor, Hugh Ross, Esq., of Cromarty, Cairossie, by Tain; to Messrs. Sang and Adam, W.S., Edinburgh; or to Mr. Gair, Bank Agent, Tain; by either of whom offers will be received between this and the 1st May next.

Tain, 3rd March, 1841.

LEIPSIC AND DRESDEN RAILWAY COMPANY. The Shareholders resident in England are informed that the half-yearly dividend on the Capital Stock of the Company, due the 1st April, may be received on and after that day at the exchange of 3s. per dollar. The coupons in numerical order must be left one day for examination.

WILLIAM LEAF CROFTS & Co.
Bankers to the Company.

1, Sambrook-court, Basinghall-street,
London, 31st March, 1841.

NORTH MIDLAND RAILWAY.—ALTERATION OF TRAINS.—In consequence of the recent opening of the Great North of England Railway, Passengers may now be conveyed by Railway the whole distance between London and Darlington.

Full particulars and time tables may be obtained at the Offices of the Company, the London and Birmingham Station, Euston Square, and the principal Coach Offices.

By order,

H. PATTESON, Secretary.

Offices, Warnford-court, Throgmorton-street.

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WEST LONDON (LATE BIRMINGHAM, BRISTOL, AND THAMES JUNCTION) RAILWAY COMPANY—SPECIAL MEETING.

An Adjourned Special Meeting of the Proprietors of this Company was held on Monday, at the Company's Offices, Abchurch-lane, City; William Morgan, Esq., in the chair.

The circumstances under which the adjournment took place were described in the *Railway Times* of last week. On the present occasion, although the proceedings were conducted with more regularity and moderation than at the previous meeting, they were still very desultory and tedious. The material points may, therefore, be advantageously compressed into a very small compass.

The Chairman, in opening the business of the day, adverted to various proposals which had been put forth with respect to the undertaking. Some had recommended the total abandonment of the scheme—a measure which he contended could not be carried into effect if but one proprietor dissented from it, and which would, moreover, be injurious to themselves, and a fraud upon their creditors and the public. Others had advised that they should wait till some other parties came forward to assist them, but this would be a vain expectation, unless they first helped themselves. It had been said at the last meeting, that further time for consideration was necessary, and this, when committee after committee had investigated the subject, and general meeting after general meeting had been held. They had deliberated long enough, and now was the time for action. They were pressed on all sides by their creditors, and although the principal of them had liberally consented to postpone their claims for a twelvemonth, it was only on condition that the works should immediately be proceeded with, and there was therefore no time to be lost. The want of money had involved the Company in law suits, and their works were crumbling into ruins. After they had obtained by their amended Act the large powers which were necessary to carry out the undertaking in a proper manner, the Directors had hoped that no more time would be spent in deliberation, but that a vigorous effort would be made to complete the scheme. With that view they had advocated the proposals for the extensions of the line, as calculated to be in the highest degree beneficial to the proprietors; but as these plans had not met with the support which they deserved, they had been left to another Company, and this Company were now compelled to retreat to their former position. The learned gentleman then entered into an examination of the plan proposed by Mr. White for stopping at the Uxbridge road, which he thought was objectionable on many accounts, among others, because it would not contribute in any essential degree to the accommodation of the public, and from the shortness of the line, would involve a great expenditure in working. He then urged the necessity there existed for completing the line in justice to the landowners, whose property had been, as it were, forced from them; and to the public, in consideration of whose interests the legislature had sanctioned the project. He next alluded to the liberal spirit in which the Water-works Companies and the Trustees of the Metropolitan Roads had met the Company, on the understanding that the line was to be completed as soon as possible. With regard to the proposed extensions of the line, another Company was, he said, ready to proceed with them provided this Company would complete the original undertaking, but otherwise it would be useless for the Extension Company to go on, and in their case delays would be especially dangerous, if not fatal, seeing that buildings were rising about them in every direction. With respect to the probable traffic on the line, he saw it announced that the iron steam-boats plying on the Thames were about to proceed higher up the river than the point at which this line would join it, and in connexion with this arrangement, that a pier was to be erected at Chelsea. If a pier were in like manner erected near Battersea-bridge in connection with this line, there could not fail to be a very large amount of passenger traffic upon the railway. (Hear, hear). With regard to the money to be raised, it had been said that the plan proposed by the Directors would swamp the concern, whereas in reality they were already swamped, and had no chance of saving themselves but by the adoption of some such scheme as was now recommended. That scheme to be beneficial must be immediately carried into effect. (Hear, hear). He should be sorry to injure any of the original proprietors, but if they did not choose to take up their quota of the new shares, it was, if not their own fault, certainly not the fault of the Directors. He hoped that on the present occasion they would act with unanimity and cordiality. The question was, whether they were to put confidence in an engineer whom they had chosen, and whom all the world knew to be capable of carrying into effect works of a hundred-fold greater magnitude than this, or whether they should pin their faith upon parties who were comparatively unknown to them. Their engineer was a gentleman whose talents were universally admitted, and there was no doubt they could get a contractor of character and responsibility to carry into effect his views. He trusted that they would act with vigour, and he had no doubt that in that case they would soon see the line, instead of being as at present an eyesore and a nuisance to the district, become a benefit to the neighbourhood, and a source of emolument to the proprietors. (Hear, hear).

Dr. Carpue at some length described the state of the works from personal inspection, and enlarged upon the benefits which their execution thus far had conferred upon the neighbourhood of Shepherd's Bush, by effecting a more perfect drainage. He then alluded to the increasing value of land on the line, and spoke in high terms of the Pneumatic Railway system, as recently in operation upon a portion of the line.

Mr. White then entered at great length into a detail of the various schemes which from time to time he has brought before the proprietors, and handed in a variety of papers in which these schemes were more minutely developed. One of these schemes had for its object the extension of the Kensington Canal to the north of the Uxbridge road. The honourable proprietor then adverted to the large traffic in coal which would come upon the line if his latest scheme—namely, of a single line of rails to the Uxbridge road, to be worked by horse traction—were carried out. He strongly deprecated the issue of any shares at a discount, and recommended instead, that the sum of 20,000*l.* should be raised by mortgage, such amount to bear interest at 5 per cent., with a priority before other liabilities. Should it be found impossible to raise in this way the sum necessary for carrying out his scheme—which he estimated at 10,000*l.*—the money to be procured by the sale of the Company's land, wharfs, &c., and from other resources. He entered into a long history of the origin of the line, denounced the Great Western Company as hostile to them, and concluded by referring to a proposal which he said had been made by Messrs. Samuda, the patentees of the Pneumatic scheme, to complete the line on their principle for 20,000*l.*, and carry goods on it at a rate little exceeding one farthing per ton per mile.

Sir John Scott Lillie, after referring to the small bearing which the greater part of Mr. White's address had upon the business before the meeting, said he felt compelled to support the plan brought forward by the Directors for raising the further capital, as no better scheme had been devised by Mr. White or anybody else. It was necessary to come to some decision that day, and however much he might regret the hardship which would be inflicted upon such of the original proprietors as could not take up the new shares, it was the less of two evils and must be submitted to. It was much easier to find fault with a plan proposed than to devise a better, and until some better plan than that brought forward at the last meeting were discovered, he must support such plan. The gallant proprietor then entered into explanations as to the cause of his own retirement from the Direction, and alluded to the necessity which existed for a railway station at Chelsea. He next adverted to the necessity of taking prompt steps, so that the summer weather might not be suffered to pass unimproved, and concluded by proposing the following resolutions, which are in substance the same as those brought forward by Mr. Duncan last week:—

That a further sum of 40,000*l.*, part of the 60,000*l.* which the Company are authorised by the Act passed in the last session of Parliament to raise in shares, be raised in 20,000 new shares of 20*l.* each, which this meeting do create and direct to be issued at the price of 2*l.* per share, such shares to be on an equal footing as to dividends and other advantages with the present 20*l.* shares of the Company. That the calls on such shares are now made and fixed, and declared to be

£0 10 per share payable on the allotment of the shares, and the time and place of payment to be fixed by circular letter from the Directors.
0 10 per share payable on the 5th of August, 1841.
0 10 ditto 5th of November, 1841.
0 10 ditto 6th of February, 1842.

£2 0 per share.

That the registered proprietors of the present shares of the Company shall have the option of taking such shares at the price lastly mentioned, in rateable proportion to the shares they now hold; and in case the whole number of new shares be not so taken, and the deposit paid thereon, that the remainder of such shares be thereupon offered to such registered proprietors as may be desirous to take more than their rateable proportion at the same price; and should any then remain, that the remainder be offered to the public, the Directors being hereby authorized to sell the same at such prices and at such times as they shall think fit.

That the Directors do fix by circular letter or by advertisement in two London newspapers the time of payment of the first deposit, and also the place of payment for the same, and for the said further instalments, amounting in all to 2*l.* per share; and the Directors are also authorized to issue such certificates or scrip for the shares to be issued as aforesaid as they shall be advised.

That the Directors are also hereby further authorized to make such provisions and arrangements as they may be advised for the purpose of securing the application of the 40,000*l.* so to be raised as aforesaid exclusively to the completion of a single line of railway between the Paddington and Kensington canals, and the payment of small debts, the latter not to exceed 1,000*l.*

That in the event of any instalments on the certificates, or scrip, or shares issued not being paid on the days or times hereinbefore mentioned, then all such certificates, scrip, or shares on which such instalments shall be in arrear for fourteen days may be absolutely forfeited by the Directors, and after the forfeiture thereof the Directors shall have the power of selling such forfeited shares at such price or prices as they shall think fit.

Mr. H. Luard would second the resolutions on the distinct understanding that 32,000*l.* of the 40,000*l.* should be exclusively appropriated to the completion of the works, and the remaining 8,000*l.* to the purposes previously specified. He thought it was altogether premature to take into consideration Mr. White's plans for the working of the railway.

Mr. Sheppard, M.P. thought they ought to stop in the first instance at the Hammersmith-road. He understood that the line up to that point could be completed for 20,000*l.*, and he should therefore move as an amendment that 20,000*l.* be raised by the issue of shares at 5*l.* each, the nominal value being 20*l.*

Mr. White seconded the amendment.

Mr. Garland wished that a letter which he had addressed to the Directors should be received.

The Secretary (John Thompson, Esq.) accordingly read the letter. It recommended in substance that 60,000*l.* should be raised by the creation of 3,750 shares of 20*l.* per share, to be issued at 16*l.*, allowing interest at the rate of 5*l.* per cent. per annum upon the instalments as they were paid up.

Mr. Duncan (Solicitor) said, the two propositions before the meeting were, to a certain extent, the same, inasmuch as by one of them it was proposed to raise 40,000*l.* by the issue of shares at 2*l.* each, and by the other 20,000*l.* by the issue of 5*l.* shares. The principle was common to both plans, that the shares must be issued at a large discount. The plan of the Directors guaranteed on the authority of the Engineer, that for the 40,000*l.* one line of rails should be completed from the Paddington to the Kensington Canals; thus bringing into immediate operation two of the great sources of profit originally contemplated. With

respect to the other plan, it must be well known to Mr. White, who had seconded the amendment, that it could not be carried into effect for less than 30,000*l.*, and at the point where it was proposed to stop the Company had no land, so that they would be compelled to purchase room for a station at a high price, which would doubtless bring the whole cost up to nearly 40,000*l.* the sum for which it was now proposed to complete one line of rails to the Kensington Canal. The whole amount now proposed to be raised would, therefore, under Mr. Sheppard's plan, be expended without producing any benefit. As to the issue of 5*l.* shares, he (Mr. Duncan) could have wished that no shares should be issued at less than 20*l.*, but it would be useless to fix a price at which none of the proprietors would take them. (Hear, hear.) In the position in which the Company were placed, the shares must be issued below the market price, and, although this arrangement bore hard upon the poorer proprietors, who could not afford to take up their due proportion of the new shares, it was an evil which could not be avoided. As for Mr. White's proposal to raise money by bonds it was wholly impracticable, for it had already been tried to no purpose. Capitalists out of doors would not help them, and therefore they must help themselves. They were all agreed as to the necessity of carrying out the line to a profitable point—which point, he contended, could not be short of the Kensington Canal, and all were agreed that the money now to be raised should be exclusively appropriated to that purpose. All agreed, too, that the money must be raised among the proprietors themselves, so that the only real question was the price. He was quite satisfied that it would be wholly useless to issue new shares at 5*l.*, or 4*l.*, or even 3*l.*, but he had a confident belief that at 2*l.* they would effect their object. It might be a grievance to the poorer shareholders, but it was a grievance that could not be avoided, and every means should be used to persuade the original proprietors to take up, for their own sake, the new stock. Even to those who could not subscribe for the new shares, the old shares might become more profitable if the line were completed, whereas as matters now stood the old shares were totally valueless. (Hear, hear, hear.)

Mr. White thought it essential to know how the line was to be worked.

Mr. Duncan could only repeat what he had stated on a previous occasion, namely, that on this point no determination had yet been come to by the Directors. The line must be completed before it could be worked. He thought it more than possible, he thought it probable, that when the undertaking was finished they might be able to induce the Great Western Company to work it upon terms that would secure the proprietors a satisfactory interest. At present, however, they were not in a position to enter into any arrangement of the kind. He believed that the Great Western Company had every wish to extinguish them—("Hear, hear," from Mr. White)—but he knew of no means more likely to accomplish such a purpose than either to adjourn these meetings from time to time, or to reject the proposition now brought forward. (Hear, hear, hear.)

Mr. White inquired what plan of working would be adopted, and what would be the gauge?

Mr. Bidder, C. E., could only repeat that the plan of working had not been decided upon. The gauge would be that of the Great Western line, which it was believed could be made applicable to the traffic of the London and Birmingham Railway. It would be premature to settle upon any mode of working till it was decided whether or not the Extensions should be carried out, because upon the decision of that point would depend in a great measure what scheme should be adopted. Unless they crossed the Hammersmith Road, and carried out the line to the Kensington Canal, the extension of the line would be indefinitely postponed.

Mr. Garland inquired why, as they were raising money to go to the Great Western Railway, they should not raise enough to go to the Birmingham.

Mr. Duncan said, the reason why they did not do so, was because they did not wish to issue so many shares at a discount.

Mr. Macfarlane thought the plan of the Directors defective, inasmuch as they did not carry out the scheme to a connection with the London and Birmingham line. The compliance of himself and of those of the Manchester proprietors whom he had the honour to represent, was altogether compulsory, and they were induced thereto principally because the land would be lost if the Company did not carry out their works. They had consented to it, moreover, on the guarantee that of the 40,000*l.* now proposed to be raised, 32,000*l.* was to be appropriated exclusively to the construction of the works.

Mr. Sheppard said, the explanations which had been given had greatly altered his sentiments. On the full assurance that the 32,000*l.* would be appropriated exclusively to the construction of the works, he would withdraw his amendment. (Hear, hear, hear). If any plan could be devised for enabling such of the shareholders as from want of means were unable to take up the new shares, subsequently to place themselves in a favourable position, he should be happy to see it adopted.

Mr. H. Luard, in conformity with the suggestion thus thrown out, would recommend that after raising the 40,000*l.* now required, the amount of 10,000*l.* in shares should be set apart to be taken up in the course of six or three months by the old proprietors exclusively, who had not at first taken up new shares, at the price of 3*l.* per share.

Mr. Duncan entered at some length into various objections to this proposal. He thought it would be a very difficult and a very invidious task to say that a certain number of shareholders should be excused on the ground of poverty, and, moreover, many might plead the excuse of poverty, when nothing but obstinacy or an unwillingness to encounter any risk induced them to hold back. Besides, he very much doubted the legality of the plan proposed.

After a great deal of discussion on this point, it was deemed desirable that it should be left to the discretion of the Directors, it being understood that the claims of those who were unable to take up the shares now to be issued should be treated with the utmost liberality on the occasion of any fresh issue of stock.

In answer to a question by Mr. Latham, it was stated that although every original proprietor would be entitled to his quota of the new shares, whether he had paid up the full amount of his calls on the old shares or not, he would not be allowed to transfer his scrip until these calls were fully paid up.

Mr. Gunter (a Director) strongly insisted upon the necessity of having the hands of the Directors tied up so that they might not be able to appropriate any portion of the 32,000*l.* to any other purpose than the completion of the works.

In consequence of the conversation to which this gave rise the following resolution was added, with the consent of the mover and seconder, to those previously given.

That this meeting expressly forbids the application of the said sum of 32,000*l.* to any other purpose than the completion of the said single line of railway between the Paddington and Kensington canals, and to the payment of such small debts as aforesaid to an extent not exceeding 1,000*l.*

It was explained that neither the Directors nor solicitors would receive any portion of the 32,000*l.*

Sir John Scott Lillie expressed his utmost confidence in the capabilities of the line, provided full justice were done to it. It was a sufficient proof of its merits to know, that it was the line originally selected by the Great Western Company.

The resolutions as above given were then carried without opposition.

A conversation followed upon a proposal of Mr. Macfarlane, that Eynham farm should be sold by public auction. It was explained, that the whole cost of this property had been about 16,000*l.*, of which 4,000*l.* was to be paid to Mr. Marriot, and 12,000*l.* to the Bishop of London. Of this sum, 6,000*l.* had been paid on account of a portion of the property re-purchased from the Company, which, with the interest accruing, left about 11,000*l.* to be provided for. It was admitted on all hands, that if the Company could retain the property for some time longer, its value would be greatly enhanced, but as time was pressing, it was necessary to sell it to the best bidder.

Mr. Macfarlane was only anxious that no future imputations might rest on the Directors.

Ultimately it was resolved unanimously that the property should be disposed of by public auction, or by public tender, at the discretion of the Directors.

A good deal of conversation took place as to the time at which the shares should be issued, and it seemed to be the general opinion that they should be issued on or before the 5th of May next.

A vote of thanks was then unanimously passed to the Chairman (on the motion of Mr. Crawfurd, seconded by Mr. Luard,) and suitably acknowledged; after which the meeting separated.

DURHAM AND SUNDERLAND RAILWAY —GENERAL MEETING.

The General Half-yearly Meeting of the shareholders in this Company was held on the 31st of March.

Edward Backhouse, Esq. one of the Directors, being called to the chair, said he was glad that since the last meeting the condition and prospects of the Company had materially improved. He hoped the proceedings of the Directors, and of the Sub-Committee which was appointed at the last general meeting to report on the company's affairs, had met with the approval of the Subscribers.

Mr. Greggson, one of the clerks to the Company, read the Directors' Report for the six months ending Feb. 27, 1841, with a statement of the receipts and expenditure for the same period. The report stated that the revenue of the Company was continuing steadily to increase, the profit on the last six months being 935*l.* In accordance with a resolution of the last general meeting, the Directors, and the special committee had been engaged in inducing as many shareholders as possible to accede to the advance of 15*l.* per share at an interest of seven and a half per cent. The bill for creating additional shares was now before Parliament; and a loan of 25,000*l.* from a London Insurance Company had been effected upon the bonds of the Company, with the personal guarantee of twelve of the Directors. They looked forward to an increase in the number of passengers, in consequence of a direct line being formed between Sunderland and London, and by a communication which would be opened out with the Great North of England Railway, they would be enabled to have two trains per day between Sunderland and York. The Directors felt undiminished confidence in the ultimate prosperity of the undertaking, and urged upon the proprietors the necessity of acceding to the plan laid down by the special committee, for advancing 15*l.* per share, as the only thing required was to get the Company out of debt, and they should soon be able to pay a dividend. The income was increasing, and but for an accident at Shincliffe colliery, and the stoppage occasioned by the destruction of the shipping in the Wear in January last, the increase this half year would have been much greater than it was.

After the reading of the Report, the Chairman said he hoped it would give satisfaction to the meeting. It showed an increase of funds, and a decrease of outlay. It was calculated, he said, that 35,000*l.* would be obtained by the loan of 15*l.* per share on the "scrip" securities. If the proprietors would do that, they would soon find the concern in a flourishing condition. 24,000*l.* of that sum had been subscribed up to this date. He must say, that under all circumstances, the prospects of the company were most encouraging.

Mr. Jonassohn, one of the special committee, said, that when his colleague, Mr. J. J. Wright, and himself presented their report five months ago, it held out such flattering prospects of prosperity, and was so much unlike what the shareholders were ac-

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customed to hear, that he did not wonder at their being deemed sanguine. Now, however, they began to see more clearly the correctness of that report: and he was certain that the hopes it held out would be realised, and that in twelve months. Every shareholder, who took a sincere interest in the undertaking, must be gratified at the present report, and use his exertions to carry out its suggestions. The landowners had done their part by reducing their way-leave rents; the coalowners had submitted to an advance upon the conveyance of coals; and various other sources of revenue were springing up, which before they never dreamed of. It was, however, necessary to have the dead weight of debt removed. £25,000 had been obtained on bond, by twelve of the Directors, and when the remainder of the 15*l.* advances were got in, they would be enabled to discharge the greater part of the bank debt, the remainder of which would be liquidated out of the profits by easy instalments; but the sooner it was done the better, for so long as it remained, the present rate of interest would have to be paid.

On the motion of Mr. G. W. Longridge, seconded by Mr. Thos. Taylor, the report was unanimously adopted.

Mr. CALEB WILSON then rose to move a series of resolutions for the regulation of the Board of Directors, for restricting the weight of coals per waggon to 53 cwt. and much other irrevelant matter, but they were all ultimately negatived and withdrawn.

Mr. JONASSOHN brought forward a motion to the effect that the resolution passed at the general meeting on the 10th of November last be rescinded, which provided for the raising of 15*l.* per share, from each shareholder, for the number of shares he held, and that the Directors be authorised to issue the scrip certificates for payment of the same to any shareholder, who might be willing to advance the money, provided the owner of such shares did not feel disposed to do so. Every shareholder, Mr. Jonassohn observed, could do as he liked about advancing this money, but they could not possibly have any objection to another doing it for them, if they did not do it themselves. It was in the nature of a loan. A scrip, or printed form, would be given when the advance was made, and the holder would be entitled to the sum named on the scrip, together with interest at 5 per cent. and a bonus of 2½ per cent. making the interest altogether 7½ per cent. which would be paid out of the profits, independent of the dividend.

The motion of Mr. Jonassohn was seconded and carried.

A vote of thanks was proposed by John Gregson, Esq. to the Directors, especially to J. J. Wright, and David Jonassohn, Esqrs. for their devotion to the interests of the Company, and to the Chairman for presiding at this meeting, which was carried by acclamation.—*Northern Times.*

RISTOL AND GLOUCESTER RAILWAY, (EXTENSION LINE.)—GENERAL MEETING.

THE Annual General Meeting of the Shareholders in this undertaking was held on the 30th March, at the White Lion Inn, Broad-street, GEORGE JONES, Esq., in the chair.

The notice convening the meeting having been read,

The SECRETARY (R. Fletcher, Esq.) proceeded to read the following

REPORT.

Your Directors informed you in their last report what preliminary arrangements had been made, and what subjects had been adjusted, under the powers then recently granted to you for the construction of this railway; the most prominent of those measures being, the setting out the line as intended for construction, and the adjustment of its exact course and gradients.

You were also apprised, that your Directors would shortly be in a situation to commence the purchase of land for the whole line—that a negociation was about being revived with the Directors of the Cheltenham and Great Western Union Railway Company for accommodation for your traffic, along their railway, between Stonehouse and Gloucester; and that the incomplete state of the capital of the Company would demand prompt and cordial assistance from all the shareholders, in order that the execution of the works might proceed with vigour and dispatch.

Your Directors commence their present Report by announcing, that the whole of the deficient capital has since been subscribed, and that they are endeavouring to apply to the execution of the works, all the energy which that pleasing fact is calculated to draw forth.

Since the completion of these arrangements, your Directors have succeeded in purchasing, or agreeing to the terms of purchase, of about one half of the distance of the whole line, and they are proceeding with considerable dispatch in the purchase of the remainder.

Contracts have been satisfactorily entered into for the construction of the tunnel at Wickwar, and the cuttings north and south of it: these works are proceeding; and your Directors have advertised for tenders for two other contracts, the one at Charfield and the other at Stonehouse, which together with the tunnel and cuttings above referred to, comprise the heaviest portions of the undertaking, and are consequently those which will occupy the longest time in execution.

The length of line contained in the contracts at Charfield and Stonehouse is four miles and thirty three chains.

The negociation with the Cheltenham and Great Western Union Railway Company for the accommodation of your traffic between Stonehouse and Gloucester is still pending.

It is the intention of your Directors to make a further call immediately of 2*l.* 10*s.* per share, to enable them to proceed with all the expedition practicable, in the execution of the works entrusted to their management, and after such call shall have been paid, the proprietors will be entitled to receive interest upon their paid up capital, conformably with the resolution passed at your special general meeting on the 13th August last.

Your Directors call your attention to a paper presented by one of the proprietors at your meeting of the 13th August last, containing a request that they would make a special report at this time "on the subject of the Bristol terminus, and on the adoption of a similar gauge to that adopted by the Great Western, and the Bristol and Exeter Companies, coupled with the formation of a terminus in immediate connexion with those lines.

The width of gauge for this railway was fully and maturely considered before the last general meeting of the proprietors, and in the Report presented to them on that occasion, your Directors repeated the most weighty of the considerations by which they were influenced in forming the decision therein mentioned: this decision received the unanimous confirmation of the shareholders at their general meeting of the 31st March, 1840, and your Directors see no reason whatever for altering the views they then entertained on that subject.

With regard to the "formation of a terminus at Bristol, in immediate connection with the Great Western and Bristol and Exeter lines," your Directors intend, when the works are in a more advanced state, to consider how they can best facilitate the transit of goods on the other railways, from the *north*, by your line, and *vice versa*, at the least possible expense to the Company and the public.

Mr. J. M. Shipton, of Gloucester, having retired from the Board of Directors, Mr. Robert Leonard, of Bristol, was appointed as his successor.

The Directors who have been chosen by lot amongst themselves to go out of office on the present occasion, according to the requirement of your Act of Parliament, are Messrs. William Ford Mogg, Richard Ricketts, Thomas Rankin, Robert Leonard, and Christopher Shapland, all of whom are eligible for re-election.

An account of the year's receipts and expenditure has been prepared and audited and accompanies this Report.

Abstract of the Receipts and Payments of the Bristol and Gloucester Railway Company, to the 31st December, 1840.

RECEIPTS.

Deposit on 6,152 shares, at £5 per share..	£30760	0	0
First call on 3,827 shares, at £2 10s. per share	9567	10	0
In anticipation of calls	765	11	0
Registration and transfer fees	5	15	0
Interests from bankers and shareholders	181	8	9
Rents of sundry property, less taxes	45	1	6
	£41,325	6	3

EXPENDITURE.

Expenses of 1st application to Parliament	£12042	16	9
Expenses of 2nd application to Parliament	9283	7	8
On account of contract for setting out the line and property plans	1150	0	0
Salary to the engineer	875	0	0
Directors' remuneration	1500	0	0
Office, salaries, and expenses	595	4	10
Office fixtures and furniture	188	19	3
Travelling expenses	255	7	10
Printing, advertising, stationery, and miscellaneous disbursements	264	13	2
Purchase of land, and compensation	9076	12	6
Ground rent, and interest on money advanced in anticipation of calls	128	13	3
Sinking trial shafts, including tools and implements	198	11	3
	£35,559	6	6
Balance in the hands of the bankers of the Company	5765	19	9
Total	£41,325	6	3

Audited this account, 24th March, 1841,
(Signed) HENRY FYSON,
THOS. RANKIN.

The usual resolutions, as advertised in our columns of last week, were then proposed and carried unanimously. In the course of the conversation which ensued, it was stated by the Chairman that 1,800 shares remained in arrear, held for the most part by Gloucester proprietors, and that proper measures would be taken to enforce the payment of the calls due upon them.

The CHAIRMAN, in acknowledging the vote of thanks to his brother Directors and himself, remarked that it would have given them much satisfaction to have been enabled to report that greater progress had been made, but all must be aware that at the commencement of undertakings like the present there were many difficulties, arising from the prejudices and feelings of landowners, which must be met in an amicable spirit, to avoid having recourse to legal measures. Those difficulties were now nearly surmounted, and at their next meeting the Directors entertained a confident hope that they should be in a condition to report that much more had been effected.

The proceedings appeared to afford much satisfaction to the shareholders present, who, as well as the public at large, are to be congratulated on the prospect of the only link now wanting to connect Bristol and the south of England more nearly with the north, being soon supplied.

DUKE OF CORNWALL HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.—The adjourned half-yearly general meeting of the shareholders in this Company was held on Thursday, but the award in the case between the Company and Mr. Geo. Ross not having yet been made by the arbitrator, the meeting was again adjourned to Thursday, the 20th May.

ACCIDENT. — On Monday last, Daniel Holt, breaksman on the inclined plane leading from the pits of Messrs. Stephenson and Co., at Clay Cross, to the North Midland Railway, met with a very severe accident whilst in the act of conveying a quantity of ballast down the line for the purpose of repairing the road. By some means the break failed to restrain the waggon, which, in consequence, went off with such rapidity as to throw it off the rails. The poor fellow's head and face were mutilated in a shocking manner. Mr. Macarsa, surgeon, was immediately called in, from whom the sufferer received every attention.—*Derbyshire Reporter.*

EXTRAORDINARY TRAVELLING.— Some time since a gentleman in York undertook to perform a journey from York to the Metropolis, and arrive again in York within twenty-four hours. The attempt was made during the last week. The party alluded started from the railway station at York on Thursday morning week, at forty-five minutes past eight o'clock, and arrived in London precisely at half-past seven o'clock the same evening. He transacted business with one or two parties in London, and availed himself of an opportunity of visiting Covent Garden Theatre, where he remained upwards of a quarter of an hour; and after taking a stroll through the market, and purchasing sundry early productions, returned by the mail train to York, where he arrived, with comparatively no fatigue, the following morning, at ten minutes before eight o'clock—thus completing the whole journey in twenty-three hours and five minutes, a total distance of 450 miles.—*Hull Advertiser.*

CAUTION.—A person who calls himself "Bob Johnson," and sometimes "Sam Jackson," and who represents himself to be the conductor of the *Newcastle* engine on the Great North of England Railway, in going about the country engaging young men to act as his firemen. He prevailed upon a hawker at Boroughbridge to go to Darlington with him; and induced another poor man, with thirty shillings in his pocket, to leave Northallerton for the same puspose; and, of course, stuck to them as long as the money lasted, and then bolted. It is supposed he is now in the neighbourhood of Durham.

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NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY COMPANY —GENERAL MEETING.

(Continued from our last Number.

No. 1.—*Profit and Loss (in working the Line in* 1840.)

DEBTOR.

1840.—To balance in hands of Treasurer	£3,505 14 3		
Dec. 31.—To revenue derived from passengers, tonnage of goods, &c.	89,116 13 3		
		£92,622 7 6	
Total			£92,622 7 6

CREDITOR.

By Salaries	£2,657 11 10		
Labourers on the line	2,881 9 3		
Porters, &c. in depots	6,264 11 7		
Guards	675 2 6		
Enginemen and firemen	3,167 17 2		
Engine wrights, smiths, and other mechanics	3,382 18 10		
Oil, grease, tallow, materials for repairs, damages, and other articles, and stable account	3,728 6 3		
Coke	4,150 7 4		
Incidental and travelling expenses, &c.	2,070 4 6		
Rates, taxes, &c.	1,547 16 2		
Printing and stationery	575 13 3		
Passengers' duty	2,410 1 2		
Boats	105 0 0		
		40,416 19 10	
By Interest on Exchequer Loan		5,920 0 0	
Interest on various loans		22,471 15 10	
Balance, applicable to dividend		23,813 11 10	
Total		£92,622 7 6	

No. 2.—*Profit and Loss.*

DEBTOR.

1840. Jan. 1.—To balance lent out of the profits towards the formation of the Railway to 31st Dec. 1839	£54,574 12 6
Dec. 31.—To ditto, being amount from the revenue in the year 1840, as by Account No. 3	23,813 11 10
Total	£78,388 4 4

CREDITOR.

1840. April and October—By dividend of 6 per cent. to shareholders for 1839	21,124 9 0
Dec. 31.—By balance at debit of formation, as by Account No. 3	57,259 14 10
Total	£78,388 4 4

No. 4.—*General Account for Formation.*

DEBTOR.

	Receipts in 1840.			Total Receipts.		
Received proceeds of the sale of Exchequer Bills	162,917 7 4					
Less, so much repaid to—						
Dec. 1839	£24,000					
Do. 1840	9,000					
	33,000 0 0					
	129,917 7 4					
Received proceeds of calls on original shares, and of sale of forfeited shares	298,149 11 1					
Less, by interest at 4 per cent. paid to shareholders out of capital, in conformity with the Act of Parliament	38,623 6 11					
	259,516 4 2					
Received proceeds of sale of quarter shares	34,893 14 4			94,336 8 8		
,, ,, of calls on 3,000 shares, subject to redemption by the Company	150,000 0 0			300,000 0 0		
Received for various loans under the last Act	26,683 6 9					
Less, by interest at 4 per cent. paid to shareholders out of capital, in conformity with the Act of Parliament	698 16 6			25,984 10 3		98,283 0 6
Received out of the profits of trade, from 1st Jan. to 31st Dec. 1840	23,813 11 10					
Less dividend of 1839	21,128 9 6					
				2,685 2 4		57,259 14 10
To balance due to Bankers						27,628 11 1
				£213,563 6 11		£966,941 6 7

CREDITOR.

	Payments in 1840.			Total Payments.		
Earthwork, masonry, draining, fencing, &c.				44,136 14 11		471,224 13 10
Iron rails, chairs, &c. to 1839	£99,966 6 8					
Less, received for old iron	70 3 0					
	£99,896 3 8			13,114 19 5		113,011 3 1
Stone and wood sleepers				2,052 11 11		22,084 8 5
Providing and preparing materials, coating the way, and laying the rails				5,439 16 5		43,389 11 5
Tunnelling and bricks						4,868 4 3
Carriage of materials and of rails						5,171 8 5
Purchase of land, payment of damages, and for timber trees				3,140 15 6		118,482 3 2
Depots, stations, and machinery				5,505 19 5		23,452 10 11
Engines, coaches, horses, trucks, boats, &c.	£13,739 3 2					
Less, received for boat	£15 0 0					
Omnibuses	40 0 0					
	55 0 0					
				13,684 3 2		59,434 3 10
Engineering, surveying, &c.				1,451 11 3		21,242 14 4
Printing, stationery, &c.				17 7 8		2,463 4 1
Law expenses, including Parliamentary expenses and conveyancing				539 15 0		13,952 17 6
Incidental charges, including office charges, rents, salaries, travelling expenses whilst on deputations, visits to the line, expenses on the various openings of the railway, and on obtaining Exchequer loan				2,870 12 1		26,141 1 0
Discounts, commissions, &c.				2,800 9 6		8,972 16 1
Sundry payments to contractors and others, towards completion of line from Blaydon to Redheugh				814 15 0		33,050 6 3
Cost of formation of railway				£95,569 11 3		966,941 6 7
Repaid of Exchequer loan				9,000 0 0		
,, Various loans				93,412 14 6		
,, Banker's balance				15,581 1 2		
Total				£213,563 6 11		966,941 6 7

GREAT NORTH OF ENGLAND RAILWAY —PUBLIC OPENING OF THE LINE FOR PASSENGERS.

(From the *Leeds Mercury.*)

THE events of this week have afforded materials for completing one of the most interesting chapters in the history of our national advancement—that which relates to the construction of railway; the last link of the grand chain of communication which stretches from Southampton to almost the opposite extremity of the country having been finally attached to the rest by the opening to passengers of the Great North of England Railway on Tuesday last. The opening of so many railroads in our own neighbourhood has recently afforded us repeated opportunities to dwell upon the multifarious advantages which the country at large must derive from this mode of communication. These it will be unnecessary again to enumerate; but we cannot avoid expressing our lively pleasure at the completion of the Great North of England line, because it is certain to prove a great benefit to the district which it intersects, and is likely to have an important influence in promoting the prosperity of all the railways which have their course along the eastern side of the island. But for it, there is every reason to believe that the traffic from Scotland to the metropolis and all parts of southern England would in a few years have passed along the western coast, to the serious injury of the railways which traverse Yorkshire; now, they present a terminus considerably nearer Scotland than Lancaster (the furthest northern point on the western line); and though we do not think that the whole of the traffic from the north will ultimately be poured through our own county, we do believe that a large proportion of it will, and that even if rival lines should carry up the communication to Edinburgh and to Glasgow, those which shall be continued on this side the island will at all times enjoy an abundant share of patronage from our northern fellow-countrymen.

The Great North of England Railway was projected in 1835, and an Act of Parliament obtained for its construction between York and Darlington, in the spring of the following year. The works were shortly afterwards commenced—first at the Durham end, but afterwards throughout; and on the 4th of January last they were so far completed as to allow of its being opened for the transport of coals. About six weeks back we had the opportunity of stating that the effect of this had already been to cheapen the price of fuel in the agricultural district south of Darlington, nearly all the pits being north of that town, so that the expense of leading had until the present year been a serious addition to the original cost of this necessary of life at Thirsk, Easingwold, Northallerton, &c., and still more in the surrounding villages. The supply of coals will be drawn chiefly from the Stockton and Darlington Railway, and from the neighbourhoods of Bishop and West Auckland, and Shildon. The Company began to convey merchandise a month later, and we are glad to find that a considerable amount has passed along their line, which is likely to be extensively employed for conveying horses, cattle, and sheep from the pastures of the north to the markets of Yorkshire and the Midland Counties'. An important trade in fish also has already commenced, and Hartlepool, Staithes, and Redcar are reaping the benefit, as well as Leeds, Wakefield, Sheffield, and other large towns as far south even as Birmingham, at which place the fish arrives on the evening of the day on which it is sent off. We are informed that as much as 24 tons of fish have been carried by the Company in a single day.

Up to a very recent period, the engineer has been Mr. T. H. Storey, but on his resignation Mr. Robert Stephenson was appointed, and under his directions some of the *accessories* of the railroad are now in rapid course of completion. The works for solidity and neatness, wherever either quality is required, are considered equal to those on the best lines (all improvements elsewhere having been sedulously watched and adopted), and we have heard eminent engineers express an opinion that no railway has been in more perfect order on the opening day. The nature of the country through which it passes is peculiarly favourable, being almost level from York to Cowton, or more than three-fourths of the whole distance to Darlington; the rise is only 1 in 11,000 between the two former places, the ascent being most gradual all the way to Cowton, which is the highest point, and near which the worst gradient is to be found, which, however, is only one in 377, and is of the length of about two and a half miles. The sides of the cuttings in one or two parts of the line struck us as likely to be of rather doubtful consistency in case of heavy and long-continued rains, but this is a defect which in the course of the next few months can be remedied, if deemed necessary. Straightness is a striking characteristic of the line, there being only two or three curves of any consequence. The bridge over the Tees may be mentioned as having the greatest *skew* (at an angle of 51) of any bridge of the same size in England. The other principal bridge is over the Ouse at Poppleton. There are also 77 smaller bridges, but the line is remarkable for not having a single tunnel. The expense of working the railway is expected to be light, which may be accounted for by

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the cheapness of fuel and other circumstances, some of which have been already named. The entire length of the line is 44¾ miles. There are 32 engines in the whole, chiefly made by Messrs. Hawthorn, R. Stephenson, C. Tayleur and Co., W. Fairburn, and Jones, Turner, and Evans.

The chief places of interest to the tourist and the invalid which will be rendered more accessible by the Great North of England Railway are Rokeby, Raby Castle, Wensleydale, and the charming district about Richmond, the bathing places of Redcar and Scaton, with Croft (inland), the remarkably thriving ports of Hartlepool and Middlesbro', and the romantic coast of the North-Riding of Yorkshire. From Darlington, a railway runs to Stockton, and it is hoped that a junction between this and the Great North of England line, which is only about a mile distant, may be effected ere long; there are also lines to Hartlepool, and (with a slight interval) to Sunderland; while further north is the Newcastle and Carlisle Railway, passing through a country of highly romantic character. Newcastle is 32 miles north of Darlington, and the great object should now be, to complete the chain up to that noble town. It is an object which was repeatedly referred to and dwelt on in the festive proceedings with which the opening-day of the Great North of England was closed.

We may mention, in closing these general observations, that the fares on this new railway are very moderate,—considerably cheaper than those by the coaches from York to Darlington; this deserves the more notice, as there is no water conveyance whatever to compete with the railway. There are, however, no third-class carriages, which are so generally adopted on other railways, and are there found to be not only beneficial to the poorer class of persons, but valuable for the revenue they bring in. As an illustration that they are likely to be very popular in many parts of the country, we may mention, that at the last harvest large numbers of Irish reapers were conveyed from Selby to Hull at 2s. 6d. each, and they thought the money well spent in saving a day's travelling, and, in many cases, probably, preventing the loss of a day's labour and wages.

There are to be eleven stations on the Great North of England Railway, exclusive of the termini.

THE CELEBRATION DINNER.

(Abridged from the *Northern Times*.)

In the evening the event was celebrated by a dinner at the King's Head, Darlington, when one hundred and seven gentlemen sat down to a substantial repast, G. H. WILKINSON, Esq., in the chair.

The CHAIRMAN, in proposing as a toast, "The Great North of England Railway," spoke to the following effect:—It was sweet to speak in the language of enjoyment after so much disappointment had been experienced. He was convinced that no person but a railway Director ever tasted the full relish of such enjoyment; who had not been called upon to announce that they would be enabled to open a certain part on such a given day; but when the blank day of blank arrives, nothing but blank awaits him. He was happy to say that they had now emerged from their difficulties, and were reaping the reward of their patience and their many disappointments, by having the cup of enjoyment presented to them. It would be invidious to institute a comparison between the expenditure upon this line, and that on the other lines in the neighbourhood, but they might say that they had that day opened 15 miles of railway which would stand a comparison with any other, whether for its cost, for the perfectness of its formation, or the utility of its purposes. (Applause.) Of the great utility of railways no rational being could now entertain any doubt; their importance to the mining, to the agricultural, and to the manufacturing interests now stood confessed, and they only wanted to be more fully developed to convince the public of their salutary influence on the moral, the social, and the political condition of the people. (Applause.) His toast on the present occasion was "Success to the Great North of England Railway." (Applause.) It had long since been discovered that to command success was not a mortal attribute, but all who had witnessed their exertions would feel convinced that they had done the best in their power to deserve success, and he was happy to say that there were circumstances which rendered the success of that undertaking as certain as that of any human device could be. It was in the neighbourhood of some of the most prolific districts for minerals in the world, and there were already established in its neighbourhood, a multitude of feeders which were all ready to pour their various resources into the trunk of the Great North of England Railway. Besides, favoured by a long establishment in the county of Durham, it could at all times secure a well-drilled force, who could carry on its operations without those defeats and accidents which occurred on other lines.

The CHAIRMAN said the next toast on his list was "the Proprietors of the Stockton and Darlington Railway Company," as the parent of the Great North of England Railway, and they might justly claim not only that but also to be the parent of all the public railways in the kingdom, from priority of date; he, therefore, gladly proposed this venerable progenitor of their's, and as he saw several amongst the Company who were connected with it, he would leave that patriarchal railway to them, and let them assert and vindicate the title. The Stockton and Darlington Railway Company was drunk with great applause.

THOMAS MEYNELL, Esq. returned thanks, on behalf of the Stockton and Darlington Company, for the honour which had been conferred upon them. It was true that they were the representatives of the first public Railway that ever was opened in Great Britain, and that was in the year 1825, the year, he believed, in which the London and Manchester Railway first obtained their act of parliament, when they called in the aid of Mr. George Stephenson, who had been engaged on the Stockton and Darlington Railway, and which was, he believed, his first railway (applause). He begged to return his sincere thanks in their names; they had a trade beneficial to the country and profitable to themselves, and he trusted that the railway which had been opened that day would be attended with the same beneficial results (applause).

The CHAIRMAN then proposed the Chairman and Directors of the York and North Midland Railway Company (great applause). That company formed their next neighbours on the south, and consequently the next link which joined us to the metropolis (applause). He believed that what mortals often termed "good luck" was good management, and he believed that it was owing to the management of the Chairman and Directors, that that Company had arrived at the good luck which they now enjoyed. He was sure that they deserved it, and he proposed the toast, not in a spirit of rivalry, but of congratulation, and he hailed their success as an omen of their own, and when their line should have been carried northward, he had no doubt that they should participate in the same success which the York and North Midland Company had already tasted. He would give success and prosperity to the York and North Midland Railway, and health and prosperity to the Chairman and Directors.

Mr. ALD. HUDSON returned thanks for the York and North Midland Company. He (Mr. H.) knew the great importance of railways, and he believed that there would be nothing wanting to render these as profitable as it was possible for two enterprizes to be. He was gratified to know that there would be no clashing of interests between them; that both companies would have but one common interest, and that they would all act as men of honour, business, and integrity (applause). The chairman had been so kind as to refer to their (the York and North Midland's) prosperity, and he (Mr. H.) had no doubt, ere long, of seeing the Great North of England as prosperous as its most sanguine friends could expect (great applause). There were times when some railways developed themselves quicker than others, but they were all yet in their infancy, and he doubted not that they would develop themselves more rapidly, and be more productive to those who established them. They (Mr. H. and his friends) would return to their ancient city with the best feelings for their success, and he trusted that the same unanimity which had been witnessed that day, would last as long as they were connected together (applause).

The CHAIRMAN said, they had amongst them the representatives of another railway, not quite so nearly connected with them as that he last mentioned, he alluded now to the North Midland Railway (applause). He dared to say that they had all travelled on that most picturesque of all lines, and been delighted with the great work called their trijunct station, the noblest in any part of the kingdom—the Derby Station. The importance of the line was equal to its beauty and picturesque qualities, and he had much pleasure in giving the Proprietors and Directors of the North Midland Railway.

Mr. HUBBARD, in the absence of the chairman, returned his sincere thanks for the honour done to the North Midland Railway. They felt the greatest gratification at the auspicious opening of this day, the Great North of England bringing them nearer to the metropolis of Scotland, and enabling them to prosecute their traffic to the north as well as to the south. The North Midland line stood second to none, and was equalled by few. In the amount of passengers they might be surpassed: but if manufactures, if minerals, if commerce, were the necessary constituent parts of railway traffic, they had these in abundance. They had coal and lime in abundance all along the line, and they had one of the most picturesque lines in the kingdom. In addition to that they formed one of the grand trunks of connection between London and the northern metropolis, and the only regret that he felt on this occasion was that they were not at Newcastle instead of Darlington (hear, hear); he hoped that it would not be long before they would be at Newcastle (applause). He believed that was always the great posting line which conveyed the nobility and gentry to London, and he trusted it would always be in their power to carry them. They would do all they could to convey the traffic of Scotland to the metropolis. If they could enter into an arrangement with the spirited coach proprietors of the north they might carry passengers to and from London in less time, by one or two hours, than any other party. If they made good arrangements to that effect, and worked their conveyances well, they would ensure success. He agreed with the remark which had been made that railways were, as yet, only in their infancy, and that there was no doubt, with judicious management, they would prove successful (applause).

The CHAIRMAN then gave the Proprietors and Directors of the Hull and Selby and the Sheffield and Rotherham Railways, and all the strangers who had honoured the Great North of England with their presence upon that important occasion.

Mr. G. COOKMAN (of Hull) returned thanks, as one of the representatives of the Hull and Selby Railway. Hull, as the third port in the kingdom, was a great outlet for manufactures, and a great inlet for the raw material, and other produce, and a quick and safe conveyance into the interior of the country, was of the utmost importance, and he rejoiced to think that the railway afforded that great facility to the commerce of the port. The interests of railway proprietors were one, and the more friendly the relations between them the greater would be the prosperity not only of the companies, but of the country.

The CHAIRMAN then gave the Newcastle and Carlisle Railway Company, and the health of Mr. Blackmore, their talented Engineer. In the picturesque, that railway need hardly yield the palm to the North Midland, and it was of the greatest importance as a communication with the west parts of Scotland, and with Ireland, through Whitehaven.

Mr. BLACKMORE, in returning thanks, said, he would be sorry to let the opportunity pass of expressing the great pleasure he felt in the events of to-day. He had had an experience of ten years,

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and he thought he was competent to give his opinion of a work of that nature, and his opinion was that the Great North of England might vie with any which had been mentioned; its gradients were exceedingly favourable, and the mode in which it had been executed was admirable, and he felt quite satisfied that it would, when extended to Newcastle, be one of the most profitable lines in the kingdom. (Applause.)

Mr. G. HUDSON proposed the health of the Chairman, to whose zeal and ability he paid a high compliment, which was heartily seconded by the plaudits of the company.

The CHAIRMAN felt it difficult to return thanks in proper terms for so great an honour, and one so undeserved, for, though he yielded to no one in a desire to promote the interests of the undertaking, zeal to carry on its works, or honesty in the discharge of his duties when he could attend to them, —he knew that it had been impossible for him to attend to his duties as they ought to have been attended to. He had always, however, had the able assistance of his brother Directors, and it was with pleasure that he turned to their services, which had ever been most efficient. With permission he would propose the health of three members of the Direction who were present from the Finance Committee, Mr. Oxley, Mr. Plews, and Mr. Hopkins. (Great Applause.)

Mr. OXLEY returned thanks in a speech of considerable length, in which he referred to the time of Charles II., when the post was conveyed between England and Scotland on a horse, and there was no road farther north than Grantham. He then came down by degrees to the establishment of railways, which he maintained tended to increase the best qualities of the heart and the mind. He declared that he would never rest, day nor night, until efforts were made to complete the line as far as Newcastle, where he trusted they would be in a very few months. All the people on the eastern coast, including Edinburgh, would come that way on their approach to London, and he hoped the Company would give "a long pull, a strong pull, and a pull altogether," till they got to Newcastle. (Applause.)

EASTERN COUNTIES' AND NORTHERN AND EASTERN RAILWAY TRAFFIC.

To the Editor of the Railway Times.

SIR,—Will you allow me to inquire the source from whence your weekly returns of these railways are derived, as it seems to me they cannot be correct, and if not, will only be misleading the public?

The following are the returns as given for the last four weeks:—

	Eastern Counties.		Northern and Eastern.	
	Passengers.	Receipts.	Passengers.	Receipts.
		£ s. d.		£ s. d.
March 7	9,209	551 16 5	5,806	443 14 7
„ 14	10,616	596 19 0	6,362	505 12 1
„ 21	10,570	576 4 9	6,970	500 17 10
„ 28	11,319	579 4 4	7,362	533 6 8

From the above it will appear that during the four weeks the passengers on the Northern and Eastern have increased about 1,500, and the receipts 90*l.*, while on the Eastern Counties', though the passengers have increased upwards of 2,000 the receipts are only 48*l.* more!

In the last week an increase of upwards of 800 passengers is shown, but only 3*l.* in the receipts!!

Can it be true that the passengers by the Northern and Eastern Railway are *also* reckoned as passengers by the Eastern Counties'? If so, it would appear that during the last week the Northern and Eastern carried 7,362, and the Eastern Counties' only 3,957. It is very important that the real facts should be known.

Will you further allow me to call the attention of your correspondent "Enquirer" to the fact that in the *early* part of his letter he has deducted the Northern and Eastern passengers from the Eastern Counties' numbers, but not in the *latter* part, and this certainly must be the case if comparison is to be made between the present Returns and those of August last; *before* the Northern and Eastern line was opened.

When your correspondent has amended his calculations, I may perhaps have a word or two to say upon the subject.

I am, Sir, yours obediently,

EVANDER.

April 5, 1841.

P.S. The Northern and Eastern account used to be *exclusive* of the toll to the Eastern Counties'; it is now stated to be *inclusive*. When did the alteration take place? Much would depend on this in calculating averages.

SOUTH-WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—In answer to the letters of "A Railway Shareholder" in your papers of 27th ult. and 3rd inst. relative to the South-Western Railway, I beg to observe that it appears that instead of 39,000*l.* and the 4s. 8d. or even 8s. 10d. per share, the first quarter of 1841 has produced 43,832*l.*, equal to 10s. per share, and that by the subjoined calculation a further 20s. per share to complete the 30s. per share for the next dividend may be reasonably expected from the traffic of the second quarter of 1841.

Thus, so far as regards the next dividend being equal to the last, there seems to be no ground for the alarm raised by your correspondent.

With respect to his apprehension of a rival line to Portsmouth *via* Horsham, it is equally groundless. If Portsmouth wants (as it must) a railway without having to cross the water as *via* Gosport, the best expedient will be to use the present line as far as Farcham, and make a branch of seven miles thence to Portsmouth. True it is, that this would be rather circuitous, but the difference compared with the most direct line practicable to London would not exceed in time of travelling three quarters of an hour, which surely is not to be put in competition with the expense and difficulty of forming a duplicate railway between London and Portsmouth.

Yours respectfully,

F.

Bath, April 7, 1841.

CALCULATION.

1840—Traffic 13 weeks, ending 20th March, on 58½ miles, averaging £37 per mile per week.
" 6 weeks, ending 11th May, on 58½ miles, averaging £47 per mile per week.
" 7 weeks, ending 28th June, on 77 miles, averaging £73 per mile per week.
" Average of said 13 weeks, £61 per mile per week.

1841—Traffic 13 weeks, ending 28th March, on 77 miles, averaging £43 per mile per week.

" Producing	£43,862	
Allow expenses, 40 per cent.	£17,544	
	£26,301	
¼ year's interest on debentures	7,500	£18,801
Dividend 10s. on 36,000 shares		18,000
Surplus, first quarter		801
" Traffic 13 weeks, ending 27th June, on 77 miles, assumed to be £73 per mile per week.		
" Assumed produce	£73,656	
" Expenses, 40 per cent.....	29,256	
	£43,851	
" ¼ year's interest.....	7,500	
	£36,351	
" 20s. per share on 36,000 shares	36,000	
" Surplus, second quarter		351

CHELTENHAM AND GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—In your last paper appears a letter signed "Plutus," comparing the prospects and position of the Cheltenham and Great Western, and the Eastern Counties Railways, respectively. Fully concurring in the mode of reasoning adopted by your correspondent, it is submitted that he has failed to do justice to his case, in assuming the sums of "considerably under 500,000*l.* and of 150,000*l.*," in respect of the cost of the 17¼ miles, and of the land for 48½ miles, which, on the contrary, he would have been justified in fixing at less than one moiety of those sums, viz., 249,601*l.* 5s., and 64,511*l.*, respectively. The authority for this, is the proceedings of the half-yearly meetings of November, 1837, and November, 1838. On reference to the former of these, it will be found that a calculation was then given of the cost from Swindon to Cirencester, viz., "219,500*l.* with all the improvements suggested by further experience adopted on the Great Western line, with 20 per cent added for contingencies." At the latter the cost of the whole was calculated at

£7,243 per mile for works.
1,326 for land and compensation.
7,400 for permanent way.

£15,971 on 37 miles main line.
6½ ditto including a tunnel and other works, £224,000.

£30,000 on four miles' branch to Cirencester.

According to these data, the cost of the portion about to be opened would be—

Main .... 13½ at £15,971	£219,601	5s.
Branch .. 4	30,000	0
	£249,601	5s.

And the land—
48½ miles, at £1,326 .... £64,311.

At the several general meetings since held, nothing has been communicated to the shareholders leading them to anticipate that any material increase would be necessary on the estimate, and therefore it has been tacitly confirmed until the present time by the Directors. It is impossible to suppose that a Board, so respectably constituted as this undoubtedly is, could lend themselves to the delusion which certainly would be practised on the shareholders and the public, if so important a fact as a material increase were withheld. Indeed, the usual plea of the notorious excess generally occurring of eventual cost over estimates on railway expenditure could not apply in this case, from the late date at which the estimate was formed; the Board and Engineer having then had considerable experience, and a Director having further declared at the half yearly meeting at Stroud, on the 2nd November, 1838, that "a great portion of the land was purchased, and all the contracts between Gloucester, Cheltenham, Cirencester, and Swindon, let considerably under the Engineer's estimate.—(Cheers.)" In addition to this, it is a fact well known that at dates long subsequent to 1838, in answer to enquiries on the subject, repeated assurances have been given, upon very competent authority, that this estimate would not be materially exceeded.

At the approaching half-yearly meeting it is hoped the correctness of these estimates will be confirmed. It would be a very inadequate reason for further delay in this respect, that the accounts may not be finally made up, as the work being finished, it would be easy to furnish at the meeting an approximative account and estimate sufficiently accurate for the purpose and occasion.

BRISTOLIAN.

Bristol, 6th April, 1841.

GLASGOW AND GREENOCK RAILWAY—FATAL ACCIDENT.—We regret to state that a fatal accident has already occurred to one of the officers of the Glasgow and Greenock Railway Company. On Thursday night, while the train which left Greenock at half-past four was proceeding to Glasgow, one of the guards, named Barclay, was in the act of folding up a tarpauling upon one of the carriages, when his head came in contact with the arch of a bridge on the Glasgow side of the Arkleston tunnel, and from the velocity at which the train moved, he was killed on the spot. The deceased was quite a young man, had only been a few days on the line, and is a native of Bullochmyle.—*Scotch Reformers' Gazette.*

DESTRUCTION OF RAILWAY GOODS BY FIRE.—The Staffordshire papers give the particulars of a fire that took place on a luggage train on the Grand Junction Railway, occasioned by sparks from the engine chimney falling on the top of one of the loads. The whole of the goods on the first lurry were destroyed, and part of those on the second.

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CARRIAGE FRAMES, WHEELS, AXLES, AND TRACTION RODS.


Fig. 2.


Fig. 4.

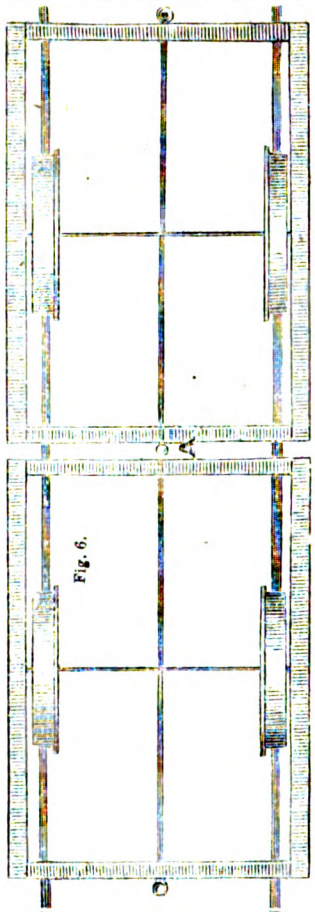


Fig. 6.

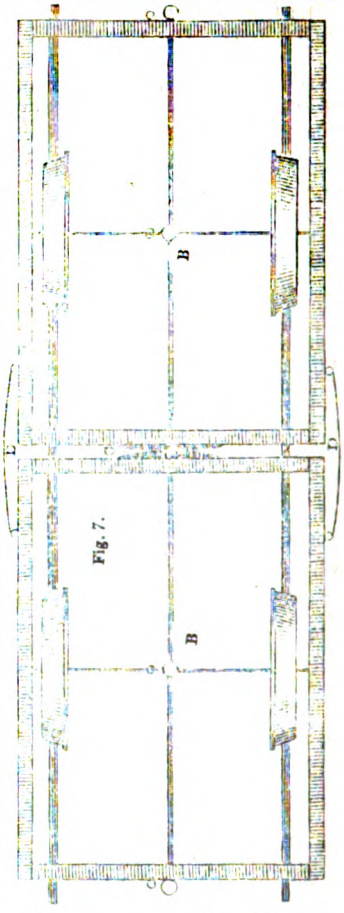
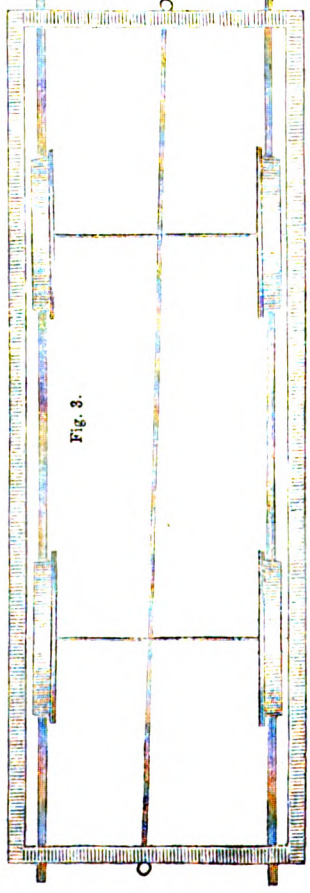


Fig. 7.


Fig. 1.


Fig. 3.

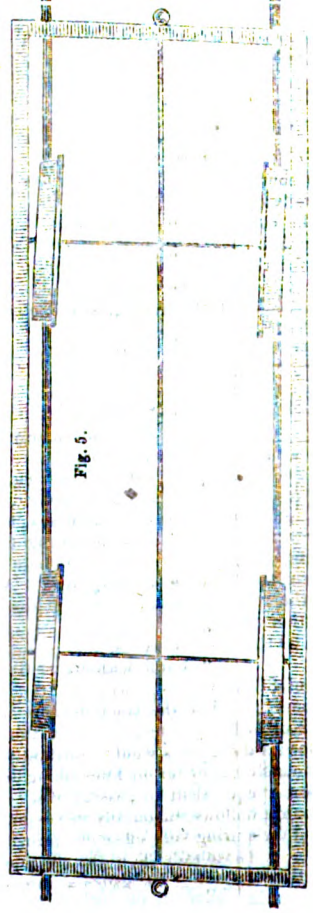

Fig. 5.


Fig. 8.


Fig. 9.


Fig. 10.

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ON THE MECHANICAL ARRANGEMENTS OF RAILWAYS. CARRIAGE FRAMES, WHEELS, AXLES, AND TRACTION RODS.—BY MR. ADAMS.

No. IV.

It was reserved for the era of the most remarkable progress in that branch of human civilization designated as "inland transit," and for the country laying claim to the highest rank in all the physical appliances of civilization,—it was reserved for such an era and such a country, to exhibit the anomaly of the rudest mechanical contrivances in the form of wheel carriages that ever emanated from any barbarous tribe abandoning the use of the sledge, and making its first essay with wheels. The experience of centuries has been thrown aside; progressive improvements, dictated by necessity, have been abandoned, to return to practices which science has long condemned, and which were only to be found in the records of by-gone ages, or in those remote nooks of the civilized world, where prejudice and superstition have upheld the reign of ignorance and practical absurdities. In Spain, Portugal, and their colonies, the rude Roman plough, formed of the branch of a tree hewn out with a portion of its trunk, is the common agricultural implement. In the peasant cars of these same semi-barbarous countries, on the railways of highly civilized England, and on the railways of all parts of the world to which she has set the type, are to be found wheel carriages so constructed as to be adapted only to *roll* in one single direction, and only capable of varying from that direction by the process of becoming partial sledges. And, as though the evil of converting two wheels into a solid roller were not sufficient, two of these rollers have been placed side by side, for the purpose of constructing what is facetiously designated a "four-wheeled carriage." This absurdity has been carried to the extreme, by placing three of these rollers side by side, to make a "six-wheeled carriage." Thus, the Roman baggage waggon has been eclipsed. These proud conquerors carried their contempt of the laws of friction to the extreme limits of animal powers with the usual military disregard of cost, but

"The force of *cattle* could no further go."

By the power of "unconquered steam" our men of peace have been enabled to carry their contempt of the laws of friction to a pitch

"Above all Greek, above all Roman fame."

The Roman despot achieved the use of a car on two rollers. By the power of steam the English engineer has achieved the use of one on three rollers, and move it must, though it *grind* for it, harder than ever slave of the "heroic ages" "toiled in the mill."

On no highway in England does there exist a vehicle similar in principle to those used on the railways. It is therefore clear that the railway vehicles must have been constructed with purpose aforethought. Not unknown were the properties of the rival construction of vehicles, and magnificent were the aspirations of their planners in providing roads for them.

A pair of straight, parallel, horizontal, rigid, iron lathe beds, of indefinite length, and perfect in all particulars—so perfect, that trains of parallel rollers, of equally perfect construction, might run on them for ever, without irregular movements, and with equal pressure at all times and places,—so perfect, that the bungling contrivances of springs,—contrivances only resorted to in order to compensate for the irregularities of bad roads,—might altogether be dispensed with—such was the brilliant idea of the lights of modern science!

Nothing could be finer in plan, save the idea of the philanthropist who determined that if he chanced to be present at the next setting out of the plan of the earth, it should have a surface of all "down hill," with a view to the saving of much superfluous labour. But, alas! the lights of modern science turned out to be an aurora borealis. Nature would be nature, and, working herself, by the principles of irregularity and compensation, she would not suffer herself to be circumvented by any of the contrivances of art. Indignant at the thought that her chief handmaid, her universal agent—elasticity, was to be so unceremoniously set aside and dispensed with, she multiplied irregularity on irregularity to such an extent, that, of the famed miles of proposed *lathe-beds*, not a single one is to be found. They still remain as problematic as the perpetual motion, the squaring of the circle, or other questions of a similar kind, which have in turn distracted the brains of over hard thinkers, if not over clear ones.

One of the soundest men amongst railway engineers, after labouring hard for some time to produce a reform in railway mechanism, abandoned the task in disgust, and became a manufacturer for railways. As such, he occasionally turned out extraordinary absurdities. On one occasion a friend asked him how he could possibly sanction the construction of some articles more than usually absurd. His reply was "I work from drawing and specification only, and never attempt to advise. It would be only lost time, and if any railway engineer or secretary should take a fancy to order his wheels eight square, instead of circular, I should express no surprise, but merely make sure that I work to order. It is a hard thing to be thus converted into a blind mechanical brute, for the purpose of spoiling good materials, but so it is. *Il faut vivre.*"

Assuming that it is not yet in the power of human art to produce or maintain such a road, as the *beau ideal* of the engineer, adapted to his rigid rectilinear carriages, the next thing to consider is, how to construct carriages adapted to run on the *de facto* roads with the minimum of friction, by producing compensation for irregularities. To this end it will be well first to examine the existing carriage, as regards the arrangements of wheels and axles.

The diagram, fig. 1, represents it in its supposed most perfect state, on a pair of rails supposed also to be in their most perfect state. The wheels, or rollers are all coned to the same angle, and stand in the same planes, while the traction rod, in the exact centre of the carriage, intersects at right angles the axles which are truly parallel to each other. It is obvious, that on a pair of parallel rails perfectly level, and with joints as firm as solid iron, this carriage might run round the world with the minimum of friction, as both ends of the rollers, being of the same diameter, would pass over equal spaces in equal times.

But the carriage, to begin with, is nearly imaginary, and the rails are purely imaginary. Taking the carriage to be one of the exceptions to the general rule of inaccuracy, what will be the result if it runs upon a pair of rails such as are represented at fig. 10, the rails being parallel to each other, but curvilinear, with the convexities and concavities alternating from side to side? The curves are purposely exaggerated, in order to make the illustration plain.

It is clear that, in this case, friction must take place at the peripheries of the rollers, because they are immoveably parallel, whereas to run without rolling friction they would require to diverge from their parallelism alternately to right and left, pointing to the imaginary centre of the curves on which they run. If this movement were provided for, then the carriage would run without friction at the peripheries of the rollers, because the cones would compensate by increasing and diminishing diameters, for the proportionate increase of diminution of the space passed over. Without this movement considerable torsion in the axle or shaft is produced.

If this carriage were made to run upon fig. 9, it would run without friction at the peripheries of the rollers; because, though the rails are not parallel, the track formed by the two is not curvilinear laterally. But the result would be, that the rollers would constantly be alternating on increasing, or on diminishing diameters. This would be equivalent to passing over a succession of hills and hollows, materially increasing the draught, and requiring very efficient springs to produce steadiness. These rails show the effect produced by the widening out of the gauge at intervals.

Fig. 8 shows a pair of rails not parallel to each other, but irregular in their curvature. In fig. 9, the widening of the gauge is produced equally on each rail, but in fig. 8 the widening of the gauge is unequal, sometimes on one rail and sometimes on the other. It is the very worst form of irregularity, and the carriage (fig. 1) could not run upon it except with great friction on the rollers. The cones of the wheels, or rollers, on such a rail as this could afford no compensation, and the carriage would be dashed from one rail to the other with violent concussion and great torsion strain on the axles. It has been laid down as a railway dogma, that the coning of the wheels compensates for curves, but it would be difficult to show how it would operate in this case beneficially, other than as a lateral gradient to the wheel, enabling it to slide back to the safe position, when the violent impinging from side to side drives the flanges against the rails ultimately. To run on such rails as these with the minimum of friction every kind of compensation for irregularity is requisite. The axles must sometimes be parallel to each other—sometimes at an angle; sometimes one axle is required at a right angle with the line of traction, while the other varies from it. The wheels require to travel at different speeds, and consequently should revolve on the axles, independently of each other. The wheels are at times required to be in different planes, and consequently the axle to which they are attached should have a facility for running laterally. The wheels, in short, should dance freely under the framework, moving into every position—offering the least friction—of which gravity will be the accurate measurer, and without this provision for their perfect freedom of movement, destructive wear of all kinds will take place, proportioned to the rigidity of the carriage, and the irregularity of the rails. The *ignis fatuus* of the engineer, the axle-*guards* or axle-*guides*, for they are called by both names, a contrivance to keep the axles rigid without ensuring truth of position, will be discussed hereafter.

The carriage, fig. 1, represents the engineer's *beau ideal* of a railway carriage—a machine sometimes made geometrically true, but rarely, if ever, preserved so. Witness the commonly unequal wear of the rollers in the same carriage. Fig. 2 represents the simplest form of irregular construction—want of parallelism in the axles. It is obvious that this carriage is only adapted to run with the minimum of friction on a curved line of rails, the centre of the curve being determined at the point where the radii of the two axles intersect each other. When running on a straight line of rails, the wheel flanges on the side to which the axles converge will constantly grind on the rail, with the constant risk of running off. This risk will be enormously increased if the carriage runs upon a curved line of rails, the curvature being in the opposite direction to the radiation of the axles. In such a case, the carriage would probably only maintain its place on the rails by being coupled fast between the preceding and following carriages. The wheels or rollers, by their irregular or crab-like movement, would be converted into sledges, making heavy demands for engine power, and producing rapid wear of their tyres, and of the rails they run on. If one roller, or pair of wheels, were correctly placed at right angles to the traction line, and the other out of the parallel with it, the friction would be lessened one-half. If the accurately placed roller travelled foremost, the hind roller would have something of the effect of a break; but, if the *in*accurately placed roller were foremost, the tendency to go off the rail would exist in full force. Great as the evil would be on a straight rail, it would be increased on the rails denoted by fig. 10, still more on those indicated by fig. 9, while on fig. 8 the carriage would become literally a sledge, drawing three-fourths of its progression.

Fig. 3 shows another kind of irregularity in a carriage frame, with the wheels on the same planes, and the axles at right angles to the central longitudinal line of the carriage. The irregularity of this carriage exists in the traction rod, which

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s not at right angles with the axles, and therefore any force of traction applied to that rod will have a tendency to force the carriage out of the right line. Supposing the traction to be applied in a continuous line with the carriage frame, the evil would only be analogous to that of drawing by a single side chain, coupling two carriages together; but practically it would be much greater, unless we suppose that it were coupled to a carriage with a corresponding inaccuracy of the traction rod. In such a case, the tendency of the tractive force would be to draw the two traction rods into a straight line, and consequently to run the wheels on unequal diameters, or throw them off the rails. But as there would be the *inertia* of two carriages to assist to counterpoise this tendency, the evil would be lessened. This, however, would be the exception to the rule. In practice, the two coupling hooks would not meet in a parallel line, and therefore the coupling chain would draw at an angle with the line of rails, and there would be a constant struggle between the tendency of the coupling chain to take a line parallel with the rails, and the resistance of the wheels to running upon unequal diameters. This would involve much surplus friction, much torsion of the axles, and consequent risk of the carriage getting off the rails.

Fig. 4 shows a carriage frame indicating a third kind of irregularity—the wheels or rollers being in different planes, although the axles are at right angles with the central line of the carriage frame. This is a common defect in railway carriages. When the traction force is applied the wheels or rollers will have a tendency to equalize their diameters on the rails, impelled thereto by the great friction. But they will be encountered half way by an opposing friction, caused by the axles departing from their rectangular position with the line of the rails. Thus, the traction rod, supposing it to be parallel with the central line of the carriage frame, will always remain in a false position as regards the line of traction, and four distinct irregularities will constantly exist together, viz. wheels out of plane, wheels running on unequal diameters, cross traction, axles neither rectangular with the traction nor with the line of rails. The amount of surplus steam power thus consumed, and the amount of surplus destructive wear in such cases, must be very considerable, affecting engines, carriages, rails and roadway. On perfectly straight rails these disadvantages will exist, but on rails such as denoted by figs. 9 and 10, they will be multiplied and reach their maximum of mischief on rails such as fig. 8. The carriage would in fact be a sledge of the the worst kind, moving on points instead of lengthened bearings.

Fig. 5 represents a fourth kind of irregularity most common in carriages without spring buffers, and produced by a violent blow expending its force on one corner only. The carriage is supposed originally to have been of true form like fig. 1., till forcibly deranged. In some cases the derangement does not take place in the frames, but in the axle guards, the result being the same as regards the action of the wheels and axles. In this kind of irregularity the axles are parallel to each other, but are not rectangular to the traction, while all the wheels are out of plane. The results in traction will be precisely of the same mischievous kind as those previously described to belong to fig. 4, a complication of opposing mechanical tendencies, involving a wasteful expenditure, with considerable risk.

The distance between the axles of the above described carriages is that used in the first-class carriages on the London and Birmingham and other similar lines. On the Birmingham and Gloucester the distance is advantageously increased to twice the width of the gauge, which is not too much to ensure lateral steadiness. But the axles of the luggage waggons, for the convenience of using small turntables, are rarely suffered to exceed much the width of the gauge, varying from five to six feet. On the Great Western this absurdity is carried to the extreme in the case of horse boxes, the axles of which are six feet apart, while the gauge of the road is seven feet, thus presenting the anomaly of a carriage running broadside forwards. On the Great Western the horse boxes have spring buffers, and it is supposed that the coupling up tight steadies the horse box; but it must be evident that the elasticity of the buffers must be nearly overpowered before steadiness can be attained, and this will be at the expense of increased consumption of steam power by increase of rigidity in the train.

All the carriages before described are constructed on the principle of exact movements rigidly confined, without any compensation for irregularities, other than such as may occur vertically, for which purpose bearing springs are provided, yielding in a vertical direction, and in no other. Figs. 2, 3, 4, and 5, are exaggerated representations of these defects, which require compensation. Figs. 8 and 10 show the irregular kind of rails on which not even the geometrically true carriages, fig. 1, can run without excessive friction, though in fig. 9 it might run with a motion resembling the ascent and descent of hills. That these irregularities are real, and not imaginary, may be verified to demonstration by referring to the common class of accidents with luggage trains. The most common are the breakings of the coupling chains. It is evident that a larger amount of engine power must be requisite to start a train into motion from a state of rest than is requisite to keep up motion after the *inertia* is overcome. If, therefore, the coupling chains break while the train is in motion, it is obvious that irregularities must exist, producing an amount of resistance exceeding that of the whole *inertia* of the train. And these irregularities can only be accounted for by the defects of carriage construction, or of rails, or of both combined, illustrated by the diagrams, together with others which will be hereafter adverted to.

The proposition will be readily assented to, that if irregularities of construction cannot be avoided—and this will scarcely be disputed—the only remedy is to provide *compensation for irregularities*, following therein the example set us by nature in numerous ways. Thus, for instance, the curved courses of rivers compensate for, and retard by friction, the too rapid action of gravity, which would otherwise dispense with streams, and leave no distinction, save the extremes of a rapid torrent, and a dry ravine. The spiral tendrils by which the branches of vines cling to their supports, and by their elastic resilience equalise the irregular action of the winds, which would otherwise tear them down, are another example of Nature's compensating principles. In short all terrestrial motion is irregular, and has compensation provided for the irregularity, according to the quality of the irregularity.

Fig. 6 shows a carriage framed in two parts, which are connected together by the joint A. The axles are parallel to each other, the wheels are in the same planes, and the traction rod is rectangular with the axles. It is evident that this carriage will run as perfectly true on straight rails as the carriage, fig. 1. It will also by the free movement of the joint A, accommodate itself to run on rails like fig. 10 the axles diverging from right to left alternately, to suit the curvature. On the rails, fig. 9, it will run equally well. On the rails, fig. 8, the compensation will not be perfect, because by the mode of construction both axles are compelled to make simultaneous movements, whereas to accommodate that irregularity it is requisite each axle should be enabled to diverge and converge independently of the other. The traction rod also would occasionally be placed in the wrong position.

Fig. 7 shows a carriage also framed in two parts, which are not connected by a single joint, but by a bar secured by joint pins at B B, so that each axle is free to swivel round its own centre. C represents two segments, which are circumferences to the centres B, and take the thrust of the frames, when the carriage is propelled. D D represent two springs, jointed to the frames, and serving as ligaments to hold them in a straight line. When passing round a curve the outer spring will be elongated by tension towards a straight line, and the inner spring by its retractile action, will acquire a greater degree of curvature, and this action may be varied on either side according to the variations of the curvature of the rails.

This carriage will run equally well on the straight rails like fig. 1, on the curved rails fig. 10, and on the undulating rails fig. 9. And as each axle can swivel and diverge independently of the other, it will give and take with perfect facility to the irregularities of the rails fig. 8. But in order to insure truth of traction, it will be necessary to swivel the traction rod at the centres B, in which case they will always maintain their parallelism to the general line of draught, while the wheels and axles accommodate themselves to all the irregularities of the rails. For the same reason the traction rod of the carriage, fig. 6, should be swivelled at the centre A.

If either of the carriages denoted by figs. 6 or 7, were constructed in the defective mode of fig. 2, it is obvious that compensation would be immediately afforded by the play of the joints of figs. 6 or 7, and the axles would be enabled to find their true position, according as the rails might be rectilinear or curvilinear.

But the play of the joints would not afford compensation for the defective position of the traction rod shown in fig. 3. That could only be compensated for by swivelling the traction rod at the centre of the carriage, and allowing the ends to play freely and accommodate themselves to the draught.

The defective construction of fig. 8, the wheels out of plane, would to a certain extent be compensated for by the double jointed construction of fig. 7, which would allow the carriage to slide laterally, till the wheels approached the same plane. But in such case the traction rod in addition to being swivelled over each axle, should be divided into two parts by connecting links at the middle of its total length.

The double joints, fig. 7, would afford compensation in the same mode for the accidental derangement of form indicated by fig. 5.

The compensations thus far shown, are produced only by the arrangement of moving joints of the framework and traction rods. Other important compensations also are required by the agency of the wheels and springs. The latter will be treated of at a future time as belonging to the question of elastic compensation. The wheels being a question of moving joints, enter into the present discussion.

In passing round a curve with a railway carriage, it must be evident that the converging of the axles in lines radiating to the centre of that curve, will not alone compensate for the difference in the length of the pathway. The two wheels being fast on one axle, must travel at the same rate of speed, consequently they can only travel on curved paths, without friction, by means of varying diameters, proportioned to the variation of the tracks. This is accomplished by means of coning the wheels. But in order to bring this principle into action, it is necessary that the carriage should be more elevated on one side than on the other. This is equivalent to a lateral gradient or running up hill; consequently a larger amount of engine power will be requisite. It is alleged that the centrifugal force has a tendency to throw the carriages more on the outer rail, and therefore by altering the level of the carriage and inclining the gravity inwards, a compensation is provided. This is true; but that centrifugal force represents engine power expended, and if means can be found to diminish friction, it will be desirable to use them, the more especially that it is not a question of regular curves only, but of every variety of irregular curves, laterally and vertically, bad joints, worn rails, loose chairs, varying gauge, and similar circumstances. The principle of compensation for the difference of length of track in curves of regular form, may to a certain extent hold good, by means of coned wheels or rollers, but it is utterly useless for constantly occurring irregularities, requiring momentary compensation.

For this purpose loose wheels are essential, i. e.

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each wheel should revolve on its axle independently of the other, while the axle revolves on its bearings. On this plan, cylindrical wheels might be used—*i. e.* cylindrical on their bearing surface—the angle between the cylinder and the flange being fitted up with a cone of sufficient size to prevent the flange from grinding against the edge of the rail. With diverging axles, and loose wheels on those axles, and the traction rod constantly swivelled, a carriage would possess all the mechanical movements necessary to pass round curves and inequalities. To compensate for the centrifugal force, the outer rails should be raised to a higher level.

The valid objections that have been made against the use of loose wheels are—first, that they are apt to escape from the rails; secondly, that they are apt to wear irregularly in their boxes, and cause the peripheries to run untrue.

The first objection is valid, when loose wheels are used with a rigid carriage, such as fig. 1, because when the carriage is passing a curve the axles are not at right angles to the centre of that curve, consequently the wheels are not parallel with the rails, but at a tangent with them. Under these circumstances, if the wheels be loose, the path of least friction is for the flange to roll over the rail and escape; but if the two wheels be fast, and thus form a roller by the solid connection of the axle, one side restrains the other, and then the path of least friction is to glide along the rail by the flange, instead of rolling over it.

But this objection ceases to exist with carriages constructed like figs. 6 and 7, inasmuch as, by the play of the joints, the axles can always be at right angles to the rails, and the wheels parallel with the rails, and therefore the path of least friction will be for the wheels to roll along the rails, equally well on the curve as on the straight line.

The second objection, of the wheel boxes wearing irregularly, is easily met. If the boxes wear irregularly, it is an evidence of their being too short to keep the wheels steady under their lateral leverage. The remedy for this is, to lengthen the boxes on the inner sides, till they have sufficient steadiness. They may, if required, be made to occupy the whole space between, but the length of rail being equal to half the diameter of the wheel, it will be found quite sufficient for the leverage. A channel should be formed inside each box, for the purpose of lubrication.

In practice, with coned wheels, it will be found that the axle will revolve in its bearings continually, while the wheels will only move so much on the axles as will compensate for irregularities, for the reason, that the conical form of the peripheries has a tendency to strain the wheel, and prevent the fair turning of the box. This, in fact, is the reason why a large box is requisite. But the axle always takes a fair bearing in the brasses, if it be truly turned and fitted, and therefore the movement will be determined to it as the point of least friction.

Wheels which are true cylinders in their peripheries, and bear over the whole breadth of the rails, will roll without rubbing friction.

Wheels which are conical in their peripheries and bear over the whole surface of the rails, will not roll, except at their largest diameters, while they rub and slide with the other portions. This is an advantage for the driving wheels of engines, but a disadvantage for all carriage wheels. It is yet a problem to solve whether sufficient bite in the rails can be obtained by cylindrical driving wheels? If it can it will be an important object to have all the wheels cylindrical, saving draught and wear—thus economising both steam and wheels.

So long as the driving wheels of the engines are conical, the rails must be laid at an angle with the horizon, corresponding to the cones, in order to ensure a fair bearing. If they be not laid so, the weight of the engine, will soon force them to that position—or, supposing they are fixed so firm as to resist alteration by pressure, they will laminate and wear down, till the angle is obtained. If, therefore, the rails be laid at the angle with the cones of the driving wheels, it follows either that all the carriage wheels must be coned to the same angle, or they will not bear even the whole surface of the rail. If they be cylinders, they will only bear on small portions of the rails.

To set against this there is, however, the question of proportional weight. If the driving wheels of the engine press on the rail with a force equal to four tons, and a pair of carriage wheels press with a force equal only to two tons, one-half of the bearing surface will be equivalent—probably less—inasmuch that the carriage wheel should be merely the pressure of a rolling surface, while the driving wheel bites into the surface, locking the salient and re-entrant angles of the particles of metal together. Theoretically the carriage wheel is a mere vertical pressure, while the driving wheel exerts a force longitudinal to the rail as well as presses on it.

But before this can be accomplished, it will be necessary to construct both engines and carriages so that the wheels may always be parallel to the rails in all conditions, whether straight, curved, or irregular, with the axles at right angles to the traction. As engines and carriages are at present constructed, cylindrical wheels would not be safe on the rails. The conical wheels act as lateral gradients, when the carriage acted on by any irregular bias of framework, or rails, as before described, brings the flanges in contact with the rails. The gravity and concussion together then cause a lateral slide to take place, restoring the wheels to the centre of the tracks.

In all the irregularities described, it is taken for granted that the wheels are all turned exactly alike; if they happen to vary in their diameters, which may often be the case, it is another source of friction and risk, producing another variety of the evils alluded to. *With the wheels, each revolving independently of the others, a variation in the diameters would be of little consequence.*

All the carriages treated of are four-wheeled carriages, which for many reasons are preferable to those on six wheels. The original motive for building six-wheeled carriages was to get steadiness by means of length, but that steadiness is attained at the cost of very considerable friction. On curves six-wheeled carriages are especially objectionable, and when used with axle guides they are little better than sledges, on any kind of rails. On the Great Western, where they were first used, it was a case of necessity. The four-wheeled carriages were too short in proportion to the seven-feet gauge, to produce steadiness. They were, in fact, of the same length as the carriages usually constructed for the four-feet-nine gauge. The necessary increase of length caused so much increase of weight that four wheels of the ordinary kind were insufficient to support it, and moreover it was necessary to distribute the weight more equally on the rails. This could only be accomplished by using an additional pair of wheels. Steadiness was thus gained, and the jumping motion formerly complained of disappeared. But it is probable that the friction was considerably increased, so much so as to give rise to the practice of using one loose wheel to each axle on the six-wheeled carriages. While the passenger carriages were thus improved, the horse-boxes were left unreformed. Nothing but close coupling can possibly prevent these machines from getting off the rails. Could the horses speak they would complain, like passengers, till the evil were remedied.

Since the introduction of six-wheeled carriages on the Great Western, and the discussion of the question between four-wheeled and six-wheeled engines, six-wheeled carriages have been introduced on rails of the narrow gauge, without any better apparent motive than imitation. The reasons why six wheels should be used for engines, which are locomotive *agents*, do not at all apply to carriages, which are locomotive *patients*, or would be so; *i. e.* unresisted followers, if deprived of their rigid bias.

My next communication will be on the subject of bearing springs, and their various modes of compensation. I remain, Sir, yours, obediently,

WILLIAM B. ADAMS.

March 3, 1841.

P.S. Since the article on the subject of wheels, I have had an opportunity of inspecting some of the wooden tyred bearing wheels, made apparently on the plan of Mr. Parkin. I was informed that they had been in use less than a month, and they were worn out. They were worn into ruts, upwards of an inch deep, by the action of the rails, and though the wood was sound hard beech, it had become so fibrous and yielding, that the breaks had no power to hold the wheels. In one instance, the rapid friction without effective pressure caused them to take fire, like a Sandwich Islander's tinder-box.

MESSRS. ADAMS AND BUCHANAN'S BREAK.

Sir,—In his reply to W. G., Mr. Adams seems to me to have omitted, or rather misconstrued, a very material point in the objections urged against his break, more important, if possible, than any of the other very pertinent observations in the letter which appeared in your columns of the 20th ult.

That the whole force is communicated to the parallel bars, through the medium of springs, as stated by Mr. Adams, is indeed perfectly correct; but the grand and almost insurmountable objection to the break, as at present constructed, is the want of springs, (to which I conceive "W. G." alludes, and which must surely have escaped the notice of Mr. Adams,) between the break frame and the framework of the carriage.

The common railway carriage springs at present in use allow a play of from 4 to about 5 inches. A very small portion of this, it is true, is at any individual instant required either by the irregularities of the road or the motion of the carriage, but the slight variations continually occurring would tend (supposing the break in action) alternately to tear away the whole break from the side framing of the carriage, or to throw the entire weight of the carriage on the breaks.

In conclusion, I would suggest to Mr. Adams, that if in any part of the two feet or four feet lengths of bars (however the ends may be finished) the section of them shown in the diagram be retained, all the objections before urged must still hold good, and in innumerable instances total disorganisation of parts, and consequent danger to passengers must inevitably ensue. I am, Sir, yours, respectfully,

W. H.

Sir,—If you will favour the following remarks on Mr. Adams's railway break with a place in your valuable journal, you will oblige the writer, who has always derived great pleasure and information from its valuable pages.

Your correspondent "G. D.," in his communication dated March 2nd, has omitted to state what I conceive to be the greatest objection to Mr. Adams's break—namely, the effect which it would have upon the rails. We are all aware that the rails are subject to great wear and tear; that they require the most constant attention to keep them in true gauge, and that on every railway a "gang" of men is constantly employed in fixing the chairs, and replacing the wedges and screws deranged by the vibratory motion of the carriages. Now, I think that it will appear evident that this already heavy item in the maintenance of way would be greatly increased by the effect of Mr. Adams's break on the rails. As the whole momentum of the train must be destroyed by the action of the "jaws" of the break on the rails, the whole stress must fall on the screws which fasten the chairs to the sleepers, unless the wedges of the chairs give way; in which case the rails will be loosened, and the next engine passing must necessarily fly off the rails. The injurious effect of so immense a stress on the screws would alone cause such an increase in the expense as to prevent the introduction of the break into general use. Again, as the carriage vibrates, so also must the break, clasping the rails, which is of itself, in my judgment, an insuperable objection to the adoption of this break. I shall conclude with putting the following question to Mr. Adams—How would the break adapt itself to the position of the carriage on a sharp curve? By springs? I remain, Sir, your obedient servant,

T. F.

London, 29th March, 1841.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..		..	..
48¼	38½	6300	100	100	Birmingham and Derby	69	..	..	..		..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	8⅓	..	..	..		..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..		..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..		..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..		..	..
76	....	15000	100	60	Bristol and Exeter	35	..	..	..		..	..
27½	....	8000	50	■ 7½	Bristol and Gloucester	..	..	..	..		..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..		..	37
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..		..	18½
18	18	5000	50	50	Chester and Crewe	..	..	..	..		..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..		..	..
42	....	7500	100	62	Cheltenham and Gt. Western	..	..	..	..		..	..
36	36	3000	100	100½	Clarence	..	..	..	..		..	..
32	....	6000	75	17	Dublin and Drogheda	..	..	..	..		..	..
6	6	.....	100	100½	Dublin and Kingstown	..	..	..	..		..	..
73½	....	8000	100	7	Dublin and Kilkenny	..	..	..	..		..	..
....	....	800	100	100½	Durham Junction	..	..	..	..		..	..
....	....	7500	20	3	Durham South West. Junc.	..	..	..	..		..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..		..	..
126	17	64000	25	23	Eastern Counties'	..	..	9	9¼		9¼	9¼
—	—	64000	8½	4	Ditto (*Debentures*)	7½	7⅛	..	7½		7½	8
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..		..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..		..	34½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..		..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..		..	..
15½	....	6000	50	40	Gosport	..	45½	..	..		..	..
114	114	10918	100	100	Grand Junction	..	..	..	..		..	210
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..		..	105
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..		..	28½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..		..	52½
74	....	10000	100	80	Great North of England	..	..	..	..		..	..
118	92	25000	100	65	Great Western	93	93½	93	93¼		93½	93
—	—	25000	50	50	Ditto (*New Shares*)	63¼	63⅜	63	63⅜		63½	64
—	—	37500	20	4	Ditto (*Fifths*)	11⅛	11⅛	11	..		..	11¼
15	15	2000	100	100	Hartlepool	..	..	..	..		..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..		..	43½
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..		..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..		..	34
....	....	5000	37½	20½	Ditto (*Three-quarter Shares*)	..	..	..	..		..	25
20	20	2100	100	100	Leeds and Selby	..	..	..	..		..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..		..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..		..	..
31	31	5200	100	100	Liverpool and Manchester	..	..	..	..		..	197
—	—	12021	25	23	Ditto (*Quarter Shares*)	..	..	..	..		..	46½
—	—	7368	50	50	Ditto (*New Half Shares*)	..	..	..	..		..	92
26	....	20000	100	80	Llanelly	..	..	..	..		..	..
112½	112½	25000	100	90	London and Birmingham	154½	157	..	156		156	156
—	—	25000	25	5	Ditto (*Quarter Shares*)	23	..	..	..		23½	23
—	—	31250	32	32	Ditto (*Thirds*)	52⅛	..	..	..		..	..
—	—	.....	32	2	Ditto (*New Shares*)	24	23⅜	..	24		24	24½
4	3⅞	24000	25	25	London and Blackwall	..	..	..	..		..	..
46	54	36000	50	50	London and Brighton	45⅞	46	45½	45½		45½	45½
10½	10½	33000	avr.	13⅜	London and Croydon	13¾	13⅜	13⅜	..		..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..		..	..

Length of Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
3¾	3¾	20000	20	20	London and Greenwich	..	..	..	..		..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..		..	..
—	—	.....	....	3	Ditto (*Scrip*)	4⅜	..	..	..		..	..
76	76	36000	avr.	38½	London and South-Western	55½	57	56½	56½		56½	56½
—	—	42000	5	1¼	Ditto (*Tenths*)	..	..	..	2⅜		..	..
50	50	13000	100	70	Manchester and Leeds	68	68	67½	67		67	67
—	—	13000	50	25	Ditto (*New Shares*)	..	30	..	28½		28½	..
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..		..	54
45	5½	30000	70	40	Manchester and Birmingham	25	..	..	..		..	..
40	....	7600	100	45	Manchester and Sheffield	..	..	..	..		..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..		..	..
57	57	10000	100	100	Midland Counties	84½	..	..	..		..	83½
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..		..	22½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..		..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..		..	..
7	7	2100	50	45	Newcastle and N. Shields	..	..	..	..		..	..
72	72	15000	100	100	North Midland	..	..	77	..		..	78
—	—	15000	50	40	Ditto (*New*)	..	..	..	37½		..	38
30	19½	7200	100	40	Northern and Eastern	..	..	..	..		..	..
22	22	6329	75	75	North Union	..	..	..	..		..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..		..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..		..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..		..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..		..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..		..	..
.....	....	3000	50	2½	South Durham	..	..	..	..		..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..		..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..		..	..
67	....	28000	50	33	South-Eastern and Dover	..	18½	17½	18		18	18½
24½	13	3000	100	100	Taff Vale	..	..	..	..		..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..		..	..
23	23	6700	50	50	York and North Midland	..	..	80½	80		80	..
5½	....	5000	20	9½	West Durham	..	..	..	..		..	..
3	....	7500	20	20	West London	..	..	..	..		..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to April 7th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3⅜	..
18000	50	40	Edinburgh and Glasgow	34	34½
1960	25	25	Glasgow and Garnkirk	30	30
16000	25	23	Glasgow and Greenock	22½	23½
12500	50	40	Glasgow and Ayr	39	38
1940	25	25	Monkland and Kirkintilloch	..	58
..	..	50	Wishaw and Coltness	76	80
680	25	25	Ballochney	..	80
4000	25	25	Dundee and Arbroath	27½	28

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Index No. to Notes at foot.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Index No. to Notes at foot.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birmingham & Derby Junction	1	48½	38½	April 3	..	£693 12 5	£349 10 8	£1,043 3 1	1
1,266,666 0 0	1,013,723 0 0	....	*Birmingham and Gloucester	2	51	51	April 2	6,470	1,085 7 9	165 1 4	1,250 9 1	2
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	3	6	6	March 28	22,945	....	....	523 1 1	3
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	4	16½	16½	..	..	....	....	....	4
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	126	17½	April 4	12,210	....	....	641 18 2	5
833,000 0 0	699,544 18 4	2 8 0	*†Glasgow, Paisley, and Ayr	6	51	40	April 3	9,199	572 2 8	134 0 6	706 3 2	6
....	....	....	*†Glasgow and Paisley Joint Line	7	6½	6½	March 27	6,898	....	....	256 17 3	7
1,967,800 0 0	....	14 0 0	Grand Junction	8	83	83	..	..	....	....	....	8
....	....	....	Great North of England	9	74	....	March 30	..	....	284 13 3	....	9
5,331,527 9 10	5,288,013 17 3	....	Great Western	10	118	92	April 4	22,226	5,538 3 7	925 12 11	6,463 16 6	10
533,333 0 0	460,000 0 0	3 0 0	Hull and Selby	11	31	31	..	..	....	....	....	11
488,000 0 0	390,000 0 0	....	Lancaster and Preston	12	20½	20½	April 3	2,229	393 17 3	25 10 8	419 7 11	12
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool and Manchester	13	31	31	April 2	..	2,847 3 3	2,017 6 6	4,864 9 9	13
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	14	112½	112½	April 3	..	11,930 11 10	2,665 15 3	14,596 7 1	14
800,000 0 0	807,659 13 4	....	*London and Blackwall	15	3½	3½	April 9	30,470	577 10 8	1 18 0	579 8 8	15
2,400,000 0 0	1,091,369 0 0	....	*London and Brighton	16	46	54	April 5	2,402	76 16 9	52 6 4	129 3 1	16
741,000 0 0	557,902 19 5	....	London and Croydon	17	10½	10½	April 6	7,676½	....	....	533 16 6	17
993,300 0 0	793,300 0 0	1 0 0	London and Greenwich	18	3½	3½	April 7	27,860	....	....	868 6 8	18
2,260,000 0 0	2,283,837 18 0	5 0 0	London and South-Western	19	77	77	April 4	..	3,781 4 8	711 15 2	4,492 19 10	19
2,800,000 0 0	1,106,812 5 2	....	*Manchester and Birmingham	20	40	5½	April 5	10,882	....	....	317 15 3	20
777,936 3 0	779,936 3 6	1 5 0	Manchester and Bolton	21	10	10	April 7	..	363 16 1	204 3 8	567 19 9	21
2,590,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	50	March 29	..	1,797 15 4	1,283 4 6	3,080 19 10	22
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	23	57	57	April 3	7,832½	1,463 17 0½	692 10 9½	2,056 7 10	23
950,000 0 0	....	....	Newcastle and Carlisle	24	61	61	..	..	....	....	....	24
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72½	72½	April 3	..	2,093 18 2	975 13 5	3,069 11 7	25
730,000 9 0	560,000 0 0	6 13 4	North Union	26	22	22	..	..	....	....	....	26
1,200,000 0 0	358,912 14 10	....	Northern and Eastern	27	30	16	April 4	7,507½	....	....	546 3 5	27
500,000 0 0	270,000 0 0	....	Preston and Wyre	28	19	19	April 3	1,749	129 12 11	106 3 8	235 16 7	28
280,000 0 0	130,517 0 0	8 0 0	Sheffield and Rotherham	29	6	6	..	..	....	....	....	29
800,000 0 0	220,245 0 0	4 16 0	Ulster	30	36	8	March 28	6,573	....	....	178 14 2	30
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	31	23	23	April 5	5,679½	....	....	1,157 6 0	31

1. Toll to London and Birmingham 116*l.* 5s. 11d., to be deducted from gross receipts.
2. The receipts are exclusive of those from the Post-office.
5. Receipts include the Northern and Eastern toll, &c.
6. The capital expended includes 132,371*l.* 14s. 11d. laid out on the Glasgow and Paisley Joint Line No. 7.
7. Made jointly by the Ayr and Greenock Companies.
8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*
10. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.
12. The 25*l.* 10s. 8d. from goods, &c. is for toll only.
13. Ten per cent. is the maximum dividend allowed by the Company's Act.
14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line.
17. The capital of 741,000*l.* includes the new capital for London and Brighton station.
18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. are guaranteed.
19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.
21. Canal cost, 100,000*l.*; railway, 677,936*l.* 3s. 0d.
22. The 3,080*l.* 19s. 10d. are the net receipts.
23. The receipts for goods, &c. include, carriages, 25*l.* 5s. 0d.; horses, 81*l.* 9s. 0s.; parcels, 155*l.* 0s. 8d.; dogs, 1*l.* 18s.; cattle, 16*l.* 14s. 6d.; corn, 10*l.* 17s. 10½; heavy goods, 399*l.* 5s. 9d. Total, 692*l.* 10s. 9½d.
26. The receipts stated are after deduction of Liverpool and Manchester toll.
27. Out of the receipts stated, the Company have to pay toll, &c. to the Eastern Counties' Company—about 150*l.* weekly.
28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.
31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Railway.—*We do not think the publication of our correspondent's letter would serve his object.*

Chester and Crewe Railway.—*A second perusal of the letter of* A Cheshire Farmer *induces us to recommend to him and his neighbours to try the Grand Junction Board again. We think they are more likely to succeed in that way than in any other.*

Ink-horn *has certainly forgotten his Christian name.*

The Great North of England Railway.—*The "Bradford Clothier" has won. The Act of Parliament terminus of this line northwards is* Newcastle, *though for the present it has been carried no further than* Darlington. *We believe that in this instance want of means has been the sole cause of stopping short. Of its speedy extension to the Tyne there can be little doubt; and scarcely less of its ultimate extension to the Scottish metropolis. We have received an interesting letter on this subject from* A Glasgow Citizen *which shall appear in our next.*

A Manchester and Leeds Shareholder *in our next.*

Darus *declined.*

Expurgator.—*We must make inquiries.*

Communications received from W. G. B.—Fitzaxle—An Expectant—K. K.—Mr. G. Curtis—Glottianus.

THE RAILWAY TIMES.

SATURDAY, APRIL 10, 1841.

We have received the following letter from the Secretary of the Edinburgh and Glasgow Railway:—

Glasgow, 6th April, 1841.

Sir,—At a General Board Meeting of the Directors of this Company, held here to-day, consisting both of Edinburgh and Glasgow members, it was considered that it would be advisable for the interest of this undertaking that no more printed statements should be laid before either the public or the shareholders. And in accordance with this view, it was mutually agreed to request you to withdraw the Address of the Edinburgh Directors, and Reply by the Glasgow Directors, from your next number, in which you mention that they are to appear. The Board regret that this may interfere with your arrangements, but they trust you will agree with them in thinking that this step is decidedly for the benefit of the concern.

I am, Sir, your most obedient servant,

H. G. WRIGHT, Secretary to the Board.

To the Editor of the *Railway Times*.

We are very glad to be released from our promise to insert the papers referred to—which would, we fear, have been found of a length very disproportionate to their interest to the general reader—and sincerely hope that the Directors will be able to adjust among themselves, in a satisfactory manner, all their existing differences, without any further reference either to the public or to the shareholders. Of "the benefit to the concern" from such an adjustment, there can be but one opinion.

The progress of the works has, we are glad to learn, experienced no interruption from these "domestic broils." Mr. LEADBETTER stated last week, at the opening celebration dinner of the Glasgow and Greenock Railway, that "the Directors of the Edinburgh and Glasgow were doing all they could to have their line opened early in August, and that no doubts were entertained of its being ready before the end of that month." When opened, there will then be a complete railway communication, of less than three hours' duration, across the entire breadth of Scotland from sea o sea, with the exception of the couple of miles between Edinburgh and Leith, to be hereafter filled up by the Newhaven or some other short extension line.

We presume it will be generally admitted that a law, good in itself, is not the less deserving of respect that the means provided for enforcing it may happen to be feeble or inefficient. Pains and penalties are for those only whom nothing else will restrain, not for men who desire only to do what is right, acknowledge the supremacy of the laws, and yield them a ready obedience. Viewed according to this standard, the Railway Returns made to Government under Lord Seymour's Act, exhibit a laxity of regard for its provisions—even for those of the most unquestionable utility—which it must be confessed is but ill calculated to recommend the claim of the Companies, to be left to themselves, to the favour of a discerning and impartial public. We see that, *left to themselves*, the disposition of too many of them is to set themselves above all law—to treat with the greatest imaginable indifference, the most reasonable requisitions of the Legislature and Government of the country.

We mentioned lately the startling fact that of forty-seven (at least) railways which have been wholly or partially opened to the public, not less than fifteen had made no returns whatever of their traffic to the Board of Trade. And on since looking over the returns of the thirty-two Companies which have professed to comply with the requisitions of the Board, we find that eighteen of them (more than a majority of the whole) are of so imperfect a character that they might as well not have been made at all. The eighteen we allude to, give merely the total numbers of passengers carried and miles travelled, with the gross receipts, while the columns appropriated to amount of "toll" levied and cost of "locomotive power" per passenger, are left blank. In two or three instances, apologies are made for the absence of the information required under the last two heads, with promises of more complete returns in future; but in the great majority of cases, no reason whatever is assigned, nor (evidently) meant to be assigned.

We may particularly instance the Liverpool and Manchester, the Grand Junction, and the North Union, as Companies which have drawn a dry pen through the columns in question, without caring to offer one word either of explanation or apology. "You can't compel us to give you any information on these heads; and since you can't, we don't choose;"—that is plainly what the manner of their returns expresses. Inability to furnish the information asked for, is of course out of the question. Several Companies of much more recent standing than these—the London and Birmingham, for example—have furnished the fullest information on every point embraced by the requisitions of the Board of Trade; and what one Company can do, so can every other Company under the like circumstances. It is the *will* only that is wanting.

Now either it is right that the information called for, but withheld, should be furnished, or it is wrong; if right, then means should be devised to enforce compliance from all Companies alike; or if wrong, it should be shown to be so, in order that all the Companies might zealously co-operate to induce the Legislature to dispense with these returns altogether. It will not do, to say merely, that there are no pains or penalties for the refusal of the information, for besides that this is but a rogue's plea at best, pains and penalties may be at any time enacted in abundance enough, and of stringency enough, to make the most obstinate and contumacious yield. The refractory Companies must either show good and sufficient reasons, for their non-conformity, or they must lay their account with being *compelled*, whether they will or no, and that at no distant period, to fall into the ranks of the conformists.

But such good and sufficient reasons we suspect they will find it rather difficult to furnish. For our own parts we can imagine none. We have considered the matter well, and are decidedly of opinion, not only that the public are entitled to the information sought for, but that it would be for the benefit equally of the public and of the proprietors of railways themselves, that it should be furnished.

First, as to the *tolls*. The power of the Companies to levy tolls is derived from the State, and it is a consequence of obvious necessity that they should be responsible to the State for the manner in which they exercise it. The tolls, it will be observed, are in every case *maximum* rates; and these maximum rates were mostly agreed to at a time when it was hard to say from any existing experience on the subject, what they ought really to be. Much was necessarily left to the discretion of the Companies, and much it now behoves, therefore, the legislature to ascertain what the use made of that discretion has been. Have the Companies generally levied their maximum rates, or how much less? Would lower have sufficed to remunerate them, or would the justice of the case have been better met by the adoption of a higher scale? (Of exacting *higher* tolls than they are authorised to do, we here say nothing, for that is a case the proper remedy for which is to be found in the Courts of Law.) Answers to these inquiries are desired not because it would be proper, or that it is contemplated by any one to deprive the Companies of their vested right in those tolls on the faith of which they embarked in their respective undertakings—be they what they may in amount; but simply because it is of the utmost importance for future guidance, that the legislature and the public should know distinctly what rate of toll, on any given amount of traffic, will pay the proprietors of a railway for making it. We must further remind our non-conforming friends, that it has been generally a matter of *positive bargain* that in the event of a Company's acting in the two capacities of toll proprietors and carriers (as *all* Companies now do), they should keep separate accounts of their receipts from both sources, and that these accounts should be accessible to the overseers of parishes for certain stated periods in every year. We do not recollect to have seen a single Railway Act which did not contain strict provisions to this effect—fenced in some instances with very heavy penalties. Now to withhold from the Government, acting

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in the interest of the country at large, information which they have covenanted to furnish for mere parish purposes, is manifestly a very idle, and inconsistent course of proceeding. To say as is done in several of the Returns before us, that "no separate charge for toll" is made, or "no separate account" kept, is to plead guilty of a *double* breach of duty, and yet to act ingenuously withal; but to offer no such apology, nor any apology whatever—leaving it thereby to be inferred, that a "separate account" has been kept, which any *overseer* may examine, provided only he is not an *overseeer* appointed by the Government—is a piece of mere impertinence, which can serve no good purpose on earth.

The *second* point raised by the nonconforming Companies is the right of the public to know the cost of "the locomotive power" on each railway. Were the state of things the same now as it was five or six years ago, when the majority of the existing Railway Acts were passed, we should say that the public had no such right. But it is not so. The Railway Companies were originally supposed to be subject, as carriers on railways, to the same chances of competition to which carriers on highways and canals are subject; and had such been really the case, the public might have relied with perfect safety on the all-powerful influence of competition, to keep the carrying charges within strictly remunerative limits. But experience is said to have since shown that the carrying business on railways can only be carried on, with safety and advantage to the public, by the Railway Companies themselves, to the exclusion of all other competition of every description (so far, at least, as the providing of engines and carriages goes); and a Committee of the House of Commons has, after long inquiry and great deliberation, affirmed this view of the subject. At the present moment the general understanding is, that the Companies must of necessity be the only runners of engines on railways. But as yet—be it remembered—*there is no legislative enactment to this effect;* the practice exists but on sufferance only—by way of trial, as it were. The Companies have still the absolute monopoly to establish absolutely; and if they imagine that the way to establish it is to begin by refusing the public all information respecting their net carrying cost, we think it is likely they will find themselves involved in a great mistake. The legislature will not jump, to such an absolute monopoly, in the dark; they will require to see clearly what is on the other side. Confirmed it may be, but on conditions only—such conditions as will protect the public from being sufferers by it, and these conditions can only be rightly adjusted by knowing what the *net* cost of conveyance is. The only difficulties at present in the way of persons running engines on railways as well as the Companies themselves, arise from certain deficiencies in the existing Railway Acts; but they are deficiencies which may be very easily supplied (so we at least presume to think). It could not be said, in opposition to a General Act to supply these deficiencies, that it was ever intended, by the encouragement of the railway system, to make a close monopoly of the whole (land) carrying business of the country; and it would be but following out the original intentions of all parties, were every possible means now used to throw the railway carrying trade as open as possible.

But is a perfectly open trade the grand desideratum which our nonconformists aim at? We trow not. We pray them, therefore, to take heed while there is yet time. Let them deal frankly with the public, or the public will assuredly deal sharply with them. Complete returns, or no monopoly! A monopoly on terms, or no monopoly at all!

A CONVERSATION took place in the House of Commons a few evenings ago, on a proposal that the Standing Orders be relaxed to enable the North Midland Railway Company to introduce a Bill for the raising of a further sum of money, but ultimately the motion was withdrawn. On that occasion Mr. HUME is reported to have said, that "he objected to the House giving these Companies any further facilities for the borrowing of additional capital." So far as we can, from the context, arrive at Mr. HUME'S reason for opposing the grant of further powers in cases of the kind referred to, it seems to be based on the very fallacious character of railway estimates generally. If Mr. HUME could, by any legislative enactment, put a stop to this great scandal, none would feel more indebted to him than railway proprietors, who have already suffered so much from what cannot, we fear, be at all times characterised by so gentle an epithet as the blunders of *incompetency;* but until he can do this, it seems to us, that it is but a very unsatisfactory mode of proceeding to prevent them from finishing their works, merely because a great deal of money may have been unnecessarily lavished in bringing them so far towards completion. The amount already expended might, on Mr. HUME'S principle, remain wholly unproductive, while those through whose "fallacious estimates" the proprietors had been compelled to appeal again to Parliament, would be almost the only parties who would *not* be sufferers.

There is no denying the fact, however, that the gross inadequacy of railway estimates has been, and is, what we have above described it to be, namely, a great scandal upon the system generally. For an excess of estimate when railway operations were new and untried, every one must have been prepared, but that now when works of this description *ought to be* understood, discrepancies of so extraordinary a character, as daily experience presents between the estimated and actual cost of particular undertakings, should occur, is almost unaccountable. Carelessness is the mildest charge that can be brought against the parties who frame such estimates; and carelessness, we fear, must likewise characterise those, through whose apathy this delusive system of proceeding is suffered to go forward.

The truth is, that with railway proprietors themselves rests the blame of many, if not of all, the grievances from the effects of which they are now suffering, and are likely to suffer still further. It may appear that the great body of subscribers to a railway project are completely at the mercy of the engineer, and to a certain extent it is so, but only to a certain extent. The majority of those who may feel disposed to embark their property in railway speculations are, of course, incompetent to form an accurate notion in the first instance, as to the sufficiency or insufficiency of a particular estimate; but all of them are capable of forming an opinion, and of giving utterance to it, when the result differs so materially as in most instances it has done from the expectations originally held out. It is, in fact, the silence which has hitherto been observed by railway proprietors at large in reference to these extraordinary excesses that has greatly contributed, if not wholly conduced, to the more recent instances of miscalculation—if miscalculation it can always be called. It would appear, indeed, too frequently, as if the Engineers were the masters, and not the proprietors themselves, so tenderly are estimates handled when occasion occurs (and it occurs but too frequently) of reverting to them at all. This false position extends, it is true, to other branches of the Railway Executive as well as to the Engineeering, but with the latter it is most conspicuous. To hint at the probable insufficiency of a particular sum set apart for a particular purpose, is a species of insubordination to be instantly repressed, at those periodical exhibitions, dignified with the title of General Meetings for investigating the affairs of a railway. And whose fault is this? Not in one sense, that of the engineer, for too much power has spoiled him—not that of the Directors, for they are virtually irresponsible, and therefore disposed to despotism; it is the fault of the shareholders themselves, who trust too much to the professions of their representatives—their agents—their servants—and take too little trouble to examine matters for themselves, and to keep a vigilant eye upon the actions of those to whom they have committed the details of their affairs. If but one Company would protest, in a determined spirit, against, for example, the "fallacious estimates" referred to by Mr. HUME, and follow up their protest by other measures, it is impossible but good would come of it to the railway public at large. A great moral lesson would be read, which Engineers are too wise in their generation to despise.

We know that this very fallaciousness of estimate has been looked upon by some as having contributed to the extension of the railway system, inasmuch as had the actual cost of many lines now in operation been at all accurately ascertained in the outset, these lines would never have been carried into effect. It may be so, but the reaction has extended to many sound projects which, as matters now stand, are likely to remain in abeyance for years to come. Such is the odium thrown, and very justly, upon the estimates of the profession at large, that the calculations of individuals, however carefully made, are regarded with suspicion—so much so that to "double the estimate of construction, and halve the estimate of traffic," has passed into a maxim in determining upon the pretensions of new railway projects.

It is indeed a fortunate circumstance that the latter half of this maxim has not proved as correct as the former. There is, we believe, scarcely an instance in which the traffic originally estimated as likely to come upon a railway, has not been greatly exceeded by the reality, whenever the capabilities of the line have had time to develope themselves. Moderate as railway dividends have hitherto been, and are likely to be, they would in many cases have been still smaller, had not the anticipations of the original promoters in regard to traffic been very considerably surpassed. This is some consolation, certainly, for the mistakes of engineers, although but a very poor one. If it could be shown that in every case the excess of estimate has been unavoidable—that no money has been wasted in committing one blunder and attempting to rectify it by the commission of another—that a line has actually and *bona fide* cost just the amount set down in the "capital account" of the Company—the proprietors would have less reason to complain. We suspect, however, that in too many instances so charitable a conclusion cannot be come to; but in either case the active interference of the parties principally in-

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terested is much required, and we trust will in future be exercised much more frequently and sedulously than it has heretofore been.

We noticed lately the steps taken by the civic authorities of Inverness, the capital of the Northern Highlands of Scotland, to procure the extension of the Railway System to that part of the kingdom, and have now to record similar movements in the boroughs of Aberdeen and Stirling. We should like much, however, to see this spreading desire to participate in the benefits of the Railway System a little less tainted with a coincident desire to dip into the public purse. The Inverness petitioners pray the Treasury to order the Commissioners of Highland Roads and Bridges "to institute such a survey and investigation (of a projected line from Stirling to Inverness) as may pave the way for a speedy adoption of the Railway System," and the Aberdeen pray that the task of making the preliminary surveys may be confided to "the Government Commissioners lately employed in surveying the line of railway to connect Edinburgh with the capital of the United Kingdom;" but neither body of petitioners propose to do anything themselves for themselves—the petitioning or begging always excepted. Stirling—"Royal Stirling," has set an example, indeed, of a different sort, but such an example! The Town Council of that place, *anxious* to promote the *speedy* execution of that link of the chain in which they are more immediately interested, namely, that which is to join Stirling and Perth, voted last week towards defraying the expenses of making a survey of it, the *munificent* sum of—Ten Pounds! We must look for something better than such Ten-Pound and No-Pound demonstrations of support as these, before we can expect the Government or Parliament to sanction the expenditure of a shilling of the public money, on the present or any other Highland Railway project. These Hill people have been but too much and too long accustomed to draw on the public Treasury for the expenses of all their local improvements, (witness that great job, the Caledonian Canal.) It is now high time they should cease praying to Hercules, and put their own shoulder to the wheel.

The Aberdeen petition cites the appointment of Government Commissioners to survey the proposed lines of communication between London and Edinburgh, as if that furnished a precedent for the largess they pray for; but in that case surveys had *already* been made of all the competing lines, at the expense either of their projectors or of parties locally interested in them. The Address to the Crown from the House of Commons, in compliance with which the Commission was issued was expressly limited to the "respective *already surveyed and projected* railways between London and the cities of Edinburgh and Glasgow."

It is due to the local press of the north of Scotland to mention, that the want of self-reliance, on which we have just been animadverting, has not passed unnoticed or unreproved by it. We give in another part an extract from an Aberdeen contemporary, in which it is very sharply handled. We are glad to find matters of this kind undergoing discussion by the local press, for without local support few railway projects can hereafter look for success. The schemes most likely to attract the notice of distant capitalists have for the most part been already seized upon, and although Scotland is to a considerable extent an untried field, there are very obvious drawbacks to the investment of money in railway speculations in that country. The difficult character of the country may, in some degree be counterbalanced by the extreme cheapness of the land in those parts where the obstacles would be the greatest, but the comparative scantiness and poverty of the population are such as to render it doubtful whether, as mere pecuniary speculations, any very extensive scheme of Scottish railways would answer. There are, we believe, not a few districts in Scotland in which a railway would return a very fair rate of direct profit; but the main inducement must be a consideration of the indirect advantages which such undertakings, whether lucrative to the promoters or not, never fail to secure. Such being the case, it is to be hoped that parties desirous of participating in these advantages will trust less to the aid of others, and rely more upon their own resources.

"If (says our contemporary) the proposal was in favour of carrying a similar line from Oran to Algiers, or from Buffalo to New Orleans, there might be a strong probability that a large share of attention would be bestowed upon it; but as this matter affects *home* interests, it is very questionable if the apathy may not continue until the work is completed from some other quarter." We doubt greatly the completion "from some other quarter," supposing the district to remain indifferent to a matter so closely affecting its own interests, for it is very naturally imagined by strangers that a project of this kind can be of little worth, when those familiar with the locality deem it undeserving. The experience of several English towns which are at present shut out from railway facilities, and must remain so for years to come, in consequence of the coldness or opposition with which they received the overtures of projectors ought to prove a warning to Aberdeen and its sister cities. *Bis dat qui cito dat*, is a maxim peculiarly applicable to local support of railways. To wait until it shall be seen what may be done "from some other quarter" is about the most certain means that could be devised for insuring that nothing shall be done at all.

The Scotch are not without inducement to be active in these matters. The results of the few lines already opened in the North have been very striking, as witness in particular the case of the Dundee and Arbroath Railway, described in the opening paragraph of the article referred to. The passage is so much to the purpose that we repeat it in this place:—

"The value of property on the line from Dundee to Arbroath has (says our contemporary) increased since its formation, by a sum considerably above the entire cost of the railway. The proprietors of property would have been gainers if they had put the line in operation without any charge on the public. The land through which it passes was indeed in many quarters very profitless, and in some as useless as the deserts of Arabia, which, for that matter, it closely resembled. Masses of rock, imbedded in sand, formed the ungracious prospect exhibited to tempt the industrious; and few were tempted to more than a superficial acquaintance with its sterile character. But railways work wonders. Persons who may be conveyed along that line of 18 miles in the brief space of 40 minutes, including six or seven stoppages, as any person may be, during the current and the proximate month, will catch glimpses of a busy, almost a continuous population along the entire line. He will be hurried past villas and pretty gardens, conquered from the waste in the neighbourhood of Broughty Ferry, looking as rich and fertile as if they stood on spots that nature had ever favoured, and art had only required to polish. He will naturally imagine that the huge rocks standing out in the very centre of clumps of flowers have been brought to their present position at considerable expense, as a curious and not unpleasing contrast with the scenery around, whereas the difficulty experienced in their removal sufficiently accounts for their presence to those who are acquainted with the old features of the locality. The proceedings along the entire line promise, ere many years pass over, to convert the railway into a street, through a *continuous* line of busy villages, and literally to convert a desert waste into a home for thousands, of whom many, very many, will experience at least comparative happiness."

THE question raised in our last and present numbers by our correspondents "Enquirer" and "Evander," respecting the authenticity and correctness of the Weekly Returns published in this journal of the Traffic of the Eastern Counties' and Northern and Eastern Railways, demands from us a few words in explanation. We agree with "Evander," that such statements, if incorrect, are calculated to have a very "misleading" effect on the public; and are anxious to make it clearly understood, that we are no parties to any system of delusion of which they may possibly form a part.

We do not understand that any suspicion actually attaches to the Returns of the Northern and Eastern Company, and do not see ground for any. Every thing in and about them, bears the appearance of the most perfect correctness; they are distinct and clear, and uniformly consistent one with another. It is only as contrasted with the Returns of their Eastern Counties' neighbours, that their accuracy is challenged, and that *hypothetically*. "If theirs are right, yours must be wrong, and *vice versa*, if yours are right, theirs must be wrong."

The Returns really meant to be impugned are those of the Eastern Counties'; and certainly anything more enigmatical or incredible than the results they exhibit it would be difficult to conceive. Take, for example, a single instance from the many animadverted on by our correspondents: "In the last week an increase of upwards of 800 passengers is shown, but only 3*l.* in the receipts!!" Clearly an impossible result. How all this arises, whether from design, as insinuated, or from mistake, as it is charitable to suppose, it rests with the Eastern Counties' Executive to show.

We say "with the Eastern Counties' Executive," for we have now in our own justification to state, that the weekly Returns published in this journal, of the traffic of this line, have from the first been supplied to us by *the Eastern Counties' Company themselves*. The same is the case, indeed, with every Company included in our weekly Traffic Table: the Returns in every case are OFFICIAL. For some time after the first partial opening of the Eastern Counties' line, we did not publish any Returns of the traffic upon it; we were not furnished with any, and (for reasons with which we need not now trouble our readers) we did no choose to go after them. So matters stood, when, on the 21st July, 1840, we received a letter signed "Justus," which we immediately recognised to be in the hand-writing of Mr. Thomas Gibbs, one of the Directors of the Eastern Counties' Company, and one of the present Select Executive of Six, and which letter is, on many accounts, of so instructive and edifying a character, that we cannot forbear laying it *literatim et verbatim* before our readers.

To the Editor of the Railway Times.

SIR,—As an old subscriber to your paper *and an admirer of the zeal and ability with which you have*

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advocated the cause of railways in general, I am induced to address you upon a subject that has probably not altogether escaped your observation. The extensive circulation of your journal has, in a great measure arisen from *the faithful report you have hitherto given of all railway meetings, combined with the accuracy of the weekly traffic returns;* but in the latter there is an omission, (wilful or accidental I will not stop to enquire,) which I think should from the present time be rectified. I allude to the traffic upon the Eastern Counties' Railway. I say "from the present time," because previously to the 1st of this month, (when the line was simultaneously extended to Brentwood and Shoreditch near the end of Bishopsgate-street) there were several causes (not necessary here to enumerate) which deprived it of that position in the list of railways in which it is now entitled to rank.

"In the early numbers of your journal, this railway was thought worthy of your favourable and especial notice. Latterly, you have been pleased to bestow upon it, *or rather upon its management*, a degree of censure, which it may or it may not have deserved. With your prerogative as a journalist, I am not disposed to interfere. I *accede* to you the full privilege of censuring or applauding the acts of the Directors. I care not whether you are of opinion they are committing a breach of faith with the original subscribers. in their intention of finishing the line to Colchester before they purchase the land beyond it, or whether they are faulty as you seem to imagine, in not beginning both ends at once. The only object I have in view, is that the public should know that the traffic receipts have been doubled since the above-named extension. I can verify this assertion from ocular demonstration at the office, where the Returns are never withheld from any person entitled to see them. Now there may be a disinclination on your part, from the view you have lately taken of its management, to seek for such information, even if it made your weekly return of railroad receipts more perfect. But as *I* feel no such squeamishness, and *am only desirous that the numerous parties now interested in railroads* should be apprised of the fact, and as you weekly solicit *your friends* to furnish you with such information, I will undertake the duty of transmitting you the Returns, as soon as I can procure them, if (as I consider it probable) such information will be deemed an acquisition to your columns. Without the slightest wish to foment party spirit, I cannot but think that your jonrnal, as well as your numerous readers, will be benefitted by such a contribution.

"I remain, Sir, your obedient servant,
"JUSTUS."

London, 20th July, 1840.

Considering how much the Eastern Counties' Directors had suffered from the lash of the *Railway Times*—how, many a time and oft, they had denounced it in *public* places, for its "wanton" and "unjustifiable" attacks upon them—and, how they had even consigned it in their *public* Reports to everlasting "contempt"—(ha! ha!)—it was impossible not to feel greatly amused at this *private* tribute from one of the most active of their body, to its "zeal and ability," (in flagellation?) "faithful reports," just exercise of "prerogative," "extensive circulation," &c. &c. But pass we over the fun of the thing for the present, to show how it bears on the responsibility of the Company for the Traffic Returns, the truth of which is now impeached. Mr. GIBBS, it will be seen, was extremely "desirous that the numerous parties now interested in railroads," should be apprised through the medium of our "extensive circulation" of the *then* increasing traffic receipts of the Company (the accidents of immortal memory had not at that time occurred), and no doubt Mr. GIBBS but expressed the general feeling of his colleagues on this head. Neither had we, on our parts, any objection; for as Mr. GIBBS states truly the fault we had found, was not with the line, to which we have always wished well, but "its management." We saw, however, a great objection to receiving these Returns in the underhand way proposed by Mr. GIBBS, since it would give the Company all the advantage they sought from the publication of them, and yet place it in their power afterwards to acknowledge or disclaim them as might suit their interest or convenience. We knew the men, and knowing them, did not choose to run such a risk. We therefore inserted in our paper of the 25th July, 1840, the following notice:—

"*The Director of the Eastern Counties' Railway, who, under the signature of* 'Justus,' *offers to supply us under the rose with the weekly traffic returns of that concern, is informed that if sent to us directly from the Company's office, and duly authenticated, they will be inserted, but not otherwise.*"

Ten days afterwards we received the following official letter from the Secretary of the Company:—

"Eastern Counties' Railway, High-street, Shoreditch, Aug. 5, 1840.

"SIR,—I beg to hand you the enclosed account of traffic on this railway, and should it be agreeable to you to publish it, the account will be continued weekly.

"I am, Sir, your most obedient servant,
"ARCH. BULKELEY, Sec.

"To the Editor of the *Railway Times*."

It could not of course but be "agreeable" to us to publish the Returns on the terms which we had ourselves prescribed; and so it has happened, that ever since the Eastern Counties' Railway has been included in our weekly Traffic Table. We subjoin a copy of the last Return received from this Company, which is in the same form as all the preceding Returns, in order that our readers may see how undeniably the Company are identified with them.

1841.

PASSENGERS FROM MARCH 29 TO APRIL 4.

2,210 .. £641 18s. 2d.

including Northern and Eastern Railway Toll, &c.

NATHANIEL DAVIS, Acct.

If, therefore, there has been any "misleading" of the public in the Traffic Returns of the Eastern Counties' Company, the blame does not lie with us. We have but published in every instance what the Company themselves sent us. We may have been the instruments of delusion, but most unconsciously so. The Directors may possibly be able to show that they are perfectly innocent as well of publishing false returns, as of seeking to deceive the public by them,—we hope they may; but until they do so, they must excuse us for warning all and sundry, neither to buy nor sell in future on the faith of any figures they may see affixed to the name of the "Eastern Counties' Company" in our weekly traffic table.

THE Directors of the Bristol and Exeter Railway are making excellent use of the financial prosperity on which we had lately occasion to congratulate them. So actively have the works been prosecuted this spring, that the Directors have given notice to the Great Western Company as the lessees of the line, that the portion from Bristol to Bridgewater will be furnished and ready for opening to the public on the 31st of next month. We further understand that the contracts for the execution of the eleven miles between Bridgewater and Taunton have been let on such terms, that the Directors reckon with the more perfect confidence on being able to open that division also before the lapse of another year. Not the least gratifying circumstance is the low rate at which these contracts have been taken The entire cost, including that of the permanent rails, will not exceed 20,000*l.* per mile.

—o—

ON the motion of Mr. Richard Hodgson, returns have been ordered by the House of Commons of the following particulars of the latest arrangements for the conveyance of the mails between London and Edinburgh:—

"Time of arrival of the evening mail at Lancaster; time of dispatch from Lancaster to Edinburgh; time of arrival at each intermediate post town between Lancaster and Edinburgh, and at Edinburgh.

"Similar return as regards the morning mail from London to Lancaster and Edinburgh.

"Time of arrival of the evening mail at Darlington; time of dispatch from Darlington to Edinburgh; time of arrival at each intermediate post town between Darlington and Edinburgh, and at Edinburgh.

"Distance by the route of the mail from London to Lancaster, and from London to Darlington, respectively.

—o—

MR. WALLACE has placed on the books of the House of Commons notices of two motions (after Easter) which will illustrate still further the subject of Mr. Hume's motion, to which we alluded last week. The honourable member will move for "copies of the contracts for carrying all the mails on railways in Scotland; and also of the contracts for carrying the mails to the same towns or places by mail coaches, carts, or gigs on the same days as by railway; and especially to show what mails are detained on Sundays for want of railway conveyance, with the names of the places such mails are sent from and detained at during Sundays in Scotland." And also for "copies of the contracts for carrying the mails which are sent entirely by railways in Scotland, or partly by mail coach, mail cart, or riding post, and partly by railway, in that country; the return to show the number of mails sent each day, by the above mode, on each railway respectively, stating whether they are carried every day of the week at the same hours and by the same conveyances, and at what hours each is sent, and the time allowed for each transit by each mode of conveyance, with the cost of these respectively; also, copies of the correspondence between the railway companies in Scotland and the surveyors and Secretary to the Post-office in that country, respecting the carrying of mails on the railways on Sundays, and the letters from the Postmaster-General, Colonel Maberley, or the Treasury, on the subject of Sunday mails by railways in Scotland; distinguishing, also, the railways which carry mails on Sundays from those which do not."

—o—

ON Tuesday a petition was presented to the House of Commons from the London and Birmingham Company against the new Railways' Bill, It was referred to the Select Committee on Railways. The other Companies who have petitioned against the Bill in the course of the present week are the Bristol and Gloucester, the Edinburgh, Leith and Newhaven, the Newcastle and North Shields, the Northern and Eastern, and Newcastle and Carlisle.

—o—

ON Saturday last, trial was made on the London and Birmingham Railway, in presence of Sir Frederic Smith, of two plans for accomplishing the grand object of efficient railway signals. The first was that of Mr. Pettitt, already described in this jour.

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nal, for effecting a communication between the guard and engine-driver—the other a contrivance to enable a policeman on the line to open a whistle on the engine by fixing a catch upon the chairs which support the rails, and thus give notice to the driver in a fog, or under other circumstances, should anything be wrong a-head. We understand that both plans proved highly satisfactory.

—o—

We learn from the *Derby Reporter*, that the magistrates assembled at the Derbyshire April Sessions, on Tuesday last, agreed after some discussion to the following resolution, a copy of which will be transmitted to the Lord Lieutenant of the county:—

"It is the opinion of this court, that the present military force, consisting of only two troops of yeomanry, is insufficient for the preservation of the peace of the county in the event of any popular commotion; and it being rumoured that the barracks at Nottingham are about to be discontinued, it is the opinion of this court that, considering the central situation of Derby as a railway station, added to the increasing population, it would be very desirable to have permanent barracks erected at Derby."

—o—

The total number of petitions against the Railway's Regulation Bill, at the rising of the House on Tuesday last, was 16. The number of Railway Companies is 77.

—o—

Mr. W. S. O'Brien has given notice that he will, on 29th inst., move that "the House will resolve itself into a Committee of the whole House, for the purpose of considering an address to her Majesty praying that she will be graciously pleased to recommend to Parliament that provision may be made for carrying into effect the suggestions contained in the Second Report of the Commissioners appointed to consider and recommend a general system of Railways in Ireland, subject to such extension or modification as may appear desirable to her Majesty's advisers and to Parliament."

—o—

Mr. Hume has given notice that he will, in the Committee upon the Railways Bill, make it "compulsory on the Directors of all Railroads on which mails are conveyed on the week days, to carry them on Sundays also, at the same charge on Sundays as on week days."

—o—

The Directors of the Glasgow and Greenock Railway, which was opened last week, have since received the following letter from Mr. Wallace, M.P. The unsolicited evidence which it furnishes of the superior manner in which the line has been executed, and of the excellence of the Company's working arrangements, must be highly gratifying to all concerned.

"Glasgow, April 1st, 1841,
"Half-past Nine, A. M.

"My Dear Sir,—I have arrived here by the railway in 56 minutes from Greenock, and cannot deny myself the satisfaction of informing you as the Chairman of its Directors, that I have met with nothing superior to the excellent accommodation which the Carriages offered, or the easy, smooth travelling which the railway itself furnishes. I have very lately travelled over a considerable portion of the famed Great Western line of Railway, as well as the whole of the London and Birmingham and Grand Junction lines, and can safely say that I was conveyed this morning more smoothly along the Greenock and Glasgow Railway than in any of the above. To this I may just add, that having no pecuniary interest in the railway, I am convinced my opinion cannot be biassed in that way.

"My dear Sir, yours faithfully,
"Robert Wallace.

"R. D. Kerr, Esq., Chairman of the Directors
"of the Greenock and Glasgow Railway."

RAILWAY OFFENCES AND OFFENDERS.

The circumstances connected with the recent fatal accident on the Birmingham and Derby Railway must be fresh in the recollection of our readers. Marston, the foreman of the works under Mr. John Stephenson, the contractor, was, it will be remembered, held to bail to take his trial for manslaughter, but the grand jury ignored the bill. Not seeing any notice of the trial of the two men, named King and Barber, who were acting under instructions from Marston on the day of the melancholy occurrence, we took it for granted that they, too, had been acquitted at the same time as Marston. It appears, however, that this was not altogether the case, for at the Warwickshire Assizes just terminated, they were charged under the coroner's inquisition with the manslaughter of Richard Bluck, the unfortunate man who lost his life. After a lengthened investigation they were found *Not Guilty*.

We take the following paragraph from a Manchester paper of Saturday last:—

"Another Accident on the Manchester and Leeds Railway.—About nine o'clock on Monday evening a boy, who is an apprentice to one of the men employed in the engine shed at the Manchester station of the Manchester and Leeds Railway, got upon an engine which had just come with a luggage train from Leeds, *and had been left by the enginemen in an improper state, the steam not having been let off.* Probably, not understanding the engine, the boy set it in motion, and it darted forward, broke through the wall of the shed, and fell a height of about 20 feet into the field below, where it was deeply embedded in clay. It lay there until about six o'clock next morning, when it was got out, and it appeared that the damage done to it was very trifling, probably not amounting to more than 25*l*. The boy got off the engine no one knows how, and has not since been heard of."

There appears to have been much blame attributable to the engineman, and we trust that measures have been adopted to punish *him*, although the immediate agent in effecting the mischief has escaped.

Railway trespassers may still congratulate themselves upon being treated very tenderly by the rural magistracy. The following cases are noticed by the *Derbyshire Chronicle* as having been decided at the "Justice Room, Eckington, before W. J. Bagshawe, Esq.":—

"William Torr, a railway labourer, was charged by one of the police with trespassing on the North Midland Railway. It appeared that Torr was found on the railway in a state of intoxication, and in imminent danger of losing his life. He was convicted in 20s. penalty and 9s. costs, and, in default of immediate payment, to be committed for a month.—John Horner, of Eckington, was charged with a similar offence. He was convicted in 20s. penalty, including the costs.—Thomas Dudley, of Staveley, spade and shovel maker, was charged with trespassing on the above named railway. He was also convicted in a penalty of 12s. including costs."

The very paragraph in which these cases are referred to gives the particulars of a conviction by the same magistrate on the same day, of a retailer of beer for keeping his house open after 12 o'clock on Sunday morning. The beer-seller was not so fortunate as the drunken trespassers, who were endangering their own lives and the lives of the public, for *he*, we are told, was "convicted in 2*l*. penalty and 9s. costs!"

We quote the following from the *Cheltenham Free Press* of last Saturday:—

Cheltenham, Thursday, April 1.—The magistrates present were J. E. Viner, R. Capper, and J. Overbury, Esqrs.

Charge of Assault by a Servant of the Birmingham and Gloucester Railway Company.—George Groves was charged by Mr. John Baptist Fleischmann, of the George Hotel, with an assault. Mr. Chesshyre conducted the case for the complainant, and Mr. Weedon, Solicitor to the Company, appeared for the defendant. Mr. Chesshyre stated the case for the complainant. It appeared that some dispute had arisen as to the admission of omnibuses into the railroad yard, and Mr. Fleischmann had received a notice from Mr. Burgess, that the Company had given permission to Mr. Dangerfield and Mr. Haines, and all other omnibuses would be excluded, Mr. Fleischmann wrote for a reason, and received an answer stating that that was the order of the Directors. On Tuesday last Mr. Fleischmann received the following note from the wife of Dr. Williams:—

"*To Mr. Fleischmann, George Hotel.*

"Mrs. Williams expects her family will arrive from Birmingham by the one o'clock train, and will be obliged by Mr. Fleischmann reserving the whole of the inside of his omnibus to convey them to No. 10, Portland-street.

"Mrs. Williams will call at the George Hotel, and go in the omnibus to meet her children.

"Portland-street, Tuesday Morning."

Mr. Chesshyre continued his statement of the circumstances, which were more fully detailed by Mr. Fleischmann, who deposed—In consequence of a letter I received from Mrs. Williams to send an omnibus to the railway station (she considered it as her private carriage as it was to convey no other passengers), at one o'clock I went down with the omnibus; when I got to the gates there was no obstacle to our going in; we are admitted into the yard at all times, but are not allowed to take passengers away.

Mr. Weedon—The magistrates should understand Mr. Fleischmann is allowed to take his omnibus into the yard to set passengers down, but not to remain there to take passengers out, but to drive instantly away.

Mr. Fleischmann continued—A policeman then ordered the omnibus out of the yard; I then went to Groves, the inspector, and told him I had an order to send my omnibus to meet the family of Dr. Williams; he said, "in that case you may go in;" we had gone out in obedience to the order of the policeman; we came in again; in about five minutes the train arrived with Mrs. Williams' family; I accompanied Mrs. Williams to see after her children and the luggage, and Mrs. Williams in my presence ordered the luggage to be taken to the George Hotel omnibus; the defendant asked her if she particularly wished to go by that omnibus, as there were other conveyances; I said, it is useless annoying Mrs. Williams about it, she has told you previously that she does intend to go by the omnibus—it was brought here on purpose; the defendant then pushed me, and said the omnibus should not remain in the yard, and said if they wished to go by the George Hotel omnibus they must get in outside the gates; the defendant then ran up the platform and ordered the omnibus again out of the yard; I ran to the man and told him not to go away until he had received the family which he was permitted to come in to take away; the defendant then ordered some men to take the harness off the horses and take it out; they then unbuckled the harness and took the horses and omnibus out of the yard; Mrs. Williams then went outside the gates; I then returned to the defendant and said, I must see about the luggage, and he said, I wont have you or your omnibus in the yard; he again pushed me.

Mr. Weedon cross-examined the witness, but complainant persisted in his statement that the assault was not merely a hand being laid on his shoulder but a push.

Mr. Weedon—Independent of the right which the Company claims of using their private property, this is a question of right, and consequently the magistrates have no jurisdiction; the 9 Geo. IV. is explicit in this case.

Mr. Chesshyre—Admitting that it is private property, we rely upon the right given by the servant expressly to go in.

Mr. Weedon—That right was immediately withdrawn.

Mr. Chesshyre—It was for the omnibus, but there was no refusal of Mr. Fleischmann to go out; they should have proceeded against us for a trespass, but we have our remedy for the assault.

After some further conversation, Mr. Viner said, we decide that there is no case.

Mr. Weedon said, when the railway was first opened, four omnibuses were permitted to go into the yard, but there were so many complaints in consequence of the omnibuses not coming to some of the trains which they thought would bring but few passengers, and also keeping the people waiting till a second train came in, that the Company made arrangments with Mr. Dangerfield and Mr. Haines, as being the two oldest coach proprietors, and they agreed to take all the trains and not to keep the passengers waiting.

Mr. Yearsley said the objection referred to all the omnibuses, but the Company would not give him and Mr. Fleischmann the chance of acceding to their terms. There were four omnibuses required, and he could not see why the Company should not allow the four to run one each; all the fly work, the coaching, the posting, and the parcels were confined to the two; such a monopoly was never heard of before, and would be much to the injury of the High-street; the Company allowed them to work all the winter, and turned them out just when the harvest begins.

In another part of the same paper the matter is thus farther referred to:—

"Railway Monopoly.—We direct the attention of our readers to our police report of Thursday, detailing the arbitrary conduct of the Secretary of the Birmingham and Gloucester Railway, in endeavouring to prevent omnibuses from the 'George' and 'Fleece' conveying passengers from the station, even when especially ordered by parties for that purpose. The following extract of a letter to the proprietors of the Fleece is a further exhibition of this oppressive spirit:—

"I hear to-day that Mr. Fleischmann and yourself are running your omnibusses to the station in opposition, and that you wait outside the gates for passengers, also that you either have done or propose to reduce the fares to 3d. Now, I do not know that the Company will take any measures to cause you to change this course of action, nor do I ask you to do so, but I give you this fair warning, that arrange-

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ments have been made for the omnibuses to accommodate your houses fairly, in fact, to call regularly; these arrangements will be carried out unless you persist in your present course, and if you do that for more than another day, I shall write to Messrs. Haines and Dangerfield to say they need not call at your houses. I am thus explicit in order that you may not say you were not aware of the consequences. You will, of course, take which course you think best.

"I am, your's &c.,

"WM. BURGESS, Sec."

If such conduct as this is permitted to go on unchecked the public will have themselves to thank for increased fares, &c., which will, no doubt, be the next step. We are glad to see that the proprietors of the George and Fleece have determined not to be driven from the ground. The following is Mrs. Williams's opinion of the assault complained of by Mr Fleischmann on Thursday. It is contained in a letter addressed to the proprietor of the George hotel:—

"Sir,—As I leave to-morrow morning for Southampton, it is impossible I can attend to your request, and, indeed, were that not the case, it would not be pleasant for me to attend at the public office. I consider the conduct throughout at the station-yard this morning most disgraceful, and I should recommend as the best and most proper course to adopt, to lay your complaint before the Directors. I certainly did see the person who spoke to me relative to my conveyance, assault you, and no doubt he would, on a complaint being made, receive a severe reprimand. I have travelled on several railways, and until this morning, always been treated with civility. Should you wish to communicate on the affair further, with me, my address will be George Hotel, Southampton.

"I am. Sir, yours, &c.,

"CAROLINE WILLIAMS."

We shall not suffer this subject to sleep."

There appears to have been a good deal of unnecessary harshness and caprice displayed by Groves the inspector, in the particular instance narrated, but the great point to be considered is—whether the principle upon which the Railway Company are proceeding, namely, of confining as far as possible the conveyance of their passengers to a limited number of omnibus proprietors, be a correct one. It is easy to raise the cry of "monopoly," but we fear, that without some exclusive privileges being secured to them, very little dependence could be placed upon the punctuality and regularity of these vehicles. The Birmingham and Gloucester Company seem to have suffered, as we know other Companies have suffered, from an attempt to encourage competition. "Mr. Weedon said, when the railway was first opened, four omnibuses were permitted to go into the yard, but there were so many complaints in consequence of the omnibuses not coming to some of the trains which they thought would bring but few passengers, and also keeping the people waiting till a second train came in, that the Company made arrangements with Mr. Dangerfield and Mr. Haines, as being the two oldest coach proprietors, and they agreed to take all the trains and not to keep the passengers waiting." Of so much importance is it that passengers to and from a railway terminus should be able to depend with certainty upon suitable accommodation by omnibuses, that some Companies have given a bonus in money to secure their regular attendance. We doubt the policy of any such arrangement, but if by affording exclusive facilities to a few respectable parties, it can be made worth their while to embark in the business, we think that such facilities should by all means be granted. The public will thereby be much better served than by encouraging an unlimited competition, which makes up for the cheapness of the article by inferior quality.

So far, therefore, we consider the Birmingham and Gloucester Company to be justified in refusing to put all the omnibus proprietors on precisely an equal footing, but at the same time we must protest against the plan of petty retaliation and annoyance threatened against recusants, in the letter purporting to emanate from the Secretary of the Company, as quoted by our contemporary.

THE following is from the *Leicester Chronicle*. The railway referred to, appears to be the Midland Counties':—

"James Marr was committed from the County-office on Saturday, charged with negligence, in not removing a truck off the railway for the passage of a luggage train. The defendant was in the employment of the Company, and was stationed on the line near Syston. His business consisted in removing loose earth with a truck, from one part of the line to another. On Wednesday morning, about half-past ten o'clock, when the luggage down train from Derby was within about 200 yards of the spot where the man was employed, the engineer saw the truck on the line along which he was to pass. The train was at the time going at the rate of 20 miles an hour. He succeeded by great exertions to check its speed, and when with 50 yards of the truck the speed of the train had been reduced to about three miles an hour, and the engineer jumped off. As the speed of the engine when it came into contact with the truck was exhausted, no accident arose from the collision, and the truck was pushed along by the engine. It is due to the defendant, who was a steady man, to state, that when aware of the danger, he made the utmost possible exertion to get the truck off in time. A curve in the line about this spot prevented him from seeing the train as it approached. *Though this is a case that would appear to be marked by no incaution or culpable negligence, yet the Directors appear disposed to visit every case with the utmost penalty, so as to assure the public that every human means shall be resorted to, to protect the life and property entrusted to them, and that a vigilance commensurate with the importance of the charge shall in every case be exercised by the men employed on the line.*"

THE LATE GENERAL MEETING OF THE LONDON AND CROYDON RAILWAY COMPANY.

IN our report of this meeting, it is stated that "A Proprietor" *complained* of the principle of self-election which he said had been displayed in the appointment of their Directors to serve at the joint Board (for the management of their station), these Directors receiving a further salary from the Company's funds. The "Proprietor" alluded to requests that we will insert the following, as a more correct statement of what he did say on the occasion:—

"I beg to deny that *I*, "A Proprietor," made any such *complaint* as that alluded to in your report. All I did in this matter was merely to *ask* information on these subjects in the following distinct words:—1stly. Is the *principle* of self-election and self-appropriation that has recently obtained, as shown at the last meeting in this Direction, to be *persisted in* hereafter? 2ndly. As this railway has already cost about 1,200*l.* per mile in legal charges, I beg to ask if the very large item that appears in the accounts of to-day, as law charges, is to be anything like an annual charge? 3rdly. Also to ask if the Directors have made any estimate of income to be derived from the other two lines—Dover and Brighton—when coming in full operation into this?"

PLYMOUTH, DEVONPORT, AND EXETER RAILWAY.

MR. MACNEILL, the eminent civil engineer, who has been selected by the Provisional Directors to examine the various lines of railway which have been proposed to connect these towns with Exeter, met the Directors at the Secretary's office, on his arrival from London, on Tuesday evening, and on the following morning commenced his investigation of the Southern line, projected by Mr. Brunel in 1836, on which he is now engaged. As Mr. Macneill's inquiry is not limited to an examination of the plans already prepared, but will embrace the consideration of what improvements these plans may be susceptible, his report will be founded on actual survey of the country; and combined with the reports already obtained from Mr. Brunel and Mr. Rendel, and the investigations of Capt. Moorsom, on the Northern line, will afford a mass of information to the Directors and the local proprietary, which will place the line to be ultimately selected on a most satisfactory basis of inquiry.

Mr. Macneill is the Engineer to the Commissioners of Woods and Forests, and apart from his general high professional reputation, is well known in the railway circles, as the Engineer of the Dublin and Drogheda Railway, and as connected with the Slamannan and other lines. He was also employed by the Commissioners appointed by Government for the promotion of railway communication in Ireland, and reported on the several lines laid out through the North and North Western districts.—*Plymouth Journal.*

THE EASTERN COUNTIES.—We see that they have been asinine enough to enter an action for libel against the *Railway Times*. Without at all attempting to prejudge the question, we have no hesitation in saying that the paper in question will, as is always the case in such ill-judged attempts, be largely increased in circulation, and its hostility to the Eastern Counties will certainly not be diminished. The way to deal with these matters, is to prove from clear and undoubted statements, that the evils denounced in so many instances do not exist; till this is done the public will always support the men who expose to the scorching influence of broad paper and print the commission of iniquitous deeds. It would be very easy, as an example, to give a flat denial to the so oft-repeated state ment, that some of the Liverpool incubi do receive travelling expenses which are not paid by them, and to refer the Shareholders to the pages in the journal and ledger, where these items do not appear; or to give to the public a solemn denial by the individuals that they thus sack the Shareholder's money, accompanied by attestations from the station clerks to whom they paid their fares, or from the hotel keepers who received their cash in return for duly feeding them with turtle and champagne. This would be far more rational, proper and effective, than setting a boa constrictor foul of the printer, publisher and editor; because, if they even succeed in getting a verdict, which is by no means likely, if the charges are not disproved, they will be in a worse position than before, inasmuch as they have availed themselves of that disgrace to what are called our laws, "truth is a libel."—*Railroad Monthly Journal.*

SOUTH EASTERN AND DOVER RAILWAY.—The stupendous works of this railway between Dover and Folkestone, which are, we should say, unexampled in the experience of modern engineering, have been actively resumed this spring by a large force of workmen. The line lies along the sea shore, and is formed either by boring tunnels through the bowels of the taller cliffs themselves, by embankment on their ledges, or by cutting to the level in the crowns of the less formidable eminences. It is by no means Utopian to conjecture that this most important railroad will be available to the public in a couple more years, and perhaps sooner, as we understand the shareholders' list now comprises many of the most substantial and enterprising men of the day. Shakspeare's Tunnel, as it is called, from its running through the cliff of that name, a double tunnel, the most extensive of the whole line, twelve months since had been carried through the cliff, and the Herculean task of arching it over where the chalk is considered insecure is rapidly progressing. The sea walls, the cuttings and tunnelling beyond, towards Folkestone, are also in a forward state, while the other parts of the line at its London end are also proceeding vigorously.—*Morning Post.*

MECHANICAL DISADVANTAGES OF THE PRESENT RAILWAY SYSTEM.

(From a Correspondent.)

It is a self-evident proposition that mechanical art and science is now, in the middle of the nineteenth century, in a state of constant improvement and of daily advance. A few months or at the furthest a few years, have witnessed the introduction into actual use of agencies hitherto undreamed of, or considered only as a part of the mystical apparatus of the great laboratory of nature sacred from the rude touch or feeble control of man. Sorcery has been surpassed, alchemy realized, but the wizard of the present day no longer seeks for spells to bend to his will the powers of air or of darkness; more bold and more independent he grapples alone with mighty nature, pilfers her treasure, unlocks her secrets, and discovers and overlooks her most hidden operations.

The discovery, simple and unassuming, that letters could be more readily formed on paper by means of a stamp than by a manuscript process, proved the most efficient means for the civilization of the world: while the art of printing has daily improved in beauty and efficiency, from the rude blocks of Faustus to the steam presses of the *Times*.

The steam engine, from the apparently useless discoveries of the Marquis of Worcester, has advanced to its present state of mechanical perfection and universal applicability. But in them and all other scientific discoveries the progress has been made a step at a time—there has been no arriving, *per saltum*, at the acme of mechanical excellence and perfect arrangement.

The railway system, the first dim outlines of which appear to have been traced about twenty-five years ago—but which can scarcely be said to have been at all understood previously to the opening of the Liverpool and Manchester Railway—seems to form an exception to this general rule of the gradual advance of scientific improvements. The London and Birmingham, the Grand Junction, and other lines were designed and laid down with a haste that regarded the prospect of a speedy return for outlay, rather than a calm and scientific investigation into the best means of conveying the Great Northern traffic. The Great Western evinced more originality in its design, but it has rather been a series of bold experiments, some successful and others the reverse, than the result of scientific and practical experience. Such experience indeed, it was impossible to gain except from the actual construction and working of locomotive lines, and the eagerness with which speculators of all classes rushed into the market when any railway scheme was announced, gave neither time nor inducements, for professional men to investigate the matter with the circumspection and calmness demanded by a question so important as the internal traffic of a great country.

We now begin to feel the results. We find that the public traffic cannot be conveyed over a road that cost six millions of money at the same charge that would amply pay, had the cost of construction been a third of that sum. We find that certain means of ensuring mechanical facilities have been attained at so enormous a cost as entirely to prohibit the extension of those facilities to less favoured portions of the country—while at the same time it may be questioned whether those means are the best suited for the end proposed to be attained.

The outlay incurred to maintain the favourable gradients of the London and Birmingham line, for instance, has been very large, and yet the London and Birmingham is not superior in the average speed or economy of its trains to other lines of steeper inclinations. On the Great Western, the slight amount of the utmost deviation from a level, and the steadiness afforded by the broad gauge, have been succeeded by a speed superior to other lines. But here, again, the outlay to secure these gradients has been enormous. In all railways the cost of locomotive power (to say nothing of the expense of maintaining works of such magnitude) has been hitherto so great, as to evince that the advantages of first class gradients have either been greatly overrated, or are not as yet fully developed. Mr. Bury's evidence before the Railway Committee supports this statement.

Large cost in construction, and large expense in conducting traffic, are the commercial disadvantages of railways. They are disadvantages which operate on the pockets of the proprietors—on the convenience of the travelling public—on the development of increased traffic—and on every scheme for the extension of the railway system. But these commercial disadvantges are dependant on the mechanical imperfections of the railway system. If means can be devised by which the power now expended and wasted in the locomotive department, could be made to produce a direct and useful effect on the transits, we should at once have the means of conveying the public at as little *annual* cost over the natural surface of the country, as is now expected after the outlay of millions, spent in the first instance in the construction of embankments, excavations, viaducts, and tunnels.

We have been informed that such a mode of application has at length been discovered. The patents for this important invention are in the course of being taken out, and the public may expect, before very long, to have the new system submitted to the severest tests. Mr. H. Taylor, the inventor of the steam cooperage, and Mr. Conder, whose name is already known to our readers, are the gentlemen who are about to offer to the world an improvement in transit that bids fair to effect an entire revolution in the railway system.

Accident on the Birmingham and Gloucester Railway.—On Tuesday night an accident happened, near Bromsgrove, on this railway, by the blowing out of a plug from the boiler of one of the bank engines. It is stated, in the official account of the accident which we have received, that Mr. Creuze, the engineer of locomotives; Walworth, his foreman; Mr. Torry, a foreman of Messrs. Nasmyth and Co.; the stoker, and Mrs. Walworth, were on the engine at the time. The consequence was a sudden rush of the water and steam from the boiler, and, the fire door being open, all those on the platform of the engine, or on the tender, were more or less scalded: Mr. Creuze very badly; Walworth and the stoker, and Mrs. Walworth, not seriously; and Mr. Torry scarcely at all. Medical assistance was instantly procured, but Mr. Creuze lies in a very dangerous state; the others are doing well.—*Midland Counties Herald.*

As the *Times* Cambridge coach was passing through Hackney on Monday afternoon, the axletree broke, and occasioned the upsetting of the coach. The passengers inside were uninjured, but a gentleman on the outside was seriously hurt. The horses having broken the pole, disengaged themselves from the coach, and galloped off at a frightful speed.—*Daily Papers.*

THE GREENWICH RAILWAY.

To the Shareholders.

Gentlemen,—Having read the correspondence between your Directors and those of the Croydon Railway Company, upon the subject of tolls, and having studied the case of the two Companies before the Parliamentary Committees, as well as the late Reports of both parties to their respective proprietaries,—and all this, not for your sakes, but for my own, I am desirous, nevertheless, to offer to your consideration some reflections which this investigation has suggested to me. Before I do this, however, I wish to state candidly, that I have no direct interest in the Greenwich Railway, and that what railway property I possess is invested in the Brighton, Croydon, and South Eastern lines. After this avowal, I can only expect that my observations should have such weight with you as their intrinsic worth may entitle them to, and I desire nothing more; you are quite welcome to the belief that I am prompted to this course by my own interests alone; it is enough for me to show that your interests properly understood, point in the same direction.

It appears to me then that your railway will be either the best or worst in England, according to its management—but that no railway was ever so dependant upon management for success—no railway was ever in so perilous a predicament from the insensibility of its proprietors to this fact. Having already cost a larger sum per mile than any railway in existence, and being in progress of a further outlay of 200,000*l.* upon 1¾ miles of its length, it is nevertheless so situated, that properly conducted, scarcely any cost can be too great for a fair return—imprudently managed, it may not find remuneration for a tithe of its present outlay.

Starting from the centre of one of the most populous districts of the most populous city in the world, it ought to secure, over nearly one-half of its distance, the whole traffic of the Southern and South-Eastern division of England, and the chief communication with the Continent of Europe.

But its tenure of all this traffic is strictly dependent upon the quality and quantity of the accommodation which it is able or willing to afford to its customers; for so short is its whole length, scarcely stretching beyond the suburbs of London, that its point of junction with the other lines is still within the usual distance of most railways from the centre of the metropolis, so that the slightest inconvenience in its use, the smallest overcharge for its service, will be an instant temptation to an abandonment of its occupation.

Under these circumstances, what should be the feeling of its proprietors or their Directors? Manifestly to take care that, like a shop in Regent-street, its doors should be as wide, its step as low as possible, that its way should be smooth and easy, its charges moderate—even cheap—that no road should be found more eligible, no accommodation more perfect; that every inducement in short should be held out to all comers, and more especially, that whatever these might be called upon to pay, should be paid in the manner least onerous to themselves—in other words, that the contributions necessary for the remuneration of the Greenwich Company, should be levied from large numbers in small sums, rather than from small numbers in large sums; so that the individual pressure might be diminished to each: and that while on the one hand all the profit to be derived from this railway should be secured to the Greenwich Company, on the other hand no interference with the profits of other Companies should be allowed, but that these should have as free and unrestricted use of the railway for all other purposes, *but* those of profit, as if it were their own.

And now what *has* been the policy of your Directors under these circumstances? Just the reverse of that which I have been describing. They appear, in the first instance, fighting with the Croydon Directors to endeavour to induce the latter to lay out *their* money to render *your* railway more commodious and convenient to *your* customers; and when failing in this, they determine to lay out the money them-

selves, we find them endeavouring to levy an additional tax upon *your* customers in the vain expectation that these will consent to pay it. That is to say, having already a most expensive railway, and being obliged by the stringent recommendation of a Parliamentary Committee, to lay out another sum of 200,000*l.* upon it, they deprive themselves of all hope of sufficient remuneration for this enormous outlay, by trying to drive away the very custom from which alone they can expect repayment. If indeed, they had got a clause in their Act of Parliament to force the other Companies to bring their traffic over the Greenwich line, whether they liked it or no, such policy would be intelligible; but whilst these Companies can stop their traffic at New Cross, within four miles of all parts of London, or bring it on from Corbet's-lane, within three miles of the same places—such conduct on the part of your Directors appears to me to be little short of insanity. But this is not all — I see by the correspondence lately published, and by the reports, that your Directors have refused to receive the present impost from the Croydon Company in such manner as would be most convenient to the latter—for it comes to this, since your Directors were offered a guarantee as to *gross* amount—and that the consequence has been a raising of the Croydon fares, and a loss to the Greenwich Company of at least 1,000*l.* per annum. Why this is a sample of what is to follow, and is proof, if proof were needed, that the *gross* amount of tax to be paid is at the will of the payer and not of the receiver. Can anything be more demonstrative of the folly of the policy which has been pursued? It is true that, up to a certain point, it will be the interest of the tax payer to increase the consumption of his commodity, notwithstanding the tax, but this can be only when the tax is small in proportion to his profits, or where it does not increase in the same ratio. Here, however, this is not the case, for it appears that the Croydon Company have, by diminishing the consumption of their commodity, lessened the amount of the tax without diminishing their profits.

I have no objection to confess, that having my interest invested in the other three companies, I should be glad to see an arrangement of an equitable character established between these Companies and yours, and I think I am sufficiently acute to understand that if it were *not equitable* it could not long be maintained; but I wish to put it to you fairly whether you do not perceive that such an equitable arrangement would be for your interests also. Let us concede, for a moment, that if you could obtain a larger share of the profits of all this traffic than is justly due to your railway, you would be right to take it. Do you not see that this is impossible, and that the Croydon Company have already settled this question for you, and proved, beyond dispute, that, although you may diminish the profits of other companies, you cannot thereby increase your own? Do you expect that other Companies will be less astute upon this subject than they are? Is it not rather to be feared that, in this attempt to grasp at more than a fair proportion of their traffic, you may lose it all? Is there no mode of reaching London, and particularly the western parts of it, but through the jaws of the Greenwich Railway? London Bridge is certainly a good terminus for the city, and it might be made equally good for the West End, if all parties were to concur in desiring to make it so. How can it be for your interests that they should desire otherwise? I pray you think of these things—they are well deserving the deep attention of Greenwich proprietors.

I am, gentlemen, your humble servant,

EXPOSITOR.

Novel Chase.—On Tuesday last a small terrier dog started a rabbit near Bank Close, Chesterfield, and ran it along the railway. A train passing along at the time, put an end to the chase, both puss and her pursuer being run over by the engine and killed on the spot. They were picked up immediately afterwards by the policeman.—*Birmingham Advertiser.*

RAILWAYS FROM EDINBURGH TO ABERDEEN AND INVERNESS.

(From the "Aberdeen Banner.")

The railway system has been in operation on isolated lines in Forfarshire for some years, and has been found most successful on the Dundee and Arbroath, and Arbroath and Forfar lines. The value of property on the line from Dundee to Arbroath has increased since its formation, by a sum considerably above the entire cost of the railway. The proprietors of property would have been gainers if they had put the line in operation without any charge on the public. The land through which it passes was indeed in many quarters very profitless, and in some as useless as the deserts of Arabia, which, for that matter, it closely resembled. Masses of rock, imbedded in sand, formed the ungracious prospect exhibited to tempt the industrious; and few were tempted to more than a superficial acquaintance with its sterile character. But railways work wonders. Persons who may be conveyed along that line of eighteen miles in the brief space of forty minutes, including six or seven stoppages, as any person may be, during the current and the approximate month, will catch glimpses of a busy, almost a continuous population along the entire line. He will be hurried past villas and pretty gardens conquered from the waste in the neighbourhood of Broughty Ferry, looking as rich and fertile as if they stood on spots that nature had ever favoured, and art had only required to polish. He will naturally imagine that the huge rocks standing out in the very centre of clumps of flowers have been brought to their present position at considerable expense, as a curious and not unpleasing contrast with the scenery around, whereas the difficulty experienced in their removal sufficiently accounts for their presence to those who are acquainted with the old features of the locality. The proceedings along the entire line promise, ere many years pass over, to convert the railway into a street, through a *continuous* line of busy villages, and literally to convert a desert waste into a home for thousands, of whom many, very many, will experience at least comparative happiness.

This railway power of drawing out the resources of the country has been shown wherever lines have been laid down. Facility of intercourse is one of the greatest elements in national or local prosperity, and it is afforded in this more perfectly than in any other way. It is therefore surprising thet the population of this part of the country have bestowed so little attention on the subject. We understand that surveys have been made of various lines to the south; but we are not aware that they have been even put into the position of what might be termed "a working plan." Two Companies have been formed in the south for the establishment of railway communication, and both contemplate an extension of their operations, *at some period*, to Aberdeen, and subsequently to Inverness. They confine their proposals, in the mean time, to the construction of a line through Fife, to join the railway from Dundee to Arbroath, and thus present a complete iron line of communication from the latter place to Edinburgh. It is probable that even before that can be completed, the line from Edinburgh to Glasgow will be opened. Lines from the latter city to Ayr on the one hand, and Greenock on the other, are already open, and thus, excepting the voyage from the Clyde or Ayr to Liverpool, parties will be enabled to proceed from Arbroath to London, and thence to the Land's End, on one continued railway. Shortly after the works through Fife can be finished, a connecting line from Edinburgh and Glasgow to Newcastle or Carlisle will be formed, and thus a perfect line from Arbroath to London and Southampton will be obtained.

The distance from Aberdeen to Arbroath by the mail road is about fifty miles. It is probable that the line of railway will exceed this distance by five to ten miles; but the minor distance, at least, is already completed on the Arbroath and Forfar line, which, for part of its extent, forms the only, or at least the most judicious, line by which a railway could be carried forth from Arbroath. This extent of railway has to be formed, therefore, before the inhabitants of this city can participate in the advantages of that mode of communication, which will be speedily common to all the towns of the south, and which would probably reduce the mail-time betwixt London and Aberdeen to about *thirty* hours. The country through which the line must pass is not for a great extent of the way very promising. From the neighbourhood of Arbroath to Laurencekirk it would be carried through a fertile agricultural district, and comprehend communication with the populous towns of Montrose and Brechin. One of the lines surveyed, and we dare say the most practicable, would pass, we understand, through the suburbs of the former burgh, and to that point the line would be completed although Aberdeen did not exist. From the neighbourhood of Laurencekirk to the north, as indeed for a considerable distance towards that village from the south, the construction of a railway would be peculiarly easy; but as it would necessarily pass to the westward of Stonehaven by several miles, it would not involve a large population nor a fertile country, at least after leaving the "How o' the Mearns." Considerable difficulties are said to exist in carrying a line through the Grampians. We believe they have been overrated; and that a careful survey by parties acquainted with the ground would terminate in the discovery of several passes where this might be accomplished without much loss of time, or any great sacrifice of money. A far greater sum would be economised by the cheapness of the land through which, for many miles, the line must be carried, than any additional cost, over the average expense, incurred by the nature of the ground. It was once proposed, we believe, to cheat the Grampians entirely by doubling them about the Girdleness. It has been also proposed to form a tunnel underneath the English Channel from Dover to Calais. Both propositions are practicable to those who have an abundance of money to spend, and are not anxious for any return; but neither the one nor the other is a more rational, or perhaps a more foolish, undertaking than the railways planned and commenced in some of the Western States of the American Union. We think it tolerably evident, without naming any place where it must turn south, that a line of railway from Aberdeen to Edinburgh will run up the vale of the Dee for some distance.

We may now inquire in what measure the prospects of completing a railway to Aberdeen are affected by the proposals of the Eastern and Western Railway Companies of Fifeshire. Both Companies profess an intention to carry this mode of communication northward to Aberdeen, and ultimately to Inverness. Both intend to start their works at the same point and complete them at the same terminations. The Western Company intend to carry their lines from the neighbourhood of Bruntisland, on the north shore of the Frith of Forth (the precise spot is not, we believe, fixed,) through the western districts of Fifeshire, to a point from five to six miles below Perth on the Tay. The Eastern Company start at very nearly the same spot, and plan their lines from Kirkaldy to Cupar Fife, diverge there from the mail road, passing through the lower vale of the Eden, reach the Tay at Ferry-Port-on-Craig, crossing to Broughty Ferry by steamers.

The arguments advanced in favour of the western line are, that it passes through a district abounding with minerals, touches very nearly the town of Perth, to which a branch would be formed, and which would afford a starting point by the nearst route to Inverness, affords an outlet to the population and produce of Perthshire, admits of being carried over the Tay by a bridge, instead of involving the loss of time necessary in the movement of goods and passengers to and from steam-boats, and would carry passengers and goods through the Carse of Gowrie, and the populous town of Dundee.

The recommendations of the Eastern line are, that it involves a much larger population in Fifeshire—an additional population, indeed, almost equal to that of the town of Perth—passes also through a mineral district, which may be opened up to a great extent—reaches Broughty Ferry, through which it is proposed that both lines should pass by

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a route at least *twenty* miles shorter than the Western, and thus would be carried to Laurencekirk at the same (or probably a less) expenditure of money which would be required to carry the Western line to Broughty Ferry, as sixteen or seventeen miles of the onward line (the line from Dundee to Arbroath) are already formed and occupied.

We are decided partisans of the Eastern line, as every person connected with Aberdeen must necessarily become; but we think there is excellent reasons in favour of our opinion.

Referring to the arguments deduced in support of the Western line through Fife, which we have stated with perfect fairness, we remark of the first, that the Eastern line passes also through a mineral district; and further, that a branch line could be carried, at comparatively little cost, through the upper vale of the Eden, from Cupar, into the very heart of the coal country of Fife; and if it would be profitable for a company to carry a general line twenty miles aside from the nearest route to embrace this mineral district, it would be far more gainful for the coal proprietors to carry a line of single rails half the distance, especially as they would not require to consult levels so carefully as a general company for general purposes. In reply to the statement, that the railway would form an outlet for the population and produce of Perthshire, it is urged that the river Tay would still carry the whole produce, and a decided majority of the passengers. To the assertion, that Perth furnishes the *nearest* starting point from Edinburgh to Inverness, we have only to reply by stating, that perhaps the nearest is not the best. It is possible that a railway could be formed from Perth to Inverness through the hills; but, excepting shepherds and sheep, with a few sportsmen and dogs in August, we know of no other living creatures betwixt the two towns whom it would accommodate; and we scarcely suppose that they are found in sufficient numbers to warrant the formation of a railway. On the other hand, there might be, and we have no doubt that there will be, a line carried from Aberdeen to Inverness, through a comparatively level and populous country, with a very considerable town and village population. There is no use in discussing the merits of these two lines. The people of Inverness have, we believe, already decided on that subject; and it is sufficiently evident, that if they are destined ever to enjoy the advantage of railway travelling, it must be by a line carried from Aberdeen.

Another argument is advanced in favour of the Western line through Fife—namely, that a bridge could be erected over the Tay at the point where it would cross, and the transference of goods and passengers to steamers would be saved. Many obstacles exist between the projection and the completion of this bridge. It must prove a very expensive affair, equivalent to the cost at least of twenty miles of railway. It must be completed upon a plan which will allow the passage of the Perth shipping. And, while we acknowledge the inconvenience of frequent transferences, such as must occur at two ferries, if the east of Fife line is adopted, betwixt Aberdeen and Edinburgh; yet we cannot forget that the extra expense of the length of the Western line over the Eastern, added to the cost of this bridge, would suffice to carry the latter on to Aberdeen, or at least to the Bridge of Dee, without any additional capital over that required to bring its rival into Dundee, and practically to Arbroath, fifty miles from this city.

We might be disposed to attach some importance to the argument that the Western line would pass through Dundee, if there was not already a railway from Broughty Ferry (on the Arbroath line). That being the case, and the distance only from two to three miles, we rather regard it, looking to the expense of carrying public works such as this through large towns, as a recommendation of the Eastern line, that it avoids Dundee, while it holds every conceivable advantage which proximity to that busy town can afford.

The difference between the Eastern and Western lines through Fife is thus, we think, tolerably perceptible, and the advantage of the former over the latter very great. The prosperity of Aberdeen is essentially mixed up with this question. The Eastern Company have already given notice of a bill, which they will endeavour to carry in next session, and the Western Company will oppose them. A pamphlet on the subject has appeared by Mr. Grainger, the Engineer of the Eastern line. We have not seen that pamphlet, but we understand that it contains a very fair statement on the subject. We do not necessarily place much reliance on the plans and estimates of this gentleman, for we frequently find that engineers, like advocates, work up to their brief; but, in the present instance, we think he has the best side of the question—always a strong recommendation in a debater.

The Town Council of Inverness, that of Arbroath, and several other bodies, have expressed their opinion in support of the Eastern route. But the people of Aberdeen, more intimately connected with the matter than the inhabitants of any other town, are apathetic on the subject. If the proposal was in favour of carrying a similar line from Oran to Algiers, or from Buffalo to New Orleans, there might be a strong probability that a large share of attention would be bestowed upon it; but, as this matter affects home interests, it is very questionable if the apathy may not continue until the work is completed from some other quarter.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

We gave in our last a brief account of the opening of this line on Tuesday the 30th ult. The event was celebrated by a public dinner in the evening. from the report of which, given in the *Greenock Advertiser*, we make the following interesting extracts:—

The Provost of Greenock in proposing "Success to the Railway," observed, that although limited in extent, it had presented physical difficulties of the most formidable nature—difficulties which could not be reflected upon without impressing them with a high sense of the abilities evinced by the able engineer near him (Mr. Locke) and his assistants, and of the skill and perseverance of the contractors by whom these difficulties had been overcome and the work brought to a successful termination. (Cheers.) When they looked to the importance and populousness of the district through which the line was carried, and to the immense traffic which was maintained between the two great towns at its extremities, and reflected on the impetus which its existence would give to traffic already existing, as well as to the new sources of trade which it would call up; and particularly when they looked at it as a link in the great chain which was so soon to connect the eastern with the western coast of Scotland, they had every reason to expect it would be a source of profit to its proprietors; and if, as he trusted, that profit should be proportionate to the benefits which the line was calculated to bestow upon the public, the gentlemen who had expended so much of their capital upon its construction would be amply remunerated for their outlay.

The Chairman (Robert D. Ker, Esq.) having proposed the "Lord Provost and Magistrates of Glasgow,"

Mr. Leadbetter, in returning thanks on their behalf, observed that the present undertaking was, he believed, the boldest ever attempted. It was a fair trial of railway *versus* water, and water *versus* railway. Travellers who wished to gain time at the expense of money, would undoubtedly use the railway; and those to whom time was of little moment, would naturally prefer the river. But these would not be the only results. The reduction of fares on the river would lead to a prodigious increase in the amount of travelling generally, and by that means he doubted not that ultimately, if not immediately, the Company would be paid for their outlay.

The Chairman called for a particular bumper to the health of Mr. Locke. (Tremendous cheering.) He well knew the effect which the mention of that gentleman's name would produce—a name which was not the property of this country only, but of Europe, and which in all time coming would be associated with the history of locomotion by steam. (Cheers.) So convinced were the Directors of his merits, that they had left the whole matter in his own hands, and they could now all judge of his workmanship. In its execution all the advantages of professional eminence, conjoined with all the knowledge of practical experience, had been brought into action, and he doubted not that it would long remain a standing testimonial to Mr. Locke's skill and ability.

Mr. Locke felt deeply how little he deserved the character which their worthy Chairman had bestowed upon him; but if even a small portion of it were his due, he had reason to be proud. It was not the case that the difficulties spoken of had been all overcome by him. He was only one of a staff of engineers, who had set themselves diligently, determinedly, and, he would venture to add, skillfully, to meet these difficulties, and if possible to get over them. In this work they were greatly assisted by the unanimity of purpose which had all along guided the Directors, and which gave to those professionally engaged upon it a degree of comfort and confidence that, under the circumstances, was perfectly invaluable. The confidence which they had reposed in him, he should always remember with feelings of mingled pride and gratitude, for in the whole course of his professional life he had never experienced greater kindness than from the Directors of the Greenock Railway. (Cheers.) There was his friend Mr. Errington—(cheers)—whom they all knew, and to whose exertions they were deeply indebted. He had the utmost confidence in his skill and assiduity, and knew that the works would proceed under that gentleman's care as satisfactorily as under his own. Of the contractors, Messrs. Mackenzie, Brassey, Lyon, and King, he would say that they did their duty admirably. Never did he know contractors who gave less trouble either to Engineers or Directors than they had done, and he should not be doing them justice if he did not state it as his conviction, that to their exertions they were greatly indebted for having the work finished in so satisfactory a manner. (Cheers.) And now that the work was done, let them look to its probable consequences. His friend on his right (Mr. Leadbetter) had rather begged the question in the share of the present traffic which he had allotted to the Railway. He (Mr. Locke) felt persuaded that the railway would beat the river. (Great chee ing.)

The health of Captain Huish, the Secretary, having been drunk with great applause,

Captain Huish, in acknowledging the compliment, observed, Mr. Locke might have furnished his skill, and Mr. Errington his labours, and the Directors their untiring assiduity, but what would they all have availed if they had not had a willing proprietary? The readiness with which they paid up their shares—and, although anxious for the completion of the work, the patience which they displayed under the vexatious delays which had occurred, were beyond all praise. The number of shares issued at the first was 16,000, and of these 10,000 had changed hands, but there had been only two bankruptcies. (Cheers.)

John Scott Russell, Esq., as an inhabitant of Greenock, rose with great pride to propose a toast, which he knew would meet with a cordial reception, as it respected the memory of a fellow townsman. He knew of no name which he would have greater pride in alluding to than James Watt. (Great cheering,) "It was our own little town, situated in a remote district of the country, which had given not merely to Scotland or to Britain, but to the world the man who had done most to benefit his fellow men. (Cheers.) It had been said that his townsmen had not sufficiently appreciated his merits, and that the country had not showed its gratitude by conferring on him a peerage. But the inventor of the steam engine required no monument of brass, or bronze, or marble—no crutch of any kind on which to hobble down to posterity. (Cheers.) There were monuments to Watt on every hand. Every pro-

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perty purchased by the profits of manufacturing—every work driven by the steam engine, whether on land or on water, were monuments to Watt.—(Cheers.) But it had been said that as a town Greenock had not done enough to show her respect for his memory. They had formed a club in his honour, and one of their townsmen had been most untiring and successful in searching out the history of his early days, and accumulating facts regarding his family, which by means of their own local newspaper had been scattered far and wide. He would propose the memory of James Watt, and success to the Watt club.

Captain Huish called for a bumper to the English shareholders. (Cheers.) These gentlemen had given to them the most steady support, and remained firm by them through good and through bad report. Of these gentlemen none were better entitled to their approbation than his friend Mr. Christopher Saltmarshe. (Cheers.) After a most minute inspection of their line he had become a most extensive shareholder, conscious, as he had told him (Captain Huish), that the line was a good one, and that the Directors were men who would make it pay. The toast was drunk with great cheering.

Mr. Saltmarshe returned thanks. When he first heard of their undertaking he turned a deaf ear to it, as he had never heard of a line that he thought less likely to pay. When, however, he had personally inspected the line, he saw reason to change his opinion very materially. He saw that the Directors were an united body, that their engineers were skilful, and their secretary one whom he could not sufficiently praise, and the consequence was that he had not only increased his own shares but had advised his friends to purchase into it. (Cheers.) He was not led away by any mania, but had carefully scrutinised the facts as to the traffic, and completely satisfied himself as to its likelihood of success. Some had thought that the low fares proposed to be charged would never pay. He held a different opinion. If by cheap fares they got plenty of passengers, they would more than make up the difference. The Dublin and Kingston Railway, which carried at the rate of a penny per mile, had given a dividend of 3 per cent., but it had to pay to government as interest for borrowed money as much as would have paid 1 per cent. more. The railway, moreover, cost 50,000*l.* per mile, and had it like this cost only 25,000*l.* it would have given a dividend of 8 per cent. (Cheers.)

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

DURHAM AND SUNDERLAND RAILWAY.

April 2.—Message from the Lords that they have agreed to the Bill without amendment.

April 6.—Mr. Speaker reported the Royal Assent to the Bill.

EASTERN COUNTIES' RAILWAY.

April 2.—Printed Breviate of amended Bill laid on the table.

April 5.—Bill reported; to be ingrossed.

April 6.—Bill read a third time and passed.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

April 5.—Printed breviate of Bill laid on the table.

April 6.—Second reading of Bill fixed for Tuesday, 20th April.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

April 2.—Message from the Lords that they have agreed to the Bill without amendment.

April 6.—Mr. Speaker reported the Royal Assent to the Bill.

LONDON AND BLACKWALL RAILWAY.

April 2.—Printed breviate of amended Bill laid on the table.

April 5.—Bill reported; to be ingrossed.

April 6.—Bill read a third time and passed.

MANCHESTER AND LEEDS RAILWAY.

April 5.—Breviate of amended Bill laid on the table.

April 6.—Bill reported; to be ingrossed.

NORTHERN AND EASTERN RAILWAY.

April 2.—Printed breviate of amended Bill laid on the table.

April 6.—Report further considered; amendments agreed to; Bill to be ingrossed.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH.)

The following is the Report of the Committee:—

Lord Viscount Mahon reported from the Committee on the Northern and Eastern Railway (Hertford and Ware Branch) Bill, and to whom several petitions against the Bill were referred, that they had examined into the several matters required by the Standing Orders to be proved before Committees on Railway Bills, and had agreed to the following Report:—

That the objects of the Bill being merely to extend the powers of an existing Act, and to authorise the formation of a Branch Railway without raising any further capital, it did not appear to the Committee that the whole of the matters required by the Standing Orders relative to Railway Bills to be reported on, were applicable in the present instance:—That it appeared to the Committee that the capital of the Company is 720,000*l.*, and that they have the power of borrowing the sum of 240,000*l.* when one-half of their capital shall have been paid up, and the further sum of 240,000*l.* when the whole capital shall have been paid up, in addition thereto (no part of which last-mentioned sums have been raised); and that such sums were proved to the Committee sufficient for the construction of the Branch proposed by this Bill to be made, as well as the other works of the railway.

That the present means of conveyance and of communication between the proposed termini are insufficient for agricultural, commercial, manufacturing, and other purposes. That the amount of traffic by land and water, and the average charges made for passengers and goods, were estimated on the occasion of passing the original Act, but are expected to be greatly increased by the additional facilities to be afforded by the proposed Branch.

That the proposed Branch is intended to be a complete and integral line between the termini specified, in connexion with the Northern and Eastern Railway.

That there is no line of railway in existence, or in progress, or in contemplation, which competes with the proposed Branch.

That there is not any inclined plane on the said Branch proposed to be worked by an assistant engine.

That there are no engineering difficulties.

That there is no tunnel.

That the gradients and curves are generally favourable, the steepest gradient being 1 in 330, and the smallest radius of a curve being half a mile.

That the length of the Branch is five miles and three quarters.

That it is intended that the railway should pass on a level the highway at Stanstead; but the Committee are of opinion that the restriction in this particular imposed by the Standing Order of the House ought not in this instance to be enforced, for the following reasons, viz.—

1st, That if the road at Stanstead were carried under the railway, it would necessarily be below the level of the River Lea, and be always under water.

2nd, That if the road were carried over the railway it would be very inconvenient, from its height, and injure the property of residents, whereas, by crossing on a level, access to the station would be greatly facilitated; while from the immediate neighbourhood of the station no danger need be apprehended, as the spot would be continually watched by the police.

The estimated cost of the proposed branch to be incurred up to the time of its completion is 50,000*l.*, which appears to be supported by evidence, and to be fully adequate for the purpose.

It is estimated that the annual expenses of the branch, when completed, will amount to 3,000*l.*, and the calculations on which the expenses are estimated have been sufficiently proved.

The calculations given in evidence before the Committee have satisfactorily established that the revenue is likely to be sufficient to support the annual charges of the maintenance of the railway, and still allow profit to the projectors.

That the number of assents, dissents, and neuters on the proposed branch, and the length and amount of property belonging to each class traversed by the said branch, distinguishing owners from occupiers, are inserted in the Appendix.

That Mr. George Parker Bidder was the only engineer examined before the Committee in support of the Bill, and none were examined against it.

That the following petitions were referred to the Committee—

A petition from the Trustees of the River Lea Navigation alleging that the undertaking would affect the interests of the petitioners, and interrupt the traffic upon the said river, and praying that the interest of the petitioners might be protected; and provisions were inserted for protecting the interests of the petitioners and the public.

A petition from the Trustees of the Cheshunt Turnpike Roads, alleging that the petitioners were apprehensive of danger and inconvenience to travellers, if the said Company were allowed to pass the turnpike road under the management of the said petitioners at Amwell End, near Ware, on a level; but the Committee were of opinion that the Standing Orders, against passing roads on a level, should not be enforced in this instance; and a provision was inserted in the Bill accordingly.

A Petition of the Justices of the Peace for the county of Hertford, complaining that the Railway would interfere with the discipline of the House of Correction, but no one appeared in support of it; and the same having been presented later than the time limited for that purpose by the House, the Committee considered themselves precluded from entering into the consideration of it.

The Committee report in favour of the fitness, in an engineering point of view, of the projected railway; and that there are not any other circumstances which, in the opinion of the Committee, it is desirable the House should be informed of.

Lord Viscount Mahon further reported from the Committee, that they had examined the allegations of the Bill, and found the same to be true; and had gone through the Bill, and made several amendments thereunto.

April 2.—Printed breviate of amended Bill laid on the table.

April 5.—Petition of inhabitants of Ware and Amwell End against the Bill; to lie on the table.

April 6.—Further consideration of Report fixed for Tuesday, 20th April.

NORTH MIDLAND RAILWAY.

April 5.—Mr. John Parker moved that it be an instruction to the Committee on the Bill for granting further powers to the North Midland Railway Company, that they have power, if they see fit, to dispense with the Standing Orders, so as to allow the said Company to borrow on mortgage the whole of the money which they ask to raise by the Bill.

Mr. Labouchere said that parties concerned in the Bill applied to the Board of Trade on this question, and his answer was, that it was not in the province of the Board to interfere, but that whenever it came in his way to discuss the Standing Orders in the House, he always recommended the House to adhere to them. But he certainly did, at the same time, give his opinion on this case, that if it should be found that there was no violation of the Standing Orders in permitting the course which these parties wished to adopt, he saw nothing in the Bill itself to make that course objectionable. But he most distinctly said that it would be a most improper thing in him to give an opinion in favour of departing from the Standing Orders—(Hear)—and so far from supporting any such departure, he would decidedly oppose it. He was not opposed to the application on the part of the Company, if it could be complied with without violating the Standing Orders.

Mr. Bernal thought the House should take the question of the Standing Orders into their consideration and make some alterations in them before they could entertain a motion like the present. He would express no opinion upon the case before the House.

Sir R. Inglis thought the Company, when they came before the House to raise an additional sum of money, should comply with the regulation which required them in the first instance to advance from their own funds 10 per cent. of the amount required.

Mr. Hume said one of the great evils of the railway system was the fallacious estimates on which they were originally based. (Hear, hear.] He would merely instance the case of the Great Western Railway, which had been compelled to come three times before the House in order to raise further sums of money, in consequence of their estimate being so much below the expenditure. He objected to the House giving these Companies any further facilities in the borrowing of additional capital.

Mr. Shiel thought that if the words "to dispense with the Standing Orders" were struck out, and it were left to the Committee to construe them, the difficulty would be removed.

After a few words from the Speaker, which were inaudible in the gallery, the motion was withdrawn.

The following are the terms in which the matter is noticed in the official records of the House:—

"Motion made, and question proposed, "That it be an instruction to the Committee on the bill, that they have power, if they see fit, to dispense with the Standing Orders, so as to allow the said Company to borrow on mortgage the whole of the money which they seek to raise by the said bill:" —Motion, by leave, *withdrawn*."

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POLLOC AND GOVAN RAILWAY.

April 2.—Bill reported:—clause (Till Railway be carried over Glasgow and Park House Road, or road be carried over railway, traffic not to cross the road) brought up, and read first time; motion made, and question proposed,—"That the said clause be now read a second time;"—motion, by leave, withdrawn: clause withdrawn:—motion made, and question put, "That the Bill be re-committed:"—the House divided; Ayes 100, Noes 30.

Petitions against;—from the Provost, Magistrates, and Town Council of Paisley; referred to the Committee on the Bill:—from Trustees of the Three Mile House or Parkhouse Road; referred to the Committee on the Bill; counsel ordered.

April 5.—Motion made, and question put, "That the Committee on the Polloc and Govan Railway re-committed Bill, have leave to sit and proceed to-morrow at twelve o'clock:"—the House divided; Ayes 42, Noes 4.

April 6.—Re-committed Bill reported; to be ingrossed.

Third reading fixed for Tuesday 20th April.

SHOTTS AND WILSONTOWN RAILWAY.

April 5.—Printed breviate of Bill laid on the table.

April 6.—Second reading of Bill fixed for Tuesday, 20th April.

SOUTH-WESTERN RAILWAY (No. 2.)

April 6.—Printed breviate of Bill laid on the table.

WEST DURHAM RAILWAY.

April 2.—Bill reported; to be ingrossed.

April 5.—Bill read a third time and passed.

WISHAW AND COLTNESS RAILWAY.

April 6.—Message from the Lords that they have agreed to the Bill without amendment.

YORK AND NORTH MIDLAND RAILWAY APPROACHES.

April 5.—Message from the Lords that they have agreed to the Bill without amendment.

April 6.—Mr. Speaker reported the Royal Assent to the Bill.

TRAVELLING BY THE YORK AND NORTH MIDLAND.—A correspondent of the *Northern Times* praises highly the travelling arrangements on the line. "The carriages," he says, "both first and second class, are more commodious than those of the Hull and Selby Company, and *their second class carriages are supplied with slides to keep out the rain and wind!*" The cost of "these slides cannot, he thinks, be more than five or six shillings per carriage." Probably not; but he is mistaken in supposing that the *cost* of the slides is the obstacle in the way. The second carriages are left open on other lines to "the rain and wind," in order to oblige people to seek shelter in the first. A very silly scheme this for filling pockets, we must allow, yet still one which is in great favour with but too many Railway Boards.

WANTED, in a Locomotive and other Engine Manufactory, in one of the principal towns in the kingdom, two respectable Youths as Apprentices. As the utmost care and attention will be bestowed in instructing them in every branch necessary to a full and competent knowledge of the business, a commensurate premium will be expected.—Letters addressed "Mechanicus," and left at the office of this Journal, will be attended to after the 1st of May.

Just published, a new Edition of ROBINSON'S

RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet street, and sold by Groombridge, Panyer-alley; Steil, and R. Tyas, Paternoster-row; Hyde and Co., and G. Bell, Fleet-street; Weale, Holborn; and by all Booksellers and Newsmen.

TREATISE ON THE IMPROVEMENT OF THE NAVIGATION OF RIVERS, with a New Theory on the Cause of the Existence of Bars, accompanied by Observations on the State of many of the navigable Rivers of Great Britain and Ireland, by W. A. Brooks, M. Inst. C. E.

Published by Mr. Weale, Engineering Bookseller, 59, High Holborn, 8vo. 5s., and sold also by Mr. Thomas Jennett, Stockton on Tees.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.—The Public are respectfully informed that this Railway is now Open for the Conveyance of Passengers and Parcels.

The Trains will run at the following hours till further notice:—

FROM GLASGOW. DOWN.	FROM GREENOCK. UP.
8 a. m.	Half-past 8 a. m.
* 9 —	*Half-past 9 —
10 —	Half-past 10 —
12 Noon.	*Half-past 12 p. m.
* 2 p. m.	Half-past 1 —
4 —	Half-past 3 —
* 5 —	*Half past 4 —
6 —	Half-past 6 —
8 —	Half-past 8 —

NO TRAINS ON SUNDAYS.

The Trains marked * stop at the Houston and Bishopton Stations.

All the Trains stop at the Paisley and Port-Glasgow Stations.

DOWN TRAINS.

Steam-Boats or Omnibuses depart from Greenock (weather permitting) for the undermentioned places on the arrival of the Trains, which leave Glasgow at the hours specified below:—

Gourock and Ashton.	Helensburgh and Roseneath.	Gareloch-head.	Dunoon.	Rothesay.
At 9 a.m.	8 a. m.		8 a. m.	8 a.m.
10 —	10 —			
12 noon	12 noon.		12 noon.	12 noon.
2 p.m.				
4 —	4 p. m.		4 p. m.	4 p.m.
5 —				
	6 —	6 p. m.		

UP TRAINS.

Steam-Boats or Omnibuses arrive (weather permitting) from the undermentioned places for the Trains, which leave Greenock at the hours specified below:—

Gourock and Ashton.	Roseneath and Helensburgh.	Gareloch-head.	Dunoon.	Rothesay.
At 8 30a.m.	8 30 a. m.	8 30 a.m.	8 30a.m.	8 30am
10 30 —	10 30 —			
12 30p.m	12 30 p. m.		12 30p.m	12 30pm
1 30 —				
3 30 —	3 30 —			
4 30 —			*4 30 —	4 30pm
	6 30 —			

Passengers by the 8o'clock a. m. Down Train, can join the Lochgoil Boat to Inverary at Greenock.

‖ Other arrangements are in progress, and will be advertised shortly.

§ Children under 10 years of age, free; from 10 to 14 half price.

Luggage will be conveyed free, and transferred to and from the Boats without any additional expense.

Passengers are requested to look after their own luggage, as the Company will not be responsible for it, unless Booked and paid for.

Passengers to and from Liverpool, Dublin, Belfast, &c., will save two hours by taking the Railway to and from Greenock.

It is particularly requested that Passengers in going to and from the Steam-boats, will use all expedition, in order that the regularity of the communication may not be interfered with.

Time by Railway, between Glasgow and Greenock, till further notice, one hour; and the clocks will be set by the Tron Church, Glasgow, and the Mid Parish Church, Greenock.

Passengers at the intermediate stations should arrive five minutes before the Train may be expected.

For Fares and Rates of Parcels, see hand-bills.

Preparations are making for the conveyance of Goods at an early day.

The Servants of the Railway Company are strictly prohibited from receiving any gratuity on pain of dismissal.

No Smoking allowed in the Trains or at the Stations.

Any complaints, if addressed to the Secretary, will be immediately attended to.

By Order of the Directors,
MARK HUISH, Secretary.

5th April, 1841.

HULL AND SELBY RAILWAY.—TENDERS FOR LOANS. NOTICE IS HEREBY GIVEN, that pursuant to a Resolution of the General Meeting of Proprietors, the Directors of this Company are ready to receive TENDERS OF LOANS OF MONEY, in Sums of not less than £200, and for Terms of not less than Three Years, on Security of Bonds under the Common Seal of the Company, which will bear Interest at the rate of £5 per Cent. per Annum, payable Half-yearly.

Further Information may be had on application to the Secretary, at the Office, Railway-street, Hull; to whom also the Tenders, stating the amount offered, and the period for which it is proposed to be lent, must be addressed.

By Order,
GEORGE LOCKING, Secretary.

Railway Office, Hull, April 5th, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £300 each, on interest at the rate of 5 per cent. per annum, for a term not less than three years. The Tenders are to express the sums and the term of years for which the same are proposed to be lent.

The Tenders to be addressed to the Secretary, at the Company's Office, in Waterloo Street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton Street, London; or to Messrs. Laurence, Cazenove, and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 10th day of March, 1841.

BRISTOL AND GLOUCESTER RAILWAY —EXTENSION LINE.—Call of £5 per Cent. being £2 10s. per share. By virtue of the provisions of the Acts of Parliament, the Committee of Management of the undertaking hereby give Notice, That the Proprietors of Shares are required to pay on or before the 1st day of May next, at one of the undermentioned banks, the sum of £2 10s. on each of their respective Shares, viz.—

London—Messrs. Barnett, Hoare and Co.
Bristol—Messrs. Miles, Harford and Co.; Messrs. Baillie, Aimes and Co.; Messrs. Stuckly's Banking Co.; The West of England and South Wales District Bank.
Gloucester—The Gloucestershire Banking Co.
Manchester—Messrs. Jones, Loyd, and Co.

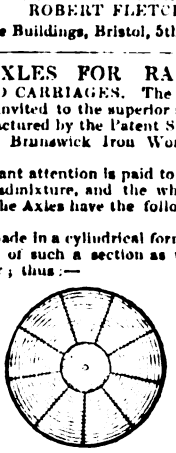
GEORGE JONES,
Chairman of the Committee of Management.
ROBERT FLETCHER, Secretary.

Office, Exchange Buildings, Bristol, 5th April, 1841.

PATENT AXLES FOR RAILWAY ENGINES AND CARRIAGES. The attention of Railway Engineers is invited to the superior safety of the Railway Axles manufactured by the Patent Shaft and Axle-tree Company, at the Brunswick Iron Works, Wednesbury, Staffordshire.

Great and constant attention is paid to the quality of the Iron used, to its admixture, and the whole process of its preparation, and the Axles have the following peculiar advantages, viz.:—

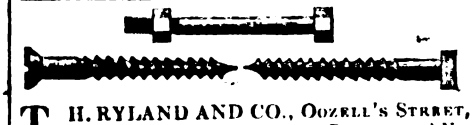
The Faggot is made in a cylindrical form by the External Bars being rolled of such a section as will fit accurately round a centre bar; thus:—



By the arrangement of the Bars in the Faggot the lamination of the iron becomes cylindrical, and, consequently the axle is equally strong to resist bending or breaking in any direction. The Axle is made of Bars of the full length of the Faggot, and whatever its size may be, it is perfectly welded throughout at one heat; after which it is never heated more than is sufficient to allow of its being drawn under the hammer to the required size. By these means all risk of breakage, through partial welding of Bars or scarified Slabs, is effectually guarded against.

The Finished Axles are separately tested before they leave the Works. They are finished in such a style as leaves less to be done at them in the smithy or lathe, than at those made by any other manufacturers. They have long been exclusively used on some of the great lines of railway, where their reputation is fully maintained, and upwards of 10,000 are now in use on the principal railways of Great Britain, the Continent, and America, without a complaint respecting quality.

To meet the increasing demand the Works have recently been extended, and there are now the means of exceeding any other house in the rapid execution of orders.



T. H. RYLAND AND CO., OZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic pistol, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

Planing machine; works by hand, will plane 5 feet by 18 inches.

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NEWCASTLE-UPON-TYNE and CARLISLE RAILWAY.

TIMES OF DEPARTURE AND ARRIVAL OF THE TRAINS.

Leave Newcastle and Redheugh.		Arrive at Carlisle.
Mixed Mail .. Half-past 5 Morning	....	Quarter past 9.
Quick.....9 o'clock	....	12 o'clock.
Mixed .....12 o'clock	....	Half-past 3.
Quick Mail ..Half past 2 Afternoon	....	Half-past 5.
Mixed.....5 o'clock	....	Half-past 8.
Mixed..Half-past 6 for Haydon Bridge.		

SUNDAYS.

..... 9 o'clock Morning	....	Quarter past 12
..... 5 o'clock Afternoon.....	....	Quarter past 8

Leave Carlisle.		Arrive at Newcastle and Redheugh.
Mixed Mail .. Half-past 5 Morning	....	Quarter past 9
Quick Mail ..10 o'clock.....	....	10 o'clock,
Mixed.....12 o'clock.....	....	Half past 3.
Mixed.....Half past 2 Afternoon	....	Half-past 6.
Quick.....5 o'clock	....	8 o'clock.

SUNDAYS.

..... 9 o'clock Morning.....		Quarter past 12
..... 5 o'clock Afternoon.....		Quarter past 8

FARES—QUICK TRAIN.
Close Carriages, 11s. Open do. 8s. 6d.
MIXED TRAIN.
Close Carriages, 10s. Open do. 7s. 6d.

The Doors will be closed 5 Minutes before the Time of starting.

Seven Coaches run daily between Carlisle and Lancaster (passing through Penrith, which is the direct route for the Lakes)—for Liverpool, Manchester, Birmingham, and London. Steam Boats ply regularly between Carlisle and Liverpool; also between Carlisle and Belfast. Coaches daily for Maryport, Whitehaven, &c.

Passengers leaving Newcastle by the Twelve o'Clock Trains will reach Carlisle in time for the Port Patrick Mail for Ireland, by way of Dumfries, &c.; and also for the Mails to Glasgow and Edinburgh, where they arrive at a quarter past One next morning. And Passengers leaving Edinburgh or Glasgow by the Mail at night for Carlisle will arrive there in time for the ten o'clock Train, and reach Newcastle at one o'clock p.m.; thus saving in either case nearly a day, as compared with travelling by the ordinary route.

Places may be secured by the morning and evening Mails, and by the North Briton coach for Lancaster, on application at the Railway Station, Newcastle.

By order,
JOHN ADAMSON, Clerk to the Company.
Newcastle-upon-Tyne, 24th March, 1841.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.

—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.....	55s.
Beer, Hides, Soap, Sugar, &c.....	60s.
Raw Coffee, Rice, Earthenware in Crates, &c. ..	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.....	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.....	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—NEW SHARES.

—Second Call, £5. per Share. The Directors of the Birmingham and Derby Junction Railway Company having resolved that an Instalment of £5. on each of the New Third Shares in this undertaking, created under the provisions of the Act relating thereto passed in the last Session of Parliament, (3 Vict., cap. 51,) payable on or before the 6th day of May next, should be called for, Proprietors of such New Shares in this Company are hereby required to PAY on or before that day, to any of the under-mentioned Bankers the sum of FIVE POUNDS on each of their respective New Shares.

BANKERS.

London.—Messrs. Glyn, Halifax, Mills, and Co., Lombard Street.
Birmingham.—The Birmingham Banking Company.
Manchester.—The Manchester and Salford Bank.
Derby.—Messrs. W. and S. Evans.
Burton-upon-Trent.—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield.—Messrs. Parker, Shore and Co.

The Bankers have been severally instructed to charge interest at the rate of £5. per cent. per annum, according to the provisions of the Act above referred to, from the 6th day of May next, on all sums which shall be tendered after that day.

HENRY SMITH,
Chairman of the Board of Directors.
THOMAS KELL, Secretary.

A Street, Birmingham,
pril 7th, 1841.

TAYLOR'S PATENT WOOD CUTTING COMPANY.

—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R.A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, I.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorising the transfer of the patent to more than 12 persons, and empowering the Company by Act to Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY COMPANY.—NINTH CALL of TWO POUNDS per Share, making £25 per Share called up.

—NOTICE is hereby given, That in pursuance of a Resolution of the Board of Directors, the Proprietors of Shares in this Company are hereby required to pay the sum of TWO POUNDS PER SHARE, being the Ninth Instalment, on or before the 1st May next, into any one of the following Banks:—

Edinburgh—Royal Bank of Scotland.
Glasgow—Ditto.
Greenock—Any of the Banks there.
Liverpool—Liverpool Commercial Bank.
Lancaster—Lancaster Banking Company.
London—The Chief Office of the London and Westminster Bank, Throgmorton-street.
Dublin—To Messrs. Labertouche and Stafford.
Londonderry—Branch of the Provincial Bank of Ireland.

Interest at the rate of 5 per cent. will be charged on all sums not paid on that day.

By order of the Board of Directors,
MARK HUISH, Secretary.

Railway Office, Greenock,
April 6, 1841.

TO RAILWAY CONTRACTORS.—To be Sold,

140 2½-yard capital EARTH WAGGONS, 30-inch wheels, 3¼ inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—Further Opening of the Great North Line. LONDON to DARLINGTON,

☞ 45 Miles North of York, in One Day.
Only Day Train through.

The public are respectfully informed, that in consequence of the opening of the Great North of England line, passengers may travel by railway from London to Darlington, on *the same day*, by the train of the London and Birmingham and Birmingham and Derby Junction Railways—

Leaving the Euston Station at 6 h. 0 m. a.m.
Arriving at Darlington .... at 8 h. 30 m. p.m.

Being the only Day Train through.

By order,
THOMAS KELL, Secretary.

April 7, 1841.

No. 43, for April, price 1s. 6d.

THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL, SCIENTIFIC AND RAILWAY GAZETTE, contains drawings and descriptions of Towing Paths and Banks of Canals in Great Britain; Railways Bill; Engineering Works of the Ancients, No. 3; Episodes of Plan; Establishments for procuring Moulds from Monuments of Art; Harbours on the South Eastern Coast; Coles's Patent Socket Axle-tree; Railway Statistics; Remarks on the Central Forces of Bodies revolving about Fixed Axes; on the power of Fluids in motion; Roman Architecture; Architecture of Liverpool; Railway Accidents; Public Safety and Convenience; Candidus's Note Book, Fasciculus XXV; Cheetham Church, &c.; On the Curvature of the Arches of the Bridge of the Holy Trinity; New Inventions and Improvements; The Artesian Boring at Paris; The Maplin Lighthouse; The Plymouth Breakwater Lighthouse; Mersey and Irwell Navigation—Mr. Palmer and Mr. Bateman's Reports; Warming Buildings by Hot Water; on the Style of Wren; Reviews of New Books, Proceedings of the Institution of Civil Engineers, Royal Institute of British Architects, and The Oxford Architectural Society; List of New Patents, and numerous Professional Criticisms and Remarks.

E. Hooper, Pall Mall; Groombridge, Panyer Alley, Paternoster Row.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *vis* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—From the

SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver, 10s. 6d. each pair.

Omnibuses to and from every train—Fare 6d.

THE HULL ADVERTISER.—Established for a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England, while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser.....	73,000
Hull Packet	10,000
Hull Times.....	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

The HULL ADVERTISER is published every Friday morning, in time for post, at the office, 26, Lowgate.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, April 10, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 172. Vol. IV.—No. 16.] SATURDAY, APRIL 17, 1841. [Price, 6d.

TAFF VALE RAILWAY.—The Directors are now ready to receive TENDERS FOR LOANS of money, in sums of not less than £200., upon the security of loan notes, to be issued under the Company's Seal, bearing interest at the rate of six per cent. per annum, payable half yearly, entitling the holder to receive mortgage debentures of the Company, deliverable in the month of February, 1843, or 1844.

Tenders may be addressed to the undersigned, at the Company's office, Cardiff, or to Messrs. Glyn, Halifax, Mills and Co., Bankers, London, Mr. Wm. Mallard, 27, Small-street, Bristol.

JOSEPH BALL, Secretary.

Taff Vale Railway Office, Cardiff,
January 15, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200 for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY.—Notice is hereby given, That the next Half-Yearly General Meeting of the Proprietors will be held at the King's Head Hotel, Cirencester, on Tuesday, the 4th day of May, 1841, pursuant to the Acts of Parliament. The Chair will be taken at One o'Clock.

CHAS. F. SAGE, Chairman of the Directors.

The Transfer Books of this Company will be closed on Saturday, the 24th of April, 1841, and will remain closed till after the General Meeting.

A. MERRICK, Secretary.

Cirencester, April 14, 1841.

TO RAILWAY COMPANIES, CARRIERS, AND OTHERS.—RICHARD PARKER (late of Hambro' Wharf), having taken the New Inn Yard, Old Bailey, London, which is very spacious and in the Heart of the City, is desirous to form a Connection with one or more Railway Companies or Carriers, to deliver, receive, collect, and draw their Goods to and from the Railway Station or Stations, and to attend to all matters that may be required; and having had considerable experience as a Carrier, he does not hesitate to pledge himself to transact all such Business equal to any establishment in London, and upon moderate terms.

N. B.—He would not object to take a Share in any respectable concern.

OPENING OF THE GREAT NORTH OF ENGLAND RAILWAY.—The Public are informed that the Great North of England Railway will be opened from York to Darlington, for Public Traffic, on Wednesday, the 31st March, 1841.

The Trains will depart at the following hours:—

FROM DARLINGTON TO YORK.

5 45 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, and Manchester.
8 a. m.—taking Passengers for London, Derby, Birmingham, Sheffield, Manchester, Leeds, Selby and Hull.
12 30 p. m.—taking Passengers for Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
3 p. m.—Mail, taking Passengers for London, Derby, Leicester, Birmingham, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—taking Passengers to York.

FROM YORK TO DARLINGTON.

6 a. m.—bringing Passengers from York.
7 20 a. m.—Mail, bringing Passengers from London, Leicester, Derby, and Sheffield.
9 35 a. m.—bringing Passengers from Manchester, Leeds, Selby, and Hull.
2 30 p. m.—bringing Passengers from Birmingham, Nottingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.
6 p. m.—bringing Passengers from London, Birmingham, Derby, Sheffield, Manchester, Leeds, Selby, and Hull.

On Sundays, only the Mail Trains will run.

Until further notice, Passengers will only be booked as far as York, where the carriages are changed.

Until the 6th of April, 1841, the London Mail Trains will leave York at 8 15 a. m., instead of the hours stated in the Time Table.

FARES BETWEEN YORK AND DARLINGTON.

PASSENGERS.		CARRIAGES.		HORSES.		
1st Class.	2d Class.	On 2 Wheels.	On 4 Wheels.	One.	Two.	Three.
12s.	9s.	20s.	30s.	20s.	30s.	36s.

Parties riding in their own Carriages, and Children under 7 years of age, at lower rates.

Carriages and Horses must be at the Station a quarter of an hour before the departure of the trains; and, to prevent disappointment, previous notice should be given to the Station.

The Company will not be responsible for Luggage, unless it is booked and paid for according to its value; and Passengers are particularly requested to have their name and address fully marked thereon, and to satisfy themselves that it is deposited on the Carriages.

EDINBURGH AND GLASGOW RAILWAY.—WANTED—

1. A Superintendant or Manager, to take the general charge of the out door business of the Railway.

2. A Manager for the Carriage and Waggon Department, possessing a thorough practical knowledge of the making and repairing of Railway Carriages, &c.

3. A Manager for the Goods' Traffic Department.

Experience in the working and management of railways will be a recommendation to parties applying for these situations; also engineering knowledge in the case of the General Superintendant.

These Officers will require to give their whole time to the service of the Company, and to be quite unconnected with any other pursuit.

Letters of application, containing testimonials and references as to qualifications, to be addressed to "The Directors of the Edinburgh and Glasgow Railway; for office of ———," and left at the Company's office in Glasgow, on or before the 10th day of May next.

The applicants are requested not to canvass the Directors. Those who may be considered likely to suit will be invited to meet them.

By order of the Board,

H. G. WRIGHT, Secretary.

Head Office, 7, North Queen-street,
Glasgow, 14th April, 1841.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £500, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years, for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,

THOMAS WOOD, Secretary.

LONDON AND BRIGHTON RAILWAY COMPANY.—SUPERINTENDANT OF TRAFFIC.—The Directors of this Company are prepared to receive Applications from persons qualified to fill the above situation, and who have been similarly employed in other Companies, and can produce unexceptionable testimonials as to character and capability. Applications in writing, accompanied by testimonials, to be sent in on or before the 21st. instant.

By Order,

THOMAS WOOD, Secretary.

London and Brighton Railway Offices,
10, Angel-court, Throgmorton-street.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages under the powers of their Act of Parliament of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, six, or seven years, at the option of the lender. Interest warrants, calculated at the rate of £5 per cent per annum, and payable at the company's bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars, explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly, Manchester; or at the office of Slater & Heelis, Princess-street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841.
43, Piccadilly.

RAILWAY MATERIALS AND IMPLEMENTS.—Messrs. MULLINS AND MAC MAHON will Sell by Private Treaty, on the Lancaster and Preston Junction line, the following articles, in excellent condition, for immediate use:—

Three Locomotive Engines and Tenders, in good working order; one a 12-inch cylinder, with 5-feet wheels coupled, and two of 11-inch—one with 4-feet 6-inch driving wheels, the other with 5 feet driving wheels.

200 to 300 Earth Waggons, of the very best construction, part equal to carry 2¼ yards, with 2-feet 6-inch wheels, and part 1¼ yards per waggon, with 2 feet wheels.

Together with a large quantity of Railway Bars, from 30*l.* to 50*l.* per yard, with Chairs and Crossings, and a variety of other articles used in Extensive Railway Works.

The whole of the above materials, &c., are in convenient situations, for either water or railway conveyance to any part of the kingdom.

Application to be made at their office, Fishergate, Preston.

10th March, 1841.

A STEADY ACTIVE YOUNG MAN is in want of employment, either as Conductor or Clerk, or any other respectable situation on a railway, and is willing to give a *liberal premium* to any person that will obtain a situation for him on any line. The Advertiser can obtain security if required, and also the strongest testimonials as to character, ability, &c.

Letters addressed (pre-paid) to A. B., Post-office, Chipping Norton, Oxon., stating salary, and amount of premium required, will be attended to, and secrecy may be relied on.

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CHESTER AND BIRKENHEAD RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly General Meeting of the Company of proprietors of the Chester and Birkenhead Railway was held on Saturday last in the Clarendon-rooms, South John-street, for the purpose of receiving the Reports of the Directors and the Engineer, and a statement of the accounts for the last six months. The meeting was very fully attended.

WILLIAM DIXON, Esq., Chairman of the Board of Directors, took the chair exactly at twelve o'clock, and opened the proceedings by stating that the Directors had prepared a report, which was in the hands of the Solicitor who would read it.

Mr. MALLABY, the Solicitor, then read "The Report of the Directors of the Chester and Birkenhead Railway to the half-yearly general meeting of the proprietors on the 10th of April, 1841." This document was to the following effect:—

DIRECTORS' REPORT.

When the last yearly meeting of proprietors was held, the line, then incomplete, had been but imperfectly opened, and experience did not justify the Directors in expressing a decided opinion as to the traffic which might be anticipated. It was not until near Christmas last year that both lines of rails were opened the entire length for traffic. The charge for passengers which the Directors thought it right to make upon opening the line, though reasonable was found to expose the Company to the continued opposition of lower fares. So soon as the railway was in an effective state to answer the public demands for accommodation, the charges were therefore reduced, and the traffic has since steadily and progressively increased. A comparison between the traffic of the last week of the former prices, and the last week of the present prices (that is, last Saturday) will, it is hoped, afford abundant reason for congratulation, and be the best augury of the benefits to be obtained from a more genial season for traffic. For the week ending 12th December, 1840, there were 1,360 passengers, and the receipts amounted to 180*l.*; but for the week ending April 3, 1841, there were 5,879 passengers, and the receipts were 459*l.* 12s. 2d. This traffic, it must be observed, is a native one deriving no aid from any other line. When the public become better acquainted with the convenience of travelling by it, and the traffic becomes settled, the Directors confidently expect to render the line much more productive. Any detail of profits beyond what appears in the accounts may be dispensed with, as the Directors do not contemplate that a dividend from the past brief and imperfect working of the line will be expected. The proprietors may have heard that some arrangements are in progress with the post-office authorities for conveying the Irish and other mails along this railway; but, while the Directors think it may be satisfactory generally to confirm such a report, they purposely abstain from entering into the details until the whole be matured. The works, in connection with the stations, and which will economise the expenditure of the carrying departments, are now complete. Other works will appear, from the Engineer's Report, to be carrying on, the costs of which, and of whatever else may be necessary to make a complete and effective railway are anticipated to be provided for. The Report of the Engineer and the accounts referred to being produced, it is only necessary now to add, that the retiring Directors by ballot are Mr. William Jackson, Mr. Joseph Uniacke, and Mr. William Ravenscroft, all of whom are eligible for re-election.

Mr. MALLABY then read the Report of Mr. John Dixon, the engineer, which was to the following effect:—

ENGINEER'S REPORT.

At the last meeting of the proprietors, which was held on the 2d October, 1840, he had, in conjunction with Mr. Stephenson, to Report that the railway was opened throughout, but that a portion of it was ready only for a single line of rails. The other line could not be laid,—and inasmuch as the embankments were not formed of the full width, it was not till Christmas last that both lines were opened. He had now, however, to state, that the whole of the cuttings and embankments were formed, and nearly all of them soiled and sown. The station at Birkenhead had been so far completed as to be sufficient for present purposes: workshops were constructed, at which they were doing the chief repairs to the engines and carriages, and they were now erecting a small stationary engine for driving lathes, pumping water, &c., the latter having been done by manual labour up to this period. A new office was in a forward state—at Birkenhead. For five months after the opening there was only a very temporary wooden hut for a booking office, &c., at Chester; latterly, however, the houses purchased from Cromford and Kay had been rendered comfortable and convenient for passengers, by the erection of a large shed and landing stage. The engine-house was also completed; and, instead of pumping water for the locomotives by hand, they had erected a cistern and connected it with the mains of the Chester Water Works Company. The cottages for the intermediate stations at Sutton and Bebbington had been completed and were in regular use; but only temporary accommodation had been provided at Mollington and Heoton, where suitable cottages would be required previous to the next winter. A considerable traffic had sprung up between Mold and Sutton, and it would be found necessary to provide stables there. A stable capable of accommodating 24 horses was now completed. The maintenance of the way and works had been a heavy task upon the contractors. As to the state of the ground there had been no particular subsidence through the winter season. He was happy to be enabled to state, that there had not been any important failure in any part of the masonry upon the line, nor any slips of magnitude in the cuttings and embankments: and as the spring advanced the contractors were not only dressing the slopes, completing the fences, and repairing those which were injured, but they were going afresh through a great portion of the permanent way, in order to put it in efficient repair. With regard to the travelling department he would only remark, that he trusted the trains had performed their journeys with as great regularity as on most of the new lines, where the arrangements must be incomplete for a time—and what would be still more satisfactory, without any accident to passengers, servants of the Company, or to any individual, as well as freedom from casual breakage either of engines or carriages.

Mr. MALLABY next read a statement of the accounts, which were made up in two branches—the general account and the traffic account. By the general account it appeared that the Act of Parliament cost 60,000*l.*, law charges 523*l.* 13s. 10d., the expenses of opening the line 126*l.* 7s. 10d., works 13,643*l.* 12s., Monk's Ferry 14,731*l.* 10s. 10d. On the traffic account it appeared that the amount received from passengers and merchandise, from the 23rd September to the 3rd April, was 7,907*l.* 8s. 2d.; that there was a balance in the bankers amounting to 2,785*l.* 4s., and the liabilities on this account were 924*l.* 6s. 8d.

Mr. MOSLEY, before any discussion took place upon the Report, suggested that in future the Report and accounts be printed, and distributed to the proprietors in the room. The practice had been adopted with success in other Companies. It was quite impossible for the proprietors, upon merely hearing the Report, to form an opinion of it.

The CHAIRMAN promised that the suggestion should receive attention.

Sir JOSHUA WALMSLEY inquired whether the Directors could furnish an account of the total amount expended in the undertaking.

Mr. MALLABY said that would appear by the accounts. He then referred to them, and said that 388,044*l.* 8s. 10d. had been expended on the line, and 68,587*l.* 1s. 3d. on the stock; total 456,631*l.* 10s. 1d.

A PROPRIETOR asked whether the sums borrowed on mortgage were included in that amount.

Mr. MALLABY said everything had been included which had been received.

Sir J. WALMSLEY wished to know whether there were not some mortgages included in that amount.

Mr. MALLABY—Everything is included up to the 28th February.

Mr. HUDSON said the question was—had there been any money borrowed since the 28th February? (Hear, hear.)

Mr. JAMES (the Treasurer) replied in the negative.

Sir J. WALMSLEY—Then can you say what property that 456,000*l.* includes, exclusive of the railway?

The CHAIRMAN.—You have in the first place I should state a piece of land at Tranmere Pool, which has not been employed for any purpose for the use of the railway, the cost of which was 12,500*l.* We have had that land valued within the last week, and the valuation is 19,000*l.* There is also a piece of land at the station in Chester, which was purchased from the Dean and Chapter. The road has taken sufficient land for its present use, and there is a quantity left, which at a moderate valuation would produce the sum of 7,000*l.*

Sir J. WALMSLEY.—You do not state what the first cost was.

The CHAIRMAN.—The first cost was 7,000*l.* We made use of what was necessary for the road, and the remainder will realize 7,000*l.* I am glad to say that upon every purchase made by the railway of land not yet used, there is a considerable increase in value. Then you have the Monk's Ferry property.

Sir J. WALMSLEY.—Is there no more land?

The CHAIRMAN.—There is some near the station, and near Monk's Ferry.

Sir J. WALMSLEY.—But that you have sold?

The CHAIRMAN.—No; that is for consideration. There is land near the Grange station, but that I do not think it advisable to sell.

Sir J. WALMSLEY.—What is it valued at? In asking these questions I only wish the proprietors to see what property they have, as this railway is not a very beneficial concern. They would, therefore, like to know what beneficial interest they have.

The CHAIRMAN.—Perhaps I may state in round numbers; the amount is 37,191*l.* of valuable property.

Sir J. WALMSLEY.—What, in Grange Lane?

The CHAIRMAN.—That is included in it; the total is 37,000*l.*

Sir J. WALMSLEY.—Then be good enough to state what it consists of.

The CHAIRMAN.—Then, there is the land in James's-street, the purchase of which was made with the intention of erecting an office and an inn. The amount is 7,114*l.* and it is not wanted.

Sir J. WALMSLEY.—What would that sell at?

The CHAIRMAN.—For more than we gave for it.

Sir J. WALMSLEY.—It would?

The CHAIRMAN.—There is no doubt of it. Then there are some houses at Bebbington, for which we gave 1,700*l.* and which we expect will realize that sum. There is also the Dean and Chapter land, which is worth 7,500*l.*

Sir J. WALMSLEY.—Which you can re-sell?

The CHAIRMAN.—We can, but I do not think it desirable to offer it for sale at present.

A PROPRIETOR inquired whether the land adjoining Tranmere Pool was likely to be wanted for the purposes of the railway?

The CHAIRMAN.—Not at all, I think, at least according to our present views.

The PROPRIETOR.—Nor the James'-street property?

The CHAIRMAN.—Certainly not; and it is our intention to sell it. You have also the land at the station at Birkenhead.

Sir J. WALMSLEY.—What was paid for that at last?

The CHAIRMAN.—A variety of prices. The last price was 9s. a yard. We have now 15s. a yard offered for some, but the value would be nearer 20s. We have, however, offered 15s. There is also land in the neighbourhood of Monk's Ferry, which might be sold without interfering with the house or ferry, and which would realize 6,299*l.* I believe that to be a very low valuation. I believe it is valued at 20s. a yard, but it is worth 24s. or 25s. We take it, however, at 20s.

Sir J. WALMSLEY—Then the total amount of land available, if the proprietors were disposed to sell, would be 37,000*l.* In your previous report you stated that there were some peculiar advantages in the purchase of Monk's Ferry; but first let me ask what was the cost of Woodside Ferry.

The CHAIRMAN—£25,000.

Sir J. WALMSLEY—And what are the terms of that purchase?

The CHAIRMAN.—We purchased the ferry upon a lease for 18 years.

Mr. LAWRENCE said before the Chairman proceeded, he would read a clause from the Report this time last year, relative to this purchase. Mr. Lawrence then read this clause, which was to the effect that the Directors had purchased Monk's Ferry, but that to develope the whole plan would, at that time, be most prejudicial to the interests of the Company. They, therefore, threw themselves upon the proprietors, requesting that confidence which was necessary to enable them to carry out their views. Mr. Lawrence added that, as it would have been injurious to the Company for the Directors to develope their plans in this purchase then, perhaps they could do so now without such risk?

The CHAIRMAN—At that time we had the hope of making a tram-road from the permanent station to Monk's Ferry; that design was not accomplished, and we have been obliged to use omnibuses.

A PROPRIETOR—I presume that ferry was purchased for 14,000*l.*

The CHAIRMAN said 14,000*l.* had been paid.

Mr. LAWRENCE.—Have you received notice that that ferry must be discontinued?

Mr. MALLABY—I do not think it right or pru-

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dent that that question should be answered. It would be inconvenient to answer it.

Mr. LAWRENCE—It came to my ears by a friend, and I could scarcely believe it to be the case.

The CHAIRMAN—I think that is a question which you should leave to the Directors.

Mr. MALLABY—Any individual proprietor can get the information; but I do not think it would be prudent or advisable to pursue the subject further in this meeting.

Sir J. WALMSLEY—I want to know whether we did not in the first instance, buy Woodside Ferry?

The CHAIRMAN—It is satisfactory to say, with regard to that ferry, that it is now doing exceedingly well. If it is the wish of the proprietors, under the sanction of the Directors, to sell that property, you may do it; and I believe you may get 25,000*l.* for it, and still retain the rights you have.

Sir J. WALMSLEY—What rights, Mr. Chairman?

The CHAIRMAN—The rights which we hold under the lease.

Mr. MOSLEY (we believe) thought the meeting ought to inquire into the circumstances of Monk's Ferry, because if they did not, they were doing an injury by trespassing upon some points which they did not yet understand. He wanted to ascertain whether since the period that purchase was made, any circumstances had occurred which tended to taint its value?

The CHAIRMAN—Certainly not.

Mr. MOSLEY continued—If not, then the ferry was in the same state now. If, however, the Directors said at the last meeting they were not, under the circumstances, justified in communicating information respecting this ferry, but that they hoped to be able to give it at this meeting, and they still deferred it, in dependence on the judgment of the proprietors, it must be for them to take the responsibility, with this full understanding, that the proprietors did not, at the present moment, see the ground of the purchase, the reason why all the circumstances were not now developed, and that they would, upon a future occasion, if the undertaking did not turn out beneficial, enquire how far they had been met in a fair spirit, and why they were not consulted upon a point of such vital importance. He contended that the investment of a large portion of the funds of the company in undertakings which might lead them into legal difficulties and controversies, was a very important item for consideration; but feeling that Directors were sometimes placed in situations of difficulty, that the answering of one question might lead to future difficulties, and involve matters of deep importance, he thought if the meeting were able to say that they had confidence in the discretion of the Directors, the proprietors had no right to trespass upon them further at the present moment.

Sir J. WALMSLEY said if the Directors at the last meeting had showed the Company that they had particular reasons for not laying the whole affair before them, and again, without the slightest reference to any such wish now, kept back information upon points so important to the Company as the expenditure of 50,000*l.*, the keeping up of two establishments, and of two sets of Directors, and still the proprietors were to rely entirely upon their discretion, without saying one word, as they did not wish to be asked any questions—and if gentlemen suggested they should not be asked—he (Sir J. W.) was at a loss to understand how their own affairs were to be brought at all before the proprietors. (Hear, hear.) They might go on blindly from year to year, and every year they came, hear the same persons say, "it is not convenient for you, the proprietors, to ask the Directors any questions—you must rely upon them—upon their discretion." (Hear, hear.) He did not wish to impugn the integrity, the good intentions, or the zeal and efficiency of any one member of the board; he had not the slightest reason to do so; but he did think it was necessary to put some questions to them when, at the last meeting, the proprietors had such important information kept back from them. (Hear, hear.) Surely it was now time for them to have some explanation. (Hear, hear.) He had several other questions to ask. The proprietors must bear in mind that it was very necessary to know for what reason it was that they had been buying land here and there. They were told that the land in Cheshire was all profitable. It was very well that it was so; but why, he wanted to know, were they to undertake, without knowing it, and without being asked a single question upon the subject, on this [Liverpool] side of the water, to build an inn, and carry on transactions here?

The CHAIRMAN rose, but gave way to

Mr. MOSLEY, who said Sir J. Walmsley would give him credit for not being in the least degree privy to these transactions. He knew nothing of the matters referred to; but he had heard their law adviser state that it might be dangerous to enter upon a subject the discussion of which would involve legal points. He, therefore, suggested that the discussion should drop, but at the same time putting it in this form, that as the Directors took upon themselves the entire responsibility, the question must rest upon them whether they had acted correctly. If the Directors stated distinctly that it would be inexpedient to communicate the points at issue, he (Mr. Mosely) put it to the proprietors whether they would press the inquiry, although, as regarded the information, no one would be more anxious to hear it than himself.

Sir J. WALMSLEY said if he understood or had been informed rightly, the Company had bought the Woodside Ferry for 25,000*l.*, that they were keeping up there an establishment of several boats, and that they were further paying a rent of 1000*l.* a-year for it. Subsequently to that purchase they purchased Monk's Ferry, which was close to Woodside! Now, he wanted to know what they had purchased that for? and Mr. Lawrence had asked another question since, viz., whether a notice had not been received that they had no right to use Monk's Ferry at all? Reports to that effect were as common as possible; and he had been informed that there was such a document in existence. If the Company had bought that ferry, and there was a right of ferry, they would have the right upon their side, and no law could take it from them: but if they had not, let the Directors meet the difficulty, if there was one, like men, and at once say—"we have made a wrong purchase." The shares could not be worse than they were at present.

The CHAIRMAN—There can be no feeling upon the part of the Directors. They can have no wish to keep back information merely for the sake of keeping it back. If you ask the Directors why the purchase of Monks' Ferry was made, we reply that it was made when it was necessary to have it for the convenience of passengers. You make an allusion to the purchase of land not wanted: I will first allude in reply to Tranmere Pool. It was at first thought that a dock might be made there, and that would require a depot for goods; and with regard to the purchase of the Dean and Chapter land in Chester, I think it was an exceedingly desirable purchase. Every one who knows Chester will say it was exceedingly cheap, considering the very little freehold land to be had in Chester. When that purchase was before the Directors, it was a question whether they would take a part or the whole; for myself I said if they would not take it I would, and I should be exceedingly glad if they would let me have it. The result shows that there has been no injury to the Company, but, on the contrary, a large profit upon every purchase made.

Sir J. WALMSLEY—You say you should want Monks' Ferry for passengers; perhaps you will explain that.

Mr. LAWRENCE—I never saw any use for it.

The CHAIRMAN—If the proprietors are willing to take the responsibility upon themselves from the Directors the explanations shall be made. If you want an explanation we will give it you; but you must understand that the responsibility goes from our shoulders. (Hear, hear, and cries of "No, no.")

Mr. LAWRENCE said he was a considerable proprietor in this railway: this was a very important question, and he should like to have some information upon it. (Hear.)

A PROPRIETOR—There was no want of the ferry at all when it was bought. (Hear, hear.)

Mr. MOLYNEEX said he was inclined to move for a Committee of Inquiry into these affairs. (Hear, hear.)

The CHAIRMAN—The Directors would not object to anything of the kind. If the proprietors would rather that we should explain the whole of the circumstances, we will do so, but as a Director I do not recommend it. Appoint any set of gentlemen you please, who are proprietors, and the Directors will meet and explain to them every particular. (Hear.)

Mr. MOSLEY said the question put to the Directors was, what were the original grounds upon which Monks' Ferry was purchased, and the necessity for it, when the Company had the command of another ferry? That was the question. He must confess that he was not very willing to take from the shoulders of the Directors the responsibility they were under of having made a bad purchase, but he wanted to know what had led them to buy that which was not wanted, when they had that which was necessary before?

Mr. RADCLIFFE approved of the appointment of the Committee, and suggested that the meeting should adjourn to receive its Report. It was useless, after what had passed, to ask the proprietors to agree to the Report of the Directors, until inquiry had been made.

A PROPRIETOR mentioned that he was a proprietor in the Monk's Ferry Company, and he would give the meeting his word that he was ignorant of any proceedings against the Railway Directors.

The CHAIRMAN—I am satisfied that any sub-Committee which may be appointed, will be satisfied that we have done quite right; but I do not think, as I have said before, that it would be for the interest of the Company to go into particulars here. We shall be very glad to meet the Committee.

Mr. MOLYNEUX—Then I beg to name as the Committee—Sir J. Walmsley, Mr. Lawrence, Mr. Radcliffe, and Mr. Mosley.

Mr. MALLABY—What are to be the objects of the Committee?

Mr. MOLYNEUX—Why, to inquire generally. We have had a Report this morning which I can compare to nothing but a king's speech, for it gives us no information. (Hear, hear.)

The CHAIRMAN—Is it to be a Committee of general inquiry into the acts of the Directors? If it is, its appointment is an act of direct disapprobation of the conduct of the Directors from the commencement. If that feeling is to be shown to us, let it be stated at once; let the proprietors say, "We are not satisfied with the conduct of the present Directors, let us elect Directors of a better selection." (Hear, hear.) I should be exceedingly glad to retire the first opportunity given to me.

Mr. MOLYNEUX begged to disclaim any intention to cast an imputation upon the character of any individual in the Direction, but he did not see any other means of arriving at the information, except through the medium of a Committee.

The CHAIRMAN—Then you should state the object of your Committee. Is it to go into this question only, or is it to inquire generally?

Mr. MOLYNEUX—The duties of the Committee, I apprehend, will be to inquire into the purchase of the Monks' Ferry.

Sir J. WALMSLEY—I should be glad to be relieved from attending to anything of that kind only; if the object of the Committee be only to inquire into the merits of that bargain, I will not be one. (Hear, hear.) I would rather go into the whole case. I do feel some dissatisfaction, I must say, not against any particular Director, or even against the Directors generally; but I do say the accounts brought before us this day are not such as to give me satisfaction, especially after the previous Reports, which stated we should place confidence in them for a time, after which they would give us a full explanation. (Hear, hear.) We are just in the same situation as we were twelve months ago,

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and now we are going on another year without inquiry! I think it would be far better if Mr. Molyneux would make the question a broad one. (Hear, hear.) The Directors, I believe, will come out of this inquiry quite clear; and if I were one of them, it would be satisfactory to me that a Committee of Inquiry was instituted. (Hear, hear.) We had the same threat held out 12 months ago of resignation; if that threat is held out, for heaven's sake let the resignation take place. (Cheers.) Let us meet the question fully and fairly. There is no man in this community for whom I have a higher respect than for the Chairman; I believe him to be incapable of doing any one single thing that is incorrect; I speak of him with great respect, and it would be to me a matter of deep regret were he, or any of the Directors, to resign. I beg they will not consider there is anything offensive in this, but take it in the opposite sense. The shareholders wish for an inquiry from some other body than the Directors, and that is this Committee. The Directors have themselves suggested it; they have suggested themselves one part of the inquiry, but why are we to be restricted to one part? (Cheers.) I think there are no reasons why we should have two Directions; why we should have a Ferry Committee and a Railway Committee. And what is the reason there are to be seventeen Directors upon a line of only 16 or 17 miles? I cannot see the reason of that. I have many other questions to ask besides that.

The CHAIRMAN—If you will allow me, before you proceed further—

Mr. MOLYNEUX—Would it not be well, Mr. Chairman, that I should put my motion into a regular shape?

The CHAIRMAN—The pointed remarks made by Sir J. Walmsley are such, that I do not feel I ought to remain quiet without making a reply. He has alluded to a wish to retire which I expressed at our last meeting; but he must be aware that the subject of discussion at that meeting was not really upon the merits of the Birkenhead and Chester line, but the asking for information which I did not feel myself justified in giving, and the result proved that I was correct. It concerned an arrangement which was made for the sale of the Chester and Crewe line. I felt then, and I still feel, that it was a question that ought not to have been put to me. (Hear.)

Sir J. WALMSLEY—What was the question?

The CHAIRMAN—It was for the particulars of the arrangement made with the Grand Junction Company for the purchase of the Chester and Crewe line. It had nothing to do with the question before the meeting, and I am only surprised you should bring it forward now. With regard to our own proceedings, we court inquiry in every way—(hear, hear);—and for that reason I say appoint your subcommittee; but I would leave it to you, and to any gentleman present, if you were appointed as Directors, whether you would wish them to be instructed to look into every item? Say whether or not you approve of the conduct of the Directors; come forward at once if you disapprove of them, and let us retire. I am certainly ready to retire. (Hear, hear.)

A PROPRIETOR, whose name we could not learn, said he thought that Monks' Ferry might become a very desirable property. For instance, the Directors might think it necessary at a future time to make a tunnel—(loud laughter.)

Mr. MOSLEY put it to the chairman, whether it would not be better for the Directors to consent to the Committee having the objects proposed, from the fact that the suggestion had come from himself without mentioning any terms. It was the general wish of the proprietors to appoint a Committee, without the slightest intention of casting a slur upon the Directors; and if the Directors did not agree to it, the result would be that persons would presume that which he (Mr. Mosley) was sure was not the case, namely, that things had been done which ought not to have been done. He did not see, after what had occurred, how they could avoid the alternative—either to appoint a Committee of inquiry, or to enter upon a full discussion of things which they themselves had stated not to be advisable or prudent. (Hear.) At the same time, he thought if the motion could be so framed as to reach the objects of those gentlemen who wished for information, yet without any disparagement of the Directors, it would be exceedingly desirable.

Mr. MOLYNEUX—Then I move that a Committee be appointed, to inquire and report, to an adjourned meeting, upon the general affairs of the Chester and Birkenhead Railway Company. (Hear.)

A DIRECTOR—Let the information be given.

The CHAIRMAN — Well, as the question is pressed—

Sir J. WALMSLEY—The question is not pressed.

The CHAIRMAN—But there is a wish expressed to have the information. It does appear to me that the body of proprietors think they ought to be acquainted with the particulars of the arrangements. I should say, as one of the Directors, that we are willing to enter upon the explanation at once; but of course the proprietors are to take the responsibility of it upon themselves: we do not come forward to recommend it.

Mr. HUDSON—Has the difficulty which lies in the way of giving the information anything to do with pounds, shillings, and pence, or are the difficulties of a legal nature? The answer to that would decide, I think, whether the proprietors would have the information now or not.

Mr. MALLABY — They are both. The legal difficulties would involve the pounds, shillings, and pence—

Mr. HUDSON—That I can understand; but I want to know whether there are any independent legal difficulties?

Mr. MALLABY—There would be legal difficulties attending it. It is a matter of prudence—

Mr. HUDSON—Then before you proceed—

Mr. MALLABY—It is a matter of prudence or not which it is for you to decide.

Mr. HUDSON made some remark, the exact purport of which we did not hear.

Mr. MALLABY—Then I will proceed. With regard to the two questions— (Cries of "No, no.")

Mr. MOLYNEUX—I beg pardon, Mr. Chairman. I have proposed that a Committee should be formed, and the motion has been seconded. (Hear, hear.)

Mr. RADCLIFFE observed that their law adviser had stated it would be prejudicial to the interests of the Company to make the explanation, and if that was so the proprietors were satisfied. But now the Directors seemed to say, "if you dare us into the thing we will give the information, although to mention it publicly would be prejudicial." (Hear, hear.)

The CHAIRMAN said the proprietors had expressed a wish that the proceedings should be entered into, and the Directors had given their opinion that it was not desirable. Since that certain remarks had been made impugning the conduct of the Directors, not only upon this particular question, but their general management. As the matter had gone so far, perhaps the proprietors would think it desirable that the explanation should be given, and he as one of the Directors requested that it might be done—

Sir J. WALMSLEY—What, although it would injure the affairs of the Company? (Hear, hear.)

The CHAIRMAN—They take that upon themselves. (No, no.)

Mr. HUDSON—Mr. Chairman, there is no resolution before the meeting calling upon you to explain. (Hear, hear.) Had the proprietors undertaken to pass a resolution calling upon you to explain any transaction which you thought prejudicial to the Company to be explained, then I conceive you would be relieved from responsibility; but till that resolution is passed the responsibility rests with you, and by any unwise declaration of them you involve yourself in the difficulty of injuring the interests of the Company. A Committee of inquiry is proposed: I do think that to you and the Directors it must be satisfactory to have that Committee; for I am satisfied, as has been said by Sir Joshu Walmsley, though you may possibly have erred, though your intentions have been honest. You have property to the amount of 37,000*l.* to sell, which is an anomalous position for a small Company. That is a circumstance which of itself calls for inquiry, and I am sure you will consult, not only the best interests of this Company, but also that high honour and integrity which has ever charactised this Direction by allowing this investigation to take place. (Cheers.) I am satisfied that the shareholders will place the duty of inquiring in honourable hands, and that you will come out of it in a manner that will reflect credit upon the Direction.

The CHAIRMAN—I am sure it is the wish of every Director of this Company to give every possible explanation. The only question is the mode in which that is to be done. It had been stated that the proprietors thought it was better to enter into particulars; we objected; the matter was rather pressed; but as it seemed to be the wish of some of them yet. I say, in the position we are placed, let us do it. (Loud cries of "No, no.")

Mr. MOLYNEUX—It would be quite as well if my motion were put into a shape—

Mr. BOOTH—Is your Committee to make a general inquiry into the affairs of the Company?

Mr. MOLYNEUX—Yes. (Hear, hear.)

Mr. BOOTH—Then, that certainly appears to my mind to be a general reflection upon the conduct of the Directory. If that were passed, I for one should retire. (Hear.)

A PROPRIETOR—Then we must appoint some one else.

Mr. BOOTH—Very well.

The CHAIRMAN—If the proprietors have come here with the wish of having this matter fully explained, we, the Directors, are ready to do it. (No, no.) We merely give our opinion that we do not think it would be desirable; but if the proprietors think differently, they shall know the whole of our proceedings. Let us go on. (No, no.)

Mr. LAWRENCE—I did come here expecting this matter would have been explained, but you and the solicitor have said it would be injurious. I told you I would meet you at once, as a large proprietor. When you stated it would be disadvantageous to explain, it was the general wish that you must not; and as such a course seems to be most agreeable to the proprietors, I am satisfied with it.

Mr. JONES said he should be very sorry if the Directors conceived the resolution proposed to be a censure upon them. Were he a Director he should not so consider it, but, at the same time, he should wish the Committee to be limited in its objects. The great object of the inquiry which appeared to him at present was the mystery (for he could not call it anything else) respecting the two ferries. (Applause.) If the Committee was limited to an inquiry respecting these two affairs, then the shareholders and the Directors would unite, and it could not in any way be a censure upon the Directors.

The CHAIRMAN—That quite meets my views. It is quite clear if the Committee is appointed to inquire into this question, of course they will see the general working of the Company; but I must say I do not like a resolution of this kind passed which goes to make a general inquiry into the affairs and proceedings of the Company. It does appear to me to be a direct censure upon the Directors.

Mr. RADCLIFFE could not see how an inquiry into their own affairs could be a slur or censure upon the Directors, for they themselves had courted inquiry. They threw suspicion upon themselves; and it was not the proprietors who suspected them. They appeared to him like petted children, "Oh," said they, "if you do not do as we consider right, we will resign." He submitted that that was not the sort of conduct for them to adopt. (Cheers.)

The CHAIRMAN—There is no such feeling on the part of the Directors; and we are willing to explain every item. What is your motion, Mr. Molyneux?

Mr. MOLYNEUX.—My object is general inquiry.

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I was inclined to limit it at first, but I now think the duties of the Committee should embrace a general inquiry. (Hear.)

Mr. Hudson suggested that the duties of the Committee should be limited, as the Chairman had such strong objections to a general inquiry. He for one would much rather have had a general inquiry, but—

A lengthened and somewhat warm discussion succeeded on a resolution which had been drawn up on the part of Mr. Molyneux by Mr. Mosley. This resolution underwent a great number of modifications, in the attempt to make it embrace a general inquiry by the Committee, without conveying an implied censure upon the Committee. We regret that we have not room to give the discussion on this resolution, as it was pungent and interesting. Eventually it was carried in this shape. "That a Committee be appointed to inquire into the purchase of Woodside and Monk Ferries, the propriety of a better arrangement of the Direction, and such other matters as can be inquired into without injury to the Company;" the Chairman promising that every thing should be open to the Committee.

The following gentlemen were appointed the Committee:—Mr. J. S. Ratcliffe, Mr. James Lawrence, Sir J. Walmsley, Mr. Nicholas Martindale, Mr. Robertson Gladstone, Mr. Abbot, and Mr. John Jones.

The meeting was then adjourned till Wednesday, the 12th May, for the purpose of receiving the Report of the Directors.—*Liverpool Standard*, April 13.

SUNDAY TRAVELLING—SENSIBLE JUSTICES.

We quote with much pleasure from the *Chelmsford Chronicle* the following report of a discussion which took place on this subject, of putting in force the ancient and still existing law respecting the observance of the Sabbath, (*existing*, but long ago *shelved*, by general consent). A report had been read from a Committee of the Justices recommending that Captain M'Hardy, the Superintendent of the local police, should be directed to issue orders to the local constables "to *lay informations* against carriers, waggoners, and drovers travelling on Sundays." The discussion took place on a motion for adopting this recommendation:—

Lord Rayleigh said, representations had been made by clergymen and others in the neighbourhood of Dunmow, that they had been enabled to stop Sunday traffic by the old constables, but the police said they had no orders to do so; and thus the parties were in a worse position than they were before. The chief constable was asked why he had not given orders, and he said if the men were always engaged in matters of this kind, they would not be in a fit state to be out in the night; therefore the Committee recommended the local constables should attend to it. When the clergymen came and pointed to the Act of Parliament, he (Lord R.) felt it his duty as a magistrate to recommend this; for so long as the enactment was the law of the land he did not see how they could say no to the request.

Mr. Sharn said, he must oppose the recommendation, for he thought it was very partial, as he could not see why they should pass over a gentleman's carriage drawn by four horses, and seize a donkey cart. (Hear.) If they gave orders to seize one class they should give orders to seize all travellers. He had repeatedly been applied to to stop coaches, waggons, and inferior travellers on the Sunday, but his answer was, "why seize on those who cannot resist, and pass over those who can."

Lord Rayleigh said, it was not fair to suppose that the Committee recommended anything partial: if the Act was partial then it was with the Legislature.

Mr. Leapingwell said this was a matter of great consideration; as to saying that they took notice of the lower class of travellers, and not of the higher, that was what the Act did. If any gentleman thought fit to take four post-horses and perform a journey of 100 miles on a Sunday, there was no law to hinder him (whether he was acting rightly in so doing, unless it was a case of necessity, he did not say); but if a drover or waggoner went there was a law to prevent him. On the continent the Sunday was a day of pleasure, and exhibitions of amusement were allowed; here many would not countenance that, but they would allow a certain degree of commerce; but so long as the law remained he thought they should enforce it.

Mr. Bramston said, the proposition was, that directions should be given from that Court to carry into force the Act of Charles II. which was passed for the better observance of the Lord's Day, and which said that drovers, waggoners, &c. travelling on a Sunday, should be liable to a penalty of 5s. Now, no doubt, here was an Act of Parliament unrepealed,—here was a penalty attached to it; but the question was, whether they, as a Court of Quarter Session, should give directions that this Act should be carried into effect more than any other Act. (Cheers.) That was the point they had to consider: if persons were brought before a magistrate for violating the Act, and the case was proved, he was bound to convict—if offences were committed, the magistrates might order them to be looked into, and they might order the local constables to act; but if they, as a Court of Quarter Session, were asked to give this general order to the police, he should hold up his hand against it. (Cheers.)

Mr. Cotton said, no gentleman was more anxious for a better observance of the Sabbath than himself, but he conceived that the course recommended, if taken, would tend to defeat the object of those who proposed it. If they could enforce a better observance of the Sabbath, he should be willing to incur some responsibility in carrying it into effect; but he thought they would rather be doing harm than good. It was perfectly competent for any person to lay an information, and if a neighbourhood desired to put a stop to the traffic, it could be done better by the neighbourhood and the individuals residing there, than by an order of that court. (Hear, hear.)

Mr. Tower said, he thought the recommendation ought not to be adopted, because a particular course was to be dictated to the chief constable adapted for every part of the county, so that all the thieves would know the police were engaged in looking after waggons, and would be able to commit their depredations. Therefore it was too much to step out of their course to prescribe a particular line of proceeding to the chief constable.

Mr. Disney said, he did not think by adopting the recommendation they should be doing a moral good to society. The Act was passed in times long gone by, and it had been found necessary to repeal part of it; and it was the duty of individual persons to look to cases that would tend to public good or lead to public evil. In this county travellers were sometimes obliged to travel on the Sunday, or they would not be in time for market in London on the Monday, but if they travelled to the injury of the public morals, or to the interruption of the public service, or the injury of individuals, let those individuals take notice of it. (Hear.) Were they to do this, and give regular instructions to lay sweeping informations all over the country, especially when the gentlemen who complained could do it themselves?

Lord Rayleigh said, Mr. Tower seemed to think that the police force were to be employed, but the recommendation was as respected the local constables. It was then said by Mr. Bramston that the local constables could be paid, but they could not if employed by individuals; before they employed the parish constables without paying them, but now they could not. As to giving a general order to the chief constable, no one more wished to leave him unshackled than he did, but this matter was considered at the chief constable's own request. They found these men occupied in bringing up people for driving without reins, and on that subject probably the chief constable had given them an order, but not for travelling on Sunday, because he supposed on that point he had no given them an order.

The motion was then put, and the recommendation of the Committee was ordered to be struck out of the Report by a large majority.

SUNDAY TRAVELLING.

Eminent success, we hope, will attend the opening of the Glasgow and Greenock Railway, and all other railways whatsoever. But how comes it that the respectable Directors on the Greenock line boggle about carrying the innocent mail bags on Sunday, seeing that they actually put on, as we are informed they did, an extra train on the Fast Day* last Thursday, and carried hither and thither an enormous number of human beings at so much per head on that said day? Is this consistency? Is it not palpable hypocrisy? How can they answer for their conduct to the Guardian Office, the managers of which, headed by Sir Andrew Agnew, flattered them into the stoppage of the train on Sunday with the quiet bags, injuring no one, but rather conveying glad and anxious tidings to all and sundry?

Let the Greenock people look to it. They will soon find that although they are travelling by speed, their correspondence is actually about to be arrested, or kept back from them twenty-four hours longer than it ought to be. They will find that they are about to meet with treatment not met with or tolerated in any other part of her Majesty's dominions! They will rise up like furies by-and-bye, at this treatment, when they come to experience it, to the ruin, it may be, of many of them. Let them consult with their active representative, Mr. Wallace, of Kelly. He knows, or he may have heard of, what is about to be done in the Post-office department at Glasgow and Greenock, between the hours of Saturday night and Monday morning. He is a better adviser for his constituents, in their temporal as well as their spiritual interests, perhaps, than any of the Agnew school. But we have a strong presentiment that the Directors themselves will see the absolute necessity of keeping pace with the spirit of the age, and leave cant and hypocrisy to find their level in other directions.—*Scotch Reformer's Gazette.*

Frightful Accident on the Eastern Counties Railway.—Last evening about 25 minutes before 8 o'clock, a most frightful accident occurred on the line of the Eastern Counties Railway, by which a passenger named Joseph Lovell, living at No. 2, Swallow's-gardens, Chamber-street, Goodman's-fields, was so much injured that it is supposed he cannot possibly survive. The Romford train, on its way to London, arrived at the station in Devonshire-street, Mile-end, at the time abovementioned, when Lovell, who had been riding in one of the third-class carriages, alighted, and was in the act of stepping across a platform with a stick in his hand, upon which he was leaning, when, owing to the greasy state of the platform, from the rain which fell on Sunday, in the afternoon, he suddenly slipped, and his stick breaking in half, he fell backwards on to the rails of the line. At this instant a policeman called out "all right," and the train started, and a violent shrick was immediately afterwards heard, and it was then found that the engine and carriages had passed over the unfortunate man. He was picked up apparently lifeless, and a litter being procured, no time was lost in conveying him to the London Hospital, Mile End-road, where the sufferer was attended by Mr. Luke, the house surgeon, and several other medical gentlemen, and on examination it was ascertained that his left leg was literally crushed to atoms, and the foot of his other leg also severely jammed. It was deemed expedient to amputate the left limb, and that operation was immediately carried into effect in the most skilful manner. At 10 o'clock last night no hopes were entertained of the unfortunate man's surviving.—*Times.*

* In Scotland a *fast* day is a day appointed by the Church to be kept holy, preparatory to a general dispensation of the sacrament. It is observed in the same way as Christmas Day or Good Friday in England.

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THE ACCIDENT ON THE BIRMINGHAM AND GLOUCESTER RAILWAY.

We lament to state that Mr. Creuze has died of the severe injuries which he sustained from the accident mentioned in our last. Mr. C. was a young gentleman of high attainments and great promise in his profession, and his melancholy fate is very generally deplored. He was educated at Cambridge, where he took a wrangler's honours, and was brother of Mr. Creuze, of the dock-yard service, the editor, and in part author, of the highly-esteemed "Papers on Naval Architecture." On Friday, the 9th instant, an inquest was held on the remains of the deceased, at the Cross Hotel, Bromsgrove, at which the following proceedings took place :—

The first witness examined was Edward Shaw Carter, the stoker, who was carried into the room, and placed on a couch near the Coroner, apparently suffering a good deal from the effects of scalds on his hands and face. He said that he was employed on Tuesday night on the bank engine called the *Boston*, one of the American locomotives employed in working the incline near the Bromsgrove station. He left the station about 10 minutes before 11, for the purpose of assisting one of the mail trains up the incline, accompanied by the deceased (Mr. Creuze) and the driver, Israel York. After assisting the mail train up the incline, they returned on the other line of rails as far as Vigo Bridge, a distance of about half a mile. York stopped the engine there and went home, leaving witness in charge of the engine, and desiring him to wait for Mr. Creuze, who had also got off the engine. He remained about two hours in charge of the engine, until the watchman gave him notice that the next mail train from Gloucester to Birmingham would be up in about five minutes. He then ran the engine down the incline to the Bromsgrove station, where he crossed over to the other line, and got the tender filled with water. He afterwards took up Walworth, the foreman, and his wife, and the second breaksman, and ran the engine back to Vigo, where Mrs. Walworth got off, and the second breaksman walked along the plane. He then ran the engine nearly to the top of the incline, and ran her back again in order to fill the boiler. He stayed here about twenty minutes, at the expiration of which time the deceased, Walworth and his wife, and a man named Archibald Torry, foreman of Messrs. Nasmyth and Co., came and got upon the engine and tender. He then slackened the break, and they started down the incline at the rate of about seven or eight miles an hour, the balance indicating a pressure of 48lb. to the square inch. He knew that this was the exact indication, for he had himself altered it from a high pressure after they had ascended the incline with the mail train. The steam was just beginning to blow when they started. Walworth, as soon as they started, lifted up the balance and allowed the steam to escape until it had no longer sufficient power to raise the valve. When they had proceeded about 300 yards the water and steam began to escape in great quantities, and with great violence, through the fire-box, on the deceased and himself and the other persons who were on the engine, by which the fire-box was forced open. Witness ran immediately to the centre of the tender to save himself, and the deceased stood with Walworth, with his back towards the fire-box, a little on the left about five feet distant. After witness had got to the coke-box he attempted to get off the engine, in doing which his left hand got entangled with the break, and he was about a minute before he could release himself. As soon as he had done so he jumped off the engine, which went on about 300 yards before it stopped. He then went towards the engine, and on his way met Walworth and his wife, and Torry. On getting up they found Mr. Creuze sitting on the top of the tender. They spoke to him, but he made no answer. Walworth immediately slackened the break, and started down the inclined plane towards the station. Witness did not know whether Mr. Creuze had been scalded or injured at all; but heard Mrs. Walworth say that he was. He (witness) on arriving at the station got off, and walked home to get assistance. The engine had been lately repaired, but no accident had happened with it before. It had only been six or seven months in use. The witness, in reply to questions put at the close of his evidence, stated, that he had been employed as a stoker about five years, and was well acquainted with the mode of driving an engine. In the repairs which had been made a copper stay had been introduced through the boiler in place of one of the tubes; but this would, in his opinion, afford additional security.

Thomas Horton, an engine fitter, was examined as to the nature of the repairs that had been made in the engine. He was about four months in the Company's service, and the first time he had had anything to do with the engine was in taking it to pieces for the purpose of sending it to the boiler maker's. He afterwards put it together again. A stay was introduced through the boiler from the tube plate in the fire-box to the tube plate in the smoke-box. The stay was introduced for the security of the tubes, and to keep the plates from being drawn in by the fire. Witness made the repairs under the direction of Walworth. The copper stay was fastened by means of iron nuts screwed at each end. The stay was an inch and an eighth in diameter. The stay was of the same thickness, and fastened in the same way as that which he had been in the habit of putting them in other boilers. The engine had also a new fire-box put in, and she was started to work on Thursday week, taking the trains up the incline, at which she was continued until the time of the accident. On Wednesday evening last witness examined the boiler of the *Boston*, and found that a short tube that had been put into the boiler plate of the fire-box had been blown out. It had been introduced in the place of one of the tubes, which had been taken away in order that a hole might be left at the smoke-box end to blow the mud out of the boiler. This short tube or plug was driven in the hole of the tube plate at the fire-box. It was fastened by means of a strong steel ferrule, driven with great force into the tube. A man of the name of Morgan assisted him to plug up the hole. It was only fastened by being driven in with great force, and it would have to resist the pressure of the steam by the force with which it was driven in.

The Coroner inquired whether it was usual, in making such alterations, to do away with the long tube altogether?

Witness—It is the usual practice. In most engines the plug was made solid. They were not used in all boilers, and were merely introduced in order to clean out the mud and dirt that settled in the boiler.

Coroner—Have you seen other engines altered in the same way?

Witness—Yes; on the North Midland line, and in the Steam engines used at Newcastle.

Coroner—And in all cases the holes are stopped up in this manner?

Witness—Yes.

Coroner—And you have never known any of the plugs to be forced out before?

Witness—Never; I considered the tube perfectly safe.

Coroner—Are there any engines running now on the line plugged in the same way?

Witness—There was one, but there are none running now.

Mr. Whateley—I beg to state, that there was only one other engine on the line altered in this way, and the very moment that this unfortunate accident occurred it was removed, and is now in process of being repaired; indeed, I am informed by a gentleman near me, that the repairs have been made, and that the engine is now at work.

The witness further said, that he had frequently been upon the engines which had been plugged in the way stated, while they were at work, and never had the slightest apprehension of danger. It was the general practice on the North Midland Railway to plug the engines in this way when they required to be repaired. Every engine that came to be repaired had a tube taken out, for the purpose of cleaning out the boiler, and a plug substituted in the same way. The repairs on the North Midland were done under the direction of Mr. Stephenson, the acting Engineer.

Coroner—You do not suppose that a hole plugged in this way would be as safe as if there never had been a hole at all?

Witness—Certainly not; but it is possible to make it as safe.

Foreman—You would not consider it to be as safe as putting in a tube all along?

Mr. Whateley hoped the jury would bear in mind that if a tube had been put through the whole way, the object in view could not have been attained—that of clearing out the mud from the boiler.

By a juror—You are quite sure that in all you have seen altered, you have never known any of this description to give way before?

Witness—Never; I am positive of it.

The Coroner here inquired if the jury thought it would be necessary to call any further evidence; but they expressed themselves perfectly satisfied with the evidence that had been given.

Mr. Fletcher, surgeon, of Bromsgrove, who had been called in immediately on the occurrence of the accident to attend the deceased, described the nature of the injuries which he had received, and the treatment adopted. He continued in attendance upon the sufferer until about an hour preceding his death, which took place soon after 5 o'clock on Thursday morning.

William Woodward, Mr. Creuze's servant, also described the state of the deceased after the occurrence of the accident. On his being taken to his house close by the Bromsgrove station, a surgeon was sent for, but in the meantime witness tore up some shirts and bound up his legs and arms in linseed oil. He attended him constantly till his death. He appeared to be more composed about 4 o'clock on Thursday morning, when witness left him for a few minutes on his left side, but feeling anxious about him, he returned almost immediately, and found him lying on his back, the breath just leaving him.

Another witness was also examined, but he merely deposed to having assisted in removing the deceased off the engine to his own house.

In consequence of a communication made to the Coroner by one of the jury, Horton was recalled, and examined as to whether a similar accident had not occurred a few weeks before, by the blowing out of a plug which had been placed in a boiler of one of the engines in the same manner as that in the *Boston*. The witness replied that no such accident had occurred. An accident had occurred to one of the boilers, but it was not from the blowing out of a plug; it was from a different cause altogether.

The Coroner briefly addressed the jury, who after consulting for about half an hour, returned a verdict of "Accidental Death," with a deodand of 25*l.* on the engine.

The remains of the unfortunate deceased were interred at Stoke Church on Sunday last.

We have begun to share in the beneficial effects of the opening of the Great North of England Railway. The south mail is now conveyed by a light two horse coach from the Cowton station. It arrives at Richmond at half-past ten in the evening; the returning letter bag is sent off from the south at two in the afternoon, thus allowing sufficient time for answering any communication from the metropolis.—*Yorkshireman.*

The contemplated alteration of the times of the arrival and departure of the mails, came into operation on Wednesday, on which day the mail from Darlington arrived in this town at half-past one o'clock, bringing the London letters and papers of the previous evening, in the short space of sixteen hours and a half after leaving the Euston Square Station. This brings the time of arrival within an hour of the olden time, and makes a saving of no less than twenty-three hours in the time of conveyance from the metropolis.—*Newcastle Journal.*

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RAILWAY ADJUDICATION.

APPEAL.

THE GREAT NORTH OF ENGLAND RAILWAY COMPANY, APPELLANTS; WELCH, RESPONDENT.

Durham Easter Sessions, 6th April, 1841.—Mr. Wilkinson (Chairman of the Great North of England Railway Company) and Mr. Ingham, appeared for the appellants; and Mr. Granger for the respondents.

Mr. GRANGER said, this appeal arose on the 76th clause of the Great North of England Railway Company's Act, which required the proprietors in that undertaking, at their own expense, to make and maintain all bridges, culverts, &c. of such dimensions and in such a manner as two or more justices of the peace might order, on complaint of the owner or occupier of land on the line of the railway which might require such modes of communication. In pursuance of this clause, the respondent, Robert Welsh, the tenant of Black Banks farm, near Hurworth, the property of the Rev. Hopper Williamson, had made application for a summons against the Railway Company, to compel them to make on his farm a bridge and culvert for his accommodation. The case was heard by Sir William Chaytor and Captain Garthwaite, who, after inspecting the premises, made an order for the erection of the bridge and culvert; against that order the Company had appealed to the quarter sessions, as they were empowered to do by sect. 183 of their Act. They had placed on record no fewer than twelve grounds of appeal, but out of all those, be believed but one would be insisted on. The first ground of appeal was, that under and by virtue of an arrangement between the Railway Company and the Reverend Hopper Williamson, a compensation had been fixed in lieu of the erection of the works in question, and he presumed that the appellants would say that the tenant as well as his landlord were bound by that arrangement. The fact was, a proposal had been made for an arrangement by Mr. Williamson, but as it had not been acceded to by the Company, it could not in law or reason be held binding on any party. But even if they could make out that an agreement had been actually executed by the Company and Mr. Williamson, such agreement could be in no way binding on Mr. Welsh, who was no party to it. Besides, he entered on the farm in 1836, whereas no arrangement whatever was proposed between his landlord and the Company till 1838; consequently the tenant could not be held to be bound by the arrangement, though the Act did say that it should be binding on all persons who held by, through, or under the landlord, the contracting party. The Act could not be construed to have a retrospective operation, and therefore, while he denied the execution of any agreement, he would contend that supposing it to exist between Mr. Williamson and the Company, it could not in any way apply to Welsh, who took and entered on the farm two years before the arrangement was proposed. The second ground of appeal was, that Welsh had used the new road made by the Company; and from that he presumed it was meant to be argued, that he had sanctioned and adopted the arrangement proposed by his landlord. In reply to this he would only say, that the Company having stopped the old road of the farm by their work, were bound to set out a convenient road for the use of the tenant, which they had not even yet done, though the Act required it of them in the very outset. The third ground of appeal was, that Welsh had made application to the magistrates for redress, of his own accord, and without the concurrence of Mr. Williamson, his landlord; that such application ought not to have been made without such concurrence; that Welsh's lease of the farm would expire in May-day, 1842, and that to make the bridge and culvert for his accommodation till that date, would be attended with great expense to the Company. Now, the language of the Act was, that either the *owner* or the *occupier* might demand the redress sought in this case; and very properly so too, for the protection of the tenant, who otherwise might be subjected to great inconvenience and injury by an arrangement between his landlord and the Company, in which his individual interest as occupier of the land might be sacrificed. Hence the propriety of the alternative presented in the Act. If it were set up, that the tenant could not proceed against the Company without the concurrence of his landlord, it must be also admitted that the landlord could not proceed without the concurrence of his tenant, which was manifestly absurd, and diametrically opposed to the letter and spirit of the law. As to the expense of erecting the works demanded, that was a matter which the court could not take into consideration, any more than the length of the lease.—The fourth and the only real ground of contest was, that the bridge and the culvert were not both requisite. On that he should produce evidence to the contrary. The fifth ground of complaint was, that Mr. Welsh's application came too late, not being made till the line was actually completed; and that to construct the works now, would cause the Company great inconvenience which might have been avoided by an earlier application. In answer to this, he would ask his learned friends to point out any clause compulsory as to the time of application. It was the business of the Company to assure themselves that they had done every thing necessary for the due accommodation of the tenant in occupation; but the truth was, Mr. Welsh had put off making application from time to time, hoping the inconvenience of crossing the railway on the level would be remedied, but at length his patience had been exhausted.—The next three or four objections would be at once thrown overboard by the court as reflecting on the magistrates who made the order now disputed. They set forth certain improprieties respecting the admission and exclusion of evidence at the previous hearing, which if provable, would form ground for a criminal information against Sir William Chaytor and Captain Garthwaite.—The tenth ground of appeal was, that no evidence had been allowed to be produced by the Company's agent to prove their alleged agreement with Mr. Williamson. That point would be decided by the evidence to be produced before the Bench; but, in answer to this allegation, he might observe, that the magistrates expressed their readiness to receive the evidence, but the attorney for the appellants said it was unnecessary.—The eleventh ground of appeal was, that the magistrates' order was unreasonable and oppressive. It was for the respondents to show that.—The twelfth and last objection was in substance the same as one already stated, that Welsh was not shown to have had the concurrence of his landlord in his application.—But to return, as he had proposed, to the fourth ground of appeal, the only one disputable, were the bridge and culvert demanded by Welsh necessary for his due convenience? His farm consists of 200 acres of land and before the railway came, there was a direct and proper communication from one field to another throughout. But by this railway, communication was cut off for 1300 yards by a deep cut and a lofty embankment. Formerly, the road from the farm-house to the Darlington turnpike was about 578 yards long, but now by the new road the distance was increased to 725 yards. The farm was, in fact, cut in two by the railway, the only land in it suitable for turnips and barley being on the east of the line, and the meadow and pasture on the west, while the only communication was by a steep and difficult road crossing the railway on the level where the cut and embankment meet. By their Act, the Company were bound before taking possession of the old road to make a new one just as convenient. Now the old road was very convenient; whereas the new one was very circuitous and very inconvenient, and so much out of repair as in wet weather to be impassable by a loaded cart, so that the tenant was compelled to load but half a load of turnips at a time, to his own manifest injury. But this was not the worst part of the business. The distance from gate to gate at the crossing was 65 yards, and before a person could, with any safety, drive a loaded cart across the railway, he must leave it at the foot of the hill, and go forward a distance of 45 yards before he could see whether a train was coming or not; and as in the Darlington direction he could not see further than 900 yards, it was calculated that before he had gone back, brought up his cart, and cleared the line, an engine (not in sight when he looked out) might come up and catch him. At this place the rise of the occupation road laid out by the Company was, on the one side of the railway, 1 in 10, and on the other 1 in 12, and therefore of so decidedly improper and dangerous a character, that if the Company had any regard whatever for the lives of their fellow creatures, they would not continue it in use. He should prove, that in one day recently, 21 trains had passed this place, on the next day 19, and on the third day, up to one o'clock, 13 trains had gone by; so that a person employed in leading produce from one part of the farm to the other, must do it at the imminent hazard of his life. Then, as to the cattle on the farm. Formerly, they had access to the water, but now there was none on the west side of the farm, and they must be driven twice a day across the railway, to their very great detriment, as it was well known that they did not graze so well for the market when subject to such hurry and alarm as would be inseparable from crossing this railway. Besides, to drive them to and from water would require at least three persons—one to open the gates, and two to prevent the animals straying upon the railway, and while they were crossing, an engine might come up in a minute or a minute and a half, to the great danger of man and beast. Now, was it reasonable that a tenant should suffer all this without compensation, or any attempt on the part of the Company to remedy such evils, the tenant being furthermore absolutely compelled to make the road himself, and suffer all this inconvenience into the bargain? He understood it would be one part of the defence that either a bridge across the cut, or a culvert through the embankment would be sufficient. But he would ask, could that be considered due accommodation along an extent of 1,300 yards. The Company themselves thought it insufficient, and therefore made another road at the other end of the cut, and 900 yards from the present dangerous crossing. The truth was, both the bridge and the culvert were absolutely necessary; the bridge was ordered to be formed about the middle of the cut for the free and safe passage of the cattle, and for the purpose of communication between one part of the farm and the other; while the culvert was directed to be made near the middle of the embankment for the sake of communication between the farmstead and the turnpike, the way to the proposed bridge being too steep for carriages. There was nothing whatever of an oppressive nature in the magistrates' order; the culvert was ordered to be constructed on the site of the old road, where, as there was a natural depression of the land, it could be most cheaply and speedily done. He was sure so wealthy a Company could well afford to grant the accommodation required, which was the more necessary, as, according to their own public statement, they expected an increased amount of traffic that must inevitably augment the dangers already pointed out. The learned counsel then proceeded to call evidence.

Thomas Dixon, land-surveyor at Darlington, proved the model and plan produced in court, and stated the difference in length between the new and old roads from the house to the turnpike, to be 147 yards. The rise to the railway on the west side is 1 in 10, on the other side 1 in 12. The rise of the land is so abrupt, that a person approaching the railway could not see down the line without going upon it. A person may then see down the line about 900 yards in the direction of Darlington. The distance from gate to gate on the sides of the railway is 65 yards. A person coming up the hill with a cart, must stop his cart about 16 yards from the gate, on account of the abruptness of the rise. A loaded cart could not go up the incline at the rate of more than two miles per hour, or a second to a yard. A railway train, at the rate of 30 miles per hour, would come 1196 yards in the time a careful driver would be able to cross the railway in in safety. If cattle were driven over the railway at the rate of three miles per hour, they would go the

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distance while a railway train would traverse 1358 yards. Looking southward, one can see down the line about 1000 yards; but in that direction the advance of a train may be seen before a person comes on the railway. A cart would be in great danger of being upset on the bank by the horses taking fright at the engines. The difference of distance between the old and new roads from the house to the turnpike is about 150 yards, and from field to field 647 yards. There is no water on the west side of the farm, and cattle must be driven across the railway to water, unless it can be procured at the old watering-place, which is said to be dry in summer. There is no corn or turnip land in the farm, except some fields down by the Skerne side; a person leading corn or turnips might cross the railway to the farmstead 16 times in a day, though not less than two or three draughts ought to be employed at a time. The new road is very inconvenient and abrupt.

Cross-examined by Mr. Wilkinson—The horizontal and vertical scales of the model are different, the latter being much greater than the former, and, in consequence, the elevations appear much more formidable. I adopted these scales for my own convenience, to avoid making the model unwieldy. By the old road the rise must have been considerable. On the Stockton and Darlington Railway, the occupation roads are sometimes on the level, but I have known accidents in consequence; though I know no point on that line so awkward as the one in question.

Re-examined by Mr. Granger—I have surveyed the whole of the Stockton and Darlington line. Two horses were lately killed on it by an engine at the turnpike crossing.

William Welsh, son of the respondent, proved the old and new roads on the model, and said, the old road was not in any part so steep as the new one. We grow our turnips by the Skerne side, but in consequence of the state of the road, we cannot bring more than half a cart load at a time. It is more like a canal than a road. The Company have not laid out a farthing on it; we have laid stones and thorns upon it. Before the railway was made, the cattle came to the pump-trough at the house to water; a little boy could bring them, or, if the gates were open, they would come by themselves. Now, they must come a long way round-about, and it would require four persons to drive them; one to open the gates, two to prevent them going along the railway, and another to drive them forward. It is extremely probable that horses coming up to the railway would take fright; it once happened, and the cart was thrown over. The road on the level of the railway is our only way to market. It is very inconvenient for us to go round with our produce by the roads on the railway level.

Cross-examined by Mr. Wilkinson.—My father is tenant of the farm, and was one of the contractors in the formation of the railway and the culvert as set out by the engineer. He complained to me and several others, that the new cart-road would be very dangerous when the engines got on the railway. My father and his partners began their works in 1837, and finished in the latter part of last year. The cart I spoke of as having been upset, was not at the crossing; an engine was then coming down the Croft-branch. I know that Mr. Charles Armstrong, Mr. Williamson's agent, saw the works in progress from time time. I never heard my father speak of any arrangement between Mr. Williamson and the Company, respecting the crossings. He has talked about the crossings, but he said nothing particular. He did talk something about an arrangement, but not about the Croft-branch.

Re-examined by Mr. Granger.—The agreement that was talked about was not in writing.

John Welch, brother of last witness, said, my father has suffered great inconvenience from the railway. I never saw the place before last July. Last Thursday I took an account of the trains that passed up and down the railway. Twenty-one engines passed that day, between six in the morning and nine o'clock at night.—Nineteen passed on Friday; and on Saturday, up to one o'clock, eleven passed. If the road were good a cart in a long summer's day might carry eight loads over the railway.

Cross-examined by Mr. Ingham—I have been out of the country about six years. When I came home I found my father a railway contractor. The culvert he made was made according to his contract for the conveyance of water from the east to the west side of the embankment, but the sliding of the bank has filled it up. My father spoke to me about an arrangement between the Company and Mr. Williamson, but he said the Company never performed what they promised. (A laugh.) If the produce of the land were stacked in the field, it could hardly be got home in winter, it is such a long way to the bottom of the new road. (Laughter.) The new road, to be made good, would require a ditch on each side, and be very expensive.

Re-examined by Mr. Granger—When I came home the culvert was nearly dry, and my father said in the droughty weather it had been entirely so.

— Alderson, a farmer, said—I have examined the new road through the farm, and have succeeded sometimes in passing along it. I consider the railway crossings quite insufficient, and consider both the bridge and the culvert to be necessary. The old road was much more convenient than the new one could be made.

— Peacock, land agent at Bishop Auckland, said—I have twice viewed the farm, and think the present crossing very dangerous indeed. I perfectly approve of what Mr. Dixon said in evidence, and consider both the bridge and the culvert necessary to the cultivation of the farm; they could only be dispensed with at great risk and inconvenience to the tenant. The proposed culvert on the site of the old road is in the best situation, nature has made it. It is a great injury to grazing cattle to have to drive them to water, it puts them off their feed.

Edward Wallis, engineer on the West Durham Railway, said—I have examined the farm, and think the proposed sites of the bridge and the culvert the best that could be selected with a view to the convenience of the Railway Company.

Cross-examined by Mr. Wilkinson—The West Durham Railway, in spite of the Act of Parliament, crosses turnpike and occupation roads on the level.

By Mr. Granger—On that line we do not convey members of Parliament at the rate of forty miles an hour. (A laugh.)

Mr. Wilkinson, in opening for the appellants, wished it to be distinctly understood by the Bench, that in the grounds of objection which seemed to reflect on the conduct of the magistrates who had made the order now appealed against, all that was meant was, that those gentlemen had improperly and irregularly, not corruptly, refused to allow Mr. Hutchinson, the Company's solicitor, to inspect and read at length certain letters, of which portions were produced in evidence by the complainant. No doubt they thought they were performing their duty when they so acted; but he would contend that they had acted on an erroneous view of that duty, inasmuch as the context of the passages read, might have given, and, he believed, would have given, an entirely different complexion to the evidence so adduced. Certainly, though he must say the magistrates had not dealt with the evidence as they ought in strictness to have done, it was by no means intended to be intimated that they had rendered themselves liable to a criminal information. It had been said by the counsel for the respondent, that the fourth ground of appeal was the only one in any degree tenable, and to that alone the evidence produced had reference. Now, it did so happen, that this was the only one of the twelve which was really untenable. He would not deny that the present road was improper, and the Company fully intended, as early as circumstances would allow, to alter and improve it. What he would chiefly contend for was, that, on the facts which he should be able to produce, the order now appealed against was prematurely and improperly made. As to the first ground of appeal, he should show that on the 30th of August, 1838, an arrangement was ensered into by Mr. Williamson with the Company, dispensing with the bridge now demanded. The question to be decided was, whether or not that arrangement was such as contemplated by the 2 Vict. c. 8. sect. 20. If it was such an arrangement, which he should show it to be, then it must be binding on Welsh, who, in the terms of the Act, was claiming from, through, after, by, or under his landlord. By clause 77 of the first Act obtained by the Company, and which manifestly overruled clause 76 on which so much stress had been laid by his learned friend, it was provided, that in every case in which the *owner* of the land received or agreed to receive compensation for bridges, &c., the Railway Company was exempted from all charge for the erection and maintenance of such means of communication, the expense being fixed on the owner; and by another clause of the Act, such agreement was made binding on the representative of the owner. Now he should show, both by parole and documentary evidence, that an arrangement, such as was contemplated by the Act, was in progress between Mr. Williamson and the Railway Company so early as August 30th, 1838, when Mr. Williamson, writing to Mr. Otley, the Company's agent, said, that after duly considering the subject with Mr. Armstrong, his agent, he had finally determined to dispense with a bridge over the Great North of England Railway at Black Banks Farm, on the terms previously named, one of which was, that the land then occupied by the Croft Branch of the Stockton and Darlington Railway, which would be superseded by the Great North of England, should be given to him. On the 17th July, 1839, Mr. Williamson wrote again on the same subject, and spoke of a portion of land on the banks of the Skerne to be given up to him; evidently contemplating the completion of the agreement. Again, so lately as the 4th of March in the present year, Mr. Armstrong, Mr. Williamson's agent, had written to Mr. Otley, begging to know if there was any likelihood of the arrangement being completed, thereby recognizing it as being still in existence. But it was said, that supposing the pending arrangement to be valid, it could not be regarded as binding on Welsh, the tenant. Now he contended, in the terms of the second ground of appeal, that Welsh having used the present road, had manifestly adopted his landlord's agreement, and was thereby estopped from requiring other means of communication. And it must be borne in mind, that Welsh, being the contractor for this portion of the line, was the very party who must form the communications; and as he no doubt, would derive a handsome profit from his work, the more communications were made, the better for him. The third ground of appeal, namely, that the application had been made solely on account of Welsh, brought him to the interpretation of the 76th clause of the Act. He would not deny that application might be made by the tenant only, but then it must be on behalf of a person having a permanent interest in the land. To show the reasonableness of this; suppose such an occupier as, say, the tenant of the aftergrass were to require an expensive permanent communication to be formed by the Company, after the owner of the soil had agreed to dispense with such communication, could it be for a moment contended that such a demand ought to be complied with? Where a person held a long lease of land, as for 21 years, the case might be different. This showed, that the law required discretion on the part of the justices to whom application was made—a discretion which had not been exercised in this case; for, before the works demanded could be executed, Mr. Welsh's lease would have expired, and he would be out of the tenancy of the land. The Court must see, that under many conceivable circumstances, the claims of an outgoing tenant might seriously interfere with the interests of his landlord, and hence the reasonableness of clause 77, which made an agreement with a landlord binding on his tenant. He thought the Court would hesitate long, before granting the demand of a person enjoying the Company's money, who had long acted under them in the formation of that very piece of railway without complaint, and whose landlord stood in Mr. Williamson's position, under agreement to

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dispense with the works demanded. He did not much rely on the fourth ground of appeal, but even on that he should be able to show that the arch and the culvert ordered to be erected were not *both* necessary. He was sure, if the justices had taken into their consideration the fifth ground of objection, namely, that the application came too late, they would have held their hand from making the order, as the whole line of railway was then completed, and had since been brought into use. It surely could not be considered equitable, that a demand should be granted that might have been made at any former period, but which could not now be complied with except at great public inconvenience, and ten times the expense to the Company it ought to have been. On the 6th, 7th, 8th, 9th, and 10th grounds of objection, he should be able to prove that inadmissible evidence had been received by the magistrates on the part of the applicant, that they had refused to receive certain important evidence offered on the part of the Company, that they had declined to allow the whole of the letters produced in evidence to be read, and that they had thereby not afforded the Company a full, fair, and ample opportunity of proving their case; for, unless he was misinstructed, he should be able to show, that Mr. Hutchinson had not (as stated by Mr. Granger) declined to offer evidence, but had been refused permission so to do by the justices. If he proved these facts, then there could be no doubt that the eleventh ground of objection, namely, that the order was unreasonable and oppressive, would be fully sustained. He would not occupy the time of the Court with the remaining ground of appeal, as he placed his main reliance on the agreement and the letters he had quoted on the relative situation of Welsh and the Company, and on the general circumstances that surrounded the appeal. If Mr. Granger contended that the Company's second Act of Parliament could not intend to make an agreement between the landlord and the Company to affect the tenant's lease, which had been executed two years before, then he would answer that Mr. Welsh ought to have opposed the Bill when before Parliament. The Company were anxious to conclude an agreement with Mr. Williamson, but they could not surrender the land of the Croft branch, as some of it was required for the Great North of England Railway. There would be no hardship to Mr. Welsh if his claim were set aside, as his lease would expire very shortly; and if there were, it was essential to the execution of all great undertakings, that some private rights must be sacrificed to the public good.

Some conversation here passed among the magistrates, a majority of whom seemed to be of opinion that the case must be stopped and the order quashed, as Mr. Williamson's letters recognised the existence of an agreement to dispense with the bridge and culvert.

Mr. Granger earnestly entreated that the case might go on. He should show that what was called an agreement, was nothing more than a mere proposal on the part of Mr. Williamson for an agreement that never could be executed, as he required the land of the Croft-branch, which, as his learned friend had just assured the Court, could never be given up by the Company.

Mr. Wilkinson contended, that in no point of view was Mr. Welsh damnified, and if he were, Mr. Williamson had put it out of his power to recover compensation, as in the agreement for the purchase of the land required for the railway, dated December 19, 1837, there was a clause stipulating, that in case of dispute respecting bridges, &c., each party should choose an arbitrator, and those two an umpire, to settle the matter in difference; but, as Mr. Williamson had never called upon the Company to appoint their arbitrator, it was out of his tenant's power to come into court. In truth, Mr. Williamson had disarmed himself, and could the tenant demand that which his landlord had surrendered? The turnip and barley land had been severed for years from the rest of the farm by the Croft branch, and it was therefore improper to attribute the severance to the Great North of England. If the Bench should decide against the appellants, it would be most unfortunate for Railway Companies, for a man having the least *scintilla* of interest in land, might henceforth enforce claims costly to the railway, and in many cases injurious to his landlord.

Mr. Hutchinson, one of the firm of Messrs. Mewburn and Hutchinson, Solicitors to the Railway Company, proved the original agreement for the land, and Messrs. Williamson's and Armstrong's letters.

Cross-examined by Mr. Granger—Mr. Otley is land-agent to the Railway Company, and the letters now produced are in his hand-writing. These documents bore date from April 21, 1840, to March 10, 1841, and stated the agreement to be unfinished, the road to be improper, and that the Company would consult their Solicitors and Engineer to see if they could dispense with the Croft branch, and, if so, that a clause empowering them to do it should be inserted in their next Act of Parliament.

Mr. Armstrong, land agent to Mr. Williamson, said, he had had correspondence and interviews with Mr. Otley respecting the business in question, but he did not know that any agreement had been come to between the Company and him.

Cross-examined by Mr. Wilkinson—There was some arrangement pending between the Company and Mr. Williamson.

Mr. Wilkinson said, the evidence of Mr. Armstrong fully established his case, it showed the existence of an arrangement—the term used in the act;—and Mr. Otley's letters proved that the Company were struggling to comply with its provisions as soon as possible, though circumstances had hitherto prevented them from carrying it into full effect. It was perfectly clear that there existed an arrangement ousting Mr. Williamson and every one claiming under him, and that his tenant could have no right to make his application.

Mr. Granger stood upon the words of the Act, and asked were the Bench prepared to go out of that Act? Before any agreement or arrangement was binding, it must be completed; but Mr. Williamson's letter was a mere proposal, which Mr. Otley's last letter proved not to have been acted on. An agreement or arrangement must be something determinate, or it could not be binding. Look at Mr. Otley's last note. There he says—If the opinion of the solicitors and engineer should be favourable, the Company would endeavour to come to a final agreement; putting everything on a contingency, and proving that the Company held themselves in no wise bound to Mr. Williamson, and that they intended to go on with giving him nothing but evasive answers. Because the tenant had quietly put up with inconvenience for three years, and waited patiently for redress, the Company now turned round and said—You are too late! Suppose they got rid of this application, the Company would very soon tell Mr. Williamson—We have referred your proposals to our solicitors, and, we regret to inform you, they think them inadmissible;—or, We have laid your suggestion respecting the land of the Croft branch before our engineer, and regret to say, that he is of opinion, it cannot be given up;—or, We applied to Parliament, and, to our astonishment, Lord Shaftesbury would not allow that portion of line to be abandoned. Fifty excuses would be made, and what remedy would Mr. Williamson have; or what could he expect when he found Mr. Wilkinson telling the court that the Croft line could not be given up?

Mr. Wilkinson.—It is arranged, that whatever portion of the Croft line is not given up to Mr. Williamson, shall be paid for in cash.

Mr. Granger was anxious to have placed Mr. Williamson in the box; had he done so, he was sure his evidence would have been—The Company have failed to perform every one of their promises, and I will have nothing more to do with them. But even if the agreement had been concluded, the tenant was not thereby estopped. Why was the word "occupier" introduced into the Act, but because the Legislature saw that cases would arise in which a tenant might require compensation, even after the demand of the landlord should be satisfied? Was it to be endured, that a tenant should be damnified as Mr. Welch was proved to be, who did not claim under his landlord, but by virtue of a lease executed before any arrangement was thought of? Mr. Wilkinson had said, that a confirmation of the order would be a hardship on the Railway Companies; but, as railways were made by the proprietors for their own benefit, they must in justice pay for all damage. The appeal said, his client was "too late;" Mr. Wilkinson, in his address, had intimated that he was "premature," and ought to have waited and seen what the Company would do for him; but he had waited too long already, and the Company had done him nothing but injury. He would not press it on the court to say, what would be their decision if the cost of the works demanded was small, and the lease a long one; for in any conceivable case they were bound to decide strictly by the words of the Act, which were clearly in favour of his client. The magistrates, whose decision was now appealed against, had seen the place and pronounced the communications demanded to be necessary, and all the evidence supported their opinion.

The Chairman, after a brief consultation with his brother magistrates, pronounced the order to be confirmed by a very small majority.

Mr. Wilkinson said, it was rather unfortunate that any expression of opinion in his favour had escaped the Bench in the early part of the case, as it had prevented him from going into evidence to show that the arch and culvert were not both necessary.

On the question of costs, it was determined by a majority of the Bench, that no order should be made, thus leaving each side to pay its own.

Sir W. Chaytor and Mr. Wharton, who were on the Bench, declined to vote. The magistrates on the Bench, who took part in the decision, were,

Mr. Williamson, Chairman.

Mr. Shipperdson,	Mr. Raisbeck,
— Simpson,	— Skinner,
— Blenkinsopp,	— Grey,
Dr. Fenwick,	— Spoor.

—*Sunderland and Durham County Herald.*

SHEFFIELD AND MANCHESTER RAILWAY *v.* ARMSTRONG.

Liverpool Spring Assizes, April 7.—This action was brought by the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to recover from Mr. Robert Armstrong the amount of various calls made on the 20 shares he held in the Company, amounting to 750*l.* principal, and 36*l.* interest.—Total 786*l.* The defendant pleaded that he was never indebted.

Mr. CRESSWELL, for the plaintiff, said, this was one of the very numerous actions which the Company had been compelled to bring, for the purpose of enforcing payment of their calls. The transfer to him was on the 4th of December, 1837, and the register was dated 27th June, 1838, and these calls were made since that time. The 110th section of the Company's Act provided that the Company should enter in a book the names of the proprietors of the shares, which book should be sealed with the Company's seal, and should afterwards be evidence of the parties being shareholders. The Directors had power to make such calls at such periods as they thought fit, provided no call exceeded 10*l.* per share, and that there was an interval of three months between any call. It was necessary, under the Act, to show that the calls had been duly advertised in a newspaper circulating through the counties in which the railway was situated. The defendant had paid the first call of 2*l.* 10*s.* per share, and this claim was for the amount of the subsequent calls, including one on the 8th.

The register was produced, and the name of "Robt. Armstrong, 29th of August, 1838—20 shares," was found in it.

Mr. Stevenson (one of the clerks of the Company) read the advertisements for the several calls from different numbers of the *Manchester Guardian*, which were proved to circulate in the four counties of Lancaster, York, Derby and Chester.

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Mr. CROMPTON, for the defendant, submitted that this was not enough; that the Company was bound to publish the call in one or more newspapers published and circulated in each of the four counties.

The jury found for the plaintiffs—damages 786*l.*, costs 40s.

THE COMPANY *v.* VERNEY.

This was a precisely similar case, except that the defendant, Mr. George Verney, a shopkeeper and tradesman at Greenwich, had not paid the first or any subsequent call upon his 20 shares.

The formal proofs having been given, Mr. Jay proved that he served the defendant with a writ, and that the defendant said he was the person named therein—that he had written to Mr. Parker (the Company's law clerk) in Sheffield, and had made an offer to pay all he could; but if called upon to pay the whole it would ruin him.

The jury found for the plaintiffs—damages 841*l.* 14s., principal and interest.

Mr. Baron ROLFE remarked, that if parties took shares they must *sometimes* expect to pay for them.

PURCHASE OF RAILWAY SHARES—STEWART *v.* CAUTY.

Liverpool Assizes, April 10.—The declaration in this case stated, that the plaintiff was Mr. John Duncan Stewart, and the defendant Mr. Henry John Cauty; and the action was brought to recover the sum of 161*l.* 1s., being the amount of loss which had resulted to the plaintiff from the sale of 20 half-shares in the Great Western Railway, which the defendant had purchased from him, but afterwards refused to receive.

Mr. Cresswell and Mr. Henderson appeared for the plaintiff, and Mr. Alexander for the defendant.

Mr. CRESSWELL, in stating the case, said, the plaintiff was a merchant in Liverpool, and the defendant either an apothecary or a medical man. On the 26th August last, the defendant employed Messrs. Radford and Co., share brokers, to purchase for him 20 half shares in the Great Western Railway, at the clear price of 52*l.* per share. Messrs. Radford and Co. purchased the shares from Messrs. H. Davies and Co., share brokers, at 52*l.* per share, being 40*l.* paid and 12*l.* premium, to which the commission had to be added. It was agreed that the commission should be 2s. 6d. per share. Sharebrokers in Liverpool had established for themselves certain well known rules, the first of which was, that the buyer should give the name of the transferer within three days after sale; and if the buyer's broker did not give the name to the selling broker in that time, the name of the buyer was to be put in. The vendor was also allowed seven days after the receipt of the name of the transferer to complete the transfer. Mr. Cauty, after the sale, was asked for the name of the transferer, and he replied, that he was not prepared to give it. Messrs. Radford pressed him for the name, and at the same time, he was informed that, unless it was given, his own, as the selling broker, would be put in. At length Messrs. Radford put in his name, not wishing to make themselves liable. The defendant afterwards gave to his brokers the name of Mr. John Whittle, of Gloucester, gentleman, as the transferer, and, on agreement, his name was substituted for the defendant's. Mr. Stewart was the holder of these twenty shares, but had not received the transfer from the person who had sold to him, and he had to communicate with that person to enable him to make the transfer to Mr. Little. In two days afterwards Mr. Cauty went to Messrs. Radfords' and asked for the transfer. He was told that the time for transfer had not yet come on, when he said, "Oh, you have pressed me for a name, and now I will press you." Mr. Radford told him it was of no use to do so, as the rules gave the selling party seven days; he advised Mr. Cauty not to press for the transfer, as the seller might be offended, and take the whole seven days. The transfer was got ready on the fifth day, instead of the seventh. In the meantime shares had been falling, and Mr. Cauty then said he would not have the shares. A tender of transfer was formally made, although it was unnecessary, and the defendant refused to accept it. On this the shares were resold, after the usual notice, and the loss was 160*l.* The present action was brought to recover that amount.

The learned counsel then called evidence in proof of this statement. In cross-examination Mr. Thomas Radford admitted that the defendant stipulated in making the purchase, that the contract should be completed immediately, and that he had asked for the transfer several times.

Mr. CRESSWELL then put in the rules of the Liverpool Sharebrokers' Association.

Mr. ALEXANDER submitted that the rules of the Association could not be evidence, as neither Mr. Davies the plaintiff, nor the defendant, were members of it.

The learned Judge was of opinion the rules were evidence, as the defendant's attention had been called to them, and all the shareholders acted in accordance with them.

Mr. ALEXANDER requested the learned judge to take a note of the objections. He then addressed the jury for the defendant, contending that the sale, after the defendant had refused to take the shares, should have been earlier. Had that been so, the loss would not have been more than 54*l.* on one day, or 70*l.* on a day still later.

The JUDGE then summed up, and the jury found for the plaintiff, damages 161*l.* 1s.

DRAPER *v.* SHURMER AND ANOTHER.

Western Circuit, Taunton, Tuesday, April 14.—Mr. Erle, Mr. Crowder, and Mr. Kinglake, conducted the case for the plaintiff, and Mr. Serjeant Bompas and Mr. Barstow that of the defendant.

The plaintiff is a lace-manufacturer at Chard, in the county of Somerset, and the defendants are carriers between Bristol and Birmingham.

The action was brought to recover the sum of 478*l.*, for loss which the plaintiff had sustained by reason of damage done to his goods through alleged misconduct of the defendants. The plaintiff sent a bale containing a quantity of lace from Chard to Nottingham by waggon from Chard, and on the direction was written "By Edwards to Bristol, and from thence by Shurmer and Co.'s waggon to Birmingham." It appeared, however, that upon the waggon arriving at Cheltenham, it was put upon the Birmingham and Cheltenham Railway; that a spark from the engine alighted on the tarpaulin, and burnt the goods, and the plaintiff therefore brought this action to recover the value of the goods which had been burnt. For the defendants it was contended that it was well known that they used the railway, and that the plaintiff ought to have been aware of it, because as soon as the railway came into operation, all conveyances on that line were withdrawn from the turnpike-roads and put upon the railways. The real point was, whether when a party undertook to convey goods from one town to another, and chose to take advantage of a railway, he was liable to any accident that might happen during the transit of the goods by that mode of conveyance, or might shift the responsibility upon the railway proprietors.

The Jury returned a verdict for the plaintiff for the full amount.

GLASGOW AND PAISLEY AND GREENOCK, AND GLASGOW AND AYR, RAILWAY STATION-HOUSE.

THE new station-house of the Glasgow and Paisley, and Greenock Railway Company was opened on Tuesday. We have extracted the following description of the building from a useful and carefully compiled little work, Morrison's Guide to the Railways:—

By an arrangement entered into between the Glasgow and Ayr, and the Glasgow and Greenock Railway Companies, it was agreed that this depot should be erected at their joint expense, and for their mutual accommodation. The ground laid out for the depot measures about 14,000 square yards; besides this, there is about 1¼ acres between Paisley canal and Cook-street, kept in reserve for yards, stores, and other necessary purposes. The station-house is 80 feet long, 60 feet broad, exclusive of the archway, and 45 feet high. It is built in the Grecian Doric style. On the front facing Bridge-street there is a massive portico surmounted by an entablature and pediment, and supported by four columns 30 feet in height. Round the building is a carriage way 15 feet wide, with a foot-path 5 feet broad. On each side of the portico there is a handsome arch-way. The railway is connected with the station-house, by an ornamented cast-iron bridge, 20 feet long, and 11 feet wide, over which passengers pass to take their seats in the carriages. The booking-office for passengers is 52 by 15 feet. It has on each side a broad flight of steps, leading to the first floor of the station-house, which is on a level with the railway. By these stairs passengers are conducted to a vestibule, 45 by 14 feet; on each side of which there is an elegant waiting room for first and second-class passengers—the one for ladies, and the other for gentlemen. On the left of the vestibule is an apartment where the meetings of the Directors are held, and on the right the Secretary's room and offices, where the general business is transacted. The whole space under the ground floor is arched and divided into cellerage compartments, porters' rooms, &c. Behind the building, between King-street and Clyde-place, is the passengers' depot, which is covered with handsome sheds, supported by ornamented cast-iron pillars. From Clyde-place to Cook-street, the line is carried along forty-nine arches, crossing four-streets, and from the number of bricks, upwards of five millions, made use of in the construction of these arches, an idea may be formed of the magnitude of the operations.

This depot, whether considered as a whole, or with reference to its multifarious details; the nice adaptation of means to the purposes for which they were intended—the ample provision made for the comfortable accommodation of passengers, or the chastely classical style of the architecture may challenge comparison with any establishment of a similar kind in the kingdom. It affords on the one hand a striking display of the scientific skill of the architect, and shows, on the other, how very liberal, in a pecuniary point of view, the Directors were disposed to act, when a great national undertaking was to be accomplished. The part of the building appropriated to the depot of the Glasgow and Greenock Company is so similar in its general arrangements to the Glasgow and Ayr department, that the description given of the one may be considered applicable to both. The seats must be paid for in the booking-office, and the tickets which passengers receive carefully kept, as they will be demanded by the guard, and if not given, the seats may be recharged. Passengers must also provide themselves with small change, that troublesome delays may be avoided. The comfort and convenience of passengers themselves will depend on the regularity with which in an establishment of such complexity as this the most minute details of business are conducted. It is but just to the agents and servants of the Company to say, that passengers receive from them every mark of civility and attention.—*Scotch Reformer's Gazette.*

EASTERN COUNTIES RAILWAY.—On Wednesday the 7th instant, the first stone of the New Bridge over the river Chelmer, in the parish of Springfield, about to be erected to connect the embankment of the Eastern Counties line, which has been some time in the course of formation, and which is now traversed by means of a wooden viaduct, was laid by Mrs. Braithwaite, the lady of John Braithwaite, Esq., the engineer-in-chief to the Company. The design for the bridge is distinguished by that neatness which characterises those already erected upon the line, and will consist of three arches, each of forty-five feet span. It will be forty-three feet in height from the surface of the water to the coping.—*Kent and Essex Mercury.*

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PROPOSED RAILWAY FROM EDINBURGH TO NEWCASTLE.

To the Editor of the Railway Times.

SIR,—The question of having a railway communication between England and Scotland, is one that has excited considerable interest in the latter country for some time past; and the only obstacle thereto, is a doubt of its yielding a profitable return to capitalists to undertake it. It is obvious, that to have two competing lines, as has been contemplated, the one from Lancaster to Glasgow by Carlisle, Chapfells, and the vale of the Nith, and the other from Newcastle to Edinburgh by Berwick and the east coast, would be ruinous to the shareholders in both. Even a joint line, the length of Beatock Bridge, and diverging afterwards into two lines for a distance of 56 miles each, the one to Glasgow and the other to Edinburgh, would certainly be a losing concern. But if Parliament would engage to sanction only one line for the next ten or twelve years to come, and a proper selection be made, there is little doubt but it would be a profitable speculation; not only so in itself, but it would make a number of other lines already in existence profitable, which without such aid, have little chance of ever being so.

The first point for consideration is the line that ought to be preferred, and this can only be determined by its greater or less likelihood of remunerating shareholders. Indeed, without the prospect of a railway being profitable to shareholders, all recommendations of a particular line, either by Government surveyors, or other parties, will be made in vain. Though an inhabitant of Glasgow, I have no hesitation in giving a most decided preference to the east coast line from Edinburgh to Newcastle, by Portobello, Musselburgh, Tranent, Haddington, Berwick, Belford, Alnwick, and Morpeth. This line is the only one likely to pay the shareholders. It possesses the advantage of passing through the most fertile districts of Scotland, a populous country, and a succession of towns, without having any engineering difficulties to encounter. Whereas the other two lines, by the Vale of the Nith, and by Beatock Bridge, to both of which the obstacle of Chap-fells must be added, besides being beset with almost insurmountable engineering difficulties, and proportionate cost in construction, pass for the greater part of the way through barren districts of country, fit only for sheep pasture, that never can become populous, and consequently never can be benefitted comparatively in any appreciable degree by a railway. In short, it is quite preposterous ever to think of making a railway across Chap-fells. It would have to consist of little else than long tunnels, deep cuttings, and high embankments, for the whole distance between Kendal and Penrith. And it is probable, that the cost of these 26 miles, would be at least as great as the making of two-thirds, or perhaps three-fourths, of the whole line between Newcastle and Edinburgh. Unless Government intend therefore to construct a railway across Chap-fells with the public money (which is by no means likely), the idea may be altogether abandoned, for it is certain, that no capitalists, acting for private benefit, will ever embark in such a ruinous undertaking. Besides, it may be laid down as a general rule, that the cost of maintaining a railway in repair, provided the work be equally substantially done at first, is proportional to its original cost. And hence another reason, why a railway across Chap-fells, would be ruinous to all who engaged in it.

Let us next inquire who are the parties that have the deepest interest in the construction of a railway between England and Scotland, for the only prospect of such an undertaking being set about in good earnest, depends upon interested parties taking it in hand.

Upon the supposition that the east coast line from Newcastle to Edinburgh is considered the most eligible for a railway communication between England and Scotland, the parties most deeply interested in getting it up are, 1st, all possessors of household property, and those who have ground to sell or lease for building, in any of the previously mentioned towns through or near which the railway would pass. Towns through which railways pass must necessarily, in a short time, monopolize the trade of the country, and must rapidly increase in population. On the contrary, towns inaccessible by railways must very soon begin to be deserted, both by trade and population. Hence the obvious interest that all proprietors of houses, or of ground adapted for building, in Morpeth, Alnwick, Belford, Berwick, Haddington, Tranent, Musselburgh, and Portobello, have in getting a railway constructed between Edinburgh and Newcastle. It might be predicted, that within two years after such a railway was finished, building ground, and all household property in those towns, would rise at least 50 per cent.

Another class deeply interested in the construction of a railway from Edinburgh to Newcastle, are the shareholders in the Glasgow and Edinburgh, the Great North of England, the York and North Midland, the North Midland, and the Midland Counties' Railways. Unless such a railway communication be extended northwards from Newcastle, so as to make the line from Glasgow and Edinburgh to London complete, it is questionable if ever the Edinburgh and Glasgow, the Great North of England, or the North Midland Railways, will ever rise to par; whereas, were such a communication established, it is certain that all of them would rise to a high premium. At present, the number of persons conveyed in steam-boats between Glasgow and Liverpool on the west coast, and in steam-boats and smacks from Leith to London on the east coast, exclusive of those conveyed by coaches, is very great; and it is not too much to expect, that three-fourths of these during seven months in the winter portion of the year, and one-half during five months in the summer portion, would prefer the railway. In short, when it is considered that Scotland contains nearly three millions of people, that the trading intercourse between England and Scotland is very great, that the tourists visiting Scotland from all quarters every year (and who would all take the railway) are numerous, it may be reasonably anticipated that a railway from Edinburgh to Newcastle would have the effect of trebling the value of the Great North of England Railway shares, while it would double the value of the North Midland, the Midland Counties', and the York and North Midland shares, and raise that of the Edinburgh and Glasgow at least 50 per cent. Nor would the benefit accruing to the proprietors in these railways be deferred till the proposed line was completed. On the contrary, so soon as an Act for such an undertaking was obtained, the shares in all these railways would rapidly rise in value, in anticipation of the greatly increased traffic that must therefrom, in course of time, result.

The extent of rise in the value of the Great North of England and other railway shares above anticipated, is by no means chimerical. It is founded upon the well-known fact that an increase of traffic, while it yields a proportional augmentation of revenue, causes very little additional expenditure. And consequently, railways which, with nothing more than their present sources of traffic, can hardly be expected to yield more than from 3 to 4 per cent. on the cost to their shareholders, would become converted into railways paying from 7 to 10 per cent., with a much more limited increase of traffic than what may be expected to accrue from the accession of only a portion of the present passenger traffic existing between England and Scotland.

Having now shown the great benefit that would accrue to several railways already in existence by the construction of one from Newcastle to Edinburgh, whereby the longest lines of railway in the kingdom, and the largest amount of population along the line, and at its termini, would become connected, it remains only to point out the parties that ought to take the lead in setting it a going.

Now, the Directors in the previously mentioned lines of railway that would receive benefit from the construction of one from Newcastle to Edinburgh, are paid for their services, and in consequence thereof are expected, and in fact, it becomes their bounden duty to do the best they can to promote the interest of the different railways under their charge. But what benefit could any Board of Directors in any of these railways confer on their respective constituents at all equivalent to the establishment of a junction railway from Newcastle to Edinburgh, by which the Scottish railways already in existence or in progress become connected in one unbroken chain with the great English lines. Indeed, when it is considered that an intermediate link in any railway chain is generally more likely to succeed in proportion as it is further from either extremity, there are strong reasons for believing that the construction of this connecting link in the great chain of British railways must of itself be a profitable speculation to whatever parties might undertake it. But the proprietors in all the railways between Newcastle and Rugby, for reasons already mentioned, being doubly interested in its construction, it becomes the duty of the several chairmen of the different Boards of Directors in all of them to take a lead in the matter. Nor will it be found any difficult task to accomplish. Let but any one of them issue a prospectus pointing out the pecuniary advantage that would result to their respective shareholders by effecting the proposed junction. Let him communicate with the Chairmen of the Directors in the other interested railways, and at their next half-yearly meetings let them severally commence the subscription for shares, and there is no fear but the proposed object would be speedily carried into effect to the great profit of all concerned.

Since writing the above I regret to observe in the copy of your paper I have received this morning, that the Report of the Government Engineers on the different competing lines between London and Edinburgh, presented to the House of Commons, but not yet printed, states that the preferable line is a continuation of the London and Birmingham, Grand Junction, and Lancaster and Preston Railways, by Carlisle, Gretna, Lockarby, Beatock and Crawford, to Symington in Lanarkshire, and from this point by two diverging lines to Edinburgh and Glasgow, Symington being about 30 miles distant from each city.

There is no doubt that the line preferred by the Government Engineers would afford a more direct and speedier means of communication between London and Glasgow, and more particularly between the towns in Lancashire and Glasgow than the one I have ventured to recommend. But as the former crosses Chap-fells, and passes through barren, unimproveable, and comparatively unhabited districts of country for nearly the whole way, and must be attended with almost insurmountable engineering difficulties, and proportionate cost, the recommendation of it is worse than useless. No private speculators will ever engage in such a ruinous undertaking, and Government need never be expected to take the public money for its construction. Unless, therefore, the Government Engineers can be got to re-consider and amend their report, the only effect of the recommendation contained in it will be to suspend for several years to come any probability of getting a railway between England and Scotland commenced along the only line that has any chance of being profitable to those who undertake it.

In conclusion, to prevent its being supposed that the preceding letter is dictated by private interest, I have only to say, that though I am a shareholder in two railways I have no interest whatever in any of those that may be expected to receive benefit from the proposed junction line between Edinburgh and Newcastle.

I am, Sir, your most obedient servant,

A GLASGOW CITIZEN.

Glasgow, March 29, 1841.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Rails.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	70	70	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9300	100	100	Birmingham and Gloucester	..	79	..	79½	..	..	79½
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	36½	36½	..	..
27½	....	8000	50	7½	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	37
—	....	5000	20	20	Ditto (*New Shares*)	..	..	..	..	..	..	19
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62	Cheltenham and Gt. Western	..	..	32½	..	..	..	..
36	36	3000	100	100½	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100½	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100½	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	..	9½	9½	..	9½	9½
—	—	64000	8½	4	Ditto (*Debentures*)	..	7⅞	7⅞	8	8	..	..
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	23	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	27½
15½	....	6000	50	40	Gosport	..	..	..	..	47	47	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	212
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	105
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	28½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	52½
74	....	10000	100	80	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	92	92⅜	95½	95	94½	94½	94
—	—	25000	50	50	Ditto (*New Shares*)	63⅜	64	64½	65	64½	64½	65½
—	—	37500	20	4	Ditto (*Fifths*)	11⅜	11⅜	12	11⅜	11⅜	11⅜	11½
15	15	2000	100	10	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J	..	..	..	..	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	32½
....	....	5000	37½	20½	Ditto (*Three-quarter Shares*	..	..	..	..	..	..	20½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5000	100	100	Liverpool and Manchester	..	..	..	..	..	..	200
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	47
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	95
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	159	158	159	..	159	159	158
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	23½
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	54½	..	..	54
—	—	.....	32	2	Ditto (*New Shares*)	24½	25	..	24½	..	24	24½
4	3½	24000	25	25	London and Blackwall	..	19½	19½	19½	19½	19½	..
46	5½	36000	50	50	London and Brighton	45⅝	46½	47	46½	46½	46½	47
10½	10½	33000	avr.	13½	London and Croydon	..	13½	13½	..	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Rails.	Miles opened	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	.....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	.....	3	Ditto (*Scrip*)	..	..	..	..	4½	4½	..
76	76	36000	avr.	38½	London and South-Western	57½	58	57½	58	57½	57½	57½
—	—	42000	as 5,	1½	Ditto (*Tenths*)	2½	2½	2½	2½	2½	2½	..
50	50	13000	100	70	Manchester and Leeds	66½	..	66½	66½	66	66	65½
—	—	13000	50	25	Ditto (*New Shares*)	28	27½	..	28	..	..	..
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	53
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
40	....	7800	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	90½	..	..	..	..	89
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	15½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	..	..	..	..	79	79	79
—	—	15000	50	40	Ditto (*New*)	..	..	..	39	..	..	38½
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
....	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	18	..	..	18½	18	18	18½
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	81	81	81	..	..	..	81
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
2	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to April 14th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	15	Edinburgh, Leith, and Newhaven	3¾	..
18000	50	40	Edinburgh and Glasgow	36	36
1960	25	25	Glasgow and Garnkirk	30	30
16000	25	23	Glasgow and Greenock	25	25
12500	50	40	Glasgow and Ayr	39	38
1940	25	25	Monkland and Kirkintilloch	..	53
..	..	50	Wishaw and Coltness	30	80
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	28	28½

RAILWAY TRAFFIC RETURNS.

Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY.	Index No. to Notes at foot.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Index No. to Notes at foot.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birmingham & Derby Junction	1	48½	38½	April 10	..	£830 16 4	£359 9 9	£1,190 6 1	1
1,266,666 0 0	1,013,723 0 0	....	*Birmingham and Gloucester	2	51	51	April 9	10,185	1,594 0 3	162 18 6	1,594 0 3	2
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	3	6	6	April 5	21,361	....	....	589 2 8	3
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	4	16½	16½	April 10	4,052½	162 8 0	47 5 11	209 13 11	4
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	126	17½	April 11	15,347	....	....	816 7 7	5
833,000 0 0	699,544 18 4	2 8 0	*†Glasgow, Paisley, and Ayr	6	51	40	April 10	14,228	888 3 4	162 17 5	1,051 0 9	6
....	....	....	*†Glasgow and Paisley Joint Line	7	6½	6½	..	..	....	....	....	7
1,957,800 0 0	....	14 0 0	Grand Junction	8	83	83	April 10	..	6,127 3 6	1,804 9 3	7,931 12 9	8
....	....	....	Great North of England	9	74	....	April 5	..	485 7 6	284 5 11	769 13 5	9
5,331,527 9 10	5,288,043 17 3	....	Great Western	10	118	92	April 11	..	6,367 17 5	968 15 6	7,336 12 11	10
533,333 0 0	460,000 0 0	3 0 0	Hull and Selby	11	31	31	April 11	4,488	561 7 9	222 15 8	784 3 5	11
488,000 0 0	390,000 0 0	....	Lancaster and Preston	12	20½	20½	April 10	2,412	423 2 7	25 8 0	448 10 7	12
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool and Manchester	13	31	31	April 9	..	3,054 5 1	1,801 17 0	4,856 2 1	13
5,750,000 0 0	5,724,807 0 0	8 0 0	London and Birmingham	14	112½	112½	April 10	..	11,911 16 7	2,419 6 8	14,331 3 3	14
800,000 0 0	807,659 13 4	....	*London and Blackwall	15	3½	3½	April 15	41,056	776 10 8	1 3 3	777 13 11	15
2,400,000 0 0	1,091,369 0 0	....	*London and Brighton	16	46	5½	April 12	4,246	137 10 4	59 18 3	197 8 7	16
741,000 0 0	557,902 9 5	....	London and Croydon	17	10½	10½	April 13	12,102½	....	....	757 5 2½	17
993,300 0 0	793,300 0 0	1 0 0	London and Greenwich	18	3½	3½	April 15	71,037	....	....	2,414 15 8	18
2,260,000 0 0	2,283,837 18 0	5 0 0	London and South-Western	19	77	77	April 12	..	3,918 11 10½	748 7 4	4,666 19 2½	19
2,800,000 0 0	1,106,812 5 2	....	*Manchester and Birmingham	20	40	5½	April 12	17,247	....	....	478 9 4	20
778,116 16 8	772,165 16 1	2 3 0	Manchester and Bolton	21	10	10	April 8	..	383 6 7	212 13 11	596 0 6	21
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	50	April 5	18,483	1,808 19 7	1,307 19 9	3,116 19 4	22
1,553,000 0 0	1,440,000 0 0	....	Midland Counties'	23	57	57	April 10	8,396½	1,497 2 9½	642 2 1½	2,139 4 11	23
950,000 0 0	....	....	Newcastle and Carlisle	24	61	61	..	..	....	....	....	24
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72½	72½	April 10	2,447 5 9½	920 7 4	3,367 13 1½	25
730,000 0 0	560,000 0 0	6 13 4	North Union	26	22	22	April 9	3,710	841 0 6	159 18 11	1,000 19 5	26
1,200,000 0 0	358,912 14 10	....	Northern and Eastern	27	30	16	April 11	9,610	....	....	697 17 3	27
500,000 0 0	270,000 0 0	....	Preston and Wyre	28	19	19	April 10	2,174½	165 13 8	110 17 5	276 11 1	28
200,000 0 0	130,517 0 0	8 0 0	Sheffield and Rotherham	29	6	6	..	..	....	....	....	29
800,000 0 0	220,245 0 0	4 16 0	Ulster	30	36	8	April 11	8,667	....	....	223 17 8	30
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	31	23	23	April 12	8,480½	....	....	1,421 12 1	31

1. Toll to London and Birmingham 129*l.* 0s. 2d., to be deducted from gross receipts.
2. The receipts are exclusive of those from the Post-office.
5. Receipts include the Northern and Eastern toll, &c.
6. The capital expended includes 132,371*l.* 14s. 11d. laid out on the Glasgow and Paisley Joint Line No. 7.
7. Made jointly by the Ayr and Greenock Companies.
8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*
10. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.
12. The 25*l.* 8s. 0d. from goods, &c. is for toll only.
13. Ten per cent. is the maximum dividend allowed by the Company's Act.
14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line.
17. The capital of 741,000*l.* includes the new capital for London and Brighton station.
18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. are guaranteed.
19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.
21. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.
22. The 3,080*l.* 19s. 10d. are the net receipts.
23. The receipts for goods, &c. include, carriages, 52*l.* 0s. 0d.; horses, 83*l.* 7s. 0s.; parcels, 167*l.* 1s. 3d.; dogs, 5*l.* 13s. 6d.; cattle, 24*l.* 14s. 6d.; corn, 117*l.* 8s. 8½; heavy goods, 297*l.* 17s. 2d. Total, 642*l.* 2s. 14d.
26. The receipts stated are after deduction of Liverpool and Manchester toll.
27. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.
28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.
31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

The pressure of our Assize and Quarter Sessions intelligence obliges us again to defer the continuation of the Railway Returns to the Board of Trade.

An excellent Map of the Brighton Line *has just been published by Mr. Jobbins, on a scale of three miles to an inch. It includes besides a circle of thirty miles round London, exhibiting the relative bearings of the whole of the metropolitan lines.*

The Sham Kelveston and Bury Line.—*A correspondent informs us that when at the Bury Assizes he ascertained by personal inquiry of Mr. Holmes, the Clerk of the Peace for Bury, that no plans of this line had been lodged with him. The newspaper notices, therefore, of an intention to apply to Parliament must be all fudge.*

A Constant Subscriber *(Sheffield.)*—*We must make inquiry.*

A Scotchman.—*We shall have occasion to revert to the subject he treats of in our next, when his letter shall appear.*

A. B. *has our thanks. We shall probably make such an alteration as he suggests very soon.*

A B. *(in the matter of the Brighton Railway.)*—*We believe not.*

A Cheshire Farmer.—*His alternative request is complied with.*

A Constant Reader.—*We have not one of the quantities at hand, but shall give an answer next week.*

"One Interested."—*We believe the Stockton and Hartlepool Railway was constructed without any Act of Parliament.*

Castigator.—*Declined.*

Communications received from Vigil—A Subscriber to the *Railway Times*—A First-Class Traveller—L. G. F.—A Railway Director—Mr. Coles—Hibernicus—S.

THE RAILWAY TIMES.

SATURDAY, APRIL 17, 1841.

We publish this week some samples of the petitions, which have been presented by the Railway Companies against the new Railways Regulation Bill; but before commenting upon them, we desire to correct an error which we made in our last respecting the number of these petitions, which we stated to be 16. The Report of the Committee on Public Petitions, from which we adopted that number, though the last printed and issued previous to the recess, brought the list down to the 30th March only (a circumstance which we overlooked); but during the recess a further Report (the Seventeenth) has made its appearance, which brings the list forward to the 2nd May, at which date the total number of petitions had been increased from 16 to 28. We dare say that before long the number will amount to a decided majority of all the Companies; and shall not be surprised if it ultimately include the whole, without a single exception.

But when these are called petitions of *Companies*, it is very necessary it should be kept in mind that they are almost invariably the petitions of the *Directors* only. A few cases there may be in which the question of Government interference, has been indirectly and very vaguely touched upon at general meetings, and hasty expressions of opinion elicited against it; but we know of NO CASE in which the question has been *substantively put to any general meeting, fully discussed in all its bearings, and fairly disposed of on its merits.* Nearly all the 28 petitions reported, are undeniably petitions of *Directors* merely — petitions concerning which, the proprietors of the Companies in whose names they run, *have never once been consulted in any shape whatever.*

Now—we must have written to little purpose on the present subject, if we have not already made it tolerably clear to the meanest capacity, that so far as regards the objects aimed at by the Bill petitioned against, the interest of the *Directors* of Companies, and the interest of the *shareholders*, are not by any means *one and the same.*

Absolutism and secrecy are what all Boards delight in; but responsibility and publicity are all that shareholders have to look to, for honest management and good dividends; the Bill will be fatal to the former, and cannot be otherwise than highly favourable to the latter.

The Midland Counties' petitioners (Directors) "deprecate [investing Government with] the power of giving arbitrary and despotic orders without appeal, and even without hearing the parties affected by them." So should we, but where is any such power proposed to be conferred? Not in the Bill, certainly, which as we read it, goes no further than to authorise Government to insist upon the adoption of every means which has been, or may be, proved by experiment and trial, to be conducive to *the public safety*, and leaves the doors of the Board of Trade as open to all sorts of appeals and remonstrances as ever. We do not think there are any words in the Bill which will admit of a contrary construction, but if there are any, let them by all means be altered or expunged.

But there is "a principle," we are told by the Newcastle and Carlisle petitioners (Directors), involved in such interference on the part of the Government, which has been hitherto "unheard of in this country," and is as they "humbly contend, extremely unjust as well as inexpedient." What "principle?" So "unheard" of, so "unjust," and so "inexpedient?" Why, simply the principle enshrined in that very ancient maxim—as old at least as the language in which it has been best expressed—SALUS POPULI, SUPREMA LEX. The principle on which the State claims a right, not to allow such tremendous engines of power as railway locomotives, to be running about the country in all directions, except under such safeguards and such restrictions, as shall prevent their becoming engines of destruction, is precisely the same, upon which they have from time immemorial exercised the power of prohibiting the carrying of gunpowder to and fro, except in certain limited quantities and under secure cover—and a hundred other things besides, fraught with real or apprehended danger to the public.

The petitioners however are afraid, that if Government divide with the Companies the responsibility, of caring for the safety of the public, the security to the public will be less than if the burden is thrown on the Companies alone. We think they mistake altogether the position in which the Government desires to place them. It is not intended to divide responsibility with them at all. Every responsibility they are now under to conduct their traffic in the safest manner possible, they will still remain under, with the addition only of a little salutary pressure to keep them to their duty. All that the Government propose to do on the part of the public, is to look after the Companies somewhat more sharply than has heretofore been done—to see that Directors do not sleep at their posts, and that they really do (as they all profess themselves most anxious to do), every thing which the safety of the public may from time to time call for—to advise and recommend in the first instance, and if need be, at last, to order and enforce. Not that Government shall undertake, to order every thing needful for the public safety—that is out of the question; but that they shall have a power of interference, wherever that safety is manifestly and wantonly endangered.

The Government could hardly command anything to be done which could *lessen* the safety of the public; they might issue superfluous orders for that purpose perhaps, but none that would be likely to do any harm; if they erred, it would to a certainty be on the safe side—unless indeed, falling into the supineness so common to all classes of public functionaries, they should *omit* to order many things very necessary to be done. But whether the Government ordered too much or too little, that would not diminish in the least the obligation of the Companies, to do of their own accord what is right. It might serve to aggravate a case of damage to life or limb, that it had occurred through a wilful disregard of some Government admonition or order; but the absence of such admonition or order, could not make the responsibility of the offending parties one whit the less.

The petitioners boast of "the degree of perfection," at which the system of railway conveyance has arrived, unaided and uninterfered with by Government, and argue that that "degree of perfection" could have been "attained only by a constant vigilance and attention on the part of those to whom the management of railways has been entrusted." They do not pretend to have realised *absolute* perfection; only a "*degree* of perfection,"—something next of kin to it, or first cousin at least. This is well; for really, to talk of perfection and the railway system together, except in some such very qualified way, would be ridiculous. What is it that has led to all the present agitation about the regulation of railways—what to the Government measure so much deprecated—what, but the strong conviction which has been forced upon the public mind by a variety of concurring circumstances, that the arrangements of the Railway Companies in general, are to a most culpable extent defective and erroneous? We have on the one hand the Government Commissioners reporting, that in a period of less than six months no fewer than *twenty-eight* persons had lost their lives through railway casualties, and at least *one hundred and fifty* had been seriously injured; and all owing to causes "not in any respect inherent to the nature of locomotive travelling," but which "*might have been avoided by the adoption of a better system of arrangement*"—a Report too, the correctness of which has never, to this hour, been impeached. And we have, on the other hand, the public declaration of Captain MOORSOM, himself a Director of Railways, and a gentleman of as much experience of the Railway System as any man alive (with but one or two exceptions), publicly declaring in his Address to the Directors of the Birmingham and Gloucester line, no further back than the month of January last, that the present systems of management are so needlessly expensive—(think of this, shareholders!)—that "a saving of from 30 to 40 per cent. might be effected in the cost of locomotive power as applied to passenger trains." Allowing that there has been that "constant vigilance and attention

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on the part of those to whom the management of railways has been entrusted," which the petitioners claim credit for, this, nevertheless, is certain, that all this "constant vigilance and attention" of theirs, has not been of efficacy enough to prevent a most deplorable amount of human suffering, and a most scandalous waste of the pecuniary means of the respective Companies.

The Midland Counties' petitioners assure Parliament that "they do not object to the closest and most minute scrutiny into their proceedings," and that they would "cheerfully submit" to any regulations which had simply such security for their object. But what do the thirty-three Companies, who have refused to make any returns of their traffic to Government, or made returns so defective that they are good for nothing, say on this head? Why, that they will not willingly furnish any information whatever—be it of ever so necessary, or useful or innocent a description! They will have no "scrutiny" whatever into their proceedings; they desire to be in all things absolute—the point of *perfection* always excepted. Even the Midland Counties' petitioners, who profess such a cheerful readiness to submit to "the closest and most minute scrutiny," have acted in a manner, with respect to the returns in question, which compels us to put but small faith in their sincerity. The average fare of their first class passengers they state to be 2d., of the second class the same, and of the third the same; and the 2d. is stated in all the three cases to be made up of 1d. toll, and 1d. for locomotive power. Evidently this is mere stumping work, in which all the pains taken has been to reduce the total receipts into pence, to divide the amount by the total number of miles travelled, and to sub-divide the quotient equally between the "toll" and the "locomotive power." So far as any information is to be gathered from this Return, respecting the *real* cost of the locomotive power on the Midland Counties' line, it might as well never have been made.

We have been told, that though we made out a very good claim last week on the part of the public, to be informed of the net cost incurred by Railway Companies for their "locomotive power," we did not make it so clear that it was for the *interest* of the proprietors of railways that such information should be furnished. We think it will not require a great many words to remove any doubt which may remain on this head. It is the "interest of the proprietors" that the net cost of carrying on each line should be as small as possible, in order that their dividends may be as large as possible. Captain MOORSOM tells them that if they will but look a little better after their Directors, the net cost may be reduced from 30 to 40 per cent., and so every pound of dividend they receive have some 7s. (or 8s.) more added to it. Now, it must be obvious that nothing could so surely enable the shareholders of any line, to know what the net cost of the locomotive power so paid ought to be, and whether their Directors are acting with due economy or not, than to have an insight into the net cost on other lines placed in the same, or nearly the same circumstances. Comparisons are commonly said to be odious, but here their utility would be past telling. Every disparity must lead to inquiry into causes, and every inquiry to a lowering of expenditure and an augmentation of profits. But without the interposition of Government, to make it compulsory on all Companies, to make *public* Returns of their net expenditure for locomotive power, no such insight could be obtained. Companies might communicate spontaneously with one another, but it would be through the medium of their Directors only, and the information obtained in each case would be for the benefit of those Directors only. The interest of the shareholders requires that they should be able to get at every useful information on the subject, *independently of their Directors*. It is adle to suppose that any body of Directors, guilty of a wasteful expenditure for locomotive power, would volunteer to tell their constituents where they could see the same thing done for a half or a third of the money. The Returns under Lord Seymour's Act are (for want of the pains and penalties merely,) shamefully deficient on this head, but such as they are, they exhibit some very remarkable results, of which, if due use be made of them, some good fruit may yet come. The average first class speed on the London and Birmingham line is 22½ miles per hour, on the Midland Counties' 21.519; the Northern and Eastern, 22; and the Glasgow and Ayr, 20; and the differences between them are so slight, that so far as the matter of speed is concerned, they may be considered as on terms of perfect equality. But the locomotive expenditure to obtain that speed is on the Glasgow and Ayr Railway a penny per mile; on the Midland Counties', a penny (assuming but not admitting the return to that effect to be correct,) on the Northern and Eastern, a halfpenny; and on the Birmingham one farthing! Again, the average first class speed on the Maryport and Carlisle Railway is only 14½ miles per hour; and yet it costs 75 per cent. more to obtain that indifferent speed than it costs the Birmingham to make its engines travel one-third faster! Who can say that it is not of the utmost moment, as well to shareholders as to the public, to ascertain distinctly and clearly the causes to which such prodigious discrepancies are owing? Whether it is to differences in price of material and labour? Or to differences of gradients? Or to differences in the cost of maintenance of way, and wear and tear of carriages, arising as they must in either case from differences in construction worth knowing? Or simply to unskilful and extravagant management? We can understand why Directors should resist such enquiries; but that any considerable number of reflecting and independent shareholders should bring themselves to imagine that it is for *their* benefit to back them in such resistance, we shall hold to be impossible, until we see better reason than any that has yet appeared, for believing that the Petitions, the merits of which we have been now discussing, are really the Petitions of the Companies (and not of the Directors) in whose names they profess to be.

SELDOM have the proceedings of any Railway Company, in public meeting assembled, afforded us more pleasure than those of the Chester and Birkenhead, a report of which is extracted in another part of our paper from a Liverpool contemporary. We hail the result of this meeting as an omen of the independence of railway proprietors generally, so soon as they shall begin to think for themselves, and to act upon the belief that they ought to have some small voice in the management of their own affairs.

Knowing nothing of the matters to which exception was taken at the Birkenhead meeting, beyond what appears on the face of the report referred to, it would be presumptuous in us to venture to anticipate the result of the labours of the Committee of Investigation, which was after so much discussion appointed; but we must say, it appears to us somewhat strange that a Company incorporated for the purpose of constructing a railway between two specified points, should take upon themselves to purchase and rent ferries, and to gain possession of such large quantities of surplus property. With respect to the terms in which the resolution for the appointment of a Committee was couched, they seem to us somewhat singular. The Committee, it is said, are to inquire into certain specific matters, "*and such other matters as can be inquired into without injury to the Company*," as if there were *any* matter which might not safely be inquired into by the shareholders at large, or by a deputation acting in their name and on their behalf! We can readily conceive that there may be cases in which it would be injurious to the interests of a Railway Company to make a *public* report of transactions still pending, but how *inquiry*, full and searching inquiry—should at all damage any properly conducted undertaking of the kind we cannot understand. What is this limitation of the Committee's labours, but saying in effect, that the Directors are to be at liberty to interdict examination into any particular transaction; for the Directors must after all be the sole judges of what is likely to prove "to the injury of the Company," since they alone are cognizant of all its bearings. We regret that the proprietors of the Chester and Birkenhead Company should have so far stultified themselves as to consent to any such partial investigation of their affairs. They should have left the Directors to do as they pleased, without inflicting upon them the odium of supervision (for in this light all Directorates look upon the interference of their constituents), or they should have insisted upon a full and explicit and most searching examination, whether to the seeming injury of the Company or not. They may rely upon it that half measures will not serve their turn.

It is not, however, with reference to the case of this Company alone, that we regard the proceedings at the late meeting with so much interest. The Chester and Birkenhead Board may or may not come scatheless out of the inquiry, but the inquiry itself will, if we mistake not, prove the forerunner of many a similar investigation. It is gratifying to find that in this instance there appears to be no personal hostility to individual members of the Board, nor indeed to the Board collectively; the parties who so resolutely insisted upon knowing what had been done and was being done, with their own property, being actuated solely by a determination to be no longer mystified by what was well described as the "Royal speeches" of the Executive. This is an example well worthy of imitation. The smallest infusion of factious opposition is sufficient to taint the most laudable exertions in the cause of Railway reform.

A blow has been struck at the "divinity which doth hedge about," or was supposed to hedge about, a Railway Board. The claptrap of "confidence in Directors" will avail no longer. When they threaten to resign, forsooth, if unpalatable measures are thrust upon them, proprietors will be apt to take them at their word, although in general nothing can be further from the serious intentions of the parties threatening, than to retire from office. On such occasions shareholders should act in the spirit of the old ballad:—

> "I trust I have within my realm
> Five hundred good as he!"

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That there are many, very many railway Directors of great experience and ability—gentlemen to whose exertions their constituents owe a deep debt of gratitude, we are most ready to acknowledge; but it may, we think, admit of doubt whether taking Railway Boards, in the general, and taking into account those who are Directors only in name, the average qualification (apart from the "qualification" required by Act of Parliament) much exceeds the mediocrity of railway proprietors at large. Be this, however, as it may, there can be no question that the places of those who will consent to hold office, solely upon the condition of not having their conduct most rigidly scrutinised by their constituents, would be advantageously filled by parties more amenable to authority, even if less gifted than their predecessors. The grand requisites are zeal and honesty of purpose—qualities which are not so rare as to induce shareholders to succumb to official displays of offended dignity, at the risk of having their property brought to destruction.

It cannot but have been remarked that those Boards that are most in need of being overhauled, are the loudest in crying out against the interference of shareholders. We say this, however, without any particular reference to the Chester and Birkenhead Board, who we suppose are neither much better nor much worse than many of their neighbours. In truth, the Liverpool gentlemen who have contrived to become possessed of so large a portion of railway power, have hitherto carried matters with so high a hand, that to have their authority at all questioned, or their wishes thwarted, must be galling indeed. Nevertheless, to this complexion things must come at last, and it will be to their credit to yield voluntarily to the force of public opinion, rather than cling to the remains of their past supremacy, which daily experience proves can never be re-established.

We have always maintained, that the opponents of Sunday Travelling on Railways ought, if they wish to be consistent, to object equally to every species of locomotion upon the "Lord's Day." To do some of the Scottish agitators justice, they *do* object to every kind of land conveyance, although we have not yet heard that they contend for the stoppage of a sailing vessel or steam ship *in transitu*. There may be very sufficient reasons for the tenderness shown to water conveyance, seeing that many more of the parties who are prominent in preventing this so-called desecration are concerned in the shipping interest, than are in any way connected with railways or common roads, but at the same time it is only fair that the principle (if principle it can be called) upon which they profess to proceed, should be fairly and fully developed, so that the world may clearly understand whether the profanation of which they complain, rests in the mere change of place, effected alike on land or water, or whether it is peculiar to locomotion on land, be it by railway or road. We have sometimes been inclined to think that it is the use of railways alone that is considered in the eyes of these Pharisees to be sinful; since, in the first place, nothing was heard of their remonstrances till railways had begun to supersede the ancient mode of conveyance; and because, secondly, their efforts are even now directed almost exclusively to the eradication of what they are pleased to designate—the scandal of the railway system. It is true that some movements have recently been made for the stoppage of Sunday traffic on canals, but one need not go so far as an abstract regard for the sanctity of the Sabbath to find a probable motive for this new-born zeal. The appointment of a dozen or two of canal chaplains may have had some share in inciting certain Reverend Fathers to the course which they have pursued in this matter.

Looking, however, to the expressed wish of Sir ANDREW AGNEW, and his coadjutors to put a stop entirely to the running of the mails on Sunday, whether by highway or railway, a letter from Mr. CHALMERS, bookseller of Dundee, has very opportunely appeared in some of the papers of the district where this sanctimonious agitation principally prevails. From that letter we gather the following facts, as illustrative of the inconvenience and serious detriment to the public interests which would arise, were the plans of the Sabbatarians carried into effect. The writer confines himself to one line of road, namely, that from London to Aberdeen, via York and Perth:—

The distance from London to Edinburgh is 398 miles; from Edinburgh, by Perth, to Aberdeen, 134 miles—making together 532 miles; which distance the mail accomplishes in about 60 hours. Therefore the mail which leaves London at eight o'clock on Thursday evening, reaches Buckland (35 miles north of London) about 12 o'clock that night; reaches Durham, 263 miles, at 12 o'clock on Friday night; reaches Woodhill Inn (half-way betwixt Dundee and Arboath) 472 miles, at 12 o'clock on Saturday night—where it would have to remain 24 hours, until 12 o'clock on Sunday night.

Friday's London mail reaches Durham at 12 o'clock on Saturday night—there it would have to remain 24 hours.

Saturday's London mail reaches Buckland at 12 o'clock that night—where it would have to remain 24 hours.

Again, the mail from Aberdeen to London, which departs from Aberdeen at 3 o'clock afternoon on

Thursday, reaches Perth at half-past 12 o'clock that night;

Reaches Durham at a quarter-past 11 o'clock on Friday night.

Reaches Arlington (45 miles north of London) at half-past 12 o'clock on Saturday night—where it would have to remain 23 hours and a-half.

Friday's Aberdeen mail reaches Durham at a quarter-past 11 o'clock on Saturday night—where it would have to remain 24 hours and three-quarters; and

Saturday's Aberdeen mail reaches Perth at half-past 12 o'clock that night—where it would have to remain until 12 next night.

Can anything further be wanting to show the practical working of the arrangement which the Agnewites propose? If additional proof were required it would be found in a circumstance, hinted at by the gentleman above referred to, namely, that were the mails stopped on Sunday the post-offices would, as a matter of course, NOT be opened on that day. What would be the effect on the route already alluded to? Why this, that with regard to Durham, Dundee, and Perth, the north, south and west mails, arriving at these places late on Saturday night, the correspondence would have to remain in the respective post-offices until Monday morning—nearly 36 hours! This is but a specimen of what would occur upon almost every other road in the kingdom.

And what is the object which the agitators wish to secure? They would have us believe that it is solely from regard to the spiritual welfare of the parties employed in the conduct of this "unhallowed" traffic, that they are thus busy in overturning the established usages of the kingdom. But could they guarantee that, with the stoppage of the mails for 24 hours at some particular spot, be it a cathedral city or nameless village, the parties employed—the driver, the guard, the stable-helpers, and the passengers — would attend public worship? Hear what Mr. CHALMERS says:—"In respect to guards and drivers, they would be left on the Saturday nights at such distances from their homes that they might not be prepared to go to places of worship; and if mails were compelled to stop, perhaps at a country inn or some obscure village, where no place of security could be found to deposit the bags—however attentive guards might be in looking after their charges—many chances of robbery by stratagem or confederacy might take place. In fact, guards would be prisoners by day, and require assistants to watch along with them by night." In fact, the scheme is altogether so preposterous that even in these days of legislative wonders, there is little fear that the proposal for stopping the running of the mails on Sundays will be seriously entertained. Nevertheless, it is useful to lay before the public the consequences which would result from carrying such schemes into effect.

While on this subject, we may just allude to an explanation which we have seen given in one of the Scotch papers, of the strange conduct of the Postmaster-General in consenting to transfer the Sunday mails from the Glasgow and Ayr Railway to the common road. The explanation is to the following effect:—

"By the Railway Act recently passed, the Postmaster-General has power to compel the Directors of any railway to carry the mail, but there is nothing said as to the charge which the Company are entitled to make. The Directors of the Scotch railways have shown themselves willing to carry the mail on week days at a moderate expense, looking to the fares of passengers for their chief remuneration; but on Sundays they decline to carry passengers—and they say to the Postmaster-General, if we are to run a mail train on Sunday you must pay the whole expense, for we shall carry no passengers. In these circumstances, the Postmaster-General has done what any other man would do—he has declined to pay the whole expense of a mail train, preferring on that day the ordinary coach conveyance to the far dearer, though quicker, mode of transmission by railways."

Is there any person who does not see that this question of cost is a mere subterfuge? Is it credible that a horse coach, *to run on but one day of the week*, can be kept up for any thing like the sum which would suffice for a Sunday railway train, whether it carried passengers or not? If the railway absorb (as of course it will) the week-day passengers, why should it not have the Sunday passengers likewise? If no passengers at all are to be carried, what need of a "coach conveyance" in any shape? A single horse would be sufficient to do the business, and the cost to the country would be still further reduced! The truth is, that this consideration of cost is a hollow, flimsy pretence. The Postmaster-General has unfortunately suffered himself to be over-reached by the ultra-godly agitators of Ayrshire, and has given his sanction (if matters be as they are represented) to arrangements which we think he will find it somewhat difficult to justify, either to the legislature or the country.

SOME particulars of a fatal and melancholy accident which occurred last week on the Birmingham and Gloucester Railway will be found elsewhere. It will be seen that one of the superior officers of the Company has lost his life through the failure of a portion of one of the engines, and that a deodand of 25*l.* has

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been imposed upon the engine by a Coroner's jury.

The occurrence is a very lamentable one, but is referred to in this place principally because the evidence adduced at the inquest seems to show that a remarkable degree of incaution and sloveliness, characterises the locomotive arrangements of the line. It appears from the testimony of CARTER, the stoker, who has himself suffered severely from the effects of the accident, that after performing the duty assigned to him, namely, of assisting the mail train up the Bromsgrove incline, ISRAEL YORK, the driver, allowed his engine to remain *on the line* in charge of the stoker for "*about two hours*," and that but for the praiseworthy vigilance of one of the police, a train would in all probability have run into it "in about five minutes." It further appears that the *stoker* having, when thus warned, driven the engine hither and thither for some time, at last took up on the tender several persons, *of whom one was a woman*, and that one of them was allowed to interfere with the machinery immediately previous to the occurrence which resulted in the death of Mr. CREUZE! Surely in all this there is evidence of great want of system? What business had the driver, YORK, to be absent from his post for ever so short a period? Was there no safer place for the stoppage of the engine than the main line, where a train might have at any time run into it? If the managers of the Company have no better employment for their assistant engines, than to suffer them uselessly to consume fuel for hours together, they ought at least to take care that they are not the means of causing some awful calamity to the public. Then again, the taking up of various parties, some of them apparently wholly unconnected with the line, is clearly against all rule. The unfortunate gentleman who fell a victim to the casualty must, we fear, be regarded as principally responsible, if not for the immediate cause of the accident, at least for those breaches of discipline upon which we have been commenting. His presence, as superintendent of locomotives, must have given a certain sanction to irregularities, which under other circumstances might not have been ventured upon. We trust that the acts complained of *were* "irregularities," and not part of the usual practice upon the line. If the latter, the sooner they are reformed the better it will be for the Company's credit.

THE Bill which has passed the House of Commons to "amend and enlarge some of the provisions of the Act relating to the Eastern Counties' Railway, and to authorise the Company to raise a further sum of money for the purposes of the said undertaking," contains clauses legalizing the memorable 8*l.* 6s. 8d. debentures, (so far as such an Act *can* legalize past transactions in these securities)—authorising the Company to raise 400,000*l.* more by preference shares or debentures convertible (like the former) into such shares—and empowering the shareholders to reduce the number of Directors from 22 to 12. Our readers will do us the justice to recollect that we long ago announced every one of these measures as being in contemplation, and the first two as being of absolute necessity in order to keep the Company on its legs. On the 31st October last we mentioned the intention of the Directors to apply to Parliament to legalize the debentures, in spite of the strong legal opinions which they pretended they had obtained (but could never produce) to the effect that they stood in no need of such recognition. And on the same date we observed, "We know also—as everybody acquainted with the line knows—that raise all the money they can by those debentures, it will not suffice to carry them as far as Chelmsford; so that of necessity there must be another sum of at least equal amount required to extend the Railway to Colchester, and a second class of preference shareholders or bondholders created who will have to be first served, out of any profits hereafter accruing to the Company." "First served!" Aye, there will come the rub at last. The 400,000*l.* to be last raised will hardly be obtained at a less discount than some 60 or 70 per cent., which will raise the capital on which interest or dividends will have to be first paid, to upwards of 1,000,000*l.*; (for the powers granted, be it observed, are not to raise 400,000*l.* *in shares*, but to raise that sum *in money*, "*by* creating new shares," which are to be disposed of "for such sum as the Company *can obtain for the same*,") nor can the new shareholders or bond holders be expected to stipulate for less than 5 per cent., on their nominal capital, before anybody else touches a shilling. But were all the traffic proper to the line of country between London and Colchester, or even up to Ipswich, to be ultimately secured to this line, and were it to be doubled twice over, it would not suffice, irrespective of the through traffic from Norwich and Yarmouth, (now so certainly lost to the Company through the intrigues of its stop-short betrayers,) to do more than pay 5 per cent. on the last million capitalised, and could only by the best of management do that. No Essex line merely, such as this is now become, can ever make a remunerative return for more than a million of capital at the outside; the county possesses neither population, nor business enough, to pay for more. To expend three millions on such a parish concern is downright madness, and so, ere long, the Eastern Counties' shareholders will find, to their cost.

—o—

THE Edinburgh and Glasgow Railway shares, which had, in consequence of the disputes among the Directors of the Company, declined to 10s. per share, have, since the happy adjustment of these disputes, made a start of 2*l.* per share, "with a good demand," say the Brokers, "at this advanced price."

—o—

THE opening of the Glasgow and Greenock line has given such an impetus to that stock, that it is now in request at 40s. to 50s. premium. The receipts from passengers conveyed during the first ten days (from the 31st March to the 10th April) amounted to no less than 1,566*l.* 18s. 4d. It would be wrong, however, to infer from these results what the future will be, for last week was what is called *Fast week* in Glasgow, (similar to Easter week in London,) when pleasure-seeking travellers are more numerous than usual.

But neither are such high returns required to enable the proprietors to divide, ere long, a handsome dividend—much less will suffice.

—o—

THE total number of petitions presented up to the 2d April, against the tax on railway passengers was 30. The Report of the Select Committee on Petitions, describes them as praying "for the modification of the tax upon railway passengers from a fixed rate per head, to a scale varying with the rate of fare."

—o—

THE Cheltenham and Great Western Railway was expected to be opened on the 26th instant, but in consequence of some slips which have taken place on the Cheltenham branch, it is now considered impracticable to have it ready so soon.

—o—

The Railroad Quarterly Journal is now changed into the *Railroad Monthly Journal*, and continues to be conducted in the same independent and fearless spirit which we recognised with so much pleasure in its first lucubrations. The editor is angry with us for some well-meant hints which we threw out for the improvement of his journal, but we are glad to perceive that he has had the good sense, nevertheless, to profit by them. Again we beg leave, to wish our worthy fellow-labourer all possible success and prosperity.

—o—

IT is understood that the Taff Vale Railway will be opened throughout—namely, from Cardiff to Merthyr—on Wednesday or Thursday next.

RAILWAY OFFENCES AND OFFENDERS.

LAST week a tradesman, named Harding, was summoned before Mr. Traill, of Union Hall Police Court, at the instance of the Directors of the South-Western Railway Company, for a trespass upon their line. It appeared that Harding having reached the Wandsworth station just as a train was about to start for town, but too late to get a ticket, scaled a gate leading to the platform and forced his way into one of the carriages, at great hazard to his own life, as a down train was passing at that instant. It was clearly proved that there was no wish on the part of Harding to evade payment of the fare, and it appearing further that he was anxious to join his sister who had previously got into a carriage, he was let off on the payment of 10s. and costs, the magistrate remarking on the impropriety of his conduct, which might have been productive of a serious accident not only to himself but to others.

John Crossley, a "shuntman" on the Manchester and Leeds Railway, was a few days ago charged before the local magistrates with being "quite drunk" and neglecting his duty. The case was clearly made out, but a gentleman named Hall, on behalf of the Company, having pleaded for a mitigated punishment, the man was allowed to escape with a fine of 10s. and costs—which (says the *Manchester Chronicle*) "was paid and the prisoner discharged." The grounds upon which the leniency of the Bench was solicited were (as stated by our contemporary) that "the prisoner had been discharged by the Company, and that as he had a large family, they thought that of itself would be sufficient punishment." If the discharge of the offender from the Company's service were deemed "sufficient punishment," why bring him before the magistrates at all? Do the managers of the Manchester and Leeds Company, who as stated by their representative on this occasion, wish to make examples of offenders, suppose that to take a drunken servant before the authorities, and then interpose between him and the punishment which he so richly deserves, will tend to make other parties in their employment more careful, or do they imagine that they have not a duty to perform to the public by strictly enforcing the law, whatever may be their private feelings towards delinquents? It is quite clear that the legislature in fixing the maximum fine for the offence of which Crossley was convicted at ten pounds, did not contemplate that because the offender might have a "large family," he should therefore escape on payment of ten shillings. Much

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better would it be to pass over such cases without any public notice, than to make a parade of enforcing the law, and then, in effect, assisting to evade the consequences. The Directors of the Manchester and Leeds Company have hitherto been conspicuous for their zeal in bringing this class of delinquents to justice, and therefore we are the more sorry that on the present occasion they have allowed considerations of mistaken mercy to prevail.

Compare the penalty in the above case with that which we learn from the *Reading Mercury*, has been inflicted on a person whose offence, although a very serious one, could not possibly have been productive of consequences so serious as that of Crossley *might have been*:—

"The officers of the Great Western Railway Company appear determined to prevent, as much as possible, the occurrence of accident, by enforcing in every case the punishment of parties by whose misconduct the safety of the passengers is endangered. *A man named Hands was on Monday last committed by the Rev. N. Dodson (Abingdon) for throwing a stone at the train, for which offence, as will be seen in our report of the sessions, he was tried and sentenced to three calendar months' imprisonment.*"

The punishment of imprisonment inflicted upon Hands, will do more to check the mischievous practice of stone-throwing, than fifty convictions followed by ten or twenty shilling fines.

Another case brought forward by the Great Western Company is thus noticed in the same paper:—

"On Wednesday, a party, who was stated to be a London horse-dealer, was brought before the same magistrate, charged with seating himself in the place assigned for the conductor, and obstinately refusing to leave it. It appeared from the statement of the conductor, that the defendant and two others were returning on the previous evening to London from Wadley Fair, with some horses, which were placed on the same train at the Faringdon Road Station, where they insisted upon seating themselves in that part of the carriage assigned to him- that, on reaching Steventon, he requested them to come out and go into their proper seats, which they refused, and the police were ultimately compelled to remove the defendant by force, his companions in the confusion deeming it prudent to leave the conductor's place and mingle with the other passengers. The case was clearly proved, and the defendant was convicted under one of the Company's bye-laws, and fined in the penalty of 5*l.*, which he immediately paid."

We are glad to find that the Directors of the Great Western Company seem determined to carry out the intententions of the framers of the Act. We trust they will continue to be supported by the local dispensers of justice.

THE BIRMINGHAM AND GLOUCESTER RAILWAY AND THE CHELTENHAM COACHMASTERS.

To the Editor of the Railway Times.

SIR,—In the last number of your publication I find you have extracted from the *Cheltenham Free Press* an account of the charge of assault by Groves upon me at the railway station, and you have also given your opinion as to the "monopoly," and consider the Directors justified in the course they have pursued.

I think, however, the following explanation on the subject will, in some measure, alter that opinion. Previous to the opening of the Birmingham and Gloucester Railway, it was rumoured that the *Omnibus, fly, and posting* business would be given exclusively to Messrs. Dangerfield and Haines. Having an extensive business to protect, I wrote to the Directors to know if such were to be the case, and in reply, was informed that *no exclusive* privileges would be given. Consequently, at a considerable outlay, I provided a new omnibus with its appointments, all in the most expensive style. It is true several complaints had been made by servants at the station respecting the short Gloucester trains being neglected, but no direct complaint from the secretary was ever made, or any proposals offered to improve the system, though I had several times suggested (there being four omnibus proprietors) that two should work *to the trains*, and two *from*, by which means *every train* would be amply supplied with conveyances for passengers, but such proposition was rejected. After being permitted to work through the *winter* I received a FIVE days notice to withdraw, which I consider a most arbitrary proceeding, as I was, during winter, THE ONLY postmaster that kept the station supplied with post horses. It may be true that the sanctioned party are senior coach proprietors, but my trade, *in every respect*, has been equally injured.

Independently of the injustice I complain of from the Directors, you can form no idea of the petty conduct of the clerks. I will give you an instance. A few days past I furnished a party with a travelling carriage to Newport Pagnell, which was returned per railway via Birmingham. On the arrival at the Cheltenham station (with all due deference to Mr. Burgess' new arrangement) no post horses were in attendance, and though it was well known the carriage belonged to me, they actually (for no other purpose than to put me to *more expense*) sent to the Plough Hotel for post horses to bring *my carriage* into the town, with strict orders to the postboy *not* to drive into my yard, but to stop at the street door, and if I refused payment, to take the carriage to the Plough, which was done, where it was locked up until the following day. Surely such conduct should not be sanctioned; and with the hope it will not receive your countenance, I am

Your obedient servant,

J. B. FLEISCHMANN.

George Hotel, Cheltenham, April 15, 1841.

[The circumstances here stated certainly call for explanation. It is bad policy, any how, for the Railway Company to quarrel with one of their best providers, the coach and hotel proprietors; they might surely have contrived, and might still contrive, to arrange matters so as to please and benefit all parties alike.—ED. R. T.]

MESSRS. ADAMS AND BUCHANNAN'S BREAK.

To the Editor of the Railway Times.

SIR,—If your correspondent "W. H.," will turn to the engraving of Adams and Buchannan's break, he will see by the description that the carriage and break frame together, rise and fall on the vertical shafts to which the levers are attached, thus permitting the action of the bearing springs. If therefore the vertical shafts are placed in greased bearings the pressure elicited by the pull of the breaks *through a spring interrention*, will no more prevent the play of the bearing springs than the pressure of the horizontal axles in their bearings, prevent this revolution of the wheels. "W. H." must have overlooked this very material point. If the carriage were not allowed to rise and fall on the vertical shafts the evil he alludes to would be fatal; but with the vertical freedom the objection vanishes.

"T. F." misapprehends the action of the break if he supposes it would loosen the rails; the force is applied parallel to the rail, and is a length-long pull, and it would no more operate to disturb the rails than does the alternate expansion and contraction of heat and cold, or the sliding action of the wheels with the ordinary breaks. In any case whatever be the kind of break used, friction must be the agent to overpower momentum, and this must not be applied too suddenly, or mischief will ensue.

The force of the breaks nipping the rails laterally being applied through the agency of springs, would "give and take" in proportion to the increase and diminution of resistance with irregularities, and therefore this break would adapt itself perfectly well to curves.

The only valid objection to this break seems to have escaped the notice of your correspondents, and I will here state it. On some lines the rails are sunk so deep in the chairs that there would be no lip for the break to hold on without being thrown off. On such lines the wheel flanges break the chairs at times. But wherever the chain is sufficiently below the lip to clear the flange of the wheel this break would act. On a rail like the Croydon it would do perfectly well.

If breaks are to be used, *acting with mechanical power independently of the gravity of the carriage*, it can only be by clipping the two side rails or by a centre rail. Efficient side rails would be the cheapest. If the present breaks be considered sufficiently good, and that the wear of the tyres is a less evil than using efficient rails, there is an end of the discussion.

But in no case would the nipping breaks involve risk of breakage, because in encountering any projecting obstacles they would merely be thrown off.

I remain, Sir, yours obediently,

WILLIAM B. ADAMS.

April 13, 1841.

OPEN SECOND CLASS CARRIAGES FOR THE DESTRUCTION OF HEALTH.

To the Editor of the Railway Times.

SIR,—Will you permit me to enquire, through the medium of your widely circulating journal, which are the railways which use second class carriages *closed*?

Previously to their discontinuance on the Great Western Railway, I was a frequent traveller on that line; but since, I have avoided it on all occasions but those of absolute business.

This system of open carriages is neither more nor less than a very ill-advised attempt to drive the public, more especially those who are not in robust health, to the payment of first class fares, for the advantage of monopolists; who would not dare to continue the practice for a single week if a competing line were to start up against them.

But it is with me a matter of much doubt whether the accession of passengers, to be gained by a less shabby line of conduct, would not more than suffice for the loss of a few first class fares. For at present the Public are beginning to be weary of the arbitrary conduct of railway people, whose much longer continuance in such line, will drive away all travellers having no further object than amusement, and confine the traffic to business only.

A TRAVELLER FOR PLEASURE.

12th April, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—The traffic hitherto on this railway has not demonstrated the opinions so generally entertained of a *pro rata* increase, upon every new portion of the line being opened. I understand the traffic of the last week, including Easter Sunday, was 7,336*l.* 12*s.* 11*d.*, with 92 miles opened; the Returns of the corresponding week last year, including also Easter Sunday, were 4,408*l.* 10*s.* 8*d.*, 36 miles only being opened. Now, if 36 miles give 4,408*l.*, 92 miles ought to produce 11,265*l.*, thus exhibiting a *comparative* decrease of 3,929*l.* on the 56 miles opened since last June.

Your obedient servant,

INVESTIGATOR.

April 13, 1841.

EXTRAORDINARY LOCOMOTIVE PERFORMANCES.—The *Pilot*, locomotive engine, built by Messrs. W. & A. Kitching, Darlington, in 27 working days, (March 1841) travelled 3712 miles, or 137½ miles per day; and hauled a gross weight of 13,856 tons, consisting of 6,964 tons coals; and weight of waggons 6,892 tons. Total weight 13,856 tons.—The *Middlebro'*, locomotive engine, built by Mr. W. Lister, Darlington, travelled in the same time 3,665 miles, or 135¾ miles per day; and hauled gross weight 12,987 tons, consisting of 6,542 tons of coals, and weight of waggons 6,445 tons; making total weight hauled, 12,987 tons.

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MESSRS. HANCOCK AND PETTIT'S PATENT RAILWAY TRAIN CONTROULER.

Fig. 1.

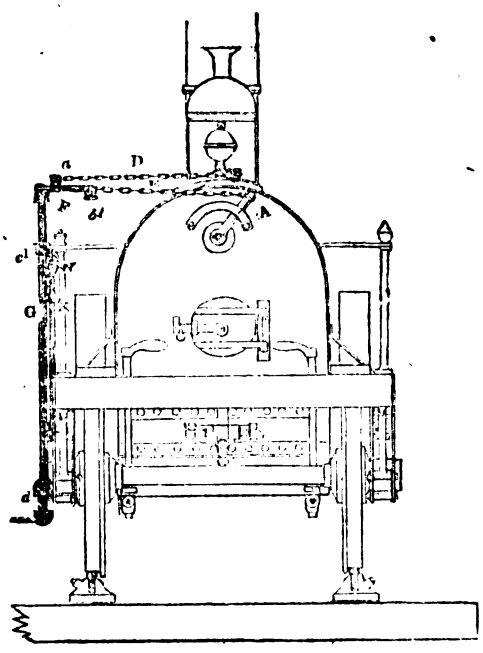


Fig. 2.

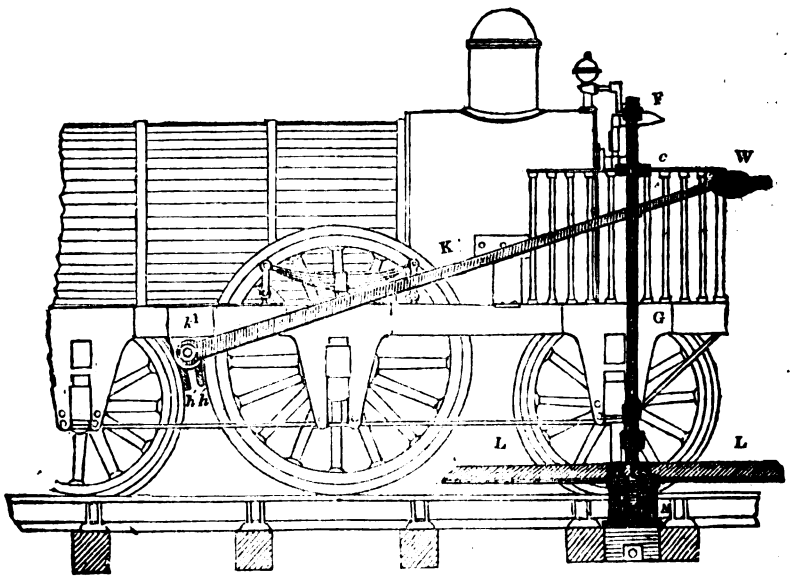


Fig. 4.

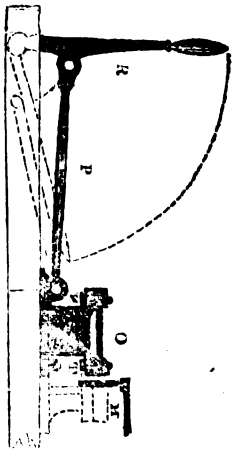


Fig. 5.

Fig. 6.



Fig. 7.



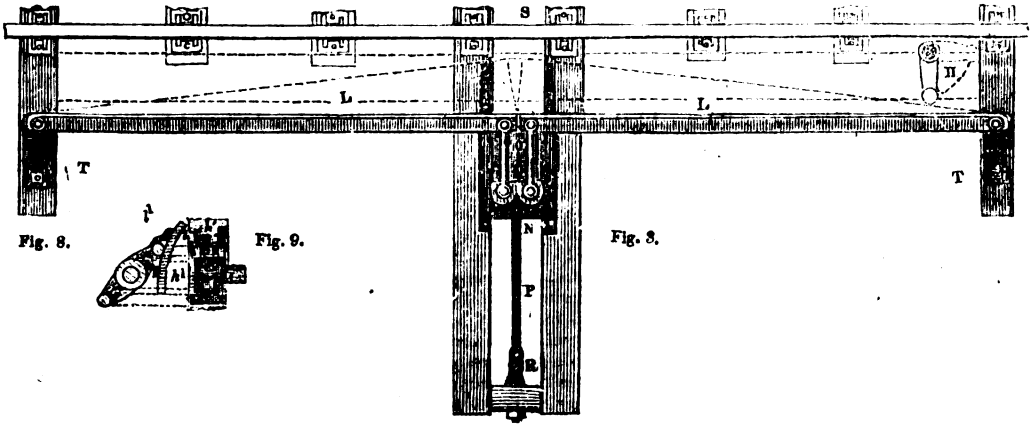


Fig. 8.

Fig. 9.

Fig. 3.

WE announced in our journal of the 26th of November last, that on the 19th of the same month we had been shown by Mr. Walter Hancock, the ingenious and persevering promoter of steam-travelling on common roads, a plan for the prevention of accidents on railways, which we thought better calculated to effect the desired object than any other which had then come under our notice. The distinguishing feature of this plan was stated to be that it provided for bringing railway trains to a stand under nearly all possible circumstances, "*independently of the engine-driver.*" "Drivers might be incompetent or careless, or suddenly bereft of power of action, but the safety of the passengers would be provided for nevertheless. Trains would always come into stations with the precise degree of velocity which they ought to do, and the arm of a single policeman have power to arrest the progress of the largest engine or longest train by which any railway could ever be traversed." The plan, though patented, not having been then specified, we were not at liberty to lay any further particulars of it before our readers; but this week the specification of it has been duly enrolled, and we have now the pleasure of extracting from it the following very clear and complete description*:—

The invention is described as consisting in "certain mechanical contrivances and arrangements, by means of which common railway trains running upon railways of the ordinary construction, may be always brought to a stand without the agency and independently of the will of the engine-driver, guard, or other person or persons thereon, or travelling therewith, and at any given distance from a station or at any part of a line where it may be deemed advisable to have such independent means of stoppage provided."

The "mechanical contrivances and arrangements" divide themselves into two branches, the first including those which relate to the engines and carriages, and the second those which relate to the roadway.

I. The additions proposed to be made to locomotive engines for carrying this plan into effect are represented in the accompanying engravings, figs. 1, 2, and 3.

* The patent is in the name of Mr. Pettit, but Mr. Hancock and Mr. Pettit are joint proprietors of the patent right.

"Fig. 1 is an end elevation of a locomotive engine, and fig. 2 is a partial side view thereof. A is the handle of the steam regulator, and B is the handle of the steam whistle. These handles are each fitted with loose collars, but so as not to interfere with the common mode of using them by hand; each collar has a projection to which the ends of the chains D and E are attached respectively, F is a horizontal lever fixed upon the spindle G, carrying the pins *a* and *b*, and to the two loose collars on these, the other ends of the chains are connected in like manner. The vertical spindle G is secured near the top by the bearing *c* fixed on the projecting rail; from this it descends through the eye *d*, attached to the guide plate of the axle on which it is supported by a collar, and H is a crank lever fixed on the lower extremity.

"When the engine is running, and the whistle shut, the several parts described are in the exact position shown in the drawing, viz. both the chains D and E strained tight, and the crank lever H standing out at a right angle to the side of the engine.

"Now, it is obvious that by fixing any apparatus on the roadway outside of the rails, by means of which the lever H may be pressed against, as the engine passes, to the extent of turning it about one

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quarter of a revolution, which will cause the two chains D and E to move with it, the steam will be shut off from both the cylinders, and simultaneously turned through the whistle.

"It may be proper, however, here to point out, that although the steam regulator, and whistle handles A and B, are connected to the lever F by chains, yet those handles can be worked by hand independently, either for the purpose of shutting off or putting on the steam to the engines, or blowing the whistle in the usual manner, leaving the crank lever standing in the position of fig. 1.

"Rods sliding in tubes on the principle of the telescope, admitting of the requisite contraction and expansion of the intervening distance, may sometimes be found convenient substitutes, for the chain D and E or any other suitable contrivance may be employed. A vertical instead of a horizontal action may be given to the lever by fixing it on a short horizontal axis, connected to the top of the spindle G by a small pair of mitre wheels, and supporting it by bearings fixed upon the most convenient part of the engine or carriage, or by any other mechanical means as circumstances may require."

II. The apparatus proposed to be affixed to the roadway to act on the combination of levers which has been just described, is also represented in figs. 1, 2, and 3, and in further detail in figs. 4, 5, 6, 7. "There are four sleepers of sufficient length to extend from under the line of rails to receive the apparatus fixed upon them in the manner shown in the fig. 3. Upon the two outside ones are bolted the blocks T T, of which figs. 4 and 5, represent an end and side elevation. The two middle sleepers are connected together about a foot asunder by the cross piece X, and they form beds fortified with plates for the carriage N to slide upon; fig. 6 and 7, represent an end and side elevation of this carriage, showing two ribs cast upon the bottom to drop between the beds for the purpose of keeping the carriage in a proper position, during its backward and forward travelling motion. L L, are two pieces of strong angle iron, though any suitable material and form may be employed which move on entire pins, fixed in the top of the blocks T T, while their other ends rest upon the end of the sliding carriage N, to which they are coupled by links O O moving on centre pins fixed in the back end of the carriage N. One end of the rod P is received by the jaws cast on the carriage N, in which it moves freely upon a pin, and the other end is forked, and forms a moveable joint with a piece or tongue projecting from the edge of thele ver R (see fig. 1[b]), and the fulcrum of that lever is fixed to the cross timber morticed into the sleepers fig. 3. By joining the connecting rod P to a piece projecting from the edge of the lever R, the lever and rod, when the lever is put down will form a line occupying the position marked by the dotted lines in fig. 6.

"In the position in which the apparatus is shown in fig. 3, the pieces L L, or the slants as they may be termed, are parallel to the rails S; and, of course, stand clear of the crank lever H, which is carried by the engine (see fig. 1), but when it is necessary to act upon the lever H, in order to stop the train, the lever R must be depressed, which operating on the sliding carriage N, through the intervention of the rod P, advances or thrusts it forward together with the centre ends of the slants L L, towards the rails S to the extent of the dotted lines (see fig. 3.), which are then in the position to act upon the crank lever H, when brought into contact by the advance of the engine.

"The break lever K, fig. 1 and 2, moves inside of, and is suspended when out of action on, a projecting stud, inserted in the vertical spindle G. W is a weight to increase its power, or a spring to press upon the lever may be employed for the same purpose; this lever is fixed upon a short spindle passing horizontally through, and having its bearings in two plates, K, bolted to the engine frame, one within and the other without; of these, the outside one only, *k*, is visible in fig. 2, and upon the inside end of the spindle is fixed a short cross lever, the position and form of which is shown by figs. 8 and 9. The ends of this lever, K, bear upon the breaks *h h*., when the lever K is down, but each end has two cross pins under the straps *l l*, secured and screwed on the breaks for lifting them off the wheels on raising the lever K. These breaks are brought into action by lowering the lever K, occasioned by the removal of the supporting stud on the vertical spindle G, which is effected when that spindle is turned by the crank lever H, coming into contact with the slants L L in the manner before described."

The machinery last described is stated to be as applicable to the breaks, attached to the different carriages in a train, as to the locomotive engine; "especially upon such breaks by means of a spindle similar to the vertical spindle G, in the manner before described."

The lever R that brings the stationary apparatus into use may be worked by hand by any of the policemen stationed on the line, or other person appointed for the purpose.

The claim of the patentee is as follows:—"I declare that though I have specified under this head those contrivances and arrangements by which I think the objects in view may be best accomplished, and mentioned also certain contrivances which may be substituted for some of those so preferred by me, I declare that I do not confine myself to the precise arrangement and construction of the parts shown, as they may be varied under different circumstances without departing from the nature of my invention, but I claim a right to all variations and modifications of the same, and to all substitutions of equivalent means, either in whole or in part, by which the like effects may in the same general way be produced. And I declare, that what I claim generally is the addition to railway engines and carriages of such a combination or system of levers connected with the steam cylinders, alarums, and breaks, that being acted on in the direction of the line of motion, they shall simultaneously, or nearly so, shut off the steam, sound the alarums, and bring the breaks down on the wheels, and also the fixing to or placing on railways of an apparatus such as that before described in such a position that it can be made to act on the said levers in the direction of the line of motion, (by some projected part or parts thereof) without the agency, and independently of, the will of the engine-driver, guard, or other person or persons on the engine or train required to be stopped. And I claim both of the mechanical means, or system of means, last herein generally claimed, whether used together or used separately, that is to say, whether both are used together as I have described, or one of them only in combination with some other and wholly different means, or system of means, from that which I have specified."

LIST OF PETITIONS FOR RAILWAY BILLS AND PROGRESS THEREIN. SESS. 1841.

Name of Railway.	Petition presented.	Bill read first time.	Bill read second time.	Bill read third time.	Royal Assent.
Belfast and Cavehill	February 11	March 19	....	....	....
Bristol and Exeter	„ 9	March 8	March 15	....	....
Durham and Sunderland	„ 5	February 19	„ 1	March 24	April 6
Eastern Counties	January 29	„ 12	February 22	April 6	....
Glasgow and Dandyvan Junction	February 12	March 19	....	....	....
Glasgow, Paisley and Greenock	„ 2	February 22	March 1	March 23	April 6
Great Leinster and Munster	„ 12	....	....	....	....
Great North of England	January 29	February 19	February 25	....	....
London and Blackwall (Commercial)	February 8	March 11	April 6	....	....
London and Greenwich	„ 11	„ 19	....	....	....
Manchester and Leeds	January 27	„ 9	March 22	....	....
Newcastle-upon-Tyne and Carlisle	February 12	„ 18	....	....	....
Northern and Eastern	„ 11	„ 9	March 16	....	....
Northern and Eastern (Hertford and Ware Branch	„ 11	„ 9	„ 16	....	....
North Midland	„ 11	„ 8	„ 15	....	....
Polloc and Govan	„ 12	March 5	„ 12	....	....
Preston and Longridge	January 27	February 11	February 19	March 22	March 30
Shotts and Wilsontown	February 12	„ 19	....	....	....
South-Western (No. 1)	January 27	February 12	February 22	March 18	March 30
South-Western (No. 2)	February 11	March 19	....	....	....
Stafford and Rugby	„ 12	„ 9	Lost.	....	....
Thames Haven	„ 12	....	....	....	....
West Durham	January 29	March 5	March 15	April 5	....
Wishaw and Coltness	February 2	„ 1	„ 8	March 29	....
York and North Midland	January 29	February 12	February 19	„ 25	April 6

MAILS ON RAILWAYS.—The acceleration of the mails took place on Monday. The time of arrival of the mail train at the railway depot is now 36m. past eight in the morning, and at the post-office about a quarter before nine. In consequence of the early arrival, the Scarborough mail—through Beverly, Driffield, and Burlington—is despatched half an hour earlier, namely, at half-past nine, and the box will in future be closed at nine precisely. The Boston mail, the Lincoln mail, and the Beverley separate mail in connection with it, remain unaltered, as does also the north mail by coach to York. The Doncaster mail is discontinued, and the bags heretofore conveyed by it to North and South Cave, Howden, Goole, Rawcliffe, Snaith, Thorne, Bawtry, &c., will all be forwarded by railway in future. The time of departure of the mail train is altered to five o'clock, p.m., precisely; the departure from the post-office takes place at 4h. 45m., and the letter-box now closes at 3h. 45m. p. m., precisely.—*Hull Paper.*

HAZARDOUS LEAP.—On Friday a man leaped from one of the third-class carriages, while running into Ayr at the rate of thirty miles an hour. He fell flat on the ground, and seemed to the passengers to be dead, but on inquiry afterwards it was found that he had suffered no injury whatever. Those who escape unhurt in such a reckless and foolish proceeding, should be punished for the bad example they set to others as foolish as themselves. As a warning, we may mention that a person was killed in a similar adventure a few days ago, on one of the English lines.—*Scottish Reformers Gazette.*

ACCIDENT ON THE BLACKWALL RAILWAY.—On Wednesday evening, a few minutes after seven o'clock, the following accident occurred on the London and Blackwall Railway, to a man named William Drury, aged 26, a conductor on one of the trains. From the statement of Drury himself, made yesterday in the hospital, in the presence of parties who witnessed the accident, it appears that one of the up-trains left the Blackwall terminus at seven o'clock, Drury being stationed in front of the last carriage. At Poplar, the carriages stopping at that station are detached from those before them, in order to allow passengers to alight, and to take others up. Just before reaching this station Drury jumped off the carriage on which he had been standing, and missing his footing his right foot fell across one of the rails, and the whole of the wheels (three in number) of one side of the carriage passed over it. He was immediately picked up, and conveyed as soon as possible to the London Hospital, and on examination it was considered advisable to amputate the foot just above the ankle, and Mr. Adams, one of the house-surgeons, with several assistants, performed that operation, which the unfortunate man bore with great firmness.

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MANCHESTER AND LEEDS RAILWAY.

To the Shareholders.

GENTLEMEN,—Our main line is now completed, and has been in operation for a month. The weekly receipts hitherto average only 3,000*l.*, of which 1,150*l.* is derived from Goods, leaving only the paltry sum of 1,850*l.* from Passenger Traffic, on a line 50 miles in length, passing through a populous country, and costing about 58,000*l.* per mile ! !

Experience has shown, that although the partial opening of a line affords no sure test of the result of the opening throughout, yet, that in a few weeks after the opening throughout, a pretty correct estimate may be formed of what the traffic will amount to a year or two after the opening, when more fully developed. The month of March may be taken as a fair average of the year, if not the most favourable season for travelling;—it is much more so than five months of the year, viz.: from October till March. During the summer months our weekly traffic receipts will probably average about 4,500*l.*, but during the next 12 or 18 months they are not likely to exceed 4,000*l.* on the average, unless a different system of management is adopted.

Our main line has cost 2,860,000*l.*; 4,000*l.* per week, taking the working expenses at 50*l.* per cent., will only afford a dividend of about 2 or 2¼ per cent. after paying interest on loans, and allowing for depreciation of stock, should the working expenses absorb only 45 per cent. of the gross receipts, the dividend would amount to about 3 per cent. But if our receipts should only average 3,000*l.*, as hitherto, the net profit would only amount to 78,000*l.* per annum (as in that case the expenses would amount to 50 per cent.), of which 70,000*l.* would go to pay interest on loans, leaving 8,000*l.* towards depreciation of stock and a dividend ! !

I do not now address you to cause unnecessary alarm, nor to depreciate the Leeds shares in the market. I am no speculator operating for a fall, but a *bona fide* holder on investment. Our line has great capabilities, and will, ultimately, I trust, pay well; but it cannot be denied that hitherto it has been a *complete failure*.

Our shares are now at a trifling discount of some 50s. or 60s. only, but we must not on that account suppose that matters are going on pretty well. The truth is, *we are in a most alarming condition*, and unless our traffic receipts should increase largely, our shares will ere long be at 20*l.* or 30*l.* discount, like those of the North Midland line, which has cost about the same per mile as the Leeds line, and draws nearly the same amount weekly. Yet the North Midland shares are now at 25*l.* discount! The Leeds stock is *well held* as it is called, and but for this our shares would have gone down much more than they have done. Our Board of Directors has till lately been deemed a talented one, but let us not blindly confide in them. Recent events have much shaken my confidence in their management.

We have reason to be satisfied with the receipts from goods' traffic, which will no doubt steadily increase. Our Directors have, in my opinion, acted most wisely in the system they have adopted for conducting the goods' traffic; but as respects the passenger traffic, they have erred egregiously in charging *much too high fares*. This is evident from the fact, that we drew 800*l.* per week from passengers, nine months ago, on the 13½ miles then in operation, while on the entire line of 50 miles our receipts from passenger traffic only amount hitherto to 1,850*l.*; this amount we might fairly calculate on deriving from *local traffic* alone, independent of the through traffic from Manchester to Leeds. Indeed, it would seem as if we had carried no thorugh passengers whatever hitherto; and if I am correctly informed, all the coaches from Manchester to Leeds are still on the road ! ! Can it be wondered at even if it is so, when we consider that our line is 20 miles round-about, and that we now charge the same fare as the coaches used to do (perhaps the coach proprietors have now reduced their fares).

Our Directors appear to have lost sight of the causes which operate to produce a large return from passengers and to sweep the coaches from the road; these are—

1st. The superior comfort of railways.
2nd. The great saving in time.
3rd. The reduction in the fares.

On the Leeds line we can offer superior comfort; but in the other items, of a saving in time and of expense, we have hitherto done little for the public. From London to Manchester the fares by coach, inside, were for many years at 4*l.* 10s., and the time consumed on the road was from 22 to 24 hours. The fare by railway, in first class carriages, is now 2*l.* 11s., and the time on the road has been reduced to 9 or 10 hours; a like reduction in expense and in time has taken place on the opening of most other lines of railway.

On the opening of the Manchester and Leeds line, however, *no reduction whatever* has been effected in the fares, and only a trifling saving in time ! ! Can it be wondered at, then, that our receipts from passengers are so small?

Our Directors ought immediately to reduce the fares to 11s. 6d., 8s. 6d., and 6s., for the first, second, and third classes. They ought also to reduce the number of *trains* per day; 18 passenger trains daily, producing only 1,850*l.* per week, is utterly absurd—it is the mountain bringing forth the mouse ! ! Our Chairman informed us that the trains were in general only two-thirds full; if he will only reduce the fares, and start fewer trains daily, I will ensure him a full compliment of passengers by every train, which will pay much better than running empty carriages ! !

In the above calculations as to a dividend, I have omitted all notice of the cost of the extension and branch lines, as it will be some years ere they are completed; and it is to be hoped our traffic receipts will ere then have considerably increased.

These branches, our Directors inform us, will cost 310,000*l.* In my opinion they are more likely to cost us 500,000*l.* or 600,000*l.* The works are of the nature termed "gigantic;" and there are one or two short tunnels. We *now* know what value to set on the estimates furnished us as to cost ! ! We are forced by our "Act" to construct the branch to Halifax; but as respects the Oldham and Extension lines, it would be well if our Directors would pause ere completing them; the cost will be enormous, in all probability, especially on the Extension line, which passes for half a mile, if I mistake not, through the town of Manchester. What a field does this open for such excess as 20,000*l.*, and other small amounts paid for the caprices of individuals, by which we suffered so severely in the Todmorden valley (so our Chairman informed us) as to raise the cost of land 100,000*l.* above the original estimate of 200,000*l.*

In a few months our Board will doubtless discover, like most others similarly situated, that it will be advisable greatly to increase the carrying establishment—to purchase more land at the different stations—to open fresh stations, &c. &c.; the consequence of which will be, that our line will cost some 3,500,000*l.* or 4,000,000*l.*, to yield a dividend on which of 5 per cent. we must draw 7,000*l.* per week ! !

In a letter I recently addressed to the Editor of the *Railway Times* (vide that paper of March 27,) I took the liberty of asking Mr. Houldsworth, our Chairman, several questions respecting our line. He has not condescended to favour me with a reply; probably he will yet favour me with a reply to two of them, viz. those respecting a dividend, and the excess of 370,000*l.* that has accrued during the last six months. We have a right, brother shareholders, to expect a reply to these questions, for at the meeting in September last Mr. Houldsworth entered into calculations showing a dividend from passenger traffic *alone* of 9½ per cent. founded evidently on a weekly receipt of 6,000*l.* He also assured us that the entire cost would not exceed 2,800,000*l.* Have we not a right, then, to expect some explanation as to how the excess of 370,000*l.* has arisen? The more especially so, as only 40,000*l.* appears on the face of the Report—if I understand it aright—all the other items being covered by the excess incurred previous to the estimate of 2,800,000*l.* furnished to us in September, 1840.

In conclusion, brother shareholders, allow me to remind you that until our receipts from passengers and goods average from 5,000*l.* to 6,000*l.* per week, we are in no enviable situation. While our passenger traffic yields only 1,850*l.* per week, depend on it "there is something rotten in the state of Denmark." I have endeavoured to point out the causes of this state of matters. Let me hope that some of you will answer the questions I put to our Chairman regarding the coaches still on the road, &c. and correct me as to any points on which I have been misinformed.

I remain, brother shareholders,
Yours respectfully,
A MANCHESTER AND LEEDS SHAREHOLDER.

London, April 7, 1841.

PETITIONS AGAINST THE NEW RAILWAYS REGULATION BILL.

Petition of the Bristol and Exeter Railway Company, under their Corporate Seal.

Sheweth,—That a bill is now before your honour-House, intituled, "A Bill for the better Regulation of Railways," under which it is proposed to vest in the Board of Trade a discretionary power of making such regulations, from time to time, as they may think fit for the government of railways, with a view to the public safety; and a select committee of your honourable House has been appointed for the purpose of considering how it may be desirable to vest in the Board of Trade such discretionary power, and under what conditions and limitations.

That your petitioners beg respectfully to submit to your honourable House, and to the said Committee, that under the present system of management railways have been brought, within a very limited period, to a most extraordinary degree of perfection; and it is admitted that they present a safer mode of travelling than other modes of travelling in use before their introduction.

That the degree of perfection has been attained only by a constant vigilance and attention on the part of those to whom the management of railways has been intrusted, and who are responsible for, as well as deeply interested in, securing the safety of the public by whom they are used, and in whose confidence and approbation they depend for support.

That if such discretionary power as aforesaid be vested in a Government board, not having the same opportunities of intimate acquaintance with all the minute details occurring in the working of every railway, varying, as such details must necessarily do, according to the different features of each, confusion and danger, instead of increased safety to the public, will be the probable consequence.

That moreover such board, not having any interest in the economical as well as the safe working of railways, might issue regulations of so expensive a nature as to be the most unjust towards those companies against whom they might be enforced.

That it is obvious also that the power so proposed to be vested in the Board of Trade might be exercised partially and tyrannically; and although your petitioners disclaim all intention of assuming that it would be so exercised, still they humbly submit that it is contrary to all the principles which have hitherto governed the legislation of this country, in regard to public undertakings carried out by private individuals at their own expense, to vest in any Government Board a discretionary power of interference with those undertakings, which, under any circumstances, might be vexatiously exercised.

Your petitioners therefore humbly pray your honourable House, that the discretionary power proposed to be vested by the said Bill in the Board of Trade, may be expunged therefrom, and that this petition may be referred to the Select Committee on Railways.

(Seal.)

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Petition of the London and Greenwich Railway Company, under their Corporate Seal.

Sheweth,—That your petitioners were incorporated by an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a Railway from London to Greenwich."

That your petitioners have, pursuant to the said Act, erected a railway from London to Greenwich, (which is less than four miles in length), at a cost of nearly one million sterling, and since the railway has been used by the public, about one hundred and seventy thousand journeys have been made, and nearly seven millions of persons have passed along the same without a single fatal accident to any passenger, which your petitioners attribute to the regulations from time to time made by them, from the daily experience of the working their line—public safety and convenience being their peculiar and incessant care.

That your petitioners are of opinion, that if the powers contained in the Bill now in your honourable House, intituled "A Bill for the better regulation of Railways," be vested in the Lords of the committee of Her Majesty's Privy Council appointed for trade and foreign plantations, their tendency will be materially to diminish rather than to increase the public safety, inasmuch as they will divide the responsibility between the Board of Trade and the Directors of Railway Companies, and destroy the efficiency of the Directors.

That your petitioners have carefully perused the Reports of the Inspector of Railways, and they cannot find any case to justify the removal to the Board of Trade of the powers already granted to your petitioners by the legislature.

That it is now and has been the practice of your petitioners, for some years, to start their trains at London and at Greenwich respectively every quarter of an hour, and during the period of the fairs which are held at Greenwich and Deptford, as soon as the carriages are loaded, which is usually done in five or six minutes.

That if in the exercise of the powers contained in the said Bill, the Board of Trade were to prescribe a regulation on your petitioners' Railway, for the purpose of preserving an interval of fifteen minutes between succeeding trains, it would be attended with great public inconvenience, and very considerable loss to your petitioners, without any corresponding advantage whatever, either in the way of public safety or otherwise.

That your petitioners have various other objections to the said Bill, and sincerely hope, if it shall pass into a law, they may be exempted from the operation of it.

Your petitioners therefore humbly pray your honourable House that the said Bill may not pass into a law as it now stands, or that your petitioners may be exempted from its provisions.

(Seal.)

Petition of the Midland Counties Railway Company, under their Common Seal.

Sheweth,—That a Bill has been introduced into your honourable House, intituled, "A Bill for the better regulation of Railways," whereby it is proposed to vest in the Lords of the Committee of Her Majesty's Privy Council for Trade and Plantations, an unlimited power of making such regulations as they may deem necessary for the prevention of accidents on railways.

That your petitioners submit to your honourable House, that to invest any portion of the executive government with the absolute and uncontrolled power of making laws for the regulation of any interests or any class of persons, is not only in itself unjust, but such as has never yet been sanctioned by Parliament.

That your petitioners do not object to the closest and most minute scrutiny into their proceedings, and they will cheerfully submit to such legislative enactments for their regulation as experience has shewn, or may shew to be requisite or conducive to the public safety, but they deprecate the power of giving arbitrary and despotic orders without appeal, and even without hearing the parties affected by them, which the before-mentioned Bill would confer on the Board of Trade.

That none can have a deeper interest in the prevention of accidents, and in promoting the safety and convenience of the public, than the Directors of Railway Companies; and your petitioners are convinced, that to establish an uncontrolled and undefined power over them, would, by diminishing their responsibility, only tend to retard improvement, and to lead to the occurrence of the very mischief which it is the professed object of the said Bill to prevent.

Your petitioners therefore humbly pray your honourable House, that the said Bill may not pass into a law as it now stands, but that any powers which may be vested in the Board of Trade may be clearly defined, and not of a discretionary or arbitrary nature.

(Seal.)

Petition of the Northern and Eastern Railway Company, under their common seal.

Sheweth,—That your petitioners have expended a large amount of capital in the construction of a railway, under the powers of an Act of Parliament, passed in the sixth and seventh years of the reign of his late Majesty King William the Fourth, intituled, "An Act for making a Railway to form a Communication between London and Cambridge, with a view to its being extended hereafter to the Northern and Eastern Counties of England," whereby, and by the several Acts since passed for amending the same, the entire control and management of the undertaking became vested in a Board of Directors selected from the shareholders.

That your petitioners have viewed with alarm the progress of a Bill now before your honourable House, intituled, "A Bill for regulating Railways," wherein a discretionary power is proposed to be given to the Board of Trade for issuing such regulations, from time to time, as they shall deem fit for the prevention of accidents.

That your petitioners believe that the exercise of such powers as by such Bill it is proposed to give to the Board of Trade, would not have the effect anticipated, inasmuch as it is impossible that any general regulations would be equally if at all applicable to railways indiscriminately; and it would require more local knowledge of each railway and the working thereof than can be obtained by any persons except those daily attending the practical operation thereof; and if it were attempted to make special regulations in respect of each railway, your petitioners humbly submit that any interference in the management of undertakings and works so peculiar as railways, would have the effect of dividing the responsibility, which when confined to one body, having a corresponding interest, affords the best security to the public for the safety of railway travelling.

That the powers given by such Bill, your petitioners are of opinion might be exercised in such a manner as unnecessarily to impose a heavy tax on many railways, by obliging them to adopt regulations involving great outlay and expense, which would be applicable only from some peculiar circumstances to a few railways.

That your petitioners are of opinion that the power of issuing such regulations by the Board of Trade must necessarily operate as a bar to the introduction, by railway companies, of many improvements, and ultimately prove highly prejudicial to the advancement and prosperity of railways generally, from the necessity imposed upon them of adopting all regulations which might, from time to time, be deemed expedient by the Board of Trade.

Your petitioners, therefore, humbly pray that the entire management of their railway may remain vested in the Board of Directors, under the provisions of their Acts of Parliament, and that no discretionary power to issue regulations in respect of railways may be given to any government board, and that your honourable House will expunge from the proposed Bill the eleventh clause thereof.

And your petitioners will ever pray.

Petition of the Newcastle-upon-Tyne and Carlisle Railway Company, under their corporate seal.

Sheweth,—That a Bill, intituled, "A Bill for the better Regulation of Railways," has been brought into your honourable House, and a Select Committee of your honourable House is now sitting, to inquire whether it is expedient to carry out, and if, to what extent, one of the provisions of the said Bill, whereby it is proposed to vest in the Board of Trade a discretionary power of making compulsory rules and regulations for the management of railways.

That your petitioners are much opposed to the granting of any discretionary power to the Board of Trade, or any other Board; and they humbly submit that the effect of such power would be to defeat the very object for which it is sought to be enacted.

That your petitioners feel satisfied that a full inquiry into the system under which railways are now managed, and under which they have been brought to a great degree of perfection, will satisfy your honourable House that the undertaking cannot be so safely or efficiently managed as by the Directors especially appointed for that purpose, and their officers, whose interest and constant care it is to make them as safe and convenient as circumstances will allow.

That the principle involved in the said proposed provisions is hitherto unheard of in this country, and is, as your petitioners humbly contend, extremely unjust as well as inexpedient.

Your petitioners therefore humbly pray your honourable House that no discretionary power of making regulations for the management of railways may be granted to the Board of Trade, or any other board.

(Seal.)

The *Havre Journal*, in noticing the arrivals of waggons and workmen for the Paris and Rouen Railroad in that port, says that the waggons have been hired from the London and Southampton Company at a much lower price than they could possibly have been in France, and that the workmen, who have been sent over, are all chosen from the most sober and laborious of their class that could be found in England. This journal takes the opportunity of pointing out the activity and energy shown by the English engineers, and the Paris and Rouen Company, and holds up their example to the notice of all engaged in France on similar works.

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MANCHESTER AND LEEDS RAILWAY.

—TIME TABLE.—The Public is respectfully informed, that on and after Monday, the 19th day of April, 1841, Trains will leave the Station, Oldham Road, Manchester, and Intermediate Stations, in connection with the London and Birmingham, Midland Counties', North Midland, York and North Midland, Great North of England, and Hull and Selby Railways, as hereafter stated, for Passengers and General Merchandize.

The upper line of this Table shows the times of the trains arriving in Manchester; the lower line the times of the trains arriving in Leeds; the other horizontal lines show the times at which trains depart from the several Stations named in the first column.

Thus, by looking down the second time column, it will be seen that the first train to Leeds leaves Manchester at 45 minutes past 6, A.M., departs from Rochdale at 33 minutes past 7, Horbury at 21 minutes past 9, arriving at Leeds at 15 minutes past 10.

By looking up the fourth time column it will be seen that the third train for Manchester leaves Leeds at 9, A.M., passes Morbury without stopping, leaves Brighouse at 15 minutes past 10, Rochdale at 22 minutes past 11, and arrives at Manchester at 45 minutes past 11, A.M.

☞ On the top and bottom of each time column are given the places on other lines to and from which passengers may proceed from any station, at the hour corresponding to such station in the said column.

Distances from Manchester.	Depart from	Arrivals in Manchester.	WEEK DAYS. No. 1. Sowerby Bridge to Leeds, meeting Trains at Normanton Station for Sheffield, Chesterfield, Derby, Birmingham, London, York, Selby, and Hull.	No. 2. Manchester to Leeds, meeting Trains at Normanton Station for Sheffield, Chesterfield, Derby, Birmingham, Nottingham, Leicester, and London.	No. 3. Manchester to Leeds, meeting Trains at Normanton station for Sheffield, Chesterfield, Derby, Birmingham, Nottingham, Leicester, London, York, Selby & Hull.	No. 4. Manchester to Leeds, meeting Trains at Normanton Station for Sheffield, Derby, Birmingham, Nottingham, Leicester, and London.	No. 5. Manchester to Leeds.	No. 6. Manchester to Leeds, meeting Trains at Normanton Station for Sheffield, Chesterfield, Derby, York, Selby and Hull.	No. 7. Manchester to Leeds, meeting Trains at Normanton Station for Sheffield, Chesterfield, Leicester, Nottingham, and Derby.	No. 8. Manchester to Leeds, meeting Trains at Normanton Station for Sheffield, Derby, Birmingham, Nottingham, Leicester, London, York, Selby and Hull.	No. 9. Manchester to Leeds.	No. 10. Manchester to Brighouse.	SUNDAYS. No. 1. Sowerby Bridge to Leeds.	No. 2. Manchester to Leeds, meeting Trains at Normanton Station for Sheffield, Chesterfield, Derby, Birmingham, Nottingham, Leicester, and London.	No. 3. Manchester to Leeds.
			H. M. 8 22 *m*	H. M. 10 15 *m*	H. M. 11 30 *m*	H. M. 11 45 *m*	H. M. 2 0 *e*	H. M. 4 0 *e*	H. M. 5 45 *e*	H. M. 6 45 *e*	H. M. 9 15 *e*	H. M. 10 45 *e*	H. M. 9 22 *m*	H. M. 11 30 *m*	H. M. 10 0 *e*
	Manchester	Towards Leeds	..	6 45 *m*	8 0 *m*	9 0 *m*	10 45 *m*	12 0 *m*	1 30 *e*	4 45 *e*	6 15 *e*	7 30 *e*	..	8 0 *m*	6 30 *e*
6	Mills Hill	Towards Manchester	8 8 *m*	10 1 *m*	11 16 *m*	11 34 *m*	1 46 *e*	3 46 *e*	5 31 *e*	6 34 *e*	9 1 *e*	10 31 *e*	9 8 *m*	11 16 *m*	9 46 *e*
		„ Leeds	..	7 11 *m*	8 20 *m*	9 26 *m*	11 5 *m*	12 26 *e*	1 56 *e*	5 5 *e*	6 41 *e*	7 56 *e*	..	8 26 *m*	6 56 *e*
10	Heywood, for Blue Pitts and Bury	Towards Manchester	7 58 *m*	9 51 *m*	11 6 *m*	..	1 36 *e*	3 36 *e*	5 21 *e*	..	8 51 *e*	10 21 *e*	8 58 *m*	11 6 *m*	9 36 *e*
		„ Leeds	..	7 23 *m*	..	9 38 *m*	..	12 38 *e*	2 8 *e*	..	6 53 *e*	8 8 *e*	..	8 38 *m*	7 8 *e*
11	Rochdale	Towards Manchester	7 50 *m*	9 43 *m*	10 58 *m*	11 22 *m*	1 28 *e*	3 28 *e*	5 12 *e*	6 22 *e*	8 43 *e*	10 13 *e*	8 50 *m*	10 58 *m*	9 28 *e*
		„ Leeds	..	7 33 *m*	8 34 *m*	9 48 *m*	11 19 *m*	12 48 *e*	2 18 *e*	5 19 *e*	7 3 *e*	8 18 *e*	..	8 48 *m*	7 18 *e*
14	Littleborough	Towards Manchester	7 40 *m*	9 33 *m*	10 48 *m*	..	1 18 *e*	3 18 *e*	5 3 *e*	..	8 33 *e*	10 3 *e*	8 40 *m*	10 48 *m*	9 18 *e*
		„ Leeds	..	7 41 *m*	..	9 56 *m*	..	12 56 *e*	2 26 *e*	..	7 11 *e*	8 26 *e*	..	8 56 *m*	7 26 *e*
20	Todmorden for Burnley, &c.	Towards Manchester	7 24 *m*	9 17 *m*	10 32 *m*	11 0 *m*	1 2 *e*	3 2 *e*	4 47 *e*	6 0 *e*	8 17 *e*	9 47 *e*	8 24 *m*	10 32 *m*	9 2 *e*
		„ Leeds	..	7 58 *m*	8 54 *m*	10 13 *m*	11 39 *m*	1 13 *e*	2 43 *e*	5 39 *e*	7 28 *e*	8 43 *e*	..	9 13 *m*	7 43 *e*
21	Eastwood	Towards Manchester	7 18 *m*	9 11 *m*	10 26 *m*	..	12 56 *e*	2 56 *e*	4 41 *e*	..	8 11 *e*	9 41 *e*	8 18 *m*	10 26 *m*	8 56 *e*
		„ Leeds	..	8 2 *m*	..	10 17 *m*	..	1 17 *e*	2 47 *e*	..	7 32 *e*	8 47 *e*	..	9 17 *m*	7 47 *e*
24	Hebden Bridge	Towards Manchester	7 4 *m*	8 57 *m*	10 12 *m*	..	12 42 *e*	2 42 *e*	4 27 *e*	..	7 57 *e*	9 27 *e*	8 4 *m*	10 12 *m*	8 42 *e*
		„ Leeds	..	8 18 *m*	..	10 33 *m*	..	1 33 *e*	3 3 *e*	..	7 48 *e*	9 3 *e*	..	9 33 *m*	8 3 *e*
26	Luddenden Ft.	Towards Manchester	6 56 *m*	8 49 *m*	10 4 *m*	..	12 34 *e*	2 34 *e*	4 19 *e*	..	7 49 *e*	9 19 *e*	7 56 *m*	10 4 *m*	8 34 *e*
		„ Leeds	..	8 24 *m*	..	10 39 *m*	..	1 39 *e*	3 9 *e*	..	7 54 *e*	9 9 *e*	..	9 39 *m*	8 9 *e*
28	Sowerby Bridge, for Halifax	Towards Manchester	6 49 *m*	8 42 *m*	9 57 *m*	10 30 *m*	12 27 *e*	2 27 *e*	4 12 *e*	5 30 *e*	7 42 *e*	8 12 *e*	7 49 *m*	9 57 *m*	8 27 *e*
		„ Leeds	6 30 *m*	8 32 *m*	9 20 *m*	10 47 *m*	12 5 *e*	1 47 *e*	3 17 *e*	6 5 *e*	8 2 *e*	9 17 *e*	7 30 *m*	9 47 *m*	8 17 *e*
31	Elland	Towards Manchester	6 39 *m*	8 32 *m*	9 47 *m*	..	12 17 *e*	2 17 *e*	4 2 *e*	..	7 32 *e*	9 2 *e*	7 39 *m*	9 47 *m*	8 17 *e*
		„ Leeds	6 40 *m*	8 42 *m*	..	10 57 *m*	..	1 57 *e*	3 27 *e*	..	8 12 *e*	..	..	9 57 *m*	8 27 *e*
34	Brighouse, for Bradford and Huddersfield	Towards Manchester	6 30 *m*	8 23 *m*	9 38 *m*	10 15 *m*	12 8 *e*	2 8 *e*	3 53 *e*	5 15 *e*	7 23 *e*	8 53 *e*	7 30 *m*	9 38 *m*	8 8 *e*
		„ Leeds	6 48 *m*	8 50 *m*	9 36 *m*	10 5 *m*	12 21 *e*	2 5 *e*	3 35 *e*	6 21 *e*	8 20 *e*	..	7 48 *m*	10 5 *m*	8 35 *e*
36	Cooper Bridge, for Huddersfield	Towards Manchester	..	8 11 *m*	9 26 *m*	10 3 *m*	11 56 *m*	1 56 *e*	3 41 *e*	5 3 *e*	7 11 *e*	8 41 *e*	..	9 26 *m*	7 56 *e*
		„ Leeds	6 56 *m*	8 58 *m*	9 45 *m*	11 13 *m*	12 30 *e*	2 13 *e*	3 48 *e*	6 30 *e*	8 28 *e*	..	7 58 *m*	10 13 *m*	8 43 *e*
41	Dewsbury	Towards Manchester	..	7 56 *m*	9 11 *m*	..	11 41 *m*	1 41 *e*	3 26 *e*	5 13 *e*	6 56 *e*	8 26 *e*	..	9 11 *m*	7 41 *e*
		„ Leeds	7 4 *m*	9 10 *m*	..	11 25 *m*	..	2 25 *e*	3 55 *e*	6 40 *e*	8 40 *e*	..	8 10 *m*	10 25 *m*	8 55 *e*
44	Horbury	Towards Manchester	..	7 44 *m*	8 59 *m*	..	11 29 *m*	1 29 *e*	3 14 *e*	..	6 44 *e*	8 14 *e*	..	8 59 *m*	7 29 *e*
		„ Leeds	7 15 *m*	9 21 *m*	..	11 36 *m*	..	2 36 *e*	4 6 *e*	..	8 51 *e*	..	8 21 *m*	10 36 *m*	9 6 *e*
48	Wakefield	Towards Manchester	..	7 29 *m*	8 44 *m*	9 40 *m*	11 14 *m*	1 14 *e*	2 59 *e*	4 40 *e*	6 29 *e*	7 59 *e*	..	8 44 *m*	7 14 *e*
		„ Leeds	7 29 *m*	9 35 *m*	10 8 *m*	11 50 *m*	12 53 *e*	2 50 *e*	4 20 *e*	6 53 *e*	9 5 *e*	..	8 35 *m*	10 50 *m*	9 20 *e*
50	Normanton	Towards Manchester	..	7 11 *m*	8 26 *m*	9 25 *m*	10 56 *m*	12 56 *e*	2 40 *e*	4 25 *e*	6 11 *e*	7 41 *e*	..	8 26 *m*	6 56 *e*
		„ Leeds	7 47 *m*	9 53 *m*	10 26 *m*	12 8 *m*	1 10 *e*	3 8 *e*	4 38 *e*	7 10 *e*	9 23 *e*	..	8 58 *m*	11 8 *m*	9 38 *e*
60	Leeds	Towards Manchester	..	6-45 *m*	8 0 *m*	9 0 *m*	10 30 *m*	12 30 *e*	2 15 *e*	4 0 *e*	5 45 *e*	7 15 *e*	..	8 0 *m*	6 30 *e*
		Arrivals in Leeds	8 9 *m*	10 15 *m*	10 45 *m*	12 30 *m*	1 30 *e*	3 30 *e*	5 0 *e*	7 30 *e*	9 45 *e*	..	9 15 *m*	11 30 *m*	10 0 *e*

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.	No. 1.	No. 2.	No. 3.
	Brighouse to Manchester, meeting Trains for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains at Normanton Station from London, Birmingham, Gloucester, Derby & Sheffield, also for Liverpool, Bolton, Preston, and Lancaster.	Leeds to Manchester, meeting Trains at Normanton Station from York; also for Liverpool and Bolton.	Leeds to Manchester, meeting Trains at Normanton Station from Chesterfield, Derby, Sheffield, York, and Hull; also for Liverpool and Bolton.	Leeds to Manchester, meeting Trains for Liverpool and Bolton.	Leeds to Manchester, meeting Trains at Normanton Station from Birmingham, Nottingham, Derby, Sheffield, York, Selby, & Hull; also for Liverp., Bolton, Preston & Lancaster.	Leeds to Manchester, meeting Trains for Liverpool, Bolton, and Preston.	Leeds to Manchester, meeting Trains at Normanton Station from London, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, York, Selby, and Hull; also for Liverpool.	Leeds to Manchester, meeting Trains at Normanton Station, from London, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, York, Selby and Hull.	Leeds to Manchester, meeting Trains at Normanton Station from Derby, Chesterfield, and Sheffield.	Brighouse to Manchester.	Leeds to Manchester.	Leeds to Manchester, meeting Trains at Normanton Station from London, Leicester, Derby, Chesterfield and Sheffield.

Example.—A person desirous of going from Rochdale to York, will find the earliest train in the 3rd column, the hour of departure from Rochdale being 34 minutes past 8, a.m.

FARES.

First-class passengers, 3d. per mile; second-class, 2d. per mile; Children, under seven years of age, in first-class carriage, charged second-class fare; and in second-class, waggon fare; and in waggon, without any deduction. Infants in arms not charged.

Gentleman's carriage, with four wheels, 6d. per mile; and parties riding in their own carriage, 2d. per mile each; servants riding outside, and children, waggon fare.

A single horse, two-wheel carriage, or pony phaeton, 4½d. per mile. Any larger number of horses, if one property, 3d. per mile each. One ox, cow, or other neat cattle, mule, or ass, going in an open waggon, 3d. per mile each; any larger number, being the same property, 2d. per mile each. Sheep, 4d. per score per mile, or 6d. per single waggon, and 1s. per double waggon, per mile. Pigs, according to size, from ½d. to 1d. per mile each. Calves from ½d. to 1d. per mile, according to size. Any distance, under six miles, charged as six miles in all cases. The Manchester 6, 45, morning train is the only one by which passengers can go through to London in waggons, but they may proceed to Rugby by every London train.

Every train will have first and second class carriages, and some of them, for the convenience of the working classes, open waggons, without seats, at Fares proportionably low,

Luggage, to the followiug extent, may be taken, at their own risk, free of charge:—First-class passengers, 112 lb.; second-class, 60 lb.; waggon, 40 lb. Any excess charged, for any distance under 30 miles, ½d. per pound, and over 30 miles, ¼d. per pound, extra.

The Company's servants are not allowed to porter for waggon passengers.

Waggon passengers must be at the Booking Office ten minutes before the time of departure, or they cannot be booked for that description of vehicle. Gentlemen's carriages and horses must be at the Station a quarter of an hour before the departure of the Train; and if horses are to be sent from the intermediate stations, it is advisable to give previous notice.

The Company do not hold themselves responsible for any Luggage, matter, or thing, unless booked, and paid for accordingly.

Passengers are particularly requested to see their Luggage in and out of the carriages.

Parcels can be forwarded to all parts of the Kingdom, from 9, Brown-street, Manchester; Albion Hotel, Oldham; Reed Hotel, Rochdale; Swan Inn, Halifax; Railway Office, Bradford; Swan Railway Office, Huddersfield; Royal He-

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tel, Dewsbury; Bennett's Office, Wakefield; and from the respective Stations of the Manchester and Leeds Railway Company.

Gratuities are not allowed to be taken by any of the Company's servants. Smoking is strictly prohibited on any of the Company's premises.

Passengers, &c. may be booked through at the Manchester Station to the following places:—

	First class.	Second class.	Third class.
Derby....	£1 2 0	£0 16 0	£0 9 0
York....	1 0 0	0 13 0	0 9 6
Selby....	0 18 0	0 12 0	0 8 6
London..	2 7 0	1 13 0	1 1 0
Sheffield	0 12 0	0 7 6	0 6 0
Hull....	1 3 0	0 15 6	0 11 0

Passengers may also be booked through from every Station.

Gentlemen's carriages to London, by 6.45 morning train, £5 5s.

Passengers wishing to come from London by way of Derby to Manchester, or to any Station on the Manchester and Leeds Railway, must book for Rugby.

The Trains by which waggon passengers may be booked are those which depart from the Manchester Station at 6.45 morning, 12 noon, and 6. 15 evening; also from Leeds to Manchester at 6.45 morning, 12. 30 noon, and 5. 45 evening; and by all the Sunday Trains.

Some of the Trains are met at Mills Hill by Furbisher's omnibuses, for Oldham; at Todmorden, by Chaffer's, for Burnley; at Brighouse, by Scott and Co.'s, for Bradford; and at Cooper Bridge, by Elam's, for Huddersfield.

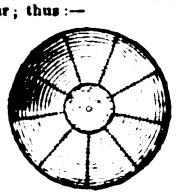
Parcels for York and Hull, if sent to the Manchester Station by 7 o'clock in the evening, will be delivered early the following morning. Those for the principal towns in Scotland are despatched by every Train. Those for all Yorkshire, Durham, Cumberland, and Northumberland, are despatched up to 7 o'clock p.m.; as are also those for London and the south of England, *via* Derby, all of which are at very reduced charges.

*** The Train which departs from Manchester at 8 o'clock, a.m., meets road coaches for Worksop, Newark and Lincoln, at very reduced fares.

PATENT AXLES FOR RAILWAY ENGINES AND CARRIAGES. The attention of Railway Engineers is invited to the superior safety of the Railway Axles manufactured by the Patent Shaft and Axle-tree Company, at the Brunswick Iron Works, Wednesbury, Staffordshire.

Great and constant attention is paid to the quality of the Iron used, to its admixture, and the whole process of its preparation, and the Axles have the following peculiar advantages, viz.:—

The Faggot is made in a cylindrical form by the External Bars being rolled of such a section as will fit accurately round a centre bar; thus:—



By the arrangement of the Bars in the Faggot the lamination of the Iron becomes cylindrical, and, consequently the axle is equally strong to resist bending or breaking in any direction. The Axle is made of Bars of the full length of the Faggot, and whatever its size may be, it is perfectly welded throughout at one heat; after which it is never heated more than is sufficient to allow of its being drawn under the hammer to the required size. By these means all risk of breakage, through partial welding of Bars or scarfed Slabs, is effectually guarded against.

The Finished Axles are separately tested before they leave the Works. They are finished in such a style as leaves less to be done at them in the smithy or lathe, than at those made by any other manufacturers. They have long been exclusively used on some of the great lines of railway, where their reputation is fully maintained, and upwards of 15,000 are now in use on the principal railways of Great Britain, the Continent, and America, without a complaint respecting quality.

To meet the increasing demand the Works have recently been extended, and there are now the means of exceeding any other house in the rapid execution of orders.

GATESHEAD IRON WORKS, Newcastle-upon-Tyne, April 8th, 1841.

GENTLEMEN,—Observing in the *Railway Times* of the 3rd instant, a section of the mode of faggoting your shafts and axles, we beg to acquaint you that the same plan has been in use in our Manufactory, as well as in the neighbouring forges, for the last half-century, we are now making 6-ton shafts upon that plan.

We are, Gentlemen, your obedient servants,
(Signed) HAWKS, STANLEY, & Co.

The Shaft and Axletree Company,
Brunswick Iron Works, Wednesbury, Staffordshire.

The Shaft and Axletree Company make their Axles for Railway Engines and Carriages from a Faggot, composed of Rolled Bars, which is passed through Rollers before it is drawn under the hammer to the required size; Hawks, Stanley, & Co. manufacture theirs without the intervention of a Rolling Mill, by drawing them to the required size under a Forge Hammer from a Faggot of Forged Bars the full length of the Faggot.

Hawks, Stanley, & Co. are willing to submit their Axles to any test to which the Shaft and Axle Company are agreeable to submit theirs.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.—The Public are respectfully informed that this Railway is now Open for the Conveyance of Passengers and Parcels.

The Trains will run at the following hours till further notice:—

FROM GLASGOW. DOWN.	FROM GREENOCK. UP.
8 a. m.	Half-past 8 a. m.
* 9 —	*Half-past 9 —
10 —	Half-past 10 —
12 Noon.	*Half-past 12 p. m.
* 2 p. m.	Half-past 1 —
4 —	Half-past 3 —
* 5 —	*Half-past 4 —
6 —	Half-past 6 —
8 —	Half-past 8 —

NO TRAINS ON SUNDAYS.

The Trains marked * stop at the Houston and Bishopton Stations.

All the Trains stop at the Paisley and Port-Glasgow Stations.

DOWN TRAINS.

Steam-Boats or Omnibuses depart from Greenock (weather permitting) for the undermentioned places on the arrival of the Trains, which leave Glasgow at the hours specified below:—

Gourock and Ashton.	Helensburgh and Roseneath.	Gareloch-head.	Dunoon.	Rothesay.
At 9 a.m.	8 a. m.		8 a. m.	8 a.m.
10 —	10 —			
12 noon	12 noon.		12 noon.	12 noon.
2 p.m.				
4 —	4 p. m.		4 p. m.	4 p.m.
5 —				
	6 —	6 p. m.		

UP TRAINS.

Steam-Boats or Omnibuses arrive (weather permitting) from the undermentioned places for the Trains, which leave Greenock at the hours specified below:—

Gourock and Ashton.	Roseneath and Helensburgh.	Gareloch-head.	Dunoon.	Rothesay.
At 8 30a.m	8 30 a. m.	8 30 a.m.	8 30a.m.	8 30am
10 30 —	10 30 —			
12 30p.m	12 30 p. m.		12 30p.m	12 30pm
1 30 —				
3 30 —	3 30 —			
4 30 —			*4 30 —	4 30pm
	6 30 —			

Passengers by the 8o'clock a. m. Down Train, can join the Lochgoil Boat to Inverary at Greenock.

Other arrangements are in progress, and will be advertised shortly.

Children under 10 years of age, free; from 10 to 14 half price.

Luggage will be conveyed free, and transferred to and from the Boats without any additional expense.

Passengers are requested to look after their own luggage, as the Company will not be responsible for it, unless booked and paid for.

Passengers to and from Liverpool, Dublin, Belfast, &c., will save two hours by taking the Railway to and from Greenock.

It is particularly requested that Passengers in going to and from the Steam-boats, will use all expedition, in order that the regularity of the communication may not be interfered with.

Time by Railway, between Glasgow and Greenock, till further notice, one hour; and the clocks will be set by the Tron Church, Glasgow, and the Mid Parish Church, Greenock.

Passengers at the intermediate stations should arrive five minutes before the Train may be expected.

For Fares and Rates of Parcels, see hand bills.

Preparations are making for the conveyance of Goods at an early day.

The Servants of the Railway Company are strictly prohibited from receiving any gratuity on pain of dismissal.

No Smoking allowed in the Trains or at the Stations.

Any complaints, if addressed to the Secretary, will be immediately attended to.

By Order of the Directors,
MARK HUISH, Secretary.

5th April, 1841.

TREATISE ON THE IMPROVEMENT OF THE NAVIGATION OF RIVERS, with a New Theory on the Cause of the Existence of Bars, accompanied by Observations on the State of many of the navigable Rivers of Great Britain and Ireland, by W. A. BROOKS, M. Inst. C. E.

Published by Mr. Weale, Engineering Bookseller, 59, High Holborn, 8vo. 5s., and sold also by Mr. Thomas Jennett, Stockton on Tees.

RAILWAY PLANT FOR SALE in excellent Condition.—A large quantity of every kind. Apply to Mr. McKrone, Office, Angel Lane, Stratford, Essex. It is conveniently situated for Water or Railway Carriage. Approved Bills will be taken in payment if desired.

Thursday, April 16, 1841.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY COMPANY.—NINTH CALL of TWO POUNDS per Share, making £25 per Share called up.—NOTICE is hereby given, That in pursuance of a Resolution of the Board of Directors, the Proprietors of Shares in this Company are hereby required to pay the sum of TWO POUNDS PER SHARE, being the Ninth Instalment, on or before the 1st May next, into any one of the following Banks:—

Edinburgh—Royal Bank of Scotland.
Glasgow—Ditto.
Greenock—Any of the Banks there.
Liverpool—Liverpool Commercial Bank.
Lancaster—Lancaster Banking Company.
London—The Chief Office of the London and Westminster Bank, Throgmorton-street.
Dublin—To Messrs. Labertouche and Stafford.
Londonderry—Branch of the Provincial Bank of Ireland.

Interest at the rate of 5 per cent. will be charged on all sums not paid on that day.

By order of the Board of Directors,
MARK HUISH, Secretary.

Railway Office, Greenock,
April 6, 1841.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.*	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R.A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, I. N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two-horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act to Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

TO RAILWAY CONTRACTORS.—To be Sold, 140 2¼-yard capital EARTH WAGGONS, 36 inch wheels, 3¼ inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

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BIRMINGHAM AND DERBY JUNCTION RAILWAY.—NEW SHARES.—Second Call, £5. per Share. The Directors of the Birmingham and Derby Junction Railway Company having resolved that an Instalment of £5. on each of the New Third Shares in this undertaking, created under the provisions of the Act relating thereto passed in the last Session of Parliament, (3 Vict., cap. 51,) payable on or before the 6th day of May next, should be called for, Proprietors of such New Shares in this Company are hereby required to PAY on or before that day, to any of the under-mentioned Bankers the sum of FIVE POUNDS on each of their respective New Shares.

BANKERS.

London.—Messrs. Glyn, Halifax, Mills, and Co., Lombard Street.
Birmingham.—The Birmingham Banking Company.
Manchester.—The Manchester and Salford Bank.
Derby.—Messrs. W. and S. Evans.
Burton-upon-Trent.—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield.—Messrs. Parker, Shore and Co.

The Bankers have been severally instructed to charge interest at the rate of £5. per cent. per annum, according to the provisions of the Act above referred to, from the 6th day of May next, on all sums which shall be tendered after that day.

HENRY SMITH,
Chairman of the Board of Directors.
THOMAS KELL, Secretary.

Birmingham, April 7th, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £300 each, and for a term of not less than Three Years, and to Grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing interest at the rate of 5 per cent. per annum.

Interest Warrants, for the whole term for which the Loan is made, payable half-yearly, on the 1st January and 1st July, at the Company's Bankers in London and Birmingham, will be delivered to the Lender with the mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office, in Waterloo Street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton Street, London; or to Messrs. Laurence, Cazenove, and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 14th day of March, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—FURTHER OPENING OF THE GREAT NORTH LINE.—London to Newcastle-upon-Tyne in One Day.—Only Day Train.—The public are respectfully informed, that in consequence of the opening of the Great North of England Line to Darlington, passengers may travel from London to that place (45 miles north of York) by Railway, and thence by coach to Newcastle-upon-Tyne, in one day, by the train of the London and Birmingham and Birmingham and Derby Junction Railway, leaving the Euston station at 6 a.m., arriving at Darlington at 8.30 p.m., being the only day train through. Fast coaches leave Darlington on the arrival of the above train, arriving in Newcastle in four hours.

By Order,
THOMAS KELL, Secretary.

Birmingham, April 14, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—TENDERS FOR LOANS.—Notice is hereby given, that pursuant to the resolution of the General Meeting of Proprietors, the Directors of this Company are ready to receive Tenders of Loans of Money, in sums of not less than £300, on security of Loan Notes under the Common Seal of the Company, which will bear interest at the rate of 5 per cent. per annum, payable half yearly.

Further particulars may be had on application to the Secretary, at the Office, Waterloo-street, Birmingham; to whom also the Tenders, stating the amount offered and the period for which it is proposed to be lent, must be addressed.

By Order.
WILLIAM BURGESS,
Superintendent and Secretary.

Waterloo-street, Birmingham, March 16, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—CONVEYANCE OF GOODS, &c.—The public are respectfully informed that this Railway is NOW OPEN for the CONVEYANCE OF GOODS AND MERCHANDISE.

For particulars of charge, &c., applications may be made at the Railway Stations, or at the office, Waterloo-street, Birmingham. By order,

WILLIAM BURGESS,
Superintendent and Secretary.

Waterloo-street, Birmingham, March 16, 1841.

BRISTOL AND GLOUCESTER RAILWAY.—CONTRACT FOR WORKS.—Contract, No. 4.—Notice is hereby given, That the Directors will receive at their Offices, Exchange Buildings, Bristol, on or before Twelve o'Clock, on Monday, the 3rd of May next, Tenders for the excavation and formation of the earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying the permanent rails, of that portion of the railway commencing from a point in field No. 33, in the parish of Charfield, and terminating at a point near the road, marked No. 15, in the parish of Berkeley, being a distance of about 2 miles 16 chains.

Contract No. 8.—Also Tenders for the execution of similar works on that portion of the line commencing from a brook, the boundary between the parishes of Frocester and Leonard Stanley, and terminating in field No. 32, in the parish of Leonard Stanley, being a distance of 57 chains.

Contract No. 10.—Also Tenders for the execution of similar works on that portion of the line extending from a point in field No. 40, in the parish of Leonard Stanley, and terminating at or near the proposed junction with the Cheltenham and Great Western Union Railway, in field No. 8, in the parish of Moreton Valence, being a distance of 1 mile and 37 chains.

Drawings and Specifications of the above works are now lying at the Company's Offices, Exchange Buildings, Bristol.

The Directors will not consider themselves bound to accept the lowest Tender; and they expect the several parties to attend at the Office on the 3rd of May, at One o'clock.

ROBERT FLETCHER, Secretary.

Bristol, 14th April, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—CALL FOR TENTH INSTALMENT.—The Directors of this Company having resolved to make a Call, under the provisions of the Act of Parliament, for an Instalment of Ten Pounds per Share, Notice is hereby given, that the several Proprietors in the Capital Stock of the said Company are required to Pay the said Call or Sum of Ten Pounds on each of their respective Shares on, on before the 25th day of May next, to one of the undermentioned Bankers, viz.:—

SHEFFIELD.... Messrs. Parker, Shore, and Co.
MANCHESTER.. The Manchester and Liverpool District Bank.
LONDON..... Messrs. Rogers, Olding, and Co.; and Messrs. Smith, Payne, and Smith.

Interest, after the rate of 5 per cent. per annum, will be charged by the Bankers on all such sums as shall remain unpaid after the said 25th day of May next, until payment thereof.

The Directors take this opportunity of stating, that £5 per cent. per annum is allowed on all sums paid in advance.

By Order of the Directors,
JOHN WHITELEY, Secretary.

15, Piccadilly, Manchester, 14th April, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, and MANCHESTER RAILWAY COMPANY—A SECRETARY WANTED, Salary £300 a-year, and Security for £1000 required. Address, "stating the names of one or two Sureties," to No. 15, Piccadilly, Manchester.

By order of the Directors.

NORTH MIDLAND RAILWAY.—ALTERATION OF TRAINS. In consequence of the recent opening of the Great North of England Railway, passengers may now be conveyed by Railway the whole distance between London and Darlington, and also those from Gloucester and the West of England to the latter place, *via* the Birmingham and Derby Railway.

Full particulars and Time Tables may be obtained at the Offices of the Company, the London and Birmingham Railway Station, Euston-square, and all the principal Coach Offices.

By order,
H. PATTESON, Secretary.

Offices, Warnford-court, Throgmorton-street.

PRESTON AND WYRE RAILWAY, HARBOUR, AND DOCK COMPANY.—Incorporated by Act of Parliament.—The Directors of the Preston and Wyre Railway, Harbour, and Dock Company hereby give notice, that in compliance with the provisions of their Act, the half yearly meeting of the Proprietors of the said Company will be held at the Company's Offices, No. 11, King William-street, in the City of London, on Tuesday, the 27th April instant, at 1 o'Clock precisely.

By Order,
JOHN POWER, Secretary.

11, King William-street, 14th April, 1841.

NOTICE.—NEWCASTLE AND NORTH SHIELDS RAILWAY. The Dividend of 6 per cent. for the half-year ending 31st of December, 1840, (ordered at the General Meeting of the Proprietors to be paid on or before the 3rd May next,) will be payable at the Company's Offices, in Pilgrim-street, Newcastle, on and after Monday, the 12th of the present month, (April) between the hours of eleven and three.

By Order.
W. SWAN, Clerk to the Company.

Railway Office, April 8th, 1841.

RIBBLE NAVIGATION.—Notice is hereby given, that in pursuance of an order of the Directors, the proprietors of shares in this Company are required to pay a Call of £5 per share on each of their respective shares in the capital stock of the said Company, on or before the 10th day of May next, at the bank of Messrs. Pedder, Fleetwood, and Pedder, in Preston, and that from and after that day interest at the rate of £5 per centum per annum will be charged upon all such sums as shall remain unpaid, until payment thereof.

RICH. PILKINGTON,
Secretary to the said Company.

Preston, Ribble Navigation Office,
8th April, 1841.

RAILWAY MONOPOLY.—THREE-PENCE INTO CHELTENHAM.—The Proprietors of the "George" and "Fleece" Hotels beg to intimate to their Friends and the Public, that in consequence of the Directors of the Gloucester and Birmingham Railway having deprived them the privilege of sending Omnibuses to convey Passengers from the Cheltenham Station, they have determined boldly to resist such an Infamous Monopoly; and respectfully announce that their Omnibuses will ply at the Gates of the Yard, to convey Passengers into the Town at Half-Price.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

SPECIFICATIONS OF RECENT PATENTS. The MECHANICS' MAGAZINE, No. 293, price 3d., published this day, contains Abstracts of the following recently enrolled Patents:—James and Robert Stirlings', for improvements in air engines, and Talbot's for improvements in producing or obtaining motive power. Also, Descriptions, with numerous Engravings, of Mills' patent sub-marine propellers; Improved blower for stove grates; Improved forge back; Remarks on the experiments at the Polytechnic Institution on marine propellers; On the construction of Velocipedes. On the calculation of life annuities; Account of an experiment with McNaught's indicator applied to a low-pressure steam-engine; The smoke nuisance; On the necessity for a fire police in Dublin; Royal Mail Company's steam packets; sounding the sea by electro-magnetism, &c. &c. &c.

Published at the Mechanics' Magazine and Patent Agency Office, 166, Fleet-street, and sold by all Booksellers and Newsmen throughout the kingdom.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES from the Birmingham Railway to all parts of the metropolis, by William Hill, of the Stamp and Tax Office, and formerly of the Hackney Coach Office, Essex-street, Strand, with a Map of London, and correct Railway Time Tables.

Also by the same author, price 6d.,
TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street, Bell, Fleet-street, and sold by all booksellers.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, a new Edition of ROBINSON'S

RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley; Steil, and R. Tyas, Paternoster-row; Hyde and Co., and G. Bell, Fleet-street; Weale, Holborn; and by all Booksellers and Newsmen.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, April 17, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 174. Vol. IV.—No. 18.] SATURDAY, MAY 1, 1841. [Price, 6d.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

EDINBURGH AND GLASGOW RAILWAY.—WANTED—

1. A Superintendant or Manager, to take the general charge of the out-door business of the Railway.
2. A Manager for the Carriage and Waggon Department, possessing a thorough practical knowledge of the making and repairing of Railway Carriages, &c.
3. A Manager for the Goods' Traffic Department.

Experience in the working and management of railways will be a recommendation to parties applying for these situations; also engineering knowledge in the case of the General Superintendant.

These Officers will require to give their whole time to the service of the Company, and to be quite unconnected with any other pursuit.

Letters of application, containing testimonials and references as to qualifications, to be addressed to "The Directors of the Edinburgh and Glasgow Railway; for office of ———," and left at the Company's office in Glasgow, on or before the 10th day of May next.

The applicants are requested not to canvass the Directors. Those who may be considered likely to suit will be invited to meet them.

By order of the Board,
H. G. WRIGHT, Secretary.

Head Office, 7, North Queen-street,
Glasgow, 14th April, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £300 each, and for a term of not less than Three Years, and to Grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing interest at the rate of 5 per cent. per annum.

Inspect Warrants, for the whole term for which the Loan is made, payable half-yearly, on the 1st January and 1st July, at the Company's Bankers in London and Birmingham, will be delivered to the Lender with the mortgage.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office, in Waterloo Street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton Street, London; or to Messrs. Lawrence, Cazenove, and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 14th day of March, 1841.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 9s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 78, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litte, Royal Exchange, and at the Office of the Railway Times.

BIRMINGHAM AND GLOUCESTER RAILWAY.—Wanted, a competent FOREMAN for the Workshops of the Locomotive Department of this Railway; he must be sufficiently educated to be able to understand accounts and express his ideas clearly by letter.

Satisfactory testimonials and references will be required, and must be sent in, addressed to the Secretary, at the Office, Waterloo Street, Birmingham, on or before Saturday the 8th of May next.

By order,
WILLIAM BURGESS,
Superintendent and Secretary.

April 27th, 1841.

RIBBLE NAVIGATION.—Notice is hereby given, that in pursuance of an order of the Directors, the proprietors of shares in this Company are required to pay a Call of £5 per share on each of their respective shares in the capital stock of the said Company, on or before the 10th day of May next, at the bank of Messrs. Pedder, Fleetwood, and Pedder, in Preston, and that from and after that day interest at the rate of £5 per centum per annum will be charged upon all such sums as shall remain unpaid, until payment thereof.

RICH. PILKINGTON,
Secretary to the said Company.

Preston, Ribble Navigation Office,
8th April, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, the sums of not less than £300, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at Messrs. Smith, Payne, and Smiths. The Tenders are to express the sums, and terms of years, for which the same are proposed to be lent, and to be addressed to the Secretary, at the Company's Offices, 10, Angel-court, Throgmorton-street.

By Order of the Board of Directors,
THOMAS WOOD, Secretary.

TO RAILWAY MANAGEMENT.—A Douceur of FIFTY POUNDS or TEN POUNDS per Cent. on Salary will be given on procuring the advertiser a situation on a railway. He has been employed for the last six years, in the management of three contracts on three main lines, and is competent to take the management of a branch line, or a contract in the hands of a Company under an engineer. Being acquainted with working prices of all descriptions of work, materials, &c., he considers he should be found an acquisition. References can be given to many Engineers, and testimonials shown from some of the most eminent Contractors in the kingdom.

Letters addressed to E. I. at Mr. Norris's, 33, Great Winchester Street, Broad Street, London, will be promptly attended to; the most inviolable secrecy relied upon.

TAFF VALE RAILWAY.—Notice is hereby given, That the RAILWAY is now OPEN from Cardiff to Merthyr for the Conveyance of Passengers and Goods. The times of departure and arrival of the Trains will be as follows until further notice:—

UP.

		H.	M.
From Cardiff—			
8 morning, arrives at Merthyr		9	25
11 ,, ,, ,,	(mixed train) ..	12	45
3 afternoon ,, ,,		4	25

DOWN.

From Merthyr—			
8 20 morning, arrives at Cardiff		9	45
11 35 ,, ,, ,,	(mixed train) ..	1	20
3 20 afternoon ,, ,,		4	45

On Saturdays an additional Train leaves Cardiff at 5h. 30m. afternoon, and Merthyr at 6h. afternoon.

The mixed train, for goods and second and third class passengers, at 11 o'clock, from Cardiff, and 35 minutes past 11 o'clock from Merthyr does not run on Sundays.

Goods may be sent from the several stations by the mixed train, provided they are delivered two hours previous to the departure of the train.

RAILWAY CLOTHS.—ORCHARD and CO., MARQUEE, TENT, and RICK CLOTH MANUFACTURER, 5, WEST SMITHFIELD, LONDON, beg to recommend to Railway Companies, Waggon Proprietors, and others, their much improved Waterproof Cloths, expressly made for Railway Trucks and Waggons, which, for lightness and flexibility, surpass anything of the kind ever before offered to the public. Rick Cloths, Marquees, and Tents, of all sizes. Black Composition Paint for Outbuildings, 12s. per cwt. Orders per post duly attended to.

HANCOCK AND PETTIT'S PATENT RAILWAY CONTROULER.—A Model Railway and Carriages, worked by Steam Power, exemplifying the manner of applying this most effectual method of arresting the progress of Railway Trains, independently of the Engine-driver or Guard, may be seen Daily, between the Hours of Twelve and Four, at the Zinc Works, No. 55, Parliament-street.

"Better calculated to effect the desired object than any other which has come under our notice."—*Railway Times.*

Applications for Licences to use, to be made to Mr. Walter Hancock, Civil Engineer, Stratford, Essex.

RAILWAY PLANT FOR SALE, in excellent condition, a large quantity of every kind. Apply to Mr. M'Keone, Office, Angel-lane, Stratford, Essex. It is conveniently situated for water or railway carriage. Approved bills will be taken in payment, if required.

THE VERY VALUABLE PATENT RIGHT for RAILWAY and other WHEELS, granted to John Frederick Bourne and John Bartley the Younger, 6th September, 1838, for 14 years, will be SOLD BY AUCTION WITHOUT RESERVE, in consequence of a Dissolution of Partnership, on Tuesday, the 4th day of May, 1841, promptly at One o'Clock in the day by Mr. Fletcher, Auctioner, at his Rooms, King-street and Cross-street, Manchester, of whom further particulars may be had. Wheels on this construction may be seen at work on the Grand Junction, Great Western, London and South Western, North Union, Bolton and Kenyon Junction, Manchester and Leeds, and other Railways, and are so well known and so much approved of, that description is unnecessary.

TO RAILWAY DIRECTORS, ENGINEERS, CONTRACTORS, &c.—A Young Man from Scotland, of respectable connections, who has been employed as Assistant Engineer in the construction of a Railway recently completed, is desirous of forming a new engagement as Assistant to an Engineer or Contractor, or as Superintendent of a Railway Station. References to Engineers of eminence.

Apply by letter, addressed to P., care of the Publisher of the *Railway Times.*

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RAILWAY COMMUNICATION BETWEEN LONDON AND EDINBURGH AND GLASGOW.

Fourth Report of the Commissioners appointed by the Lords of the Treasury, in pursuance of Addresses of the House of Commons, of the 12th, 14th, and 20th days of August, 1839, and of the 6th of February and 19th of May, 1840, respecting Railway Communication between London, Dublin, Edinburgh, and Glasgow: with Appendix.—Printed by Order of the House of Commons, 15th March, 1841.

Railway Committee Office,
No. 3, Committee Room, House of Commons,
15th March, 1841.

SIR,—With reference to the instructions of the Lords Commissioners of Her Majesty's Treasury, dated the 26th November, 1839, the 14th February, the 29th May, and the 16th November, 1840, based on the Addresses of the House of Commons of the 12th, 14th, and 20th of August, 1839, and the 6th February and 19th May, 1840, we have now the honour of laying before you our final Report on the competing lines of railway to which our attention was therein directed.

The first instructions which we received confined our inquiry to an investigation into the merits of such proposed lines of railway communication with Dublin and with Edinburgh and Glasgow as had been projected and surveyed antecedently to the Addresses of the 12th, 14th, and 20th of August, 1839; but in consequence of the subsequent Addresses, and the desire of their Lordships to obtain for the public the best lines of railway that the nature and circumstances of the country would permit, and that were demanded by its commercial necessities, further instructions were given to us, extending in some degree the limits of our inquiry.

In order properly to test the superiority of competing projects for lines of railway communication, the explanatory documents which should constitute the evidence in their favour ought in fairness to be placed in equal detail before those who are appointed to judge of their merits.

Had this been the case in the investigation which we have had the honour to conduct, under their Lordships' orders, our task might have been briefly, easily, and satisfactorily performed; but instead of this, the information furnished to us has, with few exceptions, been very incomplete, and it has only been by repeatedly urging the projectors or promoters of some of the competing lines, that we have been enabled to obtain from them even the meagre documents with which we have been supplied; indeed, some of these documents have only reached us very recently.

We do not bring this part of the subject forward as an accusation against the parties concerned, because we have now reason to believe that it was solely from a want of funds that they were prevented from promptly obtaining and laying before us the various documents in question, which they admit to be necessary for arriving at a just and impartial opinion as to the relative advantages of their respective projects.

Our motive in touching on this matter is rather to remind their Lordships of the fact, of which they have from time to time been informed, of the delays which have arisen in conducting our inquiry, and which have occasioned us not only considerable official hindrance, but have increased our labour and personal anxiety respecting the important duty intrusted to us.

We shall not encumber this part of our Report with a detailed statement regarding the documents submitted to us by the promoters of the lines on which we are about to report, for as they are given in the Appendix, it is only necessary to remark that we felt it to be our duty to request these parties to supply us with the following information; viz.:—

1. A section of their respective lines, drawn to the Parliamentary scale, with remarks as to the nature of the soil through which the heavy cuttings and tunnels would be required.

2. A field plan, drawn to the Parliamentary scale, showing the property that would be interfered with by the proposed railways, and the nature of the curves.

3. A general tracing of the line, on county maps.

4. A detailed estimate of the probable cost of the railway.

5. A statement of the population within a certain specified distance of the line.

6. A list of the names of persons through whose property the railway would pass.

7. A statement of the present known traffic.

8. A list of assents and dissents.

9. Certain other statistical information, according to a form prepared by us.

By reference to the Appendix (A.), it will be seen that much of this information has not even now been supplied to us for some of these lines; and we think it right to observe, that Mr. Gibbs did not supply us with the estimates, &c., for the lines brought under our notice by him for the communication between London and York through Cambridge and Lincoln, until the 9th November last; that the projects of Messrs. M'Callum and Dundas for the line to the west side of the Pentland Hills, from Thankerton to Edinburgh, was not laid before us until the 2nd January; nor the estimates and other documents connected with it, until the 4th February of this year; that the proposition for the line through Morpeth was not received by us until the 6th January also of this year; nor Mr. Walker's last Report until the 11th of this present month.

The Addresses of the House of Commons under which, pursuant to your instructions, we have been acting are as follows:—

"*London and Dublin Communication.*"—Address, dated 12th August, 1839, "praying that her Majesty will be pleased to give directions that an Engineer or Engineers may be appointed to inquire and report upon the relative merits and the preference which ought to be given to the respective already surveyed and projected railways following; namely—from Holyhead *via* Bangor and Chester; Portdynllaen *via* Caernarvon, Bangor, and Chester; Portdynllaen *via* Barmouth, Bala, and Shrewsbury; Ormes Head *via* Chester. And also, that her Majesty will be pleased to give directions that proper persons may be appointed to inquire and report upon the best means of communication by sea between Dublin and London, as connected with the said intended railways."

"*London, Edinburgh, and Glasgow Railways.*"—Address, dated 14th August, 1839, "praying that her Majesty will be pleased to give directions that an Engineer or Engineers may be appointed to inquire and report upon the relative merits and the preference which ought to be given to the respective already surveyed and projected railways between London and the cities of Edinburgh and Glasgow, following; namely—*via* York, Newcastle-upon-Tyne, and Berwick; *via* York, Newcastle-upon-Tyne, and Hexham; *via* Lancaster, Whitehaven, and Carlisle; and *via* Lancaster, Penrith, and Carlisle. The said Inquiry and Report to include the relative merits of the two lines from London to York by Derby and Rotherham, and by Cambridge and Lincoln."

"*London, Edinburgh, and Glasgow Railway.*"—Address, dated 20th August, 1839, "praying that her Majesty will be graciously pleased to direct that the Engineer or Engineers to be appointed in pursuance of the Address of this House on the 14th day of this instant August, do, in addition to the Report thereby required to be made, report on the merits of the Cumberland railways as regards their connection with the western parts of Scotland and the north of Ireland; and that he be required also to report on the whole of the lines named in the said Address, as regards the relative merits of each, not only in respect to London, but also the comparative facilities afforded to the communication by railway between the manufacturing districts of Lancashire and Edinburgh and Glasgow, and the north of Ireland."

Address, dated 4th February, 1840, "praying that her Majesty will be graciously pleased to direct that the Engineers who have been appointed in pursuance of the Address of this House of the 12th day of August last, do, in addition to the Report thereby required to be made, report on the merits of the projected line of railway from London to Portdynllaen *via* Worcester and Newtown."

Address, "dated 19th May, 1840, "praying that her Majesty will be graciously pleased to give directions to the Committee appointed by Treasury Minute to include within their Report a new line which has been discovered between Carlisle and Lancaster, by which a portion of two lines called the Kendal and Lune lines will be united, giving the town of Kendal the advantage of the railway passing near it, and probably lessening the expense between Lancaster and Carlisle."

Our Report of the 16th April last having, according to the best of our judgment, disposed of the question respecting the communication between London and Dublin, our present Report is limited, in the first place, to the subject of the communication from London and from the manufacturing districts of Lancashire to Edinburgh, Glasgow, the western parts of Scotland, and the north of Ireland; and secondly, to the consideration of the relative merits of the lines from London to York by Derby and Rotherham, and by Cambridge and Lincoln.

With a view to clear away a part of the difficulties of the former question, we reported on the 16th May last on three projects which had been laid before us, for a railway between Lancaster and Carlisle; namely, one by the Cumberland coast, another by the valley of the Kent, and a third by the valley of the Lune.

For the reasons therein specified, we gave the preference to the project of the valley of the Lune, and we stated that the chief objections to the other projects were, that the Cumberland coast line would considerably increase the railway distance between Lancaster and Carlisle, and require a continuous embankment of the extraordinary length of 10 miles, and of the height of 36 feet across the estuary of Morecambe Bay, and another of one mile and a half across the Dudden; and that by the project of the valley of the Kent a tunnel would be required under the town of Lancaster, and another of two miles 21 chains in length, through the Gate Scarth mountain, which is supposed to be of a porphoritic formation, having a summit of 1,200 feet above the level of the tunnel.

We, however, suggested to the surveyors of both the inland lines the probability of such a pass being found at the foot of the Grayrig Fells as would unite the two lines and admit of a railway which, avoiding the necessity of the almost impracticable tunnel through Gate Scarth, would give to the population of the lower part of the valley of the Kent, and to the thriving town of Kendal in particular, the advantages of railway communication.

One of these surveyors, Mr. George Larmer, at length submitted to us a project, combining, in the manner we had pointed out, the advantages of both the inland lines, and avoiding their chief defects. This project, which, in conformity with their Lordships' instructions of the 19th May, 1840, we carefully examined, was favourably reported upon in our communication to you dated the 14th November last, and we may therefore conclude that we have thus accomplished our task in respect to the course of a western route as far as Carlisle.*

We have traced on the map, No. 1, the lines of the several projected railways that have been submitted to us, which may be subdivided into the following classes †:—

1st. Those which have been projected with a view of shortening or otherwise altering certain existing

* We have to observe that in consequence of the accuracy of that part of Mr. Larmer's project, which was submitted to the test of a fresh survey, conducted by Lieut. H. D. Fanshawe, of the 12th foot, we concluded we might rely on the section of the Grayrig Pass. We feel it also our duty to state, that Lieut. Fanshawe made a favourable Report as to the correctness of Mr. Bintley's section at the Gate Scarth mountain.

† For the purpose of bringing under one point of view all the various projects that have been submitted to our inspection, we have added the several Welsh lines referred to in our First Report.

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routes between London and distant towns in the north of England, through which the Scotch and Irish traffic would probably pass.

2nd. Those lines intended to connect the more northern termini of the English railways with Edinburgh and Glasgow.

3rd. Two new trunk lines from London to York by Cambridge and Lincoln, which have to be compared with the existing route to York by Derby and Rotherham.

Of the first class there is a route projected by Mr. George Stephenson, and submitted to us by Mr. Edward Tootal, to connect by a nearly direct line the town of Stafford on the Grand Junction Railway with Rugby on the London and Birmingham line, by which the railway distance between these two places, and consequently between London and Lancaster, would be shortened by about nine miles and a half. This is marked No. 1 on the map.

No. 2, which is another proposition having nearly the same object, was laid before us by Mr. Locke. We have examined the section, &c., of this line, but we do not think it necessary to make any observations upon them, nor to take any further notice of this project, as it has been withdrawn from the competition.

No. 3 is a project brought under our notice by Mr. R. Remington, for a nearly direct line from London to Leicester, according to which the present railway route between these two places, by the London and Birmingham and Midland Counties' Railways, and consequently between London and York, would be reduced by about nine miles. We found, on inspection, that this proposition was in a very imperfect state, the ground having been levelled only from London to Bedford, a distance of about 47½ miles out of 97 miles, and we therefore did not consider it proper to extend our inquiry beyond the last-named place; nor, as this is an imperfect project, is it essential to the object of our inquiry that we should give a detailed statement of our examination of the country through which it is proposed that the line should pass.

No. 4. We next examined the Great North of England Railway. This line is at present complete for the conveyance of goods from York as far as Darlington. But although an Act was obtained in 1836 for the formation of a railway between Darlington and Newcastle, yet the work has not been commenced; and as its promoters now consider that the line is susceptible of improvement, fresh surveys have been made for the purpose of being brought under the consideration of the legislature, with a view to obtaining an amendment of the original Act.

No. 5. In competition with the said portion of the Great North of England Railway, and with each other, two projects have been brought forward, called the Northern Union and the North Junction. By these it is proposed to unite Darlington with Newcastle, by connecting together certain existing lines in the county of Durham, originally intended chiefly for the conveyance of coals. Either project however would lengthen the railway distance between the termini, a defect which the promoters of these union lines contend would be more than counterbalanced by their diminishing the required extent of new railway. These lines are marked 5 and 6 in the map.

The second class of lines, being those intended to connect Lancaster with Edinburgh and Glasgow on the west, and Newcastle with Edinburgh and Glasgow on the east, are sixteen in number, as described below :—

The four lines between Lancaster and Carlisle—which have been adverted to in a former part of this Report, viz :—

From Lancaster to Carlisle, across Morecambe Bay, and through Whitehaven and Maryport, (marked No. 7 in the map.)

From Lancaster to Carlisle by the valley of the Kent (marked No. 8.)

From Lancaster to Carlisle by the valley of the Lune (marked No. 9.)

From Lancaster to Carlisle by the valleys of the Kent and of the Lune, connected by the Grayrig Junction (marked No. 10.)

As already stated, we reported in favour of the last-mentioned project, under date the 14th November last, and this line will make the actual distance between Lancaster and Carlisle, 70 miles 17 chains, and the equivalent horizontal distance 78 miles 62 chains.

From Newcastle to Edinburgh four lines have been projected; namely, (No. 11,) Mr. Stephenson's line from Newcastle by the eastern coast *via* Howick, Berwick and Dunbar, the actual distance being 117 miles 62 chains, and the equivalent distance 123 miles 33 chains.

No. 12. A line from Newcastle by Morpeth, to join Mr. Stephenson's east coast line to the north of Little Houghton. The length of this deviation is 38 miles 45 chains, making the actual distance to Edinburgh 116 miles 42 chains, and the equivalent distance 122 miles 32 chains. This we shall term the "East Coast deviation line by Morpeth."

No. 13. An inland line from Newcastle *via* Morpeth and Wooler to Dalkeith, by Mr. Remington; the actual distant to Dalkeith being 104 miles 10 chains, and the equivalent 110 miles 18 chains.

No. 14. From Newcastle, by the Newcastle and Carlisle Railway, to Hexham, Note-oth-gate, and Galashiels, to Edinburgh, by Mr. Blackmore; the actual distance being 115 miles 76 chains, and the equivalent distance 130 miles 19 chains.

Thirdly. Between Carlisle and Glasgow, and Carlisle and Edinburgh, the following lines have been proposed :—

No. 15. From Carlisle by Lockerby and Beattock Bridge, Lanark and Hamilton, to Glasgow; the actual distance being 100 miles 74 chains, and the equivalent 116 miles 78 chains.

No. 16. From Carlisle by Annan, Lochmaben, Beattock Bridge, Lanark and Hamilton to Glasgow; the actual distance being 105 miles 55 chains, and the equivalent 121 miles 68 chains. These two are called the Clydesdale lines.

No. 17. From Carlisle *via* Dumfries, Cumnock and Monkton, to join the Ayr Railway, and from thence to Glasgow; the actual distance being 127 miles 58 chains, and the equivalent 153 miles 9 chains.

No. 18. From Carlisle *via* Cumnock to Kilmarnock, to join the proposed branch railway from that place to the Ayr Railway near Dalry, and thence to Glasgow; the actual distance being 125 miles 9 chains, and the equivalent 130 miles 4 chains.

No. 19. From Carlisle *via* Cumnock, Kilmarnock and Beith, to Glasgow; the actual distance being 120 miles 60 chains, and the equivalent 124 miles 54 chains; these, by way of distinction, are termed the "Nithsdale Lines." The five lines last-mentioned were surveyed under the direction of Mr. Locke and Mr. Miller.

As a mode of connecting Edinburgh with Carlisle, and with the manufacturing districts of Lancashire, a line has been projected (marked No. 20 in the Plan) by Messrs. M'Callum and Dundas, to join the Clydesdale line at Symington (a place 66 miles 14 chains from Carlisle), passing on the East side of the Pentland Hills; the actual distance from Edinburgh being 31 miles 30 chains, and the equivalent 38 miles 68 chains.

No. 21 is another project by the same gentlemen, passing on the West side of the Pentland Hills, and joining the Clydesdale line at Thankerton.

No. 22. Mr. Miller submitted a project for a line to proceed also from Thankerton, and to take a course so as to join the Glasgow and Edinburgh Railway, at about seven miles from the latter place, the actual railway distance from Thankerton to Edinburgh by this route being 37 miles 41 chains, and the equivalent distance 44 miles 24 chains.

In respect to the third class of lines to which our attention has been directed, viz., for the communication between London and York by Cambridge and Lincoln, we have to observe, that in the year 1825 the Messrs. Rennie proposed a line between London and Cambridge, leaving the valley of the Lea below Ware, and getting nearly in a straight line by the valleys of the Rib and the Quin to Cambridge, passing by the towns of Braughing and Barkway. This line, by way of distinction, may be termed the "Barkway line."

In the year 1835 the late Mr. Cundy projected a line from London to Cambridge by Bishop Stortford. About the same period Mr. Gibbs surveyed another line from London to Cambridge, passing near Dunmow in Essex. Shortly after this a committee of gentlemen was formed for promoting a railway from London to York, with a branch to Norwich, and it seems that, having engaged the services of Mr. Walker, that gentleman reported his opinion as to the best line for such railway communication.

The Report made by Mr. Walker in 1835 and 1836 will be found in the Appendix, where it will be seen that he gave the preference to the Bishop Stortford line, in consequence of its possessing superior gradients to those of the other routes, and of its passing near to a greater number of towns and villages.

This Report led to the formation of the Northern and Eastern Railway Company, whose line was originally designed to be extended to York, but the Act of 1836 was only obtained for the distance between London and Cambridge. By an Act, however, of last Session, the powers of this Company are limited to the construction of the railway to Bishop Stortford. It is now completed as far as Broxbourne, and the works are in active progress for extending it to Bishop Stortford.

On the receipt of our instructions we entered into correspondence with Mr. Walker respecting the communication by Cambridge and Lincoln to York, and that gentleman informed us, that having withdrawn from the Northern and Eastern Railway, it had not been his intention to submit to us a project for extending the line to York, but he expressed his willingness to lay before us his plans, sections, &c. and to accompany us over the country through which the line would pass.

This project, which is called the Bishop Stortford line, is marked No. 23 in the map. The course it is proposed to take is by Cambridge, Peterborough and Lincoln. It would reduce the present railway distance between London and York from an actual length of about 219 miles to 193 miles and 66 chains, and the equivalent distance from 222 miles 57 chains to 195 miles 76 chains.

Mr. Gibbs has also laid before us a project (No. 24) for the communication between London and York by Cambridge, Peterborough and Lincoln. This gentleman adopts a modification of what we have termed the Barkway line, having abandoned his original Dunmow route, and also the line of the Great Northern Railway, which was rejected by the House of Commons on the second reading of the Bill in 1836. The Barkway line, as modified by Mr. Gibbs, would reduce the actual distance by railway from London to York to about 185 miles 13 chains, and the equivalent to 190 miles 27 chains, being a saving in actual distance of 8 miles 53 chains, and in equivalent distance of 5 miles and 49 chains, over the Bishop Stortford line.

Having now enumerated all the lines submitted to us which have reference to the communication between England and Scotland, as well as those which bear on the question of the communication to the North of Ireland, we have to state that they have been subjected to a careful and minute examination. We have not only inspected the country through which the several lines would pass, but we have deliberately considered the various elements of superiority possessed by each. The chief of these elements are the distances and gradients, the probable cost of construction and working, the numerical and commercial importance of the population to be accommodated, the relative traffic and other statistical properties, and it is on a consideration of these that we have arrived at the conclusion which it is now our duty to report.*

* We have to observe, that no part of any of these projects, except the tunnel hills of the Westmoreland lines, were surveyed under our direction, and therefore we cannot pledge ourselves for the perfect accuracy of the sections, although we have seen no cause for entertaining any doubt on this subject.

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We are led to believe, from all the information we have been able to collect, that the amount of traffic which in the present state of the commercial and other relations of England and Scotland may be expected between Edinburgh and Glasgow and the South is not such as would be likely to afford an adequate return for the outlay of capital required for the construction of two distinct lines of railway, the one from Darlington to Edinburgh, and the other from Lancaster to Glasgow. Were this otherwise, we should subdivide the question into two branches, and consider, in the first instance, which of the several lines would be the most suitable for a communication by Lancaster to Glasgow, as well as to the West of Scotland and the North of Ireland, and which would be the best route by Newcastle to Edinburgh.

Under such circumstances, we should have awarded the preference to the East coast line, whether deviated or not, between the two last-named places, and have then weighed the merits of the various routes to Glasgow; but seeing the extent of capital that would be required for the construction of two distinct lines, the one to Edinburgh and the other to Glasgow, we feel under the necessity of recommending, at present, the construction of one line only; and, after a careful review of all the circumstances of this important question, we give the preference to the line from Carlisle by Lockerby, Beattock, Lanark and Hamilton to Glasgow, with a branch from Thankerton or Symington to Edinburgh, as being the general route which would fulfil the greater number of requisites in the railway communication under consideration.

We give this opinion, however, under the supposition that antecedently to or simultaneously with the construction of this line, the railway has been formed, or is in the course of formation, between Lancaster and Carlisle. Should this not be the case, and parties should be found to construct the line from Darlington to Edinburgh, either by the Coast line *via* Berwick, or by the inland line *via* Hexham, then the western route should be abandoned for the present, and in that event we should award the preference to the East coast line, chiefly on account of its superior mechanical properties.

We shall now describe the various lines, and afterwards adduce the reasons which have led us to come to the above conclusion.

[The "Examination of the Lines" we shall give hereafter as we can find room for it; we pass on in the meanwhile to the Commissioners' comparison of the competing lines.]

COMPARISON OF THE COMPETING LINES.

As the question of preference between two or more lines may depend in a great degree upon the character of their respective gradients, it will be proper to state the principles upon which the effect of the several inclinations have been estimated in this Report.

It is well known that many civil engineers advocate very different views on the subject of gradients, some of them treating it as one of great importance, while others assert that it is of minor consequence.

By referring to Mr. Locke's Report on the projected lines between Carlisle and Glasgow, and Mr. Bidder's Report on the Stafford and Rugby line, it will be seen that these gentlemen appear to entertain very different ideas on the subject of the influence of gradients. The fact is, however, that the bases and hypotheses on which their arguments are founded are very dissimilar. If, for instance, we suppose a line to have such an abundant traffic, that the load an engine has to draw is limited in its amount by the prevailing gradient of the line, it is obvious that in such a case, a reduction of the slope would be equivalent to increasing the capability of the engine, and considerable expense might be advantageously incurred in making such a reduction; or, in the selection of one out of two lines, great weight ought, under such circumstances, to be given to the mechanical effect of the inclination. But there are perhaps few lines on which the traffic is so great that in one journey out of ten the loads regulated by the power of the engine; for it is determined almost generally, and particularly in passenger trains, by the demand for conveyance. In such a case, therefore, the mechanical effect of a gradient would be altogether overrated if treated on the principle above supposed.

There is this great difference in the views and doctrines respectively advocated by Mr. Bidder and Mr. Locke, that the former is looking at the Stafford and Rugby line as one for which he anticipates considerable traffic, while the latter, applying his reasoning to railways which he is aware can only command a moderate traffic, makes the question of gradients subordinate to other considerations.

The gradients on Mr. Locke's two Clydesdale lines, are it is true, of an unusual character, the principal plane in both cases having an almost continuous slope of 1 in 123, for a length of 18 miles; but on the Newcastle and Carlisle Railway there is a plane of 1 in 106, of 4 miles in length, which is worked several times every day with passenger trains at nearly the average speed of the whole line, and therefore there can be no question of Mr. Locke's longer but less steep gradient being also a practicable plane; consequently, as this line in all probability would not have an abundant traffic, it would be injudicious, even supposing it to be practicable, to incur a large expense for the purpose of reducing the gradient to one of less inclination.

In the Table of Distances here annexed, the value of the several inclinations in the various projected routes has been computed on the principles explained in our Report on the Cumberland lines, namely, by estimating the effect of the inclinations in both directions by a corresponding lengthening of the line; such increased length being what we have termed "equivalent lengths," or "equivalent horizontal distances."*

The calculation is made on a supposition that the gross loads of the trains will vary from 40 to 50 tons. With heavier loads the effect would of course be greater.

It may here be observed that in the numerous railway journies which we have made in the course of this investigation, no opportunity has been omitted of estimating, by practical observations, the retarding or accelerating effect of the several planes over which we have passed, and the results have been found, in general, consistent with the principles of reduction adopted in this Report.

In the description already given of the several projected lines will be found tables of their respective gradients, and their equivalent horizontal distances have, as above stated, been computed; the same has likewise been done in respect of those existing routes which are proposed to form part of the Great Trunk lines of communication between London and the manufacturing districts of England, and Edinburgh and Glasgow, and the results are given in the following Table.

TABLE.

NAMES OF THE LINES.	Actual Distances. M.	Ch.	Equivalent Distances. M.	Ch.
Mr. Stephenson's line, Stafford to Rugby	49	1	49	56
Stafford to Birmingham station	29	5	29	68
Birmingham station to Mr. Stephenson's Rugby station	29	35	29	74
Mr. Stephenson's Rugby station to London	82	55	†84	21
Midland Counties' Rugby station to London	82	40	84	6
Ditto ditto to Derby	49	16	49	72
North Midland from Derby to Junction of York and North Midland	63	76	65	44
York and North Midland Junction to York	23	11	23	15
The Barkway line, Pentonville, by Northern and Eastern to Cambridge — M. 48, Ch. 53				
Ditto from Cambridge to Lincoln — 79 59				
Ditto from Lincoln to junction of York and North Midland — 53 76				
Ditto by York and North Midland to York — 2 65				
Total London to York	185	13	189	78
Original Northern and Eastern from Shoreditch to Cambridge — 53 11				
Ditto continuation from Cambridge to York — 140 55				
Total London to York	193	66	195	76
North Junction from Croft to Newcastle	35	40	37	6
Great North of England from Darlington to Newcastle	29	70	31	11
Great North of England from York to Darlington	44	30	44	46
Mr. Stephenson's line from the Town Moor, Newcastle, to Leith Walk, Edinburgh — 116 42	117	62	123	33
Ditto ditto from the Newcastle and Carlisle station to the Town Moor — 1 20				
Ditto ditto with the deviation by Morpeth	116	42	122	13
			Equivalent.	
Mr. Blackmore's line from Newcastle to Hexham — 20 46 — 20 63	115	76	130	19
Ditto from Hexham to Edinburgh — 95 30 — 109 36				
Newcastle and Carlisle Railway from Carlisle to Hexham	40	0	43	46
Mr. Remington's line from Newcastle to Dalkeith	104	10	110	18
Grayrig line from Lancaster to Carlisle (see 3d Report)	70	17	78	62
Line from Carlisle, by the Nithsdale valley, to Cumnock	72	35	74	36
This is common to the three following lines, viz.—				
Cumnock and Monkton, by Ayreshire Railway, making total from Carlisle to Glasgow	127	58	133	9
Ditto by Kilmarnock branch, making total ditto	125	9	130	4
Ditto by Beith branch, making total ditto	120	60	124	54
Line from Carlisle, by Lockerby, to Glasgow	100	74	116	78
Ditto by Lochmaben, to Glasgow	105	55	121	68
Ditto from Carlisle to Symington, by Lockerby	66	14	77	75
Ditto to ditto, by Lochmaben	70	75	82	5
Ditto Symington to Edinburgh	31	30	38	68
Ditto Thankerton to Edinburgh, by Mr. Miller's line	37	41	44	24
Manchester to junction with York and North Midland	49	76	53	40
Ditto to Preston	30	50	34	45
Stafford to Newton	55	34	57	62
Newton to Preston	22	1	24	64
Preston to Lancaster	20	18	20	24

* It is proper to observe that great difficulty has been experienced in obtaining exact information respecting several of these distances in consequence of the difference in the statements we have received. The discrepancies, however, are small, and by no means such as to effect the conclusions we have drawn.

† The equivalent distances on the London and Birmingham Railway are only taken from Camden Town station.

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COMPARISON OF THE LINES SUBMITTED TO OUR CONSIDERATION.

1. *The Stafford and Rugby Line.*

According to the tenor of the addresses to the Crown and our instructions from the Lords of the Treasury, our Report on the lines laid before us is required to be confined to the facilities they respectively offer for the railway communication between London and the manufacturing districts of Lancashire with Scotland and the north of Ireland.

By referring to the preceding abstract of the actual distances, and computing the equivalent distances for heavy loads, it will be found that by the present existing route the actual distance

	M. C.		M. C.
From Stafford to Birmingham is ..	29 5	equivalent	31 22
From Birmingham to the Rugby station is	29 35	ditto	30 44
Making the total	58 40	ditto	61 66
By Mr. Stephenson's route—			
From Stafford to Rugby	49 1	ditto	51 16
Making a difference of.....	9 39		10 50

If, therefore, this projected line were formed, the saving in actual distance would be about 9½ miles, and in equivalent distance 10¾ miles, supposing average loads of about 80 tons to be carried.

This saving of distance should produce a corresponding saving of time in actual travelling; and supposing that the rate of fare per mile to continue as at present on the existing lines, and to be on the same scale of charge on the proposed route, the saving in expense to the first-class passenger would be about 2s. 6d., and to the second-class passenger between 1s. 8d. and 2s. It is not, however, so easy to estimate what may be the saving of time, if any, at the stations by the adoption of the proposed route. Its promoters contend that there is at present a great loss of time at Birmingham, whereas its opponents assert that this loss of time will be more than balanced by the double detention of shifting from one line to another at Rugby, and again at Stafford. The detention at Birmingham, it must be borne in mind, does not result entirely as a consequence of the time requisite for transferring the carriages from the Grand Junction to the London and Birmingham line; but from the necessity of allowing, at some great station, not only a sufficiency of time for the refreshment of passengers who have long journeys to perform, but also a margin to meet those frequent delays which occur on the road. This, we apprehend, would have to be the case either at Stafford or Rugby if the direct line were formed between those two places; for if any detention were to take place between London and Rugby, and no margin were left in the time-table of the Extension Company, either some excessive speed must be used to regain this lost time, or else the passengers waiting for trains between Rugby and Manchester would be thrown out in their calculations; and the same inconvenience would be felt in the up-trains if no margin were allowed for a stoppage at one of the termini of this line. We therefore are of opinion, that the saving effected by the proposed route would only extend to the difference of time actually consumed in travelling over the two lines between Rugby and Stafford, and to the fares of the passengers. How far this economy of time and expense to the public traveller and the local accommodation to be afforded to the district through which this line would pass may render its construction desirable, is not a question on which we are called upon to decide. It is sufficient to state that such saving could be effected, that the mechanical properties of the line are very favourable, and that a great part of the country is well calculated for the construction of a railway. The chief difficulties would be encountered for the first eight miles proceeding from Stafford, but even here they are by no means of a formidable character.

It is further proposed, that a branch from the main line should be carried from a point between Rugby and Lichfield to join the Derby and Birmingham Railway at Alrewas. This appears to be considered an important feature in this project as a means of uniting the Grand Junction with the Birmingham and Derby Railway. The advantages proposed by the promoters of the project in question are fully detailed in a report by Mr. Bidder, together with his detailed estimate. On the other hand, the Directors of the London and Birmingham Railway have addressed to us a letter, containing a concise statement of the arguments which they conceive may be fairly urged against this project.

COMPARISON OF THE LINES BETWEEN DARLINGTON AND NEWCASTLE.

We have already adverted to the two lines which have been brought into competition with the proposed extension of the Great North of England Railway from Darlington to Newcastle, namely, the North Junction and the Northern Union.

	M. C.		M. C.
By the Great North of England the actual distance would be	29 70	and the equivalent	31 11
By the North Junction & the Northern Union }	35 40	ditto	37 6

The promoters of the two lines which have been put in competition with the Great North of England claim for their respective projects the merit of saving the construction of about 9½ miles of new line, and of affording direct railway communication from the south with Monkwearmouth, Sunderland Bishopswearmouth, Hartlepool, and South Shields. These places may, however, obtain the advantages of the railway communication in question, without subjecting the traveller to or from Scotland to the inconvenience and expense of extending his journey by six miles, and we have further to observe, that we consider it generally objectionable to run great trunk railways into minor lines of frequent and mixed traffic.

Indeed, it is a subject of regret to us that any of the great passenger railways should be under the necessity of admitting the traffic of heavy goods at the times of the running of the passenger trains, as the difficulty which seems to exist of enforcing the same degree of regularity and precision in their movements as in those of the passenger trains, must naturally tend to diminish the safety of the passengers. Under these views we cannot recommend the adoption either of the North Junction or the Northern Union lines.

COMPARISON OF THE PROJECTED LINES BETWEEN NEWCASTLE AND EDINBURGH.

These lines are numbered 11, 12, 13, & 14. By referring to the table of actual and equivalent distances, it will be seen at once, that, as regards the mere question of length, the preference is due to No. 13, Mr. Remington's line by Wooler; but by examining the Report and section delivered to us by this gentleman, and our observations on this project, it will be seen that it would involve works of such a difficult and expensive nature, as to lead at once to its rejection. The cuttings, tunnels, and embankments are of the most formidable character; and there appears to us no probability of the traffic being ever such as to remunerate any party for incurring the expense of such costly works as would be required to carry Mr. Remington's project into effect.

We are inclined to think that Mr. Stephenson might on further investigation be induced to carry his line nearer to Morpeth and Alnwick, and we shall therefore adopt in our future comparisons the shorter distance which this route would give.

By this the distance from the Newcastle station of the Newcastle and Carlisle Railway to the terminus originally intended at Leith Walk is 116 miles 42 chains. Since Mr. Stephenson's project was first submitted to us, he has determined to extend his line to the proposed terminus of the Edinburgh and Glasgow Railway at the North Bridge, Edinburgh, which will lengthen the line by 1 mile and 10 chains, according to section in Appendix 11; and the distance from the same station at Newcastle, by the inland Hexham line to Mr. Blackmore's terminus at the Links, Edinburgh, is 115 miles 76 chains. This point is 70 chains distant from the Edinburgh and Glasgow Railway, and 179 feet above its level, and therefore the communication could only be formed by means of an inclined plane worked by stationary power. The difference in the actual distances between the respective termini of the two lines is very inconsiderable, but the mechanical properties are greatly in favour of the coast line, its equivalent distance being only 122 miles 13 chains, while that of Mr. Blackmore's inland line is 130 miles 19 chains, being a difference of about eight miles in favour of the coast line. On the other hand, as the inland line proceeds for 20½ miles along the Newcastle and Carlisle Railway to Hexham, the length of new line to be formed for the inland route is only 95½ miles, while on the coast line it would be 116 miles 42 chains to Leith Walk. The traveller by the inland line would, however, derive no benefit as regards the amount of his fare, from this circumstance, as the present proprietors of the Newcastle and Carlisle Railway would have to be paid for the 20½ miles of their line to be used by the passengers to and from Scotland, and, therefore, the fare from Newcastle to Edinburgh would probably be the same in either case; and it must, however, be borne in mind, that the superiority of the coast line over the other, in regard to the saving of time and its working properties, is about one-twelfth.

With respect to the amount of population, it appears from the census of 1831, that it is nearly the same on both routes, averaging, for a distance of 10 miles on each side of the respective lines about 4,000 persons per mile, including the populations of Newcastle and Edinburgh.

The amount of coach and mail traffic is however greatly in favour of the coast line. According to the returns with which we have been officially furnished and which are given in the Appendix, it appears that the total number of passengers licensed per annum reduced to the whole distance is as below:—

Coast line, 40,644* persons, reduced to the average of the whole distance.
Inland line, 29,624 persons, ditto, ditto.

Of the former, 9,282, and of the latter, 14,199 are licensed for the whole distance.

Now, supposing one-half of each of the two latter number of passengers, viz. 9,282, and 14,199 are carried through, and that the other half are intermediate passengers, it follows, that by deducting one-half of the latter numbers from the former respectively, the remainders will give the amount of the intermediate or local present traffic on each line; and we thus obtain, for the

Intermediate traffic, coast line.....	36,003
Ditto..... inland line	22,525

and these numbers may be considered a measure of the comparative local accommodation that would be afforded by each line.

The above has reference to the intermediate or local accommodation of the two lines. Now, with respect to the actual total accommodation we must, of course, assume that all those passengers at present travelling the whole distance (estimated at half the number licensed) will pass by railway, whichsoever of the two lines may be adopted; we must therefore add to the existing coast traffic half the number of passengers at present licensed through on the inland line, and we must add, to the total of the inland traffic, half the number licensed through on the coast line, and we thus obtain—

Previous total traffic, coast line	40,644
Add half through traffic, inland line.....	7,099
Total traffic, coast line	47,743
Previous total traffic, inland line.....	29,624
Add half-through traffic, coast line	4,641
Total traffic, inland line	34,265

These numbers, of course, have no reference to that increase of traffic which has always hitherto followed the establishment of railway accommodation, but they are considered to be a fair comparative measure of the probable future traffic of the respective lines.

It appears, therefore, that as regards the traffic

* This includes the passengers between Edinburgh, Portobello, and Musselburgh.

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and mechanical properties, the advantages are in favour of the East Coast line, whether the Morpeth deviation be adopted or not; and that there is nothing in the engineering properties of the coast or deviated line which would prevent its speedy formation, whereas the summit tunnel at Note-othgate would, from its length and the nature of the rock through which it would have to be cut, as we have mentioned in the examination of the inland route, be a work that would retard for some years the opening of that line. As, however, the above inland line has still to be compared with the projected western routes it will be again referred to in drawing that comparison.

COMPARISON OF THE FIVE WESTERN LINES BETWEEN CARLISLE AND GLASGOW.

These five lines, which are numbered 15, 16, 17, 18 and 19 in the foregoing enumeration, and are indicated by the same numbers on the accompanying map, were surveyed under the direction of Mr. Locke and Mr. Miller, as already stated.

Of these, Nos. 15 and 16 admit of a branch communication with Edinburgh, rendering the railway distances between Carlisle and Glasgow and between Carlisle and Edinburgh nearly equal.

Mr. Locke, after an able exposition of the respective merits of these projects, has recommended the route No. 16. The ground of this recommendation is principally the nearer approach that this line makes to the towns of Annan and Dumfries, by which the traffic to and from these two places would be more likely to be secured than by the route No. 15. This is, however, almost the only advantage which No. 16 possesses over No. 15, and as its formation would probably require an expenditure of between 8..000*l.* and 100,000*l.* beyond that required for No. 15, and as in either case public conveyances would be provided for the passengers to the nearest station, we are disposed to give the preference to the shorter line, which would afford for the local traffic not much inferior accommodation, and be decidedly better for the "through passengers."

The lines Nos. 17, 18 and 19, offer no facilities for reaching Edinburgh, except by means of the Edinburgh and Glasgow Railway, a route too circuitous to bear a comparison on the ground of distance with the Clydesdale lines.

The mechanical properties of the Nithsdale projects, Nos. 17, 18, and 19, are, however, decidedly superior to those of the two Clydesdale routes Nos. 15 and 16, but this advantage is more than counterbalanced by the additional length of the former, even between Carlisle and Glasgow, and much more still between Carlisle and Edinburgh, as will be evident from an inspection of the Table of distances, &c. given in the following page.

It is true that as each of these three routes is intended to form a junction with the Ayrshire Railway, or its projected branch to Kilmarnock, there would be a shorter length of new line to construct than for either of the Clydesdale railways; but we must here observe, as we did in speaking of the Hexham project, that this is rather to be considered as an advantage to the proprietors of these lines than to the public, whose fares would no doubt be in proportion to the distance travelled over, whether on an old or on a new line; and, although it must be admitted that in such cases as these it would appear fair to give reasonable advantages to persons who have executed works of such public utility, possessing but questionable remunerating returns, yet, on the other hand, it would be very unjust, for the exclusive advantage of such Companies, to tax passengers between Carlisle and Edinburgh or Glasgow, both in time and expense, to the extent that would be requisite in this instance. Viewing the matter in this light, it is conceived that neither of the three Nithsdale lines (Nos. 17, 18, and 19), can be recommended as a main trunk line of communication between England and Scotland.

The following table shows the distances, equivalent distances, and length of new line to be formed on the five lines now under consideration:—

ROUTES.	Distance to Edinburgh.				Distance to Glasgow.				Mean of the Two actual Distances.		Miles of New Line to be formed.	
	Actual.		Equivalent.		Actual.		Equivalent.					
	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.
From Newcastle by the East-coast deviated Line, *via* Morpeth, Alnwick, and Berwick, to Edinburgh, and Glasgow....	116	42	122	13	162	42	168	13	139	42	116	42
From Newcastle, by the Inland Line, *via* Hexham, to Edinburgh and Glasgow	115	76	130	19	161	76	176	19	138	76	95	30
From Carlisle, by the Inland Line, *via* Hexham, to Edinburgh and Glasgow	135	30	153	20	181	30	199	2	158	30	95	30
From Carlisle, by the Western Line, *via* Lockerby and Symington, to Edinburgh and Glasgow....	97	44	116	63	100	74	116	78	99	19	132	24

We shall now consider the question of preferenee in respect to the western communication from Carlisle to Glasgow and to Edinburgh to be settled in favour of the Lockerby route, as there are no statistical properties in the lines competing with it to counterbalance the disadvantage of their greater length.

It may be well to observe here that the Edinburgh branch assumed to be adopted is that from Symington to Edinburgh *direct*, in preference to the line by Thankerton to the Edinburgh and Glasgow Railway. The arguments in favour of the former have already been briefly stated, and are given in more detail in the following article.

COMPARISON OF THE BRANCH LINES FROM SYMINGTON TO EDINBURGH, AND FROM THANKERTON TO EDINBURGH.

The branches from Symington and Thankerton both diverge from the same line, namely, from the route (No. 15), *via* Lockerby and Beattock, to Glasgow. The former branch proceeds direct from Symington to Edinburgh, the actual distance being 31 miles 30 chains, and the equivalent distance 38 miles 68 chains; the latter from Thankerton, a point about 2¼ miles nearer to Glasgow than Symington, and falling into the Edinburgh and Glasgow line at the distance of seven miles from Edinburgh. The length of the projected new line between the two junctions, that is from Thankerton to the Edinburgh and Glasgow Railway, is 30 miles 41 chains. The whole actual distance, therefore, from Thankerton to Edinburgh is 37 miles 41 chains, and the whole equivalent distance is 44 miles 24 chains.

	Miles.	Chns.
The distance from Carlisle to Symington is..	66	14
The distance from Carlisle to Thankerton is	68	33

supposing the shorter of the two main lines to be adopted.

Adding together the respective distances above named, the whole line between Carlisle and Edinburgh by the Symington route (No. 20) will be 97 miles 44 chains.

Ditto by Thankerton (No. 22) 105 miles 74 chains, being an excess of 8 miles 30 chains in actual distance.

It follows, therefore, that, whether the line by Lockerby or that by Lochmaben be adopted, the advantage in respect to actual distance is in favour of the Symington branch. The working or equivalent distance is also in favour of that branch, being only 38 miles 68 chains, whereas on the Thankerton branch it is 44 miles 24 chains, and as the difference in the length of new line to be formed is less than a mile, and the population and traffic are nearly the same by both routes, the preference is due, statistically as well as mechanically, to the branch by Symington.

There remain four lines for further comparison between Newcastle and Carlisle and Edinburgh and Glasgow,* viz:—

1st. The east-coast line from Newcastle to Edinburgh and Glsgow.†

2nd. The inland line from Newcastle to Hexham, and thence to Edinburgh and Glasgow.

3rd. The inland line from Carlisle, *via* Hexham, to Edinburgh and Glasgow.

4th. The route from Carlisle by Lockerby and Symington to Edinburgh and Glasgow.

To avoid the necessity of reference to another table, the several particulars of these lines, as regards their actual and equivalent or working distances, and the length of new line to be formed, are given in the following Table:—

TABLE.

ROUTES.	Distances between Carlisle and Glasgow.		Distances between Carlisle and Edinburgh.		Actual extent of Railway required for the Accommodation of both places.		Mean equivalent distances on both routes.		Miles of New Line to be formed.	
	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.
No. 15: from Carlisle by Lockerby and Beattock..	100	74	97	44	132	24	116	70	132	24*
No. 16: from Carlisle by Lochmaben and Beattock	105	55	102	25	137	5	121	30	129	45
No. 17: from Carlisle by the Ayrshire Railway...	127	58	173	58	173	58	156	9	91	58
No. 18: from Carlisle by Kilmarnock and ditto..	125	9	171	9	171	9	153	4	102	36
No. 19: from Carlisle by Beith.....	120	60	166	60	166	60	147	54	110	14

* Nearly three miles of this distance is formed by the Polloc and Govan Railway, but as it belongs to a private individual, it would have to be purchased by any Company that might wish to use it as part of the Great Trunk Line.

* Since this Report was written, notice has been received from the promoters of the Hexham route that they have reason to believe that there is a practicable line for a railway to Glasgow, branching from the line to Edinburgh *via* Hexham, and they have requested time to survey the

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From an inspection of the foregoing Table, it is clear that the western route, by Lockerby, has a considerable advantage in regard to actual and equivalent distance over the other lines, both to Edinburgh and Glasgow, reckoning from Carlisle on one side and Newcastle on the other.

Thus the mean of the two distances to Edinburgh and Glasgow from Carlisle is about 40 miles shorter than the east-coast deviated route to the same cities from Newcastle, and 39 miles shorter than the Hexham or inland route from the same place; and in respect to the mean distance from Carlisle, it is nearly 60 miles shorter than the mean from that place by the Hexham route.

A passenger travelling from Carlisle by the Hexham route would therefore pay to Edinburgh, at 2d. per mile, 6s. 6d. more fare, and to Glasgow 13s. 6d. more than by the Lockerby line with the Symington branch; the only counterbalancing advantages being, that there would be about 37 miles less of new railway to form.

We shall now refer to the existing English lines leading towards Newcastle and Carlisle from London and the manufacturing districts of Lancashire.

It has been seen that two lines have been projected, both proceeding from the Northern and Eastern Railway, one of which, the Barkway line, would reduce the present actual length of the railway route between London and York by about 34 miles; and the other, the Bishop Stortford line, by about 25 miles.

If the subject of a railway communication between London and York were now brought forward for the first time, and the relative merits of the existing line by Derby and Rotherham were to be weighed against those of the proposed routes by Cambridge and Lincoln, we should have no hesitation, after a full consideration of all the properties of both, in awarding the preference to the latter as a main-trunk line of communication to the north; but as the former has been completed, and has at this moment by no means an over abundant traffic, it does not appear to us that it would be expedient to construct, at the cost of probably more than 4,000,000*l.*, another line passing by Cambridge and Lincoln merely for the sake of shortening the distance for the "through passenger" to York and to the north of that city. Looking, however, at the highly productive district to the eastward of the Derby and Rotherham line wholly unprovided with railways, and the unusually favourable character of the country for their construction, we are of opinion that the period is not far distant when a new line will be formed to York, passing near Cambridge, Peterborough, and Lincoln; and that this line will, in all probability, be combined of parts selected from the various projects which have at different times been brought forward for this route.

We cannot avoid observing that the formation of the Barkway line, or any other direct line to York, would unquestionably draw a certain amount of traffic from the present lines to that place, as the "through passenger" would doubtless be carried on the shorter line; independent of which, the present licensed mail and coach traffic amounts to 63,543 persons annually, which is more than double that of the western route beyond Carlisle.

Our instructions do not require us to test the merits of these several projects against each other, but merely to state whether the preference is due to the Derby and Rotherham, or to the Cambridge and Lincoln route; and having awarded it to the latter, we shall confine ourselves to a mere statement of some of the leading advantages and defects of each, so far as the documents before us admit of a fair comparison of the proposed routes.

The Barkway line has the advantage over the Bishop Stortford line of shortening the actual distance to Cambridge by about five miles; and it leaves the question open of adopting any gauge that may be considered preferable, but it will require 25 miles more of railway to be formed to Cambridge.

We are aware that there are strong local feelings and prejudices in regard to these lines, but on these matters we give no opinion.

From Cambridge to Lincoln the distance by the line given in by Mr. Gibbs is five miles shorter than that by Mr. Walker's original project; but the latter runs nearer to the base of the high land, and by keeping clear the fenny districts interferes less with the inland navigation.

From Lincoln the projected lines are in scarcely any instance above three miles asunder; and if either of them should be carried into effect, the preference will probably depend as much upon the accommodation it will afford to local interests as to any mechanical properties it may possess.

In order to show the effect which a Cambridge and Lincoln line to York would have in respect to the "through passenger," two statements of mean and equivalent distances, &c., have been drawn up for the purpose of comparing the merits of the eastern and western routes, on the supposition on the one hand of the Barkway line from London being formed, and on the other of the Stafford and Rugby line being constructed. We beg to observe, however, that in making the Barkway line one of the elements of this comparison, it is not to be understood that we thereby express a preference for that line over any other between London and York; but that as the shortest we take it, for the purpose of trying in the severest manner the merits in regard to distance of the western route.

The distance from London to York by the existing route is as below:—

	Miles.	Chains.
London to Rugby	82	40
Rugby to Derby	49	16
Derby to York	87	7
Total	218	63

The total equivalent distance being 222 miles 57 chains.*

In continuation of the route from London to York, the Great North of England line is on the point of being opened for passengers for 44 miles and 30 chains; viz., from York to Darlington. In the course of probably a few weeks, therefore, a complete railway route will be established from London towards Newcastle, amounting in actual distance to 263 miles 13 chains, leaving only 29 miles 70 chains to complete the connection to the last-named place. For this part an Act was obtained in 1836, it being, in fact, a portion of the Great North of England line. Circumstances have hitherto prevented its being carried into execution; but, presuming that the Great North of England Company still intend to complete their project, or a modification of it, the distance of 29 miles 70 chains will be considered as the length of unformed line, making the total distance between London and Newcastle, following the existing route, 293 miles 3 chains, which would be reduced to 259 miles 33 chains provided the Barkway line should be executed.

On the western route the distance from London to Lancaster is as follows:—

	Miles.	Chains.
London to Birmingham	112	10
Birmingham to Parkside	84	40
Parkside to Preston	22	1
Preston to Lancaster	20	18
Total to Lancaster	238	69
Adding to this distance Mr. Larmer's new line from Lancaster to Carlisle	70	17
Total to Carlisle	309	6

Which distance, if the Stafford and Rugby line should be formed, would be reduced to 299 miles 47 chains.

The equivalent distance being 316 miles 49 chains.

Combining now the distances between London and Carlisle, and London and Newcastle, by the shortest proposed routes, with the respective distances between Carlisle, Edinburgh and Glasgow on the west, and between the two last-mentioned places and Newcastle on the east; we have

	M.	C.	M.	C.
London to Carlisle supposing the Stafford and Rugby line made	299	47		
Carlisle to Edinburgh	97	44		
Shortest distance, from London to Edinburgh, by western route			397	11
London to Carlisle, as above	299	47		
Carlisle to Glasgow	100	74		
Shortest distance, from London to Glasgow, by western route			400	41
Sum of both routes			797	52
Again by the Eastern route, adopting the Barkway line to York, and thence to Newcastle	259	33		
Newcastle to Edinburgh, by the deviated Coast line	116	42		
Shortest Eastern route from London to Edinburgh			375	75
London to Newcastle, as above	259	33		
Newcastle to Edinburgh	116	42		
Edinburgh to Glasgow	46	..		
Shortest Eastern route, from London to Glasgow			421	75
Sum of both routes			797	70

The shortest projected routes, therefore, on the east and west, may be considered of nearly the same actual length.

In consequence, however, of the better gradients on the eastern lines, the equivalent, or working distance, is much in their favour, as will appear from the following results, which are obtained in the same manner as the foregoing, except employing the equivalent lengths instead of the actual lengths; viz.

Western Routes.—	M.	C.
Sum of the equivalent lengths, between London and Edinburgh, and London and Glasgow, adopting the preceding shortest route to Lancaster	261	70
Eastern Routes.—		
Sum of the equivalent lengths, between London and Edinburgh, and London and Glasgow, adopting the Barkway line to York	321	56
Difference	40	14

Giving a difference of 40 miles and 14 chains in equivalent distances in favour of the eastern route, or a mean difference of about 20 miles on a single journey, and as the cost for locomotive power, and the time of performing the journey, are both dependent on the equivalent distance, it appears that under these two heads the advantage is at the rate of 5 per cent. in favour of the eastern route, supposing the Barkway line to be formed to York, and taking London as the southern terminus. The other expenses of the lines, such as maintenance of way, police, guards, stations, would probably be the same on both lines, being generally proportional to the actual lengths.

But supposing neither the Barkway line nor the Stafford and Rugby line to be formed, the difference in actual distance between the eastern and western routes would be 24 miles in favour of the western route from London; and the equivalent distance would be about two miles in favour of the same.

We must now consider the manufacturing districts of England.

With reference to the accommodation of these districts with railway communication to Scotland, particularly with Glasgow, we must assume some mean point of departure, and as we selected Manchester in our first Report, we shall do the same on the present occasion.

The distance from Manchester to Carlisle, and thence to Glasgow and Edinburgh, by the western route, may be stated as follows:—

	M.	C.
From Manchester to Preston	30	50
Preston to Lancaster	20	18
Lancaster to Carlisle	70	17
Total Manchester to Carlisle	121	05
Carlisle to Glasgow	100	74
Manchester to Glasgow	221	79
Manchester to Edinburgh by Symington	218	49
Total to both places	440	48

country; but our instructions preclude us from taking cognizance of any project brought forward at this late period.

† We take the deviated line in this comparison, although the same conclusion would be drawn by taking the original east coast line.

* From the Camden station.

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By the eastern route:—				
From Manchester, by the Manchester and Leeds Railway to York	73	7		
York to Newcastle	74	20		
Newcastle to Edinburgh, by the coast deviated line	116	42		
Total Manchester to Edinburgh	263	69	263	69
Edinburgh to Glasgow	46	—		
Manchester to Glasgow			309	69
Total to both places			573	58

Manchester, therefore, is nearer in actual distance to Glasgow by the western than by the eastern route by 87 miles 70 chains, and to Edinburgh by 45 miles 20 chains. These results are obtained by comparing only the two routes we have specified; but in the following table deductions are made for several other routes for the communication between the manufacturing districts and London with Edinburgh and Glasgow; it is not, however, thought necessary to give all the calculations at large, as the preceding cases will sufficiently illustrate the mode by which we arrive at the results.

We may fairly conclude, from what we have just seem, that the advantages presented by the western route for the communication between Manchester and Edinburgh and Glasgow, as well as with the west of Scotland and the north of Ireland, more than balance the advantages which would belong to an eastern route from London, adopting even new line by Cambridge and Lincoln to York, as a portion of this great trunk railway; and if such new line were not to be formed, the superiority in respect to distance of the western route would be considerably greater, as we have already shown.

ROUTES.	Actual Distance to Edinburgh.		Actual Distance to Glasgow.		Mean of both Routes.		Mean of equivalent Length of both Routes.		Number of Miles of New Line to form.		Average of Population per Mile within Ten Miles of the Routes North of Carlisle and Newcastle.	Average No. of Persons licensed per annum, for the whole Distance, North of Carlisle and Newcastle.
	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.		
1. From London, by existing route, to Lancaster, and thence by Carlisle, Lockerby and Symington to Edinburgh and Glasgow	406	50	410	..	408	25	441	45	202	41	.. ..	31,666
2. From London to Lancaster, adopting the Stafford and Rugby Junction, and thence from Lancaster, as above	397	11	400	41	398	66	430	75	251	..	.. ..	31,666
3. From London, by existing route, to Lancaster, and thence by Carlisle and Hexham (by Inland Line) to Edinburgh and Glasgow	444	36	491	60	468	60	501	1	165	47	2,139* / 4,011	29,624
4. From London to Lancaster, adopting the Stafford and Rugby Junction, and thence, as in the preceding route (No. 3.)	434	77	482	21	459	21	490	31	214	48	2,139* / 4,011	29,624
5. From London, by existing route, to Darlington, and thence by Newcastle and the East coast deviated route to Edinburgh and Glasgow	409	45	455	45	432	45	443	47	144	32	2,364* / 4,236	40,624
6. From London, by the Barkway Line, to York, thence as in the preceding route (No. 5)	375	75	421	75	398	75	410	68	318	26	2,364* / 4,236	40,624
7. From London, by existing route, to Darlington, and thence by Newcastle and the Hexham Line to Edinburgh and Glasgow	408	79	454	79	431	79	451	53	125	20	2,139* / 4,011	29,624
8. From London, by the Barkway Line to York, and thence as in the preceding route (No. 7.)	375	79	421	79	398	79	418	74	296	33	2,139* / 4,011	29,624
9. From Manchester to Preston and Lancaster, and thence by Carlisle, Lockerby and Symington, to Edinburgh and Glasgow	218	49	221	79	220	24	255	77	202	41	.. ..	31,666
10. From Manchester, by Manchester and Leeds Railway, to Darlington, and thence by route (No. 5.) to Edinburgh and Glasgow	263	69	309	69	289	69	297	45	146	32	2,364 / 4,236	40,624
11. From Manchester, by Manchester and Leeds Railway, to Darlington, and thence by route (No. 7.) to Edinburgh and Glasgow	263	23	309	23	289	23	304	21	125	30	2,139 / 4,011	29,624

* The lesser Population in each case is exclusive of the Towns of Edinburgh and Newcastle, and the larger includes those Towns.

It will be evident, from an examination of the last Table, that, so far as regards accommodation to the traveller, both in respect to the economy of his time and purse, the preferable route for the railway communication to Edinburgh and Glasgow would be by the proposed Carlisle and Lockerby line (No. 1.), with a branch from Symington.

It will at once be seen, that the line (No. 3) by Lancaster, Carlisle, and Hexham, to Edinburgh and Glasgow, is, from its greater mean length, quite inadmissible as a single line; and it has four lofty summits to pass—the first between Lancaster and Carlisle, the second between Carlisle and Hexham, and the remaining two between Hexham and Edinburgh. It exceeds, both in actual and equivalent length, the mean of the two routes by the Lockerby line, no less than 60 miles, and the only advantage it possesses is that of having 37 miles less of new line to construct.

Comparing the first route by Lockerby with the Derby, Rotherham, Newcastle, and east coast route (No. 5 in the Table), the Lockerby route has the advantage of 24 miles less of mean actual distance, and two miles less of equivalent distance, but it has 56 miles more of new line to construct. The Lockerby line has nearly the same advantage of actual mean distance over the Derby, Rotherham, Newcastle, and Hexham line (No. 7), that it has over the east coast line; and it has also the advantage of 10 miles less in equivalent distance, but it has 77 miles more of new line to form, which is not sufficient to turn the scale in its favour.

If the Barkway line should be made, the mean to Edinburgh and Glasgow by the Hexham route (No. 8) would be nearly 10 miles less actual distance, and 23 miles less in equivalent distance; but for these advantages this route would require 94 miles more of new line to be formed than the Lockerby route. The balance of advantage is, therefore, with the Lockerby line, as far as regards the communication between London and Scotland; and they are still more so in respect of the communication between Edinburgh and Glasgow and the manufacturing districts of Lancashire, and with the latter and the north of Ireland.

We have had before us various statistical returns regarding the districts through which the several competing lines would pass, and as they are of an interesting nature, we have placed them in the Appendix, but we do not find that the results they give are such as to lead us to prefer any other line to that by Carlisle and Lockerby.

On commencing this inquiry, we anticipated that by means of the estimates we expected to obtain from the promoters of the various projects, it would be in our power to test minutely the relative probable cost of construction of the proposed lines of railway, as we have done their mechanical properties. With this view we supplied these parties with tabular forms, so that they might class the various items of expense under their respective heads, in such a manner as to give in detail the information we required as to the elements of their calculations; but unfortunately we have found such discrepancies in the estimates which have been laid before us, that we are precluded from following the course we had intended, and in our own justification we are under the necessity of inserting the following comparative statements of the quantities and prices extracted from these estimates, and these data will be found to differ so essentially in points where there is no apparent cause for such difference, that it must be admitted we could draw no satisfactory deduction from them, and consequently that they could neither confirm, nor tend in their present form to disturb, the opinion we have given as to the preference which is due to the lines we have had under consideration.

It is foreign to our duty to revise or to reconstruct any of these estimates in a detailed manner, nor have we been supplied with those working drawings by means of which alone this could be done in a satisfactory manner.

[Here follow the tables.]

It is hardly necessary to remark upon the discrepancies in these tables, as they will be obvious on the most cursory examination, but there are some points upon which it is our duty to comment.

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In the first of the two foregoing tables we see the price of 28*l.* 10s. per lineal yard inserted for a tunnel proposed to be cut through green slate and porphyry, the summit of the hill being no less than 1,200 feet above the level of the tunnel; it is almost needless to observe that, if executed, the work would cost more nearly three times the price inserted.

Looking at No. 11, which is divided into the works north and south of the Tweed, we find in the former subdivision, where the amount of earthwork is stated to be double that of the latter, that nine acres of land only are estimated for per mile, whereas in the southern division of the line 12 acres are very properly allowed.

The price of the land in the northern division, is put down at nearly double the price in the southern, and the latter is precisely double what Mr. Bowman has allowed for the land he requires for the Morpeth line.

Projects 20 and 22 are both by the same parties, and it will be observed that, for the line in which they have the greatest quantity of cutting, they provide for the smallest quantity of land.

Projects 20, 21, and 22, are in nearly the same district, yet it will be observed that in 20 and 22, which are by the same parties, the average price allowed per acre for the land is 45*l.*, whereas the Engineer for the competing project has allowed 100*l.*, which is likely to be much nearer to the truth.

In the second table almost equal discrepancies occur to those which are observable in the first; for instance, in the price for fencing, only 200*l.* per mile is allowed for the Lune line, and 220*l.* for the Morpeth line; whereas for the Thankerton line, project No. 21, 528*l.* is allowed, and for the lines from London to York, 836*l.*; neither the local circumstances nor the character of the work justifies such a difference.

In the price of blocks an unaccountable difference is made in nearly the same districts, and in the weight of the rails there is a considerable difference, without there being any ground for such variety; the same observation applies to the price of the iron.

There are many other parts of the estimates varying so much in price for works which would be nearly similar in execution, that any deduction drawn from these discordant documents could only serve to mislead. For instance, there is on the Inland line by Hexham a tunnel proposed to be cut of 2,970 yards in length through clay, slate and grauwacké, in the formation of which it is only proposed to make use of four shafts, two of 450 feet in depth, and the other two of 200 feet in depth. The price inserted in the estimate for the tunnel is only 30*l.* per lineal yard. There can be no doubt that this work would be more likely to cost double the sum allowed for it; and if no more shafts were used than four, several years would be occupied in its completion; but we have shown in a former page that it will be necessary to extend this tunnel to the length of 4,840 yards.

For the tunnels north of Berwick the prices are specified, but the nature of the soil does not seem to have been ascertained, and, consequently, no great reliance can be placed on the amount inserted for these works. In respect to the estimated price of bridges, we have had similar difficulties to contend with, and no satisfactory deduction could therefore be drawn from estimates founded on such data; indeed, in many cases, the amounts inserted for bridges have not been the result of actual calculation.

Great preparations are making for the erection of the Cheltenham Railway station, the site of which is in a field called the Wall Ground, north of the town; the intended entrance being through the once extensive timber-yard of Mr. John Provis.—*Bristol Gazette.*

Birmingham and Gloucester Railway.—We understand that a carrier for the accommodation of first-class passengers between Worcester and Spetchley will be launched in a week or two.—*Worcester Journal.*

REFORM IN RAILWAY DIRECTIONS.

To "C. D."

Sir,—It would be affectation in me to pretend that you do not refer, in your letter of the 19th instant, to "Examiner" and myself, and were I sure that he will reply to you, I should be well content to leave the subject in his hands.

Even in the uncertainty of my colleague's taking the field, I am visited by something like compunction in risking the disturbance of as comfortable a frame of mind as ever man was blessed withal. You ask questions which suit your argument, and answer yourself with such infinite satisfaction that I hesitate to rouse you from your vision of happiness to sad reality, and the stern voice of truth.

You say we have recommended annual or biennial change of Directors. We have done no such thing; our proposition goes the full length of the term judged sufficient by the legislature in Railway Acts, and so far from arbitrarily fixing the period, I do not even know whether it is universal or various. In no case however, (and it is a main point in securing the full advantage of our alterations,) would I have that period exceeded, nor the law virtually cancelled by re-election in less than three years.

Taking railways generally, if 1,200*l.*, divided amongst eight Directors, is to be considered "low salaries," then I would have low salaries, and unquestionably share-list selection.

The comparisons you institute between the qualities required for a Director, and for a "wine, oil, and corn" merchant, or a manufacturer, do not hold; and I have so often refuted and exposed the fallacy of considering them parallel cases, that I think you can have given to the letters you criticise but a cursory reading. Of all the occupations of civilised man, there is none probably that can be carried on—I do not say *well*, but carried on by a lower order of mind, than Railway Direction. The dealer in natural products must have knowledge of the quality, the yearly harvest, the state of markets for purchase and sale, the solvency and character of his buyers; he must have address in chaffering with the producer or his brokers, know how to thrust forward to the eye the bright side of his samples, and possess the art of persuasion to draw a good price from chary and hesitating purchasers. But all this is a simple process compared with the complex considerations which beset the manufacturer before he can affect the profitable disposal of a single yard of gauze ribbon, or even a ton of pig-iron. The cases are so wide of each other that the advocates of the present Directorial system must indeed be hard run to treat them as things alike. If railway management can be compared to any trade or calling, it must be to a vendor of some single article at *prix fixe*—at a given price, take it or leave it—to a buttered potato for instance, or a so-called mutton pye, for a penny—or to a playhouse where there is no dealing or bargaining with the customer—no trade knowledge exerted or wanted, where the matter ends and begins by taking money, or its equivalent, and giving admission. Ah! but, say you, the taking money is the least part of railway business, there are onerous duties for Directors to fulfil in getting ready to carry the public. I ask, what are they, and by whom done? Like you, I will answer myself. Directors, ostensibly, have to buy coals, and those stock in trade articles, in more ways than one, "oil, tallow, and cotton waste;" to provide engines, and to repair the roads. These are the head and front of their mighty labours; but, by whom are they really performed?—By the Secretaries, Contractors, and other subordinates. Of the little there is to do, I defy you to prove that a hundredth part is done by Directors. Will any man have the front to assert, that the business of a railway can be done by individuals living 200 miles from the scene of action, or by Engineers employed by and travelling over all Europe? They know it cannot; and how are they relieving themselves of the difficulty?—Why, by letting off everything, in some cases under private hole-and-corner agreements to Contractors, for shamefully, perhaps ruinously, long periods, to (as they express it) "lessen the office trouble." But that is not the only reason—by settling the whole routine for several years together they prevent any intermeddling from shareholders—for once the contract is signed, it is useless to say a word; ruinous, or advantageous, there is nothing for the miserable shareholder but a shrug and submission to his fate. *It is a deep laid scheme at sinecure and permanent Direction.*

Upon one only point are we agreed, namely, that malversation would be prevented by good Auditors. But what and who are good Auditors? Would your Auditors be nominated by Directors—would they be permanent? Because if they were any thing else than shareholders, taken in rotation from the share lists, to serve for one year and then retire, or if they were not to have plenary and independent power to inspect, enquire, and report, I would not give one shilling for any thing they might say or do. In some lines, Directors audit their own disbursements; it is hard to believe, in the year of grace and march of intellect 1841, in the existence of so monstrous an absurdity, but still shareholders "contented creatures," acquiesce in such arrangements!

That you may not be in doubt as to the changes I work for, and will continue to exhort shareholders to adopt, until I see them in practice, I here pledge myself that nothing less shall stay my pen than securing in our service *Directors taken from the share lists in alphabetical rotation, for residence near the lines, and for largest holdings; and Auditors from the share lists in alphabetical order, to serve one year and no longer.*

Oh! yes, I am sure you think that Directors should not be changed, and that they should be highly paid (it is not long since that *large numbers* of these unchangeable, highly-paid persons were contended for, but that point—it is the first outwork of corruption we have taken—is abandoned.) It is pleasant that a man, once in, can reckon upon a Directorship as a life annuity in money and patronage, and if we fail in our efforts at reform, he may presently very confidently leave the reversion to his descendants as securely as if it were real estate—a good snug freehold—a perpetual rent and other profits, unburthened by land tax. Hence the cry for "confidence," for undisturbed possession, that none but extravagantly paid service can be efficient, and all the other stale stories brought to bolster up the peculation, the jobbing, the misrepresentation, the false estimates, the trimming half yearly reports, the concealment of facts, the evasion of enquiry, the refusal of book and share-list inspection, which to this hour lowers and disgraces, through railway proceedings, the character of the British commercial community. The outside barbarians having stormed *numbers*, having got tired of paying four-and-twenty Directors per line, boards are forthwith assembled to ballot, or prick, out each other, and the weakest go to the wall—the little ones are thrown over-board without a pang. Straight come forth the Leviathans, with inimitable cunning, and say—not pretending to know a word of public opinion, 'See! we have entered upon reform, instead of 24, we mean to do the business with 5, or 8 or 9 (as may be) Directors, we shall devote most of our time to your interests, we have great "railway experience," and (this to secure permanence) in time we shall become quite perfect.' Of course we must be well paid—cheap service is worth nothing—you will give us the sum we took for the two dozen. And thus it is, by such bold devices as these, that it is attempted to keep on the juggle, and to continue turning over our profits to stock-jobbers, bankers, engineers, contractors, attornies, to the original provisional Committees, in short, or to their lineal descendants.

It is for the public, not for me to determine whether your letter weakens or sustains the present Directorial system, but were I one of that numerous fraternity, far from feeling grateful to you for re-opening or continuing the discussion, and reluctant as I might be to turn a cold shoulder to zeal and ardour in defence of my "order," I should be constrained to repudiate you as a friend, from

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feeling that unbiassed persons will consider your arguments as tending more to hasten my ejection than to give permanence to my appointment.

A RAILWAY SHAREHOLDER.

BIRMINGHAM AND GLOUCESTER RAILWAY AND THE CHELTENHAM COACH MASTERS.

To the Editor of the Railway Times.

SIR,—Allow me space to make a few observations in reply to your anonymous correspondent on "The Birmingham and Gloucester Railway and the Cheltenham Coach Masters."

The public has already been acquainted that the omnibus, fly, and posting business at the Cheltenham stations has been with the sanction of the Directors grossly monopolised by two parties to the exclusion of another proprietor and myself. Your correspondent has published the letter sent to Messrs. Haines and Dangerfield, giving them exclusive privileges, but he has omitted the Secretary's arbitrary letter of the same date (January 19th) to the other proprietors, wherein he states that "in consequence of the very irregular manner in which the omnibus business between the railway station and Cheltenham has been conducted, and the great annoyances to which the public have been subjected, the Directors have determined upon confining the business to *two* parties, and have consequently instructed me to make the necessary arrangements with Messrs. Haines and Dangerfield to commence on Monday next, the 22nd instant."

I will now revert to my original intention, that of replying to your nameless correspondent's remarks. In referring to my last letter, he has the courtesy, in *one* instance, to give me credit for truth; and yet he immediately afterwards proceeds to flatly contradict my statements. If since the opening of the line to Gloucester, the trains have not been amply supplied with conveyances, it was not for the *omnibus proprietors* to have consulted together to improve the plan; *we* should never have agreed; it was for the *Directors to have insisted* upon their plan being carried into effect. *Once*, and once only, did I see Mr. Edgill upon the business, when he suggested a plan, and though *that plan* gave some advantages to Haines and Dangerfield, I *at once* expressed my willingness to comply, but the arrangement was never carried into effect. In that instance then, Mr. Burgess, as Superintendent, was remiss in his duty.

I must correct your informant on another point, as to which, although he took great pains to learn the truth, he is wrong. He says, that after Mr. Edgill's interview no change took place excepting that Mr. Fleischmann let his omnibus to two men of low character. Now, the fact is, *I had* let my omnibus for some considerable time previous to seeing Mr. Edgill, and one request made by him was that I would again take it into my own hands, which I promised I would, *and did*, when the time I had let it expired.

The circumstance respecting Mr. Hodgson I do not deny, but upon that gentleman complaining I told the man in the presence of Mr. H. that on the expiration of his time he should not drive again, and I carried my threat into execution. If other complaints were made I was ignorant of them, and it was the duty of Mr. Burgess to have put me in possession of the facts. By the Secretary's letter it is seen the complaints were general, *and not confined to the omnibuses of the George and Fleece Hotels.*

Your nameless correspondent denies the charge of assault committed upon me. In answer to this I refer to Mrs. Dr. Williams, Southampton. I deny also that I *insisted* upon going on the passenger platform. I merely accompanied Mrs. Williams in search of her children. I am happy to say my hotel stands too high in the estimation of the public to make it necessary to resort to the platform of a railway to solicit patronage. The circumstance of Mrs. Williams having engaged the entire of the carriage refutes this charge.

It is said no steps have been taken to prevent the opposition. I would ask, if on the very first day that Haines and Dangerfield were INTENDED to have the whole of the conveyance business, the omnibuses of the George and Fleece Hotels were not prevented taking passengers to *the trains?* Were they not stopped at the gates? and were not the passengers compelled to walk through the yard to the railway carriages? Have not my men, as also those of the Fleece, been threatened to be taken into custody if they dared to place the omnibuses *in sight of the yard?* Has not a one-horse omnibus been placed near the gates? And have not passengers been offered to be conveyed into town for twopence and even one penny? And yet no steps have been taken to prevent opposition!

I again assert that *I did*, at a very considerable expense, *purchase* an omnibus,* and I positively assert *no direct* complaint was ever made to me from the Company, *i. e.* until I received Mr. Burgess's letter of the 19th January, complaining of the system, and giving me THREE DAYS' notice to withdraw, without the *chance* of acceding to any proposition for the better regulation of the conveyance department.

Now, I would ask what is the result of the new system? Why, that the public are daily and hourly imposed upon. For instance; Mr. Sweetman, a gentleman well known in Cheltenham, with two friends, on Tuesday last were made to pay 1s. each for their conveyance into Cheltenham. Mr. Rodgers, with a party of five, was also subjected to the same imposition; and I have a family in my hotel who ten days ago were detained one hour and five minutes at the station, waiting for a conveyance.

I cannot but express my surprise that your correspondent, who has been so *particular* in inquiring into the circumstances of the dispute, has never mentioned one word regarding the carriage to which I alluded in my last letter. Let me ask him, can he deny the *disgraceful* particulars I related? If I am to be subjected to the tyranny and oppression of the railroad monopolists, I have one consolation, which is, I have the good will and support of the public, who hitherto have plainly shown their opinion of the monopoly.

I am, Sir, your obedient servant,

J. B. FLEISCHMANN.

George Hotel, Cheltenham, April 27, 1841.

The following additional correspondence has taken place between Mr. Fleischmann and the Railway Company:—

Mr. Fleischmann to the Board of Directors.

George Hotel, Cheltenham, April 17, 1841.

GENTLEMEN,—I again take the liberty of addressing you relative to the omnibus business in Cheltenham, and do trust you will re-consider the matter, and again allow my omnibus and post-horses to enter your yard. You must be aware I have an extensive trade to protect, and one that has *in no little degree* suffered by the introduction of railway travelling. Since being expelled your yard, I have, in my *own defence*, been compelled to ply outside your gates; and though I can assure you, *on my word*, it has *been more profitable* to me, I do not consider it respectable, or what I like to do. I really think, under the circumstances, that you receive *parcels* from my *coach office*, and *passengers* from my *hotel* (independent of the time it takes daily to answer the *innumerable* questions relative to the arrival and departure of trains), I am entitled to a share of your favours. Should you comply with my request, I will pledge myself to conform to any *restrictions* so long as preferences are avoided; and I feel convinced conveyances for your passengers can in *no way* be so well supplied as *by the four omnibus proprietors*, two of whom *should work to the trains*, and two *from*. Trusting you will in some way give me a reply,

I am, Gentlemen, your obedient servant,

J. B. FLEISCHMANN.

The Directors of the Birmingham and Gloucester Railway.

* We have been shown documents which prove this most satisfactorily.—ED. R. T.

Reply of the Board.

Birmingham, April 28th, 1841.

SIR,—In reply to your letter of the 17th, addressed to the Directors of this Company, requesting them to reconsider the matter of the Cheltenham omnibus arrangements, I am instructed to inform you, that in making these arrangements for the supply of omnibuses, &c., they had to consider by what plan the accommodation of the public could be best provided for, as by a due attention to this point, both the interest and character of the Company would be much affected. After four months trial of the plan of competition by four parties, and the disagreeable experience of constant and repeated complaints on the part of the public—after unavailing attempts on the part of the Directors to obtain due regularity and civility, and an adherence to regulated charges—after many and anxious discussions on the subject, it was deemed most desirable to place the business in the hands of two persons only; and the Directors, therefore, came to the resolution of adopting that plan. But though they felt themselves at perfect liberty to take such steps in this respect as seemed to them most advantageous to the Company, it was their earnest desire to prevent the arrangement operating injuriously to others who had previously had a share of the business. With this view, when you and Mr. Yearsley were apprised of the contemplated alterations, you were informed that the Company would take to the omnibuses you had employed in plying to and from the station, and also that the agreement with the parties who would in future transact the business, was so framed that the omnibuses would call at the "Fleece" and "George" hotels, to put down and take up such passengers as might wish to be conveyed to or from those houses. These arrangements were made with a *bona fide* desire to act fairly towards all the hotels, the Directors not wishing to interfere with the business of any house. They still entertain the same sentiments, and if their intentions have been hitherto frustrated, they feel that the blame does not rest with them. It may, perhaps, be necessary to add, that no alteration in the existing arrangement is contemplated. I am, Sir, yours, &c.,

WM. BURGESS, Secretary.

Mr. J. B. Fleischmann.

THE NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR.—In your journal of last Saturday, your printer's substitution of the word "and" for "than," rather mars the meaning of what I intended to say regarding the above railway in my short note to you dated the 19th instant.

I meant to show that the circumstance of the great trunk line of Railway through the midland counties and North of England, extending so much further on the east of the island to Darlington, *than* the main railway route on the west, which reaches only to Lancaster, was generally looked upon as promising beneficial results to the North Midland, by attracting a considerable portion of the Scotch traffic to that railway route, of which it forms so important a link.

As regards the Newcastle and Carlisle Railway, for instance the distance between Carlisle and Lancaster to be *coached* is 61 miles, the distance between Newcastle and Darlington is 32 miles—about half.

It is supposed therefore that many will take to the rail at once from Carlisle to Newcastle, coach the much shorter distance from the latter place to Darlington, and there reach the continuous main line to the south, instead of having to undergo the much longer coach journey between Carlisle and Lancaster, which awaits them by the west route. This is the view of the subject taken by many, but it does not *appear* to be mine, according to the version of my letter to you, as it stands in your paper of the 24th instant.

Perhaps you will have the goodness to give me a corner for this.

A NORTH MIDLAND SHAREHOLDER.

26th April, 1841.

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MANCHESTER, BOLTON, AND BURY RAILWAY—MR. GORDON'S SLAUGHTER-OF-MOTHER-AND-CHILD STORY.

To the Editor of the Railway Times.

SIR,—In your last *Railway Times*, in reviewing Mr. Gordon's book, you give a quotation from it, in which he notices an accident as having occurred on this railway to a Mrs. Wood and child; *killing both on the spot, after having thrown them forward a distance of twenty yards, with other details of dismemberment*, &c. &c.; and which he adds is not in evidence before Parliament. Certainly it is in evidence nowhere, that I know of, simply because nothing of the sort ever occurred; for as it respects the public, no man, woman, or child, has ever been killed on this railway, or even seriously injured. Neither is there any part of the railway intersecting any such person's field, any more than that the railway carriages ever intersected any such person's legs, as the notice alludes to; and therefore it is curious to conjecture from what source Mr. Gordon has drawn his very grim story.

Perhaps you will do me the favour to insert this in your next.

I am, Sir, your's very truly,

JOHN HAWKSHAW.

Office, New Bailey Street, Salford.
25th April, 1841.

GREAT WESTERN RAILWAY TRAVELLING AND TRAFFIC.

To the Editor of the Railway Times.

SIR,—It would be well for your flippant correspondent of last Saturday, on this subject, under the signature of "A Looker-On," to inform himself, before he attempts to correct others.

He presumes to assert that "*closed carriages never have been used for second class upon that line.*"

I reply that THIS ASSERTION IS WHOLLY UNTRUE, having repeatedly ridden in them myself. The fare used to be about 20 per cent. above that of the open carriages, and they were called, I think, "1st rate, 2nd class."

I therefore now challenge him to produce an authentic testimonial from the Great Western Railway in support of his denial of this fact, or to submit to be ever disbelieved in future.

His ignorance and veracity seem much upon a par—for, whether he knows it or not, second class carriages, closed, are now running on the Greenwich Railway, if not on others also.

I may be a "hot-house plant." I take it he is an *ice plant*, as he enjoys the blowing in an open carriage at full speed upon a railway. The public generally may be expected to be classifiable rather under my genus than under his.

A TRAVELLER FOR PLEASURE.

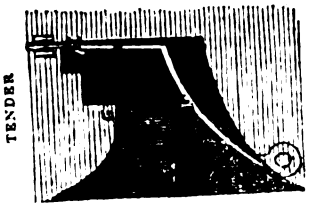
April 26, 1841.

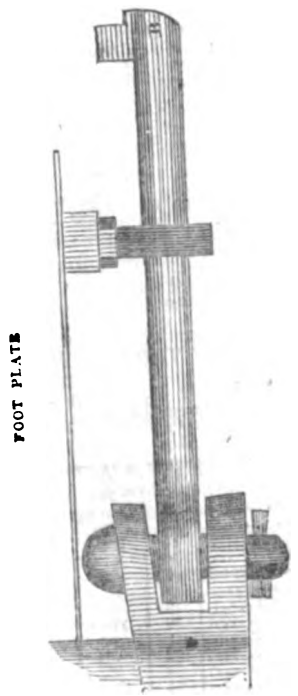
MR. SMITH'S PLANS FOR THE RESISTANCE OF SHOCKS ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—I request the favour of your making public the following plans of resisting shocks on railways which I have patented. My first idea was to apply a number of helical springs (similar to those in use on the Liverpool and Manchester first-class carriages), and of eight or ten feet of action; there was to be one of these springs brought into action for every additional carriage; and every carriage in the train was to act simultaneously upon these springs, whether the draw or shock was from the front or end; and the action was to be transmitted by a jointed buffing bar running under the train and projecting in front and behind between the carriages. The advantages I contemplated from this plan was a consolidation of the elastic resisting medium, thereby preserving more uniformity in the action of the carriages on the springs than when acting individually with different powers and different weights on their respective springs. For instance a shock decreases in power with each succeeding carriage—acting with undue and destructive violence upon the first, while the last scarcely feels the shock, as in the case of the Manchester train a little while ago. From these and other similar effects I draw the inference that a train of carriages may be stopped with safety (allowing a sufficient power of resistance), in one-tenth of its length, that is, a space made up of the action of all the springs.

I have invented another machine spoken slightly of in pages 1100 and 1101 of your last volume, which I believe to be an improvement upon the before mentioned apparatus inasmuch as it is more portable, more economical, and is without recoil. I employ, as in the former case, a strong hydraulic tube placed under the tender with a buffing bar projecting 8 or 10 feet in front of the engine, and on which the whole train acts, but with this difference, that there is no bar under the carriages which are all coupled together in the manner represented in the accompanying sketch, so as to afford instant disconnection of any one or more at will.





There is a bell-mouthed aperture in the tender at A, into which the pin B connected with the engine slides, and when it arrives at the point C, it is forced up into the recess D, where it remains. When required to disconnect the tender the pin E presses down the spring, and at the same time the pin drops, and connection is broken. The carriages are firmly attached by merely bringing them together, so that an engine-driver may disconnect the engine from the tender, or the engine and tender from the train, without getting from the foot plate. The advantages of this contrivance are obvious.

The third and last subject with which I will trouble your attention is an alteration in the vertical or side springs of carriages, which I propose to be of a helical form instead of the usual plate elliptical springs. I propose that there should be four of these springs at an angle from the axle to the external brace frame of the carriage. The advantages I perceive accruing from this system are an equal spring resistance in every direction, whether lateral or vertical; and each spring having a double action, that is acting either by compression or expansion, should a shock be given from any part of the carriage, its tendency would be to contract that spring and expand the other three. All the springs being exposed to the same shock with equal strength, it seems reasonable to conclude that their weight need not be so much as that of those in general use, and they might be always screwed down in such manner as to give the carriage an equal and level bearing whatever the number of passengers.

All these plans are at present quite matters of theory, and as such I submit them to your readers, than a certain class of whom I know of none whose criticisms are more just or valuable. Should even a part of them prove a failure (of which I have little doubt), I shall feel amply rewarded in having contributed my mite to the splendid collection of scientific and practical matter with which your columns for the last six months have abounded.

I remain, Sir, yours respectfully,

WILLIAM HENRY SMITH.

Finsbury Chambers, Bloomfield-street.

ANOTHER FATAL ACCIDENT ON THE BIRMINGHAM AND GLOUCESTER RAILWAY.—It is our painful duty to record another fatal accident on this line by which the company have been deprived of the services of one of the most active and attentive guards upon it. The name of the unfortunate man is Dudley, and he was well known to the inhabitants of this city, from the fact of his having acted as guard to one of the omnibuses from the railway office in Foregate-street to the Spetchley station, until the practice of sending guards with the omnibuses was abandoned. It seems that the poor fellow was coming up from Gloucester yesterday afternoon with the train which arrives at Spetchley a little before six, and with the temerity which too frequently attaches to persons employed on railways, proceeded from the last carriage (in which, it seems, he was often in the habit of sitting) to his proper seat on the outside of one of the carriages, while the train was still in motion, before it arrived at the Eckington station. While thus employed, it is supposed the unfortunate young man fell between the carriages, and the train passing over his body, he was instantly killed, for when the train stopped at Eckington, his lifeless corpse was seen lying on the line a few yards from the station. In this instance no blame appears to attach to any but the ill-fated man himself, and it is a most extraordinary fact that every person who has been killed on this line has been in some way or other connected with the Company, thus showing that a due degree of caution has not been exercised by their servants. It is greatly to be hoped that these repeated and awful warnings will at length have their due effect upon the survivors, but it is unfortunately in the very nature of things that persons become more indifferent to danger the more they are accustomed to it. Poor Dudley (who as we before hinted, was much respected for his civility and attention to passengers) was a married man, with no family, and we believe was formerly a member of the Society of Friends. We understand that his regular district was between Cheltenham and Gloucester; how he came to be near Eckington we know not.—*Worcester Chronicle*, April 28.

LEEDS, BRADFORD, AND HALIFAX PROPOSED RAILWAY.—A section of the proposed line has been submitted to some of the most influential gentlemen of Halifax, who have generally expressed themselves much pleased with it. We understand there are no works upon it, but what are of the most practicable description. The saving of distance from Leeds to Halifax, over the present railway route, will be fourteen and a half miles; by this line Bradford will be accommodated with a line of rails to Manchester direct, also London, Hull, and York. The advantages that Bradford and Halifax would derive from the formation of this line of railway are inestimable. This line has been laid down under the direction of Messrs. George and John Rennie, civil engineers, by Mr. Hamilton H. Fulton.—*Sheffield Patriot*.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	76	74½	75½	75½	76
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	1500	100	60	Bristol and Exeter	..	37½	37	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	3000	50	50	Chester and Birkenhead	..	..	..	..	..	..	36½
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	18½
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62	Cheltenham and Gt. Western	31½	..	..	..	..	..	..
36	8	3000	100	100½	Clarence	..	..	..	..	..	..	..
32	....	6000	75	47	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100½	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	9000	100	7	Dublin and Kilkenny	..	..	..	..	..	..	..
..	....	800	100	100½	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	9	..	..	9	9	9¼
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	7½	..	..	7½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	38½	..	..	37½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	2½	..	..	..	27½
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	209½
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	104½
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	28
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	....	10000	100	90	Great North of England	..	..	..	..	..	..	64½
118	92	25000	100	65	Great Western	95¼	94	93½	96	96	96	94½
—	—	25000	50	50	Ditto (*New Shares*)	64½	64½	64	65½	65½	65½	64½
—	—	37500	20	4	Ditto (*Fifths*)	11½	11⅝	..	11⅝	12⅛	12⅛	11⅝
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	32¼
....	....	5000	37½	20½	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	24½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	600	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5300	100	100	Liverpool and Manchester	..	..	..	..	..	..	201
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	47½
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	96½
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	160	..	160	162	162	162	160
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	24
—	—	31250	32	32	Ditto (*Thirds*)	53⅓	..	..	..	..	..	54
—	—	.....	32	2	Ditto (*New Shares*)	..	..	24½	24½	25¼	25¼	25¼
4	3½	24000	25	25	London and Blackwall	..	..	..	..	19¼	19¼	..
46	5½	36000	50	50	London and Brighton	47½	48½	47½	48½	48½	48⅝	48
10½	10½	33000	avr.	13½	London and Croydon	..	..	14½	..	14⅝	14½	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S	Liverpool.
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	17½	..	17⅛	..	17⅞	17⅞	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
76	76	36000	avr.	38½	London and South-Western	59	58½	58⅝	58⅞	58⅞	58⅝	59
—	—	42000	5	1½	Ditto (*Tenths*)	..	..	2⅛	2⅛	2⅛	2⅛	2¼
50	50	13000	100	70	Manchester and Leeds	..	64½	..	..	..	..	..
—	—	13000	50	25	Ditto (*New Shares*)	..	..	..	..	..	..	..
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	54
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	25½
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	89	90	..	..	90
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	23	22½	22½	22⅛
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	80	..	81	..	76½	76½	79
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	..	39
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	83
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
....	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
.....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	..	..	18½	18½	18½	18⅜
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	84	..	..	..	83½	83½	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to April 28th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	9	..
18000	50	40	Edinburgh and Glasgow	38	38
1980	25	25	Glasgow and Garnkirk	32	32
16000	25	25	Glasgow and Greenock	26½	26½
12500	50	40	Glasgow and Ayr	37½	37½
1940	25	25	Monkland and Kirkintilloch	..	58
..	..	50	Wishaw and Coltness	82	82
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	29	29

RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No. to Notes at foot.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Index No. to Notes at foot.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birmingham & Derby Junction	1	48½	38½	April 24	..	£773 9 10	£330 18 2	£1,104 8 0	1
1,266,666 0 0	1,013,723 0 0	....	Birmingham and Gloucester	2	51	51	April 23	6,434	1,209 7 2	149 9 7	1,358 16 9	2
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	3	6	6	..	..	....	....	....	3
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	4	16½	16½	April 24	4,199	168 2 4	45 14 8	213 17 0	4
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	126	17½	April 25	12,795	....	....	729 16 0	5
833,000 0 0	699,544 18 4	2 8 0	*†Glasgow, Paisley, and Ayr	6	51	40	April 24	9,656	621 3 7	197 12 11	818 16 6	6
....	....	....	*†Glasgow, Paisley, and Greenock	7	22½	22½	April 24	11,487	....	....	757 12 3	7
1,957,800 0 0	....	13 0 0	Grand Junction	8	83	83	April 24	..	6,803 4 11	1,495 7 1	8,298 12 0	8
....	....	....	Great North of England	9	74	....	April 19	..	713 12 7	445 3 2	1,158 15 9	9
5,331,527 9 10	5,288,043 17 3	....	Great Western	10	118	92	April 25	..	6,706 14 8	1,020 19 1	7,737 13 9	10
533,333 0 0	460,000 0 0	3 0 0	Hull and Selby	11	31	31	April 28	3,702	462 2 10	181 14 1	643 16 11	11
488,000 0 0	390,000 0 0	....	Lancaster and Preston	12	20½	20½	April 24	2,406	440 11 8	32 16 7	473 8 3	12
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool and Manchester	13	31	31	April 23	..	2,682 16 6	1,753 7 2	4,436 3 8	13
5,750,000 0 0	5,724,807 0 0	8 17 9	London and Birmingham	14	112½	112½	April 24	..	14,478 7 0	2,549 8 0	17,027 15 0	14
800,000 0 0	807,659 13 4	....	*London and Blackwall	15	3½	3½	April 29	34,319	652 7 8	1 11 3	653 18 11	15
2,400,000 0 0	1,091,369 0 0	....	*London and Brighton	16	46	5½	April 26	2,431	81 4 2	47 10 1	128 14 3	16
741,000 0 0	557,902 9 5	....	London and Croydon	17	10½	10½	April 27	7,932	494 13 1	49 4 10	543 17 11	17
993,300 0 0	793,300 0 0	1 0 0	London and Greenwich	18	3½	3½	April 29	30,717	....	....	954 7 2	18
2,260,000 0 0	2,283,837 18 0	7 14 3	London and South-Western	19	77	77	April 25	..	4,020 7 3½	829 13 0	4,850 0 3½	19
2,800,000 0 0	1,106,812 5 2	....	*Manchester and Birmingham	20	40	5½	April 26	10,031	....	....	294 13 0	20
778,116 16 8	772,165 16 1	2 3 0	Manchester and Bolton	21	10	10	April 22	..	384 14 9	230 6 3	615 1 0	21
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	50	April 19	23,489	2,275 8 2	1,184 4 10	3,459 18 0	22
1,533,000 0 0	1,440,000 0 0	....	Midland Counties	23	57	57	April 24	8,478	1,658 8 7½	854 6 9	2,512 15 4½	23
950,000 0 0	....	....	Newcastle and Carlisle	24	61	61	April 24	..	529 10 8	1,174 4 5	1,703 15 1	24
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72½	72½	April 24	..	2,617 18 2½	874 4 2	3,492 2 4½	25
730,000 0 0	560,000 0 0	6 13 4	North Union	26	22	22	April 23	3,406	806 14 4	161 14 2	968 8 6	26
1,200,000 0 0	358,912 14 10	....	Northern and Eastern	27	30	16	April 25	7,711	....	....	585 13 5	27
500,000 0 0	270,000 0 0	....	Preston and Wyre	28	19	19	April 24	2,002	151 15 9	118 3 9	269 19 6	28
200,000 0 0	150,517 0 0	8 0 0	Sheffield and Rotherham	29	6	6	..	..	....	....	....	29
600,000 0 0	220,245 0 0	4 0 0	Ulster	30	36	8	April 25	6,662	....	....	178 6 7	30
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	31	23	23	April 26	6,5194	....	....	1,400 3 6	31

1. Toll to London and Birmingham 117*l.* 7s. 3d., to be deducted from gross receipts.

2. The receipts are exclusive of those from the Post-office.

5. Receipts include the Northern and Eastern toll, &c.

7. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*

10. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.

12. The 32*l.* 16s. 7d. from goods, &c. is for toll only.

13. Ten per cent. is the maximum dividend allowed by the Company's Act.

14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

17. The capital of 741,000*l.* includes the new capital for London and Brighton station.

18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

21. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

22. The 3,459*l.* 13s. 0d. are the receipts after deducting the toll to the North Midland Company.

23. The receipts for goods, &c. include, carriages, 80*l.* 13s. 0d.; horses, 118*l.* 18s. 6d.; dogs, 1*l.* 17s. 6d.; parcels, 164*l.* 3s. 2d.; cattle, 21*l.* 1s. 6d.; corn, 14*l.* 15s. 8½d; heavy goods, 40*l.* 6s. 1d.; coal, 46*l.* 11s. 3½d. Total, 854*l.* 6s. 9d.

25. Including 12*l.* 15s. 11d., Manchester and Leeds traffic for present week.

26. The receipts stated are after deduction of Liverpool and Manchester toll.

27. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

A North Midland Proprietor *inquires why the Directors do not include in their weekly traffic returns the toll payable to them by the Manchester and Leeds Company. Since the Manchester and Leeds Railway was opened throughout the Directors have given the traffic weekly, deducting the tolls for the ten miles they travel on the North Midland line, and the amount of these tolls must therefore be ascertained every week. Why, then, should the Directors of the North Midland Railway withhold them?*

Manchester and Leeds Railway.—*The report of an accident on this line copied in our last number from a Manchester paper, turns out to have been only a duplicate version of the accident on the same line noticed in our journal of the 10th inst.*

Bristol and Gloucester.—*We do not fully comprehend the scope of the letter of* A Constant Reader (*Lancaster.*) *He will perhaps put his inquiry into a more explicit shape.*

The South-Western.—*We shall make good use very soon of the hints of our kind friend* R. S.

Honestus *on the Liverpool Seysel Company. We do not meddle with anything which does not immediately concern Railways and the Railway interest.*

A Shareholder in the Euston Station Hotels *is desirous of knowing whether there is any dividend in prospect?*

A Railway Engineer.—J. Y.—A Looker-On—Anglo-Scotus—Publicus—A Debenture Holder—Tenax—D. A. P.—An Old Stager—*received.*

THE RAILWAY TIMES.

SATURDAY, MAY 1, 1841.

It gives us great satisfaction to be able to announce, on the best authority, that a plan has been at last matured, and *has received the sanction of Government*, by which the benefits of the Railway System will be speedily extended to Ireland, on a large and comprehensive scale, *independently of any aid from the public purse*, and with no more of Government interference than will conduce equally to the protection of private interests and of the public weal. We have from the first contended, that any amount of public money that could have been required to carry into effect the recommendations of the Government Commissioners of 1839, would have been well and wisely expended; but we are not on that account the less disposed to welcome a plan by which the great end and object of these recommendations may be accomplished without any public aid whatever. Nay, it rejoiceth us much that a way has been found out by which *Irish* property and credit alone may suffice to procure for Ireland all the capital she stands in need of for the improvement of her internal communications. Self-reliance is always a pleasant thing to contemplate, whether it be exhibited by nations or by individuals. All that is asked by the plan we speak of is Act of Parliament powers to enable Ireland to borrow on the credit of *her own resources*, money enough to give her facilities of intercourse and transport equal to those of England and Scotland; and such powers we hold it to be impossible to refuse.

The leading principle of the present plan is such *a combination of private enterprise with Government superintendance and regulation*, as shall procure for Ireland a general railway system at the least possible cost.

To *raise the capital required*, which is the first important thing to be done, it is proposed to offer to private individuals disposed to advance it, the following advantages:—First, four per cent. per annum *certain*, to be secured on the Irish County Rates; and second, one-half of the profits arising from the railways executed with the capital furnished, exceeding the sum necessary to pay the four per cent. so secured in the first place. We are happy to add that a body of London capitalists of the highest eminence have already come forward with an offer of all the capital wanted on these terms. At the head of the list are the names of Mr. Alderman Thompson, M.P., John Abel Smith, Esq., and Isaac Lyon Goldsmid, Esq.

The *inducements to the Irish Counties* to guarantee the payment of the 4 per cent. certain, are many and obvious, but we shall content ourselves with pointing out a few of the most prominent. First, it is proposed to appropriate to the Counties the remaining half of the surplus profits of the railways after payment of the 4 per cent. The traffic estimates of the Irish Railway Commissioners in 1838-9, would not warrant us in anticipating above 4 per cent. from more than a very few Irish railways, but it has been generally allowed that these estimates were a great deal too low, and to any one who doubts this, we recommend an attentive perusal of a very clever dissection of them in the last number of our Birmingham contemporary, the *Railroad Monthly Journal*. Sooner or later, we have not a doubt that the half of the surplus profits falling to the share of the Counties, would be so considerable as to enable them not only greatly to reduce their present rates, but to lay out large sums in local improvements. We have seen in the case of the English county of Cheshire, how much may be done from funds obtained in this way—the whole of the rates of that county, and the cost of the magnificent bridge and spacious Courts of Justice at Chester, having been defrayed out of the profits arising from the river Weaver navigation (sometimes facetiously called *Miss Weaver, the Cheshire heiress*), and this is but a sample of what every Irish county possessed of a proprietary interest in railways might reasonably anticipate for itself in course of time. Secondly, the execution of the railways would give employment for several years to many thousands of the present starving poor of the sister kingdom, and reduce in a corresponding degree the poor-rates to which Ireland as well as England is now subject. And thirdly, the counties will immediately secure for themselves, at an exceedingly small risk, all the inestimable advantages of the Railway System, while, if the present plan be rejected, they may have many long years to wait for so desirable a consummation.

It is not proposed that *all* the counties of Ireland shall become bound for the 4 per cent. interest, nor any but such as are actually intersected by the railways to be executed; neither will those liable to be rated to make it good, be assessed equally, but in proportion only as they are respectively benefitted.

The works are to be executed by Commissioners to be appointed by Government; subject to a Board of Control, consisting of gentlemen of rank, station, and influence, belonging to or officially connected with, the counties intersected.

Each railway is to be the subject of a separate and distinct subscription; and the subscribers to each are to form a Corporation, and to be represented by a Board of Directors.

The first which it is proposed to make is the great southern trunk line, recommended by the Railway Commissioners in 1838-9, commencing at Dublin and proceeding by way of Holycross to Limerick and Cork. And this line is to be divided into two sections—the Dublin and Limerick and Limerick and Cork—to be executed, the one after the other. The estimated cost of the former section is 1,300,000*l.*; and small as the Commisioners' estimate of the traffic upon it is, should the actual traffic not fall below it, that will yield on the required capital a net profit of full 7 per cent.

The Grand Jury of the county of Limerick in their admirable petition to the House of Commons, inserted in our last number, complain of the "legislative restrictions" thrown in the way of capitalists disposed to embark in railways—alluding apparently to the 10 per cent deposit required before any railway Act can be obtained; but so little has that been felt to be an obstacle in the present instance, that the capitalists, by whom the present plan is promoted, have engaged with the Government to deposit at once the 130,000*l.* required for the Dublin and Limerick line, on the understanding that an Act for it shall be allowed to pass during the present session. For our own parts, we have all along been of opinion that no really good project was ever seriously impeded (not to say vitally injured) by the regulation in question. Speculation — baseless unprofitable speculation—speculation that could tend only to the advantage of the projectors at the expense of their credulous dupes, may have been, and we know has been, checked by the regulations so frequently complained of, but wherever a disposition has been evinced, as in the present case, to carry out a railway undertaking fairly, honestly and fully, we venture to assert that no perceptible obstacle has ever been thrown in the way by any enactment of the kind. Capitalists do not (at least we should hope they do not) embark in speculations of this description without good cause shown, and we will not pay them the bad compliment to suppose that they would abandon a really promising project, merely because the rules of Parliament require that a certain per centage of the necessary capital shall be forthcoming a few months earlier than might otherwise be required. Those who risk their property in railway adventures must of course make up their minds in most cases to a long course of unprofitable expectation, and to imagine that the difference of a few months would change their views as to the desirableness of a particular scheme, would be to suppose that they look less to permanent investment than to the stock-market prices of the day. Share gambling has been one of the greatest inflictions with which the Railway System has hitherto been cursed, but it cannot be questioned that much money has been embarked in railway undertakings without regard to temporary fluctuations of price, and solely from a well-founded anticipation of future benefit to the investors, as well as to the country at large. In such cases the Standing Orders as to deposits can have no influence.

The Limerick Grand Jury Petitioners expatiate on the great advantage which Government Commissioners must possess over any

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Company of private individuals in settling all matters of compensation with owners and occupiers of land; and they will be glad to learn that this advantage has not been lost sight of in the concoction of the plan before us. The land required for each railway is to be vested in the Company of subscribers to it; and the Commissioners are to be empowered to settle and adjudicate in all cases of disputed value. It is but fair to the Irish landowners to state that in the few cases that have hitherto come before them, they have shown a much more commendable spirit, in this respect, than too many of their English brethren. In the instance of the Dublin and Kilkenny project—in which there was, perhaps, less reason for forbearance than in many others—the landowners, we understand, met the Directors with a most amicable feeling, and in the course of a few weeks arrangements were voluntarily and cheerfully entered into which, in this country, would have required the interposition of some forty or fifty Sheriffs' juries.

The merit of devising the plan, the leading features of which we have now presented to our readers, and of advancing it so far towards a happy accomplishment is chiefly due, we believe, to Mr. CHARLES VIGNOLES, C. E., whose valuable contributions to the Reports of the Irish Railway Commissioners in 1838-9, must be in the recollection of all who have taken any interest in this important subject.

THE fourth, and we suppose the final, Report of Lieutenant-Colonel Sir FREDERIC SMITH and Professor BARLOW, the Commissioners appointed to investigate the best railway routes between the capitals of the three kingdoms, has just appeared, and its most material portions will be found in another part of our present number.

It will be seen that, after full consideration, the preference has been given to the western route to Scotland, by Lancaster; not as being the most expedient route *so far as Scotland alone* is concerned, but as being the route which best combines in one the threefold object of (1.) a communication between London and Edinburgh and Glasgow, (2.) between the manufacturing districts of Lancashire and the west of Scotland, and (3.) between Manchester and Glasgow and the north of Ireland —which threefold object formed the problem which the Commissioners were appointed to solve. Few disinterested persons will be disposed, we think, to call in question the judgment of the Commissioners, while none can refuse them the credit of having used extraordinary diligence and displayed great talent in deciding between the claims of the rival projects. Any decision to which the Commissioners could have come would, of course, have given dissatisfaction to the promoters of the rejected schemes, and probably to parties locally interested in their success; and it is not to be supposed that the disappointment naturally felt by the advocates of the east coast route will not vent itself in criticism and carping; but it will require a great deal more than this to convince Parliament and the public that the conclusion to which the Commissioners have come is not a very proper one. Indeed, the Report speaks for itself; and until the facts therein so lucidly set forth can be proved to be fictions, it will be useless to clamour against the Commissioners' decision. We say this, because we have already seen various indications of a determined opposition on the part of some of the over-zealous friends of the unsuccessful schemes, even when the result of the Report was only conjectured. Now that the matter is placed beyond a doubt, the storm will probably burst forth in all its fury. The Commissioners may however afford afford to treat the matter with perfect indifference, leaving their character for impartiality and independence to be judged of by the country at large, from the contents of the very able document now sent forth. The hostility exhibited to their Report on the competing projects to the Welsh coast has already died a natural death, and such we predict will be the issue of any similar exhibition in the present instance.

The Commissioners, it will be seen, give it as their opinion that at present there is not sufficient traffic to justify the formation of a double line to Scotland, namely, one by the east coast and another by the west; and although we know that contrary views are entertained by many persons who profess to have investigated the matter, it is much better to err on the safe side, and to get *one* line constructed before a second is brought forward. That ultimately there must be both an east and a west coast line to Scotland seems pretty certain, but at present it would only be risking the chance of railway communication by either route to have both schemes in the field. The Commissioners, indeed, are so little sanguine as to pecuniary results that they do not hesitate to pronounce even the one line as not very tempting in a commercial point of view, and hence urge the necessity of support from the local landowners, and of facilities at the hands of Parliament. In both of these recommendations we very cordially concur, but at the same time we do not think that the prospect of direct profit from such a speculation is by any means so unpromising as the Commissioners appear to suppose. We are satisfied—although we speak with all deference in opposition to the deliberate opinion of gentlemen who have so thoroughly investigated the matter as the Commissioners have—that whatever may be the amount of present traffic, the formation of a railway would so open up the resources of the district, that *much* local trade would immediately spring up, in addition to the great increase of *through* traffic which would inevitably result from an increase of travelling facilities. A line economically constructed would therefore, we have no doubt, return a very fair pecuniary profit, and the more especially so, if it were taken up in right earnest by the landed proprietors on the route, for in that case we might reasonably expect that one great cause of first cost, and consequently of diminished income—we mean the extortions and graspings of the lords of the soil—would be removed. If these parties are wise, they will for their own sakes adopt and act upon the advice given by the Commissioners, for the benefit to *them* is certain, however doubtful to mere capitalists and speculators; and if they do not *at once* take the matter up, they are throwing away the chance of an ultimate advantage, the importance and extent which it would be difficult, if not impossible, at present to calculate. Persons at a distance will, of course, take their cue from those who are more immediately connected with the district, and if the latter are found to be insensible of the benefits which such a project would supply, or apathetic as to the means of carrying it into effect, it is easy to foresee what will be the result. Parliament may appoint Commissioners to report, but the locality will be as far as ever from securing the means of railway communication—nay, much farther off from their object than before, since every abortive attempt of the kind only tends to heap up obstacles against future attempts. All difficulty is at an end as regards doubts of obtaining the sanction of the legislature, and if under these circumstances, the landowners of the district keep back, they will be wholly without excuse. Railways are fortunately much better appreciated now than they were some three or four years back, and we cannot suppose that in this instance northern acuteness will fail to perceive, or northern enterprise hesitate to secure, the advantages which are now placed within their reach.

We should have taken it for granted that Parliament would at once give every facility to parties who may feel disposed to carry out the recommendations of the Commissioners, had we not before us the most extraordinary, and indeed wholly unaccountable, determination recently come to in the case of the proposed Great Holyhead Railway, when a suspension of the Standing Orders was refused, although it was admitted on all hands that no injury could possibly have resulted to any one individual from complying with the prayer of the petitioners. It strikes us as being most absurdly inconsistent for Parliament to take so much pains to have the best railway route between two given points determined upon, and then on a mere point of form to interpose between the recommendations of their own appointed officers, and those who are anxious to carry such recommendations into effect. Honourable members, in voting for the appointment of Commissioners, must, one would think, have regarded the object as of national interest and importance, and yet, by refusing to dispense with what may under ordinary circumstances be a very necessary precaution, but which in the instance referred to was altogether uncalled for, they practically put off for a year, if not for a longer period, the realisation of their self-expressed desires. We sincerely trust that, in the case of the Scottish line, a different course will be pursued, and that every means at the disposal of the legislature will be called into action, to expedite the completion of so important an undertaking. Much will depend upon the spirit shown by those locally interested, and it is to be hoped that no shortcoming on their parts will furnish an excuse for refusing the desired facilities by those who are hostile to every project of the kind, or the kindred class who would sacrifice a reality of the most useful description, to the punctilious observance of an appointed form.

We shall have frequent occasion to return to the Commissioners' Report, but we cannot conclude our present notice without calling attention to the extraordinary discrepancy which appears in some of the estimates handed in by the Engineers connected with the several schemes. Is it to be wondered at that public confidence should be shaken in regard to the ability or integrity of the profession, when they find instances of difference so glaring in matters which one would suppose might by this time have been reduced to accurate calculation? To call Engineers' estimates mere guess-work, would be in many instances, we fear, to treat them too leniently. They are a discredit to the railway system, and a disgrace to their framers. One of our correspondents last week spoke of an alleged want of patience on the part of railway proprietors at large, whereas had he reflected upon the very many provocations which estimates of construction alone have supplied, (to say nothing of other sources of indignation,) he must have admired the forbearance which has been so signally manifested—a forbearance

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which we cannot but think, has been carried to a most culpable extent. We know of no means whereby Engineers can be rendered more competent or more careful except by making their emoluments strictly dependant upon the accuracy of their calculations. At present they have too frequently a direct pecuniary inducement to swell the expenditure of their employers at the cost of their own reputation. Were they held personally responsible for every item of excess which they could not clearly prove it was impossible to have foreseen, they would frame their estimates after another fashion. The "evil that men do lives after them," and the injury which has been inflicted upon the railway system and upon its best friends through the incapacity or worse of the great body of Engineers, will rebound upon their own heads, and descend to their successors, unless a speedy and very effectual reformation —of which we confess we see but small hope— should take place in the tactics of the profession.

We congratulate our friends of the Principality on the auspicious opening of their first passenger railway (the Taff Vale), and on the very superior manner in which the work is universally allowed to have been executed. We mentioned in our last that the officer (Sir FREDERIC SMITH) appointed by the Board of Trade to inspect the line had reported most favourably of its working condition, and we now publish elsewhere a letter addressed by that gentleman to the Secretary of the Company, in which he bears very handsome testimony to "the skilful manner in which Mr. BUSH has grappled with the professional difficulties he had to contend with in the formation of the line." The Taff Vale Railway extends from Merthyr Tydvil, the capital of the Welsh iron districts, to the port of Cardiff, a distance of 24½ miles; that is to say, the *main* line of the railway which was that opened last week, for there are three short but important branches which still remain to be completed. The first which is called the Dinas branch, leads to the collieries of Mr. COFFIN, who is stated to have contracted with the Great Western Railway Company to supply them with no less than 40,000 tons annually for seven years to come; the second, called the Dowlais branch, connects the line with the extensive iron works of Sir JOHN GUEST, Bart., the Penny Darrin Iron Works of Mr. Alderman THOMPSON, the Castle Morlis lime quarries, &c.; and the third, which is called the Lancaich branch, will bring on the line the traffic arising from the collieries of Mr. POWELL and others. The Dinas branch is expected to be opened in a month or two; but the other two branches are not in so forward a state. Considering the vast quantities of valuable mineral produce of which this line will have the exclusive conveyance, and the great and rapidly increasing amount of population concentrated within its immediate vicinage, we cannot doubt but that it must prove eminently remunerative to its proprietors. The *Bristol Mercury* states, on the authority of the amiable and accomplished Lady CHARLOTTE GUEST, (a *poetical* authority certainly, but one whose *numbers* may, we feel assured, be entirely relied on), that "the receipts from passenger traffic when only open to Navigation House, had *far exceeded the estimate for the whole distance.*" The part from Cardiff to Navigation House (14 miles) was opened in October, 1840. The total capital authorised to be raised for the execution of the railway is, we believe, only 620,000*l.*, so that if this amount has not been exceeded—on which point we shall be glad to have some information from Mr. BUSH—the average cost as compared with other lines has been exceedingly moderate.

THE opening of the Cheltenham and Great Western Railway to Cirencester, announced for the 1st of May, is unavoidably delayed, in consequence of a serious slip in the joint embankment near Swindon. The permanent way is laid throughout, and the line, with the exception of this one point, is perfectly ready for the traffic. Messrs. Oldham, the well-known Contractors, are using their wonted energy to repair the disaster, and are actively filling up the gap at the rate of between 1,800 and 1,900 cubic yards per diem—an amount of work never, we believe, hitherto equalled, on any railway or public work in the kingdom.

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A MOTION was carried in the House of Commons on Tuesday evening, by a majority of 54 to 50, the result of which may have some influence on the prospects of the proposed Cornish railway. The motion originated with Mr. Freshfield, and had for its object the appointment of a Select Committee to consider of the best port for the departure and arrival of the West India mails. It will be recollected that certain Commissioners have already reported in favour of Dartmouth, but it is contended that they have reported in error; and, in addition to Falmouth, claims are now put in for Bristol, Southampton, and some of the ports on the south-west coast of Ireland. The Chancellor of the Exchequer opposed the motion, but, as already intimated, without effect.

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THE long-bottled wrath of our Eastern Counties' friends has at length exploded; and we give elsewhere *the Report*. When we have had time to examine the elaborate affidavits of the plaintiffs we shall be able to say how far we think we have wronged them—if wronged them at all. Meanwhile we may be allowed to express our surprise that persons professing so much anxiety to set themselves right with the public, should have taken so tedious a mode of doing so—(to say nothing of the expense which, even to a Company more embarrassed with wealth than the Eastern Counties' is commonly supposed to be, might have been expected to be a matter of some little consideration). A letter to our readers, of half the length of the Chairman's affidavit, and written at the time of the statement complained of, would have answered the purpose (always supposing that there is nothing simply vindictive in the proceeding) a vast deal better.

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WE have to record this week the occurrence of another destructive conflagration at a railway station—but, thanks to the providence of the Directors of the Bristol and Exeter Railway, to whom chiefly the property destroyed belonged, we have not to lament the swallowing up of a single shilling of railway dividend by the flames. The total loss we are informed does not exceed 10,000*l.*, while the Company are insured to the extent of 30,000*l.* The offices concerned are—the Sun, to the amount of 20,000*l.*—the Atlas, 5,000*l.*—and the London Union, 5,000*l.*

We are glad to learn that this disaster will not cause any alteration in the time for opening the portion of this line from Bristol to Bridgewater, which will certainly take place, as announced, on the 31st of May. The timber and rails were laid down over nearly the whole of that distance a week ago. Since the late great improvement in the pecuniary condition of this Company, a most commendable degree of activity has been observable throughout their works, giving visible tokens of a well-supplied and well-administered Exchequer. The debentures of the Company are in such good repute, that no doubt is entertained of their being able to raise on loan all the money they are authorised to borrow, as rapidly as it may be wanted.

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THE Companies who have this week petitioned against the new Railways Regulation Bill, are the Aylesbury Garnkirk and Glasgow, the Great North of England,, the London and Blackwall, the Sheffield and Manchester, the Stockton and Darlington, and the York and North Midland. A petition on the subject has likewise been presented from Mr. John Finney and will be found in another part of our present number. The whole of the petitions have been referred to the Select Committee on Railways. The total number of petitions against the Bill up to the 23rd ult. (the date of the last return) was 34.

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ON Thursday the return ordered on the 2nd ult. "of the arrangements for the conveyance of the mails between London and Edinburgh," was laid before the House of Commons. It will no doubt be printed. On the same evening (on the motion of Mr. Wallace) copies were ordered:—

"Of the proposals made by the Postmaster-General to the Railway Companies in Scotland, for conveying the mails in that country, and of any offers made by the said Companies to the Postmaster-General for that purpose; showing whether these proposals were respectively made for conveying the mails on every day of the week, or were to the exclusion of Sundays, and in the latter case to state the reasons assigned for the said exclusion."

"Of any correspondence which has taken place between the Directors or Secretaries of the Railway Companies in Scotland, and the Surveyors and Secretary to the Post Office in that country, with the Postmaster-General, Colonel Maberly, or the Treasury, respecting the carrying of the mails on railways on Sundays, as they had formerly been on the common roads in that country.

"Of the contracts which have been made for carrying the mails which are sent entirely by railway in Scotland, or which are sent partly by mail coach, mail cart, riding post or otherwise, and partly by railway, to the same post towns in that country; the return to show the number of mails sent daily by one or other of the above modes respectively; showing whether they are carried every day of the week, at the same hours, at the same speed, and by the same conveyances, with the hour at which each is sent off, and the time allowed for each transit by each mode of conveyance on week days and on Sundays, when any alteration takes place on that day; and in such case to state the nature and effect of the alteration; showing also what mails are now detained in Scotland on Sundays, with the names of the chief post towns (such as London, Birmingham, Liverpool, Manchester, Aberdeen, Dundee, Perth, &c.) such mails had been sent from, and are detained at during Sundays, with the authority therefor, and the reason, if any, for these not being forwarded now, as formerly, on that day."

"Of all correspondence on the above subject between the Postmaster General, Colonel Maberly, Sir Edward Lees, the Surveyors to the Post Office, or the Treasury, with the magistrates of the city of Glasgow, with the Chairman of the Chamber of Commerce of that city, and the Magistrates and Chairmen of the Chambers of Commerce of the towns of Paisley, Greenock, Port Glasgow, Johnston, Beith, Irvine, Saltcoates, and Ayr, or with any

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other public authorities whatever in these towns, including the Postmasters in each respectively, respecting the discontinuance of the conveyance of the mails on Sundays, as these were usually sent before railways came into operation, between the towns of Glasgow and Ayr, and Greenock and Glasgow."

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THE House of Lords have, on the motion of the Home Secretary, appointed a Select Committee to enquire into Sunday Trading, on Canals, Navigable Rivers, *and Railways*; but we are glad to perceive, from what fell from Lord Normanby on the occasion, that it is not his intention "to interfere with or encroach upon the recreations of the poor," and more especially that he does not design "*to deal in any respect with travelling on the Sunday.*

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THE further consideration of the Railways Regulation Bill in Committee, has been postponed till Monday next.

RAILWAY OFFENCES AND OFFENDERS.

ON Monday a man named James Betts, employed as a guard on the Great Western Railway, was charged before the Marylebone magistrates with being drunk and severely assaulting the landlord of a public house, and a police constable. The case was wholly unconnected with the prisoner's duty, but the magistrates being of opinion that a person in so responsible an office as that of a railway guard ought not to be engaged in drunken brawls, inflicted a fine of 10*l.* for the double assault. It was stated that the man would be dismissed from his situation, and it is very proper he should.

John Mann, an engine-driver in the service of the same Company, was on Monday brought before the magistrates of Eton charged with drunkenness and neglect of duty. The case was clearly proved, and (we quote from a report in the daily papers), "he was fined 4*l.*, including costs, *which he immediately paid!*" Surely, if ever there was a case in which the discretion vested in magistrates of substituting imprisonment and hard labour for a pecuniary fine ought to be exercised it is a case like the present, in which the safety of the public is perilled through the gross misconduct of a driver.

A more severe punishment for a much less serious offence was inflicted a few days ago upon one of the servants of the North Midland Company. The case is thus reported in the *Derbyshire Chronicle*:—

"On Tuesday last James Carroll, a pointsman and flagsman in the employ of the North Midland Railway Company, was brought before the magistrates at Derby, charged by Mr. Jackson, inspector of police on the line, with absenting himself from his post near the north end of Clay Cross tunnel on the 13th instant. *He was fined 5l., and in default of payment was ordered to be sent to prison for one month, with hard labour.* We understand that Carroll's conduct, if strictly investigated, would have subjected him to a much severer punishment; for, on the day on which he left his employment, a parcel for a gentleman connected with the railway at Clay Cross was given into his care: instead of delivering the parcel to the gentleman to whom it was addressed, Carroll, on the true principle of "Irish reciprocity," opened it himself, and finding it contained five sovereigns, he appropriated the money, and started off on a drinking spree to Derby, where he was captured by Mr. Jackson. The gentleman whom the prisoner had robbed declined to prosecute, the Railway Company had him brought up for the offence committed against them, in neglecting the performance of his duty."

The charge of felony not having been pressed, we are bound to suppose that the fine of 5*l.* was imposed solely because the prisoner had absented himself from his post, and although his conduct richly merited the punishment he has got, it will not be pretended that his offence involved consequences half so serious as that of the Great Western driver, who was fortunate enough to escape at a cheaper rate by just *twenty shillings*, and whose better wages enabled him to satisfy justice by purse instead of person!

Another fine of 5*l.* was on Saturday inflicted on a labourer, named Richard Hill, in the service of the Midland Counties' Company "for disobeying orders [says the *Leicester Journal*] and refusing to remove certain waggons from off the main line at the time a down train was due, thereby placing the lives of passengers in imminent danger." Here again the punishment was well deserved, but the salutary strictness exercised in this case only contrasts the more strongly with the culpable leniency of the Eton Bench. It would appear too, that different justices take different views of the value of money as measured by periods of incarceration. In the Midland Counties' case, we are told that the offender was "convicted in the penalty of 5*l.*, or *two* months imprisonment," whereas the delinquent on the neighbouring line (as above noticed) got off with *one* month!

Of all *merciful* magistrates, however, commend us to those of Darlington, who have on previous occasions figured in our pages. The following are a few cases as noticed in the *Yorkshireman*. Comment were wholly superfluous:—

"James Miller, of Shildon, waggon driver on the Stockton and Darlington Railway, fined 5s. and costs, for absenting himself from his horse and waggons, and leaving them standing on the main line; Edward Burnsides, of Aycliffe, waggon driver, fined 2s. costs, for being on the railway with waggons after sunset, without a signal light; George Strong, of Shildon, boilersmith, fined 5s., for trespassing on the above railway, and refusing to quit when requested: Thomas Jobbing, of Stockton, joiner, fined 5s., for a similar offence."

All magistrates, however, do not err on the side of mercy, as the following paragraph from the *Sheffield Patriot* of the present week will prove:—

"On Tuesday last a joiner, named Henry Weston, took his seat in one of the carriages belonging to the North Midland Railway Company, at Derby, and proceeded to Belper, where he got out, and having neither ticket nor money to pay his fare, was taken before Jedediah and John Strutt, Esqs., who fined him 40s., and 11s. 6d. costs, and in default of payment sent him to the treadmill for a month."

We are as anxious as any one can be that Railway Companies should be protected against fraud, (and in this case it appears that fraud was contemplated, as the offender had no money in his possession,) but to send a man to the treadmill for a month for an act which could only take a few shillings out of the pockets of the Company, and this in default of paying a fine just eight times as large (to say nothing of costs) as that inflicted by other magistrates upon delinquents, whose trespassing might have caused extensive destruction of property, or even loss of life to the public, seems somewhat too severe. It is probable that the bye-laws of the North Midland Company, under the authority of which we presume the fine was inflicted, resemble those of the London and Birmingham, and other Companies where the exact amount of *forty* shillings is specified, and in that case the Messrs. Strutt could have no alternative; but they certainly had it in their power to mitigate the term of imprisonment—and most persons will be inclined to think that the discipline of "the treadmill" might have been altogether dispensed with. The bye-laws relative to this class of offences are, in most Companies, much too harsh. There is, in the returns recently laid before Parliament an excellent letter on this subject, addressed by Mr. Laing, of the Board of Trade, to Mr. Burgess, the Secretary of the Birmingham and Gloucester Railway. That Company it appears adopted, at their general meeting last summer, a series of bye-laws, one of which imposed a penalty of 40s., *in addition to the payment of the fare*, upon passengers unable to produce their tickets, even though there might be no proof of contemplated fraud. Mr. Laing very properly holds that this is unjust—in fact, that in cases where no intention exists to defraud the Company, fines are altogether misplaced—and that payment of the fare is all that the Company have a right to demand. Mr. Laing recommends the example of the Birmingham and other great lines, where the fine of 40s. is alternative, on refusal to pay the fare, and adds:—"The evidence upon this subject before the Select Committee on Railways, shows strongly the impolicy, with reference to the interests of railway Companies themselves, as well as to the public convenience, of enforcing even the limited power of requiring payment of the fare, in all cases in which the ticket cannot be produced, *more rigorously than is indispensable for the protection of the Company against fraud and abuse.* Upon this point, my Lords direct me particularly to draw your attention to the evidence of Mr. Baxendale [then], General Superintendent of the London and Birmingham line, who states,] (Second Report, p. 68, Query 2605,) 'That the tickets are occasionally lost, and when they are lost that vexation necessarily arises when the passenger is asked to pay his money again; that this rule was strictly acted up to, but that he had been very determined in breaking through it, and that *whenever a ticket is lost, the principal officer at each station has the power to use his judgment, and not to require the repayment of the fare.*'"

MR. STEPHENSON'S LIME WORKS AT AMBER GATE.—Mr. Stephenson has now commenced burning lime at these works, and is sending it to the different places adjacent to the North Midland Railway. In the course of a short time it will be conveyed to most of the principal towns in England. The kilns are built in a handsome and substantial form, standing from 30 to 40 feet above the surface of the ground. The limestone is procured from the village of Crich, about two or three miles distant from the kilns, on a tramway formed for that purpose. A short distance from Crich, the tramway passes through a tunnel between 50 and 60 yards in length; a little further on is an inclined plane, worked by a wheel, which lets down six waggons full of limestone, and draws up the same number of empty waggons. Nearly adjoining this is another inclined plane, which is uncommonly steep, rising at the rapid rate of one yard in three and a half, and is worked by a large drum, round which passes a wire-rope; a lever is attached to the drum, by which one man alone is able to regulate the speed of the waggons at pleasure, or stop them altogether. Two full waggons are let down and two empty ones are drawn up at the same time. The full waggons pass over the Cromford canal by a wooden bridge (elevated several feet above the surface of the water) to the top of the kilns. These stupendous works, when finished, will be of the most extensive character in England, or we may say in the whole world. They will, when complete, be able to turn out upwards of 200 tuns of lime per day.—*Sheffield Patriot.*

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MANCHESTER AND LEEDS, AND NORTH MIDLAND RAILWAYS.

To the Editor of the Railway Times.

SIR,—A letter from a "North Midland Shareholder," appears in your paper of the 24th instant, calling in question a statement made by a "Manchester and Leeds Shareholder," that the cost of the two lines is about the same. Although the cost *per mile* differs materially, yet the *total outlay* upon each will be very similar, and it is *to that* every shareholder must look on calculating for a dividend, viz.:—

North Midland 72 miles.... £2,929,696 expended per last Report.
Manchester and Leeds 50 miles.... £2,523,508 expended per last Report.

The additional capital required will make the cost of the former 3,350,000*l.*, and the latter 3,172,000*l.*, which includes the branches to Oldham, &c., so necessary to develope the sources of traffic. It is also *very unfair* to take the *present* weekly returns of traffic on the Manchester and Leeds line, as any criterion of its value compared with the North Midland, which has been opened throughout nine or ten months, and which will have increased in traffic 100 per cent. within 12 months from the day of opening. I shall now endeavour to show a "North Midland Shareholder" that even at the present prices, the Manchester and Leeds is a better investment than the North Midland Railway:—

Manchester and Leeds opened 1 March, 1841, average first 3 weeks		£2,976	3 8
North Midland opened 5 July, 1840	£2,345 9 6		
Less 40 per cent. for difference in time of opening ..	938 3 10		
		1,407	5 8

Leaving 1,568*l.* 18s. or 111 per cent. in favour of Manchester and Leeds Railway.

North Midland average receipts per week for August, 1840		£3,211	4 9
Do. do. for September, 1840....		3,520	6 9
Do. present receipts, 17 April, 1841		3,654	11 6
Do. add 40 per cent. for extreme receipts this Summer		5,129	0 0

From the above it would appear, that if a weekly receipt of 1,407*l.* 5s. 8d, on the North Midland, in *March*, 1840, increases to 5,129*l.* in September, 1841, then 2,976*l.* 3s. 8d., on the Manchester and Leeds, in *March*, 1841, ought to increase in the same proportion to 10,848*l.* in September, 1842; or, giving the North Midland the benefit of a *July* opening, against one in *March* for the Leeds, and taking the traffic just as it appears, it will stand thus:—If a weekly receipt of 2,345*l.* 9s. 6d., in July, 1840, increases to 5,129*l.* in September, 1841, then a receipt of 2,976*l.* 3s. 8d., in March, 1841, ought to yield 6,509*l.* in September, 1842: but I am by no means inclined to admit that the Manchester and Leeds Railway will be limited to anything like 6,509*l.* per week for summer traffic in 1842.

Then as to a dividend, it may be easily estimated, viz.:—

Cost of Manchester and Leeds Railway, *main line*		£2,800,000	
6,509*l.* per week gives a gross annual revenue of	£338,468		
Deduct 40 per cent. expenses	£135,387		
Ditto interest on 1,400,000*l.* loans	70,000		
	205,387		
Leaving for dividend on 1,400,000*l.* called up.....	£133,081	or 9½ per cent.	
Cost of North Midland, last Report		£2,929,696	
5,129*l.* per week gives an annual revenue of	266,708		
Deduct 40 per cent. expences	£106,683		
Ditto interest on 887,000*l.* loans	44,350		
	151,033		
Leaving for dividend on 2,012,000*l.* called up.....	£115,675	or 5¾ per cent.	

A "North Midland Shareholder" will at once perceive how desirable it is *to borrow* at the formation of every railway, and consequently to increase the early dividends. Had this been accomplished by the North Midland Company, they might have divided 5 per cent. instead of 2½ or 3—the utmost their present receipts can justify. These remarks and statements have been called forth in defence of the Leeds and Manchester line, which your correspondent has sought to *depress*, in order to *raise* the price of his own.

I am, Sir, yours, &c.,
ANOTHER MANCHESTER AND LEEDS SHAREHOLDER.

April 26, 1841.

EXTENSIVE CONFLAGRATION AT THE BRISTOL TERMINUS OF THE GREAT WESTERN AND BRISTOL AND EXETER RAILWAYS.

(From the *Times*.)

Bristol, April 29.

THIS City was last night alarmed at about eight o'clock with the intelligence that a most extensive and destructive fire had broken out at the Great Western Railway terminus. On proceeding to the spot we found that the fire had taken place in the timber yard of the Company, containing 100,000 loads of timber at the least. Various causes were stated as the origin of the fire, which commenced in the large tank of creosote, which has lately been used as a new and more expeditious process than Kyanising, for the preservation of timber. By some it was stated to have been caused by the accidental falling of a candle into the creosote. It was also stated, and perhaps more accurately, that the tank was overheated.

Upon arriving at the spot the yard presented the appearance of a vast sheet of fire of the most vivid description, arising from vast masses of burning timber, and the contents of immense iron tanks of coal tar, &c. The various engines of the city were speedily on the spot, and a vast concourse of people, amounting during the night to 40,000 or 50,000 persons, assembled from all parts to view the tremendous conflagration—many coming from Bath, Henbury, and the surrounding villages, where the fire was distinctly visible. Some idea may be formed as to its extent, when we state than an area containing nearly two acres, filled with timber and other combustible materials, was on fire at the same time. In fact, neither the fires in Queen-square at the memorable riot, or that of the Devonport dock-yard, were nearly so extensive as the present conflagration. All efforts to stem its progress were completely useless, until the plan of cutting it off from the remaining timber in the yard was adopted; for which purpose several hundred men and four or five teams of horses were set to work, removing the adjacent timber to a distance, by which means at about half-past four this morning the fire was at length got under, and from 15,000*l.* to 20,000*l.* of timber belonging to the Great Western Railway Company, together with the terminus, and neighbouring buildings, were saved. We regret to state, however, that the property destroyed (which belongs to the Bristol and Exeter Railway Company), has been estimated at from 18,000*l.* to 20,000*l.* The heat from the fire was so intense that the neighbouring trees were set on fire, and two of them were burnt completely to the ground. One of the trees presented a very picturesque appearance, its branches being on fire in a variety of places, conveying to the eye the appearance of a number of gas-lights.

If the efforts to stay the progress of the fire, by the removal of the surrounding timber, (about 1,800 loads,) had not been successful, the splendid terminus, as well as the surrounding manufactories, would in all probability have been destroyed. Fortunately, no lives were lost, and only one serious accident occurred, a gentleman having his thigh broken by the fall of a heavy piece of timber.

(From the *Bristol Gazette* of Thursday—Second Edition.

THE burning mass, in a state of brightest ignition, occupied at least two acres of ground, extending from the boundary wall by Pipe-lane, across the meads to the river on the other side; and the inflammable nature of the materials, consisting principally of prepared timber, seemed to bid defiance to the efforts of the firemen, to quell the raging furnace.

The first engine that arrived on the spot was the Norwich Union, quickly followed by the Imperial, those belonging to the Great Western Cotton Works, and the Police, and others. His Worship, the Mayor; the High Sheriff; W. Herapath, Esq.; Mr. Brunel; Mr. Clark, Superintendent of the Great Western Railway Company; Mr. Osler and Mr. Badham, Secretaries of the respective Companies; several of the Directors, and other gentlemen, were speedily on the spot, and rendered every assistance in their power. The entrance to the station was kept by a strong body of police, who properly prevented promiscuous ingress. The police, under Superintendent Fisher, Inspectors Bell, Webb, Bosworth, and others, also lent effectual aid. About two o'clock a party of seamen belonging to her Majesty's brig *Savage*, lying at Kingroad, (at which place the flames were distinctly visible), under the command of Lieut. Booker, arrived at the scene, and assisted in working the engines, removing the timber, and acting generally with that energy and skill they always display. It is due to these gallant fellows to state that on being roused from their beds by a summons for assistance, they obeyed the call with such promptitude that they reached the spot from Kingroad in little more than an hour.

The fire continued to rage with extreme vehemence till about two o'clock, being at its height from 10 to 12. Fortunately by the combined exertions before-mentioned, and by cutting down the trees at Pipe-lane, the conflagration was prevented extending its ravages to the neighbouring premises. Had the extensive saw mills of Mr. Kidd and other establishments caught fire, the devastation must have been awful, as nothing, in human probability, could have saved the numerous courts and alleys in the densely populated district of Temple Backs, from being involved in general ruin. The magnificent building forming the terminus of the Great Western Railway was also exposed to imminent danger, one of the immense stacks of timber, almost immediately contiguous, having more than once ignited. About four o'clock the fire had been so far subdued as to remove apprehensions of further destruction.

The value of the property destroyed is estimated at present at about 10,000*l.*; the stock of timber belonging to the Bristol and Exeter Railway Company was, however, we understand, insured to the extent of 30,000*l.* Fortunately, on the few preceding days, eight trow loads had been sent down the Exeter line, which, with the quantity placed during the previous twenty-four hours in the sulphate of copper tanks, will complete the permanent way from Bristol to Bridgewater; so the disaster that has occurred will have no effect in postponing the opening of the Bristol and Exeter line beyond the time fixed, the 31st of May; nor occasion any loss to that Company.

It is not known how the fire originated; but there is not the slightest ground to believe that it was otherwise than purely accidental.

ECONOMY OF RAILWAY TRAVELLING.—To show the great saving in time and expense by railway travelling over the late mode, a tradesman of this town left Hull on Thursday morning week by the quarter to seven train for Manchester, and arrived there at half past eleven; he had five hours and a half to do business, and returned to Hull the same evening by half-past nine, after travelling upwards of two hundred miles, and had his goods at the shop door by half-past ten o'clock the next morning, at a less charge than by the water conveyance.—*Eastern Counties Herald.*

This morning a serious accident occurred on the York and North Midland Railway in this city. An engineer from Leeds had come to York in search of work, but not being able to obtain any he paid his fare this morning to go by the luggage train. The engine set out from the station, and had proceeded a short distance, when the unfortunate man attempted to get upon the engine but failed; his foot slipped, he fell to the ground, and the train passed over him. He was immediately taken to the hospital.—*York Courant of Thursday.*

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PRESTON AND WYRE RAILWAY, HARBOUR, AND DOCK COMPANY—GENERAL MEETING.

THE Half-Yearly General Meeting of the Preston and Wyre Railway, Harbour, and Dock Company, took place on Monday, at the Company's Offices, King William-street, City; Sir PETER HESKETH FLEETWOOD, M.P., in the Chair.

The CHAIRMAN observed, that he believed he could offer no observations that were not contained in the Report of the Directors, and therefore he thought he could not do better than at once call on the Secretary to read it.

The SECRETARY then read the following

REPORT OF THE DIRECTORS.

11, King William-street, London, 23rd April, 1841.

The Directors are happy in being able to congratulate the shareholders on the satisfactory Report of the state of their affairs, which they now proceed to lay before them.

The traffic on the railway, and every other circumstance connected with the undertaking, have more than equalled the expectations they held out in their Report of October last. Considering that the town of Fleetwood is only now rising, that the landing wharf is but now being completed, and the accommodation and arrangements for commerce are yet only in their infancy, the railway traffic during the past winter (one of unusual severity) affords a prospect of the most cheering character to the shareholders. It was feared by many that for the reasons above mentioned, the first winter would show a considerable loss upon working the railway; while, on the contrary, during this trying period, the receipts have exceeded the expenses of the line by above 50 per cent.—46,764 passengers having been carried, and the receipts from the goods' traffic (though yet little more than local) have averaged more than 100*l.* per week.

Still more gratifying is the prospect held out by the present state of things. The *Fireking*, the fastest and one of the finest steamers now afloat, will commence plying early in May, between Fleetwood and Ardrossan, as the quickest route, by several hours, from the south and the manufacturing districts to Glasgow, which she will regularly continue to do twice a week each way, as will other steamers also from the beginning of May, to and from Belfast, the Isle of Man, and once a week to Dublin and back, and every day to Ulverton for the Lakes. There is little doubt that negociations now pending will likewise terminate in the speedy appointment of a regular steam-boat between Dundalk, Drogheda, or Newry, and Fleetwood. In addition to the numerous passengers whom these vessels and the local advantages of Fleetwood cannot fail to bring upon the railway, the applications and proffered support of influential parties in the manufacturing districts, afford every expectation of an equal addition to the goods' traffic on the line. Several coal-owners are now sending their coals upon the railway; and the trade in that article having already become both extensive and regular, the price and quality are the same as at Liverpool.

No less pleasing is the task of the Directors in reporting the progress of the Town of Fleetwood and its future prospects. Since the last Half-yearly Meeting of the Company, the population has much increased, (being now supposed to exceed 5,000) and a large number of good houses have been erected, many of which are already inhabited, while the land for building continues to let with undiminished rapidity and the houses to be taken, at good rents, long before they are finished. All the central part of the magnificent hotel has been completed and opened, having been let to Mr. Vantini, of the Euston and Victoria Hotels, Euston Square, London, which will furnish immediate and extensive accommodation of the first character, to travellers by the steamers or sea-bathing visitors. A large establishment of baths now being erected is also attached to this ("The North Euston") hotel. In addition to this other hotels and a number of lodging-houses are finished and inhabited, and others are in course of erection. A handsome church is about to be opened. The gas-works are completed and in full operation. A good market and shops of all kinds afford every necessary convenience and accommodation. The salubrity of Fleetwood and its vicinity to the Lakes cannot fail to make it a popular Watering place, while the advantages of its position in relation to the manufacturing districts combined with its railway communication with them and the Metropolis, and the singular excellence of its harbour, must render it a favourite packet station. The Directors confidently look forward to the establishment of Fleetwood as an important commercial port, and they entertain no doubt that the increased activity of its trade will more than keep pace with the facilities which it is their intention to provide.

The Directors regret that delay has arisen in the formation of the intended new landing-place at Rampside, on the other side of Morecombe Bay, in connexion with Fleetwood, in consequence of the Lord of the Manor, who is entitled to the shore between high and low water, not agreeing to its erection without receiving a rent or other pecuniary advantage. But although it is to be lamented that this accommodation cannot be obtained until the terms are settled, yet it is gratifying to find that the claim itself arises from the Engineer employed by the Lord of the Manor having reported so favourably as to the extent of the traffic that may be expected by this route, from Scotland, West Cumberland, and the Furness district.

The traffic of the railway will be sensibly increased by the recent opening of the Preston and Bolton line, which, although only yet completed to near Chorley, is carrying on a considerable passenger traffic by means of coaches over the unfinished portion of the route, now only a few miles. Application has also been made to Parliament for a railway from Preston through Blackburn, Burnley, and other populous manufacturing localities, to join the Leeds and Manchester Railway at Todmorden, which line will open a direct and continuous communication between Fleetwood and the important manufacturing districts of Yorkshire and the seaport of Hull.

The two shore lighthouses were lighted * on the 1st of December, and the new channel—a straight run of less than two miles direct from sea into the harbour—having been finished down to low-water spring tides large vessels can now pass at half-tide along the line of lights, and the port is thus opened for night navigation. The "Knott-Gulf" embankment has been completed and much extended, and withstands with complete success all effects of the tide notwithstanding the great increase which this embankment has caused in its rapidity. The first portion of the harbour improvements has thus been successfully completed; but these works having been entirely executed by the Company under the able management of their Marine Surveyor, Cap. Denham, without having had recourse to contractors (a course which seemed advisable, if not absolutely necessary, from the peculiarity of the works), the Directors thought it their duty before commencing the second and last portion of harbour improvements, to seek tenders for them, in order to compare the prices of contractors with the estimates of Capt. Denham and the cost of the similar works already executed. This was according done, and the result of a long and impartial investigation showed that the mode hitherto adopted by the Directors had saved a large sum to the Company; that the cost of the various works in the first portion of harbour improvements had not exceeded Capt. Denham's original estimates; and that there was every reason to believe that the remaining part could be executed in the same way for less than half of the lowest tender received. The Directors have, therefore, proceeded to commence the remaining works on the same system.

The timber dock has been completed on the outer sides, and now only needs enclosing on the side which will adjoin the ship dock, to render it a large and valuable receptacle for floating timber. The fine landing wharf, although retarded by meeting with rock in driving the iron piles (of which, and cast iron plates, its whole face is composed), is now on the eve of entire completion. It presents a frontage of nearly 600 feet, with a depth of about 300. In the centre has been erected a large goods' warehouse, through which a line of rails is carried, communicating with the main railway and all the other branches which intersect the wharf in various directions. One of these lines skirts the edge of the wharf, which enables goods to be craned at once out of vessels lying alongside into the railway waggons that convey them upon the railway, thus saving all the expense incurred in other ports by loading, carting, and reloading. Two flights of steps have been provided through the face of the wharf for landing or embarking passengers at any period of the tide; and the same convenience will be had as respects cattle, horses, &c. by means of a construction on piles at the north end of the wharf. A berthing for two steamers along the face of the wharf has already been excavated to a depth of 10 feet at low water spring tides, and a uniform depth of 12 feet at low water spring tides will soon be obtained before the whole front and in the approaches to the wharf and also between it and the "Canshe-hole," the fine, sheltered, anchoring basin, containing never less than 18 feet of water, and situated less than a stone's throw from the wharf itself. The Directors are happy to add that this noble wharf, which has been constructed from the plans of Mr. Robert Stephenson, under the indefatigable local direction of Mr. S. P. Bidder, will be completed within the original estimate of its cost.

The following extract from a Report recently received by the Directors from Captain Denham, will furnish additional details of what has been done since the last half-yearly meeting of the Company.—"The new channel through the 'Knot-spit,' and over the 'Little Ford,' has been so deepened as to now afford 13 feet of water at half tide through the straight course thus produced upon the line of lights direct from Sea into the harbour. The present period is occupied in dredging up the shelving bottom between the landing wharf and 'Canshe-hole' anchorage, so as to produce a continuous depth of 12 feet at low water spring tides, an object we hope to attain by June next, during which the upper layer of shelving shore now interrupting the north or early approach to the wharf, will be excavated, leaving the under or lower shelf to be dredged down to 12 feet over the whole space across to "Canshe-hole." The dredge's service this year will thus be wholly dedicated to the wharf frontage and approaches. The new Channel to Sea will, however, be improved by excavating and carrying away at low water the remainder of the 'Knot-spit,' and trimming down the surface and marginal projections of the new cut or channel, the marl arising from which will be appropriated to the 'neckings' half tide wier about to be constructed on the opposite side of the channel. This latter work will also be prosecuted this year, and additional pontoons and stone flats are preparing for it. This tide wier will have the effect of concentrating the whole volume of back water, the scouring force of which has already been so essentially increased by the completion of the 'Knot-gulph' embankment."

The Directors have much satisfaction in saying that no accident whatever, occasioning personal injury, has taken place since their last Report, nor indeed since the opening of the railway. They have also the pleasure to state that the line has withstood the effects of the late severe winter without the least injury, notwithstanding the heavy rains in the earlier part of the autumn, and that it is now in excellent order. Nearly the whole of the part previously ballasted with sand has since been covered with hard gravel from Fleetwood, and the state of the whole will bear comparison with that of any railway in the kingdom. All the stations have been much enlarged and improved since the last Report, to meet the increasing traffic, both in passengers and goods, which new and daily developing sources bid fair to impel with the most rapid strides.

* Both these lighthouses are lighted with gas.

The railway being now in profitable operation, and the harbour works being in a state of great forwardness, the Directors think that the time has arrived when it is their duty to proceed to place upon the most favourable terms the shares still remaining unissued, with the view of carrying out with as little delay as may be practicable, the ultimate and important object of making the dock which the daily increasing commercial traffic of the port renders indispensable, and of laying down hereafter a second line of rails, which before long will be absolutely necessary for the full development of the undertaking. The mode the Directors propose to pursue in the issue of the new shares will be to require only a payment of five pounds per share on each of these new 50*l.* shares on their first appropriation, with a further call of 5*l.* per share every three months till the whole 50*l.* be paid. As the railway is now paying a profit (which profit it may be confidently expected will be steadily and regularly increased,) and as the old shareholders will derive a great advantage from the mode proposed for raising the new capital, and its intended application, it seems a reasonable arrangement that the holders of the new shares should receive interest half yearly, at the rate of 5 per cent. per annum on the calls which they have paid, until the whole be paid up, or they will have the option of paying up in full, thereby entitling themselves to participate in future dividends in lieu of such interest. The anxious attention of the Directors is engaged in considering the best plans for the new dock.

The Directors consider themselves justified by the foregoing circumstances, in holding out to the shareholders the confident expectation of a dividend at their next half-yearly meeting.

P. HESKETH FLEETWOOD, Chairman.

Statement of the Consolidated Company's Receipts and Expenditure, from 1st September, 1840, to 28th February, 1841.

RECEIPTS.

Balance left in hand, applicable to Harbour improvements, as per last audit of 1st September, 1840	£28,560 10 11		
Balance at Bankers, as per do.	425 7 9		
Ditto of Secretary's Account, ditto	2 19 2		
			£28,988 17 10
Received from shareholders for Calls on shares			8,593 0 0
Ditto interest on Calls overdue..	£7 9 3		
Interest allowed by Bankers	11 8 6		
			18 17 9
Traffic on railway			6,170 6 6
Harbour dues	£91 19 11		
Light dues	59 8 3		
			151 8 2
Rent of offices let at No. 11, King William-st.			275 0 0
Draft for rails, charged in last account but not passed			92 13 3
Balance of Dock Company's Account, at Messrs. Lawe and Co.			41 12 5
Received for hire of steam-vessels as tugs, &c.			34 13 9
Sundry temporary loans			9,029 13 4
Balance of Secretary's account			296 0 11
Credit in respect of Expenditure retained at last audit			171 5 3
Total			£53,863 9 2

PAYMENTS.

Railway contracts.....	£3,426 10 5		
Rails and chairs	140 2 3		
Land and Compensation	571 19 9		
Sundry payments	336 16 9		
Corn sacks, for conveying corn on the railway.....	289 0 0		
Cost of a horse for carting goods	15 0 0		
Advertisements and stationery	30 8 6		
Extension and completion of the railway stations	4,944 9 1		
Various works for completing railway	3,740 10 2		
Law expences	74 17 10		
Stamps for mortgages ..	229 10 0		
			13,799 4 9
Engines, carriages, and waggons			404 5 4
Salaries.....			386 0 0
Rent of No. 11, King William-street....			295 0 0
Taxes.....			48 1 0
Sundry Charges and Petty expences....			128 0 0
Interest on loans.....			866 12 2
Harbour works			15,081 11 9
Acceptances paid			3,564 1 6
Commission paid country bankers.....			70 0 6
Expenses of railway traffic			4,086 11 7
Workmen's cottages and other buildings at Fleetwood, required for the Company's service			865 3 4
Subscription to the North Lancashire Junction Railway.....			150 0 0
Balance in hand applicable to harbour improvements	£13,751 6 1		
In the hands of Messrs. Pedder and Co.	78 10 3		
Cash in hand	289 0 11		
			14,118 17 3
Total.....			£53,863 9 2

Audited by me,

(Signed) ALEXANDER WILSON, Accountant.

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Account of Harbour Works exclusively, from the commencement to 28th February, 1841.

DEBTOR.

Amount of loan received from the Exchequer Bills Loan Commissioners		£66,000	0 0
Harbour dues, from the commencement to 1st September, 1841	357 11 6		
To 28th February, 1841	91 19 11		
		449	11 5
Light dues, from 1st June to 1st September 1840	57 14 3		
To 28th February, 1841	59 8 3		
		117	2 6
Total		£66,566	13 11
Balance in hand applicable exclusively to harbour improvements		£13,751	6 1

CREDITOR.

Expended on harbour works to 1st September, 1840		37,854	14 10
Ditto ditto, between 1st September, 1840, to 28th February, 1841	15,081 11 9		
Less overcharge to Harbour at last audit	£96 5 0		
Ditto received for hire of steam vessels	34 13 9		
	129 18 9	14,960	13 0
		52,815	7 10
Balance remaining in hand		13,751	6 1
Total		£66,566	13 11

Audited by me,
(Signed) ALEXANDER WILSON, Accountant.

Railway and Dock Account from the commencement to the 28th February, 1841.

RECEIPT.

Received on account of shares		£205,126	6 10
Loans received from Sir H. Fleetwood and others		88,444	16 0
Receipts from traffic on railway		9,044	15 2
Debts due to sundries		430	1 1
Interest, &c.		39	19 10
Total		£303,085	18 11

EXPENDITURE.

Expended on railway	£223,199	0 3
Engines, carriages, and waggons	6,997	2 9
Expenses of railway traffic	4,073	15 11
Expended by Dock Company	2,256	8 5
Debts due to the Company	2,807	8 2
Cottages and other buildings erected at Fleetwood for Company's service	865	3 4
Interest paid	855	3 8
Subscription to North Lancashire Junction Railway	150	0 0
Sundry expenses not yet appropriated	614	5 3
Balance at bankers	367	11 2
Total	£303,085	18 11

Audited by me,
(Signed) ALEX. WILSON, Accountant.

The CHAIRMAN said, he would now move that the Report read be received and adopted by the meeting, and be printed and circulated amongst the shareholders.

The motion having been seconded,

Mr. F. WAILES observed, that there was an item in the accounts of a subscription of 150*l.* to the North Junction Railway. He wished to be informed what that meant?

The SECRETARY said, it was a railway which would be a most important acquisition to their line, as it joined Hull and Fleetwood. There was a difficulty in the North Junction Company raising sufficient money to enable them to comply with the Standing Orders, and deposit their plans, which they were compelled to do before the 1st of March. The Directors, feeling the advantages which would result from the Preston and Wyre Company being enabled to carry their traffic through its means to Todmorden, advanced the 150*l.*, in order to enable the North Junction Company to deposit their plans by the time required, which they had done.

Mr. WAILES said, he also saw that the receipts amounted to 6,000*l.* odd, and the expenses to 4,000*l.* odd—nearly 70 per cent. He hoped that that was not the same ratio at which the expenses were always to continue.

The SECRETARY observed, that during the first winter it was generally expected that the expenditure would have exceeded the receipts, whereas it did not do so within nearly 50 per cent.

The CHAIRMAN thought that the result was exceedingly gratifying, when it was considered that the town was only just rising, and that during the winter there had been no steamers at work between the port and the Lakes.

The SECRETARY believed that no railway in England, not even the London and Birmingham, had, upon a comparative ratio, met with more success than they had done during the winter. With only four trains a day, two each way, they had carried upwards of 300 passengers per day, or 2,000 odd per week. It was feared that things would have been a deal worse, and he believed there was no railway in England that did not have, during the winter, its expenditure amount to nearly 70 per cent. of its receipts; whereas, in the summer, the expenditure did not exceed above 30 or 40 per cent.

A SHAREHOLDER asked if there had not been some attempts on the part of another Company to rival that Company with respect to the harbour?

The SECRETARY—Yes; there was at Preston, but the parties admitted themselves that they had now done all they could do, and had failed. All that could be done by them was, that on the top of the spring tides, which only occurred during three or four days a fortnight, they could only get vessels of from 90 to 110 tons to come up. This was accomplished with the greatest danger to the shipping, in consequence of the sand banks and shoals, and therefore it was a fallacy to suppose that goods could be delivered so cheap as they could by being taken in at Wyre, and transmitted per railway to Preston.

The CHAIRMAN suggested that, as Capt. Denham was present, he would probably explain the nature of the locality to which the question of the honourable proprietor alluded.

Capt. DENHAM here exhibited the plan, and pointed out the shoals and other impediments to navigation up towards Preston. A vessel going up to Preston must be unloaded and discharged within the three or four days that the spring tides lasted, or it would have to remain for a fortnight, until their return. He would assert, that to clear the river was utterly impracticable—nay, beyond human power to remedy.

A SHAREHOLDER said, it was stated in the Report that it was necessary to allot some new shares. He wished to ask if the present shareholders were to have any priority of right with regard to taking them.

The CHAIRMAN—Yes, as a matter of course. I believe that is always done.

Capt. DENHAM said, he had omitted one very important point in his previous statement. The Belfast traders preferred Wyre to Preston, inasmuch as the former place was at once open to the sea, and the cost to them was nearly a fourth less than if they went up to Preston.

The CHAIRMAN observed, that he could add nothing to the Report, but he sincerely hoped that the shareholders would go down and inspect the works, and judge for themselves.

The Report was then unanimously adopted, as was also a resolution, without any discussion, empowering the Directors to raise the number of new shares mentioned in the Report.

The following six gentlemen, who, according to Act of Parliament, retired, were again unanimously re-elected Directors—viz., Levi Ames, Esq.; John Evan Ballie, Esq.; Henry Pitches Boyce, Esq.; J. Bighton, Esq.; Sir George Drinkwater, Knt.; and William Taylor, Esq.

Mr. L. Hodson having also been elected a Director in the room of Hastings Elwin, Esq., thanks were given to the Chairman, and the meeting separated.

NORTH MIDLAND RAILWAY.—In consequence of an order made by the magistrates, all prisoners committed to the riding house of correction, at Wakefield, from Sheffield and Rotherham, are in future to be conveyed to that prison by railway in lieu of coach. The average number is about sixteen weekly.—*Sheffield Patriot.*

YORK AND NORTH MIDLAND RAILWAY COMPANY—SPECIAL MEETING.

[From the *Yorkshireman*.]

A SPECIAL meeting of this Company was held in the Directors' Room, at the New Station, Tanner Row, York, on Monday last, "for the purpose (as was stated in the notice convening the meeting) of raising by contribution amongst themselves, or by the admission of other persons as subscribers to the undertaking, or in part by each of those means, such sum or sums of money as they shall think expedient, in addition to the monies authorized to be raised and borrowed by an act passed in the first year of the reign of her present Majesty, intituled 'An act to alter the line of the York and North Midland Railway, and to amend the act relating thereto;' and also for the purpose of dividing the monies ordered to be raised at such meeting into distinct and integral shares of such amount, and of appropriating and disposing of the same in such manner and by such means as the said meeting shall determine upon." Among those present we observed Thomas Bastow, Esq., James Richardson, jun., Esq., T. Laycock, Esq., B. Dodsworth, Esq., R. Davies, Esq., J. Rowntree, Esq., R. Nicholson, Esq., Joseph Pease, Esq., of Darlington, John Catton, Esq., &c., &c. George Hudson, Esq., the Chairman of the Company, presided.

Mr. BAKER, the Secretary read the notice convening the meeting, which we have inserted above.

The CHAIRMAN then said that the meeting had been called accordingly to the form prescribed by the Act of Parliament, and circulars had been sent to every shareholder stating the object of the meeting, and the resolutions which the Directors intended to propose. The resolutions which he should have the honour of submitting to the meeting were in substance the same as those stated in the circular, only with this alteration, that the first call was made payable on the 1st of May, and every shareholder had fifteen days beyond that time to determine whether he would take the new shares or not. These new shares were created under a recent Act of Parliament, which received the royal assent on the 6th of April, and the powers were under two clauses, which one of the solicitors to the Company, would read to them.

Mr. NEWTON read these clauses, which were as follow:—

And be it enacted, that it shall be lawful for the said Company from time to time by an order of any general or special general meeting of the said Company to raise by contribution amongst themselves, or by the admission of other persons as subscribers to the undertaking, or in part by each of these means, such sum or sums of money as they shall from time to time think expedient, not exceeding in the whole the sum of one hundred and sixty-seven thousand five hundred pounds in addition to the monies authorized to be raised and borrowed by the said last recited act. And be it enacted, that the monies so to be raised from time to time by subscription, shall be divided into distinct and integral shares of such amount, and shall be appropriated and disposed of in such manner and by such means as by the order of any such meeting shall be determined.

The CHAIRMAN said the first resolution which he had to propose, was as follows:—"That 6700 new shares of 25*l.* each be offered to the present shareholders in this Company, and every holder of an original share of 50*l.* to be entitled to a new share of 25*l.*" If any gentleman had any remark to make on this resolution, he should be happy to hear him.

T. LAYCOCK, Esq., complained that at the last meeting the proceedings were not faithfully reported in the newspapers.

The CHAIRMAN said it was no part of his business to lecture the reporters; the room was open to every reporter, but with the reports he had nothing to do.

Mr. LAYCOCK observed he hoped they would report faithfully all that passed.

The CHAIRMAN said he was anxious for publicity, but he could not go along with the principle that it was desirable to report every thing that occurred. Many conversations took place in which the public were not interested, and in which the interests of the Company ought to be consulted.

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Mr. LAYCOCK said when questions were asked he thought those questions and also the answers ought to be given.

The CHAIRMAN remarked that these observations were foreign to the resolution; he should be glad to hear Mr. Laycock if he had anything to say upon it.

The CHAIRMAN next proposed the second resolution—"That a call of 10*l.* on each new share be paid on or before the 1st day of May next, and if the said call shall remain unpaid on the 15th day of May next, with interest at the rate of 5 per cent in the meantime, the Directors to have full power to dispose of such shares to whom they may think advisable for the benefit of the Company."

Mr. ROWNTREE remarked that he understood the resolution only gave the Directors power; it did not absolutely declare that they should sell them.

The CHAIRMAN replied, certainly not, and there would be no wish to press hardly on the shareholders. If the shares were not taken up, the Directors had the power of declaring them void.

M. LAYCOCK—What on the very day?

Mr. RICHARDSON—After the 15th.

The CHAIRMAN observed that the Directors had incurred great responsibility, in the expectation that their most sanguine expectations relative to an increase of traffic would be realized. They would listen with great pleasure to any suggestion that might be made by any shareholder.

Mr. ROWNTREE thought it extremely well to vest the power with the Directors, and he hoped they would continue to act as they had heretofore done.

Mr. BARSTOW observed that when shares were at a discount, it might be hard to press on the shareholders, but now, when the shares were at a high premium, he thought there could not be any such complaint.

Mr. LAYCOCK—Certainly not, where there is the option of paying five per cent.

The CHAIRMAN said they did not wish to press on the shareholders, but they hoped to receive the calls on or about the time fixed. The Directors were responsible for a large amount, and they would be glad to be relieved from their responsibility as early as they could.

The resolutions were then put and carried unanimously.

The CHAIRMAN said, that the meeting was called for a specific purpose; at the same time, if any gentleman had any question to ask, he was sure the Directors would have the utmost pleasure in giving all the information in their power.

Mr. LAYCOCK—Will it be out of order to ask what is the whole of the debt you owe?

The CHAIRMAN—Between 70,000*l.* and 80,000*l.* has been borrowed in anticipation of this Act. At a former meeting you gave us power to borrow 30,000*l.*; we exceeded at the last meeting that amount by 30,000*l.*; and it has now been increased, I apprehend, to 15,000*l.* or 18,000*l.* more. Under the powers of this Act, we can borrow 55,000*l.*, and raise by shares 167,000*l.*

Mr. LAYCOCK—Well, that I can reckon; 6,700 shares at 25*l.* each.

The CHAIRMAN—I have given you the information, what you don't want you can take as so much surplusage—is there anything else, Sir?

Mr. LAYCOCK—No.

The CHAIRMAN—If any gentleman has any other question to ask, I shall be very glad to answer it.

Mr. LAYCOCK—I think you never give any account of the Leeds and Selby line; is that an improper question?

The CHAIRMAN—I don't think any question improper; we have no secrets in the matter; it is more than paying its rent. Last week's revenue would be near 500*l.*

Mr. LAYCOCK—Be kind enough to give us a good reason why we should not know something about what it makes? It seems to be a profound secret amongst the subscribers.

The CHAIRMAN—You have nothing at all to do, but to call upon Mr. Baker to give you the information.

Mr. LAYCOCK—It would give him a great deal of trouble; you can tell me pretty near.

The CHAIRMAN—It will not have averaged more than 490*l.* per week for this last eight or ten weeks.

A SHAREHOLDER inquired how much profit had been gained by it during the half-year now ended.

The CHAIRMAN replied, the Company had not yet had the line six months; they took it on the 9th of November.

Mr. PEASE—Have you any account of the weekly expenses?

The CHAIRMAN—Yes, they will average about 120*l.* a-week.

Mr. LAYCOCK—It would be more agreeable to the subscribers if they could know what it does make.

The CHAIRMAN—That I cannot tell.

Mr. LAYCOCK—It's a very mysterious thing.

The CHAIRMAN—I give you this assurance. You have brought by its means from 300*l.* to 400*l.* a-week on to your line, which you are accomplishing with little or no extra expense, and by working the line you are more than paying the rent and expenses. I can give you no more information, and if it is not satisfactory, I do not know what is. I have said so over and over again, and I have no doubt at Christmas.

Mr. LAYCOCK—That is not sufficient information. What you will show six months hence is not an answer to my question now.

The CHAIRMAN—This is not a half-yearly meeting.

Mr. LAYCOCK—If you tell me I am out of order, I will not say another word. You allowed me to ask the question.

The CHAIRMAN—I don't say it is out of order.

Mr. LAYCOCK—You say you will tell us all about it six months hence.

The CHAIRMAN—The usual time of giving a statement is six months. If you pass a resolution that statements shall be made once a month—

Mr. LAYCOCK—Christmas will be more than a year from the taking of the line.

The CHAIRMAN—You should recollect that the traffic in July, August, and September is much larger, and at Christmas you will see a very handsome surplus after paying the rent.

Mr. LAYCOCK—I shall be glad to see it.

The CHAIRMAN—Of course I shall be glad.

Mr. LAYCOCK—I shall be glad, because the North Midland at first took a part with you, and I understand they gave it up.

The CHAIRMAN—I do not understand they gave it up.

Mr. PEASE apprehended Mr. Laycock would have all he required when he obtained an account of the weekly expenses and income of the Selby line.

Mr. LAYCOCK—If the Chairman had told me it was a forbidden subject, I would not have asked the question.

The CHAIRMAN—By no means. I said you want me to give you information which I am not able to give.

Mr. LAYCOCK—You say you don't know it.

The CHAIRMAN—I know so far as this; there is a profit on the line, it is not large at present, but as the Manchester and Leeds Railway becomes developed, and they increase their traffic, the income of the Selby line will materially increase, and there will be a surplus after paying the rent. The weekly returns will not be encumbered with any charge on behalf of the Leeds and Selby line.

A SHAREHOLDER inquired if any part of the traffic on the Selby line was included in the published returns.

The CHAIRMAN replied, certainly not. It is kept a distinct account.

Mr. LAYCOCK—But if it falls short, we shall have to make it up.

The CHAIRMAN—I have told you it does not fall short.

Mr. LAYCOCK—I will not tease you any more.

The CHAIRMAN—I do not say it is teasing.

Mr. PEASE—If the rent continues as at present, there will be a surplus of 9,000*l.* a-year for working the line.

The CHAIRMAN—I apprehend the receipts will be much greater than they are at present. We ought to be very well satisfied, for we have got a fair bargain.

Mr. LAYCOCK—I cannot speak to that.

The CHAIRMAN—You must be satisfied of it if my statement be correct.

Mr. LAYCOCK—I don't dispute you, Sir.

The CHAIRMAN observed, that there had been very little shipping from St. Petersburgh or other parts of Russia yet, which would bring traffic on the line.

Mr. LAYCOCK—Shall I be out of order if I move a short resolution?

The CHAIRMAN—Yes, you cannot at present, but perhaps you will state what it is.

Mr. LAYCOCK—It is relative to the business of the railway.

Mr. DAVIES observed, you must give notice.

Mr. LAYCOCK—I may reconsider the matter, and not bring it on at all.

This concluded the business, and the meeting separated.

TAFF VALE RAILWAY.

[From the *Monmouthshire Merlin*.]

ON Wednesday last we witnessed, by the invitation of some of the Directors of the Taff Vale Railway Company, a proud triumph of Cambrian enterprise and spirit, in the opening throughout its entire length, of this very interesting and important undertaking. It is now completed from Cardiff to Merthyr, and connects within an hour's interval of transit the immense iron workshop of the principality with its great outlet, the port of Cardiff, bringing to view proofs of the irrepressible energies of our country, whilst to the tourist it unfolds the most romantic and picturesque scenery in the kingdom. The morning was clear and propitious, and with the good taste and liberal feeling of the great proprietors and tradesmen, not only at the *foci* Merthyr and Cardiff, but at all the intermediate stations, the crowning day of the Taff Vale Railway was given as a holiday. Tens of thousands of gratified spectators were present, not only at the two chief towns, but at all the villages on the line. Gay flags waved in the morning breeze, the town and village church bells rang merry peals, and pieces of cannon were occasionally discharged as salutes to the passing trains. There was no public ceremony, but as if by one accord the Cambrian lads and lasses in holiday attire, crowded every eminence, or commanding situation from whence a view of the "flying carriages" could be obtained. The trains were filled to overflowing. It was our first progress by railway in this part of the country, and we took what might be called a hasty railway sketch, and never in our lives have we been more delighted with a morning's excursion. The line unfolds matchless beauty of scenery, and at frequent intervals the busy hives of industry gave animation to the scene. We have clear and full flowing rivers, beautiful and fairy bridges—amongst the last, the ever lovely and incomparable Pont-y-prydd, the Rialto of South Wales; and oh! we have romantic and apparently peaceful villages, that to our minds seem to realise the glowing fancy of the poet—

> "There is many a green and lovely spot,
> Embosomed in the silent hills,
> And many a woodbine trellised cot,
> By which the wild-bird sweetly thrills;
> Where quiet sleeps, and care is calm,
> And all the air is breathing balm.
> And there the sound of village bells
> In silvery music floats along,
> Now lingering o'er the shady dells,
> Now mingling with the river's song,
> As near at hand they seem to play,
> Or in the distance die away."

On reaching the inclined plane, to the passage of which, much attention and no little anxiety were directed, the train was met by the honourable Chairman of the Directors, Sir John Guest, M.P., and the accomplished Lady Charlotte Guest, who announced with their usual urbane hospitality, that a *dejeuner* would be waiting the arrival of the party at Dowlais House. The invitation was as general as it was polite, embracing all shareholders and persons con-

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nected with the trade of Merthyr and Cardiff, and their friends. The progress of the train up the incline proved, although a critical, a successful ordeal for the talented engineer, Mr. Bush, in whose favor we deem it but justice to state, that Sir F. Smith, the Railway Commissioner, on his preliminary trip, passed a high encomium on him for the completeness of all the arrangements, pointedly remarking, that he never witnessed a railway better finished in all respects for opening, than the Taff Vale Railway. Indeed, Sir Frederick expressed himself highly pleased with the road and works generally, particularly with the viaduct, which he pronounced to be unique. Here we noticed several scientific gentlemen, who were warm, and indeed eloquent, in their congratulations upon the facility with which a crowded train was brought to the top, and thereby succeeded in the ordeal of what might be considered the greatest difficulty of the entire line. The machinery is worked by a splendid steam engine with three boilers, which can afford any requisite power of steam; and although as it were a preliminary effort, it worked admirably. We passed over a magnificent viaduct, through a tunnel about half a mile long, opposite the lovely and romantic Quaker's Yard, across a stupendous bridge 120 feet above the river; seeing in the distance quiet villages, and peaceful churches with their yew-tree'd yards:—

"How many hearts have here grown cold,
That sleep the mouldering stones among,
How many beads have here been told,
How many matins here been sung."

But we cannot pause in poetic expatiation, On we went with the march, or rather race of modern improvement, over an admirably made road and railway bridges—one of them a stone erection of five arches, which is perhaps, one of the finest specimens of mechanical skill in the kingdom. From thence up the valley, how truly beautiful is the scenery till we come to the immediate neighbourhood of that *Terra del Fuego*—Merthyr, the great capital and centre of the staple manufactnre of the country. On the arrival of the train at Merthyr, it seemed as if the whole population had turned out to receive us. The cheering intermingled with the booming of cannon, softened down by the strains of a fine band of music, was indeed spiritstirring. The enthusiasm of the people hailing us, found a sympathetic response from the railway travellers, who vehemently cheered, waved their hats, and hurraed in honour of the occasion. Thence according to invitation, we proceeded to Dowlais House, where we experienced a bland and hospitable reception from Lady Charlotte and Sir John Guest, who where happy to see their friends at an ample board, spread with a cheering variety of refreshments, bespeaking at once the refined taste and bountiful liberality of the entertainers. It was, in fact, a *dejeuner* at which a copious supply of Champagne, the finest pines of the principality, and the best delicacies of the season, abundantly refreshed the traveller. The healths of Lady Charlotte Guest, Sir John Guest, and success to the Taff Vale Railway, where toasted with animation, and responded to in the usual happy style of Sir John. Mr. Coffin, the Rev. Mr. Davies, Mr. Powell, and other gentlemen, were the speakers on the occasion. Professor Airy having called accidentally on a tour he is making in the principality, accompanied at the same time by his truly amiable lady, Mr. Coffin said, it was impossible not to mark the rare opportunity of having so distinguished an ornament of science in their company, by proposing the health of the learned professor. This was acknowledged by Mr. Airy, in a short but remarkably pleasing speech, and the party soon separated to make room for a succession of guests, who came to partake of the hospitality of Dowlais House. A fine band was stationed outside the window of the refreshment room, which continued to play a succession of Cambrian and other inspiring airs. We returned to Cardiff by the afternoon train, at half past three o'clock; and so urgent were the applications for tickets that we found it extremely difficult to obtain seats or standing places, and with others, felt much pleasure in giving up our places to fair tourists. The crowds of spectators, all the way from Merthyr to Pentrabach, were immense, and presented a fine spectacle in perspective as we gazed back upon the multitude. We were much pleased with the admirable completeness of the arrangements. Nothing can exceed the smoothness and pleasantness of travelling on this eminently beautiful line; and we must bear witness to the urbanity and politeness of Mr. Ball, the Secretary, and the other official gentlemen of the Company.

(Further particulars, from the *Bristol Mercury*.)

The lions of the day seemed to be the viaduct, and the inclined plane at Quakers' Yard, which, and more particularly the latter, excited an extraordinary interest. The inclined plane is about three-quarters of a mile long, the inclination being for the greater part of the way 1 in 20, but near the summit 1 in 18. The ascent of the train, which is effected by means of pullies worked by an engine of 40-horse power, at the top, was both easy and expeditious. The viaduct, which is 110 high and about 500 feet in length, is a most beautiful piece of masonry; indeed, we do not remember having seen anything within a reasonable distance of Bristol to surpass it.

A new source of revenue has just presented itself. The Great Western Railway Company have completed a contract with Walter Coffin, Esq., for the supply, for seven years, of 40,000 tons of coal per year from the Dinas collieries, the whole of which will have to pass along the line, yielding a handsome income, which is entirely irrespective of the estimated traffic.

The following is a copy of a letter addressed by Sir Frederic Smith to Mr. Ball, the Secretary, after he had finished his inspection of the line:—

"Cardiff, 20th April, 1841.

"Sir,—I have to acquaint you, for the information of the Directors of the Taff Vale Railway Company, that I shall this day report to the Lords of the Committee of Privy Council for Trade, that I am not aware of any objection to the opening of the line to Merthyr Tydvil to-morrow, provided the arrangements for working the inclined plane shall be then complete; and I shall have great satisfaction in making known to their Lordships the very satisfactory state of the line, and in bearing testimony to the skilful manner in which Mr. Bush has grappled with the professional difficulties he has had to contend with in the formation of this railway.

"I am, Sir, your obedient servant,
(Signed) "Frederic Smith,
"Lt.-Col. Royal Engineers,

"Joseph Ball, Esq."

RAILWAYS REGULATION BILL.

The following is the petition of Mr. Finney, noticed elsewhere as having been presented on the 23rd ult., and referred to the Select Committee on the Bill:—

To the Honourable the Commons of the United Kingdom of Great Britain and Ireland in Parliament assembled.

The humble Petition of John Finney, Gentleman, Sheweth—

That your petitioner most respectfully entreats your honourable House to provide, in the Bill now before Parliament, some efficient controul over the regulations for railway travelling, made by the respective Boards, which at present not only differ materially, but are all more or less unnecessarily oppressive to the public at large.

That, on the Great Western Railway in particular, there are regulations of a most inconvenient and arbitrary character. One of these is, that of marking the extreme ends of the second class carriages "Conductor's Box," and excluding the public entirely therefrom: another, that of placing the passengers in selected seats for particular stations, and also of locking the doors of the carriages during the time of travel. The extreme ends of the carriages are usually occupied by luggage, and perhaps one of them by a single conductor.

These practices were not adopted last year on the Birmingham line, since when your petitioner has not travelled by these railways; and, as no line in the kingdom has been of longer standing, of greater traffic, or more free from accidents, it may be fairly assumed from the circumstances, that the regulations now complained of are wholly unnecessary for the safety of the public. And, as the Great Western Railway Company have discontinued the closed second class carriages, which they used to run, it may be easily imagined that these practices are adopted to render the second class carriages, in themselves, unnecessarily open, as insufferable, and injurious to health as they can possibly be made, as a means of driving the public to the payment of first class fares.

Your petitioner, therefore, most respectfully solicits the consideration of your honourable House to such changes in the present state of the law as shall place the revision and alteration of all regulations affecting travellers on railways—if not indeed the origin of such regulations themselves—in the hands of the executive Government, or Board to be appointed by the Government, which course may be expected to lead to a fair arbitration between the cupidity of Railway Boards and the reasonable claims of the public.

And likewise, that your honourable House will make such further changes in the law in regard to the tax on passengers by railway, as shall cause a *pro-rata* charge to be levied upon the respective fares, instead of leaving those of the first class so unreasonably productive to railway proprietors as they now are, while at the same time the discouragement of all proper second class accommodation is so much promoted by the present mode.

And your petitioner, &c. &c.

Bolton and Preston Railway.—It is expected that this line will be opened as far as Chorley in the month of October next. At present passengers are conveyed from Bolton to Rawlinson Bridge, about two miles this side of Chorley, and as there is only one line of rails put down, no more than a single engine is used. Workmen are, however, actively employed in laying down the second line of rails, and in making the cuttings and erecting the viaducts necessary to the completion of the railway to Chorley. The scenery along is highly picturesque. Rivington Pike, and the long chain of hills in connection with it, lie a short distance from the line; which also passes near to Horwich, Blackrod, and Duxbury Park. Although some inconvenience is now experienced from the line not being completed to the town of Chorley, yet the weekly number of passengers is very considerable, and continually increasing.—*Manchester Times.*

The London and York Mail Train.—We understand that on the application of George Hudson, Esq., Chairman of the North Midland Railway Company, the Directors of the London and Birmingham Company have agreed to send down a special mail train, after the first of May for the accommodation of the Yorkshire and North of England passengers, who will now be conveyed in the same carriages from London to York, instead of having to change carriages at Rugby as heretofore. This arrangement is expected to facilitate the dispatch of the mail, in addition to the comfort which it will afford to the passengers.—*Yorkshire Gazette.*

Llanelly Railway.—It is with sincere pleasure we announce to our readers that this railway, which was intended merely for the transmission of coals, and was never thought would be able to command a traffic in passengers, and which, therefore, is provided with only two locomotives and two railway carriages to run on its single way, has actually carried 2,523 passengers in four weeks, or at the rate of 631 per week. Such a circumstance is strikingly indicative of the great powers of railways to increase and even to create passenger traffic in localities where it may be supposed it could hardly exist.—*Cambrian.*

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RAILWAY ADJUDICATION.

THE QUEEN *v.* THE PROPRIETORS OF THE RAILWAY TIMES—LIBEL.

Bail Court, Friday.—(Before Mr. Justice Coleridge.)—The ATTORNEY GENERAL said, he had to move for a rule to show cause why there should not be a criminal information issued against the defendants for a libel against the Directors of the Eastern Counties' Railway Company. This application had been delayed in order to obtain the affidavits of all the Directors, to negative the charge made in the libel: and principally, the application was grounded on the affidavit of Mr. Bosanquet, the Chairman of the Company. The libel was as follows, published in the *Railway Times* of the 13th February last. It commenced,

"We beg to call the attention of such of our readers as take any interest in the fortunes of that great corporate misfortune, the Eastern Counties' Railway, or in the merits of the long standing disputes between its Directors and this journal to the report of the final proceedings, at Ilford Petty Sessions, as to the rate at which the Company should be assessed for the relief of the poor, in the parishes through which the railway passes. It may be remembered that ever since the line was partly opened to the public the Directors have contended that they were working at a considerable profit, and that we have as invariably contended that their representations upon this head (as upon too many others) were grossly and wilfully false. The Directors have shown in various ways vast indignation at this impeachment of their veracity and honesty, but never have attempted to show by figures and facts that they were 'not guilty.' Now, we have here two principal servants of the Company, their sub-Engineer and their accountant, proving upon oath before a public court, that the line for six months, ending June 6th, 1840, (up to which time the Directors declared that there had been a profit of 3,948*l.*) had been worked with an actual loss of 716*l.*, and that from June 6, 1840, to January 3, last, the total gain amounted only to 700*l.* Such facts need no comment. The career of such a shameless body of impostors cannot surely be of long duration."

Now, these most respectable gentlemen, the Directors, did not object to any comments upon their conduct as Directors, or on the manner in which they had exercised the trust reposed in them. But here was a direct attack upon their veracity and honesty, they were held up as "shameless impostors," they were charged with wilfully fabricating false accounts. He (the Attorney-General) held in his hand various affidavits with which it would be unnecessary to trouble his lordship, entering most minutely into all the transactions of the Company from the time it had been established; showing that there was not a particle of truth in these accusations, and that they had honestly and fairly to the best of their judgments, shown a determination to do what they could for the benefit of the shareholders, and accounting for these charges being published by the hostility believed to be entertained against the Company by the managers of the paper.

Mr. Justice COLERIDGE—Do the affidavits explain the discrepancy pointed out?

The ATTORNEY-GENERAL—Yes, my Lord, in the most clear and satisfactory manner, showing that they never pretended they had made a profit in the manner here represented.

Mr. Justice COLERIDGE—Do they say they never represented the traffic to have been carried on with a profit, or how?

The ATTORNEY-GENERAL—My Lord, I will read the affidavit jointly made by Mr. Bosanquet, the Chairman, and of the vice-Chairman of the Company. They state that since February, 1839, the *Railway Times* had contained frequent and violent attacks on their management of the Company's affairs, as they verily believed with the object of injuring them in the estimation of the subscribers (of whom there were upwards of 1000), and of the world. They stated also that they considered the duties they had been appointed to discharge, under two Acts of Parliament, as public duties, to be discharged with fidelity and honesty—and that to the best of their judgment and ability they had endeavoured so to discharge them: they further stated, that under the said Acts there were half-yearly meetings of the shareholders, at which were to be produced the accounts and the balance sheets, to be afterwards printed and circulated among the shareholders; that it was not till the line had been partially opened six months the balance-sheet was presented to the shareholders; that at the general meeting, August 28, 1839, (the line having been shortly opened), they then informed the shareholders that, taking the expences of working the line, the expenditure amounted not to more than 50 per cent. of the gross receipts; but that it was utterly impossible then to give a detailed statement of the expenditure; that the expenditure so calculated on the best estimate that could be formed, and set forth, there were no items for the maintenance of the way, or depreciation of stock. They further stated, that on the 27th February, 1840, there was another half-yearly meeting, the line having then been opened six months since the last meeting, and that there was another such meeting on the 27th August last: that they then annexed to the Reports balance-sheets for each half-year, (which, said the Attorney-General, they had also annexed to this affidavit), showing the traffic and expenditure, that they had stated that exclusive of the expence of maintaining the line, and for the depreciation of stock, the expenditure had been less than the receipts; but that never in any other manner had they pretended that the working of the line had been attended with a considerable profit. And the deponent denied that their representations on this head, or any other, were grossly or wilfully false, or false in any respect whatever, and they affirmed that they could by facts and figures, make it clear that their statements had been well founded, and that they have never been guilty of any imposition. And they further state that as to the sum of 3,948*l.* alluded to in the article in the *Railway Times*, the same sum was mentioned in the balance sheet, July, 1840—the line having then been one year partially opened, but that the Directors had stated to the shareholders distinctly, that the balance sheet contained on the side of expenditure, only the expences of the working of the line, not the expence of the maintenance of the way, or of the depreciation of stock; that they did not include these items, because it was the established practice of other railway Companies to exclude them from the balance sheet the first year, seeing that the contractors were bound to keep their works up for 12 months after completion. The deponents likewise stated, that they had been informed that the parish of Romford had rated the line at 800*l.* to the relief of the poor, that they appealed, and that the magistrates redueed the rating to 578*l.*; that neither of their officers who gave evidence before the Bench, stated that the Company had actually paid the charges for the 12 months, on account of the maintenance of the way or depreciation of stock, but had only given these items as part of the general estimate of what ought to be put against the receipts of the Company; and the deponents distinctly denied that they had ever pretended that they had realised a clear profit to the amount stated of 3,948*l.*; but that, excluding the charges for maintenance of way and depreciation of stock, there was an excess of receipts over expenditure of that amount, and that it was competent for the proprietors to treat this sum as profit, should they think fit, or to cause the same to be applied in reduction of the outlay. The reading of this long affidavit having closed, the Attorney-General said, he had the affidavits in confirmation of the Accountant and Sub-Engineer of the Company, who were examined before the magistrates; and of all the rest of the Directors. And he would ask respectfully, on these facts, (which, of course, if this rule were granted, the other side could reply to as they best might), was there the slightest possible colour or pretext for saying that these gentlemen had imposed on the public? On the contrary, were not the accounts they had rendered perfectly true? Had there been any attempt at delusion? Not only were their statements literally true, but the attention of the shareholders had been distinctly called to the fact of their being no charge made for maintenance of the way or depreciation of stock during this specific year. They had produced their accounts—challenging the most minute investigation to prove that their statements were true, and their officers had come forward to show that the course they had taken at the hearing before the magistrates was equally consistent with the truth. Had there not been a full explanation of what certainly at first sight required explanation? And was there any ground for charging that those gentlemen had deliberately stated one thing to deceive the shareholders, and then stated another thing to relieve themselves of a rate?

Mr. Justice COLERIDGE.—Take the rule *nisi*.

—o—

Worship Street Police-office (Yesterday).—Mr. James attended on the part of the Eastern Counties' Railway Company, to receive the decision of the presiding magistrate, Mr. Bingham, in reference to claims for compensation on the part of certain tenants, weekly occupants of tenements required by the Company, where demands were under 20*l.* Mr. Humphreys attended for the claimants. The question has been several times before the same magistrate, the claimants having in the first instance opposed the powers of the magistrate, their solicitor alleging that by the Act of the Company, the 6th and 7th of Will. 4, chap. 103, and the 2nd and 3rd Vict. chap. 78, their claims for compensation ought to be decided before a jury in a sheriff's court; but the magistrate decided that, in reference to the words in the Act, of "damage done," they intended loss by removal from occupation, as well as injury by demolition of structure. The argument on the other side was, that the power of the magistrate to decide upon compensation when the damage was under 20*l.* was, when an injury to property had been sustained, in consequence of the operations in the progress of the works of the Company, and not in consequence of removal from occupation.

There were several claimants, who were heard on Thursday, Mr. Bingham having deferred giving his decision till the following day, yesterday.

Martha Garratt, a widow, said that before the Company required the house, she lived in one of which a Mr. Kelburn was the landlord, and in which she had a shop and parlour; she kept a school, and had twenty-five scholars. They decreased in numbers so much that she was compelled to take a mangle and sell fruit. Her average profits were about 12s. a-week. She was now, however, compelled to leave as she was blocked out. She claimed 20*l.*

Mr. James stated that notice was given to the landlord on the 17th of December, 1840.

Mr. Bingham asked her why she did not leave then?

The applicant replied that if she had given up possession at that time she would have had no claim for compensation.

Mr. Bingham told her that she was forewarned of the obstruction, and that she ought to have given up possession soon after the Company had sent the notice.

Mr. James observed that a surveyor on the part of the Company and a surveyor on the part of the claimant had agreed to compensation to the various claimants, but some had refused.

Mr. Bingham said it had frequently occurred that juries had given a less amount than Companies had decided upon.

John Popkin, a maker of children's toys, claimed 15*l.*

Two weavers demanded 12*l.* and 9*l.*

There were various other claimants, but the above only were decided, and

Mr. Bingham stated that the principal injury suffered by the woman was the loss of her school by being blocked up; but it had been decided in the Court of Queen's Bench that public Companies were not liable for that description of injury. He

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would allow her for the time that would be necessary to find other apartments.

She was allowed 30s.

John Popkin, for loss of time and expense in putting up the machinery for his business, was allowed 3*l.*, and

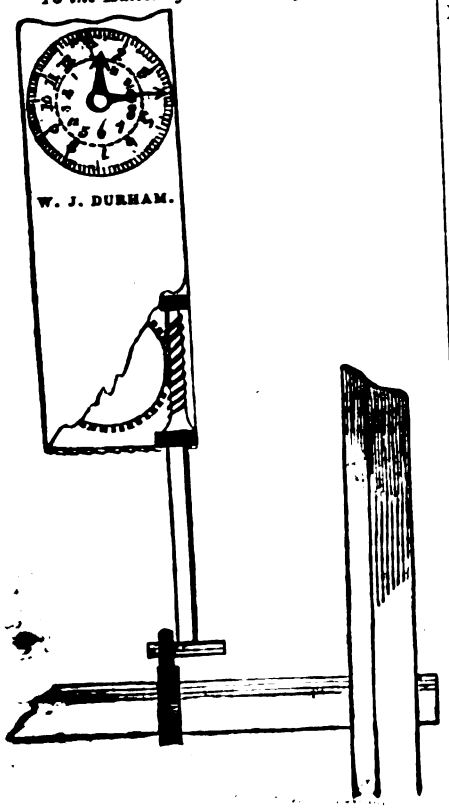
The two weavers were allowed the full compensation demanded.

Mr. Bingham, after his decision had been given, said that if the Company were willing to increase the amount he had awarded to the woman he would not oppose it.

Mr. James said that last week the Company offered her 16*l.* 10s., and that he would give her a check for 3*l.*

RAILWAY ODOMETER.

To the Editor of the Railway Times.



SIR,—Parliament being about to determine that locomotive engines shall not travel upon railways beyond a certain rate or number of miles per hour, it will be necessary to have some means by which the *actual* speed can be ascertained. For this purpose I have contrived a little piece of machinery, of which a rough sketch is prefixed. It consists of a few wheels which set in motion two hands showing (upon a dial plate beneath) the number of miles run and revolutions made by the wheels. The dial plate is divided into as many parts as the wheels turn in a mile—one revolution of the longer hand indicating one mile—and one of the shorter as many miles as may be thought necessary—just in the same manner as the hands of a clock point out the hours and minutes passed. *The time* that the longer hand takes to perform one revolution will be the rate of travelling and the number to which the shorter one points the miles run. It can by a little contrivance be placed in any convenient part of the front or side of the engine, so that the driver may always have it in view—and from the nature of the moving power the hands will work either way.

Yours most obediently,

WILLIAM J. DURHAM.

April 22, 1841.

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BRISTOL AND EXETER RAILWAY.

April 29.—Bill referred to Mr. Bernal, Hon. H. F. Berkeley, Mr. P. Miles, and Mr. W. Miles. Committee to meet on Tuesday, 11th of May.

EASTERN COUNTIES' RAILWAY.

April 30.—Lords' Amendments to be considered.

GREAT LEINSTER AND MUNSTER RAILWAY—(No. 2).

April 28.—Petition for Bill, reported, and Bill ordered to brought in by Mr. Yates and Mr. Morgan John O'Connell.

GREAT NORTH OF ENGLAND RAILWAY.

April 28.—Bill referred to Mr. Bernal, Mr. Pease, and Mr. Harland. Committee to meet on Monday, 3rd May.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

April 26.—Petition of John Gray and John Robertson Reid against the Bill; referred to the Committee on the Bill; counsel ordered.

April 28.—Petition of Chairman of the Board of Commissioners of Police for Glasgow, in favour of the Bill; to lie on the table.

Petition of the Lord Provost, Magistrates, and Common Council of Glasgow, against; referred to the Committee on the Bill; counsel ordered.

Bill referred to the South West Scotland list, and Captain Meynell (Lisburn), Mr. Maunsell (Northampton, North), Lord Milton (Malton), Mr. M. Parker (Devon, South), Mr. W. T. Praed (St. Ives). Three to be the quorum of selected members, and the Committee to meet on Tuesday, 4th May.

April 29.—Bill "for extending, enlarging, and amending some of the provisions of the Act relating to the Great Leinster and Munster Railway," presented, and read the first time.

April 29.—Petitions against; from proprietors and occupiers of lands and houses near the road leading to Renfrew and Paisley from Glasgow; John Sligo, Esq.; Trustees of the Glasgow and Parkhead Road; George Lyon Walker, Esq.; Proprietors or feuars of ground in the suburbs of Tradeston; and, Trustees of the road from the Glasgow and Parkhead Road to Woodend; referred to the Committee on the Bill; counsel ordered.

NORTH MIDLAND RAILWAY.

April 23.—Bill read a third time and passed.

STAFFORD AND RUGBY (LATE MANCHESTER AND BIRMINGHAM EXTENSION) RAILWAY.

April 28.—Petition from Staly Bridge in favour; to lie on the table.

GATESHEAD IRON WORKS, Newcastle-upon-Tyne, April 8th, 1841.

GENTLEMEN,—Observing in the *Railway Times* of the 3rd instant, a section of the mode of fagoting your shafts and axles, we beg to acquaint you that the same plan has been in use in our Manufactory, as well as in the neighbouring forges, for the last half-century, we are now making 6-ton shafts upon that plan.

We are, Gentlemen, your obedient servants,

HAWKS, STANLEY, & Co.

To the Shaft and Axletree Company,
Brunswick Iron Works, Wednesbury, Staffordshire.

The Shaft and Axletree Company make their Axles for Railway Engines and Carriages from a Fagot, composed of Rolled Bars, which is passed between Rollers before it is drawn under the hammer to the required size; Hawks, Stanley, & Co. manufacture theirs without the intervention of a Rolling Mill, by drawing them to the required size under a Forge Hammer from a Fagot of Forged Bars the full length of the Fagot.

Hawks, Stanley, & Co. are willing to submit their Axles to any test to which the Shaft and Axletree Company are willing to submit theirs.

PATENT AXLES FOR RAILWAY ENGINES AND CARRIAGES.—Brunswick Iron Works, Wednesbury, 22nd April, 1841.

GENTLEMEN,—We have seen your advertisement in the *Railway Times* of the 17th inst., and leaving still open the question of your right to manufacture Shafts and Axles, even in the way you describe, we wish it to be understood, that we ground our claim to the superior safety of our Axles upon many of the processes of their manufacture differing from yours.

We also believe that by our peculiar mixture, and by the more than ordinary watchfulness the Iron undergoes during the progress of its manufacture, our Axles have the advantage of being made of iron of an uniform quality, and particularly well adapted to the purpose.

We think that by our mode we make very superior Axles to those made by yourselves and other manufacturers, but it would be no proof of our superiority if we accepted your offer, and a chosen sample were, on being tested, found stronger than yours, or *vice versa*. The determination of their respective qualities, we must be content to leave to the experience of those who use them, and are interested therein, for on this only can they, you, or we, place reliance.

We remain, Gentlemen, your obedient servants,

THE PATENT SHAFT & AXLETREE CO.

Messrs. Hawks, Stanley, and Co.,
Newcastle-upon-Tyne.

GATESHEAD IRON WORKS, Newcastle-upon-Tyne, April 29, 1841.

GENTLEMEN,—We cannot discover by either of your advertisements in the *Railway Times* that you have the merit of any novelty in your mode of making the Fagot for your *Rolled* Axles for Railway Carriages and Engines, at the same time we feel bound to admit that, by the process of *Rolling* you are enabled to produce a much cheaper axle than we can make under the *Forge Hammer*. We do not study cheapness of production so much as excellence in the manufacture of articles of such vital importance as axles for railway carriages and engines, and notwithstanding it is your opinion that your Rolled Axles are very superior to those made under the Forge Hammer, by ourselves or other manufacturers, we believe such an opinion will NOT be given by any disinterested practical person. You ground your claim to superiority from "a peculiar mixture, by more than ordinary watchfulness the iron undergoes during the progress of its manufacture, and from the uniform quality of the iron." Now, is it unfair to question whether a number of persons, for speculation forming themselves into a Company, and individually irresponsible, have stronger ground to such claim than persons born and bred in, and inheriting Forges established by their fathers, and grandfathers. Of this we leave the public to form their own opinion.

We suspect that *formerly* it was believed your Axles were manufactured under the Forge Hammer.

We are, Gentlemen, your obedient servants,

(Signed) HAWKS, STANLEY, & Co.

To the Shaft and Axletree Company,
Brunswick Ironworks, Wednesbury,
Staffordshire.

NORTH MIDLAND RAILWAY.—NOTICE is hereby given, That a SPECIAL GENERAL MEETING of this Company will be held at the Station House at Derby, on Saturday the 8th day of May next, at 12 for 1 o'Clock precisely, for the purpose of determining on the measures to be adopted for raising the further sum of money required for the completion of the Railway.

By Order,
GEORGE CARR GLYN, Chairman.
H. PATTESON, Secretary.

London, April 24, 1841.

TO CONTRACTORS AND OTHERS.—FOR SALE, by Private Contract, 50 capital Earth Waggons to carry 1¼ yards, with 2-ft. wheels, of the best construction. Also, a quantity of parallel rails, about 30lb. per yard, with Chairs and Crossings. Three portable Steam Engines, of 8, 10, and 14-horse power respectively. Several powerful Cranes. Two cast-iron Diving Bells, with Air Pumps, and the requisite gear: together with some excellent blocks, chains, &c. The whole conveniently situated for water conveyance.

Apply to Mr. Radford, 87, Upper Ground-street, Blackfriars road, London.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad street, City; 69, Princes-street, Leicester-square; Manufactory, Mill-wall, Poplar; and also of the following Agents:—

Fox, Hawkins, and Hickling, New-st. Birmingham.
Robertson and Co., 12, Goree Piazzas Liverpool.
Mathias Dunn..... Newcastle-upon-Tyne
Joseph Bothway..... Plymouth.
John Thompson and Co..... Wigan.
J. T. Tregelias..... Truro.
Thomas Mooney and Son..... Dublin.
Coates and Young..... Belfast.
James Kibble and Co..... Glasgow.
James Gunn..... Leith.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of eight months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

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STAFFORDSHIRE POTTERIES.—PHENIX IRON FOUNDRY TO BE LET with immediate possession.—The above newly erected Iron Foundry, lately in the occupation of Messrs. Thomas Edwards and Company, is situated on the banks of the Cauldon branch of the Trent and Mersey Canal, near Hanley, in the centre of the important manufacturing district of the Staffordshire Potteries.

The premises are extensive, and the buildings conveniently arranged for carrying on a very extensive business, for which there is an advantageous opening.

The foundry has been recently fitted up with a steam engine of 12 horse power, boring and turning lathes of the best construction, and machinery and fixtures of every description, and with the general business might be advantageously combined, manufacturing of locomotive engines for which the premises are admirably adapted, coal is got in the immediate neighbourhood and is cheap and plentiful, and the above canal affords a cheap mode of conveyance to all parts of the kingdom.

For further particulars, or to treat for the same, apply to Messrs. Ward, Son and Leman, Solicitors, Newcastle-under-Lyne.

TO RAILWAY COMPANIES, CARRIERS, AND OTHERS.—RICHARD PARKER (late of Hambro' Wharf), having taken the New Inn Yard, Old Bailey, London, which is very spacious and in the Heart of the City, is desirous to form a Connection with one or more Railway Companies or Carriers, to deliver, receive, collect, and draw their Goods to and from the Railway Station or Stations, and to attend to all matters that may be required; and having had considerable experience as a Carrier, he does not hesitate to pledge himself to transact all such Business equal to any establishment in London, and upon moderate terms.

N. B.—He would not object to take a Share in any respectable concern.

RAILWAY MATERIALS AND IMPLEMENTS.—Messrs. MULLINS AND MAC MAHON will Sell by Private Treaty, on the Lancaster and Preston Junction line, the following articles, in excellent condition, for immediate use:—

Three Locomotive Engines and Tenders, in good working order; one a 12-inch cylinder, with 5-feet wheels (coupled), and two of 11-inch—one with 4-feet 6-inch driving wheels, the other with 5-feet driving wheels.

200 to 300 Earth Waggons, of the very best construction, part equal to carry 2¼ yards, with 2-feet 6-inch wheels, and part 1¼ yards per waggon, with 2 feet wheels.

Together with a large quantity of Railway Bars, from 30*l.* to 50*l.* per yard, with Chairs and Crossings, and a variety of other articles used in Extensive Railway Works.

The whole of the above materials, &c., are in convenient situations, for either water or railway conveyance to any part of the kingdom.

Application to be made at their office, Fishergate, Preston.

10th March, 1841.

TO BUILDERS AND CONTRACTORS.—PROPOSED HOTEL NEAR THE RAILWAY TERMINUS.—Persons desirous of contracting for the immediate erection of a First-rate Hotel, opposite the Terminus of the South-Western Railway, at Southampton, are requested to apply at the Office of Mr. W. Hinves, Architect, 16, St. Mary-street, Southampton, where the Drawings and Specifications may be inspected, on and after Monday, the 26th instant.

Sealed Tenders, addressed to Mr. G. Laishley, Southampton, are to be delivered at the Architect's Office on or before Saturday, the 15th of May.

No pledge will be given as to the acceptance of the lowest Tenders, and the party or parties whose Tender may be accepted will be required to enter into approved security for the due fulfilment of the Contract.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—From the

SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver, 16*s.* 6*d.* each pair.

Omnibuses to and from every train—Fare 6*d.*

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R.A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, I.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two-horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act to Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

TO RAILWAY CONTRACTORS.—To be Sold, 140 2½-yard capital EARTH WAGGONS, 36-inch wheels, 3¼-inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55*s.*
Beer, Hides, Soap, Sugar, &c.	60*s.*
Raw Coffee, Rice, Earthenware in Crates, &c.	62*s.*
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65*s.*
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70*s.*
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80*s.*
Feathers, Millinery, Furniture, Hats, and similar Articles	100*s.*

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

TO CAPITALISTS.—WANTED by a Gentleman manufacturing largely for Railway Companies and others, and having an excellent connexion, a Sleeping Partner, who can command not less than £4,000. The most satisfactory references, &c. can be given.

Apply by Letter, A. D., at the *Railway Times* Office.

PATENT MANUFACTURE.—An excellent opportunity offers itself to any person disposed to embark in the Manufacture, under Patent, of an article in extensive demand, the present cost of which will be reduced by the patent process upwards of 50 per cent. For the purchase of the entire Patent Right, and the fitting up of the requisite manufacturing machinery, £5,000 will be required.

Letters from principals to be addressed to M. M., care of Mr. Robertson, Patent Agency Office, 166, Fleet-street.

GREAT WESTERN RAILWAY.—VERY IMPORTANT TO RAILWAY CONTRACTORS.—Extensive Sale of Railway Plant, now in use on Contracts Nos. 5 and 6, C., near Wootton Bassett and Christian Malford. Mr. HUNT has received instructions to sell by public AUCTION, without the least reserve, about the first week in June, all the very useful and extensive Plant of Railway Materials belonging to the Contractor, who will have completed a distance of seven miles on the above line of Railway, in the course of a few weeks from the date hereof, comprising more particularly 200 Waggons, (half of which are nearly new); 150 tons of Railway Bars; 70 Iron Crossings; 40 tons of Chairs; 10,000 Sleepers; 3,000 Wheeling Planks; 700 Wheelbarrows; 70 sets of Bridge Centerings, of various sizes; 9,000 feet of Legging for ditto; quantity of Timbers such as Uprights, Wall-plates, Sills, &c. &c. Several sets of Materials for Brickmakers' Moulds; 2 sets of Blacksmiths' Tools, complete; 10 Pug Mills, for grinding clay and mortar; a good six-inch wheel Timber Carriage; quantity of Bricklayers' Scaffolding; 100,000 Bricks; 10,000 Pantiles; a large Water-butt; and a variety of other unmentioned effects.

Due Notice of the Sale with further particulars will appear in handbills and future advertisement.

Wootton Bassett, April 17, 1841.

SPECIFICATIONS OF RECENT PATENTS. The MECHANICS' MAGAZINE, No. 925, published this day, price 3d., contains abstracts of the following recent Patents:—

Newton's for certain improvement in engines to be worked by air or other gases; Earl of Ducie, Clyburn, and Budding's for certain improvement in machinery for cutting vegetable and other substances; Hancock's for an improved method of raising water and other fluids; Pettit's for improvement in railroads, and in the carriages and wheels employed thereon.

Also, a descriptive account of some new instruments for correctly graduating glass tubes for Eudiometrical and other purposes, with four engravings; Carpenter and Stevens's modes of propelling; Mr. Pearce's plan for reversing the action of locomotive engines with an engraving; Treggon and Co.'s galvanic plant-protector, with an engraving; on the action of the Cornish single and double engines; improved door-catch, with two engravings; portable tincture press, with two engravings; The Calculator, No. 11,—tithe commutation; answer to the Cambridge mathematical question; mode of preventing collisions at sea; laws of falling bodies; list of designs registered in April; list of English, Irish, and Scotch patents granted in April.

Published at the Mechanics' Magazine and Patent Agency Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1*s.*, in cloth 1*s.* 6*d.*

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, a new Edition of ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1*s.*, in cloth.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley; Steil, and R. Tyas, Paternoster-row; Hyde and Co., and G. Bell, Fleet-street; Weale, Holborn; and by all Booksellers and Newsmen.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London, and correct Railway Time Tables.

Also by the same person, price 6d.,

TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street, Bell, Fleet-street, and sold by all Booksellers.

LONDON: Printed by JOHN THOMAS NORRIS, 187 and 188, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, May 1st, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 175. Vol. IV.—No. 19.] SATURDAY, MAY 8, 1841. [Price, 6d.

DUKE OF CORNWALL'S HARBOUR and LAUNCESTON and VICTORIA RAILWAY COMPANY.—Notice is hereby given, That the Adjourned HALF-YEARLY GENERAL MEETING of the Proprietors of this Company, will be held at the London Tavern, Bishopsgate street, on Thursday, the 20th day of May inst. at One o'Clock precisely.

GEO. DYSON, Secretary.

No. 3, Copthall Buildings, May 3, 1841.

LONDON AND BIRMINGHAM RAILWAY.—ADDITIONAL TRAINS.—The public are informed that, on and after MONDAY next, the 10th instant, a Train for the accommodation of the Nottingham, Leicester, Derby, Leeds, York, Hull, and intermediate traffic, will leave the Euston Station, London, at Nine o'clock in the Evening; and that a corresponding Train, bringing passengers, parcels, &c from the above places, will leave the Rugby Station at One, a. m., arriving in London at about Five o'clock.

By Order, R. CREED, Secretary.

STOCKTON AND DARLINGTON RAILWAY.—To IRON MASTERS and TIMBER MERCHANTS.—The Directors of this Railway will receive TENDERS for 500 Tons of Rails, 200 Tons of Chairs, and 3,000 Sleepers, and 9,000 Wood Blocks cut out of Larch or English Elm Timber; the Sleepers to be 8 feet long, 13 inches by 6 inches, and the Blocks 2 feet 6 inches long, 12 inches by 6 inches.

For further particulars, and a printed form of Tender, application to be made to John Harris, the Company's Engineer, Darlington.

The Tenders to be sent not later than Thursday, the 23d day of May next.

The Directors do not bind themselves to accept the lowest Tender.

SOUTH-EASTERN RAILWAY.—Notice is hereby given, That the Transfer Books of this Company will be Closed on Saturday, the 15th day of May, and will remain closed until Thursday, the 27th day of May instant.

By order of the Directors,

J. S. YEATS, Secretary.

Railway Office, 10, Colman-street, London, May 4.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—Tender for Loans on Debentures.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than 200*l.* for terms of four, six, or ten years, on interest at the rate of 5 per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester.

By order of the Board of Directors,

A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of 17,000*l.* per annum, payable half-yearly, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this Company.

HENRY HUNT.—If Henry Hunt, Carpenter and Wheelwright, born near Sittingborne, Kent, about the year 1810, supposed to be employed on one of the Railways, will apply to Mr John Stevens, No. 6, Featherstone Buildings, Holborn, he will hear of something to his advantage.

Any person who can give such information as will lead to an interview with the said Henry Hunt, will be rewarded for their trouble.

RAILWAY PLANT FOR SALE, in excellent condition, a large quantity of every kind. Apply to Mr. M'Keone, Office, Angel-lane, Stratford, Essex. It is conveniently situated for water or railway carriage. Approved bills will be taken in payment, if required.

LLANELLY RAILWAY AND DOCK COMPANY.—The ANNUAL GENERAL MEETING of PROPRIETORS will be holden at the London Tavern, Bishopsgate street, in the City of London, on Monday, the 7th of June next, at half-past Twelve for One o'Clock precisely.

By order of the Committee of Management,

JOHN BIGG, Secretary.

59, Old Broad-street, London, May 7, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

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The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office, in Waterloo Street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton Street, London; or to Messrs. Laurence, Cazenove, and Pearce, Auction Mart, London. By order,

THOMAS KELL, Secretary.

Dated this 14th day of March, 1841.

TO RAILWAY COMPANIES, CARRIERS, AND OTHERS.—RICHARD PARKER late of Hambro' Wharf, having taken the New Inn Yard, Old Bailey, London, which is very spacious and in the Heart of the City, is desirous to form a Connection with one or more Railway Companies or Carriers, to deliver, receive, collect, and draw their Goods to and from the Railway Station or Stations, and to attend to all matters that may be required: and having had considerable experience as a Carrier, he does not hesitate to pledge himself to transact all such Business equal to any establishment in London, and upon moderate terms.

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THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s., on linen for the pocket 6s.; and on rollers 9s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

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RAILWAY RETURNS.

Returns made to the Board of Trade by the different Railway Companies, under the provisions of the Act 3 and 4, Vic., c. 97, (Lord Seymour's Act.) Printed by order of the House of Commons.

(Continued from page 451.)

6. REPORT OF CAPT. MELHUISH ON THE EASTERN COUNTIES' RAILWAY, ADDRESSED TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE, WHITEHALL.

London, 30th November, 1840.

MY LORDS,—In obedience to your Lordships' instructions of the 19th instant, referring certain documents relating to an accident upon the Eastern Counties' Railway, and requesting me to report my opinion upon them, and generally with reference to the cause of this accident, and the precautions proper to be taken in order to guard against the recurrence of similar disasters in future:

I have to state that I met Mr. Bulkley, the Secretary of the Company, by appointment, at the station in Shoreditch, on the morning of the 20th, for the above purpose, and have the honour to report as follows:

I immediately proceeded, accompanied by Mr. Hall, the Eastern Counties' Manager, to make an inspection of the railway at the place where the accident occurred, as well as of the engine which occasioned, and the carriages which received, an injury from the collision; and on my return to Shoreditch commenced an investigation of the circumstances which had led to the accident in question.

Before entering upon the evidence, it will be proper to observe, that the first three miles of the Eastern Counties' Railway, which includes the place where the accident occurred, is used in common with the Northern and Eastern Railway Company, but that the management of this portion of the road is altogether vested in the hands of the former Company. It will, therefore, easily be seen, that the subject which has been entrusted to my investigation is one of great interest and importance to the parties concerned, and that they look forward to the result with considerable solicitude, as a means of settling certain questions upon which the two Companies are at present divided in opinion.

I therefore suggested that the inquiry should be carried on in the presence of the Manager of each Company, and in order to avoid any display of feeling between the parties, I informed them that I should be happy to receive any statement they may have to offer upon the subject after the evidence should be closed.

The statements which I have received in consequence of the foregoing arrangement from Mr. Hall and Mr. Bell, the Managers of the two railways, are herewith enclosed for your Lordships information; they appear to be drawn up with considerable ability; but the more attentively I have perused them, the more I am convinced that my judgment on the present occasion must be confined to the facts, and the value which attaches to the evidence that has been brought before me.

I shall now proceed to state in what manner the accident occurred, and what was the result of the collision; after which I shall hope to be excused for entering more fully into the detail of the evidence taken on the present occasion than is generally usual in such investigations.

It appears that the Eastern Counties' train, which ought to have left Shoreditch station at 10 o'clock on Sunday morning, the 15th November, did not start till four minutes and a-half after its time, and in the following order, viz., an engine and its tender, followed by a third-class carriage, with the senior guard and brake; a second class carriage; a first class carriage; a second class carriage, with second guard and brake, and a third class carriage bringing up the rear; thus making in the whole a train of five carriages, and containing 24 passengers.

It proceeded with its usual speed to Devonshire-street station, a distance of one mile and a half, when it stopped about one minute, and then left for Bow station, about a mile further on, where it arrived at 13 minutes after 10 o'clock. The train, from the slippery state of the rails, overshot the station about 20 or 30 yards, but having only one passenger to leave there, did not put back. The time of stopping did not exceed two minutes, when it again started, but had not proceeded many yards, when several voices called out to stop, as some passengers were left behind; the train stopped again, took up two passengers, and was proceeding at a slow rate towards Stratford, when a return engine of the Northern and Eastern Railway Company, which had left Shoreditch at 14½ minutes after 10, ran into the train.

The weight of the engine which occasioned the accident was 20 tons, and its tender probably about 10 tons, and from the buffers of this large engine standing rather higher than those of the Eastern Counties' train, it glided upon the platform of the carriage, lifting the fore wheels of that carriage and hind wheels of the adjoining second class carriage from the rails, by which means the back of the former carriage was broken, and its benches destroyed, and the superstructure of the latter carriage was rendered a complete wreck, and the ironwork of each much injured. The springs of the first class carriage were also much shaken and injured, and one of the iron guard plates broken in pieces. The next carriage sustained no injury, but the coupling hook of the one next the engine was broken, and the engine in consequence detached from the train.

The appearance of the train at the time of the collision will be better understood by reference to the accompanying sketch. The actual position of the passengers cannot be exactly ascertained; but I have every reason to believe that all those who sustained injury were seated in the two last carriages. The only accident of consequence was that of the unfortunate woman seated in the last carriage, who, on seeing the engine approach, jumped from the carriage with her child in her arms, and thus broke her leg. Had she retained her seat, the accident, in all probability, would have been attended with fatal consequences.

[Captain Melhuish then details, at great length, the evidence given, of Francis James, and other persons, whom he examined on the subject, and sums up the substance of it as follows:]—

The evidence that I have recorded is certainly of a most conflicting nature, but I still think there is sufficient data upon which to form a sound judgment of the whole transaction.

The time of departure from Shoreditch has not been disputed; the train at 4½ and the return engine at 14½ minutes past 10 A. M. The time is again recorded at Bow station by Serjeant Otway, who states positively that the train arrived there at 13 minutes after 10, and that the first and second stoppage did not occupy more than four minutes. In this assertion Otway is borne out by the testimony of three respectable persons travelling by the train, who are perfectly disinterested people, and not one of whom makes the time of stoppage, both at Bow and afterwards, to exceed five minutes. This is further corroborated by the Eastern Counties' agent at Stratford, who received an account of the accident by the *train engine* at 20 minutes past 10 A.M.; and as it must have taken the engine, under the circumstances, at least two minutes to get to Stratford, I consider I am fully justified in concluding that the collision took place at about 18 minutes after 10 o'clock.

As regards the evidence of the policemen on the line, I find it so conflicting, and displaying such a want of correct observation, that I can only consider it as valueless. Clark's description of the speed of the return engine is so vague that nothing can be made of it. Serjeant Parker says, the train left Devonshire-street station nine minutes past 10, and the return engine five minutes afterwards, thus bringing the return engine to Devonshire-street half a minute before it had actually left Shoreditch; and Cooper makes the engine go so slow, that, he says, he could have got upon it; the whole, in my opinion, indicative of inattention to their respective duties as policemen, and for which they ought to be severely admonished.

On referring to the letters that have been laid before me, relating to Hindley's character and knowledge as an engine-driver, I am disposed to think he was not sufficiently qualified for the employment, and that it would have been better to have placed him on an engine for two or three months, under an experienced person, before appointing him to such a responsible situation.

Had Hindley maintained a speed of 15 miles per hour, which he was bound to do, after the caution he admits himself to have received from Inspector James, and which appears to be the rate of speed laid down in his own Company's regulations to be observed in foggy weather, he would not have reached Lea Bridge, where the collision took place, till 24 or 25 minutes past 10.

From the evidence that has been given as to the state of the weather, I am decidedly of opinion that the train could be seen from Bow station, and that had not Hindley's speed been excessive on his passing that station, he would have been able to stop his engine before arriving at the point of collision.

I am inclined to give Hindley credit for having seen the train, and that he used every possible exertion to stop his engine, but his speed at the time was so great that he was unable to reduce it below 15 miles an hour—had his speed been greater than this at the time of collision, the effect must have been attended with much more frightful consequences.

I am therefore decidedly of opinion, that the accident in question was mainly attributable to Hindley's want of caution and disobedience of orders, and would recommend his immediate removal from his situation as engine-driver.

The conduct of the guard, Croker, appears to be almost as culpable as that of Hindley; for had he not most improperly stopped the train, to take up two passengers, after leaving Bow station, the collision could not have taken place. He states, he was called upon by a gentleman, of the name of Braithwaite, to do so, or he would get into trouble. Mr. Braithwaite was not brought forward to corroborate this testimony; and, even if he had, I can consider it but a poor excuse for a man who receives his orders for the guidance of his conduct on the road from the proper officers appointed by the Board of Directors, and I would therefore recommend that he be removed from his present employment for at least 12 months.

Serjeant Otway's conduct appears to be consequent upon the irregularity of the guard; had he not, by the stoppage of the train, been compelled to go from his station, I have no doubt but the proper signals would have been made to the return-engine, either to stop altogether or to slacken its speed. It will therefore be observed, that I consider the cause of the late accident on the Eastern Counties' Railway to be attributable, in the first place, to the want of caution and disobedience of orders on the part of Hindley, the driver; and, in the second place, to the irregular conduct of Croker, the guard, in stopping the train to take up passengers, after he had been regularly started by Serjeant Otway, in charge of the Bow station.

The rules, regulations, and orders, &c. &c. which have been submitted for my inspection, for working both lines of railway, appear to have been framed with great care, and only to require a more rigid enforcement of them to ensure the public safety. By the evidence of Inspector James, it appears that it is not his invariable practice to start return-engines, if he knows that a quarter of an hour has elapsed from the departure of the previous train, and that there are no obstructions on the road. To allow engine-drivers at any time to start of their own accord is, I think, a bad practice, and very likely to be productive of accidents; and I would, therefore, most strongly recommend that no train or return-engine should be permitted to leave Shoreditch station, during the 24 hours, without being regularly started by the officer appointed for that purpose. A practice has obtained, and I believe pretty generally, at the principal stations round London, of substituting some conventional signals instead of (as at other stations) most strictly adhering to the regular printed code. Hindley says he did not see the signal of Inspector James, and if he had he should not have considered it (holding up one hand) the signal to stop. This want of uniformity I consider very objectionable, particularly when a terminus is used in common by two companies, although the management might be, and is in the present instance, vested in one of them; and I would therefore beg to recommend the strict observance of the printed code of signals at the termini, as well as at the intermediate stations.

In the course of my inspection of the line as far as Stratford, which I here beg to observe I found in very perfect order, I had some conversation with Mr. Hall relative to the propriety of retaining the stopping places at Devonshire-street and Bow. I fully concur with the remarks contained in Mr. Bell's statement upon this subject. Stopping places at such short intervals, where a road is used in common, must tend to produce accidents, cannot be very productive, and would require a larger number of police, to prevent passengers getting upon the road, and running after the train, as was the case at Bow, than are at present kept there; and I would therefore recommend that the Eastern Counties' Railway be called upon to relinquish them.

The clocks at the Shoreditch and Stratford stations are badly placed, and very difficult to be seen, either by the engine-driver, guards, or passengers; this, I am informed, is very generally the case throughout both lines; but I have every reason to believe from the conversation I have had with Mr. Hall and Mr. Bell, the managers, upon this subject, and from the discrepancies as to time which have been made manifest in the course of this investigation, that the evil will be remedied without your Lordships' intervention.

On the Eastern Counties' Railway, the time of departure and arrival of trains is kept by inspectors at the several stations; the guards and engine-drivers are

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not furnished with watches, though the latter have a time-table given to them. Whereas, on the Northern and Eastern Railway, the time of arrival and departure is kept by the conductors of the trains, who have watches furnished them for the purpose, but without any locks to them, and consequently at their own command to alter or not, as may suit their convenience.

This want of uniformity of system between two Companies using the same terminus and three miles of road in common, I am inclined to think objectionable; and it seems to point out the necessity of some uniform system for the regular working of all railways, to be determined upon and promulgated under your Lordships' authority, without which, I am of opinion, safety, as regards locomotive travelling, will never be accomplished.

All the letters, regulations, and other documents which have been furnished for my information by the two Companies, though many of them are not particularised in my Report, are herewith transmitted, with an index of reference; and I will here take leave to bring under your Lordships' notice the kind attention and assistance I have received from all parties during this investigation.

In conclusion, I would beg generally to remark that in all instances of trains arriving late at their destination, which have come under my immediate notice, I have invariably observed that it has arisen from the engine being overpowered by too many carriages; and as a want of punctuality in arrival is decidedly at variance with the safety of the public, I would suggest for your Lordships' consideration the propriety of having the power of all locomotive engines determined, not so much with regard to weight, as to the number of carriages they are capable of drawing; and that hereafter each locomotive engine should be licensed to proceed with so many four or six wheel carriages (as the case may be), and no more.

I have, &c.,

S. C. Melhuish, Capt., R. E.

Copy of a Letter sent to the Eastern Counties' Railway Company, inquiring what steps have been taken relative to William Croker and William Moore.

Board of Trade 22d December, 1840.

Sir,—With reference to my letter of the 17th, enclosing a copy of Captain Melhuish's Report on the accident which occurred on the Eastern Counties' Railway on the 15th November, I am directed by the Lords, &c. to inquire what steps have been taken by the Company with regard to William Croker, the guard in charge of the train, to whose misconduct, in stopping to take up passengers after the train had been regularly started, the accident appears to be in a great measure attributable.

I am further directed to inquire what steps were taken with regard to William Moore, the engine-driver, by whose misconduct the accident of the 14th of September was occasioned.—I am, &c.

S. Laing.

To the Secretary of the Eastern Counties' Railway.

In reply to Letter from this Department of the 22nd December.

26th December, 1840.

Sir,—I beg leave to acknowledge the receipt of your letter of the 22nd instant, and to acquaint you that your letter of the 17th instant would have received an immediate reply, but that I waited a meeting of the Directors to receive their instructions thereon; those instructions had been taken, and a reply in conformity with them was preparing previous to the receipt of your letter of the 22nd instant, and has this day been transmitted to Mr. Porter.

In reference to your inquiry with regard to William Moore, the driver in charge of the engine when this accident occurred on the 14th September, I am desired to state that he was forthwith dismissed, and orders given that he should never again drive an engine on this line; but being a clever workman he was subsequently engaged by the foreman of the repairing shops as a mechanic.—I have, &c.

(Signed) Arch. Bulkley, Sec.

S. Laing, Esq., Railway Department, Board of Trade.

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7. Report of Sir F. Smith on the Lancaster, and Preston Railway,—to the Lords of the Committee of Privy Council for Trade.

Board of Trade, 11th January, 1840.

My Lords,—Your Lordships having directed me to inquire into the circumstances connected with the accident which occurred on the Lancaster and Preston Railway on the 16th ultimo, I proceeded to both places and entered into communication with Mr. Bolden, the Secretary of the aforesaid Company, and Mr. Power, the Secretary of the Preston and Wyre Railway. The latter met me, and the former accompanied me to Preston, at which place the accident in question happened.

The sketch which I have the honour to transmit for your Lordships' information shows the spot where the accident occurred, the relative position of the Preston and Wyre and the Lancaster and Preston Railways at their junction, and the Preston and Wyre station at Preston.

It appears that the Preston and Wyre Railway was the first formed, and that in order to have a terminus in connexion with Preston, the station for passengers and goods was established at the point marked A. in the sketch.

This railway is crossed nearly at right angles, and on a level, by the Lancaster line, at the point B., and the Wyre passenger trains, for the purpose of taking persons to join the North Union trains, run into the Lancaster line at the point marked C.

It appears by the return made to your Lordships on the 18th ultimo, by Mr. Bolden, the secretary of the Lancaster Railway, that on the 16th ultimo, Henry Taylor, a waggoner in the employment of a contractor on the Lancaster Railway, was driving a horse attached to ballast waggons on the "up-line" of that portion of the said railway which passes through a part of the town of Preston, and that at a little before half-past four P.M. on that day, a policeman of the Lancaster company, being aware that a train from Wyre would shortly arrive, warned Henry Taylor of the circumstance, and desired him to go off the line.

The Report adds, that, in defiance of this warning, Henry Taylor made another trip with the waggons, and in consequence the up train from Wyre (it being then dark) ran against the waggons, and killed the driver.

Mr. Bolden adds, that an inquest was held on the body of the deceased, when the jury returned a verdict of accidental death, and expressed their unanimous opinion that no blame attached to any one but the deceased himself, and that the Company and their servants had taken every precaution to prevent accidents.

After a deliberate consideration of all the circumstances of this case, and a careful inspection of the spot, I regret to say that I cannot arrive at the same conclusion as the Coroner's jury.

In the first place, there should have been the most positive written prohibition to the contractors' waggons being worked at any time against the stream of traffic, and the orders should have extended to preventing their being on either line within half an hour of any train being due. Not only does it appear to me that these precautions were indispensable for the safety of the public, but that either the contractor or his foreman should have been on the spot while ballast waggons were working on the permanent rails, in order to render it a matter of certainty that no irregularity was practised of the kind which caused the accident; and, moreover, the policeman who warned Henry Taylor to discontinue his work, should have either exercised force to turn the waggons off the line, or should have shown signals to stop the Wyre train.

On interrogating the policeman, he informed me that he was not authorised to use force on such an occasion, and that it was not in his power to show a red light to stop the Wyre train, as he had sent his lamp to Lancaster for the purpose of being repaired.

In Mr. Bolden's Report to your Lordships it is stated, that the accident occurred at eight minutes before 5, and by a return with which that gentleman supplied me I find that the Wyre *up* train was due on the *up* line at the spot where the accident happened at eleven minutes before 5; and also that a Lancaster *down* train was due on the *down* line at seven minutes before 5, at the same point; so that the contractors' waggons should not have been permitted on *either* line, at or near the hour when the fatal collision took place, and yet I find by Mr. Bolden's Report that the policeman required the deceased to move from the *up* to the *down* line, which would of course not have made the irregularity a bit less likely to be attended with serious consequences.

However, it should not have been left to a waggon driver or a policeman to settle on *which*, if on *either*, line the former should work; and I think great blame attaches to the contractor, who, I understand, had been told not to use the line within half an hour of the time when any train was due, and there should have been a properly authorised person belonging to the Company, who, in respect to a matter so essential to the public safety, should have had control even over the contractor himself.

It appears that there was not any passenger in the Wyre train, and that it was only proceeding at the rate of five miles an hour; had it been otherwise, and had the waggons been overtaken when full, instead of being met when empty, several lives might have been lost.

I have only further to remark, as respects this accident, that the engine which was drawing the Wyre train had no "head light," and also that there was no light attached to the ballast waggons. Had either of these precautions been taken, in all probability the accident would not have happened, notwithstanding the other irregularities I have noticed.

It now becomes my duty to call your Lordships' attention to the crossing of the Preston and Wyre and the Lancaster and Preston Railways.

Your Lordships will not fail to observe that nothing short of the most stringent and well-considered orders to regulate this part of both lines can ensure the public against accidents at this point. The train from Lancaster and from Wyre may arrive within a very short distance of each other at this crossing, without the drivers of one train being aware of the approach of the other, in consequence of the view being obstructed by the ramp of a bridge; and therefore it is necessary, in order to prevent collisions, that a policeman should be stationed near the crossing to give notice to both. For the purpose of being enabled to pull up, if requisite, and to guard against the consequences that might arise from the policeman being absent, or neglectful of this important duty, both trains should pass the crossing at a speed *not exceeding* five miles an hour.

In the course of my inspection I observed that at the point where the Lancaster line unites with the North Union, near Dock-street, Preston, the railway is not properly fenced in. This I was informed is intended to be done by a stone wall; but it should be pressed upon the Company to put up some temporary fence, to prevent cattle straying on the line until the permanent fence can be completed.

I have to add that Mr. Bolden put into my hands a copy of a code about to be issued for regulating the duties of the servants of the Lancaster Company. This code seems to have been drawn up with considerable pains and judgment, and there is only one clause (viz. the XXII.) to which I have occasion to call your Lordships' attention, as it may be considered to exceed the powers of the Company, although useful in itself.

The accident which has been under consideration suggests the propriety of no line being opened for public traffic till the Company shall have engaged a sufficiency of servants for properly conducting its operations, and prepared a code of instructions for their guidance.

Had either been the case in all probability Henry Taylor's life would not have been lost, for the policeman alluded to (George Smith) would have had instructions for his guidance in the event of being disobeyed by a person so self-willed as the deceased is represented to have been; and the policeman would have been warned by the code, as is usual in, I believe, all Companies, never to go on duty without his signal-lamp.

It does not appear that the Wyre Company have as yet printed a code of regulations, or that the periods of the arrival of their trains at the several stations on the line are properly recorded. I consider both to be essential.

I cannot conclude this Report without observing, that the secretaries of the Lancaster and Wyre Railways evince the strongest desire to adopt every precaution that can be suggested to them for increasing the safety of the traveller. Nothing would tend more to effect this in regard to the passengers on *both* lines than the adoption of some arrangement by which the crossing of the Lancaster Railway by the Wyre train could be avoided, and the Companies concerned should, for the sake of the public, come to some equitable arrangement on this point at an early period.

I have, &c.

Frederic Smith, Lt.-Col. R. E.

Copy of Letter sent to the Lancaster and Preston Junction Railway Company, with Extract from Sir F. Smith's Report on the Accident of the 16th December.

Board of Trade, 13 January, 1841.

Sir,—I am directed by the Lords, &c. to enclose the accompanying extract from Lieut.-Col. Sir F. Smith's Report upon the late accident on the Lancaster and Preston Railway for the information of the Directors, and to call their attention to the recommendations therein contained, and to the necessity which exists for extreme caution in working the junction of the Lancaster and Preston and Preston and Wyre Railways.

With reference to that part of the Report which relates to the want of fencing at the point where the

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Lancaster line unites with the N. Union, I am directed to say, that their Lordships consider it indispensable that the provisions of the Lancaster and Preston Act of Incorporation should be complied with without delay, and that a fence sufficient for temporary purposes should be erected until the stone wall or permanent fence is completed; and I am to request that you will state, for their Lordships' information, whether the Company have complied with this requisition.—I am, &c.

S. LAING.

To the Secretary of the
Lancaster and Preston Junction Railway Company.

Copy of Letter sent to the Preston and Wyre Railway Company, with Extract from Sir F. Smith's Report on the Accident on the Lancaster and Preston Railway of the 16th December.

Board of Trade, 13 January, 1841.

Sir,—I am directed by the Lords, &c. to enclose the accompanying extract from Lieut.-Col. Sir F. Smith's Report, for the information of the Directors of the Preston and Wyre Railway Company, and to call their attention to the recommendations therein contained, and the importance of adopting, without delay, the necessary arrangements for ensuring the public safety upon their line, and at the junction with the Lancaster and Preston Railway.—I am, &c.

S. LAING.

8.—REPORT OF LIEUT.-COLONEL SIR FREDERIC SMITH, OF THE ROYAL ENGINEERS, TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE, RESPECTING THE ACCIDENT WHICH OCCURRED ON THE 24TH DECEMBER, 1840, ON THE MONKLAND AND KIRKINTILLOCH RAILWAY.

Glasgow, 2nd January, 1841.

My Lords,—Pursuant to your Lordship's orders, I have inquired into the circumstances connected with the accident, attended with loss of life, on the 24th ultimo, on the Monkland and Kirkintilloch Railway, and I have the honour to submit the following Report for your Lordship's information:

It may be well, in the first place, to observe, that the Monkland and Kirkintilloch Railway is placed in connection with Glasgow by means of the Garnkirk Railway, and it serves to unite the Forth and Clyde Canal with the Ballochney Railway, and this last-named railway joins the Slamannan Railway, which runs to the Edinburgh and Glasgow Union Canal, at a point considerably to the eastward of that where the Monkland and Kirkintilloch line intersects the said canal.

By means of these railways and the canal, passengers are conveyed between Glasgow and Edinburgh at a cheap rate, in about four hours and a half.

The distance by the Edinburgh and Glasgow Railway, which is expected to be opened to the public in August or September next, will be 46 miles between these two cities, and as the ruling gradient does not exceed 1 in 880, it will be easy to perform the journey between the termini in little more than an hour and a half, including stoppages.

The Monkland and Kirkintilloch Railway was incorporated in 1824, and opened to the public in 1826. It was formed with a 4½-ft. gauge, as a mineral line only, but it is now used only by the Garnkirk, Ballochney, and Slamannan Companies for passengers; this renders it necessary that the working of this line should be conducted with the utmost care and attention.

The accident which your Lordships have instructed me to inquire into took place at about a quarter before five o'clock in the afternoon of the 24th December last, shortly after it had become dark.

I was informed by Mr. Leish, the Engineer of the Monkland and Kirkintilloch, that on the said afternoon a train of coal waggons came off the Ballochney Railway, and was proceeding along the Kirkintilloch to the Garnkirk Railway, for the purpose of being conveyed by the last mentioned line to Glasgow, when the accident in question took place.

The name of the driver of the engine was James Tennant, and that of his assistant, whose duty it was to act both a breaksman and fireman, was Daniel Maconnochie. The latter was unfortunately killed.

It appears that the accident happened at a point on the Kirkintilloch Railway, which is nine miles and a quarter from Glasgow, measured along the Garnkirk and Kirkintilloch Railways, and at about half a mile from the junction with the Ballochney line; here a gradient, falling at the rate of 1 in 400, commences; it is a furlong in length, and is followed by another gradient of the same length, and falling at the rate of 1 in [illegible] is found necessary to apply the breaks to all the waggons at the top of the first-mentioned incline of 1 in 400, and it was in doing this that Maconnochie was killed. On the lines connected with the Kirkintilloch, I was informed that in the coal trains the firemen in general act also as breaksmen, and that just before the trains (proceeding towards Glasgow) arrived at the top of the plane, the fireman jumps off the tender and applies the lever-breaks to the several waggons as they pass him, after which he places himself on the last waggon of his train, and sits on the end of the lever to increase the friction. This is the regulation of the Kirkintilloch Company, and it is the general practice, though not included in their regulations, that the train is stopped at the foot of the steeper incline, and the breaks taken off.

Mr. Leish stated, that it was in applying the breaks and after he had done so to four or five waggons, that the deceased (Maconnochie) slipped, and fell under the hinder waggons, by which his death was caused.

The trains of coals and other minerals do not, it is said, exceed a speed of five miles an hour, and are usually retarded on approaching the incline, in order to diminish the risk of the fireman in performing the duty of applying the breaks.

There can be no question, that however carefully the operation of using the breaks, according to this mode, may be effected, it must unavoidably be attended with considerable risk to the breaksman: and I am of opinion that the Kirkintilloch Company, and all other Companies adopting the same practice, are bound either to abandon or to place it on a safer footing. It is no justification of so unsafe a system to say that the accident which deprived Maconnochie of his life was the first of the kind that has happened, and that this misfortune was mainly attributable to the circumstances of the sufferer having been only a short time employed as breaksman, and also to the road having been slippery from frost. It is sufficient that a life has fallen a sacrifice to this dangerous practice, and it behoves the Managers of the Company to establish a system unattended with risk. I suggested to Mr. Leish that the trains should be stopped at the head of the plane, and that the waggons should remain at rest until the breaks are applied; but he objected, on the ground of the engine being then unable to move the train. This objection would of course be valid with a very heavy train, but then, the very circumstance of its being of so unmanageable a weight becomes, not a justification of the dangerous practice in question, but is an irresistible argument against such unwieldy trains being worked; and whatever inroad a change may make on the profits of the Company, I have no doubt that a recommendation from your Lordships will lead to the adoption of measures that may give greater security to the firemen or breaksmen attached to the waggons which descend the planes of the Monkland and Kirkintilloch Companies.

As an improvement of the present system, Mr. Leish proposes to station a man at the head of the plane, with no other duty to perform than to apply the lever break as the waggons pass him; and Mr. Leish reckons on such a man becoming so dexterous as to render him much less liable to risk than the ordinary fireman or breaksman. This no doubt would be an improvement of the present mode, but I cannot admit that it is sufficient.

If the objection urged by Mr Leish to stopping the train be found in practice as valid as he considers it to be, then I would suggest one of the two following courses:—

First, That the train should be stopped at the top of the plane of 1 in 400, and such a number of breaks applied as will diminish the velocity down that incline without being sufficient to prevent the engine from putting the train in motion. The train should be again stopped just beyond the top of the plane of 1 in 64, and additional breaks applied.

Secondly, If these arrangements are objected to, the number of breaksmen might be increased, and the break applied by them, without stopping the train, or quitting the waggons to which they are respectively attached. Other modes might be mentioned for effecting the required object, but those I have specified may be sufficient to bring under the notice of the Directors of the Company in question.

Mr. Mitchel, who is the legal adviser of the Company, and Mr. Leish, the Engineer, accompanied me in the inspection of the line, and both evinced the greatest anxiety to adopt steps to prevent future accidents.

I observed that both in the Kirkintilloch Company, and those in connection with it, a system of signals is in use, the symbols of which have a meaning the very opposite of that given to them in the southern railways. Uniformity seems to be essential in this point to prevent accidents, and must be established eventually by legislative enactments.

In passing along the Glasgow and Garnkirk Railway I remarked three crossings of public roads on the level. This I understand is not prohibited by the Act for this railway, nor does it appear that the Company are required to put gates across these roads; but as it is extremely dangerous to dispense with so important a means of adding to the security of passengers by the railway, or travellers along the high roads intersecting it, I would hope that a remonstrance from your Lordships would induce the Company to put up proper gates and to place a policeman at each crossing.

In conclusion, I have to suggest that the Kirkintilloch Railway Company should be required to make it one of their printed rules that the breaks should not be taken off at the foot of the steep incline until after the train of waggons has been stopped, so long as the lever breaks of the present description are used.

I have, &c.,
FREDERIC SMITH, Lt.-Col. R. E.

Copy of Letter sent to the Monkland and Kirkintilloch Railway Company, with Copy of Sir Frederic Smith's Report.

Board of Trade, January 7, 1841.

Sir,—I am directed by the Lords, &c., to enclose a copy of Sir F. Smith's Report, for the consideration of the Directors of the Monkland and Kirkintilloch Railway Company. With reference to the suggestions respecting the manner of applying the breaks and descending the inclined planes, their Lordships not being empowered by the Act for regulating Railways to require the Company to adopt regulations for the protection of their servants, confine themselves to expressing a hope that the Company will take every precaution in their power to prevent loss of life.

With reference to that part of Sir F. Smith's Report which states that he remarked three crossings of public roads on a level upon the Glasgow and Garnkirk Railway, at which no gates were erected, I am directed to draw your attention to the 2 & 3 Vict. c. 45, which provides "that wherever a railroad crosses any turnpike road, or any highway or statute-labour road for carts or carriages in Great Britain, the proprietors of the said railroad shall make and maintain good and sufficient gates across each end of such turnpike or other road at each of the said crossings, and shall employ good and proper persons to open and shut such gates, so that the persons, carts, or carriages passing along such turnpike or highway shall not be exposed to any danger or damage by the passing of any carriages or engines along the said railroad," and to request that you will inform their Lordships whether the provisions of this Act are disregarded, in any and what instances, upon any of the railways of which you are Secretary.—I am, &c.,

S. LAING.

To the Secretary of the Monkland and
Kirkintilloch Railway Company.

In reply to Letter from this Office, of the 7th January, enclosing Copy of Sir Frederic Smith's Report, &c.

Glasgow, January 9, 1841.

Sir,—I have this morning received your favour of the 7th, with the copy of the Report by Sir Frederic Smith therein referred to, which I shall lay before the Directors of the Monkland and Kirkintilloch Railway Company at their first meeting. In the meantime I have transmitted a copy of it to the Resident Engineer, in order that he may turn his attention to the valuable suggestions of Sir F. Smith, with a view to the adoption of the most decisive measures for better regulating the trains upon the inclinations of the railway. This subject will receive the immediate consideration of the Resident Engineer, and also of Mr. Macneill, the Principal Engineer, who is daily expected here, and of the Directors; and you shall be informed of the results to which they come, in the confident hope that they will be such as to meet your approval. It is exceedingly satisfactory to us to have the benefit of the able suggestions of Sir F. Smith, and you may rest assured that it is the utmost wish of the Directors, as well as of the Managers of the railway, to adopt the best system for the protection of the servants of the Company as well as of the traders. I have also called Mr. Leish's attention to the change of signals, which, however, seems of the less consequence that one uniform system is adopted *here*, both on the Monkland and Kirkintilloch, and Glasgow and Garnkirk line; but I have communicated your suggestion also to the Secretary of the Glasgow and Garnkirk Railway Company, to whom I have transmitted extracts from your letter and Sir Frederic's Report in regard to the three road crossings remarked upon by Sir Frederic, to which he will, I have no doubt, attend, and upon the subject of which he will doubtless communicate with you. In regard to the level road crossings on the Monkland and Kirkintilloch and Balloch-

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ney Railways, the Directors, soon after the statute which you cite was passed, instructed the Resident Engineers to comply with the provisions of that statute, and I doubt not that this has been done ere this. The provisions of the statute were communicated to the Resident Engineers of the Wishaw and Coltness, and Slamannan Railways; and in the former case all the roads are, I understand, passed by bridges; and in the latter the crossings are either effected in this manner, or gates *have been* erected, as I understand; but I write to each of the Superintendents to-day for a specific Report.—I have, &c.

JAMES MITCHELL.

G. R. Porter, Esq., Board of Trade,
Railway Department, London.

NOTE.—The result was, that in all the cases referred to, the Companies have signified their intention of proceeding to erect gates with all possible despatch.

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9. REPORT OF SIR F. SMITH ON THE MIDLAND COUNTIES, AND LONDON AND BIRMINGHAM RAILWAYS, TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE.

Board of Trade, Whit-hall, Jan. 16, 1841.

MY LORDS,—Pursuant to your Lordships' instructions, I have this day inquired into the causes of the accidents which occurred on the 8th inst. on the Midland Counties' Railway, and on the 13th inst. on the London and Birmingham Railway, and I have the honour to submit the following Report for your Lordships' information.

MIDLAND COUNTIES' RAILWAY.

The Secretary of this Company transmitted to your Lordships, on the day on which the accident happened, a statement of the circumstances, so far as they were then known to him. This statement, which I believe to be correct, is herewith enclosed.

The accident now under consideration was fatal to two servants of the Company, on whose bodies an inquest was held on the 9th instant.

The evidence given on that occasion is very fully detailed in the *Derby Reporter* of Thursday last, a copy of which I shall annex to this Report. I therefore shall not trouble your Lordships with a minute relation of the whole of the facts connected with this melancholy occurrence, but confine myself to those points which especially require to be brought under your Lordships' consideration.

It appears that a luggage train, consisting of 26 waggons, and drawn by two engines, left Leicester at 40 minutes past 12 on the morning of the 6th for Derby, and that the mail *down* train was due at Leicester at 40 minutes past 1.

When the luggage train arrived within three miles of Derby, one of the engines became disabled, in consequence of the pumps freezing; the train was therefore stopped, and the disabled engine, which was driven by Joseph Taylor, was taken to Derby by the other engine, which was driven by John Bonham; but before their departure it appears that Joseph Taylor directed his fireman, William Browne, to instruct a guard belonging to Pickford's waggons, as well as Thomas Wale, the Company's breaksman of the train, to take red lights sufficiently far back upon the line to warn the driver of the mail train of the detention of the luggage train.

After Bonham had left the disabled engine at Derby he returned with his own engine to the luggage train; but his engine not being sufficiently powerful to move the whole train he subdivided it, and proceeded to Derby with the leading subdivision. It appears from the information given to me by Wale, the breaksman, and by Pickford's guard, that they had not gone down the line with the red lamps above 50 or 60 yards, and that on hearing Bonham's engine returning they rejoined the train.

They admit that Bonham gave directions that they should go a long way down the line with the signal lamp, to prevent the chance of collision with the mail train, which Bonham expected might arrive on that part of the line before his return from Derby, or at least before he could get the train to its destination.

I was informed that when Bonham had disengaged his engine from the first subdivision of his train, he returned from Derby, and having attached the engine to the second subdivision, he put the whole in motion; and in order, as he states, to give notice to the mail train, if within hearing, he blew his whistle.

Unfortunately this whistle being heard by Pickford's guard and by Wale, they both rejoined the train, taking with them the signal lamp. The consequence was that the mail train, which was at hand, overtook and ran into the luggage train. By the collision the driver of the mail, Thomas Taylor, and the fireman, Richard Livesey, were thrown off and killed.

It appears that there was a red lamp at the tail of the luggage train, but it is presumed that this was not seen sufficiently early by the driver and fireman of the mail train, owing to the very heavy fog which is stated to have prevailed at the part of the line where the accident occurred.

The post-office guard of the mail train asserts that he heard a whistle about a mile distant from the spot where the accident happened, and he thinks that the speed of the mail train was immediately diminished.

In reviewing the circumstances of this distressing accident, it is impossible not to come to the conclusion that great praise is due to the engine-drivers, Joseph Taylor and John Bonham, for having given peremptory orders to Wale and Pickford's guard to go back with the red light; and it is only to be regretted, so far as these two engine-drivers are concerned, that they had not the forethought to direct Wale or Pickford's guard to remain at the spot to which they were directed to proceed, until the mail train arrived.

It does not appear that Wale had any positive instructions for his guidance, either printed, written or verbal, and therefore I do not consider that any blame is attachable to him for having rejoined his train.

This melancholy accident, however, points out the necessity of every railway servant employed with a train, having definite instructions for his guidance, under every conceivable circumstance connected with the safety of the public or of his fellow servants.

While investigating the causes of this accident, Mr. Dicey, the Chairman, Mr. Bell, the Secretary, Mr. Woodhouse, the Superintendent of the line, and Mr. Kersley, the Superintendent of the engines, were present, and these gentlemen produced a copy of the code of instructions of the Company, to which a clause had been added, since the accident, specifying that on similar occasions of the stoppage of a train during the night, a guard or breaksman should be sent back about 600 yards with a red light to warn approaching trains, and that such guard or breaksman should remain there to be brought forward by the expected train.

This regulation seems to meet the necessities of the case, and it would be desirable that it should be generally promulgated; but in working it out care must be taken not to leave the train without the means of having the breaks applied.

I cannot close this part of the Report without suggesting that the Midland Counties' Company should be informed how very desirable it is that they should have, at such a station as Derby, not only a pilot engine ready to assist in any possible emergency, but that some person of superior authority should be at hand to give directions, and to take the requisite assistance to any point where an obstruction may have taken place. If such a person had returned with Bonham after he had taken in the "dead" engine to Derby, he would naturally have seen the necessity of relieving Wale, as to his responsibility respecting the luggage under his charge, and would have directed him to remain on the line with his light. Moreover, if the pilot engine had returned with Bonham, after the first trip to Derby with the dead engine, the whole of the luggage might have been removed at once, and the accident thereby prevented.

In inquiring into this accident, as well as into that on the London and Birmingham line, it was most satisfactory to me to have the valuable co-operation of Mr. Laing.

The gentlemen of the Midland Counties' Railway, as well as Mr. Bruyeres, the Superintendent of the London and Birmingham, met us in the very best spirit.

LONDON AND BIRMINGHAM ACCIDENT.

This accident happened on the 13th instant, and is very fully detailed in the accompanying copy of Mr. Bruyeres' Report to the Coach and Police Committee of his Company. The facts are as follows:—

Attached to the Birmingham night mail train are generally two carriages destined for the Midland Counties. On reaching Rugby they are uncoupled, and connected to the hinder Birmingham carriage by a tail rope; by this they are drawn on from the Rugby stopping place to the spot where the crossing is formed, to lead off to the Midland Counties'. Here they are detached, and pushed over by the Birmingham porters to the Midland Counties' line, it being the duty of the pointsman of the Birmingham line not to open the points, unless he perceives that there is nothing on the up line from Birmingham likely to interfere with the crossing of the Midland Counties' carriages.

It is understood by the inspectors that it is the duty of the ticket collectors at Rugby, who are also foremen of the porters, to superintend the passing of the carriages from the London and Birmingham line to the Midland Counties' line; and it is quite obvious that the safety of the passengers should not be left, in so important an operation as the crossing of a line of great traffic, to the judgment, discretion, and attention of persons in the inferior grades of porters and pointsmen.

There are two ticket collectors at Rugby, namely, Mr. Leonard Lowden, who takes the day duty, and Mr. Blamire Shawe, who is charged with the night duty. The former stated that he considered it to be his duty to direct and superintend the porters in passing the carriages to the Midland Counties' line; but the latter said that although he has frequently attended to this matter, he did not regard it as a positive duty, and he admits that he was not present on the occasion when the accident of the 13th occurred.

On the night in question the down mail train reached Rugby at 1h. 4m. a.m., being 54 minutes after its time. The Midland Counties' carriages were detached in the usual manner, and pushed over to the points by the porters.

William Turrel, the policeman in charge of the points, states—that before opening them he exhibited his red light to another policeman, about 300 yards nearer to Birmingham, and as it was not responded to, he concluded that it had not been seen by the other policeman, Kerr, in consequence of the density of the fog; he adds, that being aware of the up-mail train not being then due, he fancied it would be safe to pass the carriages, and he therefore opened the points. However, the mail train almost instantly arrived, being 10 minutes before time, and, striking one of the buffers of the leading carriage, overturned both, and injured four or five of the passengers.

It is represented to have been the duty not only of Turrel to keep the points closed till his red signal was answered, but also of Kerr to exhibit a white signal to Turrel, giving him notice of the approach of the up-mail; and he should have detained it until Turrel responded to his (Kerr's) white signal. Both these men neglected these important precautions, and were thus both, though not in an equal degree, the causes of this accident.

Turrel had clearly the power of preventing it, by detaining the carriages until the cause was discovered of his signal not having been answered, and proper steps had been taken to ensure the safety of the Midland Counties' passengers by sending a red light along the line to meet the Birmingham up train. I therefore consider this man highly culpable. With respect however to Kerr, it is possible that, owing to the fog, he may not have discovered the approach of the up mail in sufficient time to stop it; but it does not appear that he took any pains to do so, and indeed it is not quite clear that he had received instructions to that effect. The inspector asserts, however, that these orders were given to him verbally; and this regulation seems to be generally understood on the line, but Kerr does not admit that he was aware of it.

I am of opinion that the ticket collector, Mr. Blamire Shawe, should have been present when the carriages were being crossed to the Midland Counties' line. Long experience has taught me that there is no reliance to be placed on orders or regulations verbally communicated, and I would strongly recommend that in all railway matters in which the safety of the public is concerned, such a practice should not be resorted to.

I find that Mr. Bruyeres has given directions that in future all trains shall stop 200 or 300 yards before they enter the Rugby Station, in order to prevent collisions; for in the event of two trains arriving at the same time, either may, according to this plan, be allowed the precedence without risk.

This arrangement should be adopted at all similar junctions. I understand it is the intention of the Birmingham Company to adopt a new and improved system of giving signals to trains, and I have no doubt that great advantage to the public will result therefrom; but I would strongly recommend that, until this new system is perfected, the various stations of this important line should be provided with revolving lamps, to be placed on fixed signal posts, upon the plan which I am aware was in preparation before the new system was suggested.—I have, &c.

FREDERIC SMITH, Lieut.-Col. Com. R.E.

Report of an Accident attended with loss of Life.

MIDLAND COUNTIES' RAILWAY.

The down luggage train with 2 engines and 26 waggons left Leicester, at 40 minutes past 12 this morning, one hour before the time for the down mail train.

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On arriving within three miles of Derby, the pumps of one of the engines became frozen; consequently the fire was obliged to be put out, and the engine became useless.

The train kept on till within 1¼ mile of Derby, when it came to a stand. The engine which was working took the useless one into Derby; and the guards, one belonging to the Company, and the other to Messrs. Pickford, went about 500 or 600 yards backwards with a red light to warn the mail. The engine returned and took half the train, and then came back for the remainder. When it had returned the second time the driver whistled for the guards to come and get on the train, and put the train in motion. The fog during this time was very heavy; the place where this occurred being upon a low embankment in the meadows. The guards ran after the train, which was moving slowly on, and one of them had just pumped on the step of the break carriage, when the other called out, "Here is the mail." The guard threw himself off, and in an instant the mail-engine ran into a goods waggon, which was behind the break-carriage in which the guards of the goods train ride, and to which was attached the usual red signal-lamp.

The engine-driver and fireman of the mail were both so much hurt as to cause their deaths, which I fear was hastened by the intensity of the cold, before they reached Derby.

The Company's guard on the mail train, who was riding outside of the parcel van with the break to it, was a good deal shaken; but to my knowledge no one else was hurt.

LONDON AND BIRMINGHAM RAILWAY.

Copy of a Report submitted by the General Superintendent of the Line to the Coach Traffic and Police Committee.

13th January, 1841.

Gentlemen,—I have to Report to your Committee, that on Sunday last, the 10th instant, the down-mail train reached the station at Rugby, at 4 minutes after 1 A.M. (54 minutes after time) and was despatched at 10 minutes after 1.

The two carriages, a first and second class, were detached from the train as usual, and were being pushed across the main rails to the Midland Counties' line, when the up-mail train with two engines, No. 47, J. Hesketh, and No. 85, Martin Brown, driving, was seen approaching (this mail was 13 minutes before time); the steam was shut off the engines; and they were advancing at slow speed in order to run into the siding at the up station; but the atmosphere being very foggy, they were too close upon the Midland Counties' carriages to prevent a collision; the leading engine, No. 47, caught the buffer of the second class carriage, drove it back upon the first class, and upset both upon their sides.

Five or six of the passengers were more or less hurt; but, with the exception of three, they continued their journey with the Midland Counties' train, which was got off with all possible dispatch.

The three passengers most hurt were conveyed to the Eagle Hotel at Rugby, and Mr. Bucknell, the principal medical man of the place, called in to their assistance; it was ascertained that no bones were fractured, and the injuries received, although severe, not of that serious nature which was at first feared; they were all well enough to continue their journey the following morning, and they preferred doing so to remaining at Rugby.

I went down to Rugby on Monday to investigate the cause of the accident, when I ascertained that the two carriages in question belonging to the Midland Counties' were as usual taken down to the points; the policeman there stationed (Turrell) then waved his red light to the policeman in communication with him, and stationed about 250 yards lower down the line, to notify to him that the carriages were about to be crossed over the line; he then turned the points for them, and before they had proceeded far enough to be actually across the up line, the up-mail train arrived and caught the buffer of the leading carriage, as before stated; the night was very foggy, and he (Turrell) did not see the train until it was close upon them.

Policeman Kerr, who was stationed the next below Turrell states, that he did not see any signal given by Turrell to him; the fog might have prevented his seeing it; it was sufficiently foggy to do so; immediately after the down-mail train passed him, the up-mail arrived; it was before time some minutes; the other was nearly an hour late; on the approach of the up-mail train he passed the signal (waving his white light) to Turrell; this signal Turrell states he did not see, so that it would appear the night was too foggy to admit of the signals being visible between these two men. The engines of the up-mail, as usual, shut off their steam on passing him (Kerr).

Both Turrell and Kerr are somewhat to blame, the former for not seeing his red signal returned by Kerr before opening his points to cross the carriages, and the latter for not stopping the mail train up, in consequence of the down-mail having only that instant passed. Kerr knew that carriages were always detached from the down-train, to be crossed over to the Midland Counties' line; and he ought to have reflected, that sufficient time could not have elapsed to admit of their having done so when the mail train from Birmingham came up.

(Signed) H. P. Bruyeres, Supt.

Supplement to Sir F. Smith's Report to the Lords of the Committee for Trade on the Accidents on the Midland Counties' and London and Birmingham Railways.

Board of Trade, 18th January, 1840.

My Lords,—Mr. Dicey, the Chairman, and Mr. Bell, the secretary of the Midland Counties' Railway Company, having expressed a wish to be guided by the opinion of the Board of Trade with reference to the propriety of instituting a prosecution under Lord Seymour's Act against any of the servants of the Company concerned in the accident upon their line; and Mr. Bruyeres, on the part of the Directors of the London and Birmingham Company, having intimated a similar wish with reference to the accident at Rugby; I consider it my duty to state to your Lordships the reasons which induced me in both these cases to abstain from recommending that any prosecution should be instituted.

I.—With regard to the Midland Counties' accident.

It is clear that this accident was occasioned solely by the circumstance of the breaksman Wale having rejoined his own train, instead of waiting at his post to warn the mail train. It is clear, also, that this was done contrary to the intention and expectation of the engine-driver Bonham, who, according to the regulations of the Company, was placed in command of the train.

On the other hand it is admitted, that Wale had received no definite instructions either previously in writing, or at the time, from Bonham, as to the course to be adopted in regard to rejoining his own train, or waiting for the mail train; and under these circumstances there seems no fair ground for doubting the correctness of his statement, that he considered it his duty to rejoin his own train, and looked upon the whistle as a signal of recall. I consider, therefore, that the accident was occasioned by an error in judgment,—

First, on the part of Bonham, in not giving Wale more definite instructions.

Second, on the part of Wale, in adopting the less cautious, instead of the more cautious course, upon an emergency.

In either of these cases, however, do I consider the error of judgment of such a nature as to imply misconduct or to deserve punishment.

In Bonham's case, it must be recollected, that he did, on the whole, display considerable presence of mind and judgment, and conformed strictly to his printed instructions; and that if, in the hurry of the moment, he forgot to provide for a possible emergency which had been overlooked by the superior officers of the Company in preparing his instructions, he cannot fairly be considered, by such a slight error of judgment, to have forfeited the praise due to his general good conduct.

In extenuation of Wale's conduct, it must be borne in mind, first, that he had received no definite order from his immediate superior, Bonham; secondly, that he had received no instructions whatever to regulate his conduct on being appointed breaksman, a situation which he had only held for a fortnight.

Under these circumstances, I should not consider him a fit object for prosecution under Lord Seymour's Act, even if his error of judgment had been much more inexcusable.

The view I take of the provisions of Lord Seymour's Act for the punishment of servants of Railway Companies is this, that they are intended to apply only to cases of wilful and criminal misconduct, or to cases in which the Company having done its part in giving proper orders, the servant fails to fulfil his duty of obeying those orders.

In the present instance, without imputing any especial blame to the Midland Counties' Company for not having exercised more forethought than other Railway Companies in providing for a case which is generally unprovided for, it is clear that the Company had not done its part in giving proper orders, and that Wale, in rejoining his own train, was not acting in disobedience of any order. Under these circumstances, therefore, I did not consider Wale a fit object for prosecution, and I am happy to say, that Sir F. Smith fully coincided with me in this view.

II.—London and Birmingham Accident.

In this case the accident was occasioned by the conduct of two policemen, Turrell and Kerr, who neglected the precaution of seeing that their signals were properly responded to.

There can be no question that this precaution ought to have been invariably attended to, as it is obvious that if a policeman, after having asked by signal the question, "Is all right?" and received no answer, is to act as if an answer in the affirmative had been given, the signal might as well have not been made.

Notwithstanding, however, the obvious propriety of this precaution, I do not, upon the principles already stated, think that the want of judgment displayed in neglecting it, constitutes of itself a sufficient ground for prosecution under Lord Seymour's Act, unless it can be proved that such neglect was contrary to orders.

In the present instance, the evidence to establish the latter point is imperfect.

On the one hand, the inspector of police at the Rugby station, stated positively that he had given repeated verbal orders to Turrell and Kerr to consider a signal not responded to as equivalent to a signal of danger; and this statement was corroborated by that of Mr. Bedford, the superintendent of police on the London district of the line, who said that he certainly considered such to be the rule, and that orders to a similar effect were always given to the policemen in his district. On the other hand, Turrell and Kerr both affirmed that they had never received such an order, and that the practice of waiting until a signal was responded to, had been habitually disregarded, and never enforced; and their evidence received an important confirmation from the statement of Mr. Barker, the superintendent of police of the Birmingham district which includes Rugby, that he considered this to be the case, and that he should not have thought it the duty of a policeman invariably to stop a train because his signal had not been responded to.

The absence of any printed or written regulation upon the subject, and the fact of the existence of a discrepancy of opinion between the superior officers of police on different parts of the line, upon a point of such material importance, makes it impossible to say that in the present instance the Company had fully done its part in giving the necessary orders and instructions, although in this, as in the case of the Midland Counties', no greater degree of blame can be justly imputed to them than that of not having evinced a greater degree of foresight than other Companies, in providing for contingencies. At the same time, looking at this circumstance, and at the reasonable doubt which may be entertained, whether the evidence of the inspector would be sufficient to establish the fact of orders having been given to Turrell and Kerr, I did not consider that the case was one in which your Lordships could take upon you to recommend the Company to institute a prosecution. At the same time I think it right to state, that I arrived at this conclusion solely in consequence of the doubt which existed in my mind as to the sufficiency of the evidence to form the fact of Turrell and Kerr's having received orders from the inspector, and that if this fact could have been fully established, I should have had no hesitation in considering both cases as falling within the letter and spirit of Lord Seymour's Act.

I have, &c.,

S. Laing.

(To be continued.)

Accident on the Birmingham and Gloucester Railway.—The London mail, *via* Birmingham, which ought to have reached this city at five o'clock this morning, was delayed about three hours by an accident which happened to the engine, near the Droitwich station, on the Birmingham and Gloucester Railway. The engineer, perceiving something was out of order, cast his eyes about him, and discovered that the burr which fastens down the safety-valve plug had fallen off. He instantly stopped the engine, and had the presence of mind to put out the fire as fast as he could, in doing which he was almost smothered with dust, smoke, and water. One of his eyes was injured, but fortunately he escaped without other or more serious hurts. Had not the engineer thus promptly exerted himself to extinguish the fire, the consequences to all persons tending the engine would probably have been fatal.—*Worcestershire Chronicle*, May 5.

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BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY—SPECIAL MEETING.

On Tuesday last, a special general meeting of the proprietors in this Company, was held at Dee's Royal Hotel, in this town, "for the purpose of considering the propriety of increasing the capital of the Company, and of determining the mode in which any increased capital should be raised." There were about sixty shareholders present.

Captain C. R. Moorsom, R. N., the Chairman of the Board of Directors, having taken the chair, said that the proprietors had already been furnished with a special Report of the Directors, informing them of the reasons for calling the present meeting, and with the details of a plan by which the capital required might be raised. Since then certain modifications of that plan had been suggested, with the view of giving it legal efficiency and simplifying its details; both plans were however essentially the same. Before entering upon the consideration of the question, he thought it desirable to submit to the meeting, on the part of the Directors, a Report, which would now be read, explanatory of the circumstances under which certain estimates had been made, and which it appeared had been found inadequate to the completion of the works contemplated.

Mr. Weedon (one of the Solicitors to the Company) read the Report referred to by the Chairman. In August, 1840, the Directors stated that from their calculations the sum authorised to be raised by their Act of Incorporation would be sufficient to complete their original works, with the addition of the line between Cheltenham and Gloucester; but in February, 1841, actual experience had forced upon them the conviction that this expectation could not be realised; they, however, then thought that 60,000*l.* would meet the deficiency in the funds for the completion of the stations, together with the locomotive and carriage stock. Since the February meeting a minute investigation had been entered upon, and it was now ascertained that the excess of cost over the capital authorised to be raised amounted to 172,000*l.*, to which would hereafter be added the cost of a station in Lawley-street, should that be decided upon, together with a permanent station at Gloucester, and any new works which might be required for the development of the capalities of the line. The error in the estimates had mainly arisen, nor from any great error in forming the original calculations and cost, but from the construction of different works not originally contemplated, from an increased expenditure for the purchase of land, and from sums paid for expediting the contracts, and for various other expenses which the interests of the Company required. The Directors left the question as to the mode in which the required capital should be raised in the hands of the proprietors, with the simple expression of their opinion that the traffic upon the line would be found fully sufficient to make the Birmingham and Gloucester Railway a profitable undertaking after the increased capital had been added to the amount already raised.

The Report having been read,

The Chairman said, that the simple proposition before the meeting was the adoption of the resolutions already adverted to, printed copies of which had been placed in the hands of the proprietors at the commencement of the proceedings. Explanations having been entered into by the Chairman, in reply to some observations by the Rev. Mr. Formby of Liverpool, and other proprietors,

C. Shaw, Esq., moved that the recommendation of the Directors, as read by the Chairman, be approved and adopted.

E. T. Moore, Esq., seconded the resolution.

An amendment was moved by Mr. J. Hughes, of Gloucester, but subsequently withdrawn, that the meeting be adjourned for a fortnight, in order to institute an inquiry into the expenditure, with the view of ascertaining whether or not the proposed capital should be raised.

John Homer, Esq., then proposed to substitute for the original motion an amendment to the following effect: "That the Directors be empowered to raise, in addition to the sum of 60,000*l.*, already authorised to be borrowed by loan notes, the sum of 166,250*l.*, in 9,500 portions of 17*l.* 10*s.* each, and to issue scrip for the same."

The amendment having been seconded, was put to the meeting, and negatived by a small majority.

In the course of some conversation, which took place respecting the traffic of the line,

Mr. Weedon said, that he had taken some pains to obtain correct information upon this point. Having gone through the whole of the traffic accounts since the opening of the railway, he had ascertained that the average number of passengers per week, from the beginning of August, 1840, to the 22nd of January, 1841, amounted to 3,596, producing to the Company 767*l.*; for the subsequent twelve weeks, up to April 16, it would be satisfactory to the proprietors to know that the average number of passengers had increased to 5,665, producing 1,042*l.*; and for the last three weeks of these twelve the number conveyed had been fully equal to the parliamentary estimate, and actually exceeded that estimate in one week, the number of passengers being upwards of 10,000; and this was irrespective of what had yet to be paid for the conveyance of the mails.

In reply to questions by Mr. Tait, of Tewkesbury, as to the prospects of the goods and merchandise traffic,

The Chairman saw little reason to doubt that it would go on increasing even with the existing accommodation. The experience of the London and Birmingham Company would, however, convince those proprietors who had directed their attention to the subject, that it took a much larger time to get this description of traffic on the line than any other; and even now the goods' traffic on the London Railway was only two-fifths of the amount at which it had been estimated; but he had also to add, that it was going on steadily increasing.

Some alterations having been made in the original resolution in order to meet the views of the meeting, it was submitted in its amended form, and carried unanimously; after which a vote of thanks was passed to the Chairman, and the meeting separated.

The resolutions agreed upon, (and which explain the mode in which the required capital is proposed to be raised,) appear in our advertising columns.—*Midland Counties' Herald*, May 6.

NEWCASTLE AND CARLISLE RAILWAY—SPECIAL MEETING.

A Special Meeting of this Company was held in Carlisle, on Tuesday week, to hear the provisions of the bill, now before Parliament for altering and extending the powers of the Company.

Matthew Plummer, Esq., having been called to the Chair,

Mr. Clayton read an abstract of the Act, empowering the Company to increase the capital by a sum not exceeding 200,000*l.*, by shares, and also to raise a further sum of 100,000*l.* at interest, the Act also enables the Company to increase the purchase of land for depots, &c. The provisions of the Act were approved of and the seal of the Company was affixed to the bill.

The Chairman afterwards introduced certain alterations in the table of rates, observing that they were likely to have an accession of revenue by linens from Scotland imported into Liverpool. By reducing the rates on this article they would be able to have it conveyed by way of Newcastle and Carlisle. they had also made a reduction in the charges for conveyance of slate, and for goods twice sea-borne, the rates now standing at 10*s.* per ton, instead of from 16*s.* to 17*s.* 6*d.* as formerly. In consequence of this latter reduction they would have a great many goods from the Baltic, and several places in the north of Europe. There were a good many slates brought from the counties of Cumberland and Lancashire, and the west side of Scotland, and in accordance with the suggestion of the inspector, now at Dundee, they had reduced the rates on slates, and expected from that source a considerable increase of traffic.

The list of rates, with the proposed reductions, was then agreed to, as was also a code of bye laws, with the modifications made by the Board of Trade.

The Chairman said he had much pleasure in informing the meeting that the receipts for the week just passed exceeded those of the corresponding week in last year by 202*l.*, and he hoped their revenue would continue still further to improve till the proportionate increase amounted to 1,000*l.*

The meeting then adjourned to the 29th June.—*Carlisle Journal.*

GLASGOW, PAISLEY, AND GREENOCK RAILWAY—SPECIAL MEETING.

On Wednesday (the 28th ultimo) a special general meeting of the proprietors of the railway was held in the Sheriff Court Hall, for the purpose of taking into consideration the best mode of raising, by subscription, the additional capital of 100,000*l.*, authorized by the Act obtained during the present session of Parliament, and for fixing the amount and value of the new shares to be created and issued with a view to the raising of the additional capital. Provost Falconer, of Port-Glasgow, Vice-Chairman, was in the chair. He regretted that, in the absence of their excellent Chairman, a more able substitute than himself had not been called on to preside. He believed the best and shortest way of doing their business would be to commence by reading the clauses of the Act under which the meeting was called. Mr. Turner then read the clauses in question.

The Chairman submitted the following resolutions, which were read and discussed seriatim:—

"1st. That there shall be raised a further capital of 100,000*l.* in addition to the capital of 400,000*l.* authorized to be raised by the original Act of Incorporation, and that the said additional capital of 100,000*l.* shall be raised by the issue of 8,000 half shares of 12*l.* 10*s.* each, and every proprietor in the Company holding two shares, shall have the option of taking one such half share, in respect of every two original shares of which he is this day the registered proprietor.

"2nd. That a copy of these resolutions shall forthwith be sent by post by the Secretary or Clerk of the Company to each registered proprietor, addressed to him at his last or usual known place of abode; and in the event of any proprietor, or in his absence his authorised agent, not intimating his acceptance in writing, and delivering the same at the Secretary's office in Greenock, on or before the 29th day of May next, of the number of half shares allotted to him, he shall be held to have declined the same, and all such half shares not then so taken up, shall be sold by the Directors for the benefit of the Company at large, for such prices and in such way and manner as they shall see proper.

"3d. That a deposit of 1*l.* 10*s.* shall be paid on each such half-share, on or before the 1st day of June next, and a receipt or certificate for the amount paid shall be given to each subscriber.

"4th. That such new shares shall only entitle the holders thereof to a dividend from the profits of the undertaking in proportion to the amount which shall actually have been paid thereon at the time of declaration of such dividend."

Mr. Baird expressed a fear that the issuing of half shares would lead to confusion. He thought that they should issue whole shares as before.

Mr. Tasker said, if whole shares only were issued, the smaller shareholders—all who held fewer than four shares—would be excluded from the benefit of the new stock.

The resolutions were unanimously approved of.

The Chairman then congratulated the meeting on the auspicious opening of the railway, and the prosperity which had attended it since. It was now before the public, in whose estimation it must stand or fall by its own merits. It was for them to decide whether Mr. P. M. Stewart's prediction that the railway would beat the river was to be realized. The Directors would do all in their power to promote its success; and as they were now about to be furnished with more of the sinews of war, they would not fail to go on with spirit, and provide that additional machinery which an increased traffic would demand. There was no more business before them.

Thanks were then voted to the Chairman, and the meeting broke up.—*Greenock Advertiser.*

Bristol and Exeter Railway.—The contracts for the completion of the railway to Taunton are all taken and to be completed by Midsummer, 1842. Taunton will then be within six hours of the metropolis!

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SUNDAY TRAVELLING ON RAILWAYS.

To the Proprietors and Directors of Railways in Great Britain.

GENTLEMEN,—We, the Committee of the Carlisle Association for promoting the better Observance of the Sabbath, in common with our countrymen generally, have participated in the alarm which has been occasioned by the several fatal accidents that have taken place on some of the public railways in the kingdom during the past year, and also in the shock which has thereby been given to public confidence in the safety of that mode of conveyance. We were likewise sharers in the general satisfaction that was expressed when the late Railway Conference was convened in Birmingham, consisting of practical men, the representatives of the different Railway Companies, to investigate the causes of such accidents, and consider the best means of preventing similar ones in future, hoping that the result of their deliberation would be, under Divine Providence, a greater degree of safety for railway travellers hereafter. That satisfaction has not been diminished by the Report of the said Conference that has appeared in the public prints, from which the following paragraph is transcribed:—"Those who were most conversant with the management of railways stated their conviction that by far the greater part of the accidents which had occurred were referable to the neglect and disobedience of orders on part of railway servants, and while some few casualties must be expected to occur in any mode of locomotion by such immense numbers of persons as are conveyed on railways, it must be to an improved state of discipline and moral responsibility on the part of the men employed on railways, that the exemption from accidents must be looked for. In these sentiments every one who delivered his opinion concurred." Also, "The grave responsibility of Railway Directors was admitted." Gentlemen, on the subject of "an improved state of discipline and moral responsibility on the part of the men employed on railways," to which you justly attach paramount importance, we take leave very respectfully to call your attention to the fact, that by the practice which we lament to observe is followed on most public railways, namely, of running trains on the Sabbath-day, that class of men who are confessedly the best qualified and most desirable to conduct them, cannot conscientiously engage themselves in your service.

There are many persons in the kingdom who are fully competent to act as engine-men, guards, &c., whose temperance, prudence, and sense of moral obligation, peculiarly qualify them for situations of trust and responsibility, of whose valuable services you and the public are deprived by the Sabbath desecration that we have mentioned. The truth of this statement is borne out by examples of characters of the above description that we have known, who have, solely on this ground, actually refused to be employed on railways; and others who having, on temporal considerations, so engaged themselves, now feel the necessity which is laid on them of spending the Lord's day in secular occupations, a hardship and burden to their conscience from which they would gladly be relieved—which relief they will be under the necessity of seeking in some other employment or situation that will not subject them to the evils complained of, unless you will concede it by granting them, in obedience to the Divine command, "the rest of the holy Sabbath." Moreover, gentlemen, there is so manifest an inconsistency in the inculcation of one branch of morality, when, at the same time, and by the same parties, another is habitually disregarded, that there can be no just expectation that your servants will observe those moral duties which you approve and enjoin, until both you and they pay due regard to all that God has commanded. And, although yourselves with your families, we take for granted, professedly keep the Sabbath and reverence the "Sanctuary of the Lord" (Lev. xix. 30), yet how can you expect the Divine acceptance of your worship, when so many of your fellow-redeemed creatures are by you virtually interdicted those sacred privileges? On this subject we recommend for your serious perusal the fifty-eighth chapter of the prophecy of Isaiah, where the inconsistent conduct of the professors of religion is assigned as the reason for the rejection of their prayers by the Almighty. True religion is the only proper basis of sound morality, as well as the defence and guard by which it is maintained; but the occupations connected with railway travelling are incompatible with the proper observance of the Sabbath, inasmuch as the desecration of that day is incompatible with religion, therefore to speak of a religious and moral Sabbath-breaker is a contradiction; consequently the stopping of your trains on that day is indispensable, in order to obtain men to conduct them on other days in whom the Directors and the public can place entire confidence.

In reasoning thus, we do not overlook, nor wish in the least degree to disparage mechanical skill and practical knowledge as means to the desired end, yet we maintain that even these, valuable as they are in themselves, and in their proper application, in the absence of that moral qualification by yourselves deemed of essential importance, cannot be depended upon alone, but let them be combined in the same persons with religious principle and moral character, and the happiest results may be justly expected.

There is yet another view of the subject to which we will advert, and that is in reference to your admitted "grave responsibility in regard to the public," by which we understand you to allude especially to those who travel by railways, whose lives are, as it were, put into your hands; and truly, when the immense importance of human life is considered, both as it respects the individuals themselves, and the families of which they are members, grave, indeed, is the responsibility of those to whose charge is committed the lives of such vast numbers of persons as now travel by railways. But in addition to this, we beg your serious attention to the still graver responsibility which, in our judgment, attaches to you in reference to the thousands of men employed in connection with railways throughout the kingdom, as engine-men, stokers, and guards, clerks, porters, and police, also coach and omnibus drivers, &c., who, by the running of trains on the Sabbath, are necessarily deprived of its sacred privileges; in all probability also the greater number of those men have families, for whose religious training they are responsible to God, and for which, among other important ends, the Sabbath was given to man. See ye not, gentlemen, how, by running your trains on the Sabbath, you contravene the will and gracious purpose of God! debar your servants and their families from the great moral advantages and benefits of the most benevolent of Divine institutions, and by familiarising the minds of both parents and children with the desecration of that day, expose them, with scarcely a check, to the demoralising tendencies of our depraved nature, and the influences of an evil world, from which the most awful consequences are to be apprehended. Perhaps it will be said that many of them would neglect and profane the Sabbath though they were not engaged on railways. To which we reply, then the responsibility would be on themselves and not on you. But we are persuaded it would be far otherwise with many, and all would have the opportunity, at least, of keeping that day as God has commanded. Thus the powerful influence of public example, instead of being against religion and morality, as now, would be enlisted on their side, and exerted in their favour.

In conclusion we submit the following alternatives to your consideration: Discontinue to run your trains on the Lord's-day, and, by so doing, open your service to a class of men most to be depended on. Evince a due regard for the safety of your fellow subjects, Give opportunity to all your servants and their families to enjoy the great privileges of that day, thereby promoting the best interests both in time and eternity, and secure for yourselves the promised blessing of him who has said, "Them that honour me I will honour;" or continue to run them on this day, and by so doing exclude from your employ the most suitable and trustworthy men—expose the lives of your passengers to constant peril—deprive your servants of the means of religious instruction and comfort, thereby promoting their demoralisation and ruin, and yourselves be amenable for these things to the righteous judge of all men.

Signed, in behalf of the Committee,
J. FAWCET, Chairman.

Carlisle, March 30, 1841.

NOTICE OF A NEW SIGNAL-LIGHT FOR RAILWAYS.*

BY ALAN STEVENSON, LL.B. CIVIL ENGINEER, EDINBURGH.

(From the *Edinburgh New Philosophical Journal* for April.)

THE numerous accidents attended with fatal consequences which have lately occurred on railways have excited much alarm in the public mind, and the prevention of these casualties is unquestionably a matter of great importance. The object of this communication is, to point out one source of danger to which several of the late accidents may be attributed, and to suggest the means of its removal; and from the personal interest which all must have in the improvement of railway travelling, both as regards its speed and, what is of much greater importance, its safety, I venture to hope that the following observations, although limited to one part of the subject, will not be found to have been unsuitably addressed to a society whose province it is to improve the useful arts.

One of the most imperfect parts of the railway system is undoubtedly the uncertainty of the night signals, and to this it is well known many of the most fatal of the accidents which have occurred must be traced. The great object of these signal-lights is, to announce that the train has reached a certain point of its course, and to forewarn the engineman of his approach to a station, or the junction of a branch railway, so that the speed of the engine may be checked in proper time to prevent collision. The lights used for this purpose are generally exhibited at the place the approach to which they are intended to announce; but the distance at which light projected horizontally may be seen by a person approaching in the line of its transmission is very variable according to the state of the atmosphere, which in our climate is subject to great and sudden changes, in regard to clearness and fog. These variations in the visibility of lights of extensive range are by no means confined within narrow limits, as experience too amply demonstrates in the case of lighthouses, whose range has been known to vary with the state of the atmosphere, from sixty miles down to two or three miles; and this evil is unhappily one of those which, in the present state of chemical and optical science must, we fear, be pronounced irremediable. This defect, great as it is in regard to lighthouses, is, in the case of railways, materially aggravated by the excessive velocity of railway-travelling. Any variation in the distance at which a signal-light is first seen, must lead to great misconceptions as to the time of reaching a station, and all such misconceptions are fraught with the worst consequences, owing to the numerous sources of danger from the crossings of branch lines, the meeting of carriages on the rails, or the occurrence of other accidents, which may render a railway impassable. It is therefore obviously indispensable to safety that the signal-lights should be so constructed, that in all states of the weather they shall be constantly visible at the same point, and that this point shall be sufficiently distant from the station, the approach to which the signal is intended to announce, so as to allow ample time for checking the engine's speed before coming up to it; and upon no other grounds can the confidence of the public as to their security be reasonably based.

In the month of December last, it occurred to me in the course of conversation with my friend Mr. Errington, civil engineer, that although the variation in the visibility of lights of distant range must,

*Read before the Society of Arts for Scotland, 22nd February, 1841.

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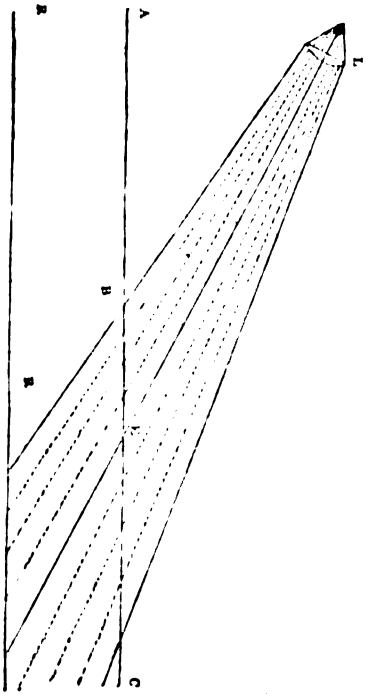
according to our present knowledge, be regarded as an evil without remedy, it might still be possible, by means of some arrangement of the lights, to render signals for railways constantly visible at the same point during every state of the atmosphere. For this purpose, all that seems to be necessary is, to limit the range of the lights, and at the same time to increase their intensity in such a manner that the combination of a short range with great power may not merely render them capable of penetrating any fog, however dense, but of producing, at a certain point, an effect so brilliant and striking as forcibly to arrest the engineman's attention. After considering the matter in various points of view, I came to the conclusion that the object could be best attained by placing the light considerably in advance of the station, the approach to which it is intended to announce, and by giving the beam such an inclination to the horizon, that its greatest power may fall upon the engineman's face, at so short a distance from the light itself, that it could not fail to be always visible at that point, even in the thickest fog.

According to the present practice, a comparatively feeble light is exhibited, at the station whose position it is intended to point out, and this light, which is permitted to pierce the gloom until its power is greatly diluted by the united effects of its own divergence, and the length of its passage through a foggy medium, must necessarily be subject to constant variation of visibility with every change of the atmosphere. The change which I have to suggest, is to place a light of great power about a mile in advance of the station, and at the same time to limit its range by the depression of the resultant beam within such a distance as to ensure its being visible at all times.

The arrangement I would propose for the attainment of this object is remarkably simple, and consists in placing one of Fresnel's annular lenses, illuminated by a gas or oil burner, as may be most convenient, in a small chamber, glazed in front, and supported on a stage of carpentry of sufficient size to span the rails, and permit the train to pass under it; but the purpose might perhaps be equally well served by placing the stage at the side of the railway, and inclining the beam obliquely to the line. In order to limit the range of the lens to a short distance, and thereby to ensure the light being visible in all states of the weather at the same point, I would incline the instrument, so that the length of the trajectory from the lens to the observer's eye should not exceed about 700 feet, which falls far short of the distance at which the light of the lens would be obscured even in the thickest fog. I may remark that the inclination of the lens is too small to require any correction in the position of the flame; but this could be easily accomplished if necessary, more especially when gas is employed. In curved lines of railway the same effect might in certain cases be produced by placing the lens on a level with the observer's eye, and directing the refracted beam so as to cut the railway obliquely. In this case the limitation of range would be produced without the necessity of inclining the lens; but the principle of rendering the signal at all times effective, by combining a short range and a powerful light, is the same in both arrangements.

The advantage of this arrangement I conceive to be great, for not only would the light be at all times visible to the engineman on his arrival at the same point, which, as already mentioned, is really the great object of signal lights; but it is obvious that his attention would be most effectually awakened by the contrast of suddenly passing from darkness to receive the full effect of a powerful light viewed from a short distance. One other advantage of the proposed signal-light, I must observe, lies in its being peculiarly susceptible of any modification of colour, whether of a temporary or permanent kind, which the numerous and growing wants of an extended railway-system may require. The alphabet of nocturnal telegraphy, wherever a distant range is required, is unhappily extremely scanty; for the practice of all Europe seems to have shown, that so far as colour is concerned, *red* and *white* are its *alpha* and *omega*: green and blue have been frequently tried; but cautious inquirers have all agreed in pronouncing them so equivocal when viewed from a distance, that they have been almost universally abandoned. These colours, however, and even much less marked varieties, although useless as distinctions for lights of distant range, are perfectly effective when viewed from short distances, as the brilliant display of an apothecary's window sufficiently proves.

I shall now add a very few words regarding what appears to me to be the chief arrangements which may in practice be found necessary for signal-lights on these principles; but I would not be understood as attempting to fix anything permanently, for I am well aware that various modifications may be suggested by experiment, which I do not at present foresee in their full extent; in particular, it seems probable that the range of visibility which I have adopted in the following view of the details falls short of what will be found quite sufficient in practice even during the thickest fogs, when a light so powerful as that which may be derived from Fresnel's lens is brought into play; and should this expectation be realized, the duration of the effect of the light, which depends on the range, might be increased beyond what I have ventured to state.



Referring to the above sketch, I would propose that the lens at L should be elevated 24 feet above the rails R R, or about 15 feet above the level of the engineman's eyes; and that the point where the centre of the beam would intersect the horizon, A C, of his vision at E, should be about 700 feet from the lens. The impulse of the light would be most advantageously received at some point as near the lens as is consistent with a full effect from a flame placed in its principal focus. A more remote observer would receive the rays diluted by distance; while a nearer approach of the eye to the lens would render it necessary to adopt an ex-focal arrangement, so as to cause convergence of the rays. By the latter arrangement their divergence would be decreased, and the space covered by the light would be lessened not only in proportion to the decrease of divergence, but also to that of the cosine of the beam's inclination to the horizon. Both these circumstances would therefore combine to curtail the duration of the impression on the eye.

It may naturally be expected that I should say something regarding the duration of the impulse of the light on the eye; and upon this topic I shall, in absence of actual experiment, content myself with stating briefly the result of my calculations. If we suppose that an effective divergence of only 2° were to be obtained (and this is just one-third of what is obtained from Fresnel's lens with the great lamp), I find that the light would spread itself along the horizon of the observer's eye between B and C to the distance of about 1000 yards, which, at the speed of 40 miles an hour, would be passed over in about 50 seconds, but at the ordinary railway speed of 25 miles an hour, about 80 seconds, or 1¼ minute, would be required. Such a flash of light falling upon the polished parts of the engine, and upon the observer's face, would undoubtedly act as a most effective signal. If, however, it should be thought advisable to increase the duration of the impression by spreading it over a greater length of the line, this effect could be easily produced by a slight alteration of the inclination of the lens, so as to cause the line of railway to cut the refracted beam more obliquely; but I by no means expect that any such modification would be found necessary in practice. The nearness of the eye to the lens, and the brilliancy of the flash, would, I am inclined to think, more than compensate for the shortness of the impression.

I must add a few words regarding the expense of these signals, which would be made up of the cost of erecting the scaffold of carpentry, the price of the lens, and the maintenance of the light. The price of the stage I shall pass over as a matter which may vary according to the circumstances of the situation and the taste of individuals; but the cost of the great annular lens does not exceed 10*l.*; and if a smaller-sized lens, which I think would be found quite sufficient for the purpose, were employed, the expense would not be more than 10*l.* The annual maintenance would consist of little more than the supply of a gas or an oil burner. The consideration of the expense, therefore, of maintaining such a system of signals at the necessary intervals on railways, is not for a moment to be set against the most remote risk of the least of all the numerous accidents, the records of which fill the public prints.

Edinburgh, 29th January, 1841.

RAILWAY CHASE EXTRAORDINARY.—On Thursday last, a person named George Comley (having with him his wife and six children) took places for himself and family by the 11 o'clock railway train from Gloucester to Birmingham. Soon after the train had started, Mr. W. Gillman, of North Nibley, arrived at the station-house, in the hope of intercepting Mr. Comley, who, he stated, had executed a forgery upon him to the amount of 40*l.*, and had also committed other fraudulent delinquencies, and was then *en route* for Liverpool, where it was understood he had engaged a passage for America. After a short consultation with Mr. Walker, police superintendent, on the best steps to be adopted, a pursuit was resolved upon, and for a payment of 10*l.* an engine was immediately got ready, with which Mr. Gillman and Mr. Walker started, at high pressure speed, in the hope of overtaking the train, which by that time had had the advantage of about twenty minutes' start. After a fine chace, they succeeded in getting sight of the train at Ashchurch, and followed close in its wake to the Spetchley station, where, much to the surprise and consternation of the fugitive, his pursuers came up with him, and sadly deranged the plans he had so cleverly laid for his escape. The remainder of his journey to Birmingham was performed in the Company of Mr. Gillman, who on arriving in that town, gave him into the custody of the police on the charge of forgery. On Mr. Walker's return to the Gloucester station, he found that the prisoner's landlord had a little too late sent a distress, in the hope of laying an embargo on his runaway tenant's luggage. It would appear that he had been carrying on the business of a clothier at North Nibley, till he suddenly decamped as above stated. Yesterday afternoon he was brought to this city in the custody of Mr. Stephens, superintendent of the Birmingham police force, and will this day be conveyed before the magistrates of the district where the offences are alleged to have been committed. His wife accompanies him back to Nibley, but his large and unfortunate family are left behind at Birmingham.

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VARIATIONS IN RAILWAY ACTS.

[From the *Railroad Monthly Journal.*]

It is amusing enough to see how the public clauses of Railway Acts have been handled, some Bills being overburthened with the most stringent regulations, from which others are entirely exempt. Let any one look at the Appendix to the Second Report on Railways, where the Acts of 26 lines are compared, and they will become speedily sensible of this extreme want of generalisation; it exhibits some of the loosest legislation we know of. For example, the Liverpool and Manchester and several other Companies were bound to subscribe the whole of their capital before the powers of the Act were put in force, and a Justice of the Peace was to certify that this had been done, while in the Manchester and Oldham and several other lines no such security is required. The Grand Junction and Northern and Eastern were to do this before they commenced work, the Southampton and the Eastern Counties' before the compulsory clauses of the Act were put in force.

The Limerick and Carrick, and the Johnstone and Ardrossan Acts do not even define what the capital is to be expended on, while the rest all do. Some have power to raise money on loans and mortgages, others not. Some by assignment of property, others by annuities. In some the interest is to be paid before dividends, in others not. Some may borrow of the Exchequer Loan Commissioners, other not. It all seems a matter of chance. In some the holders of mortgages may demand payment after a certain time and six months' notice, in others not. In some the Directors may pay off debt after six months' notice, in others not. Some may create shares to pay off debts, others not. In some the calls must be paid up before selling the shares, in others not. In some the calls must not exceed 20*l.* per share, in others 10*l.*, in others 5*l.*, others 3*l.* Some must have an interval of three months between the calls, others two, others one. In some the calls in one year are not to exceed 20*l.*, in others 100*l.* All is perfect chaos.

In some a neglect to pay calls is fined, in others not. In some continued neglect entails forfeiture, in others it also entails an action for the debt. In four cases the Company are allowed to traffic in the shares. In one case the forfeited shares are only to be sold in a sufficient number to pay the required calls; in all the other cases the whole are sold, and the surplus paid to the late holder. In some cases, the dividends are to be declared at yearly meetings, or special ones, in others at half-yearly ones; and in the Eastern Counties', when and where the Directors like. The Liverpool and Manchester alone are bound to certify the amount to the Clerk of the Peace; they alone are bound to lower their tonnage 5 per cent.; for each 1*l.* above 10 per cent. they may divide, and to set 10 per cent. aside for contingencies. The Limerick and Carrick alone are allowed to set aside one-eighth of the profit as a fund for contingencies; the Southampton alone are to reserve 10 per cent., and the Glasgow and Garnkirk alone are bound to lessen their charges when their dividend becomes 10 per cent. What is the sense or meaning of these disgraceful restrictions?

The Liverpool and Manchester alone are obliged to keep dividends on carrying separate from those on tolls, they alone were made to pay 5 per cent. on all the subscribed capital, as interest. The Greenwich were allowed to pay 3 per cent. on all above 10*l.* subscribed. The Southampton, Great Western, North of England, and Manchester and Leeds, were allowed to pay 4, then 5 per cent., on all sums paid in advance.

The Liverpool and Manchester, and a few others, may call for and examine the accounts at the general meetings. The rest have not this power; and the Edinburgh and Dalkeith alone have the power of auditing them as well as calling for them. In some the accounts are to be made up yearly, in others half yearly. In some the books are open to inspection, in others not; and in the Edinburgh and Dalkeith only holders of 10 shares are to lift their profane eyes on the books. In the Liverpool and Manchester each holder has a vote for each share up to 20, then another for each four shares above 20; in the Manchester and Oldham, and others, every share has a vote; in the Heckbridge, each share up to 15 only: in the Ballochney, every four shares; in the Edinburgh and Dalkeith, 1 to 5 shares has one vote, 5 to 10 two, 10 to 20 three, and 20 or more four votes, and those holding office have none; in the Dundee, 10 shares have a vote each, and one more for each of the next 5—total 20 votes; in the Garnkirk one vote for each 2 shares; in the Limerick, one for each 5 up to 60 votes; in the Clarence one for each up to 20, in the Grand Junction one for each up to 20; then one for each 4; in the Birmingham one for each up to 20, then one for each 5; in the Southampton 10 to 25 shares has one vote, 25 to 50 two, 50 to 100 three, 100 to 150 four, 150 to 200 five, and above 200 six; in the Croydon 5 to 10 have one, and another for each 5 more up to ten votes. What floundering sea of absurdity all this reckless legislation presents.

In the Liverpool and Manchester alone is a clause, inflicting a 50*l.* fine on fraudulent transfers; all the others may cheat how they like. In the Johnstone alone votes are not allowed by proxy. In some those in arrear are not allowed to vote; in others they are. In some mortgagees and creditors are not to vote; in others they are. In some no person is liable for more than his stock; in others this clause in omitted entirely: while in the Croydon this is confined to the *new* shares only. In two railways parsons may hold shares; in the others their right is not recognised. The notice for holding meetings varies from seven days to fourteen; and no time is fixed in several cases.

Twenty-five persons holding 200 shares make a meeting in the Liverpool and Manchester; 100 shares in the Manchester and Oldham, a majority of shares in the Heckbridge; 30 shares in the Dean Forest; 300 in the Ballochney; 200 in the Dalkeith; 25 in the Hereford; no number stated in the Johnstone; 25 persons, and 200 votes, in the Grand Junction; 40, and 2,000 shares, in the London and Birmingham, Great Western, and North of England; 20, and 1,000 in the Greenwich; 15, and 500, in the Southampton; 10, and 500, in the Croydon; 30, and 2,000 in the Dover; 30, and 1,000, in the North Eastern; 50, and 5,000, in the Eastern Counties'; 30, and 1,000 in the Manchester and Leeds, and Brighton; and 32, and 300, in the Blackwall. Here is a mass of absurdity, in which all principles are utterly confounded!

The chairman, or deputy chairman, is to preside in several acts; in others no one is appointed; and in two, one of the proprietors is to be the man. The number of proprietors, who are necessary to call a special meeting, runs riot through all proportions, from 3, holding 20 shares in the Heckbridge; 5, holding 2 each in the Garnkirk; or 1, holding 5 shares in the Clarence, up to 50 holding 2,000 in the London and Birmingham, and 100 holding 4,000 in the Great Western, and 50 holding 5,000 in the Eastern Counties'. The requisite time for notice of their meetings varies from 10 days to 21. In the case of adjourned meetings, about half are restricted to the matter left unfinished; the rest are not. In some the place of meeting is fixed; in others not. There is nothing like the shadow of any plan at all in the whole business of this legislation.

The qualification for a Director is simply 5 shares in several cases, in others 4; and even 2; while some are to have 10. This is the Birmingham number: but we are told they leave the Act of Parliament in the lurch, and themselves fix the number at 30; 20 is the Greenwich number, and 50 the Croydon. The disqualifications are holding office, being concerned in contracts, and becoming a dealer in articles required or manufactured by the Company. This is the case on the Greenwich, Clarence, and the Edinburgh and Dalkeith, and goes too far. It is also that of the Manchester and Oldham; except coals, a black diamond merchant may be a Director: in five cases there is no dis-qualification given. The number of Directors varies through all shades, from 3 in the Johnstone to 24 in the London and Birmingham; and the go out in various proportions—in some cases by lot, in others by rotation, and in several instances they must go out annually, but are re-eligible, except on the Grand Junction, when six months must intervene. The vacancies are filled in some cases by the Directors; in others by the general meeting; in others by the first mode, till the meeting arrives.

The quorum varies through all figures, from 2 in the Johnstone—which is $\frac{2}{3}$rds to 3 in the Manchester and Oldham, which is $\frac{1}{4}$th; 7 in the Grand Junction, and the Liverpool and Manchester, which is about $\frac{1}{2}$; 3 in the Clarence, or $\frac{1}{4}$th; 6 in the Birmingham, or $\frac{1}{4}$, but practically $\frac{1}{3}$; and 8 in the Great Western, or $\frac{1}{3}$. In some cases the Directors' minutes are legal evidence; in others not. In some the Directors are responsible to and removeable by general meetings; in others not: and in one case only (the London and Birmingham) they are not personally answerable for acts legally done as Directors.

The by-laws are generally to be printed, published, and painted on boards; in one case this latter mode is expressly omitted, and in several the whole only applies to those of a public nature. These by-laws ought entirely to be abolished, and a printed set of rules given to each passenger. How would the business of a railway be conducted, if every passenger had to read these lengthy boards before he paid his fare? Yet it is clear he ought to do so. In the various acts these by-laws are in some cases binding, when not contrary to the law of England, in others the law of Scotland is substituted for that of England; which may therefore be violated at pleasure. In one case only they are binding, when not contrary to the laws of the United Kingdom.

The Treasurer and Clerk are appointed mostly by the general meetings, sometimes by the Directors; and vacancies follow the same rule. The officers are in some cases bound to account to the Company, in others to the Directors. The penalty for refusing the inspection of accounts varies from 5*l.* to 20*l.* In one instance alone (the London and Birmingham) no practising solicitor can be an officer of the Company. The quantity of land, which can be taken from incapacitated persons, varies from 5 acres up to 60. The quantity of land allowed for stations, varies from 2 acres up to 60. The breadth of the railway is sometimes restricted to 15 yards, in others extended to 30. The power to enter on land is generally one month after agreement on tender of purchase money; in one instance two months, in another three months, in another ten days, in another in no time at all—but simply on tender of the purchase money. Was there ever such wretched legislation as this—the plainest and simplest things treated in this utterly discordant way? This is the collective wisdom of the nation—the united effects of the great English constitution—the grand balance of King, Lords, and Commons. Here is their work!

In two cases only is it enacted that houses undermined must be purchased if required; in all the rest they may let them down as fast as they please. When land is separated, about half the Acts require the Companies to purchase all less than an acre; in the other portion it is all less than half an acre. In some cases the mines under the land are not to be claimed by the Companies; in others they may. In mortgages they are to be conveyed, in some cases, simply on the tender of principal and interest; in others, three months more interest is to be given; in others, six months. Leases are in some cases to be produced, in others not. Tenants at will are in some cases to have six months' notice, in others only two. Unexpired terms are in some cases to be paid for, in others not. The Company are in some cases to pay the expenses of the purchase, titles, and conveyance; in others not. Mines under the railway are in one instance only secured to the proprietors of the land: the surplus lands may be sold to any person in one instance; to the adjoining owners in others; and under no rule in others. All is confusion and absurdity from end to end.

The deficiency of the land tax is to be made up by some Companies, and not by others. In aban-

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doned lines, the land is in most cases to revert to the adjoining owners; but not in several instances. Costs are to be taxed in some Companies, in others not. Some Companies can purchase land on cheap rents and rent charges, others not. In some the form of conveyance is given, in others not. No persons are to be compelled to sell part of their houses, if willing to sell the whole, in some Acts; by others they may. Only four or five Companies are bound to make good the deficiency in poor-rates, and the recovery of rates is in some cases by action at law, in others by order of two justices. Some Companies have the power to appeal against a rate, others not. Some may compound for tithes, others not. One Company alone (the Manchester and Leeds) is forbid to build a beer shop. There is no end to the insane folly of this desperate legislation.

The Liverpool and Manchester alone are to be handed over to two justices if they disturb any pipes—what these pipes are is not shown. Notices of injury are to be given within all times from six months to two. In jury cases the costs are to be paid by the Company if the verdict is more than the sum claimed; and if not, then half by the Company and half by the other party. Temporary damages are in some Acts referred to juries, in others to two justices. And money is to be recovered in some Companies by distress on their goods, in others by distress on their Treasurer's goods—in some Acts five days after demand, in others one month. The North of England alone are bound to make compensation for injury to mines. The Greenwich alone are bound not to deviate more than 50 yards from their plan.

The time for completing the works varies from ten years to five. Three railways alone are bound to a certain width between the rails. Sidings on one railway were to be three in a mile (since repealed); in another, at convenient distances; in another, two in a mile: all the rest are left to act as they please. The Greenwich alone are bound to make approaches at their own expense. The Birmingham alone have power to enter adjoining lands for temporary purposes. The North of England alone is bound to settle disputes relative to level crossing, by two enquirers and an umpire. Three railways are bound not to run locomotives, without the consent of the landowners!!!

Damages (p. 196), if under 20*l.*, may on some lines be settled by two justices; in others only under 5*l.* On some railways two justices must appoint constables, in others one; and on the Garnkirk alone they also fix their salary. On the Birmingham alone one justice may appoint who he likes, and also dismiss him. The Blackwall alone are bound to adopt additional security against fire. About half the Companies are bound to erect gates at level crossings, the others not. The same is the case as to the width, &c., of bridges. About half are not fettered at all; others must make them 15 feet wide and 16 high; the Greenwich 18 feet high, and, together with the Blackwall, to go the whole width of the road; the Croydon 20 feet high; the Brighton 25 feet wide and 18 high. The approaches to those over the railway are to rise 1 foot in 13 on the Liverpool and Manchester; 1 in 30 on the Edinburgh and Dalkeith, and others. Three railways alone are bound to repair bridges. The Croydon alone is bound to reinstate turnpike roads, if the line is abandoned, and also to maintain drainage of roads. The London and Birmingham alone are forbid to make tunnel shafts in highways; nor to turn their tunnels into open cuttings, without the consent of the land-owners. The Blackwall and Southampton alone have leave to stop up useless roads.

In the tonnage dues we might have expected, perhaps, at least, that our legislators would have come a little near uniformity; but, alas, *ab uno disce omnes!* limestone varies from 1d. to 3d. per ton per mile, or just 200 per cent. Coal from ¼d. to 4d., or 800 per cent. Manufactured goods from 2d. to 6d., or 300 per cent. The toll for inclined planes from 3d. to 1s., or 400 per cent. Passengers from 2d. to 4d., or 200 per cent. Cattle from 1½d. to 6d., or 400 per cent. Sheep, &c., from ½d. per mile to 3d., or 1,100 per cent. The carriage of passengers from 3½d. per mile to 6d.; and two conveyances are not limited at all.

Three railways are not allowed to measure their lines, and set up stones at every quarter of a mile; all the rest have to do it. Some Companies may vary their tolls when they like; others only every three years. In one it requires ¾ of the shareholders to enable them to vary; in others only the usual majority. Two Companies may reduce their rates, either partially or generally. Some may refuse to carry dangerous articles; others not. In recovering tolls the goods may be sold if not redeemed, at times varying from 3 to 21 days. Some Companies cannot lease their tolls for longer than three years; others can for 31 years. Some can compound; others cannot. Some cannot bring coals into London without paying the city exactions; others can. One alone (the Northern and Eastern) is allowed 1,000 tons for use, free of city dues; all the others only 500.

The tolls on private carriages are on some lines 4d. per mile; on others 4d. per ton per mile; on others 6d. per mile. Some Companies may fix the price of parcels under 500lb.; others only those under 100. The Blackwall locomotives, if they use any, are alone subjected to be inspected by a person from the Woods and Forests Office. One Company alone has power to use locomotives on other lines. Some can contract for power on other railways; others cannot. Two Companies alone have the power of finding the owners of goods, if they do not remove them. Some Companies have power of re-entry, if rents are unpaid four days; others not till ten days. All is utter confusion and chaos.

The serving legal notices must in some Companies be on two Directors; in others only one; in others on any shareholder or agent. The limitation of actions is from three to six months in different Acts: in one Company it requires three Directors to grant a release; in others the Secretary can do it: in some cases oaths are required; in others declarations are substituted. One Company alone is saddled with double costs if they lose an action. A clerk refusing to allow the book of proprietors to be inspected, is fined 5*l.* on some lines, and 2*l.* on others; and refusing the creditors to inspect the books, 5*l.* on some lines, and 20*l.* on others. On one line alone is a Director fined 50*l.* for holding office, or being concerned in contracts. This ought to have been the London and Birmingham, but it is the Southampton.

Leaving waggons on the railway, 10s. in some Acts, 5*l.* in others: not observing the regulations, 1*l.* on some lines, 10*l.* on others. Throwing rubbish on the rails, 1*l.* on some, and 20*l.* on others; and on one alone two years' imprisonment. Leaving carriages on the railway, 2*l.* per hour on some lines; 20*l.* an hour on others. Drunkenness, nothing on several lines; 5s. and 10s. on some; 5*l.* on others. Leaving gates open, 1*l.* on some lines; 5*l.* on others. Turning cattle on the line, 2*l.* in some Acts; 10*l.* in others: in some nothing at all. Destroying the works, 2*l.* besides the damage in one case; 10*l.* and the damage in others; simple larceny in some; felony and seven years' transportation in others, and felony with fourteen years' transportation, in one; we thought the judge apportioned the term of transportation, and all other punishments. Two railways alone are fined 5*l.* if they neglect to appoint gate-keepers. Witnesses refusing to attend, forfeit nothing in some cases, 5*l.* in others, and 10*l.* in others; and in one the fine goes to the jury. Evasion of toll, 10s. by some; 5*l.* by others. Riding or driving horses, on some lines 1*l.*; on others 10*l.*; on others nothing. Smoking tobacco, 2*l.* on some lines; 10*l.* on others.

We trust we have now established pretty well our position, and shown up about as abominable a system of legislation as could well be desired: and be it observed, that the Parliamentary Report from which we have culled this handsome collection of contrarieties, only embraces 26 Acts; if it had gone into the whole, there is no doubt that more absurdities would have been discovered. The evil is, however, arrived at a great head, and ought to be amended. Sometimes the fault has been that of the Companies asking for divers nonsensical powers; in other cases it has arisen from a Member of Parliament, of local knowledge, gripping to some particular Companies any some out of the way point. This has often been done when a second or third application has been made to Parliament—the holes in the coat having, perhaps, been discovered since the passing of the first Bill, and then Companies are thus unmercifully pinned down in committee.

ROAD *v.* RAIL.

[From the *John Bull*, anti-Railway Journal.]

We see with great pleasure that a new stage-coach, called the *Rival*, has been started to go the whole way to Cheltenham by the "old English road." A correspondent from that

"Sweet retreat of health and peace,"

has sent us the following "recollections," which come forcibly to mind on seeing a regular Drag *redivivus*.

THE OLD ENGLISH COACHMAN.

AIR—*The Old English Gentleman.*

I'll sing you a song of a fine old man, who drove a coach and four,
The pride he was of Cheltenham town, in by-gone days of yore;
With whip in hand he drove so well, he pleas'd both rich and poor,
And as he pass'd thro' ev'ry town, he'd leave you at your door,
Like a fine old English coachman, one of the olden time.

His coach so handsome, well-built, safe—the very best turn out,
The harness bright, well-made and strong, the horses swift yet stout,
You sat at ease and were well pleas'd, could safely look about,
And ran so smooth you scarcely knew, the time when you set out,
With this fine old English coachman, one of the olden time.

Now sounds the bugle's cheerful notes, the morning's fresh and fair,
The birds are singing sweet and loud, the lark's high pois'd in air;
The lambkins skip, the prospect's fine—can ought with this compare,
So happily we journey on, devoid of every care,
With our fine old English coachman, one of the olden time.

The road is good, we spin along, ten miles to ev'ry hour,
And pity those constrain'd to go by steam's propelling power;
Who sometimes are in *ditch* below—in *tunnel dark* next hour,
While we breathe free and daylight see, nor mind a passing shower,
With our fine old English coachman, one of the olden time.

Hark! hark! what dismal sounds are those, which distant now we hear,
What means that loud, that piercing cry, which falls upon the ear;
Some *train's* blown up or overset—some dire mishap, I fear,
Yet we have "hands and hearts" to help—quick! let us hasten there,
With our good old English coachman, one of the olden time.

But good old times will come again, railroads may have their day,
Fashion's fickle—lasts not long—to *comfort* must give way,
Our coaches yet will *Rival* them, and once more bear the sway;
For who will trust to *steam and smoke*, when travel safe they may,
With our fine old English coachman, all of the olden time.

AN OLD STAGER.

Cheltenham, April, 1841.

GREAT WESTERN RAILWAY.—The line through this parish [Wootton Bassett] progresses very fast towards completion, and will in a week or two be fit for traffic. The station house near the train is also in rapid progress, which will be of the utmost importance to factors and butter dealers, affording facility for the transmission of themselves and goods to and from the weekly market, and is within five minutes' walk of the market house. It is expected that Mr. Bedborough will discharge, from his contract alone, on Saturday next, 300 labourers. —*Wiltshire Independent.*

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RAILWAY SHARE LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Rail'd.	Miles opened	No. of Shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
46½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6800	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	37½	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62	Cheltenham and Gt. Western	..	32½	..	..	..	..	..
36	36	3000	100	100½	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100½	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100½	Durham Junction	..	..	..	..	..	..	..
....	....	7500	20	3	Durham South West. Junc.	..	..	..	..	..	..	..
16	16	2010	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	..	..	..	..	9	19
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	..	..	..	..
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	17
46	....	18000	50	40	Edinburgh and Glasgow	..	38	..	..	..	..	37½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	20½
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	207
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	....	10000	100	80	Great North of England	..	..	..	75	..	..	..
118	92	25000	100	65	Great Western	95	94½	94	93½	93½	93½	..
—	—	25000	50	50	Ditto (*New Shares*)	65½	64½	64½	64	..	..	..
—	—	37500	20	4	Ditto (*Fifths*)	11½	..	11½	11½	..	..	11½
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	32½
....	....	5000	37½	20½	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	24½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5300	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	48½
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	162	..	160½	..	160	160	..
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	23½	..	..	..	..
—	—	31250	32	32	Ditto (*Thirds*)	..	..	53½	53½	54	54	..
—	—	.....	32	2	Ditto (*New Shares*)	..	..	25	..	24½	24½	..
4	3½	24000	25	25	London and Blackwall	..	..	19	..	..	..	..
46	54	36000	50	50	London and Brighton	47⅞	47½	47½	47⅞	47½	47½	..
10½	10½	33000	avr.	13½	London and Croydon	..	14⅛	14	..	14	14	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length Rail'd.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	.....	20	Ditto (*New Shares*)	..	..	..	..	17½	17½	..
—	—	.....	.....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
76	76	36000	avr.	38½	London and South-Western	58	..	58	..	58	58	..
—	—	42000	5	1½	Ditto (*Tenths*)	..	..	..	2½	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	57	56½	..	54	54	..
—	—	13000	50	25	Ditto (*New Shares*)	..	23	..	..	..	..	..
10	10	6201	100	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5½	30000	70	40	Manchester and Birmingham	..	..	25½	..	..	..	..
40	....	7000	100	45	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	89	..	..	..	89
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2500	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72	72	15000	100	100	North Midland	..	..	..	75	..	..	..
—	—	15000	50	40	Ditto (*New*)	..	..	..	35½	..	..	..
30	19½	7200	100	40	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	..
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
.....	.....	3000	50	2½	South Durham	..	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	18	..	17	..	..	..
21½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	73*	..	..	..	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

* Ex. New.

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to May 5th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38	38
1960	25	25	Glasgow and Garnkirk	34	34
16000	25	25	Glasgow and Greenock	29½	29½
12500	50	40	Glasgow and Ayr	37½	37½
1940	25	25	Monkland and Kirkintilloch	..	58
..	..	50	Wishaw and Coltness	85	85
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	29	29

RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No. to Notes at foot.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Index No. to Notes at foot.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birmingham & Derby Junction	1	48½	38½	May 1	..	£697 11 4	£387 3 0	£1,084 14 4	1
1,266,666 0 0	1,013,723 0 0	....	Birmingham and Gloucester	2	51	51	April 30	6,457	1,166 3 6	192 14 1	1,358 17 7	2
370,000 0 0	333,287 15 6	....	Dublin and Kingstown	3	6	6	April 19	31,814	....	....	893 6 10	3
140,000 0 0	134,033 18 1	4 0 0	†Dundee and Arbroath	4	16½	16½	May 5	4,108½	167 11 2	83 14 1½	251 5 3½	4
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	126	17½	May 2	14,611	....	....	763 15 4	5
833,000 0 0	699,544 18 4	2 8 0	*†Glasgow, Paisley, and Ayr	6	51	40	May 1	16,648	1,157 7 7	199 17 8	1,357 5 3	6
....	....	....	*†Glasgow, Paisley, and Greenock	7	22½	22½	May 1	12,376	....	....	804 2 3½	7
1,957,800 0 0	....	13 0 0	Grand Junction	8	83	83	..	..	....	....	....	8
....	....	....	Great North of England	9	74	....	April 26	..	721 19 3	419 19 2	1,141 18 5	9
5,331,527 9 10	5,288,043 17 3	....	Great Western	10	118	92	May 2	..	6,635 11 6	1,040 5 10	7,677 17 4	10
533,333 0 0	460,000 0 0	3 0 0	Hull and Selby	11	31	31	May 2	3,778	454 19 4	169 8 5	624 7 9	11
488,000 0 0	390,000 0 0	....	Lancaster and Preston	12	20½	20½	May 1	2,382	413 10 10	41 7 6	454 18 4	12
1,832,375 0 0	1,110,000 0 0	10 0 0	Liverpool and Manchester	13	31	31	April 30	..	2,654 9 6	1,696 6 7	4,350 16 1	13
5,750,000 0 0	5,724,807 0 0	8 17 9	London and Birmingham	14	112½	112½	May 1	..	13,293 13 0	2,403 12 11	15,877 4 11	14
800,000 0 0	807,659 13 4	....	*London and Blackwall	15	3½	3½	May 6	32,461	616 10 1	1 6 3	617 16 4	15
2,400,000 0 0	1,091,369 0 0	....	*London and Brighton	16	46	5½	May 3	3,029	101 6 10	36 13 0	137 19 10	16
741,000 0 0	557,902 9 5	....	London and Croydon	17	10½	10½	May 4	9,193½	....	....	639 3 4	17
993,300 0 0	793,300 0 0	1 0 0	London and Greenwich	18	3½	3½	May 6	29,398	....	....	912 12 2	18
2,260,000 0 0	2,283,837 18 0	7 14 3	London and South-Western	19	77	77	May 3	..	4,075 8 9	865 2 7	4,940 11 4	19
2,800,000 0 0	1,106,812 5 2	....	*Manchester and Birmingham	20	40	5½	May 3	14,570	....	....	404 7 8	20
778,116 16 8	772,165 16 1	2 10 0	Manchester and Bolton	21	10	10	..	..	....	....	....	21
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	50	April 26	15,642	1,979 11 0	1,192 15 1	3,172 6 1	22
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	23	57	57	May 1	9,403½	1,726 3 7	799 14 10	2,525 18 5	23
950,000 0 0	....	....	Newcastle and Carlisle	24	61	61	..	..	....	....	....	24
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72½	72½	May 1	..	2,467 14 9½	1,040 8 0	3,508 2 9½	25
730,000 0 0	560,000 0 0	6 13 4	North Union	26	22	22	April 30	3,242	807 3 3	169 5 8	976 8 11	26
1,200,000 0 0	358,912 14 10	....	Northern and Eastern	27	30	16	May 2	9,005½	....	....	642 15 2	27
500,000 0 0	270,000 0 0	....	Preston and Wyre	28	19	19	May 1	2,048	161 18 0	93 10 10	255 8 10	28
200,000 0 0	130,517 0 0	8 0 0	Sheffield and Rotherham	29	6	6	..	..	....	....	....	29
600,000 0 0	220,245 0 0	4 0 0	Ulster	30	36	8	May 2	7,036	....	....	188 14 3	30
446,666 0 0	446,500 0 0	7 0 0	York and North Midland	31	28	28	May 3	6,597½	....	....	1,393 11 5	31

1. Toll to London and Birmingham 117*l.* 6s. 11d., to be deducted from gross receipts.

2. The receipts are exclusive of those from the Post-office.

5. Receipts include the Northern and Eastern toll, &c.

7. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*

10. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.

12. The 41*l.* 7s. 6d. from goods, &c. is for toll only.

13. Ten per cent. is the maximum dividend allowed by the Company's Act.

14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

17. The capital of 741,000*l.* includes the new capital for London and Brighton station.

18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

21. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

22. The 3,172*l.* 6s. 1d. are the receipts after deducting the toll to the North Midland Company.

23. The receipts for goods, &c. include, carriages, 38*l.* 16s. 0d.; horses, 32*l.* 12s. 6d.; dogs, 0*l.* 18s. 0d.; parcels, 180*l.* 11s. 0d.; cattle, 38*l.* 16s. 0d.; corn, 5*l.* 18s. 3d; heavy goods, 459*l.* 5s. 4d.; coal, 42*l.* 17s. 9d. Total, 799*l.* 14s. 10d.

25. Including 126*l.* 15s. 11d., Manchester and Leeds traffic for present week.

26. The receipts stated are after deduction of Liverpool and Manchester toll.

27. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

An Edinburgh Shareholder of the Edinburgh and Glasgow Railway.—*We do not think that any good could arise from the revival of the personal questions involved in this matter; seeing especially that the Directors have at last, it seems, carried their disputes into the Court of Session.*

The Kelvedon and Bury St. Edmund's project.—*The correspondent from whom we received the statement respecting the non-deposition of the plans for this line gave us his name; the* Civil Engineer *who has sent us a contradiction of that statement must do the same, if he desires to have it inserted.*

"Expositors" *Nos. II. and III. have been received. The former, if we do not find room for it this week, shall appear in our next.*

W. R. *should enable us to write to him personally.*

Q. in the Corner *shall be informed of the "rumour" of which D. V. speaks, though, we dare say, he knows already all about it. Rumour, as usual, is in this instance a great storyteller.*

Subscriber.—*The Great Western Traffic Returns for week ending 14th February were, Receipts from 13,084 passengers, £5,502 2s. 4d.; goods, £765 1s. 0d.; Total, £4,270 3s. 4d.*

Mr. Milne—Mr. Hoby—A Railway Operative—Anglo-Scotus—Lancastriensis—E. L.—Viator—A First Class—*received.*

THE RAILWAY TIMES.

SATURDAY, MAY 8, 1841.

THE Report of Sir FREDERIC SMITH and Professor BARLOW, the Treasury Commissioners, on the best railway route to Scotland, has, as was to be expected, excited considerable commotion in those districts which have not been fortunate enough to secure the preference of these eminent authorities. We have no desire to interfere in the discussion of points possessing, for the most part, but a local interest, and certainly requiring more local knowledge than we can pretend to possess, to be determined satisfactorily; but there is an objection taken by certain parties to the whole principle of the Report, which requires, we think, some notice at our hands. This objection is in effect, that the appointment of a Commission was wholly useless, if not positively injurious, it being alleged that a Parliamentary Committee is the only proper tribunal before which the claims of competing railway projects ought to be discussed and decided.

Now, so far as the present case is concerned, it might be sufficient to remind the objectors that there was but little chance that *any one* of the rival schemes would, for a long time to come, have advanced sufficiently far, in the absence of a Commission, to be brought under the cognizance of a Committee. It is stated in the Report that much inconvenience and trouble arose from the non-production of sufficient data on the part of the promoters of the several projects, and the Commissioners express an opinion that this lack of the requisite information was occasioned by a deficiency of funds. If then, it were found impossible for the parties interested to raise a few hundred pounds, so as to have their pretensions put fully before the appointed arbiters of their fate, is it likely that they would have succeeded in securing subscriptions enough to enable them to comply with the Standing Orders of the House of Commons, and to encounter the well-known cost of a Parliamentary contest? It says little for the public spirit of the influential personages in the several districts examined, that any difficulty should have arisen in regard to these preliminary expenses, but that it has arisen, we have reason to know not only from the Commissioners' Report, but from other sources. In fact, instances have been brought under our notice, in which wealthy landowners have refused to subscribe one farthing towards the necessary surveys—not because they entertained or professed any hostility to the passage of a railway through their property, but because they had resolved, they said, to wait till it should be seen how the public (meaning thereby capitalists at a distance) would regard this or that particular scheme! It will be a comfortable reflection for these parties to think that their individual apathy may, by preventing the production of evidence, have contributed to the triumph of a project with fewer intrinsic merits than that which they were solicited to support—and so far as the result may affect *them*, it matters little; but it is quite clear that if such indifference were displayed in a matter so easily to be effected, it would have been madness to expect that the enormous risk of regularly organised Companies would have been incurred; and therefore the competing projects could not *all* have come before Parliament even if one or two of them had (which we do not believe they could have done) surmounted every preliminary obstacle.

But is a Parliamentary Committee the fittest tribunal for deciding upon matters of this kind, granting that the competing projects start fair? We answer unhesitatingly, No. It is no libel, we suppose, upon either House to say that however zealous, impartial, and removed from all corrupt and sinister influences honourable and noble members may be in the aggregate, there are individuals among them to whom these epithets do not altogether apply; and what if the decision in a case of the description referred to, should chance to fall into the hands of some five or six such parties? These matters, it is true, are much more watchfully inquired into now than they were a very few years ago, but the Committee system is still far from perfect, even in ordinary cases, without increasing the chances of improper decision by throwing in the various concomitants of rivalry and partisanship. But it is not necessary to call in question in the smallest degree the integrity of any one member of a Committee to show that this mode of deciding upon competing pretensions is not the best that could be devised. Honourable gentlemen cannot be expected to be previously acquainted with the many circumstances which it is absolutely necessary to take into account in determining upon a matter of this kind, and in the bustle and confusion of a committee room, and with the readiness of the opposing parties to hazard assertions and jump at conclusions, it were in vain to hope that they could subsequently gain much real acquaintance with the business before them. Then again, the virtual irresponsibility of a Parliamentary Committee. Let their decision be as absurd as it may, you cannot fix the charge upon the parties individually; whereas in the case of such a Commission as that already alluded to, the gentlemen composing it have a reputation to sustain, and being few in number, the merit or demerit of their decisions comes home to each of them as if he stood alone. The importance of this last-mentioned consideration will be evident from a comparison of the Reports of Sir FREDERIC SMITH and his colleague, with any Report upon competing lines that has ever emanated from a Parliamentary Committee. The former are as full, clear, and explicit as the latter are usually meagre, shallow, and unsatisfactory. The reason of this difference it is not difficult to discover. The Commissioners are competent to judge for themselves, and if they had no other motive but their own fame, are compelled to show sufficient cause for their decisions, whereas the members of a Committee have no alternative but to take things upon trust—the most unscrupulous witness being oftentimes the one most confided in—and having no criticism to dread, they are less careful as to the grounds of their proceedings. It may be added, as no slight argument in favour of having such points determined upon by a Commission, that the expense is almost incomparably less than under the ordeal of a Committee. Take, for example, the case of the competing lines to Brighton, where so many thousand pounds were as much thrown away, as regards the construction of a railway, as if they had been cast into the Thames, and where, moreover, heartburnings and animosities were engendered which we fear have not yet wholly subsided. A properly qualified Commission would, in one-tenth part of the time, and at one-hundredth part of the expense, have settled the matter in dispute—supposing that it was really the wish of all parties concerned to have the best line laid down—and we have no doubt would have given greater satisfaction to those whose plans might have been rejected than has been given under existing circumstances. In cases of this kind it is difficult for the public to divest themselves of an impression that influence and interest not unfrequently outweigh considerations of the general good, when the parties with whom the decision rests are so much exposed to external appliances as popular representatives must necessarily, and perhaps unconsciously, be.

It appears to us that this plan of having the merits of conflicting schemes thoroughly sifted at the outset by persons competent for the task, and above all suspicion of partiality or prejudice, might have been adopted with great advantage at an earlier stage of railway operations. We should not then have seen so many projects got up "to sell" nor been compelled to witness unprincipled oppositions set on foot, in which the opposers dreaded nothing so much as success in their *ostensible* objects. We should not have seen a few interested adventurers allowed year after year to peril a property in which millions have been invested, by persisting in a scheme which could neither benefit the public nor their own credulous dupes; we should not have seen the owners of that property—a property acquired at most fearful risks—compelled in self-defence to protect themselves and the public interests by an expenditure of thousands which a very slight investigation of the merits of the case by competent authorities might effectually and at once have rendered needless.

MR. LABOUCHERE'S Railways' Regulation Bill still remains in a state of suspense [the further consideration of the Report having again been deferred till Monday next], and it seems doubtful if, after all, it will be prose-

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cuted to an issue during the present session. Whether the measure be modified or mutilated—perverted from its original purpose or wholly and for ever abandoned—whatever may be its fate—we shall not feel in the smallest degree surprised, seeing that it was brought forward under the auspices of an Administration notorious for nothing so much as its restless rage of interfering for interference sake, of unsettling ancient habits without the ability of supplying their place by anything of a better character, and of catching up measures of apparent public utility, only to lay them quietly aside when the purpose of the moment has been attained. The excitement which prevailed at the commencement of the session in reference to railway accidents, afforded an excellent opportunity for Ministers to parade their pretended zeal for the public welfare, and Mr. LABOUCHERE's Bill was accordingly introduced. Now, however, that the alarm very naturally excited by the lamentable catastrophes of last year has almost wholly subsided, and little more popularity is to be secured from this source by the self-styled guardians of the people, the measure is given up to the Railway Managements, to be "mangled, hacked, and hewed," preparatory to its final abandonment. It is fortunate that the Bill involves nothing, the non-prosecution of which can inflict any serious damage upon railway interests; for with the precedent before us of Ministerial misconduct in the case of the Irish railways, where an object which they professed to have so much at heart was treacherously given up at the very moment when it was within their grasp, we are doing Mr. LABOUCHERE and his colleagues no injustice in presuming that the importance of having the measure carried out during the present session, would not have weighed with them a straw in surrendering it to its fate.

Our readers need not be told that we entertain no particular affection for this new Bill of Mr. LABOUCHERE's, nor for that of Lord SEYMOUR which preceded it. Railways could not hope to be altogether exempt from the interference of the legislature, and we were thankful that such interference was to the limited extent, and of the comparatively harmless character, embodied in the measures referred to. With respect to the new Bill in particular, we expressed from the first our hope and expectation that it would be greatly modified before it became law, and had this been effected with judgment and caution, its operation might have been attended with the best results. The principal thing required was the power of carrying out, in the spirit intended by its framers, the provisions of Lord SEYMOUR's Act, which called for full and honest Returns from the Companies on all points of *public* interest. The absence of enforcing penalties rendered the Act of last session nearly valueless in this respect, leaving it to the caprice or courtesy of Boards of Management to refuse or comply with the instructions of those, to whom the carrying out of the measure was entrusted. One would have imagined that there would not have been a single instance of neglect or refusal on the part of Railway Boards, who had professed themselves so anxious to afford every information upon points connected with the working of their several undertakings, and so ready to give their best consideration to every suggestion for the public benefit, but so it was; and unless it were intended that these Returns should be a nullity and a mockery, it was absolutely necessary that more stringent enactments should be framed. Another valuable provision there is in the existing Act, namely, that for the punishment of railway offenders, which might have been enlarged and fortified with much benefit not only to the Companies but to the public. Already has considerable good been accomplished from the operation of this clause, and much more would have been effected but for the too prevalent indisposition of Railway Boards and local magistrates to carry it strictly into effect. The punishments which it prescribes are, however, much less severe than they ought to be, and an alteration in this respect would have formed a very fitting subject for a clause in the new Bill. Perhaps if there had been added the necessary powers for constituting an *efficient* Board of Appeal in matters wherein the public may feel themselves aggrieved by the conduct of Railway Companies, or one Company by the proceedings of another, all the purposes for which a Railways' Regulation Act is at present required might have been provided for. Public opinion would have effected the rest; or at any rate, time would have pointed out clearly the remedies which are now but very indistinctly discernible. A power greater than that of any Act of Parliament is at work to secure a more efficient management of railways than has yet prevailed—we mean the aroused spirit of Railway Proprietaries, who are beginning to perceive that perfection has not been so nearly arrived at as some of their representatives in the several Directories would fain have them believe. The exciting motive with the proprietaries is, doubtless, their own pecuniary benefit, but with this the public safety and public convenience are so inseparably intertwined that the agitation of Board reform, cannot fail to be productive of the best results to the community at large.

The main ground for any degree of legislative interference in the conduct of railway traffic is the confidence which would be created in the public mind, supposing the parties in whom the controlling authority might be vested to be such as would be trusted and esteemed. We do not suppose that any Board of Management deserving of the name would in the smallest degree relax their exertions for the safe and commodious accommodation of their passengers, merely because the Board of Trade might, to a certain extent, share with them the responsibility of their carrying arrangements. Neither do we affirm that the supervision of the Board of Trade, or of their duly qualified representatives, would add aught to the comfort of the travelling public; but one point at least would be gained, namely that that part of the public would *fancy* themselves more secure, and in a matter like this of railway locomotion, where experience has proved that "the sense of *danger* is most in apprehension," it is no trifling attainment to set the minds of the parties interested at ease. We have on previous occasions adverted to the incalculable injury which one fatal accident upon any one line of railway inflicts upon every similar undertaking—an injury distinctly set forth and deplored in several of the recent half-yearly Reports—and the converse of the proposition will hold good, so that if assurance of safety could be rendered, or could be supposed to be rendered, doubly sure, the effect upon the traffic of the several lines would be proportionably beneficial. Railway supervision would contribute to this most desirable end.

With respect to the semi-defunct measure of Mr. LABOUCHERE, there can be no doubt that if it *should be* revived, it will be with very considerable alterations. In particular, the *eleventh* clause as originally proposed by Mr. LABOUCHERE, will, we understand from the best authority, be abandoned. Whether the substitute for it recommended by the Committee of Railway Boards, and already referred to in this journal, will be adopted, is quite another question. The clause thus recommended, would go far to render the powers of the Board of Trade in the most important of their superintending functions merely nominal, but whether this alternative is not preferable to entrusting any set of men with almost illimitable and irresponsible authority over an interest so vast as that of railways, we shall not at present discuss. Our contemporary of the *Railroad Monthly Journal*, in the number just issued, appears mightily indignant that the Railway Committee should have ventured to propose the introduction of such a clause. His language is not of the most courtly kind, but he may nevertheless be pretty near the mark in his conclusions. We will first give the clause as proposed for insertion in the Bill, and then our contemporary's commentary:—

"Clause 11.—And be it enacted, that for the purpose of preventing accidents upon railways, it shall be lawful for the Lords of the said Committee to issue, from time to time, such regulations respecting the lights and flags to be used as signals on any railway, or for the government of enginemen, guards of the trains, policemen, and switchmen, as they shall deem necessary, provided always that such regulations shall not impede or interfere with the business and traffic of the railway for which such regulations shall have been made, nor shall prescribe anything of an experimental nature, or which shall not have been in use three months at least on some railway, on which passengers are conveyed by locomotive power, provided also that no such regulations as aforesaid which may be issued by the Lords of the said Committee, shall be binding upon any railway company, unless the Lords of the said Committee shall have given to such Company one calendar month's notice, in writing, of their intention to issue the same, in which notice the precise nature of such intended regulation shall be specifically stated, and any Company shall be at liberty to memorialise the Lords of the said Committee against such intended regulation, which memorial shall be filed by the said Lords in their proper office for such purpose, and submitted to Parliament as hereinafter mentioned; and every regulation to be issued as aforesaid, shall be, as nearly as circumstances will render it expedient, the same on all railways, due regard being had to the different circumstances, financial and otherwise, of the different Companies; and if any special regulations shall be issued, with reference to any particular railways, the reason for confining them to such railways shall be specified in the notice of intention to issue the same."

"This [says our contemporary] is pretty comfortable assurance—why it would have utterly and totally annihilated the whole Bill; look at the part which allows nothing to be done which will 'interfere with the business and traffic;' this is placing the Company above the Government, and shows the audacity of these railway oligarchs at once; the thing is positively absurd; we are to have not only no experiments, which, alas! are so grievously wanted, but nothing of an 'experimental nature'—nothing which has not emanated from the stand-still and perfection gentlemen, and been in use 'at least three months.' Is it possible these gentlemen could ever have supposed Mr. Labouchere would have swallowed this sharkhook?

"The unwieldy boards want a month's notice, too, in writing, before their highnesses can move in any matter, however trivial, and their remonstrances submitted to Parliament if they choose to dissent from the Government orders; or, in other words, they claim the rights of peerage—they must have their protest entered on the journals of the House! This is really the most consummate piece of impudence we ever heard of, and would have rendered the whole Bill a perfect delusion on the country, and of no more value whatever than the parchment on which it was engrossed."

A NOTICE was placed on the books of the House of Commons, last week, by Mr. BARNEBY, in the shape of a proposed instruction to the Committee on Railways, "that they do inquire into any agreements or arrangements, either written or verbal, made between Railway Companies and coach or omni-

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bus proprietors, in London or the country, whereby the latter are prohibited from being concerned in coaches which may travel on the roads in opposition to the railways, and that they report the result of their inquiries to the House." It does not appear, however, that the motion has yet been brought forward, although set down for a day that has already passed.

It is probable that Mr. BARNEBY, being connected with a district not very remote from the Birmingham and Gloucester Railway, may have had in view certain disagreements between the Managers of that Company and the proprietors of rival omnibuses, of which more than enough has already been said in our columns: but it is to be regretted that the honourable member's motion has not been carried out in its more extended sense, and full inquiry made into all the bargains, verbal and otherwise, which have taken place between Railway Directors and their so-called competitors the coach proprietors. Had this been done, an effectual stop would, we hope, have been put to the foolish stories which the anti-railway press delight to circulate, of coaches "bought up" by Railway Directors, or "put down" by them by unfair means. We are rather surprised, indeed, that it has never occurred to those who profess to believe in the buying-up system, that the practice so loudly condemned by them would be likely to prove a most unprofitable one to Railway Companies. Granting that the merits of the two modes of conveyance were equal in public estimation, where would be the use of silencing one set of rivals if another might instantly spring up? Did the old coachowners hold so complete a "monopoly" of the road, that they alone could (to use the language of Mr. BARNEBY's motion) "travel in opposition to the railways?" Supposing some two or three coachowners to have been bought off, were there no others to start in their stead? It is said, that those who are noted for their liberality in ministering to the real or pretended wants of itinerant mendicants, are of all others the most exposed to their solicitations. One member of the fraternity communicates to another the tender-heartedness of the almsgiver; and just so would it have been had Railway Directors been simple enough to commence buying off the old conveyances. They might have withdrawn one coach to-day, and ten would have been on the road to-morrow, all prepared for the same profitable "arrangement!" Mr. BARNEBY speaks of certain parties as "prohibited from being concerned in coaches in opposition to railways," as if threats no less than bribes had been resorted to for the purpose of securing the "monopoly" which it was lately so much the fashion to decry; but it would, we fancy, puzzle both the honourable member, and the Committee to whom he appeals, to make out one well-attested case of either reward or punishment, on the part of Railway Boards, that should deter or prevent coach proprietors from pursuing their accustomed business, *provided they found it profitable*. Herein rests the whole secret of the matter. Railways, by their superiority in speed, ease, and cheapness, have so completely superseded the vehicles of the coach proprietors, that the latter are, as a thing of course, withdrawn from the unequal contest, and so they will remain until some means can be devised whereby they can excel their rivals in one or more of the particulars above referred to. Should some sudden discovery give the superiority to common-road locomotion, there will be as little need to buy off the opposition of the railways as there has hitherto been for the railways to "prohibit" in any way the competition of the coach proprietors. The public will judge for themselves, and give the preference where it is deserved.

Nevertheless, although all serious rivalry between the two modes of conveyance is entirely out of the question, there can be no doubt that it would be for the mutual benefit of the parties interested in both systems, to cultivate a good understanding among themselves. Coach proprietors, if they could but see their own permanent advantage, would look upon railways as their best friends, for although they certainly have in many instances diverted the traffic of the country from its ancient channels, they have given such an impetus to that which previously existed, and have opened up so many new and abundant sources of business, that if there is at present less need for horse conveyances than there was some few years ago (which, however, we not believe), there can, we think, be no doubt that in a very short time the demand for this description of labour will be much greater than it ever was in the palmiest days of the "road." On the other hand, Railway Managements should not rely too much upon their own unquestionable superiority. Coach proprietors, although not much to be feared as rivals, may be rendered very useful auxiliaries, and it is greatly to be regretted that caprice or a worse motive, should ever interfere to prevent a connection which might be rendered so beneficial to both.

THE Summer half-yearly meeting of the Cheltenham and Great Western Company has been held this week, and in our next we shall give an account of the proceedings. We may state in the meanwhile that they seem to have been altogether of a very satisfactory character. Immediately after the meeting, a number of the shareholders took a trip to Swindon, being conveyed thither and back by the *Venus* engine, at a rate exceeding forty miles an hour, and were satisfied from ocular observation that the slips which have occasioned the postponement of the opening of the Cirencester and Swindon portion of the line, were such as no human foresight could guard against, while at the same time they saw with admiration the prodigious efforts making by the contractors to effect the speedy restoration of the embankment. No day for the opening has been yet fixed upon.

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IT has been decided by the Directors of the London and Brighton Railway to open 20 miles of that line from London to Haward's-heath, in June. The whole work will be completed and opened to the public in August.

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MR. HODGSON HINDE has given notice of a motion for Thursday next, for "a Select Committee to inquire into the present arrangements for the transmission of the mails between London and Edinburgh, with a view to ascertain whether greater expedition cannot be effected, and increased accommodation afforded to the correspondence of the intermediate districts."

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THE works of the Blackwall Extension line, from the Minories to Fenchurch-street, are now in such a state of forwardness that it is expected to be opened in the course of next July, when we may hope to see the commencement of a complete development of the immense traffic resources of this railway. "With the world at one end, and the metropolis of the world at the other," as was once forcibly observed by the first Chairman, and ever a most active promoter of this railway (Mr. John Robertson), it can scarcely fail to be, in the end, one of the most productive lines in the kingdom.

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WE quote from the *Sheffield Independent* the following notice, with respect to the Sheffield and Manchester. "So great has been the progress made with that part of the line from Manchester to Godby, that it is now certain to be opened in July or August. The Directors have, therefore, given orders for the locomotive engines and carriages that will be required. With regard to the tunnel, the accounts are very satisfactory. At one of the driftways, the rate of progress is 10 yards per week."

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Mr. HUME has given notice of his intention to move in the Committee on the Railways' Regulation Bill that a clause be introduced, making it compulsory on the Directors of all railways on which mails are conveyed in the week days, to carry them on Sundays also, at the same charge. This no doubt has reference to the alleged proceedings of the Postmaster-General in the case of the Ayrshire railways to which we have repeatedly called attention.

Mr. O'Connell has given notice of a motion that "Ireland be exempted from the operation of the Bill."

The Companies who have this week petitioned against the measure are the Maryport and Carlisle, the Durham Junction, the Chester and Birkenhead, and Preston and Wyre. The total number of petitions against the Bill, up to the 1st inst., was 39.

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IN the House of Commons on Wednesday evening, the following returns were ordered on the motion of Mr. Wallace, member for Greenock, who has distinguished himself in the cause of Post-office reform. Some of the returns promise to be interesting:—

Return ordered, "to explain and amend a return made to Orders of this House dated the 3rd day of August, 1840, and the 18th day of February last, being No. 155 of the present session; the said return to show, in columns, the number, the names, and the wages (by the week and year), of those mail guards who are prohibited from taking fees from the public, with the sum total paid to this class of servants annually; also, the lines of road, in alphabetical order, to which these guards are appointed, stating whether all the guards on said lines are paid solely with public money or partly with public money and with fees from passengers, with the number in each class, where both are on the same line."

"As above, of mail guards who are paid partly with public money and partly by fees from passengers, with the reason for continuing this distinction, and the authority under which it is made."

"Of the number and names of mail guards employed on each line of road respectively, distinguishing railroads from common roads; thus showing the whole sum charged annually in the public accounts for mail guards, on each line of road, and for all roads whatever, respectively."

"To state the sum total paid by the public for mail guards in 1838 and 1840 respectively, and distinguishing the amount incurred in each year for those on common roads and on railroads."

"Showing the lines of railroad and common road by which mail bags are sent with carriages conveying passengers, but without mail guards, and the reason why mail guards are not employed on these roads; also, the hours and the number of times which mails are sent on these roads daily."

"Also, to state with whom the appointment of mail guards rests, and the numbers which have been appointed annually in each of the five last years, with the total number appointed in that period."

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RAILWAY OFFENCES AND OFFENDERS.

We noticed last week the somewhat severe decision of two Derbyshire magistrates in sending a man for a month to the treadmill for an attempted fraud on the North Midland Railway Company. On Monday, a similar case was brought before the magistrates at Union Hall Police Office, whose judgment was, however, much more lenient. A Mr. Anten was charged with an assault upon Mr. Davies, the Superintendent of Carriages on the South-Western Railway, arising out of the refusal of the defendant to pay the difference between the second and first class fares, he having taken out a second class ticket at Thames Ditton, and yet ridden to town in a first class carriage. On being remonstrated with, the defendant, who admitted having done so, assaulted the Company's officer, and for this he was sentenced to a fine of 20s., besides being compelled to pay the difference between the first and second class fares. A fraud was as clearly to be inferred (legally speaking, though still perhaps not actually contemplated) in this case as in that recorded last week, and yet the London magistrates think not only this offence, but the additional offence of an assault sufficiently punished by a pecuniary infliction, just one half as severe as that which satisfied the Derbyshire justices, to say nothing of the probability that in the one case the delinquent was likely to be able to pay the fine, while in the other he had to be sent "to the treadmill" in default. We do not blame the London Bench for their decision—probably under all the circumstances it fully met the requirements of the case—but it is to be regretted that such discrepancies should occur in the administration of "*equal* justice."

We are not disposed however to be so well satisfied with the result of another case in which the South-Western Directors have been concerned, and which is thus noticed in the *Hampshire Independent* of Saturday last:—

"A slight accident occurred on the South-Western Railway, to the five o'clock down train, from London to Southampton, on Saturday last, at Bishop's Stoke, that part of the line where the Gosport branch joins the main line, by which the arrival of the trains was delayed nearly an hour. The cause of the accident was the "points" being misplaced, in consequence of which the line to Gosport was open, and the engine and tender ran into it. Some waggons were standing on the line, but the engine driver, perceiving the danger, immediately let off the steam and reversed the engine; the train was brought up without further damage than the fore part of the engine being slightly broken by striking against one of the waggons. All the trains approach this spot with great caution, and the rule was strictly followed in this instance or the consequences might have proved very serious. *The person whose duty it was to arrange the 'points,' and who was in the service of the contractor, has been dismissed.*"

Surely it was not enough that mere dismissal should follow so scandalous a neglect of duty, which might have resulted in a most serious calamity. Why was not "the person whose duty it was to arrange the points" taken before a magistrate and dealt with as the law directs? It mattered not whether he was in the service of the Company or the service of the contractor; in either case his conduct was equally criminal, and rendered him equally amenable to the law. The Directors of the South-Western Company already stand suspected of an inclination to screen delinquent servants—a course of proceeding as injurious to their own interests as it is unjust to the public. They should beware how they lend force to the accusation.

THE STEPHENSON STATUE.—What are the Committee doing in this behalf? We hear nothing about them: we trust there is no screw loose, and shall be glad of information as to the style of the work and the probable time of completion, because we shall not live for ever, and we wish to see the statue erected while we are yet inhabitants of this nether world.—*Railroad Journal*, No. 3.

MESSRS. COOKE AND WHEATSTONE'S ELECTRIC TELEGRAPH.

As the Electric Telegraph has recently attracted a considerable share of public attention, our friends, Messrs. Cooke and Wheatstone, have been put to some inconvenience, by a misunderstanding which has prevailed respecting their relative positions in connection with the invention. The following short statement of the facts has, therefore, at their request, been drawn up by us the undersigned Sir M. Isambard Brunel, Engineer of the Thames Tunnel, and Professor Daniell, of King's College, as a document which either party may at pleasure make publicly known.

In March, 1836, Mr. Cooke, while engaged at Heidelberg in scientific pursuits, witnessed, for the first time, one of those well-known experiments on electricity, considered as a possible means of communicating intelligence, which have been tried and exhibited from time to time, during many years, by various philosophers. Struck with the vast importance of an instantaneous mode of communication to the railways then extending themselves over Great Britain, as well as to government and general purposes, and impressed with a strong conviction that so great an object might be practically attained by means of electricity, Mr. Cooke immediately directed his attention to the adaptation of electricity to a practical system of Telegraphing; and, giving up the profession in which he was engaged, he, from that hour, devoted himself exclusively to the realization of that object. He came to England in April, 1836, to perfect his plans and instruments. In February, 1837, while engaged in completing a set of instruments for an intended experimental application of his Telegraph to a tunnel on the Liverpool and Manchester Railway, he became acquainted, through the introduction of Dr. Roget, with Professor Wheatstone, who had for several years given much attention to the subject of transmitting intelligence by electricity, and had made several discoveries of the highest importance connected with this subject. Among these were his well-known determination of the velocity of electricity, when passing through a metal wire; his experiments, in which the deflection of magnetic needles, the decomposition of water, and other voltaic and magneto-electric effects, were produced through greater lengths of wire than had ever before been experimented upon; and his original method of converting a few wires into a considerable number of circuits, so that they might transmit the greatest number of signals, which can be transmitted by a given number of wires by the deflection of magnetic needles.

In May, 1837, Messrs. Cooke and Wheatstone took out a joint English patent, on a footing of equality, for their existing inventions. The terms of their partnership, which were more exactly defined and confirmed in November, 1837, by a partnership deed, vested in Mr. Cooke, as the originator of the undertaking, the exclusive management of the invention in Great Britain, Ireland, and the Colonies, with the exclusive engineering department, as between themselves, and all the benefits arising from the laying down of the lines, and the manufacture of the instruments. As partners standing on a perfect equality, Messrs. Cooke and Wheatstone were to divide equally all proceeds arising from the granting of licenses, or from sale of the patent rights; a per centage being first payable to Mr. Cooke, as manager. Professor Wheatstone retained an equal voice with Mr. Cooke in selecting and modifying the forms of the telegraphic instruments, and both parties pledged themselves to impart to each other, for their equal and mutual benefit, all improvements, of whatever kind, which they might become possessed of, connected with the giving of signals or the sounding of alarums by means of electricity. Since the formation of the partnership, the undertaking has rapidly progressed, under the constant and equally successful exertions of the parties in their distinct departments, until it has attained the character of a simple and practical system, worked out scientifically on the sure basis of actual experience.

Whilst Mr. Cooke is entitled to stand alone, as the gentleman to whom this country is indebted for having practically introduced and carried out the electric telegraph as a useful undertaking, promising to be a work of national importance; and Professor Wheatstone is acknowledged as the scientific man, whose profound and successful researches had already prepared the public to receive it as a project capable of practical application; it is to the united labours of two gentlemen so well qualified for mutual assistance, that we must attribute the rapid progress which this important invention has made during the five years since they have been associated.

(Signed) M. I. BRUNEL.
J. F. DANIELL.

London, 27th April, 1841.

London, 27th April, 1841.

Gentlemen,—We cordially acknowledge the correctness of the facts stated in the above document, and beg to express our grateful sense of the very friendly and gratifying manner in which you have recorded your opinion of our joint labours, and of the value of our invention.

We are, Gentlemen, with feelings of the highest esteem, your obedient servants,

(Signed) WM. F. COOKE.
C. WHEATSTONE.

Sir M. Isambard Brunel and
J. F. Daniell, Esq., Professor, &c.

THE GREAT WESTERN RAILWAY.—This magnificent line of railway is fast approaching completion. The most strenuous exertions are being made (particularly in the neighbourhood of this city) for the accomplishment of that desirable object, and the opening of the line in June or July, so conducive, it is to be hoped, to the prosperity of Bath and Bristol. From the hilly nature of the country in this part of England, the works on the line in our own neighbourhood necessarily proceed with difficulty; but still, the supervention of these difficulties adds to the interest with which the progress of such a work is regarded, and at the same time affords scope for many beautiful contrivances in engineering and architecture.—*Bath Gazette.*

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HALIFAX RAILWAY.—The Halifax Committee or Deputation who received from the Directors of the Manchester and Leeds Railway an engagement to make a branch to their main line, have lately given the Company a notice requiring them to make the branch. A Leeds, Bradford, and Halifax Railway has been projected, and Mr. Hamilton H. Fulton, from London, has been down to survey and to endeavour to form a Company; but the plan is not taken up by the capitalists of Halifax, and no Company has been formed.—*Leeds Mercury.*

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RUSTING OF RAILS.—Can any of our readers explain the fact, that rails in the same station, for instance, will be far more oxidized if not travelled over than if they are. We have heard several attempts to explain this, but none have fully satisfied us; there is no doubt whatever of the fact, and the difference considerable, as any one may convince himself at any railway station.—*Railroad Journal.*

[Our penknife before us presents us with a parallel case. It has two blades, but we are in the habit of using one only. The one that is in use is bright, the other very rusty indeed. As to the cause of the difference we are slow to speak, seeing that so scientific and eminent an authority as our contemporary has been so seriously puzzled about it. If we might presume, however, to suggest a reason, we should say the rail or blade in constant work *has not time to rust.* We do not offer this as a very scientific reason, but it may at least take rank with the well-known and much-approved answer given by a certain eccentric nobleman to a learned doctor, who had expressed his admiration at some trees of his lordship's planting, growing so well—"*Sir, they have nothing else to do.*"]

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MECHANICAL DISADVANTAGES OF THE PRESENT RAILWAY SYSTEM.

No. II.

[From a Correspondent.]

THE attention that appears to have been excited by our former article on this subject, induces us to enter further into the consideration of the principal features of the present Railway System, which are obnoxious to the mechanical disadvantages to which we have alluded.

Gravity and friction are the two grand powers, or more accurately speaking, the properties of matter that resist and tend to destroy motive power. It is to diminish the effect of the latter of these resistances that the efforts of the Railway Engineer have been so successfully directed. The friction of surface resistance on the common roads naturally varies according to the quality of the road metalling and its state of repair; the variations on the Holyhead road from London to Shrewsbury, according to Mr. M'Neil's experiments, being from 40.4 lb. to 118.6 lb. per ton, and the average value 76 lb. per ton. On the rail, on the other hand, the friction amounted, according to Mr. Nicholas Wood's early experiments, to 11.2 lb. per ton; it is stated by M. de Pambour at 7 lb. per ton; by Dr. Lardner at 6 lb. per ton, and an allowance of 8 lb., or at the utmost 9 lb. per ton is the highest at present made for this resistance on railways, and with carriages of modern construction.

A diminution to the amount of ninety per cent. in one of the principal resistances to motive power naturally involves an equivalent saving in power or in time, or in the two together, on a comparison of a locomotive railway with the best constructed and regulated of ordinary roads—an economy of which, however, owing to the system hitherto adopted, full advantage has not yet been taken. The obstacle has been in the mode of communicating the motive power—of transferring the force from the pistons of the steam-engine to the fulcrum of resistance—the Earth. In road vehicles, and on those railways where horse power is employed, the mechanical arrangements are far superior to that of the present locomotive. The horse having a fair purchase on the ground applies his force to the traction of a carriage; and as the friction of that carriage is diminished without in any way diminishing the motive power of the horse, the advantage of that economy may be taken fully in regard to power, though not, except to a limited extent, in point of speed.

The locomotive engine, on the other hand, depends for its motive force, solely on the adhesion between the rail and the driving wheel of the engine, and as the friction of the bearing wheels is diminished by rendering more smooth and slippery the surface of the rail, so is the adhesion of the driving wheel diminished, and the steam power of the engine rendered less available. Thus when owing to the state of the atmosphere or other causes, the rails have become so slippery as to offer the least possible resistance to the transit of a train, the line is so far from being in the best working order that the driving wheels of the locomotive may be seen to spin round and round, impotent to move the engine and its train a single foot in advance. Thus contrary qualifications are required from the same portion of the machinery: it is necessary for the rail to present as little resistance as possible to the passage of carriages, and at the same time to offer a sufficient adhesion for the driving wheels of the engine.

But this objection, while it exists in the very nature of a railway as at present constructed and worked, is of little practical moment on a level surface. The adhesive power, in such cases, is sufficient to enable the engine to draw with comparative ease, a load duly proportioned to the power exerted. It is when the force of gravity comes into more direct operation, when the moving power is required not only to overcome friction but to lift weights, that the ill effects of the adhesive system begin to be felt. It is to obviate this difficulty that such immense sums have been expended to procure favourable gradients, to depart as little as possible from the actual level, to escape from the unpleasant fact, that in railway locomotion that which is lost in time cannot always be saved in power. Mr. Booth, no mean authority in railway matters, has very clearly illustrated this startling difficulty in his "Account of the Liverpool and Manchester Railway."

"For instance," says that gentleman, "7 tons on an inclined plane rising one in a hundred, is a proportionate load to 30 tons on a level, at fifteen miles per hour, the weight of the engine being 4½ tons, as explained hereafter. But if it be attempted to take 30 tons up the plane by going proportionably *slower*, the *power* of the engine might do this, but the adhesion of the wheels would be insufficient, and they would turn round, while the engine stood still, because 30 tons on the inclined plane = 30 tons on a level, and we have supposed the adhesion to be equal to 40 tons on a level. It follows therefore, either that the engine must be worked *below* the adhesiveness of the wheels on the level, or you cannot increase the proportionate load by diminishing the speed on the inclined plane.'—pp. 79-80.

Mr. Parkes, in his valuable paper on steam-boilers and steam-engines, published by the Institution of Civil Engineers, remarks (p. 104,) that "no power of steam would impart progressive motion to the engine, if loaded beyond the force of its adhesion to the rails; that force is, therefore, the dynamic limit; the supply of steam is a mere practical condition of the boiler." Thus the *North Star* engine, which, according to the experiments of Mr. Nicholas Wood, took a gross load of 194.7 tons at a mean speed of 18.63 miles per hour, would be unable to *move*, if the rails were in an unfavourable state, a gross load of 50 tons on the very moderate inclination of one in a hundred. Nor with slippery rails, would it be able to crawl up, without any load, an incline of one in thirty—a rise by no means considerable on a turnpike road. The disadvantage of depending on adhesive force for the communication of motive power seems to need no further illustration.

As we have hitherto considered the defective mode of the application of the power when brought to the periphery of the driving wheel, let us now look at the loss sustained in its transmission to the periphery from the piston. In ordinary roads, if a heavily loaded waggon has become set just in the mud, it is not uncommon to see the trace attached to the tire of one of the wheels, that by means of exerting the power of the horse on the leverage thus afforded by the diameter of the wheel, a greater purchase may be gained than is afforded by a dead pull at the shafts. But if we conceive the case to be reversed, and that instead of the horse's power being so exerted, the leverage of the wheel shall aid the pull, or that the carriage, being pulled in advance has only to roll forward on the bearing wheels adapted for this purpose, it should be employed to turn round an axle, on the ends of which were fixed wheels whose motion, communicated from this axle, was to move the carriage—in this case, is it not evident how it would be applied to the power of the animal? Yet this is precisely the case with the locomotive steam engine. The motion of the piston being communicated by cranks to the main axle has to contend with the torsion of the axle—the spring in the spokes of the wheel, and the opposing leverage of the wheel itself (causes of the loss of so much power as to lead Mr. Brunel to abandon the ten feet driving wheels, which he had introduced on the Great Western); to arrive at the point of useful effect, which, after all, is then solely dependant upon the adhesiveness of the rail.

Attention to these, and similar details, will go far to explain the prodigal consumption of steam that has hitherto marked the locomotive engine, and raised the cost of locomotive power so far above the estimates of a few years ago. To obviate these manifest evils, as well as to economise the use and production of steam, is the aim of the patents of Messrs. Taylor and Conder, an object of no mean importance either to the engineer or the capitalist, the peer who transports his carriages and horses from town to country by the aid of the railways, or the humblest labourer who saves miles of weary toil, by the few pence he pays for his third class accommodation.

LONDON AND GREENWICH RAILWAY.

LETTER II.

To the Shareholders.

GENTLEMEN,—Having in my last letter taken a general view of the state of your prospects, and that chiefly with regard to your relations with other Companies, I propose now to enter more into detail, and first to consider your administration of your own traffic as at present conducted, and then to revert once more to your toll arrangements—always premising, that I have no interest in your railway, although I mean to have one whenever I see it likely to be managed upon better principles than those which have hitherto governed its direction. And first, with respect to your fares:—Of course, it is desirable that the public should be made to pay as much as it *will* pay for the accommodation you have to offer; but as the public cannot be *made* to pay more than it *will* pay, the question is rather how much can the public be *induced* to pay for the use of your railway? If people would pay 5s. each, *in sufficient numbers*, it would certainly be so much the better for you; but they will not. I don't suppose half-a-dozen people, in the course of the year, could be found who would pay 5s. each to be carried to Greenwich in your carriages. Will they pay 1s.? Ask for a return of the number of your first-class passengers through the year, and you will be answered. Will they pay 8d.; always be it remembered in *sufficient numbers!* The answer is, in *considerable* numbers, but not in *sufficient* numbers, for the railway, as a *Greenwich* railway, does not pay. Will they pay sixpence? Your Directors I understand, and I have made particular inquiries as to this point, say no! for that they have tried the experiment fairly, and it does not answer. To the first part of this reply I demur. I cannot allow that they have tried the experiment fairly, and I am not surprised that it should not answer. It is true they have constructed a certain number of uncomfortable carriages, for which they charge—not a third-class price, nor a second-class price—but actually a first-class price, as prices are arranged upon a neighbouring and partially a competing railway.* The consequence is, that a few persons to whom time is an object, accept of this miserable conveyance—but who can expect that the great bulk of the pleasure-seeking population of this metropolis, always the great support of such a line will consent to travel in so disagreeable a manner when they can find an easy and luxurious conveyance by a multitude of steam-boats on the river at the same price?

In the last number of the *Railway Times*, in an article which is a commentary upon a paper, likewise published in the same number, from the *Franklin Journal*—a paper which every man connected with the Greenwich Railway ought to study, and which your Directors ought to blush to read—in this article, I say, by the Editor of the *Railway Times*, is the following sentence:—"The passenger traffic, though it has exceeded, in most cases, the estimates (if not the expectations) of railway projectors, has in no case that we are acquainted with been allowed to expand to its natural magnitude, being always kept down by some restrictive influence or other, such as *high prices* (yielding generally the reverse of high *profits*), high taxes, defective accommodations, *inconvenient* arrangements, &c." Again, speaking of the same paper, "we shall probably return to the subject, but shall content ourselves for the present with stating here, that the general result which Mr. Ellet has arrived at, is this—that there is in the case of every railway, a certain constant quantity which may be safely added to the actual cost of conveying each passenger, WHOLLY IRRESPECTIVE OF COST OF CONSTRUCTION, *but that so important is the least deviation from that quantity, that the loss increases nearly in the square of the deviation from it.*"

I beseech you, one and all, to ponder well upon these sentences, and upon the paper on which they are a commentary, and consider if they do not convey the truth—if that should be your convic-

* The Blackwall Railway.

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tion, after attentive consideration—lay this truth to heart, and ask yourselves if your railway be so managed as to conduce to its profit or welfare. In the meantime, as this letter has extended to some length, I must defer to another opportunity what further observations I have to make upon your toll arrangements.

I am, Gentlemen, your well wisher,
EXPOSITOR.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—I cannot resist addressing a few words to you, in consequence of your remarks on Sir F. Smith's Report on the best railway lines to connect the Scottish capital with your great English railways.

You suppose there will be an outburst from the promoters of the east coast line, in consequence of the preference given to that by Symington. I venture to assert thus early, that there will be no such thing. The supporters of the western lines should set about their subscriptions immediately, and try what they can do; but they know well, as every well-informed person in this country does, that from the Scottish landholders, locally situated, no support worth a thought will be got. They are, as a body, nominally poor. Most of them have mortgage debts over their properties, and in place of giving money will ask, "How much are we to get by this?" Indeed, many will be found who will say, "We travel fast enough already, we do not want your railways." No, Sir, that is not the source from which to procure the enormous sum necessary to carry through a railway from Lancaster to Edinburgh and Glasgow. The promoters of this huge project must go to Manchester and Liverpool, in the first instance, and there lay the foundation for forcing the line from Lancaster to Carlisle; nay, to get support also at Carlisle, and from the "statesmen" of Cumberland—but I fear from their generally small holdings they will not have much more money at command than the lairds on this side of Longtown. Glasgow should be tried next, and then Edinburgh. The men who have money, and liberal as well as adventurous ideas, congregate in large towns, not where their only place of meeting is the parish church of a Sunday. I think if you will inquire of any one conversant with the great English railway subscription lists, you will find that there is but a poor sprinkling of landowners in them. But to continue: let the scheme be set about and a fair trial made. We here, east coast men, will, I think, be quiescent in the mean time; but if the west coast men "give it up," we will take it up—by this I mean we will take up the east coast line—but there will be no opposition; we know how to set about our own plans; they have long been chalked out, from the absolute conviction that capital will not be got to carry through the other—about which it is worse than useless to talk, except the Manchester and Liverpool men stand forward. Well and truly, Sir, do you remark on the loose estimates of Railway Engineers. We here, are beginning to find them out. Low estimates before ground is broken, reckless expense when it is, and King's speeches during the period of contraction, are daily becoming more manifest.

I am, Sir, yours, &c.,
A CITIZEN OF EDINBURGH.

May 4, 1841.

DEVON AND CORNWALL, BRISTOL AND EXETER, CHELTENHAM AND GREAT WESTERN RAILWAYS.

To the Editor of the Railway Times.

SIR,—The perusal of the able and valuable Report of Captain W. Moorsom, on the Devon and Cornwall Railway, suggests the expediency of a resurvey of the unexecuted parts of the Bristol and Exeter as well as the Cheltenham and Great Western Railways, to learn what saving may be effected in completing those two lines, compared with their published estimates, by adoping the system recommended by Captain Moorsom, by making the governing gradient 88 feet per mile, and the minimum radius of curvature one quarter of a mile, forming only such a line as will admit of being travelled at the rate of 20 miles per hour clear for the speedy trains, or 16 to 17 miles for the slow trains, and using at first only a single line of rails.

There are still uncontracted for by the Bristol and Exeter Company 31 miles between Taunton and Exeter, comprising the most difficult ground on their whole line, and by the Cheltenham and Great Western 24 miles also of their most difficult ground There is an expensive tunnel on each, which, by Captain Moorsom's system might be shortened, or perhaps dispensed with altogether.

With reference to the above rates of speed, the following shows how little inferior they are to the rates now in practice on other lines with all their advantages in respect to favourable gradients and curves, and having double lines of rails throughout. The only line which greatly exceeds 20 miles per hour is the Great Western, and on that is a goods' train at less than 16 miles per hour.

	Departs. o'Clock.		Arrives.	o'Clock.	Time.	Miles.	Miles per hour.	
	H.	M.		H. M.	H. M.		Miles.	100th parts.
London and Birmingham—								
Day mail from Birmingham	8	30	At London	1 30	5 0	112½	22	50
Third class ditto	2	20	Ditto	10 0	7 40	..	14	67
Night mail ditto	12	0	Ditto	5 30	5 30	..	20	45
Grand Junction—								
Day mixed from Liverpool ..	6	0	At Birmingham	11 30	5 30	97½	17	68
Night mail from ditto ..	7	0	Ditto	11 30	4 30	..	21	60
Great Western—								
Night mail from Paddington	8	55	At Wotton Bassett	11 48	2 53	80	27	74
Day train ditto	9	0	Ditto	11 50	2 50	..	28	23
Ditto ditto	12	0	Ditto	3 0	3 0	..	26	66
Goods' train ditto	4	0	Ditto	9 8	5 8	..	15	88
Mixed train Bristol	7	0	At Bath	7 23	0 23	11½	30	—
Ditto ditto	8	30	Ditto	8 56	0 26	..	26	53
Midland Counties'—								
From Rugby	2	45	At Derby	5 30	2 45	49½	17	89
Ditto	8	50	Ditto	11 0	2 10	..	22	70
North Midland—								
From Derby	6	0	At Leeds	10 15	4 15	72½	17	—
Ditto	3	30	Ditto	6 45	3 15	..	22	23
Birmingham and Gloucester—								
Mail from Birmingham	12	44	At Gloucester	3 14	2 30	52	20	80
Mixed ditto	8	30	Ditto	11 12	2 42	..	19	25
Birmingham and Derby—								
From Hampton	7	5	At Derby	9 0	1 55	38½	20	08
Ditto	10	50	Ditto	12 30	1 40	..	23	10

There is little reason to fear that with so low a cost as Captain Moorsom proposes, the traffic will fail to prove amply remunerative. His estimate for 105½ miles is 1,331,839*l.* or 12,623*l.* per mile. Allowing the capital for this purpose to be one and a half millions, of which one-third part should be borrowed at 5 per cent. per annum, and supposing the working expenses to be 40 per cent. it would require a gross traffic per mile per week of only 26*l.* to yield a net income equal to the payment of dividends of 6 per cent. per annum on the calls paid up on shares.

Comparing this low sum with what is realised on other lines, it must be admitted to be exceedingly moderate; there is reason to hope that from passengers alone a much larger sum will be derived.

Yours respectfully,
F.

Bath, May 5, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—Your correspondent, "Another Manchester and Leeds Shareholder," enters into a long and ingenious statement to show that when the weekly receipts amount to 6,500*l.*, the Manchester and Leeds line will make a dividend of 9½ per cent! No one will question the accuracy of his calculations—it happens, however, that our receipts hitherto only amount on the average to 3,000*l.* per week, and in my opinion are not likely to exceed that amount for a long period unless our fares are reduced.

The Leeds line has hitherto proved a total failure. It is needless to attempt to disguise the fact, and the public are of my opinion as is evident from the price of the shares; six or eight months ago our shares were at 31 premium old, and 16 premium new shares; they are now at 13 discount old, and 7 discount new, being a decline of no less than 67*l.* on each 100*l.* paid up!!

If your correspondent is desirous of raising the price of shares, he had better exert himself to bring about a reduction in our fares—*puffing* won't do now that the line is completed. Is he aware that we run 20 passenger trains daily, (and six on Sundays,) or 126 per week? As our weekly receipts from passengers amount to about 1,900*l.*, it appears that we draw only *the paltry sum of* 15*l. per train*, from passengers, being equal to 20 first class passengers at 15s. thoughout!!

It is evident that we get few or none of the through passengers; can this be wondered at while our fares are equal to 4½d. per mile first class, and 3d. per mile for second class, the distance being only 40 miles by the turnpike road?

Are our Directors aware that the first class fare from Glasgow to Greenock, 22½ miles, has just been fixed at 2s. 6d.? Why do they boast that their favourite third class fares pay well, and then discontinue them, except by three trains from each end daily?

I am at a loss, Mr. Editor, to account for the ominous silence our Directors preserve on every subject connected with the working of our line and the result of the opening throughout. If their object be that the shares should stand well in the market they have failed most signally. While the shareholders are suffering enormous losses by the heavy decline in the value of their stock, they are kept in total ignorance of the causes of the small amount of the receipts from passenger traffic. We are kept in the dark as to the number of through passengers conveyed, the number of coaches still running, the amount derived from London passengers booked to Rugby, &c. &c. Nothing is known respecting the agreement as to tolls entered into with the North Midland line, or the proposed Extension to the Liverpool line, without which the "Leeds" is a mere accommodation road in place of a grand trunk line connecting the east and west coasts.

Altogether, Sir, the history of our railway affords a strong proof of the necessity of that Railway Reform which you so ably advocate.

The patience of my brother shareholders is most exemplary. Not a murmur is heard, whilst 100*l.* of our stock has declined in value from 147*l.* in September last to 80*l.*, its present value!!! This, too, is only "the beginning of the end," for as 3,000*l.* per week will barely pay interest on loans (70,000*l.*) with a few thousand pounds against depreciation of stock, unless some means are adopted

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to sweep the coaches from the turnpike road and increase our weekly receipts from passengers, it is not improbable that our 100*l.* shares will go to 30 or 40 discount, and the halves to 15 or 20 discount.

I am, Sir, yours respectfully,
A LEEDS SHAREHOLDER.

May 5, 1841.

THE CROYDON RAILWAY BOARD ON THE SUBJECT OF HIGH AND LOW FARES, OR PRACTICE *v.* PROFESSIONS.

To the Editor of the Railway Times.

SIR,—Through your journal we have been introduced to many articles ably put forward on the subject of high and low fares, yet I believe the question is now where it was. It is true, if Croydon "dogmas" would only prove infallible, the question of low tolls and fares is now as fixed as the monument, or the assurance of the dogmatists, with whom many of those articles originated. Unhappily the opinions of the Croydon officials, when examined by the test of truth, and stripped of their sinister adjuncts, are anything but decisive, as to the establishment of the principle of low fares being the most beneficial in practice. It is certainly true that the Croydon Chairman has proved to demonstration, (vide your journal of 19th November, page 1,102, and 19th January last, page 34,) that the fares of 1839, as compared with those of 1840, were low, and that in consequence of the rise in those fares, the Croydon Company lost 320,256 passengers, and (taking these passengers at the Chairman's own ascertained average fare of 1839) an income of 20,000*l.* per annum. This important illustration in favour of less against greater fares, when stripped of those advantages that are merely adventitious and local (but to which alone must be attributed this result in respect of the Croydon Railway) amount to no evidence whatever in favour of lower tolls and fares; and for these reasons, namely, that without the junction of the Croydon line with the Greenwich terminus, the Croydon line, as a mere *detached line*, would not produce traffic enough to give grease to the couple of engines that would certainly suffice to convey all their customers, even at the lowest possible fares.

[Would that I had the power of making an exhibition of the Croydon Board, in its detached importance, on the Croydon side of Corbet-lane, with a 10-ft. wall to detach the valuable from that which is mere waste, without its adjunct—the Greenwich Railway!]

And, secondly, even with the statements and figures of the Croydon Chairman, alluded to in his last letter, and that of his Solicitor, and of his friend "Expositor," (vide your journal of the 3rd and 10th instant, all in favour of lower fares,) yet this mere *professor* of lower fares continues in practice the highest fares, and that at an admitted *net* loss of 16,000*l.* per annum; the value of such contradictory testimony I leave to yourself and readers to estimate! The Greenwich Company has demonstrated that low fares or third class carriages, is productive of absolute loss, having last year carried 80,000 of that class, not only for *nil* relatively as to income, but actually at a loss of about 300*l.* solely from the advantage taken by the second-class passengers; the indignity of encroaching on the *boon* intended for the poor and humble, being no equivalent to the dirty *twopence* in the estimation of the really proud and rich. In consequence of such disgraceful conduct it is more than probable the third-class carriages will be discontinued. The Blackwall, under the most favourable circumstances, namely, novelty and stationary engines, commenced with *low* fares, but this soon proved unsatisfactory, and those fares were raised 33⅓ per cent., and at that rate I believe are now continued! In conclusion, may I beg the Croydon Chairman and his friends to give up their professions about low fares, and demonstrate by actual experiment on their own line from New Cross, that the lowest possible fare is the most profitable; until then do not, I beseech you, permit this all-accomplished gentleman to exhibit himself in a position so truly anomalous; let me assure him for once and all, that he may as easily make the statue of the Duke of York descend from its elevated position on Carlton Terrace, to dance a Welsh jig at the honourable gentleman's bidding, as to attain *his end* against the Greenwich charter or toll agreement! It remains to be seen to what extent, and for what period that agreement can be contravened by the Croydon cabal with impunity! Let the appeal be made to those honourable men parties to that agreement, and see if they deny the well-known fact that the reduction of the present toll from 9d. to 3d. gross (ascertained to net to the Greenwich Company no more than one penny five eighths per passenger) was not considered as a great sacrifice on the part of the Greenwich Company, but consented to in order that in all future time it should of itself sufficiently indicate that sacrifice, and the ample equivalent given to the Croydon Company for the largest possible income derivable from that Company under the most favourable circumstances. How does the worthy Chairman of the Croydon Company fulfil this sacred engagement, entered into by his predecessors? The columns of your excellent journal, will bear ample testimony. I hope, Sir, that as some set off for the series of misrepresentations relative to the Greenwich Railway toll, (which so far from being a *high* toll, is in fact the lowest in the kingdom, and on a line the most costly in existence,) which have appeared from time to time in your respectable journal, you will be pleased to permit the insertion of the foregoing, and oblige,

Sir, your obedient servant,
VERUS.

Tuesday, 20th April, 1841.

MANCHESTER AND BOLTON CANAL AND RAILWAY.

To the Editor of the Railway Times.

SIR,—It would be a great convenience to holders of shares in the Manchester and Bolton Canal and Railway, if the Directors of the Company were, with the statement of Railway income, also to furnish you with a statement of the Canal income; for the weekly returns in your most valuable paper, which information might very well appear in your note on that Company, No. 21, and instead of "the receipts given, are however those from the Railway only;" the conclusion of it would then be, *the receipts* from the Canal for the week are £——, this information is needful to enable the shareholders, distant from the Company's office, to judge of the welfare of the concern.

I would also observe, that the last dividend was at the rate of near 2*l.* 10s. per cent. per annum, and not 2*l.* 3s., being for the half-year 20s. per share on 83*l.* then called up.

A SUBSCRIBER.

Liverpool, 4th May, 1841.

THE BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY AND THE CHELTENHAM COACHMASTERS.

Continuation of correspondence.—Reply of Mr. Fleischmann to the answer of the Board inserted in our last.

George Hotel, Cheltenham, 30th April, 1841.

GENTLEMEN,—I have through your Secretary been favoured with a reply to mine of the 17th past, soliciting you to again allow me those privileges you have given others, but it appears you decline so doing.

I find frequent representations have been made to you respecting the irregularity of the omnibuses during the time four of them were admitted; it is a source of very great surprise to me that your Secretary never made a complaint to me on the subject, or even proposed or pointed out any plan for their better arrangement, *excepting* at the time when he informed me HE HAD (in consequence of the frequent complaints) made arrangements with Haines and Dangerfield to conduct the whole of the business.

I cannot but consider that since the opening of your line Mr. Burgess has shown every disposition to serve Haines and Dangerfield to my prejudice. If complaints were made, it appears he rather prevented them being communicated to me than *otherwise*, his aim throughout being to serve those who are now enjoying his patronage, or it would have been equally practicable to have made the same arrangement with the *four* proprietors as with *two*.

I beg respectfully to call your attention to *this fact*, that all complaints laid before you touching the omnibus business, have been *ex parte* statements, and I may say made with prejudice.

Seeking an inquiry into *my* statements, which if proved *not* to be correct, I will then withdraw my omnibus and consider myself *not entitled* to a share of your favours, but if on the other hand my assertions are not contradicted or proved to be false, I trust you will reject the prejudiced guidance of your Secretary, and allow me the same privilege as my competitors. Waiting your reply,

I am, your's, obediently,
J. B. FLEISCHMANN.

The Directors of the Birmingham and Gloucester Railway.

To the Editor of the Railway Times.

SIR,—As a reader of your paper, and an inhabitant of this town, I was induced to carefully read the letter of your correspondent in last week's number respecting the Birmingham and Gloucester Railway. I should qualify any remarks of mine by stating that I have not the paper at present before me, but am taking the first leisure moment to notice what appeared to me, at the time of perusing and carefully regarding the contents of the letter, to be penned by a very prejudiced, and probably an interested party. Having very frequently had occasion to go to and from the station, I can affirm that the omnibuses of the George and Fleece Hotels have always been well-conducted, and civilly served with driver and conductor, and if any disturbance or annoyance has been given to persons from the eagerness of the conductors to get them into their omnibuses, as far as my experience goes it has applied to the whole four equally the same.

As an enemy of monopoly wherever I meet with it, I must regard this act of the officers of the Railway Company alluded to as a most gross and unjustifiable one. I cannot suppose it to be the wish of the Directors to give such an unfair privilege of allowing this and that hotel liberty to send their omnibuses to the trains and excluding others belonging to other equally well-conducted establishments. As the best expression of the feeling of disinterested parties may be named, the fact of the excluded omnibuses carrying many more passengers, and I should suppose, earning for their proprietors more returns, than when they were admitted. However, I hope for the sake and character of the town the Directors will make an order for the admission of all upon equally fair and honourable terms, and then be strict in following their own laws for their good regulation, but not allow themselves to be guided from their strict path of duty by the representations of possibly *interested clerks* in their employ. Trusting that you will not consider this an intrusion, but again assuring you that it emanates from a totally disinterested party, I subscribe myself, Sir,

Your obedient servant,
A LOOKER-ON.

Cheltenham, April 28, 1841.

[We believe the writer of this letter to be, as he states, "a totally disinterested party," and think it but an act of justice to Mr. Fleischmann to give it a place.—ED. R. T.]

CHIPPENHAM.—We are sorry to state that a rather extensive slip of earth, causing a serious fracture of the new Culvert connecting the lands of Joseph Neeld, Esq., M.P., occurred a few days since, on the works of the railway near Foghamshire. It is fortunate that it will not delay the opening of the line to this town (where the station is fast approaching completion), but it must cause a considerable loss to the contractors.—*Wiltshire Independent.*

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RAILWAY DIRECTIONS.

To the Editor of the Railway Times.

SIR,—Instead of directly replying to any of your correspondents, I beg permission still to address myself to you. In so doing, "A Railway Shareholder" will not, I trust, for a moment suppose that I treat him with any disrespect. This method I adopt principally as being some check on the tendency to personalities, too apt to supervene in such discussions in spite of every wish to avoid them, but which are favourable neither to the elucidation of the subject, nor to the discovery of truth.

In answer to the intimation conveyed, Sir, in your own article, I must declare at once, that I neither am, have been, nor ever shall be, a Director. Not one of my relatives holds such an office. With respect to your remarks as to the salaries of Directors not having been complained of, or frequent changes recommended, I refer you at once to the "Railway Shareholder" himself. If any reader supposes that I wish to bolster up the present Directorial system, he is wholly deceived. My letter surely admits of no such construction. "A Railway Shareholder" and I, have in view the same objects—efficient directions—cheap directions—we differ in opinion only as to the *means* best adapted for securing these most important ends.

A much higher estimate has certainly been formed by me than by him of the qualifications required. He seems indeed to think that hardly any one can be found in the lists unequal to the duty. He admits the many gifts, natural and acquired, demanded for the successful prosecution of trade and commerce in their various branches, but railway Direction can be carried on by "as low an order of mind as any one occupation of civilised man. Not *well* indeed, but still carried on." What then, is he content to have his work *ill*-done? One is reminded of the opinions of the learned Dogberry,—"Who think you the most desartless man to be constable?—To be a well-favoured man is the gift of fortune, but to write and read comes by nature. You are thought here to be the most unable and fit man for the constable of the watch."—*Much Ado About Nothing*, Act 3, Scene 3. "A Railway Shareholder's" parallel of theatrical directors surprises me greatly; but I cheerfully adopt it. If any human vocation requires great qualifications of almost any kind, it is surely that of the manager of a playhouse. What knowledge, what ability, what vigilance, what tact are essential to success; and here rise up the mighty names of Garrick, Sheridan, Kemble, and how many others, whose great powers were taxed to the uttermost in theatrical direction. Neither do I think so contemptibly as he does of the successful venders of mutton pies and buttered potatoes. To persuade the close-peering, coy, shying, sniffing customer that old horse makes "a so called mutton pie," or that candle-ends and essence of cannon-balls make rich, rollicking, appetising buttered potatoes; this requires but a low order of intellect, does it? Indeed I do not think so. But I am ashamed to trifle on this serious subject, and will not so offend again.

If by Directors are meant merely men to hold a pen and sign heaps of papers shuffled before them by clerks, then "a low order of intellect" may well suffice for their office. But very different is my notion of a Director *as he should be*. Your correspondent says that Directors have to buy coals, oil, tallow, cotton waste, to provide engines and repair the roads, and then merrily observes, "these are the head and front of their mighty labours." To perform these labours well, however, requires the most efficient men. What qualifications do not the latter two only demand? What science, what economy, what knowledge of materials, of workmen, of the almost weekly improvements introduced? But all this is it seems done (God knows how) by secretaries, contractors, *et id genus omne*. Not a hundredth part by Directors. Is it so indeed? Now, on my system, not a hundredth part should be done by any body else. Neither "travellers over Europe, nor residents 200 miles off," will pass muster with me. "A Railway Shareholder" has drawn here a graphic and vigorous delineation of the existing Railway Directions. For a cure of this fatal system, my recommendation in my last letter is, I confidently submit, the only specific. The want of such Directions as I recommend, has been the cause of this ruinous and shameful state of things described by your correspondent.

Nothing, however, will, it seems, stay his pen but setting A B C doctors or Directors; "men of a low order of intellect," no doubt. This is his pet plan. I fear he is likely to write *currente calamo* for a very long time. The awakening of shareholders, to which he has so much contributed, will lead them to demand thoroughly efficient Directors. But Abcdarians are not such, though indeed quite good enough for the existing system.

On the subject of Auditors, we are, I rejoice to find, agreed. I adopt his proposal most fully here.

"A Railway Shareholder" concludes by saying that my letter weakens the case of the Directors now in office. Such was my object, and I am pleased to find that I have not wholly failed. He was startled by the broad enunciation of those round, general principles, which are, however, the only ones on which any great undertaking can be successfully conducted. He had himself been regarding the subject chiefly in its *details*. This is the only source of difference between us, for I am persuaded that he does in reality adopt in his reasonings the same general principles.

I now beg permission to offer my own ideas on the proper qualifications of Railway Directors. Being an executive they should be few in number. Captain Moorsom has, I think, recommended five, dividing the business into five departments—maintenance of way, locomotives, trains, finance, and the Chairman to exercise a general superintendance over the whole. Each of these Directors I would make answerable for the department assigned to him, so that there should be no shuffling off blame from one to another, and each should be liable to dismissal at any time, if found to be inefficient, or otherwise unworthy. Each should also make a separate annual Report for his department, and the Chairman a general one embracing the whole affairs of the Company. Now, according to this view of the subject, Directors should act as managing partners well skilled in the vocation. Thus, he in whose department was "maintenance of way," should understand natural history, (geology especially,) chemistry, mechanics. Such acquirements would be brought to bear on the subject with the utmost advantage. The present employés, it is to be feared, hardly regard such matters at all. Each Director should reside within three miles of the line. No Director should be on the Direction of more than one railway; he should be engaged in no private business; he should, in short, devote his whole time and powers to the railway on which he was employed. Auditors should be chosen annually from the share-lists; they should be thoroughly men of business—men of figures—men who could not be deluded by any specious representation, or have their imaginations run away with their judgments. On this system men of property would breed their sons to the business of Railway Direction, just as they now do to mercantile or manufacturing pursuits, and would educate them accordingly. Lads would take practical lessons on the line or in its offices. Shareholders once in possession of such Directors, will neither think of parting with them, nor of chaffering on a few pounds of salary.

On such principles of conducting their affairs, and on such only, will shareholders ever have any real control over them, or be independent of "Secretaries, Contractors, hole-and-corner men, or other subordinates." Professional Directors, as I describe them, would have a character to keep or gain—a valuable situation to retain or to lose; and moreover, in addition to all, a stake in the Company. The proceedings and accounts of such men, subjected to a vigorous *bona fide* audit, on the result of which their professional existence depended, would afford the shareholders a solid security for good management, of which at present they are wholly destitute; and the facilities enjoyed by such Directors for improving railway practice would no doubt be improved to the uttermost.

It may sound somewhat coarsely, but kick and plunge as shareholders may, to Directions formed on the principle I humbly advocate, must they consent eventually, or else see their property from year to year perishing before their faces. They must prepare themselves for a new era in railway history—for applying to railways the sound principles of private business. No men of straw, nor old women neither; no *faineants* paid for doing nothing, but accomplished energetic men of business, and the rather, as the interests entrusted to them are greater, and more difficult to conduct with advantage.

I am, Sir, your obedient servant,
C. D.

5th May, 1841.

YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—Much is justly said and written on the necessity of diminishing the expense of working railways, if they are ever to become remunerative to the proprietors, and it must be admitted to be of *vital* importance in many railways, whose traffic is yet in an incipient state. I know of no line in which this important duty of Directors has been *so well* attended to as the York and North Midland, whose half-yearly expenses to the 1st January last, were little more than 28 per cent. on the gross returns, and the consequence was, that for the first half-year the line was opened, a dividend at the rate of 7 per cent. per annum, was declared, and a considerable sum remained for wear and tear. I find that since the month of February last, the receipts on that railway have averaged upwards of 1,250*l.* per week, which on a capital called of 334,500*l.*, and 190,500*l.* borrowed, will give a dividend of nearly 11 per cent., *allowing the same rate of working expense*, which I by no means admit to be the minimum to be attained. To those interested in a dividend from this line, the extra traffic of the two next summer months, and the profit to arise from the lease of the Selby line, promise better results than I have given. I call your attention to the above railway, in the hope that you will continue to use your able pen in showing other Directors that so enormous an annual deduction as 40 or 45 per cent. *ought not* to be any longer made by them, or tolerated by their *constituents*, if the latter so act as to make the term have any practical meaning.

I am, Sir, your obedient servant,
TENAX.

April 29, 1841.

RAILWAY BOARD REFORM.

To the Editor of the Railway Times.

SIR,—Amongst the various plans suggested by your correspondents for the improvement of Railway Management, there does not appear to be one that does not assume the necessity for a permanent Board of Directors. If, however, we look at the principal lines of canals, we shall find that however complicated and extensive the business may be, it is wholly and entirely confided to one individual, who is selected *chiefly* for his knowledge of and experience in canal management and engineering, and *partly* for his habits of business and other requisite qualifications. Some railways, the funds of which are inadequate for the support of a *permanent* Board of Directors, are also managed on the same system; and I believe it will be generally found that the business is conducted much better, and infinitely cheaper, than in those instances where the whole details are superintended by Directors; in fact, a divided responsibility is quite sufficient of itself to insure bad management—what then can be expected when the individuals composing the Board are selected from amongst the most wealthy?—the very circumstance which precludes their being good Managers, simply because they have no inducement to become such. I would, however, by no means wish to undervalue the ser-

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vices of Directors. The presence of a Director operates as a powerful stimulus to good conduct and attention amongst the subordinates; but their *presence alone* is sufficient, and instead of being constantly engaged in all the petty details of management, let them each occasionally visit that part of the line nearest to their residences, and report to their Manager anything which at such times they might see going wrong, and above all hold themselves aloof from all interference in the appointment of persons to situations who are *known* to have no other qualification than that of having a friend at the Board. I do not expect that Directors would give up the patronage they enjoy—because if there were no patronage there would be no Directors; all I contend for is, that to insure proper subordination, *all* appointments ought to *appear* to be made by the Manager, and whatever influence the Directors might exercise in the way of serving their friends, it should never be perceived beyond the Board-room.

The Grand Junction is said to be the best managed railway in the kingdom, and I believe it was this where the Directors, finding what divided management would soon lead to, agreed amongst themselves to confide the entire outdoor business to one person, which having done, they have ever since scrupulously abstained from the slightest interference with the person to whom it was entrusted.

I am, Sir, yours very respectfully,

A RAILWAY ENGINEER.

28th April, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—As the *Railway Times* has now become the general medium for the circulation of all railway intelligence, may I beg of you to allow room in your next paper for the following remarks:—

Several letters have recently appeared in the *Railway Times* directing the attention of the shareholders to the present state and prospects of the Manchester and Leeds Railway. I entertain no doubt but the writers of these letters are like myself, desirous only of ascertaining what the present value of our stock really is. With this view I have lately referred to the Reports published by the Directors, a complete series of which I happen to have by me, and having done so, I must certainly confess my surprise at the present tendency of the public feeling with regard to our stock. I very much fear that the recent decline arises from unprincipled parties who, availing themselves of the present state of our traffic, endeavour to excite an undue prejudice against the railway, and then enter into speculations for a fall.

The following calculations, founded on the Directors Reports, and the published returns of traffic, appear to me to remove all just ground for despondency.

The traffic has since the opening throughout averaged 3,000*l.* and 3,500*l.* per week. I assume that this will average in the year 1841, 3,500*l.* per week, which will give		£182,000
The working expenses I estimate at 40 p r cent.		72,800
Total		£109,200
One year's interest on money already borrowed, say, 1,300,000*l.* at 5 per cent.	65,000	
Six months' interest on 160,000*l.* yet to be borrowed	4,000	
		69,000
		£40,200
Add surplus receipts during the partial opening, as shown in the Reports		31,481
Total		£71,681
There will be required to pay 5 per cent. on 13,000 old shares, 70*l.* paid, at 3*l.* 10*s.* per share	45,500	
And 5 per cent. on 13,000 new shares, 30*l.* paid, at 30*s.* per share	19,500	
		65,000
Leaving available for a reserved fund		£6,681

Then with regard to the future, if the experience of the London and Birmingham and Grand Junction Railways has any value in it, you will find, that taken together, these Companies have nearly doubled their receipts since they opened, so that you may at least expect a proportionate increase on the Manchester and Leeds.

My advice, brother shareholders, is this, "be of good cheer," and do not sacrifice your property to the "jobbers."

A SHAREHOLDER.

6th May, 1841.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—Permit me to direct your attention to an omission you have made in copying the Report of the Government Commissioners upon the proposed Railways into Scotland. I allude to what they have called "the conclusion," p. 65, in which they indicate a pretty decided opinion, that the west coast line will not "command much support as an "investment, from the general speculator;" and they add, that if it is not supported by the landowners (which is not very likely), not with a view to a remunerating dividend, but to the benefit of their estates—that then the East coast line "would, in our opinion, be entitled to the next preference."

This is a most important statement; and to those parties who are best acquainted with the two lines of country through which the East and West Coast Railways are proposed to pass, it is conclusive on the point, that the Report is *practically* in favour of the East Coast line. I trust that in your next paper you will publish the paragraph I have referred to, and call upon every well-wisher to Scotland to lend his aid in forwarding the East Coast line.

I am, your obedient servant,

AMICUS.

Edinburgh, 5th May, 1841.

FLORENCE AND LEGHORN RAILWAY.

WE present to our readers with much satisfaction an abstract of the Decree published on 27th April last in the *Gazette of Florence*, authorising the construction of the above important line of railway, which is to be commenced forthwith under the direction of our countryman, Robert Stephenson, Esq. The most important feature in this undertaking is one which redounds to the honor of the enlightened and liberal Tuscan Government, viz., the admission of the iron rails, locomotives, &c. (all which are to be supplied by this country) *duty free*. We have no doubt of this line proving hereafter but an integral part of a grand trunk railway from the south base of the Appenines throughout the whole of Tuscany and the Roman States to Naples, developing in a greater degree than ever yet known the commercial and agricultural resources of these fertile and charming countries, so much, and so deservedly, resorted to by English travellers.

A Supplement to the *Florence Gazette* of the 27th April, contains the Decree of H. T. and R. Highness, the Grand Duke of Tuscany, granting for the term of 100 years (to be reckoned from the time when it will be completed and opened to the public), the railway from Florence to Leghorn, to the Company announced by the Manifest of Fenzi and Senn of the 24th April, 1838, to be executed according to the Report of the celebrated English engineer, Robert Stephenson, Esq. His Imperial and Royal Highness graciously allows said railway to bear his royal name of "Leopold," and grants numerous advantages and privileges, among *others the importation duty free, of all the iron works, machinery, locomotives, and every other article required for its construction, and completely placing it in active operation*. The exemption from the Register Stamp due on all the deeds of the Company during the construction of the railway, the option of converting into perpetual leaseholds the amount of such lands as will be occupied by the Company, and which may belong to the State, or to religious corporations, and which from its nature should be subject to reinvestment. The right of expropriation fixed on a liberal basis, with the right of immediate occupation, and a low tariff for the transport of persons and goods.

The said Supplement also contains the schedule of the conditions of the grant to the Company, and the statutes of the same; and, lastly, a call for the first general meeting of shareholders to be held in Florence, the 7th June next, for the special purpose of electing the Council of Administration and the other officers of the Company. We have remarked that the branch from Leghorn to Pisa must be immediately completed and put in activity with the first instalment already collected and deposited, and that the Company is only obliged for the construction of the remainder of the road to Florence towards the Government, to prove *in two years*, that a second instalment of ten per cent. has been collected from the shareholders. We have also remarked that all the disbursements made by the shareholders bear interest at 4 per cent. until the road is completed, and that such interest will be paid, and the instalments reciprocally received in several cities of Europe, by bankers who will be named by the Council of Administration, and who will also be authorised to receive in deposit provisory shares so that every foreign shareholder who may own at least ten, may be represented at the general meetings of the Company. In order to provide for this object for the first general meeting, several banking and commercial houses have been authorised to that effect in Milan, Venice, Trieste, Vienna, Augsbourg, Geneva, Paris, and in London, Messrs. WILLIAM LEAF, CROFTS, & Co., in the hope that they will lend themselves to this voluntary trust, as for want of time they could not be consulted.

This undertaking presents very flattering prospects of success, arising not only from the concessions of the Tuscan Government, but more particularly from the uncommon facilities of its construction, the low cost of the iron and wood works which will be employed, owing to its importation, duty free, into the port of Leghorn, and the immense number of persons and quantity of goods travelling on this line; so that there is every reason to expect that it will prove one of the most prosperous railways in Europe.

RAILWAY ADJUDICATIONS.

MANSER V. NORTHERN AND EASTERN RAILWAY COMPANY.

Vice-Chancellor's Court, Saturday, May 1.—This was a motion to dissolve an injunction granted *ex parte* on the application of James Poulter Manser, the owner of a mill on the Hoddesdon stream, whereby the Northern and Eastern Railway Company were restrained from proceeding to build an intended bridge over the mill stream, having the soffit less that 7 feet 7 inches above the level of the water, or from driving any piles in the bed of the stream, or doing any act that might tend to contract the stream or obstruct the navigation. The point in dispute arose under the 31st section of the Company's Act, which contained the usual general provision, empowering them to enter the lands of any person where it might be necessary, to cross a river and to build bridges, &c., "doing as little damage as might be, and making full satisfaction to all persons interested in the lands for all the damage done." The Company had occasion to carry their line across the Hoddesdon stream near to a foot bridge, over which there was a public path leading to the plaintiff's mill. The plaintiff was the owner of the soil on one side of the river only, and made use of this part of it for the passage of barges to and from the mill. The height of the old foot bridge from the level of the water was about five feet, and the width of the river where it stood fifteen feet. The Company proposed to cross the stream in an oblique direction at another spot where it was 33 feet wide, and somewhat deeper, by means of a bridge with piles driven in the bed of the stream, but at such a distance as to leave a clear passage between the piles of 16 feet, and which, with the eight feet between each pile and the land afforded a clear waterway of 32 feet. This, the plaintiff alleged, upon the evidence of surveyors and bargemen, would greatly obstruct the navigation, prevent the removal of alluvial deposit, and subject his mill

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to serious inconveniences and injury when the river became flooded, and insisted, that as the Company were compelled to build all the bridges on the Lea river, into which the Hoddesdon stream emptied itself 10 feet above the level of the water, he was entitled to have at least 7 feet 7 inches. The Company contended the bridge they proposed to construct would be much more convenient for the navigation, being higher, and affording a wider waterway than the old foot bridge. They were compelled to carry the railway across the stream somehow or other "doing as little damage as might be," and making compensation to the injured parties, and they conceived that a bridge whose soffit was 12 inches higher than the old foot bridge, with a draught of water of 32 feet instead of 15, was a liberal compliance with the provisions of the Act, as, if any injury were done to the plaintiff, he would be entitled to a full compensation; but they complained, that after the Act had defined the rights of the parties, and the negociations with the plaintiff had proceeded so far as to put him in possession of the intentions of the Company, he had pulled down the old foot bridge, and erected another with the soffit 7 feet 7 inches from the level of the stream, and affording a larger draught of water, and sought to compel the Company either to erect a bridge of the same increased dimensions, or extort from them larger terms for the alleged injury to his property. The concealment of this circumstance from the Court when the injunction was applied for *ex parte*, was a sufficient reason for dissolving it with costs, when it was shown that the Company were about to construct a bridge in every respect more convenient than the original foot bridge.

Mr. K. Bruce, Mr. Jacob, and Mr. L. Wigram appeared for the Company, and Mr. Wigram and Mr. Moore were the counsel for the plaintiff.

The VICE-CHANCELLOR said, the Company were certainly not doing a thing which by law they might not do if they made the proposed works under pressure of necessity, and doing as little damage to the plaintiff as possible. Now, it was contemplated that damage would be done by building the bridge in the manner proposed, but it did not follow because it was more to the advantage of the plaintiff to have the soffit 7 feet 7 inches from the level of the water, that of necessity the bridge must be of that height. The chief value of a navigation was to afford a direct communication with the main river, and the effect of the evidence amounted to an admission that some of the bridges on the Lea were not more than 6 feet high, which was the height the Company proposed to build the bridge in question. If this were so, his Honour did not see how the plaintiff could reasonably require the bridge to be built higher than those on the main river. In his opinion, therefore, it was competent to the Company to build the bridge of that height, and he thought it no reason, because the Act of Parliament expressly provided that all the bridges built by the Company over the Lea should be ten feet high, that they were obliged to build bridges of the same height over other streams which flowed into it. The Act required that the railway "should be made, doing as little damage as may be," and it was shown that if the centre of the bridge was higher than six feet, the embankment must be raised to the same level, if the railway were constructed on the present plan, which from the boggy state of the soil would be attended with very great danger. He did not therefore think, with respect to the height of the bridge, the Court was authorised in continuing the injunction. As to the draught of water, his Honour thought that if there were a clear passage of 32 feet for the water, by means of a waterway of 16 feet in the centre between the piles, and a passage left between either pile and the land of eight feet, it would be as ample and free a passage as existed at present; and that the plaintiff could not require more. If the Company, therefore, undertook to make the waterway of the width proposed, he thought the injunction ought not to continue. He did not think that the circumstance of the plaintiff's removing the foot bridge and building a more convenient one at all affected the case, or his rights under the 31st section of the act; and, as he thought there was quite enough *prima facie* case to justify the plaintiff asking the opinion of the Court, he should not give the costs of the motion.

THE QUEEN *v.* THE MIDLAND COUNTIES' RAILWAY COMPANY.

Bail Court, May 6.—Sir F. POLLOCK moved for a rule to show cause why the inquisition which had been taken on the body of Thos. Taylor, who was accidentally killed on the Midland Counties' Railway, should not be quashed, on the ground that certain words had been omitted—namely, in the following passage, "the said locomotive railway engine then was;" and this, "Thomas Taylor was thrown off," the words "suddenly stopped," or other words of a similar import, should have been inserted after the word "was."

Rule granted.

A similar rule was granted on a like omission in the inquisition on Richard Livesey.

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

EASTERN COUNTIES' RAILWAY.

April 30.—Lords' Amendments agreed to.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

April 30.—Petition of James Dunlas against the Bill; referred to the Committee on the Bill; counsel ordered.

Lord Worsley (Lincolnshire), Mr. Winston Barron (Waterford), Colonel Salwey (Ludlow), selected, and added to the Committee.

May 6.—Petitions in favour—from Airdrie, Gorbals, and Glasgow (three petitions); to lie on the table.

Mr. Praed reported from the Committee on the Glasgow and Dundyvan Junction Railway Bill, that he was instructed by the Committee to move the House, that Robert Barlas, of Edinburgh, and George Lyon Walker, of Glasgow, do attend this Committee forthwith. Also, that George Crawford, writer in Glasgow, clerk to the Incorporated Trades of Glasgow, or other officer of the said Incorporated Trades, who has in his custody the plan of the lands of Tradeston, and others, belonging to the Trade's House of Glasgow, made by Thomas Richardson, land surveyor, which plan is referred to in the title deeds of George Lyon Walker and others, do attend this Committee forthwith, and produce the said plan.

Ordered, That Robert Barlas and George Lyon Walker do attend this House forthwith.

Ordered, That George Crawford, writer in Glasgow, clerk to the Incorporated Trades of Glasgow, or other officer of the said Incorporated Trades, who has in his custody the plan of the lands of Tradeston, and others, belonging to the Trades' House of Glasgow, made by Thomas Richardson, land surveyor, which plan is referred to in the title deeds of George Lyon Walker and others, do attend this House forthwith, and produce the said plan.

Committee on Bill adjourned till Monday, May 10th.

GREAT LEINSTER AND MUNSTER RAILWAY—(No. 2).

April 30.—Printed breviate of Bill laid on the table.

May 5.—Bill read a second time and committed, and referred to the Committee of Selection.

GREAT NORTH OF ENGLAND RAILWAY.

May 5.—Printed breviate of amended Bill laid on the table.

May 6.—Bill reported; amendments agreed to; clause added; Bill to be ingrossed.

LONDON AND GREENWICH RAILWAY.

May 6.—Printed Breviate of Bill laid on the table.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH.)

May 5.—Report further considered; amendments agreed to; Bill to be ingrossed.

NORTH MIDLAND RAILWAY.

April 30.—Message from the Lords that they have agreed to the Bill without amendment.

POLLOC AND GOVAN RAILWAY.

May 3.—Petition of Magistrates and Commissioners of Police for the barony of Gorbals, against the Bill; to lie on the table.

Petition of the Provost, Baillies, and Councillors of Rutherglen, in favour; to lie on the table.

May 5.—To be read a third time on Friday.

May 6.—Petition from Airdrie, in favour; to lie on the table.

Petition of the Royal Incorporation of Hutcheson's Hospital in Glasgow, against; to lie on the table.

Mr. Lockhart, on third reading of Polloc and Govan Railway Bill, to move the following clause:—

Provided always, and be it enacted, That it shall not in any event be lawful for the said Company to carry across the said road a larger amount of traffic in any one day than 300 tons of goods, coals, or other articles, until the said road shall be carried over the said railway.

SHOTTS AND WILSONTOWN RAILWAY.

May 5.—Bill reported; Report to lie on the table and to be printed.

SOUTH-WESTERN RAILWAY (No. 2.)

April 30.—Bill read a second time and committed, and referred to the Committee of Selection.

Petition of Lessees of the common of Battersea and Wandsworth, for the introduction of clauses compelling the Railway Company to make good the injury done by them to the said common; referred to the Committee on the Bill.

Committee on Bill fixed for Thursday, 13th May.

HIGHLY IMPORTANT AND PEREMPTORY SALE.—Upwards of One Thousand Tons of Castings, chiefly in Machinery and Rolls for manufacturing Iron; Floor Plates, Foundry Boxes, &c.; likewise a valuable Engine-Turning Lathe, a large Iron Foundry Crane, Eight stout Oak Coal Boats, Two Iron Frigates, &c., at Tipton Old Church Iron Works, Tipton, Staffordshire.—To be Sold by AUCTION, by E and C. ROBINS and Co., on Monday next, May 10, and following Days, commencing each morning punctually at Eleven o'Clock, without reserve, at the above Works, upwards of 1,000 Tons of Steam-Engine Machinery, fixed and loose Rolls of all descriptions for the manufacturing Iron, two Forge Hammers, large and small Shears for various purposes, Slitting Mill Cutters, Floor Plates, Foundry Boxes, and other Castings; likewise, a valuable large Engine-Turning Lathe, complete; a powerful Iron Foundry Crane, with chains and pulley-blocks, equal to new; a large Punching Engine, with Fly-wheel, two Crab Windlasses, Lifting Jacks, Fairbanks and Co.'s Patent Weighing Machine, in perfect order; large Scales and Steelyards, Triangles with Winch, Iron Carriages and Trolleys, Foundry Patterns, several Tons of Puddling, Forge, and Mill Tools, large Forge Bellows, Anvils, Bick-Irons, Blacksmiths' Tools, Vices and Benches, several tons of Brass, seasoned Timber, &c. &c., also Eight substantial Oak Coal Boats, two Iron Frigates; Counting-House Furniture, Iron Chest, &c.

ORDER OF SALE.

Monday next, May 10th.—Various Articles of the Blacksmiths' and Cutters' Shops, large Turning Lathe, the Large Foundry Crane, Foundry Boxes, and various Castings in the Foundry Yard.

Tuesday next, May 11th.—Quantity of Cast and Wrought Iron, valuable Loose Machinery, Crab Windlasses, Slitting Mill Cutters, Water Boshes, &c.

Wednesday next, May 12th.—Quantity of Mill Brass, and various Articles of the Stock Taker's Office, remainder of the Loose Machinery, Weighing Machine, Scales, Pulley Blocks, seasoned Boards, and other valuable property; also the Eight Coal Boats and Two Frigates.

Friday, May 14th.—The Whole of the Extensive and Valuable Fixed Machinery, Cast Floor Plates, &c.; also the Furniture of the Offices.

Descriptive Catalogues are now ready, and may be had at the Counting House of the Works; the Hotel, Dudley; Swan, Wolverhampton; Talbot Inn, Stourbridge; Turk's Head Inn, Wednesbury; Limerick Inn, Great Bridge; Dartmouth Hotel, West Bromwich; Parrott's Arms, Oldbury; George Hotel, Walsall; the *Chronicle Advertising Office*, Shrewsbury; *Courant Office*, Chester; and of the Auctioneers, Birmingham.

To view the Machinery and Effects, apply to Mr. Jackson, on the Premises.

*** Some time in the month of June next, will be Sold the Three Steam-Engines, the whole of the Smelting and Heating Furnaces, strong Machinery, Timbers, and the remainder of the valuable Property of the above Works. Full particulars and time of Sale will appear in future advertisements.

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LONDON TO DERBY, LEEDS, YORK, AND NEWCASTLE-UPON-TYNE, WAKEFIELD, HUDDERSFIELD, HALIFAX, &c., MATLOCK, BUXTON, HARROWGATE, AND SCARBOR O

BIRMINGHAM AND DERBY JUNCTION RAILWAY.

TIME TABLE, APRIL, 1841.

STATIONS.	DOWN TRAINS.			STATIONS.	UP TRAINS.			
TRAINS LEAVE	H. M.	H. M.	H. M.	TRAINS LEAVE	H. M.	H. M.	H. M.	H. M.
	a. m.	a. m.	p. m.				a.m.	a.m.
London	6 0	{8 0 / 8 45}	2 0	Darlington	..	..	5 45	8 0
		p. m.		Hull	..	..	6 30	9 45
Hampton Junction	10 50	1 20	7 5			a.m.		
Coleshill	..	1 30	7 20	York	..	6 45	8 45	11 15
Kingsbury	..	..	7 30	Leeds	..	7 30	9 30	12 0
Tamworth	11 25	1 58	7 45					p.m.
Oakley and Alrewas	..	2 13	8 1	Sheffield	..	8 45	10 30	1 15
Barton and Walton	..	2 20	8 7		a.m.		p.m.	
Burton	11 55	2 33	8 21	Derby	8 0	11 45	2 15	4 0
Willington	..	..	8 33	Willington	8 12	..	2 27	4 12
						p.m.		
ARRIVING AT				Burton	8 23	12 15	2 38	4 22
	p. m.			Barton and Walton	8 41	12 23	2 56	4 38
Derby	12 30	3 15	9 0	Oakley and Alrewas	8 47	12 30	3 2	4 42
Sheffield	3 15	5 15	..	Tamworth	9 5	12 48	3 20	5 0
Leeds	4 45	6 45	..	Kingsbury	9 20	..	3 35	5 15
York	5 45	7 30	..	Coleshill	9 31	1 13	3 46	5 25
Hull	..	9 30	..	ARRIVING AT				
Darlington	8 30	..	..	Hampton Junction	9 55	1 30	4 10	5 37
					p.m.			
				London	3 15	6 45	9 15	11 15

Coaches leave Darlington immediately on the arrival of each Train, arriving in Newcastle in four hours.

The Train leaving London at 6 a.m. is the only Day Train through from London to Darlington, and passengers by it can be booked through to Derby and the North, only by the Train of the Birmingham and Derby Junction Railway.

Passengers to Wakefield, Huddersfield, Halifax, and the neighbouring towns, will, by the route *via* Derby, reach the Stations connected with those towns without quitting the Line of Railway, which they cannot do by any other route.

Passengers by the Trains leaving London at 8h. 0m. and 8h. 45m. A.M., and Derby at 2h. 15m. and 4h. 0m. P.M., must in each case be re-booked at Hampton.

A Coach to Lichfield runs from the Tamworth station every day (except Sunday) on the arrival of the Trains leaving London at 8h. 0m. and 8h. 45m. A.M.; and this Coach leaves Lichfield every morning (except Sunday) at 8 o'Clock, arriving at the Tamworth Station in time for the first Train from Derby, which reaches London at 3h. 15m. P.M.

By Order,

THOMAS KELL, Secretary.

BIRMINGHAM AND GLOUCESTER RAILWAY.—At a Special Meeting of the Proprietors in the Birmingham and Gloucester Railway, holden at Dee's Royal Hotel, Birmingham, on Tuesday, the 4th day of May, 1841,

Captain C. R. MOORSOM, R.N., in the Chair.

It was resolved—That the Directors be empowered to raise the sum of 175,000*l.*, in 10,000 portions of 17*l.* 10s. each, and to issue scrip for the same, numbered one to ten thousand.

That every registered Proprietor in the Birmingham and Gloucester Railway Company shall be entitled in respect of each Share holden in the undertaking on the 4th day of May, 1841, to the option of taking one of the new scrip, provided that the intention of taking such scrip be signified to the Company in writing, and a first instalment of £2 10s. in respect thereof be paid on or before the 25th day of May instant at the Bank of the Birmingham Banking Company in Birmingham.

That any scrip not taken under the foregoing resolution, together with the five hundred which will remain after providing one scrip for each of the nine thousand five hundred shares in the undertaking shall be sold by the Directors, for the benefit of the Company, in such manner as is prescribed by the Act of Parliament incorporating the Company, in respect of sales of forfeited shares.

That payment of the remaining part of the said sum of £17. 10s. in respect of each Scrip shall be made by the instalments hereafter mentioned, at the Bank of the Birmingham Banking Company in Birmingham, and upon any instalment not paid on the appointed day, interest after the rate of 5 per centum per annum shall be charged and payable.

1841.—August 25th,	Second Instalment	..	£5	0	0
November 25th,	Third	"	.. 5	0	0
1842.—February 25th	Fourth	"	.. 5	0	0

That any Proprietor of scrip shall be at liberty to pay any of the above instalments in advance; and in that case shall be allowed interest thereon at 5 per cent. from the day on which the payment is made.

That in case any instalment shall remain due for the space of one month after the day appointed for its payment, the scrip upon which such instalment shall remain unpaid shall thereupon be absolutely forfeited, with all payments previously made, and the Directors in that case shall be empowered to issue other Scrip in lieu of that which has been forfeited, and dispose of the same for the benefit of the Company, in such manner as is hereinbefore directed in respect of the scrip not taken up.

That the Directors be empowered to apply to Parliament for an Act to enable them to create 10,000 quarter shares of £25 each. That the registered Proprietor, or in case of transfer, the holder of each scrip shall, within six months after such Act shall be obtained, receive one of such quarter shares, in exchange for the scrip, and until then, interest after the rate of 5 per cent. per annum shall be paid on each instalment, from the day on which it is made; the first payment of interest to be made on the 25th day of May, 1842, and after that period by half-yearly payments.

That if no Act of Parliament be obtained for the creation of the 10,000 quarter shares on or before the 25th day of May, 1843, the registered Proprietors, or holders of the scrip, as the case may be, shall from that day be entitled, at their option (such option being declared in writing, on or before the 25th day of June, 1843) either to continue the receipt of interest, at five per cent., on the £17 10s. paid, until an Act shall be obtained, or to share with the original Proprietors the profits of the undertaking. Each scrip, on such division of profits, being reckoned as a quarter share, on which £25 shall have been paid.

That the name of the original holder of each scrip shall be entered in a book to be kept by the Company for that purpose, and be considered as its Proprietor until the scrip be produced to the Company, with an indorsement thereon, signed by the original holder, in the words or to the effect following:—

"Transfer my interest in the within scrip to the bearer."

And on any such indorsement being made, the holder of the scrip for the time being shall be considered as its Proprietor by the Company.

That should the Directors be enabled to borrow any further portion of £60,000, authorised by the last General Meeting to be raised upon loan notes, then that they be requested not to dispose of the 500 surplus scrip, and the scrip not taken up, or such portion thereof as the amount of moneys borrowed would supply.

That the following form of scrip be adopted, and the seal of the Company affixed thereto, with the counter-signature of the secretary:—

BIRMINGHAM AND GLOUCESTER RAILWAY.

Scrip, £17 10s. 0d. *No.*

The registered Proprietor of this scrip, or its transferee, will be entitled, on payment of the remaining sum of £15, at the Bank of the Birmingham Banking Company, in Birmingham, by the instalments hereinafter mentioned, to all the benefits and advantages conferred by the resolutions passed at the Special General Meeting of the Proprietors of the Birmingham and Gloucester Railway, holden on the 4th of May, 1841.

Second Instalment,	August 25, 1841	..	£5	0	0
Third ditto	November 25, 1841	..	5	0	0
Fourth ditto	February 25, 1842	..	5	0	0

N.B.—If any one of these instalments shall remain unpaid for one calendar month after the day above mentioned for its payment, the scrip will be absolutely forfeited with all moneys previously paid thereon.

Any registered Proprietor wishing to part with this scrip, must sign the indorsement on the back, in the presence of an attesting witness, after which the Company will recognise the bearer of the scrip as the Proprietor.

(FORM OF INDORSEMENT.)

To the Directors of the Birmingham and Gloucester Railway Company.

Transfer my interest in the within scrip to the bearer.

Witness

(Signed) C. R. MOORSOM, Chairman.

TO RAILWAY CONTRACTORS.—To be Sold 140 2½-yard capital EARTH WAGGONS, 36-inch wheels, 3¼ inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

MANCHESTER AND BIRMINGHAM RAILWAY.—TENDERS FOR LOANS.—The Directors of the Manchester and Birmingham Railway Company are now prepared to Grant Mortgages (under the powers of their Act of Parliament) of the Tolls and Works of their undertaking, as a security for loans of money in sums of not less than £500 on each mortgage, and for the periods of four, five, and six years at the option of the lender. Interest warrants, calculated at the rate of £5 per cent. per annum, and payable at the Company's Bankers, in London, or Manchester, on the half-yearly days on which the interest will become due during the whole period of the loan, will be delivered to the lender with the mortgages.

Particulars explaining the peculiar eligibility of this security, may be obtained at the Company's offices, No. 43, Piccadilly, Manchester; or at the office of Slater & Heelis, Princess street, Manchester.

THOMAS ASHTON, Chairman.

Manchester, 12th January, 1841,
43, Piccadilly.

MANCHESTER AND BIRMINGHAM RAILWAY.—CONTRACTS FOR WORKS.—Notice is hereby given, that on and after the 13th of May inst., the plans, specifications, and draft contract, for the erection of the Station at Manchester, for passengers and goods, with the approaches thereto, will be ready for inspection at the Engineer's office, in Manchester; and notice is hereby also given, that the Directors will meet at their offices, No. 43, Piccadilly, Manchester, at twelve o'clock at noon of Saturday, the 22nd of May instant, to receive Tenders for the same. Abstracts of the quantities of work, and printed forms of tender, will be furnished.

Tenders must be sent in by 12 o'clock on the 22nd of May, after which no tender will be received. They must be under a sealed cover, addressed to the Chairman, and endorsed "Tender for works," and no tender except upon the printed form will be attended to. The Directors do not bind themselves to accept the lowest tender, and they require the parties tendering to attend personally at noon, on the above named day of meeting.

THOMAS ASHTON, Chairman.

Railway Office, Manchester, May 1st, 1841.

NORTHERN AND EASTERN RAILWAY. Call of Ten Pounds per share. NOTICE is hereby given, That the Directors of this Company have made a Call of £10 per share, payable on or before the 31st day of May next, and the shareholders are requested to pay the same to either of the following bankers, viz:—

London—Messrs. Masterman and Co.
Manchester—B. Heywood and Co.
Liverpool—Heywood and Sons.
Cambridge—Fisher and Sons.

Interest at the rate of five per cent. per annum will be charged on all sums which remain unpaid after the day above appointed.

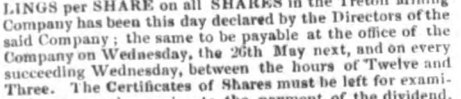
WILLIAM CRAWSHAY, Chairman.
WM. BOURNE, Secretary.

London, Shoreditch, 3rd May, 1841.

TRETOIL MINING COMPANY.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per SHARE on all SHARES in the Tretoil Mining Company has been this day declared by the Directors of the said Company; the same to be payable at the office of the Company on Wednesday, the 26th May next, and on every succeeding Wednesday, between the hours of Twelve and Three. The Certificates of Shares must be left for examination seven days prior to the payment of the dividend, and the books of the Company will be closed from the 15th to the 26th May, both days inclusive.

By order of the Board of Directors,
S. BUXTON, Secretary.

Tretoil Mining Company's-office, 6, St. Mildred's-court, Poultry, April 21, 1841.



T. H. RYLAND AND CO., OOZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic pistol, with or without boiler.
Two boilers, quite new, 18 feet by 4 feet.
Planing machine; works by hand, will plane 5 feet by 18 inches.

TO CAPITALISTS.—WANTED by a Gentleman manufacturing largely for Railway Companies and others, and having an excellent connexion, a Sleeping Partner, who can command not less than £4,000. The most satisfactory references, &c. can be given.

Apply by Letter, A. D., at the *Railway Times* Office.

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TAFF VALE RAILWAY.—NOTICE is hereby given, That the RAILWAY is now OPEN from Cardiff to Merthyr for the Conveyance of Passengers and Goods. The times of departure and arrival of the Trains will be as follows until further notice:—

UP.

	H.	M.
From Cardiff—		
8 morning, arrives at Merthyr.....	9	25
11 " " " (mixed train) ..	12	45
3 afternoon " "	4	25

DOWN.

From Merthyr—		
8 20 morning, arrives at Cardiff.....	9	45
11 35 " " (mixed train)..	1	20
3 20 afternoon " "	4	45

On Saturdays an additional Train leaves Cardiff at 5h. 30m. afternoon, and Merthyr at 6h. afternoon.

The mixed train, for goods and second and third class passengers, at 11 o'clock, from Cardiff, and 35 minutes past 11 o'clock from Merthyr does not run on Sundays.

Goods may be sent from the several stations by the mixed train, provided they are delivered two hours previous to the departure of the train.

STAFFORDSHIRE POTTERIES.—PHENIX IRON FOUNDRY TO BE LET with immediate possession.—The above newly erected Iron Foundry, lately in the occupation of Messrs. Thomas Edwards and Company, is situated on the banks of the Cauldon branch of the Trent and Mersey Canal, near Hanley, in the centre of the important manufacturing district of the Staffordshire Potteries.

The premises are extensive, and the buildings conveniently arranged for carrying on a very extensive business, for which there is an advantageous opening.

The foundry has been recently fitted up with a steam engine of 12 horse power, boring and turning lathes of the best construction, and machinery and fixtures of every description, and with the general business might be advantageously combined, manufacturing of locomotive engines for which the premises are admirably adapted, coal is got in the immediate neighbourhood and is cheap and plentiful, and the above canal affords a cheap mode of conveyance to all parts of the kingdom.

For further particulars, or to treat for the same, apply to Messrs. Ward, Son and Leman, Solicitors, Newcastle-under-Lyne.

NOTICE TO CONTRACTORS.—SHANNON COMMISSION.—In consequence of the parties with whom the Commissioners were in treaty for the execution of the works on the Lower Shannon having declined the same, the Commissioners will receive TENDERS from such persons who may be desirous to execute any or all of the Piers and Landing Wharfs, at the undermentioned places:—

County Clare—Querin; Kilrush; Kildysart.
County Limerick—Kilterry.

According to the Plans and Specifications which may be seen at the Commissioners Office, in Dublin.

The quantities of each description of work will be furnished by the Commissioners' Engineer, and upon such quantities the Tenders are to be prepared, the persons so tendering satisfying themselves as to the accuracy of the calculations.

No Tender will be received unless the printed Schedule of Prices shall be properly filled in.

Forms of Tender with specification can be obtained on application to the Secretary.

Security for the due performance of the work will be required, also a separate Tender for each work.

The Commissioners do not bind themselves to accept the lowest, or any tender.

Sealed tenders addressed to the Secretary, marked "Tender for Works, Lower Shannon," to be delivered on or before the 15th day of May next, at 12 o'clock noon, after which day and hour none will be received.

By Order,
EDWARD HORNSBY, Secretary.

Shannon Commission Office, Custom-house, Dublin, 30th April, 1841.

PATENT MANUFACTURE.—An excellent opportunity offers itself to any person disposed to embark in the Manufacture, under Patent, of an article in extensive demand; the present cost of which will be reduced by the patent process upwards of 50 per cent. For the purchase of the entire Patent Right, and the fitting up of the requisite manufacturing machinery, £5,000 will be required.

Letters from principals to be addressed to M. M., care of Mr. Robertson, Patent Agency Office, 166, Fleet-street.

HANCOCK AND PETTIT'S PATENT RAILWAY CONTROULER.—A Model Railway and Carriages, worked by Steam Power, exemplifying the manner of applying this most effectual method of arresting the progress of Railway Trains, independently of the Engine-driver or Guard, may be seen Daily, between the Hours of Twelve and Four, at the Zinc Works, No. 55, Parliament-street.

"Better calculated to effect the desired object than any other which has come under our notice."—*Railway Times.*

Applications for Licences to use, to be made to Mr. Walter Hancock, Civil Engineer, Stratford, Essex.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, I.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the cooperage in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 130 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone: other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act to Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.....	55s.
Beer, Hides, Soap, Sugar, &c.....	60s.
Raw Coffee, Rice, Earthenware in Crates, &c. ..	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.....	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.....	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Compan

BASTENNE BITUMEN COMPANY.—At the adjourned General Meeting of this Company, held at the Company's Offices, on the 4th inst., the Committee appointed to report specially upon the affairs of the Company, not being prepared to make such Report to the Proprietors, a further Adjournment took place to Tuesday the 11th day of May, when it is hoped a favourable Report of the prospects of the Company will be received; at which General Meeting the attendance of every Shareholder is earnestly urged. The Meeting will be held at the King's Head, Poultry. The Chair will be taken at One o'clock precisely.

By Order of the Board.
2, St. Mildred's-court, Poultry.
th May, 1841.

TO CONTRACTORS AND OTHERS.—FOR SALE, by Private Contract, 50 capital Earth Waggons to carry 1¼ yards, with 2-ft. wheels, of the best construction. Also, a quantity of parallel rails, about 30lb. per yard, with Chairs and Crossings. Three portable Steam Engines, of 8, 10, and 14-horse power respectively. Several powerful Cranes. Two cast-iron Diving Bells, with Air Pumps, and the requisite gear: together with some excellent blocks, chains, &c. The whole conveniently situated for water conveyance.

Apply to Mr. Radford, 87, Upper Ground-street, Blackfriars road, London.

TO CONTRACTORS, WHARFINGERS, CORN AND COAL MERCHANTS, and OTHERS.—Twenty Useful Seasoned Cart Horses,—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, May 14, 1841, commencing at One o'Clock precisely, TWENTY useful, seasoned, powerful, active CART HORSES, being a further portion of the large and excellent Stock of Mr. Betts, of Leicester, that have been employed on the Midland Counties' Railway, and sold in consequence of the contract on which they have been working being now completed.

Colours—Bays, Blacks, and Browns.

☞ The above lot of seasoned draught Horses are worthy the attention of Wharfingers, Warehousemen, Cord and Coal Merchants, Contractors, Agriculturists, and all persons wanting them for immediate work, having just completed the above contract, and being now in excellent condition.

On view and catalogues had two days before the sale.

GREAT WESTERN RAILWAY.—VERY IMPORTANT TO RAILWAY CONTRACTORS.—Extensive Sale of Railway Plant, now in use on Contracts Nos. 5 and 6, C., near Wootton Bassett and Christian Malford. Mr. HUNT has received instructions to sell by public AUCTION, without the least reserve, about the first week in June, all the very useful and extensive Plant of Railway Materials belonging to the Contractor, who will have completed a distance of seven miles on the above line of Railway, in the course of a few weeks from the date hereof, comprising more particularly 200 Waggons, (half of which are nearly new); 150 tons of Railway Bars; 70 Iron Crossings; 40 tons of Chairs; 10,000 Sleepers; 3,000 Wheeling Planks; 700 Wheelbarrows; 70 sets of Bridge Centerings, of various sizes; 9,000 feet of Legging for ditto; quantity of Timbers such as Uprights, Wall-plates, Sills, &c. &c. Several sets of Materials for Brickmakers' Moulds; 2 sets of Blacksmiths' Tools, complete; 10 Pug Mills, for grinding clay and mortar; a good six-inch wheel Timber Carriage; quantity of Bricklayers' Scaffolding; 100,000 Bricks; 10,000 Pantiles; a large Water-butt; and a variety of other unmentioned effects.

Due Notice of the Sale with further particulars will appear in handbills and future advertisement.

Wootton Bassett, April 17, 1841.

IN consequence of the opening of the North Midland Railway, Messrs. HORNE and CHAPLIN have arranged with their connection, whereby they are enabled to secure places throughout by the Mail to Newcastle and Durham, leaving their respective offices at a quarter past Eight, and arriving at Newcastle at half past five P.M. the following day.

Also their Mails and Coaches as usual *via* Lancaster to Edinburgh, Glasgow, and Carlisle; and by London and Birmingham Railway to Banbury, Bourne, Boston, Grantham, Harborough, Kettering, Lincoln, Lynn, Northampton, Newark, Oxford, Oundle, Peterborough, Stamford, Leamington, Warwick, Stratford-on-Avon, Thame, Wellingborough, Wisbeach, Welshpool, and Shrewsbury—From the

SPREAD EAGLE, Gracechurch-street.
CROSS KEYS, Wood-street, Cheapside.
SWAN-TWO-NECKS, Lad-lane.
GEORGE AND BLUE BOAR, Holborn.
SPREAD EAGLE, Regent Circus.
GOLDEN CROSS, Charing Cross.
GRIFFIN'S GREEN MAN AND STILL, and
THE EUSTON STATION.

Parcels also received at the above offices for the several trains to the above places and to Leeds, York, Nottingham, Derby, Leicester, Sheffield, &c.

Post Horses to any part of London, including the driver, 10s. 6d. each pair.

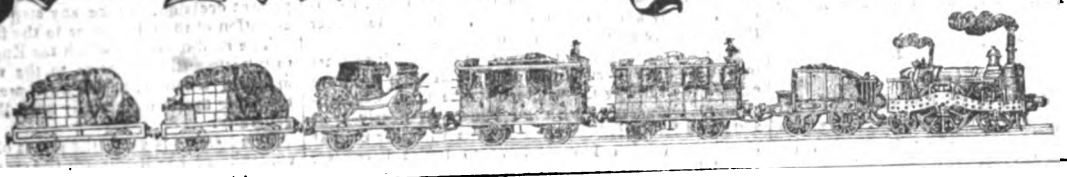
Omnibuses to and from every train—Fare 6d.

RAILWAY CLOTHS.—ORCHARD and CO., MARQUEE, TENT, and RICK CLOTH MANUFACTURER, 5, WEST SMITHFIELD, LONDON, beg to recommend to Railway Companies, Waggon Proprietors, and others, their much improved Waterproof Cloths, expressly made for Railway Trucks and Waggons, which, for lightness and flexibility, surpass anything of the kind ever before offered to the public. Rick Cloths, Marquees, and Tents, of all sizes. Black Composition Paint for Outbuildings, 12s. per cwt. Orders per post duly attended to.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, May 8th, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another: to which, let me add knowledge and freedom."—Bishop Hall.

No. 176. Vol. IV.—No. 20.] SATURDAY, MAY 15, 1841. [Price, 6d.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £300 each, and for a term of not less than Three Years, and to Grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing interest at the rate of 5 per cent. per annum.

Interest Warrants, for the whole term for which the Loan is made, payable half-yearly, on the 1st January and 1st July, at the Company's Bankers in London and Birmingham, will be delivered to the Lender with the mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office, in Waterloo Street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton Street, London; or to Messrs. Laurence, Cazenove, and Pearce, Auction Mart, London.

By order,

THOMAS KELL, Secretary.

Dated this 14th day of March, 1841.

TO RAILWAY COMPANIES, CARRIERS, AND OTHERS.—RICHARD PARKER (late of Humbers' Wharf), having taken the New Inn Yard, Old Bailey, London, which is very spacious and in the Heart of the City, is desirous to form a Connection with one or more Railway Companies or Carriers, to deliver, receive, collect, and draw their Goods to and from the Railway Station or Stations, and to attend to all matters that may be required; and having had considerable experience as a Carrier, he does not hesitate to pledge himself to transact all such Business equal to any establishment in London, and upon moderate terms.

N. B.—He would not object to take a Share in any respectable concern.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 2s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 4s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times.

TO RAILWAY COMPANIES.—WANTED by a Young Man 30 years of age, a Situation to attend to the Guards' Timepieces and Clocks, keeping them in Repair, &c. Has no objection to work at a Station, and to fill up his time at any thing else. He has been employed in making and repairing Guards' Timepieces for nearly the last five years.

Address to J. Hickling, Watch and Clock Maker, No. 2, Upper Rosoman-street, Clerkenwell, London.

TO BUILDERS AND OTHERS.—The Directors of the Northern and Eastern Railway Company will meet on Thursday, the 27th instant, at Ten o'Clock precisely, to open Tenders for the construction of Stations at Roydon and Harlow.

Plans and Specifications are in possession of the Company's Engineers, who will meet the parties wishing to Tender, at 24, Great George-street, Westminster, on Monday, the 17th instant, at Ten o'Clock, to appoint persons to take out quantities.

WM. BOURNE, Secretary.

Shoreditch, London, 13th May, 1841.

TO RAILWAY CONTRACTORS.—To be Sold, 160 24-yard capital EARTH WAGGONS, 36-inch wheels, 24 inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—Tender for Loans on Debentures.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than 200*l.* for terms of four, six, or ten years, on interest at the rate of 5 per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester. A limited sum only is required.

By order of the Board of Directors,

A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of 17,000*l.* per annum, payable half-yearly, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this Company.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

MANCHESTER AND BIRMINGHAM RAILWAY.—CONTRACTS FOR WORKS.—Notice is hereby given, that on and after the 13th of May inst., the plans, specifications, and draft contract, for the erection of the Station at Manchester, for passengers and goods, with the approaches thereto, will be ready for inspection at the Engineer's office, in Manchester; and notice is hereby also given, that the Directors will meet at their offices, No. 43, Piccadilly, Manchester, at twelve o'clock at noon of Saturday, the 22nd of May instant, to receive Tenders for the same. Abstracts of the quantities of work, and printed forms of tender, will be furnished.

Tenders must be sent in by 12 o'clock on the 22nd of May, after which no tender will be received. They must be under a sealed cover, addressed to the Chairman, and endorsed "Tender for works," and no tender except upon the printed form will be attended to. The Directors do not bind themselves to accept the lowest tender, and they require the parties tendering to attend personally at noon, on the above named day of meeting.

THOMAS ASHTON, Chairman.

Railway Office, Manchester, May 1st, 1841.

PATENT MANUFACTURE.—An excellent opportunity offers itself to any person disposed to embark in the Manufacture, under Patent, of an article in extensive demand, the present cost of which will be reduced by the patent process upwards of 50 per cent. For the purchase of the entire Patent Right, and the fitting up of the requisite manufacturing machinery, £5,000 will be required.

Letters from principals to be addressed to M. M., care of Mr. Robertson, Patent Agency Office, 166, Fleet-street.

TO RAILWAY DIRECTORS, ENGINEERS, CONTRACTORS, &c.—A Young Man from Scotland, of respectable connections, who has been employed as Assistant Engineer in the construction of a Railway recently completed, is desirous of forming a new engagement as Assistant to an Engineer or Contractor, or as Superintendent of a Railway Station. References to Engineers of eminence.

Apply by letter, addressed to P., care of the Publisher of the *Railway Times*.

BASTENNE AND GAUJAC BITUMEN COMPANY.—At the ADJOURNED MEETING of this Company, held at the King's Head Tavern, in the Poultry, on Tuesday, the 11th day of May, 1841, the Committee appointed by the Shareholders, on the 23rd day of April last, to examine into the accounts and the general prospects of the Company, presented their Report, and which now lies at the Office of the Company for the perusal of Shareholders.

It was resolved,—That the shares upon which default in payment of the second call of 10s. per share has been made be absolutely forfeited, unless such second call shall be paid within 14 days from the date hereof.

It was resolved,—That Mr. James Johnson and Mr. Henry Walker, two of the gentlemen of the Committee, be elected Directors of the Company.

It was also resolved,—That the meeting should be adjourned until Wednesday, the 26th instant, to receive the Report of the Directors as to the number of shares on which the call has been paid.

The shareholders are therefore requested to pay the second instalment of 10s. per share into the Union Bank of London, No. 8, Moorgate-street, London, to the credit of the Bastenne and Gaujac Bitumen Company, on or before Tuesday, the 25th instant, and to exchange the £3 certificates for those of £3 10s. Those shareholders who have not paid the first call of £1 per share, will be allowed to do so, if application be made at the Office of the Company, on or before the 25th instant.

It being found inconvenient to hold the meeting on the 26th instant, the same will be held on Wednesday, the 2nd of June, at the King's Head, Poultry, at One o'clock precisely.

By Order of the Board,

R. FOULERTON, Managing Director.

7, St. Mildred's-court, May 11th, 1841.

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RAILWAY RETURNS.

Returns made to the Board of Trade by the different Railway Companies, under the provisions of the Act 3 and 4, Vic., c. 97, (Lord Seymour's Act.) Printed by order of the House of Commons.

(Continued from page 502.)

BRANCH II.

Return of every Railway, or Portion of a Railway, which shall have been opened for the Conveyance of Passengers and Goods, after Inspection by Persons acting under the Provisions of the Act 3 & 4 Vic., c. 97; specifying any Railway, or Portion of a Railway, which shall have been reported to the Committee of Privy Council as unfit to be opened, but which nevertheless shall have been opened; and what (if any) proceedings shall have been adopted by the Committee of Privy Council, either before or subsequent to such openings.

1.—Return of every railway or portion of railway which shall have been opened for the conveyance of passengers and goods, after inspection by persons acting under the provisions of the Act 3 & 4 Vic., c. 97.

Birmingham and Gloucester Railway, portion between Cheltenham and Gloucester.

Great Western Railway, portion between 63rd and 80th mile from London.

Birmingham and Gloucester Railway, portion between Campbill and Cofton.

Eastern Counties' Railway, second line of rails between Romford and Brentwood.

Leeds and Manchester Railway, portion between Littleborough and Hebden Bridge.

Bolton and Preston Railway, portion between the Junction with the Manchester and Bolton Railway and Barton's lane.

2.—Railway or portion of railway which has been reported to the Committee of Privy Council as unfit to be opened, but which nevertheless shall have been opened.

Birmingham and Gloucester Railway, portion between Camphill and Cofton.

3.—Proceedings adopted by the Committee of Privy Council either before or subsequent to the opening of such railways.

This Return will be best complied with by giving the subjoined copies of the Reports of inspectors appointed by the Committee of Privy Council, and of the correspondence which has taken place relative to the opening of railways.

1.—REPORT OF CAPTAIN MELHUISH ON BIRMINGHAM AND GLOUCESTER RAILWAY, ADDRESSED TO THE LORDS OF THE COMMITTEE OF PRIVY COUNSEL FOR TRADE, WHITEHALL.

London, 5th November, 1840.

My Lords,—In pursuance of your instructions, under date the 15th October, directing me to inspect a portion of the Birmingham and Gloucester Railway, and to report to your Lordships my opinion whether it is in a fit state to be opened for public traffic, I lost no time in communicating with the Secretary of the railway Company on the subject, and on the 21st proceeded to Cheltenham for the purpose of carrying your Lordships' instructions into effect.

Impressed with the spirit of those instructions not to throw a damp upon an enterprise, which involves interests of such magnitude, without a sufficient cause, and at the same time with the importance of them, after the numerous appalling accidents that have lately occurred, not to allow anything to pass unnoticed which, in my clear and decided judgment, ought to be considered dangerous and improper; I have the honour to report to your Lordships as follows:—

The cuttings, embankments, bridges and culverts, &c., of this portion of the railway, extending from Cheltenham to Gloucester, a distance of six miles and a half, were constructed at the expense of the Great Western Railway Company, under the direction of their Engineer, Mr. Brunel; but being empowered under the provisions of the Act, should the Great Western Company find it inexpedient to continue the same, to dispose of it to any other Railway Company, this portion of the line has lately changed hands, and is now in the possession of the Birmingham and Gloucester Company.

During the period occupied by the Companies in making arrangements for the transfer, I believe nearly six months, the whole of the work remained in a quiescent state; thus affording the embankments, in particular, time to attain a more considerable degree of compactness than is usually the case in such undertakings; and as all the cuttings and embankments were made of the extra width required for the Great Western, these circumstances combined must, I conceive, greatly add to the solidity, and tend to render the road more safe for the use of the public.

On examining the Parliamentary section, it appears to me to have been Mr. Brunel's intention to have carried the railway the whole distance from Cheltenham to Gloucester, with an incline of nearly 1 in 300; and had this been the case) the turnpike road at Barnwood (which I shall have to notice hereafter) would have been carried over, instead of, as at present, under the railway.

The following table furnished by Captain Moorsom, the Company's Engineer, shows the gradients of the Railway as they actually exist:—

The following table furnished by Captain Moorsom, the Company's Engineer, shows the Gradients of the Railway as they actually exist:—

From	Length. Feet dec.	Fall. Feet dec.	Inclination.
Grade past Cheltenham Depot to Gloucester Depot.	870	1·69	1-514
	4,000	11·13	1-359
	2,402	8·00	1-300
	3,184	8·86	1-59
	5,514	18·38	1-00
	3,300	11·00	1-300
	7,560	20·54	1-365 14
	1,800	—	level.
	1,900	5·76	1-330
	3,800	12.11	1-130
	330	—	level.

I am quite at a loss to account for this deviation from the original section; and as the present Company have only had to lay down and ballast their rails, I have been unable to obtain any satisfactory information from those I have been thrown in contact with upon the subject.

On examining the state of the turnpike road leading from Gloucester to Cirencester, and which passes under the railway at a village called Barnwood, I found that, in order to get headway under the arch or viaduct, they had been obliged to sink the road for a considerable distance both ways at 1 in 30, thus forming it into a pit or hollow. To carry off the water from this portion of the road, a culvert of more than 1000 feet in length had been constructed; but owing to some mistake in the level, it appeared to be almost useless for the purpose of efficient drainage. I observed, moreover, that the height from the road to the centre of the arch was not to the extent prescribed by the Act.

I availed myself of the opportunity afforded by a meeting of the Directors at Cheltenham, on the 27th October, to bring the subject under their notice through their Engineer, when they immediately passed a satisfactory resolution, which is herewith enclosed; and I have no doubt but the evil will be remedied with as little delay as possible, by removing the present brick arch, and carrying the railway across the road on cast-iron girders, which will enable them to raise the level of the road about two feet, and thus throw the culvert into useful operation.*

I fully explained to the Engineer that, although I considered the above plan as the least expensive mode of remedying the evil, I could in no way divide with him the responsibility of the undertaking; and I would recommend that the Secretary of the Company be instructed to report to your Lordships when the alteration is ready for inspection.

The 28th of October being the day named for the inspection, and as I knew the works were not in that forward state to enable me to form a correct judgment as to the exact time required for their completion, I obtained at the same meeting the enclosed guarantee from the Engineer, sanctioned by the Directors, that the railway should not be opened to the public till both lines of rails were completed throughout. Without this document I should not have felt justified in making the favourable report which I did immediately after the inspection had taken place, meaning thereby to state, that I did not consider your Lordships' interference would be required on the opening of this portion of the Birmingham and Gloucester Railway to the public.

There are also two bridges carried over the railway, the one called the Grotto bridge, leading to Church Down, and the other Hatherley bridge, leading to a farm of that name, the roadways over which are not of the width prescribed by the Act; but as the deviation is not more than a foot, as they are only occupation roads, and appear to answer the purpose for which they were constructed. I did not think it necessary, on the present occasion, to take any step beyond calling the attention of their Engineer to the facts.

The readiness with which the Engineer has attended to my suggestions relative to the repairs of embankments or fencings, has afforded me the opportunity of reporting most satisfactorily upon the works of the line generally.

The fencing is good, the slopes of the cuttings and embankments well formed, the culverts good and ample for the drainage of the adjoining lands, the bridges well and substantially built, and, with the exception of the points to which I have called your Lordships' attention, the provisions of the Act appear to me to have been fully complied with.

The manner of laying down the rail differs materially from any I have yet seen. The ways are first formed by laying down large balks of pine, in lengths varying from 16 to 36 feet, and of an average section of not less than 16 by 7 inches. These are placed end to end, and the butts dowelled together with two strong oaken pins. These balks are then coupled together by ties of timber of 9 by 4 inches in section, and fastened to each balk by two strong iron bolts with nuts and screws. They are then arranged in line so as to take the rails (with a gauge of 4 feet 8½ inches) at near upon the centre of each balk as possible. Whilst underneath each coupling tie is placed a fascine, to prevent any unusual bearing of the railway at these points, and also for the purpose of drainage. The cast iron chairs are fixed to the balks, each by two iron bolts with nuts and screws, and at intervals of not more than 2 feet 2 inches from centre to centre. The rail is then introduced and wedged up with beech wedges, after which it is brought to its proper level and ballasted up.

For a short distance, at the Gloucester terminus, sleepers have been used, which have been laid at 2 feet 2 inches from centre to centre, and the chairs bolted to them, as before explained. The whole of the timber (chiefly pine) used for the railway has been carefully submitted to Kyan's patent, by means of the hydraulic press.

The rail is 15 feet long, of wrought iron, and weighing only 56lbs., but considering the short intervals at which the chairs are placed, and the strength of the balks to which they are fastened, I am of opinion it is strong enough to carry any weight that may be required to pass over it.

The radii of the curves on the line are from 4 to 4½ miles, the curve leading to the Gloucester station has a radius of 1,000 yards, and that leading to the Cheltenham station 528 yards. The whole, including the points, switches, sidings, &c., appear to have been laid down with great care.

The Cheltenham terminus is very well arranged, and the station provided with sheds, offices, and waiting rooms, sufficiently large for the accommodation of the public, and of a very neat and ornamental appearance.

The Gloucester terminus is in an unfinished state, and of a temporary construction. It at present consists of a large shed 200 feet long by 70 feet broad, and some offices and waiting rooms are constructed at the Gloucester end of it. Should it ultimately be decided to make this point the terminus, the Directors will no doubt order such additions and alterations as may be required for the convenience of the public.

Having concluded my observations on the works of the railway, it only remains for me to state my opinion that I consider it may with safety be opened for public traffic, and I shall now proceed to offer such information as I have been able to obtain upon the other points to which your Lordships' instructions have directed my attention.

The times for departure and arrival of trains at the several stations (a copy of which is enclosed) appear to me well arranged to prevent collisions, and the rules laid down for regulating the speed on descending the incline to the Gloucester station (a copy of which is also enclosed) appear to me to show good management on the part of the general superintendent, and to be well calculated to prevent accident.

The carriages appear to be of an excellent construction for the comfort of passengers; the top stands 9½ feet above the level of the rail, the wheels and axles are of the most approved construction, and the former are three feet in diameter. There does not appear to be any means of testing the axles, but as far as I can judge of them, they are well manufactured, and of sufficient strength. I was informed by the inspector, that since the line has been opened there has been no

* The work is in progress, and the Company have given the Board of Trade a positive assurance that it will be completed in the course of two or three weeks.

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case of fracture, either of an axle or cylinder of a wheel, the latter accident on the other lines not being of very unfrequent occurrence.

At the distance of 31 miles from Cheltenham, at the Bromsgrove station, there is an incline of two miles in length, with a gradient of 1 in 37; and the Secretary having furnished me with a copy (herewith enclosed) of the rules and signals for working it, I have to observe that they appear to me drawn up with great judgment, and to be well calculated to prevent accident; although, in my opinion, the necessity of such a steep incline on the line of any railway is much to be regretted as regards the safety of the public.

In consequence of the incline just noticed, all the carriages, waggons, &c. are much better supplied with buffers and brakes upon this line than upon any other I have yet visited. The brakes, in particular, is of a novel and strong construction. It is worked by a single or double winch, fixed on a spindle at the top of the carriage; at the bottom of the carriage the spindle is fixed in a box, upon the principle of the common screw-jack, and being armed with cogs, acts upon a rack which is attached by a rod of iron to the lever of the brake, and by turning the winch at the top, the brake is applied to all the four wheels of the carriage at the same time; and I should think the power nearly sufficient, if applied by a tolerably strong brakesman, to arrest almost entirely the rotation of the wheels. I am of opinion it would tend greatly to the safety of the public if the use of this description of brake were generally introduced upon all lines of railway. On all ordinary gradients the power would be very great; and had two of the waggons in the late accident on the Great Western been provided with this power, it would most likely have lessened the fatal effects, if not have prevented the accident altogether.

There is a small locomotive engine (weighing 10 tons) of American construction, in very general use in this line; it runs on six wheels, and its tender on four, the latter furnished with a brake on one of its sides, worked by a screw, and braking two wheels at once. The driver wheel is four feet in diameter, and I was informed by Captain Moorsom, that from this circumstance and other combinations of its machinery, the power, as regards moving weights, is nearly in a ratio of 50 per cent. above other engines. They are not so fast as the engines of home manufacture, and the inspector told me he thought in the course of time they would only be used for slow trains with goods, &c., for which they appear to be well adapted.

The other engines on the line weigh 14 tons, and also run on six wheels, and their tenders on four. They are of English construction, and the driver wheel is five feet six inches in diameter.

In an interview I had with the Secretary, Mr. Burgess, who is also the general Superintendent, I elicited from him the following satisfactory information regarding the working of this line of railway:—That there are four inspectors on the line, whose duty it is to note the time of arrival and departure of each train, and to send a daily return of the same to the chief inspector at Birmingham. The inspectors have power to stop a train, if necessary, in order to afford sufficient time between its departure and that of the preceding train. That each train is attended by two guards and a train porter. The senior guard is in charge of the whole, and can order the engineman to stop if necessary. The senior guard does not note his time, but is furnished with a watch and time-table. The clocks at the stations are placed in conspicuous places, and can be seen from the trains. Watches are also ordered, and are to be furnished to each engineman; and a placard having only the time of that particular train marked upon it, is to be placed on some convenient and conspicuous part of the tender or adjoining carriage, so that it may at all times be in view of the engineman.

The Secretary having also furnished me with the enclosed copy of the General Rules and Regulations of the Birmingham and Gloucester Railway Company my attention was particularly directed to the code of signals; and I found, on comparing them with those of the London and Birmingham Company, that a very material difference existed; and as I cannot but consider uniformity on all those points that will admit of its application as highly conducive to the regular and safe working of locomotive power, I was induced to ask the Secretary (in case of my recommending it) whether he would be disposed to adopt the code of the London and Birmingham Company, it being a Company highly spoken of, and whose road had now been for some years in full operation; he said he fully agreed with me in the propriety of, and the advantages that would be derived from, some general code of signals being agreed upon, and that all Railway Companies should be constrained to adopt them; but as he considered his signals more simple, and consequently better than those of the London and Birmingham Company, he should certainly feel disinclined to change until some code had been generally approved and authorised.

A junction of this line with the London and Birmingham is expected to take place in the course of next month, when, unless some alteration should be required under authority, it is evident that a line of railway leading from London to Gloucester will be working with two codes of signals, and which, I am of opinion for the public safety, ought to be prevented.

On presenting myself at the Cheltenham station on the morning of the 31st October, I observed that the Birmingham train, due at half-past 9 a.m., was no less than 22 minutes late, and as the distance does not exceed 40 miles, I considered it was too great an irregularity for public safety; I found on inquiry that the down trains use Birmingham time and the up trains Cheltenham time, and that the clocks of those towns frequently vary from 10 to 15 minutes.

This circumstance led me to have some conversation with the Secretary upon the subject, who appeared perfectly to agree with me in the propriety of establishing some particular time to be observed on all railways, and that such regulation would render the arrival and departure of trains much more punctual, and consequently tend in a great degree to prevent accidents.

I would beg to submit, therefore, for your Lordships' consideration, that—

1st. As I believe it must be generally admitted that punctuality in arrival and departure at the several stations of any line of railway must tend materially to lessen the chance of accidents, particularly those occasioned by collisions, I would most strongly recommend that all the lines of railway leading to London, as well as all branches connecting with such lines, should be constrained to adopt the London time, under the appellation of *railway time*. The change could not in the slightest degree inconvenience the public, as they would soon become acquainted with the fact, that their clocks were so many minutes fast or slow of the railway time, and regulate their arrival at the station accordingly.

2dly. As it must be very desirable that all persons employed on railways should be thoroughly conversant with the signals, and that in case of any guard or engineman changing service from one railway to another, he should not have to study a fresh code of signals, which might at times be productive of confusion, I would therefore decidedly recommend that a code of signals be selected and framed under your lordships' authority, and that it should be rendered imperative on all Railway Companies to adopt the same as their general code of signals; not, however, interfering with such local signals as may be found requisite at certain points of a line of railway, such as at steep inclines, &c.

3rdly. I would further recommend, that a scale, showing the proportion of brake carriages to accompany every train, should also be promulgated under your Lordships' authority; and that any inspector found deviating from it should, on conviction before a magistrate, be liable to a heavy fine.

Before closing my Report, I think it due to the gentlemen of the Birmingham and Gloucester Company to express to your Lordships the attention that has been paid to my wishes by all of them; but most particularly by the chief engineer, who, from the time of my arrival at Cheltenham, has evinced the most praiseworthy anxiety to afford me information upon all points which he thought would lead to the main object of the inspection—the public safety.—I have, &c.

S. C. Melhuish, Capt. R. E.

2.—Report of Lieut.-Colonel Sir Frederic Smith, of the Royal Engineers, on the Great Western Railway, to the Lords of the Committee of Privy Council for Trade.

8th December, 1840.

My Lords,—Pursuant to your Lordships' directions of the 5th instant, I proceeded to inspect that part of the Great Western Railway which extends from the 63rd to the 80th mile from the terminus at Paddington, with reference to the notice of opening this additional portion of the aforesaid railway contained in Mr. Saunders's letter of the 27th ultimo.

The day first appointed by the Great Western Company for this inspection was the 3rd instant; but it was deferred till the 7th instant, at the request of Mr. Brunel, the chief engineer of this line. This gentleman and Mr. Saunders, the secretary and superintendent of the railway, accompanied me in the examination of the works, and afforded me every facility in the performance of the duty entrusted to me by your Lordships.

It will be observed from the annexed detailed Report of the state of the works, that they are still unfinished, and that the line is not sufficiently advanced to be fit for the public traffic; but I am informed, by Mr. Brunel, that it is not the intention of the Company to open it before the 14th instant, and that he feels confident of its being ready by that day.

It is, however, impossible for me to pledge myself that the 17 miles of railway, to which this Report refers, will even then be in so complete a state as to allow of its being worked for the conveyance of passengers; but from what I have seen, on other occasions, of the energy and powers of combination and of arrangement of Mr. Brunel, I have little doubt on the subject, provided the weather should prove favourable for engineering operations.

As the works will, however, in all probability, not be again inspected by an officer acting under your Lordships' instructions, I would suggest that the 17 miles of railway now under consideration should be opened on the responsibility of the Company, the secretary previously acquainting your Lordships that the works, which are now incomplete, shall have been put into such a state as to render it safe to use the line for the traffic of passengers and goods.

In my inspection of this portion of the Great Western Railway, I had the advantage of being accompanied by Mr. Laing, whose presence and co-operation I consider to have been advantageous to the public service.—I have, &c.,

Frederic Smith, Lt.-Col. R. E.

Remarks on the State of the Works of the Great Western Railway between the 63rd and 80th Miles from Paddington.

Embankments.—The embankments are complete and in good working order.

Cuttings.—The cuttings are finished and the slopes trimmed off, with the exception of the centre part of the Marston cutting.

Bridges.—With the following exceptions, the bridges are complete:

At the 66th mile the coping and some other unimportant parts of the bridge are unfinished.

At the 71¼ miles a bridge, which has been pulled down and is now re-building, will still require four or five days for its completion.

The bridge at Hackorn requires a parapet to be formed.

The centres of the bridge at the 74th mile were struck rather prematurely, in consequence of which a slight sinking of the crown of the middle arch has taken place. Struts are now standing under it, and although, with the exception of one only, no weight is at present resting upon them, I would recommend that they should not be disturbed until the spring of the ensuing year.

At the 74½ miles the Wansborough Road Bridge, crossing the Ermine-street or Roman-way, has its centres up, but not much of the arch has as yet been turned.

The bridge over the North Wiltshire Canal requires the flooring to be laid and the parapet to be erected.

Fences.—The fences are within a few yards of being complete on both sides of the railway.

Distance Posts.—There remain about 6½ miles to provide with distance posts.

Signals and Lamps.—The signal disks and lamps, which are of a very satisfactory character on that part of the railway at present opened to the public, have not yet been put up on the new line.

Permanent Way.—With the exception of 130 chains of single line in the Marston cutting, 75 chains of single line upon the Cricklade embankment, and 30 chains of single line upon the Wootton Basset and Swindon-road embankment, the sleepers are laid, and the rails generally screwed down and almost fit for working upon. The ballasting is incomplete for the greater portion of the above-stated lengths of single line, and is rather scanty in some few other places.

Drainage.—The drainage of the line appears to be in a very satisfactory state.

Gradients and Line of Direction.—Slight deviations have been made from the Parliamentary plan and section, which have tended to improve the curves of that part of the line which is now under examination; and although in some few instances the gradients have been increased from six to eight feet in the mile, the general result will be an improvement, by diminishing the inclines on that part of the railway which has still to be formed. I have however, to observe, that at about 21 chains to the eastward of the Swindon central

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station, a rise of about 24 feet in the mile has been very properly formed for the purpose of checking the trains on arriving from London, and facilitating their departure.

Stations.—Although the Hay-lane station is merely intended as a temporary terminus, the Company are forming it, in regard to sidings, switches, and other mechanical arrangements, in the same extensive and substantial manner as is the ordinary practice at permanent termini .

Gates.—According to clause 105 of the Great Western Railway Act, it is provided that in cases of public highways being crossed on a level, good and sufficient gates shall be erected across the said railway, and that they shall remain closed, excepting at the time of the passing of trains along the railway.

There are two public highways of this description on the line of railway now about to be opened, and I find that the Great Western Railway Company have merely prepared the gates of such dimensions as to close the ends of the highways, and consequently they are insufficient to fulfil the intention of the Act.

I feel called upon to state that a similar provision occurs in most other Railway Acts; but it is one which appears to me to be of a very questionable character, and I think the public safety would be more ensured by having the gates placed across the ends of the highways, and so contrived and of such dimensions as, when thrown open for the passage of carriages or cattle across the railway, to exclude them, by this barrier, from every other part of the line, so that the gates should generally stand across the road, and not across the railway.

FREDERIC SMITH.

Copy of a letter sent to the Great Western Railway Company, relative to the intended opening of a further portion of the line.

Board of Trade, 9th December, 1840.

Sir,—With reference to the intended opening of the portion of the Great Western Railway from the Farringdon station to Hay-lane, I am directed by the Lords, &c. to say that Lieut. Col. Sir F. Smith has reported to their Lordships' that at the date of his inspection, on the 7th instant, several parts of the works were unfinished, and the line was not sufficiently advanced to be fit for public traffic. At the same time, however, he states that he was assured by Mr. Brunel that the line would be completed by the 14th, the day announced for opening, and that he entertains little doubt that, provided the weather should prove favourable for engineering operations, this assurance will be fulfilled.

As a general rule, their Lordships cannot "sanction the opening of a new line without having received a distinct report from their inspector, that it is in a fit state to be opened;" but in the present case, as it appears from Sir F. Smith's Report, that, provided Mr. Brunel's assurances are complied with, there appears no ground to anticipate danger to the public from the line being opened as intended, their lordships, in pursuance of the rule upon which they have invariably acted, of affording Railway Companies every facility in their power, consistent with the due discharge of their duty and the public safety, direct me to say, that provided they receive, on or before the day previous to the opening, a written assurance from Mr. Brunel that the permanent way and ballasting bridges and fences are completed, the signal disks and lamps, and distance posts erected, and the works generally put into such a state as to render it safe to use the line for public traffic, their lordships will not interpose any obstacle to the opening.

Sir F. Smith further reports, that there are two public highways crossing the line of railway about to be opened on a level, and that the Company have prepared gates, which do not satisfy the requisition of the 105th clause of their Act, which provides that in such cases gates shall be erected and remain closed across the railway. Sir F. Smith goes on to state, "that he thinks this provision of a very questionable character, and that the public safety would be more ensured by having gates placed across the ends of the highways, and so continued, and of such dimensions, as when thrown open for the passage of carriages or cattle to exclude them by this barrier from every other part of the line, so that the gates should generally stand across the road, and not across the railway." With regard to this point their lordships direct me to state:—

1st. That they cannot permit gates which do not satisfy the expressed intention of the legislature, on the essential point of being so constructed as to form a barrier across the railway during the passage of carriages or cattle.

2dly. But if the Company choose to erect gates in the manner pointed out by Sir F. Smith in his Report, their lordships, although they cannot dispense with the provisions of the Act, will certainly not interfere to enforce a literal compliance with them; and,

3dly. That they request to be informed what steps the Company have taken or intend to take with regard to these gates.—I am, &c.

S. LAING.

To the Secretary or the Great Western Railway Company.

Copy of Letter sent to the Secretary of the Great Western Railway Company, giving the Company permission to open the line from Farringdon-road to Hay-lane.

Board of Trade, 18 Dec. 1840.

Sir,—I am directed by the Lords, &c. to state, that Mr. Brunel's letters have been referred to Sir F. Smith, who considers them perfectly satisfactory, and that their Lordships see no objection to the public traffic being conducted on the portion of the Great Western Railway between the Farringdon station and Hay-lane.—I am, &c.

S. LAING.

To the Secretary of the Great Western Railway Company.

3.—THE REPORT OF LIEUT.-COLONEL SIR FREDERIC SMITH, OF THE ROYAL ENGINEERS, RESPECTING THAT PART OF THE BIRMINGHAM AND GLOUCESTER RAILWAY, WHICH EXTENDS FROM CAMP-HILL, BIRMINGHAM, TO COFTON.

Royal Engineer's Office, London District, Buckingham Gate, Dec. 12, 1840.

To the Lords of the Committee of Privy Council for Trade.

My Lords,—Your Lordships' instructions of the 9th instant, having directed me to examine that part of the Birmingham and Gloucester Railway which extends between Camp Hill and Cofton, preparatory to its opening to the public on the 15th instant; I have this day completed that duty, and I have the honour to make the following Report:—

The station at Camp-hill, which is constructing under Mr. Dawkes, the architect of the Birmingham and Gloucester Company, was shown to me by that gentleman; and Captain Moorsom, the Engineer of this railway, accompanied me over the line proposed to be opened.

This portion of railway is about eight miles in length, and contains some very heavy works, in cuttings and embankments.

The greater proportion of the rails are laid on longitudinal timbers, to which they are connected by means of chairs and intermediate cast-iron bearers; and the rest of the rails, except on the embankments where cross-sleepers are used, are laid either upon the principle introduced by Mr. Day, or on that recommended by Mr. Reynolds. Neither of these rails, which are laid experimentally, appear to have been adopted by the advice of Captain Moorsom.

I found the station at Camp Hill in a very imperfect state, the buildings being little more than half finished, some of the rails not laid, and neither the signal or lamp posts erected.

The Cofton station is the present northern terminus of the Birmingham and Gloucester Railway, and it is considered sufficient for the existing traffic; but it is understood that this station will be discontinued whenever the trains shall commence running from Camp Hill.

I have to observe, that on the line between these two places there are two heavy cuttings and three lofty embankments, to which I feel it to be my duty to call your Lordships' attention.

As regards the former, which are called the Longbridge and Grovely cuttings, I have to remark that I found them in an unfinished state, the slopes not having been, in either case, trimmed off in such a way as I consider desirable for the safety of travellers; and more especially the Grovely cutting, which is in a rugged and rather precipitous state.

The embankments to which I allude are known by the names of the Witchall and Northfield embankments, and that of the Rae valley. They are all very lofty, and present the appearance of not being, at this moment, sufficiently consolidated for the public conveyance of passengers.

In several parts of the line I found small portions of the permanent rails not laid; but where complete, and with the longitudinal bearing, on the principle adopted by Captain Moorsom, they appear to be in a satisfactory state. On the embankments the rails are laid on transverse sleepers.

It not necessary for me here to discuss the merits of the experimental rails to which I have already alluded. I do not perceive that any danger to the public is likely to arise from the use of either, provided they are carefully watched; but as these rails and their bearers consist of several minute parts, they are more likely to get out of order than the rails and bearers preferred by Captain Moorsom, and therefore it will be more necessary to observe the effect of heavy carriages working upon them than on other parts of the line.

I found the ballasting incomplete in several places between Camp Hill and Cofton. With some few exceptions the fences have been put up, and Captain Moorsom has undertaken to have the deficiencies forthwith supplied.

Having now brought under your Lordships' notice, in sufficient detail, the present state of that portion of the Birmingham and Gloucester Railway which extends from Camp Hill to Cofton, it is my duty to acquaint you, that I cannot take the responsibility of reporting that, at the period of closing my inspection, yesterday, it was fit for the public conveyance of passengers.

I was informed by Captain Moorsom, as well as by the Architect, and some of the Directors of the Company, that it is not intended to open this portion of the line until the 17th instead of the 15th instant, as originally contemplated; but although I am aware that, with Captain Moorsom's able arrangements and energy, a great deal of work may be performed between this and the 17th instant, such as the completion of the ballasting and the laying of the unfinished portions of the permanent way, as well as the removal of the most rugged parts of the sides of the Grovely cutting; yet I would, on account of the state of the heavy embankments, to which I have alluded, recommend a further postponement of the opening, at least for passenger traffic.

Had the permanent way on these embankments been formed with the longitudinal bearing, it might not have been necessary for me to have made this recommendation; but, at this season of the year, and with the obvious necessity of working, with the greatest care and caution, even those lines which are the most consolidated, I think it would be better, in all respects, for the Birmingham and Gloucester Company not to bring this portion of their line prematurely into operation.

Should your Lordships be indisposed to take any further step than that of recommending to the Directors some postponement of their opening, I would suggest, in the event of this recommendation not having the desired effect, that the Company should be called upon to give a pledge that they would not adopt an average speed, exceeding the rate of *ten* miles an hour, between Camp Hill and Cofton, until the line shall have been again inspected, after being open to the public for the space of one calendar month.

Mr. Laing, who co-operated with me in this inspection, meditated, and I trust produced, an amicable adjustment a of difference between this Company and the Trustees of the Turnpike Road, respecting the width of King's Norton bridge.

After completing the inspection, we had a very satisfactory conference with the Chairman and the Superintendent of the Birmingham and Derby Railway, with reference to the accident, attended with loss of life, which occurred on that line on the 2nd instant, these gentlemen having evinced every inclination to adopt the suggestions which we felt it to be our duty to offer to them, respecting such additional precautions as appeared to us to be necessary.

I have, &c.,
FREDERIC SMITH, Lt.-Col. R. E.

Copy of a Letter sent to the Birmingham and Gloucester Railway Company, enclosing a copy of Sir F. Smith's Report.

Board of Trade, 14 December, 1840.

SIR,—I am directed by the Lords, &c., to request that you will lose no time in submitting the enclosed copy of Lieut.-Colonel Sir F. Smith's Report to the Directors of the Birmingham and Gloucester Railway Company.

Their Lordships direct me to state that, under the circumstances detailed in this Report, they are of opinion—

1. That until the essential requisites specified by Sir F. Smith, viz., the completion of the ballasting, the laying of the unfinished portions of the permanent way, and the removal of the dangerous portions of the Groveby cutting, have been fully complied with, and a certificate to that effect transmitted to the Board of Trade, it would be highly improper to open any further portion of the railway.

2. That even if these essential requisites are complied with, it would be more satisfactory, and in the present excited state of the public mind more prudent,

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for the interests of the Company, if the Directors were to postpone the opening for passenger traffic until the embankments have become more consolidated, and the cuttings and slopes have been finally trimmed and finished off.

3. That if the Directors choose to take upon themselves the responsibility of opening, without regard to this recommendation, the average speed between Camp Hill and Cofton, ought, under no circumstances, to exceed the rate of ten miles an hour, until the line has been again inspected, after being open to the public for the space of one calendar month.

I am further directed to request that you will lose no time in informing their Lordships what course the Directors intend to pursue.

I am, Sir, &c., S. LAING.

To the Secretary of the Birmingham and Gloucester Railway Company.

In reply to Letter from this office, of the 14th December, and enclosing a Report from the Company's Engineer, relative to the further opening of the line.

15th December, 1840.

SIR,—I beg leave to acknowledge the receipt of your letter of yesterday's date, accompanied by a copy of Col. Sir F. Smith's Report respecting the portion of this railway about to be opened to the public.

In consequence of the tenor of this Report, and Captain Moorsom's absence from here, Mr. Hughes, the resident engineer, was instructed to examine the line, and report upon it. I enclose a copy of his Report, by which you will perceive that several of the points alluded to as objectionable in Sir F. Smith's Report have already been obviated. With respect to the station I beg leave to state, that the whole of the roofing is now complete, except that portion which has to be removed from Cofton, and which cannot be put up at present. This omission, however, does not affect the public convenience or safety, but merely the preservation of the Company's stock of carriages. Most of the lamps about the station were put up on the day of Col. Sir F. Smith's visit of inspection; the whole will be completed to-morrow, including the red signal lamp.

With respect to the rails in the station, Col. Sir F. Smith appears to have been mistaken; for, to my knowledge, the whole of the rails in the passenger traffic department were laid many days previously.

Under these circumstances, and also under the fact that in anticipation of the opening of the railway, the Directors have terminated their contract for coaching to Cofton, and in the absence of objection on the part of Col. Sir F. Smith being made to the opening, while here in company with the Directors and Engineer, having put out advertisements, handbills, &c., they cannot consent to postpone the opening of the railway, as it would subject the public to great inconvenience; but they have given directions that the utmost caution shall be used in working it.

Trusting these explanations will prove satisfactory to the Lords of the Privy Council for Trade,

I have, &c.,

WILLIAM BURGESS, Secretary.

G. R. Porter, Esq., Railway Department, Board of Trade.

Birmingham, 15th December, 1840.

GENTLEMEN,—I have this moment returned from the inspection of the railway between Camp Hill and Cofton, which you this morning directed me to make, and I have now the honour to report its result.

The whole of the rails to be used by the trains are laid, and are perfect, as also the engine sidings and turntables at Camp Hill.

The ballast is up to its full height and quantity on all the embankments.

The subsidence of the Northfield and Wytchall embankments has been made good, and the rails are at the proper level.

The Rea embankment has not subsided perceptibly since it was formed, nor is there any probability that it will move, considering the excellent material of which it is composed.

The Longbridge cutting, north (of the Groveby tunnel, has certainly not been trimmed or soiled on the slopes, and there is in course of removal to spoil a quantity of material on those slopes; but there is no reason whatever to apprehend danger to the traffic in consequence. No part of the material is likely to slip before it is removed.

The cutting south of the tunnel is both precipitous and rugged, but the material is hard rock; and I apprehend no more danger from it than from any other deep cutting, all being liable, or I should rather say being within the possibility of slipping, with the advantage, in this instance, as regards material. I should add that the sides are in course of being eased of weight by the removal of a large quantity of material from the top.

To observe the full measure of precaution which you have adopted in all preceding cases, I should recommend that a competent person be stationed to watch each of these cuttings, and I have provided a crossing from one line to the other, at each end; so that, should the barely possible case occur of a slip to interrupt the traffic on one line, the train may be passed on to the other.

I do not report the ballasting as complete, because, in common with all other railways, and conformable with your own experience on the portion of your line already in use, it must continue for some time after the railway is opened to the public, and that whether you open now or not for a twelvemonth.

Finally, I have no hesitation in assuring you that the railway is in a fit and safe state to work at our ordinary velocity.

The station at Camp Hill I did not understand to be included in your instructions, further than I have noticed it.—I have, &c.

(Signed) J. HUGHES, Rest. Eng.

The Directors of the Birmingham and Gloucester Railway.

Copy of Letter sent to the Birmingham and Gloucester Railway Company, in reply to their Letter of the 15th, relative to opening portion of the line.

Board of Trade 16th December, 1840.

Sir,—I am directed by the Lords, &c. to acknowledge the receipt of your letter of the 15th December, announcing that the Directors of the Birmingham and Gloucester Railway Company cannot consent to postpone the opening of the railway between Camp-hill and Cofton, in compliance with their Lordships' recommendation, founded upon Sir F. Smith's Report.

Their Lordships direct me to state that the objections to the opening of the line for passenger traffic at the ordinary velocity, arising from the want of consolidation of the embankments, the consequent looseness and insecurity of a considerable part of the permanent way, and the unfinished state of the cuttings on each side of the Groveby tunnel, remain unaltered; but as the Act for regulating railways gives them no power of enforcing the recommendations which they have felt it their duty to make, they must confine themselves to a repetition of their opinion, that some postponement of the opening of the line, for the conveyance of passengers, would be desirable, and, at all events, that passenger trains ought not to run upon the portion of the line in question at a velocity exceeding that recommended by Sir F. Smith, of 10 miles an hour, until the line has been again submitted to inspection.—I am, &c.

S. LAING.

To the Secretary of the Birmingham and Gloucester Railway Company.

NOTE.—No further correspondence took place. The railway was opened on the 17th December.

To be continued.

FATAL ACCIDENT.—On Tuesday morning a fatal accident happened on the York and North Midland Railway, to a boiler-cleaner named William Richardson, under circumstances of a most deplorable description. From the evidence adduced at the inquest which took place the same day, it appeared that soon after the 8 o'clock luggage train had left the terminus at York, the deceased was observed running ahead of the carriages at the top of his speed. On the train passing him he made a spring to get on to one of them, but unfortunately missed his hold and fell between the rails, and the whole of the carriages passed over his body. The engine was immediately stopped, and he was picked up and conveyed to the station, where he died in an hour after. He stated to the surgeon that being out of employ he came to York, in the hopes of finding employment on the railway, but was informed that there were no vacancies. Having no money to take him back to Leeds, he determined to get a "lift" down by the luggage train, and waited on the embankment down the line till it came up, and in attempting to jump on to one of the carriages fell as above described. He knew the engine-driver of the train, but he had not given him permission to jump on the train. After some observations from the coroner, the jury returned a verdict of accidental death.

GLASGOW AND GREENOCK RAILWAY.

IT is but as yesterday since the world was astonished and delighted by the invention of vessels propelled by steam, and the enjoyment and pleasure which these conveyances have since afforded is incalculable. In no part of the world has this been more particularly the case than in Glasgow—the cradle of the steam boat. We trust it may be long ere we see our beautiful coasting steamers altogether abandoned, but it is impossible to deny that a great change has already taken place, and that the usual facilities, every hour, or half hour, for going down the water, by these vessels, no longer exist. The quay at the Broomielaw Bridge has been a season too late in erecting—and the railway is running off with everything. Nothing will now serve us but speed—and, indeed, when people do undertake a journey, it is always their desire to be at the end of it as quickly as possible—hence the wonderful success that already attends the Greenock Railway, which bids fair to establish the truth of Mr. Loch's prediction, namely, that the railway would beat the river. Our desire is, that there may be trade for both. People cannot all at once forget the many pleasant excursions they have had to the lovely *neuks* in our beautiful river by our steam boats; neither can they forget the uniform politeness and liberality of the proprietors, captains, and generally of all concerned in these modes of conveyance. If they are already destined to be regarded as things that were, we can only say that we shall long retain a pleasant remembrance of their value.—*Glasgow Constitutional.*

PROPOSITION FOR HALF-YEARLY RAILWAY BUDGETS—NO MONEY TO BE EXPENDED UNTIL VOTED BY PROPRIETORS.—Necessary as Auditors are for the due correction of wanton extravagance, and even for the detection of perhaps unintentional errors, they are still only a shutting the stable door after the horse is stolen; they may prevent future sins, but the past is beyond their reach under the present system; what we wish to see, and till it does take place, never will the railway system be complete, is that it shall be a *sine qua non*—that all Boards shall most determinately be obliged to lay before the proprietors, at every half-yearly meeting, a synopsis as full as possible of the next six months' proceedings and outlay. If this had been done all through the construction of these works, how many millions would have been saved to the much suffering proprietors! How many vile jobs would never have been perpetrated, and how much would the dividends now count up to what they do!—*Railroad Monthly Journal*, No. 3.

MATCH BETWEEN STEAM AND HORSE POWER.—We have instances innumerable on record of horses having beaten time, but it has now been found that they are unable to conquer steam. A novel description of match was run, on Saturday afternoon last, between a railway train and a team, or rather, two teams of horses. A considerable wager, we understand, depended upon the event, which was to prove whether a coach, starting from Monk's Ferry, could beat the railway train to Chester. The gentleman who undertook to drive the steeds, eight of which were to do the work (changing at Sutton), was a Mr. Burke, of trotting celebrity; and all the appliances of training were put into requisition to give him every advantage. The coach selected was the *Hirondello*, which was to carry six passengers. The train was to run in the usual manner, with the ordinary stoppages. The wager was to be awarded to the party which first set down the passengers at the White Lion. It was presumed, that the delay at the railway terminus would give the coach and horses an advantage. The result, however, has completely proved the superiority of steam over horseflesh; for the train beat the coach full twenty minutes, with the additional advantage, that the engine of the former was no more distressed at the end of the journey than at its commencement.—*Liverpool Journal.* [We learn from the *Liverpool Standard* that Mr. Burke was subsequently fined by the presiding magistrates at the Birkenhead police-court 5*l.* for "*furious* driving"!].

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CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY—GENERAL MEETING.

The ninth Half-yearly Meeting of this Company was held at Cirencester on Tuesday; C. F. Sage, Esq. the Chairman of the Directors, in the Chair. The attendance was numerous and influential, and the greatest unanimity prevailed throughout the proceedings.

The Chairman commenced the business of the day by observing that in consequence of the resignation of Mr. Trye, and the resolution subsequently adopted by the Directors, the duty of presiding upon the present occasion had devolved upon him. It would have been much more in accordance with his own feelings had another gentleman been appointed; but he had yielded to the wishes of others, and, having accepted the appointment, he would endeavour to discharge the duties to the best of his ability. (Applause.) He concluded by calling upon the Secretary to read the advertisement calling the meeting, and upon Mr. Lawrence to read the report of the Directors.

The report of the Directors, as also the report of Mr. Brunel, the Engineer, were then read. These, along with the resolutions subsequently passed, will be found in our advertising columns.

Mr. Price, in moving the first resolution, observed that he had pleasure in referring to the last time they had met in the same room, when the sanction of the proprietors was given to the lease entered into on their behalf by the Directors with the Great Western Railway Company; and he could now congratulate them on the near approach of the day when they might expect to realize some of the benefits resulting from that agreement. He could not doubt but that by the next time they met some gratifying intelligence would be given on the subject of a dividend. (Applause.) Much discussion had recently taken place as to the heavy expenditure on the construction of railways; but although he had not had the same opportunity as many then present of going over that part of the line more immediately in question, he would venture to refer any gentleman who might be disposed to urge such an objection, to the nature and condition of the works, as the best answer that could be given to the charge of over-expence. The gratifying results that had attended the progressive openings on the Great Western Railway amply testified that the advantages of railway communication were only beginning to develope themselves, and he trusted that the prospects the Company had now before them, together with their cordial support, would induce the Directors to continue those unremitted exertions which had hitherto been so unsparingly, and he hoped he might soon say, so successfully directed to the furtherance of the undertaking. (Applause.)

Mr. Gregory seconded the adoption of the resolution.

The Chairman said that before putting the resolution he should be glad to hear the observations of any gentleman, or to answer any questions which might be put. This led to a remark by Mr. Rogers, as to the amount of arrears. The Chairman explained that while in the report as printed previously to the meeting 707 shares were said to be in arrear, the arrears on 90 shares had been paid up that day; and it was possible that a still larger number might be redeemed. All that the Company could claim was the debt owing, but the parties in arrear had the power of redemption. If this was not done, the Company could dispose of the forfeited shares in any way they thought proper. The resolution was then put and carried unanimously.

Mr. Ferrabee then moved the second resolution which was seconded by Mr. Shelton.

In connexion with this resolution, the Chairman said, it was possible that when notice of a dividend was given, parties in arrear, might be disposed to redeem their shares. (A laugh.)

In reply to a question from Mr. Mullings, the Chairman stated, that about 25*l.* per share had been paid on all the shares in arrear, the forfeiture of which was about to be confirmed with exception of the 416 shares specially referred to in the report. About 14,000*l.* might be expected to be realized in respect of other arrears.

Mr. Mullings expressed his gratification at the circumstance as protecting the Company against the chance of considerable loss on that head. The resolution was put and carried unanimously.

Mr. R. J. Brown moved the third resolution. As regarded its purport he knew nothing more than he saw in the words of the resolution, but he had confidence in the directors, and was sure they would act for the best. The raising of money by debentures was preferable to making further calls on the shareholders. In the first place there was a large portion of the line—nearly 18 miles—completed, or all but completed, and the proprietors had the cost estimated to within a trifle. Any one who went along the line could satisfy himself as to the very little that was required to be completed. He was pleased to see that the works had been executed at so moderate a cost. He did not think previously that 22,000*l.* a mile would have covered the expense; he thought that 23,000*l.* would have been required. The proprietors, he was sure, would be satisfied with the result, the more so, when the heavy nature of the works between Swindon and Cirencester, was taken into account. One other gratifying consideration was, the shares of the Company were now more saleable. He was satisfied the proprietors would be pleased with the improved prospect before them, and a good evidence of satisfaction was afforded by the unanimity which prevailed that day. (Applause.)

A Shareholder here remarked that he should be very well pleased were the undertaking completed at 22,000*l.* a mile.

Mr. Mullings in seconding the resolution wished to have some information as to the amount of debentures likely to be required. As the line to Cirencester was so nearly completed, he should like to know if anything, and how much would be required for that line.

The Chairman said, that the sum could not be stated with certainty, till the contracts were completed, and the works measured out. As explanatory of the views of the Directors, he could refer to the third paragraph in the Report. The Company had come under certain liabilities, as was there stated, and the Directors considered that the raising of money by debentures was preferable to making calls on the shareholders.

Mr. Mullings said he should be satisfied with the proposal if it could be carried into effect, without endangering the prospects of the Company. It would be satisfactory to know the probable sum that would be required to complete that portion of the line he had referred to. He did not wish a close estimate.

The Chairman said he should have been most happy to have given Mr. Mullings all the information he wanted, had it been in his power. Had it not been for the unfortunate *slip* which had taken place in the works, he should have been able to give a decided answer. As it was, so long as a doubt existed, it was better not to give any statement than one which might turn out to be incorrect.

Mr. Mullings, in reference to the agreement with the Great Western Railway Company, asked if the 17,000*l.* to be paid was a *net* sum, or whether deduction would be made for repairs, officers, &c.?

The Chairman said that the Great Western Railway Company were liable for all the expences on the line coming under the head of wear and tear. If expense should arise from defective execution of the work originally, it would have to be defrayed, of course, by this company. He did not anticipate that any such expense would arise, for he could say, from his own observation, that with the exception of the *slip*, the whole works were in excellent condition. With regard to the expense of officers, it would be kept as low as the wants of the Company would admit.

Mr. Mullings said that his object in asking for the particulars he had done was for the satisfaction of the shareholders, and by way of suggestion to the Directors. He was sure the Directors would do all they could to protect and advance the interests of the Company. In reference to the expense of officers, he wished to know if it would be as large under the arrangement with the Great Western Railway Company, as it was at present; or, would be were the line kept in the hands of the present Company?

The Chairman said that, as far as practicable, the work of retrenchment had been commenced; but under present circumstances, he did not consider it prudent to say how far that retrenchment was to extend, and he hoped the meeting would not raise a discussion on the point, as no good but the contrary could arise out of it. It was not customary to introduce such points into the Report till they were finally resolved upon. Nothing, he could assure the meeting, would be done without giving the proprietors the fullest opportunity of expressing their opinions either personally or by proxy.

Mr. Mullings expressed himself satisfied with the explanations given; and

Mr. Lawrence explained the nature of the contract entered into with the Great Western Railway Company. That Company undertook to bear the expense of wosking the line and keeping it in repair during the lease. No expense would be incurred beyond what was necessarily connected with the original formation of the line, such as would be chargeable to the account of capital, and not of income, if the line were worked by this Company.

Mr. Rogers suggested that the shareholders should be supplied, a fortnight or three weeks prior to the meeting to be called for deciding on the points hinted at in the Report, with a specific statement of what was to be disposed of, so that they might come prepared.

The Chairman could not pledge himself to any decided course. He could assure the shareholders, however, that they would receive every information consistent with the interests of the Company, so that they might come prepared to dispose of the points to be brought forward.

Mr. Rogers referred to the circumstance of notices having been given for an application to Parliament for a further Bill.

The Chairman said that notices had been given at an earlier period than would otherwise have been given, in consequence of some misunderstanding with a landed proprietor. He had no doubt of that dispute being amicably arranged, but to provide for the worst it was necessary that notice should be given.

Mr. Rogers next remarked, that it was said the notices embraced power to borrow money, &c.

The Chairman said it was thought advisable to make the notices as extensive as possible, so that every purpose might be accomplished which future circumstances might require. The notices involved but a trifling expense, and might be acted upon or not to any extent which might be deemed expedient.

In reply to a question from Mr. Rogers as to the manner in which the 17,000*l.* to be received from the Great Western Railway Company was to be divided, the Chairman said that it was a fair question for the decision of the Company, but he thought it would be time enough to take it up when the money was realised.

Mr. Rogers referred to the circumstance of 964*l.* 6s. 3d. being charged against the Company for law expenses, while in the accounts of the preceding half-year only 115*l.* was charged.

The Chairman said, that the small item in the former half-year was the explanation of the larger item in the present half-year, the two sums embraced the charge for the year.

The resolution was then agreed to unanimously.

Captain Pelly moved the 4th resolution, which was seconded by Mr. Mullings.

Mr. Thomas Warner rose to express the great anxiety which was felt as to the future operations of the Directors. He had every confidence in the Directors, and had no wish to embarrass them by asking questions; but still he could not refrain from mentioning the great anxiety which existed as to the steps they might subsequently take.

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The CHAIRMAN assured Mr. Warner that nothing would be done without consulting the proprietors.

The resolution was put and carried unanimously.

The names of the Directors at present in office were stated to be Messrs. Sage, Cripps, Bowly, Brown, Whitcombe, Agg, Marling, and Lewis.

In reply to a question, the CHAIRMAN stated that the land between Kemble and Gloucester had been all contracted for; and even were the work abandoned no loss would arise, as but little land had been actually purchased. More had been done towards securing the permanent interests of the Company than was generally known or supposed.

Mr. H. CAYLEY, of London, said that it was with peculiar satisfaction he rose to propose the next resolution, the tenor of which was that the thanks of the meeting be given to the Chairman and the Board of Directors. The Report had been unanimously approved of, the explanations requested had been satisfactorily given, and he hoped that the vote he had now the honour to propose would be carried with an equal degree of unanimity; and if the meeting would allow him, he would add the name of a very distinguished gentleman in the meeting, connected with the Great Western Railway Company as well as with the Cheltenham and Great Western Union Railway Company. (Applause.) He hoped his friend, Mr. Brunel, whom he saw on his left, would excuse the liberty he was taking in asking the meeting to include his name in the vote of thanks. To his science and engineering skill a large share of the credit attachable to all engaged in the present undertaking was due; and if not out of order he (Mr. Cayley) would be much pleased if Mr. Brunel's name were added. It was a spontaneous suggestion on his (Mr. Cayley's) part, and he should be glad if it met with the approval of the meeting. (Applause.)

On the suggestion of the Chairman that it was not usual to add any other party to the resolution before the meeting, Mr. Cayley consented to allow the vote of thanks to Mr. Brunel to be expressed in a separate resolution.

Mr. S. H. MURLEY seconded the original resolution, which was carried amid much applause.

The CHAIRMAN returned thanks for the honour conferred on himself and the Directors. He could safely say that they had done their utmost to promote the welfare and interests of the Company, and if they had not been so successful as they could have wished still he would not hesitate to say that their exertions and the results would bear a comparison with those of any other undertaking of the kind. (Applause.)

Mr. WARNER, after paying a high compliment to Mr. Hyett and the other Directors who had retired, for their unwearied exertions in behalf of the Company, proposed a resolution embodying a vote of thanks to them, which was seconded by Mr. Lee and unanimously adopted. The Chairman expressed his hearty concurrence in the vote. As to Mr. Hyett, he regretted exceedingly that ill health should have deprived the Company of his valuable services. They had his best wishes however, and he (the Chairman) was sure that so far as health permitted his best services were at their command when required. The meeting then separated.—*Gloucestershire Chronicle.*

NORTH MIDLAND RAILWAY—SPECIAL MEETING.

ON Saturday last, a Special General Meeting of the North Midland Railway Company, was held at the Station-house, at Derby, at one o'clock, "for the purpose of determining on the measures to be adopted for raising the further sum of money required for the completion of the railway." The meeting was attended by about 50 of the most influential proprietors.

At the hour appointed, GEORGE CARR GLYN, Esq., Chairman of the Company, took the chair, and H. PATTERSON, Esq., Secretary, read the advertisement calling the meeting for the purpose named, agreeably to the provisions of the Act of Parliament.

The CHAIRMAN then explained the object of their assembling. At the last general meeting of the proprietors, authority was given to the Directors to apply to Parliament for further powers to raise additional money for the completion of the railway. This had been intended to be effected in the shape of mortgage on debentures, but in the application difficulties had arisen in the House of Commons, and it had been necessary to get a bill in the usual form for power to create shares, as well as to raise part of the money by mortgage of the Company's tolls. It now, therefore only remained for the Directors to ask the Proprietors to assent to their proposal. An influential proprietor had proposed to the board to create shares bearing a fixed interest at 5 per cent., so as to avoid the creation of shares at the present depreciation in the market price of their property: but, however desirable any mode of raising money might be which produced this result, the Directors, even if they had the power to adopt it, which they had not, saw objections in the way. They therefore gave up the plan offered to them, and he (the Chairman) only then named the circumstance in deference to the high character of that proprietor. There was only one way in which they could act, and that was conveyed in the resolutions which he would read to the meeting, and for the adoption of which he trusted to have their unanimous assent. The sum to be raised by shares under the present Act was 300,000*l.*, and the Directors wished for power to borrow 100,000*l.* more, should they see fit. The shares which it was intended to create would be offered to the present proprietary in equal proportion to the numbers of old shares respectively held by them; and, if they were not all accepted, the remainder would be disposed of to the public for the benefit of the Company. In addition to the above amount the sum of 150,000*l.* would be raised by shares under the former Act of Parliament, and be applied in liquidation of loan notes already issued. It was proposed to issue the new shares at 35 per cent. discount on the 100*l.* share, and to put them in the form of third shares, so that a third share amounting to 33*l.* 6s. 8d. would be obtained by the proprietors for 21*l.* 13s. 4d. The deposit would be 5*l.* now, 5*l.* on 21st July, and 5*l.* on October 21st; no other call being intended to be made during this year. The Chairman said, he regretted to come before the proprietors with the proposition at the present time, when the market price of their shares was so low. As to traffic, from the exceedingly depressed condition of trade in Yorkshire, much of the local traffic in that district had not realized their expectations; but the through traffic was satisfactory, and was daily increasing. The opening of the Great North of England Railway had benefitted the North Midland considerably, and it was right to look to this source as likely for the future to materially assist this Company. He might mention that there was now no excess on the statement made at the last meeting of the proprietors as regarded the amount of money to be raised. The Chairman concluded by reading the following resolutions, and submitting them to the consideration of the meeting:—

Resolved That the Directors be authorised to raise 150,000*l.* under the powers of the Act 2nd and 3rd Victoria, cap. 50, by the creation of new shares, upon such terms and conditions, and in such manner, as to them shall seem expedient, and that they apply the same in liquidation of the loan notes, which have been already issued to that amount.

Resolved—That the Directors be further authorized to raise the sum of 300,000*l.* under the powers of the Act of the present session, by the creation of new shares, upon such terms and conditions, and in such manner, as to them shall seem expedient.

Resolved—That the Directors be further authorised to borrow on mortgage or bond, under the powers of the same Act, the further sum of 100,000*l.* at such times, and upon such terms and conditions as they shall think fit.

Resolved—That the shares to be created under the foregoing resolutions be offered as far as practicable, to the existing proprietors, in proportion to the shares registered in their names this day, and in the event of such shares not being accepted by them, or there being any overplus which cannot be conveniently distributed, that the Directors do dispose of the same for the benefit of the Company in such manner as they shall think fit.

Mr. VICKERS said, the plan proposed by the Directors was, in his opinion, undoubtedly the least objectionable for raising the required money that could be named.

Mr. JACKSON asked why the proprietors had not been called together by circular? Many of them he was sure knew nothing of the present meeting, not having seen the advertisement in the papers.

The CHAIRMAN replied, he was not aware that this was a general practice amongst Railway Companies, particularly in cases like the present, where the terms of a motion to be proposed could not have been stated. He certainly should have felt glad to have seen a larger assembly of proprietors.

Mr. ELLIS said he only heard of the meeting by accident. He held shares in other railways, where a circular was always sent.

The CHAIRMAN said, unless there was some substantive resolution to be made known to the proprietors previous to a meeting, as far as his experience went—and he belonged to six Railway Companies—the practice alluded to was not adopted.

Some slight conversation then ensued on the proceedings in the House of Commons:

The CHAIRMAN said, the clause as drawn was abandoned, power being taken to create part of the money by shares, and to borrow part, as he had before stated.

Mr. JACKSON complained of what he stated was a reckleseness of expenditure in the erection of some of the Company's stations on the line. They were far too ornamental. The station at Swinton, he was told, cost 3,000*l.*, and was morever built on the wrong side of the road. This expense was uncalled for, and unasked to the Company's finances. He was sorry to state this, but he could assure the meeting that this needless expenditure had drawn forth both public and private condemnation. He did not name this circumstance from any other wish than to see the Company prosper, for his interest as a shareholder was small.

The CHAIRMAN said they could not now dismantle their stations of ornament, even if such a proposition were agreed to. However, he thought the impression which that ornament made upon the public, as to expense, was greater than the facts warranted. For his part, he should have been quite contented to have seen their small stations more in the cottage style, although, in reality, the additional outlay was not important, and could not have any ultimate effect upon the success of the railway. With regard to the general question of economy, he (the Chairman) could assure the honourable proprietor that, in all their arrangements, the Directors made it their principal study. In consequence of the state of the traffic, a sub-Committee of Directors had gone through the entire establishment with the minutest care and attention; and if, in the first instance, they had in any case pitched the charges too high, such would not again occur, for a complete investigation of every point in every department had been made, which would have the effect of preventing any just cause of complaint being preferred in future.

Mr. BARTON, in reference to the sum to be raised, said the creation of shares and the proposal to borrow would produce 487,500*l.*

Mr. H. COX asked if it was proposed to raise in all 450,000*l.*?

The CHAIRMAN.—Yes.

Mr. SUTTON wished the hon. proprietor, to whom allusion had been made as having proposed to raise the money by shares paying interest—that interest to be discharged before the other claims on the Company—was present, as he should have felt disposed to have voted with that proposition. If the new shares could be so allotted as to secure their not changing hands, except in case of death, no depreciation in their value could take place.

The CHAIRMAN replied that the project was not within their powers; but the subject had been fully discussed by the Board of Directors. As to issuing the shares so as to compel the parties holding them not to sell them, he thought it would never be agreed to, and, indeed, would be considered very improper.

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The CHAIRMAN then put the resolutions to the meeting, which were immediately unanimously agreed to.

Mr. VICKERS gave notice that it was his intention at the next half-yearly meeting of the Company to propose, that the rate for passenger traffic be reduced to 1d., 1½d., and 2d. per mile. He considered this change would increase the revenue of the Company.

Some discussion followed on this announcement, and it was intimated, that, as the proposal was a most important one, demonstrative proof of its soundness would be required before the proprietors could be expected to give it their support.

Mr. BARTON thought the present rates fair and proper. The charge for carriage of merchandise was less on the North Midland than on any other railway.

Mr. SUTTON said this was an error. The charge for the conveyance of goods at the present moment from Manchester to Hull was only 10s. per ton.

A PROPRIETOR confirmed Mr. Sutton's statement.

The CHAIRMAN said the reduction for goods from Manchester, to the price Mr. Sutton named, had only taken place about ten days ago. The price of that railway's shares now was 16 discount.

Mr. VICKERS proposed a vote of thanks to the Chairman, whose energy of character and great intelligence, as regarded the North Midland Railway, had laid the proprietors under unusual obligation to him.

Mr. GLYN briefly acknowledged the compliment, and congratualated the proprietors on the unanimity which had characterised their proceedings.

The meeting then separated.—*Derby Mercury.*

RAILWAY PLEASURE EXCURSION FROM GLOUCESTER TO BIRMINGHAM.

(From the *Gloucestershire Chronicle.*

IT is a rare circumstance in the history of holidays to be able to record the occurrence of a day of unalloyed, and what is better, rational gratification; but we believe that we shall not transgress the bounds of sober truth when we state that the trip to and from Birmingham by the special train provided by the Gloucester and Birmingham Railway Company on Monday last, the 3rd of May, for the use of the members and friends of the Gloucester Mechanics' Institution, fully realised such a result as that indicated. The novel character of the excursion, the perfection of the arrangements, the good spirit which animated the whole of the party, and the favourable nature of the weather—that marplot to pic-nics, gipsey parties, and holiday lovers!—all tended to bring about the desired end—"the greatest happiness of the greatest number."

Our readers are already acquainted with the plan of the days proceedings, but we must at the risk of recapitulation give a brief outline at starting. In consequence of the success which has attended the Mechanics' Institution—which may be said to have sprung from youth to vigorous manhood in a few months—it was thought desirable by the Committee and Secretary, to commemorate the anniversary of the establishment in some suitable manner, and the idea of a visit to the "workshop of the world," Birmingham, was suggested. Railways effect marvellous social changes; and a journey which in the middle of the last century, would have occupied the business traveller two days at least, can now be effected if necessary, in less than as many hours. The plan was broached, and "took" amazingly; so much so that it ultimately became necessary to fully double the intended means of accommodation. The advantages of co-operation in an economical point of view, were strikingly manifested; and it was found that persons might be conveyed for the whole trip, both ways, or more than 100 miles, for 7s. 6d. in the first class, 5s. in second class, and 3s. 6d. in the third class or open carriages—which in the last case is at the rate of the third of a penny and a fraction per mile; and this left the Railway Company a handsome profit.

The time fixed for the start was six o'clock on Monday morning, in order to enable the party to enjoy as much time as possible in Birmingham. At an earlier period crowds began to assemble in the vicinity of the railway station, and at the Cross, to witness the members of the Institution walk in procession from their rooms in Bull-lane to the place of starting. A number of the first and third class passengers were at the station and took their places before six; and the procession, accompanied by an excellent band, arrived soon after. The members were arranged in companies, to prevent confusion, and the name of the individual who headed each, was placed on a printed card on the second class carriages respectively under their superintendence.

At last all was ready; the locomotives, which seemed "eager for the fray," gave the sharp final note of preparation—the immense train, as they would say on the road, was "all right," and got under weigh at half-past six. There were 23 carriages, drawn by two locomotives a-head, viz. 5 first-class, 12 second-class, and 6 third-class. The scene when the train steadily moved onward, accompanied by the band, which played appropriate airs, was extremely striking and beautiful. Large crowds of persons, including no small number of the most respectable inhabitants, lined each side of the line for a considerable way from the station, many cheering loudly; numbers were picturesquely grouped along the banks along the curve in the line in proceeding towards Barnwood; and a more animated or pleasing picture of the kind it is difficult to conceive. In the train everybody was charmed, and such a scene was certainly never recollected —we of course speak irrespectively of the railway— in the annals of the "fair city." Well, away we sped, 420 happy human beings—for more than 200 were to be taken up at the Cheltenham and Tewkesbury stations—and it soon became evident that the interest felt was not confined to Gloucester, for the country people were all on the alert to catch a view of the "monster train" with its living freight. At the Cheltenham station a large crowd also assembled, and here we added 123 persons—nearly all members of the Cheltenham Mechanics' Institution we believe—to our strength. The news spread far and wide, and as we went on, "all the country" seemed eager to see us, for every bridge that crossed the line and all the most prominent spots were studded with people. At the Ashchurch or Tewkesbury station, which is distant from that place by branch railway two miles and a quarter, another stoppage took place, and here 83 members of the Tewkesbury Mechanics' Institution and their friends embarked, so that we were now fully 623 strong; but amongst this number was a "sprinkling" of the fair sex. It may be here remarked that had not arrangements been made in the first instance with the Cheltenham and Tewkesbury people, more than 600 tickets could have been easily disposed of in Gloucester, as numbers were disappointed at a late period in their application here. At the Spetchley or Worcester station—which is three miles and a half from the "faithful city"—we stopped to water the locomotives; as we proceeded on, the beautifully proportioned stack or chimney at the Stoke Prior Alkali Works, near Droitwich, the loftiest, we believe, with one exception, in the kingdom, attracted much attention. At last we reached the foot of the inclined plane up the celebrated Bromsgrove Lickey, the natural difficulties of which have been admirably overcome by the Company's Engineer, Captain W. S. Moorsom. At this place the depot for the Company's locomotives, &c. has been most judiciously constructed; the works are extremely well planned, and a number of artificers constantly employed. Here again we were greeted with an animated reception from the people in the neighbourhood; and it really seemed that our example had given rise to a general holiday all along the country adjacent to the line.

It was now deemed desirable to divide the train into two unequal parts; the first, consisting of 14 carriages, proceeded on its way up the incline, drawn by two engines, the pantings of which under their heavy burden—which reminded us of a broken-winded horse—were very perceptible to the party left behind; and almost immediately a third engine which was intended to be used in drawing up the smaller half of the train, was sent for to aid the "team" a-head, by propelling astern. This circumstance necessarily occasioned considerable delay, as the incline is about two miles in length. After waiting for more than half an hour, the engine returned and drew up the remaining nine carriages without additional assistance—a feat worth noting, when the extraordinary weight of the carriages on the present occasion is borne in mind. At the top of the incline the train was again united, and proceeded along a pleasing country to Birmingham. On nearing the station at Camp Hill—the temporary terminus of the line—we perceived that our expected arrival had given rise to much curiosity even in this focus of railways, for a considerable concourse of persons had assembled to greet the strangers. At 20 minutes to 11 o'clock the party proceeded from Camp Hill, which is a suburb rather more than a mile from the centre of Birmingham, the journey by rail having occupied, including all the stoppages, four hours and 10 minutes. To those persons who were unacquainted with the nature of the party, the appearance of so large a body of strangers moving in irregular procession along the streets must have occasioned no little curiosity. On reaching the entrance of New-street—one of the finest streets in our provincial towns—the party divided, one section proceeding to view some of the manufactories, and the other towards the magnificent and classic Hall, which is justly the boast of this immense manufacturing capital, and forms a prominent feature in its scenery. Here a disappointment, which had however been foreseen, took place. The Hall, as our readers are aware, is used for the purposes of the Musical Festivals, and the Committee of the General Hospital —to which institution the profits of the festivals are devoted—have erected an organ, which is, we believe, unequalled, with one or two exceptions, in Europe. The effect of this instrument, in a building so large, is, as may be imagined, sublime, and it would have been the prominent point of interest, with the majority of the Gloucester party, to have heard a performance, however short. The effect of a thunder storm given on the instrument, is vivid and startling. It had been previously ascertained, however, as we are informed, that the exorbitant sum of 10*l.* was required for a performance, which was not acceded to, so the party were obliged to content themselves with admiring the magnitude of the instrument and the structure. The Mechanics' Institution in Newhall-street, which was established in 1826, was next visited. Here a Polytechnic Exhibition of objects illustrative of the Fine Arts, Natural History, Natural Philosophy, Machinery, Manufactures, Antiquities, &c., &c., is arranged and afforded high gratification to the visitors. In the afternoon a lecture on Voltaic Electricity was delivered at the Institution by Mr. George Shaw, which was illustrated by some interesting experiments.—"The lecturer had a very powerful, although small electro-magnetic battery, by which he was enabled to burn a quantity of mercury, and several of the metals were instantly fused and ignited, a splendid volume of light was produced from the voltaic contact of two pieces of charcoal beneath water, and a power of sustaining 10,000lbs. weight, was instantaneously given to a magnet by its momentary connexion with the circuit of voltaic fluid, showing the extraordinary influence of chemical action, and of one state and condition of matter over another."

Several other institutions, exhibitions, and manufactories, were visited by the members in the course of the day—we can only notice a few. At the Philosophical Institution, in Cannon-street, there is a very fine museum, in which the science of geology is illustrated by a series of elaborate diagrams; the object, however, which excited most interest was the Anemometer, an instrument which has the property of self-registering, by means of two pencils on a chart, the exact force of the wind, together with the quantity of rain that may fall. At Messrs. Collis's (late Sir Edward Tho-

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mason's) superb manufactory in Church-street, a cast of *fac simile* of the celebrated Warwick Vase, was one of the prominent objects of attraction; and a large medal of beautiful execution was struck for the occasion of this visit in the presence of the members. At the Natural History Museum, is a valuable anatomical collection of models and casts, as well as a classified series illustrative of phrenology. At Ledsam's powerful rolling mills in Cambridge-street, a penny was drawn out for the amusement of the visitors into a piece of what we may call "copper tape," twelve yards in length, in about two minutes.

Shortly after three o'clock tea and coffee were provided for such of the party as wished to partake of that refreshment, at the Mechanics' Institution, and others dined at various inns. Six o'clock was the hour fixed for the muster at the Railway Station for the return, but it was not until about half-past six that the train fairly got under weigh.

The descent of the inclined plane at the Lickey occasioned considerable interest, but was managed with the most perfect steadiness and precision. The gliding motion was extremely pleasing; the steam is invariably shut off at a place a short distance from the commencement of the incline, and a little further on the "brakesmen" attached to this part of the line, to use again the language of the road, "drag the wheels." The present was by very far the heaviest train which has ever descended the incline, and the manner in which the transit was performed must remove the apprehensions of the most timid. The inclination, we believe, is a inch in a yard, and it is not by any means so perceptible as many persons who have never travelled on the line imagine. The line it should be explained, runs over the lower part or base of the Lickey. Far above the passenger sees the crown of the hill, over which the formidable old coach road—the "terror of travellers"—was carried only a few years since; a fine obelisk to the memory of Lord Plymouth is erected at this spot.

No accident of the slighest consequence took place on the return trip. At the Ashchurch station, half of our Tewkesbury neighbours had apparently assembled; and the Cheltenham station was crowded with an immense concourse of people; indeed at various points along the line, the interest excited seemed to have increased rather than diminished since the morning. At both the stations named the parties who joined in the morning took their departure.

At about twenty minutes to ten the "fair city" once more came into view, and the travellers were again greeted with the cheers of large crowds:—a procession was formed to the Institution, and the pleasures of the trip—"the longest day has an end"—were brought to a close.

Not the slightest accident, we are happy to say, occurred to any one. The officers of the Railway Company deserve the highest credit for their exertions and arrangements, a remark which must be extended to the zealous and active secretary as well as other parties connected with the Mechanics' Institution. The only casualty, if such it can be called, that took place during the day, was the fracture of one of the chains or links which connect the carriages with each other, which was soon repaired. The Railway Company have received more than 100*l.* for the trip, out of which they have to pay the Government tax on passengers.

We have been thus minute in noticing this excursion, because it forms almost a new era in matters of the kind. The number of passengers conveyed was greater than on any previous occasion, on any railway, that we can just now call to mind. That exception occurred on the North Midland Railway near Leeds, where as far as we can recollect, nearly 4000 persons, members of some large benefit society, and their friends, were conveyed for some eight or ten miles.

It is stated by the contemporary, "that it is in contemplation to get up a railway excursion from Cheltenham before the end of the summer, combining with it the customary amusements of a picnic."

THE PEOPLE OF CONGLETON AND THE DEFUNCT STAFFORD AND RUGBY BILL.

At a meeting of the Congleton Town Council, which took place on Thursday, the 6th instant, the resolution for a petition against the Stafford and Rugby Railway Bill, was read at the suggestion of Mr. Pickford.

The Mayor informed the Council that he had affixed his name to the petition, and that it had been regularly presented.

Mr. Pickford stated, that in furtherance of the resolution, their deputation had gone to town, and he had now to report officially, that the Bill in question was thrown out on the second reading, by a majority of not less than 60: and he did think that as they had confided their petition chiefly to Mr. George Wilbraham, who moved the usual amendment, that it be read a second time that day six months, a vote of thanks ought to be given him on this occasion. Mr. Wilbraham had acted from a feeling of disapprobation at the manner in which the Corporation of Congleton had been treated by the promoters of the Manchester and Birmingham Railway. Though there were many in that Hall who entertained different views of politics from Mr. Wilbraham, he thought they would come to an unanimous vote that he had given the most effectual opposition to a Company who had shown that they only endeavoured to obtain parliamentary powers for the purpose of abusing them. Mr. Pickford then entered intered into a detail respecting the conduct of Mr. Wilbraham on the subject of the railway, and argued that Mr. Wilbraham in 1837 had supported the Crewe line because it was supported by the Corporation and town of Congleton; that in 1839 he had supported the Extension because the Manchester and Birmingham Company's Directors assured them that they would construct a line through Congleton; and lastly, that in 1841 he had given his opposition to the Extension line, because of the bad faith which the Manchester and Birmingham Company had shown to the Council and town of Congleton. He should, therefore, beg leave to propose the best thanks of the Council to Mr. Wilbraham, for his opposition to the Stafford and Rugby Railway Bill.

Mr. Hogg objected to the omission of Sir Philip Egerton's name in the vote of thanks. He had been of great service to them; and although he had paired off at the time when the discussion on the Bill came on, they must recollect that Mr. Wilbraham had also been absent at a very important division.

Mr. Pickford said, Mr. Wilbraham's entire change of sentiment on the subject of the Extension line had had a great influence on the House, whereas Sir P. Egerton had written to him, and stated that he would not undertake to say whether his views were concurrent with those of the Council or not.

The Mayor said, if the vote were on Sir P. Egerton's general conduct, with regard to local matters, certainly Sir P. Egerton would be entitled to it.

Mr. Warrington said, he should have voted for the name of Sir P. Egerton being added if he had not been absent.

Mr. Hadfield seconded the motion of Mr. Pickford, merely as a vote of thanks for a business matter.

Mr. Warrington said if it had been a vote of thanks for general conduct he should have been for both together; but as it was for a particular point, and Sir P. Egerton was not present, he should vote for the motion.

Mr. Hogg said he was satisfied, and the motion was agreed to.

JUNCTION BETWEEN THE LIVERPOOL AND MANCHESTER AND MANCHESTER AND LEEDS LINES.

At the periodical meeting of the Salford Commissioners of Police held last week, the Chairman read the following letter, which had been received in answer to an application directed to be made by the Committee appointed to inquire whether the Liverpool and Manchester Railway Company intended to proceed with the Extension Railway, to form a junction with the Leeds and other lines:—

"Lime-street, Liverpool, 29th March, 1841.

"Sir,—The Directors have instructed me to acknowledge the favour of your communication of the 16th instant, inclosing resolutions of the Commissioners of Police of Salford, directing inquiry to be made whether the proposed railway through the borough of Salford would be commenced or abandoned, In reply, I am requested to inform you that the Directors regret very much that any inconvenience should be felt owing to this Company having been unable immediately to come to a determination on the subject. Various circumstances have prevented the proprietors coming to a decision, but I am instructed to state that the Directors, on their part, and they have no doubt, the proprietors at large, are desirous that there should be no unnecessary delay; and the Directors will have the greatest pleasure in communicating to you at the earliest possible period, the decision of the Company on the subject.—I am, Sir, your obedient servant,

"Henry Booth."

On the motion of Mr. W. Lockett, seconded by Mr. Tinsley, the letter was ordered to be entered on the minutes.

THE CHESTER AND BIRKENHEAD RAILWAY AND THE CHESTER RACES.

The transit on this line has been during the last few days unequalled in the annals of railway travelling in this kingdom. We have taken the following averages from the returns, which are below "the mark," of the number of passengers to and from Chester during the last seven days:—

Saturday, May 1	1480
Sunday	1400
Monday (the Great Race Day)	6443
Tuesday	3080
Wednesday	4250
Thursday	2830
Friday	1950

The utmost exertion has been used by the Directors, and every individual in the service of the Company, to preserve order and accommodate passengers at the station and the ferries; but, in defiance of every effort, on Monday, in consequence of the impatience and determined pressure of the great crowds anxiously waiting at two o'clock to proceed to Chester, their well arranged plans were in some measure disorganised. The train which left Birkenhead at the hour last mentioned, consisted of four engines, forty carriages, and upwards of thirteen hundred passengers.—*Liverpool Standard*, May 11.

The Chester and Crewe and Birkenhead Railways poured in their myriads during the whole afternoon of Monday. But we cannot omit noticing in terms of reprehension, the very inadequate accommodation afforded to their passengers by the latter concern. Hundreds upon hundreds on their arrival at the terminus at Birkenhead, were obliged to give up all thoughts of reaching the scene of action, as an immense concourse were there waiting before them; and the scrambling for places as each train came up was beyond description, the trains not being either half large enough or frequent enough to convey the assembled mass.—*Manchester Courier*.

Maryport and Carlisle Railway.—The "needful" for the formation of this line at the eastern end has been advanced with great promptitude, and in our next we expect to publish the letting of the contracts for the construction of the railway from Carlisle to Wigton. All friends to the improvement of West Cumberland must sincerely rejoice at the successful progress of this undertaking. If scoffs and contempt could have put it down, it would long ere this have been laid in the tomb of the Capulets, but the promoters have proved themselves men of judgment and prudence, and have gone on safely, if not quite so swiftly, as some of their more imaginative friends have at times desired. They have shown their ability to adapt their means to a given end, and in this way they will no doubt proceed until all difficulties are overcome, and the project over which they preside be successfully achieved. Their past good management is a fair guarantee for the future, and therefore we expect that every week will bring new friends to an undertaking which promises both in a pecuniary and a public sense to answer all the objects which its originators proposed to attain.—*Whitehaven Herald*, May 1.

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THE BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—I rely on that love of fair play which so eminently characterizes the management of your journal for the insertion of the following strictures, extracted from a Worcester paper, on the commendation bestowed by the *Railroad Monthly Journal*, on the Birmingham and Gloucester Railway, for the judicious and economical manner in which it has been construc'ed—and which commendation you have been pleased, in an approving and concurring vein, to transfer to your own columns—giving to it thereby an extent of circulation, and a stamp of authority, but for which it might have been comparatively innocuous.

I am, Sir, your constant reader,

E. L.

Tewkesbury, 4th May, 1841.

[We readily give insertion to the strictures enclosed in our correspondent's letter; but we must observe that the passage which we quoted with approval from the *Railroad Monthly Journal*, spoke only of the actual cost of the line as compared with the estimated cost, and contained not a word about the manner—"judicious" or otherwise—in which it has been laid down.—ED. R. T.]

BIRMINGHAM AND GLOUCESTER RAILWAY.—The *Railroad Monthly Journal*, speaking of the cost of constructing the Birmingham and Gloucester Railway, says—

"It appears that of the original estimate 80,025*l.* not included has been paid for the Cheltenham and Great Western Railway; nevertheless, only 60,000*l.* additional will be required; or in other words, the line has been made, *not within the Engineer's estimate, but within the original Parliamentary capital.* It is a solitary instance, we believe, and is highly creditable to the engineer, Captain W. Moorsom."

Compare this with the following observations made by a shareholder in the Company, a Mr. Tartt, of Cheltenham, at their last half-yearly meeting, held at Gloucester on the 23rd of February:—

"As regarded the probable cost of the line, he (Mr. Tartt) had been officially informed at the first meeting that including stations, it would not exceed 950,000*l.*; and upon reverting to the same subject the year following, *he was told he was quite safe in saying that the works of every kind connected with the whole establishment would be kept 150,000l. within the powers given by Parliament.* This was exclusive of the additional half of the line between Cheltenham and Gloucester, and without this would have made the whole cost something less than 1,117,000*l.* Six months after the Chairman informed the meeting at Birmingham, that when closely pressed at a previous meeting he had stated there would be a surplus of 100,000*l.*, and it now appeared that (including the line from Cheltenham to Gloucester,) the whole 1,266,166*l.* would be absorbed, while they had just been informed in the Report that 60,000*l.* more would be required."

How does this consort with the exultation of the *Railroad Monthly Journal*, that the Gloucester and Birmingham Railway presents a "solitary instance" of railway construction in which the original Parliamentary estimate has not been exceeded? We are not in a condition to say by how much the Parliamentary capital has been exceeded, though we believe there has been an excess; but it is plain that the est mate of certain official persons has been exceeded 30 per cent. or thereabouts, or Mr. Tartt labours under a mistake, and we cannot find in the report of the proceedings that his statement was contradicted. Mr. Tartt says he was *officially* informed that the whole cost of the railway, including stations, would not exceed 950,000*l.*, while the actual sum at present expended is between 1,200,000*l.* and 1,300,000*l.* It is evident, whether the Parliamentary capital have been exceeded or not, that an estimate made, or at least communicated, by official persons, has been exceeded in the proportion of nearly a third.

Captain Moorsom is now about to turn his attention to the construction of a railway in the West of England (from Exeter to Falmouth we believe) and there can be no harm in our giving him a piece of advice, not to be deterred by conjured up "engineering difficulties" from carrying his line of road at a less inconvenient distance from the towns on the route than he has done that of the Birmingham and Gloucester Railway. Surely never was anything worse contrived for all the intermediate places between Birmingham and Gloucester than this unlucky line. If a passenger desires to go from Worcester to Bromsgrove, he is first conveyed in an unweildy machine to Spetchley, an operation consuming for the most part nearer three-quarters than half an hour. He is then put on board the train, and whisked away to the Bromsgrove station. In something less than forty minutes he his set down there, when he has to get into a coach or other vehicle and travel along a very circuitous but by no means very level road to the town of Bromsgrove, distant a mile and a half. So that more time is positively consumed in travelling between Worcester and Bromsgrove by railway, or rather by coach and railway, than formerly by coach alone. If you take Droitwich instead of Bromsgrove the matter is worse, for you have very nearly half the distance of the former place from Worcester to travel in an exactly opposite direction to your destination before you embark upon the rail, and after this you are set down more than a mile from Droitwich, and must again avail yourself of a coach. If you want to go to Tewkesbury you are transferred at the Ashchurch station, three miles off, to a carriage drawn by a horse on a single line of rails, and when you get to that town you may, if you are cumbered with much luggage, still need a carriage. The station at Cheltenham is two miles from the principal hotels in the town, and here again you are driven to make use of an omnibus, for which you are charged extra, the Company only undertaking to deliver passengers at their station *near* Cheltenham. As regards our own city, the daily inconvenience sustained by persons leaving it or coming into it is immense. You have travelled it may be from Gloucester or from Birmingham with arrow-like rapidity—Worcester is your destination. The train comes to a stand still at Spetchley, and you transfer yourself from the snug easy chair in which you have been lounging in indolent ease, to a lumbering omnibus, into which you and your fellow passengers are crammed side by side. Should you have made the journey in a second class carriage, and the first class passengers fill the inside, you must climb upon the roof of the vehicle, and there in hail, rain, or sunshine, patiently attend its tedious progress towards Worcester. A few minutes ago you might have been tempted to compare yourself to some of the winged denizens of air, for you had been cleaving it with the swiftness of the swallow. On a sudden your comparisons undergo a most unpleasant revulsion —and you can only liken yourself, by contrast, to a snail toiling over the unequal ground at the rate of a few feet in an hour. We have no doubt that the Directors of the Birmingham and Gloucester Railway have ere this deeply lamented the injudicious policy which induced them to carry their line at such a distance from all the towns to which it might have served as the readiest means of conveyance. In not bringing the railway nearer to Worcester than Spetchley, they have fairly, to use a vulgar but expressive proverb, cut off their nose in spite to their face. There cannot be a doubt that the Company have suffered greatly in their revenue by this suicidal policy of their Directors and Managers, and the citizens of Worcester have sustained inconvenience and detriment in an endless variety of ways (which can easily be substantiated) which will tell with damning effect in any proceedings to be taken against the Company at a future day for the recovery of their justly forfeited bond for 70,000*l.*—*Worcester paper.*

ACCIDENT.—A serious accident occurred on Saturday morning, at the Wootton Bassett station of the Great Western Railway, to an engine-stoker named Hale, who, we are informed, sustained great injury in the head by being jammed between the buffers of two engines which met before he had time to get out of the way. The poor follow was conveyed to Reading by the luggage train, and immediately taken to the Royal Berks Hospital, where he is now undergoing medical investigation.—*Wiltshire Independent.*

REFORM IN RAILWAY DIRECTIONS.

To the Editor of the Railway Times.

SIR,—Not to burthen your columns with explanations which would not promote the end I have in view—*efficient and honest Direction*—by which alone the capital we have employed in railways can be worked with the maximum advantages permitted by circumstances, I shall pass by, without attempting a return blow, the bits your correspondent "C. D." fancies he has "put in;" I do this the more readily, partly because he spars in good temper, but more because I am willing to give him credit for desiring the same object as myself.

It is, I find, much easier in argument, to meet an antagonist who denies, out and out, one's premises and conclusions, than to deal with a party who agrees with one in principle, and endeavours to damage one in detail. "C. D." and I equally desire good management, but we are so at issue as to the means of obtaining it, and so wide a difference is there between us, that as I understand his intention of change—his alteration—it would do nothing but confirm present abuses. He would have a small number of highly-paid persons in *permanence*. Now the great, the crying evil, I have all along been trying (and my confidence in succeeding in it, is in no way diminished by "C. D." 's ridicule, for proprietors are awake to it, and late or early, I shall accomplish my purpose) to abate, is *permanent* holding of office, through instant re-election, for, it is through forming connections of friendship, through hanging with each other, each for the advantage of each, through sedulously endeavouring to keep out new persons, through secrecy of action, through combination and union—in forming all of which into a system to the detriment of the shareholder, permanence of office is an essential, if not the only requisite, element—that the manifold vices of Boards have grown up, and now bear fruit.

In forming Railway Boards, I would begin at any chosen letter in the share-lists, and offer a seat to the first person standing alphabetically, the second to him residing near the line, the third to the largest holder, and repeat the process until office had been accepted by eight; and then I would defy any man, though he should intrigue, like Talleyrand, to continue in practice the unholy compacts now existing. At the expiration of the term expressed in the Acts, such Directors should go out in rotation. New blood would thus constantly be infused, and before mischief could arise from the corruption long tenure never fails to engender, new members would be called in to stay and prop up declining virtue. "C. D." says "being an Executive, they should be *few* in number." The term is indefinite. I will be more explicit, and assert five to be *too few*. One man is not enough for a Committee—he may play false with his Manager, and Contractor, or seller. Where few are appointed at high salaries for their whole time, and for unlimited periods, they do it for a living—they come from the "uneasy" class, and a bonus of 500*l.* for a contract, or frequent small presents, *might* be inducements. Besides, under the plan adopted on the Birmingham and Gloucester, to which your correspondent refers, and appears to consider as a model, there are *Managers* of each head of service, whose whole time and best exertions are paid for, and who are permanent unless dismissed for ill conduct. Why, therefore, the line should be taxed with another set of highly-paid officers, with a duplication of expense in fact, for management, I am at a loss to conceive—the more so, as at last the number of Directors is insufficient for efficient check. Another objection I have to the plan in use on that line, since your correspondent quotes it, is that the Chairman takes no defined duty. "General superintendance" sounds fine, but means nothing—or, at best, nothing but walking about—unless the Chairman is *de facto* sole Manager, a plan which has failed in other concerns; and then the four Directors are mere puppets or Chairman's clerks, and in that case a surplusage, if not worse. If four do the business, but four should be paid. But I would have eight, and they should have 1,200*l.* a year; they should not be re-seated for three years at least; and I would do

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away with proxies at railway meetings, by which shareholders, when they go to the vote, are sure to be distanced, and by which the holders of United States Bank Stock (I adduce this instance as showing the general effect of proxies) have been *Biddled* out of their money.

The idea that men of property "would breed their sons to the business of Railway Direction"—that is, that Railway Direction would be promoted to the rank of a (learned?) profession—is quite Utopian; and useless, moreover, if my opinions prevail, for I would not employ such.

The term "good management," I interpret to mean the last farthing of dividend that—the public service being well performed—can by Directorial attention and honour be extracted from railway investment. *Pour moi je ne travail pas pour la gloire.* I fag in railway matters, for money—inglorious but honest pelf. I want what I am entitled to, be it little or much, to reach my pocket, not to slip into that of those who have hitherto had the tact to enrich themselves by salary, by patronage, by playing into each others hands, by taking advantage of their own acts to speculate to profit, by clubbing their influence to keep themselves and their connexions in office, by secrecy, and by withholding information when demanded. How this point—the largest possible dividend—(and no man need envy its amount, for upon the sixty millions two per cent. for it, is a large estimate) is to be attained, is the question before the court.

It is because Directors' work has generally been "ill done," or undone—rarely well done—that I seek a change in the mode of doing it. That the objections I have made are valid, in the opinion of the great body of shareholders, is sufficiently attested by the universal desire which prevails for reform; a desire, so strong indeed, as to have forced some Boards to bend to the storm, and to offer, as if voluntarily, a semblance, in hopes it will be mistaken for the reality. Let not shareholders be deceived. The changes made by Directors in Directions, must never be relied on; they are "a tub to the whale," no more. In no instance have they touched the vicious principle of appointment; and the principle being tainted, the working must be unsound.

A re-consideration of the subject induced by your correspondent's statement of the high mental qualities requisite in a Director, leaves me in possession of the opinion, that the best possible railway result may be had, through the agency of eight heads to each line, of dimensions barely respectable in the estimation of Dr. Combe. Your correspondent, in a flourish which, did it refer to me, I should consider rather as satirizing than exalting any office I might hold, asks, when alluding to the buying of coals, oil, tallow, and cotton waste, and repairing engines and roads, "what qualifications do not the latter two demand! What science, what economy, what knowledge of materials of workmen!" &c.; and further he goes on to say, that Directors ought to understand "geology, chemistry, and mechanics." Forgive me if I laugh, for it is amongst my most serious opinions, that my last rightful penny of dividend (*that, I repeat it, is the point at issue*) is to be had, through eight share-list Directors, though they should not know a cylinder from an eccentric, nor silt from sienite, nor a retort from a Leyden jar, nor a lathe from a knife-grinder's wheel. Does your correspondent contend that two Directors in Committee could not preside with effect over the mechanical department, having a professional manager to superintend it, paid for his whole time, and well paid, without themselves being practical mechanics? Why, Sir, he might as well say, "who drives fat oxen, should himself be fat." Granted, were they mechanics, or road contractors, or coachmasters, or carriers, or Chancellors of the Exchequer, by trade, it might make the duty somewhat easier to themselves; but be they what they might, it would be their own fault, if they were not efficient. Give me, in Directors, *attention, attendance, and honour*, and I will not, if drawn, decline the responsibility of management with any seven, of whatever rank, trade, or profession they may be, if taken *from the share-lists in alphabetical rotation, for residence near the lines, and for largest holding*, for the term specified in the acts, being ineligible for re-appointment for three years, with 150*l.* for salary, and serving, as they would do, with a promiscuous party, all probably privately unknown to all. Under these circumstances could any man accept the office with a view to profit, or patronage, or permanence? Would he go to the railway for any purpose but to work it for the general advantage of the proprietary? If he felt himself incompetent, would he accept the office at all? In such case, need less than average sense being brought to railway direction be feared? On the contrary, each man feeling bound by his own immediate interest, and by honour, to exert himself for his short term of service, would gain at the end of it the thanks and gratitude of his co-partners, who in their turn would emulate his conduct, and thus proprietors would soon have that general knowledge of their affairs, which it is now a chief business of Directions to withhold.

Of the two plans, that under which we now "grin and bear," and that (not mine) which has been lately introduced as a reform, I give the preference to the former, from a conviction that a very small number of highly paid Directors appointed practically for life must inevitably lead to mismanagement.

The pleasure I felt at finding that so able a proprietor as C. D. fully coincided with me in opinion as to the appointment of auditors, suffered some diminution from the doubt to which reading a subsequent paragraph gave rise. With a view to dispelling it, and that we may perfectly understand each other, I beg to inquire of him, whether he gives his adhesion to the following method of selection? *Three Auditors to each line taken from the share-lists in alphabetical order, the first to serve* 18, *the second* 15, *the third* 12 *months* (in order that they may not all go out of office together) *and all subsequent appointments to be for one year and no longer; such auditors to have full powers to inspect, examine, inquire and report, and to be independent of the Directions.*

I cannot have the mode of selection blinked. Directors "from the Share-lists"—*all Directors*, whether on the Birmingham and Gloucester or on any other line—must necessarily be so; but to be good for anything they must likewise be taken from the share lists, not by interest or favour, or connection, but for the reasons and qualifications I have stated. Upon this point I will come to no compromise, for not reaching it, all propositions are mere promises to the ear—sheer dupery.

A RAILWAY SHAREHOLDER.

LONDON AND BIRMINGHAM RAILWAY.

To the Editor of the Railway Times.

SIR,—The following is the weekly traffic on the London and Birmingham Railway for the 17 weeks, ending April 25th, 1840, and April 24th, 1841, respectively, showing an increase in the latter period of 29,771*l.*:—

1840.	£	1840.	£
January 4	9,701	January 2	12,417
" 11	10,921	" 9	12,068
" 18	12,232	" 16	12,424
" 25	10,937	" 23	13,264
February 1	11,000	" 30	13,240
" 8	12,038	February 6	12,704
" 15	11,092	" 13	12,357
" 22	11,077	" 20	12,502
" 29	10,831	" 27	12,845
March 7	11,016	March 6	13,446
" 14	11,552	" 13	13,019
" 21	11,728	" 20	13,518
" 28	12,398	" 27	14,666
April 4	12,125	April 3	14,596
" 11	13,465	" 10	14,331
" 18	14 033	" 17	14,933
" 25	14,120	" 24	17,027
Total	£200,286	Total	£230,057

I have no means of ascertaining the weekly traffic for the same 17 weeks of 1839, but the total amount for the half-year ending 30th June, 1839, being 270,241*l.*, the average weekly traffic will be 10,393*l.*; this, however, takes in the months of May and June, (summer months,) not in the above 17 weeks. The weekly average for the 17 weeks of 1840 is 11,781*l.*, the weekly average for the 17 weeks of 1841, 13,532*l.* Hence we perceive that the present immense amount of traffic on the London and Birmingham Railway has not come upon the line ALL AT ONCE, but on the contrary, by degrees, affording much of hope as regards those railways which have been but lately opened, and have as yet scarcely answered the expectations so confidently entertained of them at one time.

I am, Sir, your most obedient servant,

OBSERVATOR.

May 6th, 1841.

THE OLD COACHMAN'S LAMENTATION.

BY JAMES STONEHOUSE.

Upon the box of the "Orthodox" I sat one summer's day,
The coachman old, as on we bowled, I noted by the way.
His napless hat was broad and flat, his coat was thick and rough,
While round his neck he wore a check of faded woollen stuff.

One nag was white, one brown and bright, the other was a roan—
The fourth was black, save on his back some spots of greyness shone.
Along the road th y bore their load, but at a sluggish pace;
And not a smile came all the while across the coachman's face.

E'en when he spoke, his voice seem'd broke, his words were faint and low;
His nags ne'er knew what they should do, *gee* was so full of *woe*.
He groan'd and sighed, and almost cried, as though his heart was breaking,
The reason's told—lo! and behold! *a railway they were making.*

JEHU LOQUITUR.

These here is times which I am sure I never thought to see!
To find that hosses in this world of no more use will be.
To think that we shall have no *reins*, save such as clouds will put on,
And *bridles* only in the church, and *saddles* but in mutton.
Ah! well the tear may trickle down this weather beaten face;
I know them rails will wipe away of *harness* every *trace*.
In vain you'll look for nags like these, with coats so sleek and airy—
And as for *whips*, you'll get them but in *shops confectionary*.
Ere long 'twill be a sight to see a filly, mare, or foal;
And then, like Captain Ross, we'll go out seeking for *a pole*.
No more will kicking colts delight the travellers' ease to mar;
Like ships in shallows, there will be no *getting o'er the bar*.
We coachmen much *Joe Miller* love, so full of jest and joke—
But drivers at their fingers' ends must always now have *Coke*.
Time was when guards could snatch a nap, and close their weary peepers,
But now they must keep wide awake, because they *run on sleepers*.
In railway trains I'm sore afraid the mode must sure be cruel—
They say that passengers can't stir unless they've got some *fuel*.
We might as well go hang ourselves by rope—for *by this line*
'Twill take *steel bits* from *hosses' mouths*, and *bits of meat from mine*.
To talk of steam! a boiler's but a big-sized iron kettle;
It can't compare with them four nags; an't they *got lots of mettle?*
Who'd care to see an ugly train, loud roaring as it passes,
Full of folk like *boys at school*, in first and second *classes*.
It makes my blood run cold to think of driving such a engin—
I'm bless'd if there won't be some day a scalding and a singeing.
And then to be blown high in air, and then on earth to reel!
You'll find when trains run o'er your *hams, too tough's the tender wheel*.
I think some people in this world in Bedlam we should make fast,
Who want to rise at six, and go a hundred miles to breakfast—
In London lunch—the channel cross—in *Hung'ry* have a dinner;
And then in Pekin sip their tea—ride home in *Coch-in-China*.
My occupation's gone I feel, hot water's now the rage,
I'm afraid I'll have *no benefit when I go off the stage*.

But who would carry passengers,
Who sit at ease,
And give no fees,
And have a precious failing,
That all the way
Tho' civil—they
Can't *travel without railing*.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railed	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	67
..	..	6300	33⅓	10	Ditto (*Thirds*)	72	72	..	72	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
..	..	641	25	25	Ditto (*Quarter Shares*)	..	..	..	36½	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	86
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	17½
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
..	..	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	30½	..	..	..	..	..	..
42	....	7500	100	62	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100½	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17	Dublin and Drogheda	..	..	..	..	..	..	..
..	..	....	100	100½	Dublin and Kingstown	..	..	..	..	..	..	..
6	6	....	100	7	Dublin and Kilkenny	..	..	..	..	..	..	..
73½	....	8000	100	100	Durham Junction	..	..	..	..	..	..	..
....	....	800	100	100½	Durham South West. Junc.	..	..	..	..	..	..	..
....	....	7500	20	3	Durham and Sunderland	..	..	..	9	..	..	8½
16	16	2010	50	50½	Eastern Counties'	..	..	..	7	..	..	6⅞
126	17	64000	25	23	Ditto (*Debentures*)	..	..	..	..	..	..	..
..	..	64000	84	4	Edinb., Leith, and Newhaven	..	..	..	..	..	..	37
24	....	5000	20	15	Edinburgh and Glasgow	..	..	..	..	..	..	29½
46	....	18000	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
31	31	12500	50	40	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	20½
22	....	16000	25	25	Gosport	..	..	..	..	..	..	10½
17½	....	6000	50	40	Grand Junction	..	..	..	..	..	..	..
114	114	10918	100	100	Ditto (*New Shares*)	..	..	..	..	..	..	50
..	..	10918	50	50	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
..	..	10918	25	—	Ditto (*Ditto*)	..	..	..	..	..	..	..
..	..	....	25	25	Great North of England	..	..	..	93	93½	93½	93½
74	....	10000	100	90	Great Western	..	..	64½	64½	64½	63½	63½
118	92	25000	100	65	Ditto (*New Shares*)	..	..	11	11½	11½	11½	11½
..	..	25000	50	50	Ditto (*Fifths*)	..	..	..	..	..	..	..
..	..	37500	20	4	Hartlepool	..	..	..	..	..	..	44
15	15	2000	100	100	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
31	31	8000	50	50	Kenyon and Leigh Junction	..	..	..	..	..	..	32
23½	....	250	100	100	Lancaster and Preston	..	..	..	..	..	..	24
20½	20½	5000	50	42	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
....	....	5000	37½	19	Leeds and Selby	..	..	..	..	..	..	..
20	20	2100	100	100	Leicester and Swannington	..	..	..	..	..	..	..
16	16	2000	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	199
..	..	800	50	15	Liverpool and Manchester	..	..	..	..	..	..	484
31	31	5500	100	100	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
..	..	12021	25	25	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
..	..	7468	50	50	Llanelly	159	..	..	..	..	..	159
26	....	2000	100	80	London and Birmingham	..	..	..	..	..	..	231
112½	112½	25000	100	90	Ditto (*Quarter Shares*)	..	..	..	..	..	..	534
..	..	25000	25	5	Ditto (*Thirds*)	..	..	..	24½	..	..	25½
..	..	31250	32	32	Ditto (*New Shares*)	..	..	..	18	..	..	..
..	..	....	32	25	London and Blackwall	47½	47	47	47½	46½	46½	46½
4	3½	24000	25	50	London and Brighton	..	..	..	..	..	..	..
46	5¼	36000	50	13⅓	London and Croydon	..	..	..	..	..	..	..
10½	10½	33000	avr.	5	London Grand Junction	..	..	..	..	..	..	..
3	....	12000	50	..								

Length Railed	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London M.	Tu.	W	Th.	Fri.	S.	Liverpool.
3½	3½	20000	20	20	London and Greenwich	..	..	8½	..	..	..	..
..	..	....	..	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
..	..	....	..	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
76	76	36000	avr.	38½	London and South-Western	57½	..	57½	57⅝	..	..	56½
50	50	13000	100	14	Ditto (*Tenths*)	2	56	2½	..	2⅛	2⅛	2½
..	..	13000	50	70	Manchester and Leeds	..	..	..	..	..	..	55
10	10	6201	125	25	Ditto (*New Shares*)	..	..	..	..	..	..	..
..	..	30000	70	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	45	7000	100	40	Manchester and Birmingham	..	..	..	..	..	..	..
40	....	4000	50	55	Manchester and Sheffield	..	..	..	..	..	..	..
..	..	10000	100	47	Maryport and Carlisle	..	..	..	..	88	88	88
28	7	10000	25	100	Midland Counties	..	..	..	..	..	..	21½
57	57	10000	100	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
..	..	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
61	61	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
..	..	2400	50	45	Newcastle and N. Shields	..	..	77	76½	76½	75½	75½
7	7	15000	100	100	North Midland	..	..	..	35½	36½	36½	36
72	72	15000	50	40	Ditto (*New*)	..	..	28	..	..	..	..
..	..	72000	100	40	Northern and Eastern	..	..	..	..	..	..	82
30	194	6329	75	75	North Union	..	..	..	..	..	..	..
22	22	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
19	19	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
..	..	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
25	25	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
..	..	1000	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
8	....	1200	50	24	South Durham	..	..	..	..	..	..	..
....	....	3000	50	25	Sheffield and Rotherham	..	..	..	..	..	..	16½
6	6	4000	25	7½	Ditto (*New*)	..	..	..	..	..	..	..
—	—	4000	12½	33	South-Eastern and Dover	..	..	..	..	..	..	..
67	....	28000	50	100	Taff Vale	..	..	..	..	..	..	..
24½	13	3000	100	5	Thames Haven	..	..	..	..	..	..	..
15½	....	9000	50	50	York and North Midland	..	..	..	..	..	..	..
23	23	6700	50	9½	West Durham	..	..	..	..	..	..	..
5½	....	5000	20	20	West London	..	..	..	..	..	..	..
3	....	7500	20									

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to May 12th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38	38
1960	25	25	Glasgow and Garnkirk	35	35
16000	25	25	Glasgow and Greenock	29½	29½
12500	50	40	Glasgow and Ayr	37½	37
1940	25	25	Monkland and Kirkintilloch	..	58
..	..	50	Wishaw and Coltness	85	85
680	25	25	Ballochney	..	81
4060	25	25	Dundee and Arbroath	29	29

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No. to Notes at foot.	Miles. Length of Line.	Miles. Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Index No. to Notes at foot.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birmingham & Derby Junction	1	48¼	38½	May 8		£800 15 8	£345 13 11	£1,146 12 7	1
1,266,666 0 0	1,266,000 0 0	....	Birmingham and Gloucester	2	51	51	May 7	6,391	1,326 11 10	204 11 11	1,531 3 9	2
370,000 0 0	333,287 15 6	4 0 0	Dublin and Kingstown	3	6	6	May 2	28,082	....	....	1,200 8 4½	3
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	4	16¾	16¾	May 9	3,919	159 10 11½	52 6 11	211 17 10	4
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	126	17½	May 9	13,990	....	....	743 2 1	5
834,000 0 0	699,544 18 4	2 8 0	*†Glasgow, Paisley, and Ayr	6	51	40	May 8	10,746	731 15 10	230 0 2	961 16 0½	6
....	....	....	Grand Junction	7	22½	22½	May 8	12,035	....	....	744 18 4	7
1,957,800 0 0	....	13 0 0	Great North of England	8	83	83	May 8	..	7,354 12 7	1,338 8 10	8,693 1 5	8
....	....	....	Great Western	9	74	....	May 10	..	809 1 5	457 3 10	1,266 5 3	9
5,331,527 9 10	5,288,043 17 3	3 0 0	Hull and Selby	10	118	92	May 9	25,223	6,407 12 4	939 5 11	7,346 18 3	10
533,333 0 0	466,000 0 0	3 0 0	Lancaster and Preston	11	31	31	May 9	3,020	431 1 10	160 6 4	591 8 2	11
488,000 0 0	390,000 0 0	....	Liverpool and Manchester	12	20½	20½	May 8	2,249	399 18 3	26 4 10	426 3 1	12
1,832,375 0 0	1,410,000 0 0	10 0 0	London and Birmingham	13	31	31	May 7	..	3,006 14 3	1,754 17 11	4,761 12 2	13
5,750,000 0 0	5,724,807 0 0	8 17 9	*London and Blackwall	14	112½	112½	May 8	..	14,915 9 7	2,310 18 11	17,226 8 6	14
800,000 0 0	807,659 13 4	....	*London and Brighton	15	3½	3½	May 13	40,343	769 12 6	1 8 9	771 1 3	15
2,400,000 0 0	1,091,369 0 0	....	London and Croydon	16	46	5½	May 10	3,038	96 6 2	44 0 3	140 6 5	16
741,000 0 0	557,902 9 5	1 0 0	London and Greenwich	17	10½	10½	May 11	9,704½	579 19 0	86 8 4	666 7 4	17
993,300 0 0	793,300 0 0	7 14 3	London and South-Western	18	77	77	May 13	34,258	....	....	1,070 16 2	18
2,260,000 0 0	2,283,847 18 0	....	*Manchester and Birmingham	19	77	5½	May 10	..	4,232 7 2½	830 5 6	5,062 12 8½	19
2,800,000 0 0	1,106,812 5 2	2 10 0	Manchester and Bolton	20	40	40	May 10	10,413	....	....	301 12 5	20
778,116 16 8	772,165 16 1	....	Manchester and Leeds	21	10	10	May 6	..	391 14 0	204 6 5	596 0 5	21
2,599,000 0 0	2,523,508 19 6	....	Midland Counties	22	50	50	May 3	16,965	2,040 17 3	1,055 19 7	3,096 16 10	22
1,533,000 0 0	1,440,000 0 0	....	Newcastle and Carlisle	23	57	57	May 8	8,900½	1,747 12 9½	792 7 7½	2,540 0 5	23
950,000 0 0	....	....	North Midland	24	61	61	May 8	..	611 15 9	998 10 11	1,610 6 8	24
3,000,000 0 0	2,929,696 18 0	6 13 4	North Union	25	72½	72½	May 8	..	2,660 14 0½	976 5 11	3,636 19 11½	25
750,000 0 0	560,000 0 0	....	Northern and Eastern	26	22	22	May 7	3,576	827 15 4	169 3 1	996 18 5	26
1,200,000 0 0	358,912 14 10	....	Preston and Wyre	27	30	16	May 9	8,420	....	....	626 6 6	27
500,000 0 0	270,000 0 0	....	Sheffield and Rotherham	28	19	19	May 8	2,128	176 10 3	83 0 2	259 10 5	28
200,000 0 0	130,517 0 0	8 0 0	Ulster	29	6	6	..	..	....	....	....	29
600,000 0 0	220,245 0 0	4 0 0	York and North Midland	30	36	8	May 9	7,045	....	.....	189 17 6	30
446,666 0 0	446,500 0 0	7 0 0		31	23	23	May 10	6,226½	....	.....	1,328 18 6	31

1. Toll to London and Birmingham 119*l.* 19s. 5d., to be deducted from gross receipts.
2. The receipts are exclusive of those from the Post-office.
5. Receipts include the Northern and Eastern toll, &c.
7. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.
8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*
10. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.
12. The 26*l.* 4s. 10d. from goods, &c. is for toll only.
13. Ten per cent. is the maximum dividend allowed by the Company's Act.
14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.
17. The capital of 741,000*l.* includes the new capital for London and Brighton station.
18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.
19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.
21. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.
22. The 3,096*l.* 16s. 10d. are the receipts after deducting the toll to the North Midland Company.
23. The receipts for goods, &c. include, carriages, 57*l.* 16s. 6d.; horses, 31*l.* 13s. 0d.; dogs, 2*l.* 5s. 6d.; parcels, 224*l.* 11s. 9d.; cattle, 36*l.* 0s. 0d.; corn, 12*l.* 6s. 7½d.; heavy goods, 396*l.* 6s. 0d.; coal, 31*l.* 4s. 3d. Total, 792*l.* 7s. 7½d.
25. Including 12*l.* 15s. 11d., Manchester and Leeds traffic for present week.
26. The receipts stated are after deduction of Liverpool and Manchester toll.
27. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.
28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.
31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

A Birmingham and Gloucestershire Shareholder *desires to know "whether it is true that the Company are threatened with legal proceedings by the City of Worcester for the recovery of a penalty to a large amount for the non fulfilment of some contract entered into with that city, and what that contract is?" Our correspondent will find some allusion to the subject in an extract given in another part from a Worcester paper.*

We readily do Mr. Gunston *the justice of stating that he is no longer a Director of "the great corporate misfortune."*

Q. in the Corner *writes us briefly thus: "To be sure I do know all about the 'rumour' of which D. V. speaks; but why should I trouble myself to do justice to a person who has not the spirit to seek justice for himself? He seems to like the scurvy treatment he received; let him by all means therefore enjoy it."*

W. M.—*We have seen sets of tables of the description suggested by our correspondent—one, if we mistake not, which was compiled by Mr. Bidder.*

Hibernicus.—*No such "family" scheme was ever proposed; it is the miserable invention of a very miserable knave.*

Eastern Counties' Railway.—*A Liverpool correspondent writes that "the declaration on oath of the Directors in support of their application for a Criminal Information against the* Railway Times *for an alleged libel that" they never pretended at any time that they were working at a considerable profit" "has completely done for them with the Liverpool public. Prior to that declaration the shares were at 9½, they are now offered at 8¼ and no buyers." How far it is true that they never pretended so, we shall see bye and bye.*

A Railway Traveller—A Wayfaring Man—Explicator—A Shareholder (Eastern Counties')—W. S. M.—*received.*

London and Birmingham Traffic.—*The total receipts last week were as stated, £15 877 4s. 11d., but in summing up the goods' items, that for cattle, £179 19s. was omitted, and hence the discrepancy pointed out by* L. J. S.

F. *on the Cheltenham and Great Western Railway is unavoidably deferred till our next.*

The following Traffic Returns did not reach us in time for insertion last week:—

Week ending.	Total.
May 1. Grand Junction	£8,048 11 3
April 29. Manchester, Bolton and Bury	549 9 3
April 25. Dublin and Kingstown	631 17 5

THE RAILWAY TIMES.

SATURDAY, MAY 15, 1841.

We have transferred to our columns from those of the *Gloucestershire Chronicle*, a very interesting account of a recent railway pleasure excursion from Gloucester to Birmingham. We are satisfied that our readers will require from us no apology, either for directing their special attention to this delightful incident in railway history, or for pausing for an instant, amidst the din of rivalry and the groping fervour of money seeking, to refresh ourselves with a view of the social and moral benefits, which the great mechanical improvements in locomotion have worked, and are working in the world.

But, first, we cannot omit to notice that in this, as in everything else which has been really and greatly successful, even pecuniary consequences follow which were never reckoned on. The Birmingham and Gloucester Railway Company make, in one day, an unexpected profit of 100*l.* less the passenger duty, simply because their line has opened to the mechanics of Gloucester a hitherto inaccessible and untasted source of intellectual enjoyment. It is not only to the plodding trader, or the whisking idler that railway proprietaries may look for their gains: the toiling workman rests now on his weapons of peace to taste distant pleasures which till now he only heard of, but which science and capital, conjoined with the indomitable energy and ready skill of his own caste, have brought (except merely as to the land which lies between) to his own door. We trust that Railway Directors will see the worldly wisdom, as well as the philanthropy, of facilitating these enlivening trips. May the hundreds be many and frequent, which they have yet to glean from this new harvest of general enjoyment!!

It is not a little gratifying, to one who watches and speculates upon the structure and progress of society to observe how, by remote and unexpected means, the evils incident to each stage of its improvement, are checked and counteracted. Freedom and science had given an impetus to enjoyment, and a security in the possession of its means, which soon produced deep and permanent effects on the moral state; but the wants of men ever growing with the means of gratification already possessed, attained a measure which would only be satisfied by cultivating to the utmost, the skill and capabilities of each for one object; and hence division of labour became essential to the supply of our commonest wants. But to the individual man, what is it to be confined for life to one narrow monotonous task? All his life long a man is pointing pins; but beyond feeding his body indifferently, what has his occupation done for him by the end of his days? What for his moral and intellectual improvement? Literally nothing. And yet is this very evil, great as it is, an inevitable consequence of the principles which are carrying the race in general, fast and far in the way of good. But then comes the remedy. The very same division of labour which condemns one man to pointing pins, sets others, after a time, to supply him from afar with the food and exercise his mind requires; books become a pin-cheap manufacture, and the hungering of sociality draws men into clubs to obtain them: mechanics' institutes become a prominent feature of the day, and the high and learned all fall into the fashion of upholding them. On paper, the ends of the world contribute of their variety to lighten the useful monotony of the toiler, and to make him feel that he is a man, and to be intellectually fed upon the beauties, the glories, and the goodness of the universe around him.

Greatly, then, do we prize every means of bringing intellectual treasures within the cheap attainment of those who labour; but still the living reality makes an impression which mere mental apprehension strives for in vain. After all, therefore, which has hitherto been done, we hail with more than common delight this new accession to our means of improvement, and the alacrity with which it has been seized. How shall we estimate the mental expansion, which will follow the cheap though hasty glimpses, the lonely countryman may get of the stir of cities and of the grand results of enterprise and combination! Or those the pent-up citizen may indulge in of the modest though uncouth utility and worth of his rural fellow men, and of the worshipping beauty and teeming quiet of God's own glorious fields! They who deal with the stern and ponderous wonders of Colebrook Dale, and they who fabricate the gossamer elegancies of Nottingham, will interchange their sights and their hospitalities with mutual benefit and delight. The artist who supplies luxurious splendours to stately mansions, if he have the courage, may derive much food for improving and correcting thought from a visit to a coal mine; while the collier may reckon amongst his own, of which he cannot be robbed, the ideal remembrance of the beauties created by the artist. If in enjoying liberality like that which opened the workshops, as well as the institutions of Birmingham, to the men of Gloucester, each were to acquire nothing directly applicable to his own handicraft, he would at least treasure up images which would recur in vivid and invigorating recollection, and see in every other department of labour a useful adjunct in the supply of the general wants, or a necessary part of the system which supplies his own. Many and gratifying will be the revivals of that day's pleasure which will flit across the memories, or occupy the thoughts of the Gloucester travellers.

The moral consequences of the means of easy and extended personal intercourse, as of other physical and mechanical improvements, have, in our view, never been valued at their real worth. To say nothing of that useful though imperfect honesty which depends for its existence on its appreciation by our fellowmen, and which is therefore mainly strengthened by frequent intercourse with those to whom we are personally known, we deem the frequent sight and enlarged circle of friends, the best incidental guards and cherishers of the kindly feelings. The visit to the paternal cottage fifty miles off, brings back through the tangled mazes of rougher habits, the remembrance of childhood's pure and lisping lessons, boyhood's hopes and resolutions, and rising manhood's struggles with temptations. Of early friends, some are found to be pitiable warnings, others show how much may be done by adherence to right principles—some are striving with the world's allurements or repulses, and others are gone the way which reminds us that we each must give an account. The quiet lane once more brings back the days of early affections, the mother's voice once more speaks the tenderness of the mother's heart, and the father's gives falteringly once more the welcome and the parting blessing. The traveller returns to start again, and at advantage, in the sullying strife with the world—remembering as from a fresh epoch the lessons which should guide, and conscious as from a fresh impression, of the feelings which should animate him.

But in the wider range of friendship and the necessarily less vivid attendant emotions, there is much to soften and direct aright the heart. Men were made to act on men; and evil as many of them may be, yet the action is on the whole for good. Kindliness is always better remembered and more frequently imitated than churlishness, and to strangers and visitants it is almost invariably exhibited. Just as on the majority of days we have health, on the majority of visits we have pleasure. The man who for want of locomotive means might have sat alone, gloomy, cramped, and harsh, becomes cheerful by intercourse, modest by opportunities of comparison, and benevolent by expansion of heart and cultivation of sympathy. We say not, that right principles of action can be implanted by any facility or extent of intercourse; but we do say that even right principles degenerate into fanaticism or misanthropy, where their appropriate stimulus, the large

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and easy correspondence of fellow men is wanting.

Cities and communities afford an instructive history of moral changes. Driven together in the middle ages by common dangers, men seem now to associate for the procuring of common profit, and glad are we to see in this new use of railway travelling a strong tendency to associate in masses for the enjoyment of common pleasures. Contrast the multifarious gatherings of the day—nay, we may say of the present month—with the meetings of the days when every man had his lance and buckler and the herding citizens saw that their watchmen were wakeful and their gates strong to resist the lords of the neighbourhood; when the barons each took thought of his drawbridge for fear of the power of his neighbour and the cities made sometimes truce and sometimes war with each other in their quarrels for a field or a ditch, an image, a relic, or a title; and let us ask, have not the better roads of modern days had much to do with that intertwining of interests and affections—which have of cities and demesnes made one country—of lords, citizens and serfs, one people? When last summer we read of (would that we had seen) the railway visits and return visits, and redoubled visits of the towns of Leicester and Nottingham to each others Mechanics' Exhibitions—when we heard of their rivalry in the extent of their trains and in the elegance and variety of their personal and public courtesies—our thoughts were occupied in thankfulness for the contrast which this age exhibits to those which have gone before; but our reverie was broken by seeing, we think in the very same papers, that two towns in the mountainous north-west of Spain were just then at deadly strife for municipal pre-eminence. If these men, we asked ourselves, saw each other as frequently as do our railway connected inhabitants of Nottingham and Leicester, could they consent to the desolation of each others hearths?

National feelings are made up of individual impressions, and are the causes and aliment of war or peace. Like that of each of the threads which held down the head of Gulliver, the effect of an individual's predilections may be too small to be estimated; but these infinitesimal influences are in their sum the real governors of governments, and directors of the movements of empires. Two nations whose individual members know little of each other—have seen little of each other—are held together, if at all, only by cold and general formalities, or distant casual and sordid interests—may be easily excited against each other, and may soon be made to exhibit that systematized and frenzied hatred which superior spirits may well wonder at, and which we call war. But let many of each nation exchange civilities and reciprocate endearments—let them receive the cordial hospitality of the hearth, and listen to the artlessness of foreign prattle—let them remember the fields where they have wandered with their friends, and the hills and valleys whose beauties have enchanted them—and then say how will you break this band of brotherhood? For how long will your people suffer statesmen or soldiers to pollute those dwellings or these fields, or render wretched these cherished friends. No! we are satisfied that every engine which propels a steamer from our shores is a unit in a mighty bond of peace, and every railway locomotive adds incalculably to its value. As towns, though heretofore hostile have become one nation, so shall nations yet hostile, become eventually one brotherhood—not by craft or by treaty, but by the overruling friendship of their people.

Look for confirmation to passing events. Would the recent political troubles have passed over, fifty years ago, without three or four wars springing out of them? To go no further, should we, under the same circumstances, have been at peace with America? We trow not. Or with France? Still less likely. If in the hurry of business the promoters of the projects which have thus bound nations together can pause for one moment, we would ask them to enjoy the pleasure they may derive from this perhaps unintended but substantial and most momentous result of their labours.

The South-Western Railway is beginning again, with the return of the travelling season, to attract an unenviable degree of notoriety for bad management—casting even those renowned lords of misrule, the Directors of the Eastern Counties', for a time into the shade. Of no line just now do we hear from all quarters so many serious complaints. Fares greatly raised, and raised unequally—least on first class passengers and most on second class, (in the vain hope of adding to the number of the former); but without the smallest improvement, either in the speed of the trains or in the punctuality of their arrivals and departures, and with greater general inattention on the part of the Company's servants (if possible) than ever. The first class trains are advertised to perform the journey in three hours (being at the rate of 20 miles an hour); but of this class there are but two daily (each way), and one only (as we are assured by a correspondent) which keeps time. The mixed trains take generally upwards of four hours, and not unfrequently five—going but little faster than a well-horsed stage-coach.

Of the injudicious rise in the fares, the *Times* of Monday last furnishes the following striking exemplification:—

"A correspondent, who makes a complaint of the charge by the South-Western Railway for second class passengers, compares it with that of the Great Western Company, as regards Chertsey and Windsor. From this comparison it results, that whereas the total charge for performing the journey between the Bank and Windsor, by the Great Western Railway, amounts only to 3s. 6d., the Directors of the South-Western purpose charging for the journey from the Bank to Chertsey—a distance within a fraction the same—the sum of 4s. 5d.; and this extreme difference in the terms of the two railways, far from being counterbalanced by additional speed in the latter, is, on the contrary, aggravated—the total time occupied by the Great Western being two hours, while by the South-Western it is two hours and 49 minutes."

How these high charges bear hardest on the humblest, but at the same time most numerous class of travellers, let the correspondent of another contemporary, the *Dublin Monitor*, attest:—

"The usual effect of all monopolies is developing itself in the proceedings of the Directors of the London and Southampton Railway. They have driven all the coaches off that line of road, and now, having the monopoly in their own hands, they have raised the rate of fares at their pleasure. The rise, as it always happens, is greatest upon the class of carriages used by the middle and lower classes. The first-class carriages have been raised 9 per cent., but the second-class are raised 17 per cent."

Civil treatment might go far to induce people to put up with such inordinate calls on their pockets; but from the following case reported in the *Times* of Thursday last it would seem as if this Company thought that the high hand only, could assort well with high prices.

"Union-hall.—Yesterday James Bourne and William Parrock, were summoned at the instance of the Directors of the Southampton Railway for refusing to pay first-class carriage fare from Kingston to Nine Elms, by which they had incurred penalties of 40s. each.

"It appeared that on the arrival of the defendants at Nine Elms, as passengers in a first-class carriage, they produced tickets for the second class only, and on being requested to pay the difference, they refused, on the ground that the servants of the Company ought to have taken care that they got into the right carriages before starting from Kingston.

"The defendants admitted that they had paid for seats in the second-class carriages, but that owing to the confusion which existed at Kingston, and the great length of the train, and the suddenness of its departure, they were actually pushed into the first instead of the second-class carriages, and under such circumstances they contended that it ought not to be made compulsory on them to pay the demand which was subsequently made upon them.

"The magistrate, however, said that the defendants had rendered themselves liable to the penalty, and that care should be taken at all the stations where the trains stopped, to point out the different carriages, servants being appointed for that purpose; besides, the defendants must have been aware of the difference between first and second-class carriages, the former being enclosed, and the latter open at the sides. The magistrates then inflicted nominal fines on the defendants."

We have not included this case under our customary head of "Railway Offences and Offenders," for we protest that we can see no "offence" in anything the parties complained of did, to justify their being designated as "offenders." On the contrary, we think they have been used most abominably; first, in being pushed into a high price carriage against their will; second, in being called upon to pay for the superior accommodation thus thrust upon them; third, in being dragged from their businesses and their homes, to answer like criminals at the bar of a Police Court, for their refusal to pay what they never bargained for; and fourth, in being fined (no matter in how "nominal" an amount) for a breach of the Company's regulations, of which, so far as *intention* constitutes the essence of *offence*, they were entirely innocent. How the magistrate could infer anything to the prejudice of the defendants, from the circumstance that they "must have been aware of the difference between first and second class carriages, the former being enclosed, and the latter open at the sides," surprises us greatly. No doubt they were at once and well aware of the difference—even in the "suddenness of their departure," and of their being "pushed in," *nolens volens*, into the class they had not paid for, and did not bargain or wish to go by—but suppose they had, after the stopping of the train, bawled out to the guard ever so lustily to let them out, in order that they might shift their quarters, does any one imagine they would have been listened to? His worship treated the defendants as if they had an option in the matter, when in truth they were the victims of an inevitable necessity. They could not help themselves, and *therefore* are they punished! The only and real offenders on the occasion were the Company's servants; and their masters, (if masters they have) instead of proclaiming to the world the extreme want of discipline and good order, which distinguishes their establishment from top to bottom, might have been well content to allow a thousand such *nominal* offenders to go scot free.

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The more so—that it is, we believe, quite as common a thing for first class passengers by this railway to be pushed into second class carriages, as for second class passengers to be promoted to a place among their betters (a very remarkable case of this kind was noticed lately in the newspapers,) although the Company have never, as far as we have heard, offered in a single instance to make any compensation to a first class sufferer, for having less comfort and lower companionship than he bargained for, thrust upon him. Who knows but that such may have been the case with the very train by which the two second class passengers so unjustly punished were conveyed to town? What indeed more likely than that the first class seats which they occupied were paid for by other parties, who, in the throng and confusion (admitted to have prevailed), had been disposed of some where else? And if the case really were so, where could be the loss sustained by the Company? What the injury done to them, for which they had a claim to redress?

All these things cannot but operate most prejudicially to the financial prospects of this Company, and we do but our duty (by no means a pleasant one) in thus prominently and emphatically presenting them to the notice of the proprietary. The line is a good line—a capital line—and if managed well must yield a very handsome return. But should the present wretched system of management continue much longer, it must as infallibly go to ruin. Of *pleasure* traffic, as long as pleasure is so little consulted, not much can ever be expected; and of the *business* traffic now possessed by the Company, all that derived from the more western parts of England will infallibly take its departure the moment the Great Western Railway is opened the whole way through, and its great speed, cheaper fares, and excellent accommodations are brought into competition with that heavy-van pace, and those lubberly arrangements which the South Western now delights in. The concern does not pay so well now, that the Directors can afford to throw away any source of income, however small, far less such productive sources as these are, or might be rendered. The dividends hitherto paid, as every one knows who is acquainted with the affairs of the Company, have not been scraped together without difficulty, nor without transferring, after the reprehensible manner of the Eastern Counties' people, many charges to capital stock, which ought more properly to have been set against the current expenditure.

The fares, as they stood last year, were quite high enough, to be with good management abundantly remunerative, nor can we discover any good reason whatever, for increasing them. At all events, if increased, they should have been increased in the same proportion for all classes of passengers. To suppose that by pinching the most numerous class of customers, any considerable number of them would be compelled to become first class, and the receipts of the Company be thereby proportionally increased, is a satire upon all railway experience. The more probable effect will be to increase the first class passengers by a very few, and to diminish the second class in a tenfold proportion. The true way to augment the Company's income was to leave the fares as they were, but to go faster and more regularly, and enforce at every point greater attention to the convenience and comfort of their customers.

The grand source of all the mischief is a most inefficient Board of Directors. With a Chairman living two hundred miles off—a deputy too much occupied with carrying on business of his own to have much time to spare to that of the Company—and a lot of ordinary Directors, of whom those who have leisure and inclination to attend to the Company's affairs, are without the talents requisite to enable them to render useful assistance, and those who have the talents lack the leisure and inclination—the downward course to ruin, which things are taking, is just what might have been expected. The shareholders were told at the last General Meeting that the best security they could have for good conduct on the part of their Directors was to be found in the fact that they are holders amongst them of one-tenth of the Company's stock. Of how little real value such a security is, the present wretched state of things bears stringent testimony. People who can afford to be ruined (if we may so speak) are least of all the people to guard against ruin. Give us moderate and intelligent, and active, and earnest shareholders for Directors, rather than your plethoric Millionaires, who care only for the empty distinctions of office and think but little of its duties. A speedy ejection of the entire body of present Directors would probably be the best thing that could happen for the Company, but a thorough expurgation, which should free it from every non-resident member, and every mere idler and hanger-on is essentially—vitally—necessary.

The report of the adjourned meeting of the Chester and Birkenhead Railway Company has reached us at too late a period of the week, to leave us time for more than a brief recommendation of it to the attention of our readers. The sentiments expressed by the meeting—a Liverpool meeting too!—with respect to the traffic in Railway Directions, carried on by certain Liverpool worthies all over the kingdom, and on the subject of non-resident Directors generally, as also on the responsibility of Railway Boards to their constituents, will be read with more than ordinary interest and satisfaction. Although the first meeting of the kind, we quite agree with one of the speakers, that it is by no means likely to be the last. So good an example cannot long be without many zealous imitators.

Notwithstanding the express announcement by Lord Normanby when he obtained the appointment of a Committee to inquire into "Sunday *trading* on canals, navigable rivers, and *railways*," that the government had no intention of "dealing in any respect with *travelling* on the Sunday," we regret to observe that an endeavour is making by the Sunday Observance fanatics to obtrude the subject by means of petitions, addresses, and all the other customary devices of agitation on the consideration of the Committee. We trust the attempt will be firmly resisted. Sunday *trading* and Sunday *travelling* are two very distinct things; and a Committee appointed to inquire into the one has no legitimate business with the other. If the Sunday travelling question must be gone into, let it be by a separate Committee, not by this; and whenever it is made a subject of distinct inquiry, we trust the legislature will have the justice to include Sunday locomotion of all sorts and descriptions, and not confine the enquiry to travelling by railways alone. Should we ever live to see it seriously proposed to lock the gates of all turnpike roads on Sundays, and lay bars across all our harbours and navigable rivers on Sundays, we shall then consent with good will to see railways exposed to the same risk of interference; but as long as a clamour is raised against railway travelling on Sundays exclusively, simply because it happens, or is supposed to be more within the grasp of an intolerant bigotry than any other sort of travelling, we shall not cease to use our best exertions to baffle and put it down.

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The further consideration of the Report on the Railways Regulations Bill stood for Monday last, but was then deferred till Wednesday, when it was again put off till Monday next, all owing to the unparalleled protraction of the debate on the Ministerial budget or free trade question. Should Ministers be forced, by a vote of the House against them, (of which little doubt seems now entertained) to resign, the Conservative party say that the Railways Bill is one of those which would be most certain to be dropped *for the present*: and should they persist in holding office, and have recourse to a dissolution of Parliament, then the Bill would of necessity fall to the ground: so that, in either event, there seems no prospect of any further railway legislation during the present season—or rather, Parliament. The total number of petitions against the Bill, up to the 5th instant, was 43.

RAILWAY OFFENCES AND OFFENDERS.

At a meeting of the bench of magistrates at Edgware, on the 5th instant, a man named Seales, the landlord of a public house called the Queen's Arms, opposite the Harrow Station of the London and Birmingham Railway, was charged with having committed an assault on Mr. M'Cowell, the clerk in charge of that station.

From the evidence adduced it appeared that, a few days previous, two men came to the station and demanded tickets for London, but being in a state of intoxication they were (according to the regulations of the Company) refused. The men left the station very discontented, and went back to the Queen's Arms, where they remained until the afternoon of the following day, at which time they were observed to be still intoxicated. The defendant, Seales, then came himself to the station for two tickets, but as it was known that the men were no yet sober, and as Seales refused to state for whom the tickets were required, they were again very properly refused.

On the following day as Mr. M'Cowell was passing the Queen's Arms he was attacked by Seales in a most cowardly and disgraceful manner, and but for the timely arrival of the Company's police inspectors would no doubt have been severely maltreated.

The magistrates inflicted the full penalty of 5*l. and costs*: passed a high encomium on the Company's arrangements generally, and on their servants at the Harrow Station in particular, for the attention and civility shown by them since the first opening of the Railway; and expressed, at the same time, their determination to support them on all occasions in the performance of their duty.

Another case of equally well merited punishment is recorded by the *Derbyshire Mercury*.

"Mr. Henry Vickers, solicitor, appeared before the Rev. George Chandler, at Treeton, on the 28th ult., to prefer a charge against Charles Pickering, for having on the previous night had a ballast waggon on the North Midland Railway, near Masbrough, without having properly used his signal lamps, contrary to the Company's regulations and Lord Seymour's Act, in consequence of which the night luggage train from Leeds was obstructed. The Company's regulations were produced, with which all the contractors and their foremen were furnished, which contained most explicit directions in regard to the use of signals both by day and night, whenever any re-

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pairs were required upon the line. Evidence having been given on those points, Mr. Vickers stated that it was the determination of the Company rigidly to enforce the observance of the system of signals, and to bring to justice every person guilty of any neglect. Mr. Chandler convicted the defendant in the penalty of 5*l.* and 2*l.* 7s. 6d. costs, and to stand committed to prison in default of payment."

At the Loughborough Petty Sessions on Thursday the 6th instant, Mr. T. Harriman, a builder, of Hathorn, was fined 40s. for riding in a first class carriage, having only taken a second class ticket, besides being ordered to pay the difference between the fares. The *Derby Reporter*, from which we take this account, does not state whether any intention to defraud the Company was proved against the defendant, and it is possible, therefore, he may have offended through inadvertence or mistake; but whether or no, we must repeat our perfect agreement with the officers of the Board, that to impose a fine in addition to the difference of fare is unjust. "The fines ought as in the bye-laws of the London and Birmingham, and other great lines, to be *alternative* on refusal to pay the fare."

RAILWAY ADJUDICATIONS.

DUNDALK RAILWAY COMPANY *v.* TAPSTAL.

Court of Queen's Bench, Westminster, May 10.—This was an action for calls upon the shares of the Company.

The defendant pleaded, that according to the terms of the Company's Act of Incorporation, he was liable to be sued only in the Queen's Courts in Dublin, if liable to be sued at all. The plaintiff demurred to the plea, and

Mr. CLEASBY addressed the Court in support of the demurrer.

Mr. F. KELLY was heard shortly on the other side, and the Court, upon looking into the Act of the Company, gave judgment for the defendant.

PICKFORD *v.* THE GRAND JUNCTION RAILWAY COMPANY.

Court of Exchequer, May 11.—(*Sittings after Easter Term, before Mr. Baron Parke.*)—This was an action against the defendants as common carriers, in which the plaintiff complained that they had refused to carry certain goods offered to them for carriage, though he had at the time expressed his readiness and willingness to pay for the same, and had offered to do so. To this the defendants demurred, on the ground that the declaration did not allege a tender of the price for the carriage or a dispensation.

Mr. COWLING now, for the defendants, urged, that though the defendants were liable as common carriers to carry everything brought to them, yet the public were bound to tender the price before they could call upon them to carry.

Mr. MARTIN, *contra*, contended that the averments of readiness and willingness to pay alone were sufficient; but that the allegation that the plaintiff had offered payment put the case beyond all doubt.

This was the technical point in this case, but much interest was attached to it, as it arose from a dispute between the plaintiff and the defendants as to the mode of charging for his goods.

The COURT took time to consider its judgment, after a long argument.

PICKFORD *v.* THE GRAND JUNCTION RAILWAY COMPANY.

Court of Exchequer, May 13. — Mr. Baron PARKE delivered judgment in this case. The question was, whether the declaration was sufficient, there being no allegation of a tender of the precise sum payable by the plaintiff, which the defendants contended was a necessary condition, precedent to their obligation to carry goods. His Lordship, after stating the case, pronounced the opinion of the Court to be that the declaration was deficient in its present form; but leave was given to the defendants to amend by pleading to the action, by which means the real point in dispute between the parties would be more substantially raised for the opinion of the Court.—Judgment accordingly.

PERKINS *v.* THE EASTERN COUNTIES' RAILWAY COMPANY.

Ilford Petty Sessions, May 8.—The question between the plaintiff, a nurseryman in the parish of Barking, and whose property is in the vicinity of the Eastern Counties' Railway, and the Railway Company, which has been for some time pending, and which has created a great deal of interest in the parish, came before the bench for its adjudication. It appeared that the Company, in the progress of their works, cut across a lane called "Sandy-lane," adjoining Mr. Perkins' property, and having, for reasons which followed, omitted to set out, and made another way as convenient for passengers as that which they had cut through, Mr. Perkins laid an information against the Chairman and Directors, under the 102nd section of their Bill, to recover penalties for such neglect.

Mr. Clarke, a professional gentleman, appeared in support of the information; and Mr. Duncan, Solicitor to the Railway Company. Mr. Hall (the Managing Director), and Mr. Braithwaite (the Principal Engineer), were in attendance for the defence.

Mr. CLARKE contended, that as the Company had neglected to cause a good and sufficient road to be set out and made instead of the one which they had crossed, within 16 calendar months of such crossing, they had incurred a penalty of 20*l.* a day for such neglect.

Mr. DUNCAN respectfully requested to offer a few observations to the Bench on the subject of the information. It was well known that the Company had never refused to let out and bring the lane which had been crossed into the public road. On the contrary, they were ready to execute it as soon as possible, if necessary; but the fact was, that other arrangements were in contemplation much more calculated for the public convenience of the neighbourhood; and this alone was the cause of the Company not completing the work complained of. With respect to the information itself, it must be dismissed, as it was quite clear that the penalties alluded to only applied to a turnpike road, and therefore the information could not be supported.

Mr. CLARKE argued contra.

After which the magistrates retired, and after a few minutes' deliberation they returned into Court, when the Chairman delivered their unanimous opinion, which was, that the penalties in the clause of the Company's Act, under which the information was laid, applied solely, as Mr. Duncan had stated it, to turnpike roads: and the information was therefore dismissed.

CLAIM FOR COMPENSATION AGAINST THE LANCASTER AND PRESTON RAILWAY COMPANY.—At the County Court, on Wednesday last, an action was tried between Mr. Bamber, cooper, of Friargate, and the Lancaster and Preston Junction Railway Company, before W. A. Hulton, Esq., and a special jury. The action was in the nature of a claim brought by the plaintiff, to recover compensation in damages for injury done to certain premises belonging to him, by the lowering of the pavement and parapets in Lower Pitt-street and Cable-street, and thereby rendering it necessary to fix steps for gaining access to the houses. Mr. Segar ably conducted the case for the plaintiff, and Mr. J. Addison for the defendants. The sum claimed in full for all damages was laid at 245*l.*, and the sum offered by the defendants was 150*l.* After a very long inquiry, during which several witnesses were examined, the jury returned a verdict for the plaintiff for 170*l.* Mr. Haydock, of this town, was Solicitor for the plaintiff, and Messrs. Rawstone and Swainson, of Lancaster, for the defendants. We understand that the plaintiff had endeavoured to get the dispute satisfactorily settled, without bringing it before a jury, but the defendants had treated him, up to a certain period, almost with contempt. The damage sustained by the plaintiff was done at three different times, and the Company offered him the sum of 75*l.*, for the first time; and after damage was caused a second and a third time, they had the liberality to offer him 80*l.*, declaring this to be their final offer for all the injury they had occasioned. After considerable expense had been incurred, they then offered him the sum of 150*l*, in full of costs and injury, and declared this to be the sum on which they would either stand or fall. Mr. Bamber, under these circumstances, determined to go to a jury.—*Preston Chronicle.*

COACH ACCIDENT.—On Sunday morning last, just as the bells were chiming for Divine service at St. Mary's Church, a serious accident occurred to Pugh's Birmingham coach. A car boy in the employ of Mr. Beck, of the Swan Hotel, Warwick, having set down at the Woolpack Inn, was returning down Church-street, and while crossing from Church-street to Castle-street, came in contact with Pugh's coach, which was passing from High-street to Jury-street at the same time. The car boy seeing his danger, flogged his horse in order to avoid collision; the coachman also gave a check to his speed for the same purpose, but, unfortunately, the pole of the coach caught the hind-wheel of the car, and the consequence was, that both coach and car were upset. There were nine outside passengers on the coach, and three inside. The inside passengers escaped unhurt, but the injury sustained by the outside passengers is scarcely yet ascertained; one individual, a Mr. James Meeking, a gold-plater, of Woodstock-street, Birmingham, experienced a bad fracture of the bone of the left arm, near the shoulder, and several bruises on the head. He was immediately conveyed to the Gold Cup public house, close by, where proper attention was paid to him; his wife was with him, but fortunately received little or no injury. Three of the outside passengers who thought themselves but little injured, on reaching Offchurch (whither Meeking and his wife were going to a club), became so indisposed as to be obliged to go to bed. Meeking was conveyed back to Birmingham on the following day; symptoms with regard to him were then favourable. We have not since heard anything with respect to the other sufferers.—*Leamington Spa Courier.*

RISE IN RAILWAY FARES.—The fares between Leeds and York have been raised, since December last, in the first class carriages from 5s. to 6s., and in the second class from 4s. to 4s. 6d. The fares between Hull and Leeds, were increased 1s. in the first class, 1s. in the second, and 6d. in the third class, at the same time. The advance took place after the transfer of the Leeds and Selby line to the York and North Midland Company, and the consequent abolition of competition between the two companies. Passengers are conveyed from Hull to Leeds and also from Leeds to York by a longer route—namely by way of Milford, which route is said to be more pleasant, as the passage through a disagreeable tunnel is avoided. The transfer was expected to be beneficial to both the Leeds and Selby and York and North Midland Companies, and that expectation is now being realized. We do not see any ground for expecting a return to either the the old route or the old fares. The fares between Hull and Selby have not been raised since the opening of the line in July last, nor does any part of the increased proofs go into the revenues of the Hull and Selby Company.—*Eastern Counties Advertiser.*

The remains of the poor fellow Dudley, who lost his life on the Gloucester and Birmingham Railway, the week before last, were interred at Eckington, on Sunday. Upwards of 19 of his fellow servants, the majority of them being like himself guards on the line, attended out of respect to the deceased, the Company having kindly allowed them the use of a special train to bring them from the various stations for the purpose. Dudley was married a short time only before the catastrophe, and leaves no family.—*Worcestershire Chronicle.*

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LONDON AND GREENWICH RAILWAY.

To the Shareholders.

LETTER III.

GENTLEMEN,—The same reasoning which applies to the charges to be made in respect of your own passengers is equally applicable to the tolls to be charged by you in respect of passengers from other lines. It is equally desirable for you, that these passengers, whatever they may pay on other lines, should submit to a heavy charge on your line, *if they will*. In other words, it is desirable that the railways which feed your line should charge a low rate of fare in order to induce the advent of great numbers, and that they should allow you to receive a high toll upon these great numbers *if they will*. But such is not likely to be the case with Railway Companies any more than with individuals. These Companies finding that they are paying you a higher rate per mile than they are charging to their own passengers, must perceive that they are working for your benefit instead of their own, which they are not likely long to continue to do; and accordingly we observe, that the Croydon Company has lately raised its fares, and the result is that although this measure has probably checked the natural increase of its traffic, that Company has suffered no actual loss, but has saved what you have *lost*, 500*l.* of toll in six months. Under these circumstances, what is the duty of your Directors? Manifestly to lower the *rate* of toll, for nothing can be more clear than that this rate is too high to be profitable, and that by taking a lower nominal rate you would secure a larger net income.

The Chancellor of the Exchequer has discovered that an increase in the nominal amount of a tax does not produce a corresponding increase of revenue, and, accordingly, in the budget lately introduced, he proposes in almost every instance, to resort to a reduction of duty in order to procure an addition to his income. Is not the same course open to you? Yet you refuse to profit by all experience in such matters, and you go to Parliament for powers to increase a tax already too high to yield you a profitable return—"What then," you exclaim, "are we not to be paid for our enormous outlay?" Again, "Are we not to be remunerated for the 300,000*l.* we are ABOUT to lay out in order to widen our line for the benefit of others?" By all means: but not in the manner you propose: not by a higher rate per passenger, but by a greater number of passengers paying a low rate. "But if we are not to have a higher rate per passenger for our additional outlay, why have we made it?" Because, if you had not made it, great as your original outlay has been, it would have been mostly thrown away, for you would have lost your foreign traffic altogether. Just ask yourselves another question or two, and you will, I think, see your position yet more clearly. Why have not the Croydon, the Brighton, and the Dover lines separate termini of their own as is the more natural course, and why do they prefer running into one another, and into your line for a common terminus? Simply to avoid the great expense of constructing a line of railway in the neighbourhood of a great metropolis. And why have you and the Croydon Company constructed your lines at very great expense in this very neighbourhood, except that you might not only carry your own traffic, but become likewise the trunk for their's, thus securing two or three district traffics instead of one? And do you not perceive that if you seek not only the same rate per passenger as these lines charge, but two or three times this rate upon *each traffic*, on account of the greater cost of your line you will seek to be paid *twice* over for the *same* thing, and will offer to these lines the great temptation, to which some time or other they will most assuredly yield, to obtain another line for themselves? It matters not whether the total charge made by you be large or small with reference to their gross income; the simple question they will ask themselves will be, "can we get this accommodation at a cheaper rate?" and if upon inquiry it be found that you are asking for two profits while they need only pay one, you will certainly lose their custom; and what will then be your position with one mile three quarters of railway which have cost upwards of half a million sterling? I pray you consider well this position; for from the day on which you fixedly determine to exact from tributary lines a higher rate of toll than that which these lines take from their own passengers you may date the ruin of the Greenwich Railway. The traffic once diverted from so short a line can never return. On the other hand if your Directors will bear in mind the adage, that "although one man may bring a horse to the water, nine men cannot make him drink," and will give up the absurd idea in railway traffic, that either Companies or individuals are to be *forced* to come upon a line whether they will or no; and will seriously set themselves to consider how they can make the Greenwich Railway most agreeable and useful to their customers both in accommodation and in price, taking care always to secure their just share, they may induce over this one mile and three quarters of your line such a traffic as the world has not yet seen.

I am, Gentlemen, your friend,

EXPOSITOR.

LONDON AND GREENWICH RAILWAY—HIGH AND LOW FARES.

To the Editor of the Railway Times.

MR. EDITOR,—As one of the public, and a constant reader of your excellent paper, I hope you will allow me to assure you, and your angry correspondent "Verus," that the able articles put forward "through your journal" on the subject of *high* and *low* fares have not been thrown away, and have not left the question "where it was." On the contrary, they have convinced every thinking man that low fares are not only convenient to the public, but are really also expedient for the Companies themselves, and that any set of Directors enforcing HIGH fares are either unequal to the duty, or unmindful of the trust they have undertaken. With the "Croydon officials" and their "assurance," or with the matter, whatever it may be, which is the subject of dispute between them and "Verus," I have nothing to do; but as one of the public, and as an occasional traveller on the Greenwich Railway, I must protest most strongly against the very disrespectful way in which the great bulk of the passengers on that railway are treated by "Verus." As for the *idle threat* of discontinuing the third class carriages, nobody knows better than "Verus" does, that they were resorted to under a painful conviction that the public generally would not pay more than 6d. for a ride of only three miles and a-half; and that but for the ingenious device of third class carriages, the Greenwich Company must have submitted to the humiliating step of reducing their second class fare to sixpence. Discontinue their third class carriages indeed! Let our friend "Verus" only refer back to the columns of your paper, and see how "small and beautifully less" the Greenwich traffic was rapidly dwindling until the sixpenny fare was resorted to. The Greenwich Directors may rhodomontade about their having demonstrated that *low* fares are "productive of absolute loss," but what after all have they proved beyond this, that any given number of eightpences will amount to more than the same number of sixpences, whilst they know at the same time that the same number of sixpences will amount to more than *half* the number of eightpences. The Greenwich *toll* may be, for ought I know or care, (although I doubt the fact,) "the *lowest* in the kingdom," but of this I am certain, that the Greenwich *fares* are about the *highest* in the kingdom.

Your humble servant,

A. B.

London, May 12, 1841.

ENGLISH AND SCOTCH RAILWAYS.

To the Editor of the Railway Times.

SIR,—As an original and somewhat considerable holder of shares in many of the lines of railway, I may be allowed to express my extreme grief that of the 55 English railways quoted in your Share List no less than 44 are at a more or less serious discount; whilst on the other hand, and it is gratifying to perceive it, of the 11 Scotch railways only four are at a discount; and even of these four, two have been for some time gradually rising in the market, and now close approach *par*. The key to this state of things is the extravagant expenditure on all the English lines—25,000*l.* to 50,000*l.* per mile; whilst on the Scotch lines the expenditure has not exceeded generally, from 12,000*l.* to 20,000*l.* per mile. This judicious economy on the part of the Scotch, but shows that they have not yet lost their well-known shrewdness, and will have assuredly this effect, that although their population is but thin, and their traffic inconsiderable in comparison with that of England, still their lines of railway will in general pay the proprietors a better dividend than almost any of the English lines. May we not say, 'fie upon our Railway Engineers,' whose extravagant folly has thus neutralised the natural advantages of our country, and has entirely put a stop to the extension of the Railway System, for where now can be found any one insane enough to subscribe to any new railway project? Thus must Railway Engineers soon reap the fruits of their own misconduct, for they cannot much longer find employment.

I am, Sir, your most obedient servant,

ŒCONOMICUS.

THE TAFF VALE RAILWAY.

To the Editor of the Railway Times.

SIR,—Your having stated in the last *Railway Times* that you would be glad to have some information from Mr. Bush as to the original estimate of the Taff Vale Railway, leads me to address you in order to undeceive you in the idea of its being a cheaply constructed railway.

The original estimate proved by Mr. Brunel in 1836, before Parliament, was 286,000*l.* for the main line and all the branches. The actual cost up to the present moment has been about 500,000*l.* to complete the main line only, and it will take the whole capital of 620,000*l.* to complete the line and branches, exclusive of one branch, the Ely branch, contained in Mr. Brunel's estimate of 286,000*l.*, which is not commenced, and in all probability will never be made. You perceive that the line has already cost 20,000*l.* for a single line of way, and this in a country where the number of bridges is considerably under the average amount on English railways; and the works generally light. The Dowlais branch is not included in the above amount of expenditure, as Sir John Guest has arranged to advance the money, to be repaid in seven years; receiving meanwhile 5 per cent. on his outlay.

I remain, Sir, your obedient servant,

A VISITOR.

Cardiff, May 6, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—In my letter of 5th instant, in your last paper, in stating the speed of the Great Western Railway trains, I inserted only one instance of their accomplishing 30 miles per hour, viz. for 11¼ miles between Bristol and Bath. I should have stated that there is also a train between Wootton Basset and London, which maintains that speed, viz.—Departs at 6h. 30m.; arrives at 9h. 10m.; time 2h. 40m. on 80 miles; equal to 30 miles per hour.

Yours respectfully,

F.

Bath, May 11, 1841.

STOKER KILLED.—On Wednesday last, as the luggage train from Leeds was proceeding to Derby, when near Duffield the stoker of the first engine stooped to adjust a chain, and his foot slipping he fell between the rails. The ashes-pan of the second engine completely severed the head of the unfortunate man, who was killed on the spot.—*Derbyshire Mercury.*

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KELVEDON AND BURY PROPOSED RAILWAY.

To the Editor of the Railway Times.

SIR,—In reference to the remarks which have recently appeared in the *Railway Times* on this proposed line of railway, I beg to inform you that the necessary plans and sections were deposited with the Clerk of the Peace at Bury on the 1st day of March, (whose name by-the-bye, is not "Holmes," as asserted by your veracious correspondent, but "Borton.") Allow me further to say, that not only were the plans and sections deposited with the Clerks of the Peace at Bury and Chelmsford, the county towns, but subsequently on the 1st of April with the parish clerks throughout the district affected by the proposed railway.

I would also further observe, that so far from its being got up hastily for the mere purpose of opposing the East Anglian line, I was employed by Mr. John Braithwaite early last year in examining the county for the measure in question. However you may feel disposed towards the project, I hope in fairness that you will insert this contradiction to the statements which have appeared in your columns.

I remain, Sir, your obedient servant.
PETER BRUFF.

Charlotte-street, Bloomsbury, May 13th, 1841.

[Mr. Borton is the Clerk of the Peace for the county of Suffolk; Mr. Holmes for the town of Bury; and it is with the latter that we understood our correspondent to say, no plans had been lodged. —ED. R. T.]

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BRISTOL AND EXETER RAILWAY.

May 7th.—Petitions against the Bill; from Company of Proprietors of Chard Canal Navigation; and Company of Proprietors of the Bridgewater and Taunton Canal Navigation: referred to the Committee on the Bill; counsel ordered.

BELFAST AND CAVEHILL RAILWAY.

May 10.—Petitions against the Bill; from Elizabeth May; and Trustees of certain turnpike roads from Belfast to Antrim, &c.; to lie on the table.

Bill read second time, and committed, and referred to the Committee of Selection.

May 12.—Petition of Grand Jurors of the county of Antrim, against the Bill; referred to the Committee on the Bill; counsel ordered.

EASTERN COUNTIES' RAILWAY.

May 10.—Royal assent given to the Bill.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

May 7.—Petition from Calton, in favour of the Bill; to lie on the table.

May 10.—Petition of the Chairman of the Commissioners of Supply of the county of Renfew, against the Bill; to lie on the table.

LONDON AND BLACKWALL (COMMERCIAL) RAILWAY.

May 10.—Royal assent given to the Bill.

LONDON AND GREENWICH RAILWAY.

May 12.—Bill read second time, and committed, and referred to the Committee of Selection.

NORTH MIDLAND RAILWAY.

May 10.—Royal assent given to the Bill.

NORTHERN AND EASTERN RAILWAY.

May 10.—Message from the Lords, that they have agreed to the Bill without amendment.

POLLOC AND GOVAN RAILWAY.

May 7.—Petition from Calton, in favour of Bill; to lie on the table.

Petitions against the Bill; from the Trades' House of Glasgow; Occupiers and Proprietors of Houses and Manfactories in the barony of Gorbals of Glasgow; and, George Lyon Walker; to lie on the table.

Bill read third time; clause (till railway be carried over or under the Glasgow and Paisley Road, by Parkhouse, no part of the traffic to pass across the said road) brought up, and read first time; motion made, and question put,—"That the said clause be now read a second time:"—the House divided; ayes 162, noes 50: clause read second and third time, and added; another clause added; amendment made; Bill passed.

Petition of the Chairman of the Commissioners of Supply of the county of Renfrew, against the Bill; to lie on the table.

RAILWAY TAXATION.

May 11.—Petition of the Chamber of Commerce and Manufactures of Greenock for reduction of the Mileage Duty on passengers; to lie on the table.

May 12.—Petitions to the same effect, from St. Andrew's; and Bolton and Preston Railway Company; to lie on the table.

WISHAW AND COLTNESS RAILWAY.

May 10.—Royal assent given to the Bill.

SHOTTS AND WILSONTOWN RAILWAY.

May 5, 1841.—Report from the Committee on the Bill;

Mr. Bernal reported from the Committee on the Shotts and Wilsontown Railway Bill, that they had examined into the several matters required by the Standing Orders to be proved before Committees on Railway Bills, and had agreed to the following Report:—

1st. The capital of the Company formed for the execution of the project is 70,000*l*., and the amount of loans which they are authorised to raise by the Bill is 23,000*l*.

2nd. The amount of shares which have been subscribed for is 53,250*l*.; and the amount of deposits paid thereon is 4,925*l*.

3rd. The following are the names and places of residence of the Directors of the Company, and the amount of shares taken by each.

Kirkman Finlay, Esq., Castle Toward, Argyllshire, £1,500.
James Donaldson, Thornwood, near Glasgow, £1,000.
Laurence Robertson, Glasgow, £1,000.
James Monteath, Glasgow, £1,000.
Robert Dykes, Glasgow, £2,000.
James Douglas, Glasgow, £2,000.
Alexander Tennent, Glasgow, £2,000.
William Houldsworth, Belvidere, near Glasgow, £2,000.
Andrew Mitchell, Glasgow, £1000.
John Houldsworth, Cranston-hill, near Glasgow, £2000.

4th. The number of shareholders who may be considered to have a local interest in the line is six, and the amount of capital subscribed by them is 12,000*l*.

5th. The number of other shareholders is 34, and the capital subscribed for by them is 41,250*l*.

6th. The number of shareholders subscribing 2,000*l*. and upwards is 13, and their names and residences, and the amounts subscribed for by them, are stated in Appendix (A) hereunto annexed.

7th. The present means of conveyance and communication between the proposed termini of the railway are quite insufficient for manufacturing purposes. The proposed railway is much required for the conveyance of coals, ironstone, limestone, freestone, and other minerals, and of iron and other manufactured articles, from the districts intersected thereby and adjoining thereto, to the Wishaw and Coltness Railway, from whence there are existing railways and canals completing the connection with the city and harbour of Glasgow. For want of such means of communication there is not much traffic at present, nor can the amount of such as exists, or the charges made for it, be well ascertained.

8th. No passengers are expected on the proposed line. The weight and description of goods expected to be carried on the proposed railway are stated in Appendix (B) hereunto annexed.

9th. No income is expected from the conveyance of passengers. The income expected from the conveyance of goods is 6,533*l*., and the goods from which the largest revenue is expected consist of coals, ironstone, limestone, freestone, and other minerals, and of pig iron.

10th. The proposed railway is a complete and integral line between the termini specified.

11th. There are no competing lines of railway now existing, nor in progress or contemplation.

12th. There are no planes on the railway proposed to be worked by assistant engines, stationary or locomotive.

13th. There are no peculiar engineering difficulties in the proposed line.

14th. There are no tunnels on the line.

15th. The gradients and curves in the line proposed are generally favourable for a mineral line. The steepest gradient is 1 in 71, and the smallest radius of a curve is 242 yards.

16th. The length of the proposed railway is eight miles, five furlongs, and 188 yards, and there are no branches.

17th. It is not intended that the railway shall pass on the surface of any turnpike road or highway.

18th. The estimated amount of the cost and other expenses to be incurred up to the completion of the railway is 63,572*l*. 6*s*. The estimates appear to be completely supported by the evidence, and to be fully adequate for the purpose.

19th. The estimated charge of the annual expenses of the railway, when completed, is 782*l*., and the calculations on which the charge is estimated have been sufficiently proved.

20th. The calculations proved in evidence before the Committee have satisfactorily established that the revenue is likely to be sufficient to support the annual charge of the maintenance of the railway, and to yield a profit to the projectors.

21st. The number of assents, dissents, and neuters on the line, and the length and amount of property belonging to each class, are stated in Appendix (C.) hereunto annexed.

22nd. Mr. John Macneil, Civil Engineer, was examined in support of the Bill.

The Committee have further to report, that the proposed line appears to them well fitted, in an engineering point of view, for the intended purposes of it, and there are not any circumstances which, in the opinion of the Committee, it is desirable the House should be informed of.

Mr. Bernal further reported, that they had examined the allegations of the Bill, and found the same to be true; and had gone through the Bill, and made several amendments thereunto.

APPENDIX (A).—Names and places of residence of shareholders subscribing 2,000*l*. and upwards, and the amounts which they have subscribed.

Archibald Douglas Monteath, Glasgow, £3,000.
James Alexander, Glasgow, £2,000.
Robert Dykes, Glasgow, £2,000.
Alexander Tennent, Glasgow, £2,000.
James Douglas, Glasgow, £2,000.
James Black, Glasgow, £2,000.
James Scott, Glasgow, £2,000.
Cole McGregor, Glasgow, £2,000.
Andrew Tennent, Glasgow, £2,000.
William Houldsworth, Belvidere, near Glasgow, £2,000.
Thomas Houldsworth, Manchester, £4,000.
Henry Houldsworth, Coltness, Lanarkshire, £2,000.
John Houldsworth, Cranston Hill, near Glasgow. £2,000.

APPENDIX (B).—Weight and description of the goods expected to be carried on the proposed railway.

	Tons.
Coals and dross	200
Ironstone	61,300
Limestone	16,120
Freestone	100
Iron	7,280
Miscellaneous articles	250
Total	85,250

ACCIDENT NEAR LOUGHBOROUGH.—An accident occurred on the line of the Midland Counties Railway, near Loughborough, on Friday week, to one of the labourers employed on the line. He was proceeding by the train towards Loughborough, to his place of work, about half a mile from the station when he chose rather to run the risk of jumping off, than to walk back that distance, and on doing so, he caught the top of the truck, and his legs slipped under the wheels. He was conveyed to the Loughborough Dispensary, and one of his legs being in a very bad state, the surgeons attended on Saturday for the purpose of amputating it, but the poor fellow would not give his consent. We, however, are happy to state that he is now doing well, and in a fair way of recovery.—*Derbyshire Chronicle.*

ACCIDENTS AT CRICH LIME WORKS.—On the morning of Friday last, at the extensive lime works of Mr. Stephenson, at Crich, two waggons laden with limestone got over the top of the incline, and went down with tremendous speed till they came in contact with a waggon at the bottom. The three waggons were broken to pieces, and the bridge which crosses the canal very much injured, but fortunately no person was hurt. The same afternoon Mr. G. Stephenson and a party of gentlemen went from Derby to Crich Works, in a special train, to examine them; and while they were there a similar occurence took place. The wire chain, which is used to draw the waggons up and down the incline, broke, and two full waggons that were attached to it came tumbling one over the other to the bottom and were both broken to pieces. The men are in the habit of riding up and down, but fortunately no one was on at the time. It is supposed the chain had been partly cut in two by the occurrence in the morning, but had not been perceived.—*Derby Reporter.*

In consequence of the Directors of the London and Birmingham Railway Company having agreed to despatch a special mail train on the York and North Midland line, the passengers from the north of England will now be enabled to proceed throughout in the same carriages, without changing at Rugby.—*Derby Mercury.*

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CHESTER AND BIRKENHEAD RAILWAY —GENERAL MEETING.

THE adjourned half-yearly general meeting of the proprietors of the Chester and Birkenhead Railway, was held at one o'Clock on Wednesday, in the Clarendon Rooms, South John-street, for the purpose of receiving a Report from the Committee appointed on the 10th of April, on the working of the ferries and the general arrangements of the Company.

WILLIAM DIXON, Esq., Chairman of the Board of Directors, took the Chair, and called upon the Committee to read their Report.

SIR JOSHUA WALMSLEY then rose, and said that in compliance with a resolution of the last meeting the Committee to whom the proprietors had given the powers to inquire into this, he might say, delicate, onerous, and somewhat unpleasant business, had, with all the ability of which they were possessed, devoted a considerable portion of time, as well as considerable patience, to ascertain the true state of the concerns of the railway. (Hear.) It would be unnecessary for him to enter into particulars, inasmuch as those particulars, so far as the Committee had been able to ascertain them, were committed to writing. He must, however, beg to say, that in conducting the inquiry the Committee had received from the Directors every courtsey and information they were capable of giving, and he trusted that, if in the Report which the Committee had thought it their duty to make, there were any expressions or remarks which might not be entirely pleasing to the Directors, they would not consider the same as applied personally to any one individual of the Board, but that they had been made use of entirely in the strict line of that duty which the Committee had to discharge. The Committee, as proprietors, felt they owed it to themselves, and more especially to the proprietors generally, to offer a fearless and an impartial Report, and such Report they had endeavoured to give. He would, therefore, call on the gentleman who had kindly acted as Secretary during the labours of the Committee to read it, and it would then be for the meeting to say whether they would adopt it or not; but whether it would be adopted or rejected the Committee were satisfied to leave the decision of that matter in the hands of the meeting, assuring them that as proprietors they had given the subject their best attention, and that they conceived it would be the interest of the proprietors generally to give the Report their sanction.

Mr. J. RADCLIFFE, one of the Committee, then read the Report of the Committee, as follows :—

REPORT.

At a meeting of the proprietors of the Chester and Birkenhead Railway, held at the Clarendon Rooms, Liverpool, on Saturday, the 10th day of April, the following resolution was passed:—

"That a committee be appointed with powers to inquire into the circumstances connected with the purchase and present position of the Monks' and Woodside Ferries, as well as other lands held by the Company, and not now wanted; and that the Committee be further authorised to inquire into the propriety of a better arrangement of the two or joint Directors, and such other matters as can be inquired into, without injury to the interests of the Company."

After reciting the names of the Committee, the Report proceeded,

In conformity with this resolution, your Committee having met appointed Sir Joshua Walmsley, Chairman, and agreed upon a series of questions to be put to the Directors of the railway, calculated to obtain the requisite information upon the important matters which they were appointed to investigate. These queries having been laid before the Directors, your Committee were invited to meet the Board, and at this and subsequent meetings, both in writing and verbally, the information sought for was freely given

As it does not appear to your Committee that secrecy or reserve can prove beneficial to the interests of the Company, your Committee now proceed to lay the whole case and their opinions before you, and as a knowledge of the present state of the funds of the Company became, in the course of the inquiry, of great importance, your Committee think it necessary, in the very outset of their Report, to place that information prominently before you.

The actual expenditure by the Company amounts to £517,638*l.*; the liabilities including all the expenditure which the engineer anticipates for the final completion of the present works, 50,425*l.*—making a total of 517,125*l.* The amount of calls and paid and unpaid, the sums obtained on mortgage, and the present value of the land not used for the purposes of the railway, amount in all to about 534,000*l.* leaving a surplus of about 17,000*l.* The several lots of land in the possession of the Company, and which have not been used for the purposes of the railway, and which your Committee believe would sell for more than the original cost, would require to be disposed of, in order to discharge the liabilities of the Company, but your Committee, in the discharge of the trust you have reposed in them, feel compelled to recommend that those pieces of land (with, perhaps, one exception) should not be disposed of until the period arrives when this great undertaking, having clearly developed itself, will have left no doubt as to what portion of the land may be required for the efficient working of the line.

Your Committee give this advice to the proprietors with more confidence from their being convinced that no loss can be sustained by the Company by abstaining from the premature sale of a property which has shown such a decided tendency to increase, even in market value, but when viewed in connection with the future working of the railway, the value of which cannot be accurately estimated.

Your Committee, accompanied by a few of the Directors and the Company's Engineer, passed over the whole line of railway, and it is with pleasure your Committee can Report that, as far as they were able to judge, the whole of the work yet completed has been done in a substantial, workmanlike manner; expense in mere ornament has been avoided, whilst permanence and utility have been kept in view; and your Committee consider it their duty to state their unanimous opinion that, as far as the engineering department is concerned, as much has been accomplished as circumstances would permit.

As an idea has been very prevalent amongst the shareholders that the law charges incurred in obtaining the Act of Parliament, and subsequently to the obtaining of the Act, have been great, your Committee think it proper to state, that the total cost of obtaining the Act of Parliament, including the Engineer's and other expenses, amount to the sum of

	£10,161	13	9
And the law charges subsequently incurred to.....	3,420	2	8
Making a total of	£13 581	16	5

This item of expenditure, though large, may be considered moderate when compared with costs of a similar kind incurred by other Railway Companies, and falls far short of the exaggerated statements which have been current on the subject amongst the proprietors.

Your Committee now beg to lay before you the result of those inquiries into the purchase and present position of the Monks' and Woodside Ferries. It appears from the statements laid before your Committee that the immense sum of 32,000*l.* has been paid for Woodside Ferry and its boats, making the Company subject to an annual rent of upwards of 1,500*l.*, and this for a right which will terminate in May, 1856. The object which the Directors had in view in making this purchase does not appear very clear to your Committee, for previously to its purchase the Directors were aware that by Act of Parliament they were precluded from bringing the line of railway to Woodside Ferry, unless they carried two branches, for which they have no occasion, to Birkenhead and Tranmere. It appears from one account in the possession of your Committee, that from the 6th day of August, 1839, to the 5th August, 1840, this ferry proved a very considerable loss to the proprietors, as it only produced a gross profit of 281*l.* 11s. 3d., whilst the interest of the large capital expended in the purchase, nearly all of which will be lost in 1856, added to the loss which must be sustained by the boats, leaves this affair a drawback of no common magnitude upon the prosperity of the Company. It has been stated verbally by the Directors, that it is now paying better, and an account has been subsequently placed before your Committee, showing that during the last eight months the gross profits may be estimated at 1,039*l.* 12s. 9d.; but as a portion of the prosperity alluded to is more apparent than real, your Committee are compelled to express their disapprobation of this purchase, as being highly improvident, and not calculated to aid either effectually or permanently the well-being of the railway.

The Monks' Ferry was purchased by the Directors, in March, 1840, for the sum of 25,000*l.* The possession of this ferry does not confer on the Company the power of continuing the railway to the waterside. It entails upon the Company an expence in the working of it which is very considerable, exclusive of 1,456*l.* per annum paid for omnibuses to convey the railway passengers from the ferry to the terminus of the railway, in Grange-lane, whilst its gross receipts for casual passengers from the 23rd September, 1840, to the 1st May, 1841, a period of upwards of seven months, are only 96*l.* 17s. 3d.

When the Directors made this purchase they were aware that Mr. Price had succeeded in establishing his sole right to convey passengers from Monk's Ferry to Liverpool. So that the Directors bought this property with a clear understanding that in its purchase they had not obtained any legal right to convey railway passengers to Liverpool, but lest there should be any doubt upon their minds on this subject, Mr. Price caused a notice to be served upon them to discontinue carrying passengers from Monks' Ferry to Liverpool. It appears, however, that as the right of ferry both ways is vested in the Woodside Ferry, now leased to the Company, no interruption to the traffic can take place till the termination of the lease in May, 1856.

Your Committee cannot but disapprove of the purchase of this ferry, because, whilst it does not confer any adequate rights or privileges on the Company, it has caused a great additional annual expenditure, and absorbed a large amount of capital which could have been otherwise profitably employed.

With the Company's property and rights in this imperfect and unsatisfactory position, it became the duty of your Committee to think seriously how this unfortunate state of things could be amended, and having understood that Mr Price was disposed to sell his right of ferry, both as regards Woodside and Monks' Ferries', your Committee urged upon the Directors the necessity and propriety of making immediate application to Mr. Price, and to obtain (subject to the approbation of the proprietors) an offer of his reversionary interest to the Company, and to secure, if possible, his co-operation in carrying their views into effect.

Your Committee have the pleasure of stating, that, with the concurrence of the shareholders, these arrangements may be accomplished. They will give to the Company the right of ferry both ways in perpetuity; and by making their ferry property of permanent value, enable the Directors to secure valuable privileges for the railway, and at the same time give the proprietors power, should they see fit, to dispose of one or both of these ferries to advantage, reserving so much of the privileges which they would obtain as might be needful for the efficient working of the railway.

The Directors having concurred with your Committee in this view of the matter, your Committee agreed to recommend to the proprietors to raise the funds necessary for carrying out these views. Your Committee have no doubts whatever that if the right of ferry is secured to the Committee in perpetuity, and the railway connected with the water side, that the returns for the capital expended upon the undertaking will be ample; but should these most desirable arrangements not be effected, the prosperity of the Company will be indefinitely postponed.

Your Committee therefore recommend that an authority be given to the Directors to apply to Parliament for permission to raise the money which may be required by the creation of quarter shares, in the following manner:—

Each proprietor to be entitled to one quarter share for every share he holds, these quarter shares to be issued in the form of debentures, entitling the holder to 5 per cent. interest on the amount of the money paid up. Each quarter share of £12 10s. to be issued at £7 10s., to be paid by three instalments of £2 each, and one instalment of £1 10s., and in the year 1843 the holder of each debenture to have the option of becoming a holder of a £12 10s. share in the Company, in lieu of his debenture, or of demanding payment of the money he has paid up, in six months from his giving notice of his desire to be paid, the privilege of exchanging the debenture for a quarter share, to be forfeited if each instalment be not paid on the day appointed by the Directors.

Your Committee earnestly recommend to the proprietors to consent to this or some other mode for obtaining funds, which appear to your Committee so necessary for the promotion of the interests of the Company.

Your Committee have abstained from all reference to many important matters connected with the railway in its present state, such as the reasons that could have induced the Directors to consent to the railway being terminated at Grange-lane; to the purchases of the land used for the railway, the prices paid for each lot, the persons from whom each lot was purchased, and the circumstances attending the purchase of each; matters which, however important and interesting to the proprietors, your Committee did not consider as coming within the limits of their instructions.

Your Committee are of opinion, that considerable reductions may be made in the amount of the annual expenditure, by a strict regard to economy in the details, by a more accurate and better arranged division of labour in the several departments, by means of which expensive and superfluous offices (so fatal to the well-being of short lines of railway) may be dispensed with without inconvenience. Your Committee feel assured that it is only necessary to call the attention of the Board to the subject, in order that prompt and effectual steps may be taken to remedy this evil.

Your Committee have not been convinced that the very serious interests which the Company now have in the Woodside and Monks' Ferries should be entrusted to a separate Board of Directors, not appointed by the proprietors, and they recommend that immediate steps be taken to place the whole responsibility attached to the management of this department, as well as all the other affairs of the Company, upon the Board of Directors chosen by the proprietors at their annual meetings; and that the Directors be required, in future, to lay the accounts of the receipts, expenditure, and net proceeds of the ferry properly before the proprietors, in the same manner, time and place as the law requires them to do with respect to the railway.

Your Committee also strenuously recommend that the present opportunity should be taken of making some changes in the Board of Direction; some of the present on the list of Directors are those of persons who have shown so little confidence in the undertaking as to have reduced their shares to the smallest number which would qualify them to hold their places at the Board, whilst others have been most irregular in their attendance. Judgment, energy and attention, on the part of the Directors, coupled with the support and confidence of the proprietors, are imperatively required at the present critical juncture of the Company's affairs; if these are obtained and properly directed, they would, in the opinion of your Committee, soon place your railway amongst the most flourishing in the kingdom, whilst, on the other hand, apathy, irregularity and indifference on the part of the Directors, and a want of perfect confidence on the part of the proprietors, would prove fatal to its present interests and future welfare.

In concluding their Report, your Committee would again venture to impress upon each and every proprietor the great advantages which would result from the Company having the undisputed right of ferry secured to them in perpetuity, and their railway continued to the waterside. When these most desirable things are obtained, the present cumbrous and expensive arrangements will be dispensed with, the accommodation for the passenger traffic rendered complete and satisfactory, and the trade in goods and cattle vastly extended. And whilst, through the medium of the Chester and Crewe, the Grand Junction, and the London and Birmingham Railways, your line becomes one of the termini of the most important line of railway in the kingdom—the formation at no distant period of the Chester and Holyhead line, part of which must pass through land the property of

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the Company, together with the contemplated branch to Ruabon, will open to the Chester and Birkenhead Railway not only a great passenger traffic from Ireland and Wales, but also that which they have promised to afford; and with an efficient and zealous directory, a well arranged system of business, and the introduction of a searching spirit of economy into every department, your Committee feel assured that the proprietors will ere long obtain as ample a return for the capital they have expended, as their most sanguine hopes could have led them to expect.

JOSHUA WALMSLEY.

May 12, 1841.

The CHAIRMAN said, that as the report just read had not been placed in the hands of the Directors previous to the meeting, they were not able, perhaps, to enter into the particulars of it as fully as they otherwise might. However, they were glad to find that the Committee had recommended a further amount of stock, and they had also recommended, what the Directors originally contemplated, namely, the bringing down of the railway to the water's edge. All the proceedings of the board had been directed to the accomplishment of the latter object, and therefore the Directors certainly could not object to the proposal as made by the committee. In that as well as in other respects the report tended to further the view of the Directors. With respect to the purchase of the ferries, he could state that the purchase had been confirmed by the proprietors, and that no purchase had been made without the sanction of the proprietors. With regard to this fact, it might be necessary perhaps to refer to the minutes of the meetings at which such power had been given by the proprietors to the Directors.

Mr. JACKSON said that the proposal of the Committee, with regard to the purchase of the reversionary interest from Mr. Price, was not a new one, inasmuch as such a purchase had been made from him last May. The Company, however not having funds at their disposal at the time, had been obliged to abandon it; but it had been since renewed, and at present the Company were in a fair way of going on with it. (Hear.)

Mr. MALLABY then read the minutes of a meeting of the Proprietors, held in October, 1838, from which it appeared that the Directors were then empowered to go on with such arrangements with the Woodside Ferry Company as would secure a quick conveyance across the Mersey. He admitted that no previous sanction had been given with respect to the purchase of the Monks Ferry, but the reasons for that purchase had been fully stated to the Committee, and the purchase had been made in accordance with the general view of securing the right of both the ferries for the benefit of the Company. He believed that the Committee had not stated in their report the amount that would be required for effecting the purposes they suggested.

Sir J. WALMSLEY said that when the Committee spoke of creating quarter shares, they meant quarter shares on the whole of the shares, by which means nearly the whole sum would be raised that would be required. He thought the Directors might clearly see that the sum proposed to be raised in that way would carry out a deal of their arrangements; and subsequently, if such portions of the ferries as they might think proper were sold, very considerable sums would be raised which would enable them to pay off their mortgage debt.

Mr. EDWARDS of Chester, asked what the use was of buying the ferries—the Monks' and Woodside?

Mr. MALLABY said it was the opinion of the Committee that any enlargement upon that subject would be much better avoided.

Mr. EDWARDS of Chester, thought the proprietors ought to be made acquainted with the reasons why the Company would be embarrassed with the purchase of the two ferries in question.

The CHAIRMAN said the proprietors had appointed a sub-committee at the last meeting to go into this question, and it was their opinion it should not be publicly stated to the proprietors. The views of the Directors upon that head had been approved of by the Committee; but if it was the desire of the proprietors that the whole matter should be explained—("No, no," from several)—he had no objection to such explanation being given.

Sir J. WALMSLEY said, that although the Committee in their Report had disapproved of the purchases in both cases, yet the proprietors should remember that the ferries were now their property, and that they must make the best of them. (Hear, hear.) The Committee did not, however, think it advisable to have further explanations made, unless they were particularly required. He thought the time would come when the proprietors would be able, with good management, to get rid of one or both the ferries to their own satisfaction, and probably without loss. (Hear, hear.)

Mr. FOSBERRY begged to say, as a working Director, that there was no novelty in the Report of the Committee, and that all the suggestions it contained had previously engaged the attention of the Board. There was, indeed, one novelty in it, inasmuch as he had never heard before that there was apathy among the Directors, or that some of them had been parting with their shares. He thought the names of the Directors to whom the allusion had been made ought to be named.

Sir J. WALMSLEY was willing to afford explanation on any and every part of the Report that might be required. The whole of the queries put by the Committee had been reduced to writing, as also had the conversations which the Committee had had with the Directors. He thought Mr. Fosberry was a little in error when he said that the Report charged the Directors with apathy. It did not state that apathy existed, and therefore Mr. Fosberry must have misunderstood it.

Mr. FOSBERRY said, if he had made a mis-statement he was sorry for it.

Mr. RADCLIFF read a second time that part of the Report which alluded to the attendance of the Directors at the Board, and to their having disposed of some of their shares; upon which

Mr. FOSBERRY said that it was almost impossible any proprietor could leave the meeting after having heard the Report, without feeling that the Directors had been apathetic, and that they had been reducing the number of their shares.

Sir J. WALMSLEY conceived, in consequence of what had been stated in the Report, that it was necessary to read the names of the Directors, their attendances at the meetings, the amount received, and the number of shares they originally held, as well as the number they held at present. (Hear, and cheers.) Personally, he might be permitted to say, he had not the slightest feeling of disrespect to any of them, nor did the Committee wish to cast on them any opprobrium, Sir Josbua then read a tabular statement, from which it appeared that some of the Directors had only attended four times in the year 1840, and that others had decreased the number of their shares. The amount they received for their attendance was, he considered, of no importance, because if Directors were to receive anything at all, the Directors of the Chester and Birkenhead Railway were underpaid. He did not say that Directors had not as much right as other proprietors to sell their shares, but he had read the statement with the view of justifying the allegations made in the Report.

Mr. JACKSON said that if he had not attended oftener in the year 1839 than he otherwise would, it was because he had been seven months that year in Italy.

Mr. MALLABY observed that Mr. Hamilton had been set forth in the statement as possessing sixty-eight shares originally, and with only holding twenty shares at present. The fact was, however, that Mr. Hamilton only held twenty shares at first, that afterwards he had purchased others, and that he had subsequently sold those others in order to place himself on his original standard.

The CHAIRMAN thought it necessary to state that the Directors were divided into different Committees, and that the Road Committee had paid particular attention to their duties. Mr. Fosbery, Mr. Jackson, Mr. Booth, and Mr. Bentham were on that Committee, and they usually went once or twice a-week, and sometimes oftener, over the whole line, although no account of their attendance to such a duty had been mentioned in Sir Joshua's statement. Neither was any mention made in it of the fact, that the Finance Committee met once a week.

Mr. BENTHAM felt it due to himself and others of the Directors to state that the selling of their shares had not arisen from any want of confidence in the undertaking. (Hear, hear.) He had himself, because he found it necessary so to do, having been obliged, by reason of the pressure of the times, to diminish the number of his shares; but he could safely say that his attendance had not been less regular or his exertions less great since he had become a less shareholder. (Hear, hear.)

The CHAIRMAN felt it necessary to state that the Directors were greatly indebted to the Road Committee for their attention to the line, and particularly during the first six months after it had been opened.

Mr. SANDERS asked whether they received any pay for going over the line?

Mr. JACKSON replied. Formerly they did receive pay, but at present they did not.

Mr. SANDERS was glad the system had been abandoned, because it was without precedent. (Hear, hear.)

Mr. FOSBERRY said the Road Committee could not be expected to leave Liverpool one morning, and to return the next evening, without being paid their expenses.

Mr. SANDERS admitted that they certainly could not. It was quite right to pay them their expenses.

Mr. JACKSON said he could assure the proprietors that he had been out of pocket by his attention to the duties of the Road Committee.

Mr. SANDERS never knew a man connected with railways that wasn't out of pocket. (Hear, and a laugh.) He begged to move the adoption of the Report of the Committee by the body of proprietors.

The Report of the Directors, read at the former meeting, as well as the Report of the Committee, were then adopted unanimously.

Mr. MALLABY presumed that, in confirming the Report of the Committee, it was merely intended to confirm the view they had taken with reference to the increasing of stock, with the understanding that a special meeting of the proprietors should be subsequently called, to take the other parts of it into consideration. (Hear, hear.) The next course would be to proceed with the nomination of the Directors. There were four vacancies, one of which had arisen in consequence of Mr. Price having sold his shares.

Sir J. WALMSLEY rose with the desire of proposing a Director, and in doing so, he would propose one who understood the whole of the bearings of the question, and to whom the railway owed a great deal, both as to the getting of the Bill through Parliament, and the management of the undertaking. He begged to propose that Mr. Jackson be re-appointed to his office. (Cheers.)

Mr. JONES seconded the motion, Mr. Jackson being, in his opinion, a most efficient Director. The motion was carried unanimously.

Mr. SANDERS proposed that Mr. John Radcliff be appointed a Director.

Mr. EDWARDS moved as an amendment, that Mr. Uniacke, who had been of infinite service on those occasions when the Company had been before the Houses of Parliament, be appointed a Director instead of Mr. Radcliff.

Sir J. WALMSLEY supported the original motion. He had known Mr. Radcliff a great many years—he thought for ten years—and he did not know in the whole town of Liverpool a man in whom he had more entire confidence, as regarded his honour, his integrity, and his uprightness. (Hear.) Mr. Radcliff was an industrious and an active man who had an interest in the Chester and Birkenhead Railway, probably greater, in proportion to the amount of his property, than many of the Directors. He had, to his (Sir Joshua's) knowledge, served one of the Institutions of the town, when it was at its lowest

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ebb, for the long period of five years, without charging so much as one farthing for his services. (Hear, and cheers.) He hoped, therefore, that the meeting would unanimously elect him. If they adopted the Report of the Committee, it was as little as they could do to place Mr. Radcliff, who had acted as one of that Committee, and in whom they had the utmost confidence, in the position of a Director. Who was it that had been recommended in lieu of Mr. Radcliff? A gentleman, certainly, whom he (Sir Joshua) esteemed, and had known for many years; but where did Mr. Uniacke reside? Forsooth, in Bath. (Hear.) Perhaps his residence in Bath was looked upon as a sort of recommendation, in order that he should do no mischief. (A laugh.) It was true that if the gentleman's services should be required in parliament, he would be serviceable; but what were the Company going to parliament for? Merely to raise money on quarter shares. They had, therefore, nothing to fear, inasmuch as there was no great thing to be obtained. Under those circumstances, he would unhesitatingly say, that if Mr. Radcliff were placed on the Board of Direction in place of Mr. Uniacke, he would be of equal if not of more service than any man on the Board, and that he would carry out, fearlessly, the views entertained by the proprietors. He felt confidence in Mr. Radcliff's integrity and industry, and he hoped their votes would show that the proprietors also had confidence in him. (Cheers.)

Mr. CHAIRMAN thought it might perhaps be necessary for him to make some remarks. With respect to Mr. Uniacke, he was sure they all knew that gentleman to be one of the most active of the Directors. It was true he did not at present reside upon the spot; but he (the chairman) was still of opinion that his services in going to parliament would be very essential to the Company. (Hear, hear.) He had shown great zeal in the undertaking ever since it was commenced; he had been a member of the Grand Junction board, but had given up that appointment in order to devote his time and attention to the interests of the Chester and Birkenhead Company; and having acted with him, he would strongly recommend his appointment. He (the Chairman) had not the pleasure of Mr. Radcliff's acquaintance. He had never met him except on two occasions, at the board meetings, when he made use of certain observations, not pleasing either to himself or to any of the Directors. He had made use of a personal remark to him (the chairman) which he could not forget. He (the Chairman) had been on the board for some years, and he defied any one to say he had not given every possible attention he could to its interests, or that he had ever turned the holding of shares to his own advantage. (Hear, hear.) It would be much more agreeable to him to work in conjunction with Mr. Uniacke than Mr. Radcliff, as his feelings had been very much hurt by the remarks made by the latter gentleman.

Mr. SANDERS said that some gentlemen had talked of the difficulty of going to parliament, forgetting that there was no difficulty at all. Where was there any interest that would oppose the Company?

Mr. EDWARDS said there was an interest that would give opposition.

Mr. SANDERS denied that there could be any such thing. Opposition was out of the question, and to appoint a gentleman living in Bath upon the board of direction appeared to him to be a most extraordinary proposition. (Hear, hear.)

Mr. EDWARDS said that Mr. Uniacke held one hundred shares in the undertaking.

Mr. SANDERS said he was aware of the fact, but that he nevertheless opposed his appointment.

The CHAIRMAN stated that a week or fortnight never passed without communications being received from Mr. Uniacke, whose hints on various subjects were exceedingly valuable

Mr. EVANS thought that both the gentlemen might be appointed upon the Board of Direction. At present a kind of trick—a regular Newmarket trick—(laughter)—was being practised to get Mr. Uniacke in and Mr. Radcliff out; but the Company might have the services of both.

The CHAIRMAN said it was not agreeable to the wishes of the Board of Directors to have Mr. Radcliff appointed. However, it was for the meeting to say which of the gentlemen they would prefer. He could not forget the remarks which had been made by Mr. Radcliff.

Sir J. WALMSLEY.—What were they?

The CHAIRMAN.—That we were not trustworthy in the management of even the sum of 100*l.*

Mr. ABBOTT said that if the meeting were desirous of seeing the suggestions contained in the Report of the Committee carried out to their legitimate extent, they would elect Mr. Radcliff; if not, they would elect Mr. Uniacke. He asked the proprietors whether they would allow personal feelings to prevail against the election of Mr. Radcliff at such a time as the present, and said that that was really the question they had to decide. For his own part, he had personal feelings, but he willingly waived them in order to promote the general interest.

Sir J. WALMSLEY believed the Directors had made up their minds that, if Mr. Radcliff were appointed, they would not act. He (Sir Joshua) wished to see the Report carried out, but he did not think it would be carried out unless Mr. Radcliff were elected, (hear, hear,) neither did he think that any hasty expressions which might have been made use of by Mr. Radcliff twelve months before should be raked up on the present occasion with the view of preventing that gentleman's appointment.

Mr. EDWARDS thought that Sir Joshua's observations implied a decided censure on the Directors, inasmuch as he seemed to think that Mr. Radcliff was to be the main organ of carrying out the Report.

Mr. JACKSON was proceeding to offer some remarks, when

Mr. EVANS said he thought the Directors should not be permitted to dictate to the meeting. (Hear, hear.)

Mr. SANDERS begged that his proposition might be put.

Sir J. WALMSLEY said he was sure that if Mr. Radcliff were appointed, he would remove from the railway much of what was at present objectionable. For instance, economy ought to have been used, but it had not been used. (Cries of "State.") He (Sir Joshua) was ready to prove the fact. He would ask the proprietors whether they thought, in a railway of something about 15 miles in length, there was any necessity of having 12 or 14 Directors, or any necessity for an Engineer at 500*l.* a-year, a Treasurer at 300*l.* a-year, clerks at 150*l.* a-year, a man in Liverpool at 75*l.* a-year, with an office at 60*l.* a-year—all for a railway of this magnitude. (Hear, hear.) If that were not enough to convince the proprietors of the necessity that existed for economy, he was done. If the Directors had a disinclination to act with Mr. Radcliff, he would say at once to the meeting—"accept their resignations and let them go out." (Cheers and cries of "Let them go out.")

Mr. EDWARDS said he would not retire from the Board, even if Mr. Radcliff should be elected.

Mr. JACKSON said the Chester and Birkenhead Railway might challenge any other railway in the kingdom except one upon the score of economy. The salary of the Engineer had been decreased from 900*l.* to 500*l.* a-year, and the office at this side of the water could not be dispensed with while Mr. Smith's coaches continued to run.

Mr. JONES fully intended not to have said a word on the question before the meeting, and he was sorry to find it taking the turn it had. Had Mr. Radcliff been appointed without any opposition having been offered, he would have rejoiced at his appointment; but when he found the Board of Directors objecting to him, why should the meeting impose him on them? Nothing good could be done, unless the Directors acted harmoniously and unanimously together in carrying out the views of the proprietors. He was surprised at seeing Mr. Radcliff sitting quietly during the discussion, and he thought the gentleman ought to stand up, and say that he would not be one of the Directors. (Uproar, and cries of "no, no.") He (Mr. Jones) was sure that if his name had been proposed under such circumstances, he would immediately resign the appointment, and he was persuaded that if Mr. Radcliff should happen to be appointed, the Directors would not go on cordially together.

Mr. SANDERS said he could not refrain from expressing his surprise at seeing the Directors, who had had the whole of the railway business in hand—and a most wretched concern they had reduced it to—refusing to surrender their personal feelings, and accepting Mr. Radcliff, a gentleman who, though he could not remedy many of the past errors, might prevent other errors from being committed.

The CHAIRMAN said that much of the expenditure with which the Directors had been charged was accounted for by the estimates of the Engineer having been considerably less than the actual cost. The Directors were willing that the present vacancies should be filled up from the Committee who had drawn up their Report, and they had no objection to any gentleman composing that Committee except to the one named.

Mr. FOSBERRY said he had been asked, 100 miles from Liverpool, what mischief the Directors of the Chester and Birkenhead Railway had been doing, or what lands they had been buying.

Mr. EVANS—You bought two ferries. (Hear, and laughter.)

Mr. FOSBERRY—Yes; but with your concurrence.

Sir. J. WALMSLEY said, that the Committee had found the Directors in a fix. (No, no.) He repeated it, that they had found them in a strong fix; for what were the facts? It appeared that they had bought land, that they had made an agreement with Mr. Price, and that they had afterwards been obliged to run off their bargain. Was that a fix? He thought it was. (Hear, hear.) And they had not money at present to carry on what they proposed: so that they were in a strong fix. (Hear.)

Mr. SANDERS said the Directors appeared to be very tenacious, because it so happened that they were the first body of the kind who had been brought up for their conduct; but this was only the beginning of such things. There were many railways in the kingdom where a most searching inquiry would speedily be instituted into the conduct of the Directors, there were Liverpool men connected with the Directorships of some of them, whom he would not trust with management of a common clerkship, and who were continually going out of England, instead of attending to their duties. He thought it an extraordinary circumstance that railway concerns should have such men tied on them like an incubus. (Hear.) He was certain the present would be a prelude to many other inquiries of a like kind, and that some gentlemen who were now connected with other railways would not be so much longer. (Hear.)

Mr. BOOTH presumed that Mr. Sanders had alluded to him. (Great laughter.)

Mr. SANDERS said not in the slightest.

Mr. BOOTH observed that his reason for thinking he had been alluded to was simply because he was in the habit of going to the Highlands of Scotland for three months in the year. During the remaining nine months he was constant in his attendance at the board.

The CHAIRMAN then put the amendment to the meeting, when about sixteen hands were held up in favour of Mr. Uniacke. He then put the original motion, and a great number of hands were shown.

Mr. EDWARDS demanded a poll.

Mr. SANDERS asked what object could be effected by going to a poll? Was it because the sense of the meeting had been against the wishes of the Directors, that the latter had hesitated to declare Mr. Radcliff appointed?

A SHAREHOLDER remarked that he had never seen any body of men in his life express so decided an opinion against the feelings and wishes of the proprietors as the Directors had done that day. (Hear, hear.) He knew not how gentlemen could

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expect to be allowed to remain on the Directory who had run so decidedly in the faces of the proprietors.—(Hear, hear, hear.)

Mr. EDWARDS said he entertained a personal hostility to Mr. Radcliff, for his conduct on other occasions.

A SHAREHOLDER said, that in such case Mr. Edwards ought to have resigned at once, and not to have braved the feelings of the proprietors after so determined a manner.

Mr. JACKSON said the ground of hostility was simply this—that Mr. Ratcliff had heretofore declared that he would not trust the Directors with 100*l.*, or even 20*l.*, of his property.

Mr. RADCLIFF said he felt very much indebted to Mr. Jackson for having put the question in a tangible shape. He had been sorry to hear observations uttered which did not imply a Christian spirit, inasmuch as certain parties had allowed bygone matters to rankle in their breasts from a long period up to the present moment. But Mr. Jackson having put the question fairly, he was not prepared to disavow anything that he had formerly said —(hear, hear) and he would give his reasons for having made use of the terms stated. In the year 1839 a meeting was held, at which certain queries were put to the Directors, the result of which showed that some underhand proceedings had been going forward about the sale of the Chester and Crewe Railway. (Hear, hear, and cheers.) He saw that a number of gentlemen were on both directions, and that while they were selling the Chester and Crewe, they were not communicating that information to the proprietors of the Chester and Birkenhead line; and it was upon that occasion he had said, that if gentlemen would go on in that way, and sell the rights of the proprietors of the latter Railway, he would not trust them with the management of his property. Mr. R. proceeded to show that the shares of the proprietors had fallen from 57*l.* to 36*l.*; that 60,000*l.* had been foolishly spent in the purchase of ferries, and that the proprietors had not been consulted about the said purchases, and concluded by saying that he considered it a high compliment that a person so insiguificant as himself was likely to make the Directors wince for the next twelve months.

Mr. FOSBERRY denied that he had ever heard of the selling of the Crewe Railway. He knew nothing of it till after the occurrence had taken place.

Mr. EDWARDS—Nor did I.

Mr. JACKSON—Nor I.

The CHAIRMAN said, the remark was intended to apply to him. He could state that no communication on the subject had been made to this Board, and filling the situation he did, of Chairman to the Chester and Birkenhead Railway Company, he did not consider himself justified in attending the Chester and Crewe Committees. (Hear, hear.)

Mr. RADCLIFF denied that he had ever applied any observations personally offensive to the Chairman. He had indeed accused the whole Committee and Directory of not having taken care of the interests of the proprietors, but he had not accused Mr. Dixon personally. (Hear, hear.)

The CHAIRMAN said, it was his wish that the Direction of the Company should be entirely governed by the feelings of the proprietors. He had felt very much hurt at the remarks which had been made by Mr. Radcliff, and which he considered personal, but as that gentleman had now stated that they were not so intended, he accepted that as a sufficient apology. (Hear, hear.) It remained with Mr. Edwards to say whether he would or would not withdraw his amendment, and seeing the feeling which pervaded the meeting he (the Chairman) should not object to having it withdrawn. (Hear, hear.)

Mr. EDWARDS then withdrew his amendment, and Mr. Radcliff was appointed.

Mr. JACKSON proposed Mr. James Lawrence as the third Director.—Agreed to.

Mr. ABBOTT proposed Sir Joshua Walmsley as the fourth Director.—Agreed to.

Mr. SANDERS said, he supported the nomination of Sir Joshua, in the hope that if he got mixed up with the affairs of the Company, he would be kept out of Parliament. (Hear, and a laugh.)

Sir JOSHUA expressed a hope that henceforth they would all go on harmoniously together, that the Report would be carried out, and that the profits of the Company would meet the expectations of the proprietors. (Cheers.) He concluded by moving a vote of thanks to the Chairman.

The motion was carried unanimously; and the meeting separated at ten minutes after three o'clock. —*Liverpool Standard.*

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—Your correspondent, "A Shareholder," expresses great surprise at the recent enormous decline in the value of Leeds Railway stock. He is of opinion that it must be caused by "jobbers" speculating for a fall!

Now, Mr. Editor, your correspondent, I will venture to assert, is the only man in England who feels any surprise at the fall in price of the Manchester and Leeds shares. It needed not the exertions of "jobbers" to depress our shares—for our line has cost double the sum per mile we were given to understand it would (58,000*l.* per mile), and the traffic amounts to only one half the sum we were assured by our Chairman, at the September meeting, we might calculate upon.

As the writer of several letters in your paper on the failure of the Manchester and Leeds Railway, I beg to inform your correspondent, "A Shareholder," that I am no "jobber" operating for a fall. During the late fluctuations in the price of our shares, I have neither bought nor sold a single share, nor have I any intention of doing so. Our shares, which were worth 101*l.* in September last, being now only worth 51*l.*, I am at present a sufferer to the extent of 6,000*l.*!!! To me, however, the price of the shares is a matter of indifference. I am a *bona fide* holder on investment, and have no sympathy for those who hold on speculation. What I look to is the weekly receipts from traffic. These have been miserably small—just sufficient to pay interest on loans, without one shilling per share dividend!

I do not, however, despair of the ultimate success of the Leeds line. When I consider the termini of Manchester and Leeds, the enormous population spread along the entire line, and the great number of coaches (117) now or lately running for various distances in the district traversed by our line, I cannot believe but that it will yet pay a handsome dividend, though not certainly until it is properly managed.

The causes of the failure of our traffic hitherto are sufficiently obvious. Our line is *very circuitous*, and our fares *are much too high*. Our Directors were, in my opinion, guilty of an act of suicidal folly in fixing our fares at 15s. first class, and 10s. for second class. There is not a railway in England on which it is so essential to fix the fares at a low rate. Our population is poor, but at the same time dense; and as our line is so circuitous, it is very evident that a low rate of fare *per mile* must be fixed upon if we are to sweep the coaches from the road. From Manchester to Leeds the distance by railway is 60 miles; by the coach road it is only 40 miles. Again, from Manchester to Huddersfield, the distance by railway is 37 miles; by the coach road it is only 26 miles!

Your correspondent, Mr. Editor, says he has consulted a file of the Half-yearly Reports of the Directors, and after having done so he feels great surprise at the recent downward tendency of Leeds Railway stock! If your correspondent will take my advice, he will immediately commit to the flames all those Reports *as worse than useless*—as, in fact, only calculated *grossly to mislead*. I at once, acquit our Directors of any *intention* of deceiving us by their Half-yearly Reports; they are men of honour and principle, and are besides holders of one-fifth of the entire shares. At the same time, it must be granted that each succeeding Report has proved how grossly incorrect was the information given to us unfortunate shareholders in the preceding one. Our Directors, undoubtedly, were as much surprised as the shareholders generally at the enormous cost incurred, but this is but a poor consolation to us!

If your correspondent, Mr. Editor, will only judge for himself—compare the weekly receipts with the cost, &c., he will come to a much more correct conclusion than he is likely to draw from Directors' Reports or Chairmen's speeches.

I too, at one time, paid great attention to such documents, but alas! I soon found out I was leaning on a broken reed. I can recollect, for instance, that at the March meeting in 1838, we were told that the summit tunnel (an object of my especial solicitude) had been let for 105,000*l.* No particular notice was taken of it in subsequent Reports, except that we were told on one occasion that the Contractor had been changed, and on other occasions that it was going on favourably, till the meeting in March last, when, in reply to a question put by a shareholder, our Engineer stated that the summit tunnel had cost no less than 251,000*l.*!

The present state of the Manchester and Leeds line is altogether unprecedented. Our cost per mile is enormous, our traffic receipts are miserably small, and our shares have declined 50 per cent. during the last five months. In September last they sold for 101*l.* (70*l.* paid); they have been sold in Manchester this week at 51*l.*! Under these circumstances, Mr. Editor—circumstances altogether unparallelled in the history of any railway within a few months of the opening throughout—I feel surprised that our Directors do not come forward, and give to the unfortunate shareholders, all the information and comfort in their power. Probably they deem it beneath them to notice this and similar letters, but they may rely on it that a loss of 975,000*l.*, which is the amount of the decline in value of the Leeds shares during the last eight months, is a serious matter to the shareholders, and if they (the Directors) have good grounds for anticipating an early and large increase in the receipts from passenger traffic, now is the time to come forward and state so.

In conclusion, Mr. Editor, allow me to remind my brother shareholders, that we only draw the small sum of 15*l.* per train for passengers—a sum so small, on a line costing 3,000,000*l.*, and boasting of seven towns besides the termini, as to be utterly contemptible! It is, in fact, the mountain in labour bringing forth a mouse. While our weekly receipts are under 5,000*l.*, we may rest assured that "there is something rotten in the state of Denmark."

I am, Sir, yours, respectfully,

A LEEDS SHAREHOLDER.

8th May, 1841.

SPECIFICATIONS OF RECENT PATENTS.

The MECHANICS' MAGAZINE, No. 927, published this day, price 3d., contains abstracts of the following recent Patents:—Duncan's, for improvements in machinery for cutting, reaping, or severing grass, grain, corn, or other like growing plants or herbs; Galloway's, for improvements in propelling railroad carriages; Pumphrey's, for certain improvements in machinery to be employed in the manufacture of wire hooks and eyes; Wimshurst's, for improvements in steam-vessels, in communicating power to propellers of steam-vessels, and in shipping and unshipping propellers; Whitehead's, for improvements in the manufacture of woollen belts, bands, and driving straps; Boydell's, for improvements in working railway and other carriages, in order to stop them, and also to prevent their running off the rails; Orange's, for improvements in apparatus for serving ropes and cables with yarn; Schroeder, London, broker, for improvements in filters; Emmerson's, for improvements in applying a coating to the surface of iron pipes and tubes; Clarke's, for an hydraulic double action lift and force pump; Rapson's, for improvements in paddle-wheels for propelling vessels by steam or other power; Edwards's, for improvements in evaporation.

Also, a description, with engravings, of Hick's patent governor for steam engines and water wheels; Walker's patent universal water elevator; Life and Labours of Telford, No. 8; The Holyhead Road; Urwin's steam-engine improvements; Explosions in coal mines—defects of the Davy lamp; On the superiority of the Cornish single lifting steam-engines, &c. &c. &c.

Published at the Mechanics' Magazine and Patent Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

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CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY.—NINTH HALF-YEARLY GENERAL MEETING OF PROPRIETORS.—At the Ninth Half-yearly General Meeting of the Cheltenham and Great Western Union Railway Company, held, in pursuance of the Acts of Parliament, at Cirencester, the 4th day of May, 1841;

CHARLES F. SAGE, Esq., in the Chair;

It was resolved unanimously,—

1st, That the Report now read be received and adopted, and circulated among the Proprietors.

2d, That the forfeiture of the 617 shares, the numbers of which have been read to the meeting, be confirmed; and that the Directors be ordered to dispose of the same, or any of them, when and as they shall see fit, for the interests of the Company.

3d, That the Directors be authorised to raise the additional capital which may be required, by loans, pursuant to the powers contained in the Acts of this Company, in such sums as they may think expedient, and to issue debentures under the seal of the Company, to secure the repayment, at such periods as they may see fit.

4th, That Mr. Sage, Mr. David Bowly, and Mr. T. C. Brown, be re-elected Directors of the Company.

5th, That the thanks of the Meeting be given to the Chairman and Board of Directors for their very valuable services.

6th, That the thanks of the meeting be given to the retiring Directors. C. F. SAGE, Chairman.

REPORT OF THE DIRECTORS.

When the Directors had last the pleasure of meeting the Proprietors, they had every reason to hope that the Railway would have been opened to Cirencester, early in the present year; but the unusual severity of the winter stopped most of the works for a period of two months, which would have necessarily retarded the opening beyond that season. They, nevertheless, depended on accomplishing that object prior to this meeting, until a recent period, when a slip, which had occurred on a portion of the embankment near Swindon, increased to an extent which has occasioned unlooked for delay. The rest of this embankment at either end, which was formed in favourable weather, has stood perfectly well. The Directors were kept out of the possession of the land required for the centre of this embankment for several months, during which it would otherwise have been formed: a very wet season followed which was particularly unfavourable with reference to the nature of the earth employed in its formation; this has been the only misfortune upon the line, all the other works stand well. The Directors have been making, and will continue to use every exertion to get this embankment completed as soon as possible; but although there can be no doubt that the Railway will be opened before the end of this month, the peculiar circumstances of the case render it impossible for them to fix a day, without incurring some risk of disappointment.

Since the last general meeting, the Directors received tenders for driving the headway through Saperton Hill, referred to in their last Report, and for sinking four additional working shafts, which it was reported would greatly facilitate the operation, the whole to be executed within eight months, at the cost of about £9,000. The advantages of getting this work done were so obvious, under every probable contingency that the Directors were convinced of the expediency of effecting them at that moderate expense; they therefore let this work to a very respectable Contractor, on the first day of January last.

The money expended in the purchase of land and in the construction of the railway from the junction with the Great Western at Swindon to Cirencester, and for the depots and stations, including rabbits up to the present time, amounts to £322,170. 1s. 5d. About 20,000*l.* remain due for rails and other materials. As the works, with the exception of the embankments referred to, and some details of little importance, are now complete, the amount yet to be expended cannot be large, but while considerable uncertainty must hang upon the cost of completing the embankment, which cannot therefore be the subject of estimate, the Directors are unable to state the total cost of this portion of the Railway.

The cost, after making a liberal allowance for the works yet to be completed, compared with that of other Railways, containing equally heavy works, and executed as this has been, in the best and most substantial manner, requires little observation.

The execution of the works has been constantly under the personal inspection of the Directors; they have closely watched the expenditure in every department, and they invite an attentive examination of the works, on which it will be seen, that while they are of a substantial and permanent character, nothing has been expended uselessly or in the shape of decoration, and that the Company has full value for the outlay.

The Directors abstain from entering on the question of future operations, until they shall feel prepared to recommend some specific course for adoption, they are decidedly of opinion that the time has not arrived at which they can do this confidently, with satisfaction to themselves, or with advantage to the Company.

They consider that a variety of circumstances will be in course of developement during the ensuing summer, which must have a very important influence on the future proceedings of this Company, and as the ultimate completion of the Railway will not be materially affected by delaying other works during the progress of the headway through the Hill at Saperton, the Directors will not engage in such further works until the Proprietors shall have had an opportunity of considering and determining on the course which may be deemed most advantageous to the Company, at a general meeting at which the Directors will submit such general information as they can obtain.

The Company is now enabled to raise a portion of their capital by the issue of debentures, under the provisions of the Act of Parliament; and it is expedient that the requisite authority of the proprietors be given at this meeting for that purpose.

£9,275 have been received on account of the arrears on calls reported due at the last meeting; 617 shares, upon which it has been found impracticable to recover the arrears due, have been declared forfeit in respect of which your confirmation will be now required. Of these shares, 416 stand in the name of an individual speculator against whom a judgement has long since been obtained, but it appears he has no means of payment. Upon these 416 shares, £3,120 only have been paid. Upon the remaining 201 shares calls have been paid to the amount of £5,932 10s.

The rent of £17,000 per annum, which will commence under the lease granted to the Great Western Company from the day of the opening of this line, will be legitimately devoted as a return upon the capital expended, which will consequently commence within the present year. Though the rate of interest on the whole expenditure will not be great, it must be borne in mind that it is certain, and that it will extend over a large amount of outlay in respect of other portions of the line not yet productive in the way of traffic.

The proprietors will derive material advantage also in the shape of an increased value on their stock; for it will be perceived that the present price of the shares is very disproportionate to the amount which may be safely calculated as the sum divisible on the good shares, about 6,000 in number, from the fixed income of £17,000 per annum.

Mr. Hyett, Mr. Trye, and Mr. Barnard, have retired from the Board, since November last.

The members of the Board who retire according to the provisions of the Acts of Parliament are, Mr. Sage, Mr. David Bowly, and Mr. Thomas Crowther Brown, who are candidates for re-election at the present meeting, for which they are duly qualified.

On the resignation of Mr. Trye, the late Chairman of the Board, Mr. Sage was elected Chairman, and Mr. Raymond Cripps, Deputy Chairman.

ENGINEER'S REPORT.

GENTLEMEN,—Although I have not the satisfaction, which I had anticipated, of being able on the present occasion to limit my report to a simple statement of the works, between Cirencester and the junction with the Great Western Railway at Swindon, being completed, and the railway open to the public, yet this, I am happy to say, is so nearly the case that I have little to report upon beyond referring to the case that I have little to report upon beyond referring to the causes of the delay which have occurred. The difficulties which we have lately experienced, in completing a portion of the Swindon embankment, have arisen from circumstances connected with the original construction over which I had no control; and unfortunate delay in obtaining possession of part of the land required for this embankment postponed the execution of this work until the winter of 1839, and a considerable length was exposed while partially formed, and even in progress to excessive rains of that season. During the following season, however, the work stood well, and even up to last winter, with slight exceptions, there was every appearance of the embankment having consolidated. Since then a considerable movement took place, the lower part of the embankment sliding from under and rooting into the side cuttings from which, it had been excavated; every means that suggested themselves were adopted to remedy the evil, which then extended over a part only of the whole distance which had been formed under the disadvantageous circumstances referred to. Early in the spring, this part appeared in a fair way of being secured; but within these last few weeks, the remainder has also slipped. This is now being repaired in the same way as the former; and although the uncertainty which always attends such operations renders it impossible to fix the day of completion, yet we have at least the satisfaction of knowing that the evil has now extended over the whole of the doubtful part, and that when this last slip shall have been secured, there will be no further cause for anxiety. The necessity of carrying materials along the line to this embankment, and the stoppage of the supply of ballast, which was originally intended to have been brought from the other side, have delayed portions of the ballasting, and the completion of the permanent way on other parts but the whole is in such a state that it can easily be completed as soon as the passage can be effected across the Swindon embankment, one line of rails is complete, and an engine has been at work upon it about 10 days. The materials of the other line are all in place, and a considerable portion is completed.

The stations are nearly finished, and I think there can be no doubt that, in the course of this month, the traffic will be carried on regularly between Cirencester and London.

The heading at the Saperton tunnel is proceeding satisfactorily, and at present holds out every prospect of easy completion, and promises favourable circumstances for the future execution of the tunnel.

I am, Gentlemen, your obedient servant,

I. K. BRUNEL.

SCHEDULE OF ARREARS OF INSTALMENTS, 25TH DECEMBER, 1840.

1st instalment, or deposit, 2*l.* 10s. per share	£0	0	0
2nd instalment, 19th Nov., 1836, 5*l.* ditto ..	125	0	0
3rd instalment, 2d June, 1838, 5*l.* ditto	4,585	0	0
4th instalment, 10th Nov., 1838, 7*l.* 10s. ditto	8,054	2	6
5th instalment, 20th April and 20th June, 1839, 10*l.* ditto	12,895	0	0
6th instalment, 29th Sept., 1839, 7*l.* 10s do.	10,568	1	0
7th instalment, 10th Jan., 1840, 7*l.* 10s. do..	11,730	0	0
8th instalment, 2nd May, 1840, 5*l.* do	9,767	16	5
9th instalment, 24th August, 1840. 5*l.* ditto	13,670	0	0
10th instalment, 8th Dec., 1840, 7*l.* 10s.....	41,227	10	0
Total.....	£115,322	9	11

Statement of Accounts.

RECEIPTS.

By amount of capital received as per former statement	£307,544	10	8
By amount of capital received on account of calls from 24th June to 25th Dec., 1840 ..	42,509	7	1
By amount of capital received from the Birmingham and Gloucester Railway Company	77,500	0	0
By advances in anticipation of future calls..	25,330	10	3
By amount received for fees	2	10	0
Total.....	£452,817	7	0

EXPENDITURE.

Payments to 25th of June, 1840, as per last statement	£307,318	2	4
Payments from 24th of June to 25th December, 1840:—			
Engineering	5,697	8	0
Law charges	964	6	8
Parliamentary agents	15	15	0
Printing and advertisements	78	9	6
General disbursements.....	1,104	18	3
Land and compensation	10,820	7	5
Contracts for works	94,442	17	10
Loan on security of the train road paid off..	17,500	0	0
Interest on prepayments, &c. £369 6 8			
Less interest on arrears..... 366 19 3			
	2	7	5
Total.....	£437,939	12	0

Receipts	£452,887	7	0
Expenditure	437,939	12	0
Balance	£14,947	15	0

Statement of Receipts and Expenditure,

From 15th of October, 1835, to 25th of December, 1840.

RECEIPTS.

Total amount of 10 calls on 7,500 shares, at 62*l.* 10s. per share	£468,750	0	0
Less—			
Loss on forfeited shares, reissued in 1838..... 23,952 18 8			
Amount of arrears due on the several calls as per schedule 25th December, 1840 115,322 9 11			
Arrears due from sundry shareholders, credited to the capital account as received, but for which they remain debtors in the Company's books..... 674 14 6			
	139,950	3	1
	328,799	16	11
Fees received, and interest charged to the Birmingham and Gloucester Company, in respect of the amount of the expenditure on the line between Cheltenham and Gloucester	5,395	1	3
Advances on account of future calls.....	25,343	0	3
Total.....	359,537	18	5

DISBURSEMENTS.

Preliminary expenses, original surveys, plans, engineering, Acts of Parliament, Tring opposition, compensation to R. Gordon, esq. Thames and Severn Canal Company, and W. L. Lawrence, esq.	£23,246	4	6
Contracts for works, paid sundry contractors	154,216	11	4
Land and compensation account	55,703	10	3
Permanent way, paid for timber, rails, &c...	36,851	14	1
Engineering expenses, and salaries to Engineer-in Chief and Assistant Engineers..	14,602	16	4½
Printing, advertisements, and stationery ..	1,651	16	1
Law charges, paid the Solicitor.....	3,044	19	7
Rent of offices, police establishment, interest, &c.	1,629	14	3
Salaries, allowances to Directors, and incidental charges	7,671	18	2
Local agents	105	9	2
Paid for rails for the use of contractors, bricks on hand, and office furniture, now forming part of the Company's stock	4,828	4	0
Paid for making the line from Cheltenham to Gloucester, including the sum of 4,761*l.* 10s. charged as interest ... 121,454 5 7½			
Deduct amount received from the Birmingham and Gloucester Railway Company on account..... 97,500 0 0			
Sum remaining due from Birmingham and Gloucester Railway Company	23,954	5	7½
Total	£344,590	3	5

Receipts	£359,537	18	5
Disbursements	344,590	3	5
Balance in hands of the Treasurers on the 25th day of Dec., 1840.....	£14,947	15	0

C. F. SAGE, Chairman.

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TO RAILWAY MANAGEMENT.—A Douceur of FIFTY POUNDS or TEN POUNDS per Cent. on Salary will be given on procuring the Advertiser a Situation on a Railway. He has been employed for the last six years in the management of three Contracts on three main lines, and is competent to take the management of a branch line, or a Contract in the hands of a Company under an Engineer. Being acquainted with working prices of all descriptions of work, materials, &c., he considers he should be found an acquisition. References can be given to many Engineers, and testimonials shown from some of the most eminent Contractors in the kingdom.

Letters addressed to E. I., at Mr. Norris's, 33, Great Winchester-street, Broad-street, London, will be promptly attended to; the most inviolable secresy relied upon.

SOUTH-EASTERN RAILWAY.—NOTICE is hereby given, That the Transfer Books of this Company will be Closed on Saturday, the 15th day of May, and will remain closed until Thursday, the 27th day of May instant.

By order of the Directors,
J. S. YEATS, Secretary.

Railway Office, 10, Colman-street, London, May 4.

SOUTH EASTERN RAILWAY COMPANY.—The HALF-YEARLY GENERAL MEETING of the Proprietors will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the 27th instant, at One o'clock in the afternoon precisely, to elect three Directors in the room of the like number retiring by rotation, and on the general business of the Company; at which Meeting certain resolutions passed by the Board of Directors, on the 21st day of July, 1840, and the 9th day of February, 1841, declaring forfeited certain shares then in arrear by non-payment of the calls due thereon, except in so far as such resolutions relate to shares the forfeiture of which is or shall have been then redeemed by payment of the calls due and interest thereon, will be submitted for confirmation.

T. W. TYNDALE, Chairman.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street,
London, May 8, 1841.

SAFETY ROTATION RAILWAY COMPANY, to be incorporated by Act of Parliament. Capital £200,000, in 10,000 shares of £20 each, with power to increase the same. Deposit £1 per share.

TRUSTEES.

John Pirie, Esq., Ald. | John Wheelton, Esq.

DIRECTORS.

Cuthbert Rippon, Esq., M.P.	Sir J. M. Doyle, K.C.B.
Thomas Kelly, Esq., Ald.	Richard Musgrave, Esq.
Joseph Thompson, Esq.	Thomas Fowle, Esq.
Francis Nixson, Esq.	Captain Ewbank.
William S. Rumsey, Esq.	

AUDITORS.

G. F. Minton, Esq. | J. Finney, Esq.

BANKERS—Messrs. Ladbroke, Kingscote, and Co.

The above-named Company has been formed with a view to introduce to public attention a projected improvement in the construction of railways, from which it is confidently expected that the most important benefits will be derived by the country at large.

It may suffice briefly to state, that the prominent advantages over the prevailing system, which the new principle offers, are—

1. The preservation of life and property from those melancholy accidents which have lately so frequently occurred—combining with facilities for travelling with equal speed, and increased comfort and security, at diminished rates, and

2. A considerable saving of expenditure, inasmuch as a railway, on the plan proposed (which will almost supersede the necessity of tunnelling or embanking,) may be constructed in less time, and at two-thirds of the cost, of one of similar extent now in ordinary use, and the annual charge of repairs be reduced by 70 per cent.

Entertaining a firm conviction that this novel and truly excellent invention is not only eminently adapted to answer the purposes contemplated by the ingenious proprietor, Mr. Rangeley, but to open to capitalists a channel for profitable investment in the promotion of an enterprise of great national interest. The Company propose to prefer the fairest claim to encouragement and support by constructing in the first instance a railway only of sufficient dimensions to enable the public to judge of its efficiency when carried into more extensive operation; and for such purpose to limit the liability of persons desirous of becoming shareholders to a deposit of £1 only on each share taken, beyond which trifling advance no responsibility can be incurred, until the success of the experiment shall have been ascertained, of which no doubt exists.

Models and drawings of the proposed railway may be seen and examined, and prospectuses, containing every requisite information, obtained at the Company's Offices, 1, Walbrook buildings, Walbrook, London, where application for shares may be made.

London, May, 1841.

TO BE SOLD.—A NEW LOCOMOTIVE ENGINE and TENDER of the most approved construction. The Boiler, 8 feet 3 inches long, by 3 feet 6 inches diameter, with copper fire-box. The driving-wheels are 5 feet diameter. Fitted up for a passenger train. The Tender will hold about 900 gallons.

For further particulars apply to the publisher of this paper.—May 11, 1841.

TAYLOR'S PATENT WOOD CUTTING COMPANY.—Capital £50,000, in 1,000 shares of £50 each. Deposit £1 per share.

DIRECTORS.

Major Adair, H. E. J. C. S.	Henry Philip Hope, Esq.
F. Roubilliac Conder, Esq.	P. J. Mc Dougall, Esq.
Andrew Drummond, Esq.	George Mackintosh, Esq.
A. Earle, Esq., R.A.	P. Morrison, Esq.
Alex. Galloway, Esq., C.E.	C. Norris, Esq.
John Hamilton, Esq.	William Shaw, Esq.

Solicitor—Edward M. Elderton, Esq., Queen-square, Bloomsbury.

Honorary Manager and Parliamentary Agent—W. S. Northhouse, Esq., 4, Parliament-street.

Provisional Secretary—Lieut. Buckler, I.N.

The object of this Company is to carry into profitable employment the patent which Mr. Taylor has obtained for England, Scotland, Ireland, and the Colonies, for cutting wood by machinery after it has been steamed.

For a quarter share of the profits arising from the manufactories, and one half from the licences, the patentee has consented to vest the whole patent right in a Company, providing adequate capital to carry out the great business likely to arise from it. That business may be measured by the fact that it is calculated to supersede all the coopernge in the kingdom in the making of casks, inasmuch as if the materials could be had for nothing, under the present system, the expense of labour alone would be greater than the entire cost of both materials and labour under this patent.

The machinery with but two horse steam power, performs 120 evolutions, and with two cutters cuts 240 staves per minute, making no sawdust, and occasioning no further waste of material than the inequalities of the surface of the blocks.

The machinery can be applied to all other wood cutting, as well as the making of casks, and the patent granting the exclusive privilege of cutting wood softened by steam cannot be superseded or rivalled by any other mode of cutting of which the steaming of wood is a necessary element.

A very large manufactory would be required in London for the business to be carried on in the metropolis alone; other manufactories might be established in the large maritime towns of the United Kingdom, or licences might be granted to residents in such towns, upon terms to be settled by the Company; at present the square tower and adjoining premises east of Waterloo-bridge, on the Surrey side, are used for the purpose.

Individuals desirous of embarking in the Company may see the machinery at work daily, and satisfy themselves of the immense capabilities and great probable profits of the undertaking.

The capital may be expanded or contracted as may be expedient, hence no public company, whether large or small, can fail in profitably employing its money. The business may be carried on with £5,000 successfully, though 10 or 20 times that amount would create a much more than proportionate return.

Sixteen patents have been granted by foreign powers, but it is not proposed to include them in this Company.

The standing orders of Parliament have been complied with, and a bill in the present session may be expected to be passed, authorizing the transfer of the patent to more than 12 persons, and empowering the Company by Act to Parliament.

Should all the shares not be taken before the passing of the Act, the Company will go on with such capital as shall have been subscribed; but no further shares will be issued after the passing of the Act, save at a premium for the benefit of the original shareholders, who shall have the preemption of claiming them at such premium.

Applications for shares may be made to E. M. Elderton, Esq., solicitor, 40, Queen-square, Bloomsbury; or W. H. Taylor, Esq., the patentee, at the manufactory.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company

TO CONTRACTORS AND OTHERS.—FOR SALE, by Private Contract, 50 capital Earth Waggons to carry 1¼ yards, with 2-ft. wheels, of the best construction. Also, a quantity of parallel rails, about 30lb. per yard, with Chairs and Crossings. Three portable Steam Engines, of 8, 10, and 14-horse power respectively. Several powerful Cranes. Two cast-iron Diving Bells, with Air Pumps, and the requisite gear: together with some excellent blocks, chains, &c. The whole conveniently situated for water conveyance.

Apply to Mr. Radford, 87, Upper Ground-street, Blackfriars-road, London.

TAFF VALE RAILWAY.—NOTICE is hereby given, That the RAILWAY is now OPEN from Cardiff to Merthyr for the Conveyance of Passengers and Goods. The times of departure and arrival of the Trains will be as follows until further notice:—

UP.

				M.	M.
From Cardiff—					
8 morning,	arrives at	Merthyr		9	25
11 „	„	„	(mixed train) ..	12	45
3 afternoon	„	„		4	25

DOWN.

				M.	M.
From Merthyr—					
8 20 morning,	arrives at	Cardiff		9	45
11 35 „	„	„	(mixed train) ..	1	20
3 20 afternoon	„	„		4	40

On Saturdays an additional Train leaves Cardiff at 5h. 30m. afternoon, and Merthyr at 6h. afternoon.

The mixed train, for goods and second and third class passengers, at 11 o'clock, from Cardiff, and 45 minutes past 11 o'clock from Merthyr does not run on Sundays.

Goods may be sent from the several stations by the mixed train, provided they are delivered two hours previous to the departure of the train.

GREAT WESTERN RAILWAY.—VERY IMPORTANT TO RAILWAY CONTRACTORS.—Extensive Sale of Railway Plant, now in use on Contracts Nos. 5 and 6, C., near Wootton Bassett and Christian Malford. Mr. HUNT has received instructions to sell by public AUCTION, without the least reserve, about the first week in June, all the very useful and extensive Plant of Railway Materials belonging to the Contractor, who will have completed a distance of seven miles on the above line of Railway, in the course of a few weeks from the date hereof, comprising more particularly 200 Waggons, (half of which are nearly new); 150 tons of Railway Bars; 70 Iron Crossings; 40 tons of Chairs; 10,000 Sleepers; 3,000 Wheeling Planks; 700 Wheelbarrows; 70 sets of Bridge Centerings, of various sizes; 9,000 feet of Legging for ditto; quantity of Timbers such as Uprights, Wall-plates, Sills, &c. &c. Several sets of Materials for Brickmakers' Moulds; 2 sets of Blacksmiths' Tools, complete; 10 Pug Mills, for grinding clay and mortar; a good six-inch wheel Timber Carriage; quantity of Bricklayers' Scaffolding; 100,000 Bricks; 10,000 Pantiles; a large Water-butt; and a variety of other unmentioned effects.

Due Notice of the Sale with further particulars will appear in handbills and future advertisement.

Wootton Bassett, April 17, 1841.

TWENTY VERY SUPERIOR CART HORSES.—To be sold by Auction, by Mr. DIXON, at his repository, Barbican, on Friday, May 21, 1841, commencing at One o'Clock precisely, TWENTY remarkably fine shaped, fresh, young, powerful CART HORSES have been employed on the Eastern Counties Railway and sold in consequence of the Contract on which they have been working being now completed.

Colours—Bays, Blacks, Browns, Roans, and Greys.

The above lot of young valuable seasoned Cart Horses are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been purchased at great expence for the above contract, and are now in remarkably fine condition.

On view, and Catalogues had two days before the sale.

A great variety of new and second-hand carriages, of every description, always on private sale at this establishment, remarkably cheap.

THE THAMES TUNNEL IS OPEN EVERY DAY (Sunday excepted), from Nine o'Clock in the morning until dark. Entrance is on the Surrey side of the river, close to Rotherhithe Church. The tunnel and shield are lighted with Gas, and visitors can walk under the entire breadth of the river, up to the shield, which is now advanced as far as the Company's wharf, at Wapping. Admittance One Shilling each.

J. CHARLIER, Clerk to the Company.

Company's Office, Walbrook-buildings,
Walbrook, May, 1841.

N.B. Conveyances to Rotherhithe, by Omnibus, from Piccadilly, Charing Cross, Fleet street, and Gracechurch-street. Also by Steam Boats from Chelsea, Vauxhall, Lambeth, Hungerford, Old Shades Pier and London Bridge, to the Tunnel Pier at Wapping. Books, with plates descriptive of the works, are sold at the Tunnel, price One Shilling.

HANCOCK AND PETTIT'S PATENT RAILWAY CONTROULER.—A Model Railway and Carriages, worked by Steam Power, exemplifying the manner of applying this most effectual method of arresting the progress of Railway Trains, independently of the Engine-driver or Guard, may be seen Daily, between the Hours of Twelve and Four, at the Zinc Works, No. 55, Parliament-street.

"Better calculated to effect the desired object than any other which has come under our notice."—*Railway Times.*

Applications for Licences to use, to be made to Mr. Walter Hancock, Civil Engineer, Stratford, Essex.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's Fleet-street, Middlesex.—Saturday, May 15th, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 177. Vol. IV.—No. 21.] SATURDAY, MAY 22, 1841. [Price, 6d.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—Tender for Loans on Debentures.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than 200*l.* for terms of four, six, or ten years, on interest at the rate of 5 per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester. A limited sum only is required.

By order of the Board of Directors,
A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of 17,000*l.* per annum, payable half-yearly, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this Company.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price, and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200. for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

NORTH MIDLAND RAILWAY.—MAINTENANCE of WAY and WORKS.—The Directors will meet at the Railway Station, Derby, at 10 o'Clock, on Saturday, the 5th of June, to receive Tenders for the Maintenance of the Way and Works between Derby and Masborough, being a distance of 40 miles, or thereabouts, divided into five or more separate lengths, for one or more of which parties may tender.

Drafts of the Contract, with specifications of the work, will be ready for inspection on and after Thursday, the 27th of May at the Engineer's Office, in Chesterfield, where parties may obtain orders, allowing them to walk along and inspect the line.

A printed form of Tender may be had after the above date, at the Engineer's Office, in Chesterfield, and no others will be attended to.

The Tenders must be delivered at the office of the Secretary, H. Patteson, Esq., at the Railway Station, Derby, on or before 10 o'clock on Saturday, the 5th of June, under a sealed cover, addressed to the Secretary, and indorsed "Tender for Maintenance of Way and Works," and the parties tendering must be in attendance at the time of meeting.

The parties, whose tenders are accepted, will be required to enter into a bond, with two responsible sureties, for the due performance of their contract, and the names of the proposed sureties are to be specified in the tender.

The Directors will not bind themselves to accept the lowest offer.

Engineer's Office, Chesterfield, 17th May, 1841.

NORTH MIDLAND RAILWAY.—A Special General Meeting of the Company of Proprietors of the North Midland Railway was held at the Station, at Derby, on Saturday, the 8th of May, at 1 o'clock, for the purpose of determining on the measures to be adopted for raising the further sum of money required for the completion of the railway.

GEORGE CARR GLYN, Esq., in the Chair.

The Secretary read the advertisement convening the meeting.

The Chairman read the following resolutions, viz.:—

Resolved,—That the Directors be authorised to raise the sum of £150,000, under the powers of the Act of 2 & 3 Vict. cap. 53, by the creation of new shares, upon such terms and conditions, and in such manner, as to them shall seem expedient, and that they apply the same in liquidation of the loan notes which have been already issued to that amount

Resolved,—That the Directors be further authorised to raise the sum of £300,000, under the powers of the Act of the present session, by the creation of new shares, upon such terms and conditions, and in such manner, as to them shall seem expedient.

Resolved,—That the Directors be further authorized to borrow on mortgage or bond, under the powers of the same Act, the further sum of £100,000 at such times and upon such terms and conditions as they shall think fit.

Resolved,—That the shares to be created under the foregoing resolutions be offered, as far as practicable, to the existing Proprietors, in proportion to the shares registered in their names this day, and in the event of such shares not being accepted by them, or there being any overplus, which cannot be conveniently distributed, that the Directors do dispose of the same for the benefit of the Company, in such manner as they shall think fit.

The Chairman proposed that the above resolutions do receive the sanction of this Meeting.

Passed unanimously.

Mr. Vickers proposed a vote of thanks to the Chairman and Directors, which was seconded by Mr. Barton.

Passed unanimously.

The Meeting then adjourned.

NORTH MIDLAND RAILWAY.—The Public are respectfully informed that on and after Monday next, the Tenth instant, a TRAIN for the accommodation of the Nottingham, Leicester, Derby, Leeds, York, Darlington, Hull, and intermediate traffic, will leave the Euston Station, London, at Nine o'Clock in the Evening; and that a corresponding Train, bringing Passengers, Parcels, &c. from the above places, will leave the Rugby Station at One a.m., arriving in London at about Five o'Clock.

Derby, May 5, 1841.

NORTH MIDLAND RAILWAY.—The Directors of the North Midland Railway Company are ready to receive MONEY on DEBENTURES, under the powers of the Act of Parliament, in Sums of not less than £500, bearing interest at 4 per cent. per annum for periods of 3, 5 or 7 years.

By order,
H. PATTESON, Secretary.

Warnford-court, Throgmorton-street,
May 21, 1841.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes street, Leicester-square; Manufactory, Mill wall, Poplar; and also of the following Agents:—

Fox, Hawkins, and Hickling, New-st. Birmingham.
Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn.....Newcastle-upon-Tyne
Joseph Bothway.....Plymouth.
John Thompson and Co.....Wigan.
J. T. Tregellas.....Truro.
Thomas Mooney and Son.....Dublin.
Coates and Young.....Belfast.
James Kibble and Co.....Glasgow.
James Gunn.....Leith.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of eight months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

HENRY CHAPPEL.—If this person, who served his time to a Wheelwright, at Milton, next Sittingborne, Kent, will apply to Mr. John Stevens, No. 6, Featherstone-buildings, Holborn, he will hear of something to his advantage.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, a new Edition of ROBINSON'S

RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet-street.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES from the Birmingham Railway to all parts of the Metropolis, by Wm. Hill, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Vasse-street, Strand; with a Map of London, and correct Railway Time Tables.

Also by the same person, price 6d.,
TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street, Bell, Fleet-street, and sold by all Booksellers.

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RAILWAY RETURNS.

Returns made to the Board of Trade by the different Railway Companies, under the provisions of the Act 3 and 4 Vic., c. 97, (Lord Seymour's Act.) Printed by order of the House of Commons.

(Continued from page 525.)

4.—THE REPORT OF LIEUT.-COLONEL SIR FREDERIC SMITH, TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE, RESPECTING THAT PART OF THE EASTERN COUNTIES' RAILWAY OF WHICH IT IS PROPOSED TO OPEN THE SECOND LINE.

Royal Engineer's Office, Buckingham Gate, December 16, 1840.

My Lords,—Your Lordships' instructions of the 14th instant having directed me to inspect that part of the Eastern Counties' Railway of which the second, or "up-line," is proposed to be opened to the public, I yesterday performed that duty, and have to submit the following Report:—

A double line of railway extends from the London terminus at Shoreditch to Romford; and from the latter place to the Brentwood station, which is the present temporary Eastern terminus, there is only a single line of rails. This is intended to be the "down," or northern line, and that now proposed to be opened is the "up," or southern line.

In examining this portion of the line I was accompanied by Mr. Braithwaite, the engineer of this railway, who informed me that this portion of the up-line had been in use for the ballast waggons for some weeks, so that it might be considered sufficiently consolidated for the safe working of trains.

There is a considerable embankment on this line, and owing to the severe frost of the last two days, and to the surface being covered with snow at the time of my inspection, I was unable to form so decided an opinion upon this subject as I otherwise might have done; but I could see nothing to induce me to doubt the statement so confidently made by Mr. Braithwaite, and therefore I am prepared to recommend that your Lordships should offer no opposition to the opening of the second line in question, subject to the conditions I have to propose.

On this portion of the line, which is 4¼ miles in length, the Brentwood incline occurs, of 2½ miles in length, and sloping at the rate of 1 in 100.

In travelling down this plane, I found it less smooth than is desirable for the working of such an incline for passenger carriages at a high velocity. The unevenness of surface, I have no doubt, has been chiefly produced by this part of the permanent way having been used, as I have before observed, by ballast waggons, and from the circumstance of the severe frost having prevented the Engineer from packing up his sleepers. Some subsidence has also in all probability taken place since the rails were laid; I would, therefore, recommend that the working down this incline should for the present, and until all appearance of subsidence has ceased, and the rails have become what may be termed *practically* settled, be limited to a speed not exceeding 15 miles an hour.

The Brentwood plane should, in my opinion, be always descended by the force of gravity, even when the line is in the most perfect working order, and with at least one break for every three carriages, the last carriage always having a break.

I found all the slopes neatly and properly trimmed off, and the embankment in a satisfactory condition.

The fences of the line, with few exceptions, are in good order; the stations apparently sufficient for the traffic, and a good system of signals for day and night in the course of general adoption.

Mr. Braithwaite informed me that no train is now allowed either to leave or pass a station until the preceding train shall have left or passed upwards of 10 minutes; and I personally witnessed the satisfactory working of this regulation, the necessity of which, as a general rule on all railways, I have already had the honour of pressing on your Lordships' attention.

It was gratifying to find that Mr. Braithwaite is applying himself sedulously to the discovery of the best means of preventing accidents on railways, and he has, I believe, succeeded in contriving the means of supplying the guards with a whistle (equally as powerful as the engine-whistle), by the agency of an air-pump, to be fixed on the hind carriage of each train. This was a great desideratum, as an effectual means of calling the attention of the engine-drivers.

I found a sufficient police on the line, and the superintendents of the stations and the guards appear to be regular in recording the time of arrival and departure of the several trains.

The works for extending the Eastern Counties' Railway are proceeding, and the earth to be excavated in the cutting of Brentwood-hill is, I find, to be carried down a part of the south line of the inclined plane.

This operation, I am told, is to be performed at night only, so as not to interfere with the passenger traffic; but I submit, that the attention of the Company should be specially called to the necessity of having the points put up for the spoil-bank examined every morning by an inspector, and the switch locked up by him before any of the passenger trains are allowed to come on the line. I have, &c.,

FRED. SMITH, Lieut.-Col. Roy. Eng.

Copy of Letter sent to the Eastern Counties, with Sir Frederic Smith's Report of the 16th December.

Board of Trade, 17th Dec., 1840.

Sir,—I am directed by the Lords, &c., to enclose a copy of Sir F. Smith's Report on the portion of the Eastern Counties' Railway upon which it is proposed to open a second line. Their Lordships wish to be informed whether the Directors will undertake to adopt the recommendations therein contained, viz., to limit the speed down the Brentwood incline, for the present, to a rate not exceeding 15 miles an hour; to enforce as a general rule the descent of this plane by the force of gravity alone, and with one break at least for every three carriages, the last carriage having always a break; and the appointment of an inspector specially charged with the examination of the 'points' put up for the spoil-banks, and the duty of locking up the switches every morning before the passenger trains come upon the line.

Their Lordships are glad to find that the general state of the line and arrangements for working it are satisfactory, and that the attention of the Engineer is directed to the discovery of the best means for preventing accidents. Subject to the conditions above mentioned, they direct me to say that they see no objection to the opening of the second line in question. I am, &c., S. LAING.

To the Secretary of the Eastern Counties' Railway Company.

In reply to Letter from this Department of the 17th December, 1840.

Eastern Counties' Railway, Shoreditch, 26th Dec., 1840.

Sir,—The Directors of the Eastern Counties' Railway Company, in acknowledging the receipt of your letter of the 17th instant, beg to express their thanks to the Lords of the Committee of the Privy Council for Trade, for the copies of the Reports of Captain Melhuish and Colonel Frederic Smith, with which their Lordships have furnished them. And the Directors beg to state for their Lordships' information the steps which they have already taken, or propose to take, in furtherance of the several subjects mentioned in those Reports.

The very full statement of evidence relative to the accident at Bow, on the 15th ultimo, which Captain Melhuish has given in his Report, will place their Lordships in full possession of all the important facts of the case; and concurring as the Directors do in opinion with Captain Melhuish as to the cause of the accident, and the degree of blame attributable to the several parties concerned in it, the Directors had, previous to the receipt of the copy of the Report, or of any knowledge as to the opinion of Captain Melhuish on the subject, adopted nearly the course which he has proposed. Considering that the accident was caused by the gross negligence and disobedience of Edward Hindley, the driver of the Northern and Eastern engine, and the Directors of that Company having refused to dismiss him from their service, the Directors of the Eastern Counties' Railway Company caused their solicitors, on the 4th instant, to proceed against him before the magistrates at Worship-street police-office, under the provisions of Lord Seymour's Act, and he has been held to bail to answer the charge at the ensuing sessions for the county of Middlesex. With respect to their own servant, William Croker, the guard of the train, the Directors considering that he acted on that occasion in disobedience of his instructions, and having had occasion subsequently to be dissatisfied with his conduct, they have dismissed him from their service. Police constable Cooper the Directors have likewise thought it proper to dismiss from their service. The other officers, Serjeant Parker and Serjeant Ottway, the Directors do not consider blameable in the matter; they have been long in the service of the Company, both of them having been promoted to their present rank for good conduct, and have always discharged their duties in a satisfactory manner.

The utility of some method of preventing engine-drivers from quitting the principal station contrary to or without the orders of the inspector, suggested itself immediately after the occurrence of the accident in question; and the Directors have had a barrier placed across the line of rails used by the outgoing engines, just without the station, which is opened only at the order of the inspector, thus preventing the premature departure of any engine whatever.

As regards the recommendation of Captain Melhuish for discontinuing the Devonshire-street and Bow stations, the Directors had, previous to the receipt of the Report, already done so with regard to the station at Bow. The Devonshire-street station, however, has afforded, and is likely to afford, so much convenience to the large and populous district of Mile End, that the Directors are unwilling to discontinue a station in that neighbourhood, except on substantial reasons appearing to render such a course necessary. None such, that they are aware of, have ever been alleged; no accident nor inconvenience of any kind having ever occurred at that station. But in deference to the opinion of Captain Melhuish, the subject will again receive the fullest consideration of the Directors.

The observations made by Captain Melhuish as to the want of uniformity between the Eastern Counties' and the Northern and Eastern Railways, in the mode of noting the time of arrival and departure of trains, appear to arise from misinformation as to the plans adopted. The only difference existing between the two Companies in noting these times is, that with the Eastern Counties' Railway the time is kept by the guards, as well as by the inspector of the station; the former having watches to inform them of the time, and the latter the station clock, which plan obviously gives an additional check. On the Northern and Eastern line the time is kept by the conductors alone, though the Eastern Counties inspectors keep the time of all trains which come to, or depart from their respective stations.

There being so much in the able Report of Captain Melhuish in which the Directors entirely agree, they regret to be obliged to differ completely in opinion from him on the subject mentioned in the concluding paragraph of his Report. Captain Melhuish suggests that all engines should be licensed to draw a certain number of carriages, according to their estimated power; and that Railway Companies should be restricted from employing their engines, as heretofore, according to their discretion. Were the effective power of engines always the same under every variety of weather, and every diversity of gradient of the road, perhaps this plan might be attended with but little practical difficulty, however objectionable such a mode of controlling the most constant of the duties, and fettering the judgment and responsibility of the superior officers of Railway Companies might be. But when it is borne in mind that the power of all locomotive engines varies most materially under every change of weather, under every peculiarity of construction, and every alteration in the gradients of a line, it will be evident, that to render effectual any restriction of this sort, for ensuring greater regularity in the arrival of trains, the maximum limit must be the weight which an engine can always draw under the most disadvantageous circumstances of gradients and of weather. If this were to be the case, the number of carriages which an engine could be licensed to draw, would certainly not exceed three or four; for there are many railways with steep gradients, where even powerful engines, those with 13 in. cylinders for instance, cannot, in certain states of the weather, draw along the entire line without the assistance of another engine more than this small number of carriages; while on other railways, and with more favourable weather, an engine of similar power can easily draw from 10 to 12 carriages, with their full complement of passengers. If, therefore, any system of this kind were adopted, which prevented the exercise of the discretion of the authorised officers of Railway Companies in matters of this kind, the expense of locomotive power would be increased to an enormous extent, without the probability of securing the smallest advantage to the public, either in security or punctuality.

In replying to the several suggestions of Sir Frederic Smith, which, in your letter of the 17th instant, you request to be informed whether the Directors are willing to adopt; the Directors beg to state that the plan of placing breaks on every third carriage (one of such carriages with a break being placed last in each train) is already carried out to the full extent in all trains belonging to the Eastern Counties' Company; and the plan suggested for the regulation of the switches at the turn-out for the intended spoil-bank at Brentwood, is

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so evidently a desirable one, that the Directors without any hesitation agree to adopt the whole of Sir F. Smith's suggestions relative thereto. But with respect to the plan he proposes, for limiting the speed down the Brentwood incline, at present, to 15 miles an hour, and for enforcing as a general regulation the descent of this plane by the force of gravity alone, the Directors think there are very strong objections; and they doubt not that Sir F. Smith himself will, on re-consideration, be disposed to alter his views on this subject. The rate at which a train of carriages descends this plane, loaded to the same extent as the usual passenger trains from the Brentwood station, has been ascertained by actual experiments to be about 20 miles per hour without the use of steam, after the train has been once fairly started. In order to reduce this speed to 15 miles per hour, extensive use must be made of the breaks, both to the tender and to the carriages; but as an immense preponderance of weight must always be in front of the train, namely, in the engine and tender, it will be impossible with light trains to prevent the whole of the carriages from riding or pressing on the buffer-springs during the entire time of their descent down this plane; and not only will this produce a most uneasy and uncomfortable motion, but it will be attended with a considerable degree of danger to the train, producing a tendency in the wheels of the carriages to quit the rails and run off the line. This effect would be greatly lessened were the last carriages of the train, to which the breaks must of course be applied, heavily loaded; but as this is not the case at present, the Directors are fully of opinion that the plan of descending this inclined plane entirely without the use of steam, in all states of the weather, and with all varieties of load, and with such an extensive use of the breaks as will be necessary to retard the descent to the average velocity of 15 miles per hour, will be attended with considerable risk to the safety of the trains. If, however, the Lords of the Committee are pleased to make this regulation a condition of their sanction to the immediate use of the new line of rails between Brentwood and Romford, the Directors are ready to adopt their suggestion, at the same time begging respectfully to disclaim all responsibility from any consequences that may occur, the plan being considered by them to be objectionable, and if adopted, it will be undertaken solely on the authority of their Lordships' order.

The Directors would be happy, under these circumstances, if Sir F. Smith would again direct his attention to this subject. From his great experience and acknowledged ability in such matters, the Directors feel assured a satisfactory conclusion on this subject will be arrived at; and as the public convenience will be much promoted by the opening of the second line of rails as speedily as possible, the Directors hope their Lordships will favour them with their early decision. —I am, &c.

HENRY BOSANQUET, Chairman.
(By order of the Directors.)

G. R. Porter, Esq., Railway Department, Board of Trade.

Copy of Letter sent to the Eastern Counties', in reply to Mr Bosanquet's Letter of the 26th, relative to opening the Second Line of Rails from Romford to Brentwood.

Board of Trade, 29th December, 1840.

Sir,—I am directed by the Lords, &c., to acknowledge the receipt of Mr. Bosanquet's letter of the 26th instant, on the subject of Captain Melhuish and Sir F. Smith's Reports on the Eastern counties' Railway. With reference to the first, their Lordships would suggest for the consideration of the Directors, whether the case of William Croker, whose disobedience of his instructions is distinctly admitted to have been one of the principal causes of the accident of the 15th November, is not one in which, for the sake of public example, a prosecution ought to be instituted under the provisions of Lord Seymour's Act.

With reference to the subject of Sir F. Smith's Report, Mr. Bosanquet's letter appears to their Lordships perfectly satisfactory, with the exception of that portion of it which relates to the mode of descending the Brentwood incline. Sir F. Smith being absent in Scotland, on the service of the Commission, for reporting on the best line of railway communication with the North, their Lordships cannot, without occasioning considerable delay, postpone their answer respecting the opening of the second line of rails until his return.

Looking at the obvious advantage of not making the safety of the trains dependent in every instance upon the discretion of the engine driver in regulating the supply of steam during the descent of the incline —at the fatal accident of the 10th August, which was occasioned by want of a regulation similar to that recommended—and at the practice of other railways, where no difficulty is found in descending inclined planes by the force of gravity combined with the action of breaks—their Lordships would not hesitate to act upon Sir F. Smith's recommendation, if the legislature had imposed upon them the duty of making regulations for the protection of the public safety. As this, however, is not the case, they cannot interfere further than by pressing an attentive consideration of the arguments in support of Sir F. Smith's recommendation; and should these fail to alter the views of the Directors and their Engineer, their Lordships have no other course to adopt, than that of leaving them to open the second line of rails upon their own responsibility.—I am, &c.

S. LAING.

To the Secretary of the Eastern Counties' Railway Company.

In reply to a Letter from this Department of the 28th December.

Eastern Counties' Railway Offices, High-street, Shoreditch, December 30, 1840.

Sir,—In reply to your letter of the 28th instant, stating that the Lords of the Committee of the Privy Council for Trade wish the Directors of this Company to consider whether William Croker ought to be prosecuted under the provisions of Lord Seymour's Act, I beg to inform you, that on the most mature consideration of the case the Directors consider it is not desirable to do so. A great difference exists between the cases of Hindley and of Croker. In the case of the former, there is a complete chain of evidence, showing a wilful starting with his engine contrary to the order of the inspector; a disregard of the repeated cautions received both previous to starting and during his journey to Bow, and a neglect of the ordinary rules and printed instructions for his conduct during foggy weather. In the case of Croker, the guard, the only charge which can be made against him, is that in a moment of difficulty he yielded to the request of the passengers in stopping the train, without due consideration, and contrary to the regular custom.

This act arose from neither wilfulness nor negligence, and cannot be construed into anything more than an error of judgment. Already has he been punished by dismissal from the Company's service; and the Directors are of opinion that there is not the slightest evidence on which he could be convicted under the provisions of Lord Seymour's Act. The Directors are quite of opinion that beneficial results to public safety will result by adopting proceedings against all persons employed on railways who may become obnoxious to the provisions of this Act; and they are resolved not to screen any of their own servants who may render themselves liable to its penalties.

With respect to the mode of descending the Brentwood incline, the opinion which the Directors have formed on this subject, and which was fully stated in my letter of the 26th instant, is the result of careful and repeated experiments. In those cases where a different mode of descending inclined planes is adopted, as, for instance, on the Euston inclined plane of the London and Birmingham Railway, the circumstances are so wholly different to those of the present case, that what is a very proper course to be adopted in the one case, is extremely inexpedient in the other. And should Sir Frederic Smith, on his return to London, be disposed to join with Mr. Braithwaite, the Company's Engineer, in a further series of experiments on this subject, there is but little doubt he will arrive at the same conclusion which the Directors and their Engineer have already done.—I am, &c

HENRY BOSANQUET, Chairman.
(By order of the Directors.)

G. R. Porter, Esq., Railway Department, Board of Trade.

5. REPORT OF LIEUT.-COL. SIR FREDERIC SMITH, TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE, ON THAT PORTION OF THE LEEDS AND MANCHESTER RAILWAY WHICH IT IS PROPOSED TO OPEN TO THE PUBLIC.

Manchester, December 23, 1840.

My Lords,—Pursuant to your Lordships' instructions, I have this day inspected that portion of the Leeds and Manchester Railway which, according to the notices of the Company, it is proposed shortly to open to the public, and I have the honour to submit the following Report:—

The entire length of this railway between the western terminus at Manchester and the junction with the North Midland Railway at Normanton is about 50 miles.

At this moment two portions of this line are finished and open to the public, viz., from Normanton to Hebden Bridge, being a distance of 20½ miles, and from Manchester to Littleborough, a distance of 13½ miles, making a total length open for the conveyance of passengers and goods of 40 miles, and leaving 10 miles still to open.

In the inspection of this part of the line I was accompanied by Mr. Gill, the Managing Director, and by Mr. Gooch, the Engineer.

For the purpose of making the following description more intelligible, I will divide the portion of railway now under consideration into three sections; first, that which adjoins the station at Littleborough, and extends to the summit tunnel, being a length of about a mile and a half; second, the summit tunnel, which is one mile and five furlongs long; and thirdly, the portion which connects the eastern end of the aforesaid tunnel and the station at Hebden Bridge, being a distance of six miles and seven furlongs.

Mr. Gill and Mr. Gooch, informed me that for the present it is only intended to work over the first section of a mile and a half with goods; I shall therefore merely remark, that I see no objection, provided the permanent way be properly ballasted up, and the obvious irregularities in some few parts of the rails be adjusted.

In regard to the second section, viz., the summit tunnel, I have to state that in consequence of some failure in the invert, it will be necessary to take out a considerable portion of it, and to replace it in a more solid manner, after giving a greater spread of foundation to the side walls of the tunnel. I am of opinion that this part of the work will not be completed for upwards of two months, and should then be again inspected.

It is over the third section alone, viz., from Hebden Bridge to the east end of the tunnel, therefore, that it is now proposed to work passenger traffic.

With some unimportant exceptions, I found the cuttings in excellent order, the slopes having been well formed, and the superfluous earth removed. Mr. Gooch undertook forthwith to remedy the defects which I pointed out to him in this respect, as well as to supply ballast where it appeared to me to be deficient.

In some parts of the line the fencing is incomplete; the distance posts have not been fixed, and the gates for the crossing of occupation and public roads have not been hung; but Mr. Gooch has promised that in all these matters the line shall be ready by Saturday next, the 26th instant. I see no difficulty in his fulfilling this engagment, and if so, the line might without risk to the passengers, be opened to the public on the following Monday. It will, however, be proper that your Lordships' should have from the Engineer or Secretary of the line a certificate that all the particulars specified above, namely, cuttings, ballast, fencing, distance post and gates, have been completed or supplied, before your formal sanction is given to the proposed further opening. As I imagine there will be no difficulty in this, I informed Mr. Gooch that he would probably have, after the receipt of my Report by your Lordships, such conditional permission for carrying into effect the wish of the Company.

The Act of Parliament does not appear to have been departed from, and the deviations from the approved plan and section are unimportant. The only instance requiring particular notice is the abandonment of a tunnel, which owing to a slip in the hill through which it was formed, it would be dangerous to use. This has rendered it necessary to pass round the point of a ridge by a line of double curvature, with very short radii. It will not be safe to work these curves at a speed of above the rate of 10 miles an hour. Mr. Gooch fully admits the necessity of this caution, and the Directors of the Company have also very properly determined on limiting the speed on all the severe gradients on this railway.

I was informed by Mr. Gooch that since the opening of this line, which took place from Normanton to Hebden Bridge, just before the Act for regulating railways came into operation, and between Manchester and Littleborough several months since, not one axle has broken belonging to the Leeds and Manchester Railway. This, in my opinion, is attributable not only to careful driving, but also to the iron being of the first quality, viz., from the Low Moor Works.

I observed, that neither the second-class nor third-class carriages of this Company have spring buffers. I would therefore suggest the propriety of supplying these carriages with such safeguards should be pressed upon the Directors.

I also remarked that there is no police on this line, but I was informed that the whole of the plate-layers and porters of the Company are constables, and that

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the consequent vigilance resulting from a pride these men take in thus being placed in authority has been found to supersede the necessity of any more expensive system of surveillance.

It is possible that where the traffic is not very considerable this may answer, but I much question its expediency or safety where the trains are very frequent.

I have noticed on this and on former occasions, the desire evinced by the Leeds and Manchester Company to afford the lower classes of the district through which their railway passes the convenience of this mode of travelling, and it appears that they appreciate and avail themselves of it, as the number of third class passengers carried on this line is to the number of second class as 26 to 6, and the comparison between the number of third class and first class is as 26 to 1.

The plan adopted is to run with every train carriages of each class; a practice which appears to me to be very commendable. It is also, I find, in contemplation to run goods' waggons with every train; when this is done the greatest care must be used in the manufacture of the waggons, and all the precautions detailed in my Report on the Hull and Selby lines should there be adopted.—I have, &c.,

FREDERIC SMITH, Lt.-Col. R.E.

Copy of Letter sent to the Leeds and Manchester Railway Company, with a Copy of Sir Frederic Smith's Report.

Board of Trade, December 26, 1840.

Sir,—I am directed by the Lords, &c., to enclose a copy of Sir F. Smith's Report upon the portion of the Manchester and Leeds Railway which it is proposed to open for public traffic. Their Lordships observe that at the date of the inspection the line was in some respects incomplete, but as Sir F. Smith states that he received a positive assurance from Mr. Gooch, the Company's Engineer, that all the particulars specified in the Report should be completed, and that he saw no difficulty in this engagement being fulfilled, their Lordships direct me to say that they are not disposed to raise any objections to the opening of the portion of the line referred to in the Report, viz., from Hebdenbridge to the east end of the tunnel, upon the understanding that a certificate, signed by Mr. Gooch, is to be previously transmitted to the Board of Trade, stating that all the particulars in question are actually completed, and that the necessary precautions have been taken for going round the curves of short radii alluded to in the Report.—I am, &c.

S. LAING.

To the Secretary of the
Leeds and Manchester Railway Company.

Letter from Mr. John Jellicorse, enclosing a Certificate from the Engineer, of the completion of the Works specified in Sir F. Smith's Report as necessary before the opening of a further portion of the Line.

Manchester, December 30, 1840.

Sir,—I am requested by the Directors of this Company to hand you, for the Lords of the Committee of Privy Council for Trade, a certified copy of Mr. Gooch's Report, announcing the completion of the railway, as respects the particulars mentioned in the Report of Lieut.-Col. Sir F. Smith, dated the 23rd instant.—I have, &c.

JOHN JELLICORSE, Sec.

G. R. Porter, Esq., Railway Department,
Board of Trade, Whitehall, London.

Certificate from the Engineer, of the completion of the works on that portion of the Line about to be opened.

To the Directors of the Manchester and Leeds Railway.

Gentlemen,—I beg to state that the works specified in Sir F. Smith's Report as necessary to be done on that portion of the Manchester and Leeds Railway now proposed to be opened to the public, have been completed according to the promise made by me to Sir F. Smith, and that the mile posts are set up, and the necessary precautions taken for passing round the curves of short radii.—I am, &c.

THOMAS L. GOOCH.

Manchester, December 30, 1840.

I certify the above to be a true copy.

JOHN JELLICORSE, Sec.

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6. REPORT OF LIEUT.-COL. SIR FREDERIC SMITH, TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE, ON THE BOLTON AND PRESTON RAILWAY.

Preston, December 24, 1840.

My Lords,—In conformity with your Lordships' orders of the 21st instant, I proceed to Bolton, for the purpose of inspecting the railway between that place and Preston, previously to its being opened to the public.

I have this day minutely examined the line in question, and have the honour to submit the following Report.

This railway joins the Bolton and Manchester line at its Bolton terminus. It was originally intended that it should have taken a nearly direct course to Preston, and that it should have united with the North Union and the Lancaster and Preston at their common junction; but in consequence of the opposition offered to the Bolton and Preston Company, in Parliament, by the North Union Company, the former were under the necessity of agreeing to a proposal from the latter, to form a junction with their line at "Euxton," by which the North Union Company will derive a tollage from the Bolton and Preston Company; and hence the line, which would have been about 20 miles in length, will be reduced to about 14½ miles.

The part now proposed to be opened is 9½ miles in length, and extends from the junction with the Manchester and Bolton Railway, at Trinity-street, Bolton, to Barton's-lane, in the parish of Standish.

In my examination of the works I was accompanied by Mr. Adie, the Resident Engineer; and I previously had some conversation respecting this railway with Mr. Sinclair, the Secretary of the Bolton and Preston Company. From both gentlemen I understood that at present it is only intended to open a double line for the first three miles from Bolton, and to leave the remaining 6½ miles as a single line until the whole length of the railway shall be completed with a single line, up to the junction with the North Union, at the Euxton station.

In carefully examining the first three miles, I found one line quite complete, and the second, or down line, nearly so. I have no doubt that the rails may be laid throughout this portion of the line, and that it may be properly ballasted up by the 31st inst., the day on which the Company wish to open; but I submit that your Lordships should throw upon the Directors the responsibility of working this part of the line, as well as the six remaining miles of single way, unless all the other deficiencies and defects, which I shall have occasion to detail in this Report, are supplied or rectified.

With the exception of a part of a heavy embankment at Adlington, the formation of the ground may be said to be nearly complete for a double line of way for the whole distance now proposed by the Company to be opened, and there remains little to be done beyond laying the second line of permanent way.

The fencing is of a substantial character, and is complete, with the exception of a few yards; the ballasting of the single line, for the whole 9½ miles, is also nearly complete; the bridges, all but two, are finished, and, as far as inspections of this nature can enable an Engineer to judge of their construction, they appear sufficiently strong for their respective purposes.

There are two station-houses now building, and I have no doubt that, by proper exertions, they may in a few days be rendered convenient for the passengers who require this accommodation.

There are some gates at the ends of occupation roads still to put up. It is of the greatest importance that this should be done before the line is opened.

I saw neither signal nor lamp posts at any of the stations on this line. This deficiency should be forthwith supplied: because, although in the first instance the locomotive power and the carriages will be hired by the Bolton and Preston Company from the Bolton and Manchester Company, and only a few trains will be run in the course of the day, so that collision can hardly be expected from any want of punctuality arising from the delays of one train and the excessive driving of another, still the effect of commencing with a lax system of discipline or incautious management may give the servants of the Company careless habits of performing their duty, which may eventually lead to serious accidents.

I believe the superintendence of the line will be left with Mr. Sinclair, the Secretary of the Company; and from his experience and judgment, and his practical knowledge of the working of other lines, much may be expected, in respect to adopting such regulations as may insure the public safety; but I think your Lordships should press upon all Companies, however short and however small the traffic, such a system of police, signals, and such regulations as regards punctuality in working the trains, as is found essential on railways of greater importance.

Every station should have its clock, even on the shortest lines, and should have signal flags, or balls, or disks by day, and lamps by night; and no train should after dusk be run without red tail-lamps and white head-lamps. The want of the latter was one of the causes of the loss of life on the Lancaster and Preston Railway, respecting which accident I shall shortly have the honour to submit a Report to your Lordships.

It is intended to employ the contractors, in forming the double line after the single line is opened. This arrangement your Lordships, I believe, are not authorised to prevent; but if such powers had been vested in your Lordships, I should have recommended its exercise on all occasions of the same nature as that under consideration; for whatever may be the care of the servants of a Company, it is difficult for them to check the irregularities of those of the contractor.

Mr. Sinclair, the Secretary, and Mr. Adie, the intelligent engineer of this line, are fully impressed with the necessity of the care that will be required in running their trains while the contractor's work remains unfinished; but they assure me of its being the intention of only allowing the contractor's people to be upon the line after the last train in the evening, and before the first in the morning. This precaution, if duly attended to, added to the placing of careful men at the points, may be sufficient to ensure the public safety.

In conclusion, I beg to recapitulate that the works which should be finished before the line should open are as follows:—The complete ballasting and fencing of the lines intended to be used; the finishing of the bridges near Adlington and Horwich station; the putting up of signal-posts and lamps at the stations; and the hanging and properly securing the occupation-road gates.

The completion of the stations, though desirable, is not so urgently necessary.—I have, &c.

FREDERIC SMITH, Lt.-Col. R. E.

Copy of a Letter sent to the Bolton and Preston Railway Company, with copy of Sir F. Smith's Report.

Board of Trade, December 28, 1840.

Sir,—I am directed by the Lords, &c. to enclose a copy of Sir F. Smith's Report on the Bolton and Preston Railway, for the consideration of the Directors. Their Lordships direct me to say that under no circumstances ought the opening to take place until the essential requisites stated in the concluding paragraph of the Report have been fully complied with, and a certificate to that effect transmitted to their Lordships. Even if these requisites are complied with their Lordships consider that it would be more desirable to postpone the opening until the second line of rails is completed; and they cannot give their sanction to an arrangement which, as a general rule, appears so objectionable as the opening of a single line of rails for passenger traffic, while the formation of the double line is proceeding. If under these circumstances the Directors think proper to open the portion of their railway in question, they must do so on their own responsibility, and on the distinct understanding that the arrangement is not one of which their Lordships can signify their approval.—I am, &c. S. LAING.

To the Secretary of the Bolton and Preston
Railway Company.

Transmitting Report from the Company's Resident Engineer, on various points noticed by Frederic Smith, &c.

Bolton, February 1, 1841.

Sir,—In reply to your letter of the 28th December last, I now beg to send herewith the certificate of Mr. Adie, the Resident Engineer of the Company, in regard to those points in Sir F. Smith's Report on the line which were particularly urged by him as requiring completion previous to the opening of the line for the use of the public. These things might have been completed, as Sir Frederic stated, in the course of a few days after his inspection, but circumstances having induced the Directors to postpone the opening of the line, I have not sooner troubled you.

With regard to the second line of rails on that portion of the railway on which a single line only has been completed, I beg to state that it is not the intention of the Company to lay the second line, under any circumstances, until the whole line through to the junction with the North Union Railway be nearly complete, which may be a year and a half or two years from that time; and as it is the intention of the Company, in the mean time, to employ only one engine on the line, and no other moving power, there will be no risk of collision.

I trust that with this explanation their Lordships will give their sanction to the opening of the line in its present state, which opening is now intended to take place on Thursday next, the 4th instant.—I am, &c. PETER SINCLAIR.

S. Laing, Esq. Board of Trade.

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Report of the Company's Resident Engineer, on those points noticed by Sir Frederic Smith.

Bolton, February 1, 1841.

Sir,—In compliance with the instructions in your letter of the 28th December last, I have now to certify that those parts of the works of the Bolton and Preston Railway which were unfinished when Sir F. Smith passed over the line, have since been completed, with the exception of two of the parapets.

The fencing is now entirely complete; the ballasting of that part of the line about to be used is also finished; it will, however, require more to be added from time to time to keep the road in repair.

The parapets of the three-arch bridge at Hayton, forming at that part the fence of the railway, are finished, but there are still a few cope stones wanting on the parapets of two other bridges; these, however, carry roads *over the line*, and the workmen, in completing the parapets, will of course work on the roads, and quite above the railway; their operations cannot, therefore, in the most distant degree interfere with the safety of the working of the line. This work would, however, have been completed since Sir F. Smith's inspection, but that the frost rendered it inexpedient, with a view to the ultimate strength of the masonry.

The Adlington station is complete; that near Horwich is not to be used for passengers at the present.

The signal posts and lamps are ready, and will be put up to-morrow.

All the gates for the occupation roads and crossings on the line have been put up, and those which were defective in the mode of hanging have been repaired. —I am, &c.

ALEX. J. ADIE, Resident Engineer.

S. Laing, Esq.

Copy of Letter sent to the Bolton and Preston Railway Company, giving permission to the Company to open the line on the 4th.

February 2, 1841.

Sir,—In reply to your letter of the 1st instant, I am directed, &c. to say, that Sir F. Smith, to whom Mr. Adie's certificates were referred, being of opinion that they are perfectly satisfactory, their Lordships do not, under the circumstances detailed in your letter, see any objection to the opening of the Bolton and Preston Railway taking place on the 4th instant.—I am, &c.,

S. LAING.

To the Secretary of the Bolton and Preston Railway Company.

7.—REPORT OF LIEUT.-COLONEL SIR FREDERIC SMITH, OF THE ROYAL ENGINEERS, OF HIS INSPECTION OF THE GLASGOW AND GREENOCK RAILWAY, PREPARATORY TO ITS BEING OPENED FOR THE PUBLIC TRAFFIC TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE.

Board of Trade, January 18, 1841.

My Lords,—Pursuant to your Lordships' orders, I availed myself of the opportunity afforded by my being at Glasgow on other duties to inspect the Glasgow and Greenock Railway, preparatory to its being opened for the public traffic, and I have the honour to submit the following Report for your Lordships' information.

This Railway Company was incorporated in the year 1837, under the title of "The Glasgow, Paisley, and Greenock Railway Company." The work of construction was commenced in the autumn of 1838, and the Engineers of the line expect that it will be ready for the public traffic in the course of the ensuing month.

Mr. Locke is the chief Engineer of this railway, and Mr. Errington is the Resident Engineer. The latter accompanied me over the works, and afforded me every facility to obtain such information as I required.

From a careful examination of the various unfinished portions of this railway, I am of opinion that it will not be ready for the public traffic of passengers much before the beginning of March, notwithstanding the great exertions which are now making to complete it at an earlier period. Under these circumstances, I can only express my opinion of this line in general terms, by acquainting your Lordships that I consider it to be of a very satisfactory character. The Greenock, Paisley and Glasgow Railway may be sub-divided into two sections; first, that portion of it which is common to the Ayr, as well as to the Greenock line, and extending from Glasgow to Paisley; and, secondly, that portion which connects Paisley with Greenock, passing through Port Glasgow.

The former portion, which is styled the "joint line," has been opened to the public traffic since the 14th of July last, and is worked independently of the line from Paisley to Ayr, which is also open.

The management of the joint line is vested in eight Directors, four selected from the Ayr Railway and four from the Greenock Railway, the Chairmen of these Companies being alternately the Chairmen of the joint line.

The length of the joint line from Glasgow to Paisley is 7 miles; the length of the Greenock line from Paisley will be 15¼; making a total for the Glasgow, Paisley and Greenock line of 22¼ miles.

The length of the Ayr line from Paisley is 33 miles, which, added to the 7 miles from Glasgow to Paisley, make the whole distance to Ayr from Glasgow 40 miles.

The greater part of the line from Paisley to Greenock is complete, with a double line of rails, and the opening is almost entirely delayed by the unfinished state of that portion of it which extends for a distance of 2,300 yards from the village of Blackstone to Old Bishopton House, the property of Lord Bantyre.

A tunnel is now forming through whinstone rock, in the ridge which intervenes between these two places. There remains about 11,000 cubic yards to remove, and as there are at present nearly 1,000 men employed on this part of the work, it is reasonable to expect that the excavation will be complete in about six weeks from this time. In the mean while, such of the other operations as are still in progress may be much forwarded, if not completed.

In the present state of the works, it would be superfluous to enter upon a detailed statement of all the minute parts that are unfinished, and I will confine myself to observing that the mile-posts and signal-posts have not yet been put up, nor the station-houses built, excepting at Paisley and Greenock, and in some parts the ballasting and fences are not quite complete; but I have no doubt that all these matters will receive the full attention of the Directors and engineers, as I find the finished portion of the work in excellent order, and laid with rails weighing 75lbs. per yard, on blocks or sleepers with 4 feet bearings.

The line is inclosed partly by strong stone walls and partly by three rail wooden fences, and, in the latter case, preparation is making for planting rows of quick to succeed the wood fence when it falls into decay.

I have not observed that there has been any infraction of the Act of Parliament for this railway, unless the matter referred to in the enclosed letter from Mr. Errington, the resident engineer of the line, can be so considered.

I am of opinion, that when the trains pass through Port Glasgow they should be limited to the speed of eight miles an hour, both on account of the curves on that part of the line, and from the fear of accidents occurring to persons who may be trespassing thereon, and may not observe, in sufficient time to avoid accidents, the approach of a train moving at a higher velocity.

It is my duty to remark, that at the Paisley junction the goods trains coming up from Greenock will cross both the up and down lines of the Ayr Railway. This arrangement will, in my opinion, be attended with danger to the public, and I therefore beg to suggest that the attention of the Directors of both Companies should be specially called to this subject.

In the cuttings through rock on the Greenock line the faces of the slopes have not yet been finally trimmed off; this is more particularly the case at the deep cutting through the Bishopton ridge. I have also to remark, that the tunnels on this part of the line are not supported by brick-work or masonry; but as both the cuttings and tunnels occur in whinstone rock of extreme hardness, I do not conceive that any apprehension need exist on this account. I would, however, recommend, that before the opening of the line the slopes in question and the tunnels should be carefully examined, and a Report sent to your Lordships from the Greenock Company, containing the opinion of their engineer as to the state of completion and safety of the works. This in the present case will I think give a sufficient guarantee for the safety of the public, and will supersede the necessity of another inspection of this railway.

I cannot conclude this Report without observing, that I have seen a copy of the code of regulations, prepared by Mr. Errington, about to be established for working this line, and it appears to me to be drawn up in so able a manner that I am disposed to think that, with such modifications only as local circumstances may render imperative, it might be taken as the general form for the guidance of the Companies in this part of the country, where I find very discordant systems in operation.

I have been informed, and I have no doubt of the truth of this statement, that in cutting through the Bishopstone ridge no less than 300 tons of gunpowder have been used in blasting by the miners engaged in that operation.—I have, &c.

FREDERIC SMITH, Lt.-Col. R. E.

Glasgow, Paisley, and Greenock Railway.

Carlisle, 6th January, 1841.

Sir,—By the clause in the first Act, we are empowered to cross Bogle-street, in Greenock, on the level, at a slow rate of speed.

By a clause in the second Act, we are further empowered to shut up Bogle-street, on constructing a foot-way arch of prescribed dimensions, and forming a street below the mansion-house in place of Bogle-street. Owing to delay in obtaining the land, the new street is not formed, and therefore until it is, we intend to work our line, at its first opening, under the clause in the first Act, and to comply with all its stipulations —I have, &c.

J. C. ERRINGTON, Engineer.

Sir F. Smith, &c. &c. &c.

Copy of Letter sent to the Secretary of the Glasgow and Greenock Railway Company in reply to a Letter of the 14th instant, relative to opening the line from Paisley and Greenock.

Board of Trade, 20th January, 1841.

Sir,—With reference to your letter of the 14th instant, announcing the intention of the Glasgow and Greenock Railway Company to open the portion of their line between Paisley and Greenock on the 20th February, I am directed, &c. to enclose a copy of Lieut.-Colonel Sir F. Smith's Report, and to inform you that in conformity with the opinion expressed in that Report, their Lordships will not consider another inspection of the line necessary previously to its being opened for public traffic, provided the following conditions have been complied with on the part of the Company:—

1. A Report from the engineer, transmitted to the Board of Trade, to the effect that the tunnel has been completed, and its security properly tested; the slopes of the cuttings trimmed off; the permanent way, ballasting and fencing completed; the mile-posts and signal-posts erected, and the works of the railway in all respects in a fit state for opening.

2. An assurance from the Directors that the speed of the trains shall be limited in passing through Port Glasgow to the rate recommended in the Report; and that the speed in crossing Bogle-street, in Greenock, shall be limited, so as to remove all apprehension of danger.

3. A Report of the arrangements made with the Ayr Company for working the Paisley Junction, especially with reference to the goods traffic.—I am, &c.

S. LAING.

To the Secretary of the Glasgow and Greenock Railway Company.

(To be continued.)

RAILWAY POST-BAG ACCIDENT.—A strange sort of accident occurred at Rainhill, near Prescot, on Saturday last. The London mail train, which arrived there about half-past five o'clock, carrying the bag for the Prescot post, which happened to be very large that morning, and which had been given to the engineer, by the guard, for him him (as it is customary) to throw it off the engine to the postman, who was waiting to receive it. The engineer did so, but the bag unfortunately caught against the flag-post, and rebounded against the engine, and caught on one of the wheels, which dragged it upwards of forty yards before the engine could be stopped, and it was then found that the bag was nearly cut in two, and newspapers, letters, and small parcels were scattered about in 'pleasing confusion' with an appearance as if they had been in a chopping machine; several articles had dropped out of the letters, chiefly small articles belonging to watchmakers, which were collected, and on the bag being opened at the Post-office, many of the letters were found in such a shattered condition that it was with great difficulty that their intended destiny could be traced out. It is supposed, however, that the whole of the articles, or nearly so, enclosed in the letters, have been found.—*Liverpool Standard.*

The Eastern Counties Railway Company are about to commence operations at Colchester. The contractor for the works at that end of the line arrived there last week, with a considerable number of labourers.—*Essex Mercury.*

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PROPOSAL TO FORM A RAILWAY INSURANCE FUND.

OBSERVATIONS.

On the opening of the several lines of railway, a considerable number of officers are required to superintend and carry on the various duties in the Secretary's, Locomotive, Coaching, and other Departments of each Company. These individuals are engaged as the *permanent staff* of the respective lines, and therefore it cannot be deemed other than a matter of interest to the Directors, as well as of great anxiety to the parties themselves, how this large class of officers shall be provided for, when age, accident, or other casualty may render them unfit for continuing in the performance of their several required duties.

In the various Public Departments, a regulation has been for some years in operation, which *compels* each clerk and other officer therein engaged, to subscribe a certain portion of his income, annually, towards the support of funds, out of which are granted superannuation, widows, and other allowances. In some of the offices, a general plan for insurance of life, purchase of annuities, &c., is superadded; and to each of these, a considerable sum is annually awarded by Government. These institutions have been, and still are, the means of conferring important advantages and benefits on the individuals employed in the offices under the control of Government; every officer holding an appointment, becomes entitled, by virtue of his subscription, to a certain allowance, when incapable of further active service; in the event of death, a pension is also secured to his widow, or, under certain circumstances, to another dependant relative; added to which (in some of the offices) a fund is in existence, out of which sums of money are awarded as benevolent grants, in cases not entitled to relief from the superannuation and widows' funds. The necessity of petitioning for aid in the time of adversity, which was formerly necessary, is thus entirely obviated, and each individual receives as a right, that which in the absence of the regulations before alluded to, he would have to seek as a boon or favour.

Government also derives great advantage from lending its aid and co-operation to these establishments; for not only is it spared the pain of refusing relief to the many applications from decayed servants and their dependant relatives, which the want of such a fund rendered absolutely necessary; but it effects, also, a considerable saving,—the amount it subscribes to the several funds yearly, being much less than was originally granted upon the petition of the various claimants. Two great objects are thus most satisfactorily attained—First, by a small annual deduction from the salary received during the years of health and activity, each officer becomes entitled to an allowance for himself or his widow, in cases when the income depended on for support ceases; and, Secondly, —the Government has the satisfaction of seeing old and faithful servants, and their dependant relatives, duly cared for, at a comparatively trifling charge upon the public revenue.

The necessity for establishing some such regulations as the above in the case of Railway Companies, as well for the benefit of the officers employed, as to render unnecessary any appeals hereafter to the liberality of the several Directions must be sufficiently obvious to all parties concerned. As time advances, and old age, accident, and other casualties render their servants incapable of performing active duty, the Companies will, in all probability, be frequently called on to extend their aid both to individuals in their employment, and, in cases of death, to any surviving relative dependant on their exertions for support; these applications may eventually become so numerous, that notwithstanding the urgency of a case, and the disposition on the part of a Direction to grant the required relief, it would still be found impossible to comply with the requests of all claimants; and, as in instances of refusal, great privation and suffering would necessarily ensue, it becomes of much importance to make such arrangements at the outset, as will enable every officer to secure some provision both for himself and family, on the occurrence of any of the contingencies before alluded to.

The following outline of a plan is therefore submitted for the consideration of the Boards of Directors of railways—and if the several Companies will cordially unite and co-operate in carrying out the propositions contained in it, an institution will be called into existence which will materially benefit those employed in railway undertakings, while it will secure the proprietors against any ulterior expense and responsibility in having to provide for those of their servants, who, from long service or other cause, may be entitled to consideration and pecuniary assistance; —moreover, while the officers are shown that their well-being is consulted, they will feel additionally bound to serve the proprietors honestly and zealously, and the Directors will have the satisfaction of knowing that an object so desirable as the making efficient provision for faithful services has been secured by a comparatively trifling charge upon the funds entrusted to their management.

PLAN.

It is proposed to form a society upon the principle of mutual insurance, with a capital stock, for the purpose of enabling the Officers of Railway Companies to make some provision for themselves and families, under the circumstances referred to in the foregoing observations. The society may be called "The Railway Insurance and Benevolent Fund," and may be enrolled under the Acts of Parliament appertaining to friendly societies. Its proposed intentions are as follows:—

To enable parties to ensure—

1. A superannuation allowance or deferred annuity, payable at the ages of 55, 60, and 65.
2. An annuity payable to a nominee at the death of the party insuring, and to continue for the life of the party nominated.
3. A capital sum of money payable at death.
4. The creation of a fund out of which the Directors of the society for the time being shall be enabled to grant sums of money for the relief of distressed members under certain circumstances, which will be detailed in the Rules and Regulations of the society when established.

For the three former purposes, tables with rates of premium will be established.

The first proposal will enable a party to provide an income for the period of old age.

According to the second, a pension may be secured for a widow, child, &c.

Under the third—a capital sum, payable at death, may be insured, which may be applied in any way that may be directed by the will of the party entitled to the amount.

The benevolent fund, will grant relief under various circumstances, principally, however, in cases where from any affliction a party is rendered incapable of active service before the period arrives at which the superannuation he may have insured for becomes payable; and in the event of death, to relatives left in destitute circumstances. The sums from time to time granted must depend of course entirely upon the state of the funds subscribed for the purposes of this particular department of the society.

FUNDS.

Capital Stock.—As the establishment of the society will prevent the necessity for any future appeal to the Directors of any Company on the part of its officers, it is suggested that each railway shall, at the commencement, vote a certain sum of money, the amount of which may be hereafter determined on. The money thus raised, shall be invested, and be considered the capital stock of the society, and rendered liable only when the funds appropriated to meet demands which may arise upon the insurance fund shall be insufficient to satisfy the claims made.

Insurance Fund.—The amount accruing from the premiums paid by parties insuring, will form the general fund, to satisfy all claims made on account of insurances effected.

Benevolent Fund.—The resources for the purposes of the benevolent fund, it is proposed, shall be raised as follows:—By an annual subscription from all railway officers, of one penny in the pound on the amount of their respective salaries; and, by each Company subscribing, on the part of the proprietors, an equal amount to that accruing from the payment of poundage on the part of its officers. To these subscriptions may be added, the interest accruing from the investment of the capital stock, together with any voluntary contributions which may from time to time be made.

MANAGEMENT.

The affairs of the society may be placed under the control of a Board of Directors, composed of Directors of Railway Companies, and a Committee of Management, to be selected from amongst the principal officers of the various Companies. Trustees, Auditors, a Consulting Actuary, and a Secretary will also be necessary; the services of the whole of these to be gratuitous, with the exception of the Actuary and Secretary, who, together with any necessary assistant, may be awarded such salaries as the Board may direct.

Certain rules and regulations will guide the Directors, and Committee of Management, in ordering the affairs of the society. In these, provision will be made for a periodical estimate of the liabilities of the Insurance Fund, when the whole of the profits, after deducting the expenses of management, will be divided amongst the assured, and be applied, either to reduce future premiums payable, or be added to the principal insured.

A clause may also be inserted, to provide that, if the Benevolent Fund should ever exceed a certain amount, the surplus shall be applied for the benefit of insurers under the tables; and for this purpose will be taken into account at the times the estimate before spoken of is made.

The tables will be calculated by an eminent actuary; and the rates of premium adopted will combine economy with security.

It may be asked, since the proposed plan does not differ materially either in principle or object from existing public Assurance Offices, to which any railway officer disposed to effect an assurance, or purchase an annuity, for the benefit of himself or family, may resort if he think fit—why seek to erect a society for the exclusive benefit of individuals connected with these particular undertakings?

The following considerations may be advanced in answer to such an objection. By confining the society to the officers of Railway Companies, an expensive establishment of Directors, clerks and agents will be avoided, as the necessary business with the different Companies may be easily transacted by corresponding with one officer in each Company appointed for the purpose. In consequence of these advantages a lower rate of premium can be established, as the per centage for expenses of management, superadded to the actual rate of premium required for security against risks, would be materially below that required in public assurance offices.

In addition, however, to advantages of a purely economical nature, which the proposed plan would give to the assured, it is confidently hoped that a society established for the benefit of a distinct class of individuals, would possess powerful inducements for every member of that class to avail himself of the benefits of life insurance; since, but for the existence of such a society, many would in all probability never assure their lives at all, or think of making provision for their families at their decease.

Upon this last consideration, the propriety and value of the proposed plan might be allowed to rest; it being considered that the moral duty, and happy results of providing for a family by means of life insurance, would be presented to the minds of a large and important body of men, under circumstances and auspices which would strongly recommend it to their favour and adoption.

But there are considerations of a general character to be noticed. It is evident that it would require a long term of years before the periodical payments of premium could accumulate at compound interest, to the respective sums which they assure, but when such assurance is effected all risk is immediately removed, and the assured has the consoling reflection, that whether he live a month, a year, or many years, he has secured a definite sum for his family at death, together with such an accumulation as may arise from sums avoided to the policy by way of bonus. Moreover this is the cheapest way of obtaining security against calamity, and, consequently, peace of mind: for by uniting with others in the fulfilment of intentions, which are guaranteed almost to a mathematical certainty, the assured from the day of his enrolment becomes possessed of a vested right, which at his death becomes the indisputable property of his family.

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GLASGOW AND DUNDYVAN JUNCTION RAILWAY BILL.

[The following Case of the opponents to this Bill, which has occupied so prominent a place in the Parliamentary Railway proceedings of the present session, may serve to explain what the contest has been all about. The recommittal of the Bill was negatived on Friday last by a majority of 70 to 40. Ed. R. T.]

Case of the Proprietors and Occupiers of Lands, Houses, and Buildings, affected by the Bill, *against* the motion for re-committal.

The extraordinary attempt to have this Bill re-committed, is just another effort to perpetuate the enormous grievance complained of in the Polloc and Govan Railway Bill.

The two Bills, in fact, are parts of the same measure.

The preamble of this Bill sets forth the advantages of opening up several districts and places, and of gaining "certain and expeditious communication to the city and harbour of Glasgow.

It was admitted, that access could only be had to the harbour of Glasgow by means of the Polloc and Govan Railway, and that the two Companies had entered into an arrangement to carry out the project.

The Polloc and Govan Railway Company, it is well known, persisted strenuously in crossing on the level a great leading turnpike road and several streets in a populous district, to permit which would have been a great destruction to property as well as dangerous to human life.

But, in the meantime, Parliament most wisely added clauses to the Bill, prohibiting all traffic on this railway from passing the road and streets, until the railway should be carried over them by a viaduct, or under them by a tunnel.

The effect, therefore, was at once to destroy the very essence of the preamble of the Glasgow and Dundyvan Bill; for the Polloc and Govan Company, having no powers to make a viaduct, could not possibly do so without giving fresh notices and obtaining a new Act; and, therefore, the traffic of the Dundyvan could not reach the harbour of Glasgow.

It is only by making a viaduct or other works that the traffic on either railway can reach the harbour of Glasgow by railway. There was no notice given under this Bill for any such works, and access to the harbour being the avowed and main object of the Bill, it necessarily fell to the ground, when that could not be accomplished.

The Honourable Committee at once saw this defect in the measure, and, on the promoters' own shewing, (for the petitioners against the bill led no evidence,) they arrived at the conclusion, by a large majority, that the preamble was not proven—the selected Members being unanimous.

But other most serious objections to the bill appeared in evidence.

The want of access to the river by railway would have led to the formation of an extensive depot for coal in the neighbourhood of valuable building ground, laid out for villas, from which there would have been a constant cartage to the river. This cartage of coal on the streets of Glasgow was proved to be a great nuisance. The same nuisance, increased tenfold, would have been transferred to the streets of Gorbals—and all this would have been attended with great loss and inconvenience to the proprietors and the public in that locality.

Either this would have been the result, or one more serious would have happened, of which something also transpired. It appeared to be the intention of the Polloc and Govan Railway Company to withdraw their Bill, and so get free from the protecting clauses in favour of the public. In fact, there can be no doubt this was the intention, and the consequence clearly would have been, that the whole traffic of this Dundyvan Railway, to the enormous amount of 4,000 tons per day, would have crossed the road, and crossed and passed along the streets—on the level. Nor was there any mode by which this could have been effectually prevented, for any protective clauses that could have been inserted would as easily have been evaded.

Such being the state of matters, the measure was obviously incomplete. The Committee could not protect the public under it. The preamble was distinctly negatived, and the impracticability of the scheme, in its present shape, shown by the promoters' own evidence, and therefore the Committee had no alternative but to reject the Bill.

It is impossible, therefore, to conceive that this desperate attempt to re-commit the Bill, under such circumstances, can receive any countenance. To entertain the proposal, indeed, would be to overturn all those judicious arrangements recently made for the conduct of private business, and would lead to endless toil and confusion.

EXTENSION OF THE MIDLAND LINE OF RAILWAY COMMUNICATION NORTHWARD FROM DARLINGTON TO NEWCASTLE, CARLISLE AND EDINBURGH.

A meeting, consisting of deputations from the Great North of England, the York and North Midland, the North Midland, the Birmingham and Derby, the Midland Counties, the Brandling Junction, and the Newcastle and Carlisle, Railways, took place at Newcastle-upon-Tyne, on the 30th ult. The deputations consisted of the Chairman and some of the Directors of each of the above Companies.

George Hudson, Esq., the Chairman of the York and North Midland Railway Company, was called to the Chair. He stated that the objects in view in calling this meeting were twofold—first, to consider how far they might be able to facilitate or expedite the traffic on the present line of railway between Rugby and Darlington; and secondly, the best means of continuing forward the line northwards from Darlington to Newcastle. With regard to the first object, he might state that the railway route by Derby, York, Darlington, and Newcastle, was the nearest for passengers from the south and west of England to Edinburgh and the whole of the east of Scotland. This was the route for traffic when stage coaches were in existence, and must continue to be so now that the line of railway is completed to Darlington. Amongst other improvements that might be named, he thought they might increase still further the dispatch of the mails. He was of opinion that with proper arrangements they might expedite the arrival of the mail in Edinburgh by two hours. In addition to having a separate train out of London for the mail bags, he thought that some further time might be gained on some of the lines. He felt quite sure that they had it in their power to convey passengers from London or Gloucester, to Newcastle in one day; and that passengers to and from those places would thus avoid the fatigue and inconvenience of being out all night. By adopting the most complete and efficient arrangements, he believed they must necessarily have all the traffic to Edinburgh and the eastern part of Scotland; and they might perhaps calculate on a portion of the western traffic also, as passengers from London to Carlisle, going by Lancaster, had nearly seventy miles to travel by coach, whilst those who went by Darlington had little more than thirty. With regard to the second object proposed for the consideration of the meeting, they all knew that the Great North of England Company had an Act for making their railway to Newcastle; but that portion of it north of Thrislington, (a place about twelve miles north of Darlington) would be very expensive information. By diverting the line at Thrislington, and taking a new route for about six miles and a half, a junction could be effected with the Durham Junction Railway, and an uninterrupted line of communication would then be complete (through the medium of the last-named railway and the Brandling Junction) to North and South Shields, Sunderland, Durham, and Newcastle; and by means of the Newcastle and Carlisle Railway to Carlisle. Plans had already been lodged for the proposed diversion of the line from Thrislington, so as to enable an application to be made next Session for an Act. The diverted line, he had been informed, would not cost more than 120,000*l.* or 130,000*l.* He thought the raising of this capital deserved the serious consideration of the Shareholders of the different companies, represented at this meeting. He was quite sure that it would be highly advantageous to all these companies that the line should be continued forward to Newcastle; and where there were so many influential parties interested in promoting this extension, he could feel no doubt but it would be accomplished. An animated discussion took place on the two subjects proposed to the meeting. The greatest cordiality and good feeling prevailed, and several resolutions were passed, embodying the views contained in Mr. Hudson's address. From the spirit and energy displayed by the gentlemen present, it is obvious that the lines of railway from London to Newcastle and Edinburgh, by way of Derby, York, and Darlington, will be the most efficiently conducted in the kingdom. The Directors appeared determined to spare neither trouble nor cost to render them so; and from the resolutions come to, we shall expect shortly to see still further facilities offered to travellers, although those already afforded are such as to have deservedly obtained for the respective Companies a large portion of commendation from the public. *Leeds Mercury.*

Accident on the Eastern Counties.—On Sunday evening, at 10 minutes before 5 o'clock, an accident of a serious nature, by which an engineer on one of the trains received great injury, occurred on the line of the Eastern Counties Railway, and which, as too often happens in such cases, was occasioned by extreme negligence. The following particulars our informant received from the injured party:—His name is William Cox, and he is 26 years of age. The up-train left Brentwood at 4 o'clock, on its way to London; it arrived at Ilford about 10 minutes to 5, when, owing to the points of the rails at the station not being properly shifted, the engine ran off the rails, and at the same instant the foot-plate, as it is called, on which Cox was standing between the engine and the tender, owing to the violent jerk it received, rose out of its place, and the poor fellow's right foot and leg were jammed between the foot-plate and tender with great violence. Fortunately the steam of the engine was immediately turned off, or the calamity must inevitably have been more frightful; but as it was no other person was injured. Poor Cox was placed on a litter and conveyed by the train to the Mile-end station, and thence he was carried to the London Hospital, where his leg was found to have been so dreadfully injured, that it is feared amputation will be necessary. Two or three pieces of bone were extracted from his leg at once. When the same train went down to Brentwood about an hour and a half before, the points of the rails were shifted in the direction in which the train was then proceeding, and not afterwards reversed, as they should have been in readiness for the trains return. This neglect on the part of those whose duty it was to see the points right led to the accident.—*Times.*

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RAILWAY ADJUDICATIONS.

PARKS v. THE GREAT WESTERN RAILWAY COMPANY.

Court of Common Pleas, May 18.—*(Sittings at Nisi Prius, at Guildhall, before Lord Chief Justice* TINDAL *and Common Juries.)*—In this case Mr. Serjeant LUDLOW and Mr. GURNEY appeared for the plaintiff, and Mr. PLATT and Mr. WHATELEY represented the defendants.

It appeared that the plaintiff, who had been employed by the Great Western Railway Company to execute part of the works along the line of the railway, had entered into a contract with them prior to the 8th of July last year, for the excavation and preparation of ballast for the surface of the railway, which he was to dig from the quarry at Hardwell, near Compton, in the Shrivenham district, and convey it thence to the place where it was to be stacked, a distance of about two miles. The chalk-stone which was furnished in pursuance of this contract not being exactly suited to the purpose for which it was intended, the Company made another contract with the plaintiff on the 8th of July, according to the terms of which he was to be paid 3s. 9d. instead of 3s. 5d. per yard for the ballast, he providing 800 yards of ballast per week, and screening the ballast to the satisfaction of the Engineer. The defence was, that the ballast was not screened properly.

The Jury, however, found a verdict for the plaintiff for the full amount claimed—viz. 67*l.* 18s.

MANCHESTER AND SHEFFIELD RAILWAY.

Borough Court, Monday, May 10.—*(Before D. Maude, Esq., and C. J. S. Walker, Esq.)*—Mr. Charles Thomson, late Secretary of the Manchester and Sheffield Railway Company, was brought up charged with forgery. Mr. Brandt appeared for the prosecution, and Mr. Greene attended for the prisoner.

Mr. BRANDT, in stating the case, said that he appeared on behalf of the Manchester and Sheffield Railway Company, who made this charge against the prisoner with great regret. The prisoner had held a responsible situation, and had had the confidence of the Company; but when these facts were brought to their knowledge, they had no alternative. The prisoner was charged with forging a receipt for a sum of money from Messrs. Taylor and Co. The prisoner was the Secretary to the Company. It was customary for all the accounts to be submitted to him in the first instance, and he examined them to see if they were correct. They were then submitted to the Committee; and, after they were found correct, an order was given that they be paid, and a cheque was given to the Secretary for the account. It appeared that there were two accounts due to Messrs. P. Taylor and Co., for ropes. One of them was for 53*l.*, and the other for 25*l.* An order was made in the usual manner for the payment of the accounts, which, after deducting the discount, amounted to 75*l.* 10s.; but, instead of paying the party by a cheque, he gave them a bill. The Directors were not at all aware that the prisoner was paying their accounts with bills, until it was discovered by accident—one of the Directors happening to open a letter which, in due course, would have been received by the prisoner, and which stated that a bill had been dishonoured, and called on the Company for payment.

Mr. John Taylor, of the firm of Peter Taylor and Co., of Hollingwood, then made his affirmation. He stated, that the Company were indebted to the firm of which he was a partner in the sum of 94*l.* 13s. 7d. They had not been paid, excepting by bills. The receipt produced [which was in the following form, "Received, P. Taylor and Co."] was not his writing, to the best of his knowledge and belief; and he was quite positive it was not that of any of his partners. He never gave any receipt in that form, when he had received payment by a bill; but he should say, "Received by bill."

Cross-examined.—I have in one instance only received payment in cash. It is quite possible I may have given a receipt; but, if I had been paid by bill, I should have stated so. I consider it safest to say, to the best of my knowledge, it is not my writing. I will not undertake to say positively it is not, but it is like my writing.

William Scott, a book-keeper in the employ of Messrs. Taylor and Co., stated, that he was positive that the receipts produced were not in the handwriting of any of the firm; he was enabled to speak positively, from being constantly in the habit of seeing their signatures.

Inspector M'Mullen stated that he apprehended the prisoner at his office, on Saturday. He told him that he was charged with forgery, that it was a serious case, and he need not say anything; and the prisoner replied, "It's of no use to add lies to crime: I mean to plead guilty." Witness showed him the two invoices produced, and asked him whose writing that was, pointing to the receipt; and he said, "That writing is mine: I wrote Peter Taylor's name myself."

Mr. David Waddington, one of the Directors of the Company, stated that he remembered the prisoner being paid a cheque, drawn in favour of Taylor and Co.

Cross-examined.—He never drew a Bill with the authority of the Company; and we never knew of it till about a month ago.

Mr. GREENE then addressed the Court for the prisoner. He said, this was not an offence for which the prisoner could be tried at all. This receipt was given without a stamp.

Mr. MAUDE said, he thought an instrument of this kind was sufficient: and asked Mr. Waddington if he had known of these bills having been given before.

Mr. Waddington said, they never knew till about a month ago, when they discovered that a bill had been given in payment of an account, when they had given him cash, upon which they discharged him. That bill was taken up, but not by the Company.

Mr. BRANDT said, he might state, that in Taylor's case one or two bills had been taken up.

Mr. MAUDE said, this was not a receipt by which he obtained the money.

Mr. BRANDT said, but it was a document affecting the interests of Mr. Taylor. If on a bill of exchange the name of a third party were introduced, though there was no intention to injure him, and the party inserting the name intended to take up the bill, it had been decided that that was forgery.

Mr. MAUDE said, this was forging a voucher. He had entertained some little doubt about it; and his first impression was that the prisoner should be charged with stealing the cheque.

Mr. BRANDT said, he should prosecute for the forgery, or not at all.

Mr. GREENE said, the question was whether the prisoner had not a right to take up the bill.

Mr. BRANDT said, the object of the prisoner was to gain the use of the money for four or five months, and by his doing that Mr. Taylor was prejudiced.

Mr. MAUDE said, he thought a sufficient case of fraud had been made out against the prisoner, and he must be committed to the assizes for forgery.

The prisoner was then removed from the bar.—*Manchester Courier.*

COMPENSATION CASES.

BRISTOL AND EXETER RAILWAY.

An inquiry was holden at Taunton, on Friday, the 14th inst. before Edward Coles, Esq., the Under-Sheriff of Somersetshire, and a special jury, to assess the compensation to be paid to the Reverend Henry Cresswell, the patron and incumbent of the vicarage of Creech St. Michael, in respect of his vicarage house and outbuildings, and about 9 acres of glebe land, consisting of gardens, orchard and meadow contiguous to the house, which the Railway Company were obliged to purchase under the provisions of their Act of Parliament, in consequence of the site of the house and a portion of the land (in the whole not exceeding 2 acres) being required for the works.

The jury awarded Mr. Cresswell 2,450*l.* for the value of his premises, and 200*l.* for his personal damage; total 2,650*l.*

We understand the reverend gentleman had sent in a claim to the Company of 4,400*l.*, and had refused to accept their offer of 3,150*l.*

GLASGOW AND AYR RAILWAY.

On Tuesday, Sheriff Eaton held a court in the Town Hall, Kilmarnock, for the purpose of determining the remuneration that should be awarded to James Dunlop, Esq., of Annanhill, for that portion of the lands of Bonnington taken up by the transit of the railway through that farm.

Patrick Robertson, Esq., advocate, Edinburgh, appeared for the proprietors of the Glasgow and Ayr Railway Company—Mr. D. J. Bannatyne, agent. John Cowan, Esq., advocate, Edinburgh, appeared for Mr. Dunlop—Messrs. Douglas and Hamilton, town-clerks, Kilmarnock, agents.

A jury of 15 gentlemen were selected, who left court and proceeded in custody of the Macer of Court, accompanied by the Sheriff-Substitute, to view the grounds in dispute, after which they returned. Several witnesses having been examined as to the estimated amount of damage, the Sheriff said he left the case entirely in the hands of the Jury, who retired, and, after an absence of more than half an hour, returned a verdict, giving for the land 541*l.*; intersectional and other damages, 249*l.*; total, 790*l.*; which, as being more than offered by the Railway Company, the expenses of the trial fall upon the latter.

On the next day, Wednesday, the following case came to be determined in the Court House, Irvine, before Sheriff Eaton and a jury. John Blair Hyndman, Esq., of Springside, claimed 26*l.* for an acre and three quarters of ground, situated on Lugton River, near Fergushill, to be appropriated by the Glasgow and Ayr Railway Company, in making the Kilmarnock branch. The Company had offered 15*l.*, which the claimant refused. After an examination of witnesses, the Jury unanimously awarded 14*l.*, which being less than offered by the Company, the claimant, by the Company's Act, is bound to pay one-half of the expenses incurred by the trial. The valuations of the witnesses examined for Mr. Hyndman varied from 17*l.* to as high as 39*l.*; whilst those for the Company varied from 10*l.* to 12*l.*—*Glasgow Courier.*

NEW AND RAPID LINE OF COMMUNICATION BY RAILWAYS AND STEAMBOATS, BETWEEN LONDON, AND SCOTLAND, AND IRELAND.

It will be seen from advertisements in another part of our paper, that the prospects so long held out of an independent steam communication between Fleetwood-on-Wyre and Scotland, Ireland, the Isle of Man, and the Lakes, are now about to be realized. Saturday last being the morning appointed for testing the capacities of Port Fleetwood in respect to receiving and berthing afloat at low water first-class steamers—the "Fire-King," Captain Ewing, started from Ardrossan at a quarter-past five, p.m., on Friday, with 40 cabin passengers, most of them destined for London. At 5h. 45m., a.m., on Saturday, Captain Denham, the Harbour Engineer of Port Fleetwood, boarded her about six miles N.W. of Port Wyre, and piloted her through his new channel to abreast of the wharf by a quarter-past six. The passengers were landed in time to breakfast at Vantini's splendid and magnificently conducted hotel, to take a glance at the various improvements in progress, and depart by the day train (quarter-past eight) for London, Manchester, Liverpool, &c. &c. Thus, in twenty-seven hours, the cheapest and least fatiguing transit ever yet attained has been realised, and is to be continued to and fro, four times a week, between London, North Lancashire, and Glasgow. The journey by railway from Ardrossan to Glasgow, occupies only an hour and a half, so that under favourable circumstances passengers may calculate on reaching Glasgow in about 14 hours, from Fleetwood, being several hours less than the mail through Lancaster, and

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only one-fourth of the expense. Another fine steam ship, the *Victoria*, will commence plying between Fleetwood and Belfast throughout the course of the ensuing week, and from what we have heard of her qualifications, we have no doubt that those who prefer a visit to the green isle will have every reason to be satisfied. The *Express* steamer has also commenced her operations between Fleetwood and Bardsea (Ulverston), and the Lakes. Thus, whether summer tourists wish to visit our own beautiful Lakes, the favourite retreat of the classical Wordsworth and Southey, or desire the savage grandeur of the lochs and mountains of Scotland, (the birthplace of Burns is but half an hour distant from Ardrossan), they will have equal facility by these various modes of conveyance. At ten o'clock on Tuesday night, after embarking the day train passengers from London, Captain Denham conducted the *Fire King*, by the harbour lights, to sea, on her return to Ardrossan, where she would arrive at half-past nine the following morning,—the speed of the *Fire King* being the fastest on the seas, fourteen and fifteen miles per hour. Whether the peculiar fact of a steamer of such a scantling being actually at Fleetwood-on-Wyre enhances the effect of this vessel, or that her cost of 24,000*l.* has been dedicated most strikingly to symmetry and elegance, we certainly never saw or heard of a more perfect vessel. It is richly worth while to go and look at her, and truly so to spend 15*s.* to take a peep at the "land o' cakes" by her. The fact of such a vessel holding regular intercourse with, and being accommodated at, Fleetwood-on-Wyre, must be considered as in some degree an answer to the scepticism which has arrayed itself against this most patriotic, and as we are informed, decidedly prosperous enterprise.

In the course of the present week we have had the pleasure to visit M. Vantini's magnificent new hotel at Fleetwood. We have no hesitation in pronouncing it to be one of the most splendid establishments in England—perhaps in Europe. The immense building is yet unfinished, and the only index of what it will ultimately be is presented in the central portion of the superb fabric, which is now open for the reception of visitors. We cannot attempt anything like a description of what M. Vantini's enterprise has already effected, still less of what he has in embryo. The town itself has risen up, from the sterile warren, like a magic city, but for the gorgeous palace called the "North Euston," we were utterly unprepared. The fact is, the whole affair is a wonder, and cannot but be regarded as a splendid monument to the ingenuity, liberality and enterprise, which has designed it, and carried it into effect. At present we cannot enter into further details, but we intend shortly to lay before our readers a circumstancial catalogue of all the marvellous things which comprise this superb concentration of elegance, magnificence, and every thing constituting adaptation for the comfort, enjoyment, and convenience of all classes of society.—*Preston Chronicle*, 8th May.

HORSE RAILWAYS.

Once on a time there was a certain ancient vender of fish who was in the habit of tramping from place to place, carrying his merchandise on an ass with a couple of panniers, into one of which the old codger used to pack his fish, while in the other, by way of counterpoise, he would stow an equal weight of stones. One day, a neighbour, who had some brains in his head, remonstrated with our itinerant hawker of marine merchandise on the absurdity of his conduct, and endeavoured to prove to him that it would be much better to put fish into both panniers and dispense with the stones altogether, as his ass would then be able to carry twice the quantity of fish, or the same quantity with twice the ease. The fishmonger, who was a great stickler for good old customs, and had a profound veneration for the wisdom of our ancestors, either could not or would not comprehend the logic of his reforming neighbour, and told him that his plan might do for any thing he knew, but that his father and grandfather used to carry fish in one pannier and stones in the other, and he was determined to do the same as long as he lived, as he hated all new-fangled notions as he hated the devil.

We have often been reminded of this story, on witnessing the dogged obstinacy and infatuation with which people are apt to cling to old and absurd usages, and to resist the adoption of simpler and more effectual methods of accomplishing their purpose. The effect of iron rails, or of stone ways, in reducing the friction of carriage wheels, has been known for half a century, probably much longer; and yet even on long lines of road, where there is a dead level, carriages continue to "drag their slow length along," at the rate of five or six miles an hour, when, by the simple application of rails, they might with equal ease double the speed with four times the load.

Since the vast advantage of rails has been so triumphantly proved on that admirable line of road between Liverpool and Manchester, one would have thought that rails would long since have been laid down on common roads wherever the line was adapted for the purpose, and yet we are not aware that there is a single turnpike, or other road, on which the experiment has been made. Can it be possible that at this time of day men who have an interest in turnpike roads are ignorant of the wonderful advantage in power and speed which a horse derives from travelling over a road where iron or stone tracks are laid down?

In the Library of Useful Knowledge, there is a separate treatise on the subject of the horse, in which it is stated that, on a railway, the animal will draw a load ten times heavier than what he can move on a common road; and in the Sporting Anecdotes, an instance of the power of draught on the rail is recorded which is so remarkable that we shall here transcribe it entire.

"An unparalleled instance of the power of a horse, when assisted by art, was shown near Croydon. The Surrey iron railway being completed, and opened for the carriage of goods all the way from Wandsworth to Mertsham, a bet was made between two gentlemen, that a common horse could draw *thirty-six tons* for *six miles* along the road, and that he should draw his weight from a dead pull, as well as turn it round the occasional windings of the road. A number of gentlemen assembled near Mertsham to see this extraordinary triumph of art. Twelve waggons loaded with stones, each waggon weighing above three tons, were chained together, and a horse taken promiscuously from the timber-cart of Mr. Harwood, was yoked into the team. He started from near the Fox public-house, and drew the immense chain of waggons with apparent ease to near the turnpike at Croydon, a distance of six miles, in one hour and forty-one minutes, which is nearly at the rate of four miles an hour. In the course of this time he stopped four times, to show that it was not by the impetus of the descent that the power was acquired; and after each stoppage, he drew off the chain of waggons from a dead stop. Having gained his wager, Mr. Banks, the gentleman who laid the bet, directed four more loaded waggons to be added to the cavalcade, with which the same horse again set off with undiminished power; and still further to show the effect of the railway in facilitating motion, he directed the attending workmen, to the number of about fifty, to mount on the waggons, and the horse proceeded, without the least distress, and, in truth, there appeared to be scarcely any limitation to the power of his draught. After the trial, the waggons were taken to the weighing machines, and it appeared that the whole weight stood as follows:—

	Tons.	Cwt.	Qr.
12 waggons first linked together.....	38	4	2
4 waggons afterwards attached.....	13	2	0
50 labourers, suppose.....	4	0	0
Total.....	55	6	2"

Some of our readers may think it strange that, in treating of the subject of railways on turnpikes and common roads, we should have made no allusion to any of the numerous projects for the introduction of steam-carriages on such roads. Our reason for the omission is our thorough and long-entertained conviction that locomotive steam-carriages, without guiding rails, will never succeed, as they will necessarily be attended with the most imminent peril to passengers and to the public. We have often avowed this opinion, and we have seen no reason to change it.

Such carriages would require the most unremitting care and attention on the part of the director, as the most momentary neglect on his part might prove fatal, as the carriage, if moving at a considerable rate, would be off the road in the twinkling of an eye. Locomotive carriages on railways are admirable contrivances, but without rails they would, in our opinion, be attended with the most disastrous and fatal consequences; and truly sorry are we that we can arrive at no other conclusion, as we should be delighted with the substitution of steam and iron for the muscles and sinews of that noble and much-abused animal, the horse.—*Liverpool Mercury.*

PETTIT'S PATENT ANTI-FRICTION RAILWAY.

In bringing my new system of railways before the public, allow me to give a brief statement of some of the main features of my invention; in the first place, the railway controller, which enables the officers on the line to turn the steam off from the cylinders, and pass it through the whistle, and bring each break into action; a pair of folding doors are at the same time thrown open in front of the engine, and being lined, form a sort of box which collects the air and so becomes a great impediment or retarder of the engine. But when their bevelled edges are brought too, they form a very sharp entrance for the engine; the self acting breaks may be made to act very powerfully without straining the axles, they also act upon all the wheels throughout the train simultaneously, so that a stop is soon produced—by this means the speed may be kept up until very near the stations. The wheels may be perfectly plain, without flanges, and run upon their axles the same as any other wheels; they may be large and light, having nothing to contend with but the weight they have to carry, the mode of guidance being quite different to that now in use; by which mode of guidance, all friction is done away, except that which will always remain, namely, that between the axles and boxes of the wheels, and also when the breaks come into action; and this is reduced as much as possible by certain contrivances, so that much less power will be required to propel the train, and the axles not having to turn with the wheels, a circle is easily performed in connection with the mode of guidance without producing friction—by this means hills and valuable property may be escaped where new lines are not yet laid down, and all the principal towns may be taken in the route, without the inconvenience that now exists in making angles, and at much less expense.

There are four different modes of railways shown in my plan all of which render it next to impossible for the train to get out of its proper course, thereby preserving the property and lives of Her Majesty's subjects, and bringing railways more into repute, by reducing them to that true simplicity and safety which ought to take away the timidity of the most timid. By introducing one of the above plans the bottoms of the coaches are brought a foot or more below the surface of the ground; the second plan allows them to run just so as to clear it; the third and fourth plan raises them a few inches above the earth. There are other features in this system which would require many words to describe, but a sight of the models when in action will at once strike the sense.

The models will be exhibited for a few days at the Office of the *London Journal of Commerce*, 1, White Hart Court, Lombard Street, to which the favor of a personal inspection is respectfully solicited.

R. PETTIT,

P.S.—The cutting off the steam from the cylinders and passing it through the whistle, and laying on the breaks, is also made exclusively to suit the system of railway now in use, which part only of my patent is disposed to by licence of Mr. W. Hancock.

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Cases relating to Railways and Canals, argued and adjudged in the Courts of Law and Equity. By HENRY ILTID NICHOLL, THOMAS HARE, and JOHN MONSON CARROW, Barristers-at-Law, Vol. I, complete; and Part 1, Vol. II; royal 8vo., pp. 214: MAXWELL.

WE have already repeatedly recommended this collection of cases to our railway readers, and every new part which comes out presents us with additional reasons for wishing to see it on the shelves (or *tables* rather) of all Railway Boards. Sure we are, that were the numerous lessons of justice and wisdom which it teaches, more familiar to Railway Directors and officers, the item of "law expenses" would not figure so prominently as it has hitherto unfortunately done in most railway balance-sheets. The reports of adjudicated cases which appear in the newspapers (our own not excepted), though they commonly embody tolerably correct notices of the general bearings of each, being those of ear-witnesses merely, and generally drawn up in haste, are of too apocryphal a character to be much relied upon for practical guidance; but in the collection before us—compiled, as it has been, at leisure, and with the help of the original pleadings and notes of counsel (possibly of judges also) to refer to—the information supplied is in every case, not only of a most satisfactory fulness and completeness, but of perfect authenticity. To give our readers a taste of the quality of the work—of the very curious and useful information which it contains—we subjoin a few of the marginal epitomes which, after the usual fashion of law books, are given alongside the fuller Reports.

COMPULSORY POSSESSION AND DEVIATION.

Payne v. *the Bristol and Exeter Railway Company.*—"By the Bristol and Exeter Railway Act (6 & 7 Wm. 4. c. 36. s. 25.) it was enacted, that if any person should for twenty-one days' after notice in writing, neglect or refuse to treat or not agree with the Company for the sale of his estate or interest in land required by them for the purposes of the Act, they might issue their warrant to the sheriff of the county to summon a jury, to assess the sum to be paid for the purchase of such lands, and that fourteen days' notice of the time and place at which such jury was summoned should be given to him. Section 242 provided, that the whole capital (1,500,000*l.*) should be subscribed before any of the powers of the Act, as to the compulsory taking of land should be put in force. An inquisition taken under section 25 recited, that notice in writing had been duly given to C. H. P. by the Company, that his land was required; and that he had not within twenty-one days' after such notice, agreed with them for the sale therof, and that fourteen days' notice of the time and place of holding such requisition, had also been given to him. The land being afterwards taken by the Company under the Act, an action of ejectment was brought by C. H. P. for their recovery.

"*Held*, that the inquisition set out in form sufficient to give the sheriff jurisdiction, and that the provision of section 242, being in substance a defeazance of the compulsory power of the Act, need not be set out, should come by way of answer from C. H. P.

"By section 57, the lands to be taken for *the line* of the railway are not to exceed twenty-two yards in breadth, except in places required (*inter alia*) for embankments and cuttings; and section 59 (which gives the power to deviate in the *line* and *section*), limits the deviation *from the line delineated on the plan* deposited with the clerk of the peace to 100 yards, and provides that it shall not *extend into the* lands of any person not mentioned in the Book of Reference, unless omitted by mistake, and so certified.

"Held that the same powers are incidental to the deviated as to the original line, and that therefore *the Company were not limited* to 100 yards in these places on the deviation, *required for embankments and cuttings*, but only on the actual line of the railway.

"And that it was not competent to C. H. P. to object that lands of K. not mentioned in the Book of Reference, were taken for such purpose.

"And that the line or centre from which measurements are to be made is the *medium filum* of the twenty-two yards of land to be taken, and *not of the space between the two rails.*

BLANK TRANSFERS.

Hebblewhite v. *M'Morine.*—"The London and Brighton Railway Act (1 Vict. cap. 119, sec. 155), provides that the form of conveyance of shares shall be by writing duly stamped, under the hands and seals of the parties, and that on every sale the *deed* or *conveyance* shall be kept by the Company, and an entry of the memorial of such transfers and sale shall be indorsed on the said *deed* of sale or transfer. Section 157 provides against any transfer of shares until all the calls are paid.

"The plaintiff in September having agreed to sell to the defendant 50 shares to be delivered on 1st March, bought of R. W. P. (through brokers) fifty shares to be delivered on 15th December next, on which day R. W. P. delivered to him fifty certificates and three transfers for shares with blanks for the purchaser's name, the consideration, and the date. On 1st March the defendant tendered these certificates and transfers to the defendant who refused to accept them; at that time there were some calls due but that objection was waived.

"To an action brought to recover the difference of price between December and March, the defendant pleaded (amongst others) 1st, That the plaintiff was not ready to transfer the 50 shares to him, nor offered to execute to him or his nominee a *legal transfer* of them. 2nd, That the plaintiff was not at the time of the agreement the proprietor of the 50 shares, and had no good right or title to execute a legal transfer of them. 3rd. That at the time of the said contract the plaintiff was not possessed of or entitled to, nor had entered into contract for the purchase of, nor had any reasonable expectation of becoming possessed of or entitled to any such shares otherwise than by afterwards purchasing them. (This last plea was held bad on general demurrer.)

"*Held*, that the form of conveyance required by the statute is a *deed*, and that in instrument of transfer executed by the owner of the shares, *with a blank for the name of the purchaser*, and delivered to the plaintiff, (by whom, on the sale of them, the name of the purchaser was to be inserted,) *was void.*

"*And*, that the non-payment of the calls would have been a valid objection, but that a waiver of it by parol was sufficient to remove it.

"*Semble*, that the plaintiff could not give the defendant an implied covenant for title, R. W. P. being the actual owner of the shares.

SHARES PERSONAL PROPERTY—PAROLE BARGAINS TO SELL GOOD.

Humble v. *Mitchell.*—"Shares in a Company are not an interest in land nor goods, wares and merchandise, within 17th section of the Statute of Frauds, (29 Car. 2, c. 3,)* and therefore a contract for the sale of such shares is not required to be by note in writing, &c., as provided in cases within the said section.

"*Semble.* There is a distinction between these words of the Statute of Frauds and the words 'goods and chattels,' used in the Bankrupt Act. (6 Geo. 4, c. 16, s. 72.)

EQUALITY OF FARES.

The Derby and Midland Counties' Competition Case.—"The Birmingham and Derby Junction Railway, commencing at Derby, communicates with the London and Birmingham Railway at Hampton-in-Arden. The Midland Counties' Railway forms a communication between Derby and the London and Birmingham Railway, at Rugby.

"The Birmingham and Derby Railway Act empowers that Company to receive from passengers conveyed by the Company's carriages, tolls not exceeding a specified amount.

"A subsequent Act, for authorising an alteration in the line of the railway, provides that the charges by the first Act authorised to be made for the carriage of passengers, goods, or other matters or things, shall be at all times charged equally and after the same rate per ton per mile, in respect of all passengers and goods of a like description, and conveyed or propelled by a like carriage or engine, passing on the same portion of the line only, and under the same circumstances, and that no reduction or advance in any charge for conveyance by the Company, or for the use of any locomotive power to be supplied by them, shall be made either directly or indirectly, in favour of or against any particular Company or person travelling upon or using the same portion of the railway under the same circumstances.

"After the opening of the Midland Counties' Railway, the Birmingham and Derby Junction Railway Company charged passengers conveyed by their carriages from Derby to Hampton-in-Arden 8s., while they charged other passengers proceeding from Derby to Hampton-in-Arden and thence to London, only after the rate of 2s. between Derby and Hampton-in-Arden.

"An information was filed, praying an injunction to restrain the imposition of an unequal charge between the termini at Derby and Hampton. It was admitted by the information, that the charge of 8s. did not exceed the rate allowed by the Act.

"*Held* by the Lord Chancellor on a motion for an injunction, that the clause above set forth was only meant to prevent the exercise of a monopoly, to the prejudice of one passenger or carrier and in favour of another. That even if this Court had jurisdiction in such a case it would not interfere, unless it were clear that the public interest required it, and that in this case it being admitted that the higher charge was not *more* than the Act permitted, it did not appear that the public were prejudiced by the arrangement. The motion was refused, with costs."

The present collection is stated in the title to embrace both "Railway and *Canal*" cases; but the number of railway cases preponderates greatly—in the proportion of at least ten to one.

On the Subject Matter of Letters Patent for Inventions. By THOMAS WEBSTER, Esq., of Lincoln's-Inn, Barrister-at-Law. 8vo. pp. 43. Crofts and Blenkarn, 1841.

OF all the existing branches of English law, perhaps the youngest, is that relating to the rights of inventors—Patent Law. Legislation on other subjects consists chiefly of the application to new cases of principles, which, whether true or not, are at least old, and have been long discussed and acted on. It is not so however with patent law. Invention was anciently a matter which occurred too rarely, and seemed to the Atlasses who staggered under the weight of State affairs, a matter too trivial to attract much attention as to the rights it originated or the protection due to it; it begged for shelter under the feigned and odious name of *monopoly*, and the hapless appellation has stuck by it to this hour.

When, however, the Statute of Monopolies abolished the crying grievances which had gathered under that name, an exceptive and almost casual paragraph gave respite to the genuine interests of inventors which had unfortunately been mixed up

* Which enacts that "no contract for the sale of any *goods, wares*, or *merchandise*, for the price of 10*l.* sterling, or upwards, shall be allowed to be good, except the buyer shall accept part of the goods so sold, and actually receive the same, or give something in earnest to bind the bargain, or in part of payment, or that some *note or memorandum in writing* of the said bargain, be made and signed by the parties to be charged by such contract, or their agents thereunto lawfully authorised."

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with them; but whether from a sense of justice or the hope of gain this advantage was accorded does not clearly appear.

Since that day, however, the world has seen strange and goodly things come forth of the brains of men, and wondrous effects have followed; and slowly it has been suspected, though it is hardly yet believed, that with the mind, even as with the hands, that which a man produces it of his right to enjoy.

If we reflect for a moment, may we not think it strange that a doubt should ever have existed on this point? Does law—or what is much more—does mankind's common sense of justice, say, "we permit a man to rest safely in the house he has built, and reap the harvest for which he has laboured, because we think that on the whole it is most politic to do so:" Does it not rather rouse itself indignantly against every spoiler as against the perpetrator of a wrong? And what is there in the building of a house or the tilling of a field to give origin to "property," which there is not in the nobler and severer labours of the mind? Yet law says, and public feeling is but slowly learning better than to say, "we abstain from plundering the author and the inventor because we think, perhaps, on the whole, we get the most by abstaining."

Slowly as it may be, it is however surely, that the juster view is taking its proper place. Almost from the days of James I. to the present time, a pent-up and unacknowledged sense of right has been gradually stretching the meaning of the terms of the Statute, until practically, hardly anything can be devised now-a-days which is not capable of protection by patent. If we have still to wish that clearer views had led to more consistent legislation, we have at least the satisfaction of seeing that all argument (except, indeed, that of the barest law), and now almost all legal proceedings proceed, though in name, on the supposition that the patentee has received a favour from the crown, yet, in fact, on that of his being the creator and owner of a right.

In this struggle of an innate sense of justice with an unsound but binding legal theory, it cannot but be that doubts and discordances should arise. Plain men—and inventors are commonly such—need a safe and intelligible guide in the intricacies of this mistaken and tortured law. And it renders the matter more perplexing, that in fact the great mass of patent law lies not in a statute, easy to be found and read, but in great numbers of judges' decisions, given in innumerable cases, and scattered through many volumes.

We are glad to be able to say that Mr. Webster's book is a valuable addition to our previous means of information on these subjects. It is a clever and somewhat successful attempt to clear away the obscurities and contradictions which, after many labours still rest on this branch of law. The author has recently given to the world a treatise on the "Law and Practice of Letters Patent for Inventions," in which he confined himself to matters known and established. His design in the book now under notice is well expressed in the following extract from the preface:—

"It has appeared to me that much of the difficulty supposed to exist in the law of patents, might be removed by a somewhat different mode of treating the subject from that usually adopted, especially by a careful analysis of the subject matter of the invention, with the view of ascertaining the peculiar circumstances of the case from which the law is derived, or to which it is about to be applied. The application of principles of law without due regard to such circumstances, and a want also of proper attention to the precise words of the statute, and of the practical forms employed in soliciting letters patent, and of the letters patent themselves, have combined to prevent that uniformity and consistency in opinions on the subject, which might otherwise have been attained, and which, as I trust, the following pages will show, really belongs to this branch of the law."

Our previous remarks will show that we look for eventual improvement in patent law, to the establishment of the principle that invention creates a right to the thing invented; in the mean time a treatise like the present which, though founded on other principles, is a safe and luminous guide in the existing state of the law, and evidently aims, though under other views, to promote justice to the inventor, deserves and has our hearty commendation.

The author has evidently spared no pains in collecting and comparing authorities and cases; indeed the book throughout bears abundant marks of being the product of extensive and original research; and, notwithstanding its small price, the inventor will find in its pages a sufficient illustration of every point in patent law with which he need be acquainted, before he reaches that stage in his progress which requires professional aid.

THE GLASGOW TUNNEL.

[From the *Glasgow Herald.*]

We had an opportunity a few days ago of passing throughout the great tunnel situated at the Glasgow end of the Edinburgh and Glasgow Railway, immediately adjoining Queen Street, and we can safely say that it is one of the most stupendous works of the kind which we have ever witnessed. Although a free current of air now passes from end to end of the tunnel, it is not to be supposed that it is yet opened upon the level. At some points, it is true, it is opened to the full extent of 26 feet in breadth by 22 in height, but at others the opening is so narrow that we were required to creep almost on our hands and knees over the jagged surface of recently blasted rock, along which the water was oozing in large drops, and with the darkness of midnight, excepting so far as relieved by a miner's lamp, the scene was sufficiently awe-striking and horrible. The men are working in numerous parties upon various flats; some have excavated and blasted almost to the level upon which the rails will be laid, while others are working, as it were upon a story or elevation right above the heads of the others, and daily making larger apertures, which as yet will do little more than admit the body of a man. In coming upon a gang of workmen, they are first discerned by the flickering of their tiny lamps, which in the distance resemble vivid stars forcing their light through the gloom of a December sky. Ever and anon the ear is saluted by the loud report and crash of the gunpowder rending asunder the solid rock; the vapour from the explosion is felt with sickening effect, and altogether it requires no slight exercise of nerve to endure an imprisonment in such a place for however short a time. We were not a little surprised to be informed by the contractor that the day previous to our creeping through the tunnel, two young ladies had been conducted through it from end to end, and displayed as much courage in the route as the workmen who daily work within its precincts. This is saying a great deal, for some of the narrow and rugged galleries of the tunnel are sufficiently alarming in appearance to "make the boldest hold their breath for a time" and the alarm is not lessened by the consciousness that you are forcing your way through a rat-hole, situated 200 feet below the surface, and where the bursting in of any portion of the unbuilt rock would be fatal.

The length of the Glasgow contract, which includes the tunnel, is 2,200 lineal yards. The tunnel extends to 1250 lineal yards, divided by two eyes of 40 feet each in length, by from 70 to 90 feet in depth; and this leaves 950 lineal yards of open cutting. The tunnel is carried through a variety of strata, consisting of free-stone, lime-stone, fire-clay, faikes, and black-blaze. When completed there will have been removed from the tunnel 114,383 cubic yards of material, and 135,289 cubic yards from the open cutting, consisting of rock, blaze, clay, &c. The stuff excavated from the tunnel is lifted from eight-shafts, exclusive of the two ends by six steam-engines, and two horse-gins. On an average there are employed on the contract above 100 masons, 50 quarrymen, 16 wrights and blacksmiths, 350 miners, &c., with 20 horses and carts. The men employed within the tunnel-work in three shifts of eight hours each, making up the day of 24 hours; and as it is not every one who is competent to work within the tunnel, even though they may be good ordinary out-of-doors workmen, the wages are proportionally high running according to ability from 21s. to 24s. per week, for the shift of eight hour each day. The men are only allowed 15 minutes in each shift for refreshment or relaxation, and thus the work while it lasts is particularly severe. We belive this will be the last contract in its completion throughout the entire line; but no blame attaches on this account to Mr. Marshall, the contractor, who has driven the work forward in a most satisfactory and spirited manner. He only commenced in June, 1839, but a considerable portion of the plan was not placed in his hands till May last year, from the delay in effecting a settlement with the respective proprietors along the line. Even with all these difficulties, Mr. Marshall expresses his confident opinion, that, should no unforeseen obstruction arise, he will finish during the month of August next, and indeed, he has not the slightest fear of any delay beyond that period. In some portions of the tunnel the arch is thrown over by solid blocks of white freestone, and in others it is of brick but in both the workmanship appears to be of a first-rate description; and as from its close proximity to Glasgow, it will be quite easy to to light it up with gas, should the Directors so resolve, the tunnelled pathway into the city will not only be a handsome one, but divested of all the gloom which many timid people complain of in their passage through long tunnels.

We observe, too, that the buildings connected with the public offices for the Edinburgh and Glasgow Railway, at the station in North Queen-street, are advancing rapidly to completion, and the same may be said of the erections to the right and left of the entrance to the tunnel. When completed, this entrance will be a very imposing piece of architecture indeed. The arch at this place will be 60 feet in width, surmounted with an ornamented parapet, and forming the south boundary of Bath-street. At Cowlairs station, where the fixed engines, workshops, &c. are to be situated, the work gets rapidly on; and the contractors on all these works appear to be using every exertion for keeping faith with the public in reference to time.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesb[illegible]	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmin[illegible]	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Z[illegible]*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingha[illegible]ester	..	..	..	..	..	..	73
—	—	.....	....	2½	Ditto (*Ne[illegible]*)	..	..	3¼	3⅜	..	..	3⅜
10	10	660	100	100	Bolton an[illegible]	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Qu[illegible]*)	..	..	..	..	..	..	..
76	....	15000	100	65	Bristol and [illegible]	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Glou[illegible]	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	36
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	18
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17	64000	25	23	Eastern Counties'	..	..	8¼	..	..	..	8¼
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	..	..	..	7
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	29¼
15¾	....	6000	50	40	Gosport	..	..	..	..	..	..	..
114	114	10918	100	100	Grand Junction	..	..	..	..	..	..	203
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	101½
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	25
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	50
74	45	10000	100	80	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	94½	..	92½	94	93¾	..	93
—	—	25000	50	50	Ditto (*New Shares*)	64¾	64½	64	..	64	..	64
—	—	37500	20	4	Ditto (*Fifths*)	..	..	11¼	..	11	..	11¼
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	44
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5000	100	100	Liverpool and Manchester	..	..	..	..	..	..	200
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	48
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	159½	..	..	159	..	..	159
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	23¾
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	53
—	—	.....	32	2	Ditto (*New Shares*)	24	..	..	23½	..	..	24
4	2½	24000	25	25	London and Blackwall	17½	..	18¼	..	..	..	..
46	5½	36000	50	50	London and Brighton	46¾	46½	46¾	46¾	46½	..	46
10½	10½	33000	avr.	133	London and Croydon	..	..	13¾	13¾	13¾	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..

Length of Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.
33½	33½	20000	20	20	London and Greenwich	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..
76	76	36000	100	83½	London and South-Western	..	..	56½	56½	56	..
—	—	*42000	5	1½	Ditto (*Tenths*)	1⅞	2	..	..	2	..
50	50	15000	100	70	Manchester and Leeds	..	53½	53	..	51	..
—	—	15000	50	25	Ditto (*New Shares*)	..	21½	..	22	..	..
10	10	6201	125	95	Manchester, Bolton, & Bury	..	..	..	..	..	..
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..
40	....	7000	100	65	Manchester and Sheffield	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	88	..	..	..
—	—	10000	25	15	Ditto (*Quarter Shares*)	22½	..	22	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..
72	72	15000	100	100	North Midland	74	..	73	71½	69	..
—	—	15000	50	40	Ditto (*New*)	36	..	35	35½	34½	..
28¼	15¼	7200	100	40	Northern and Eastern	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..
19	19	9600	50	50	Preston and Wyre	..	..	..	..	..	..
7	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..
6	6	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..
—	....	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	16	15½	15	15½	15⅜	..
24½	13	8000	100	100	Taff Vale	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	..	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE LIST.

The quotations are made up to May 19th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38½	38½
1960	25	25	Glasgow and Garnkirk	36½	36½
16000	25	25	Glasgow and Greenock	29	29
12500	50	40	Glasgow and Ayr	37½	37½
1940	25	25	Monkland and Kirkintilloch	..	58
..	..	50	Wishaw and Coltness	85	85
680	25	25	Ballochney	..	61
4000	25	25	Dundee and Arbroath	29	29

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	No. of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Total Receipts for nearest corresponding Week of 1840.	Length then opened.
£1,056,666 0 0	£353,044 9 6	£1 10 0	Birmingham & Derby Junction	1	38½	May 15	..	£737 5 0	£355 6 3	£1,092 11 3	£1,139 9 10	38½
1,266,666 0 0	1,266,600 0 0	....	Birmingham and Gloucester	2	51	May 14	6,404	1,223 13 3	177 7 9	1,401 1 0	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin and Kingstown	3	6	May 10	30,263	....	....	752 10 8	....	..
140,000 0 0	134,933 18 1	4 0 0	†Dundee and Arbroath	4	16½	May 16	4,454	187 1 2½	69 7 2	256 8 4½	....	..
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	17½	May 16	16,607	....	....	840 18 5	....	..
833,000 0 0	699,544 18 4	2 8 0	*†Glasgow, Paisley, and Ayr	6	40	May 15	10,892	697 8 3	179 12 7	877 0 10	....	..
....	....	....	*†Glasgow, Paisley, and Greenock	7	2½	May 15	11,860	....	....	725 11 2½	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	8	83	..	..	....	....	....	....	..
1,000,000 0 0	814,530 12 7	....	Great North of England	9	45	May 17	..	746 17 6	444 16 5	1,191 13 11	....	..
5,331,527 9 10	5,288,043 17 3	8 0 0	Great Western	10	92	May 16	..	7,072 8 9	1,092 18 7	8,165 7 4	3,976 4 5	88
583,333 0 0	460,000 0 0	3 0 0	Hull and Selby	11	31	May 16	3,844	441 2 3	168 7 2	609 14 5	....	..
488,000 0 0	390,000 0 0	....	Lancaster and Preston	12	20½	May 15	2,546	436 11 9	33 19 11	470 11 8	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool and Manchester	13	31	May 14	..	2,778 12 10	1,772 15 5	4,551 8 3	....	..
5,750,000 0 0	5,724,807 0 0	8 17 9	London and Birmingham	14	112½	May 15	..	14,086 3 8	2,439 18 0	16,526 1 8	14,703 17 7	112½
800,000 0 0	807,659 13 4	....	*London and Blackwall	15	3½	May 20	43,599	836 5 2	1 16 7	838 1 9	....	..
2,400,000 0 0	1,091,369 0 0	....	*London and Brighton	16	5½	May 17	3,733	124 9 0	35 6 3	158 15 3	....	..
741,000 0 0	557,902 9 5	....	London and Croydon	17	10½	May 18	11,352	....	....	712 8 7	813 8 5½	10½
993,800 0 0	793,800 0 0	1 0 0	London and Greenwich	18	3½	May 20	32,680	....	....	1,025 10 0	871 0 2	3½
2,260,000 0 0	2,253,237 18 0	7 14 3	London and South-Western	19	77	May 17	..	4,653 19 0	846 9 2	5,500 8 2	4,668 0 4	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester and Birmingham	20	5½	May 17	11,401	....	....	326 16 5	....	..
778,116 16 8	772,165 16 1	2 10 0	Manchester and Bolton	21	10	May 13	..	396 4 2	188 18 1	585 2 3	472 13 2	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	May 10	15,424	1,934 0 2	1,158 18 11	3,092 19 1	828 10 2	50
1,553,000 0 0	1,440,000 0 0	....	Midland Counties	23	57	May 15	11,238	1,810 1 1	854 6 6½	2,664 7 7½	620 11 6	37
950,000 0 0	....	....	Newcastle and Carlisle	24	61	May 16	..	707 8 0	958 11 9	1,665 19 9	1,714 18 1	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72½	May 15	..	2,651 10 10½	917 15 9	3,569 6 7½	810 17 10	40
730,000 0 0	560,000 0 0	6 13 4	North Union	26	22	May 14	3,015	854 3 6	160 19 5	1,015 2 11	....	..
1,200,000 0 0	358,912 14 10	....	Northern and Eastern	27	15½	May 16	10,521½	....	....	742 3 3	....	..
500,000 0 0	270,000 0 0	....	Preston and Wyre	28	19	May 15	2,743	248 11 10	129 14 8	378 6 6	....	..
200,000 0 0	130,517 0 0	8 0 0	Sheffield and Rotherham	29	6	..	..	....	....	....	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	30	8	May 16	7,131	....	....	192 1 11	198 7 2	8
446,666 0 0	446,600 0 0	7 0 0	York and North Midland	31	23	May 17	6,686½	....	....	1,292 9 3	483 5 4	14½

1. Toll to London and Birmingham 119*l.* 15s. 7d., to be deducted from gross receipts. The receipts are exclusive of those for the mails.

2. The receipts are exclusive of those for the mails.

5. Receipts include the Northern and Eastern toll, &c.

7. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*

10. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.

12. The 33*l.* 19s. 11d. from goods, &c. is for toll only.

13. Ten per cent. is the maximum dividend allowed by the Company's Act.

14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

17. The capital of 741,000*l.* includes the new capital for London and Brighton station.

18. Capital of 993,800*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

21. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

22. The 3,092*l.* 19s. 1d. are the receipts after deducting the toll to the North Midland Company.

23. The receipts for goods, &c. include, carriages, 54*l.* 8s. 6d.; horses, 45*l.* 15s. 6d.; dogs, 17. 7s. 0d.; parcels, 187*l.* 17s. 1½d.; cattle, 36*l.* 15s. 6d.; corn, 11*l.* 5s. 7d.; heavy goods, 468*l.* 16s. 9d.; coal, 48*l.* 0s. 7d. Total, 854*l.* 6s. 6½d.

25. Exclusive of proportion of Manchester and Leeds traffic, and conveyance of malls.

26. The receipts stated are after deduction of Liverpool and Manchester toll.

27. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Mr. Cabry *will please accept our best thanks for the valuable documents he has kindly sent us.*

Mr. Edmondson's Ticketing System.—*We know of no reason why it should not be universally adopted, and the ingenious inventor handsomely rewarded. We agree with* Victor, *that "it is a shame to see the slovenly manner in which the delivery of tickets is managed at some offices as compared with others."*

Q. in the Corner *reached us quite too late for insertion this week. Without fail in our next.*

The York Station *belongs, we believe, jointly to the York and North Midland and Great North of England Railways.*

B. P.'s *notice is an advertisement, for which we should be liable to the duty.*

Mr. Montgomery's *papers shall have our early attention.*

Teddy the Tyrant.—*From what* Emeritus *states, it would seem that the Cardigan school is not the only one in which Absolutism and Injustice are the order of the day. We do not see, however, how we can at present interfere to any good purpose.*

Communications received from E. A.—Ranger.—One of Your First Subscribers—A Foreigner—Mr. Ap Morgan—Amicus.

T. F. *we think misunderstands Mr. Elliott's argument in both the instances he criticizes.*

THE RAILWAY TIMES.

SATURDAY, MAY 22, 1841.

THE proceedings of the Chester and Birkenhead Railway Company, which were reported in our last, and to which we then briefly adverted, are of importance to persons interested in railways generally, for three things—first, the bold stand successfully made by a body of shareholders, resolved to look into their own affairs and think and act for themselves, against an inefficient (if not incompetent), an extravagant, and most overbearing Board of Directors; second, the strong disapprobation expressed by a large majority of those present of the system so unhappily prevalent, of placing persons on the Directories of railways, living far away from them, and ignorant of the peculiar habits, interests, and feelings of the localities which they traverse, merely because they happen to be large or considerable shareholders; and third, the spirited denunciation by one of the speakers greeted as it was with general cheers, and dissented from by none, of the class of guinea-hunting Directors, who make a regular business of Railway-Directing, and care not where a railway may be situated so that they can but get themselves appointed on its Board of Management, nor how many Railway Boards they are members of, so that they do all but pay well.

We hinted in our last that the example set by the meeting was the more worthy of note that it was a *Liverpool* meeting; and our reason was simply that Liverpool is notoriously the head-quarters of the three great railway enormities, levelled at by the resolutions passed and sentiments expressed on the occasion—Directorial Irresponsibility, Directorial Non-Residence, and Directorial Guinea-hunting, including in the last all the well-known evils of pluralism and sinecurism.

The Chester and Birkenhead Directors made a stubborn but vain effort to withstand the flood of reform which had set in against them; and though they gave way at last, it was with so little grace, that their yielding had all the appearance of a most ignominious defeat. Sir JOSHUA WALMSLEY and Mr. RADCLIFFE, the authors (as we infer from the proceedings) of the very able Report of the Committee appointed to inquire into the state of the Company and conduct of the Directors, appear to have been literally lifted on the shoulders of the proprietors into the Board-room, *in spite* of its previous occupants—nay, in the very teeth of a general determination to *resign*, should one of these gentlemen (Mr. RADCLIFFE) be thrust upon them. Mr. RADCLIFFE *has* been thrust upon them—yet, strange, or rather *not* strange, to say, we hear *now* of no resignations!! Honour to the men who, despising all threats, stood so manfully true to their colours.

Mr. SANDERS suggested that the perverseness of the Directors might, in a great measure, be ascribed to the circumstance that "they were the first body of the kind who had been *brought up* for their conduct." Perhaps so; and to such sympathy as they may deserve for being the first singled out, where there are many no better than themselves, we make them freely welcome. Most assuredly, as Mr. SANDERS went on very pithily to observe, "this is *only the beginning of such things*." "There were many railways in the kingdom where a most searching inquiry would speedily be instituted into the conduct of the Directors. There were Liverpool men connected with the Directorships of some of them *whom he would not trust with the management of a common clerkship*, and who were continually going out of England, instead of attending to their duties. He thought it an extraordinary circumstance that *Railway concerns should have such men tied on them like an incubus*. He was certain the present would be a prelude to many other inquiries of a like kind, *and that some gentlemen who were now connected with other railways would not be so much longer*."

Now that the Chester and Birkenhead Board has had its infusion of new blood, and that there seems a fair prospect of the necessary reforms recommended in the Report of the Committee of Investigation being zealously and unsparingly carried out, we share in the confidence expressed by the Committee that this railway must ere long rank "among the most flourishing in the kingdom." It is excellently situated for local as well as through traffic, and wants only to be judiciously and economically conducted to be eminently productive.

THE extension of the Railway System, wholly unparalleled as it is for rapidity and magnitude, has necessarily brought into operation principles which have hitherto been but imperfectly understood, or at least has so complicated them with new elements as to require that they should be newly disentangled and again discussed. We apprehend it is particularly so with the considerations which affect the rate of fares. The outlay of capital on the formation of railways has, both because of its vast amount abstractedly considered, and because of the wonderment and anxiety with which it has filled men's minds during the months and years of its expenditure, acquired extreme prominence in all related questions; but it may perhaps be found on further inquiry that for the very purposes of the solicitude which it occasions, this prominence does not logically belong to it; and it adds much to the chances of mistake, that in scarcely any other instance has the capital which formed the road been supplied by the parties who carried passengers and goods upon it.

Time, experience, and reflection, will no doubt gradually rectify the confusion still incident to this and kindred subjects. In the mean time we have the satisfaction of remembering that we have from the first (though guided certainly more by general impressions and principles than by any particular investigation of the case in hand), zealously and consistently contended for that moderation of charge, which more rigorous investigation seems likely to establish as the best for the proprietors as well as for the public. We have felt, or perhaps we have instantaneously summed up our experience to the effect, that of two systems, that which reckoned for its success on the more general use and the wider support had the greatest chance of ultimate and permanent success. The difficulty with which we have been pressed is as to *the extent* to which reduction could safely be carried. Nothing could deserve more highly of the railway public, than investigations which would determine this point, without incurring the ruinous consequences of long years of objectless, unguided, and erroneous experience.

The first thing obviously to be done is to determine what are really the elements of the reckoning, but with respect to this much misapprehension we conceive has prevailed. It is one thing to reckon beforehand what a railway will pay to those who propose to make it; it is a very different one to ascertain, when it has been made, how the greatest profit is to be derived from it. In the former reckoning the first cost is a most material item: the latter depends upon the price the public are willing to pay under present inducements for the use of it, and the current cost to the Company of supplying that use; the difference between these two items is the profit on the original outlay, and the only profit to be permanently relied on. Whether this difference, constituting the profit, is greater or less than the projectors of the road originally expected, is nothing to those who have the option of using or not using it.

We readily confess that it has cost us some effort of thought to free ourselves entirely of the remains of an error which seems to rest on nearly the whole railway public, and to exist in principle to a greater or less extent in every department of commerce, namely, that prices should at all events be such as to furnish protection and indemnity for first cost. And yet we never could contend, nor we hope be understood to contend, for the absurdity that a Railway Company, or any other supplying party, could *compel* the taking of their supply at higher prices than those it was worth the while of consumers to give. Neither would we be thought inclined—seeing how Railway Companies have been empowered for the general good, to invade ancient properties and disturb established interests—to hold them morally justified in the assertion of the right to make the greatest amount of profit they possibly can. To

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repay themselves with liberal advantage is all they can justly claim.

In the absence of clearer demonstrations of their real interest in moderate fares, it may be doing a real service to Companies, who are too fond of high charges, to remind them that their monopoly exists only during good behaviour: it has no foundation in law, in contract, or in moral obligation. If the day should come when the public voice shall call for the necessary restraint of competition, it will be no defence to show that they have gained nothing by their enterprise; the sound and ready answer will be, that if they had acted liberally towards the public, they would have acted wisely for themselves. Nothing can avert the execution of such rival projects but a belief widely diffused, that the Directors of the existing lines are animated by a desire to render the benefits of cheap locomotion, as extensive as is consistent with the just interests of the proprietary body.

It is early enough, it is true, to talk of rival lines. Many questions have yet to be practically settled, which occupy too large a share in the reckoning, to allow us as yet to acquit or condemn the management of many of the lines which already exist. But the day of enquiry will come; and nothing but the most careful investigation, and the most untiring diligence, *now*, will prepare Railway Boards for the ordeal they must pass through *then*. Now that the public have scarcely recovered from their first wonderings at the new celerity of travel, and are feeling its advantages by fresh comparison with recent slowness, many matters may pass which, when a few years of use have rubbed away the glare, will come into view, and be made subjects of scrutiny. We accuse none; in these remarks we have no thought of accusing any; we would caution and incite all.

With these views it will be easily understood why we have zealously opposed the Manchester and Birmingham Extension line; we deem it premature. The day may come when it will be our duty to take a different course; that will depend on what may hereafter appear to be the wants of the public, and what the probility, that those wants will be fairly, judiciously and liberally supplied by existing lines. The day for allowances on the score of inexperience will pass away, and the real tendency of men and their measures will be left bare for inspection.

While so much obscurity prevails respecting the true principle of charge, and most Managers of railways are cautiously debating with themselves where the line of demarcation lies —on what side the gain, and on what the loss— the Directors of the Southampton have made a leap in the dark, which, for its singular boldness, deserves here our particular notice. Ought we not to compliment these Directors on their public-spiritedness in undertaking so large a risk for the mere purpose of supplying an experiment in railway management? Is it not patriotic and self-denying, voluntarily to get the discredit of breaking faith with the public, by raising their fares so much beyond their original promises, just that we may see what is the effect of enhancing a tariff? Should it not add fervour to our thanks, that they have braved all the risks of this trial, without having the softening plea to urge of a line enormously expensive, or estimates of cost trebled, like the Birmingham and Great Western? And shall it not still further stimulate our gratitude to the Directors, if, through their eagerness to contribute to railway experience, the receipts and dividends should fall short, and their ears, in consequence, come into danger with the shareholders? What if, as "vaulting ambition" sometimes "o'erleaps its *saddle*" (the true reading, we believe), they should overleap theirs? We trust, at all events, the results of this precious experiment, will be very carefully preserved for the public good.

Joking and Southampton apart, however, we wish to point out the extreme importance of carefully and systematically collecting, tabulating, and comparing the experience of different lines. To wait for the results which one line could furnish during a cycle of serious and diverse changes, each of sufficient length for accuracy, would require years upon years of patience—and both to the line and to the country it traversed, might involve years upon years of loss. To deduce a general law requires a comparison of many particulars; yet without some tolerable approximation by this means to the *law* of *locomotiveness*, the fixing of railway fares must be mere guess-work or chaffering. That such a law does exist in every given and constant state of society seems to us to admit of no doubt; and we think it equally indubitable that it ought to form the primary element in these fundamental calculations. To its discovery then every available effort should be directed; and conceiving that the word "impossible" is well nigh forgotten by those who have accomplished the marvels of steam travelling, we expect ere long to see it fully developed and applied. We need not say, our columns will gladly be made subservient to this purpose.

If any hesitate to join us in our expectations, we need only point to the facts, that as little was once known of the average numbers of fires, births, deaths, marriages, &c. &c., as is now known of the numbers and conditions of those who travel, and that not a tithe of the opportunity of observation has ever existed in one case which now exists in the other. What the labours of observers and mathematicians have done, and are yet doing, in the former subjects, they may do with as great certainty and benefit in the latter. The constancy of the results too which have every where followed the introduction of railway travelling, strengthens the assurance that such a law does exist and may be found.

Perhaps the first, certainly the most important single step in this as in every analogous process, is the formation of a *theory* composed of probable suppositions and their necessary consequences. We thus obtain a standard, though but *an imaginary* one, with which we may compare observed facts and views—under which we may arrange and classify them—and which may be time after time corrected until it becomes a representative of the whole case, and when the various, and seemingly discordant observations, being set in order and easily consulted, may furnish instances from which to judge how to apply the general rule to each affair in hand. In this view, we think we can scarcely recommend too strongly a careful study of the paper of Mr. Ellett, which we gave from the *Franklin Journal* in our number of the 24th ult.; and we press this recommendation on account of its intrinsic merits and practical value, although it is not improbable we may have to dissent from some of its positions. To this subject it will be our duty frequently and anxiously to return: no other so greatly affects railway interests, and none requires greater pains or more extensive inquiry for its elucidation.

Since the above was written, we have received the letter of "Another Leeds Shareholder," which will be found elsewhere. Impressed with the importance of obtaining by any possible mode some tolerable measure of the effect of the amount of fare on the number of travellers, we cordially welcome his suggestion that a Company, with this object in view, should make for a time *one cheap day in every week*. Although the result might not represent exactly what would take place under a general system of low fares, it would at least furnish a means of judging how numerous that class is, to whom the difference of the fares is of greater consequence, than to have choice of the day on which they shall travel. In a question whose solution requires a comparison of so many facts, any additional mode of trial is likely to assist materially in finding out the truth.

We willingly give insertion in another part to a "Proposal to form a Railway Insurance Fund," and we cordially wish success to the attempt it announces. That it will be more than countenanced by the different Railway Boards, we cannot permit ourselves to doubt. To say nothing of kindly motives, there is abundant reason for their active patronage in the fact, that habits of forethought and their natural consequence, present prudence, tend strongly to improve the trustworthiness and general efficiency of those who foster them. There is another principle which, though too often lost sight of, operates strongly in fitting a man for laudable activity. A mind well at ease on great points, and which has adjusted its daily matters into something like order, will be found to accomplish much more than can be done by one oppressed with anxiety for the future, and vexed with little grating disturbances about the present. To encourage therefore this praiseworthy tendency to lay up regularly and safely for the future, will, we believe, work as well for the employer as the employed. It adds not a little to the probability of advantage, that in the majority of cases the power to keep up the payments necessary to secure the provision to which the assured is looking forward, will depend on the continuance of his employment—that is, on his good conduct. We would only suggest, that if doubt attach to the legal power of Directors to contribute to such an object from the funds of Companies, such doubt should be removed by votes of the shareholders, or by such other step as in each case may seem meet.

It may be asked, why should not these persons insure in the existing offices? It is sufficient to answer, that each class of the community has peculiarities as to the probabilities of the future wants of its individuals, and that most men will readily fall into measures proposed in, and appertaining to, the body to which they belong, although they would pay no attention to the very same measures, however advantageous, if the matter were left to their solitary thought. It seems probable, therefore, that among railway officers life insurances will be both more numerous, and better effected, than they would be but for the aid of this institution.

We understand that it is intended to admit all above the class of workmen. Is it not very desirable that some such institution should be formed for the benefit of the excepted class? Their well-known and commendable readiness to club their shillings for each others temporary relief, might surely be converted with little trouble into a desire to provide upon

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system for the necessities which are certain to overtake, and the casualties to which their calling unavoidably exposes, them. Heartily wishing well to the present project, we shall be glad to see it followed by one of the character we have just pointed out.

We have received a copy of the Report on the Railways of Belgium, presented in February last to the Legislative Chambers of that country by the Minister of Public Works. It appears to contain, besides other valuable information, full details and a careful analysis of the expenses and receipts of the working of completed lines, and a summary of the cost of their construction. The late period of the week at which this important document came to hand, prevents our going at present more particularly into its contents: we expect, however, to have to refer to it frequently in illustration of many points which will necessarily come under discussion.

We have also seen a document recently published under the authority of the Belgian Government, which specifies the fare which is to be charged in future from each town to every other on the existing and intended lines. As a sample, we may just state, that the fares from Ostend to Ans (Liege), 124 miles, are as follows:—

	F.	C.	s.	d.	
Diligence	17	20	= 13	9	English.
Char-a-banc	10	75	= 8	7	"
Waggon	6	5	= 5	2	"

The great difference between these and our English rates of fares is very striking. We understand besides, that the three classes of carriages are *all* covered in and provided with cushions. Another remarkable contrast to our English pig-stye accommodations for the poor and humble.

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While Government Commissioners have been employed in investigations to ascertain the shortest and best line for a railway communication between London and Edinburgh and Glasgow, and all the world has been wondering where the money is to come from, to make any line that might be selected for the purpose, it is a remarkable fact—such a fact indeed as perhaps no other country save England could furnish—that the enterprise of a single private individual (Sir Hesketh Fleetwood, Bart.,) has all at once opened up a line of communication between the metropolis and Scotland, which in respect of celerity and, we believe, of cheapness also, really leaves but little to be desired. A person may now leave London at daybreak, and proceeding by railway to the new port of Fleetwood, embark there in a noble steamer, in time to breakfast next morning at Edinburgh or Glasgow! How much *more* can any reasonable man want? Were he to travel the whole way by railway to either place, at the rate of 20 miles an hour, he could but arrive two or three hours sooner,—before breakfast were ready or anybody up to bid him welcome. We have extracted in another part from a local paper some interesting particulars of this new line of transit, and its grand and chief feature, the new port and town of Fleetwood—a right legitimate offspring of the railway system—for which we can run no risk in predicting a career of great and early prosperity.

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Mr. Hodgson Hinde has given notice of a motion for a Select Committee to "inquire into the present arrangements for the transmission of the mails between London and Edinburgh, with a view to ascertain whether greater expedition cannot be effected, and increased accommodation afforded to the correspondence of the intermediate districts."

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The consideration of the Report on the Railways Regulation Bill stands once more deferred till Monday next.

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A return has been ordered on the motion of Mr. Gillen, "of the amount of mileage and composition for duties on railway and stage carriages respectively, in the years ending the 5th of January, 1839, 1840, and 1841.

RAILWAY OFFENCES AND OFFENDERS

The most serious case of offence which has come under our notice since our last, occurred on the Eastern Counties' line on Sunday. The person whose duty it was to see to the proper arrangement of the switches at the Ilford station, having *only an hour and a half* to adjust them between the passing of a down and an up train, left them as they were, after the passage of the down train, the consequence of which was, that on the arrival of the up train the engine was thrown off the line and the engineer nearly killed. Had the accident not occurred at a station, on approaching which the speed of the train was reduced to a very slow rate, the consequences might have been vastly more disastrous. We quote the following details of the accident from the *Times*:—

"On Sunday evening, at 10 minutes before 5 o'clock, an accident of a serious nature, by which an engineer on one of the trains received great injury, occurred on the line of the Eastern Counties' Railway, and which, as too often happens in such cases, was occasioned by extreme negligence. The following particulars our informant received from the injured party:—His name is William Cox, and he is 26 years of age. The up-train left Brentwood at 1 o'clock, on its way to London: it arrived at Ilford about 10 minutes to 5, when, owing to the points of the rails at the station not being properly shifted, the engine ran off the rails, and at the same instant the foot-plate, as it is called, on which Cox was standing between the engine and the tender, owing to the violent jerk it received, rose out of its place, and the poor fellow's right foot and leg were jammed between the foot-plate and tender with great violence. Fortunately, the steam of the engine was immediately turned off, or the calamity must inevitably have been more frightful—but as it was, no other person was injured. Poor Cox was placed on a litter and conveyed by the train to the Mile-end station, and thence he was carried to the London Hospital, where his leg was found to have been so dreadfully injured that it is feared amputation will be necessary. Two or three pieces of bone were extracted from his leg at once. When the same train went down to Brentwood about an hour and a half before, the points of the rails were shifted in the direction in which the train was then proceeding, and not afterwards reversed, as they should have been, in readiness for the train's return. This neglect on the part of those whose duty it was to see the points right, led to the accident."

May we presume to ask what has been done with the offending party? We have not as yet seen any notice of his having been either fined, imprisoned, or dismissed. Is it true, as we have been told, that he is but a lad under twenty years of age? And that he has been already twice suspended since he has been in the Company's service, and once actually discharged from it? What can be the superlative merits of the lad that he should in spite of all these antecedents, have been reappointed to a situation of such trust and importance, that the lives and limbs of whole trains of passengers, are dependent on his care and attention? Is any mere lad, with the thoughtlessness common to mere lads, fit for such a situation? We regret to be under the necessity of asking two or three questions, more which are founded on information supplied to us of a character too authentic to permit of our leaving them unasked. Is not the offending party a protegé of one of the Directors? Has he not been indebted to the friendship of that Director for his repeated restorations to office and salary? Is he not the son of the housekeeper or landlady of the said Director? And is not that Director Mr. Charles Hood?

Next to the preceding case, we must rank the following, which is reported of the Manchester and Leeds Railway Executive in the *Manchester Courier*:—

"At the police-office, Rochdale, on Tuesday last, Thos Metcalf and wife, two aged and very respectable persons, were brought up by two of the Manchester and Leeds Railway constables, from Blue Pitts station. Metcalf stated that he came from Tottington Lower End, but he and his wife had been to Todmorden, on Sunday, to the funeral of his mother, aged 82 years, and on Monday they paid 3s. each at Todmorden to go by the railway to Heywood: they arrived at Blue Pits at 10 o'clock at night, and were turned out, with orders to walk on the road while the conveyance came up. They were followed by a constable, who demanded their tickets, which they refused until they got to their destination, upon which the railway constables had put them into the lock-ups. Mr. Hunt, solicitor, appeared for defendants, and produced the tickets. The magistrates dismissed the case, and found great fault with the railway authorities. Mr. Hunt stated he would enter an action against the Railway Company."

We are not sufficiencly acquainted with the provisions of the Manchester and Leeds Act, or with their *legalised* bye-laws, to be able to say whether the constable was legally justified in subjecting this aged and very respectable couple to "durance vile" for refusing to deliver up their tickets till they had got their tickets' worth; but of this we are quite certain, that there is extreme danger of an English jury having the greatest possible inclination in the world to award the sufferers heavy damages for the harsh—indeed cruel—treatment they received. The Manchester and Leeds Railway Directors have hitherto maintained a high character for active and discreet management (their excessive fares always excepted), and if they would preserve that character they must make good provision against the recurrence of any more such cases of *innocent offenders*.

At the Justice Room, Hemsworth, (May 13,)—

"Joseph Marples, of Eckington, carpenter, was charged by one of the police-officers on the North Midland Railway with trespassing on the line on the 17th day of April last. It appeared that Marples was found on the railway in a state of intoxication, and on being remonstrated with used abusive language. He was convicted in 10s. penalty and 12s. costs."

The only thing at which one is startled in this case is the amount of the *costs*. Penalty, 10s! costs, 12s.!! Penalty 100! costs of recovery 120!!! It is a shame to England that even *criminal* justice should be so dear.

The following case is furnished by the London Police Reports of the week. It relates to the South-Western Railway, and contrary to what recent experience would lead one to anticipate, the Executive of that concern do *not* seem, in this instance, to have been at all to blame.

"Union-Hall.—Yesterday Mr. Charles Goode, a member of the United Service Club, was charged with causing a disturbance at the terminus of the South-Western Railway, and obstructing the officers in the execution of their duty.

"Mr. Davis, the superintendent of the carriage department, stated that on the preceding evening, on the arrival of the last tram at Nine Elms, a considerable disturbance was created by the conduct pursued by the defendant, who had come up in one of the carriages from the Wimbledon station. When he got out of the carriage, he wanted to force his way into an omnibus, and although informed by the conductor that it was full, the defendant still persevered in trying to obtain a seat, and when one of the passengers interfered and remonstrated with him, he was spit upon by the defendant, who was at length dragged out of the vehicle by the conductor. When his (Mr. Davis's) attention was called to the spot, he was threatened to be reported to the Directors by the passengers for permitting such conduct on the part of the defendant, and when he remonstrated with the latter on the impropriety of his conduct, he was informed that he should have an action brought against him—and an individual who accompanied the defendant expressed his determination to call on Mr.

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Easthope to represent his (the superintendent's) conduct, and have him discharged from his situation. The complainant added, that the defendant's behaviour throughout was of such a nature that he was compelled to give him into the custody of one of the railway policemen, and that the disturbance he occasioned at the terminus was an impediment to the business then going forward.

"The conductor of the omnibus in which the defendant insisted on having a seat, confirmed Mr. Davis's account as to the offensive conduct pursued by the defendant. The witness added, that he heard the defendant, on being remonstrated with by one of the passengers in the "bus," spit at him, and use very improper language when told that there was no room for him.

"The defendant denied that he was the aggressor, and said that he was most rudely treated when he got into the omnibus by one of the passengers, who attempted to eject him, and in doing so struck him on the breast. At the time he first got into the vehicle he was not aware that it was full, and in making his way to the other end of it he experienced the treatment described, and on attempting to resent which he was most unceremoniously dragged out by the conductor, and afterwards given into custody by the superintendent, and detained some hours, until he procured the requisite bail for his appearance. He added, that he considered that he was extremely ill-used, and that the passenger in the omnibus who assaulted him was the aggressor.

The defendant then called a witness to confirm his account of the transaction; after hearing whom the magistrate said, that however blamable the conduct of the passenger in the omnibus might have been to the defendant, yet that the offence with which the latter was charged, namely, causing a disturbance at the railway, was made out.

"The Secretary of the railway said, that the Directors did not want to press for any penalty on the present occasion, and if the defendant expressed his regret for his conduct on the occasion, they would be satisfied.

"The defendant having complied with the required suggestion, was discharged.

We close our weekly list with a case from "over the border," which presents a striking contrast to that of the Eastern Counties' Railway, before animadverted upon:

"The Directors of the Joint Line of Railway between Glasgow and Paisley, on Thursday morning, apprehended David Dickson, one of their servants, whose very responsible duty it was to take charge of the points near the Glasgow station, and who had been absent without notice or leave, and without justifiable cause. He was, on Thursday, summarily tried and convicted of the offence, before the sheriff as one of the justices of the peace for the county, under Lord Seymour's Act, and being unable to pay a fine of 5*l.*, which the sheriff imposed upon him, he was sentenced to 30 days' imprisonment. We believe this is the first conviction in this county, under the above Act; and we are glad to see that our authorities show themselves so much alive to the responsibility which attaches to railway servants, and that they are determined to support the Railway Companies in their endeavours to enforce discipline."—*Glasgow Courier.*

The *Scotch* switch-tender is imprisoned for 30 days for being simply absent from his post without leave, without any damage ensuing to anybody; but the *English* switch-tender, who neglects his duty to an extent which has nearly cost one man his life, and placed many more in extreme jeopardy, is—What?—For anything that has yet come to our knowledge, not punished at all!

PARLIAMENTARY PROCEEDINGS ON RAILWAYS.

BELFAST AND CAVEHILL RAILWAY.

May 20.—Petitions against the Bill from George Augustus Chichester May, Esq.; Grand Jurors of the county of Antrim; Robert Thomson, Esq.; and Trustees of certain Turnpike Roads leading from Belfast to Antrim, and to the Copeland Water; referred to the Committee on the Bill; counsel ordered.

GLASGOW AND DUNDYVAN JUNCTION RAILWAY.

May 14.—Bill reported; motion made and question put "That the Bill be re-committed;" the House divided, ayes 40, noes 70.

Petition of David Robertson, praying that the Bill may not be re-committed; to lie on the table.

LONDON AND GREENWICH RAILWAY.

May 20.—Petition of Commissioners for paving the East Division of Southwark, against; referred to the Committee on the Bill; counsel ordered.

MANCHESTER AND LEEDS RAILWAY.

May 18.—Royal assent given to the Bill.

NORTHERN AND EASTERN RAILWAY.

May 18.—Royal assent given to the Bill.

SHOTTS AND WILSONTOWN RAILWAY.

May 18.—Report further considered; amendments agreed to; other amendments made; Bill to be engrossed.

SOUTH-WESTERN RAILWAY (No. 2.)

May 20.—Reported; to be engrossed.

WEST DURHAM RAILWAY.

May 14.—Lords' Amendments agreed to.
May 18.—Royal Assent given to the Bill.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY—ADJOURNED MEETING.

The adjourned meeting of this Company was held at the London Tavern, on Thursday last. John Ramsbottom, Esq., M.P., in the Chair.

The Secretary (Mr. Dyson) read the advertisement calling the meeting.

The Chairman stated that it had been expected the arbitrator in the long pending dispute between the Company and their late Secretary (Mr. Ross), would by this time have pronounced his award, but that such not being the case, he believed there was no business to bring before the meeting.

The Chairman further stated that as the next half-yearly meeting, under the Company's Act, must take place in the course of July next, and that was close at hand, it would not be necessary to make any further adjournment of the present meeting.

The meeting than broke up. The half-yearly meeting will, we understand, take place on the 29th of July.

LINES WRITTEN ON THE OPENING OF THE GLASGOW, PAISLEY AND GREENOCK RAILWAY.

Hark! hark! what is that in the distant plain
Careering in thunder along?
'Tis that fleet, fleet horse, with his railway train,
Unerring, gigantic, and strong.

Untired he approaches, unspurred he moves on,
Though he sweats, pants, and puffs all the way;
No storm can o'erpower him, his strength is unknown,
And he needs no repose night or day.

On, on to the goal, over valley and mound,
How wondrous and rapid his race,
Afar as he speeds, rock and river resound,
'Neath the tread of his fire-brightened pace.

His rival the ship, with stern, rudder and sail,
Now lashing along in her pride,
He leaves far behind to the sport of the gale,
And the surge of the billows and tide.

To-day in his triumph, on summit and tower,
To welcome him, wait the gay crowd;
He comes in the pride of his beauty and power,
Saluted with cheers long and loud.

Encircle his brow with a branch of Green-oak,
Let a statue of Watt him bestride;
To the bright car of commerce the gallant steed yoke,
And with him round the world we'll ride.

W. M'O.

Paisley, 30th March, 1841.

Galloway's Improvements in Propelling Carriages on Railways.—On the middle of the axle of each pair of running wheels a small double flanged wheel is placed in contact with a moving rail in the centre of the line of railway, supported on anti-friction wheels. Motion is given to this rail by a stationary engine, which propels the carriages by contact with the small wheel. The claim is to the mode of propelling carriages on railways by the application of a moving rail or bar, acting against a wheel or wheels, of different diameter to the other wheels of the carriage, by which means carriages can be propelled on railways at a much greater velocity than the speed of the moving or propelling rail or bar.—*Mechanics' Magazine.*

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Midland Counties' Railway.—An accident occurred on this line near to Barrow-upon-Soar, on Friday. A glazier, of Sileby, named Anthony Sewell, together with his son, went to the station at Barrow, and on the arrival of the train the engine ran against the father and forced him against the wall, from which he rebounded on the rails and was run over, suffering such injury in his person as to cause his death the following morning. At the inquest before Mr. Gregory, on Saturday, it was conclusively proved that no possible blame was imputable either to the engine-drivers and conductors, or to the station master, and the persons in waiting there. The unfortunate deceased while waiting for the train had left the platform, and crossed the lines; on his endeavouring to recross to the platform, the train was slowly approaching, and although loudly called out to, and most earnestly entreated either to stand still or go back, he persisted in his course, and was struck down by the engine. Every assistance was rendered, but the injuries were of such a nature that it was unavailing.—Verdict, "Accidental death."—*Derby Mercury.*

Market Weighton.—It is stated that a very strong disposition is manifested amongst the agriculturists and others of Market Weighton and its surrounding neighbourhood for the formation of a railroad from that place to the Howden station, on a plan similar to the Pickering and Whitby establishment, for the transit of corn, bricks, tiles, lime, and various other articles, which have now to be sent by a tedious and expensive canal conveyance; and there appears little doubt, should the proposal meet with the co-operation of the Hull and Selby Railway Company, that both parties would be mutually benefitted.—*Hull Times.*

Hint to Railway Secretaries.—When you have occasion to communicate to the Lords of Trade and Plantations the smashing to death of two or three of her Majesty's liege subjects, and the grievous maiming for life of a dozen or so more, don't say, "I have the *pleasure*," or "the *honour*," to inform you, &c. It looks funny—as if you were *clerk of the shambles* to some Great Slaughter Company.

The Manchester and Birmingham Railway.—The works on this railway beyond Stockport are progressing rapidly, and there is no doubt that the whole line to Crewe will be ready for public traffic early in the next year. The distance to London by this line will be 12½ miles less than by the Grand Junction. We understand that the following are the stations at present proposed to be made:—

Manchester to Rushford	2 miles
Rushford to Stockport	3 ,,
Stockport to Cheadle Hulme	3 ,,
Cheadle Hulme to Handforth	2 ,,
Handforth to Wilmslow	2 ,,
Wilmslow to Chorley	1¾ ,,
Chorley to Chelford	3 ,,
Chelford to Holmes Chapel	6 ,,
Holmes Chapel to Sandbach	3¾ ,,
Sandbach to Crewe	4¼ ,,
Crewe	30¼

—*Staffordshire Gazette.*

The Lancaster and Preston Railway.—We have much pleasure in perceiving that the traffic on this railway is rapidly increasing, which is especially the case in the carrying of goods. A very long train started on Tuesday last from Mr. Hargreaves's warehouse, consisting of thirty carriages, besides a number of empty coal trucks. It contained about eighty head of fat cattle for the Manchester Wednesday market, and also a number of sheep, and a great weight of heavy luggage. They were all drawn by one of Mr. Hargreaves's powerful engines.—*Lancaster Guardian*

Token of Respect.—Messrs. Hawthorn, of Newcastle, and Mr. Stephenson, of Darlington, in conjunction with the contractors lately engaged in the formation of the Great North of England Railway from Darlington to York, have decided on presenting T. Storey, Esq. (chief engineer in the construction of the line), a dinner service of massive silver plate, the value of which is about 400*l.*—*Newcastle Chronicle.*

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PREVENTION OF RAILWAY ACCIDENTS —CLAIM OF PRIORITY OF INVENTION BY PROFESSOR Mc GAULEY.

To the Editor of the Railway Times.

SIR,—I think it right to trouble you with a few lines, with reference to the apparatus for preventing accidents on railways.

Justice to myself requires me to state, that I communicated to the public gratuitously the principle, and some contrivances, for stopping trains perfectly independent of the driver, by means of very simple apparatus fixed to the engine, and between the rails. Most assuredly, if priority of publication gives me a right to be considered the inventor, that right is rendered stronger, by my looking for no remuneration, in any way, for a contrivance, which promised so much advantage to the public.

Two patents have been taken out founded on a principle thus publicly made known by me, one of them by Mr. Birch, dated November 12, 1840, the other by Mr. Walter Hancock, dated November 26th, 1840. Now, my letters to several Railway Companies, communicating the principle and a sufficient number of details, were dated *November 2nd*, 1840, and the answer received from the London and Birmingham Railway Company was dated November 4th, 1840, one from the Great Western, November 6th, 1840, and one from the Dublin and Kingstown, November 9th, 1840.

I used, besides, every other mode in my power of giving publicity to the invention.

I trust, Sir, that I need not apologise for trespassing on your attention on so important a subject.

The insertion of these few lines in your valuable publication will greatly oblige, your obedient servant,

JAMES WILLIAM Mc GAULEY,
Professor of Natural Philosophy to the National Board of Education.

Office of Education, Dublin, May 15th, 1841.

RAILWAY TIME TABLES.

To the Editor of the Railway Times.

SIR,—I observe that the Directors of the Croydon Railway have advertised in their last notice that they will make no alteration in future in the times of starting their trains except on *the first day of the month*. Now I cannot help thinking that this arrangement would conduce greatly to the convenience of the public, if it were universally adopted on all railways. Then if all notices were dated, a passenger would be sure to know whether he had got the last notice in his hand, and a greater degree of usefulness would be given to two excellent publications which I have lately seen, "Bradshaw's Time Table" and "Gadsby's Railway Companion," each published monthly at 3d., and containing the times of starting of all railways.

I am, Sir, your obedient servant,
A RAILWAY TRAVELLER.

May 12, 1841.

FARES ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—In a recent number of your paper, you reviewed an American work on railways, which you pronounced to be "a very masterly performance—the results approximating in every instance so nearly to the truth as to be of the utmost practical value," and you state the general result to be this, that "there is in the case of every railway a certain constant quantity which may be safely added to the actual cost of conveying each passenger wholly irrespective of the cost of construction."

Now, as I am a plain man and no mathematician, I am unable to follow the author through such elaborate calculations, but am obliged, if I accept the conclusions at all, to take them on trust, provided they are not inconsistent with the results of experience." Will you have the goodness, therefore, to inform me if these results have been confirmed by the experience of those railways who have hitherto paid no dividend? Or have they given the scheme a fair trial? For instance, the Croydon Railway announced in their last Report, that their receipts were not adequate to make a dividend, nor even to pay the interest on their bonds: in other words, their receipts were just equal to the cost of conveyance. Now, as the public are accustomed to regard the managers of that concern as some authority on these subjects, I think it would be conferring a great benefit on the railway public, if you would inform them whether that Company have given in their adhesion to this principle; or whether the raising of their fares last year, was in consequence of adopting it? You state that, "so important is the least deviation from that constant quantity that the loss increases merely in the square of the deviation from it." Perhaps, in this case, a loss may arise from a deviation on the side of excess. At all events, if the plan has been tried, it would be very interesting to know the results; and particularly so to all those who, like myself, are disposed to judge by results being.

Mr. Editor, your obedient servant,
A WAYFARING MAN.*

London, 13th May, 1841.

RUSTING OF RAILS.

To the Editor of the Railway Times.

SIR,—Perceiving, in your last paper but one, that you are at a loss to understand why the iron bars of a railway that are regularly used do not rust, whilst those that are only occasionally used do rust: and the reasons that you have assigned being to me unsatisfactory, I will venture to demonstrate the cause. Every carriage upon a railway is acting as an electric machine; the journels of the axletrees rubbing on the surface of the bearings, although lubricated with grease or oil, from the high velocity at which they travel, generate or collect electric fluid—the axle and wheels being good conductors, convey the electric fluid on to the rails, and prevent the oxygen of the atmosphere combining with the iron, and so long as a sufficient quantity of the electric fluid can be kept in contact with the rails no oxidation will take place. I may also add, that when the axle is inclined to heat, the quantity of electric fluid is considerably increased, and should the bearings on the axle grind or cut, every particle of iron cut off is highly magnetised.

Had I time to go further into this interesting subject, I would venture to define the cause of the electric current issuing from the aperture of a high-pressure boiler—a subject that has already caused considerable discussion, but not yet been satisfactorily explained.

A. Z.

May 18, 1841.

[Our correspondent evidently understands science better than jocularity. If he will refer again to what we said, he will see that we did not seriously offer to explain the phenomenon alluded to, though after all it does happen that his explanation, practically resolves itself into ours. *As long* as the rails are in use *just so long* will there be his supply of electric fluid, &c.—ED. R. T.]

BRISTOL AND EXETER RAILWAY.

To the Editor of the Railway Times.

SIR,—From the impartial manner in which your publication seems to be conducted, by admitting free discussion on all practical matters connected with railways, I am induced to say a few words in furtherance of the views of your Bath correspondent, "F." relative to that uncontracted portion of the above railway between Taunton and Exeter. Having some local knowledge of the country through which it must pass, but no immediate interest in whatever line it may take, I in common with my neighbours, cannot be persuaded but that the Parliamentary line (from a spot near to where the tunnelling is to commence, until it reaches within four miles of the terminus at Exeter) is the very worst that could have been selected. The western mouth of this tunnel will, it is imagined, be 500 feet above the terminus, whereas by keeping to the right, following very nearly the direction of the Great Western Canal, in no case will it be necessary to ascend more than 230 feet—which is somewhat about the altitude of the canal above the sea at Exmouth. This plan would bring the railway to the same point as the one intended at Sampford Peverell. From thence two ways would suggest themselves, different from the one contemplated:—The first, by the valley of Halberton and Butterleigh to the river Exe, between Bickleigh and Rewe, where it would again reach the original spot intended; the other, with a saving of a branch of three miles, would be to proceed from Sampford to Tiverton, and follow down the Exe valley to the terminus.

I am aware this detail is more adapted for the consideration of the Engineers employed than for your general readers; but I fear unless the recommendation for an alteration of any kind, comes with an impetus an individual cannot give, it will receive but little attention from Directors, and those about them, who have formed pre-conceived notions of the superiority of their own plans to all others.

It may be, that the reading of these remarks shall induce some shareholders, largely interested in the success of this railway, to inquire further about the tunnel, and the possibility of avoiding it altogether.

I am, Sir, your very obedient servant,
M.

Devonshire, May 15, 1841.

KELVEDON AND BURY PROPOSED RAILWAY.

To the Editor of the Railway Times.

SIR,—You were quite correct in stating that the necessary plans and sections for this scheme were not (and are not *now*) deposited with Mr. Holmes the Clerk of the Peace for Bury Saint Edmunds.

If Mr. Bruff would trouble himself to inspect the plans and sections deposited with Mr. Borton the Clerk of the Peace for Suffolk, he would be convinced that they at least were got up *hastily*, part of them being on tracing paper and the whole in so sketchy and unfinished a style as fully to warrant in my opinion, the statement "that they were got up hastily for the mere purpose of opposing the East Anglian Line," a statement which is borne out by the fact that at the time the plans and sections were left with Mr. Borton, a complete book of reference was omited to be left with him, as is required by the Standing Orders of Parliament; it is true an additional book was filled upon the 3rd April, but this was more than a month too late.

These omissions are I apprehend fatal to the scheme, and no doubt are intended by its concoctors (who well knew the consequence of their neglect) to be used as an excuse for not persevering therein, after it should have answered the intended purpose of shelving the East Anglian line—a purpose which I rejoice to say is not at all likely to be effected, as I understand that line is rapidly making its way, and acquiring an almost unprecedented share of local support in the districts through which it is intended to pass. I beg to subscribe myself,

Your obedient servant,
Q.

Bury St. Edmunds, 17 May, 1841.

EFFECTS OF THE RAILWAYS.—Worksop and the neighbourhood is likely to be benefitted to a certain extent by the opening of the main lines of railways. There are at the present time no less than 22 coaches and mails passing through the town, to and fro, every day. Some few years ago, it was with the greatest difficulty that a coach could be maintained on the road between Worksop and Sheffield, and now there are three running daily.—*Derby Mercury.*

* The reader will find the subject of the proper rate of fares treated of in one of our leading articles.

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CHELTENHAM AND GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—The recent report of the Cheltenham and Great Western Union being more explicit than usual has certainly placed the affairs of the Company in a much more favourable point of view than could previously have been taken of it.

The result is that the cost of the 17 miles about to be opened will be rather under 22,000*l.* per mile, and that on 25th December, 1840, they possessed resources exceeding 400,000*l.* without further calls, or 660,000*l.*, excluding calls yet unmade, placing against which 600,000*l.* for the remaining 24 miles, there would exist a surplus of about 60,000*l.*, being nearly sufficient for the requisite payment to the Birmingham and Gloucester Company, on resuming one moiety of the line between Cheltenham and Gloucester. Details in explanation of these results are subjoined.

This is supposing, however, that the proposed route and gradients by Saperton tunnel and Stroud valley be persisted in. If on the contrary so expensive a plan can be avoided by adopting the system of Capt. W. Moorsom, recommended for the Devon and Cornwall Railway, viz., a governing gradient of 88 feet per mile and a minimum radius of curvature of one quarter of a mile, with a single line of rails, at first costing only 12,623*l.* per mile, there would be a surplus of above 250,000*l.* According to this system a speed might still be maintained of 16 miles per hour with slow trains, 20 with passengers, or on urgent occasions, such as Government despatches, 26 miles per hour.

There is a strong impression that a much less expensive but practicable route could be found which, though rather disadvantageous to Stroud, would be favourable to both Gloucester and Cheltenham; and whilst the Directors might reserve themselves as much as they please as to the course ultimately to be adopted, and however reluctant they may now feel to adopt any great alteration of their plans, it is certainly incumbent on them at least to obtain and communicate needful information on this point, which they can do without much expense and without loss of time, whilst their further operations are suspended. It is desirable to know how practicable and cheap a line can be found from Kemble or Cirencester to Gloucester, making cheapness the paramount consideration, and giving that object a preference to easy gradients, directness of line, or any special consideration for any one of the principal towns in particular; for instance, it might be more advantageous on the aggregate not to pass the main line through Stroud, but to approach it by a branch not of very objectionable length.

There is also a mode whereby the call for funds might be alleviated, which has before been adverted to, viz., an agreement with the Bristol and Gloucester or the Birmingham and Gloucester Companies for them to make that part of the line between Barnwood and Stonehouse, consisting of about seven miles. It is presumable that this might be easily negociated without delay on fair terms, as those Companies have so great an interest in having this link in the chain of railways between the northern and south-western parts of the kingdom rendered continuous throughout at as early a date as possible. Let them have a lease of it for seven years, taking as their remuneration the traffic, with perhaps a condition that any surplus therefrom, beyond 7½ per cent. on their outlay, should be equally divided. Such an arrangement would be fair and advantageous to all parties, and very probably be consented to. The Great Western might have the option of making it on the same terms; or, as they are deeply interested in preventing delay in the completion of all parts of the line, they might undertake some other portion of it.

It being announced that the first 17,000*l.* rent will be wholly divisible on the shares not in arrear, and that future expenditure will (very properly) be considered as chargeable on the further parts of the line, there is now a certainty of income to commence within this year, at the rate of not less than 2*l.* 9s. per share per annum, on 6883 shares, supposing all arrears to be paid up except on the 617 shares forfeited.

No further calls can be wanted for a long time, and before they are required much valuable information will have been obtained, so that considerable reliance can be placed on estimates for the future, as regards both expenditure and receipts.

The causes of the hitherto depreciated value of these shares have been the pressure of calls and the want of explicit information at the general meetings of the Company. Both these evils, it is hoped, have now terminated for ever.

Referring to the revised estimate of November, 1838, of the expected traffic, it was taken at—

Gross	£169,228 6 1
Expenses, one-third	56,409 8 8
Net	£112,818 17 3

equal, if the whole 1,000,000*l.* were expended to above 11¼ per cent. per annum; or on 43½ miles to—

Gross	£3,890 per mile per annum.
Net	2,593 " "
Gross	3,254 per week.
	74 per mile per week.

and no reason has yet been produced why a traffic equal to this should not still be anticipated as the ultimate result.

With these facts and prospects, this railway is now surely entitled to hold rank amongst those of the highest reputation.

Yours respectfully,

F.

Bath, May 12, 1841.

Resources, 25th December, 1840.

Balance in hand			£14,947 15 0
Due from Birmingham and Gloucester Company			23,954 5 7
Arrears of calls	£115,322 9 11		
Whereof due on 617 forfeited shares at 62*l.* 10s.	£38,562 10 0		
Recd. £3,120 0 And 5,432 10	8,552 10 0		
		30,010 0 0	
			85,312 9 11
			124,214 10 6
Value of 617 forfeited shares at present market price	£32 10 0	£20,052 10 0	
Add, if held until a rise of price occur that would indemnify the Company of	16 2 9		
	£48 12 9	9,957 10 0	
			30,010 0 0
			£154,224 10 6
Power to borrow			250,000 0 0
Resources without further calls			404,224 10 6
Power to call 7,500 shares at 37*l.* 10s.	£281,250 0 0		
Whereof anticipated	25,330 10 3		
			255,919 9 9
Total			£660,144 0 3
Future expenditure on 24 miles— Estimate of November, 1838, for tunnel and 6½ miles through Chalford, and Stroud Valley			224,080 0 0
17½ miles the remainder, allow the same as for the 17 miles completed			372,170 0 0
Total			£596,250 0 0

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.

To the Shareholders.

GENTLEMEN,—At the recent half-yearly meeting, the accounts submitted to you were unanimously received and adopted. Did you so, merely in compliance with the customary forms; or was the balance-sheet such as you really could understand and approve of? For my part, being a shareholder resident at a distance, I was not at the meeting, but I have since received a copy of the Directors' Report and statement of accounts; and, whether it be from stupidity on my part, or from obscurity in the accounts themselves, I confess that I cannot understand them.

The accounts are divided under two heads, viz.—"Statement of Accounts," and "Statement of Receipts and Expenditure." I always thought, that accounts were for the express purpose of showing the receipts and disbursements, and am, therefore, at a loss to perceive from what difference the distinction is here made.

In the "Statement of Accounts," the receipts are put down at 452,887*l.* 7s. 0d., and the expenditure at 437,939*l.* 12s. 0d., leaving a balance in hand of 14,947*l.* 15s. 0d. But, in the "Statement of Receipts and Expenditure," the receipts are put down at 359,537*l.* 18s. 5d., and the disbursements at 344,590*l.* 3s. 5d., leaving a like balance of 14,947*l.* 15s. 0d. How is the discrepancy of 93,349*l.* 8s. 7d., between the two statements, to be accounted for? I have carefully looked over the balance sheet, and can meet with no satisfactory explanation.

It is obvious, that the Company can have received only one amount. The two statements cannot, therefore, be both correct; and unless they are both false, the one only can be true. Now, which is that one? I cannot suppose that the accounts were intentionally made to mislead; the discrepancy, then, must be the result of carelessness in not making the statements sufficiently explanatory. Be the cause, however, what it may, the effect is the same—that the distant shareholder, after reading the document in question, is as much in the dark as to the Company's financial position as ever, unless, perhaps, the item of 93,347*l.* be considered too trifling for the notice of a Company in our present flourishing condition, with arrears of 139,950*l.* on a paid up capital of 328,799*l.*, or about one-third!

I shall be glad if any shareholder who attended the meeting will favour me with an explanation on that point; and, if possible, explain why, in the one statement, the amount received from the Birmingham and Gloucester Company is put down at 77,500*l.*, and in the other at 97,500*l.*, although both statements are made up to the same period—the 25th of December.

I would here beg to suggest, that the half-yearly meetings be held about the same time as on other railways. Why should more than four months be suffered to elapse between the date of making up the accounts and the time of submitting them to the proprietors?

Compared with many other railways, our prospects, though not what we originally anticipated, are yet such as to remove all just cause for despondency. Should the portion of the line from Cirencester to Swindon cost 400,000*l.*, the income of 17,000*l.* per annum, from that portion, will yield dividends at the rate of 4¼ per cent., on the capital invested in the works. Our shares, therefore, with 62*l.* 10s. paid, ought to be worth, at the present moment, 53*l.* each at 20 years' purchase.

It is to be hoped, then, that none of the proprietors will sacrifice their shares at the present ruinous discount, but hold on with confidence.

Let us also delay the execution of the other portions of the line; for it is obvious, that with our present proprietary, there would be no likelihood of getting the calls paid up. The consequences might be fatal to our existence as a Company, were the attempt made. But, let us rather defer for the present the further prosecution of the works till more accurate estimates can be laid before us of the cost of the remaining portions of the line. We can, then, either carry out the design as originally intended, or adopt some modification proportionate to our means and suited to the exigencies of the occasion.

I remain, Gentlemen, your obedient servant,

CYMRO.

NORTH MIDLAND RAILWAY.—The contract for forming the Northwingfield branch railway was let last week, at Derby, to Mr. Radford, of Alfreton. The sum tendered for was 5,500*l.*—*Derby Mercury.*

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RAILWAY DIRECTIONS.

To the Editor of the Railway Times.

Sir,—"A Railway Shareholder" differs from me so entirely (as he himself observes) on the proper qualifications of Directors, and the system which should be adopted with regard to them, that we shall hardly agree about the means of reform. We agree in these two points only, viz. that the state of things is decidedly bad, and that shareholders are become aware of the necessity of some considerable change. On the present system, however, or any similar one, his constitution of Directors is as good as any other—perhaps the best. It may have the good effect of saving some useless salary, breaking up cliques, and preventing a few "unholy compacts;" but effective Direction it cannot in the nature of things give. Directors as they are, or as he would have them, will still be nearly useless—or worse—and any modification of the class will be little better. The magic number of "eight" inefficients will not make one efficient any more than as many bad sixpences would make one good one. Directions without Directors—the nominal ones instead of directing others, being directed by them—led by the nose—that noble organ. *Lucus a non lucendo.*

Rather too literally does he adopt Dr. Franklin's maxim that "in the affairs of this life men are not saved by faith [credulity] but by the want of it." He calculates, it would seem, on his Directors—even the "eight"—being all rogues or becoming so. This feeling or opinion should prevent him from employing any servants, or at least from placing confidence in them. But there is a cure, and a very curious one for this roguish tendency of mankind. One Director is to be taken almost at random from the share-list, then another for his holding, and a third for residence near the line—the process to be repeated *pro re natâ*. Neither is one in any case to be trusted by himself; another rogue is to be set to watch him.

But there are, it seems, "Managers," (Oh! oh!) who really do the work, devote their whole time to it and are adequately paid. And then it is triumphantly asked, "Why should the line be taxed with another set of highly-paid officers?" These "Managers," I suppose, are a sort of "Viceroys over the kings," whose "new blood" might be likely to run riot in their novel office and brief authority. Instead of two sets of highly-paid officers all along I have declared that there should be *one* only, and that one set truly efficient. The Director, the *bona fide* head of his department. Much rather would I be altogether without Directors than have such as a "Railway Shareholder" offers me, for then would these "Managers" become really responsible to the proprietors.

With "glory" I labour not to cover the shareholders any more than your correspondent; with "butcher's meat and flannel" I had much rather provide them. And his conclusions as to "pelf" I fully adopt. His Directors I object to because they know not how to procure me "the largest possible dividend." That is indeed "the question before the Court."

Notwithstanding "A Railway Shareholder's" reconsideration of the subject, "and his philosophical views," I must maintain all my opinions on the qualifications of Directors, more especially as to roads and engines. I still think that a much better chance of success exists in employing accomplished men, than in drawing names from a hat or an alphabet, or any similar source. Road-making, though treated with so much levity, has, I beg to remind you, Sir, been in all ages a very difficult operation, and has put in requisition the resources of the ablest men. Napoleon, no mean judge, was particularly careful in selecting his "road-makers." His success was in proportion, and it has been often said that his roads give him as good a claim for immortality as his battles. Macadam again has acquired a European reputation by his road-making. A verb even has been formed from his name in many of the modern languages of Europe. If indeed I was disposed to make "a flourish," it would be easy to do so by pointing to the ways constructed by the ancients—Appian, Æmilian, Egnatian, &c. &c., which have conferred immortality on their makers, and existing portions of which are still eminently beneficial to the countries they traverse. Our own island derives no slight memorials of the Romans from their roads. The construction of the Appian way is most ingenious, and well deserves to be studied by all concerned in such matters. Then as to the "inglorious materials of pelf," perhaps economic and mercantile ability is hardly more displayed in anything than in the providing and purchase of them.

The mode of appointing Auditors recommended by "A Railway Shareholder" seems unobjectionable, care of course being taken that the individuals were acquainted with business generally. In your last number, Sir, appears a proposal for holding half-yearly audits and publication of accounts, which is well worthy of attention. "A Railway Shareholder" concludes with insisting on the qualifications of his Directors being observed; but what qualification does he acquire beyond a place in the share-list? All the rest, it seems, "is sheer dupery."

Without repeating what has appeared in former letters, I may observe, that the origin of the present admitted evil is to be found in shareholders having adopted erroneous views on the nature of the mode of direction required for these undertakings. They supposed, that if some opulent proprietors in whose integrity they had confidence were appointed Directors, the service was then sufficiently provided for; but such persons (with respect be it spoken) are not equal to the duty. Still the public looks to the Directors—clamours against them when things go wrong—and meanwhile the real agent escapes notice, and consequent responsibility. So the result is, there is neither direction nor responsibility. The Director cannot manage what he does not understand—cannot know when his subordinates are going wrong—nor have, practically, any authority over them. He is made aware of their ill doings only when they become manifest to all the world. The subordinate again is too obscure to be responsible to the shareholders. So when any mishap occurs—small or great—(as a line costing 58,000*l.* a mile, while the estimate was about half as much,)—they well knowing that the Director cannot help himself, content themselves with a little angry talk, or a few letters in your journal, while the real offender keeps within the shade and escapes by his obscurity. Observe the difference in the case of the engineer. He is made indeed to answer for the deeds of his employers, and no shuffling off the responsibility can avail in his case. Again, men in office for a year or so only, cannot exert themselves with effect, even if by chance capable and desirous to act, and they have besides little motive to do so.

An active revolution in the matter is called for—organic changes—something more than reform. Why should not young men be bred to the business of railway direction, as well as to engineering? What is there "Utopian" in this. The real Utopian is he who expects that incompetent, unpaid, often changed, men on the one hand, linked on the other with adroit irresponsibles, should well conduct any affairs. Direction requires as high qualifications as engineering, and would be equally remunerated.

We hear much of the spread of scientific knowledge. To railways it is peculiarly applicable and valuable. Some persons on the line must possess a certain portion, and if the Directors are themselves unprovided, on others must they be wholly dependent. The Director should be the head of the employés in his department, and the able well-qualified head. Do you seriously expect this from one whose previous pursuits have no relation hardly to railway work, who is turned out in a year, and then liberally presented with 150*l.*?

Directors, as they should be, would have the means of conducting the work well, and would be influenced by far higher motives to good conduct than the mere expectation of a dividend. They would have before them the hope of keeping their places—their existence—the fear of being driven from them with disgrace and ruin. Such men would ferret out abuses, break up "unholy compacts," introduce economical methods, and improvements generally, much sooner than "eight," often somnolent shareholders dozing among their money-bags. They would have reputation, preferment, advancement, all in view.

Shareholders should adopt the common sense principle of obtaining the services of competent persons to perform their business, of rewarding them liberally, and of retaining them when found. This is the only remedy—not the pitiable contrivances about drawing names from share-lists.

Without full acquaintance with railways and their adjuncts—without devoting their whole time and powers to them—men cannot be fit for Directors. But can this be expected from shareholders, who have often other matters to attend to, who are neither fitted for the office nor the office for them?

I am, Sir, your obedient servant,

C. D.

18th May, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

Sir,—In confirmation of the statement of your correspondent, "A Leeds Shareholder," that the Manchester and Leeds coaches are still running, notwithstanding the opening of the railway, I find an advertisement in the Manchester papers of Saturday, announcing the hours of arrival and departure from *one* coach office, (the Royal Hotel) of not fewer than two mails (the Manchester and York morning and evening mails,) and four Leeds and Manchester stage coaches, besides one stage coach between Manchester and Huddersfield. I think there can be little doubt that the reason for these coaches still obtaining support on the old route, is to be found in the high fares by the railway; and therefore, whilst I am disposed to place more confidence in the zeal and business habits of the Directors than "A Leeds Shareholder" seems disposed to do, I must join him in inviting their prompt and serious attention to the propriety of revising their scale of charges to passengers.

It is to the superior cheapness as much as to the superior speed of railways, that our leading lines owe the great traffic which they have already secured. Rapid transit and low fares induce those to travel who formerly never dreamt of venturing beyond the boundaries of their own parishes, and those who were previously in the habit of travelling now take two, or three, or four trips, where in old times they would have rested content with a single journey. The facility of locomotion, and the moderate charges which most railways offer, create, in fact, new tastes in the surrounding population, and convert the *adscripti glebæ* into citizens of the world. When, however, these two great reasons for rambling—speed and cheapness—are absent, the ordinary coach traffic is not increased at all by the railway, but is divided between it and the vehicles previously on the road. This appears to be the position of the Manchester and Leeds Railway. The London and Birmingham, with comparatively low fares, has at least trebled the number of passengers travelling between its termini; the Manchester and Leeds, with high fares, does not seem to have increased the number of passengers at all. Let our Directors, then, follow the example of the London and Birmingham, and see what can be done by coaxing the locomotive propensities of the public into action.

I know the hazard of alterations of this description, and the difficulty of retracing a false step once taken; but there could be little risk of *loss* in announcing a *cheap day* once a week, or even two days—say Sunday and Monday—for three or four successive weeks, by way of experiment. Begin with charging 2d. per mile first class, and in proportion for second and third class, for all places distant from each other more than ten or perhaps fifteen miles, leaving the shorter distances at 3d. for the present. This would be strictly equitable, for it should be remembered, that our charge of 3d. per mile on the through journey

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from Manchester to Leeds is, in consequence of the circuitous route, equal to a charge of nearly 4½d. per mile on the actual distance between the two towns. If this plan should be found to answer expectations, then the arrangement might be rendered permanent and extended to the whole week and to all the stations; if, on the contrary, it were proved to be based on false premises, it might be abandoned without inconvenience to the Company.

Or suppose the Directors were to reduce the fares to passengers going to and returning from long distances on the line on the same day. This might encourage pleasure trips, and be productive of beneficial results to the treasury.

With "A Leeds Shareholder," I agree in thinking that our line is a good one. The present complete prostration of trade is very much against it, passing as it does exclusively through the distressed districts; but ultimately, with proper management, there can, I think, be no rational doubt of its prosperity.

I know, Mr. Editor, the value of your space, and, therefore, having briefly thrown out my hints, I shall no farther intrude on your columns, than to subscribe myself,

Your very obedient servant,

ANOTHER LEEDS SHAREHOLDER.

London, 15th May, 1841.

P.S. Can any of your subscribers furnish a complete list of the coaches now running between Manchester and Leeds and the intermediate towns, with the fares? How does the negociation for carrying London passengers progress? And is it true that the Midland Counties' Directory and the London and Birmingham oppose it? The York and Manchester mails are to be discontinued after the first of June—What does the Post-office give for the conveyance of the letters? And how many passengers will it bring on the line? Are any other mails, the Leeds for instance, carried on the railway?

THE SOUTH WESTERN RAILWAY.

To the Shareholders.

GENTLEMEN,—The consequences of evils I have so long vainly endeavoured to avert from you, by pointing to them in time, are now beginning to show themselves. The Editor of the *Railway Times* too, more alive to your interests than yourselves, has told you what should be done. It is really lamentable to see a good line, with a capital of 2,500,000*l.* at stake, going fast to ruin through your own apathy. When will you think the time is come that justice to the public—since your private welfare is no motive to you for interference in your concerns—requires that you should throw aside your habits of indolence, and become useful members of society?

All Surrey and Hampshire are in arms against the stupid or wicked conduct of the managers of the Southampton Railway. They do not keep time, be it fast or slow; they even, to prevent complaint at their being *any time* in performing the journey have discontinued mentioning, in their time bills, any hour of arrival; and the result is, as the Editor truly states, that the travelling is little faster than by a horse coach; they have increased fares in some cases 50 per cent., which were before fixed at a moderate and fair price; there is neither order nor method: in short, your line, from incapacity—an attempt at exaction—a stupid and low indifference to public opinion—is in a pitiable condition. And that it is so, is your own fault alone; you permitted a Manchester Chairman to foist upon you an increase of Directors, when all other Companies are reducing the number of those officers, that increase being made up of private friends of the Chairman—men moreover utterly ignorant, from their distance from your line, of the wants of the South Western, and who without thinking of the convenience of the traveller, or conciliating your customers, have unnecessarily raised your prices and created universal disgust. You may or may not, for a month or two, profit by this unwise proceeding, but you may be assured that its ultimate effect will be the same as that of the silly fellow who killed his goose to get the golden egg.

The only hope there is of your property not being ruined, is for you to change the Directors who are perfectly incompetent. You are in that situation that nothing is risked by change—*any* change cannot place your affairs in a worse position, and now, therefore, is the time for trial of a new plan. Call then, without delay, a special meeting, and appoint *eight new Directors, taken from the Share-lists in alphabetical order, for residence near the line, and for largest holding*; they can but be incompetent, and I will answer for it, they will not have the assurance to go to Parliament for new Acts without consulting you, nor enter into ten years' contracts by private agreement, nor pay dividends out of capital to keep shares at a false price, nor leave the whole management to clerks and porters, nor seek to repair the errors of their direction by taxing the traveller with excessive fares. Ponder this well, for it is worthy your attention; and having resolved, act with promptness and decision.

A RAILWAY SHAREHOLDER.

THE SOUTH WESTERN HIGH FARES.

SIR,—The public is already indebted to you for the exposure of many abuses by which they suffer on the different railways, and I trust you will not overlook the extortion practised by the South Western Company, in their late advance of fares. It is impossible to say how often this experiment may be repeated, now that they have succeeded in driving away all competition, except in the short distances from London, and our only protection is in the public press, which I am sure, as far as you are concerned, will not be called upon in vain.

If some increase of the fares was necessary, what can be said of the arbitrary and unjust scale which has been adopted, and particularly as respects Weybridge, whence I am in the habit of constantly travelling? The second-class fares at this station are raised just 50 per cent., while those to Southampton are raised only 16 per cent., to Woking 14 per cent., and to Farnborough 10 per cent. Coming nearer to town; at Walton they are raised only 25 per cent., and for the shorter distances—Kingston, Wimbledon, and Wandsworth (where, be it observed, the coaches continue to run!) there has been no advance at all. Thus, Weybridge has been singled out as the highest point of the ascending and descending scale, and the innkeepers in the neighbourhood have assured me that it will be almost their ruin, if the whole increase is persisted in. Had the advance been from 2s. to 2s. 6d., as at Walton, I do not think there would have been any complaint, though it would still have been hard that the shorter distances should be excepted altogether, but a rise from 2s. to 3s. is surely unreasonable. I have already addressed a temperate appeal to the Directors upon the subject with my name, and as I have been in the habit of paying them 7s. or 8s. a day, I thought my remonstrance might at least have been honoured with a reply. I can only suppose they have received so many letters upon the same subject, that they find it impossible to answer all; but if this be their excuse, it only confirms the magnitude of the evil complained of.

I am, Sir, your faithful servant,

—*Times.* A HEAVY SUFFERER.

THE SOUTH WESTERN ACCOMMODATIONS.

SIR,—It is now some time since a small colony of those active little animals, known to entomologists by the appellation of *pulex irritans*, and to the vulgar by the name of *fleas*, established itself in the first class carriages of the Southampton Railway. These fleas were at first temperate in their habits and moderate in their exactions on the public, only levying contributions when hunger and necessity compelled them to do so. By degrees, however, as their numbers augmented, feeling that they had acquired a certain position in society, and growing more and more bold as their depredations were visited with no other punishment than the passing curse of the unfortunate traveller on whom they fed, their audacity had reached to such a pitch that, like another set of rapacious blood-sucking animals now feeding on the public, whom they resemble in more points than one, they are become a perfect pest to society; and it is impossible to travel in the same train with them with anything like comfort, and without losing one's temper and patience, as well as a certain quantum of blood.

No later than last Saturday, coming by the night train from Southampton to town, my fellow-travellers and myself were prevented enjoying one moments rest by the constant attacks of these carnivorous little kangaroos. As this is not the first time I have experienced the annoyance, and as the nuisance seems likely to increase in the same ratio as the propagating powers of these tormentors, which are known to be very great, I think it only right that the attention of the directors or managers of the railway should be called to the subject of complaint.

I am, Sir, your obedient servant,

—*Times.* A VICTIM.

EDINBURGH AND GLASGOW RAILWAY

To the Editor of the Railway Times.

SIR,—The whisper is that a flag of truce is now really flying to try and effect an adjustment of the Directorial differences in this great undertaking. The Edinburgh Directors did serve an interdict (equivalent to your Court of Chancery injunction *ex parte*) on their Glasgow brethren, which of course, till removed, stops all procedure on the resolutions passed on 22nd February. It is said, the Glasgow Directors, in place of meeting this question before the judge, have very properly suggested a reference to some person of character; this you will, I dare say, recollect was thrown out as a suggestion a good bit since, but, as we say in the north, "it is good that comes of evil," and I cannot for a moment doubt that both parties will accede to the proposal. The shareholders in general will have a salutary lesson read to them by what has taken place in this matter. It ought to teach them not to place too much reliance on Boards of Direction; one and all of them are improved by a course of drilling. It will teach Boards too, not to place too much reliance on their own absolute wisdom.

A SHAREHOLDER.

May 15, 1841.

IMPROVEMENTS IN RAILWAY MACHINERY.

To the Editor of the Railway Times.

SIR,—In trespassing on the pages of your ably conducted journal, I being a mechanic, more accustomed to wield a hammer and chisel, than the pen, would humbly beg your and the public's indulgence for all grammatical errors and faulty style of writing. I have been induced to address myself to you, in the hopes of claiming the honour, though I may not reap the benefit of some new improvements in railway machinery, which I think will be of service to the public.

It is now six years since some, and eight to ten years since others of the inventions, a description of which I transmit you, have been in my possession, though only part has been in full operation, yet the rest I have so matured in my own mind, as to be perfectly satisfied of their efficacy in suiting their intended purposes. Had I been a manufacturer of steam engines or otherwise placed in a position to enable me to introduce those improvements practically to work, the public might have been in possession of them years ago, but such not having been the case, and as there is no likelihood of my ever being able to bring them forward, I now send them to you for publicity.

I am, Mr. Editor, your obedient servant,

WM. ANDREWS.

Great Western Railway Terminus, Paddington, March 2nd, 1841.

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Improvements in Railways, and the Wheels of Locomotive Engines and Carriages.

In the first place,—the leading and trailing wheels of locomotive engines, either with four or six wheels, would work better, were each wheel to be keyed upon a separate shaft so as to revolve independently. This may easily be done in the following manner:—Let the wheels be keyed upon their respective shafts in the usual way, with either outside or inside bearings, which ever may be the most convenient, and let the shafts have middle bearings to meet in the regulating line common to all. If the wheels and axles are made in this way, the wheels on the outside rail would revolve quicker than those on the inside, and would allow the engine to find its own bearings. This would be particularly evident in going round curves, and would be the means of preventing many accidents, engines being very liable to be thrown off the rails on those parts according to the present system.

In the second place,—it is proposed, that each of the leading and trailing wheels shall be keyed upon a hollow shaft, in the usual way; these shafts to have no external bearings, but to be bushed with brass, bored to fit the solid shaft or spindles, which will be [illegible]ed to work into them. The solid shafts to have a bearing at each end, and one in the middle if required. This plan will allow the outside and inside wheels to revolve independently on the curves, or otherwise, and will also prevent them wearing irregularly. Should any obstacle be thrown in the way of the engine, the wheels revolving separately would prevent it from coming off the rails, as the wheels would act as a check to each other, or as a complete check or guard rail on any part of the line, as hereafter explained.

Thirdly.—The wheels to be made of either wrought or cast iron, (the latter would be preferable) and to have a flange on each side, by which plan they would not be required so strong as those now in use, because they would take the lateral concussions or side jolts more equally than the present kind. Should the engine be thrown to one side, both wheels would take an equal share of the strain or jolt, whereas in the present system the wheels on one side take the whole strain. This properly adjusted, the conical wheels may be dispensed with, as well as the check or guide rails upon the whole line, which latter checks are a great nuisance. In the plan thus proposed, the rails would be laid level, or horizontally across, and not at an angle as at present, and the wheels would have to be the segment of a circle upon the face, in place of being conical. Each wheel would thus act as a check rail for the other, during the whole of the journey.

Should the rails be out of gauge, so as to cause the wheels on one side of the engine to mount upon their flanges, and throw the train off the rails, (as is very often the case with the present system,) the double flanges would obviate this evil, and keep the engine in its proper course until the wheels again found their places on the rails. The switches will remain without alteration, but the points may be altogether dispensed with. By this method of working there will be a great saving in the wear and tear of the engines and rails; it will reduce the cost of keeping the engines and road in repair, and lessen the friction as well as the quantity of fuel, with all other expenses in like proportion. In constructing the permanent way much time might be saved, as no attention will be required in laying the rails to an angle, as they would then be horizontal where the road itself was straight. Giving to the outside rail the proper rise in the curves, the angle of the two rails will incline both one way, and not reverse to each other as at present. This will afford the engine another mechanical advantage on the curves, giving gravity a much greater opportunity of acting against the momentum of the machine. The engine will thus be kept in its proper course in the curves much more forcibly than is afforded by the present method of laying railroads, as by the present system h angles of the two rails are acting against each other, the outside of both being higher than the insides, and causing a great friction upon the axles, brasses, wheel and rails. This, the proposed alteration, will entirely obviate. All the conical wheels now in use, squeeze out on one side, through concussions and constant rolling upon the rails. No conical wheels retain their proper form much longer than two months, if daily at work, and each wheel causes the flanges of the opposite wheel to act with great force on the inside of the rails, and *vice versa*.

The large hollow fillet that is left in the angle of the flanges of the wheels crushes down the inside angle or corner of the rails. All these the proposed wheels would obviate; besides the weight of the vehicle would be also much better distributed over the surface of the rails. This alone is a great inducement to the introduction of double flanged wheels on loose axles, as the rails would last *double* the length of *time*. To recur to squeezing. The double flanges would prevent this, for the wheels seldom squeeze out on the side next the flange, and they being all made of cast-iron, would offer still greater resistance to that evil. The longitudinal shake or clearance that is generally given to the axles in their brasses will not be required as the action of each being entirely in itself, and inclosed in brass will retain the oil much longer, and not want that attention which the present do. Were the engine and carriages made according to this arrangement, the loss of power in the curves would not exceed 10 per cent. above that used on a straight line, always of course depending on the radius of the curves.

In the fourth place. The whole of the engine and tender wheels, should be furnished with double flanges, the latter to be of different diameters; causing thus different depths from the face of the wheel to the tops of those flanges. The reason of this will be easily explained.

Railways at present are nothing but a series of complications of curves, all differing in intensity. To carry engines round those continually changing curves without trailing and great friction, would require wheels of greater and less diameters, and this difficulty I propose to surmount by means of those flanges, which will become *bona fide* for the time the wheels of the machine. To enable me to make use of the above arrangement, I propose to have radiated plates or segments put down on each side of the main rail, at such a depth from its face as to cause the wheel to be lifted from the rail, and allow the flange to act on those segments; the machine rolling at one time on the large flange, at another time on the small, and from hence on the face of the wheel—those alternations, of course, depending on the nature and radius of the curve. The length and position of those segments would be found by a calculation depending on the intensity of the curves.

Were engines, carriages, &c., &c., provided with such wheels, and the railways with segments to suit, it would be next to impossible for the train to leave the line of road. For, even supposing the whole of the tyres on one side were to come off, the train would be kept in its course by the double flanges of the wheels on the opposite side. At present, if a single tyre comes off, the engine is precipitated from the rails—and if without any more serious result, the train is detained till the arrival of another engine, train, or other means of locomotion.

I may in addition mention, that the fatal accidents arising from furious driving, which is more or less practised on all lines, and is a terror to all travellers who have not iron nerves, would be altogether prevented. For, not even the velocity of 100 miles per hour could force the engines or carriages off the line, so firmly would the wheels be bound to the rails, and so sweetly would they glide round the curves, if made on the above construction.

With many apologies for intruding my ideas on your acquaintance,

I am, Sir, your obedient servant,

WM. ANDREWS, Engineer.

Paddington Station, March 2, 1841.

RAILWAYS IN AMERICA.

[From the *New York Expres*.]

A late English publication states that about 1,100 miles of railways are already completed and in operation in Great Britain and Ireland: nearly the same number of miles are in progress, and will probably soon be completed—making a total of 2,200 miles, principally on the island of Great Britain, there being but few miles of these works as yet attempted in Ireland. The capital invested in the British railways amounts to over sixty millions of pounds sterling, or 288,000,000 dollars, and the average cost per mile exceeds 20,000*l*., or 96,000 dollars. The cost of the London and Birmingham Railway, 112 miles long, was 242,000 dollars per mile, or more than ten times the average cost per mile of railways in the United States. The last summary we have seen of railways in the United States showed, that at the end of the year 1839 there were completed and in operation 3,332½ miles, besides 1,707½ miles graded and ready for the superstructure. The amount of capital then expended was 97,630,449 dollars, and the average cost per mile was 18,351 dollars. When we take into consideration the fact that the system of railways has been introduced into the United States since the year 1830, we cannot fail to be surprised at the rapid progress of this class of internal improvements, and its triumphant success. It is probable that at least 3,500 miles of railway are now in operation in the United States, and about 1,500 miles more in progress, most of which will be completed within two years from the present time. When the different lines of railway in progress on the Atlantic coast are completed, they will present a continuous chain (with perhaps some short steam-boat routes) from Portland, in Maine, to New Orleans, a distance of over 1,500 miles. Indeed, more than half of the distance between these two cities is now traversed by railways. The object of greatest interest, however, in internal improvements are the connection of the Atlantic ports by canals and railroads with the Western Lakes and the Valley of the Mississippi. Of the principal of these improvements, completed or in progress, the following is a rapid sketch, sufficiently correct for our present purpose. Commencing at the south, a chain of railways from Savannah in Georgia, to extend to Knoxville on the Tennessee river, a distance of 455 miles, is in progress, and a large portion completed. From Charleston, S. C., to the same point on the Tennesse river, is about 470 miles,—and railways now extend for about 260 miles from Charleston to the interior of Georgia. The railway from Wilmington, N. C., and Norfolk, Va., to the Roanoke river, we may consider as part of the line of communication along the Atlantic coast. The same may be said of the lines running from Petersburg, Richmond, and Fredericksburg. The James river and Kanhawa canal is to extend from Richmond to the Ohio river, 425 miles. It is now done as far as Lynchburg, about 100 miles west of Richmond. This improvement was commenced some years since by the state of Virginia, and its completion is considered of great importance by the people of that State. It is probably that a railway will be constructed from Lynchburg to the Tennessee river, through south-western Virginia. The Baltimore and Ohio Railway was one of the earliest enterprises of the kind undertaken in the United States, but the progess of the work has been slow; about 84 miles from Baltimore have been completed for five years. The length of the road from Baltimore to Wheeling or Pitsburgh will be 280 miles. The Chesapeake and Ohio canal, which is nearly parallel with the last mentioned railway, should here be noticed. About 100 miles have been completed and navigated for several years, namely, from Georgetown, District of Columbia, to Harper's Ferry. This canal was originally intended to extend to the Ohio river. The Baltimore and Susquehannah Railway connects Baltimore with the Pennsylvania improvements.—From Philadelphia the communication with the Ohio river is 118 miles by railways, and 276 miles by canals, terminating at Pitsburgh—

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total 394 miles. There is also (including the Columbia Railway) a chain of railroads extending to Chambersburgh, 162 miles west from Philadelphia—about half the distance to Pitsburgh—by a surveyed route, for a continuous railroad. From the city of New York, by the Hudson river and Erie canal, to Buffalo, on lake Erie, is about 510 miles; by the chain of railways, from Albany to Buffalo, nearly parallel with the Erie canal, the distance will be reduced about 40 miles, making the journey from New York to lake Erie 470 miles—being just about the same distance from this city to Dunkirk, on lake Erie, by the New York and Erie Railway. The Haarlem and Albany and New York Railways combined will be about 146 miles in length. From Boston to Albany, by the Worcester, Western, and West Stockbridge Railways, will be about 200 miles, or 520 from Boston to lake Erie, at Buffalo. The Norwich and Worcester, New Haven, Hartford, and Springfield, and the Housatonic Railways, may be considered as branches of the Massachusetts Railways; these branches extending from the latter to the waters of Long Island Sound. The above sketch of the principal communications between the Atlantic coast and the West, shows the importance to this city of the rapid completion of both the New York and Albany and New York and Erie Railways, to enable us to compete with our numerous rivals for the trade of the West. The report of the New York and Erie Railway Company, which we published a few days since, presented a mass of facts and considerations which have opened the eyes of many, heretofore blinded by Loco Focoism, or the want of knowledge on the subject. This road being built in the most substantial manner for the transportation of heavy freight, as well as passengers, and passing along the Alleghany, within 200 miles of Pittsburgh, will possess immense advantages over any other route from this city, both to the lakes and the valley of the Ohio.

HOULDSWORTH'S IMPROVEMENTS IN RAILWAY CARRIAGES.

(From the *Mechanics' Magazine.*)

This invention comprises two objects; firstly—to combine in some degree the pleasure of outside with the comfort of inside travelling; and secondly, to economise the space occupied by seats, where space is an object, and to protect out-door seats from the weather.

The first of these objects is accomplished by covering the carriage either wholly or in part with metallic wire gauze, cloth, or net, of a texture sufficiently close to break the force of the wind, and destroy the violence of the currents produced by rapid motion through it; and also to impede the entrance of the particles of coke-dust emitted by the locomotive engine chimney, and yet not materially to obstruct the view of external objects.

The second, by the use of seats constructed so as to turn or fold up of themselves when not in use, by the action of springs or weights. A railway carriage is described, in which the lower frame of the carriage, the springs, axles, wheels, &c., are the same as in the ordinary railway carriages; the dimensions are eighteen feet long by seven feet nine inches wide, and seven feet nine inches from the floor to the highest part of the arched roof. The side panels are carried up about three feet above the floor, and terminate in rails extending the whole length of the carriage, and morticed on to the tops of the upright framing posts. The ends of the carriage are framed and carried up to the height of the roof, and are circled to correspond with the arched covering. From the uprights of the side framing, which are two feet apart, brackets project outwards about six inches, from which spring a series of arched ribs, forming the framing for carrying the wire gauze covering, and the roof. In the centre of the carriage, an upright pillar from the floor to the ridge-pin of the ceiling forms a further support for the roof. At each side of the carriage, at opposite diagonal corners, are the doors. Along the upper part there is a boarded water-tight roof, 5 feet 9 inches in width, and on each side of it extends a string rail for leading the rain water down grooves into small pipes which convey it to the ground. In addition to the covering of wire gauze, over the upper compartments on either side of the boarded roof, are placed waterproof curtains, mounted on suitable rollers, so as to be rolled or unrolled at pleasure by the persons in the carriage, the wire gauze recommended, is of copper wires $\frac{1}{100}$ of an inch in diameter, woven with about thirty wires to an inch; sometimes brass wire, or brass wire coated with platinum may be used, and are claimed for this purpose. The carriage described is intended to accommodate thirty-two passengers; seats for sixteen are arranged on a stage three feet six inches wide, extending lengthwise of the carriage, and raised one foot above the floor, so as to form a convenient depository for small articles of luggage, and to enable the parties occupying these seats to have a good view of external objects. The other sixteen seats are disposed down the sides and at the ends of the carriage. These seats are constructed so as to fold up the moment they are unoccupied, by the action of weights or springs. Two modes of construction for effecting this object are shown, as also a retarding apparatus, but the patentee does not confine himself to any particular arrangement for accomplishing this object. The application of the same principle to garden chairs is also shown. The patentee describes the chief feature of his invention to consist in the application of the principle, that in the passage of air through wire gauze, hair cloth, or other interstitial materials, the violence of the current is destroyed by their resistance; and that adopting this principle he covers, or partially covers carriages used for the conveyance of passengers on railways, with wire gauze, hair cloth, or other interstitial fabrics or minutely perforated metals, which protects passengers from the force of the wind, and currents of air produced by rapid motion, and also serves the important purpose of preventing the entrance of coke dust emitted by the locomotive engine, without materially impeding the view of external objects; and claims, generally, the use or application for the purposes hereinbefore specified, of wire gauze, hair cloth, perforated metal plates, and other interstitial or perforated fabrics.

The patentee does not confine himself to the use or application of these materials to the covering or partial covering of carriages, or as a substitute for, or in addition to glass, in such carriages only as are in accordance with the foregoing description; nor to the materials mentioned. Neither does he confine the use of the seats to railway carriages only; but to conveyances of every description—to steamboats, sailing packets, and in every situation where seats are used, and economy of space is an object. He also claims their application to garden-seats, and wherever seats are exposed to the weather, so as to protect them therefrom.

An invention has lately been patented by Mr. Boydell, of Cheltenham, for "improvements in working railway carriages, in order to stop them, and also to prevent their running off the rails," of which the following is a brief description:—For the purpose of stopping a railway carriage, a projection is affixed beneath it, carrying the axis of a break lever, the lower end of which is enlarged, and embraces the rail, being lined with wood to create friction. Whenever it is desired to stop the carriage, the break is brought in forcible contact with the rail by means of a second lever and connecting links. In order to prevent carriages running of the rails, there are two bars placed beneath each carriage extending from opposite corners and crossing beneath the centre of the framing, from which they are suspended by a pin passing through a slot in the middle of each bar, and having sufficient play to permit the train to move easily over the usual curves. The ends of the bars, are connected by pins to those of the carriages before and behind, thus forming a continuous line of bars, which will in most cases keep the carriages on the rails; or should one carriage get off the rail it will be prevented from running at any great angle with them.

Birth by Railway.—On Thursday, as the six o'clock down train was on its road to Hull, when between Castleford and Selby, a poor woman, third class passenger, was safely delivered of a child. She was left at Selby, where we understand that herself and offspring are doing well.—*Hull Paper.*—We beg to suggest that the young stranger should be called *Railway Times.*

Projected Railway to Salisbury.—It is confidently reported that the proprietors of the South Western Railway have taken up the subject of a railway to Salisbury, from a conviction of the necessity of so doing, to protect their own interests against the Great Western line. It is said to have been resolved to form a branch from Salisbury, to join the branch-line between Southampton and Gosport, at a point near Southampton; and thus form a direct railway communication between these three important places, and also between our city and the metropolis. The share-list is stated to be already filled, without any assistance from Salisbury.—*Salisbury Journal.*

Great Western Railway.—We have heard that the enormous sum of 800*l.* has been given for an acre of land adjoining the town of Swindon, for building purposes. A very large number of houses is now in course of erection in the vicinity of the junction station.—*Wiltshire Independant.*

TO RAILWAY COMPANIES and OTHERS. A Gentleman used to Railway Accounts is anxious to obtain an appointment in a locomotive or other office.

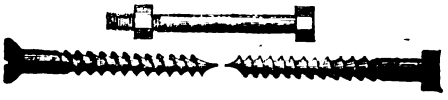
First-rate references (and Security if required).

Address, (post paid,) "W. G. B.," at Mr. Rowbottom's, Bookseller, Derby.

CENTERING.—A quantity of Ribs for Centering of Elliptical form, well framed, to be disposed of. The dimensions of the Span and Rise (not including thickness for laggings) are as follows:—

	ft.	in.		ft.	in.
No. 9 Ribs	24	6	Span	7	2 rise
„ 6 Do.	29	10	Do.	5	10 do.
„ 5 Do.	27	3	Do.	6	6 do.
„ 6 Do.	32	0	Do.	6	2 do.
„ 6 Do.	31	6	Do.	6	7 do.

Application, if by letter (post paid), to Mr. Barnes, No. 26½, Abchurch-lane, City.



T. H. RYLAND AND CO., Oozell's Street, Broad-Street, Birmingham, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic pistol, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

Planing machine; works by hand, will plane 5 feet by 18 inches.

TO RAILWAY CONTRACTORS.—To be Sold 140 2½-yard capital EARTH WAGGONS, 30-inch wheels, 3½ inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

PATENT MANUFACTURE.—An excellent opportunity offers itself to any person disposed to embark in the Manufacture, under Patent, of an article in extensive demand, the present cost of which will be reduced by the patent process upwards of 50 per cent. For the purchase of the entire Patent Right, and the fitting up of the requisite manufacturing machinery, £5,000 will be required.

Letters from principals to be addressed to M. M., care of Mr. Robertson, Patent Agency Office, 166, Fleet-street.

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LONDON and BRIGHTON RAILWAY COMPANY.—To Coachmasters and Others.—The Directors of this Company are desirous of receiving PROPOSALS for the CONVEYANCE of PASSENGERS from Hayward's Heath, near Cuckfield, to Brighton, a distance of about 15 miles, and from Brighton to Hayward's Heath, in four-horse coaches and omnibuses, at a price to be named per coach per journey, from and after the 28th of June next. The proposals to be sent in on or before Tuesday, the 1st of June next.

By order,
THOMAS WOOD, Sec.

London and Brighton Railway Offices,
10, Angel court, Throgmorton-street,
May 20, 1841.

MANCHESTER AND BIRMINGHAM RAILWAY.—CONTRACT FOR WORKS.—Notice is hereby given, that the plans, specifications, and draft contract, for the erection of the Station at Manchester, for passengers and goods, with the approaches thereto, are now ready for inspection at the Engineer's office, in Manchester; and notice is hereby also given, that the Directors will meet at their offices, No. 43, Piccadilly, Manchester, at twelve o'clock at noon of Saturday, the 29th of May instant, and not on the 22nd, as previously announced, to receive Tenders for the same. Abstracts of the quantities of work, and printed forms of tender, will be furnished.

Tenders must be sent in by 12 o'clock on the 29th of May, after which no tender will be received. They must be under a sealed cover, addressed to the Chairman, and endorsed "Tender for works," and no tender except upon the printed form will be attended to.

The Directors do not bind themselves to accept the lowest tender, and they require the parties tendering to attend personally, at noon, on the above named day of meeting.

THOMAS ASHTON, Chairman.

Railway Office, Manchester, May 20th, 1841.

NORTHERN AND EASTERN RAILWAY.

NOTICE is hereby given, That a Special General Meeting of the Proprietors of this Company will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 16th day of June next, at One o'Clock, precisely, for the purpose of confirming the Declaration of Forfeiture made by the Directors on the 11th day of March last, of certain Shares in this Company, on which the calls due had not been paid; and to consider certain Bye-laws to be then submitted.

WILLIAM CRAWSHAY, Chairman.
WM. BOURNE, Secretary.

London, Shoreditch, 20th May, 1841.

TO THE SHIPPING INTEREST.—The attention of the Shipping Interest, Steam Navigation Companies, Agents, and other parties engaged in this description of business, is directed to the MIDLAND COUNTIES HERALD, a Journal published weekly at Birmingham, and most extensively circulated in that important town and in the adjacent populous commercial towns in Warwickshire, Staffordshire, and Worcestershire, as well as throughout the Midland District generally, the weekly circulation being at the present time Five Thousand Six Hundred Copies.

The HERALD is regularly supplied to the merchants, factors, manufacturers, Iron Masters, and other classes of men extensively engaged in business in the districts above named. Copies are also forwarded to the News Rooms and principal Inns in the Midland Counties, as well as to those in Birmingham and the neighbouring towns; and the HERALD possesses considerable interest for the Working Classes, in consequence of the numerous advertisements for workmen in its columns.

The estimation in which the HERALD is held in Birmingham and the Midland Counties is fully shown by the great number and varied character of the advertisements which weekly appear in its columns, and from the nature and extent of the circulation, it offers a most desirable and valuable medium for the publication of advertisements relative to the sailing of vessels to all parts of the world, the rates of freight, and other particulars.

These Advertisements have hitherto been principally confined to the London, Liverpool, and Bristol Journals; but when it is considered that the circulation of these Papers in Birmingham and the neighbourhood is necessarily *exceedingly limited*, the importance of publishing the SHIPPING LISTS in a Paper well known and referred to for all business appointments throughout so extensive, populous, and important a district, appears to be obvious.

In addition to the Advertisements it contains, THE HERALD is much referred to for its Commercial Information, as well as other Intelligence interesting to Men of Business.

WRIGHT and DAIN, Proprietors.

MIDLAND COUNTIES HERALD OFFICE,
Birmingham, May, 1841.

*** The Proprietors would have pleasure in receiving *Sailing Bills* at their Offices, for the information of parties who call respecting this description of business.

BREWERY PARTNERSHIP.—WANTED in an old established Brewery, situated near and in connection with the line of the Great Western Railway, a Partner who can command a capital of from 4 to 5000*l*. Apply to A.B., care of Beale and Kind, Hop Merchants Montague Close, Borough.

THE MINING JOURNAL of this Week will be accompanied by an extra Sheet, without additional Charge, and contain Papers on drawing Coals by Tubs and Cages, with some Account of the progressive Improvements to the present Time (with Engravings) on the Nature and Properties of Coal of the South Wales District—Geological Notes of the Forest of Dean (with Engravings)—Continuation of the curious Ancient Report on Mines in Cardiganshire, with Estimates and Valuations—Geology of Scotland—Continental mode of Boring by Application of the Rope—On the Properties and Uses of Zinc—On the Employment of the Safety Lamp in the Coal Mines of Germany—On the Employment of Slaves in Foreign Mining Establishments—On the sinking of Artesian Wells—On the Changes which the Surface of the Earth has undergone from Volcanic Agency — Carbonate of Baryta—On Mine Surveying—Detailed Report of the Arguments and Judgment in the Important trial for alleged Infringement of Mr. Neilson's Patent for the Application of Hot Blast to Furnaces—Llangain Coal and Iron Company — Parliamentary Returns of the Imports and Exports of Copper and Tin for the year ending 5th January, 1840—The Collieries and Manufactories of Belgium. Together with its usual Contents, which consist of Reports of the Proceedings of all Public Companies—Intelligence from the English and Foreign Mining Districts—Scientific Meetings—Money Market and City Intelligence—Authentic particulars of every occurrence during the Week interesting to the Capitalist and Shareholder—Prices of Mining and Railway Shares—Railway Traffic and Returns—Sales and Prices of Metals—Sales of Copper Ore and Block Tin—Specifications of recent Patents; with a variety of Miscellaneous Scientific Intelligence, &c.

The Advertisements inserted in the *Mining Journal* being confined to Prospectuses of New Companies, Notices of Meetings, Calls, and Dividends, Sales of Mineral Property, or other matters immediately connected with the interest of the Capitalist and the Proprietor in Joint Stock Companies, forms an interesting feature in its columns.

The *Mining Journal* is published every Saturday afternoon, at 2 o'clock, at the Office, 37, New Broad street, price Sixpence, and may be had of all Booksellers and Newsvenders in town and country.

Mining Journal Office, 37, New Broad-street.

LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.—In connection with the above lines of railway, places can be secured by Mails to

Edinburgh,	Stratford-on-Avon,	Shrewsbury,
Holyhead,	Carlisle,	Lichfield,
Newcastle-on-Tyne,	Bangor,	Brackley,
Banbury,	Leamington,	Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on-Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 5 miles) including the driver, 10s. 6d. each pair.

TO RAILWAY COMPANIES, CARRIERS, AND OTHERS.—RICHARD PARKER (late of Hambro' Wharf), having taken the New Inn Yard, Old Bailey, London, which is very spacious and in the Heart of the City, is desirous to form a Connection with one or more Railway Companies or Carriers, to deliver, receive, collect, and draw their Goods to and from the Railway Station or Stations, and to attend to all matters that may be required: and having had considerable experience as a Carrier, he does not hesitate to pledge himself to transact all such Business equal to any establishment in London, and upon moderate terms.

N. B.—He would not object to take a Share in any respectable concern.

RAPID STEAM COMMUNICATION between Glasgow and Manchester, Birmingham, London, &c., in connection with the Glasgow and Ardrossan, and the Preston and Wyre Railways.—The celebrated Steam-ship, FIRE KING, ROBERT EWING, Commander, sails from Fleetwood, every Tuesday and Thursday as early as possible after the arrival of the railway trains (at 8) evening, which leave London at 9 and 9½ morning, Manchester at 5 afternoon, Liverpool at 4½, and Preston at 7½. The passengers are conveyed from Ardrossan to Glasgow by the railway, in 1½ hour.

The FIRE KING will leave Ardrossan, for the port of Fleetwood, every Wednesday and Friday afternoon, at Five o'Clock, to meet the railway trains which start from Fleetwood every morning at 8½ for London, Manchester, Liverpool, Bolton, &c.

Cabin Passage, 15s.; Steward's Fee, 2s.; Deck, 5s.

For further particulars apply, in London, at the Office of the Preston and Wyre Railway, Harbour, and Dock Company, 11, King William Street; and in Glasgow, to Messrs. J. Martin and J. G. Burns, or to Charles Morison, at Fleetwood.

SPECIFICATIONS OF RECENT PATENTS.

The MECHANICS' MAGAZINE, No. 928, published, this day, price 3d., contains copious abstracts of the following recent specifications:—

Mannoury's, for improvements in wind and stringed musical instruments; Gwynne's, for improvements in the manufacture of candles, and in operating on oils and fats; Paterson's, for improvements in curvilinear turning—that is to say, a rest adapted for cutting out wooden bowls, and a self-acting slide rest for other kinds of curvilinear turning; Clark's for an improved method of preparing tallow, fats, and oils, for various uses; by purifying them, and depriving them of offensive smell, and by solidifying such as are fluid: and giving additional hardness and solidity to such as are solid; and also by a new process of separating stearine, or stearic acid, from the elaine, in such substances; Simpson's, for a machine or apparatus to be used as a moveable observatory or telegraph, and as a moveable platform in erecting, repairing, painting, or cleaning, the interior or exterior of buildings, and also as a fire escape; Kurtz's, for a certain improvement or certain improvements in the construction of furnaces; Halpin's, for improvements in applying air to lamps; De Bergue's, for certain improvements in machinery for making reeds used in weaving; Crofts's, for certain improvements in machinery for the purpose of making figured or ornamental bobbin-net, or twist lace, and other ornamental fabrics, looped or woven; Dodd's, for improvements in pianofortes; Donisthorpe's, for certain improvements in machinery, or apparatus for combing and preparing wool and other textile substances; Shaw's, for certain improvements in discharging ordnance, muskets, fowling-pieces, and other fire-arms; Birch's, for improvements applicable to railroads, and to the engines and carriages to be worked thereon; Jones's, for improvements in the manufacture of copper tubes and vessels; Heaton's, for improvements in dressing yarns of linen or cotton, or both, to be woven into various sorts of cloth; Annes's, for a new and improved method of making paint from materials not before used for that purpose.

Also descriptions, with engravings, of Salt's improved vase filter; Cheverton's Electrotype busts; Mr. Armstrong's proposed improvement in condensing smoke; Original Papers on Perkins's system of warming by hot water; Warming and heating—Arnott's stoves, &c.; On the prevention of collisions on sea and land; The crank considered; Mr. Stevens in Reply to Captain Carpenter, on propelling—steam boat race; On the calculation of life annuities; Solution of a mathematical question, &c. &c.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

Agents for Dublin: Machin and Co. Paris: W. and A. Galignani. Hamburgh: W. Campbell and Co.

A COMPLETE REGISTRY of PATENTS, from the earliest period (A.D. 1617, 15th James 1st) to the present time (the only perfect one extant) is kept for reference at

MR. ROBERTSON'S

PATENT AGENCY OFFICE, 166, FLEET STREET, LONDON.

Also, a COMPLETE REGISTRY of DESIGNS enrolled under the 2nd of Victoria, cap. 17.

Searches made in either of the above Registries, on written statements being furnished of the information required. Charges according to the period for which search is made.

PATENTS SOLICITED, by Mr. Robertson, for England, Scotland, Ireland, and all Foreign Countries.

Specifications prepared or revised, Designs Registered, Caveats lodged, and all other Patent and Registration Business transacted with economy and dispatch.

MECHANICS' MAGAZINE, PATENT, AND REGISTRATION OFFICE,
166, FLEET STREET, LONDON.

RAILWAY SUPERINTENDENT OF POLICE.—WANTED on a London Line, a Superintendent, none but persons who can produce unexceptionable testimonials as to qualifications, fitness, and character, need apply, and a person having filled a similar situation would be preferred.

Applications to be made by letter only, post paid, stating full particulars of age, qualifications, and last employment, addressed to A. Z., care of Messrs. Smith, Elder, and Co., Cornhill.

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SOUTH EASTERN RAILWAY COMPANY.—The HALF-YEARLY GENERAL MEETING of the Proprietors will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the 27th instant, at One o'clock in the afternoon precisely, to elect three Directors in the room of the like number retiring by rotation, and on the general business of the Company; at which Meeting certain resolutions passed by the Board of Directors, on the 21st day of July, 1840, and the 9th day of February, 1841, declaring forfeited certain shares then in arrear by non-payment of the calls due thereon, except in so far as such resolutions relate to shares the forfeiture of which is or shall have been then redeemed by payment of the calls due and interest thereon, will be submitted for confirmation.

T. W. TYNDALE, Chairman.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street,
London, May 8, 1841.

SOUTH-EASTERN RAILWAY.—To CONTRACTORS, TIMBER MERCHANTS, &c.—SLEEPERS.—The Directors of this Company will meet at their Office, No. 10, Coleman-street, on Tuesday the 1st of June, at half past One o'Clock in the afternoon precisely, to receive Tenders for the supply of Eighty Thousand Sleepers according to Specifications and Specimens, which will be ready for inspection on and after Monday next, the 24th inst, in Coleman-street as aforesaid.

By order,
J. S. YEATS, Secretary.

Railway Offices, 10, Coleman-street,
21st May, 1841.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

GREAT WESTERN RAILWAY.—VERY IMPORTANT TO RAILWAY CONTRACTORS.—Extensive Sale of Railway Plant, now in use on Contracts Nos. 5 and 6, C., near Wootton Bassett and Christian Malford. Mr. HUNT has received instructions to sell by public AUCTION, without the least reserve, about the first week in June, all the very useful and extensive Plant of Railway Materials belonging to the Contractor, who will have completed a distance of seven miles on the above line of Railway, in the course of a few weeks from the date hereof, comprising more particularly 200 Waggons, (half of which are nearly new); 150 tons of Railway Bars; 70 Iron Crossings; 40 tons of Chairs; 10,000 Sleepers; 3,000 Wheeling Planks; 100 Wheelbarrows; 70 sets of Bridge Centerings, of various sizes; 9,000 feet of Legging for ditto; quantity of Timbers such as Uprights, Wall-plates, Sills, &c. &c. Several sets of Materials for Brickmakers' Moulds; 2 sets of Blacksmiths' Tools, complete, 10 Pug Mills, for grinding clay and mortar; a good six-inch wheel Timber Carriage; quantity of Bricklayers' Scaffolding; 100,000 Bricks; 10,000 Pantiles; a large Water-butt; and a variety of other unmentioned effects.

Due Notice of the Sale with further particulars will appear in handbills and future advertisement.

Wootton Bassett, April 17, 1841.

TAFF VALE RAILWAY.—NOTICE is hereby given, That the RAILWAY is now OPEN from Cardiff to Merthyr for the Conveyance of Passengers and Goods. The times of departure and arrival of the Trains will be as follows until further notice:—

UP.

	H.	M.
From Cardiff—		
8 morning, arrives at Merthyr	9	25
11 „ „ „ (mixed train)	12	45
3 afternoon „ „	4	25

DOWN.

From Merthyr—		
8 20 morning, arrives at Cardiff	9	45
11 35 „ „ „ (mixed train)	1	20
3 20 afternoon „ „	4	45

On Saturdays an additional Train leaves Cardiff at 5h. 30m. afternoon, and Merthyr at 6h. afternoon.

The mixed train, for goods and second and third class passengers, at 11 o'clock, from Cardiff, and 35 minutes past 11 o'clock from Merthyr does not run on Sundays.

Goods may be sent from the several stations by the mixed train, provided they are delivered two hours previous to the departure of the train.

RIBBLE NAVIGATION COMPANY.—*To the Editor of the Railway Times.*—Sir, Having observed in your last week's paper, that you published the proceedings of a recent Meeting of the Directors of the Preston and Wyre Railway Harbour and Dock Company, containing, in the opinion of the Directors of the Ribble Navigation Company, a variety of false and unfounded statements respecting the Ribble Navigation, I beg to state, for the information of your readers, that at the last Meeting of the Directors of the latter Company, they passed a resolution which has led to the following correspondence:—

At the Office of the Ribble Navigation Company,
6th May, 1841.

Mr. Haydock in the Chair.

The *Railway Times* of the 1st of May instant, containing a report of the proceedings of the Preston and Wyre Railway Harbour and Dock Company at their Half-Yearly General Meeting, held at the Company's Offices, King William-street, City, on the previous Monday, Sir P. H. Fleetwood, Bart., in the Chair, was produced, wherein the following question by a Shareholder, and answer by the Secretary, are reported:—

"A SHAREHOLDER asked if there had not been some attempts on the part of another Company to rival that Company with respect to the harbour.

"The SECRETARY—Yes, there was at Preston; but the parties admitted themselves that they had now done all they could do, and had failed. All that could be done by them was, that on the top of the spring tides, which only occurred during three or four days a fortnight, they could only get vessels of from 90 to 110 tons to come up; this was accomplished with the greatest danger to the shipping, in consequence of the sand-banks and shoals, and therefore it was a fallacy to suppose that goods could be delivered so cheap as they could by being taken in at Wyre, and transmitted per Railway to Preston."

Ordered—that our Chairman be requested to transmit a copy of the above extracts to the Secretary of the Wyre Harbour Company, (Mr. Power,) and desire to be informed whether it is a correct report of what he is stated to have said at the meeting, and to request he will name the parties he states to have made the admission alluded to.

Sir,—As Chairman of the Ribble Navigation Company, I have been requested at the meeting of the Directors, held this day, to transmit the annexed copy of a resolution passed at their meeting, and shall feel obliged by your early answer.

I am, Sir, your obedient servant,
P. HAYDOCK.

Preston, 6th May, 1841.

J. Power, Esq., Secretary of Preston and Wyre Railway Harbour and Dock Company, Fleetwood.

Fleetwood, 11th May, 1841.

Sir,—I have been prevented by the great press of my engagements just now from replying sooner to your letter of the 6th instant. It is impossible to charge my memory with the exact words I used at the meeting, but I certainly did not say what the Report of the *Railway Times* contains. The purport of my observations was, that the only effect of the improvements made in the Ribble had been to enable vessels of 90 to 110 tons to come up to Preston for a few days on the top of the spring tides, instead of vessels of 60 or 70 tons as formerly, but that the Ribble was so proverbial for its shoals and sands that it could never compete with Fleetwood. I send you herewith a copy of the *Railway Magazine*, which you will perceive gives a different version of my remarks.

I am, Sir, your obedient servant,
JOHN POWER.

P. Haydock, Esq.

Extract from the *Railway Magazine* referred to—

Mr. WAILES—May I ask if there has not been some great effort going on in the Ribble to make improvements and alterations.

The SECRETARY—Nothing has been done farther than making the river more navigable for vessels of 90 to 110 Tons to come up to Preston on the top of the spring tides.

In requesting you to publish the above, the Ribble Navigation Company have no wish to be considered rivals of Fleetwood, they only desire that that Company in puffing off their great exploits will let them alone, and not do so at the expence of the Ribble, the merchants themselves are generally considered the best judges of their own interests, and no doubt will resort to the port that is the best and the cheapest for them; and so far the Ribble Interest has had no reason to complain of the merchants.

In taking leave of the subject, the Directors wish it to be understood, that their efforts will not cease until they have a good navigation to Preston, not for vessels of 110 tons burthen only, but for vessels of five times that burthen, and that too, as has been done in the Clyde, at all tides.

I am, Sir, your obedient Servant,
P. HAYDOCK, Chairman.

Preston, 13th May, 1841.

HANCOCK AND PETTIT'S PATENT RAILWAY CONTROULER.—A Model Railway and Carriages, worked by Steam Power, exemplifying the manner of applying this most effectual method of arresting the progress of Railway Trains, independently of the Engine-driver or Guard, may be seen Daily, between the Hours of Twelve and Four, at the Zinc Works, No. 55, Parliament-street.

"Better calculated to effect the desired object than any other which has come under our notice."—*Railway Times.*

Applications for Licences to use, to be made to Mr. Walter Hancock, Civil Engineer, Stratford, Essex.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £300 each, and for a term of not less than Three Years, and to Grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing interest at the rate of 5 per cent. per annum.

Interest Warrants, for the whole term for which the Loan is made, payable half-yearly, on the 1st January and 1st July, at the Company's Bankers in London and Birmingham, will be delivered to the Leader with the mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office, in Waterloo Street, Birmingham; to H. Putteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton Street, London; or to Messrs. Laurence, Cazenove, and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 14th day of March, 1841.

TO ENGINEERS AND OTHERS.—A Young Man of respectable connections, just returned from an engagement of superintending the erection of Steam Engines and Machinery ABROAD, and who is well acquainted with practical Engineering, and has a knowledge of the Spanish language, is open to a similar ENGAGEMENT, or one as Superintendant of Works in an Engine Manufactory. Respectable references can be given as to character and abilities.

Address, G. J. R., Box No. 86, Post Office, Birmingham.

TO BE SOLD, A SHARE in a most important Invention, connected with Railroads, and secured by Letters Patent. The purchaser must be able to command the sum of 2,000*l.*, must be of active business-like habits, with leisure and ability to attend meetings of Directors, Engineers, and others.

For further particulars apply personally between Eleven and One, to Mr. W. Meyrick, 4, Furnival's Inn.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times.

TO RAILWAY DIRECTORS, ENGINEERS, CONTRACTORS, &c.—A Young Man from Scotland, of respectable connections, who has been employed as Assistant Engineer in the construction of a Railway recently completed, is desirous of forming a new engagement as Assistant to an Engineer or Contractor, or as Superintendent of a Railway Station. References to Engineers of eminence.

Apply by letter, addressed to P., care of the Publisher of the *Railway Times*.

THE HULL ADVERTISER.—Established for a century, the HULL ADVERTISER has attained a circulation equalled by few weekly newspapers in England, while by a new and original mode of distribution, it secures to advertisements a degree of publicity equal to an absolute circulation of twelve thousand copies each impression.

Parliamentary Return for the quarter commencing on the 1st of January and ending on the 1st of March, 1840.

Hull Advertiser	78,000
Hull Packet	10,000
Hull Times	15,000
Hull Rockingham	10,000

With the commencement of the next July quarter, it is intended to enlarge the ADVERTISER, in order to provide for the influx of advertisements, and to make the journal, as an organ of commercial and agricultural intelligence, worthy of the resources of the wealthy district the sphere of its local circulation, and of the rapidly increasing importance of the port of Hull, which will soon be connected by railway with Leeds, Manchester, Liverpool, and London.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, May 22nd, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 178. Vol. IV.—No. 22.] SATURDAY, MAY 29, 1841. [Price, 6d.

NORTH MIDLAND RAILWAY.—MAINTENANCE of WAY and WORKS.—The Directors will meet at the Railway Station, Derby, at 10 o'Clock, on Saturday, the 5th of June, to receive Tenders for the Maintenance of the Way and Works between Derby and Masborough, being a distance of 40 miles, or thereabouts, divided into five or more separate lengths, for one or more of which parties may tender.

Drafts of the Contract, with specifications of the work, will be ready for inspection on and after Thursday, the 27th of May at the Engineer's Office, in Chesterfield, where parties may obtain orders, allowing them to walk along and inspect the line.

A printed form of Tender may be had after the above date, at the Engineer's Office, in Chesterfield, and no others will be attended to.

The Tenders must be delivered at the office of the Secretary, H. Patteson, Esq., at the Railway Station, Derby, on or before 10 o'clock on Saturday, the 5th of June, under a sealed cover, addressed to the Secretary, and indorsed "Tender for Maintenance of Way and Works," and the parties tendering must be in attendance at the time of meeting.

The parties, whose tenders are accepted, will be required to enter into a bond, with two responsible sureties, for the due performance of their contract, and the names of the proposed sureties are to be specified in the tender.

The Directors will not bind themselves to accept the lowest offer.

Engineer's Office, Chesterfield, 17th May, 1841.

NORTH MIDLAND RAILWAY.—The Directors of the North Midland Railway Company are ready to receive MONEY on DEBENTURES, under the powers of the Act of Parliament, in Sums of not less than £500, bearing interest at 5 per cent. per annum for periods of 3, 5 or 7 years.

By order,
H. PATTESON, Secretary.

Warnford-court, Throgmorton-street,
May 21, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £500 each, and for a term of not less than Three Years, and to Grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing interest at the rate of 5 per cent. per annum.

Interest Warrants, for the whole term for which the Loan is made, payable half-yearly, on the 1st January and 1st July, at the Company's Bankers in London and Birmingham, will be delivered to the Lender with the mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office, in Waterloo Street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford Court, Throgmorton Street, London; or to Messrs. Lawrence, Cazenove, and Pearce, Auction Mart, London. By order,

THOMAS KELL, Secretary.

Dated this 14th day of March, 1841.

SOUTH-EASTERN RAILWAY.—To CONTRACTORS, TIMBER MERCHANTS, &c.—SLEEPERS.—The Directors of this Company will meet at their Office, No. 10, Coleman-street, on Tuesday the 1st of June, at half past One o'Clock in the afternoon precisely, to receive Tenders for the supply of Eighty Thousand Sleepers according to Specifications and Specimens, which will be ready for inspection on and after Monday next, the 24th inst., in Coleman-street as aforesaid.

By order,
J. S. YEATS, Secretary.

Railway Offices, 10, Coleman-street,
21st May, 1841.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill wall, Poplar; and also of the following Agents —

Robertson and Co., 12, Goree Piazzas	Liverpool.
Mathias Dunn	Newcastle upon Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of nine months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

BREWERY PARTNERSHIP.—Wanted in an old established Brewery, situated near and in connection with the line of the Great Western Railway, a Partner who can command a capital of from 4 to 5000*l*. Apply to A.B., care of Beale and Kind, Hop Merchants, Montague Close, Borough.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

BOLTON AND PRESTON RAILWAY.—TO RAILWAY CONTRACTORS.—The Directors of the Bolton and Preston Railway Company will meet at their Office in Bolton-le-Moors, Lancashire, on Thursday, the 3rd day of June, 1841, to receive TENDERS for the following Contract:—

Tunnel Contract.—To make and maintain that part of the railway, which passes through a tunnel 552 yards long, with all the necessary works and shafts for making the tunnel, and supplying all the requisite and necessary tools and materials.

The Contract commences in a field No. 24 on the Parliamentary Plan of the Extension from Chorley to Euxton, and terminates on the westerly side of the road from Chorley, to Preston, in a field No. 10 on the said Parliamentary Plan, near to a place called Hartwood Green, about half a mile from the town of Chorley.

The Draft of the Contract, with Plans, Sections, and Specifications, and printed forms of Tender, will be ready for inspection on and after the 26th day of May, at the Company's office, in Bolton-le-Moors aforesaid.

Parties tendering must attend at the Company's Office, and the person whose tender is accepted will be required to enter into a bond with two sureties to the extent of 10 per cent. on the amount of the contract. The Directors do not bind themselves to accept the lowest tender.

JOHN HARGREAVES, Chairman.

Bolton le-Moors, May 18th, 1841.

TO RAILWAY COMPANIES, CARRIERS, AND OTHERS.—RICHARD PARKER late of Hambro' Wharf, having taken the New Inn Yard, Old Bailey, London, which is very spacious and in the Heart of the City, is desirous to form a Connection with one or more Railway Companies or Carriers, to deliver, receive, collect, and draw their Goods to and from the Railway Station or Stations, and to attend to all matters that may be required: and having had considerable experience as a Carrier, he does not hesitate to pledge himself to transact all such Business equal to any establishment in London, and upon moderate terms.

N. B.—He would not object to take a Share in any respectable concern.

LLANELLY RAILWAY AND DOCK COMPANY.—The Annual General Meeting of Proprietors will be holden at the London Tavern, Bishopsgate-street, in the City of London, on Monday, the 7th of June next, at half-past twelve for one o'clock precisely.

By order of the Committee of Management,
JOHN BIGG, Sec.

59, Old Broad street, London, May 7, 1841.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured: folded in a cover 4s., on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 9, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Letts, Royal Exchange, and at the Office of the Railway Times.

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RAILWAY RETURNS.

Returns made to the Board of Trade by the different Railway Companies, under the provisions of the Act 5 and 4 Vic., c. 97, (Lord Seymour's Act.) Printed by order of the House of Commons.

(Concluded from page 539.)

BRANCH III.

COPIES of all Bye-Laws which have been disallowed or modified by the Committee of Privy Council, together with an Rules or Regulations which may have been by them suggested for adoption by Railroad Companies.

1.—ARBROATH AND FORFAR.

Bye-laws and Regulations, enacted by the Arbroath and Forfar Railway Company (in conformity with the Act of Parliament, 6 Wm. 4, c. 34), dated 10th June, 1839.

[We give those only which are referred to in the subsequent communications from the Board of Trade.]

II. No person shall cross or enter upon the said railway, at any crossing or road on the level, on foot or with any carriage, or horse or other animal, while a train is approaching to, and in sight at, such crossing or road, and every offender against this rule shall forfeit a sum not exceeding 5*l*.

* * * * *

VI. Every person by whom or under whose orders, or for whose use, or under whose charge, any waggon or other carriages shall be left at any offset or branch railway, in order to the loading or unloading of any stones, pavement, lime, timber, manure, grain, potatoes, or other agricultural produce, or other goods or merchandise, or for any other purpose, shall keep such waggons or other carriages in such place and position, that they shall all be clear of the engines or carriages passing along the main line; and every such person shall properly adjust the switches or shifting rails of the offset branch or passing place; and every person offending against this rule shall for every such offence forfeit and pay, not only the amount of damage caused by neglect, but also a sum not exceeding 5*l*.

* * * * *

VIII. Every person altering any switch or shifting rail without being properly authorised to do so, shall for every such offence forfeit and pay not only the amount of the damage or injury which may be caused by such act, but also a sum not exceeding 10*l*.

Copy of a letter sent to the Arbroath and Forfar Railway Company, confirming their Bye-laws provisionally.

Board of Trade, 15th September, 1840.

Sir,—With reference to your letter of the 1st inst., enclosing copy of the bye-laws of the Arbroath and Forfar Railway Company, and stating that there is reason to apprehend that such bye-laws will shortly become inoperative unless confirmed by the Board of Trde, I am directed by the Lords, &c., to confirm them provisionally, in order that the Company may not be deprived of the protection of bye-laws during the interval which must necessarily elapse before a complete revision of the bye-laws of Railway Companies generally.

At the same time there are some points suggested by a consideration of these bye-laws to which my Lords direct me to draw your attention as having immediate reference to the public safety.

The importance of preventing persons unconnected with the railway from trespassing upon the line is attested by the frequency of the accidents which have occurred owing to neglect in this particular. By the 16th section of the recent Act for regulating railways, (3 and 4 Vic., c. 97,) ample powers have been given to Railway Companies to prevent trespassing, and a heavy responsibility will attach to any Company on whose line accidents occur owing to any neglect on their part to enforce these powers.

With reference to the second bye-law, my Lords, while entirely approving of it, direct me to observe, that it does not extend to exonerate the Company from the responsibility of having proper gates and policemen at the different crossings, so as to prevent, as far as possible, the possibility of any person attempting to cross the railway when an engine is approaching.

With reference also to the 6th and 8th bye-laws, my Lords direct me to call your attention to the importance of having the switches placed under proper and efficient care, and to warn you that these bye-laws do not exempt the Company from the responsibility of employing servants of their own to see that the switches are properly adjusted, and the line in good order and free from obstructions.—I am, &c.,

S. LAING.

To the Secretary of the Arbroath and Forfar Railway Company.

2.—BIRMINGHAM AND GLOUCESTER.

Bye-Laws.

1. No person will be allowed to travel upon the railway without first having paid his fare, and received a ticket, to be delivered at his destination.

Passengers at road-stations will be only booked conditionally, that is to say, in case there shall be room when the train arrives.

Those passengers booked for the longest distance to have the preference.

2. If any passenger shall refuse to produce or deliver up his ticket when required to do so by the guard or other attendant on the train, he shall be chargeable with the fare from the place whence the train originally started, and be liable to a penalty not exceeding 40*s*.

3. Passengers travelling by first-class carriages will be allowed 100lbs. weight of luggage; by second class carriages, 60lbs.; by third-class carriages 30lbs., If exceeding that weight they will be charged 1*d*. per pound for any distance not exceeding 20 miles, and 1*d*. per pound exceeding 20 miles.

4. No dogs will be permitted to accompany passengers in the carriages, but will be conveyed separately, and charged for.

5. Smoking is strictly prohibited both in and upon the carriages or upon the Company's premises; any passenger persisting in smoking after being warned not to do so, will be subjected to a fine not exceeding 40*s*.; should he persist after a second warning, if travelling, he will be removed from the Company's carriage at the next stopping place, and forfeit his fare; or if not travelling, he will be removed from the Company's premises.

6. Any person being in a state of intoxication, committing any nuisance, wilfully interfering with the comfort of other passengers, or obstructing any of the Company's officers in the discharge of their duty, or not attending to the instructions of the guard in cases where the personal safety of himself or other passengers is concerned, will be immediately removed from the Company's premises on the train stopping, and shall forfeit his fare.

7. If any passenger shall wilfully damage any part of the Company's carriages, stations, or other property, he shall be fined not exceeding 5*l*., over and above the cost of repairing such damage; and all accidental damage shall be paid for by the party doing the same.

8. If any passenger shall be found in or upon any of the carriages, or shall force his way into a carriage, without having previously procured a ticket, or shall occupy (without permission) a carriage of a superior class to that for which he has obtained a ticket, or shall proceed beyond the place to which he has paid his fare, he shall be liable to a fine not exceeding 40*s*. in addition to the full fare for the entire journey.

9. No fee or gratuity will be permitted to be taken by any of the Company's servants, under pain of immediate dismissal.

Copy of Letter sent to the Secretary of the Birmingham and Gloucester Railway Company, relative to the Bye-laws of said Company.

Board of Trade, 23rd September, 1840.

Sir,—With reference to your letter of the 26th August, enclosing a certified copy of the Bye-laws of the Birmingham and Gloucester Railway Company, and to your letter of the 19th instant, desiring to be informed whether the bye-laws of the Company have been approved of, I am directed by the Lords, &c., to state that these bye-laws appear to them objectionable in several respects.

The second bye-law imposes a penalty of 40*s*., in addition to payment of the whole fare upon passengers who are unable to produce their tickets. This is evidently unjust. The fine ought, as in the bye-laws of the London and Birmingham and other great lines, to be alternative on refusal to pay the fare.

The same objection applies to the eighth bye-law with reference to some of the cases included in it, such as the accidental loss of tickets, and the case of a passenger who, having taken out his place to a certain destination, afterwards wishes to proceed further. With reference to all cases of this description in which no intention exists to defraud the Company, their Lordships are of opinion that fines are altogether misplaced, and that payment of the fare is all that the Company can have in any instance the right to demand. The evidence upon this subject before the Select Committee on Railways, shows strongly the impolicy, with reference to the interests of Railway Companies themselves, as well as to the public convenience, of enforcing even the limited power of requiring payment of the fare, in all cases in which the ticket cannot be produced, more rigorously than is indispensable for the protection of the Company against fraud and abuse. Upon this point, my Lords direct me particularly to draw your attention to the evidence of Mr. Baxendale, General Superintendent of the London and Birmingham line, who states, (Second Report, p. 68, Query 2605,) "That the tickets are occasionally lost, and when they are lost that vexation necessarily arises when the passenger is asked to pay his money again; that this rule was strictly acted up to, but that he had been very determined in breaking through it, and that whenever a ticket is lost, the principal officer at each station has the power to use his judgment, and not to require the repayment of the fare."

The 6th and 8th bye-laws are open to a different objection. The case of persons obstructing the officers of the Company in the discharge of their duty, or traspassing upon the railway (under which are clearly included the cases specified in the 6th and 8th bye-laws of persons not attending to the instructions of the guard in cases where the personal safety of themselves or other passengers is concerned, or forcing their way into or upon any carriage of the Company after being warned to desist,) is now provided for by the 16th section of the recent Act for regulating railways (3 & 4 Vict. c. 97). This being part of the general law of the land, all bye-laws inconsistent with its provisions are null and void; and the proper course would be to expunge them, and substitute a notice to the public of the punishment to which they will render themselves liable by committing any of the offences specified by the Act.

In these and other respects, as in mixing up classes of offences totally distinct under the name of prohibition and penalty, the bye-laws of the Birmingham and Gloucester Railway Company appear to their Lordships defective and objectionable; but although they cannot allow them to pass under their notice without comment, they do not, in the present instance, feel disposed to exercise the power of disallowance vested in them by the Act. Considering, on the one hand, the importance of acting upon an uniform system with reference to the bye-laws of all Railway Companies, and of not deciding points of great consequence to the railway interest generally without mature deliberation; and, on the other, the difficulty in which the Birmingham and Gloucester Railway Company will be placed if left without the protection of bye-laws during the interval which must elapse while these questions are under consideration; their Lordships direct me to say, that they are disposed to confirm provisionally the bye-laws now submitted to them, in the expectation that at the next general meeting of the Company they will be remodelled, so as to obviate the objections to them in their present form; and that in the meantime the Directors will attend to the above suggestions, and give instructions to prevent any of their regulations, and especially those relative to tickets, from being enforced in an arbitrary manner towards the public.—I am, &c.

S. LAING.

William Burgess, Esq., Secretary of the Birmingham and Gloucester Railway Company.

3.—HARTLEPOOL.

Copy of Letter sent to Thomas Fenner, Esq., relating to the Bye-Laws of the Hartlepool Docks and Railway Company.

Board of Trade 10th October, 1840.

Sir,—With reference to your letter of the 9th inst., relative to bye-laws of the Hartlepool Docks and Railway Company, I am directed by the Lords, &c., to say—

1st. That such bye-laws as relate to the management of the docks are not within their jurisdiction.

2nd. That the bye-laws made at the general meeting of August, 1838, do not, in terms of the Act for regulating railways, require any confirmation in order to obtain force; and that my Lords, feeling, on the one hand, the importance of acting upon an uniform system towards all railways; and on the other, the necessity of proceeding with due deliberation, where such important interests are concerned, postpone any observations upon those bye-laws until they shall have had further time to consider the question of bye-law legislation generally.

3rd. The additional bye-laws having been made subsequently to the passing of the 3 and 4 Vict. c, 97, have no force until confirmed by the Board of Trade. This confirmation my Lords, actuated by the views above mentioned, direct me to give provisionally, in

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order that the Company may not be deprived of their protection during the interval which must elapse before the general question of bye-laws is fully considered, subject, however, to the following observations: the 14th additional bye-law subjects persons using carriages deemed unsafe by the Engineer of the Company to a penalty, in the event only of "damage arising from such cause." This is inconsistent with the 12th additional bye-law, and the 3rd bye-law of 1838, and with the spirit of the 34th section of the Hartlepool Railway Amendment Act, 4 Will. 4, c. 56.

It should be distinctly understood that the responsibility rests with the Company of not allowing anything of a dangerous construction to travel along their railway, and that it is their duty at once to put a stop to anything which their Engineer pronounces dangerous. My Lords, therefore, cannot allow the 14th additional bye-law, and they desire me to add that all the precautions suggested by it ought to be strictly enforced under the 12th.

With reference to those bye-laws which relate to obstruction and trespassing, I am directed to call your attention to the 15th and 16th sections of the 3 and 4 Vict. c. 97, which give additional powers for the prevention of these two causes of accident. These powers being part of the general law of the land, of course supersede the powers confirmed by the bye-laws and Acts of Incorporation of the Company; and it is the duty of the Company to see them strictly enforced, and to give notice to the public of their intention to do so. These bye-laws, therefore, can only be confirmed, even provisionally, upon the understanding that they are not to interfere with the enforcement of the Act 3 and 4 Vict. c. 97, in all cases in which the Directors deem it necessary for the public safety, and that instructions to this effect shall be issued to the servants of the Company, and due notice given to the public. —I am, &c.

S. LAING.

Thomas Fenner, Esq., 16, Cannon row.

The additional bye-laws particularly referred to in the preceding letter are these:—

12. Any person sending an engine, waggon, or other carriage upon the railway, after notice shall have been given to him of the insufficiency or insecurity of such engine, waggon, or other carriage, shall forfeit a sum not exceeding . . £5 0 0

14. Owners of waggons or other carriages refusing or neglecting to have fixed to their waggons or other carriages such brakes, centre chains, side chains, centre bars, or other fastenings as in the opinion of the Engineer of the Company are of a sufficient strength and proper construction, shall, in case any damage arise from such cause, in addition to full satisfaction or compensation for such damage, forfeit a sum not exceeding 2 0 0

4. ARDROSSAN.

Bye-Laws of the Company, enacted at their General Meeting, held the 21st August, 1840, in terms of their Act of Incorporation.

1st. No moving power shall be used upon the railway, after a double line of rails shall have been laid, except locomotive engines; and horse-hauled waggons and carriages shall, until the line is opened, leave the different depots or stations at such hours as shall be fixed by the Company.

2nd. Trains going east shall keep the north line of rails, and those going west shall keep the south line.

3rd. Trains going on the railway later than half an hour after sunset, or earlier than half an hour before sunrise, shall have proper signal-lamps attached to the front and rear of the train, so as to be distinctly visible.

4th. No person shall be allowed to be upon the engine or tender, except the engineman and fireman, without the consent of the Company.

5th. Passengers are to book their places and pay their fares before taking their seats; they shall show the ticket which they will receive on paying the fare, to the conductor or guard when requested, and shall deliver it up before quitting the Company's premises.

6th. Passengers are to take their seats pointed out to them by the conductor or guard.

7th. Passengers at the intermediate stations will only be booked on the understanding that there is room in the train for which they are booked, and in case there should not be room for all, those booked for the longest distance will have the preference.

8th. Any person who shall take a seat in a carriage without having paid his fare, or shall occupy a superior class carriage to that for which he paid, or shall travel beyond the station for which he booked himself shall be liable in a penalty of forty shillings, in addition to the full fare of the entire journey.

9th. Any person doing any damage to any of the Company's carriages, by cutting the lining, breaking the windows, or otherwise, shall be fined in five pounds.

10th. All smoking is strictly prohibited upon the carriages, or in any of the Company's premises; any person persisting in smoking after being warned not to do so, shall be liable in a fine of forty shillings, and in case of his persisting after a second warning, he may immediately, or at the first stopping place, be removed from the Company's premises, and forfeit his fare.

11th. Any passenger in a state of intoxication committing any nuisance, or wilfully interfering with the comfort of other passengers, obstructing any of the Company's officers in the execution of their duty, or not attending to the directions of the guard in cases where the personal safety or comfort of any of the passengers is concerned, will be immediately removed from the Company's premises; or in case he shall at the time be travelling, then at the next station, or as soon after the offence as conveniently may be, and shall forfeit his fare.

12th. The charge made for passengers does not extend to luggage. The Company will not be answerable for any luggage, unless the passenger to whom it belongs have booked and paid for it.

13th. The Company's porters will render every facility to passengers for loading and unloading luggage at the different stations. No fee or gratuity is permitted to be taken by any of the Company's servants, under any circumstance whatever, under pain of instant dismissal.

(Signed) ALEX. MONTGOMERIE, Chairman.

(A true Copy.) JAMES MOFFAT, Clerk to the Company.

Copy of letter sent to the Secretary of the Ardrossan Railway Company, relative to the Company's bye laws, and in reply to their letter of the 20th November.

Board of Trade, 7th Dec., 1840.

Sir,—With reference to the bye-laws of the Ardrossan Company, submitted for approval of the Lords, &c., by your letter of the 20th November, I am directed to say, that as their Lordships' jurisdiction is expressly confined by the Act "to bye-laws, orders, rules, or regulations which impose penalties for their enforcement upon persons other than servants of the company," it does not appear that bye-laws 1, 2, 3 and 4, which merely state certain regulations to be observed with a view to the safe conducting of the public traffic, come within the meaning of the Act.

At the same time those bye-laws appear to their Lordships unobjectionable as far as they go, though insufficient as a complete code for conducting the public traffic on the railway.

With regard to bye-laws 5, 6 and 7, as no penalty is affixed, they appear to be simply notices to the public, and at any rate appear unobjectionable.

In bye-law 8 the words "without permission" should be inserted between the words "shall" and "take a seat," and "shall" and "occupy." With reference to this bye-law also, their Lordships wish to be informed what is the course adopted by the Company with regard to the collection of tickets, and what course is adopted in the case of tickets being lost. Where no intention to defraud exists, a penalty is misplaced, and payment of the fare is all that the Company can have a right to demand. Subject to these remarks, their Lordships approve of the bye-laws.

Bye-laws 9 and 10 are unobjectionable.

Bye-law 11 is right in principle, but it appears anomalous that the offences enumerated in it should be subjected to a less severe penalty than "smoking." Their Lordships, however, do not wish to disallow the bye-law on this ground, as it appears practically sufficient. It must be borne in mind, however, that it does not supersede the duty of enforcing the 16th section of the 3 & 4 Vict. c. 97, in cases in which the public safety is endangered by the conduct of the offender.

Bye-law 12 is disallowed by their Lordships, as in direct contradiction with the provisions of the Company's Act of Incorporation, 3 & 4 Vict. c. 104, s. 88. Any attempt to limit the rights of passengers, as defined by this section, will render the Company liable to a prosecution; and their Lordships request that an explicit statement of what the practice is with regard to passengers' luggage on the Ardrossan Railway may be furnished them without delay.

Bye-law 13 relates to the servants of the Company, and is quite proper.

In giving their sanction, subject to the above exceptions and remarks, to these bye-laws, their Lordships wish it to be understood that they are acting provisionally from a wish not to leave the Company without the protection of bye-laws, and that their sanction must be taken without prejudice to any steps which they may hereafter think it their duty to take with a view to enforcing greater system and uniformity in the bye-laws and regulations of railway companies generally.—I am, &c.,

S. LAING.

To the Secretary of the Ardrossan Railway Company.

5.—GARNKIRK AND GLASGOW.

Regulations and Penalties.

[We give those only referred to in the subsequent communication from the Board of Trade.]

1. No person shall pass upon the railway with waggons or other carriages earlier than one hour before sunrise, or later than one hour after sunset, upon work-days, nor at any time upon Sundays, without written leave from the Company.

* * * * * *

6. All carriages shall take the north line of rails in going east, and the south line in coming west, unless otherwise directed by the Company's servants.—*Viz.* The passenger trains go both east and west upon the north line; waggoners and others must therefore attend to this to avoid interrupting these trains.

* * * * * *

12. Every person going into or leaving a siding with a waggon, engine, or other carriage, shall adjust the switches or other machinery to suit the road he is taking, and shall, after passing, re-adjust the same so as not to interfere with the main line.

Regulations for Passengers.

Passengers by the Company's coaches shall take charge of their own luggage, for loss of or damage to which the Company shall not be responsible; nor shall they be responsible for accidents of any kind occurring from no culpable negligence on their part. Luggage, exceeding in weight or bulk what can be carried in the hand, and put under the passengers' seat, and dogs and the like, shall only be carried in the passenger train, when there is a spare and suitable waggon, and shall be paid for extra. Fares shall be paid, or tickets delivered, on demand, to the collectors thereof. At the stations where tickets are sold, passengers will provide themselves with tickets before entering the carriages.

Passengers shall take and keep the seats allotted to them, and shall not stand upon the carriages or on the seats, nor lean upon the doors, or over the sides. The carriage doors shall always be kept shut, except when they require to be opened by the persons in charge. At the Gartsherrie and Coatbridge stations, or elsewhere, when required, passengers shall shift their places in the trains, as directed by the attendants. They shall not enter or quit the carriages while they are in motion.

No passenger or other person shall unnecessarily interfere with any part of the carriages or machinery, or hold conversation with the enginemen or other servants of the Company while on duty; and no person shall intrude upon the privacy of other passengers. Smoking in or near the carriages will not be permitted.

No intoxicated person shall be allowed to travel on the railway, and no spirits or intoxicating liquor shall be permitted to be used thereon or in the carriages.

Board of Trade, 22nd Dec. 1840.

Sir,—With reference to your letter of the 23rd June, enclosing a copy of the bye-laws and regulations of the Garnkirk and Glasgow Railway Company, and requesting an early confirmation of them; I am directed to inform you, that in order not to leave the Company without the protection of a code of bye-laws, their Lordships are pleased to confirm provisionally those submitted to them, subject to the following exceptions and remarks:—

1. With regard to the bye-law which attempts to limit the responsibility of the Company in the case of passengers' luggage, their Lordships observe that the liability of the Company as carriers, is regulated by the Carriers Act, 1 Will. 4, c. 68, which expressly defines the objects for which carriers are not to be responsible without notice, and with respect to other articles declares that no public notice or declaration shall limit their liability. Their Lordships cannot allow the present or any bye-law which is inconsistent with the provisions of this Act.

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2. With regard to the further portion of the same bye-law which declares that luggage exceeding what can be carried in the hand and put under the passengers' seat shall only be carried in the passengers' train when there is a spare and suitable waggon, their Lordships cannot allow a regulation which appears to give the Company an arbitrary discretion of refusing to take the *bona fide* luggage of a passenger by the same train as that by which he himself proceeds. If the Company wish for a regulation to protect themselves from being defrauded by "goods" being carried as "passengers' luggage," they must frame one not open to the objection of including *bona fide* luggage, and on submitting it for their Lordships' approval, must accompany it by an explanation of the course pursued with regard to passengers' luggage.

3. With respect to the bye-law which declares that the railway shall not be used on Sundays, their Lordships do not wish to raise any question respecting the propriety of this regulation, or the right of the Company to prohibit Sunday travelling, as far as their own carriages and servants are concerned; but as the railway is declared to be free to the public on payment of rates by the 65th sect. of the Company's Act, 7 Geo. 4, c. 103, if the case should arise of any person claiming to use the railway upon a Sunday, a question would be raised, which it would be for the courts of law to determine, as to the power of the Company, under their Act, to refuse the use of their railway upon Sundays.

This question is one which would not be affected by any bye-law which the Company had thought proper to make, and therefore the bye-law in question, as assuming to settle a point which exceeds the range of bye-law jurisdiction, appears improper.

The intimation of the intention of the Company to close their railway on Sundays might be conveyed by a simple notice, which would obviate the objection above stated of appearing to decide by bye-law, and impose a penalty, in a case which is clearly beyond the scope of bye-law legislation.

4. With regard to such of the regulations as relate to the prevention of accidents, I am directed to call your attention to the enclosed observations of Sir F. Smith.

In giving their sanction to these bye-laws subject to the above exceptions and remarks, their Lordships wish it to be understood that they are acting provisionally, from a wish not to leave the Company without the protection of bye-laws, and that their sanction must be taken without prejudice to any steps which they may hereafter think fit to take, with a view to enforcing greater system and uniformity in the bye-laws and regulations of railway companies generally.—I am, &c.,

S. LAING.

To the Secretary of the Garnkirk and Glasgow Railway Company.

MEMORANDUM relative to the Bye-laws of the Garnkirk and Glasgow Railway.

Board of Trade, 2nd February, 1841.

No. 6. In this article it is stated that the passenger trains travel both east and west upon the north line, and waggoners are enjoined to attend to this arrangement to avoid interrupting such trains.

I believe that the rails of the north line are alone calculated for passenger traffic; if otherwise, the train should not be restricted to the use of one line only.

No. 7. By this article it would appear that the starting of waggons or other carriages from the depots or sidings at such periods as to avoid the chance of collision with passenger trains is left to the discretion of the owners of waggons, or other persons.

Such a system is likely to endanger the safety of the public, and it is therefore recommended that proper time-tables should be established for the passenger traffic, and that arrangements should be made to ensure its punctuality and to prevent the north line of rails being used by any other carriages at or near the time when the passenger trains are due. For this purpose the Company should employ vigilant and and trustworthy servants.

No. 12. By this article it appears that parties bringing their carriages upon the line from sidings are held responsible for the adjustment of the switches. This is a very dangerous practice if permitted on the line used for the public traffic, and the system adopted generally on passenger lines, of placing pointsmen in charge of these switches, should be adopted.

FREDERIC SMITH.

General Remarks of the Board of Trade on this Branch of the Returns:—

This Return would be incomplete without a reference to the Report of the officers of the Railway Department, for the reasons which have hitherto induced the Board of Trade to suspend as far as possible the exercise of the revising power over bye-laws vested in them by the 3 and 4 Vic., c. 97. These may be stated shortly as follows:—

1. The fact that 43 out of 77 Railway Companies have made no return of bye-laws at all.

2. The doubt existing whether the power of disallowance under Lord Seymour's Act extends to the numerous class of bye-laws which, although of a public nature, do not in express terms inflict penalties on the public.

3. The evident intention of the legislature that the Board of Trade should not, under the pretext of disallowing, assume indirectly a power of enacting bye-laws.

4. The equally evident intention that the Board of Trade should act as far as possible on an uniform system towards all railways, rendering it advisable not to disallow any particular bye-law until prepared to act upon a general principle in all similar cases. And

5. The total absence of complaint on the part of the public, and of evidence to show that a single one of the bye-laws of the different Railway Companies returned to the Board of Trade had operated in a manner practically oppressive or injurious.

With regard to rules and regulations suggested for the adoption of Railway Companies, the suggestions made by the Board of Trade have been confined to recommendations addressed to particular Railway Companies, with a view to the prevention of accidents, and are in a great measure contained in the Reports of Inspectors already given in the preceding returns. In several instances the propriety of enforcing the provisions of Lord Seymour's Act for the prevention of trespassing, and for the punishment of misconduct on the part of servants, has been urged upon Railway Companies.

In three cases Railway Companies have been induced to erect gates, and station policemen at crossings of turnpike roads upon a level, in consequence of requisitions from this Board, calling upon them to comply with the provisions of the 2 and 3 Vic., c. 45.

No formal rules and regulations have, however, been issued by the Board of Trade, nor is any power given to it in that behalf by the Act for regulating railways.

RAILWAY PASSENGERS' TAX.

The Petition of the Bolton and Preston Railway Company—

Sheweth,—That the Bolton and Preston Railway passes through, and communicates with, a district containing a large population, chiefly of the working classes, for whose special accommodation your petitioners have provided on their line open carriages, which they are running at a very low rate of charge, amounting to little more than a penny per mile per passenger.

That the expense of conveying and providing for the accommodation of second and third class passengers is considerably greater, as compared with the fares paid by them, than that which attaches to the conveyance of first class passengers.

That the disadvantage under which your petitioners carry on this branch of their passenger traffic, arising from the before-mentioned inequality of expense, and which operates indirectly to the prejudice of the working classes, is greatly increased by the no less unequal pressure of the tax upon railway passengers to which your petitioners are subject, which amounts to nearly ten per centum on the fares paid by third class passengers, to rather more than six per centum on second class fares, whilst in respect of the fares of the first class passengers it is rather less than four per centum.

That your petitioners have found since they provided carriages for the conveyance of third class passengers, that the proportion of first class passengers has been only one-eighth of the whole number conveyed upon the railway.

That your petitioners beg leave respectfully to represent to your honourable House, that the present rate of taxation is unequal and unjust, and bears with peculiar hardship upon the working classes and upon those railway companies who give the greatest accommodation to that class of passengers; and that if the modification recommended by the Select Committee on railways, as stated in their fourth report, were, adopted, the public revenue would be considerably increased, the working classes benefited, and the advantages of railway travelling greatly extended.

Your petitioners therefore humbly pray that your honourable House will be pleased to adopt such measures as will effect a more fair and equal rate of taxation upon passengers by railway.

And your petitioners will ever pray, &c.

THE VENICE AND MILAN RAILWAY.—(Extract of a letter from Venice, dated May 1.)—The 26th of April was for Venice a day of joy and festivity, a day which long will be engraven in the remembrance of the inhabitants of that ancient city. On that day his imperial highness the Archduke Rayner, viceroy of the Lombardo-Venetian kingdom, laid the first stone of the gigantic bridge destined to unite the queen of the isles to the neighbouring continent. The patriarch, at the head of the clergy, the high civil and military functionaries, the Directors of the Venice and Milan Railway, and all that Venice numbers of rank and and respectability, assisted at the interesting ceremony. A scroll containing the deeds of foundation sealed by the archduke himself, a copper and silver medal, both bearing a view of the bridge thereon the image of a waggon drawn by a locomotive, with these words above, —"*Commerciis terrâ marique augendis;*" and the following below,—"*Fugit ocior ventis;*" together with several golden and silver pieces of coins struck this year at the Venetian mint, were put in a leaden case, and deposited by the illustrious representative of the house of Hapsburgh, in a niche made for that purpose. This immense bridge, which will rival the greatest Roman works still extant in Italy, will be all of stone, and will be 3½ miles in length. A gentleman named Antonio Busetta Petich has undertaken the construction of it for the sum of 4,830,000 Austrian lire, or about 160,000*l.* The work will be begun forthwith, with the engagement of completing it in four years.

LLANELLY RAILWAY.—On Thursday, the 6th instant, another new Colliery commenced operations on this line, and a district of country west of the Cwm Amman Valley has thus been opened, by a railway connexion with the sea. The Glanlash branch (prolonged to collieries on the manors of Earl Cawdor and the Lord Bishop of St. David's) has this week been shown to be in such a state of forwardness as to convey coal the entire line, and the Mynydd Mawr Company have availed themselves of this condition, by sending down largely since the above period. We have from time to time examined many specimens of Stone Coal, but we have seen none more pure than this, nor none more likely in the market to rival the fame of Pembrokeshire Anthracite; and we congratulate the Railway Company on this important accession to their trading prospects—a congratulation we offer in perfect sincerity, since that enterprize which induced the formation of this line of railway deserves its reward.—*Cambrian.*

THE SOUTH-WESTERN RAILWAY.—We regret to find that the alteration in the South-Western Railway regulations, has deprived us of the opportunity of forwarding the London mail in the morning; a convenience much wanted, and which was only enjoyed long enough to make us regret the deprivation the more.—*Isle of Wight and the Hampshire Independent.*

The Paris and Rouen Railway Company are now accomplishing the legal formalities requisite for their commencing operations in the department of the Eure.—*Hampshire Independent.*

THE AMSTERDAM AND ARNHEIM RAILWAY.—It will be remembered that the ex-king of Holland made himself guarantee for the payment of the interest on the sums subscribed for the Amsterdam and Arnheim Railway, and that after his abdication it became a question whether the pledge was personal or in his character of Sovereign. His Majesty has removed the doubt in a manner truly royal by giving orders for the regular payment of this interest out of his privy purse, although the road is not yet even begun.

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AMERICAN EXPERIENCE OF THE RAILWAY SYSTEM.

From Second Report of the Directors of the New York and Erie Railroad Company, 3rd Feb., 1841.)

On the Utica and Schenectady Railway, seventy eight miles in length, the number of through passengers, in 1839, was 95,776, and of way passengers 86,823, total 182,599; equal to 125,102 through passengers; the fare through being three dollars, or a fraction short of four cents per mile. It is understood that the passengers transported on that road are estimated at not more than one-fourth of the whole number that pass between Utica and Schenectady, on the canal and otherwise, per annum.

The expenses of the year amounted to less than 30 per cent. of the receipts. The balance, after deducting all expenses, amounted to more than 15 per cent. on their capital. Had half of their capital been borrowed at 6 per cent., the earnings of the year, after paying the interest on the loan, would have divided 25 per cent. on the stock; or paid off the loan in four years of like receipts; or divided 10 per cent. per annum, and paid off the loan in six years.

The number of through passengers, as stated above, divided by the number of miles in the road, gives an average equal to 1604 passengers per mile yearly, 134 per mile per month, and 31 per mile per week.

100,000 through on this road would give 224 passengers per mile yearly, 19 per mile per month, and 4½ per mile per week.

66,000 through would give 147 passengers per mile yearly, 12 per mile per month, and 3 per mile per week.

33,000 through would give 73 passengers per mile yearly, 6 per mile per month, and 1½ per mile per week.

On the Boston and Worcester road, forty-one miles in length, the average in 1839 would be 2195 passengers per mile yearly, 183 per mile per month, and 42 per mile per week.

On the Boston and Lowell, twenty-six and a half miles in length in 1838, 4900 passengers per mile yearly, 409 per mile per month, and 94 per mile per week.

On the Camden and Amboy, sixty-one miles in length, in 1839, 2984 passengers per mile yearly, 249 per mile per month, and 57 per mile per week.

Utica and Syracuse, fifty-three miles in length, in 1839, 2502 passengers per mile yearly, 192 per mile per month, and 44 per mile per week.

The number of way passengers on the Utica and Schenectady Railway amounted, in 1839, to 86,823. The gross revenue derived from them was 87,979 dols. 57 cts., amounting to 1.01 dol. for each individual; and as the charge for a through passenger is three dollars, it is seen that the way passengers traveled on an average, one third the length of the road. It may be assumed as nearly self evident, that in a country occupied by a population distributed evenly over its surface, and having a uniformity of character and pursuits, the railways which traverse it will receive numbers of way passengers proportional to the lengths; that is, a straight road two hunded miles long will have twice as many way passengers as a road one hundred miles long. If we apply this principle to the case of the New York and Erie Railway, we may estimate the number of its way passengers from that on the Utica and Schenectady road, in the following manner, viz:—

Miles. Miles.

78 : 446 :: 86,823 : 496,419 = number of way passengers on the New York and Erie Railway. If we suppose the distance travelled by the above number of persons to be the same in proportion as on the Utica and Schenectady Railway, the average journey for each will be one hundred and forty-eight miles. At four cents per mile the sum paid would be 5.92 dols., and the amount per annum received from all the way passengers would be 2,938,978.08 dols.

To illustrate this view of the subject still further, we will make a similar estimate from data furnished by the Utica and Syracuse Railway. The length of this work is fifty three miles; the number of way passengers in 1839 was 55,802 who paid on an average seventy-three cents each, the price for a through passage being two dollars. By extending the calculations as above, we shall find that the number of way passengers on the New York and Erie Railway would, at the same rate, be 469,579, and the sum received from them 3,056,959 dols.

The amounts obtained in these calculations agree sufficiently to show that with regard to the railways cited, the rule that *the numbers of way passengers are as the lengths, holds good.*

The mean of the two results is abont 3,000,000 dols., from which, if we were to deduct one-third for expenses, we would have a net receipt of 2,000,000 dols. on way passengers alone; equal to 22 per cent. on the capital; or if two-thirds of the cost of the work were defrayed from loans at 5½ per cent., the income on the remaining 3,000,000 dols. of stock would be 55 per cent. per annum. In other words, if the New York and Erie Railway shall receive as many way passengers in proportion as the Utica and Schenectady, and Utica and Syracuse Railways, the net earnings might be more than sufficient to pay 5½ per cent. on 6,000,000 dols. of loans, and 50 per cent. on 3,000,000 dols. of stock, and this without taking into account the profits on through passengers, on freight or on the transportation of the mail.

Nothing can illustrate more forcibly than this the advantages which long roads possess over short ones. The results obtained may seem extravagant, and it is not intended to be asserted that they will from the first be realized; but when it is remembered that the Utica and Schenectady railway has, to the north of it, a country which, as yet, yields very few passengers, and that on the south side it is in immediate contact with the Erie canal, which, during seven months of the active portion of the year, divides with it the way business, and that the Utica and Syracuse Railway, having the same competition with the canal to sustain, has also the inconvenience of being constructed for nearly half its length across swamps which are at present uninhabitable, whereas the New York and Erie Railway is every where free from these disadvantages, it cannot be deemed unreasonable that we should expect to profit to a very considerable extent from the principle above set forth.

The Boston and Lowell road is one of the best in the country, and is worked as cheap, or cheaper than any other, in proportion to its length. But it is short, and not withstanding its heavy business, both in passengers and tonnage, pays but about nine per cent. per annum on its cost. * * *

Though the cost of roads on this side of the Atlantic is comparatively small, and their character as to routes, grades, curves, and superstructure, is quite various, it is believed that not more than two or three that are forty miles or more in length, and have been finished and in use twelve months, are unproductive; among which, the only one in New England or New York, is that from Stonington to Providence. Their earnings vary from 0 to 15 per cent. Some shorter roads are known to be productive, but it is deemed quite safe and due to the subject, to state that of the roads which are completed and in use, *those which are not productive are short ones.*

The report of the Western Railway Corporation of Massachusetts, dated March, 1840, states that the net income of the railways finished in that Commonwealth, averages over 8 per cent. per annum on their cost.

In 1839 the net income of the Utica and Schenectady road was 15 per cent.; of the Utica and Syracuse, 11 per cent.; of the Camden and Amboy, 13¼ per cent.

CIRENCESTER AND THE RAILWAY SYSTEM.

From the *Wilts and Gloucestershire Standard.*

We propose to direct attention to the great benefits likely to be conferred upon the ancient borough of Cirencester by reason of the railway which has been formed, and is now about to be opened, in conjunction with that immense national work, the Great Western Railway. Like many of our readers, we are decided enemies to all sorts of innovations, and we always hesitate before lending a helping hand to any work of this nature, bearing the appearance of a mere speculation, until fully convinced of its propriety and practical usefulness to the community. Proofs the most abundant have, however, been given, that the advantages which may be anticipated by this town and neighbourhood, for many miles round, are at present incalculable. To the agriculturist, the merchant, and the tradesman, as well as every member of society to whom time (that which no man can purchase) is an object, the railway to Cirencester promises immense and peculiar advantages. Look to the neighbouring town of Swindon, a town of great antiquity, but one, though most respectable, as obscure as it is ancient; see what a mighty change will be effected here. Instead of one or two coaches, and as many pair of post-horses passing in a day through it, hundreds, nay thousands, of human beings will be whirled by it, brought into connection with it, and it will become a first-class station of great importance on the Great Western line. Last week we noticed the high price produced by the sale of a piece of land in the immediate vicinity of Swindon, which at once exhibits the effect the railway has on the value of the soil. If, in addition to this, any evidence were wanting of the beneficial effect produced upon this town by the junction of the Cheltenham and Great Western with the Great Western Railway, the fact (as stated in our columns some weeks ago) that there are upwards of 200 houses building in the neighbourhood of the terminus at Swindon, must render it sufficiently plain; and the inhabitants, one and all, stimulated by these invigorating symptoms of prosperity, begin to feel their own importance, as active, and not dormant, members of society. So will it be with us at Cirencester; we shall almost enjoy a new state of existence; with the railway from Bristol to London on the one hand, and that from Gloucester to Birmingham and the north on the other; with these advantages we feel that we shall have the retirement of this delightful and healthy country, with all the benefits of the most speedy locomotion. That this change must be conducive of great gains and comfort to the public, we conceive that there can be no manner of doubt, and we hope that, from time to time, we may have it in our power to second the good arrangements of those who have the control of this mighty engine, which, like the wand of the enchanter, passes over the land, and is the immediate cause of those vast changes, and those extensive improvements, which we foresee must speedily be perceived and felt by the inhabitants and neighbourhood of Cirencester.

IMPROVED LOCOMOTIVE.—Mr. Witty exhibited a model of his improved locomotive engine, in the large room of the Cross Keys, on Monday evening week. Steam was applied, and the model ran from one end of the room to the other in a satisfactory manner, after which Mr. W. explained to the company what constituted the improvements in his engine. Its superiority consisted in its great simplicity on the one hand, and an improved application of the power of steam on the others. All the *recoil* which retards the progress of other engines, was in this entirely done away with. A calculation made of the additional effective force of Mr. W.'s over the other engines now in use, showed that it is as the sum of the sides of a right angled triangle is to the hypothenuse.—*Hull Times.*

THE SOUTH-WESTERN—GOSPORT BRANCH.—The *Hampshire Independent* states that the works at the Gosport terminus are rapidly progressing, and will, it is expected, be shortly completed, but adds an expression of regret "that nothing in the way of improvement or addition to the inns of that place is going to meet the great increase of accommodation which will be required on the opening of this branch of the South-Western Railway."

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MR. WHISHAW'S RECIPROCATING SYSTEM OF RAILWAYS.

[We now redeem the promise which we made in reviewing Mr. Whishaw's valuable work on the railways of Great Britain, to give at some subsequent period an account of the author's Reciprocating System. We adopt his own account with such abridgment only as the absence of plates renders necessary].

In March, 1839, we submitted to the Institution of Civil Engineers the outline of a proposed new system of laying out and working railways, which, from the peculiar method proposed of carrying on the traffic, we have designated the Reciprocating System. Had this plan emanated from a Stephenson or a Brunel, it would, no doubt, ere this have been carried into execution. So much, however, are we convinced of the efficacy of the system from the results of our examination and experiments on the principal railways of the kingdom, that we have no hesitation in at once laying before that large and increasing portion of the British people who are so greatly interested in every improvement that can reduce the original cost of railways, and thus extend the system to those parts of the country in which money is not so plentiful as in the great manufacturing districts, and where the introduction of railways would tend greatly to ameliorate the condition of the people, and without doubt afford an ample return for the much reduced outlay.

The present expensive mode of constructing railways is quite incompatible with their further extension; and unless an economical, and at the same time an efficient, system is introduced, a large mass of the population of the united kingdom will be for ever debarred of the comforts and conveniences afforded directly to those places which are included in the catalogue of railway cities, towns, or districts.

We shall divide the account of the reciprocating system into three parts, viz., 1st, construction of railways according to this system; 2nd, method of carrying on the traffic; and, 3rd, the estimated cost and annual expenditure.

The peculiar feature proposed in the construction of railways according to the reciprocating plan, is the adoption of a single line of way throughout, whatever may be the expected amount of traffic: by which the original cost of the earthworks, masonry, and upper works on railways so constructed would necessarily be reduced to a considerable extent; and further to introduce in undulating or hilly districts of country a considerable proportion of second class gradients, and where necessary for the sake of avoiding heavy earthworks, tunnels, or expensive viaducts or bridges, even third-class gradients, where such inclines could be introduced of short length.

In order that the whole system may be thoroughly understood we shall describe *seriatim* the mode of construction under the following heads, viz.:—1. Land and Fencing; 2. Earthworks; 3. Drainage; 4. Tunnels, Viaducts, and Bridges; 5. Level Crossings; 6. Permanent Way; and 7. Stations and Depots.

1. *Land and Fencing.*—The land is to be enclosed throughout to an uniform width of 34 feet; where within a foot of the surface of the lands or where carried on embankment, exclusive of that for slopes, sidings, and stations or depots, 9½ feet of which, on each side, is for the fence, bank ditch and benches. In the case of cuttings an additional width of 3½ feet on each side is to be provided for a field drain at top of the slope, and 3 feet for the extra width under ballasting.* For each siding, an additional width of 5 feet on each side is to be enclosed for a length of 360 feet; and four such additional parcels of land are to be enclosed in each mile. Besides which, at every intermediate station there is to be an additional way of 450 feet in length, for which an extra width of land is to be enclosed. The fencing, in districts where stone is abundant, as in the West Riding of Yorkshire, in Westmoreland, and in parts of Lancashire, Wales, and Scotland, &c., is to be constructed of dry stone walling, with coping rounded on top, and laid in mortar. In other districts where wood is obtained at a much cheaper rate than stone, stout oak or larch cleft-posts with three rails, and dwarf space and pale fencing is to be introduced with a planting of quick along the top of the bank, which is to be formed from the side drain. The field gates may either be of iron or wood, according to the custom of the particular district. All the posts are to be charred to a height of 3 inches above the ground level.

2. *Earthwork.*—The top width of embankments to be 15 feet, and the clear width of cuttings between the side drains to be 18 feet; the slopes of cuttings and embankments throughout to be regulated by the description of strata intersected. In plastic clays and loams the slopes will generally stand at from 2 to 1 to 3 to 1; the embankments requiring, in most cases, the less amount of slope of the two. In gravel and in indurated sands the slopes will stand at 1½ to 1. In solid chalk the cuttings may be formed at one-sixth to one; and the embankments formed from the produce of such cuttings at from 1 to 1 to 1½ to 1. In disrupted chalk the cuttings will stand at from 1½ to ¼ to 1. It is advisable in deep chalk, or other cuttings, to carry up the slopes from the bottom, according to the strata as above, for two thirds the height when it is as much as 40 feet, and then run a bench 6 feet in width, with an open drain or water-course, along the middle, to receive the surface water from the lands, which may be carried into the lower drains by earthen pipes, or well pitched wooden trunks, of a size to be regulated by the flow of water, which may be generally ascertained by reference to the neighbouring water-courses. Above the bench, the slope to be formed at ¼ to 1, where the slope is at ½, or at ⅓ to 1, where the slope is at ¼. In red sand stone, and other solid rocks, the sides of the cuttings will be perpendicular.

In forming embankments of clays, loams, or any loose or doubtful materials, when they exceed 10 feet in height, they are to be carried up in layers, or courses, each of from 1½ to 2 yards in thickness. The whole of the bottom layer, whether formed from a cutting at each end, or from a cutting at one end only, or from side cutting, is to be completed throughout before the next layer is superposed.

Although this method will considerably increase the first cost of embankments formed of treacherous soils, yet it will save a large annual outlay in the shape of "repairs to slopes," and entirely prevent accidents from the permanent way being disturbed by slips of the uncertain materials of which some of the embankments will necessarily be formed. By the ordinary mode of constructing embankments large cavities are left in the body of the work which presently form reservoirs for the water percolating from the surface, and thus channels are effected; slips are continually taking place, and the permanent way is sinking daily for years after, so that the items of "maintenance of way" and "repairs to slopes" form a large amount in the annual expenditure.

By the above described method, each layer is well trodden down and exposed to the weather for a sufficient time till it becomes consolidated before the next layer is superadded. We do not recommend the earthworks to be executed by night, as they are generally less attended to by the workpeople than in the day time, but rather that they should be carried on simultaneously, and not too hastily; and if the money is not plentiful, then we would let to contractors so many layers of the embankments from end to end. Thus the bottom layer of each embankment throughout would become consolidated nearly at the same time, depending of course on the lengths respectively, side cutting and spoil banks must be resorted to where the length of the lead would render it more expensive to form the embankments from the regular cuttings. Where side cutting is rendered necessary, the most advisable plan is to run side dykes parallel to the embankments, which tend to keep them solid by being thus well drained. The height to which spoil banks should be carried must depend upon the value of the land where they are to be placed; but a good plan is to increase the width of the contiguous embankments, provided the lead is not of too great length. Earthworks, formed according to the general plan, and taken throughout the kingdom cost at from 6d. to 1s. 6d. per cubic yard. The average cost is about 1s. 4d. per cubic yard.

3. *Drainage.*—Lateral drains are to be formed parallel to all the cuttings and embankments; to be generally 3 feet wide at top, 1 foot at bottom, and 1½ feet deep. At the top of the slopes of cuttings an open drain is also to be formed 2 feet 6 inches wide and 1 foot 3 inches deep, the produce of which (if the soil is of proper quality) is to form a bank for the quick plantings, which in course of time will become the permanent fence; but where the fences are of stone this will not be required; in such case, the excavated earth from the top drains will go, with the produce of the cutting, to form the contiguous embankments, or carried to spoil, as the case may be.

Where cuttings are deep and there is a great flow of water, it will be necessary to introduce open semicircular drains of brick, or open square drains of stone, paved at bottom with flags if in a stone district; and in extreme cases culverts will be necessary, with eyes or openings from the surface, according to the plan adopted in the great Tring cutting of the London and Birmingham Railway. In stone districts a rubble drain should be formed down the centre line of both cuttings and embankments, and rubble drains or soughs carried therefrom into the side drains, or where the embankments are high, into open slope drains, formed either of flags, semicircular open brickwork, or wooden well-pitched troughs—the dimensions in all cases to be regulated by the circumstances of each particular case. Slope drains must also be introduced in deep cuttings, to carry the water from the top drain into the lower water channel. In districts where brick earth is plentiful, the best kind of sub water courses are formed of perforated circular tile drains, as iron pipes constructed spigot and faucet fashion.

4. *Tunnels, Viaducts, and Bridges.*—The clear width of tunnels at level of rails to be 12 feet, and the clear height from level of rails to soffiete 18 feet; the vertical working shafts to be of 7 feet clear diameter, and at intervals each of a quarter of a mile, and to be left open at top when finished, for the purposes of ventilation; but a circular roof of 13 feet diameter to be elevated on light iron columns 6 feet above the top of shaft, to throw off the rain water, which would otherwise fall into the tunnel. The ground about the top of each shaft to be sloped off to carry the surface water away from the shafts. The vertical shafts through most strata will require to be lined with 9-inch brickwork; and on no account should cavities be left behind the lining, but in all such cases the work is to be keyed in and wedged up solid to the required thickness. Iron curbs of 7 feet clear diameter, formed in two parts, must be introduced on the roof of the tunnel to support the shafts. The produce of the shafts' excavation, and afterwards of the adit or drift-way, and subsequently of the tunnel itself, to be drawn up by double horse-gins, or in coal districts by steam-engines, or in mountainous districts, where water is abundant, by water-wheels. When the shafts are sunk to the level of the bottom of the tunnel, a drift-way, 3 feet wide and 5 feet high, is to be driven from shaft to shaft throughout, for draining the works. In moist soils this adit will require to be shored up with wooden struts, cross sills, head plates and struts, and planked at top.

When the vertical shafts and adit are completed throughout, the tunnel may be commenced. None of the tunnels to be formed with level planes, but having a sufficient inclination in either direction, or

* This will afford space between the rail and the ditch for workmen to get out of the way of passing trains.

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in both directions from the middle to carry off the water. A movable frame with three floors will be convenient for carrying on the excavation, and brick or stone lining where required. This frame should correspond nearly with the clear size of the tunnel, and be mounted on six wheels, three on each axle, and the middle one of each set to be without flanches. Three strong parallel rails to be laid down on cross sleepers, the outer rails to be 10 feet apart, the rails must not be in longer lengths than of five feet, so that they may be laid down from the lower floor as the excavation proceeds. The front of this frame to be furnished with three stout flaps hung from the top, which may be let down in cases where blasting by gunpowder is required, the frame in such a case to be run back to a convenient distance; in case also of the appearance of a slip of earth, the men may run to the back part of the floor, and let down the flaps to protect themselves from injury.

When brickwork is used as the lining for the tunnel, it will require in most cases to be of two bricks in thickness; and except the invert the whole is to be built in Roman cement and sharp river sand, (if to be had conveniently.) No cavities are to be left behind the brickwork, nor loose or doubtful soil, which should be removed and the space filled in with solid brickwork. Lateral recesses three feet wide, three feet deep, and six feet long, are to be formed in the tunnel at intervals each of 30 yards, for the workmen to get out of the way of the train when the railway is opened for traffic. A stone springing course will be required at the meeting of the side walls and the invert. The invert (where required) is to be built of segmental form with a versed sine sufficient to allow of a drain being carried the whole length of tunnel at least 12 inches under the level of the rails. The permanent rails through the tunnels to be laid on half timbers or half baulks, and secured together by cross ties dovetailed into the longitudinal timbers, and secured thereto by screw, bolt, ties, and nuts. The tunnel faces to be of plain and neat design; no ornamental work to be introduced on any account, except the tunnel be carried under part of a part or ornamental grounds. The surface-water above the tunnel near either end is to be carried into the drains of the contiguous cuttings by open semicircular drains of brick or stone, according to the district. *Bridges and viaducts.*—The bridges carrying roads over the railway are to be of a clear span of 12 feet, and clear height from rails to soffite of 15½ feet in the middle of way. The arches to be of segmental form, with a versed sine of three feet; to be built (where bricks are used) in four half brick rings. A central semicular drain to be carried under the permanent way of a size in proportion to the depths of the contiguous cuttings.

In bridges carrying the railway over roads, rivers, canals, &c., the clear width between the parapets is 12 feet, and except where adjoining lofty embankments the parapets are to be only 18 inches above the level of the rails. In districts where brick earth is plentiful, angular or moulded earthen copings are to be used instead of stone, whereby much expense will be saved in the bridge-building department. Over deep and wide cuttings three-arched bridges may be advantageously introduced.

When large viaducts are necessary, we recommend that they should be formed on the laminating wood principle, similar to those of the North Shields Railway, the whole of the timbers to be prepared by Bethell's patent process, whereby they are rendered durable, however much exposed to the weather, as the solution is found to penetrate to the very centre of the wood. By the adoption of this system of viaduct-building, a very great expense is necessarily saved. Occupation arches under the railway are to be 10 feet wide and 12 feet high, and over the railway to be 10 feet in the clear between parapets.

5. *Level-road Crossings.*—Wherever it is practicable, the crossing of a railway by a road is to be avoided; but where this cannot by any possibility be effected, then a level paved way must be formed, with one gate, however, instead of two, 12 feet in length, and furnished with a disc in the middle. A small wooden lodge will be also required, to contain two apartments, one of which is to be furnished with a fire-place and chimney of brick; but where brickwork is built at a low rate as in Ireland, then the lodges may be built of brick, and in stone districts of rough rooted stonework.

To be continued.

RAILWAY ADJUDICATIONS.

THE EASTERN COUNTIES' RAILWAY—PETITION OF GARDNER.

Equity Exchequer, May 22.—This case, which involved a dispute as to the payment out of Court of money paid in by the Company upon the purchase of a certain house in Shoreditch for the purposes of the railway, occupied the greater part of the day, and was not concluded when the Court rose.

May 24.—Mr. Simpkinson and Mr. W. C. L. Keene appeared for the petitioner; and Mr. J. Russell for some, and Mr. K. Parker for other, incumbrancers on the property purchased by the Railway Company; Mr. Campbell for the Company; and Mr. Roupell for other parties, the assignees of a person named West.

Mr. Roupell, in the course of his argument, observed, that the Court had not, in his view of the case, any jurisdiction to decide the rights of the parties on petition in a summary way, inasmuch as the point for the consideration of the Court consisted substantially whether or not the Court would enforce by specific performance two contracts, a proceeding never taken in any instance by a court of equity, otherwise than on bill and answer, with the usual testimony adduced in support of the case by the rules of the Court.

The Lord Chief Baron observed—I am glad this point has been mentioned, as it gives me an opportunity of stating, now that the courts of equity are in progress of reformation, that this is an instance of a complicated case which may, with perfect justice and propriety, be decided in a summary way upon petition, without the parties being driven to the incumbrance and expense of a bill, answer, and evidence.

At the conclusion of the argument of Mr. Roupell, his Lordship, declining to call on Mr. Simpkinson to reply, decided that the petitioner was entitled to the money in court, subject to the claims of the several incumbrancers and the payment of various sums, and directed a reference to the Master relating to those and other points.

MANSER v. NORTHERN AND EASTERN RAILWAY COMPANY.

Court of Chancery, May 26.—This was an appeal from an order of the Vice-Chancellor, refusing an injunction to restrain the Company from building a bridge in a manner which the plaintiff alleged would interfere with the use of his mill. Mr. Manser is a miller at Hoddesdon, and the stream over which a bridge was proposed supplied him with water to work his mill.

Mr. Wigram, Mr. Richards, and Mr. J. Moore, for the plaintiff, complained that by the plan proposed the stream would be inconveniently narrowed.

Mr. Jacob, Mr. Bethell, and Mr. L. Wigram, on the part of the Company, maintained that they were pursuing the powers of their Act of Parliament, and in fact doing Mr. Manser no damage.

The Lord Chancellor said, he must determine the case upon the affidavits, unless the parties could agree upon some eminent Engineer, whose opinion might guide the Court. Unless this course were adopted, the Court might be liable to miscarry in its judgment. The Engineer would determine upon the height of the bridge, and an answer might be given to this proposition, which appeared for the benefit of all, on Saturday next.

THE QUEEN v. THE BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

Court of Queen's Bench, May 27.—*(Sittings in Banco.)*—Under the Act of Parliament which incorporated the defendants, a power was given to two justices to make orders directing the defendants to make archways and other necessary works to keep up the communication between the different parts of such estates as may be traversed by the railway in its route. Such an order having been made by two justices of Worcestershire (which order was afterwards confirmed by the quarter sessions of that county upon appeal), the defendants refused to submit to the direction, and were indicted for disobedience to the order; upon which they caused the indictment to be removed hither with a view to its being quashed, upon the ground that the defendants, being a corporation aggregate, were not liable to an indictment at all.

Mr. Serjeant Talfourd now showed cause against the rule, and contended that the position upon which the rule *nisi* had been obtained was not supported by any other authority than a *dictum* of Lord Holt, which was mentioned in the Term Reports without any statement of the time, place, or circumstances, in which the *dictum* had been uttered.

The Court seeming to agree in opinion with the learned serjeant,

Mr. Whately upon the other side, mentioned some authorities in support of his position, and referred in a particular manner to a case in which Mr. Justice Littledale expressed a strong doubt as to whether such an indictment could be sustained.

Lord Denman said, that the question was of too much importance to be disposed of upon motion, and suggested to Mr. Whately that he should demur to the indictment, the Court giving him liberty in a subsequent stage of the proceeding to contest the fact of disobedience to the order in the judgment should be against him, upon the point of law.

COMPENSATION CASE.

Bolton and Preston Railway.—On Tuesday last, an inquisition was held at the Swan Hotel, before Mr. Hulton, barrister, of Preston, and a respectable jury. The inquiry was under the provisions of the Bolton and Preston Railway Act, to assess compensation to be paid to Mr. A. Turner, a gentleman residing near Chorley, for damage done to his land by reason of the Company's cutting a tunnel through it. It was alleged, we understand, by Mr. Turner, that this could not be effected without injuring his land, and a dwelling-house erected upon it, and in consequence he wished the Company to purchase the whole estate, for which he claimed 8,000*l.* The Company, feeling persuaded, from the opinions of men well versed in such matters, that the tunnel could be made without endangering the building, made an offer of 200*l.*, as a bond to indemnify Mr. Turner from any damage. These terms not being agreed to, the present jury was summoned. Mr. Wilkins and Mr. Cross appeared for the Company, and Mr. Brandt and Mr. Segur for Mr. Turner. After the jury had been sworn, they proceeded to Chorley by a special train, and were shown the land by Mr. Adie, engineer to the Company, and by Mr. Myers, surveyor, of Preston, on behalf of Mr. Turner. They were absent about three hours, and on their return Mr. Brandt appeared and informed them that an arrangement had been made, and that a verdict would be taken by consent for 250*l.* and that a bond of indemnity, as originally offered by the Company, would be given. —*Manchester Courier.*

Articles Lost and Found on Railways.—We are happy to find that the vigilance of the police on the North Midland Railways is employed along with other important duties, in restoring property accidentally lost on the line. The following are instances in point. On the morning of the 18th instant, the night watchman, in passing through the Clay Cross Tunnel, found a pig which had dropped from a luggage train without having sustained any apparent injury. It was safely deposited in a succeeding train and forwarded to Derby. On Thursday a lamb that had strayed upon the line near Eckington, and had been killed by a train in passing, was conveyed to the owner by Spencer, a policeman.—*Derbyshire Chronicle.*

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SOUTH-EASTERN RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly Meeting of this Company was held on Thursday, at the London Tavern. At 1 o'clock T. W. TYNDALE, Esq., Chairman, commenced the business by requesting the Secretary to read the advertisement, by which, according to the Act of Parliament, the meeting had been summoned, such advertisement having been published in the *Times* and *Chronicle*, the *London Gazette*, the *Dover papers*, the *West Kent Guardian*, and *Railway Times*.

The CHAIRMAN then proposed that the seal of the Company be affixed to the Registry, as required by the Act of Parliament: and it was necessary to give authenticity to the Registry.

Mr. TYRRELL—Why can't you fix the seal on your own responsibility?

The CHAIRMAN—Because the Act requires that it should be done by the authority of the meeting.

Mr. TYRRELL—I do not sanction it.

On the motion of the Chairman the common seal was then ordered to be affixed to the Registry.

The CHAIRMAN said, the next motion was, that the Report of the Directors be read. As he felt exceedingly indisposed, he threw himself upon the forbearance of the meeting, and begged their indulgence. (Hear, hear.) It was the first time he had made such an appeal—perhaps it might be the last. (No! no!)

The Report was then read as follows:—

DIRECTORS' REPORT.

London, 27th May, 1841.

In the Report made to the half-yearly meeting in November last, Mr. Cubitt stated that in the spring of 1842 the railway might be opened to Tunbridge, and in the summer of the same year to the Staplehurst road.

From the progress which has been made during the last (the winter) half-year, the Directors have great pleasure in being able to confirm this opinion to the fullest extent.

Since the last meeting much additional land has been paid for, and the whole line is now fenced off down to the Staplehurst road, 52 miles from London, and the nearest point on the railway to Hastings. A contract for fencing an additional 10 miles eastward from the Staplehurst to the Bethersden and Hothfield road has been let, and is now in course of execution. A large portion of the land between the Bethersden road and Folkestone is also paid for, and the whole between Folkestone and Dover.

Contracts for rails, chairs, and other materials for the permanent way, have been entered into, and portions of each have been delivered.

Twelve engines and tenders have also been ordered and are in preparation for the opening of the line at the time before stated, and the subject of carriages, waggons, trucks, &c., is now under the consideration of the Board.

Besides the works in the Godstone and Tunbridge divisions (which are in a very forward state), the works requiring the greatest time in execution upon other portions of the line are steadily advancing.

The Directors are impressed with the importance of opening the whole line at the earliest possible period; nevertheless the completion of the works to Tunbridge continue to engage their first attention. The northern tunnel in the Shakespeare Cliff at Dover is finished. The construction of the sea wall is proceeding in a satisfactory manner, and the cuttings and embankments up to Folkestone are almost complete. There are nearly 4,000 men employed on the line, with the requisite proportions of waggons and horses.

The late winter has in no instance caused injury to the works, on the contrary, they have stood the test, severe as it has been, and thus the opinion always entertained of their stability has been confirmed.

The measure authorised by the resolution of the proprietors at their last half-yearly meeting, for uniting with the Brighton and Croydon Companies in purchasing and perfecting a sufficient station at London Bridge, is working with the best effects, and the advantages anticipated from it by the Directors are likely to be realised.

Pursuant to the resolutions of the Special Meeting in January last, the branch lines to Canterbury, Ramsgate, and Margate have been surveyed, and the plans, sections, &c., duly deposited. The Directors have also taken the same course with respect to a branch line to Maidstone. Mr. Robert Stephenson and Mr. Joseph Cubitt have expressed an opinion in their favour, and there can be no doubt that they will prove powerful auxiliaries of traffic to the trunk line, and in this respect deserve the utmost support of the proprietors.

By a resolution of the meeting in November, 1840, 509 shares were declared forfeited; of this number 70 were taken up by parties under agreement, and the remaining 439 being added to those which were at that time undisposed of will make a total of 586 shares at the Company's disposal, but it is not the intention of the Directors to sell them at present.

As some misunderstanding appears to have arisen on the subject of the loss occasioned by the sale of forfeited shares, and by the issue of shares in 1839 at 12*l.* discount, the Directors think it desirable to state that the total amount of such loss is 184,597*l.* 11s. 4d., as shown in the statement of capital account annexed hereto. This sum is subject to such alterations as may result from the recovery of amounts for which judgments have been obtained against proprietors in arrears for calls, whose shares have been forfeited.

The arrears of calls on the first of April last amounted to the sum of 134,596*l.*, the particulars of which are given in the capital account. Of this amount the sum of 20,341*l.* has been since received. The Directors have reason to expect that in a short time the arrears will be much further reduced. And the final payment is, in the great majority of instances, a mere question of time. The Defaulters are in the mean time deprived of the advantage of receiving interest on the amount of capital already paid up, and are chargeable with interest on their arrears. The Directors have adopted proceedings in all cases where they have considered it to be to the advantage of the Company to do so. There are, however, cases in which it is ascertained that the parties are unable to pay their arrears; such shares have been duly declared forfeited by the Board, and it is intended to submit to this meeting resolutions for confirming such forfeiture. There are also two cases in which the registered proprietors, having sold their shares, have been unable to compel the purchasers to register the transfers. It is proposed to include these shares in the resolutions of forfeiture; but such arrangements have been made that the Company shall suffer no loss.

As the Company will before the next half-yearly meeting be in a position to exercise their powers of borrowing on mortgage to the extent of 450,000*l.*, it is proposed to submit to this meeting a resolution authorising the raising of that amount, or any part of it.

Three Directors will go out on this occasion by rotation, viz., Messrs. Lewis Cubitt, Richard Davis, and William Wilson, all of whom are re-eligible and have offered themselves for re-election.

The annexed Account of the Receipts and Expenditure of the Company has been prepared so as to show the total Receipts and Expenditure under each distinct head to the 1st of April; the account shows a balance in hand of 84,370*l.* 16s. 6d.

T. W. TYNDALE, Chairman.

BALANCE SHEET.

Statement of the Capital of the Company on the 1st April, 1841.

DEBTOR.

1841.		£	s.	d.
April 1.	To Amount of calls made, including deposits on 28,000 shares, at 33*l.* per share	924,000	0	0
	To calls paid in anticipation	1,164	0	0
	Total	£925,164	0	0

CREDITOR.

1841.		£.	£.	s.	d.
April 1.	By shares in the hands of the Company, 586 at 33*l.*	19,338			
	Less amount received thereon	4,421	14,917	0	0
	By cash received on account of capital as per statement of receipts		591,253	8	8
	By balance for arrears of calls, viz.—				
	1,746 Shares owing £5	8,730			
	1,266 " 10	12,660			
	4,154 " 15	62,310			
	1,538 " 18	27,684			
	486 " 21	10,206			
	583 " 24	13,992			
	7 " 26	182			
	9,780 "	135,764			
May 27.	—The balance for arrears of Calls now stands thus:—				
	1,000 " 5	5,000			
	783 " 10	7,830			
	3,684 " 15	55,260			
	1,526 " 18	27,468			
	486 " 21	10,206			
	533 " 24	12,792			
	7 " 26	182			
	8,019	118,738			
	Less amounts received on account	4,683			
	Total	£114,055			
	Less amounts received on account, and included above	1,368	134,396	0	0
	By deficiency arising from the issue of shares at 12*l.* discount, and from the re-sale of forfeited shares		184,597	11	4
	Total		£925,164	0	0

Statement of Receipts and Expenditure to be submitted to the Half-Yearly General Meeting of Proprietors, to be held May 27th, 1841.

RECEIPTS.	Per Statement to October 1, 1840. £ s. d.	Half-year ending April 1, 1841. £ s. d.	£ s. d.	Total. £ s. d.
Cash on account of capital as shown in capital account	402,233 4 0	189,020 4 8	591,253 8 8	
" " interest	3,845 9 1	643 9 5	4,488 18 6	
" " lands resold	1,306 7 2	1,278 17 6	2,585 4 8	
" " rents and sundries	105 3 4	55 2 7	160 5 11	
" from South-Eastern Brighton Railway Company	1,500 0 0		1,500 0 0	
Total	406,990 3 7	190,997 14 2		599,987 17 9
EXPENDITURE.				
Expenses prior to formation of the Company	1,422 7 2		1,422 7 2	
Parliamentary expenses, including costs of Acts and expenses incident thereto	62,508 13 6	724 19 6	63,233 13 0	
Engineering	13,942 9 11	2,237 0 7	16,179 10 6	
Surveying	2,466 12 11	151 13 7	2,618 6 6	
Valuation of land for purchase	3,669 19 1	675 6 6	4,345 5 7	
Land and compensation, including costs of conveyance	117,953 0 1	39,174 18 5	157,127 18 6	
Works	126,684 15 3	89,487 14 0	216,172 9 3	
Inspection of works, expenses attendant thereon		145 9 6	145 9 6	
Expenses of deputations to Paris and Brussels in 1836 and 1838	513 9 3		513 9 3	
Direction	3,950 0 0	600 0 0	4,550 0 0	
Salaries to Secretary and Clerks	4,256 5 0	495 0 0	4,751 5 0	
Rent, taxes, repairs, and furniture	3,002 2 9	148 1 5	3,150 4 2	
Advertisements, engraving, printing, maps, and stationery	5,069 4 3	425 1 11	5,494 6 2	
General disbursements, including office expenses, wages, postages, travelling, and incidental expenses	4,128 18 11	304 1 3	4,432 0 2	
Gratuities	597 10 0		597 10 0	
Commission and agency	895 0 0		895 0 0	
Solicitor, for general business	2,972 15 6	880 5 1	3,853 0 7	
Expenses of Committee of Proprietors, appointed November, 1839	93 19 0		93 19 0	
Interest on paid-up capital	5,019 5 8	7,541 16 10	12,561 2 6	
Police	191 17 3	319 3 6	511 0 9	
South-Eastern Canterbury Railway Company	4,077 5 6		4,077 5 6	
London Bridge Joint Station—on account	1,000 0 0	6,500 0 0	7,500 0 0	
Surveys of branch lines to Canterbury, Ramsgate, and Margate, and to Maidstone		1,400 18 2	1,400 18 2	
Total	364,405 11 0	151,211 10 3		515,617 1 3
Balance				84,370 16 6

The CHAIRMAN then said, that in addition to this Report the Directors had to present to the Proprietors a very detailed account from the Engineer-in-Chief, as to the progress of the works within the last half year.

The Report was then read.

[The insertion of this we must postpone till our next. It gives a very detailed view of the state of the works, and concludes by assuring the shareholders that Mr. Cubitt "had no ground for at all altering the opinions he had formerly expressed as to the duration of the work, nor his estimate of the expense."]

The CHAIRMAN said, after such detailed Re-

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ports, he should not detain the meeting by any lengthened observations. He would call their attention to the state of the share-list, as mentioned in the Report, and he would beg to take their opinion on this state of circumstances, which had arisen since, that 20,000*l.* more had been received, and that the number of shares in arrear from various parties had been greatly reduced. The Secretary would inform the meeting on this subject, and then they could form a judgment as to how far the Directors had been correct in anticipating that the whole of these shares would be ultimately paid.

The Secretary then read a statement to the effect that since the account was printed there had been the following alterations. The number of shares on which 5*l.* had been owing was reduced to 1,000; those on which 10*l.* had been owing, to 783; those on which 15*l.* were owing, to 3,684; those on which 18*l.* were owing, to 1,526; those on which 24*l.* were owing, to 533. Altogether the amount of arrears had been reduced from 134,396*l.* to 114,055*l.*

The Chairman said, he had now to move—that the Reports as read be printed and circulated, and in his opinion it would be best to print separately the statement also just read. (Hear, hear.)

The motion was agreed to as proposed by the Chairman.

The Chairman—Is there any question connected with the execution of the works, or the conduct of the Directors, on which any proprietor wishes to have information? If so, it will be promptly and cheerfully answered by my colleagues and myself. I have this to state to the proprietors, that Mr. Cubitt, our Engineer-in-Chief, would have been here had he not been summoned before a Committee of the House of Commons to-day. Gentlemen connected with him, however, are here—District Engineers, Mr. Simms, Mr. Wright, and Mr. Barlow. (Hear.)

Mr. Parsons said he thought every proprietor must be satisfied with the detailed Reports which had been presented. (Hear, hear, hear.) Mr. Cubitt's was worthy of that gentleman's character and reputation, and was as excellent a Report as had ever been presented to any Company. (Hear, hear, hear.) He merely now wished to ask the district Engineers who were present, one or two questions as to the state of their particular portions of the work, not only as to progress but expenditure, and the prospect of its ultimate amount. In regard first to the Dover division, it seemed that 304,000*l.* would be required, and he should like to know from the Engineer, whether the Company could rely on that as quite sufficient to complete that part of the line?

Mr. Wright—I am confident that the sum will amply suffice. I have gone through the estimates thoroughly.

Mr. Parsons—I can speak personally to the attention shown by the Engineer to any proprietor wishing to inspect the works.

The Secretary stated, that 119,800*l.* had been expended on the Dover division; 54,000*l.* on the Godstone; and 53,000*l.* on the Tunbridge divisions.

Mr. Parsons then inquired whether the Engineer for the Godstone division could state with certainty that it would be finished for the amount yet unexpended of the estimate, viz., for 194,000*l.*

Mr. Simms—That sum will be quite adequate.

The Chairman merely wished it to be clearly understood that Mr. Cubitt was responsible for these estimates.

Mr. Parsons—If Mr. Cubitt were here I should put these questions to him.

Mr. Baxendale—He has already answered your questions in general, by stating in his Report that he has no reason to alter any of the estimates he made of the expense attending the different portions of the work. (Hear.)

Mr. Parsons, Yes: but still in the present condition of the Company it is highly desirable to satisfy thoroughly the public—by confirming the general statement of the Chief Engineer (just as bills are endorsed frequently for additional security) through the concurring testimony of the Engineers on the separate divisions:—from whose statements let it be remembered the Chief Engineer must make his estimate. For often have railway companies been deceived by general estimates which the result proved were insufficient. It is therefore highly satisfactory to us to find, that on close examination, there is the most distinct assurance of the estimates for all the portions of the work proving quite adequate. (Hear, hear.)

The Chairman—Let me be understood, I pray, as by no means depreciating these queries; but merely as reminding you that after all Mr. Cubitt is the person responsible to us for the estimates.

Mr. Parsons would further enquire, whether in the Tunbridge division the amount now unexpended of the estimate would be quite sufficient to complete it?

Mr. Barlow said, in reply, that the estimate did not include the permanent way; but that including this item, the sum unexpended would amply suffice for the completion of the division: indeed, every portion hitherto done had been under the estimate. (Hear, hear.)

Mr. Parsons thought it could not but be satisfactory to the proprietors to hear such distinct assurances (from officers who show their sincere desire not to mislead the Company, by the candid declaration that the estimate did not include the permanent way) of the sums yet unexpended being entirely sufficient for finishing the works. (Hear, hear.) The expense of the permanent way could not be much. (Hear, hear.)

Mr. Cooper asked, if apart from the payment to the Brighton, there would be enough funds to make the line complete from the point of junction with the Brighton line, to Dover?

The Chairman—Yes; quite enough.

Several Directors—More than enough: much more.

Mr. Cooper enquired if the Directors had under consideration any agreement with the Brighton Railway to substitute a toll for the purchase money?

The Chairman replied, that there was no other agreement with the Brighton Company, save that which had been made formerly, to pay half the expense to the point of junction. At present the subject of another agreement seemed premature.

Mr. Cooper—Is it open to us to substitute a toll?

The Chairman—No: it is not. If that were desired, it would have to be done by a new notice and a new Act of Parliament. We have given notice to purchase, and we mean to exercise that right.

Mr. Hankey asked, whether supposing the Directors had to purchase the necessary portion of the line to Brighton—the sum so appropriated would retard the advance of the other parts of the line, and delay the period of its opening?

The Chairman—Not in the least, it would have no effect upon it. (Hear, hear.)

Mr. Barlow—What is the estimate of the whole amount required to complete the work to Dover?

The Chairman—About 1,200,000*l.* (exclusive of land) I believe.

Mr. Parsons—And is the estimate for the land likely to be exceeded?

The Chairman—Not in the least.

Mr. Parsons—Then adding the land estimate 210,000*l.*, the amount seems to be between 1,400,000*l.* and 1,500,000*l.*

The Chairman—Mr. Fearon our Solicitor will say if it is likely to exceed that.

Mr. Fearon—Certainly not. (Hear, hear.)

Mr. Cash asked, in reference to an account of some dreadful accident recently reported, whether it was true as then appeared, that the workmen on the line, laboured upon the Sabbath?

The Chairman replied, if it was so, it was strongly against the wishes of his colleagues in the Direction and of himself. For what the contractors however did, they were not directly responsible.

Mr. Cash said, he hoped that as the contractors were employed by the Directors, the latter would take care to prevent the Sabbath being so employed upon the works.

The Chairman—Most certainly our endeavours shall be to prevent such a proceeding. (Hear.) In respect to the land expenses, &c., he would observe that owing to arrangements with land owners, the expence of very few bridges had been incurred. In one division of 28 miles, there was not a single accommodation bridge.

Mr. Parsons—While the cost per mile is less by one half on our line than on the Brighton. (Loud cries of hear, hear.)

Mr. Mott suggested the publication of a lithographic section of the works.

The Chairman agreed it would be desirable.

The Secretary said if it were to be published with the Report this would be delayed sometime.

It was ultimately agreed to postpone it for a while—the Secretary intimating that there would be no difficulty in it, and that in the meantime there were plenty of plans for the inspection of proprietors at the office.

Mr. Barclay—I should like just to hear distinctly the ground of the Directors' expectation—that the arrears due on shares will be recovered.

The Chairman—The ground of that expectation is this, that the larger amount is due on shares respecting which more than 15*l.* are owing, and if the present prices are retained (which there is no reason to suppose will not be the case) they will bring in a large portion of capital. And further, much of the amount is in the hands of solvent men, who are only taking their time to pay, which is fortified by the fact of such large payments having been already made. (Hear, hear.)

Mr. Barclay—And I understand you have collateral securities from some?

The Chairman—To some extent we have.

The Secretary—To the amount at least of 40,000*l.*

In answer to a question,

The Chairman said, the Board had before them the estimates of Mr. Stephenson and Mr. Cubitt of the Canterbury and Maidstone branch lines, which were remarkably cheap ones. (Hear, hear.)

Mr. Bayley asked if the "sleepers" would be Kyanised?

The Chairman replied, that such was not the intention of Mr. Cubitt, unless ordered by the Directors. Hitherto the Board had not seen the necessity for doing so. Perhaps the subject had better be left to them till they had more decisive information.

A Proprietor said, he believed on the Great Western line it had not been done.

The Chairman said, it was not he thought likely to be necessary on the South-Eastern, because their sleepers were to be of the old well-seasoned timber, made of angular pieces cut from one solid tree instead of (as on other lines) being made from young trees. Moreover, the Kyanising would be the less requisite, as the sharp ends alone would be in the earth. It now was the duty of the proprietors to elect three Directors in the room of three who went out this year, Mr. L. Cubitt, Mr. Wilson and Mr. Davis. He begged to propose that Mr. L. Cubitt be re-elected.

Unanimously agreed to.

Mr. L. Cubitt, in returning thanks for his re-election, said he had been connected with public works from his boyhood; and he had particularly had opportunities of observing the South-Eastern line of railway—he had gone much into the details and calculations—and he never had seen works so well arranged and so economically constructed. (Hear, hear.) Certainly the works had not been gone on with so rapidly as they might have been; but then the proprietors should remember that this was advantageous to them—for *that* engineering which was the slowest in progress was at once the most durable and the most economical—(hear, hear,)—and this slowness—resulting from reasons to which he would not advert—was assuredly the fault neither of the Directors nor Engineers. (Hear.) He had been much in connection with the Resident Engineers, and he was glad to find that they were all the Company could possibly desire—that they were not, in fact, to be looked on as mere

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employés—that they were possessed of shares in the concern, and had a stake in its prosperity—so that they looked zealously and sincerely to its advancement, as connected with their own personal interests. (Hear, hear.) As to the plan, for the publication of which some gentlemen had asked, he thought it very desirable; and he thought, too, it might be accompanied by a census of the population through which the line passed. In regard to the expenditure for land, he could not but say that considering the quantity obtained, this expense had been but small, particularly when it was borne in mind that their foundation level was much wider (being 36 feet) than that of any other Company. (Hear, hear, hear.) Now, respecting the Kyanizing, it had already engaged a good deal of the attention of the Board and Mr. Cubitt, who had invented a sleeper unrivalled among railway lines —(hear)—and using that he probably would be justified in not adopting the Kyanizing process. (Hear, hear.) The proprietary of the Company were now, he rejoiced to see, getting into a sound and healthy condition; and if every proprietor had fulfilled his engagements, the line might have now opened to Dover. (Hear, hear.)

The CHAIRMAN then proposed the re-election of Mr. R. Davis, which was agreed to.

Mr. DAVIS in returning his acknowledgments said, he rejoiced in the re-election of Mr. L. Cubitt, whose great experience and abilities rendered the most efficient service to the Company. (Hear.)

Sir General HODGSON begged to observe, that Mr. L. Cubitt was no relative or connection of Mr. Cubitt the Engineer.

On the motion of the Chairman,

Mr. W. WILSON having been also re-elected, said he perfectly concurred in the extreme importance of having Mr. L. Cubitt on the Direction.

Mr. PARSONS asked if there would be any harm in Kyanising?

Mr. L. CUBITT—It would be unnecessary, and a great expense; so at least we are inclined to think at present; we can assure you that every shilling of expense is carefully looked to.

Mr. PARSONS—It would be about 200*l.* per mile, would it not?

Mr. L. CUBITT said, he believed the cost would exceed that; but on 66 miles, that was a sufficient consideration. (Hear, hear.)

A PROPRIETOR—If necessary, could not the Company do it themselves?

Mr. CUBITT—Should it be deemed necessary, you may depend on its being done in the most economical manner.

A PROPRIETOR thought it would be better to leave the question in the discretion of the Directors. (Hear, hear.)

The SECRETARY then said, he had to call the attention of the proprietors to the subject of forfeiting shares. There were two descriptions of shares subject to forfeiture at the present moment. One comprised a list of 280, on which 15*l.* were due or more; and the rest, a residue of 120, had only 10*l.* due on them. In the former list, the shares belonged to 10 persons: in the latter, to 4. Two of the cases were those of registered proprietors who had sold the shares, the party purchasing refusing to register the transfer; and if the Company determined to forfeit them, they would sustain no loss, inasmuch as the same number of shares would be taken by the party who was liable to the Company under his original registration. (Hear.) The others were those in which little hopes could be entertained of recovering any portion of the arrears due. But the remaining shares were not proposed to be forfeited now, because they were those on which payments upon account had been received, and on which too a great extent of security had been given. Upon those shares now proposed not at present to be forfeited, there would not be more than 12*l.* per share on an average due. There were altogether 280 shares in this list, of which 75 owed 15*l.*, 40 owed 18*l.*, 160 owed 24*l.*, and 5 owed 26*l.* per share. On those intended for forfeiture there was no chance of recovering the amount even of the judgments the Company had obtained against parties: and they were proposed to be forfeited on a call subsequent to that on which the judgments had been obtained. There were 10 transferred to a minor, whom the Company could not of course compel to pay, and the only means of getting them back was by forfeiting them. It was proposed, therefore, that the forfeiture of the shares in question be confirmed.

A PROPRIETOR said, as we understood, the effect of the resolution would be that the shares would return into the coffers of the Company to be sold.

The CHAIRMAN—Yes.

Mr. HANKEY wished to know if these shares included those on which there had been an attempt at fraudulent transfer?

The SECRETARY—No; on those, calls have been paid to avoid forfeiture.

Mr. HANKEY—I am glad the former exposure has had a good effect.

Mr. COOPER wished to know if the transfer of shares to a minor was not invalid?

The CHAIRMAN said, he feared not.

Mr. HANKEY thought it was high time the law on that point was altered. (Hear, hear.) Certainly it was very fraudulent. Did the Secretary think it was collusive?

The SECRETARY—No; he now wished to state to the Company—that there were five persons in arrear 10*l.* on 120 shares, four out of the five having sold their shares, who could not give him the names of their purchasers, consequently they were not aware of their liability to forfeiture (the purchasers). It was a question, therefore, whether the Company would forfeit them now, as they would have to account to the purchasers hereafter; supposing (as they were bound to do) they sold the shares, they would have to account to the purchasers at present holding them for the excess beyond 10*l.* per share which they might fetch. Perhaps they had better be postponed till November.

A PROPRIETOR—How do you know that they were ignorant of their liability?

The SECRETARY—Not knowing them I can't give them the notice.

In answer to a question,

The SECRETARY stated, he knew the parties were quite solvent.

Mr. MAUBERT—Then forfeit them at once. There has been enough of forbearance in this Company.

The CHAIRMAN—Then you mean to move that these go along with the other shares proposed to be forfeited?

Mr. MAUBERT—Yes. They will be forfeited in the names by which they appear in our books. (Hear.)

A PROPRIETOR asked how long the shares in question had been in arrear?

The SECRETARY said, since October.

The PROPRIETOR—Do you know they have been sold?

The SECRETARY—Oh yes. Three of the parties registered for them are in the room; I could name them. The number to be forfeited would have been greater, but yesterday calls were paid upon 180, to reduce them below the forfeiture amount.

The PROPRIETOR—It is impossible that the purchasers are not aware that some liability must, in the course of six months attach to their shares, on account of calls. It cannot be *bona fide* ignorance. (Hear.)

The CHAIRMAN—Oh, I think there will be no hardship in the forfeiture of these shares; nor will it involve the Company in any liability.

It was then agreed that they should be forfeited, and the whole of those proposed to be forfeited were then declared to be so.

Mr. MAUBERT—I wish to be informed if notice of forfeiture has been given to all on whose shares there are arrears?

The SECRETARY said, there had been such notice on all shares upon which less than 15*l.* were due; but in all cases where more than that amount was due proceedings were taken to recover.

Mr. MAUBERT—Why, on all the former and the latter class too, has not forfeiture been declared?

The SECRETARY—That could not be done before two months' notice.

Mr. MAUBERT—I thought forfeiture could be declared directly a call was due and unpaid?

The SECRETARY—Yes, legally; but the custom in this Company has been not to forfeit till another call is due.

Mr. MAUBERT—A custom that has worked then very injuriously for our interests. The moment a call is unpaid forfeiture ought to be declared. I think this a much better course than that of suing for shares, which may bring a Company into bad odour.

The SECRETARY—Had the worthy proprietor heard what passed earlier in the meeting, he would have known, that a large portion of the shares have been saved from a position of forfeiture; the whole of those which were in a condition for forfeiture, had received the notice, but as a three months' notice was required between the notice and confirmation, it could not be done in time for this meeting with more than those which had just been declared forfeited.

The CHAIRMAN could assure the worthy proprietor, that the Directors were sincerely desirous of doing full justice to the proprietary.

Mr. MAUBERT had not the least doubt of that. (Hear.)

The CHAIRMAN added that the point should be well considered at their very next meeting, when the opinions expressed would receive their full weight. (Hear.)

Mr. PARSONS just wished to notice that when the worthy proprietor recommended forfeiture in all cases, there were some cases in which such a course would be favouring the defaulter, as when the shares might produce less on sale than could be recovered from him. (Hear, hear.)

Mr. MAUBERT said his aversion was great to law, whereby he always suspected the lawyers gained most.

Mr. BAXENDALE begged to say it was not so in this instance, for the Company had gained 80,000*l.* by law.

Mr. MAUBERT—That is worth gaining certainly. (Hear, hear.)

Mr. BAYLEY—Still the threat of forfeiture often induces payment. But the proprietors should leave the Directors unfettered in their discretion which course to adopt. (Hear, hear.)

The CHAIRMAN said he doubted not this was intended by Mr. Maubert, who only wished to draw the attention of the Directors to the subject. The next business was a resolution that 450,000*l.* be ordered to be raised on loan, with interest, upon the credit of the undertaking.

A PROPRIETOR enquired why this was required?

The CHAIRMAN—To meet the payment of 350,000*l.* to the Brighton chiefly.

The PROPRIETOR—The operation of calls not being sufficiently rapid?

The CHAIRMAN—Quite sufficiently so for the works, but not for this large payment to the Brighton, also.

The PROPRIETOR—In fact we wish to get on quicker to a termination. (Hear, hear.)

In answer to questions,

The CHAIRMAN said, the Directors would consider the expediency of increasing the capital of the Company for the branch lines to Maidstone, Canterbury, Margate, &c.

The resolution was agreed to.

The CHAIRMAN—This concludes the business of the day, gentlemen. (Hear, hear.)

Mr. COOPER said, it remained to carry a vote of thanks to the Chair. (Hear, hear.)

This having been cordially responded to,

The CHAIRMAN, in reply, said, this would in all probability be the last occasion on which he should have the honour of filling that chair. He had taken it when the Company were by no means in so prosperous a condition as they were now; he rejoiced to leave it when they were in so auspicious a state, and had such encouraging prospects. (Hear, hear.)

The meeting then separated, about three o'clock.

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BIRMINGHAM AND GLOUCESTER RAILWAY—EXCESS OVER ESTIMATES.

To the Editor of the Railway Times.

Mr. Editor,—Had your Tewkesbury correspondent, "E. L.," who dates on the 4th of May, been content to wait for the Report of the special meeting of the Birmingham and Gloucester Railway Company, held at Birmingham on that day, he would have seen that his case was still stronger than it is represented to be by the *Worcester Journal*.

By the original Act of Parliament for forming this line, which received the Royal Assent on the 22nd of April, 1836, the Company were empowered to raise a capital of 950,000*l.* by shares, and in case this sum "shall be found insufficient for the purposes of this Act," to borrow 316,666*l.* "on the credit of the said undertaking." The object of the Company was stated to be the "making a railway from Birmingham to Gloucester, with a branch railway therefrom to Cheltenham;" and the clause relating to the payment of half the cost of the line between Cheltenham and Gloucester by the Cheltenham and Great Western Union Railway Company is added at the end of the Act in order to compromise the opposition of that Company, and can in no way affect the original Parliamentary estimate.

In the second Act, which received the royal assent on the 5th May, 1837, power is given to make branches to Worcester and to Tewkesbury, and no increase of the capital is authorised. On the contrary, the Engineer, Captain W. Moorsom, in a letter to the *Railway Times*, dated 27th November, 1839, speaks of the capital of 950,000*l.* as covering his estimates in 1836 and 1837, and gives as his original estimate for the whole of the line and stations, exclusive of the carrying establishment, the sum of 728,874*l.* In this Act it appears to have been contemplated that the Cheltenham Company should pay half the expense of the line between Cheltenham and Gloucester, and the Cheltenham branch was abandoned.

We therefore find that the following estimates have been from time to time officially given:—

1st April, 1836.—Entire line from Birmingham to Gloucester, branch to Cheltenham, and stations	£728,874
2nd May, 1837.—Line from Birmingham to Cheltenham, half line from Cheltenham to Gloucester, branch to Worcester, branch to Tewkesbury, stations, and stock	950,000
3rd February, 1839.—"Revised Estimate" for same as No. 2, including all the stations, but exclusive of carrying establishment	728,774
4th February, 1841.—Entire line from Birmingham to Gloucester, branch to Tewkesbury, stations, and stock	1,326,666
5th May, 1841.—Line from Birmingham to Gloucester, and Tewkesbury branch, which is a single line worked by horses *exclusive* of station at Lawley-street and "permanent station at Gloucester," "*and any new works which may be required for the developement of the capabilities of the line*"	1,441,666

If the 60,000*l.* which the Directors were empowered to borrow in March last be added to this sum,—and their intentions on the subject are not very definitely expressed,—the present capital will amount to 1,501,666*l.*

And who will assure us that if *another* "minute investigation" be entered upon in March, 1842, another 175,000*l.* may not be required to erect these stations and "new works"—to say nothing of the Worcester branch so quietly abandoned.

Now, after the repeated puffs of the extraordinary cheapness of construction and correctness of estimates of this line, of which thirty miles pass through a country almost unrivalled in the facilities it affords for laying down a railway, it appears rather inconsistent to see the cost gradually increasing till it reaches 26,700*l.* per mile, for an unfinished line, without a terminal station at either end. To pay five per cent. interest, moreover, on the million and a half of capital, will require a *net* revenue of upwards of 1,400*l.* per week, after deducting from the gross receipts a sum sufficient to meet the demand for salaries, wages, locomotive power, maintenance of way and works, depreciation of stock and of materials of permanent way, rent of stations, police, Direction, and engineering—demands that would not fall very far short of a similar sum.

I am, Sir, your obedient servant,

JUNIUS.

26 May, 1841.

FARES ON RAILWAYS.

To the Editor of the Railway Times.

Sir,—The recent numbers of your paper have so abounded with articles on this subject, that were they read attentively and clearly understood, little else need be written upon it. So little attention, however, is in general paid to any matter which does not immediately interest us, that we must not be surprised if the most valuable treatises should when produced at an unseasonable time, fail entirely of their object.

Having for some time employed myself to ascertain how railways could be most profitably worked, I have from time to time consulted your columns for information on the subject, and it affords me some hope from several articles I have lately found there, that I may yet succeed in my search. Of one thing, I think there cannot be a doubt, viz., that all the railway world has been on a wrong scent in seeking to indemnify an excessive outlay by such a high rate of fares as would limit the passengers to a small fraction of the number that would travel at a lower rate, without any sensible increase in the cost of conveyance. They thus content themselves with a less proportionate *individual* profit on the *few*, that might be obtained even on the *many*. This may indeed seem a paradox to such a "wayfaring man" as your correspondent, who is content to take in all his knowledge as he runs (or perhaps as he travels by railway) without reflexion, but as we are still only in the dawn, as well as in an almost unknown region, even a "wayfaring man" must hesitate a little where the road diverges, and in the absence of finger-posts, consult with anxiety such indications as the way affords lest he finds himself going astray from the right line in "the proportion of the square of the deviations from it."

A little consideration will convince him that the proposition above laid down may be true, notwithstanding its apparent absurdity. He will find that four passengers at 3d. per head, when the cost of conveyance is excessive, compared with the numbers carried, (as he assumes to be the case of the Croydon traffic, when he states the cost of conveyance is equal to the sum received, in which assumption, however, he is wrong,) gives less *individual* profit, and consequently *much less gross* profit, than 2d. per head on a much greater number, which might be conveyed with a very slight addition to the cost, for

Four passengers at 3d., deducting 10d. gross cost of conveyance, leaves 2d. gross profit, or ½d. per head; while

Twelve passengers at 2d., deducting 12d. gross cost of conveyance, leaves 12d. gross profit, or 1d. per head.

Here, by reducing the fares one-third, the number of passengers is trebled, the cost of gross conveyance increasing 20 per cent, and a double profit per passenger is gained, consequently the low fares are sixfold more profitable.

Whether the Croydon or any other Company has yet ascertained the exact point which, in the case of its particular railway, will yield the greatest profit—in other words "that constant quantity which may be safely added to the actual cost of conveying each passenger, wholly irrespective of cost of construction," may be brought to light by the efforts you are now making to direct the public mind to the subject.

The Croydon Board at least deserves well of the public, for they were ready to risk the experiment of low fares, had they not been prohibited by the Greenwich monopolists.

The whole bearing of the negociation between the Croydon and Greenwich Boards seems to involve the principle advocated by Mr. Ellet, which principle the latter Company does not venture absolutely to deny, however reluctant it may be to adopt it. But until a fair opportunity is afforded to the Croydon Company to make some general experiment to ascertain that "constant quantity which, added to the actual cost of conveyance, wholly irrespective of *Cost of Construction*," will yield the greatest net profit, the Greenwich Company must be content to receive their present tolls on such a number of passengers only as the Croydon Company shall find it most profitable to themselves to carry, while this fixed toll per passenger is to be added to the cost of conveyance. Would it not be far more reasonable that the Croydon Company should be allowed to make the trial they desire? The Greenwich Company might rest assured that low fares would never be persisted in, if the result were not an *amazing* increase of passengers, which surely is all the Greenwich Company can desire.

I am, Sir, &c.

A RAILWAY PROPRIETOR.

MANCHESTER AND LEEDS RAILWAY.

To the Shareholders resident in Manchester.

Fellow Shareholders,—A meeting of the proprietors in our Railway is fixed to take place in Manchester next Thursday. Few of the proprietors resident in London will be able to attend, and we must therefore rely on you to elicit some little information from the Directors, as to the progress and prospects of our Railway. Amongst numerous other matters upon which we require instruction I may mention:—

1. The London traffic—how it happens that goods are carried the whole road between London and Manchester, per Leeds and Manchester, North Midland, Midland Counties, and London and Birmingham Railways, whilst a difficulty seems to exist as to the carrying of passengers by the same route? and whether the law cannot be appealed to, to compel the dissentient railways, if such there be, to allow the passage of the Leeds and Manchester passenger trains along their lines?

2. Whether Mr. Gooch and Mr. Stephenson are to continue to act as the Company's Engineers in the construction of the branches to our Railway? And if so, whether stringent measures should not be taken to prevent them from exceeding their estimates on these branches, to an extent equally enormous with the excess on the main line? This is an important point, and one on which I hope there will be no flinching on the part of the shareholders.

3. How does the Heywood branch progress? What traffic will it bring on the line? Will it be completed for the estimate? and if not, why not? This branch was I think to have been completed a month ago.

4. Whether the Directors have resolved on reducing the number of their board, and so lessening the amount of Directors' salary. And, generally, whether they have taken steps for enforcing a system of economy in all departments of the Company?

There are many other points, such as the rate of fares, the branch through Manchester, &c., which will press themselves on the notice of the coming meeting, and which I need not enumerate.

Your obedient servant,

A BONA FIDE HOLDER.

PROFESSOR M'GAULEY'S CLAIM OF PRIORITY OF INVENTION.

To the Editor of the Railway Times.

Sir,—In reference to a letter from Prof. M'Gauley in the last number of the *Railway Times*, wherein he endeavours to establish a claim of priority of invention of certain apparatus for preventing accidents on railways, I take the liberty to refer him to a letter of Mr. Pettit's in the same number, by which he will see that the invention was patented by him (Mr. P.) long before the Professor made his plans public, which I presume to think will be consider a sufficient reply to his pretensions.

I am, Sir, your obedient servant,

W. HANCOCK.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are urnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	71	..	..	..	..	..	..
—	—	.....	..	24	Ditto (*New*)	..	..	..	3	3½	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	641	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	35	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	27½	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17½	64000	25	25	Eastern Counties'	8	..	..	..	..	..	8
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	..	..	..	6½
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	..	..	36
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	201
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	100
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	25½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	..	91½	92	92	91½	..	..
—	—	25000	50	50	Ditto (*New Shares*)	..	62½	62½	63	63	..	63
—	—	37500	20	4	Ditto (*Fifths*)	10½	..	..	11	..	..	10⅝
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2000	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5000	100	100	Liverpool and Manchester	..	..	..	..	..	..	200
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	..	..	..	..	..	158
—	—	25000	25	5	Ditto (*Quarter Shares*)	23	..	..	..	..	..	..
—	—	81250	32	32	Ditto (*Thirds*)	53	52½	..	..	..	..	53
—	—	.....	32	2	Ditto (*New Shares*)	23	..	..	..	..	..	..
4	3½	24000	25	25	London and Blackwall	..	18	..	18½	..	..	..
46	5½	26000	50	50	London and Brighton	46	45½	45½	45½	45½	..	46
10½	10½	32000	avr.	133⅓	London and Croydon	13⅜	..	13½	13½	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	8	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅜	London and South-Western	56	55½	55	..	55	..	56¼
—	—	42000	5	1¼	Ditto (*Tenths*)	2	..	..	1⅞	..	..	..
50	50	13000	100	70	Manchester and Leeds	50	..	..	..	..	..	51½
—	—	13000	50	25	Ditto (*New Shares*)	20	..	..	..	..	..	..
10	10	6201	125⅓	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	25
40	....	7600	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	88	..	..	88
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	21¼	..	21½	..	..	21½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72¾	72¾	15000	100	100	North Midland	..	67	68	67	68	..	69
—	—	15000	50	40	Ditto (*New*)	..	34½	..	..	..	..	34
28½	15½	7200	100	40	Northern and Eastern	28	..	29	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	..
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	14¼	15	..	..	..	15
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	..	71	..	..
—	—	6700	25	10	Ditto (*New*)	..	..	..	..	20½	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3½	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to May 26th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	53	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38	38
1960	25	25	Glasgow and Garnkirk	40	40
16060	25	25	Glasgow and Greenock	29	29
12500	50	40	Glasgow and Ayr	36	36
1940	25	25	Monkland and Kirkintilloch	..	58
..	..	50	Wishaw and Coltness	83	83
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	29	29

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts from Passengers, Parcels, &c.	Receipts from Goods, Cattle, &c.	Total Receipts.	Traffic per Mile per Day.	Traffic per Mile per Week.	Total Receipts for nearest corresponding Week of 1840.	Length then opened.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birm. & Derby Junct.	1	38½	May 22	..	£726 12 4	£364 4 10	£1,090 17 2	£4 0 11¾	£28 6 6½	£1,204 12 5	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	2	51	May 21	6,770	1,184 13 9	166 18 4	1,351 12 1	3 15 8¾	26 9 11⅓	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	3	6	May 24	31,033	....	....	744 8 6	17 14 5⅔	124 1 4½	....	..
140,000 0 0	134,933 18 1	4 0 0	†Dundee & Arbroath	4	16½	May 23	4,425	186 14 8	49 5 9	236 0 5	2 6 11½	14 1 9	....	..
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	17½	May 23	15,806	....	....	804 11 6	6 11 4½	45 19 5½	....	..
883,000 0 0	699,544 18 4	2 8 0	*†Glas., Paisley, & Ayr	6	40	May 22	11,603	748 8 2	169 3 1	917 11 3	3 16 5½	22 18 9	....	..
....	....	....	*†Glas., Pais., & Green.	7	2½	May 22	13,100	....	....	755 5 4½	5 11 10½	33 11 3	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	8	83	May 22	..	6,611 5 8	1,273 3 11	7,884 9 7	13 11 4⅔	94 19 9½	8,833 1 3	83
1,000,000 0 0	814,530 12 7	....	Great North of England	9	45	May 24	..	772 14 7	398 14 3	1,171 8 10	3 14 4½	26 0 7⅓	....	..
5,331,527 9 10	5,288,043 17 3	3 0 0	Great Western	10	92	May 23	..	6,576 14 11	1,046 13 2	7,623 8 1	11 16 9	82 17 3	3,989 0 6	36
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	11	31	May 23	3,967	507 6 11	132 12 10	639 19 9	2 18 11⅔	20 12 10½	....	..
488,000 0 0	390,000 0 0	....	Lancaster & Preston	12	20½	May 23	2,023	415 0 9	27 19 7	443 0 4	3 1 8⅔	21 12 11	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	13	31	May 21	..	2,729 12 8	1,772 13 9	4,502 6 5	20 14 11⅓	145 4 8½	....	..
5,750,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	14	112½	May 22	..	14,014 18 8	2,321 0 3	16,335 18 11	20 14 10⅔	145 4 1½	15,478 13 7	112½
800,000 0 0	807,659 13 4	....	*London & Blackwall	15	3½	May 27	48,846	937 5 10	2 16 8	940 2 6	38 7 5½	268 12 0½	....	..
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	16	5½	May 24	3,105	96 19 11	35 6 11	132 6 10	3 8 8⅔	24 1 1⅓	....	..
741,000 0 0	557,902 9 5	....	London & Croydon	17	10½	May 25	11,549	....	....	764 8 3	10 8 0	72 16 0	959 2 10½	10½
993,300 0 0	793,300 0 0	1 0 0	London & Greenwich	18	3½	May 27	31,525	....	....	982 16 0	37 14 1½	263 18 10½	1,016 4 2	3½
2,260,000 0 0	2,283,837 18 0	7 14 3	London & South-West.	19	77	May 24	..	5,046 7 5	768 11 7	5,814 19 0	10 15 8	75 10 1	5,188 14 9½	76
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm.	20	5½	..	..	....	....	....	....	....	....	..
778,116 16 8	772,165 16 11	2 10 0	Manchester & Bolton	21	10	..	..	....	....	....	....	....	477 12 3	10
2,599,000 0 0	2,525,508 19 6	....	Manchester and Leeds	22	50	May 17	..	2,121 19 8	1,168 7 0	3,290 6 8	9 8 0	65 16 0	915 6 4	13½
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	23	57	May 22	10,072	1,715 3 10	887 18 11	2,603 2 10	6 10 5	45 18 4	666 13 7	37
950,000 0 0	....	....	Newcastle & Carlisle	24	61	May 22	..	607 13 7	964 5 8	1,571 19 3	3 13 7½	25 15 4½	1,690 17 7	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72½	May 22	..	2,735 1 7	967 0 4	3,702 1 11	7 6 4⅔	51 4 9½	732 1 3	40
730,000 0 0	560,000 0 0	6 13 4	North Union	26	22	May 21	3,800	863 12 1	155 5 8	1,018 17 9	6 12 3⅔	46 6 2½	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	27	15½	May 23	9,909	709 18 0	7 6 0	717 4 0	6 12 3	46 5 9	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	28	19	May 22	2,572	239 13 9	147 1 7	386 15 4	2 18 1⅔	20 7 1½	....	..
200,000 0 0	130,517 0 0	8 0 0	Sheffield & Rotherham	29	6	..	..	....	....	....	....	....	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	30	8	May 23	6,852	....	....	183 17 4	3 5 8	22 19 8	190 16 0	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	31	23	May 24	7,434	....	....	1,415 6 7	8 15 9⅔	61 10 6½	445 15 6	14½

1. Toll to London and Birmingham 12*l.* 12s. 7d., to be deducted from gross receipts. The receipts are exclusive of those for the mails.

2. The receipts are exclusive of those for the mails.

3. Receipts include the Northern and Eastern toll, &c.

4. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*

10. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.

12. The 27*l.* 19s. 7d. from goods, &c. is for toll only.

13. Ten per cent, is the maximum dividend allowed by the Company's Act.

14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

17. The capital of 741,000*l.* includes the new capital for London and Brighton station.

18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

21. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

22. The 3,290*l.* 6s. 8d, are the receipts after deducting the toll to the North Midland Company.

23. The receipts for goods, &c. include, carriages, 00*l.* 0s. 0d.; horses, 00*l.* 00s. 0d.; dogs, 0*l.* 0s. 0d.; parcels. 000*l.* 00s. 00d.; cattle, 00*l.* 0s. 0d.; corn, 00*l.* 0s. 0d; heavy goods, 000*l.* 00s. 0d.; coal, 00*l.* 0s. 0d.

25. Including 228*l.* 1s. 1d., Manchester and Leeds traffic for two last weeks.

26. The receipts stated are after deduction of Liverpool and Manchester toll.

27. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

We can agree with T. F. *so far as to admit that Mr. Eilet's paper on Railway Fares contains errors; we value it however as an important approximation to a true theory, and still more so for the stimulating originality with which it treats the subject. An imperfect theory is better than none to begin with, and at the commencement of an investigation we are rarely in condition to obtain any other.* T. F. *should remark that Mr. Eilet's rule about adding a certain quantity to half the expenses amounts to his saying, "Seek by the experiment I direct a certain quantity, this when found is the profit added to half the expense of conveyance, add to it the other half and you have the fare it is most to your advantage to charge." With respect to the other instance, Mr. Eilet says that the "loss," that is, the amount of profit less than it might have been, "increases as the square of the departure from the charge which corresponds with maximum revenue."* T. F. *applies this assertion not to the loss but to the receipts, and censures accordingly. Be it observed we are not defending or adopting Mr. Eilet's conclusions—we are simply stating them.*

A Constant Reader (Warmington.)—*Before we invite our readers to account for the fact he mentions we should like to be sure that it is a fact.*

Thanks to our friend of Kennington for his slip of the Guardian.

T. *on Life Insurance—of too general a nature for our pages.*

Ariston—*We count it better to suffer wrong than do it.*

Traffic Returns—"*A Railway Accountant*" *will see that we are doing our best to make our weekly Table as perfect as possible. Some of the Companies, however, are rather remiss at times, and that is an evil we have not power to remedy.*

Vigilans—A Welshman—T. T. T.—One of the Party—P. Brewer—A Friend—A Cheltenham Resident—*received.*

THE RAILWAY TIMES.

SATURDAY, MAY 29, 1841.

THE present paralysed and unsettled state of the Government of the country, is in several respects a most unfortunate thing for the railway interest.

Some we know there are, who will deem it no subject of regret that the Railways' Regulation Bill will be thereby got rid of altogether for the present; but even they may find to their cost before another year passes over their heads, that they have but put off one evil day (*evil*, according to their thinking) for a worse. Concession to the principle of self-government, which might have been obtained with ease from a feeble and temporising administration, may be hard things to procure at the hands of men of more resolved minds, of greater firmness of purpose, and better backed up by the country at large. We think it can hardly be doubted, that there must be a great deal more to fear from any Bill for the Regulation of Railways, brought in by a Ministry with a sure working majority of forty or fifty at their beck and call, than from one promoted by a Ministry without Parliamentary strength enough, to carry a single measure of importance, unless by sufferance of their opponents. The Whig President of the Board of Trade consented weeks ago to the abandonment of the much vituperated 11th clause—giving power to the Board to enforce the adoption of any improvements in railway practice they might consider conducive to the public safety, providing only that they were not merely of a *tentative* character; and had the opposing Companies (or Boards rather) but consented on their parts, to the enactment of those provisions, that had for their object to enforce full and faithful returns from Railway Companies, of all matters respecting which the country is entitled to the fullest possible information—the Railways' Regulation Bill might, in an amended shape, have been by this time the law of the land. May the Railway Companies, when next the Legislature takes them in hand, get off only half as well!

Opinions will probably differ less, about the gain from the postponement of another measure of railway reform, which stands equally shelved by the existing state of parties. We allude to the much needed modification of the passenger tax. The battle on this point has been won; but the fruits of victory may be yet for a long time to seek. Mr. LABOUCHERE has signified his willingness to make the experiment of substituting a tax on gross receipts for the present unequal and oppressive capitation tax; but who can tell what Mr. LABOUCHERE'S successor may think on the subject, or how far he may be disposed to venture?

The sister kingdom it is, however, which must be allowed to suffer most in its railway interests from the present ministerial *interregnum*. A plan, as we lately informed our readers, has been fully matured, by which about a million and a-half of English capital might be forthwith employed in carrying a railway through the heart of Ireland, and as many millions as might from time to time be requisite to lay down similar lines throughout the whole of the Green Isle, could be had as soon as wanted—giving immediate employment to starving thousands, and securing through all future time, incalculable advantages not only to Ireland but to the whole empire, of which it is so valuable and (say what our Irish friends will) so affectionately regarded a member. And of so thoroughly sterling and genuine a character is this plan—so unquestionable the ability of the promoters and patrons of it to carry it into effect, that earnest money to the amount of 140,000*l.* has been tendered in hard cash to the Government if they would but procure the necessary parliamentary sanction. The Irish Secretary, too, Lord MORPETH, has expressed on the part of the Government, their entire approbation of the plan, and great willingness to promote it by all the influence which Government possesses. Why, then, is it not brought forward? Simply because the Government does not feel itself *strong enough to carry it*. Not strong enough, though the plan itself is of such strength in all its aspects—moral, economical, and political—that but for the falling sickness with which its Castle and Downing-street patrons are unhappily struck, it must have overborne all possible opposition!

Every well-wisher to his country—whether Whig, Tory, or Radical—must pray for an end to a state of things of which such are the very equivocal results. Better any Government than no Government at all. Better an overwhelming triumph of some one system of rule or other, than a systematic prostration of all principles of action to purposes of mere party and temporary ascendancy. Better that all parties, whatever their merits or pretensions may be, should go to the wall, than that so many substantial interests of the people at large should be so postponed and endangered.

To a right understanding of the remarks we have made, or may hereafter make, on *railway fares*, it is essential to bear in mind that we do not advocate the interests of the public as *against* those of the railway shareholders, but, in the present state of the question at least, as *concurrent* with them. We apprehend, and shall endeavour to show, that by a general and considerable reduction of fares, the railway proprietaries would most surely and most extensively serve themselves, while they would best fulfil the purposes for the sake of which they were permitted to disturb so many old proprietary interests, and derange so many established modes of industry.

If it should ever happen that loud and violent attempts were made to invade the just rights of the new proprietaries, and to wrench from them an unfair enjoyment of that for which they have spent and risked so much, we trust we should not be found slow to do our best in their defence. But this is not the question of the day. Neither is it the question, whether any unfair intention exists on the part of railway proprietaries to exclude the public from a cheaper and more extensive use of railways. All that has taken place, or is taking place, in this matter, is readily accounted for without the imputation of greedy or dishonourable motives. It is quite enough to remark, that the subject is even yet new—that the needful experiments involve some danger, and that therefore few have yet been made—that the principles involved have been but imperfectly considered—that even as it is, the public have profited largely by the new mode of transit—that the construction of the roads and the organization of their working have yet scarcely left attention to spare for other subjects—and that the interests entrusted to the Directors were too valuable and extensive to be tampered with by doubtful and guessing trials.

Gladly excluding, therefore, all thought of purposed wrong, we have yet to remark that the reasons which excuse or even justify Directors following their present course, will do nothing towards averting the consequences of that course. The loss, if loss follow, will not be the less for its having been honestly incurred. It is therefore of the utmost importance that the subject should be extensively and closely examined, and that they who have to decide on these questions, so momentous to every line, should make themselves masters, at whatever pains, of the facts and arguments by which they should eventually be determined. If honesty of intention be hitherto a sufficient justification, henceforth negligence can be covered by no defence.

As we remarked in effect last week, the new combination of commercial principles produced by the peculiar employment of railway capital, required that these principles should be separated and examined anew; and we then endeavoured to dispose of one great source of error which presented itself at the threshold of the investigation, namely, the popular notion that the first cost of the railway should be admitted to influence the rate of fares.

We think we shall advance the same general object if, before we seek the basis of a sound and practicable theory, we expose the fallacy of some other considerations which have been

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suffered unduly to interfere. In so doing we shall intimate, though not fully discuss, the principles which we take to be true.

If two railways were running side by side, under two different and irreconcileable proprietaries, and each were affording to the public the same accommodation, we might leave it to their rivalry to find eventually the smallest cost at which it was possible to convey their passengers, as well as the fares which on the whole brought the greatest profit to themselves. They would force each other on working out the problem by practice, though probably years of loss would be incurred in the process.

Now, in the view required by the present argument, this is the case with all other modes of transit, but it is NOT the case with railways; and hence it has happened that railway proprietaries have neither been forced into the most profitable course, nor have been induced to seek for the true grounds of the question. In the absence, too, of clearer views, they have resorted to modes of argument used elsewhere, but really inapplicable here, and thus have arisen serious errors.

The most important of these errors is a class of false comparisons. The Belgian Railway administration compared their moderate prices with the higher fares of their neighbours; they ventured to enhance their tariff, and suffered in consequence a severe loss. [See the report in our present number.] If when two coaches are running at the same hour and on the same road, that which charges the higher fare is sufficiently loaded, the other may reasonably advance to, or nearly to, the same price. But even with the slight difference of different hours, two coaches on the same road rarely prosper alike at the same price, and on different roads the analogy becomes still more faint. Each railway is confined as to its utility to the local spot of earth on which it is fixed; and except we could substitute a ride from Ostend to Brussels for one from London to Northampton, just as we could have chosen in days of yore between the Express and the Peveril of the Peak, we cannot, except through a misleading fallacy, adjust by each other the fares of different and distant railways. The Belgian authorities soon found that the true elements of comparison were the fares of the railway on one hand, *with the means and habits of the population by which it might be used on the other.*

An error similar in kind, though somewhat different in form, is that of comparing the fares by railway with those of the coaches running parallel with it. The saving of time by railway is important, and the accommodation and comfort so much greater than the coach can afford, that it is concluded the fare may safely be fixed near or perhaps above that charged by the coach. If it were sufficient to induce those passengers, or even double their number, to travel by the railway who would otherwise go by coach, this argument would be enough for the purpose; but it is founded on none of the elements, and furnishes of itself none of the elements, required to prove that the fares charged are the best for the interests of the railways.

If a single coach were running between certain large termini, the fares, even if originally low, would be raised so as to fill it from the small part of the population, who, from wealth, could pay, or from necessity were compelled to pay largely for the accommodation. However exorbitant this profit, the proprietor would insist upon and get his fares from this limited class of customers. But his high profit would induce the starting of another coach, and then the fares must be reduced so as to fill both, by placing the accommodation within the reach of a larger part of the population. If yet another coach were set on foot another enlargement of the source of employment must be secured by another diminution of fare, and so on until the number of coaches and the fares were so adjusted to the population as to leave only an ordinary profit to all.

It will be observed that in the early stages of this process high fares are obtained because of the inadequateness of the means of conveyance to the extent of population: a power of selection is acquired by it, and is employed in choosing those who for whatever reason will pay most largely. These high fares make large profits because the very circumstances which secure them, secure also full and sufficient occupation for every necessary horse and man; all expenses indeed are limited to the working of the *one* coach. Here the proprietor might wish to rest without either extension or rival, content to reap large proportionate gains from a business which required little attention, and left much leisure.

But now suppose him to be liable to a fixed and considerable annual charge, (no matter for what purpose) which he must earn by his coaching business. By this supposition the bearing and effect of the whole question is changed. It is no longer a matter of the greatest proportionate profit on whatever amount of business he may choose to do, but of the greatest absolute sum of profit, let the extent of business necessary to obtain it be what it may. To meet his engagement he must employ more coaches—to fill them he must lower his fares; and he must use his best judgment to discover where the remaining amount of fare is so combined with the new extent of business, as to yield him the greatest clear gain.

We think we may now see where the comparison between the coach and the railway fails. The lowest cost of working the coach increased by a moderate profit, fixes the fares below which the system will not continue to extend. How many soever the persons who wish to ride, if they cannot pay this sum the coach proprietor cannot avail himself of their wishes, let his necessity for making an extended profit be what it may. But these circumstances are *peculiar to the coach;* there is nothing in the railway analogous to them—nothing to show that the price and extent of business, limited by the peculiarities of the coach, is the price which best promotes the profit of the railway. For aught that yet appears there may be ten or a hundred times as many to be carried at a profit by the railway as could possibly yield to the coach the terms necessary to its existence. Nor will even the principle of the argument apply except in the case of a railway, whose power of transport is inferior to the demand for its aid. While our railways with comparatively small additions to their means of locomotion, are capable of carrying many times the number of passengers who would travel, even if no fare at all were charged, it is to other considerations we must look, for the mode of ascertaining what is the limit to be put to the amount of travel, and what are the most profitable fares.

If we now return to the supposed case of a coach proprietor extending his business in order to meet a certain annual demand, we shall find that it bears a considerable likeness in its main features to that of the railway. His extraneous annual liability represents very nearly the interest of capital and the cost of maintenance, management, &c. &c. of the railway, the amount of which is independent or nearly so of the amount of traffic. In neither case do these matters at all affect the extent of use, for they do not enter into the considerations by which it is determined, but in both the proprietor seeks to meet them by extending the use, and in both he has to consider where the extent of use and diminution of fare, yields him the most towards the payment of the annual inevitable demand. If we can imagine the anxiety with which the coach proprietor would watch the effect of his plans in one case, we may form some judgment of the care which ought to be exercised in the other.

The absence of effective competition affords another occasion of false comparison. It is indeed no uncommon thing for the possessor of a sole source of supply to mislead himself by the supposition that monopoly gives an unlimited control over price. He grasps at a large profit on each individual article, without considering the importance of the demand he thus excludes. Just so with some speculators on railway fares. If the public have no other mode of conveyance, or at least none other equally eligible, it seems to them as plain as possible that the railway may exact almost what it pleases for its services. We have already said enough for the exposure of this mistake, and we wish now to guard against its misleading and seductive effect.

Hitherto we have been chiefly occupied in removing error, and the extent to which this article has already run out, forbids our now noticing positively the principles on which this important inquiry should be conducted. Our remarks, however, if so obvious as to appear almost needless, will yet, we think, point out the general considerations to be kept in mind when we return to the subject.

THE Court of Queen's Bench gave a decision this week on the law of deodand, which though not immediately relating to any railway case, it is important the railway public should be made acquainted with, inasmuch as it furnishes the rule by which a good many railway cases as yet undisposed of, will of course be determined, and by which juries should in all time to come, be guided in their verdicts on homicides arising from railway or other accidents. We refer to this decision with the more satisfaction, that it happens to confirm in a remarkable degree, an opinion of our own on the scope of the law in question, published in the *Railway Times* of the 29th August last, on the occasion of the Eastern Counties' great slaughter case, but which we had the mortification to find at the time, all our legal friends and correspondents without exception entirely dissented from. It may be remembered that in that case the Coroner's jury returned a verdict of "Accidental Death," and imposed certain deodands, amounting to 500*l.* on the engine, which had been moving to the destruction of the persons killed; and that the Directors of the railway in a Report made shortly after to their constituents, expatiated in a grand style of indigdignant surprise, on the inconsistency of finding the deaths *accidental*, and yet mulcting the Railway Company as if they had been caused by some gross misconduct of theirs. It may be also remembered how we maintained that the verdict was substantially a most righteous verdict, and that the inconsistency imputed to it was one of a mere verbal nature, which had been forced on the adoption of the jury, by one of those fictions in which our forms of law so unfortunately abound, and that but for that very

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inconsistency, the Company who had offended greatly in the matter, would have escaped unpunished. Our view of the law was this:—

"A deodand meant, in the early times, to which its origin is to be traced, a thing given or sacrificed to the Deity, (hence the word *Deo dandum*,) to appease His wrath in the case of any person coming to a violent death, *through any accident not arising from the fault of any reasonable and responsible creature*; and commonly the thing so forfeited was that through the instrumentality of which the accidental homicide had been caused—it being the province of the Jury summoned to inquire into the cause of death, to impose the deodand, and to set a price by the payment of which the thing forfeited might be redeemed by the owner. But when such superstitious offerings fell into disuse, the power of imposing a deodand, came to be regarded as simply a convenient method, by which Coroners' juries might mark their sense of the degree of culpability attachable to the owners of the irresponsible instrument of a violent death, *though, strictly speaking, they never had in point of law any power to punish for such culpability*. If a homicide arise *from the fault of any reasonable and responsible creature*, it becomes then a case either of murder or manslaughter and a finding to that effect takes it at once in all that regards the matter of punishment out of the jurisdiction of the Coroner's jury. *It is only by saying that there is nobody to blame, that a Coroner's jury can fine any person, however culpable; and this it is which constitutes the legal fiction in this as in similar cases.* Had the Jury found that any of the Company's servants were to blame for the accident, and *therefore* imposed the deodand, their verdict would have been of no force whatever in law, and would have been quashed at once, on application to the Court of Queen's Bench."

Now then for the decision, by which we say this our view of the law has been confirmed. It was given on Monday last, in the case of the Queen *v.* Polwarth, the circumstances of which were briefly these:—A person called MASON having met his death in consequence of the improper manner in which a steam boat had been managed, the Coroner's jury found a verdict of murder against a particular individual, and imposed a deodand of 800*l.* on the steam-boat. The inquisition was brought into the Court of Queen's Bench by writ of *certiorari*, and a rule to show cause why it should not be quashed having been argued at great length, the Court pronounced the following judgment. We quote from the *Times* report:—

"Lord DENMAN now stated the opinion of the Court to be, that a Coroner's jury *had no power to impose a deodand in an inquisition where they had also found a verdict of murder*. All the cases of deodand reported in the books were cases in which the death had occurred by misadventure; and, whatever might have been the origin of deodands, it had never been thought that they were intended to operate as fines to be imposed upon individuals for negligent or malicious conduct. The principle upon which they were founded was now a matter of mere conjecture, but, whatever it might have been, the Court was of opinion that at this time of day they were not called upon to extend the application of them beyond those instances in which they had been levied according to ancient usage, and the established principles of the common law. The finding of a deodand on the same inquisition which returned a verdict of murder, had been presented for the first time in the case now under consideration, and the Court had therefore no difficulty in deciding that such part of the inquisition as related to the imposition of a deodand should be quashed."

We were perfectly right, then, in saying that had the jury in the Eastern Counties' great slaughter case, found that the Company were to blame—which would have implied, of necessity, either murder or manslaughter—and *therefore* imposed the deodand, the verdict would have been of no force whatever in law, and would have been quashed at once on application to the Court of Queen's Bench." But as it is, it has not been quashed; and, in spite of all the big talk of the Directors, never will be quashed. We still confess it to be a pity that they could not have had "a little more verbal consistency for their money"; but we must at the same time repeat our fervent thanks that "they have not, for the mere sake of such consistency, been suffered to slip through the hands of justice."

For the same reason that the verdict in the Eastern Counties' case cannot be quashed, it clearly follows that that given sometime afterwards in the case of the Birmingham Railway cannot be sustained. The jury, in the latter case, found that SIMPSON, the driver, was guilty not only of the wilful murder of DANSON, the man killed, but of taking away his own life; and furthermore, imposed a deodand on the engine and tender of 2,000*l.* But the Judges say, that a coroner's jury "have no power to impose a deodand on an inquisition where they also find a verdict of murder." *Fining*, in direct and express terms, is *not* within their province; they must either fine under cloak of the legal fiction we have before explained, or not at all.

We should be disposed, on general principles, to say that a power which can only be thus covertly used, cannot be too soon put an end to. But when we look to the salutary influence which the imposition of a sharp fine now and then for homicidal negligence exercises on the public mind—coming too, as it always does, close on the heels of the offence, and while it is yet fresh in recollection—we must wait for stronger proofs than any we have yet seen, of harm arising to the public from the existing practice of imposing deodands—even though founded on superstition and dependent on a fiction as it is—before we vote for its abrogation. We hope, at all events, never to see it abolished until a public prosecutor is appointed for the protection of the public interest, with power to prosecute all offenders against the public safety to judgment and punishment. Many grievous offenders are now reached through a deodand, who might otherwise escape with perfect impunity.

WE have noticed some more *dicta* of the Court of Queen's Bench during the week, which though like that adverted to in the preceding article, not delivered in any railway case (and therefore not to be found under our usual head of "Railway Adjudications"), are of universal application to public undertakings, and as needful to be kept in remembrance of Railway Companies as perhaps by any others. In the case of the Queen *v.* the Bristol Dock Company, Lord DENMAN, in delivering the judgment of the Court, laid it down (we quote again from the *Times*)—

"That where parties obtained an Act of Parliament for the construction and maintenance of great public works, they were bound in law to fulfil all the incidental duties of which the performance was necessary for the discharge of their duties in respect to the principal subject. His Lordship also stated, that if public bodies omitted the performance of such incidental duties, they would be compelled to do so by the direct interposition of this Court. It had been argued upon the part of the defendants, that as the injury consequent upon their neglect to repair the bank was of a public nature, and one for which they were liable to an indictment, that particular proceeding ought to be adopted, and there was therefore no necessity and no ground for a mandamus. The Court, however, dissented from this position, and declared that where a Company were obliged to do a particular work, and where the consequence of their not doing it was to produce a public nuisance; that circumstance, although it rendered them liable to an indictment, did not release them from the necessity of a specific performance of their duty upon the subject in obedience to the mandate of this Court."

WE are delighted to find that we were not mistaken in our hopes that railway travelling would soon be made subservient to a more extended enjoyment of social intercourse. The teetotalers of Cheltenham are following the example of the Gloucester Mechanics' Institution, and are going on Whit-Monday to see the sights of Birmingham. A special train is to convey them, and with reinforcements from Gloucester, Tewkesbury, and Worcester, they expect to make up a jaunting party of a thousand strong. In their advertisement they say, with appropriate humour, that "they have great pleasure in announcing their intention to use a chief blessing of Providence for the promotion of health and happiness in rational enjoyment, which their own exhilirating element (water) affords by its condensation for locomotive power." (The little mistake about "condensation" they will perhaps get the engine-driver to correct for them.) "Public opinion is progressing at railway speed to condemn the iniquitous appropriation of the fruits of the earth to the manufacture of a soul-destroying poison, while thousands are starving." In these railway days, there is nothing novel to remark in their breakfast being provided at the end of their 46 miles trip, however startling such a fact might have been a few years ago. Three hundred are to enjoy the morning refection in the splendid Town Hall of Birmingham. The "teetotal band" (another of the happy signs of the times) is to enliven the gala. The fares we are glad to observe are at a handsome reduction from those of the Company's usual traffic.

An excursion equally characteristic, though probably on a much smaller scale, is projected by the members of the Belper Mechanics' Institution. They take Whit-Tuesday for a tea visit to the members of the kindred institution at Chesterfield, the latter it seems engaging to return the compliment. Here again the Railway Directors provide a special train. Knowing the assiduity with which music has been cultivated at Belper and its neighbourhood under the auspices of Mr. Strutt, we are not surprised that the Mechanics' Institution should have its own "band" for such a trip, or that the band should be excellent. We imagine, too, that the munificent donor of the Derby Arboretum, or his immediate connections, have had something to do with the getting up of the fête.

Passing away, however, from these particular affairs, and their grateful points, we cannot but express a hope that they will prove but the precursors of many such to be enjoyed in the course of the summer. That Directors should omit to avail themselves of so good a mode of extending the use of their railways we cannot suppose, nor do we imagine they will enjoy the profit the less for its having been earned in promoting the enjoyment and improvement of thousands, who, but for their facilities, must have been content to remain at home.

For reasons which we take to be strong and good, we are no teetotalers, and yet we can cordially join our Cheltenham friends in their delight at the advance of temperance. Time was when Governments thought there must be treason in every meeting of their subjects, and

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when an assemblage like that of these merry-making water-drinkers would have been taken for rebellion. After that came the day of almost constant inebriation—every private rencontre must be signalised by a guzzle, and every social party by still deeper potations. It is surely a peculiarity of the times that a thousand persons whisk away a hundred miles in a day, and have hours to spare to enjoy the sight of one of the most thought-stirring towns in the kingdom—all to celebrate the sovereignty of cold water; and that hard-working mechanics should travel 30 miles of an evening to discuss matters of science with their fellows over a cup of tea.

A CORRESPONDENT ("G.") in our pages this week, puts a question which we shall be happy to be enabled to answer, by communication of information on the subject from parties cognizant of the facts, as it opens a field of the utmost importance in relation to the economical working of railways in general, and the consequent returns to be expected by the shareholders. In no particulars have the estimates of the earlier projectors and supporters of the railway system been more exceeded than in the cost of locomotive power; and our information on the subject is, as yet, extremely scanty. Mr. BURY, in his evidence before the Committee of the House of Commons in 1840, stated, that in consequence of being even then ignorant of the annual value of that most important item, depreciation of stock, we could as yet form only an approximation to the cost of locomotive power, and that it would require two years before he should be able to ascertain the exact amount on the London and Birmingham line; while the cost must vary, in the case of each individual railway, according to the cost of fuel, and the section of the line. Mr. BOOTHBY, in his evidence on the London and Birmingham Railway Bill in 1839, stated, that the Directors had attempted to carry out a contract for the supply of locomotive power at the rate of a farthing per passenger per mile, and a halfpenny per ton of goods per mile; but that the contract had never been put into execution, and that he believed it to be "utterly impracticable." The cost at that time, April 1839, Mr. BOOTHBY estimated at seven-sixteenths of a penny per passenger per mile. On the Liverpool and Manchester Railway the cost of locomotive power *increased* in three years 3-16ths of a penny per passenger per mile—the cost per train for each trip of 30 miles being 3*l.* 7s. 7d. in 1836, 3*l.* 11s. 3d. in 1837, and still more in 1838, when it amounted to five-eighths of a penny per passenger per mile.

The items which make up the actual cost of locomotive power are numerous, and some of them are not unlikely to be omitted in the calculations. They appear to us to be as follows —Interest of capital expended on engines and tenders, wages, fuel, cost of materials for repairs, wages of men employed in repairs, rent of engine-houses, water cranes, &c., (or interest of money laid out on their construction, and cost of keeping them in order,) and cost of new engines, deducting the value of the materials of the old ones. It is the uncertainty of the last items that renders the affair at present so problematical, and we apprehend that its amounts, as well as that of the repairs, will be found to be very much dependant on the section of the line. In some instances, we fear, it will prove to be enormous.

We understand that on the Manchester and Leeds Railway a detailed account is kept of the expenses chargeable to each engine, as well as of the amount of work performed by each, as accurately as it can be ascertained. An account of this nature, while highly valuable to the Company, as testing the relative merits of the engines supplied by different makers, is most important for the light that it throws on the general subject, and, in abstract at least, should be communicated to the shareholders. On another line again, we are informed that a new engine has recently been introduced, in which the fire is blown by a fan and the blast is dispensed with; and that, by the consequent removal of the resistance occasioned by the contraction of the blast pipe, upwards of 50 per cent. has been saved in the cost of coke in a trip of eighty miles. To any authenticated facts of this class, whether isolated or reduced to system, we shall be most happy to open our columns, convinced that any light that may thus be thrown on the subject, will be of essential service to the interests of railway locomotion in general.

To the shareholders we would say—press, at your half-yearly meetings, for detailed accounts of the cost of locomotive power.

THE proceedings of the summer half-yearly meeting of the South-Eastern Railway Company, held this week, a full report of which will be found in another part, are upon the whole of a very satisfactory character. Certainly this concern has recovered wonderfully, from the state of extreme prostration into which it had not long ago sunk. Signs of careful, prudent, and vigorous management are visible in every department. No excess of actual cost beyond estimates—no unexpected delays in execution—no taxing of the patience or good nature of shareholders—no jumbling or mystification of accounts—everything in the money way; explicit, distinct, and clear, (wanting only, perhaps, a little more minuteness, after the excellent fashion of the Belgians, to which we have elsewhere invited the attention of our readers.) The present balance sheet of the South-Eastern Company is, we think, the first railway account we have ever seen in which that subservient, representative of all wicked, and abominable things, "Mr. ETCETERA," does not once make his appearance. The works are described by a most competent judge, whose services on the Board of Direction it is a happy thing for this Company, to have secured, Mr. Lewis Cubitt (of the same name as the Engineer of the line, but no relation), as being in every respect admirably executed; and though there is yet much to do before any part of the line can be opened, it does not appear that the Directors could have done more, with the amount of funds placed at their disposal. The Engineer calculates on being able to open the line as far as Tonbridge next Spring, and the whole before the close of 1842.

The intimation given at the meeting of the retirement of Mr. TYNDALE from the Chairmanship of the Company on account of impaired health, was received with general concern. His long and steady devotion to the interests of the Company—the personal annoyances and hazards which he has cheerfully braved on its behalf—and the great courtesy of his demeanour on all occasions—must ensure to him in his retirement from office, the cordial sympathy and good wishes of every one who, like him, has its welfare at heart.

THE Great Western Railway is now close on the eve of being completed throughout its whole length. On Whit Monday (Monday next) a further opening will take place to Chippenham, and in the course of June it is expected that the entire distance from London to Bristol will be thrown open to the public. The *Bristol Times* states as an *on dit* that the Directors have "promised a very handsome gratuity to the contractors should they finish the work between Bath and Wootton Bassett by the 15th of June." The Corporation of Chippenham give a grand entertainment on Monday to the Directors, Engineers, &c. in honour of the extension of the line to that place, and the day is to be kept as a general holiday throughout the neighbourhood.

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THE *Hampshire Independent* in noticing our strictures on the management of the South-Western Railway—in the justice of which, so far as relates to the rise in the fares, it entirely concurs, as indeed does the whole of the public press—makes the following remarks with respect to the speed of the trains: "The *Railway Times* would make it appear that the distance between London and Southampton is only 60 miles instead of 77; for the performance of the journey, by the first class trains, in three hours, is stated to be only 'at the rate of 20 miles per hour.' It is also stated that 'the mixed trains take generally upwards of four hours, and not unfrequently five—going but little faster than a well-horsed stage-coach.' We are sorry to see such erroneous statements as these put forth in the *Railway Times*. The editor must surely see that 77 miles in three hours is much nearer 30 miles per hour than 20; and an inquiry of any impartial person in the habit of attending the terminus at London, or that at Southampton, would have proved that the time the mixed trains take *generally* to perform the journey, is from three hours and thirty minutes to three hours and forty-five minutes. Every mixed train longer on the journey than the latter period, is an exception to the general rule." We beg to say in answer, that the number "20," was palpably a misprint for "25." We have travelled on the line too often, and are too familiar with it to have possibly intended to use the former. The word "generally," as applied to the speed of the mixed trains we readily recall; we should have said, they take "*often*" upwards of four hours, and this we can of our own knowledge attest. The "exceptions to the general rule," in this as well as most other instances, on this line, are so numerous that one may well stand excused for occasionally mistaking the one for the other.

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THE Report of the Select Committee of the House of Commons which was appointed early in March last "to consider whether it is desirable for the public safety to vest a discretionary power of issuing regulations for the prevention of accidents on Railways in the Board of Trade, and if so, under what conditions and limitations," was brought up on Thursday last, and ordered to be printed. The consideration of the Railways' Regulation Bill of Mr. Labouchere, to which the inquiry of this Committee had reference, has been again postponed till the 4th of June—that is, we presume, to the 4th of June, 1842.

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THE cause of Railway Board Reform is, we are glad to see, making steady advancement. Every now and then we have the satisfaction of meeting with proofs that the labours of our correspondents and our own in this department are not in vain. The *Liverpool Standard* states, that "a Special

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Committee of the Directors of the North Midland Railway has been appointed *by themselves*, to see if any and what deductions can be made in the expenditure of the Company," and if they but remember not to forget *themselves* in the inquiry—their number, their services and their allowances—(though we would by no means insinuate that their Board is worse in any respect than most others,) great good cannot but follow. We should have liked, however, to have seen a shareholder or two called in to help the Directors on the occasion; it would not have lessened the reality of the inquiry, while it would have furnished a guarantee for its impartiality which is now wanting. A correspondent of another Liverpool paper, the *Mail*, announces that it is intended at the next general meeting of the MIDLAND COUNTIES' to move for the appointment of a Committee of General Inquiry, which is, among other things, to ascertain whether "fewer hands might not direct the machinery with equal, if not more efficiency, and at less expence." The writer quotes in support of the measure, an opinion expressed by Sir Robert Peel in the House of Commons, which escaped our notice at the time it was delivered, but which is well deserving of being treasured up in the remembrance of all railway proprietaries. "*If shareholders would but look after their Directors, most shareholders would prosper.*"

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WE last week inserted the prospectus of a "Railway Insurance Fund," and expressed our cordial good wishes for its success. We have since been informed that Mr. Bell, of the Northern and Eastern Railway, had previously devised a similar but more extended scheme. His plan, we understand, comprehends, besides an insurance fund, a savings' bank, and other facilities for prudent laying up, within the reach of every class of persons employed on railways. When Mr. Bell's prospectus is published, we shall be in a better position for judging of the fitness of the plan; it is scarcely necessary to say in the mean time, that we shall rejoice in the success of any and every institution of the kind.

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A LETTER from Geneva of the 18th inst. states that the Sardinian Government having proposed to the Directory of that Canton to join it in constructing a railway between Seyssel (Savoy) and Geneva, which would run along the left bank of the Rhone, the offer had been readily acceded to, and the plan was about to be carried into execution.

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THE *Hanover Gazette* announces the opening of a great part of the railway from Berlin to Dresden, by which the distance may be traversed in 12 hours.

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RAILWAYS AND THE APPROACHING ELECTIONS.—We quote from the *Macclesfield Courier* the following curious notice:—

"Various are the rumours of candidates for the representation of Knaresbrough, in the event of an early dissolution of Parliament; some of the leading parties being anxious to support two candidates who will take shares to the amount of 10,000*l.* in a proposed railway from Bolton station, near Tadcaster, to Knaresbrough; and one of these, it is reported, is to be a certain Alderman of York, who is a large railway speculator, and who, if returned, would be certain to obtain for Knaresbrough the proposed railway."

Other towns might do well to take a hint from the shrewd people of Knaresbrough. As, for example, Salisbury, Chatham, Rochester, Canterbury, Bury, Thetford, &c., Many worse ways there may be of expending money for a seat in Parliament than subscribing for a given number of shares in a railway for the benefit of one's constituents.

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PROGRESS OF THE RAILWAY SYSTEM IN ENGLAND.—The total number of miles of railway completed in Great Britain and Ireland at the end of March last was 2,191; the number of railways finished, 53; partially opened, 18; not yet opened, 10.

RAILWAY OFFENCES AND OFFENDERS.

WE regret to find some Companies and magistrates still persisting in the teeth of the admonitions of the Board of Trade, in the clearly unjust practice of both enforcing payment of the full fares by passengers in every case where the distance travelled is greater than the distance originally paid and bargained for by them, and fining them *also* for the omission to pay the full fare. The fine as the Board have repeatedly pointed out should be alternative only on the *refusal* to make good the deficiency.

In the last number of the *Derbyshire Chronicle* we find the following report of a case "brought before" the magistrates at Alfreton on the 14th inst. "by Mr. Jackson, Superintendent of Police on the North Midland Railway:"—

"John Marriott, of South Normanton, was fined 1*l.* and 1*l.* 4s. 6d. costs for refusing to pay the excess of fare for riding further than the distance for which he had taken his ticket, and for trespassing upon the line. It appears that Marriott when "rather the worse for liquor" took his ticket at Derby for Southwingfield; but on his arrival at the latter place he refused to get out of the carriage saying he had not ridden far enough yet. At Smithy-moor he got out, but refused to pay the additional 6d. fare for the extra distance, and persisted in attempting to walk forward on the line to the Clay Cross tunnel. He was accordingly brought up and made to pay as above stated, a circumstance which cannot fail to impress him with a conviction of the advantage of getting "glorious" previous to starting by a railway train."

The additional fare required from this poor muddled passenger was *sixpence*: not knowing (evidently) what he was about he refuses; and instead of being adjudged to pay the sixpence with costs (the usual course in all cases of debt, and this was nothing more), with any alternative as to fine or imprisonment, which the justices in their wisdom might have seen fit to annex to their decree, he is at once "fined 1*l.* and 1*l.* 4s. 6d. costs"—that is, he is sentenced to pay *eighty-nine* sixpences for omitting or refusing (refusing *before* judgment, be it observed, *not after*) to pay *one!* Really this is quite shocking. If the man was "glorious previous to starting," the Superintendent at the Derby station should, as the Superintendent at the Birmingham line did, in the case we noticed two weeks ago, have declined to give him a ticket; but having booked him notwithstanding, the least the guard should have done when he reached the station for which he was entered, was to turn him out in "all his glory" whether he would or no. To humour the fellow in his drunken whim of riding a little further and then to punish him to such an enormous extent for the whim is rank injustice. The Company's servants were clearly more to blame than he; they were (or should have been) in their senses—he was not.

THE *Chesterfield Reporter* furnishes us with another batch of cases from the same Justice Room. Verily these Alfreton magistrates will become famous in the land ere long.

"John Marriott, of South Normanton, carpenter, was convicted in the mitigated penalty of 1*l.* and costs, for passing on foot upon the North Midland Railway, in the township of Stretton, without licence and consent of the said Company.—James Tomlinson, of Brackenfield, farmer, was brought up by John Jackson, policeman, for having trespassed on the North Midland Railway, near Higham Bump Mill. Samuel Ward, policeman, stated that he had seen the said James Tomlinson on the line on the 6th day of May, and went up to him and asked him his authority for crossing the line, and found that he had none; but as an excuse for so doing he said the land on both sides of the line belonged to him. This statement was wrong, but if it had been right he had no business to cross the line at that place, as there was a crossing within a few hundred yards of him for the accommodation of the landowners. Tomlinson stated in his defence that he did not think he did any harm by crossing the line, but at the same time knew it was wrong, and promised never to do the same again. He was ordered to pay the expenses, which were 17s. 6d."

Both dear walks these, and trespasses no doubt, but of so harmless a character that they might have been very safely and prudently overlooked. The North Midland police might, we think, be better employed than in absenting themselves from their posts to invoke the rigour of the law on such innocent offenders as these.

PROCEEDINGS OF THE HOUSE OF COMMONS ON RAILWAYS.

BELFAST AND CAVEHILL RAILWAY.

May 24.—Committee on Bill revived; leave to Committee to sit and proceed to-morrow at 12 o'clock.

BRISTOL AND EXETER RAILWAY.

May 25.—The Bill read a third time and passed.

GREAT LEINSTER AND MUNSTER RAILWAY—(No. 1).

May 25.—Bill read third time and passed.

GREAT NORTH OF ENGLAND RAILWAY.

May 25.—Message from the Lords that they have agreed to the Bill *without* amendments.

LONDON AND GREENWICH RAILWAY.

May 24.—Time enlarged for Committee to Report on the Bill till Friday, 11th June.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

May 27.—Bill reported; Report to lie on the table.

SHOTTS AND WILSONTOWN RAILWAY.

May 24.—Bill read third time and passed.

SOUTH-WESTERN RAILWAY (No. 2.)

May 24.—Bill read third time and passed.

FIRE ON RAILWAY.—On Wednesday last, as the train which leaves Dundee for Arbroath at one o'clock was proceeding eastwards, about a mile from Dundee, the guard discovered a body of smoke issuing from one of the last of the waggons in the train, and on examination it was found that two waggons loaded with flax were on fire. It happened fortunately, that there was a cistern near, where the engines are sometimes supplied with water; had it been otherwise, the consequences would have been much more serious. The burning waggons were conveyed to the cistern, where the flames were easily extinguished, and the train continued its journey. The accident was produced by a burning piece of cinder from the engine lighting upon the flax.—*Dundee Paper.*

SOUTH-WESTERN RAILWAY.—The conduct of the Directors of the railway in raising the fares, appears to cause great dissatisfaction, as it is observed, that after they had succeeded in stopping all the coaches (excepting one) between this town and London, they immediately adopted the course pursued by monopolists generally, of demanding exorbitant charges. It is to be hoped, however, that this injudicious step will be fully exposed, and if the expression of public opinion on the subject does not prove successful, encouragement will be given to the coaches that will no doubt ere long be again put upon the road.—*Salisbury Journal.*

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THE BELGIAN RAILWAY SYSTEM.

We last week briefly informed our readers that we had received a copy of a Report on the state and working of the Belgian Railways, just presented to the Legislative Chambers of that kingdom by M. Rogier, the Minister of Public Works. We proceed to give the substance of this important document, and shall comment on it as we go along, intending, however, to reserve for other occasions the greater part of the remarks and arguments which its statements are likely to suggest. In giving English values, we take the franc at 25 to the pound sterling; the league is stated in the Report to be 5,000 metres, being equal to 3,107 English statute miles.

In the introduction to the Report, the Minister, after specifying the Reports presented in previous years, states that from the periods at which these Reports were formerly made up, it was necessary to complete them by *estimates* only of the receipts and expenses of the latter portions of each year, which estimates were not always borne out by the actual results. But the present Report exhibits not only the actual results of last year to the 31st December, 1840, but an abstract of the entire cost, of working, and experience of the whole Belgian system of railways to that date, from its commencement in May 1835.

The total sum allotted for the entire system of roads, stations, engines, with all their appurtenances of carriages, waggons, utensils, furniture, &c. &c., was 5,026,588*l.* The extent of the roads made and to be made is 351 miles. The sum assigned to the roads and stations, 4,404,000*l.*, or about 12,547*l.* per mile: the highest rate being 27,876*l.* per mile for the anticipated cost of the section extending from Ans to the frontier of Prussia, and the lowest, 7,274*l.*, that of the line partly executed with double rails from Ghent to Courtray. Something more than one half of the entire system has a double line of rails, the rest a single one. Of this sum of 4,404,000*l.*, there has been already paid 2,646,011*l.*; and of the 351 miles to be made, more than 200 miles are at work, and more than 140 miles are in course of execution. In this state of things the Minister says, page 8, "If, in the course of the execution of the works, unforeseen expenses should be required by extraordinary circumstances at some points, we confidently hope that they will be covered by the savings effected on the entire line." M. Rogier afterwards speaks of the completion of the system as perfectly assured, for the sum originally voted.

The cost of the land for the 147¾ miles of road, with double rails, now at work, seems to have been about 1,822*l.* per mile, but the 12¼ miles from Brussels to Tubise, cost 76,527*l.*, or 6,283*l.* per mile; including the latter item, the sum required was about 2,160*l.* per mile. We have selected the double line portion as furnishing the most correct comparison with the greater number of the English railways.

On these 160 miles of road, the total amount of law expenses was about 5,280*l.*, or about 33*l.* per mile, and this seems to have been occasioned by some cases of more than usually obstinate occupants. Indeed, on the 27¼ miles from Ghent to Courtray, the cost of this kind was for the whole only 13*l.* 7*s.*; and on the 12 miles from Tirlemont to Waremne, the charge is not one farthing.

The charge for earth work, bridges, culverts, &c., on this length of road, including the laying of the rails, amounts to 597,292*l.*, or 3,733*l.* per mile.

Few of the lines throughout their whole length are supplied with double rails, though several have them partially. That from Brussels to Antwerp is complete: its length is a little more than 28 miles; the cost of rails, &c. was 111,908*l.*, or 3,997*l.* per mile.

On the 14 sections of road now at work, comprising with the above mentioned 160 miles, intended to be double road, 48 miles of single road, total 208 miles—there are 32 stations, of which 10 or 11 seem to be of a class appropriate to the traffic of considerable cities or towns. The total cost of these is 124,374*l.*; that at Malines, which is situated at the intersection of the main lines and is the head-quarters of the system, has had expended on it 38,858*l.*

For these 208 miles the expenses of engineering and survey amount to 66,143*l.*, or 318*l.* per mile. This includes salaries, office expenses, books, expenses of inquiry, travelling expenses, instruments, &c. &c.—in short, the whole charge of this department.

The entire cost of the 14 sections in their present state at work, including the stations and fixtures of the line, but exclusive of engines and carriages, is 2,015,427*l.*, being an average charge of only 9,690*l.* per mile.

Besides attesting the solidity and general excellence of the works by reference to the easy charges of maintenance, the Minister remarks that the cost of the Belgian railways, moderate as it is compared with those of railways executed in other countries by private Companies, is a proof of the wisdom of the Government, in deciding to execute and work them under its own direction. We may be permitted to congratulate the Belgians on the result, without committing ourselves to an approval of the principle of this arrangement. Besides the advantage of cheapness of transit there are other social interests involved in the question of Government interference in every thing: and there are other countries where the consequences might have been of a very different kind.

With much greater reason the Minister observes that "the cost of the Belgian Railways has induced foreigners and even distinguished writers to suppose that they traverse only easy and level countries." To correct this error he asserts that "on the contrary there is not a line which does not present great difficulties and considerable works," and refers amongst other things to the necessity in so flat a country, of providing swing bridges of expensive and difficult construction, for crossing at low levels the innumerable canals with which the territory is furrowed in all directions. He points out with the same view the necessity of attaining a difference of level of nearly 500 feet in the 37 or 38 miles of road from Louvain to Ans, and of crossing many valleys in that distance, by embankments of from 50 to 65 feet in height, which alternate with cuttings from 30 to 50 feet in depth, to which is added on this portion of the road a tunnel of 1¾ in length. From Ans to Leige about three miles, there occurs a descent of 360 feet to be accomplished by two inclined planes, served by stationary engines of 360 horses power. From Ans to the frontiers of Prussia a route of about 24 miles along the tortuous valley of the Vesdre it is found necessary to construct the bridges of the Meuse and the Ourthe, 25 bridges and 18 tunnels, and after all the road attains at the frontier an elevation of nearly 600 feet above that of Liege.

From these and other particulars given by the Minister, it clearly appears that if the average cost of the Belgian railways has been small, it has not been from want of great natural difficulties, both to stimulate the genius of, and to occasion extraordinary expence to, the Belgian people.

The stock of implements of transport on 1st January, 1841, stood as follows:—

Locomotive engines	122
Tenders	108
Carriages for passengers	528
Ditto for goods	673
Ditto for the use of the establishment	136

Of these about one third were added to the stock during the previous 14 months.

On the 1st of January, 1841, 99 of the 122 locomotive engines were at work in good condition; 7 were undergoing considerable repair; 12 were either quite new, or had not been wanted, and it would seem 4 had been in use only occasionally. They have cylinders of from 11 to 14 inches in diameter, the greater part being of 12½ and 12 inches. We shall hereafter state the numbers and condition of the carriages.

The Belgian government has succeeded in concluding a convention with the neighbouring state of Prussia for the extension in that direction of their railway system. We find too in the appendix a convention with the Messageries Royales of France, for the constant transmission of goods, but hearing nothing of French railways in this direction, we conclude that our lively neighbours prefer to lay out their money in preparing for some future grand military exhibition in the neighbourhood of Paris.

Leaving now for the present the statement of original cost and present state of these railways, we pass to that of the cost of working.

It appears that in 1838 a sum of 123,600*l.*, was allotted by the Chambers to the working and maintenance of the railways then established. These consisted of six sections, worked during the entire year, two others during nine, and two more during four months and a half. The real cost was 110,200*l.*

The next year the same sum of 123,600*l.* was voted; ten sections being worked during the entire year, and three more for three months and a half; the cost, however, only reached 123,376*l.*, while much was added to the passenger use of the railway, and the carriage of goods was in that year commenced.

Again, in 1840, the same sum of 123,600*l.* was set apart for the purpose, and again it was too much. This year 13 sections were worked for the whole year, and another during 7 months and a half, but the real expence was 119,884*l.*

During these three years the total receipts have risen from 123,912*l.* in 1838 to 213,406*l.* in 1840.

It is, however, very important to follow the Minister in his calculations of the mean cost per mile of the distance the trains have run. An account being kept of the distance gone over by each locomotive, which is given in the appendix, it is easy to ascertain the cost relative to the work done.

These being the data the Minister gives the following table:—

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TABLE.

			Division of Cost.		
	Distance travelled in miles.	Cost per mile per train.	Maintenance of road and police.	Cost of transport.	Booking office and guards.
		s. d.	s. d.	s. d.	s. d.
1835	31,300	4 3¾	1 3¼	2 6¾	0 5¼
1836	61,845	3 9	1 1¾	2 2	0 5¼
1837	191,368	4 11¾	1 5¼	2 7¾	0 10¼
1838	400,148	5 5¼	1 3	3 5	0 9¼
1839	541,428	4 6¾	1 1	2 10½	0 7¼
1840	735,038	3 3¼	0 8¼	2 0	0 7

Our readers will not fail to remark the great reduction of expense of working per train per mile, which has been effected since the opening of the first sections: nor will it escape their observation that in 1838 the cost was greater than either before or since. The latter fact, as well as the other observable variations of expense, the Minister accounts for by pointing out that the sections opened in each year which were only parts of important lines, and of themselves terminated in unproductive neighbourhoods. The general saving he attributes to the extension of the system, the consolidation of the road, in consequence of which it required less labour to keep it in working condition, to the effect of public competition in the supply of consumable articles, to the railway becoming itself a cheap carrier of its own supplies, and to the successive extensions of the road having brought into competition the different and distant coal fields of the kingdom. He remarks particularly that the expense of working 14 sections is far from being equal to 14 times that of one; and that in promoting a very extensive and popular use of the railway they are by no means adding materially to the expense either of the maintenance of the road or of the management.

"On review," says the Minister, "it seems to be decisively established that the average expense of trains by the mile, goes on decreasing as the railway extends and the road becomes more fully used. We may affirm without fear that during 1841 the expense will not reach 3s. 1d. per train per mile. This cost covering as it does all the charges of working of whatever kind, is inferior, if we are not mistaken, to that of the most economical railways elsewhere, even to that of the coal railway of Darlington."

The receipts of these railways furnish a very striking lesson on the error of expecting an increase of profit from an increase of fare.

The entire receipts were as follows:—

In 1835	£10,759
1836	33,005
1837	56,659
1838	127,913
1839	169,963
1840	213,406

Satisfactory as this is on the whole, the Minister points out the fact that in the latter years considerable sums were received for the transport of goods of various kinds, of which service the several parts were successively brought into action during those years; the sums received for the passenger traffic increased in proportion to the extent and importance of the roads which were completed until the year 1839, when the proportionate augmentation ceased and did not recover itself during the year 1840. Though of some length we cannot refrain from giving the Minister's own account of the cause of this unpropitious change.

"From the opening of the first section in May, 1835, the principle was established that this national work, executed at the cost of all, and managed by the Government, ought to be rendered accessible to all classes of society, on terms consistent with their respective means. The Berlins and diligences, therefore, offered comfort and enjoyment to the wealthy; the waggons, from their cheapness, were within the reach of the working population; while the middle classes, not forgotten, found in the chars-a-bancs a more economical conveyance than any in use before the establishment of the railway; all enjoyed without distinction the advantage of great speed.

"In the original tariff the prices were so graduated that that of a seat in the waggon was only one-half of that in the char-a-bane, one-third of that in the diligence, and one-fifth of that in the Berlin. These rates were in force during the sole working of the first section and were on the average as follows:—

Berlin	1.931	pence per mile.
Diligence	1.158	ditto.
Char-a-bane	0.772	ditto.
Waggon	0.386	ditto.

"These figures suffice to account for the immense crowd which resorted to the railway at that time. The waggons alone carried three times as many passengers as all the other classes of carriages put together, and produced about two-thirds of the total receipts.

"At the opening of the second section, which completed the line from Brussels to Antwerp, this tariff was already considerably altered,—the fares of the better classes of carriages, and particularly of the Berlins, was reduced, and that of the waggons was increased. However, notwithstanding that augmentation, the results were still satisfactory in consequence of the junction of the two principal centres of the activity of the country, and because the entire line from Brussels to Antwerp cost little more to work it than that portion of it which lay between Brussels and Malines.

"In this period as in the preceding one, the waggons carried the great mass of travellers, and produced as great a sum as all the other classes united. Who does not remember the working of those two years, when every day trains departed of 15 or 20 carriages full of passengers, and on holidays even 30 or 35 carriages to a train were not enough?

"However, during the prevalence of these fares, still moderate, though somewhat modified at the successive openings of the new sections, the receipts of 1837 and 1838, did not continue to be in proportion to the number of sections worked; but as with the expense, so with the receipts, it could not well be otherwise; for of four sections opened in 1837, and four others in 1838, three were worked only during two winters and one summer, and two others during one winter without a single month of summer.

"So without examining sufficiently the causes of this state of things, which could have been only temporary, people began to fear for the results of the railway, considered as a financial operation, and unfortunately at the same time, the beginning of 1839, they had to balance the accounts of the ten sections at work, the result of which could not but strengthen their fears, and induce them to conclude that the railway would not pay its own current expenses. Then departing from the entire idea on which it was established, they recollected that in the beginning they had calculated on it as a means of lessening the taxes. It was on the whole resolved that it was necessary to increase the receipts of the railway immediately.

"With this intent, our fares being much lower than those of the neighbouring countries, it was believed that they might be raised without inconvenience to a certain amount, and yet remain lower than those of the foreign roads.*

"This last change of the tariff took place on February 20, 1839; by it the average price is as follows:—

"Diligence from	1.0196 to 1.545	pence per mile.
"Char-a-bane	0.6487 to 0.9609	ditto.
"Waggon	0.3252 to 0.7724	ditto.

"The advance of the fares of the diligence and the char-a-banc, it will be seen was small in comparison of that of the waggon. For the latter the fare which had hitherto been but one-half of that of the char-a-banc was raised to four-fifths and five-sixths of it, and became a tax beyond the means of country people and the working classes.

"*The consequence was immediate; the waggons were deserted.*

"The third ten days of February in every other year had shown a considerable increase of passengers over the traffic of two other previous periods of ten days each in the same month; but in this year (the new tariff came into operation on the 20th) it exhibited an account of 23,000 passengers, and 800*l.* of receipts less than those of the ten days immediately preceding. The effect is still more evident on a comparison of the month of March, 1839, with that of January in the same year; their receipts being equal within 2*l.* 16s., which they ought not to have been taking into account the advance of the season.

"Without resting on isolated facts, an examination of the general results will show that from the 1st of March, 1839, to the 31st of December, 1840, taking into account the sections opened in 1839 and 1840, the advance of the fares was very prejudicial to the passenger traffic."

Then follows a table, from which it appears that in 20 months the diminution of passengers was, for the diligences 170,901, for the char-a-bancs 462,592, and for the waggons 1,455,800; and that the receipts were less than they would have been by 31,029*l.*, or about 11½ per cent. on the entire receipts from passengers for the time.

It seems that this diminution of passengers, affecting as it did the use of the waggons generally, was to be attributed in a considerable degree to their disuse by country-people travelling short distances, and particularly to markets: a special rate was applied to short distances, and by its amount it repulsed this class of passengers. The Minister shows that the reasons which induce carriages on common roads to adopt this plan, do not apply to railways: the means of transport possessed by the one are limited, and ought to be reserved for long passengers; the other can carry as many as they please, and should therefore make terms which will take in all.

After four months' trial of the plan, it was found very unadvisable to persist in it. Another was devised, by which (1 July, 1839,) two classes of waggons were established, or rather the waggons accompanying certain trains at certain places were charged one price, and those with other trains another price. The second class fares were fixed at 3.36d. from station to station.

This arrangement was found complicated and inconvenient, both to the managers and the passengers; nevertheless, being on the whole a reduction on the lower class of fares, it quickly brought about an augmentation both of passengers and of receipts. This result has induced the authorities to inquire how far they can safely return towards the original tariff, and they seem to be additionally induced to take up the question by observing that the number of carriages in each train, and the number of passengers in each carriage, are not sufficient to employ with advantage the power of the locomotives. We understand that since the presentation of this Report a new tariff has been published, with the particulars of which we are not yet fully acquainted, but of which we gave a sample in our last.

The details of this experiment on the comparative effect of fares of different amounts, we have given at greater length than we should have done but for the fact that little of the kind has been at-

* "Exactly at the same time the Paris and St. Germain Railway Company sought to increase their receipts; they succeeded in doing so by *lowering* their fares.

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tempted here; and it would seem that but little is known of the principles by which questions of this kind are determined. Purposing to take up the subject in another form, we content ourselves at present with asking special attention to the facts we have just given.

With respect to the carriage of goods—just as the bulk of waggon passengers produced the business and profit of the railway in 1835 and 1836, so the transport of heavy goods furnishes the principal part of those of this branch of the service now; for its expenses are small in proportion to its receipts. The course taken was just contrary to that adopted with respect to passengers. It was not until Feb., 1838, that the railway was employed at all for the conveyance of goods, and then only on special bargain to carry not less than 59 cwt. at a time. This traffic produced in 11 months only 2,320*l.* In April, 1839, admission was given to goods of a ton in each lot, which produced in nine months the sum of 13,897*l.* In 1840, this source of income gave 18,791*l.*, while carriage by the entire waggon of about three tons, as above described, furnished only 888*l.*, on which the latter plan was finally abandoned.

Less unwilling than at first to engage in the details of the transport of merchandise, the Government put into operation, on the 1st of August, 1840, six different tariffs, each applicable to a particular branch of the service.

The first is that of goods to be delivered at their respective addresses. The charge for parcels under 11lbs. is 4.8d., whatever be its destination. That for larger matters varies with the weight and distance. A sufficient instance may be that of a package above 57 lbs. and not exceeding 220 lbs., which would be conveyed from Ostend to Ans (124 miles) for 3s. 10¾d. Bulky goods are charged by their dimensions.*

The second tariff is that relative to the transport of merchandise in general from station to station. Goods of this kind are divided into three classes. The first are of the heaviest and coarsest description, as stones, marbles, bricks, metals, grain, &c.; the third is composed of fragile articles, and those which are difficult of transport. The second takes all the rest. Taking the same example as to place and distance, viz., from Ostend to Ans (124 miles), the price is for the first class 10¾d. per cwt.; for the second, about 1s. 0¼d. per cwt.; and for the third, 1s. 5½d. per cwt. Here the receipts in five months have been 16,572*l.*

The third tariff is that of baggage accompanying passengers. A weight of 44 lbs. goes free with the passenger, provided he himself takes care of it: if he commits it to the care of the servants of the railway he receives a ticket, for which he pays 1d. Taking again the distance from Ostend to Ans, baggage above weight pays 3s. 2d. per cwt. Baggage not distinctly addressed, or which is insufficiently packed is refused: none is taken during the quarter of an hour immediately before the departure of a train. The receipt from this service during the entire year of 1840, was 5,290*l.*; the present tariff was, however, only decreed in July: how much of the receipt is to be attributed to its regulations does not appear.

The transport of money, bills, and articles of value is the subject of the 4th tariff. From 20*l.* to 40*l.*, carried from 96 to 124 miles, is charged about 1s. 7d. This produced 183*l.* in 5 months.

* Under this head, five months of 1840, produced 3,697*l.*

Private carriages are conveyed under the fifth tariff, according to which one four-wheel carriage or two two-wheel ones occupying one waggon are charged 2*l.* 16s. for a transit of from 96 to 124 miles. The income realised in all 1840, was 4,958*l.*

The sixth tariff regulates the conveyance of horses and cattle. Three horses, or six horned cattle, are carried in one waggon from 96 to 124 miles for 3*l.* Twenty pigs or sheep are charged for the same distance 1*l.* 11s. 2d. This tariff was, added to the income, in five months only 372*l.*: it seems to have disappointed the expectations formed of it.

The losses incurred by damage or abstraction of goods in five months, amounted to only 60*l.*

Finding that increased facilities afforded to the public augmented the receipts in every instance, without incurring a proportionate increase of expense, the administrators of the railway are now occupied in extending the arrangements for carrying, with a view to render unnecessary all agency between them and the population of the towns on the railway; they anticipate too, that by private branch conveyances on the common roads all parts of the country will soon be brought within reach of the new mode of transport. Whether it be desirable that the Government should possess the sole control of the means of conveyance, we are strongly inclined to doubt: we cannot, however, refuse to the Belgian Government the praise of having discharged the trust confided to it, not only with diligence, economy, and skill, but with an evident and prevailing desire to render the railway as available as possible for all purposes and to all classes of the population.

The interest on the capital engaged, realised in the several years, is as follows:—

1835	7¾	per cent.
1836	10	,,
1837	1¼	,,
1838	1¼	,,
1839	2¾	,,
1840	4	,,

In the first year, only the section from Brussels to Malines was open; in the next, there was added the continuation of it to Antwerp.

Early in 1837, the opening of the sections to Termonde, and in September of the same year of that to Ghent, and those to Tirlemont through Louvain, added greatly to the capital engaged, and to the cost of working without proportionately increasing the receipts.

In 1838, the same state of things continued in consequence of the opening of the lines to Ans (Liege) and Ostend. In 1839, the tariff was tampered with, and the branch of St. Trond and the line from Ghent to Courtray were opened.

In 1840 considerable reductions of expense had been effected, the road had come to a sound working state; the administration had become better organised and accustomed to their duties, and passengers tariff had been partly restored to its original state, and the railway was opened to a greater variety of traffic, affording extended facilities to the public in general.

After briefly enumerating the political and social advantages which Belgium is deriving from her system of railways, the Minister concludes his Report as follows:—

"Under whatever aspect we view the subject, the superiority of railway transit over every other mode of conveyance is incontestible. The time will come when secondary railways branching off from the main trunk will present a complete web of communications, and our country, so rich and so industrious, will become one great workshop, one immense market, and we hope its inhabitants will compose but one family, united by common interests and kindred feelings."

Having thus given the principal facts in this important document, we wish to call attention to the document itself. We do so under the impression that we shall render the railway proprietary, as well as the public, an essential service, by exhibiting for imitation here the particularity and lucid order of these accounts.

We may pass over the body of the Report with the remark that it sums up and accounts for the proceedings and results of the enterprise with great exactness and skill, and it states with freedom the views on which the Minister proposes to act in future.

The Appendix consists of a variety of documents we now proceed to describe.

Table 1. gives the cost and length of each section of the railway, and states how much both of cost and length is located in each province of the kingdom; this includes both the past and the anticipated future cost. The recapitulation shows how much of this has actually been expended, and how much remains to be spent, and duly divides these sums under the heads—Lines, stations, and fittings, and means of transport. A further classification exhibits the sums spent on the sections already finished, and those on the lines not yet completed. The total is made to correspond with the sum voted by the Chambers for the establishment of the system.

The other division of this table shows the length of each section already opened, as stated in the original plans, the length as agreed in the contracts, the actual length now they are completed, and that under which they are charged in the tariffs. It then exhibits the length of single and double rails actually on each section, on the 1st of January last, the names of the stations and the length of the rails, laid down on the short piece of road belonging to each. This is followed by similar particulars, as far as applicable, with respect to the roads in course of construction, and the stock of rails in hand available for each.

The capital employed in the establishment of the railway is accounted for in the second table, under the general heads of—lines, stations, means of transport, and general expenses. The first is subdivided into the particulars—cost of land and compensation,—law expenses,—earthwork, buildings, bridges, &c.,—sleepers, rails, &c.,—plantations,—and expense of opening. These are given for each completed section, and as far as they go for each section in progress. Next is given the cost of the stations in each section, and that of each kind of fitting for the whole. Of the means of transport we have the sums spent for each article, from locomotive engines to baskets. The general expenses are particularised into salaries, office expenses, &c.

The 3rd table makes us acquainted with the expenses of working the road during the year 1840. It is impossible to give in this notice an exact account of the minutenes to which this statement descends. Under the general heads of—maintenance of way and police, expenses of transport, and cost of management, the charges are distributed into a great variety of particulars, and are so disposed that at one view may be seen the cost of each kind,

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and in the most important particulars how much has been incurred on each section, or at each station. Nothing seems to be omitted, and the sum total agrees with that charged by the Minister in his budget.

In the 4th table we have a short statement of the cost of working the road in each year, a comparison of that cost with the number of leagues run during each year, and a partition of the cost per league, under the three general heads above mentioned.

Table 5th shows how much has been received in each month of each year, from each branch of the service.

Table 6th gives the same amount distributed by stations and years.

From table 7 we learn how, during 1840, each branch of receipt contributed to the amount at each station and to the effect of each line.

Table 8 states how much has been received each year at each station from passengers only, and gives the monthly average by principal stations.

Table 9, in a part for each year, gives the number of passengers who have travelled in each month by each kind of carriage, and the corresponding receipts, together with the receipts from the carrying of goods and other sources.

Table 10 details the accidents which have occurred from the beginning, with their causes and results. The total number is 27, out of which there appears to have been 13 deaths.

The 11th table contains the different tariffs for passengers which have been in force, and shows the superior, mean, and inferior rate per league in each case.

The 12th table in several sheets gives the tariffs of several kinds in force in December, 1840.

The stock account of rails and their appendages from the beginning, is given in the three sheets of Table 13. Here are detailed the date and number of the order—the kind of rail—the firm to which the order was given—the quantities and prices of the several articles and contracts—the quantities actually furnished—the amount of debt contracted by each order, the amount paid, and the date of the last receipt—the weight and value of each lot, the section and neighbourhood in which they were used, and the length of single road which the rails covered, distinguishing the sections completed from those in progress.

The next table enumerates the whole of the buildings and dependencies, as they existed on the 1st of November, 1840. They are divided into those for general purposes—for passenger traffic—for conveyance of goods—for works of maintenance and construction. The dependencies or fixtures, as coke ovens, platforms, turning tables, &c., are also specified. Those of each station are described together; and the use of each building, its dimensions, and the material of which it is constructed, are clearly denoted.

Table 15 presents a comparative view of the state of the means of transport for the 21st of each month since November, 1839. It gives the number of locomotive engines and of carriages, trucks, &c. of each class separately; it states how many of each kind were in good order, under repair, and in course of construction on the 1st of January, of each of the years 1840 and 1841.

The 16th table accounts for all the locomotive engines. It gives their names and numbers, diameters of pistons and driving wheels, names of makers, date of entry into the service, leagues run in the last three months of 1839, and each quarter of 1840, with the entire distance done by each from the beginning, together with the date and nature of their repairs. The miles run over by all the engines in 1840 amounted to 733,938; the grand total of miles to 1,993,953.

The tables conclude with the 17th, which is a list of all the contracts and purchases made during 1840, distinguishing those furnished for the current working of the railway from those supplied for the finishing of the sections at work, and from the cost of works and materials for those not yet opened. The nature and amount of the charges, the previous estimate, where any was made, and actual cost are given together with the name of the seller or contractor.

Then follows a copy of the convention with the Messageries Royales of France, and a large and well executed map of Belgium and its railways concludes the whole.

THE VOICE FROM THE EAST.

To the Editor of the Railway Times.

From my old Corner, High-street, Shoreditch, 20th May, 1841.

Dear Mr. Editor,—Excuse me for my brevity last week, and bear with me this, if I intrude upon you at greater length than may possibly suit either your pleasure or convenience. Your suppression of more than one letter I have lately sent you, has operated like a real wet blanket on my *cacoethes whisperandi*. Yet this notwithstanding, I *must* speak out, else I shall soon be "too full for utterance." I live, as I may say, but to blab; and as long as I live I shall, with Barnaby's raven, "never say die." You may throw this epistle too, Mr. Editor, in the fire, yet from its ashes, though I say it, there shall arise reproachful recollections which will, one time or other, make you repent your unthankfulness. I have never written to you a line which had not your own editorial good, or the good of those whose interests you have undertaken to advocate for its direct and exclusive object; and I don't think (with all due submission be it said) that you have done yourself or your friends a single groat's-worth of good by a single line of mine you have suppressed. But then, who am I? Aye, that is the question. The question which makes all the Bozzes and Buzzes, the Sams and Sumphs around me gape, as if an "*Eh tu quoque?*" were on the tips of their tongues, ready for bitter ejaculation—the question of questions which shakes all Shoreditch to its foundations, and causes Shoreditch's pride, "Bozrah, the chief of the governors," Bozrah the Great, to ply his imperial hammer with tenfold ratatatishness. Who am I? If I may be allowed to answer for myself, I should say—I am one who is admitted on all hands to pretend to no more knowledge of things than he possesses (which should set at once silly H——d, and two or three besides, quite free from all suspicion)—one who can tell with considerable exactness what is passing under his nose, (which shows equally that neither am I of kin to the class of the A.'s, and the B.'s, and the W. C. W.'s,)—one who gives all his services for nothing, and never charges a doit more than he is actually out of pocket for his travelling, eating, drinking, or lodging, (and is therefore neither R., nor C., nor either of the H.'s,)—one who delights neither in wry faces nor bad rhymes, and has never for the sake of retention of office submitted to rebukes and insults, disgraceful to a gentleman to bear, (an assurance which it must be very pleasant to the friends of a certain "gentleman at large" to receive,)—and one who has still the same opportunities as ever of knowing all that passes within the walls of this Board-room, and is as resolved as ever to tell the public all that it may be at any time of benefit to the public to know, *not else*, (and who, therefore, can neither be D., nor G., nor H., nor W.) Crafty C——r may smile incredulously at the last of these disavowals, but it is not the less true for all that. If so be, then, that thou art neither a false pretender, nor blind as a beetle, nor greedy as a (six)-Guinea shark, nor yet despised as an exploded squib, or as a toadee to a bum-bailiff, who the deuce art thou? What business can you have *there?* Permit me, my masters, to say, *that is my business!* Poverty, they say, makes us acquainted with strange bed-fellows; so also does duty at times. Enough is it to you to know, that I do occupy a "corner" exceedingly well adapted for hearing, that my ears are of more than ordinary quickness, and my skill in stenography superlative. Enough is it for the ease of my own conscience that —call me "traitor" as they may—"traitor" I am none; unless, indeed, he is to be regarded as a "traitor" who disclaims all allegiance to cliques and factions, and prefers before all things the interests of truth and justice.

In my brief note of last week I was rather harsh I fear on a certain gentleman "from the far north." The treament he received was, to be sure, exceedingly scurvy, and such as *no body of gentlemen* could be guilty of *towards a gentleman*. But since I wrote you last, I have been told of a certain letter from this very ill-used person, which ought to have been, but some how or other was *not*, read to the general meeting that would, if published, have done him honour, and I cover his intriguing colleagues with confusion. Perhaps, Sir, it may yet see the light.

The Liverpool individual whom the meeting were impudently said in the Company's official Reports to have elected in place of Mr. W., but whose name was never once mentioned to the meeting, is in all things, save the manner of his elevation to office, unexceptionable. And after all, seeing what a hocussing affair "this great corporate misfortune" is altogether, it may be said to matter little how he got in. All freedom and fairness of election have been long since out of the question.

The Manchester attorney who was elected (by the Board) in place of the manly D., said to have resigned in disgust is no "rara *avis*," but a very respectable sort of person withal. He has been since his accession to office busy with the list of arrears—inclined thereto, no doubt, by professional leaning—and is reported to be engaged on a treatise for the benefit of this and all other railways, to be entitled "*A short and pleasant way with defaulters.*"

Another vacancy has taken place in the Board by the resignation of Mr. G. (not "Justus.") Whether from "disgust" like others who have resigned before him, I cannot positively tell. But if I may be allowed to indulge in conjecture, I should say, disgust, deep disgust. There may be many causes, however, for disgust—good and bad, and neither the one nor the other. If it be true, as is whispered about, that there is a very near resemblance between the case of this Mr. G., and that of Katspa of the far-famed Rogulaneum Chronicles, his disgust is not of a description which should command the smallest sympathy.

I told you in one of my last year's epistles that the February Kalends of 1841 were destined to be fatal to the Chairmanship of "Pooh! Pooh!" They have *not*, but you must not therefore set me down as the less entitled to credit. It *was* settled that he should be got rid of, and had I not disclosed to the *Railway Times* this arrangement *quoad Boz*, and had not the *Railway Times* published all about it beforehand, "Pooh! Pooh!" would have been got rid of at the exact time predicted. I defy any one of the Liverpool clique to deny this. So then, rather than fulfil a prediction of the *Railway Times*—rather than seem to be driven by the *Railway Times* to do anything—they prefered re-electing "Pooh! Pooh!" no matter what the violence might be to their own opinions, or what the prejudice done to the interests of the poor shareholders. Admirable—thrice admirable—most conscientious—most magnanimous—most trustworthy of all Directors!

I can't say whether "Pooh! Pooh!" feels grateful, as he should do, for the service you and I have rendered him in this instance; for I don't by any

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means view in that light the *author's copies* which he has sent me (and you too perhaps) of his several doggrel effusions on the Eastern Counties' Railway; but this I can tell you, all the Liverpoolers wish you and I to the d—l for our pains. Indeed, I think but for this they would have forgiven the *Railway Times* everything else. The *Railway Times* it is and that alone which has fastened upon them for another year, a Chairman who is admitted on all hands to be alike by his talents and temperament wholly unfitted for the office.

The carrying business has been on the whole better conducted of late than formerly, and with comparative freedom from accidents; *but still at a constant daily loss.* Public favour, as we all know, is not easily whistled back, and this our friends here are proving to their cost. The traffic is not half what was contemplated, nor one fourth of what under better auspices it might have been. The fares are still too high, and the general bearing of all concerned as little winning as ever. The wants of the locality are not understood, or if understood, not attended to. (so much for stranger and non-resident Directors.) All the London world is now *a-Maying*, but the poor Eastern Counties' is but little the better for their peregrinating propensities. On the very first of May another passenger was killed, and though this certainly was not owing to any negligence on the part of the Company, it served to set people a-thinking *what a line this was* for killing innocent holiday folks, and to spread abroad a notion that there was somehow or other a "bad luck" about it which it might be just as well for prudent people to eschew.

The best thing, undoubtedly, under existing circumstances, would be as one of your correspondents lately suggested, *to shut up the line altogether for the present*; the 150*l.*, or thereabouts, received weekly from the Northern and Eastern would then be a clear profit, instead of being, as now, swallowed up in the general loss. But such a step has more of honest courage in it than the leading people here are equal to. "He is a fool," says the proverb," who finding a hole in his pitcher, continues pouring in," but it is precisely of men of this calibre that the majority of this Board is made up.

I mentioned to you in one of my former epistles, the great reserve maintained with respect to the cost of last year's heavy catalogue of accidents—the actual cost, I mean, out of pocket, and not the consequential loss from the frightening of the public, but we are getting at the truth bit and by bit, and one day, I suppose, shall get at the whole. Mr. Corbould and his son have had 400*l.* damages, besides all expenses; and on the 9th February, I see 240*l.* was voted to Surgeon Cornelius and his bone-setting coadjutors. *Query*, does any of the said 240*l.* go into Corney's own pockets, and, if any, how much? He is a Director be it remembered, and should by doing any business for the Company for profit be *ipso facto* unseated.

Justus Gibbs has been sadly annoyed by your publication of his letter, and has lost ground by it considerably in the opinion of his Liverpool masters. He had led them to believe it was not half so bad.

How goes on the prosecution against the *Railway Times?* The tone of the people here on the subject has recently fallen to B flat. Even the everlastingly simpering and sputtering Sam has ceased to talk about "muzzling the bear." Something surely must have happened. Have they caught a Tartar, or what?

From the general talk, it is to be inferred that the six guinea charge forms no part of the bill of accusation against your journal. The practice of travelling free, and yet making the Company pay, is openly avowed, and its perfect fairness as firmly asserted. The miserable plea is, that it is "all one to the Company" how the Liverpool Directors come to town! Even as it would be "all one" in a money point of view, whether the Company went on squandering thousands by carrying on a losing traffic, or lost the same amount by a robbery of the exchequer. And it is such morality as this which the Bozzies and Sams of this part of the world back up, and nose-led shareholders assemble at the London Tavern from all parts to applaud uproariously!

"What wonder then, we take it not to heart,
Such arrant —— and fools should pay the smart."

I remain, with best wishes, dear Mr. Editor,
Your faithful friend,
Q.

REFORM IN RAILWAY DIRECTIONS.

To the Editor of the Railway Times.

Sir,—Allow me to say a few words bearing upon your correspondent, "C. D.'s," letter, and I will confine myself to points of explanation.

The admission that my plan would "have the good effect of saving useless salary, breaking up cliques, and preventing unholy compacts," calls for my grateful acknowledgments. It goes a long way to induce the belief that my plan would answer my highest expectations.

There is no "magic" in the number eight; I have even offered to have nine—*if they are wanted.* "C. D.," by referring, may see that I fixed on eight, only because I saw work for as many; and, as at present informed, do not see the use of more.

"C. D.'s" statement, though confidently given, that Directors, as I would have them, "will still be nearly useless or worse, and any modification of the class will be little better," is but assertion at best—like mine, *unproved* assertion—and I therefore put in a claim for my propositions being considered by those most interested—the body of shareholders—in full confidence that said propositions have suffered no injury from "C. D."

I think "C. D." made his charge against me of considering "even the eight to be all rogues," in a heedless moment. "C. D.," I suppose, does not consider mankind so honest that no check from one, upon the actions of another, is necessary, else what becomes of his *own* plan of having Auditors to look after his *one* Director? Why is not every man's word and accounts taken as correct, without question? Why has his quoted line Managers, with Directors to check *them*, and a Chairman to check the Directors, if "general superintendence" means check? And "C. D." must not run away with the notion that I am so steeped in railway sin as to have ever been an unbeliever—(would to heaven I had been born a sceptic!)—alas! I had faith enough for the elect; like many a confiding damsel, who never knew of, or at least comprehended, the meaning of the word misanthropy, "*I believed and am undone.*"

I thank "C. D." for the idea of the hat—it would be an excellent method—as good as the ballot box—and enables me to offer another mode of selection for shareholders' consideration; it will be quite as well as alphabetical order.

"C. D." has overlooked a circumstance, perhaps trifling to him in competition with his own opinion, regarding the employment of a *single* Director, in whom to place confidence. It is, that where that method has been tried, it has failed, *signally failed*, not on English railways only, but wherever else proprietors have had the weakness to entrust great concerns to single hands. It is a premium to "roguish tendency." If it do not find a man a rogue, it makes him one. If "C. D." is open to conviction upon this point, I recommend him to hold some conversations with the principal shareholders of the United States Bank; they cannot fail to lead to his edification, and in the meantime I beg to congratulate him upon his ignorance of the working of the method he advocates, as it proves fully that his name does not figure in the share-list of one concern at least worked by a single and highly-paid Director, "*the bona fide head of his department*," from which so many of our countrymen have been thrown into irretrievable difficulty and distress.

It is not ingenuous of "C. D."—nor indeed what I expected of so intelligent a person—to repeat, after my last explanation, that I would have Directors for a year. I never contemplated that they should be "turned out in a year"; my proposition is, that they shall hold office for the periods mentioned in the Acts.

If my letters should have no other effect, in bringing back to "C. D.'s" mind the Romans and their public works, than to induce a re-perusal of the Roman classics, which, from the *gusto* with which he refers to them, I am sure were the recreation of his more youthful days, as they would now be of his maturer years, the having written them will still afford me some satisfaction.

A RAILWAY SHAREHOLDER.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.

To the Editor of the Railway Times.

Mr. Editor,—The letter of your correspondent "F." in your journal of 22nd inst., seems worthy the attention of those who, like myself, have promoted this railway for the sake of its bearing upon this part of the country.

When we brought forward our grand connection railway from Northampton to Worcester, in the year 1837, we fully expected to get on to London by the Cheltenham and Great Western, if not by a more direct line by Oxford, and it has latterly appeared to some of us that the Cheltenham and Great Western line could be amended, so as to avoid the present circuitous and expensive route, which would tunnel through the Cotswold Hills at Sapperton, and would pass through the costly properties in the vallies of Stroud and Chalford.

On any such line as that proposed by "F," this railway would then take the traffic from this part of the country, which while it would greatly benefit the proprietors, would accommodate these populous districts, namely, Worcester, Kidderminster, Bewdley, Leominster, Bromyard, Ludlow, Tewkesbury, Ledbury, Malvern, and Cheltenham, in addition to Gloucester, all the traffic from which would take this route in order to reach the metropolis, whereas such traffic will be lost to this railway on the present route.

It has been rumoured that a survey has been made with this view, and that a very good line has been found from Cheltenham to Cirencester, making the distance only 15 or 16 miles instead of 30; and it has also been said, that a saving in the cost of making the railway from Cheltenham to the Great Western line would thus be effected to the extent of between 200,000*l.* and 300,000*l.*

Can any of your correspondents inform us in this neighbourhood whether such is the case? We are materially interested in this question, as being the best line we are likely to have to London for some time to come; and it seems a question of so much moment to the proprietors and Directors themselves that no doubt some of them can give us the necessary information. Yours very truly,

K.

Kempsey, May 26, 1841.

CHELTENHAM AND GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—Is not your correspondent "F.," in your columns of the 8th of May, in rather more of a hurry than is ordinarily consistent with good speed? Captain Moorsom has certainly put forth a Report, which "F." calls "able and valuable," in which he suggests getting through a difficult country by means of gradients of 1 in 60. Now, a proposal to depart from a plan laid out by one of the first Engineers of the day, and for which the sanction of Parliament has been obtained, merely because another gentleman, by no means his equal in professional note, has *suggested* the use of gradients hitherto considered absurd, seems to me rather of the wildest.

The question of the permanent cost of working lines of different inclinations, cannot yet be said to be by any means decided, regulated as it must be in a great measure by the important items of repairs of engines and depreciation of stock. Can any of your readers enlighten us as to the respective cost of working the Blackwall Railway, the Euston planes on the London and Birmingham, and the Lickey incline of the Birmingham and Gloucester Railway I am, Sir, your obedient servant,

G.

24th May, 1841.

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MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—Allow me to state for the information of your correspondent, "Another Leeds Shareholder," that the fares by coach from Manchester to Leeds are now 10s. inside and 6s. out. By railway the first class fare is 15s., and the second class 10s. ! ! !

It is a mistake to suppose that our main line is completed—there is a tunnel yet to form near Hebden Bridge, which may possibly absorb some 50,000*l.* or 80,000*l.*, judging from the magnificent scale of our past expenditure; it is also a mistake to suppose that a complete line of railway now exits from Liverpool to Hull—a junction is yet to make between the Liverpool and Leeds lines, which will probably cost 400,000*l.*

Can you inform me, Mr. Editor, where to procure a copy of any Railway Act at a moderate price.* Our Directors seem little disposed to afford information to the shareholders, and I am desirous to know the powers conferred by the Act recently obtained as to the issue of the new or quarter shares at a discount, and as to other matters affecting our interests. I am, Sir, yours, respectfully,

A LEEDS SHAREHOLDER.

26th May, 1841.

SALISBURY RAILWAY.—It is confidently affirmed that the rumour which we stated to be prevalent last week, that the South Western Railway Company have it in contemplation to form a branch line to Salisbury, is true, and that the point of junction will be at Bishopstoke, between Southampton and Winchester. It is added, that the Great Western Railway Company will probably seek to secure for that line some of the traffic of South Wilts and the adjacent district, by forming a branch from Box, or the neighbourhood, through Warminster and Salisbury. —*Wiltshire Independent.*

GREAT WESTERN RAILWAY.—The large and commodious edifice, intended as the Bath terminus of the Great Western Railway, is now fast approaching completion. The centerings of the elegant structure, denominated the St. James's Bridge, are removed. We hear, also, that the permanent rails are being laid down between Bathampton and Bathford. Large crowds are daily to be seen on the banks of the canal, and other parts commanding a view of the works near Sidney Gardens, which are progressing with extraordinary progress.—*Wiltshire Independent.*

BIRMINGHAM AND GLOUCESTER RAILWAY.—The following query appears in the *Railway Times* of May 15th. "A Birmingham and Gloucester Shareholder desires to know whether it is true that the Company are threatened with legal proceedings by the City of Worcester, for the recovery of a penalty to a large amount for the non-fulfilment of some contract entered into with that city, and what that contract is:" As our contemporary appears unable to answer the question, we will for the satisfaction of his correspondent, state what the contract was and what the penalty due to the Citizens of Worcester for its non-fulfilment. The Company, when they went before Parliament to obtain their second act, where opposed by the Citizens of Worcester. To remove this opposition they covenanted to construct their then projected line from Abbot's Wood direct to this city, so that Worcester might become a station instead of a mere branch, or to forfeit 70,000*l.*, in which sum they bound themselves to the performance of the former contract. That legal proceedings will be taken for the recovery of this forfeiture by the Citizens of Worcester if the Company do not yield it up with "gentle and unforced accord," is we presume certain.—*Worcestershire Chronicle.*

* We know of no other place to apply to but the Queen's Printing Office, New street Square. Copies of Private Acts, from the small number of them ever required, are necessarily expensive. We may take this opportunity of notifying to our country friends that copies of all Parliamentary papers (other than Acts which have been actually passed) may be had at the rate of three halfpence a sheet at a shop opened for the purpose by Messrs. Hansard, in Great Turnstile, Holborn.

TO THE SHIPPING INTEREST.—The attention of the Shipping Interest, Steam Navigation Companies, Agents, and other parties engaged in this description of business, is directed to the MIDLAND COUNTIES HERALD, a Journal published weekly at Birmingham, and most extensively circulated in that important town and in the adjacent populous commercial towns in Warwickshire, Staffordshire, and Worcestershire, as well as throughout the Midland District generally, the weekly circulation being at the present time Five Thousand Six Hundred Copies.

The HERALD is regularly supplied to the merchants, factors, manufacturers, Iron Masters, and other classes of men extensively engaged in business in the districts above named. Copies are also forwarded to the News Rooms and principal Inns in the Midland Counties, as well as to those in Birmingham and the neighbouring towns; and the HERALD possesses considerable interest for the Working Classes, in consequence of the numerous advertisements for workmen in its columns.

The estimation in which the HERALD is held in Birmingham and the Midland Counties is fairly shown by the great number and varied character of the advertisements which weekly appear in its columns, and from the nature and extent of the circulation, it offers a most desirable and valuable medium for the publication of advertisements relative to the sailing of vessels to all parts of the world, the rates of freight, and other particulars.

These Advertisements have hitherto been principally confined to the London, Liverpool, and Bristol Journals; but when it is considered that the circulation of these Papers in Birmingham and the neighbourhood is necessarily *exceedingly limited*, the importance of publishing the SHIPPING LISTS in a Paper well known and referred to for all business appointments throughout so extensive, populous, and important a district, appears to be obvious.

In addition to the Advertisements it contains, THE HERALD is much referred to for its Commercial Information, as well as other Intelligence interesting to Men of Business.

WRIGHT and DAIN, Proprietors.

MIDLAND COUNTIES HERALD OFFICE,
Birmingham, May, 1841.

*** The Proprietors would have pleasure in receiving *Sailing Bills* at their Offices, for the information of parties who call respecting this description of business.

TWENTY-FIVE very superior CART HORSES to be Sold by Auction, by Mr. DIXON, at his Repository, Barbican, on Friday, June 4, 1841, commencing at Two o'Clock precisely, Twenty-five remarkably fine shaped powerful CART HORSES, the Property of Mr. R. S. Dixon, of Belvedere Road, have been employed on the South-Eastern or Dover Railway. Colours—Bays, Blacks, Browns, Chesnuts, and Greys.

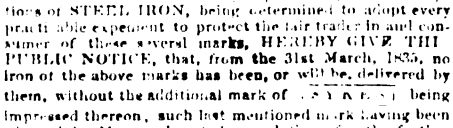
The above lot of Seasoned Cart Horses are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all Persons wanting them for immediate work. On View and Catalogues had Two Days before the Sale.

A great variety of New and Second-hand Carriages, of every description, always on Private Sale at this Establishment, remarkably Cheap.

NOTICE TO THE CONSUMERS OF



MESSRS. JOS. SYKES and SONS, the Sole Contractors for and only importers of, these descriptions of STEEL IRON, being determined to adopt every practicable expedient to protect the fair trader in and consumer of these several marks, HEREBY GIVE THIS PUBLIC NOTICE, that, from the 31st March, 1835, no Iron of the above marks has been, or will be, delivered by them, without the additional mark of SYKES being impressed thereon, such last mentioned mark having been adopted by Messrs. Jos. Sykes and Sons for the further protection of themselves and the public; and all persons who shall impress such mark upon any bar iron, either with or without the additional mark SYKES will be proceeded against.—Hull, May 11.



TO IRON FOUNDERS AND OTHERS.—To be submitted to public AUCTION, by Mr. WM. BROWN, on Monday, June 7th, 1841, at Two o'Clock, at the Railway Arms, CHEDDINGTON, Bucks—about 20 Tons of Cast Iron, 2½ Tons of Scrap Iron, 80 3-inch Axles with square ends for four feet, 8-inch gauge, quantity of Old Brass, sundry lots of Plank and Scantling, and other effects, lying at the junction of the London and Birmingham and Aylesbury Railway, at Cheddington, Bucks, near the Grand Junction Canal.

To be viewed by applying to G. Morris, Cheddington, of whom Catalogues may be had also at the office of Mr. Wm. Brown, Land Agent and Surveyor, Tring, and Newroad, Aylesbury.

HANCOCK AND PETTIT'S PATENT RAILWAY CONTROULER.—A Model Railway and Carriages, worked by Steam Power, exemplifying the manner of applying this most effectual method of arresting the progress of Railway Trains, independently of the Engine-driver or Guard, may be seen Daily, between the Hours of Twelve and Four, at the Zinc Works, No. 55, Parliament-street.

"Better calculated to effect the desired object than any other which has come under our notice."—*Railway Times.*

Applications for Licences to use, to be made to Mr. Walter Hancock, Civil Engineer, Stratford, Essex.

Important and Extensive Sale of Horses, Fly Boats, Vans, Carts, Tarpaulins, Iron, Tar, Dock Yard Implements, &c. &c.

By T. M. FISHER (by order of Messrs. Morris, Herbert, and Co., who are declining the carrying business), on Monday, Tuesday, and Wednesday, the 14th, 15th, and 16th of June, and following days, at their stables in Castle Field, and their Dock Yard and Wharf, on the Duke's Canal, Castle Field, Manchester: sale to commence each day punctually at eleven o'Clock in the forenoon.

SIXTY Capital Short-Legged Young and Active Horses, in first rate working condition, suitable for vans, carts, and waggons; 25 very superior Fly Boats, with iron knees, in thorough repair, complete with cloths and cabin furniture, the whole built by Messrs. Morris, Herbert, and Co., in their well-known substantial manner, and of the very best well-seasoned English timber, three spring vans, six broad-wheeled carts, with iron arms; cart and boat peers, trucks, beam, scales, and weights; corn, bean, and hay cutters, stable furniture and utensils, very large and valuable stock of new and second-hand tarpaulins, cart and boat sheets, canvas, chains, ropes; also, the boat-building implements and stock, which includes a very large quantity of the best English oaks, sawn and in balk; timber carriage, tar, nails, wrought iron; carpenters, joiners, and smiths tools; two pair of smiths bellows, two anvils, stocks, taps, and dies, rack jack, and other effects.

Catalogues will be published on Saturday the 5th of June, and may be had at any of the offices following, viz.:—Messrs. Morris, Herbert, and Co.; the *Railway Times*, and *Mining Journal*, London; *Midland Counties Herald*, Birmingham; *Liverpool Standard* and *Mercury*, Liverpool; *Leeds Mercury*, Leeds; or from the Auctioneer, who will forward the same to parties living at a distance, on application by letter directed to his office, No. 17, Princess-street, Manchester.

FOR SALE.—THREE LOCOMOTIVE ENGINES and TENDERS for RAILWAYS, 4 feet 8 inch gauge, cylinders 12 inches diameter; length of stroke 18 inches; diameter of driving wheel, 5 feet—86 brass tubes.

These Engines are most substantially made, highly finished, and will be sold considerably under the usual price.

To be seen at the Manufactory of Messrs. George and John Rennie, Engineers, No. 6, Holland-street, Blackfriars, London, to whom application is to be made.

London, May 28, 1841.

TO ENGINEERS of Large Business.—To be LET a spacious WHARF and large WAREHOUSE ROOM with Residence for superintendent, and Cottages for workmen, at Rotherhithe. The wharf has extensive privileges. Or, well suited to an Engineer requiring a large space of ground, and a frontage of 255 feet next the river, with good approaches from the land. Apply to Mr. W. Woodward, 1, Furnival's Inn, between twelve and two, if by letter, pre-paid.

NOTICE TO RAILWAY CONTRACTORS and OTHERS.—To be Sold by AUCTION, by Messrs. JOHN FIDEL and SON, on Friday next, the 4th of June, 1841, at Uffington, Berks, between the Faringdon Road and Shrivenham Stations on the Great Western Railway (without the least reserve)—140 Waggons, with coupling chains complete; 10 sets of Wheels and Axles, several Stone Trucks; 6 useful Cart Horses and Harness; 6-inch wheel Waggons and Carts, and other effects.

Catalogues may be had of the Auctioneers, Faringdon, Berks, 4 days prior to the sale.

Sale to commence punctually at 12 o'clock.

SIR WILLIAM BURNETT'S PATENT.—For the Preservation of Timber, Canvas, Cordage, Cotton, Woollen, &c. from Dry Rot, Mildew, Moth, and Premature Decay.—The value of this Discovery has been amply proved in her Majesty's Dock Yards and elsewhere. Official Reports and Specimens of Wood, Canvas, and other articles may be seen at the office. The process is simple, inexpensive, and perfectly innoxious in its use; as applied to ship-building, it purifies Bilge-water, and retards oxydation of metals. By the process green wood may be rapidly seasoned. The Patent Material may be purchased, or Licences for Tanks granted to Noblemen, Gentlemen, Builders, Upholsterers, Piano-Forte Makers, Sailmakers, and others. When for the purposes of trade, on very advantageous terms to the Licensee. Timber of all dimensions, Planking, Canvas, Cordage, Ships' Sails, Awnings, Rick Cloths, Tents, and all other articles of Linen and Woollen Manufacture are received for preparation at the Proprietors' Waterside Premises Copenhagen Wharf, Britannia Bridge, Limehouse.

Particulars and terms may be obtained on application at the Office, 4, Castle-court, Birchin lane, Cornhill.

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RAILWAYS.—WANTED, by a Young Man respectably connected, a Situation (at home or abroad) as Clerk and Accountant, in which employment he has had considerable experience upon an extensive Line of Railway just completed. Has a thorough knowledge of the Constructive and the Permanent Service. Can produce Testimonials and Security, if required.

For further particulars apply by letter to A. B., No. 20, Charing Cross.

BOX TUNNEL, WILTS.—TO CONTRACTORS, BUILDERS, TIMBER MERCHANTS, &c.—The Sale of One Hundred Thousand Feet of Memel, Pine, Oak, Ash and Larch Timber, in convenient Lots, on Tuesday and Wednesday, 8th and 9th of June next.

Catalogues to be had of Mr. Giller, Auctioneer, Melksham; and at the Inns in the immediate neighbourhood.

TO ENGINEERS, RAILROAD CONTRACTORS, BUILDERS, SHIP OWNERS, and Others.—Margary's Patent for Preserving Timber and other Vegetable Substances from Dry Rot and Decay, is recommended as the most Effective and Cheapest. The material used costs only 4d. per lb. It has been adopted extensively under the sanction of Messrs. Brunel, Locke, and other eminent Engineers.

Terms for granting licences, and every information may be obtained from THOMAS JOHN CROGGOU, 8, Ingram Court, Fenchurch-street.

ON SALE.—TWO LOCOMOTIVE ENGINES FOR RAILWAYS, 4 feet 8½ inches gauge; large copper fire-box, and 120 brass tubes, 2 inches diameter; driving wheels 5 feet 6 inches diameter, and two pairs carrier wheels, 4 feet diameter, 13-inch cylinders, and 18-inch stroke. Made by one of the first makers in Lancashire, perfectly new, and could be delivered immediately.

For further particulars apply to Joseph Johnson, Iron Merchant, &c., Canning Chambers, Liverpool.

Liverpool, May 21.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,

Agents to the Grand Junction Railway Company.

GREAT WESTERN RAILWAY.—VERY IMPORTANT TO RAILWAY CONTRACTORS.—Extensive Sale of Railway Plant, now in use on Contracts Nos. 5 and 6, C., near Wootton Bassett and Christian Malford. Mr. HUNT has received instructions to sell by public AUCTION, without the least reserve, about the first week in June, all the very useful and extensive Plant of Railway Materials belonging to the Contractor, who will have completed a distance of seven miles on the above line of Railway, in the course of a few weeks from the date hereof, comprising more particularly 200 Waggons, (half of which are nearly new); 150 tons of Railway Bars; 70 Iron Crossings; 40 tons of Chairs; 10,000 Sleepers; 3,000 Wheeling Planks; 700 Wheelbarrows; 70 sets of Bridge Centerings, of various sizes; 9,000 feet of Legging for ditto; quantity of Timbers such as Uprights, Wall-plates, Sills, &c. &c. Several sets of Materials for Brickmakers' Moulds; 2 sets of Blacksmiths' Tools, complete; 10 Pug Mills, for grinding clay and mortar; a good six-inch wheel Timber Carriage; quantity of Bricklayers' Scaffolding; 100,000 Bricks; 10,000 Pantiles; a large Water-butt; and a variety of other unmentioned effects.

Due Notice of the Sale with further particulars will appear in handbills and future advertisement.

Wootton Bassett, April 17, 1841.

TO ENGINEERS AND OTHERS connected with Railways. A Working Model of Mr. E. Galloway's Patent Railway, dispensing with Locomotive Engines and Ropes. Mr. Galloway will attend personally to illustrate his invention on Mondays and Thursdays, between the hours of two and four.

GREAT WESTERN RAILWAY.—On Monday the 31st of May, the Railway will be further extended to Chippenham, only 13 miles from Bath.

The Cheltenham line will also be opened for traffic on the same day as far as Cirencester, a distance of 15 miles from Cheltenham, 12 miles from Stroud, and 18 miles (by direct route) from Gloucester.

The daily trains will run as under, except on Sundays:—

LONG TRAINS.

Down from Paddington:—

8	a.m.	to Cirencester and Bristol.
9	—	to Bristol.
10	—	to Cirencester and Bristol.
12	—	to ditto and ditto.
2	p.m.	to ditto and ditto.
5	—	to ditto and ditto.
(Mail) 8 55	—	to ditto and ditto.

Up to Paddington:—

7 30	a.m	from Chippenham and	7 15	a.m	from Cirencester
10	—	from ditto, and	9 45	—	from ditto.
12	—	from ditto, and	11 45	—	from ditto.
2	p.m	from ditto, and	1 45	p.m	from ditto.
4	—	from ditto, and	3 45	—	from ditto.
6	—	from ditto, and	5 45	—	from ditto.
(Mail) 2	a.m	from ditto, and	1 40	a.m	from ditto.

SHORT TRAINS.

8 30 a.m. to Maidenhead.	7 30 a.m. from Reading.
10 30 a.m. to Slough.	9 a.m. from Slough.
1 30 p.m. to Ditto.	9 a.m. from Reading.
4 p.m. to Reading.	10 50 a.m. from Maidenhead
4 30 p.m. to Slough.	3 30 p.m. from Slough.
5 30 p.m. to Maidenhead.	6 p.m. from ditto.
7 20 p.m. to Reading.	7 45 p.m. from Maidenhead

For further particulars of fares, time, and stoppages at stations, reference must be made to the train bills, which may be had at any of the Company's stations.

Passengers and Parce's will be conveyed from Chippenham to Bath and Bristol by coaches from every train. There will also be conveyances at Cirencester for passengers and parcels to Cheltenham, Stroud, and Gloucester.

Other conveyances as usual to Oxford, Newbury, &c., from the nearest railway stations; and from Chippenham to Devizes and neighbouring towns.

The charges on merchandise and cattle have been reduced, and the scale of rates may be known on application at any of the stations.

Paddington, May 26, 1841.

LONDON AND BIRMINGHAM RAILWAY. ALTERATION OF TRAIN.—The Public are informed that on and after Tuesday next, the 1st June, the time of departure from Birmingham of the last Up Train will be changed from half-past Five to Six o'Clock, p.m., and that a corresponding alteration in the time of departure from the intermediate stations will also take place.

By order, R. CREED, Secretary.

Euston Station, May 26, 1841.

LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.—In connection with the above lines of railway, places can be secured by Mails to

Edinburgh, Holyhead, Newcastle-on-Tyne, Banbury, Stratford-on-Avon, Carlisle, Bangor, Leamington, Shrewsbury, Lichfield, Brackley, Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on-Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the
Spread Eagle, Gracechurch-street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 5 miles) including the driver, 10s. 6d. each pair.

TO RAILWAY CONTRACTORS.—To be Sold 140 2½-yard capital EARTH WAGGONS, 36-inch wheels, 3¼ inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

PATENT MANUFACTURE.—An excellent opportunity offers itself to any person disposed to embark in the Manufacture, under Patent, of an article in extensive demand, the present cost of which will be reduced by the patent process upwards of 50 per cent. For the purchase of the entire Patent Right, and the fitting up of the requisite manufacturing machinery, £5,000 will be required.

Letters from principals to be addressed to M. M., care of Mr. obertson, Patent Agency Office, 166, Fleet-street.

TO MANUFACTURING CHEMISTS.—VITRIOL MAKERS, PLUMBERS, WORKERS IN METALS, and others.—Delbruck's Patent Autogenous Soldering Process, or new mode of Uniting Lead to Lead, and other metals, without solder. Licenses are now ready to be granted by the Patentees' Agents, Messrs. A. Clarke and Son, Bear Garden, Southwark, on whose premises the patent may be seen daily in operation.

A quantity of Sulphate of Zinc for sale at a very low price.

SPECIFICATIONS OF RECENT PATENTS. The MECHANICS' MAGAZINE, No. 929, published this day, price 3d., contains copious abstracts of the following recent Patents:—

Lawes's, for certain improvements in the method, process, and apparatus for cleansing and dressing feathers; M'Kinley's, for certain improvements in machinery or apparatus for measuring, folding, plaiting, or lapping goods or fabrics; Amos's, for certain improvements in the manufacture of paper; Von Almonde's, for improvements in the production of mosaic work from wood; Dockree's, for an improvement or improvements in gas burners; Deacon's, for improvements in the manufacture of glass chimneys for lamps; Ashton and Wakefield's, for certain improvements in the manufacture of hat bodies; Hutchins's and Bakewell's, for improvements in preventing ships and other vessels from foundering, and also for raising vessels when sunk; Pope's, for improvements in detaching locomotive and other carriages; Graham's, for an improved manufacture of that kind of carpeting usually denominated Kidderminster carpeting.

Also description, with seven explanatory Engravings, of Berney's improved spring gun stock; Life and Labours of Telford, No. 9; Scottish harbours; the Tay ferries; Rotary engines; Theory and Practice; Practical trisections of plane angles; Rational philosophy, Letter III., matter; Hydrostatic lamp; Observations on the effect of wind on the suspension bridge over the Menai strait, &c.; Method of setting out involute teeth of wheels of different sizes; List of Designs registered in May; List of English and Scotch Patents granted in May; List of Irish Patents for April; &c. &c. &c.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

Agents for Dublin: Machin and Co. Paris: W. and A. Galignani. Hamburgh: W. Campbell and Co.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, a new Edition of ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet-street.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London, and correct Railway Time Tables.

Also by the same person, price 6d.,

TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street, Bell, Fleet-street, and sold by all Booksellers.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, facing Saint Bride's Church, in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, May 29th, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 179. Vol. IV.—No. 23.] SATURDAY, JUNE 5, 1841. [Price, 6d.

NORTH MIDLAND RAILWAY.—The Directors of the North Midland Railway Company are ready to receive MONEY on DEBENTURES, under the powers of the Act of Parliament, in Sums of not less than £500, bearing interest at 5 per cent. per annum for periods of 3, 5 or 7 years.

By order,
H. PATTESON, Secretary.

Warnford-court, Throgmorton-street,
May 21, 1841.

SOUTH EASTERN RAILWAY COMPANY.—NOTICE OF CALL.—The Directors having this day made a CALL of £5 per share from the Subscribers to and Proprietors of this undertaking, and directed that the same be PAYABLE on Tuesday, the 6th day of July next, at either of the undermentioned places, viz.:—

Messrs. Glyn and Co., bankers, Lombard street, London.
Messrs. Moss and Co., and Messrs. Barned and Co., bankers, Liverpool.
Messrs. Jones, Loyd, and Co., bankers, Manchester.
Messrs. Beckett, Blayds, and Co., bankers, Leeds.
The Union Banking Company, York.
Messrs. Fector and Co., and Messrs. Latham and Co., bankers, Dover
Messrs. Jemmett and Co., bankers, Ashford
Messrs. Wilmshurst and Co., bankers, Cranbrook.
Messrs. Beeching and Sons, bankers, Tunbridge and Tunbridge wells.
The Country branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly.—Dated this 1st day of June, 1841.

JOSEPH BAXENDALE Deputy Chairman of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, London.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

SIR WILLIAM BURNETT'S PATENT.—For the Preservation of Timber, Canvas, Cordage, Cotton, Woollen, &c. from Dry Rot, Mildew, Moth, and Premature Decay.—The value of this Discovery has been amply proved in her Majesty's Dock Yards and elsewhere. Official Reports and Specimens of Wood, Canvas, and other articles may be seen at the office. The process is simple, inexpensive, and perfectly innoxious in its use; as applied to shipbuilding, it purifies Bilge-water, and retards oxydation of metals. By the process green wood may be rapidly seasoned. The Patent Material may be purchased, or Licences for Tanks granted to Noblemen, Gentlemen, Builders, Upholsterers, Piano-Forte Makers, Sailmakers, and others. When for the purposes of trade, on very advantageous terms to the Licensee. Timber of all dimensions, Planking, Canvas, Cordage, Ships' Sails, Awnings, Rick Cloths, Tents, and all other articles of Linen and Woollen Manufacture are received for preparation at the Proprietors' Waterside Premises Copenhagen Wharf, Britannia Bridge, Limehouse.

Particulars and terms may be obtained on application at the Office, 4, Castle-court, Birchin lane, Cornhill.

HANCOCK AND PETTIT'S PATENT RAILWAY CONTROULER.—A Model Railway and Carriages, worked by Steam Power, exemplifying the manner of applying this most effectual method of arresting the progress of Railway Trains, independently of the Engine-driver or Guard, may be seen Daily, between the Hours of Twelve and Four, at the Zinc Works, No. 55, Parliament-street.

"Better calculated to effect the desired object than any other which has come under our notice."—*Railway Times.*

Applications for Licences to use, to be made to Mr. Walter Hancock, Civil Engineer, Stratford, Essex.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES, about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad street, City; 69, Princes-street, Leicester-square; Manufactory, Mill-wall, Poplar, and also of the following Agents —

Robertson and Co., 12, Goree Piazzas	Liverpool,
Mathias Dunn	Newcastle-upon-Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of nine months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

TO ENGINEERS AND OTHERS connected with Railways. A Working Model of Mr. E Galloway's Patent Railway, dispensing with Locomotive Engines and Ropes. Mr. Galloway will attend personally to illustrate his invention on Mondays and Thursdays, between the hours of two and four.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

GREAT WESTERN RAILWAY.—VERY IMPORTANT TO RAILWAY CONTRACTORS.—Extensive Sale of Railway Plant, now in use on Contracts Nos. 5 and 6, C., near Wootton Bassett and Christian Malford. Mr. HUNT has received Instructions to sell by public AUCTION, without the least reserve, about the first week in June, all the very useful and extensive Plant of Railway Materials belonging to the Contractor, who will have completed a distance of seven miles on the above line of Railway, in the course of a few weeks from the date hereof, comprising more particularly 200 Waggons, (half of which are nearly new;) 150 tons of Railway Bars; 70 Iron Crossings; 40 tons of Chairs; 10,000 Sleepers; 3,000 Wheeling Planks; 700 Wheelbarrows; 70 sets of Bridge Centerings, of various sizes; 9,000 feet of Legging for ditto; quantity of Timbers such as Uprights, Wall-plates, Sills, &c. &c. Several sets of Materials for Brickmakers' Moulds; 2 sets of Blacksmiths' Tools, complete; 10 Pug Mills, for grinding clay and mortar; a good six-inch wheel Timber Carriage; quantity of Bricklayers' Scaffolding; 100,000 Bricks; 10,000 Pantiles; a large Water-butt; and a variety of other unmentioned effects.

Due Notice of the Sale with further particulars will appear in handbills and future advertisement.

Wootton Bassett, April 17, 1841.

TO CAPITALISTS, ENGINEERS, MILLWRIGHTS, IRON-FOUNDERS, AND OTHERS.—To be disposed of, an old-established Engineer's, Millwright's, and Founder's concern, the present Proprietors retiring from the manufacturing branch; situated in London; arranged for a most extensive business. The premises will be let on lease at a rental of £1,600 a-year. The machinery, plant, and tools are valued at about £14,000.

Applications, with real name, to be made to Messrs. Kerley and S. Ware, Solicitors, 5, Gray's Inn Square.

A GOOD JUDGE of the qualities of iron and steel, having had many years experience, wishes for a situation as inspector of metals or storekeeper. Address A. B., 231, Strand.

TO RAILWAY COMPANIES, CARRIERS, AND OTHERS.—RICHARD PARKER (late of Hambro' Wharf), having taken the New Inn Yard, Old Bailey, London, which is very spacious and in the Heart of the City, is desirous to form a Connection with one or more Railway Companies or Carriers, to deliver, receive, collect, and draw their Goods to and from the Railway Station or Stations, and to attend to all matters that may be required; and having had considerable experience as a Carrier, he does not hesitate to pledge himself to transact all such Business equal to any establishment in London, and upon moderate terms.

N. B.—He would not object to take a Share in any respectable concern.

TO RAILWAY CONTRACTORS.—To be Sold 140 2½-yard capital EARTH WAGGONS, 36 inch wheels, 3½ inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

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MR. WHISHAW'S RECIPROCATING SYSTEM OF RAILWAYS.

(Concluded from p. 575.)

In forming occupation, level crossings, a cattle-arch of 6 feet wide and 7 feet high should also be introduced, as on the Birmingham and Derby and Northern and Eastern Railways; lodges are of course not required to be built at these crossings. When it is practicable to bring a number of field gateways on each side into a side occupation lane formed for the purpose, it is desirable to build a bridge over or under the railway, as the case may be, thereby avoiding several level crossings, besides the additional cattle-arches.

6. *Permanent Way.*—The gauge of way is proposed to be five feet in new districts, but if the intended line is to join any other railway, it must of course correspond with the gauge of that line. The rails, chairs, pins, keys, felt-blocks, sleepers, and ballasting, constitute the permanent way, or upper works of railways. The rails throughout the cuttings and tunnels are to be of the bridge form, weighing about 56 lbs. to the yard lineal, and laid with an intermedium of felt on longitudinal timbers of American pine, (Bethellized and coated externally with Stockholm tar,) 12 inches on bed by an average thickness of 6 inches, two timbers being cut out of a whole baulk, so that the rails are fixed with a slight inclination inwards, and secured thereto by screws, similar to those used in the permanent way of the Great Western line.

The whole of the screws to be immersed in boiling linseed oil for 48 hours before being used, and the number to each 15 feet rail to be 24. Cross ties of old ship oak, 8 inches by 4 inches (where it can be obtained at a moderate cost) to be introduced between, and dovetailed into the longitudinal timbers at intervals of 6 feet, and secured thereto by screw ties.

2. On embankments, shallow parallel rails, weighing 56 lbs. to the yard, are to be entirely used, to be fixed in chairs, the sockets of which are to correspond in shape with the lower part of the rail, leaving only sufficient space for inch deal wedges, thus getting rid of large keys or other fastenings altogether. The chairs are to be secured with Warden's Patent Spikes to the cross-sleepers, or stout oaken pins or trenails, where the spikes are costly; three spikes or pins to each joint chair, and two spikes to each intermediate chair. The joint chairs to weigh 22 lbs., and the intermediate chairs, 16 lbs., each respectively. The chairs to be fixed on a level surface of the sleepers, and the lateral inclination given to the rail, to be obtained by forming the bottom of the socket with a slope of $\frac{1}{16}$ of an inch in its width.

The cross sleepers are to be of larch, 9 feet in length, and having a cross section of 10 inches by 5 inches; or sound old ship oak, if it can be obtained at a moderate cost, and of a scantling something like 9 inches by 4½ inches. The larch sleepers to be prepared by Bethell's process.

The bearings of rails to decrease in length towards the joints; a plan adopted by Mr Stephenson on the North Midland and Northern and Eastern Railways. Thus in a 15 feet rail the joint-bearings are to be each 2 feet 9 inches, and the intermediate bearings 3 feet 2 inches each.

The ballasting must depend upon the particular district through which the railway is carried. Small coal and cinders form the best kind of ballasting; broken stone, gravel, indurated sand, burnt shale, burnt clay, or sand, will all answer the purpose. The depth of ballasting throughout to be 18 inches; and when it can be effected (in the absence of cinder or small coal) it will be better to let the sublayer for 12 inches be of broken stone or gravel, and the upper layer of firm sand. The whole width of ballasting throughout the single way is to be 10 feet in width on the top surface, and to be sloped off gradually to the verge of the embankments, or to the verge of the side drains of cuttings.

At every change of inclination a gradient-indicator is to be fixed up, either of wood or iron; if of wood, the butt end is to be charred to three inches above the surface of ground. At the top and bottom of planes having inclinations rising more than 1 in 150, these indicators are to be raised to a height of five feet above the ground, and a lamp with a strong reflector fixed on the top, to remind the engine-driver of regulating the admission of steam to the cylinders, or the stoker of applying the brake when necessary.

The mile standards may be either of stone, wood, or iron, according to the particular district; the standards to be double faced, so that the figures may be readily seen on approaching them from either side. Where the inclines have second class gradients, the distance standards to be fixed at each eighth of a mile, otherwise at intervals each of a quarter of a mile. The faces to be of different forms, to distinguish the mile from the eighth, the quarter, or the half-mile, &c.

7. *Stations and Depôts.*—In order fully to illustrate this system, Mr. Whishaw has given a plan of a terminal station, and a plan of an intermediate exchange station. Although only occupying 3½ acres of ground, the terminal station and depot are sufficiently large for the amount of passenger and merchandize traffic we have taken as a basis for our calculations throughout; besides which accommodation, we have provided a large coal and lime depot, with eight commodious cellars under the level of the railway having openings for shooting the coal or lime from the waggons; each cellar is 47 feet deep, 15 feet wide, and seven feet high, with three eyes to each. The coal and lime office is next the high road, and adjoining the sloped common-road leading to the coal cellars. The Secretary's, Engineer's, and other offices, are over the booking office and waiting rooms. The entrance for first-class passengers is distinct from that for second and third class passengers; a waiting room is provided for ladies and another for gentlemen, being first-class passengers, and a general waiting room for second class passengers.

The merchandize depot consists of a large warehouse, altogether 100 feet long by 50 feet wide, besides cellars, having an available capacity of 70,000 cubic feet. On the level of the railway, at the end next to the common road waggon yard, are railway waggon docks, for loading or unloading to or from the common-road waggons. The floors of the warehouses are furnished with trapways, for raising or lowering goods to or from the railway waggons. The offices in this department are contiguous to the large warehouse, and entered from the common road waggon yard. A weighing machine is placed on the middle line of way in the warehouse.

The engine-house and carriage-house are conveniently placed contiguous to the station. The coke store and water tank are elevated above the cross line which runs between the offices and the engine-house, so that the coke is easily lowered in sacks at a moment's notice by means of a convenient trap way in the floor.

Carriage docks are conveniently placed for embarking or disembarking gentlemen's carriages on trucks.

The arrival and departure or up and down lines are quite apart.

An intermediate exchange station is also shown in the engravings; it is supposed to be in cutting. The offices are above, on the level of the high road or cross road contiguous. The platforms of the up and down lines are entirely distinct from each other. A separate approach is provided for those going by the up and those going by the down train; and there is also a separate departure passage for those who have arrived by the up line and those who have arrived by the down line. Moreover, the entrance to the station is on one side of the cutting, and the exit gates on the other. A bridge sufficiently removed from the buildings and over the cutting, effects the necessary communication with the city or town as the case may be. The requisite conveniences are placed as much as possible out of sight of the passengers in the railway carriages.

The engine and carriage sheds are placed on either side of the lines, and between these are two 30 feet turntables (for engine and tender) to be moved by rackwork and pinion similar to that of the Greenwich Railway.

Coke Ovens.—In almost every district of England and Scotland it is more economical for a Company to make their own coke than to purchase it from regular coke burners. 24 coke ovens similar to those of the Newcastle and Carlisle Railway, placed if possible towards the middle of the line, will be sufficient for the quantity of coke required.

Mode of carrying on the Traffic.—For the sake of easy illustration, we may suppose a line of railway is to be constructed between two large towns, 60 miles apart, and through a populous district of country, the traffic daily being equal to 380.74 first class passengers, carried the whole distance; 714.28 second class passengers carried the whole distance; and 366.30 third class passengers carried the whole distance (the fares per mile for each class respectively being 2.50d., 2.00d., and 1.30d.); and the traffic in merchandise being equal to 200 tons of goods daily, also carried the whole distance, the average charge being equal to 3d. per ton per mile. To continue the illustration in an intelligible manner, we may suppose the trains to start simultaneously from either end of the line, and from each intermediate stopping place, at every hour, or 24 trains daily. The number of first-class passengers going in each direction daily, will be equal to 190.37; of second class passengers to 357.14; and of third class passengers to 183.15; which will give for each train an average number of 7.83 first class passengers, 14.88 second class passengers, and 7.63 third class passengers. The number of passengers therefore per train would be 30.34, and the weight of the passengers (with luggage), allowing 180 lbs. gross for each, would be equal to 2.438 tons.

The carriages we propose to construct in four compartments; the two middle ones being for first class passengers, and the end ones for those of the second class. The middle compartments would each hold six persons, and the end compartments each eight passengers, or altogether twenty-eight passengers. These carriages to be mounted on six of Losh's, or other equally approved, 3½ feet wrought iron wheels; and to be hung with Adam's bow springs, and within 12 inches of the level of the rails (which renders the cost of raising the platforms at the stations to a considerable height unnecessary); the extreme width of each carriage being 7 feet 3 inches, and the whole length of the united bodies 20 feet. The weight of this description of carriage would be about 4.75 tons.

The third class passengers we propose to convey in four-wheel waggons, furnished with seats. The net weight of such a waggon is about 2.50 tons; so that the average gross weight of passengers and carriages per train would be only 9.68 tons.

The gross weight of each train we propose not to exceed about 26½ tons, or 59.360lbs. The Post-office establishment, weighing in round numbers 10 tons, might be taken by two of the trains daily, and extra bags by every other train, if necessary. The average weight of merchandise, &c. per diem would be 200 tons, or 9.09 tons by each of the twenty-two trains. Two four-wheel waggons, weighing each 2.25 tons, would be necessary to convey the merchandise, so that the ordinary train would consist of two waggons, or trucks, of merchandise, &c. placed next to the engine, then the passenger waggon, and lastly the passenger carriage; and the mail train would consist of the passenger waggon placed first, then the Post-office establishment, and lastly the mixed passenger carriage. The average gross weight of the ordinary train would thus be 23.27 tons, and of the mail train 19.68 tons; but each ordinary train might take up one gentleman's carriage, and the mail train two, either from the terminal station, or from any of the intermediate stations, so that the gross load of the mail train, with the addition of the gentleman's carriages would be 26.18 tons, and of the ordinary train with one such carriage, 26.52 tons.

The speed throughout, including stoppages, may be taken, for example, at 20 miles an hour, so that the 60 miles would be performed in three hours. We have already said, that we propose the trains to start at every hour in the day from the terminal

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and principal intermediate stations. It remains only to describe the peculiar system of working the trains by a single line of way.

Furnishing the Line.—We now come to the number of engines, carriages and trucks, &c., necessary for carrying on the above amount of traffic. For this purpose two working engines and tenders, and two spare engines and tenders, will be required at each terminal station, say A. and B.; six at each of the stations D. and E.; and two at each of the half-way stations C., E. and G.; altogether 26 engines of class D., but modified in their proportions for each run, according to the ruling gradient thereof; each of the six sets of engines to be in every respect uniform.

Of carriages and passenger waggons there will be required 12 of each sort only, as they go from one terminus to the other.

We have supposed four intermediate minor stations, in addition to the terminal, principal intermediate, and exchange stations; and we propose to keep two carriage trucks, and two horse boxes at each of the terminal, at each of the intermediate exchange stations, and one of each sort at the minor stations respectively; so that altogether there would be 18, or with two spare ones, 20 horse-boxes and 20 carriage-trucks respectively.

There would also be required 20 merchandise waggons, 20 lime and coal waggons, 2 ballast waggons, and 20 cattle trucks, distributed about the different stations throughout, according to the peculiar nature of the district traversed.

The Establishment.—For the effectual working of the reciprocating system, the following would be the number of persons required in the various departments. One Secretary, 1 superintendent of the locomotives and mechanical department, 1 general superintendent of the line, 2 resident engineers, and 2 draftsmen (either two residing at each terminal station), 6 clerks in the Secretary's office, 2 clerks (one at each terminal station) in the superintendent's department; 14 booking clerks in the coaching department; 2 clerks in the locomotives department; 4 clerks in the stores department, and 6 clerks in the merchandise department. Besides, the above there would be required in the coaching department, 8 guards, 26 porters, and 26 police at the stations; 4 at each of the terminal stations, and 2 at each of the intermediate stations. In the construction department 20 overlookers of waymen (who are all to be sworn in as constables, to act in case of need, and also to give the requisite signals), 90 waymen, and 10 bricklayers, masons and carpenters. In the locomotives department 18 engine-drivers and 18 firemen; 12 coke and water fillers and table turners; 12 fitters, 12 smiths, and twelve strikers. In the coach building and repairing department, 20 artificers altogether. In the coking department, 1 foreman, 6 burners, and 6 labourers; besides 12 supernumeraries in various departments; altogether 337 persons. The annual expense on this account, exclusive of wages in the coking department, would be 21,184*l.*, according to the average of salaries and wages paid throughout the kingdom.

Locomotive Engines, Coke, &c.—The number of miles run by the locomotive engines per annum would be equal to 1,051,200; the gross load moved one mile per annum, taking 26.50 tons as the average gross load for each train, as before, would be 27,856,800 tons. Taking the consumption of coke as equal to .715 lbs. per ton per mile, which is a full allowance, we have 8899.17 tons. To make this quantity of coke, it would require 13,185.95 tons of the best coking coal, the average cost of which, taken throughout Great Britain, may be set down at 20s. a ton. We have already given the number of persons required in the coking department, the amount for wages would be equal to 752*l.*, and for coal, 13,183*l.* 19s.; together, 13,915*l.* 19s., which gives .119d. as the cost of coke per ton per mile.

Estimated Cost of Construction, &c.—We now come to the cost of constructing and furnishing a railway in the most substantial and complete manner (but without extraneous ornament), necessary for carrying out effectively the reciprocating system. We shall take the length of the line at 60 miles as before, and the prices throughout on a liberal scale:—

Preliminary expenses, and obtaining the Act of Incorporation (very uncertain)		£18,000	0 0
Engineering and surveying for three years, during the time of carrying on the works		5,600	0 0
Law charges for three years		3,000	0 0
Salaries for three years		1,500	0 0
Lands and compensations, including valuator's charges at a fixed sum per acre throughout, viz., 6.06 acres per mile, or 363.60 acres for the main single line of way, at an average cost of 250*l.* per acre		90,900	0 0
19.80 acres for sidings, at 250*l.* per acre		4,957	10 0
3.25 acres for each of the terminal stations and depots, containing sufficient space for carrying on the large traffic as taken above, according to the reciprocating system, at 560*l.* an acre		3,250	0 0
1.33 acres for each of the five exchange stations, and 66 acres for each of the four minor stations, altogether 9.29 acres, at 350*l.* an acre		3,251	10 0
Fencing and drainage throughout complete, including field gates at 600*l.* per mile		36,000	0 0
Earthworks, taking an average of 60,000 cubic yards per mile, to be executed in the manner already described, at an average 15d. per cubic yard		225,000	0 0
Bridges, taking 2.50 per mile, and at an average cost of only 450*l.* (on account of their small size)		67,500	0 0
Culverts, at 2 per mile, average cost at 60*l.* each		7,200	0 0
Taking two large wooden viaducts on the laminating principle, at 10,000*l.* each		20,000	0 0
Tunnels taking one mile of tunnelling at an average of only 40*l.* per lineal yard, on account of its small sectional area		70,400	0 0
Level crossings, taking ten paved level road crossings, including four lodges for high roads, at 50*l.* each		500	0 0
Permanent way, 275,098 yards lineal of rails, at 56lbs. to the yard, equal to 6877.45 tons at 11*l.* per ton		75,651	0 0
105,600 chairs for half the main line, at an average weight of 18lbs. each, equal to 848.57 tons, at 9*l.* 10s. per ton		8,061	8 2.40
Laying half the length of permanent way with cross sleepers (for main line) including ballasting, &c., 52,800 yards lineal, at 7s. 6d.		19,800	0 0
52,800 larch sleepers, bethellized throughout at 5s. 6d. each		14,580	0 0
84,282 yards lineal (for half the length of main line, and for the additional lengths of sidings throughout, and for stations), laying the way with longitudinal sleepers, cross ties, ballasting and screws, &c. complete at 22s. per yard		92,710	0 0
Stations and depots, two principal stations and depots, each at 13,213*l.*	£26,426 0 0		
Five exchange stations each at 4,000*l.*	20,000 0 0		
Four minor stations each at 1,500*l.*	6,000 0 0		
Coke ovens 24 ovens similar to those of the Newcastle and Carlisle Railway, high chimney not required	4,500 0 0		
		56,926	0 0
		£824,787	8 2.40
Estimated cost of furnishing the Railway and Stations—			
Twenty-six locomotive engines and tenders	39,000 0 0		
Twelve mixed carriages	6,000 0 0		
Twelve passenger waggons	720 0 0		
Twenty horse boxes	2,000 0 0		
Twenty carriage trucks	2,600 0 0		
Twenty merchandise waggons	1,200 0 0		
Twenty coke, coal and lime waggons	1,400 0 0		
Twenty cattle trucks	1,300 0 0		
Furnishing the stations with water apparatus, turntables, lamp standards, &c. complete	16,000 0 0		
Furnishing the engine sheds with lathes, tools and implements	11,000 0 0		
Furnishing the various offices	2,000 0 0		
Electro-galvanic telegraph	18,000 0 0		
		101,320	0 0
		£926,107	8 2.40

So that the total cost of constructing the railway in the most complete manner is estimated at 824,787*l.* 8s. 2.40d., and of furnishing it at 101,320*l.*, or altogether at the average rate of only 15,435*l.* 2s. 5.60d. per mile.

We now come to the annual revenue and expenditure accounts; the latter of which is founded on data furnished by the every day working of the various lines of railway in active operation. The average annual revenue account would stand thus—

380.74 first class passengers carried the whole distance daily, equal to 138,970.10 per annum at 2.50d. per mile		£86,830	5 0
714.28 second class passengers ditto, ditto at 2d. per mile		130,356	10 0
366.30 third class passengers ditto, ditto at 1.30d. per mile		43,452	6 4
Carriage of Post Office		7,200	0 0
Taking 900 private carriages and 800 horses, carried the whole distance per annum		2,550	0 0
Parcels		6,000	0 0
Cattle		1,000	0 0
200 tons of merchandise daily (313 days) carried the whole distance at an average charge of 4d. per ton, per mile		46,950	0 0
		£324,339	1 4
The annual expenses of the establishment, exclusive of the wages of those engaged in the coking department would be		£21,936	0 0
The coke		13,915	19 0
Materials for, and reinstatements of the locomotive stock		13,000	0 0
Ditto ditto of carriage stock		4,960	0 0
Repairs to bridges and buildings		4,400	0 0
Permanent way materials		2,200	0 0
Sundries:—advertising, printing, stationery, parcels, postage, &c.		900	0 0
Direction		1,000	0 0
Rates and taxes		900	0 0
Duty to Government at ½d. per passenger per mile		16,668	0 0
		79,879	19 0
Fund for depreciation of locomotives and carriage stock, &c.		30,000	0 0
Interest on loans, &c., take		6,000	0 0
		£115,879	19 0

Thus the disbursements would amount on an average to only 35.72*l.* per cent. on the gross revenue.

By looking carefully over the different items of the estimated first cost of a railway to be worked by the reciprocating system, as given above, it will be seen that it is taken throughout as if in a difficult country, and that the most liberal scale of prices has been adopted, in order that exceptions may not be taken to the system on account of a false estimate.

As already observed, the distances of the exchange stations from each other would depend entirely on the amount of traffic; and the average speed is taken as for a line with a great proportion of second-class inclines.

We have only to add our strong conviction of the absolute necessity of having a ready mode of communication between the guard or captain of the train and the engine-driver, in case of fire or other accident. Accidents by collision, however, (which are by far the most frequent,) would be rendered quite impossible by the reciprocating system.

The signals would be easily given by fixing a small alarum (two or more with distinct sounds would be better) in a box attached to the tender; and by means of a string or wire to the guard's seat on each conveyance, and the intervention of a spring crank, the sounds would be readily effected.

ACCIDENT ON THE BIRMINGHAM AND GLOUCESTER RAILWAY.—One day the week before last as a down train was descending the inclined plane at Bromsgrove, the drags used for the purpose of impeding the progress of the engine broke and the train rushed down the incline at a frightful velocity, and narrowly escaped running into some carriages which were on the line.—*Worcestershire Chronicle.*

A steam coach running at a moderate rate, which is about 21 miles per hour, would run over a distance of 500 miles per day of 24 hours, and at that speed would reach British India from London in about 8½ days—or Pekin in China in 11 days—or from Gibraltar to the Cape of Good Hope in 10 days—or from Quebec to Cape Horn in 17 days—or once round the globe in 51 days—or 7 times round the globe in one year—or a distance equal from the earth to the moon in about 16 months—or from the earth to the sun in 500 years.—*Greenock Paper.*

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THE RAILWAY SYSTEM IN AUSTRIA, GERMANY, FRANCE, AND HOLLAND.

(From the Letters of Chevalier de Gerstner—*Franklin Journal*, April, 1841).

1. Austria.

The first railway constructed in Austria for the transportation of passengers and freight, is that between the Moldau and Danube, or from Budweis to Lintz; the project for the same originated in the proceedings of the commissioners from the ten states bordering on the river Elbe, who met at Dresden in 1819, in consequence of the congress act of Vienna, and held a convention for the regulation of the navigation upon the Elbe. The free navigation upon this river commenced in 1821, and the commission at Dresden had, before its dissolution, applied to the Austrian government with the request to regulate also the navigation of the river Moldau as far as Budweis, and to establish from that point to the river Danube a canal or railway, in order that goods may be transported upon this line of communication from Hamburg to the Danube, and back. In the year 1822, I was requested by the President of the Court of Commerce to place myself at the head of this undertaking, and proceed immediately to make the local reconnoissences. I then went to England to consult there upon the best plan of locating the railway over the mountains which divide the waters of the Moldau and Danube, and which have an elevation of 1,000 feet above the surface of the water on the one, and of 1,500 feet on the other side.

At that time, the engineers in England were unanimously of opinion that every railway which leads over a mountainous country must be composed of horizontal or nearly horizontal sections, connected by steep inclined planes, which are to be worked by stationary steam-engines. My explanation, that I regarded a railway, in the principles of its construction as well as its ultimate objects, as nothing more than a very good turnpike road, and therefore could, in no case, agree to the adoption of inclined planes, was entirely disregarded.

I returned from England in November, 1822, superintended, during the following two years, the necessary surveys, and obtained, on the 7th September, 1824, from his late Majesty, Emperor Francis I, a charter for the construction and management of a railway between the Moldau and Danube. In March, 1825, I formed a company of stockholders in Vienna, and completed, up to the end of 1828, the first thirty-nine miles of this road from Budweis to the summit. The principles upon which this section was constructed, were, to have no greater ascent than forty-four feet per mile (1.120), and no smaller radius of curvature than 622 feet; finally, not to lose again any ascended height. As the road was intended principally for the transportation of salt, the superstructure was made of wood, with flat bars fastened upon longitudinal sills, and the adopted maximum rise was founded upon the experience, that the railway cars, as they were then constructed, commenced at that inclination on plate railways, to descend by their own gravity. In the fall of 1828, the section of thirty-nine miles was opened, and used, as intended, with horse-power.

Plain as these principles of construction must appear to every body, and though their results realised all expectations, propositions were made for altering the same, and adopted by the Directors of the Company without further inquiry. I therefore once more explained, in a Report published in February 1829, the motives for adhering to the former principles, and proposed at the same time the introduction of light locomotive engines for carrying on the transportation on this road; but my propositions were disregarded by the Directors, who preferred to have the other section of the road, from the summit to Lintz, constructed on a plan in which grades of 115 feet per mile (1.46) were adopted for considerable distances, ascending heights were lost again (the road was made undulating), and curves with radii of 60 feet were frequently introduced. In the year 1832 the whole line of 80 miles in length was put in operation, and since that time has been used without interruption, in summer and winter, although the country is covered with snow through five months in the year. The Company had formerly let the transportation of salt and merchandise to a contractor, who received three kreutzer in silver per 100lbs., on those 39 miles of road the construction of which I had superintended; this is equal to one and one quarter cents. per ton per mile; after the opening of the whole line, never less than ten kreutzer was paid for double the former distance, or 80 miles, which is at the rate of two cents. per ton per mile; and there can hardly be anybody, from the engineer to the cart driver who in passing over this railway does not sincerely regret, that the principles adopted in the construction of the first half of it, were not adhered to in the construction of the other half. The Company would thereby have saved at least one cent. per mile for every ton of goods transported, which for 25,000 tons per annum would amount to 20,000 dollars, while the additional cost of the road, if constructed according to my principles, would have been only 120,000 dollars; besides, it is now impossible to use locomotive engines upon this railway, which would be of the greatest advantage, since wood is so cheap in this section of country. There certainly exists no other railway neither in Europe nor in America, on which the principles of construction were so different in its two halves, and where the consequences are at the same time so apparent; and it is to be wished for the sake of instruction that a great many persons may visit this road, and convince themselves of the results of both plans of construction.

Under these circumstances, it is surprising that this railway, which has cost 800,000 dollars, or 100,000 dollars per mile, has paid, since its opening in 1833, 5 per cent. annually, on the capital expended in the construction, although only 6,000 passengers, and 25,000 tons of goods (principally salt) are conveyed annually over the same. If 925,000 dollars, or 11,562 dollars per mile, had been expended for the construction, the profit would have been six and one-half per cent., and with the application of locomotive engines, perhaps eight per cent. on the cost of construction. The stockholders of this railway labour under the disadvantage that a part of the capital was obtained in loans on short terms, while another part was received for shares sold below their par value; the dividends for the first subscribers are thereby lessened, and will be sufficiently large only after the debts are liquidated.

The railway from Budweis to Lintz was afterwards continued to the salt depots, in Gmunden, and forms now an uninterrupted line of 130 miles in length, which has been for three years in full operation. The plate rails of this road are of the same dimensions as on many of the American railways, upon which locomotive engines are used without difficulty; but unfortunately the road from Lintz to Gmunden has also been constructed upon such principles as will exclude the use of locomotives for ever. The total cost of the whole railway of 130 miles in length, is 1,170,000 dollars, or 9,000 dollars per mile, which appears very low, considering the great number of bridges and frequent rock excavations. Upon the road from Lintz to Gmunden, 95,000 passengers, and 40,000 tons of goods were conveyed last year, and the income, on the same, is therefore far greater than on that from Budweis to Lintz.

In the year 1826, the construction of a railway from Prague to Pilsen, in Bohemia, was commenced, it was intended for the transportation of wood from the forests of Prince Turstenberg, and of coal from the vicinity of Pilsen; the length of the projected line was eighty miles; the limited means of the Company, however, allowed only the construction of the first thirty-five miles, and the railway was then publicly sold, to pay the debts of the Company.

At present, the railway is used only for bringing wood and building materials to the city of Prague. I here take occasion to remark, that I have never been in any connection with this work.

The public, in Austria, expended for the above named railways, of 165 miles in length, about 1,500,000 dols., at a time when the other States of Germany had not even thought on the introduction of railways. By the construction of this road, which, in part, traverses very difficult sections of country, they have acquired in Austria an experience, which, if judiciously applied, must be followed by the best results; and already these railways have called forth those undertakings, which are at present, executed in Austria on a much larger scale than in any other State in Europe.

The first great railway now in progress in Austria, called "Emperor Ferdinand's North Road," extends from Vienna to the salt works in Bochnia, (Galitia,) and will be 310 miles in length; the section from Vienna to Brunn, of 100 miles, is already opened, and they are actively engaged in the prosecution of the work. Last year, the Directors of the Company estimated the cost of construction of this railway, at 20,000 dols. per mile, it will however, not fall short of 25,000 dols. per mile, or of 7,750,000 dols. for the whole line. As the greater part of this capital is already paid in, the whole road will undoubtedly be completed in the course of a few years. The continuation of this line to Cracow will then likely follow, and for a railway from Cracow to Warsaw, the Russian government has already granted a charter.

The second important railway now under construction in Austria, is that from Vienna to Raab, (in Hungary,) which, with the branches to Basden, Glockknitz, and Oldenburg, will have a length of 170 miles. With the considerable amount of capital at disposal, it may be expected that this railway will also be completed within a few years.

At this moment, there may be 300 miles of railways in operation in Austria, and double as many miles will be in operation in the course of three years.

2. German States.

Besides the railways in Austria, the following have been established in Germany, for the transportation of passengers and freight, and are partly in operation:—

1. The Nuremberg and Furth Railway, four and one half miles in length, though very short, gave, nevertheless, for the stockholders, the best results ever obtained on any railway in Europe. The population of Nuremberg, is only 38,000, that of Furth, 25,000, and the number of passengers upon the railway were—

In 1836 ..	449,389 ..	the dividends,	19 per cent.
In 1837 ..	469,304 ..	"	17½ "
In 1838 ..	439,889 ..	"	17 "

2. The Berlin and Potsdam Railway, fourteen miles in length, has cost 1,000,000 dollars; it has been opened, partly, on the 21st September, 1838, and in its whole length, on the 29th October, 1838. Up to the 29th December of the same year, the number of passengers transported were 102,119. This railway will, if well managed, give very favourable results.

3. The Leipzic and Dresden Railway, of 71½ miles in length, was opened on the 8th April, 1839. The capital stock is 3,150,000 dollars, and the Company had, besides, the right to issue bank notes to the amount of 350,000 dollars. The great cost of this railway, which will not be short of 50,000 dols. per mile, has its cause in the great unevenness of the country through which the road has been located; but on the other side, a very great traffic may be expected upon it. Although only six miles of this road were opened on the 24th April, 1837, and afterwards merely small sections at both ends, the number of passengers has been—

From 24th April to 31st December, 1837, 145,674
In the year 1838.....565,870*

4. The railway from Brunswick to the Hartz, is constructed by government, and will be thirty miles in length. The section from Brunswick to Wolfenbuttel, of eight miles, was opened on the 6th December, 1838, and the number of passengers, to the end of that year, was 24,600.

* According to a report lately published by the Directors, there were transported over the Leipzic and Dresden Railway, during the year 1839, 411,531 passengers, and 131,936 cwt. of merchandize; the total receipts were 262,282 dollars.

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5. The Dusseldorf and Elberfeld Railway, of thirteen miles in length, is undertaken with a capital of 700,000 dollars. Unfortunately, at the advice of the engineer, Robert Stephenson, an inclined plane was made in the middle of this road, which, as I have formerly observed, is in contradiction with the experience in America. On the 20th December, 1838, the section from Dusseldorf to Erkrath was put in operation.

6. The Magdeburg and Leipzic Railway is seventy-five miles long, and constructed with a capital of 2,0[illegible]0,000 dollars; a part of this road will be opened in the course of this year, the remainder, in 1840.

7. The railway from Cologne to the frontier of Belgium, forty-three miles in length, is located through a very difficult section of country, and its cost is estimated at 3,500,000 dollars; the completion of this road may not take place before two or three years. Cologne will then have a railway communication with the harbours of Ostend and Antwerp, in Belgium).

8. The Munich and Augsburg Railway, forty miles in length, is constructed with a capital of 1,200,000 dollars, and will be completed in the course of the year.

9. The Taunus Railway, from Frankfort to Mentz, and Weisbaden, is undertaken with a capital of 1,300,000 dollars, and will be twenty-six miles in length; it will likely be completed in the spring of 1840.*

10. In the Grand Duchy of Baden, a very extensive Railway is now under construction, through the whole length of the State, at the expense of the government, and as, at the same time, a railway is constructing through Darmstadt, there will be, within a few years, a continuous railway from Frankfort, on the Main, to Basle, in Switzerland.

There are some other small railways in different parts of Germany, upon which, however, nothing but coal, iron ore, &c. is transported.

The cost of construction, and even the length of the above-named railways, cannot be accurately stated, as scarcely any of the lines is entirely completed, or, at least, buildings, locomotives, cars, &c., are still wanted on them. The average of the cost of the several railways, as above stated, is 47,000 dollars per mile; but when they are all in full operation, their cost will be found to amount to 50,000 dollars per mile; and perhaps to more The cost of a mile of railway, with a single track, in Germany, is, therefore, two and a half times greater than in America. If we take into consideration the extremely low wages of all classes of workmen, in Germany, but at the same time, also, the greater unevenness of the country, and compare both with what they are in America, we cannot but regard the works in Germany as very expensive, and I must, after mature deliberation, refer again to those causes by which the American railways are so much cheaper, and which were stated in my fourth letter. It is for the fear of a too great expenditure that no other railways are now undertaken in Germany, and that so many good and useful projects were abandoned. Amongst the projected railways, with the locality of which I am somewhat better acquainted, I mention the Rhine and Weser, the Berlin and Stattin, and the railway from Berlin to Frankfort, on the Oder. These lines might, with the assistance of the great experience acquired in America, be constructed for such sums as would insure a good profit to the stockholders.

3. France.

The most extensive railway line in France, is that from Lyons to Roanne, which was constructed by three companies, and is thirty-eight lieues in length; the Epinac railway is six and one half lieues, and the Paris and St. Germain Railway four and three quarter lieues long, while the total length of the other railways in operation will hardly amount to eleven lieues; France has, therefore, at present, only sixty lieues, or 150 miles of railways in operation.* The most expensive of these roads is that from Paris to St. Germain, which is only 18,400 metres, or 11¼ miles in length, and has cost 14,860,000 francs, or, per mile, 242,000 dollars. The part within the city of Paris was, of course, the most expensive, but even after deducting the length and cost of this section, we find 165,000 dollars as the cost per mile for the other part of the road, with a double track. Of the Lyons and St. Etienne Railway, which has also two tracks, the cost per mile was about 70,000 dollars.

Upon the Paris and St. Germain Railway, 1,375,396 passengers were conveyed from the 26th August, 1837, up to the 25th August, 1838, and the total receipts have been 290,834 dollars, or, per mile of road, 25,448 dollars: this gross income per mile is eight times as great as that upon the American railways, where it averages only 3,075 dollars: but compared with the capital of construction, the gross income, in America, is fifteen per cent., and on the Paris and St. Germain Railway, only ten per cent. The French railways pay like the diligences (stages) ten per cent. of the gross income, as a tax to the State; the expenses of managing these roads, will, therefore, not amount to less than two-thirds of the gross income, and the Paris and St. Germain Railway will hardly yield an interest of four per cent., if the traffic does not materially increase.

These are the causes why the railways projected in the spring of 1838, from Paris to Havre, from Paris to Orleans, and from Strasburgh to Basle, for which the concessions were given by the Chambers, find so little support from the public, in France, that these projects will, it is likely, be entirely abandoned. The great mass of the population in France, is poorer than that in Belgium, and as the Belgian railways, with an average cost of 45,000 dols. per mile, yield only five per cent. on the capital of construction, the railways in France ought not to be constructed for more than 30,000 dols. per mile, if the capital of construction shall yield five per cent. interest. But to arrive at this, the principles of construction, hitherto followed, as also the now existing revenue laws in France, so injurious to every enterprize, require a thorough reform.

4. Holland.

If the establishment of the railways in Belgium, belongs to the remarkable events of the age, it is still more the case with the railways in Holland. This interesting country is known to be intersected by navigable canals in every direction, and nowhere are better and more carefully maintained turnpike roads to be found. Nevertheless, the construction of this railway is the more remarkable, as there is between Amsterdam and Harlaem, a canal upon which passenger boats are running, and close to it a turnpike road. A width of track of four feet eight and one-half inches, like that of the English railways was intended for this railway; but when it became known that the St. Petersburg railway has a width of six feet, and the railway from London to Bristol, even of seven feet, it was established by a decree of the Government, that all the railways in Holland shall have a clear width between the rails of two metres, or six feet six and three quarter inches.

For a second railway, from Amsterdam to Arnheim, along the Rhine, the concession was given by His Majesty, King William, with a guaranty not before heard of in any work of this kind; the King declared himself ready to guaranty to the stockholders, with his own private property, a dividend of four and one-half per cent. per year. It is unnecessary to mention, that the whole capital was instantly subscribed.

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* A part of this road, from Frankfort to Hoechst, was opened in September, 1839, and the whole line in April, 1840. Up to the 1st July, the number of passengers were 251,610, yielding an income of 50,000 dollars.

* The following is a list of the railways in France at the close of 1839 —

	Length in metres.		Miles.
a. Railways completed.			
From St. Etienne to Andrezieux,	22,000	or	13.66
From St. Etienne to Lyons	58,000	,,	36.02
From Andrezieux to Roanne	67,000	,,	41.61
From Nimes to Beaucair	24,000	,,	14.90
From Montbrison to Montrond	15,500	,,	9.62
From Paris to St. Germain	18,400	,,	11.43
From Paris to Versailles (right bank)	18,572	,,	11.53
From St Vaast to Denain	8,300	,,	5.53
From Cette to Montpellier	27,000	,,	16.77
From Mulhouse to Thann	19,660	,,	12.21
From Creusot to the Canal du Centre	10,000	,,	6.21
From Villers Cotterets to Port aux Perches	8,155	,,	5.06
From Epinac to Bourgogne Canal	28,000	,,	17.39
From Alais to la grand Courle	18,000	,,	11.17
Total	346,187	,,	213.11
b. Railways in progress, from Nimes to Alais	46,319	,,	28.77
From Paris to Versailles (left bank)	18,630	,,	11.57
From Bordeaux to La Teste	51,000	,,	31.68
From Abscon to Denain	5,540	,,	3.69
From Strasbourg to Basle	140,000	,,	87.00
From Paris to Orleans	120,000	,,	74.53
	381,489		237.24

BRISTOL AND EXETER RAILWAY OPENING.

EXCURSION TO BRIDGWATER.

(From the *Bristol Gazette.*)

Our readers are doubtless aware that Monday last was fixed for the opening of that portion of the Bristol and Exeter line which has been completed to the town of Bridgwater. In consequence, however, of some minor arrangements not being in a sufficient state of forwardness to ensure to the public that complete accommodation, which it is the most anxious wish of the Directors always to afford it was judged best to limit the intended opening to such Proprietors only as should apply for tickets issued from the Company's offices in Broad street. The applications for these tickets were exceedingly numerous, every one who had a right being eager to participate in an excursion which all expected would be one of unmixed gratification. Nearly 400 tickets were issued, and many Shareholders arrived in this city from Bath, Cheltenham, Gloucester, Manchester, and other places to join in the party. Everything was ready by the time fixed for the starting of the train, which was announced to take place at 9 o'clock on Monday morning. Long before that hour immense crowds of spectators had thronged the Bath road, the bridge, the approaches to the railway, and myriads crowned the adjoining heights of Pyle Hill, which command a fine view of the station and of the line for more than a mile. The proprietors who had obtained tickets had likewise assembled in great numbers, and the temporary platform from which the train was to start, was crowded to excess. Several carriages were upon the the rails, and expectation was at its height, when a notice from the Directors was posted upon the carriages, expressing their great regret that an unexpected obstacle on the lower portion of the line, obliged them to postpone the intended excursion until 9 o'clock the following morning. Rumour, of course, became at one eloquent, and all sorts of absurd and ridiculous assertions flew from mouth to mouth; one had it that the embankments had given way, another that the cuttings had fallen in, a third that all the bridges had tumbled down, &c., these absurdities were, however, quickly disposed of by the arrival of Mr. Badham the Secretary, who briefly stated the cause of the disappointment. On the previous evening, after every thing had been ascertained to be in order for the excursion, the engine driver of the splendid new engine the *Javelin* from the factory of Messrs. Stothert, Slaughter, and Co., of this city), which was intended to be used, had contrary to orders, run his engine down the line, and the consequence was, as no obstacle was expected, he came in contact with a trawley on the line, and the engine was thrown off the rails and across the line, about 24 miles from Bristol. Fortunately no one was hurt. As soon as the news arrived in Bristol, the Directors procured the *Fire Ball* engine from the Great Western Company, and sent it down to get the other put to rights; this, of course, could not be accomplished, without some delay, and the Directors prudently resolved not to keep the company in a state of suspense, which might become painful, but at once to put off the excursion. The explanation given by Mr. Badham, appeared to afford general satisfaction, and in a few minutes all had dispersed. We understand that subsequently,

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in order to remove any doubts that might have remained on the minds of the shareholders from a distance, Mr. Morgan, one of the Directors, and Mr. Badham, accompanied three of those gentlemen down the line with the *Fire Ball* engine, and completely satisfied them that the line was perfect in every respect.

THE EXCURSION.

On Tuesday, the 1st of June, the Excursion came off, and high as were the expectations of pleasure from this trip, we may say that the most sanguine were fulfilled. By nine o'clock nearly as many of the proprietors were assembled as had collected on the preceding morning, and though the spectators were not quite so numerous, still there were vast crowds on the road, the bridge, and Pyle-hill. The *Fire Ball* engine, from the Great Western Station, having been turned upon the line, eight carriages, four of each class, were speedily attached to it, and in a few minutes crowded by the proprietors present. Mr. Brunel, accompanied by Mr. Gravatt, took under his immediate superintendence, the direction of the engine, and the Directors, the Secretary, and the other officers of the Company, politely interested themselves in accomodating their numerous charge. Precisely at 14 minutes to 10 the train started, and as it glided slowly at first across the Exeter bridge and under the London road, it was hailed with loud and repeated cheers by the assembled crowds, which were responded to by the party in the carriages. It is supposed by many who have never travelled by a railway, that the high speed precludes any good view of the scenery through which your journey lies. We will just briefly dot down a few of the more striking, beautiful, and picturesque points in the landscape, through which the railway travels from Bristol to Bridgwater, and we will then leave it to such objectors to say if they can well imagine a more delightful ride. If they are not convinced by our description, we invite them to take a trip the very first opportunity, and we will answer for their never starting so futile a proposition again. On emerging from the bridge, we pass through the deep cuttings of Pyle-hill, in which the eye of the Geologist finds more attraction than that of the lover of picturesque beauty; but there is also much matter for contemplation, in the triumph which it exhibits, of genius and art over the mighty obstacles formed by nature. Proceeding out of the cutting the line runs by the back of Bedminster old church with its neat little burial ground, while the eye surveys a large extent of our city, taking in a comprehensive view of most of its magnificent ecclesiastical structures, from the noble tower of ancient Redcliff on the right, to the more modern, but handsome spire of Paul's on the left—a little further and we catch Clifton in the distance, her handsome crescents terminating in the lovely and romantic beauties of the Avon, and including the observatory, the abutments for the suspension bridge, and the many beautiful residences of the merchant princes of our city. Yet a little further and we obtain a full view of the celebrated mansion of Sir John Smyth, Bart., one of the works of the immortal Inigo Jones, lying embosomed in the foliage of venerable elms. The passenger by the railway must not however allow his attention to be too long arrested by this lovely spot, or he will lose the view of old Dundry tower on the other side. There is something to us particularly pleasing in the rapid succession of beauties and of wonders which are obtained by a railway trip. In one moment we are wrapt in the contemplation of Nature presenting herself in her most attractive and delightful aspect; in another our attention is arrested by some stupendous work of art; as though the latter growing envious of the intense admiration bestowed upon the former, put forth all her powers of rivalry. In fact the whole forms a complete panorama, affording to the spectator just time sufficient to note each particular beauty, but not allowing him to devote himself exclusively to one. Passing by these delightful spots, our way proceeds along the rich vale of Ashton, affording a good view of that genteel village with its pretty church; thence through the cuttings and arches at Cambridge Batch; this is part of the line which stands we believe unrivalled. The archway (for it can scarcely be called a tunnel) is hewn out of the solid rock of mountain limestone, and is upwards of 100 yards in length, presenting from either end one of the most beautiful vistas imaginable. It was observed by some of the parties in the carriages to be precisely of the same extent as the train. At Backwell, we stopped for a few minutes to take in water, the heat of the day and the heavy load having made our engine thirsty. Invigorated by the draught the *Fire Ball* shot along the line with redoubled speed, passing at a short distance the villages of Wraxall and Nailsea, and giving an opportunity of admiring the scenery of Clevedon on the one side, and on the other the range of the Mendip Hills, with the rich vallies lying at their base. Arrived at the Yatton station the train was greeted with a very good band of music striking up, "See the Conquering Hero comes," whilst the shouts of the assembled villagers rent the air. The distance from Bristol to Yatton is 12 miles, which was performed in three quarters of an hour. From Yatton it is intended to run a branch to Clevedon for the accommodation of the visitors of that pretty watering place. In two minutes the train again started, and keeping along the valley, brought out in succession, views of Kenn church and village, Yatton, Worle Hill, with the windmill, and the village itself, and so on to Banwell station, whereat great number of persons were assembled and booths erected, giving to the scene the bustle and appearance of a fair. Here, likewise, as indeed all along the line, the villagers welcomed the approach of their strange visitor, with every demonstration of applause. From Banwell, at the distance of a few miles rapidly skimmed over, is the Branch for Western-super-Mare, which lies about a mile and a half distant. This branch cannot but prove highly acceptable to the citizens of Bristol and Bath, as it will enable them in about an hour to run down and enjoy the fine sea breezes, and the pleasure of a bath in the waters of Old Neptune, either before commencing business in the morning, or at the close of their labours in the evening. From Weston the road runs through Uphill cuttings, the deepest on the line, being at some points 80 feet from the surface. We cannot refrain from inviting the attention of the geologist to the peculiar phenomena of this part of the line. The soil consists principally of marl, and blue lias, intersected at one place by very hard limestone rock, which required vast quantities of gunpowder to displace. Over these cuttings is a bridge, 118 feet in the span, and a beautiful specimen of this kind of architecture—elegance and strength being united. Arrangements have already been made by the Steam Packet Company to run their packets between Uphill and Cardiff, which will not occupy more than an hour, so that the whole distance between Bristol and Cardiff will be accomplished in about two hours; and persons going to Merthyr and South Wales can proceed at once by the Taff Vale Railway. From hence for several miles the line runs as straight as an arrow, and was aptly called by some of the proprietors, the Bristol and Exeter Race Course; as far as the eye can reach, the rails may be traced in an apparently interminable series. Beyond this, the next point of interest is at the river Axe, where some of the most difficult and trying portion of the works on the line was encountered. The course of the river has been turned, and about a mile and a quarter of it filled up, exhausting all the earth excavated from the deep cuttings at Uphill. Leaving the river Axe, our course continues over an exceedingly rich meadow country, having the villages of South Brent on the left, and Lympsham and Burnham on the right. The lighthouse at the latter forms a very striking feature in the landscape, as also does the Steep Holmes, and the lighthouse on its sister island, on the edge of the horizon. Beyond Lympsham the line crosses the Glastonbury Canal, and runs for a considerable distance nearly parallel with and adjacent to the Bridgwater turnpike road, and so continues on to the Puriton cutting, across which is thrown a very handsome skew bridge. From hence to Bridgwater occupied but a few minutes, and as we came rapidly on, the throng of people on each side of the road became every instant more dense. It seemed as though the whole town had turned out to welcome us, and the huzzaing, the waving of hats and handkerchiefs, and the joyous contenances of all assembled, added to the pleasing excitement of the scene.

Arrived at the station at Bridgewater, we were welcomed by the splendid band of the West Somerset Yeomanry, arrayed in full uniform. The station is a handsome structure, and the offices are so arranged as to afford the best accommodation for the public. The distance by the rail from Bristol to Bridgwater is 32¼ miles from station to station, and we performed it in one hour and about three quarters. The average speed was about 18 miles an hour, though occasionally we attained a much higher rate.

THE BREAKFAST.

The Directors of the Company, wisely auguring that the appetites of their constituents would be sharpened by their ride, had taken the precaution of ordering a repast to be prepared, and though we have before had experience of the liberality of the Company, we were nevertheless not prepared for the luxurious banquet which on this occasion awaited us. The shell of the large building, intended to form a new hotel, and situated close by the station, was covered over as a tent, and within, five long tables, with a cross one at the top, were laid out. The room was profusely and tastefully decorated with flowers and evergreens, in various forms and devices; at the head of the centre table was a transparency of the Queen, and at the other end a large V. R., with the royal arms. The repast, which was of course cold, included every delicacy the most fastidious could desire, and the champagne, claret, sherry, &c., were of the finest flavour, and in full abundance. To Mr. Sutton of the Clarence, and Mr. Rees of the George, under the direction of Mr. John Browne, one of the Directors, the credit of supplying this very elegant entertainment is to be attributed.

It having been announced that the train would leave for Bristol at two o'clock, the Company lost no time in taking their seats. F. Rickets, Esq., the Chairman of the Directors, presided, supported on his right by the Mayor of Bridgwater, Robert Bagshot, Esq., and on his left by J. B. Badham, Esq., the Secretary to the Company. Near the Chairman we noticed Messrs. S. Lucas, Wm. Morgan, W. Browne, C. B. Fripp, W. P. King, and other Directors of this Company. The Vice-President's chair was ably filled by Mr. John Browne, the Bridgwater Director. At the conclusion of the breakfast,

The CHAIRMAN (F. Rickets, Esq.) rose and proposed the healths of the Queen, Prince Albert, and the rest of the Royal Family, which were received with loud cheers.

The CHAIRMAN then rose and said, he had to express to the Company the regret felt by the Directors and himself, that the excursion did not take place yesterday as intended, owing to an accidental obstruction on the line. He could, however, now congratulate them on having reached the loyal town of Bridgwater. That loyal city was in ancient times beseiged by the troops of Fairfax, and now they, by the railway, had come also to lay their seige, but it was one of no hostile nature, it was with the wish and intention of bringing trade and commerce to the city, prosperity and happiness to its inhabitants. (Cheers.) He would give them the health of his friend on his right, the Mayor of Bridgwater, Robert Bagshot, Esq.,—drank amidst loud cheers.

R. BAGSHOT, Esq., acknowledged the compliment, and proposed the health of the Chairman and success to the undertaking. (Immense cheers.)

The CHAIRMAN on rising was received with renewed cheering. After expressing his sincere thanks for their kind reception of the toast, the Chairman proceeded to say:—Gentlemen,—This is a day to which I have long looked forward to with pleasing anticipation. It was intended to open the line for traffic yesterday; but some arrangements at the

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juncture with the Great Western Railway, in Temple-meads, involved the necessity of new works by both Companies, which are not yet quite complete, and and we must be satisfied with having given to every shareholder in the Bristol and Exeter Company, an opportunity of ascertaining for himself, that the Directors have fulfilled their promise to have the permanent way ready before the 1st of June. Not long ago this was by many considered a thing scarcely to be hoped for, and I confess there have been periods when my own confidence has been put to a severe test. But now those fears have vanished, 24 miles of our line are formed, and the 11 miles between this town and Taunton will be finished in the summer of next year, and we may look forward to the completion of the line to Exeter within a reasonable period. The advantages of railway travelling are duly appreciated by other countries; and I find in a Belgian paper, a short article on the subject, which I cannot deny myself the pleasure of reading to you. The Chairman having read the article, concluded as follows:—Gentlemen, I have now only to express to you my sincere thanks for the kind manner in which you have drank my health, and to assure you that it shall be my constant endeavour faithfully to discharge my duties. (Cheers.)

The CHAIRMAN then again rose, and after alluding to the proud position Bristol had taken up within the last few years, as exemplified in those magnificent undertakings—the Great Western Railway, the Bristol and Exeter Railway, the Great Western Steam Ship Company, &c. &c., proposed the health of the Right Worshipful the Mayor of Bristol, R. Phippen, Esq. (Drank with much applause.)

The SECRETARY stated that he had received a polite note from his Worship, regretting the impossibility of his being present; it was his intention to have joined in the excursion if it had taken place yesterday. (Cheers.)

The health of the Mayor of Exeter and the Boroughreeve of Taunton were then given from the Chair and warmly received.

The next toast was the members of Parliament for the county of Somerset. (Cheers.)

T. T. KNYFTON, Esq., then rose and said, he begged permission to propose a toast, "Success to the Bristol and Exeter Railway." He said, as one living in a district through which the line passed, he could not too fully appreciate the advantages it would confer. He felt also bound to bear his testimony to the wisdom the Directors had shown in the selection of such able engineers to conduct their operations. He lived near a portion of the line where very severe work was to be encountered, and numbers of workmen brought together. Amongst these occasional disturbances would arise, but as a magistrate of the county he could not but bear his testimony to the zealous and anxious manner in which the Directors and the Engineers always co-operated with the magistrates in every instance. (Loud cheers.) Mr. K. concluded by proposing the toast amidst reiterated cheering.

The CHAIRMAN then gave "the Members of Parliament for the county of Devon," and stated that Sir Thomas Acland came a distance of 30 miles to be present at the expected opening yesterday, but his previous arrangements prevented him attending that day.

The CHAIRMAN then gave "Col. Tynte, and the officers of the West Somerset Yeomanry Cavalry, and thanks for the attendance of their band." (Loud cheers.)

The SECRETARY said, he had just received a polite note from Col. Tynte, which he would take the liberty of reading; it was addressed to himself, and was as follows:—

"Bridgewater, May 31, 1841.

"Sir, I have made known to the officers of my regiment the very flattering mark of attention shewn by the Directors of the Bristol and Exeter Railway to them, and to myself, and in our united names, beg to express our thanks to them for their kind attention. But, as our time is limited, and we shall be obliged to attend to the duties of the field with the men, we shall not be able to take advantage of what would otherwise have given us great pleasure, and upon an occasion on which we all feel great interest.

"I have the honour to be, Sir, yours, &c.,

"C. K. K. TYNTE, Col. Commanding W. S. Y. C."

"Success to the Great Western Railway Company" was then drank amidst much applause.

C. B. FRIPP, Esq., having been loudly called for, returned thanks on behalf of the Company in an eloquent speech, in which he contrasted the position of the Company in its present successful state with what it was that day eight years, when they were canvassing persons to take shares, and succeeding in many instances with great difficulty. He congratulated the shareholders in the Bristol and Exeter line on the fact of their interests being identified with those of the Great Western; and after alluding to the triumphs of the *Great Western* steamer, expressed his confident hope that ere long the Exeter line would be continued to Falmouth, from whence Bristol would extend, not one, but many arms of steam across the Atlantic. (Cheers.) Mr. F. then alluded to the talents displayed by Mr. Brunel, who had not servilely followed the plans of other railways, but had formed a model for himself, the result of deep thought, and consummate genius. (Cheers.)

J. BROWNE, Esq., the Vice-Chairman, then gave the health of Mr. Brunel, and may he long live to witness the prosperity of the great lines he has been so instrumental in constructing. (Loud cheers.)

Mr. BRUNEL, in a few neat observations, expressed his gratitude for the enthusiastic manner in which his health had been received.

The CHAIRMAN then gave "Success to the Bristol and Gloucester Railway," which will constitute so important a link in the chain of railway communication between the west and the north of England and Scotland. (Cheers.)

T. RANKIN, Esq., one of the Directors of the Bristol and Gloucester Railway, returned thanks.

The toast of "Sir John Guest and the Taff Vale Railway Company," to which the line will be indebted for another important addition to its traffic, was acknowledged in suitable terms by J. T. Ball, Esq., the Secretary of that undertaking.

"The Bristol General Steam Packet Company," (whose packets are ready to establish the communication between South Wales and Somersetshire,) was then given from the chair, and drank amidst much applause.

The CHAIRMAN the gave "The health of the indefatigable Secretary to the Company—Mr. Badham." (Loud and long cheers.)

The SECRETARY, in acknowledging the compliment said—Mr. Chairman, and Gentlemen, I thank you for the very kind spirit and manner in which you have done me the honour to drink my health. It is a satisfaction to me to know, that by constantly devoting this greatest of all blessings to your service, it has been my endeavour to deserve that you should wish me the enjoyment of it. Some years have now rolled away since I had first the honour of becoming your Secretary. At that period I believe there were many among you who thought that the office would be of short duration, and that the undertaking must sink under the load of difficulties which encumbered it. But, gentlemen, I had the honour of being acquainted with the character of your Chairman, and several of your Directors, and knew that their motto was the same as distinguishes the arms of our city—"*Virtute et Industria.*" My own has always been—"*Deo duce, industriæ nihil impossibile;*" and I therefore never despaired of witnessing the triumph which you enjoy to-day—that of having accomplished what was then deemed almost impossible. But this has not been brought about without great efforts, excellent management, and many sacrifices on the part of your Directors, and great patience and perseverance on yours. As to the Directors' system of management, perhaps you will permit me to remind you of its more prominent features. In the times of financial pressure the utmost possible forbearance and indulgence towards those shareholders who could not pay their calls, and who would have been utterly ruined by legal compulsion. The utmost practicable economy in every branch of expenditure. The adoption (as the circumstances of the times, and your own as a Company, developed their practicability) of those leading measures in the history of this undertaking—the allowance of interest upon paid up calls—the lease to the Great Western Company—and the allotment of forfeited shares to the good and substantial proprietors. Gentlemen, I do not hesitate to declare, and I speak with a good deal of practical experience of the operations of all these measures, that they have produced great and permanent benefits to your undertaking; and that without them, the event which you celebrate to-day, would either never have taken place at all, or have been effected at a distant period in a very imperfect degree. Neither of those measures alone could have produced the result. It has been by their reciprocal and mutual co-operation. If your time permitted, I should beg to be indulged with an opportunity of dilating somewhat upon these highly important matters. But your stay at Bridgewater is too short to-day for me to run the risk, by any lengthened observations of mine, of depriving you of the advantage of hearing others more entitled to your serious attention. Still the kind warmth with which you have greeted my name, is the best evidence of your approbation of the zeal and energy with which I have always endeavoured to carry out the measures adopted by the Board. My invariable maxim is, if I do a thing at all to do it as well as I can. This sometimes produces an identification of myself, with the end to be attained, which a just secretarial etiquette does not fully warrant: but I have always found the Chairman and Directors so anxious to accomplish every measure which they deemed conducive to the interest of the proprietary, as readily to excuse an excess of zeal on the part of their Secretary. Mr. Chairman and Gentlemen, permit me to repeat to you my best thanks for your kindness in drinking my health, and to wish to you all a long and uninterrupted enjoyment of the same inestimable blessing. I feel that no tribute of mine could add a feather to the weight of your justly celebrated Engineer in Chief, Mr. Brunel; and I might say the same with respect to your resident Engineer, Mr. Gravatt; but I trust that the latter will not deem it an ill compliment if I conclude by proposing the health of Mr. Gravatt, the Resident Engineer of the Company. (Great cheering.)

The health of the Directors of the Company having been drank with every mark of approbation.

The CHAIRMAN returned thanks on behalf of his colleagues and himself, and pledged the continuance of their best exertions on behalf of the undertaking. Many of his colleagues were present at the table with him; amongst those absent were, Mr. Divett, M.P., for Exeter, who was prevented by his Parliamentary duties from joining his colleagues on the Board to day. The Deputy Chairman, Mr Jas. Gibbs, Mr. Kington, and Dr. Miller, were also unavoidably deprived of the pleasure of being present; but he (the Chairman) knew that the proprietors needed no assurance of the deep interest felt by each of those gentlemen in the success of the undertaking. (cheers.)

The CHAIRMAN then gave the Solicitors to the Company, which was responded to by Mr. Savery.

The next toast was the Lancashire shareholders in this Company. (Cheers.)

Mr. FRANCIS PARKER, the Manchester Director, then stated that, as representing a large and influential body of shareholders, he felt unfeigned satisfaction in being able to state, that the measures of the Board had met the unqualified approbation of all his constituents. (Cheers.)

The time now approaching for the train to return, the company broke up, and proceeded to take their places in the carriages, and at 20 minutes after two the train again started, amidst the music of the bands and the cheers of the assembled multitude. As it continued its rapid course, every bridge and convenient spot on the whole line was crowded with spectators, who hailed it as it shot past them with deafening cheers. At a few minutes after four, the train arrived at the terminus in Temple-meads, and the company alighted,

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every one expressing their unbounded approbation of the excursion, as having been one of unmixed gratification. For ourselves, we have only to add that the Bristol and Exeter line may well challenge competition with any in the kingdom either as respects the beauty of the country through which it passes,—the manner in which its vast works have been executed,—or the ease, speed, and safety with which it may be travelled. No official announcement has yet been given when it is to be opened to the public, but the state of the line itself is evidence that the delay cannot be of many days duration.

HIGH AND LOW FARES.

Mr. Ellet's "Laws of Trade applied to the determination of the most advantageous fare for Passengers."

To the Editor of the Railway Times.

Scribimus indocti doctique ..... —Hor.

Sir,—The very flattering manner in which you noticed Mr. Ellet's Essay on the most advantageous fare for railway passengers, when you gave an extract from the *Franklin Journal* for the benefit of your readers; and the still stronger terms in which you have since recommended a careful study of its contents, cannot but lead the public to attach great weight to the investigations contained in that paper. Backed by such authority, and clothed, as it is, in a scientific garb, it passes current with those who are unable to decipher its mysterious symbols, as the result of the most profound wisdom. All concur in praising it, as a production of consummate skill, rather than confess their inability to comprehend its train of mathematical demonstration; and even well qualified parties are led to take the announcements upon trust, rather than undergo the fatigue of minute and critical investigation.

How often does it not occur in argument, that a well timed quotation from some Latin author—poet or historian, no matter—rivets the attention and calls down universal applause on the speaker, although the passage be wholly irrelevant to the subject under discussion. Self-love is flattered with the idea of being able to appreciate the beauties of classical learning. But if such be the effect of Latin; what magic in a little Greek, however scanty. *Ah! si vous saviez le Grec*, as D'Alembert says. Similar effects attend the display of algebraic characters in any treatise on a subject professedly scientific. Even with common algebra the effect is considerable, but far greater is the sensation created by the formal parade of the calculus: it at once stamps the author as a man of the most transcendent ability, and the work, as a production of the highest intrinsic merit. The majority of men are deterred from bestowing on the matter their undivided attention, from its supposed abstruseness; and others, willing to be thought of equal attainments with the author, knowingly give their assent to doctrines so gravely propounded.

The essay in question certainly displays with considerable prominence the author's ingenuity and skill in algebra; but, I hope I may be permitted to express my doubts whether the results obtained are at all commensurate with the labour involved in their investigation; and to question the necessity, or even expediency, of having recourse to the transcendental analysis in the solution of the problem. I must also beg leave to dissent from your opinion, that "no one at all acquainted with the use of symbolic language, will be at any loss to accompany the author in his very curious reasonings and deductions." On the contrary, I should consider it as a closed book to the majority of the profession; deservedly eminent as that profession is nevertheless on all hands admitted to be in science. Very few engineers ever venture on the study of the differential calculus; and of those few, by far the greater number, disgusted with the apparent want of rigorous proof, are deterred from prosecuting the enquiry by the peculiar nature of the analysis itself, which does not afford to the mind of the beginner that conviction so conspicuous in other branches of the mathematics. Many an otherwise skilful mathematician, may read this essay, and from being unacquainted with the principles of the calculus, be wholly unable to comprehend the train of reasoning, by which, after differentiating and integrating, certain results are obtained; although he may be competent to affix their relative values to the algebraic terms.

The author of the essay, after some intricate calculations, arrives at the following conclusion, that the most advantageous fare for passengers ought to be *a certain constant quantity which experience dictates for the profit per passenger, added to the actual cost of his transportation.*" Or simply, that there is *a certain charge* which will be most profitable to the railway. A result, be it observed, which might very well have been arrived at, without the aid of a refined analysis (*a*).* What the constant quantity is, or in what manner it may be approximated to, we are not told (*b*). Now, as the object of the Essay was to determine the most advantageous fare; and the whole problem depends on the value of the constant quantity, which is a part of the charge; it must be admitted that the question still remains in exactly the same position as at the commencement of the investigation. The author has therefore taken great pains to prove literally *nothing*. I shall, however, commence at the beginning, and follow him in the order of his reasoning.

The author, at starting, boldly encounters the difficulty, and assumes that a certain amount of fare may be charged, which shall tempt a greater number of the community to avail themselves of the proffered means of communication than any other amount of fare would do.

No one will, I am sure, withhold their assent to this supposition. It may be proved to be consistent with reason and experience.

The author proceeds thus:—"It matters not for our present purpose, what this limit, which he chooses to prescribe for himself, may be, whether it amount to one dollar or to twenty dollars, providing it be admitted that there is a sum to which each individual, after considering all the circumstances, all the charges, the advantages sought, and the inconveniences to which he will be exposed, limits the amount that he will rather pay for his fare than decline the trip."

In dismissing the consideration of the limit, the author evidently forsakes the substance in pursuit of an empty shadow: for the limit is the very thing sought—the problem to be solved—the point at which the fares must be most remunerative to the railway proprietors (*c*). How then does he meet the difficulty? He avoids it, and proceeds thus—"If we were now able to separate the public into classes, and fix appropriate values on these classes, to represent the charges which they could afford to pay—as we can separate and value the different varieties of tonnage—the problem would be readily solved; for we would then have only to apply the equations already deduced for heavy tonnage to each class, by inserting in the formulæ the ascertained values of Π, and obtain from them as many correct results as we should find varieties in the travelling community."

It would appear from this, that in America the fares are the same for all. It may perhaps be repugnant to their notions of freedom and equality to be ranged in separate classes. But with us unfortunate Britons, who are compelled by the state of society in which we live, to range ourselves in distinct classes according to our circumstances, it would appear an easy matter to determine the most advantageous fare by classing the community according to their means (*d*).

What the formulæ are, deduced from heavy tonnage, and applicable to passenger traffic, when divided into classes, I am at a loss to determine, not having the benefit of the author's essay on the laws of trade. It seems, however, inconsistent to contend that we should *only* have to insert in the formulæ the ascertained values of Π, when Π is the greatest charge which any grade of passengers can afford to pay, and the value of which has not been determined in this essay, nor have any feasible means of doing so been pointed out. To ascertain the value of Π would be to solve the problem of the most advantageous fare; and this, the author himself has not succeeded in accomplishing.

He next proceeds to state, that "the Company do not, however, know whether the value which represents this particular grade is a constant quantity, or whether, as appears probable, it may not be a function of the distance, or otherwise complicated." By what possible reason can this value, which is nothing more than the amount which an individual can spare for the journey, be a function of the distance, or have any connection whatever with it? Your having a pound to spare, may induce you to make an excursion by railway; but in the name of all that is possible, how can the pound in your pocket depend on the fact of a certain railway being one or two hundred miles in length? And, if not, how can it be a function of the distance? (*e*).

We have now arrived at the whole purport of Mr. Ellet's essay and elaborate calculations. They go no further than to prove, that the said value *is a constant quantity*, and *not a function of the length* of the railway; that is, does not depend on it. This is evident from the summing up. In order to find the most advantageous fare, we must "*add to the constant quantity which experience dictates for the profit per passenger, the actual cost of his transportation.*" Here, then, after wading through a tedious investigation, we arrive at the satisfactory conclusion, that the value sought *is* a constant quantity. An answer which any man of *common* sense would have given in half the time, without the aid of analysis. Like an over skilful engineer, the author has raised an entrenchment where no natural obstacles presented themselves, to demolish it with his own artillery. Our transatlantic brethren we know are rather fond of "calculating," and the present instance only confirms the saying. True, a man may do the commonest sum by algebra, and succeed admirably in puzzling himself and others too; but wherein consists the advantage beyond the gratification of a mere desire for display, when the same result might be obtained in the common way (*f*)?

We now come to the most important part of the whole essay; indicating the law by which the passenger traffic will increase or decrease, according to the charges; and I request your attention to the fact, that this law—the most important consideration in the problem—one which requires rigorous proof, before it become the basis of further operations, is here *assumed*. And, though the author has enjoyed the benefit of the assumption throughout the essay, he has been unable to arrive at any better results than those you have already seen!

We are to take for granted, then, that there is a certain number of the community at large, who can afford to pay a given sum for an excursion by railway—"another number that can afford to pay twice that amount"—"others three times that sum, and so on, until we arrive at the limit which would almost preclude travelling." So far, there is nothing taken for granted to which all will not, readily, give their unqualified assent. Not so, however, to the following. "We shall now *assume*, that *the number of individuals in each of the three classes is the same*; or that there are *three times as many who cannot afford to pay three dollars, as there are of those who are unable to pay one*—the number of persons excluded being directly as the sum which represents their grade."

If we assent to this proposition, we evidently at once fix the law which shall determine the charge. To assent without proof, were highly irregular and illogical. If we take that for granted, which, upon further experience, may be proved to be untrue, the whole of our speculations, based upon such false premises, must eventually also be erroneous (*g*).

We know that the number of persons who are in comparatively easy circumstances, as the majority of tradesmen, is much greater than those who live in affluence. Again, those who may be considered

* The letters *a*, *b*, &c. refer to the Editorial remarks at the close of this paper.

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as appertaining to the labouring classes, depending for support on daily labour, far exceed in numbers the aggregate amount of the other classes.

So far, therefore, is the required assumption from being at all probable, that it may be proved to be utterly at variance with well established facts. And consequently, it would be palpably absurd in us to adopt the conclusions which the author of the essay may have arrived at, knowing as we do that no reliance can be placed on results which are evidently based on false premises; and that those premises are false, you have already seen (*h*).

I trust that sufficient has now been shown to convince you that the author's deductions are not the result of careful examination and comparison of authenticated facts, but are rather the mere airy fabrics which ingenuity and skill can sometimes build on the insecure foundation of a supposed law. I shall, however, pursue the inquiry with the hope of arriving at some further elucidation of the subject.

The author requires our assent to two distinct propositions:—

1st. "That, for every increase of cost the number of passengers will be diminished; and that the diminution of the number will be proportional to the augmentation of cost." And,

2ndly. "That it is proper to assume, that if the fare on the road between two important towns were reduced to *zero*, and the public were carried free of charge, the number of travellers would be represented by some constant quantity T; and, "that for every increase of 1 cent. in the charge, the number would be reduced some quantity represented by the co-efficient *t*," in the equation $T - b\,h\,t =$ number of passengers.

These two propositions are, however, irreconcileable with each other, as we shall presently see.

If we put F to designate the fare, N the number of passengers, *f* the *increase* of fare, and *n* the *decrease* in the number of passengers, we shall have by the 1st—$F : f :: N : n$; or $n = \frac{N f}{F}$

Now, by the 2nd, T is the number of passengers when *zero* is the fare; consequently, if we substitute them for N and F in the preceding, we obtain $n = \frac{T f}{o} =$ infinity; that is the *decrease* in the number of passengers consequent on increasing the fares from *zero* to *one cent.*, would be infinite. The number of passengers would, in this instance, be represented by T — infinity; a value *less than nothing*. Whereas, the author supposes, and we know, that it must be a positive quantity. This shows how irreconcileable with each other and with reason, are the two propositions to which our assent is required (*i*).

The author, proceeding on the supposition that $T - b\,h\,t$ is equal to the number of passengers, deduces the gross charge $b\,h = \frac{1}{2}\left(\frac{T}{t} + \hat{c}\,h\right)$; wherein $\frac{T}{t}$ is a constant quantity to be *readily* determined, experimentally, by noting the reduction in the number of passengers produced by any augmentation of fare.

It appears then, that by this process, we are to venture on the dangerous experiment of raising the fares, so as to ascertain the diminution in the number of passengers; and this merely for the purpose of obtaining the value of a certain constant $\frac{T}{t}$, upon the *erroneous supposition* of the existence of a certain law, when by the same experiment the *true* law itself can be readily determined, thereby wholly obviating the necessity of the constant $\frac{T}{t}$, or of the different formulæ contained in the essay. Such are among the palpable absurdities of which even distinguished talent may occasionally be guilty.

According to the author, "the only objection to his argument is the assumption, that the diminution of travel is proportional to the elevation of the charges on the line; a postulate which *cannot* be proved to be correct."

A little further on, he observes, that the bounds within which the charge can possibly range, are "not very well defined, it is true," but are sufficiently restricted to prevent material error; and that, "consequently, within these bounds it appears safe to *assume* that the *increase* or *decrease* of travel (not the travel) will be proportional to the elevation or depression of the charge."

By the author's own showing, then, the law of travel is to be assumed only within certain limits, not easily defined. The author here states, that the increase will be proportional to the elevation of charge; exactly the reverse of what was previously announced. I shall, therefore, suppose it to be a mistake, and read the *increase* or *decrease* of travel will be proportional to the *depression* or *elevation* of the charge. But this law is precisely what was denounced in the preceding paragraph of the essay, as "a postulate which cannot be proved to be correct." What then can the author possibly mean, by assuming in one place that to be a law, which in another part he characterises as incapable of proof? It is mere idle scribbling unless he take pains to define the ideas which he wishes to impress on the mind of the reader. Without precise and definite ideas and expressions, truth, which is the sole object of mathematical investigation, can never be attained.

After a scientific investigation of the problem—the most advantageous fare—the final conclusions which the author arrives at, are as follow: that within certain vaguely defined limits, the law governing the increase or decrease of travel may be *assumed*—that upon this assumption the value of the constant $\frac{T}{t} = H$, is to be computed; and, that the computation of the value of the constant is to be effected by having recourse to the *experiment* of increasing or lowering the charges on the railway.

I ask you, Sir, as the editor of a scientific journal, if this be science; or does it deserve the name? If the subject, from its peculiar nature, were incapable of mathematical demonstration, why give us the benefit of an *ad captandum* display of algebraic symbols? If, on the other hand, the question be susceptible of rigourous mathematical investigation, how has the author accomplished his self-imposed task? He has left the matter wrapped up in precisely the same state of doubt and obscurity as at the commencement of the inquiry.

In investigating the second and, according to the author, more important problem, of determining the amount of fare to be paid by passengers who are brought to the main line by its tributaries, the same fatal objections prevail against the assumption upon which the whole subsequent mathematical process is founded. As in the preceding question, T represents the number of passengers supposed to travel at fares equal to zero, and the co-efficient *t* indicates the diminution in the number of passengers consequent on raising the fares an unit. Though the several mathematical steps of the investigation are in themselves correctly deduced from each other; yet, in the final equation expressing the gross charge $b'\,h = \frac{1}{2}\left(\frac{T}{t} + 2\,h\,\hat{c}\right)$ the constant $\frac{T}{t}$ again occurs; and the erroneous manner in which its value is to be computed, altogether precludes the possibility of deriving more satisfactory conclusions from these investigations than from the preceding.

The next announcement we meet with is, "that the loss increases as the square of the departure from the charge which corresponds with the maximum value." But this is in reality nothing more than a property or function of the general law which, I have already shown was assumed upon insufficient and erroneous authority; and, therefore, like that assumed law, falls to the ground (*j*).

The author in prosecuting the inquiry, transforms the equation representing the profit into $C\,h = \frac{\pi}{3} + f\,h - \frac{\hat{c}\,h}{3}$; in which he candidly admits, that he neither knows the value of $f\,h$, nor whether it be a positive quantity, nor any thing else about it: he, nevertheless, for the purpose of reducing the equation into the simpler form $\frac{\pi}{3} = C\,h$, considers the second and third terms as cancelling each other; and hence, the final expression becomes $\frac{\pi}{3} + \delta\,h = C'\,h$, the gross charge for conveyance. This equation is then expressed at length in words, thus "add to the constant quantity which experience dictates for the profit per passenger, the actual cost of his transportation, to obtain the gross charge of his conveyance."

I might here comment on the impropriety of embodying terms in the original equation, to be afterwards discarded as of too trifling a value to affect the result; but I shall pass on to the very sage conclusion at which the author, after the preceding elaborate calculations, arrives that the profit per passenger must be ascertained by experiment; or, in fact, that the most advantageous fare—the problem to be solved—must be determined by experiment, and by experiment only (*k*).

In what other light then, can we view the essay, than as a decided failure? Had the author attempted the subject in his closet, and arrived at no better conclusion, it would have been only one of the many failures that precede discovery, in the investigation of hidden truths, and though extremely mortifying, would have entailed no dishonour whatever, but would rather have given fresh proofs of ability and skill in scientific research, not the less so, because unsuccessful. But in the present instance, the author has not only failed in the object he set out with, but he has thought proper to publish that failure to the whole world. Nor can the ingenuity and skill displayed, exempt him the less from censure, for attempting, upon the assumption that the world holds *omne ignotum pro magnifico*, to pass off as an adequate solution of the problem, a production which he must himself have known to be wholly unsatisfactory and inconclusive. The author's admission "that there are plausible objections to the process" of investigation, and that the paper "may not possess all the accuracy that is sometimes attainable in similar researches" is however from its candour, sufficient to disharm criticism of her sting.

I trust Sir, that my observations on the essay in question, will not be viewed by you, or by your readers, in any other light, than as the effect of a desire for the discovery and propagation of truth, and the consequent detection and exposition of error. Whatever may be the popular standard of scientific truth beyond the Atlantic, let us, fellow countrymen of the illustrious Bacon and the immortal Newton, not be content with any less rigorous process in the investigation of truth, than the inductive philosophy affords. Let us collect and combine authenticated facts, induce first principles from a careful comparison of those facts—and, upon that secure and lasting foundation, rear up an orderly superstructure of unerring laws (*l*).

I remain Sir, your obedient servant,

C. E. BERNARD, C.E.

NOTES ON THE PRECEDING PAPER—BY THE EDITOR.

If Mr. Ellet were resident in England, we should leave the defence of his paper to himself, perfectly satisfied that in so doing we should not only be giving him fair play, but should most effectually promote the elucidation of the subject. Under the circumstances, however, we deem it not improper to make such remarks on Mr. Bernard's critique as may tend in our judgment at once to further the discovery of the truth, and to set Mr. Ellet's paper in a just and proper light—leaning, perhaps, as in fairness bound, rather to the side of the absent. We have marked the portions of Mr. Bernard's letter, to which the following notes apply by the letters, *a*, *b*, &c.

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(*a*). This remark is not strictly correct. If Mr. Ellet be right, it would follow that on the Company effecting a reduction in the expense of carrying each passenger, they would promote their own interest by employing half the saving in reducing the fares; for you will gain more in those you admit, than you lose by lowering the fare to those who would go without the reduction. If, on the contrary, the expense of conveyance were increased, it would be necessary to add half the increase to the fares, or you will admit more than it is to your profit to carry at the new cost. This does not follow from the apparently equivalent, and certainly not profound, proposition—"add a profit to the whole cost, and you will get something."

(*b*.) There is much truth in this remark, but it seems to require some qualification. The quantity $\frac{1}{t}$ found in the equation which expresses the fare to be charged, gives in fact not a sum, but a number of persons, and that a number to be obtained by reasoning on the results of the experiment directed. In this state the result is not applicable to the fixing of a fare at all, and its use seems to be limited to showing, that in a given state of society the most profitable fare varies, as we have stated above, with the *half* of the expense of working, and not with the *entire* expense; the remaining part of the fare being constant. Afterwards it is shown that it follows from Mr. Ellet's fundamental supposition that the constant part of this equation is in money the half of the highest fare which would be charged. Suppose this highest fare known and substituted for $\frac{1}{t}$, we should have, according to Mr. Ellet, the most profitable fare. If, however, it be not known, the result shows that with a given cost of conveyance, but a varying state of society, the most profitable fare varies with the half of the general tendency in the population to become passengers, as judged of by the highest fare which could be exacted. We certainly think that Mr. Ellet has done good service, in thus reducing the question, even on hypothetical grounds, to a shape and dimensions in which it may be examined with some chance of eventually finding the truth. In the meantime, we not only admit, but are anxious to call attention to, the fact—that they are hypothetical, and probably erroneous, grounds on which he has done it—as well as that there is some degree of incompleteness in his results.

(*c*). Not exactly so. In the then present state of the argument, all it was necessary, or even proper to show, was the existence of such a limit, and the consequences of its existence; *where* it might ultimately be found was another matter. The case is just like that of inserting the unknown quantity in an algebraic equation.

(*d*). Here Mr. Ellet has not expressed his meaning very clearly; or what is more probable, he refers mentally to what he has already said in his former treatise, which, as is the case with our correspondent, we have not yet seen. Perhaps, however, the argument will be found intelligible, and applicable, if we express it thus: "If we knew the law by which prices and variations of price affect the consumption of each description of goods we could tell how to avoid injuring ourselves by the charges we make for carrying those goods. We would charge only so as not to check consumption without bringing us a more than equivalent revenue from what under our rate did continue to pass. Now, these data we *can* obtain, and we can apply the information to each description of goods, according to the appropriate rules; but in the case of passengers, no inquiry will obtain for us this information—we must proceed on supposition, and the simplest is that of equal portions of the community being excluded by equal increments of fare. If this be not quite correct, probably it is so within the limits of the practical application of the resulting equations."

(*e*). Mr. Ellet seems to mean, that if one class be taken as the average of the whole, on the supposition that all were going alike to a certain distance, it is not unlikely that another class would be found to be the average class if all were alike going to a different distance. Nothing is more probable than this: for the fare is only one item in the mixed considerations which eventually determine a person to travel. The wealthy can better spare the time for long journeys, and the enterprising and busy must take them; the poor besides paying the fare, make greater proportionate sacrifices in the value of their time, and other expenses, and their connections are seldom scattered so widely as are those of their richer neighbours. There is, therefore, some likelihood that for long journies the average class is higher than for short ones, especially as there is little probability of low fares, inducing the very rich to take many more short journeys than they would otherwise do.

(*f*). The manner in which this result comes out, and the circumstances under which it is to be used, make here all the difference between the obvious and the sought for. After showing that the charge to the passenger varies in some cases as one-half, and in others as two-thirds of the cost of conveying him, Mr. Ellet goes on to say that when you have so far corrected your tariffs as to have come near to the truth, the rigorous application of the formulæ is not of importance. Under such circumstances you will have learned already what is the sum you may safely take for profit, and for small variations in the cost of transit you may continue to use that sum; but you must not go far from this point without resorting to the more correct mode of calculation—if you do you will suffer for it. If there be anything like parity of expense of transit in England and America, the instance given by Mr. Ellet, although but an instance, shows that he has a very different notion of the amount of the most profitable fare from that which prevails here. The fare for 500 miles on his supposition amounts to but 2*l*. We are, we presume, very far yet from the point at which he would say, small variations are of little consequence, and therefore you need not trouble yourselves with exact reckonings.

(*g*). It is quite true, and must be carefully borne in mind, that the law on which the whole calculation is based is a supposition, not a set of observed facts. It is very probable also, that in the end it will turn out to be an incorrect supposition, and that the whole theory must be hereafter re-constructed upon the facts hereafter ascertained; and yet, we think Mr. Ellet has done well in taking this course, for he has thus brought the subject into a shape in which facts can be compared with a theory, and therefore easily compared with each other so as to facilitate the finding of the truth at last; in so doing he has followed strictly philosophical example. Scarcely any general truth has been discovered but through the comparison of many facts with an hypothetical theory, and with each other. So long as the hypothesis is suffered to take rank only as an hypothesis, there is no more powerful help to investigation existing.

(*h*). The proposition sought is really not that of the number of persons in each class, but that of the number of journeys, or rather of miles, travelled over by each class. This distinction Mr. Ellet has not pointed out, though it would do something towards rendering his assumption more probable. After all, however, it is of the utmost importance to have a better basis for these investigations than mere assumption, however useful or however probable it may be. It is only to the experience of the railways at work, carefully collected and accurately compared, that we can look for such a basis.

(*i*). Mr. Ellet observes, that his equation can never be applied at the extreme limits, one of which limits is the supposition here made. Mr. E. is in this only doing what is constantly done in such inquiries. Mr. Bernard, we doubt not, is perfectly familiar with the fact that, within certain limits, properties may be assumed for curves, so as to render possible investigations which would scarcely otherwise be effected; and that these assumed properties, while they lead nearly to the truth within those limits, would lead only to absurdity much beyond them.

(*j*). If Mr. Ellet's paper had done no more than call attention to the fact, that there is a fare corresponding to the greatest profit, and that the loss increases much more rapidly than the departure from it, whether the departure be above or below it, he would have "done the state some service." The *exact* law is at present of little importance.

(*k*). The quantity $f\,h$ merely represents the extent, if it were known, to which the true fares are affected by the fact that the very richest class of travellers could and would pay almost any sum that might be asked of them. In his attempt to simplify the result for use when near the truth, Mr. Ellet sets this against the one-third of the cost of conveyance which enters into the same equation. It is in this case, on Mr. Ellet's supposition, enough to know that such a quantity exists, and is of a kind contrary to cost.

(*l*). Mr. Bernard's estimate of the value of the paper now under review we still think is much too low, and we are disposed to dissent still more strongly from his observations on Mr. Ellet's conduct in publishing it. We agree heartily with him, however, in calling for further research, believing that much, very much, remains to be done, and may be done, to the great advantage alike of the public and the proprietaries. We shall gladly receive the result of Mr. Bernard's further labours; and, thanks to the present state of marine locomotion, there is no likelihood of Mr. Ellet's additional remarks—if he favour us with them—being out of date. For ourselves, neither our columns nor our labours, shall be wanting to the discussion of this momentous question.

NEWCASTLE AND NORTH SHIELDS RAILWAY.—The Directors of the Newcastle and North Shields Railway seem determined to bring Tynemouth and Newcastle as near to each other as Newcastle and Gateshead—(measuring the distance by the time of transit). There are to be "mail-trains," which will run five times a day in each direction; and by this new arrangement of the Directors, persons will be whisked from Newcastle to North Shields in 12 minutes, and to Tynemouth in 25!—*Hull Advertiser.*

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MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—I am much pleased with your correspondent, "A Bona-Fide Holder's" suggestion that if Messrs. Stephenson and Gooch continue to act as Engineers on the Manchester and Leeds line, stringent measures ought to be taken to prevent a repetition on the branch lines of the enormous excess incurred in constructing *the main line*. Our Directors state that the branches will cost 310,000*l.*; if the actual cost should turn out to be just double the original estimate, or 620,000*l.* (as has been the case in the *cost of the main line,*) it is evident that the branches will never pay; for *even gold*, Mr. Editor, may be purchased at too high a price!

Goods are now carried by the Manchester and Leeds Company from Manchester to Hull for 10s. per ton!!! The distance is nearly 100 miles. Now, Mr. Editor, on the Liverpool and Manchester Railway the charge is the same per ton, although the distance is only 31 miles—and the general impression is that that line derives no profit whatever from the goods traffic—if it be so, how enormous must be the loss incurred by the Manchester and Leeds Railway Company in conveying goods to Hull at 10s. per ton? Two months ago they charged 30s. per ton; the reduction has been caused by the competition with the carriers by canal to Hull. The Leeds Board of Directors are rather deficient *in tact*, or they might surely come to an arrangement with the Canal Companies, by which this ruinous competition might be put an end to, while at the same time the public were well served. But, Mr. Editor, the Leeds Board has all along been fond of carrying things with a high hand—they have swept away *at an enormous cost* the opposition their haughty bearing had aroused—so at least it is whispered in Lancashire—and for my part I believe it is so. A great deal has been said about the admirable management of the Leeds Board!!—even you, Mr. Editor, have lent your voice to swell the general approbation. Now, I for one, incline to judge of a general's abilities and genius by the result of his campaigns, and unless our Directors manage to work the Leeds line to a profit, I shall feel little inclination to award them praise. There have been difficulties to overcome, I confess; but at what cost has this been accomplished? Why, at the enormous cost of 58,000*l.* per mile!! "Another such victory, and we are undone."

I am glad to be able to inform your readers, that our Directors contemplate a reduction in the fares *throughout* from Manchester to Leeds. This is well, so far as it goes; but they ought also to reduce the fares from Manchester to Huddersfield, and from Leeds to Huddersfield; the route by railway is in both cases so circuitous, that all the coaches continue to run *at lower fares*, and in about the same time as the railway!! The distance from Manchester to Huddersfield is 7 miles more by railway than it is to Halifax—by the coach road it is 3 miles less, and yet, Mr. Editor, our Directors charge, I believe, a uniform rate *per mile by railway* to both places!! Can it then be wondered at that the Halifax coaches have all discontinued running while the Huddersfield coaches are still on the road? Possibly our Directors have taken powers in the Act obtained this session to remedy all this—if they have not, they have been grossly negligent of the interests of the shareholders.

As respects a dividend, Mr. Editor, I beg to inform your readers that our Directors intend dividing *five per cent.* for the current year!! This I have on good authority; 31,000*l.* has been netted by the partial working of the line during the 18 months preceding 1841—and but for that circumstance the dividend would have been only 2½ per cent.!! Our Directors evidently count upon a great increase in the traffic receipts in 1842, to enable them to continue to divide 5 per cent.—and they are right, I think. To do them justice, I beg to state that they *all* continue to hold firmly *all* their shares; one of them (a cannie Scot too, *mirabile dictu!*) holds 1,000 shares—the fall on which, since September last, amounts to just 39,000*l.*! Our Directors hold one-fifth of the entire shares; the decline in market value of their property during the last eight months is no less than 200,000*l.*—punishment sufficient, Mr. Editor, for any gross mismanagement, and a good security for amendment!! Our Directors ought to spare no expense in conveying passengers *free by omnibus* from Bradford and Huddersfield to the nearest stations on the railway—they ought in fact never to rest satisfied till all the coaches discontinue running. How else are they to net a 5 per cent. dividend on a line costing three millions, or three millions and a-half?

Your correspondent may keep his mind easy as to the Heywood branch—it is to cost only about 10,000*l.* The population is about 20,000, and there are a great many factories in the town. As respects the Oldham and Halifax branches and the extension line to Hunt's Bank, in Manchester, I have examined the line of country, and I can assure your readers that the works are of the nature termed "gigantic." Let our Board beware of excess in the cost! the patience of the shareholders is nearly exhausted. Let them pause also ere they incur any expense in forwarding a line to Burnley or Bradford—they have quite sufficient in hand already.

In conclusion, Mr. Editor, allow me to inform your readers, that it is said in Manchester, that "the knowing ones" are *quietly* buying up all the Manchester and Leeds shares that come into the market at 20*l.* discount. Let not the distant shareholders be too much alarmed. In Manchester, the general opinion seems to be that the shares are now rather below their real value, and that nothing but the grossest mismanagement (*if even that*) can prevent the line ultimately turning out an excellent investment. For myself, I am *a holder on investment*, and in the foregoing remarks, I have no other object in view than the welfare of our line.

I am, Sir, your obedient servant,
A MANCHESTER MAN.

May 29, 1841.

RAILWAY EXCURSIONS—LOW FARES.

To the Editor of the Railway Times.

SIR,—At this season of the year, when the masses are "making ready" or are "on the move" for their summer parties (and joy be with them!), perhaps I shall not be considered out of place in offering a few stray thoughts to the readers of the *Railway Times*, on the subject of railway excursions. The excellent remarks (editorial and otherwise) which have from time to time appeared in your paper, are such as must have convinced the careful reader how unwise—aye, how unjust—a thing it is to fix the charges for travelling by railway at a high rate; and, without entering at all into the question of profit or loss to proprietors—leaving that to be discussed by others "able and willing"—I venture simply to record my strong conviction that railway fares *must* be too high, and railway management altogether of too restrictive a character, when they offer not such inducements and afford not such facilities for the working population to travel, as it is in their power to accept; and to this strong conviction shall I ever adhere, whether proprietors' profits be more or less than originally anticipated. There does not at present exist one line leading out of London—"great and still increasing" London—that affords such inducements and facilities to the working population, and I consider, therefore, I am well warranted in saying that the railway system, so far as they are concerned in this particular, is worth nothing. Gainers, no doubt, by the substitution of railways for the old horse coach competition system, are all those who do not claim to belong to the strictly operative class. The mercantile community for instance—they have secured about double speed, punctuality, exemption from fees and gratuities, &c., and *perhaps*, in a long journey, a saving of a shilling or two in the fare; but, why should not *we* be gainers too? Why should not we be allowed to be *excursion-gainers* at least, and contributors to the support of the railways? It occurs to me, moreover, that we rather lose opportunities than gain them; for in the old system, to which railways have nearly put an end, the fares were not always at one *fixed* standard—they varied from high to low according as monopoly or competition operated upon them (though, I believe, *upon the whole*, they were not higher than the railway fares are now). There were times, then, that the industrious and well-doing amongst us were tempted to start out from our usual close confinement, and to take to ourselves the luxury of a change of scene and a change of air—of inhaling the sweet and cheering country breeze—the operation of competition enabling us (though, may be, *at a pinch*) to compass the charges. But what great things, Sir, were we led to expect when the triumph of the new system was pronounced a certainty? Why, we gladly anticipated, and were assured, that an opportunity would be given to increase the frequency of our excursions, and that thousands of those amongst us who before could not, would now be enabled to enjoy their trip of friendship or their journey of pleasure, in consequence, first, of the adoption by Railway Companies of a fixed and lower standard of fares than had previously existed, and, second, by a saving of our time. Unfortunately for us, however, this is not the case—the hope is blighted. There are no such inducements held out to us to use railways—we are either forgotten, or our *patronage* is despised. Two shillings, Mr. Editor, to Harrow, *from Euston-square*, nearly or about a half a day's wages for a half an hour's ride, is a most complete and efficient prohibition; and a state of things which, *I* humbly submit, loudly calls for immediate "Reform." While, as now, the means of cheap and *speedy* conveyance and accommodation are not provided at all times, in all seasons, and directions, as will enable the operative population to take occasional excursions, and to enjoy their just share in the wonderful improvements and discoveries of the age, which have been brought into operation as much (or more) through their instrumentality as through that of any other class, I have no hesitation in saying that the railway system has decidedly failed to answer the fond expectations formed of it by the public at large, and that the fault is not with the railways, but with the railway managements.

Thanking you, Sir, for your able interest in this behalf, and for the admission into your pages of communications upon this very important question, and begging your acceptance of this,

I am, Sir, respectfully,
W. L.

London, May 31, 1841.

RAILWAYS IN SCOTLAND.—At the recent spring meeting of the Commissioners of Supply for Perthshire, Sir John S. Richardson of Pittfour introduced the subject of the contemplated main line of railway from London to the North of Scotland. That line had been fixed under the sanction of Government, so far as Edinburgh, and means were now in progress for its continuance the length of Perth. The Northern Counties were also engaged in the preliminaries necessary for its extension as far as as Inverness, and Sir John considered this county had a great and direct interest in co-operating with them for that object. He concluded by moving "that the county of Perth agree to join the town council of Inverness, in their application to Government for a survey of the best trunk line of railway communication to the North of Scotland, in connection with the great line from London to Scotland. Mr. Colquhoun of Clathick seconded the resolution, which was unanimously adopted. Mr. Smith of Deanston Works thought this a proper opportunity to mention as to the progress of the junction line from the Edinburgh and Glasgow Railway to Stirling. He was happy to say that the matter was in a forward state, and that the flying survey from Stirling northward to Perth was also well advanced, and that, so far, the opinion of the engineers was highly satisfactory regarding the practicability of the undertaking, and the facilities the district presented for the formation of a railway.—*Dundee Courier.*

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Rails.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	2¾	..	..	..	..
10	10	660	100	100	Bolton and Leigh	..	..	..	..	..	..	..
—	—	611	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
76	....	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
21	21	3500	50	3	Chester and Crewe Extension	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	27	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
6	6	.....	100	100	Dublin and Kingstown	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17½	64000	25	23	Eastern Counties'	..	8¼	..	..	..	..	..
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	..	..	..	..
2½	....	5000	20	15	Edinb., Leith, and Newhaven	..	..	..	..	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
83	83	16918	100	100	Grand Junction	..	..	..	..	..	..	..
—	—	16918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	16918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	95	94	94½	94½	95	..	94
—	—	25000	50	50	Ditto (*New Shares*)	63¾	..	64½	..	64½	..	64
—	—	37500	20	4	Ditto (*Fifths*)	11¼	..	..	..	11¾	..	7⅞
15	15	2000	100	100	Hartlepool	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
2½	....	250	100	100	Kenyon and Leigh Junction	..	..	..	..	..	..	..
20½	20½	8000	50	42	Lancaster and Preston	..	..	..	..	..	..	30½
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	22
20	20	21000	100	100	Leeds and Selby	..	..	..	..	..	..	..
16	16	2800	50	50	Leicester and Swannington	..	..	..	..	..	..	..
—	—	800	50	15	Ditto (*New Shares*)	..	..	..	..	..	..	..
31	31	5000	100	100	Liverpool and Manchester	..	..	..	..	..	..	199
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7968	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
26	....	2000	100	80	Llanelly	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	..	158½	158	..	..	159
—	—	25000	25	5	Ditto (*Quarter Shares*)	23¼	..	..	..	..	..	23
—	—	31250	32	32	Ditto (*Thirds*)	..	53	..	..	51½	..	54
—	—	.....	32	2	Ditto (*New Shares*)	24	..	..	23¾	24½	..	24½
4	3½	24000	25	25	London and Blackwall	19½	19	..	19½	19½	..	..
46	5½	36000	50	50	London and Brighton	45½	45¾	45½	45⅝	46¼	..	45⅜
10½	10½	33000	avr.	13⅓	London and Croydon	13⅜	..	13⅜	13½	..	..	..
3	....	12000	50	5	London Grand Junction	..	..	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77¾	77	36000	avr.	38⅝	London and South-Western	55¼	55¼	55¼	..	..	..	55½
—	—	42000	5	1½	Ditto (*Tenths*)	..	2	..	1⅜	..	..	2
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	51
—	—	13000	50	25	Ditto (*New Shares*)	..	..	21½	21	..	..	..
10	10	6201	125¾	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	53½
45	5½	30000	70	40	Manchester and Birmingham	..	..	24	24	..	..	25
40	....	7000	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	87½
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	21½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72¼	72¼	15000	100	100	North Midland	67	67	67¼	..	68	..	68
—	—	15000	50	40	Ditto (*New*)	33½	..	..	33½	..	..	34
28¾	15½	7200	100	40	Northern and Eastern	..	..	38	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	..
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
8	....	1200	50	50	Stockton and Hartlepool	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	..	15	14⅛	15	..	15
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	71¼	..	..	..
—	—	6700	25	10	Ditto (*New*)	20	..	..	..	20½	..	..
5½	....	5000	20	9½	West Durham	..	..	..	..	..	..	..
3	....	7500	20	20	West London	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE LIST.

The quotations are made up to June 2nd; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of Shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38	38
1960	25	25	Glasgow and Garnkirk	40	40
16900	25	25	Glasgow and Greenock	28	29
12500	50	40	Glasgow and Ayr	36	36
1940	25	25	Monkland and Kirkintilloch	..	57
..	..	50	Wishaw and Coltness	80	82½
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	29	29

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£1,056,666 0 0	£953,044 9 6	£1 10 0	Birm. & Derby Junct.	1	38½	May 29	..	£797 3 8	£514 5 0	£1,211 8 8	£3 19 7½	£27 17 2¾	£1,204 12 5	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	2	51	May 28	6,469	1,245 17 3	223 1 4	1,468 18 7	4 2 3	28 15 9	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	3	6	..	..	....	....	....	....	....	....	..
140,000 0 0	134,933 18 1	4 0 0	†Dundee & Arbroath	4	16¾	May 30	6,470	255 10 9	54 19 10	310 10 7	3 1 9½	18 10 9	260 3 8	..
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	17¾	May 31	19,518	....	....	955 4 6	7 15 11	54 11 5	....	..
833,000 0 0	699,544 18 4	2 8 0	*†Glas., Paisley, & Ayr	6	40	May 29	14,751	913 5 9	195 12 0	1,108 17 9	4 12 4¾	27 14 4¼	....	..
....	....	....	*†Glas., Pais., & Green.	7	23	May 29	13,188	....	....	803 2 2	5 18 11½	41 12 8¾	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	8	83	May 29	..	6,557 7 3	1,232 4 9	7,789 12 0	13 8 1½	93 16 10¾	8,833 1 3	83
1,000,000 0 0	814,530 12 7	....	Great North of England	9	45	May 31	..	753 15 9	411 0 11	1,164 16 8	3 13 11½	25 17 6¾	....	..
5,331,527 9 10	5,288,043 17 3	3 0 0	Great Western	10	92	May 30	..	7,597 8 8	1,050 12 7	8,650 1 3	13 8 0	93 16 0	3,989 0 6	36
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	11	31	May 30	4,079	462 13 11	163 10 11	626 4 10	2 17 8½	20 3 11¾	....	..
488,000 0 0	390,000 0 0	....	Lancaster & Preston	12	20½	May 29	2,603	443 18 5	27 4 1	471 2 6	3 5 7½	22 19 6¼	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	13	31	May 28	..	2,643 4 4	1,697 11 10	4,340 16 2	20 0 0¾	140 0 5¼	....	..
5,760,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	14	112½	May 29	..	14,888 3 1	2,508 13 1	17,396 16 2	22 1 9½	154 12 8¾	15,478 13 7	112½
800,000 0 0	807,659 13 4	....	*London & Blackwall	15	3½	May 28	61,821	1,162 15 6	1 17 1	1,164 12 7	47 10 8¾	332 14 11½	....	..
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	16	5¾	May 31	7,129	228 19 2	35 12 9	264 11 11	6 17 5½	47 19 0¾	....	..
741,000 0 0	557,802 9 5	....	London & Croydon	17	10¼	June 2	16,608	936 10 2	55 19 3	999 9 5	13 10 0¼	94 10 3¾	959 2 10½	10¼
993,200 0 0	793,300 0 0	1 0 0	London & Greenwich	18	3½	June 3	68,141	....	....	2,284 18 0	87 0 8	609 4 8	1,016 4 2	3½
2,250,000 0 0	2,283,837 18 0	7 14 3	London & South-West.	19	77	May 31	..	6,161 16 5	843 5 3	7,005 1 8	12 19 11	90 19 5	5,188 14 9½	76
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm.	20	5¼	May 31	14,493	....	....	395 8 7	10 15 2¾	75 6 3¾	....	..
778,116 16 8	772,165 16 1	2 10 0	Manchester & Bolton	21	10	May 27	..	398 18 5	191 11 10	590 10 3¾	8 8 8¾	59 0 11½	477 12 3	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	May 24	16,798	2,124 2 0	1,201 0 11	3,325 2 11	9 10 0	66 10 0	915 6 4	13½
1,553,000 0 0	1,440,000 0 0	....	Midland Counties'	23	57	May 29	10,845	1,772 19 5	852 15 8	2,625 15 1	6 11 7¼	46 1 2¾	666 13 7	37
950,000 0 0	....	....	Newcastle & Carlisle	24	61	May 29	..	842 19 9	1,010 12 9	1,853 12 6	4 6 9¾	30 7 8¾	1,690 17 7	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72¼	May 29	..	2,737 3 1	965 10 3	3,702 13 4	19 8 2¾	135 17 5¾	732 1 3	40
780,000 0 0	560,000 0 0	6 13 4	North Union	26	22	May 28	3,863	848 1 0	161 6 11	1,009 7 11	6 11 1	48 5 7	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	27	15½	May 30	12,584	884 15 6	5 17 8	855 13 2	7 7 8¾	55 3 11½	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	28	19	May 29	3,265	310 5 1	116 3 9	426 8 10	3 4 1½	22 8 10¾	....	..
200,000 0 0	130,517 0 0	8 0 0	Sheffield & Rotherham	29	6	..	..	....	....	....	....	....	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	30	8	May 30	6,989	....	....	190 11 6	3 8 0¾	28 16 5½	190 16 0	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	31	23	May 31	7,374	....	....	1,368 19 5	8 10 0¾	59 10 3½	445 15 6	14½

1. Toll to London and Birmingham 138*l.* 9s. 10d., to be deducted from gross receipts. The receipts are exclusive of those for the mails.

2. The receipts are exclusive of those for the mails.

3. Receipts include the Northern and Eastern toll, &c.

4. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.*

10. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.

12. The 27*l.* 4s. 1d. from goods, &c. is for toll only.

13. Ten per cent. is the maximum dividend allowed by the Company's Act.

14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

17. The capital of 741,800*l.* includes the new capital for London and Brighton station.

18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

21. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

22. The 3,325*l.* 2s. 11d. are the receipts after deducting the toll to the North Midland Company.

23. The receipts for goods, &c. include, carriages, 40*l.* 6s. 6d.; horses, 52*l.* 1s. 0d.; dogs, 3*l.* 1s. 0d.; parcels, 216*l.* 0s. 10d.; cattle, 38*l.* 15s. 0d.; corn, 21*l.* 7s. 7d.; heavy goods, 427*l.* 13s. 6d.; coal, 53*l.* 10s. 3d.—Total, 852*l.* 15s. 8d.

25. Including 124*l.* 1s. 0d., Manchester and Leeds traffic for the last week.

26. The receipts stated are after deduction of Liverpool and Manchester toll.

27. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

The Eastern Counties' Criminal Prosecution.—*It is no fault of ours that the Company do not more to make their Rule absolute. We are ready for them. Perhaps they desire that next Tuesday's meeting should first pass over. If so they judge shrewdly of the event.*

The pamphlet of Mr. H (Bristol) *discloses a case of apparently gross iniquity, but we must take time to make a few inquiries.*

A Chippenham Reader *requests us to state that it was not the Chippenham Corporation, as intimated in our last, which gave the entertainment to the Great Western Directors, on the extension of the line to that place, but the people of the town and neighbourhood at large who entered into a subscription for the purpose.*

W. H. *on High and Low Fires in our next.*

Sir Robert Peel, *we are informed, made the observation which we quoted in our last, in reference to Joint Stock Companies generally, and not to Railway Companies in particular.*

The Bolton and Leigh Railway *is let to a Mr. Hargreaves, who receives the whole of the tolls and pays the Company a certain fixed sum as rent, and this is one reason why no returns of the traffic of this line are made public. The Lessee conceives that the account is a matter which affects his individual and private interests alone. Another, and perhaps a better reason is, that the traffic on the Bolton and Leigh Railway is so mixed up with Mr. Hargreaves' general business as a carrier upon canals and other railways, that he has always found himself totally unable to define the amount of receipts for traffic upon goods fairly attaching to this particular line. We beg to thank the Directors and Mr. H. for their obliging attention to our inquiries.*

Manchester and Bury Canal and Railway.—*The Return of the Company for the week ending 30th May, which came to hand too late for insertion last week, gives—For passengers and parcels £400 11s. 10d.; goods and coals, £296 3s. 7d.*

We are obliged to C. B. *Winchester) for pointing out the mistake as to the "corresponding week," which he will find has been corrected.*

Received—V. S.—Tristram—A Constant Reader (Northampton)—A Constant Reader (London—G. T. R.

THE RAILWAY TIMES.

SATURDAY, JUNE 5, 1841.

THE present week has witnessed a great movement of the Railway System in the West of England. On Monday last, agreeably to announcement, the Great Western Railway was further opened up to Chippenham, which is only 13 miles distant from Bath; and on the same day the Cheltenham branch was opened as far as Cirencester, 15 miles from Cheltenham. Seven trains each way have since commenced running daily between London and Bristol (excepting only the distance between Chippenham and Bath, which for a few weeks longer must be performed by horse power) and London and Cirencester. Bristol, once a long day's journey from the metropolis, can now be reached by the fast trains within five hours; Cheltenham in about the same time. The Bristol and Exeter Railway, which is destined to extend the chain of communication still further westward, is also as far as Bridgewater, a distance of 32½ miles, nearly quite ready for public traffic. On Tuesday the Directors and a large body of the proprietors took an experimental trip to Bridgewater (a very full and interesting account of which will be found in another part of our paper of to-day), and the line was everywhere found to be in a most excellent working condition. The only thing which stops the opening to the public for a few days longer is the completion of the necessary arrangements for the intercommunication with the Great Western at Temple Meads (Bristol.)

We are glad to learn that the immense benefits which these ramifications of the railway system are about to confer on the Western Counties' begins to b fully appreciated by the inhabitants. "It seems," says a correspondent, who accompanied the opening train to Chippenham, and also the experimental train to Bridgwater, "as if a whole people had turned out to give joyous and grateful welcome to some hero of a hundred fights, or other equally great national benefactor. Nothing could be more gratifying or satisfactory than the reception which we every where experienced."

WE have been favoured by Mr. YOUNG, the intelligent Secretary of the Croydon Railway, with the following comparative view of the traffic on that line during the three first days of Whitsun week in the last and present years:—

LONDON AND CROYDON RAILWAY.

Comparative Statement of Passenger Traffic, to and from New Cross Station, (London traffic NOT *included,) on Whit-Sunday, Monday, and Tuesday,* 1840 *and* 1841.

Year 1840.

Passengers—First class, 63; second class, 2,057½; third class, *nil.*—Total, 2,120½.

Receipts—First class, £3 18s.; second class, £66 11s.; third class, *nil.*—Total, £70 9s. Deduct Government duty, £6 14s.; leaving net amount, £63 14s.

Year 1841.

Passengers—First class, 124; second class, 1,727; third class, 1,153½.—Total, 3,004½.

Receipts—First class, £5 18s. 4d.; second class, £59 4s. 2½d.; third class, £27 11s. 8d.—Total, £92 14s. 2½d. Deduct Government duty, £9 1s. 1d.; leaving the net amount, £83 13s. 1½.

Comparative Statement of Passenger Traffic, from ALL *the Stations, on the above three days,* 1840 *and* 1841.

1840.

Total No. of passengers and amount received	10,683½	£524	19 6
Deduct toll to Greenwich Railway	£97 9 3		
Ditto duty	31 5 2½		
		128	14 5½
Net amount		396	5 0½

1841.

Total No. of passengers and amount received	9,315½	£480	16 6
Deduct toll to Greenwich Railway	£67 13 7½		
Ditto duty	26 11 2½		
		94	4 10
Net amount		£386	11 8

The trains in the latter period were about one-half of those in the former.

Accountant's Office, June 4, 1841.

To bring out the importance of this statement it is necessary to explain that for some distance from the London terminus the Croydon Company uses the Greenwich line, and in consequence of the high toll required for its use they have during this year raised the fares of the passengers they carry over it: but that the New Cross station is beyond the point at which they depart from the Greenwich line, and the fares beyond the point of separation have not been raised. It will be observed, too, that during this year third-class carriages have been brought into use.

It appears that in the present year there were carried to and from the New Cross station, excluding the London traffic, 800 passengers more than during the same three days of last year; chiefly, it seems, in consequence of the facilities afforded by the addition of third-class carriages to passengers to whom the fare is an object; the increase of receipts, after deducting the Government duty, amounted to about 20*l.*, against which we presume there is nothing to set but the wear and tear of the additional carriages for the three days. A clearer proof of the importance to Railway Companies of taking such measures as shall bring their means of locomotion within the reach of the working, and the inclinations of the money-saving classes, it would be difficult to conceive.

But we find no such result on the total traffic of the Company; and simply because the effect of the Greenwich toll neutralizes that of the improved arrangements. The number of passengers carried during this year, instead of increasing from 10,650 to 12 or 13,000, as in all probability it would have done after the manner of the New Cross traffic, has fallen off to 9,315, and the gross receipts, instead of increasing to more than 600*l.*, have diminished from 524*l.* 19s. 6d. to 480*l.* 16s. 6d. It seems, however, that the Croydon Company suffer only the loss of the increase of receipt they ought to have had: while in comparison with last year, the Government goes short of some 4*l.* or 5*l.*, and the main positive loss to the amount of near 30*l.* falls upon the right parties—the miscalculating Greenwich. If after this evident proof of mistake, they choose to go on in the same course, we can only be sorry they will not suffer alone.

We have given prominence to this statement for the sake of the remarkable illustration it furnishes of the truth and importance of the principles for which we have of late been contending. We can see nothing which invalidates the comparison, and are therefore compelled to conclude that the reason why the entire Croydon traffic did not show the same increase of passengers, and the same increase of profit to the proprietors, and advantage to the public as those exhibited by one portion of it is just this—that where the Croydon Company have had the entire controul, the traffic has been so conducted as to reach downwards to classes of the community who were heretofore excluded from it, and where the Greenwich high notions have prevailed, the line has been placed beyond the reach of many who heretofore used it.

We take this opportunity of recommending to the special attention of the Greenwich proprietary another excellent letter, which "Expositor" has addressed to them in our present number.

THE Eastern Counties' Railway Company are to hold a Special General Meeting on Tuesday next, "*to authorise* the Directors of the Company to raise by loan the sum of 100,000*l.* under the powers of an Act passed in the present Session of Parliament enabling the Company to raise that sum, and *to authorise* the Directors to issue such debentures, bonds, or other securities for the money to be raised as they shall think fit." Although the advertisement calling the shareholders together, thus announces so positively what they are to do when they meet—"to authorise" the borrowing of the money on any terms for which it can be had—instead of saying, as is usual with the notices of Companies blessed with *Directors* only and not *Dictators*, that they are to meet "*to consider* the propriety" of giving such authority—we do trust the shareholders will pause a little and consider well, before they do the bidding of their masters in this instance, or take any more leaps in the dark.

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Two or three points there are which common prudence dictates, should be first of all satisfactorily cleared up, before the authority asked for is granted. How is the 100,000*l.* proposed to be raised meant to be applied? To the forwarding of the works, or to the liquidation of existing debts and liabilities? How much of it, if any, is bespoke by the London and Westminster Bank? How much is to go to Lord PETRE, Mr. LABOUCHERE, and other cormorants of their class? How much to contractors for balances owing? How much to the Solicitors on account of their enormous bills of costs? When the shareholders have obtained answers to these questions, they will then be able to tell pretty nearly, how their capital account at present stands (as to which we suspect them to be in general most profoundly ignorant), and how far the 100,000*l.* will go towards improving their condition.

Again, what measures (if any) have been taken to secure a due economy in the expenditure of the 100,000*l.*, or such portion of it as, after paying off existing debts, may remain applicable to the furtherance of the works? Have all extravagant salaries been reduced? All useless supernumeraries been dismissed! All scandalous allowances (six-guinea included) been surrendered? Or is money to be once more borrowed, at a prodigious sacrifice (for on no other terms can it be expected to be raised), to provide "pretty pickings" for an over-numerous, a voracious, and an unscrupulous executive?

The Company are now very near the end of their tether; not many more thousands (*hundreds of thousands* are out of the question) can they hope to raise in any way; and if they do not wish to find themselves some fine morning soon, stuck irretrievably fast, with the Brentwood tunnel not cut through, and all beyond it, everywhere begun but nowhere finished, they will make it their immediate business to ascertain, by what measures of retrenchment and reform, the little that is left can be turned to the best possible account, and not separate without making secure provision for the carrying of these measures into effect.

Finally, before they do authorise their Directors to go into the market with debentures and bonds to sell for what they will fetch, we recommend to them to provide some other fund *than the capital itself* intended to be raised, out of which to pay the interest upon it. Shareholders may, in the desperate hope of saving what they have already sunk, be induced to lend money on so foolish a venture; but it would be idle to expect that any considerable number of persons from amongst the general public—free to invest their spare cash where they please, and having so many better securities to pick and choose from—will do anything of the sort. It is now clear that the line, so far as it is opened, does not pay, but that, on the contrary, it has been and continues to be worked at a constant loss. The Directors themselves have denied on oath that they have ever represented that it was worked at a "considerable profit," and though they have omitted (accidentally, of course) to add whether it is worked at *any* profit at all, there is a "Voice from the East" which has made up for the omission in a way which places the fact of the loss beyond all possible doubt. We refer to the tabular statement given this week by our truth-speaking and obliging correspondent, "Q.," of the actual receipts of this Company for the ten weeks preceding the 16th of May last. At the same time it is equally clear that the loss arises solely on the Company's own proper traffic, and that were they to cease carrying altogether for the present—which is evidently the only prudent course left for them—*there would then be a clear revenue of considerable amount, out of which to pay interest on bonds and debentures.* The toll payable by the Northern and Eastern Company, for the mere liberty of passage on part of the Eastern Counties' line, yields now from 5,000*l.* to 7,500*l.* a year, and may be expected soon to yield much more. Nor would this be all the gain to the Company from abandoning their own carrying business for a time. For, the abandonment of the business would free the Company at once from all the heavy expense now attending it (a point rather overlooked by our friend "Q."), and leave in their pockets the present large excess of the expenditure over the receipts. No doubt it will be mortifying—very—to the pride and conceit of that arrogant clique, who, pretending to rush to the rescue of this unfortunate undertaking, have plunged it into all but hopeless ruin, to tell them to shut up shop; but things have come to a pass, when all personal considerations must give way to the common safety—*when, if the shareholders would save themselves, they must think and act for themselves.*

In two or three recent articles we have indicated to some extent the general principles in relation to which we think the proper rate of fares on railways should be discussed. Much, however, remains to be done; and if we pursue the subject with some pertinacity, and at the risk of some repetition, we trust we shall be justified by its immense importance and the necessity of exposing it to view in every light.

If a railway, after being once in operation, were to cease to be worked, it could only be because the current cost, whatever that cost might consist of, overbalanced, and hopelessly so, the current receipts. Nothing less than this would increase the loss already incurred: any degree of misfortune which fell short of that, would still leave a fragment of return which it were better not to throw away. The current cost of working is therefore the sole but concrete and indispensible item which constitutes one side of the comparison from which we deduce the amount of profit for the past, and the propriety of working for the future. The other side consists of the amount of receipt. This simple view of the matter, however, is not enough for our practical guidance, valuable as it may be in ridding us of plausible errors and in giving a true general direction to our further inquiries.

Since no traffic will long be carried on at less than prime cost, it might seem that it were easy to fix the least possible fare; not so, however. For the greater the traffic the less the cost per passenger; and reduction of the cost lowers the amount of the most profitable fare; and this, by again inducing a larger use of the railway, reduces again the cost per passenger—each fact being alternately a cause and an effect; and though they operate with diminished intensity at every change, yet they carry us, before they cease to act, far beyond the point at which we might suppose they would rest. Yet after all they do rest, and the resting point is determined by the amount to which, with all possible advantage, it is found practicable to reduce the cost.

Important, therefore, as the current cost is, considered simply as a deduction, out of receipts, to the prejudice of dividends, it is still more so, as the circumstance which fixes the limit to the use of the railway. In one point of view of great moment, we last week showed how this happens; we shall now suggest another view of it, to which perhaps sufficient attention has not been directed, and to which we shall probably advert more at large hereafter. The current cost not only limits the amount of persons *within* a given circuit who can avail themselves of the railway, but it limits the extent of the *circuit* itself, and therefore with double effect limits the entire amount of passenger traffic. If we suppose that travelling by other means (cost, time, and inconvenience taken together) is as undesirable for each mile as that by railway for any certain number of miles, it is clear that the extent of country from which passengers will come, measured in a direction *perpendicular* to that of the railway, will be increased as the railway fare is diminished; for the distance from which it is worth while to come to the railway, increases with the diminution of the cost, and consequently with that of the fares. Our present object only requires that we should point out the existence and importance of such a consideration, not its particular law or amount.

In every view, therefore, the current cost of the maintenance and working of the railway, is the fundamental consideration on which its prosperity is founded. What, then, are the items of which it consists? What are the means by which the Directors and officers of each railway may be satisfied that they are efficiently fulfilling the trust reposed in them in this particular? And what are the means by which the proprietaries may be satisfied that their property is well managed in a point thus vital to its welfare?

To bring within the compass of this article the several parts of the object we have in view, we shall answer these questions at present very briefly. In general terms, current cost is made up of whatever would cease to be expended if the railway ceased to be worked or cared for. Whatever is laid out with a view to future and continued use, if of an indestructible and undeteriorating nature, goes to the account of capital; if the article bought is to endure for years its cost is to be spread over those years: current repairs, whether of railway or machinery, belong to current yearly cost, except they be of enduring effect, and then they should be classed as directed above. Each of these subjects opens a large field for investigation, first, of its details, and secondly, of its general principles.

Nothing can satisfy either the Directors and officers of a railway, or its proprietors, that all is done that can be done, but a system of accounts which will furnish the means of comparing the charges of different parts of the same railway and those of different entire railways with each other. To this the utmost publicity of accounts is indispensable, and it is equally necessary that those accounts should be on a uniform plan. This once effected the energy and prudence of some, the rivalry of others, the science of engineers, and the practical tact and constant observation of workmen, would all contribute to a diminution of the cost without sacrifice of efficiency, and the experience of each line, nay, of each person, would be available for all.

If there be a person (we would fain hope there is not) hedged in and troubled with narrow views, who doubts the wisdom, or at least the advantage to himself, of such a publication of matters in which, perhaps, he is personally concerned, we ask him how is it that the Rail-

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way System by which he is now himself profiting, has started so suddenly into large and energetic life? If the Liverpool and Manchester Company could and would have locked up from public knowledge, the numbers of passengers they carried and the speed they accomplished, of what avail in stimulating others would have been all their prodigious enterprise and vast success? By what right does he stand between any one of his fellow-proprietors and the share of that proprietor in their common affairs? On what pretence does he intercept the blessings to be derived from the free and cheap intercommunication of thousands of friends and kindred? Let him take warning that the cunning are often too cunning for themselves—that as the system on which he feeds owes its birth and stature to publicity, he may starve it, and himself along with it, by mystery and concealment; and if he can comprehend the counsel addressed to enlightened self-love in ancient times, by the wisest and most benevolent authority, let him remember that "the liberal deviseth liberal things; *and by liberal things shall he stand.*"

If, however, publicity and uniformity of accounts be so necessary to the right control of the cost of working, they are not less so to the ascertaining of the principles on which the fares should be regulated. It is now past dispute that railway fares may be much too high for profit, and the probability is, that they not only may be, but that in this country they commonly are so. The considerations, however, by which erroneous judgments on this subject can be corrected, are to be derived only from an extensive comparison of facts. We have borne our willing testimony to the value of Mr. Ehet's analytical labours, but we cannot too often or too strongly repeat the observation that they are founded on hypothesis merely. We must know much more of the law, according to which the amount of fare influences the number of travellers, before we can place the necessary reliance on any theoretical deductions.

Now each railway may separately suffer, *and very largely*, for want of this necessary knowledge, and probably no railway is capable of obtaining it from its own isolated and unassisted experience. But in the variety of incidents and of opinions, many different tariffs and modes of working will be projected and carried into practice. If these were duly published with their effects and circumstances—points of resemblance noted, and anomalous or extraneous ingredients eliminated—they would furnish the basis of a general law which would be available for the guidance and contribute to the prosperity of all. Without this indeed, railway interests rest in fact only on the chances of a clever guess.

To this end, however, it is necessary that the accounts should be not only faithful and published, but on a uniform system. We can imagine no objection to this arrangement, which could originate in motives its authors dare avow: nor do we suppose that even professional jealousy would offer, or that Directors would suffer it to offer effectually, any impediment to this great step in railway improvement. If the profession who have gained so much credit for the immense improvements in locomotion we now possess, count it worth any thing to maintain their vantage ground in public estimation, they will not merely suffer, but lead this inevitable movement.

In these remarks, as we have already intimated, we have had a particular object in view; and that is to deduce from a view of the principles on which the prosperity of railways depends, the necessity of *uniformity and publicity of railway accounts*. It, indeed, the interests of the proprietors were adverse to those of the public, we should reckon that we had been speaking to unwilling ears; some vague fear or undefinable jealousy might mar our hopes. But it is not so: that which will serve the public will serve the shareholders, and we cannot detect in this case the existence of a single honest interest which does not ask for the light of day. Quacks and jobbers fatten on mystery; there may be a few of these who will try to go on doing so; but we reckon too confidently on the moral qualities which are usually associated with genuine talent, to suppose, that the minds which have presided over the birth of this gigantic power, will ever suffer corruption to strangle it in its cradle.

Looking forward, therefore, to eventual and not very distant success, we shall call attention to the principles on which these accounts should be constructed; not that there is any lack of the needful talent already engaged, but that the subject may undergo the searching examination which is to be had no where but under the public eye. We hold it too for a sound maxim, that accounts to be good for anything must be intelligible to all, and we can conceive no better mode of making them so, than the submitting of their principles to vigorous and repeated discussion.

We have another reason too for this course. The passing under review of a system of accounts necessarily brings on that of the subject matter of account: here we shall therefore find the opportunity of discussing in their relative connection, many points of extreme moment which have hitherto been considered chiefly as independent facts. We speak not of doing all this of ourselves; our pride and our office will be to afford to the talent employed in these gigantic works and ambitious of public usefulness, a fair field for its honourable exercise, and for the rightful interests concerned, an open, and we trust effectual means, of improvement and defence.

The novel pleasure of railway holiday-making is strongly attracting the attention both of the public and of the managers of railways. We learn from the *Derby Mercury*, that a few days ago an immense special train brought a large crowd of visitors to that town from Sheffield. Forty-three carriages composed the train, which was drawn by three engines, and nearly all the carriages were well filled. To see the far-famed Derby Arboretum was the special object of the visit. A striking proof, how much the gifts of science mutually increase each others value. But for the Aboretum the railway might not have been thus used—and but for the railway the Aboretum might have been beyond the enjoyment of the Sheffielders. The jaunt which the science—and, let us add, the liberality of these extraordinary days—have thus made so easy of accomplishment, has, we make no doubt, been equally profitable to the railway, and to the travellers; to the one in a money point of view, and to the other in the pure and intellectual feast which it substituted for coarser and less laudable pleasures. That constant accompaniment of a railway trip "a good band" was not wanting, and banners also graced the show.

The Birmingham mechanics, it seems, are not to be outdone by their Gloucester friends. They return the visit next month. It is expected that the train will be a very large one; and, we doubt not, the reception and treatment at Gloucester will be worthy of the occasion.

The Cheltenham disciples of temperance, whose intended trip to Birmingham on Whit-Monday, we noticed in our last, assembled in great force on the occasion. Their "gathering" is thus described in the *Cheltenham Journal*:—

"The long-pledge Rechabites, and short-pledge Teetotalers of Cheltenham and its neighbourhood, were summoned "by beat of drum and sound of trumpet," to repair to the Temperance Hall at five o'clock this morning, and from thence marched in procession, headed by the Teetotal band, to the railway station, the Rechabites wearing the regular sash of the order, and the Teetotalers medals and rosettes, where, to the number of 800, they embarked in first, second, and third class carriages, for Birmingham, to breakfast with numerous other friends to the cause in the magnificent Town Hall. The idea of a party of 800 going 80 miles to breakfast, and all by the same conveyance, would have astonished our forefathers, but in this age of invention and improvement such an event ceases to be a matter for wonder. It is the intention of the party to visit the Botanical Gardens, and other places of public amusement, during the day, and return to Cheltenham at six o'clock this evening."

The Directors of the Hull and Selby Railway have met the prevailing wish in another way. To give their neighbours an opportunity of spending their holidays agreeably, they offered to convey them to York, Leeds, and Manchester, and bring them back, for a single fare only. We understand that many availed themselves of this liberal arrangement; it would be interesting and useful to know exactly how much it increased the traffic.

It is hardly possible to anticipate how great may be the change in the habits of our working neighbours from this change in their modes of spending their leisure. Even the thoughts employed in anticipating such enjoyments exert a powerful influence on the character, to say nothing of the edifying effects of recollection. We are glad to observe that not a single object is proposed for these excursions, of an immoral or even of a doubtful kind.

—o—

The Northern and Eastern Railway will be further opened to Harlow in the course of a month or two; and when that takes place it is expected that all the coaches from Cambridge will avail themselves of the Railway.

—o—

The *Hundelsblad* states, that the ex-King of Holland has offered to the Prussian Government to construct, at his own expense, the railway from Berlin to Breslau, in Silesia, on condition of the Government guaranteeing to him a minimum interest of 4 per cent. on the capital expended, for 40 years; after which term the road to belong to the State. The expenses are calculated at 40 millions of thalers, or 37½ millions of francs. It is supposed the offer will be accepted.

—o—

We have received the following from a known and well-informed correspondent:—

Railway from Lancaster to Glasgow.—It gives us pleasure to learn from good authority, that a decisive step is likely to be taken soon for the promotion of the line recommended by the Government Commissioners between Lancaster and Glasgow. The Railway Companies, in successful operation between Birmingham and Lancaster, are beginning to move in this undertaking, and a powerful party is organizing itself in Scotland to co-operate with those interested in the northern counties of England. So that some important proceedings may be expected to be taken when the preliminary measures are ripe, and a reasonable opportunity presents itself for action.

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RAILWAY OFFENCES AND OFFENDERS.

The North Midland Police seem bent on acquiring a reputation for rigour beyond any other railway police in England; and the local justices to be nowise indisposed to help them to the attainment of the questionable object of their ambition. We have had occasion lately to animadvert on more than one instance in which the letter of the law against offenders has been pushed, at the instance of the officers of this Company, with the justices' sanction, to an extent productive of much positive injustice and hardship to individuals, and not at all called for by a due regard for the interests either of the public or of the Company. "An officer," to use the words of a great military authority, "should *see* everything, but it is not necessary he should *notice* everything." The following is one of the newest of their exhibitions of ultra-zeal:—

"Wakefield Court House, May 24.—Magistrates present Sir George Armitage, the Rev. E. H. Brooksbank, and E. Tew, Esq.:—Thomas Briggs, of Royston, was charged by William Atha, police constable on the North Midland Railway, with trespassing on that line at Crofton, on Thursday week. The defendant, who is a respectable man, and a proprietor of the same line of railway, did not deny the charge, but begged of the Bench to mitigate the penalty as much as possible, as urgent business at Leeds had caused him to make the trespass for the purpose of getting to the station at Oakenshaw sooner than he otherwise might have done. The magistrates responded to his wishes, by merely inflicting a penalty of 5s., which with the expenses, amounted to 17s."—*Leeds Mercury.*

We do not deem the police constable the more to blame in this case that the offender is a shareholder of the line—one of the man's own masters in fact; it shows however very strongly *how blind to all distinctions* the ultra-zeal is of which we complain. Yet, neither do we see why the circumstance of the offender being a shareholder, and a respectable man to boot, should cause him to be more severely fined by justices, than other persons for precisely the same description of offence. We read in the *Lancaster Guardian*, that not long before this—

"Two men, of the names of John Winskill and John Beck, were charged with being found trespassing on the Lancaster and Preston Junction Railway, contrary to the regulations, &c. They were fined 1s., and costs 7s., which they paid, and were discharged."

And in the *Hampshire Independent*, that at the Police Office, Basingstoke—

"Jesse Fry, for trespassing on the London and South-Western Railway, was fined 8s., including costs."

The amount of the fine and costs in both of these cases was 8s., which is something less than one-half of what the North Midland shareholder had to pay for the same thing—with this difference only, that the North Midlander was in the anomalous position of being a trespasser on his own property! Yorkshire is not Lancashire, and a very far way from Hampshire, and Justices' justice has been long famous for its diversity; yet such differences as these—in a railway era especially like ours which makes so little account of time and space—ought not to be heard of. The Yorkshire justices should feel obliged to us, for letting them know how neighbour and distant justices act under the same circumstances, and we hope will profit by the information.

At the Audit House, Southampton, on Tuesday, the 25th—

"A man name James Hunt, a flyman, was fined 10s. and costs, for using abusive language to a policeman at the railway station on the 21st instant."—(*Hampshire Independent.*)

Pity there is not an "Audit House" at this end of the line too where "abusive" language could, without going further, be equally punished, whether indulged in by railway hangers onor by railway officials!

Outrageous Conduct of Passengers.—Informations were preferred, at the instance of the Midland Counties Railway Company, before the County Magistrates, at Derby, against Sampson Frost, of Nottingham, turner, for being drunk, rude, and disorderly, and assaulting two female passengers; and also for assaulting and abusing the guard: against John Pickard, of Nottingham, lace-maker, for striking, assaulting, and abusing the guard, and wilfully obstructing him when in the execution of his duty: and against Thomas Gauntley, of Radford, lace-maker, for a similar offence. The several offences before named were acknowledged by the parties, who by their attorney, Mr. Bowley, apologised to the Directors of the Midland Counties' Railway, and the cases were compromised, on defendants paying 5*l.* 9s. 6d., the costs incurred. The same Sampson Frost was also convicted in the penalty of 40s. and costs, for smoking one of the Company's carriages.—*Derbyshire Chronicle.*

Evasion of Fares.—James Lane was charged before the magistrates at Stockport with having knowingly rode on the Manchester and Birmingham Railway, without having paid his fare. Mr. W. Vaughan represented the Company, and after stating the case, observed that the defendant had rendered himself liable to a penalty of 40s. and costs. Thos. Rushton, one of the guards proved that, on returning to Stockport by the last train on Saturday night, he found the defendant in the third class; and on passing Rushford asked him for his ticket. He answered "I have paid my money, and that is enough for you;" he said nothing about losing his ticket, until he had varied his statement. The consequence was, that on arriving at the Stockport terminus, the circumstance was related to Mr. Murnane, the superintendent, who demanded the fare in the usual way; and Lane declining to pay, he was taken to the lock-ups. The defendant, (who had his arm in a sling,) said that he had been to the Oldfield-lane doctor; and on his return through the office paid 6d., and received a ticket, but which owing to the crowded state of the third-class carriage, had fallen, he supposed, for he did not know what had become it. The guard observed, that the number of tickets he collected corresponded with the number issued on the way-bill, and therefore the defendant could not have paid for one. The defendant however repeated his innocence of any intention to defraud—having paid his 6d., and lost the ticket. Mr. Murnane, the superintendent, said that these offences were becoming very frequent, and the defences were somewhat different in all the cases. Indeed, they were almost of daily occurrence; it was in consequence of the different statements given by Lane to the guards which led him to treat the case as one of fraud; but, where there were the least grounds for supposing that the parties had really had a ticket, such cases were invariably overlooked. The Bench, feeling themselves called upon to carry out the Act of Parliament, the case having been proved, mitigated the penalty of 40s. to that of 5s. and costs—making in the whole 18s., which was paid.—*Stockport Advertiser.*

The practice of this Company in overlooking all cases where there is no appearance of intention to defraud, evinces a very proper discretion. It prevails also on the Birmingham and Great Western lines.

Death in the Pot.—On Sunday last, as the half-past nine o'clock train was coming from Manchester, a circumstance took place which, had not the engine-driver been on the alert, the frightful death of one of the policemen on the line must have taken place. It appeared that James Painter, the Longsight policeman, was so beastly drunk whilst on duty, that he had fallen across the rails near the tank yard, at Rushford, where he lay some time. The train was at that moment running at a speed equal to 25 miles an hour; and when within only 150 yards from the body, the steam whistle was sounded, the breaks put on, the wheels reversed, and every exertion used for the purpose of checking the progress of the engine; but the fellow was actually unable to avert the death which was approaching him with such velocity. A man and woman, however, who happened to be upon one of the banks, rushed to the rails and dragged the insensible policeman away. Another moment and he would have been a mangled corpse. The train, which did not stop, then proceeded onwards to this town. Painter was, on Tuesday, brought before the Manchester magistrates, charged with being drunk on duty. The Bench considered the case a very aggravated one, and convicted him in the sum of 40s. under the Railway Act.—*Stockport Advertiser.* Of course he has been dismissed also.

The Southampton Again!—[From the *Times.*]—On Tuesday, George Tyerman, traveller to a mercantile house, and Robert Guild, a sailor, were brought up to Union Hall *in custody*, at the instance of the Directors of the Southampton Railway, for *stealing an orange.*

The guard of one of the Company's trains stated, that the prisoners were passengers in a second class train from Southampton, and that on the journey they were observed to get from the carriage into the luggage van, on which were several boxes of oranges. He (the guard) saw them both on the van while the train was in motion, and observed Guild introduce his hand into a hole in the lid of one of the boxes and take out an orange, which he commenced eating. When the train stopped, witness gave information of what he had seen, and the prisoners were taken into custody, when, on examining them, an orange was found in Tyerman's pocket.

Mr. Traill inquired whether the Directors intended to prosecute the accused for stealing an orange?

Superintendent Freshfield replied in the affirmative, and said it was in order to make an example—to stop peculation—which was not unfrequent on the railway.

Tyerman accounted for his being in the luggage van by the fact of his having given up his seat in the carriage to accommodate a female, for whom there was not room until he got out. With respect to the orange found in his possession, he denied most solemnly that he had taken it out of the box in the van; that he had purchased four oranges on leaving Southampton; that he had eaten two of them on the way, had given one away to a child in one of the carriages, and the one which he was charged with stealing was the one he had left in his pocket out of the four he had bought.

The other prisoner said that he had purchased the orange he was seen eating at Basingstoke, and denied that he had taken one out of the box in the luggage van. He added, that he gave up his seat in the carriage to make room for a female, and that was the reason he went on the van.

The guard said, that he did not believe the prisoners gave up their seats as they represented, there being sufficient room in the carriages without their being obliged to do so.

Tyerman, however, declared that such was the fact, and that he had strong grounds for believing that the charge was brought against him in consequence of his having threatened to complain to the Directors of the remissness of their servants, owing to their being unable to find his carpet bag.

The guard, however, said that there was no foundation for such an assertion.

Mr. Traill discharged Tyerman, and made Guild enter into his recognizance to appear on the following day, to answer the charge, in order to know whether the Directors intended to proceed against him for stealing an orange, the guard positively swearing that he saw that person put his hand into the box and take out one.

Wednesday the superintendent attended, and when Guild appeared, the foreman said that the Directors did not intend to prosecute; therefore the accused was discharged.

The taking of Mr. Tyerman into custody was a most abominable abuse of power; even according to

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the guard's story there was not a tittle of evidence against him, or the slightest ground for imputing to him a participation in the alleged offence of the sailor—and which, if committed at all, was but *sailor-like*, without any wilful criminality in it. The Directors did wisely in dropping the matter altogether; but, according to Superintendent Freshfield, they *had* previously decided on prosecuting the two men for the theft of the one orange, worth not one farthing. Most discreet Directors they! But for Mr. Traill's intervention—but for the opportunity given by him to the Directors to reconsider their decision—it is evident that they had all the inclination to disgrace themselves for ever. We assume, of course, Superintendent Freshfield's statement on this head to be true; but we must frankly confess we have our doubts. The whole affair smacks less of Board-room quality, than of the swelling insolence of some incompetent, good for nothing jack-in-office.]

PROCEEDINGS OF THE HOUSE OF COMMONS ON RAILWAYS.

BELFAST AND CAVEHILL RAILWAY.

May 28.—Bill reported; Report to lie on the table.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

May 28.—Report to be taken into further consideration upon Thursday next.

June 3.—Report further considered; amendments agreed to; Bill to be ingrossed.

RAILWAY ADJUDICATIONS.

LIABILITY OF RAILWAY COMPANIES AS CARRIERS.

MUCHAMP V. THE LANCASTER AND PRESTON JUNCTION RAILWAY COMPANY.

Court of Exchequer, May 28th.—This was an action brought to recover the value of a parcel which had been booked at the Preston office of the defendants, for London. It appeared at the trial that the plaintiff knew that the defendants only professed to carry as far as Lancaster, towards London, but as the defendants took the parcel so directed, and the carriage being to be paid on delivery in London, the learned judge before whom the case was tried left the fact of its reception and booking by the defendants to the jury, as evidence from which they might imply a contract to carry it all through to London; and the jury having found for the plaintiff, this rule was obtained to review that direction. [See full Report of the case in the *Railway Times* of 27th March last].

Mr. MARTIN now showed cause, but the Court called on

Mr. CRESSWELL, Mr. BAINES, and another gentleman, to support the same, who contended that the defendants were only liable for any loss which might arise while the parcel was in their own care. The loss, however, had arisen after it had been delivered by them into the hands of another company, by which it was to be carried onwards, and the defendants were not liable, as their contract only was to carry it and deliver it to the other Company at the termination of their line.

Lord ABINGER, however, thought that the case was very properly left to the jury by the learned judge. It was admitted at the bar that the contract of the defendants extended beyond the mere carriage of the parcel, for it was contended that they were only bound to hand it over to the succeeding Company. Now it appeared that the carriage was to be paid for on delivery, and it must be manifest that there was some understanding between the railways as to the division of the profits; so that if one Company received and booked a parcel "all through," the contract would seem to be to carry it all through, and as it was impossible for the owner to ascertain where the loss, if any arose, it was but proper that he should look to that Company at whose office he had booked the parcel, as they by taking it must be presumed to have entered into a contract to carry all through by their agents. The ruling of the learned judge was therefore quite right, for it was a question for the jury on this evidence to say whether that was not the contract, and a very fair presumption it was for them to draw from it.

Rule discharged.

THE QUEEN V. THE MANCHESTER AND LEEDS RAILWAY COMPANY.

Court of Queen's Bench, Westminster, June 2, (Sittings in Banco.)—This was a mandamus to the defendants, commanding them to make a bridge and certain other works for the convenience of the public at a part of their line which crosses the high road in the neighbourhood of Oldham. The case having gone to trial before a jury, a verdict was found for the crown upon some issues, and for the defendants upon others. Both parties to the proceeding being dissatisfied with the verdict, each of them, upon a former occasion, obtained a rule calling upon the other to show cause why the part of the finding which had been adverse to each applicant should not be set aside, and these cross rules now came on for consideration together.

Mr. Cresswell, with Sir W. Follett, Mr. Tomlinson, and Mr. Hildyard, now appeared upon the part of the defendants. The Attorney-General, Mr. Starkie, and Mr. F. Kelly, appeared for the Crown.

The COURT took time to consider their judgment. The argument occupied four hours.

THE QUEEN V. THE GLOUCESTER AND BIRMINGHAM RAILWAY COMPANY.

This was a mandamus, commanding the defendants to do certain works in a certain manner, at a place where their line of road intersects the high road in the immediate vicinity of Cheltenham. The question for discussion was the substantial conformity of the works with the mandate of the writ or the validity of the excuse alleged for the partial want of a specific obedience to the Act of Parliament and the *mandamus*.

The Attorney-General, Mr. Greaves, and Mr. Geal, appeared for the prosecutor; and Sir W. Follett and Mr. Selfe for the defendant.

The COURT took time to consider their judgment.

CASE OF COMPENSATION.

LONDON AND CROYDON RAILWAY COMPANY V. BENJAMIN AYNESWORTH.

Town Hall, Southwark.—An inquisition was held on Monday last, the 31st ultimo, at the Town Hall, before Sir Chapman Marshall and the Recorder, under a precept from the London and Croydon Railway Company, to assess the amount of compensation due to Benjamin Aynesworth, patten-maker, of the Broadway, Saint Thomas's-street, whose premises are required for the joint station about to be erected for the use of the Brighton, Croydon, and Dover Railway Companies. The amount claimed was 919*l.* 1s. 11d.

Sir William Follett and Mr. Austin appeared for the Company; and Mr. Hill (Queen's Counsel) for the claimant.

The case having been called on,

Sir WILLIAM informed the Court that the claimant had agreed to accept 250*l.*, in full of all demands, and a verdict was accordingly taken for that amount—being one quarter of the claim.

SOUTH EASTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—There is a slight inaccuracy in the Report of the proceedings of the above Company on Thursday last, which, if it remain uncorrected, may lead to misconception on the part of absent proprietors.

Mr. Barlow is represented to have stated (in answer to an inquiry which I made), that the estimate did not include the permanent way, whereas in consequence of that item, of which he had not made any calculation, being comprehended in it, Mr. B. stated, that his confirmation of the estimate must be taken with that exception, and this led me to remark—not as understood by your Reporter, that the cost of permanent way could not be much, but—that the excess above estimate (6,000*l.* per mile) could not be much.

Your Report is in other respects so correct, that I shall be obliged to you to insert this letter in your next paper, and

Remain, Sir, your obedient servant,

J. M. PARSONS.

6, Raymond-buildings, 2nd June, 1841.

NORTHERN AND EASTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—May I be allowed through the medium of your paper to call the attention of the Directors of the North Eastern Railway to the utility of establishing a Station at Stratford, for the taking up and setting down *passengers* to and from Broxbourn and the intermediate stations, (but not from Stratford to Shoreditch, or *vice versâ*, as that would interfere with the Eastern Counties). This would be a great boon to the inhabitants of the populous towns of Stratford and Bow, who are at present totally precluded from making use of the facility of this Railway, from the difficulty they have of getting access to it; the only way at present open to them being to go to Shoreditch, and again retravel the ground which they have already gone over,—otherwise go by the circuitous way of Low Layton to the Lea Bridge Station, a distance of several miles. I trust the Directors will give this their mature consideration, as I have no doubt it will prove equally as beneficial to the coffers of the Company as to the public.

A. D.

Stratford, Essex, June 4, 1841.

RUSTING OF RAILS.—The editor of the *Railroad Monthly Journal* explains in the number for this month, that it was "not the part in contact with the wheel or flange" that he alluded to as not rusting while in use, but "the sides, lower edges, and the middle rib, which in two rails laying within a foot perhaps of each other, such as sidings not used, &c., get very rusty on the rail not in use, and but slightly so in the used rail." Now that we know what our contemporary means, we readily admit the fact stated by him to be curious, and by no means of obvious explanation.

BRAVE SON OF A BRAVE MOTHER. — Some time ago a train of waggons was carelessly left near the top of the Lickey incline, and as even railway Directors cannot control that venerable old gentleman, Gravity, they, according to the invariable laws of Nature, began to descend. Now the first person who saw them was a child only nine years old, and what did he do—run away like the Rugby porters? No; he jumped upon the waggons and put on the break, and then, and not till then, did he roar out like a Trojan for more help. Who comes next? Why, above all beings, his mother, and she jumped likewise on the train and got to a break; and between the mother and child, they brought the train to a stand still, and thus prevented a smash which must have included themselves. We do hope and trust, that although Boards have no souls, the Gloucester Directors have in some measure rewarded the high courage of this woman and her child.—*Railroad Monthly Journal for June.*

SALISBURY RAILWAY.—The following letter from the Messrs. Edward and Charles Castleman, of Wimborne, appears in the columns of a provincial paper:—"May 24. Having seen an article, stating that the South-Western Railway Company was about to undertake to make a Railway from Salisbury, to join their present line at Bishopstoke, and as this would materially injure the road from Wimborne to Piddletown, for making which we have just obtained an act of parliament, we thought it our duty to write to the Directors, and ascertain the truth of the statement; and they have informed us that they have no knowledge whatever of the matter."

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THE VOICE FROM THE EAST—EASTERN COUNTIES' RAILWAY TRAFFIC.

To the Editor of the Railway Times.

High-street, Shoreditch, June 3, 1841.

DEAR MR. EDITOR,—I have been called some very ugly names by the people here for what I stated in my last published letter to you respecting the continued loss on the carrying business of this Company. "Liar," "libeller," "calumniator," &c. Be pleased therefore to allow me to show by a little arithmetical detail—*my authority for which shall be the Company's own books*—that I have said nothing but what is to the very letter true. And though for the present, and for the nonce, I am anonymous, I beg to hint to the Bozzes and Sams of this very polite vicinage that a slander should not the less stick in an honest man's throat, that there is nobody *in propria persona* in front of him, to tweak his nose for the offences of his mouth.

To solve truly the question of *loss or no loss*, we must discriminate between the traffic proper to the Eastern Counties' Company, that is, carried *by the Company's own trains*, and the traffic arising from the use of part of the line by the Northern and Eastern Company's trains. The former I am enabled to give you with great exactness, but the latter must be matter of inference or conjecture rather. The Northern and Eastern subsidy *should* amount to the exact sum of the difference between the traffic proper to the Eastern Counties' line and the total traffic returns of the Eastern Counties' Company; but that it does so, there is great reason, as we shall presently see, to doubt.

The following statement shows the number of passengers actually conveyed by Eastern Counties' trains, and the money receipts from them for the last 10 weeks; opposite to which I have placed the numbers given in the official returns published in the *Railway Times*, under the general head of "Eastern Counties':—

	The Traffic Proper.		Total Traffic per Official Returns.	
Weeks ending	Passengers.	Receipts.	Passengers.	Receipts.
March 14	5025	£377 12 1	10,616	£566 19 0
March 21	4943	386 5 10	10,570	576 4 9
March 28	5253	381 19 3	11,319	579 4 4
April .. 4	5870	440 1 9	12,210	641 18 2
April .. 11	7536	590 0 8	15,347	816 7 7
April .. 18	7135	544 5 7	15,163	774 4 8
April .. 25	6350	526 4 7	12,795	729 16 0
May .. 2	7096	542 7 1	14,611	763 15 4
May .. 9	6816	527 7 6	13,990	743 2 1
May .. 16	7828	598 8 6	16,607	840 8 6
10 Weeks	63,852	4,914 12 10	133,228	7,032 0 5
Averages in round numbers	6385.	491 0 0	13322.	703 0 0

To the official weekly returns of the Company there is invariably subjoined a memorandum in these terms [see *Railway Times* April 10, p. 416], "including Northern and Eastern Railway toll, &c." What the "&c." means the shareholders and the public are left to conjecture. As, however, there is only one other thing which the Northern and Eastern do pay beside "toll," namely, a rent for their Shoreditch station and accommodations, we can be under no mistake in concluding that *that* is all which is hidden under Mr. Etcetera's skirts. But, why should it be hidden? Why not say distinctly and openly that there is so much received for "toll," and so much for "rent"? The reason is plain enough. The Directors know perfectly that the sum received for *rent* has nothing to do with the *traffic* account, (any more than any other rents they receive,) and is only smuggled in there in order to swell the apparent receipts from traffic, and thereby to get the Company credit with the public for a greater carrying business than it actually possesses. The sum originally agreed to be paid for rent was 7,000*l.*, but this was some time ago reduced to 5,000*l.*, until the completion of the Shoreditch station—the accommodations which the Northern and Eastern Company possess there at present being merely of a make-shift and very inconvenient description. From the total traffic receipts, therefore, weekly claimed credit for by this Company, we must in every instance take off 96*l.* 3s. 1d. for the weekly proportion of the 5,000*l.* rent. The remaining difference is most probably made up of the toll paid by the Northern and Eastern Company, but on this point I am in want of further information.

We have, then, as the general result of the last ten weeks' traffic—

From the traffic proper an average weekly revenue of	£491 0 0
From the total traffic (Northern and Eastern passengers included) an average weekly revenue of (703*l.*—less 96*l.* 3s. 1d.)	606 16 11

A more miserable—more deplorable—failure than this it is impossible to imagine. It would be idle to ask whether 491*l.* a week will cover the Company's current expenditure for their own carrying business (for they have no right to draw upon the Northern and Eastern subsidy for a single shilling of that expenditure.) It won't half cover it. *Half*, do I say? why, it won't defray one-third of the current expenditure, if all that legitimately belongs to that department is fairly charged against it. Equally idle would it be to ask from what source the money to pay the interest on the Company's bonds and debentures is, under such circumstances, to come. Of course *from capital alone*, and only so long as that capital lasts. When the capital furnished by the shareholders is exhausted, (alas! poor shareholders, about a million and a half of your money irretrievably gone, and the result a carrying business which does not pay its own expenses), then the creditors must pay themselves their interest *out of their own capital*, and when that too is gone, they must be content to go without both principal and interest.

To apply the toll received from the Northern and Eastern Company towards making good the loss sustained on the Eastern Company's own carrying business, is a monstrous aggravation of the evil. All *that* is nearly clear gain—the only deductions to which it is subject being the cost of maintenance of three miles of way, and a few incidental expenses; and were it but treasured up and duly improved, as it ought to be, it would produce a net income of from 5,000*l.* to 7,500*l.* a year, and that would suffice to enable the Company to borrow at common interest—(not before it is wanted) from 100,000*l.* to 150,000*l.* to assist them in the prosecution of the works. But as things are, it is flung away as fast as it comes to hand, on the Company's own all-loss-and-no-profit business—serving no other purpose than to mask from observation for the moment the real magnitude of the loss at which that business is carried on.

But is there no hope of things mending? *None whatever*—so long at least as the affairs of the Company are managed as they now are, and for a long time past have unhappily been. The greater part of the 17½ miles now opened, be it observed, has been at work for nearly two years—no part of it for less than nine months; so that it cannot be said there has been any lack of *time* for a full development of the resources of the line in the hands of its present managers. Observe further, that at no period has the traffic amounted to one-third of what these same managers assured their confiding, but most deluded, constituents they might look forward to "*with the utmost confidence.*" According to the memorable estimate, in the preparation of which Captain C. Moorsom (once a Director of this Company) took so prominent a part,—all the data for which were said to have been "*obtained by actual enumeration at the most unfavourable season of the year*," the receipts on the opening of the line to Brentwood ought not to have been less than 2,000*l.* a week! (wholly irrespective of the Northern and Eastern toll.) Have they ever reached that sum, or even half way to it? The *minimum*, be pleased to remember—the *least possible result of* "*the most unfavourable season of the year.*" Not once—neither before the great slaughter accidents nor since. Never have the gross receipts from the Company's own proper traffic exceeded 600*l.*; and the average of the ten weeks ending 16th May last—ten weeks which were 50 per cent. at least better in point of passenger productiveness than any ten weeks "of the most unfavourable season of the year," was only 451*l.*!!! The average for that period should, according to their own showing, have been not less than 3,000*l.*! Weekly deficiency, therefore, 2,549*l.* Annual deficiency, 130,548*l.*!!!

No person but some knavish stock-jobbing shareholder, very willing to have some ground for pretending to be himself deceived, in order that he may be the less obnoxious to public censure for deceiving others in regard to the value of the Company's shares, can affect to question for one moment that there must be something very "rotten in the state" of things which produces such Dead Sea fruits as these. "The root of the evil," as was well remarked in your journal several months back, by an "Essex Farmer and Shareholder"—that evil "which is preying like a cancer on the prosperity of this Company—lies much deeper" than any passing panic or mere difference of seasons. "If you ask what the public opinion of Essex on the point is, one and all will tell you that it is because *the management of the line is in the hands of strangers and bunglers*—strangers to the county and people, their habits and wants—strangers, moreover, to all those graces of conduct and demeanour by which friendship and support might be conciliated and secured—and such bunglers withal, from ignorance of business, fickleness of purpose, and infirmities of mind and temper, that no undertaking, requiring like this, great experience, prudence, judgment, discretion and steadiness to manage it, *could possibly thrive under them.* They seem never to have any thought of consulting the wishes or feelings of others. Everything with them is to be effected by the high and the strong hand," &c., &c.

Not all "strangers" to be sure, (though "bunglers" all.) Three Essex men there are on the Direction, but who? Not one of them "of the quorum" or gentry of the county—not one of them of any local influence or of any influence elsewhere—and least of all at the Eastern Counties' Board. A gallipot, a beer barrel, and a whipper-in!!! Had a Disney or a Tyrrel been on the Board of the Eastern Counties' Railway, does any one suppose that such things as have been transacted there would ever have been heard of? A Yarmouth man there is, too, on the Board, and how it happens that he is there is a matter of universal wonderment. What interest can Yarmouth have in a railway which is to stop short at Colchester, and divert (if it can) all the shipping business of the eastern coast to the port of Harwich? And what call—official, prudential or otherwise—can the Collector of Customs of the Port of Yarmouth have in promoting an undertaking which, stopped short as it has been, can tend only to the ruin of Yarmouth? Perhaps Mr. Edwards will explain.

For the present,

I remain, dear Mr. Editor,

Very faithfully yours,

Q.

A HINT TO RAILWAY TRAVELLERS.—Persons journeying between St. Helen's and Warrington may save themselves *sixpence* each way by booking to the Newton Junction, instead of to the bottom of Sutton, and what is more strange they travel in the same train to and from St. Helen's as those who pay the extra sixpence.—*Newport Journal.*

Only a few years ago, it was thought expeditious travelling to reach Edinburgh in eight and forty hours after leaving London, which was continuing the journey day and night without stopping: but since the opening of the Great North of England Railway, the journey from London to Newcastle can be performed in one day, viz., in fifteen or sixteen hours; and passengers can then proceed by the *Chevy Chase Coach* the next morning, which runs the remainder of the journey to Edinburgh in nine hours.—*Brighton Gazette.*

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RAILWAY DIRECTIONS.

To the Editor of the Railway Times.

Sir,—Some good will, I venture to hope, result from the discussion carried on in your journal on this subject. Time and space enough have been, for the present, devoted thereto, and I now beg leave to close it on my part with a few observations. "A Railway Shareholder" and your present correspondent have not, of course, convinced each other, such a result being unknown in such cases. If, however, any one individual interested in railways has been thus led to reflect more deeply than before on the subject of Directors and their duties, or to regard it in the light suggested by me, I shall be well content.

It is rather unfortunate that the term *Director* was ever adopted in this matter. Their true functions are those of an *Auditor*, and so should they be regarded. *Direct* they do not, nor can they with any effect as now constituted; at the same time they are too much mixed up with the affairs to act as a check on others. But no Directors of any kind can of themselves be depended on by shareholders. To the Auditors they must look for check and protection. The present Directors, indeed, can neither "plough nor drive;" can neither direct others nor check their proceedings. Then why keep them on the staff any longer? The "Managers" are the real Directors. On the principle justly advocated by the "Railway Shareholder" of not having two sets of officers for the same service—let the present managers, or whatever they may be termed, be regularly invested with the effective and responsible direction—each in his department, and let the present Directors, *chosen annually by all means*, act as Auditors of the accounts and proceedings of these managers. That the former should be at once *called* Auditors would be desirable; if, however, the duties of the two sets of officers, viz. Managers and Auditors, be but well defined; and if it be settled as a law that the set now acting as Directors shall have no other functions whatever than those of Auditors—why then, if the name "Director" be the more pleasing of the two to their ears, they may as well retain it. Three Directors on my plan, acting as Auditors only, would be amply sufficient. Let the accounts be examined *half-yearly* by all means. A salary of 200*l.* each is enough for these Auditor-Directors. Thus here some salary would be saved at once.

According, then, to my system, the construction of a railway being determined on, provided an Act for the purpose can be obtained, the shareholders at their first meeting should at once choose their Engineer-Director and their Finance-Director. "No more at present." These two, in conjunction with the Solicitor and Parliamentary agent (who must of course be appointed at the commencement), would be sufficient to direct all matters till the line began to be constructed. A clerk, as Secretary of Direction, would be required also. Then a Way Director must be appointed. The line being completed, a Locomotive department Director and a Train Director would be added to the preceding, and if a general Director were appointed to complete the five and to act as Chairman, the money would not be thrown away. Thus salary would in no case commence before service was required and performed. The workmen, clerks, &c. in each department should be under the immediate direction of their own chief exclusively, and responsible to him; but the whole five Directors should have, under certain conditions and limits, a power of general superintendence.

The shareholders would, at their half-yearly meetings, consulting the Engineer and his brethren, appoint what portions of the line should be first proceeded with, and determine other points belonging to what might be called (as it were) their legislatorial functions.

Thus each Director would become immediately responsible for the conduct of his respective department, instead of there being, as at present, *nobody responsible*. The system pursued in the American Bank and elsewhere, which "A Railway Shareholder" justly denounces, was totally different from this. Thus, e.g., in the case of a certain railway *not* running N. E., the trains, it is complained, do not maintain either speed or punctuality. On my system, the director of trains would have been instantly called on to answer for the irregularity. It might happen, that the locomotive or some other department, or perhaps more than one department, was really in fault. If the Director first called on could show this (and doubtless he would if he could), then in any case the true culprit would ultimately be discovered and punished. And what a punishment! Loss of credit, with ruin of prospects—perhaps loss of salary and situation.

I submit then confidently, that if any system can secure vigilant and energetic Direction, the one here proposed is that system—one by which each Director is furnished with the amplest means of every kind for doing his duty efficiently, and is certain of punishment if he is negligent or inefficient. Until something of the kind is adopted the same ruinous state of things will be perpetuated under which so many already suffer.

In recapitulation then, be it understood clearly, that the Managers are to be the Directors, and those now designated by the latter appellation are to be Auditors. Thus, through the agency of these last, the shareholders would exercise that control over their real Directors, which partners in a private business do over their clerks and servants, and might be said to stand towards them (the Directors) in a similar relation."

Allow me, Sir, before concluding, to suggest that the shareholders should always *themselves appoint* the Parliamentary agent, and not allow the solicitor to do so. The Parliamentary agent would thus be responsible to them, and he and the solicitor would be unable to shuffle off blame from one to the other. And, in money matters, when the bill came to be paid, the solicitor would be deprived of the usual answer to inquiries, "Oh, these are the charges of the Parliamentary agent of which you know nothing, nor I either, and which admit of no discussion." By this method of the Parliamentary agent being chosen by the shareholders, such juggling talk would be put an end to, and very many thousands saved on every Railway Bill.

I am, Sir, your obedient servant,

C. D.

June 3, 1841.

LONDON AND GREENWICH RAILWAY.

LETTER IV.

To the Shareholders.

Gentlemen,—The policy of low fares is rapidly gaining ground in the estimation of the railway public, and scarcely any writer ventures now to uphold the almost exploded notion of obtaining a large revenue by a *high individual charge*. Let us observe what effect the establishment of this principle is likely to have upon your future prospects as *toll receivers*, and what ought therefore to be the policy of your Directors as to toll regulations. This being once determined, it will be your fault if you allow any pre-conceived notions of theirs, or any indirect influence to which they may be subject, to stand in the way of your proper interests. It is now about two years since the first promulgation of the opinion of the "Select Committee on Railways" that your railway, as it then existed, should not be allowed to receive the Brighton and Dover traffic, that either this traffic should be diverted from it, or that the railway itself should be enlarged or widened for its reception. The announcement of this opinion was calculated to spread consternation amongst a proprietary which had already expended so large a capital upon a railway thus likely to be deprived of the greater part of an *expected* traffic, unless subjected to a still further outlay. Under these circumstances what course did your Directors take? They first endeavoured to persuade the parties concerned that the Parliamentary Committee was wrong, and that your railway was all-sufficient for the intended traffic without any additional expenditure; failing in this, they tried to induce the parties who were to use the railway to widen it themselves, and pay you the toll notwithstanding; and failing in this, and having refused several offers of these parties who were willing to make the additional outlay, *but continue*, nevertheless, to pay a portion of the toll,* and being threatened in consequence of such refusal with an attempt of these parties to take the matter out of their hands by paying you for your ground and making the railway themselves, and thus depriving you of all toll for the future, your Directors hit upon the notable expedient of getting an Act of Parliament to enable them to charge a *higher rate of toll* upon all passengers over your line after it should be widened by *you*, in the anticipation that by this means they should be able to *force* where they had failed to *persuade* these parties to pay for the said widening out of their own proper funds. Herein they practised a delusion, if not upon themselves, at least upon you, because they proceeded upon the assumption that a toll is altogether of a compulsory nature, forgetting that the *use* of the railway by the public, upon consideration of which *alone* the toll is payable, must always be, to a considerable extent, of a voluntary character, and will depend very much upon the rate of that toll. In order to elucidate this point, let us suppose that they had succeeded in obtaining power to levy a 6*d.* toll, as they attempted, or to go back to the original powers of their Act to levy a toll of 9*d.* or 1*s.*† Why! they would have stopped the whole traffic of all the three lines, or at least they would have driven them off the Greenwich line, which to you is the same thing, and the consequence would have been, that you would have lost, not only the whole of the present outlay, but a great porportion of the past. Now the object of this letter is to show you that your Directors have made a mistake in supposing that by the power which they have taken to levy this additional toll they have enabled you to escape from that necessity which naturally fell upon you, as it must fall upon all persons in your situation—namely, the necessity of rendering that commodity which you have to sell acceptable to the buyers, both by the accommodation afforded and by the price demanded; and to warn you that, if you persist in seeking to evade this necessity by throwing it upon other parties who have no right to bear it, there is considerable danger of your losing your market altogether. Because, if it be true that the adoption of the course which I have pointed out would have had that extreme effect of driving away the whole of the traffic, so is it likewise true that a partial adoption of such course will have a part of such effect; and that the levying of a toll greater than people are disposed to pay will limit the use of your line, if it do not, by interfering with the legitimate profits of those who bring the greater part of its traffic, eventually destroy the use of it altogether, as far as such traffic is concerned. For instance, the perseverance of your Directors in their refusal to modify the present toll payable by the Croydon Company has already driven away so much of the traffic of that Railway as to have diminished your toll receipts 1000*l.* per annum. Have you any expectation that, if your Directors should proceed to enforce their right to demand 4½*d.* instead of 3*d.*, when your line shall be widened, such demand will restore any part of this traffic? Is there not every reason to expect, on the contrary, that another rise of Croydon fares will take place, which will diminish your receipts still further, in spite of the additional toll you will receive upon the few remaining passengers? And is there not still further danger that the Croydon Company, finding its traffic so much crippled by your conduct, should set itself seriously to work to divert such traffic from your line, either by way of New Cross or Corbet's Lane, as proposed in the last Report of its Directors? You imagine, perhaps,

* For a history of all these proceedings see Second Report of Select Committee on Railways, and printed correspondence between the different Companies from October, 1839, to May, 1840.

† See Evidence of Mr. Moxon and Mr. Young, Report of Select Committee on Railways, page 10.

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that, although the Croydon Company may find it inconvenient to pay so high a toll, and although you may consequently lose some part, or the whole, of the Croydon traffic, which your Directors once affected to consider as the only traffic worth their notice, yet that you will still retain the Brighton and Dover traffic, which is of much more importance; but which your Directors once affected to despise.* I think it will occur to you, however, upon a little reflection, that the same means which may be taken to divert the Croydon traffic will also serve to lead away that of the Brighton and Dover, if temptation should be offered; and that temptation will not be wanting, if the toll of the Greenwich Company should be excessive, either by reason of its actual amount, or with reference to the great numbers of the passengers: for it must be remembered that it is an axiom in Railway affairs, upon which the whole of this argument is founded, that no Company can expect to receive the same rate per passenger from large numbers as from small ones; and that when an increase of traffic is sought for, it can only be found in an increase of accommodation or a *diminution of the rate of charge*. What then is the policy to be recommended, or, if need be, to be enforced upon your Directors? Not to yield an iota of your just rights to any Company. Not to agree to any reduction of your toll which shall allow other Companies to keep up their rates while yours are diminished; but to go heart and hand with these other Companies in such a joint and fair reduction of charge as is likely to bring additional revenue to all parties. Once more reflect, I beseech you; and ask yourselves whether this doctrine be true or false.

I am, Gentlemen, your well-wisher,

EXPOSITOR.

June 3, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY—EXCESS OVER ESTIMATE.

To the Editor of the Railway Times.

Mr. Editor,—Although I do not profess to be in the secrets of the Directors of the Birmingham and Gloucester Railway, if secrets exist, as your correspondent "Junius," who dates 26th May, in your journal, would insinuate, I still think, that with the ordinary information I possess from having attended some of the meetings, and being myself a shareholder, I can discover what "Junius" might also have discovered, namely, that some of his statements are inaccurate, and calculated to mislead and throw discredit on parties, and to depreciate the undertaking without any good object; and under such circumstances, "Junius" does well to screen his own ignorance or shamelessness under a false signature.†

I will grant that the original Parliamentary capital was 950,000*l.*, with power to borrow 316,666*l.*; but this makes in all 1,266,666*l.*, and not 1,366,666*l.* as "Junius" states it,—showing an error of *only* 100,000*l.* in this part of his statement.

Again in the two statements which "Junius" calls estimates—and which he would lead us to believe mean estimates of the total cost of all the railway, and everything belonging to it—he quotes the sums of 728,874*l.* and 738,774*l.* respectively, as contrasted with the total authorised capital of 1,266,666*l.* whereas his own quotations show that those sums were respectively given by the Engineer as the cost of works, and wholly irrespective of other departments of the railway, such as land, and stock, &c., with which the Engineer could not possibly have anything do. If, therefore, "Junius" really supposes that the entire expenditure of the Company was contemplated to be comprised in 738,774*l.*, he shows his own ignorance, which he should be careful how he publishes to the world in a fallacious form; but if he is as his own apparent knowledge on other points would lead us to suppose, aware that such sum was only contemplated as a *part* of the Company's expenditure, he is liable to the charge of deception, by contrasting it alone with the gross capital to be raised.

If "Junius" had fairly quoted the statements made upon paper at the meeting of the 4th (misquoted as the 5th) of May, (and that those statements were not published from the reporters' notes must be subject of regret to every shareholder, who would not rather have garbled accounts such as "Junius" makes out), he would have told you that the estimates of *works* appear to have been about 10 per cent. less than the actual cost, after having opened the line three months earlier than the estimates contemplated, *including* some liabilities not yet paid, which even "Junius" must admit to leave little open for suspicion on that head.

Again, as to the *imputation* that the Directors will borrow 60,000*l.* more, so as to make up their capital to a million and a half:—"Junius" might have had the ingenuousness to add that the same report of 4th May, which he quotes, expressly guards the Directors upon this point by the veto of the proprietors.

"Junius" alludes to this Railway as "passing for thirty miles through a country almost unrivalled for facilities of laying down a line," but he has not the honesty to add that the remaining 25 miles are almost unrivalled for the very reverse:—I was told by a gentleman lately, who is well known in the railway world, and who has inspected almost every railway in this kingdom, that he was "perfectly astonished at the cost of construction of the Birmingham and Gloucester Railway being so low, after having seen the very heavy works on the line."

But let us now see how the fact really stands, from the following comparative Table which is extracted almost entirely from your own columns, and which "Junius" therefore can refer to as well as myself: (the following railways being the principal ones weekly reported.)—

Name of Railway.	Original capital.	Capital expended or authorised to be expended.	Ratio of expenditure compared with original capital per cent. (in decimals.)
	£	£	
Birmingham and Derby	630,000	1,056,666	1·67
Birmingham and Gloucester	950,000	1,266,666	1·32
Dublin and Kingstown	200,000	370,000	1·85
Grand Junction	1,091,800	1,957,800	1·79
Great Western	2,500,000	5,331,527	2·13
Liverpool and Manchester	796,800	1,832,375	2·30
London and Birmingham	2,500,000	5,750,000	2·30
London and Greenwich	400,000	993,300	2·48
London and South-Western	1,400,000	2,260,000	1·61
Manchester and Leeds	1,300,000	2,599,000	2·00
Midland Counties	1,000,000	1,585,000	1·58
Newcastle and Carlisle	300,000	950,000	3·16
North Midland	1,500,000	3,000,000	2·00
North Union	474,600	730,000	1·54
York and North Midland	335,000	500,566	1·49

Thus it appears that in comparison with 15 principal railways, the Birmingham and Gloucester Company show a ratio of expenditure positively the *smallest* of any; and if "Junius" objects that the additional capital authorized on the 4th of May, is not here shown, this will not help him much, for the ratio of expenditure will then be the *smallest but one*.

I must not trespass too much on your columns, and I will only further observe, that as the weekly traffic on this line, exclusive of mails, nearly makes out "Junius's" magic return of 1,400*l.* it is not going very far out of the way to conclude that the gradual developement of the traffic, and the removal of the terminal impediments to a thorough traffic to which "Junius" alludes, will in due time realise a very fair and substantial return upon all the capital employed.

I am, Mr. Editor, your obedient,

W.

June 2nd, 1841.

* See published Correspondence.

† From a writer who is himself anonymous, such language as this is very absurd.—Ed. R. T.

THE CITY OF WORCESTER AND THE BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

Sir,—The question of your "Birmingham and Gloucester Shareholder" in the *Railway Times* of the 15th of May, has been answered by your extract from the *Worcestershire Chronicle*, as inserted in your journal of the 29th May; and the answer is so contrary to my knowledge of the facts, that in default of better reply, I hope you will undeceive the *Worcestershire Chronicle* and the "Shareholder" by the following, which is, I believe, the substance of a statement long since made by the Directors of the Railway or by some authorized party, and more than once repeated even in your own columns.

The citizens of Worcester had no bond from the Company at all, but the Chairman of the Grand Connexion Railway received, in 1836, a bond from the Company to the effect that the Birmingham and Gloucester Company would make or do their best to obtain powers to make a branch railway to join the Grand Connexion Railway, which the citizens of Worcester (mainly) at that time were supposed to be really bringing forward.

It turned out, in 1837 or 1838, that the Grand Connexion Railway was a matter of straw which fell to the ground, and the bond fell to the ground with it, and the Birmingham and Gloucester Railway Company very naturally refused to make the branch which was intended to connect with the Grand Connexion Railway.

The Birmingham and Gloucester Company have more than once offered to make a direct and more convenient branch to Worcester, and were it not for such idle threats, as that which the *Worcestershire Chronicle* puts forth, and which the last three years have proved to be but a worse than useless repetition of vain words, it is probable that the citizens of Worcester might even now enjoy that which they never can attain without the cordial co-operation of the Birmingham and Gloucester Railway Company; namely, a good and well-worked branch into the city of Worcester.

It is almost anomalous in the history of railways, exceptionable though that history be, that the citizens of a city should say to a company, "We will not only compel you to expend your own money without giving you any aid, but we will compel you to expend your own money in the way, and in the mode that we think best for ourselves, without leaving you any choice or judgment on the subject."

And yet this is practically what the *Worcestershire Chronicle*, or rather the opposing party who inserts the article, has been saying for years past.

Can it be wondered at if we never get a branch at all under such hostile and party-spirited views? We have suffered enough already, and this is well known to every citizen of Worcester who has travelled by the present omnibus to Spetchley, as well as to

Your obedient servant,

A WORCESTERSHIRE SHAREHOLDER.

June 2nd, 1841.

Eastern Counties Railway Company.—The works are now in progress at Hatfield Peverel, and a fine supply of brick earth in the lane opposite the mansion of A. Johnson, Esq., will be speedily converted into bricks for the various adjacent bridges. The road leading from New-street, in this town, to the Rectory, has been diverted and men are employed in digging the foundations for the new bridge at that part of the line. An accession of hands has been put into the Springfield cutting, and the embankment formed from the soil is rapidly lengthening, nearly fifty yards, comprising between 5,000 and 6,000 loads of earth, having, we are informed, been completed within a week. The Widford cutting is also progressing and fast nearing the high road.—*Chelmsford Chronicle.*

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SOUTH EASTERN RAILWAY COMPANY—GENERAL MEETING.

Mr. CUBITT'S REPORT.

To the Board of Directors.

London, May 26, 1841.

Gentlemen,—Having in the early part of last week been favoured with a perusal of the draft of a Report from the Directors to the general meeting of proprietors, in which the state and progress of the works are briefly stated, I deemed it my duty, previous to the meeting to take a view of all the works in progress along the whole line of railway, in order to report the same to the Board, as also to be able to answer any questions relative thereto which might arise at the general meeting; although from the clear and brief manner in which the state and progress of the works were alluded to in the draft Report, I expected to have but little to add by way of information.

Accompanied therefore by one of your body (Mr. Lewis Cubitt) I proceeded to Dover at the latter part of last week, were we commenced our inspection of the works which in this division from Dover to Folkestone are in a very forward state, comprising in distinct portions the following works: viz.—

1st. The temporary station, platform and east face cutting of the Shakespere tunnel.

2nd. The Shakespere double tunnel.

3rd. The west face of tunnel and large platform there.

4th. The small intended supplementary tunnel, now to be superseded by open cutting.

5th. The sea wall.

6th. The Abbott's Cliff tunnel.

7th. The Warren cutting.

8th. The Martello tunnel.

9th. The Folkestone Contract A. comprising the deep cutting, bridges and embankment from the Martello Tower to the Foord Valley at Folkestone.

The above works are all of a very interesting character, all in hand, and the greatest part in a very forward state.

Of the Shakespere tunnels, the northern one is completed and ready to receive the permanent way; and the southern one, including all the preparations, driftways, headings, grommgs, galleries, and end portions of all the workings, in such a forward state towards completion, that the whole of the double tunnel may be taken as two-thirds completed.

The platforms, or open spaces at the east and west ends of this tunnel, will form a most excellent site for stores, engine and carriage houses, workshops, &c. &c., connected with the working of the line at that end.

The sea wall, a very striking feature of the works at this end, is in a very forward state and proceeding most satisfactorily. It is about one-half completed in point of quantity, and at least three-fourths in point of difficulty, a great portion being up to the top or full height, and the foundations for the whole, within a very few yards in length, got in up to high water mark; the whole when completed will form a perfectly straight line of wall facing the sea, nearly a mile in length, and averaging 50 to 60 feet in height above the sea at low water. Upon the top of which, within a large parapet, the railway will be carried from the Shakespere to the Abbott's Cliff tunnel, the next work along the line.

In this work, the Abbott's Cliff tunnel, the preparatory works of shafts and galleries are completed, and a driftway or small tunnel, 7 feet high and 5 feet wide, forming a most excellent footway of 1¼ mile in length, and perfectly straight, is completed, ready for the commencement of excavating and arching the tunnel, which with materials ready is within one year's work.

Emerging from the west end of the Abbott's Cliff tunnel, we enter the Warren cutting, about two miles in length, varying from a few feet to more than 100 feet in depth, and containing upwards of 1,000,000 cubic yards of earthwork; this great work is nearly completed, nine-tenths of the whole being done, and the remaining small portion, at the present limited rate of working, will I expect be wholly done, the cutting cleared out, and the side drains cut, all ready for ballasting, by the end of September next.

The next work, the Martello Tunnel, (which perforates the tail of the chalk ridge, separating the cliff works of the railway from the Weald of Kent,) is prepared for execution, so far as having a small brick tunnel or "adit" driven below the bottom for the whole of its length, and from its eastern end to the face of the cliff, for the purpose of draining the tunnel works.

The next and last work between Dover and Folkestone is the Folkestone Contract A., comprising a cutting of about 300,000 cube yards, a large double bridge, for the Dover and Folkestone, and Folkestone and Canterbury turnpike roads, and an embankment from the said bridge to the deep valley at Folkestone, over which I propose to throw a viaduct of three 200 arches, or of such other dimensions and number of arches as will effect the desired purpose in the best manner and at the least cost.

Such are the works done and doing between Dover and Folkestone, much more might have been done had circumstances permitted, but enough only has been going on for the last year as would ensure the completion of these, the most difficult portion of the works on the line, in the same time and simultaneously with all other parts of the line between Tunbridge and Dover.

As much has been said at various times relative to the difficulties, dangers, cost, and in some cases—impossibilities of these cliff works, and as the difficulties (whatever they might have appeared to many) are now surmounted, the most difficult as well as all the "impossible" parts of the work being done, I cannot avoid stating in this place what has already been the cost, not only upon the whole, but upon each portion of the works as above described, in order that each Director, or every Proprietor, or any other person into whose hands this Report may fall, may, by taking the trouble to walk along the works from Dover to Folkestone, see for themselves what has been done for the money; and the resident engineer, Mr. Wright, will at all times, on a note or card being left at his office, give all facilities consistent with the state of the works for the safe and convenient passage of any person interested in the concern to pass along the line.

The whole expenditure for works in this division, from the beginning up to the 1st of May instant, has been as under—

	£	s.	d.
1st. For sundry expenses coming under no specific head	1,683	2	1
2nd. For benchings and passages along the face of the cliffs for the purposes of making surveys, setting out works, and passing along	1,578	7	11
3rd. Excavating the east face of the Shakespere cliff for the tunnel entrance, and forming embanked platform to the Archcliff Fort for temporary station, and roadway thereto	3,310	15	4
4th. Shakespere tunnel	41,583	15	9
5th. West face and platform thereat	2,676	4	10
6th. Sea wall and groynes for collecting beach and shingle, and protecting works	15,238	7	8
7th. Abbott's Cliff tunnel	5,383	2	8
8th. Warren cutting, &c.	34,797	13	1
9th Martello tunnel, adits, &c.	2,401	5	11
10th. Folkestone contract A and bridge	12,980	9	6
Total	£119,833	4	9

From Folkestone to the Staplehurst Road, a distance of 28 miles, nothing has been done in the way of works, other than securing the land, setting out the line, and contracting for ten miles of fencing. From the Staplehurst Road to Tunbridge the line is all fenced in, and about one-half the amount of work in the formation of the line already done, viz.: the cuttings and embankments from Tunbridge station to Five Oak Green near Marden, all of which are in hand, and about two miles of the line from the Tunbridge station to Tudeley has been for some time formed and ready for ballasting; in fact I see no difficulty (means being supplied) in doing that which I stated in a former Report, viz. to get the railway opened to Staplehurst Road station by the end of the ensuing summer, that is within a few months after opening to Tunbridge.

At Tunbridge, and from thence to the junction with the Brighton line at Red Hill near Reigate, a distance of about 20 miles, the works are in the most active state of operation, and if two or three of the contractors fail not in their duty and engagements with the Company, I see nothing other than the act of Providence that is likely to prevent the railway being opened to Tunbridge in the spring of 1842 as alluded to in the opening paragraph of the Directors' Report, in referring to my Report made to them at the last general half-yearly meeting in November, 1840. The opinion then expressed, I at present see no cause to alter.

At Tunbridge, the station ground is levelled down, drained and ready for being ballasted; the new approaches and bridge, for the Tunbridge Wells and Hastings turnpike roads over the railway, are completed, and in course of being metalled ready to receive the traffic over them on the 1st of July, immediately after which the whole of the station ground (about 12 acres) will be insulated from all roads and crossings and rendered perfectly safe, and convenient for all purposes, whether considered with regard to the business of the Company or the convenience of the public and others interested in the roads and communications in the locality.

The station buildings and offices at Tunbridge are now under my consideration, and plans are being prepared of a kind which, I trust, will be found to combine more of simplicity, convenience, and safety with respect to railway travelling, than have yet been combined in a large "thoroughfare station," inasmuch as no passenger of any class coming or going to or from the station by whatever conveyance they may, or going or coming either to or from the north or the south of the railway, or up or down thereon, will ever have to cross the railway on the level at the station.

At Tunbridge, rails, sleepers, and all other "*Material*" for the construction of the permanent way, are in course of constant regular delivery, preparatory to laying the line, which will be commenced in the ensuing autumn.

From Tunbridge to the Brighton line there is not a single spot unoccupied with workmen and contractors for cuttings, embankments, brick-yards, bridge-building, &c. &c., the whole of which distance comprises *ten lots* or contracts, some of which will be brought to a state of completion or up to "formation level" every two or three weeks, which means that the requisite fencing, earthwork, and bridges, &c., are all done ready to begin ballasting and laying the permanent way; and I trust in having all this done on every lot during the month of December next; the ballasting done in several, and the permanent way in full progress.

Leaving the station at Tunbridge towards London, the first lot or contract extends about four miles, to a point called Whitepost Farm in the parish of Leigh, and includes cuttings and embankments of very large magnitude, including the main valley of the Medway and the extensive viaducts for crossing the various branches thereof, some of which are completed, and the others in a very forward state, comprising in the whole about 400 feet of water way in arches or spans of 50 feet each. The earthworks in this lot are proceeding very rapidly under the contract of Messrs. Dawson, and will, I expect, be completed to formation level in four months from time.

The next lot, or contract, "Tunbridge, C.," commencing with a very short tunnel under the garden and road of Whitepost Farm, extends to Bow Beach in the parish of Chiddingstone, under contract with Mr. Collis, being in length about two miles, is in great part completed and trimmed off, and will be fully so in about two months hence ready for ballasting.

The next contract, called No. 8 Godstone, is also in the hands of Mr. Collis, joining Tunbridge, C., at Bow Beach, and extends about two and a half miles to a place called Medhurst Row, it contains some heavy works both in earthwork and

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masony, and will, I expect, be completed in September next.

From the Medhurst Row, still going upwards, follow contracts No. 7 and No. 6 Godstone, both under the execution of Mr. Morris, and comprising an extent of three and a half miles, both in a very forward state, with a prospect of being completed in about three or four months.

The next two lots, No. 5, and No. 4 Godstone, in the hands of Messrs. Weston, Luttley and Perry, contractors, in length about three miles, extending to the eastern end of the Bletchingley tunnel, are both in a satisfactory state of progress; No. 5 will be completed by the end of next month, and their united forces being then devoted to No. 4, it will, in my judgment, be completed some time in or by the end of November next.

Lot No. 3 on the Godstone division comprises the tunnel at Bletchingley, which is being carried on under the immediate personal management of Mr. Simms, the resident engineer, in a manner highly creditable to him, advantageous to the Company, and satisfactory to me; Mr. Simms will attend the board with a descriptive section of the progress of the works, which I have every reason to believe will be completed before Christmas next.

From the west end of the Bletchingley tunnel to the junction with the Brighton line, a distance of about 3½ miles, comprises two lots, Godstone No. 2, and Godstone No. 1, under contracts with Mr. Hubbersty and Messrs. Tredwell respectively. These lots, each containing upwards of 300,000 cube yards of earthwork, are in some measure the gauge, as it were, of the completion of the line as to time; a large portion of this earthwork is done.

Having thus sketched, in as brief a manner as possible to be understood, the state and progress of the various works, it only remains for me to say a few words relative to the resident engineers and their extensive duties, which have all along been performed so much to my satisfaction. Taking into consideration, not long since, the commencement of the works in the Ashford district, and the forward state of those at Dover and Tunbridge, it occurred to me that probably arrangements might be made to carry on the management of the whole line with the same staff of engineers that we now have, instead of instituting another establishment; and on consulting with the parties, I found them, as in all other cases, ready and willing to second my views and extend their labours; and, taking into consideration the onerous duties imposed upon Mr. Sims by having a large tunnel upon his already extensive division, the following arrangement has been made and acted upon since the last Half-Yearly Meeting, with the most satisfactory results, viz.:—

In the Godstone division, to put the No. 8 contract into Mr. Barlow's division, that being the most distant from Mr. Simms, and being under the same contractor as Tunbridge contract C, which adjoins it, rendered it eligible in more respects than one.

The Tunbridge contracts being in so very forward a state as to allow of Mr. Barlow's extending his division, it has been arranged that this division shall extend to Ashford; and the Dover division being so forward at its extreme end, that Mr. Wright shall extend his division so as to meet Mr. Barlow at Ashford.

This arrangement has now been in operation for some time and works very well, it is much better than having more hands and an additional establishment on the line; and on Mr. Barlow's division, which is the longest, temporary assistance in all matters touching surveying, setting out and fencing the line, is supplied as occasion may require by Mr. Thurston, of Ashford, who has been more or less in the occasional employment of the Company from its first establishment.

On the whole, the affairs and works of the South Eastern Railway as far as I can judge of them, were never in so good a state, either present or prospectively, as they are at this time; nor do I now see any cause to alter or retract any statements, either as to cost or time of completion, that I may at former times have put before the Board.

I have the honour to be, Gentlemen,

Your most obedient Servant,

W. CUBITT.

DINNER AND PRESENTATION OF PLATE TO T. J. WOODHOUSE, ESQ., RESIDENT ENGINEER OF THE MIDLAND COUNTIES RAILWAY.

Those individuals who by their liberality in defraying the expenses of public works, or by their genius in superintending their construction, ornamented their city or country by buildings or other labours of universal utility, were considered in ancient times to have the same claims to the respect and affection of their fellow-citizens, as the statemen who governed the commonwealth, or the warriors who defended its territories and enlarged its boundaries. All were alike employed in promoting the general interest, and were appreciated accordingly. In modern times the same feeling prevails, and the civil engineer is always looked upon as a national and local benefactor. Although it is foreign to our habits to decorate our well-deserving countrymen with laurel or ribbands, yet we have another way of showing our estimation of their merits; and a public entertainment is our usual method of evincing our respect for those whom the public delights, because it has reason, to honour. A splendid service of plate is no bad substitute for a wreath of laurel; and the inscription on it speaks as expressively as the ribband of the Legion of Honour, or a medal of civil merit, and much more durably and satisfactorily. A testimonial of this kind took place in this town yesterday, on the occasion of presenting a very gorgeous dinner service to Thomas Jackson Woodhouse, Esq., by whom the plans of the Midland Counties' Railway were designed, and under whose direction they were so successfully carried out. It had been intended that the dinner to celebrate this presentation should have been at the Bell Hotel; but the Committee found that the dining room of that establishment would not be in every respect suitable, and the scene was changed to the Three Crowns, where the plate was exhibited during yesterday morning, and was inspected by many hundreds of visitors. It consists of a lofty centre ornament, or epergne, two ice vases, soup tureen, entrée, and other large dishes, covers, &c. The centre ornament is a candelabrum, bearing moveable branches for six lights; upon its pedestal, which is triangular, are placed three figures, representing Genius, Science, and Philosophy; upon the lower angles of the base are boys, one with surveying instruments, a second with tools of a Navigator, and the third with models representing the Steam Engine and its origin, and its perfection as a locomotive. The first pannel bears the inscription, the second the arms of Mr. Woodhouse, and the third a representation of the Red-hill Tunnel. The whole service, which was manufactured by Mr. B. Smith, of Lincoln's Inn Fields, London, is in unison, and the several articles are surmounted with Mr. Woodhouse's crest. The inscription is in the following terms:—

"PRESENTED TO
THOMAS JACKSON WOODHOUSE, ESQUIRE,
Civil Engineer,

By the Resident Engineers, Contractors, Manufacturers, and other Gentlemen, connected with the Construction of the Midland Counties' Railway, as a Token of their Estimation of his Talent, Zeal, and Integrity, manifested on all occasions, in carrying out the above important Undertaking."

The value of this splendid tribute to professional worth and private merit, is estimated at 750 guineas.

The dinner was served at six o'clock, and upwards of 70 gentlemen sat down to table—William Betts, Esq., principal Contractor, in the Chair; and J. Murphy, Esq., Civil Engineer, Vice President. The Chair was supported to the right and left by Thomas Jackson Woodhouse, Esq., W. Woodhouse, Esq., Messrs. Anson, Binger, Ross, Stevenson, and Horn, contractors; and among the general company we observed Messrs. Mc Henry E. L. Betts, Murphy, Beatty, Rowan, Kearsley, Parsons, Berridge, Macauley, Cort, Waterfield, Smith, Leistman, Mc Leod, Worswick, Easty, and other gentlemen connected with the railway, and the town and neighbourhood. The dinner was considered to be the *chef d'œuvre* of the Crowns and the Bell, who jointly purveyed for the guests, and every delicacy or luxury in or out of season, with the choicest vintages of France and Germany, were in great profusion. On a platform to the right of the Chair, the service of plate was displayed to much advantage, and during the dinner a band of music played the most popular military and moral airs. The room was decorated with great taste and skill, and the *coup d'œil* was very imposing.

The cloth being removed, the usual loyal and national toasts were given; after which,

The Chairman rose and spoke as follows:—It falls to my lot to propose the health of a gentleman immediately connected with the object of our present meeting, and to congratulate all present on the numerous and respectable company now met together to pay the just tribute of respect to the worth and talent of our friend and visitor, Thomas Jackson Woodhouse. The company being composed, with few exceptions, of gentlemen immediately connected with the works and the carrying out the completion of the line of the Midland Counties' Railway, under your superintendence [addressing himself to Mr. Woodhouse], I am deputed, Sir, by a portion of these gentlemen—the Resident Engineers—to tender you their sincere thanks for the unvarying kindness you have at all times evinced, and your solicitude for their welfare in their professional duties and individual comfort. For those gentlemen who have supplied the works with materials, I would convey to you their acknowledgments for your honest and upright conduct to them, and your desire at all times to comply with their fair and equitable demands. For myself and brother Contractors, allow me, Sir, publicly to offer our thanks for your kindness and assistance in all our difficulties—and it will be readily admitted that in the execution of nearly 60 miles of railway very many serious engineering difficulties and obstructions must have presented themselves, which only could have been removed by the untiring perseverance and unlimited energy, coupled with the great scientific and practical knowledge, which has been found in the master-mind of our worthy Engineer, who has been a warm friend and ready adviser in every time of need—and had it not been for this, the Midland Counties' Railway would not have been opened in the year 1840. The important office now filled by our worthy friend, joined with his professional labours, may be hailed as a pledge for the prosperity of the proprietary and satisfaction of the Directors—for in him they have a most faithful and worthy servant, and already owe him a debt they can never pay. I believe it a received opinion, that however brave and courageous may be the army led by an unskilful commander, defeat is certain: but, Gentlemen, the reverse is our case; we have had a bold and skilful commander, and through his talents have fought the battle and won the victory, and are met this night to crown his brow with laurel. It now remains for me, Mr. Woodhouse, to have the gratification and honour, in the name of the present company and our absent friends, to beg your acceptance of the service of plate that now stands before you, and hope you will accept it as expressive of our regard and friendship for you as a gentleman, and as a token of the high estimation we form of your genius and moral worth, and independence as a professional man. Gentlemen, I now beg you all to join me in drinking a bumper to the health and prosperity of Thomas Jackson Woodhouse. (Nine times nine.)

Mr. Woodhouse returned thanks in nearly the following terms:—The state of my feelings puts it out of my power to return thanks in an adequate manner for this display of friendship and estimation. Works, not words, are my *forte*. It is extremely gratifying to me, to see so many parties who have been engaged with me in carrying out this great

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work (for great it literally has been,) Continued to express their satisfaction with the manner in which I have conducted it. It is necessary that I should say, that for any engineer to carry out such a work successfully, he must be assisted by good brother officers, able assistant engineers, and spirited contractors, and be backed by just and liberal Directors. As to the first, no one could be more happily situated than myself, in having legal assistance of the first order, and ready and indefatigable co-operation, in the Secretary's department. In the engineering department I have been assisted, principally by young men initiated in railway science by myself, and proud am I to acknowledge, the practical and theoretical acquirements which have been generally developed by them in carrying out the construction of the works. The Midland Counties Railway Company have been peculiarly fortunate in having engaged contractors of skill and energy. Had not such been the case, the works could not have been executed in the short time they were. To the manufacturers and others supplying materials for the works, much praise is due, for the prompt and efficient manner in which they fulfilled their contracts and engagements. It is not to be supposed, in a work of this magnitude, that I had not occasionally reason to find fault, and perhaps to take steps which may have been considered harsh, but it speaks well for all concerned, that in an expenditure of one million of money, for work and materials, not a single case of litigation has occurred. As regards the Directors, it would be an act of injustice not to acknowledge the handsome and spirited manner in which the business of the railway has been conducted. I have now been upwards of thirty years connected with the construction of public works, and in no instance have I seen the just demands on the Company more promptly met than in this. If the sinews of war are not supplied liberally, the war cannot be carried on vigorously, and so with railways; but I wish at the same time to bear testimony to the fact that there is not any railway yet made on which the resources have been better husbanded, no unnecessary or ornamental work having been introduced. It now remains only for me to thank you for this mark of your esteem, and to add if at any time I may have appeared to have acted harshly or arbitrarily towards any of you, it has been a strict sense of my professional duties which has compelled me to do so. My maxim is that an engineer should be an impartial arbitrator between the Company and the contractors: such has been my endeavour, and I hope all parties will give me credit for doing so. For the magnificent token of your respect now presented to me, accept my heartfelt thanks; and believe me, I consider this as one of the most gratifying days of my life.

The following toasts were afterwards given and duly responded to.

"The Midland Counties' Railway." (Acknowledged by W. Parsons, Esq.)

"The Solicitors' of the Company."

"Resident Engineers."

"Mr. Robert Stephenson." (Proposed by the Chair and ably responded to by Alexander Ross, Esq., C.E.)

"Mr. Anson and the North Midland."

"Mr. George Stephenson."

The Chairman kept his post till past 3 o'clock, and the general break up was not till past 6 o'clock, and even then many of the company appeared loth to part.

TAFF VALE RAILWAY.—The passenger traffic on this line, particularly in the third class train, has greatly increased. Stopping as they do at so many points on the line, and carrying passengers for such a trifle, the trains have become a favourite mode of conveyance for the country people going to market with their produce, while the prejudices not unnaturally entertained towards a mode of transit, not hitherto known to them are fast fading away, while the advantages are becoming daily more manifest.—*Bristol Gazette.*

NORTH KENT RAILWAY.—LINE FROM GRAVESEND TO ROCHESTER. Office, 42, Lombard Street.

CAPITAL, £300,000. In 15,000 SHARES, of £20. each. DEPOSIT, £1 10s. per Share.

Provisional Committee.

John Humphery, Esq. Ald. M. P. | George Carter, Esq.
John Edward Puddick, Esq. Aldborough Bateman, Esq. | Miles Braithwaite, Esq. George E. Britten, Esq.

Chief Superintendent.—George Walter, Esq.

Bankers.

Messrs. Spooner, Atwoods, and Co., London.
Dartford: Messrs. Hills, M'Rae and Co.
Gravesend: Messrs. Hills, M'Rae and Co., London and County Bank.
Rochester: Messrs. Day and Co., London and County Bank.

Engineers.—Colonel Landmann: Joseph Gibbs, Esq.
Surveyors.—Messrs. Smith and Barnes.
Solicitors.—Messrs. Sweet, Sutton, Ewens, and Ommanney.
Secretary.—Mr. Cresswell.

The object of this undertaking is to connect Gravesend with Strood, Rochester, and Chatham, by means of a railway, taking the whole line of the Thames and Medway Canal, for which purpose the Committee have provisionally agreed for the purchase of the Canal and Works.

The level of the Canal is nearly the same as that of the proposed railway, which will save much expense and time in its completion.

By the arrangements made, the Act of Parliament for carrying the same into effect may be obtained forthwith, and the Canal drained and converted into a railway, and opened to the public in the course of one year from the date of the Royal Assent; leaving the docks at each end for the reception of coals, stone, lime, and merchandize.

There is at present a large transit of passengers between the populous towns of Gravesend, Strood, Chatham, Aldstone, the city of Rochester, and the adjacent parts, averaging daily about 1,000, who now travel between those places by omnibuses, or other conveyances, at a charge varying from 1s. to 2s. each.

The average number of passengers annually landed at the piers at Gravesend, is about 500,000; and when the additional number of iron steam boats, now preparing to run from Blackwall to Gravesend, are in operation (at low fares), the amount will be greatly increased, and very many of those persons will avail themselves of the railway as a cheap and expeditious mode of transit into Kent; in addition to which there will be a very considerable income derived from the traffic in coals, stone, lime, and merchandize, which will insure an ample return to the Proprietors, besides the immediate income to be derived from the docks and groundrents, &c. at each end of the line.

The Property of the Thames and Medway Company comprises, besides the Canal,—At Gravesend, entrance lock from the Thames, for the admission of Colliers; a Basin of considerable dimensions, in which Yachts and other Vessels are laid up during the winter; extensive Coal Yards; Timber Yards; Lime Kiln; Dock Master's Cottage; many Cottages for Workmen; and valuable Ground Rents; besides many acres of unoccupied land; and a Cottage at every Bridge over the Canal.

At Rochester, valuable Building Ground, consisting of upwards of twenty acres of Freehold Land; Lock and large Basin, capable of containing ships of upwards of 300 tons burthen; Steam Engine and Engine House; Dock Master's House, and Cottages, Stabling, Warehouses, &c.

Applications for Shares to be made at the Company's Office, 42, Lombard-street, prepaid.

TRAVELLING TO SCOTLAND AND THE ENGLISH LAKES.—The Cheapest and only Direct Route from London and all parts of the South of England to the English Lakes, or any part of Scotland, is by Railway through Birmingham to Lancaster, being the Grand Mail Road from London to Edinburgh and Glasgow).

Mails and Light Coaches run from Lancaster to Carlisle, Edinburgh, and Glasgow, every Morning and Evening, after the arrival of the Mail Trains from London;—by which, places may be secured in London, at Messrs. CHAPLIN AND HORNE'S Offices, London and Birmingham Railway Station, at very Reduced Fares.

A Mail and other Coaches leave Lancaster every Morning and Afternoon, for Ambleside, Keswick, and the Lake District.

A Mail Coach leaves Lancaster every Morning, on the arrival of the Mail train, for Ulverstone, passing the foot of Windermere and Coniston Lakes.

Arrangements are made with the Innkeepers on this Route to Reduce the Charge for Post Horses to 15d. a Mile.

RAILWAY TIME TABLE.

From Lancaster to Birmingham and London.

At	*2h.	0m.	a. m.	Mail.
"	*4	45	a. m.	First Class
"	*1	0	p. m.	(to Birmingham only).. Mixed Train.
"	5	30	p. m.	Mail.

From London to Lancaster.

At	9h.	45m.	a. m.	Mail.
"	5	30	p. m.	Mail.
"	*9	0	p. m.	

From Birmingham to Lancaster.

At	1h.	45m.	a. m.	Mail.
"	6	0	a. m.	Mixed Train.
"	*7	45	p. m.	Mail.

The trains marked thus (*) will take private carriages and horses, the others cannot do so.

ASCOT RACES. — GREAT WESTERN RAILWAY.—On Tuesday, the 8th of June, and on Thursday, the 10th of June, 'GOLD CUP DAY,' Extra Trains will run between Paddington and Slough, morning and evening. Special Trains also will be provided early in the morning for the conveyance of carriages and horses, so that they may be at Slough on the arrival of the passengers.

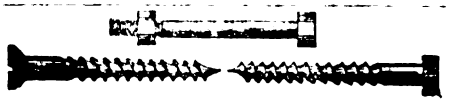
Full particulars of the above can be had at the railway offices.

Early application should be made at the Paddington Station to secure trucks and horse boxes, for those who may wish to send their carriages and horses to Slough.

Paddington, June 2, 1841.

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.—A Decided Bargain.—Seventy-five Shares in this prosperous Company, on which £17 per share (making a total of £1,275) have been paid up, are now to be sold for SEVENTY-FIVE SHILLINGS—provided the purchaser will accept a Transfer, and register the shares in his own name before another call is made, so as to relieve the seller from further liability.

Apply, by letter, post-paid, to A. B., 26, Lower Sloane-street, Chelsea, London.



T. H. RYLAND AND CO., OOZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic pistol, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

Planing machine; works by hand, will plane 5 feet by 18 inches.

PROSPECTUS OF THE 7,000 MONEY DIVIDENDS, which will be divided amongst 7,000 Bonds of the Imperial and Royal Polish Loan, contracted in the year 1835, under guarantee of His Majesty the Emperor of Russia.

By the distribution of July 1, 1841.

Dividends.			Florins, Polish currency.
1 of	1,000,000	.....	1,000,000
1 —	300,000	.....	300,000
2 —	150,000	.....	300,000
6 —	25,000	.....	150,000
8 —	14,000	.....	112,000
12 -	7,000	.....	84,000
20 —	4,200	.....	84,000
100 —	2,500	.....	250,000
150 —	2,100	.....	315,000
200 —	1,500	.....	300,000
1,000 -	950	.....	950,000
5,500 —	750	.....	4,125,000
7,000			7,970,000

41 Florins Polish Currency are equal to £1 sterling.

Every Original Bond belonging to the distribution of July 1, obtains at least a dividend of £15 sterling. Largest dividend, £24,400 sterling.

Direct for Original Bonds, without delay, to
HEINE BROTHERS, at HAMBURG.

HIS MAJESTY the EMPEROR of AUSTRIA having authorised and guaranteed several Distributions of Money Dividends, which offer many possibilities of obtaining large Fortunes, HEINE BROTHERS at Hamburgh and at Lubeck, are now Selling Bonds for the said Distributions. Persons desirous of purchasing for the next Distribution may receive, previous to giving any orders, the prospectus and particulars, upon addressing, without delay, a line to

HEINE BROTHERS at Hamburg; or to
HEINE BROTHERS at Lubeck.

The next Distribution contains Dividends of £25,000, £5,000, £1,500, £1,000, £800, £600, £400, £200, £150, £120, £110, £100, £90, £80, £70, £60, and £50 sterling.

Heine Brothers having remitted, during a short time £25,000, £18,000, £9,000, £5,000, £3,600, &c. to London; £3,000, £600, and £700, to Edinburgh; £3,600 to Dublin; £3,600 to Beverley; £3,600 to Halifax (Yorkshire); £1,200 to Portleaven Harbour; £300 and £600 to Liverpool; £900 to Newcastle-upon-Tyne; £900 to Hull; £800 and £600 to Manchester; £600 to Bideford; £600 to Cork; and £600 to Bradford; they shall feel glad to remit many Dividends of the next distribution to England, Ireland, and Scotland. The securities can be cashed at every banker's connected with Germany in every mercantile place of the world.

Lubeck and Hamburg, March 9, 1841.

P.S. Heine Brothers have remitted this day, to London and vicinity, £25,000, being the largest money dividend that has ever been remitted from the Continent to Great Britain. The next distribution contains a Money Dividend of the same amount. Direct without delay to Heine Brothers.

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MANCHESTER AND LEEDS RAILWAY COMPANY.—ALTERATION OF PASSENGER TRAINS.

The Public is respectfully informed, that on and after Tuesday, the first day of June, 1841, the Trains will depart from the Station, Oldham Road, Manchester, as follows:—

No. of Train	*2nd.*	*3rd.*	*4th.*	*5th.*	*1st.*	*2nd.*
Morning	7 0	9 0	10 30, and	11 30, (Mail)	Sunday 8 0, and	11 30, (Mail)
No. of Train	*6th.*	*7th.*	*8th.*	*9th.*	*3rd.*	*4th.*
Evening	1 10	4 45	6 30, and	10 0, (Mail)	Sunday 6 30, and	10 0, (Mail)

The Trains will depart from the Station, Hunslet Lane, Leeds, as follows:—

No. of Train	**1st.*	*2nd.*	*3rd.*	*4th.*	*1st.*	*2nd.*
Morning	6 0	7 40	8 40, and	10 16, (Mail)	Sunday 8 0, and	10 16, (Mail)
No. of Train	*5th.*	*6th.*	*7th.*	*8th.*	*3rd.*	*4th.*
Evening	1 20	3 0	4 0	5 45, and 7 15, (Mail)	Sunday 6 0, and	7 15, (Mail)

* The first Train departs from Normanton.

Passengers may proceed from the Manchester station to the following places on other lines by the following Trains:—

	Week Days.					*Sundays.*	
For London* by the....	1st	2nd	4th	0	0	7th	
For Leicester by the ...	1st	2nd	4th	0	6th	7th	2nd
For Nottingham	1st	2nd	4th	0	6th	7th	2nd
For Chesterfield	1st	2nd	4th	0	6th	7th	2nd
For Derby	1st	2nd	4th	0	6th	7th	2nd
For Sheffield	1st	2nd	4th	0	6th	7th	2nd
For York and Selby....	1st	2nd	4th	5th	6th	7th	2nd 4th
For Hull.....	1st	2nd	4th	5th	6th	7th	2nd
For Darlington.....	1st	2nd	4th	5th	6th	7th	2nd 4th

* The first Train for London, &c. departs from Sowerby Bridge.

Passengers may be booked at the Company's Office, Market-street, Manchester, for London, Leeds, Leicester, Rugby, Nottingham, Derby, Chesterfield, Sheffield, Burnley, Huddersfield, and Bradford, where they may be conveyed to the Station free of expense.

MANCHESTER AND LEEDS RAILWAY. OLDHAM BRANCH LINE.—TO CONTRACTORS.

The Directors will meet at their Office, Clowes's Building's, Hunt's Bank, Manchester, on Monday, the 28th June next, for the purpose of receiving Tenders for the formation of a branch line from near Mills Hill, in the township of Chadderton, to the town of Oldham, being a distance of about two miles, including all the necessary excavations and embankments, bridges, culverts, formation of roads, fences, laying of permanent way, and all other works appertaining thereto, as described in the plans and specifications, which may be seen at the Engineer's Office, Hunt's Bank, Manchester, on and after the 17th day of June next.

Printed forms of Tender will be supplied to Contractors on application at the Engineer's Office, which must be delivered at the Office of the Secretary, Clowes's Buildings, by 10 o'clock in the forenoon of the 28th June next, and the parties tendering will be required personally to attend at the same place at the hour of 1 o'clock in the afternoon of the same day.

May 31st, 1841.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.

Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.....	55s.
Beer, Hides, Soap, Sugar, &c.....	60s.
Raw Coffee, Rice, Earthenware in Crates, &c. ..	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.....	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.....	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,

Agents to the Grand Junction Railway Company.

THE BRIGHTON RAILWAY.

The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times.

THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL, SCIENTIFIC AND RAILWAY GAZETTE,

for June, price 1s. 6d., illustrated with two engravings, and numerous wood-cuts, contains a description of the Kursaal Gebaude at Bruckenau (with two engravings)—Architectural criticisms by Candidus—Ancient Engineering—On setting out Railways on sidelong Ground—Papers on Harbours—On the use of Slate in Buildings and Furniture—Notice of the Architectural Room at the Royal Academy—Alarum Whistle for Steam-boilers—Perkin's Answer to Davis' and Ryder's Report on Warming Buildings—On burning of Gas for Heat or Illumination—Steam Navigation in America—Reviews of several new Books—On the proportion of Steam-power to Steam-vessels—Observations on the Injuries and Repairs of Menai Bridge, 1839—Fourdrinier's Improvements in Steam-engines—Moveable Observatory or Scaffold—Application of Electro-magnetism to Machinery—Boring with Rope Tackle—North of England Railway Rail and Chain—New Steam-vessels—New Patents, and a variety of Miscellaneous Articles.

H. Hooper, Pall Mall, East; Groombridge, Panyer Alley, Paternoster Row; and Weale, Holborn.

LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS

—In connection with the above lines of railway, places can be secured by Mails to

Edinburgh,	Stratford-on-Avon,	Shrewsbury,
Holyhead,	Carlisle,	Lichfield,
Newcastle-on-Tyne,	Bangor,	Brackley,
Banbury,	Leamington,	Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8¼ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 9 miles) including the driver, 10s. 6d. each pair.

SPECIFICATIONS OF RECENT PATENTS.

The MECHANICS' MAGAZINE, No. 930, published this day, price 3d., contains abstracts of the following recent Patents:—

Williams's, for certain improvements in the construction of furnaces and boilers; Whitworth and Spear's, for certain improvements in machinery, tools, and apparatus, for cutting and shaping metals and other substances; Stevens's, for certain improvements in machinery or apparatus to be used as a universal chuck for turning and boring purposes; Henson's, for improvements in machinery for making or producing certain fabrics with threads or yarns applicable to various useful purposes; Condie's, for improvements in applying springs to locomotive, railway, and other carriages. Also descriptions, with numerous engravings, of Pilbrow's condensing cylinder steam engine, and substitute for feed pumps to boilers; Adcock's patent spray pump; Suggestions for establishing a fire police in Dublin; Observations relative to the smoke nuisance; Solution of a mathematical question; Account of some successful experiments with Rennie's Trapezium Paddle Wheels; Abstracts of recent American Patents; Voyage of the "Jane" Lilliputian Steamer from London to Nottingham, &c. &c. &c.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

TO ENGINEERS of Large Business.—To be LET

a spacious WHARF and large WAREHOUSE ROOM with Residence for superintendent, and Cottages for workmen, at Rotherhithe. The wharf has extensive privileges. Or, well suited to an Engineer requiring a large space of ground, and a frontage of 235 feet next the river, with good approaches from the land. Apply to Mr. W. Woodward, 1, Furnival's Inn, between twelve and two, if by letter, pre-paid.

Important and Extensive Sale of Horses, Fly Boats, Vans, Carts, Tarpaulins, Iron, Tar, Dock Yard Implements, &c. &c.

By T. M. FISHER (by order of Messrs. Morris, Herbert, and Co., who are declining the carrying business), on Monday, Tuesday, and Wednesday, the 14th, 15th, and 16th of June, and following days, at their stables in Castle Field, and their Dock Yard and Wharf, on the Duke's Canal, Castle Field, Manchester; sale to commence each day punctually at eleven o'Clock in the forenoon.

SIXTY Capital Short-Legged Young and Active Horses, in first-rate working condition, suitable for vans, carts, and waggons; 25 very superior Fly Boats, with iron knees, in thorough repair, complete with cloths and cabin furniture, the whole built by Messrs. Morris, Herbert, and Co., in their well-known substantial manner, and of the very best well-seasoned English timber, three spring vans, six broad-wheeled carts, with iron arms; cart and boat geers, trucks, beam, scales, and weights; corn, bean, and hay cutters, stable furniture and utensils, very large and valuable stock of new and second-hand tarpaulins, cart and boat sheets, canvas, chains, ropes; also, the boat-building implements and stock, which includes a very large quantity of the best English oaks, sawn and in balk; timber carriage, tar, nails, wrought iron; carpenters, joiners, and smiths tools; two pair of smiths bellows, two anvils, stocks, taus, and dies, rack jack, and other effects.

Catalogues will be published on Saturday the 5th of June, and may be had at any of the offices following, viz.:—Messrs. Morris, Herbert, and Co.; the *Railway Times*, and *Mining Journal*, London; *Midland Counties Herald*, Birmingham; *Liverpool Standard* and *Mercury*, Liverpool; *Leeds Mercury*, Leeds; or from the Auctioneer, who will forward the same to parties living at a distance, on application by letter directed to his office, No. 17, Princess-street, Manchester.

THE THAMES TUNNEL IS OPEN EVERY DAY

(Sunday excepted), from Nine o'Clock in the morning until dark. Entrance is on the Surrey side of the river, close to Rotherhithe Church. The tunnel and shield are lighted with Gas, and visitors can walk under the entire breadth of the river, up to the shield, which is now advanced as far as the Company's wharf, at Wapping. Admittance One Shilling each.

J. CHARLIER, Clerk to the Company.

Company's Office, Walbrook-buildings,
Walbrook, May, 1841.

N.B. Conveyances to Rotherhithe, by Omnibus, from Piccadilly, Charing Cross, Fleet street, and Gracechurch-street. Also by Steam Boats from Chelsea, Vauxhall, Lambeth, Hungerford, Old Shades Pier and London Bridge, to the Tunnel Pier at Wapping. Books, with plates descriptive of the works, are sold at the Tunnel, price One Shilling.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES,

showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, a new Edition of ROBINSON'S

RAILWAY TIME AND FARE TABLES,

containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet-street.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES

from the BIRMINGHAM RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London, and correct Railway Time Tables.

Also by the same person, price 6d.,

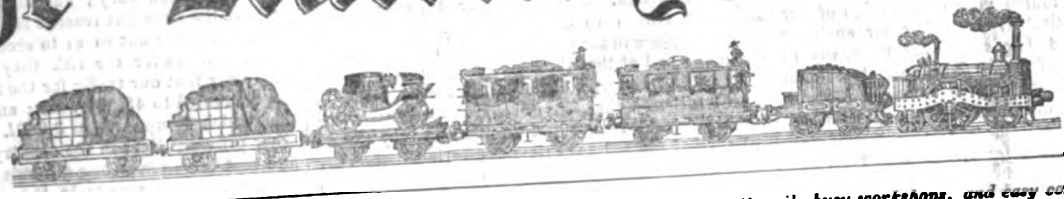
TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street, Bell, Fleet-street, and sold by all Booksellers.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, June 5th, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 180. Vol. IV.—No. 24.] SATURDAY, JUNE 12, 1841. [Price, 6d.

NORTH MIDLAND RAILWAY.—The Directors of the North Midland Railway Company are ready to receive MONEY on DEBENTURES, under the powers of the Act of Parliament, in Sums of not less than £500, bearing interest at 5 per cent. per annum for periods of 3, 5 or 7 years.

By order,
H. PATTESON, Secretary.

Warnford-court, Throgmorton street,
May 21, 1841.

SOUTH EASTERN RAILWAY COMPANY.—NOTICE OF CALL.—The Directors having this day made a CALL of £5 per share from the Subscribers to and Proprietors of this undertaking, and directed that the same be PAYABLE on Tuesday, the 6th day of July next, at either of the undermentioned places, viz —

Messrs. Glyn and Co., bankers, Lombard-street, London.
Messrs Moss and Co., and Messrs. Barned and Co., bankers, Liverpool.
Messrs. Jones, Loyd, and Co., bankers, Manchester.
Messrs. Beckett, Blayds, and Co., bankers, Leeds.
The Union Banking Company, York.
Messrs. Fector and Co., and Messrs. Latham and Co., bankers, Dover
Messrs. Jemmett and Co., bankers, Ashford
Messrs. Wilmshurst and Co., bankers, Cranbrook.
Messrs. Beeching and Sons, bankers, Tunbridge and Tunbridge-wells.
The Country branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly.—Dated this 1st day of June, 1841.

JOSEPH BAXENDALE Deputy Chairman
of the Board of Directors.
J. C. YEATS, Secretary.

Railway Office, 10, Coleman-street, London.

BRISTOL AND EXETER RAILWAY.—NOTICE is hereby given, That the Line between Bristol and Bridgwater will be opened for public traffic on Monday, the 14th instant.

Particulars of the Trains, Fares, &c. may be had after Wednesday next, the 9th inst., upon application at any of the Great Western Railway stations, or at the Company's Offices in London, Bristol, and Bridgwater.

By order of the Directors,
CHAS. A. SAUNDERS } Secretaries.
THOMAS OSLER }

Great Western Railway Office, 4th June, 1841.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

SIR WILLIAM BURNETT'S PATENT.—For the Preservation of Timber, Canvas, Cordage, Cotton, Woollen, &c. from Dry Rot, Mildew, Moth, and Premature Decay.—The value of this Discovery has been amply proved in her Majesty's Dock Yards and elsewhere. Official Reports and Specimens of Wood, Canvas, and other articles may be seen at the office. The process is simple, inexpensive, and perfectly innoxious in its use; as applied to shipbuilding, it purifies Bilge-water, and retards oxydation of metals. By the process green wood may be rapidly seasoned. The Patent Material may be purchased, or Licences for Tanks granted to Noblemen, Gentlemen, Builders, Upholsterers, Piano-Forte Makers, Sailmakers, and others. When for the purposes of trade, on very advantageous terms to the Licensee. Timber of all dimensions, Planking, Canvas, Cordage, Ships' Sails, Awnings, Rick Cloths, Tents, and all other articles of Linen and Woollen Manufacture are received for preparation at the Proprietors' Waterside Premises Copenhagen Wharf, Britannia Bridge, Limehouse.

Particulars and terms may be obtained on application at the Office, 4, Castle-court, Birchin-lane, Cornhill.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad street, City; 69, Princes-street, Leicester-square; Manufactory, Mill wall, Poplar; and also of the following Agents —

Robertson and Co., 12, Goree Piazzas	Liverpool,
Mathias Dunn	Newcastle-upon-Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction, the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of nine months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

TO RAILWAY CONTRACTORS.—To be Sold 140 21-yard capital EARTH WAGGONS, 30-inch wheels, 3½ inch axles, 4-feet 8-inch gauge, of the very best construction.

The above are lying near the Great Western Railway, and the Wilts and Berks Canal, Uffington, Berks.

Apply to Mr. M. C. S. Medley, Farringdon.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—TENDER FOR LOANS ON DEBENTURES.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than £200 for terms of four, six, or ten years, on interest at the rate of five per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester. A limited sum only is required.

By order of the Board of Directors,
A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of £17,000 per annum, payable half yearly, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this Company.

PARIS AND ROUEN RAILWAY.—The Annual General Meeting of the Shareholders in this Company will be held in Paris at No 38, Rue de la Victoire, on Thursday, the 8th day of July next, at half-past two o'clock in the afternoon.

ADOLPHE THEBAUDEAU, Secretary.

Office, No. 52, Rue Basse du Rempart,
Paris, June 2, 1841.

PARIS AND ROUEN RAILWAY.—TO CONTRACTORS AND OTHERS.—The Company is now ready to receive Tenders for the following works:—To construct at Oissel over the two arms of the Seine two bridges of five arches each. To construct a similar bridge of six arches over the same river at Le Manoir; each bridge is to consist of wooden arches one hundred feet span, with stone piers and abutments.

Plans, sections, drawings, specifications, and conditions may be seen at the Office, 52, Rue Basse du Rempart, at Paris, and further information may be obtained on application to Mr. Locke, the Company's Engineer, 20, Adam-street, Adelphi, London. The Company will not be obliged to accept the lowest Tender.

No Tender will be received after Friday, the 2nd July, on which day the parties tendering are requested to attend at the Company's office, in Paris. Security will be required.

ADOLPHE THEBAUDEAU.

Paris, June 1, 1841.

SOUTHAMPTON DOCK COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are prepared to receive Tenders for the Loan of Money, to be secured upon mortgage of the undertaking, and of the rates and tolls arising therefrom under the provisions of the Company's Act of Parliament in sums of not less than £200, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent. per annum, to be paid half yearly at the Bank of Messrs. Williams, Deacon, and Co., London. The Tenders are to specify the sums and the term of years for which the same are proposed to be lent, and are to be addressed to the Secretary at the Company's Offices, No. 19, Bishopsgate Within, London.

By order of the Court of Directors,
GEORGE SAINTSBURY, Secretary.

Southampton Dock Office, 19, Bishopsgate Within,
3rd June, 1841.

TO RAILWAY COMPANIES, CARRIERS, AND OTHERS.—RICHARD PARKER (late of Hambro' Wharf), having taken the New Inn Yard, Old Bailey, London, which is very spacious and in the Heart of the City, is desirous to form a Connection with one or more Railway Companies or Carriers, to deliver, receive, collect, and draw their Goods to and from the Railway Station or Stations, and to attend to all matters that may be required; and having had considerable experience as a Carrier, he does not hesitate to pledge himself to transact all such Business equal to any establishment in London, and upon moderate terms.

N. B.—He would not object to take a Share in any respectable concern.

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MANCHESTER AND LEEDS RAILWAY COMPANY—SPECIAL MEETING.

PURSUANT to the provisions of an Act of Parliament passed in the fourth year of the reign of her present Majesty, intituled, "An Act for enabling the Manchester and Leeds Railway Company to raise a further sum of money," a Special General Meeting of the Manchester and Leeds Railway Company was held on Thursday last, at noon, at the Railway Company's offices, Clowes's-buildings, Hunt's Bank, "to consider the propriety of, and if so decided at the said meeting, to authorise the said Company to borrow any sum or sums of money not exceeding the amount limited by the said Act, and to secure the repayment of the money so borrowed with interest, in the manner prescribed by such Act." There were about 30 shareholders present at the commencement of the meeting, and the number increased to about 40 during the proceedings.

At a quarter after 12 o'clock—

HENRY HOULDSWORTH, Esq., Chairman of the Board of Directors, took the Chair, and expressed his regret to see so small an attendance on the present occasion, as he felt that it was always exceedingly desirable that the Directors should have the presence of the shareholders on the few occasions when they were called together, in order that the Board might have the opportunity of freely and unreservedly communicating to the shareholders every circumstance connected with the state and prospects of the work; on which unreserved communication, he thought, should be built that confidence which should always exist between the proprietors of a concern and those whom they entrusted with the management of it. This was a special meeting, for the purpose of obtaining the shareholders' sanction to the exercise of the powers of the Act of Parliament recently obtained by the Company, which enabled them to raise an additional amount of capital for the purpose of completing the undertaking. The Act was simply confined to giving them the power to raise capital in two ways—one, by the creation of shares to the extent of 487,500*l.*; and the other, a further amount by mortgage, to the extent of 162,500*l.* It was proposed to confine the application to the shareholders at present, to their sanction for raising 162,500*l.* by mortgage.

Mr. JELLICORSE (the Secretary) then read the advertisement convening the meeting, from the *Manchester Guardian*, of the 22nd May, and stated that a similar advertisement had appeared in the *Leeds Mercury* of the same date.

The CHAIRMAN then said, the amount which the Directors are anxious to obtain the sanction of the meeting to raise on mortgage, is 162,500*l.*; but, before calling on you to adopt the resolution for this purpose, I consider it my duty to place before you a short statement of the present financial affairs of the Company. The total amount of capital which the Company were entitled to rsise by shares was 2,599,000*l.*; of that sum 2,589,000*l.* had been received; the difference, (10,000*l.*), being the amount of outstanding calls unpaid, and of a small balance which has arisen from the difference between the amounts tendered, and the loans actually received; so that in fact only 10,000*l.* of our capital has not been raised; the actual amount raised being 2,589,000*l.*, to which must be added the balance of interest in favour of the Company, 8,000*l.*, making a total amount of 2,597,000*l.*; and there has been expended up to the 27th May 2,692,000*l.*, or an excess of 95,000*l.* beyond the capital we were empowered to raise. This has been met temporarily by raising money by loan notes, by taking the amount of the surplus receipts of the traffic, and by small advances from our banker. The first application of the money that we are anxious to obtain the power to borrow would be of course to repay this 95,000*l.*, and to meet our other engagements; and the Directors consider, that, with this power, they will be able to meet all the engagements of the Company up to the next half-yearly meeting in the month of September next—and they are most anxious to obtain the power they now seek by mortgage; because in the present depressed state of stock of this Company, they consider that it is not for the interest of the company to create shares. By September they have the strongest reason to believe, a considerable change must take place in the public feeling in favour of the Company and at that time the question of creating shares will, of course, come before the proprietors; but even then if the state of trade and other circumstances should render it desirable that they should still further postpone the time of creating shares, the company will be able to do so to a certain extent, by authorizing at that time, application of the surplus receipts to the payment of the Company's engagements; and by that means may postpone for some months, the further issue of shares—that application of the Company's receipts, which of course will only be temporary, to be repaid at a time when it is the interest of the Company to create shares. With this explanation I might submit the resolution prepared for your approbation; but I am anxious to avail myself of this opportunity to allude to a few circumstances connected with the present state and the prospects of the Company; and the more so since the Directors feel that the present state of the stock of the Company, and the heavy fall which has taken place in it since the last meeting, call for the most full and unreserved explanation which the Directors have it in their power to give—(applause); conceiving, as they do, that the depression is unnatural and uncalled for, and that a due allowance has not been made for the short time that the works have been completed and the line opened, for the present state of trade, and for other circumstances, which invariably tend to impede for a time the full traffic and resources of different lines. With respect to the ultimate cost of the line, the estimates which were given to you at the last meeting are not likely to be exceeded. Our Engineer, since that time, has wound up six of the contracts; thirteen still remain to be wound up, the measurements of which are in a forward state; and from his experience of those already wound up, I am authorised by him to say, that he does not see any fresh cause for believing that the amount already stated will be exceeded. Every thing is done to lessen the expenses in the engineering department, and to wind up the accounts in that department as speedily as possible. A very considerable number of individuals in the engineering department have quitted the Company's service since the last meeting; others are under notice; and by the end of June, the close of the half-year, there will not be above two or three individuals remaining who will not be permanently attached to the undertaking, and their services will probably be dispensed with before the next half-yearly meeting; so that every thing has been done in that department to wind up and lessen the expenses. I may allude, while on this subject, to a circumstance which has appeared in print, with reference to the expenses of the engineering department, and to the Engineer-in-Chief. Mr. Stephenson's engagement with this Company ceased on the 1st January last. It has recently been stated in a letter published in some of the periodicals, that the engineering expenses were still going on. That is not the fact, because on the 1st January last Mr. Stephenson's engagement ceased. With respect to the condition of the works, I have the assurance of the Engineer that in that respect they are in excellent condition, and that there is no improvement to be wished for—in fact, that every thing is most secure, and standing in the way we could wish. And with respect to the maintenance of way—an expense which is permanently cast upon the Company—the experience of the last winter enables the Engineer to say, that that will be done permanently for less than the average of other lines. With respect to the traffic, it is unquestionable that the passenger traffic has not come out equal to the expectations of either the board or the public; but there are many reasons, I think, for stating confidently, that the public have very far overrated the smallness of the traffic, and that if we compare our traffic with that of other lines,—if we look at the history of those larger concerns now in a flourishing condition, and look at the small beginnings from which they have risen, we shall see that we have no cause for despondency; but that on the contrary, we have the strongest reasons for expecting that our traffic will come out so as to secure a full return to the proprietors for the risk they have undergone. I may say that our traffic for the first three months has amounted to 43,000*l.* net; and, if we compare this, which is upwards of 3,000*l.* a week, with the other principal lines in the country, I think we shall find that there are strong grounds for looking to the most favourable results in the case of this line. The Manchester and Liverpool Company's line opened in September, 1830, and for the first three months their traffic averaged 1,500*l.* per week; for the whole year of 1831, it averaged 3,000*l.* per week, being 100 per cent. increase on the average of the first three months; and, in 1840, it averaged 5,100*l.* weekly, being an increase of 240 per cent. upon the traffic of the first three months. The Grand Junction Company's line opened in July, 1837, and their traffic for the first 25 weeks averaged 4,450*l.* During the same period in the following year, it averaged 6,500*l.* a week, being an increase of 46 per cent. The average weekly traffic on that line for 1838 was 5,500*l.*; for 1839, 7,750; and, for 1840, 8,400*l.*; being an increase of 90 per cent. in the course of three years and a half, upon the average of the first six months. The London and Birmingham line was opened in September, 1838; and, the first three months, the average traffic was 8,900*l.* per week. During the same period in the following year, it was 12,000*l.* weekly, being an increase of 35 per cent.; and, in 1840, it averaged 14,700*l.* per week, being in two years and a quarter an increase of 65 per cent. on the receipts. The lines more recently opened, of course, do not afford the same results, as it is evident that time is an essential ingredient in the question. The South-Western line was opened on the 11th May last year, and the average traffic of the first two weeks of its being open was 4,730*l.*; that of the corresponding two weeks in this year was 5,470*l.*, being an increase of 15 per cent.; this being the only instance that tells at all against the results on other lines, and it appears to me that it is sufficiently accounted for by the exceedingly depressed state of trade. The North Midland line was opened on the 4th of June, 1840, and the average weekly traffic of the first two weeks was 2,300*l.*, and of the last two weeks, being the 46th and 47th weeks, 3,600*l.*, being an increase of 57 per cent. The Midland Counties, opened about the same time, had an average traffic, for the first and second weeks, of 1,570*l.* weekly; and for the last two weeks, the 46th and 47th weeks, of 2,630*l.*; being an increase of 66 per cent. in the nine months. The Manchester and Leeds line had an average traffic of 2,920*l.* in the first two weeks, and in the last two weeks, the 11th and 12th weeks, of 13 per cent—an increase certainly small if we take the time of year into consideration; but, on the other hand, looking at the present state of trade and at other causes which operate to keep down traffic, it is still satisfactory. There is another class of facts that I also wish to call your attention to. I find that, upon a comparison of the traffic returns of several Companies, a tolerably correct estimate of the traffic of the whole year may be made by taking the average of the traffic for October and for May,—I mean, of course, in the older lines,—and that the traffic for October and that for May nearly correspond in amount. The weekly traffic on the Manchester and Liverpool line was, in October last year, 4,900*l.*; in May of this year, 4,600*l.*; being a decrease of 6 per cent. The weekly traffic on the Grand Junction line was 8,600*l.* in October last year, and in May this year 8,200*l.*; being a decrease of 5 per cent. On the London and Birmingham line, the weekly traffic in October, 1840, was 15,000*l.*; and, in May, 1841, 16,000*l.*; being an increase of 6 per cent. Taking these three as the oldest lines, the receipts in October and May nearly corresponded with each other. But look at the North Midland line. We find that in October last the weekly traffic there averaged 2,900*l.*; and, in May this year, 3,600*l.*; being an increase in that short period of 24 per cent. In the Midland Counties' line

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the weekly traffic in October last year was 1,750*l.*; in May this year, 2,600*l.*; an increase of 48 per cent.; clearly showing that there is a gradual increase in the traffic during the first year, necessarily arising from the time, and the arrangements which impede, in the first instance, the full development of the traffic. If we can at all judge of the increase of our traffic by the increase during the last six months of the traffic of the North Midland and Midland Counties',—and I see no better ground than looking at what the experience of other lines has been,—it appears that, even if there is no change in the present depressed state of trade, our traffic should amount in October next, to 4,300*l.* or 4,400*l.* per week. But if there is an improved state of trade, which most of us anticipate, we have reason to expect a still higher traffic by that time. And then, inasmuch as the older lines show, that the traffic for October gives about the average for the whole year, we see our way pretty clearly to an average traffic for the next year of something like 5,000*l.* per week. But I do not state these results with a view of taking any responsibility with respect to the amount. I have stated the grounds on which I expect these results myself, and every gentleman can correct them according to his own views. It is an unquestionable fact that the traffic upon all lines which have been open three years has increased very considerably,—upon the average, 60 per cent. in the course of the two or three years: and the traffic of the North Midland and the Midland Counties' lines has increased very much more in the three months than was the case upon the older lines; from which I infer, that in the first few months of a railway there is a very rapid development of traffic. On these grounds, then, I consider that the resources of this Company have been very seriously underrated by the public, and that our shares at their present price by no means bear a true proportion to their real and intrinsic value. There are several other points on which I wish to say a few words. From the inquiries which have been made at the head office, and letters addressed by shareholders to myself and other members of the Board, and also from letters which have appeared in the public prints, I find that there is a very general opinion that our fares are too high. Now, if there is any ground on which we have exposed ourselves to censure more than another, I think it is, if anything, that our fares are, in many instances, too low. But the leading principle which the Company have adopted is this:—In order to repay ourselves for the expenses of this undertaking, we must have a large rental, which must be got by providing the greatest and widest extent of accommodation to the public, and by charging such rates as will ensure a large traffic. The fares which we have adopted are, as you are all aware, of three classes. The highest class of carriages and fares is for those who value comfort and time more than money, and the lower classes are for those who value money more than time and accommodation. As far as the experience of the Company goes, it confirms, in our case particularly, the propriety of this course. We have recently made experiments with respect to the third class fares at this end of our line; and, from the result of the Rochdale traffic for the last two months, as compared with this time last year, I think the returns show that we have rather lessened the receipts of the Company than increased them, by diminishing the accommodation to the public. During the last two months, we have run only three third class trains per day, with the view of promoting the first and second class traffic; and the result shows, that our original views were right, and that by running third class trains frequently, we should best secure the interests of the Company. Then with respect to the high fares, they complain chiefly of the Leeds traffic. Now, I do not find, from the result of the traffic and the proportion of the classes who travel, that these have had the effect of reducing the proportion of first class passengers. There are two points to be borne in mind in fixing fares. The first object is to fix them at such a point as will secure the existing traffic; as will, in fact, compete with the coaches, and take the traffic that is existing. Another point which rests upon other considerations, is that of inducing an increased traffic, by affording additional facilities. Now, we contend that we have done both these. It is not to be expected that the coaches will at once cease to run. The stock of horses, the stock of coaches, and the reduction of tolls, with a view to keep the coaches running, do induce coach proprietors to go on for a few weeks or months. I have a return from the stamp office at Manchester—(I have not got the return from the Leeds stamp office, though I wrote for it two or three days since)—but, at this time last year nine coaches were licensed in the Manchester stamp office to run to Leeds; and at the present time there is only one.—[A Shareholder: That is one independent of the mail.]—Only one coach licensed by the Manchester stamp office. The Leeds stamp office, no doubt, contains the licenses for the others; but in a return from our own clerk at Leeds, he states that there are four coaches running from Leeds to Manchester, two York mails, and the *Umpire* and the *Briton* coaches. Now, the two York mails both drop this week. They were only continued because of their contract with the post-office. On the 1st of June instant we began to carry the mails, and at the end of this week both the York mails will be dropped. The clerk's report is, "The *Umpire*, fares 12s. inside, 8s. out, loads well; the *Briton*, fares 12s. in, 8s. out, loads badly." These are the only four coaches of which I have any account. There are also the coaches running hence to Huddersfield, and the short stage coaches; but it is quite clear that under no circumstances can we expect to run all the coaches off the Huddersfield road, for there is a short stage or intermediate traffic there that will always support one or two coaches. Then with respect to the additional facilities which we have given to the public, if we compare our present fares with the fares at which the coaches are struggling to maintain an existence, it may appear to our disadvantage; but if we look at what the fares were before the railway was opened, we find that a first class passenger could not travel from Manchester to Leeds for less than 20s. or 22s., not including what he had to pay to guard and coachmen. We now run, conveying him for 15s., clear of all these charges; so that we have reduced the cost to the public about 25 per cent. Then the coaches used to take six hours or five hours and a half to go hence to Leeds, and we now run the distance in two hours and three quarters; so that, both as regards fares and time, we have given the public as much inducement as almost any other line, for the purpose of inducing the Leeds traffic to come upon our line. However, if our charges are still too high as regards Leeds, it is not the case in other parts of our line; and it is too generally supposed, that the accusation as to high fares applies to all parts of the line. In fact, the Leeds traffic is circuitous, and our line has to contend with the greatest disadvantages as to the roads; but, on all other parts of the line, the railway has reduced the cost of fares and time almost more than any other railway has done.—[Captain Laws, R.N., Superintendent of the line, here entered with the return from the Leeds stamp offices, and, in presenting it, said that the Leeds and Manchester traffic amounted to something more than two and three quarters per cent.]—It appears from this return, that only two coaches are licensed at Leeds; and this is only a confirmation of our own clerk's return of four, the two mails leaving off this week. I think that the charge of high fares, upon examination, will not bear out the representations made respecting it. Looking at the amount of traffic which we have to Normanton, a reduction of more than 2s. 6d. in our fares to Leeds would bring us under our charge to Normanton, and would then oblige us to reduce our fares to Normanton. Now, a large proportion of the fares to York, Hull, and some parts of the North Midland line, pay the full fare to Normanton, and we should therefore lose more than we should gain by making the change, and at the 15s. fare to Leeds, we have about 2s. 6d. to pay the North Midland Company for running over ten miles of their line; so that the receipts to this Company are only 12s. 6d. to Leeds.—[Capt. Laws: One of the mail fares is 20s. besides guards and coachmen.]—On referring to our Leeds traffic, I find there is 24 per cent. of first class passengers; whereas, looking at the traffic from Manchester to points on the North Midland line, south of Normanton, where our fares are purposely low, because we have to contend with the coaches, the average of first class passengers there is not above 21 per cent. So that in fact we have, notwithstanding the high fares to Leeds, a larger proportion of first class passengers than to points south of Normanton, where the fares are lower. On this subject, then, I do not think there is any foundation whatever for the complaints that have been made. In arranging our traffic, we work at present under disadvantages, which we have every reason to expect we shall in a short time be able to overcome. We have two classes of traffic upon the line,—the through traffic, which requires expedition, and an omnibus traffic, from station to station, which depends for its extent mainly upon running frequently, stopping at every place, and charging low fares. Now, to combine these two, as we were obliged to do in the first instance, is a matter of difficulty, and it is impossible for us to derive the advantages we might derive if we could separate them. But now that we have made arrangements, which I have to announce to you, with the carriers between this town and Hull, and our goods traffic is rapidly extending, there is every reason to believe that we shall be able so to arrange the traffic, that our first and second class trains will pass through with very few stoppages, and at the speed requisite for dispatch, and doubtless with creased traffic to the points which we have hardly yet touched south of Normanton; for our traffic to Derby, Nottingham, Lincoln, and the whole of that district, has hitherto been little or nothing, in consequence of the round-about road, and the want of speed and of arrangement with the North Midland Company; and the difficulty of regulating our trains so as to suit theirs, and the establishment of coaches from the most convenient points on the North Midland line to the points I have named. In a short time, by the arrangements which are made, I have no doubt our traffic will be considerably increased. Again, by running third class trains with passengers and goods, and stopping at every station, I believe we shall be able to give a much larger amount of accommodation to the public, and very much increase our revenue from that source. Nothing has been more apparent in the history of our undertaking, from the time we opened till the present, than that time is an essential ingredient in developing our resources. We have had, with the connecting lines east of us, very considerable difficulty in making arrangements for our mutual advantage, and even at the present time the experiment which has been tried lately of taking passengers to London is for the present suspended, in consequence of a difference of opinion between the connecting lines and ourselves, wherein we think the interests of all are mutual, and that there can be no difference of opinion when all is fairly stated and understood. Recently our deputation waited on the North Midland Company on this subject, their deputation met us, we made our statements, they saw it in a new light, some of their opinions were modified, and they stated that they would take an early opportunity of assembling their Board generally to meet us, with a view of seeing if the arrangement we propose cannot be carried out. Another cause why our traffic has not increased as rapidly as that of some other lines, is unquestionably from the state of trade. I need not say much on that subject, because it comes home at once to every individual present connected with business. We all know how much our business has diminished since this time last year. In confirmation of this, we have returns of exports from Hull, showing the export of twist alone has decreased nearly 25 per cent. as compared with last year (the quantity being 12,800 tons last year, and 9,870 tons this year), and the decrease in the export of goods is 17 per cent. I have also a return from one of the Hull

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carriers, who told me that in the same time he had carried 2,385 tons of twist last year, he had carried this year only 1,200 tons. And two days ago, when we were negociating with the four principal carriers to Hull, they stated that their trade this year very little exceeded the half of what it was last year. Unquestionably this must have had a very serious effect upon our traffic, notwithstanding which our goods' traffic has come out very near our Parliamentary estimate; and I have no hesitation in saying, that the anticipations we ventured to express at the last half-yearly meeting, will be fully borne out, and that our goods' traffic will be very large indeed. Another resource we shall have will be our two branches—one to Oldham, and the other to Halifax. The Oldham branch is by far the most important. The line has recently been surveyed by Mr. Stephenson and Mr. Gooch; they have determined the best and most economical plans for forming that line, and the plans are now submitted to the contractors. In the course of three weeks we shall contract for that line, and we expect it to require about five or six months to complete it; and then no doubt a very large increase of traffic must arise from that source. If you look at Bolton alone, and take Bolton, Oldham, and Stockport, to represent about an equal amount of population, including their respective districts, and look also at the parts equally connected with Manchester, we may derive from that comparison a pretty accurate measure of our probable receipts from this source. The Bolton traffic is about 600*l.* a week, and though part of that is canal traffic, still there is reason to believe that the larger portion of it is derived from the railway. The Stockport traffic is upwards of 300*l.* a week. Bolton is ten or eleven miles from Manchester, Stockport five by railway, Oldham will be seven miles; so that we may reckon with tolerable certainty upon a traffic of 400*l.*, a week upon the Oldham branch, and the expense of making that branch will not be more than 45,000*l.* For the Halifax branch, the Engineer has orders to complete the survey, and the proper plans and estimates, as early as that can be accomplished. The Company are bound to make that branch; and although we cannot look upon it as likely to be a matter of much profit, still by an economical mode of constructing the branch, we hope to give every facility to the Halifax people that they want, and without much loss to the Company. I may state, that from the time that has passed and the disappointment which has been more or less experienced in reference to the traffic, it has not been without its use in directing the Board to the most economical mode of working the line. Our attention has been particularly directed to that subject; and I have every hope that it will be found, when our arrangements are completed, we shall be able to work our line with a degree of economy that will bear comparison with any other line. I have detained you longer with minutiæ and details than usual, but I felt it desirable to volunteer the fullest information we could give. If there is any other subject on which the proprietors are anxious to obtain information, we shall be exceedingly glad to give it them. The Heywood branch has been opened since the last meeting at a cost of 9,000*l.*, with a little station and other matters, say about 10,000*l.* The Chairman then read the resolution (which has appeared in our advertising columns), and added, that he might state with respect to the probability of raising the 162,500*l.* by mortgage, that the Directors had had a very considerable portion of that sum already tendered—he thought upwards of 50,000*l.*; and he had little doubt that they would be able to raise the whole in a short time. If there was any question the proprietors wished to ask, perhaps they would do so before this was formally put to the meeting.

Mr. William Marshall, of Penwortham Lodge, near Preston, said, this was the first meeting he had attended, though a considerable shareholder; and he begged to thank the Chairman for the able and lucid statement he had given to the proprietors, which he regarded as a most satisfactory one; and he felt great pleasure at having attended the meeting. But he could not help saying that he thought, before the Company borrowed money, it was better to go to the public, and endeavour to appropriate shares. He could not see how mortgagees could have any legal security for the money they might advance to the Company.

The Chairman said, that the Company's Act of Parliament made it legal; and he read the clause which related to the security to mortgages, which clause, he said, gave the Company power to borrow under their new Act, so soon as they had raised one-half of the subscribed capital. The amount of subscribed capital which the Company was authorised to raise by the previous Act was 1,950,000*l.*; and by the present Act they were authorised to raise by subscription 487,000*l.* These two sums amounted to 2,437,000*l.*, and when they had paid up half that amount (1,218,500), they were in a position to borrow on mortgage. They had already paid up 1,300,000*l.*, which was more than half the subscribed capital. The position of the mortgagee would be this—that this Company, which had now spent 2,600,000*l.*, and which had an income this moment of 172,000*l.* a year, less the expenses, had borrowed on mortgage 650,000*l.*, and were now seeking power to borrow 162,500*l.* more; so that when they had taken all they could borrow, the amount would be 812,000*l.* borrowed on mortgage, on a concern which would have cost by that time 3,000,000*l.*, with an income at the present moment of 172,000*l.*, subject to expenses.

Mr. Marshall said, he imagined that under the first clause the Company had borrowed to the extent permitted by Parliament, and therefore that the borrowing of 162,500*l.* must be with the proviso that the Company should previously have paid up one-half of the additional half million now granted.

The Chairman said, he inferred the meaning of Parliament was expressed by the clause itself, by which the Company was guided; and their law-clerk, who was in London on business, connected with the Company, had assured him, before he went, that, under the Act, they were perfectly in condition to raise money by mortgage, and to give the utmost security that men could give. And, under the circumstances of the small amount already borrowed by mortgage, it appeared to him (the Chairman) that the mortgagees would incur less risk (if they could speak of less risk in a matter where there was no risk at all) than the first mortgagees, who had to contend with all the risk arising from the works being still in progress, and when there might be some doubt as to whether they would be completed; but the works were now completed, and the Company were in the receipt of a large and progressively increasing income; with an excess above their expenditure very far beyond the amount necessary to pay the interest on the loans, which would only be 40,000*l.* a year upon their whole mortgage debt, supposing they borrowed the whole amount they sought to do. The Directors were unwilling, in the present state of the money market, to issue shares, and desirous rather to postpone that to the period of the half-yearly meeting, when, he had very little doubt, the undertaking would be more correctly appreciated by the public. It was exceedingly regretted by the Directors, that the proprietors should be called upon to suffer so much as they had done; and to issue shares at the present moment would unquestionably have the effect of increasing that suffering. The Directors thought that, by this plan, they would best promote the interest of the shareholders, sustain the value of their property, and give time for the public to appreciate more correctly the value of their stock.

Mr. Richard Penny asked, whether the Chairman's calculation, as to the weekly receipts reaching 5,000*l.*, was based upon data including the branch lines, or upon the main line alone.

The Chairman said, he took no responsibility as to future results, for railway Directors had hitherto established no claim to particular foresight above other persons; but he had stated the October and May receipts of the long-established lines, which gave an approximation to their year's receipts, and that the North Midland and Midland lines, which were more recently opened, had increased in the last six months in the proportion of 32 or 33 per cent. As this Company were also in a juvenile state, having only opened the line three months, if their traffic increased in the same proportion as these lines had done, in October next their present traffic, without the branches, would be 4,300*l.* a-week; and, if they looked at the present state of trade, and its probable improvement towards the latter end of the year, which, he found, was generally anticipated amongst business men, the traffic would, in all probability, approach 5,000*l.* on the main line alone.

Mr. Penny asked what per cent. the working expenses would be upon the 5,000*l.* weekly.

Captain Laws said, about 72,000*l.* yearly; the probable increased expense would not be more than 10 per cent.

The Chairman said, provided the increased traffic upon the opening of the line throughout was as great as upon the three lines which had had partial openings first, their expenses would be about 42½ per cent.; and he grounded this upon the experience of the Leeds traffic, and upon that of other lines. On the London and Birmingham and the Grand Junction lines, the expenses were under 40 per cent., and on the Manchester and Liverpool line usually about 50 per cent.; but the Manchester and Leeds Company was freed from some heavy charges which the Liverpool line had to bear. This company were not carriers like the Liverpool Company; the toll this company received from carriers was a net toll; they had no carting or carrying expenses of any kind, which diminished very much the net receipts of the Manchester and Liverpool Company; and, in confirmation of the estimate the Directors had ventured to make on that occasion, he might state, that they had a two-months' account of their locomotive expenses which Mr. Gooch had lately drawn up, which, so far, had come out exceedingly low, he thought as low as thirteen-pence a mile for their engines. That did not include preparations, nor interest upon the capital sunk in stock; but merely the expenses of coke and materials consumed, oil, &c. and wages.

Mr. Penny said, if the expenses were not more than 42½ per cent, he should be very happy; but he thought that calculation had been based upon much larger receipts than were now found to exist.

The Chairman said, it was based upon a weekly receipt of 6,000*l.* They had a certain amount of standing expenses, which, whether they had much or little traffic, were permanent. After that, an increased traffic required very little increased expenditure. At all events, their arrangements, compared with those of other Companies, were of such a character, that when a little more time had elapsed to enable the Directors to bring the accounts before the proprietors, they would find them bear a comparison with other Companies. He had the authority of Capt. Laws for saying, that the expenses would be less than those of some other Companies.

Captain Laws said that when they took into account the very great expense of establishing a number of stations, he did not hesitate to say their expenses would be less than those of any other line for passenger traffic.

The Chairman said, that of course these statements were mere matters of opinion. If no other gentleman had any question to ask, he would put it to the meeting whether they would sanction the resolution to take up the mortgage.

Mr. Marshall said that, after what the Chairman had stated as to the law-clerk's opinion, he had great pleasure in supporting the resolution.

It was then put from the Chair, and passed unanimously.

Mr. W. Entwistle having been called to the vacated chair, the thanks of the meeting were voted to Mr. Houldsworth, on the motion of the Rev. R. Basnett, for his conduct in the chair, and his admirable and satisfactory statement.

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This motion passed unanimously and with applause.

Mr. HOULDSWORTH thanked the proprietors, and the proceedings terminated about half-past one o'clock.—*Manchester Guardian.*

LLANELLY RAILWAY COMPANY—GENERAL MEETING.

THE Annual Meeting of the Proprietors and Directors of this Company was held on Monday last, at the London Tavern, Bishopsgate-street, at One o'clock.

Mr. R. BIDDULPH, on the motion of Sir R. Price, having been called to the Chair, directed the Secretary (Mr. Biggs) to read the advertisement by which the meeting had been summoned.

The SECRETARY then read the advertisement, and stated that it had appeared in the *Railway Times*, the *Mining Journal*, and the Welsh papers.

The CHAIRMAN said the advertisement had appeared in the newspapers, according to the provisions of the Act of Parliament, which had been strictly adhered to; and circulars had been sent round to every proprietor.

The SECRETARY, by the direction of the Chairman, then read the Report, which stated that the Committee of Management, in submitting to the proprietors of the Company the Fourth Annual Report, were happy to inform them, that since the last general meeting the works in progress had been prosecuted with the utmost vigour, and the main line had been completed and opened for traffic. Considerable improvements had been made in the Docks—and an outer basin had been formed for the convenience of the coasting vessels. The meeting had scarcely terminated last year when a negociation was opened with the Company for extending one of the branch lines a distance of a mile and a quarter. The proposal made to the Committee to induce them to perform that extra distance, which was not comprised within the Act of Parliament, was a guarantee to pay 10½ per cent. railway dues for the term of 21 years. The cost of that extra branch would be 4,500*l.* After that arrangement had been made, a proposal was made by Mr. J. Jones to make a branch of a mile and three quarters to his colliery, with a guarantee of 16½ per cent. railway dues. The cost of that branch would be 6,600*l.* The Committee had mentioned at the formation of the Company the prospects of traffic to be derived from that district of bituminous coal on the south side of the river Lucca. A bridge over the river Lucca was necessary before the necessary shipments could be made. The Committee did not think themselves justified in undertaking such a work. A proposition, however, had been made, in the course of the summer of last year, by the trustees of the Carmarthen road, for the Company to advance them the sum of 1,500*l.* at 5 per cent. on a mortgage of their own trust, and then they (the trustees) would build the bridge. The proposition was accepted, and it was arranged that the Company should lend the sum of 1,500*l.* by different instalments. In addition to those outlays the Committee had expended 3,000*l* in building a number of coal waggons, and constructing other work indispensable to a railway, altogether making an outlay of 22,650*l.* necessary. The Committee in consequence determined to borrow on mortgage such a sum as they could procure, but they found it impracticable to take up a larger sum, at the rate of interest they thought it prudent to give, than 21,000*l.*, which amount had been borrowed for the terms of three, five, and seven years, at an interest of 5 per cent. The Committee congratulated the proprietors on the soundity of the works that had been completed. The railway was able to stand the effect of the locomotives and the waggons, in proof of which the expenses for the maintenance of the permanent way, would not exceed 40*l.* per mile per annum. If on former occasions the Committee had held out prospects that had not been realised, they had been induced to do so by the representations of the coal-owners. The Committee not doubting the accuracy of the statements of such respectable men conceived it no more than their duty to publish the information they received to the proprietors. The Committee, however, assured the proprietors that in a short time the returns of revenue would equal the amount they had anticipated. They could export coal and culm to an unlimited extent, and the supply was not yet equal to the wants of the country. Their profits did not arise from the conveyance of passengers, and therefore they had incurred but slight expenses for that species of traffic. A trifling additional accommodation had, however, of late been afforded to passengers. The prosecution of the line to Llandillo had been advisedly postponed. It was intended to apply to Parliament to vary the present line. That application would be made next session, but before that would take place the proprietors would be convened and have their judgment taken upon it.

The SECRETARY then read an account, from which it appeared that 15,000*l.* was the total estimate of the sums that would be required by the Company for the ensuing year.

The Report of Mr. T. Biddulph, the Resident Superintendent, having been read, the Secretary read the general account of the Company's affairs, made up to the 1st May, 1841, and that showed a balance in the hands of the Company amounting to 3,133*l.* 11s. 1d.

The CHAIRMAN then rose and said, it would be only necessary for him to make a few remarks. With reference to the new works that had been undertaken he would state, that when they entered into negociations with Mr. Hopkins and Mr. J. Jones—to whose collieries the Company were to construct branch railways—they bound those gentlemen down to ensure the Company ample returns, the one for 21 years and the other for 14 years, and he thought that when those railways had been used by the collieries for 14 and 21 years, there could be little doubt but that they would be used as long as there was coal to bring down from that district. The Committee were much disappointed, and, as well as many of the proprietors, lamented that the traffic had not come up to what they had expected. The Committee had, however, fulfilled their part of the bargain. They had made the road through the country. They had the works in good and efficient order, and they had locomotive engines and a great quantity of waggons. The disappointment was in consequence of the remissness on the part of the coal owners, but he was sure that if they would not in a country so full of mineral wealth, furnish the necessary quantities of coal, other parties would soon be found to do it. He had no doubt that the traders of Bristol would come to them, and the Navigation Company had said, that if they could see their way clear they would do it, and if any party would establish a trade they would not oppose them; but then, they did not say that they would not oppose them afterwards, because no people would establish a trade if there was a chance of their having it cut from under them by rivals coming in. With respect to the railway carrying minerals, he would only say, that the Stanhope and Tyne Railway, which had been established three years, was now paying its expenses. He would not mention what the profits of that railway were, but from what he had learnt from one of their Directors, he would state that they were enormous. There was only one expenditure that he thought they were likely to exceed, and that was the expenditure for coal waggons. Every colliery owner came down to them for waggons, and it was his own individual opinion that they ought to build a great number of them, for it was surely the interest of the Company that all the traffic should be carried on by their own waggons, instead of allowing other parties to put on their waggons, and thereby cause much confusion and danger.

It was then moved and seconded—that the Report be received, and entered on the minutes.

The motion was agreed to.

Mr. RAE, a proprietor of collieries in the neighbourhood of the railway, said that allusion had been made in the Report to a want of energy on the part of the coal owners. He could not stultify himself so much as to sit still and hear that remark without making a few observations. As for energy on his part, he could safely say that none had been wanting. He had done a great deal more than the Company had a right to expect he should do, considering the situation in which he was placed by a contract he had entered into with the Company, and he was sorry to say that he was so placed with the Company that he had nothing left him but to bring an action against the Company to free himself from that contract. The chief reason for the non-fulfilment of the contract was, that that portion of the railway necessary for the transportation of his coal was so incompletely done that it was impossible to carry on the traffic by that branch. The superintendant had said, that the inclined plane worked well. He (Mr. Rae) had however attempted to send down coal by that inclined plane, but it had never gone down in a proper manner, and the fact was that the lower inclined plane would not work at all. Not one train had ever run to the top. If the railways had been in proper order, he could have sent down five times the quantity of coal he had stipulated for.

The CHAIRMAN said, that the Directors were so confident of their having fulfilled their part of the bargain and Mr. Rae had not, that they were going to bring an action against him for the breach of that contract. With respect to the inclined plane, he had only to remark that coals had been constantly brought down by that very inclined plane, and the more it brought down the better it would work. It could not be supposed without a little wear that all things would work well. Mr. Rae wished the Company to supply him immediately with 60 waggons to send down 20,000 tons of coal, but the Company were unable to supply him immediately, and therefore refused.

Mr. T. BIDDULPH said, that there were two inclined planes. One of them worked very well, and the other, considering that it was nearly a mile long and full of curves, which it was impossible to avoid, being tied up by the Act of Parliament, worked as well as could be expected. Mr. Rae had said that not one train had ever run to the top. Now he (Mr. Biddulph) had with his own eyes seen train after train come to the top. He recollected one of Mr. Rae's men who was intoxicated, saying that the inclined plane would not work. It might be from such sources as those that Mr. Rae got his information. Mr. Rae had made arrangements to send down 50 tons of coal per day. But from that hour he had never sent down an ounce; and then Mr. Rae wished the Company to make 60 waggons for him.

Mr. RAE stated that he was ready to enter into an agreement with the Company under penalties to bring down thousands of tons of coal if they pleased.

It was then moved and seconded that "as a surplus of available profits on the past year's business amounting to 3,133*l.* 11s. 1d. had been realised, a dividend of that sum be declared of 2½ per cent. on the shares on which 70*l.* per share had been paid up to May, 1840, and at the rate of 2½ per cent. on the rateable shares according to the amounts paid up on them within the last year."

The resolution was unanimously carried.

Captain HALLINGHAM asked, if the new line to Llandilo was authorised by the present Act of Parliament.

The CHAIRMAN said it was.

Captain HALLINGHAM enquired if the traffic on the two railways was increasing.

The CHAIRMAN said, it was increasing every week. During the present year the average amount of coal brought down by the two railways was 4,000 tons per week. Last year it was not more than 2,400 tons per week.

Mr. FINNELL recommended the Directors to come to an amicable arrangement with Mr. Rae if possible, and deprecated having recourse to actions at law.

A vote of thanks to the Directors, the Chairman, and the Secretary, having been agreed to, the meeting separated.

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MESSRS. COOKE AND WHEATSTONE'S ELECTRIC TELEGRAPH.

Fig. 1.

Fig. 2.

Fig. 3.

Fig. 5.

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Fig. 4.

Fig. 7.

Fig. 7.

Fig. 6.

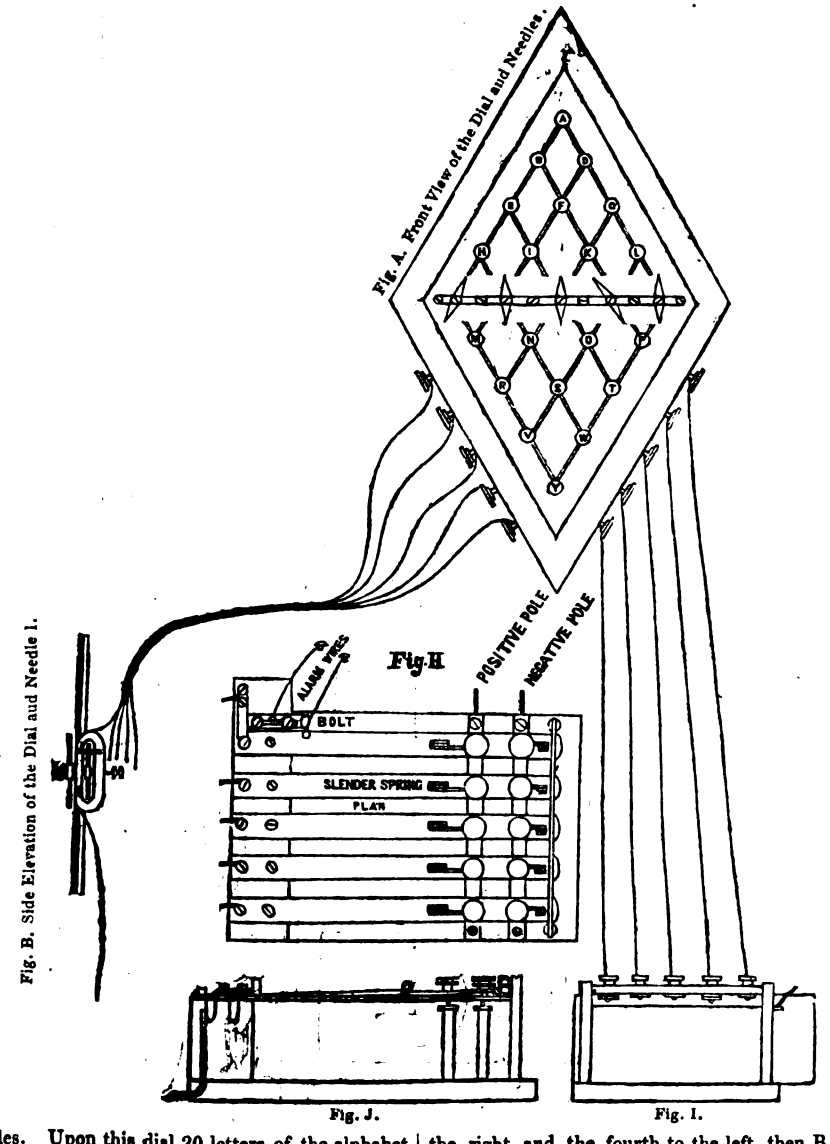
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MESSRS. COOKE AND WHEATSTONE'S ELECTRIC TELEGRAPH.

We have given many occasional notices of this admirable invention—of its adoption on the Great Western and Blackwall Railways, and its surprising performances in both instances—but it still remains to us, to lay before our readers such a detailed account of the apparatus as may enable them to comprehend fully the mode of its operation, and to estimate duly its great practical efficiency. We cannot help thinking that it must be owing in a great measure to a prevailing paucity of information on the subject of the invention, that it is not making its way more rapidly into use, and believe we shall render good service to the railway interest by doing our best to make its value more clearly, distinctly and generally known. For the following descriptive details, and the numerous engravings by which they are illustrated, we are indebted partly to the evidence given by Professor Wheatstone before the Select Committee of the House of Commons on Railways, and partly to a set of drawings with explanatory letter-press recently published by the Professor's managing partner in the invention, Mr. Cooke. Some doubts it will be recollected were raised respecting the proportions in which Messrs. Wheatstone and Cooke divided between them the merit of the invention; but these doubts have been for ever removed by the statement on the subject which we published three or four weeks ago, drawn up at the mutual request, and (we believe) to the satisfaction, of these gentlemen, by their friends Sir M. I. Brunel and Professor Daniell.

Professor Wheatstone having been requested by the Committee of the House of Commons to explain to them the mode in which he proposed to communicate intelligence between two distant points made the following answer:—

I have here a copy of the drawing of the specification to the first patent taken out by myself and Mr. Cooke; in all essential particulars the instrument here represented resembles the one at the Great Western Railway. Here is what may be called a dial (see fig. A.), with five vertical magnetic needles. Upon this dial 20 letters of the alphabet are marked, and the various letters are indicated by the mutual convergence of two needles when they are caused to move; if the first needle turns to the right and the second to the left, H is indicated. If the first needle deviates to the right, and the fourth to the left, then B is indicated; if the same needles converge downwards, then V is pointed to. These magnetic needles are acted upon by electrical currents, passing through coils of wire placed immediately behind them; here is the representation of one of those coils, with the position of the magnetic needle with respect to it (fig. 6.). Each of the coils forms a portion of a communicating wire, which may extend to any distance whatever; these wires, at their termination, are connected with an apparatus, which may be called a communicator (fig. H.), because by means of it the signals are communicated; it consists of five longitudinal and two transverse metal bars, fixed in a wooden frame; the latter are united to the two poles of a voltaic battery, and, in the ordinary condition of the instrument, have no metallic communication with the longitudinal bars, which are each immediately connected with a different wire of the line; on each of these longitudinal bars two stops are placed, forming together two parallel rows. When a stop of the upper row is pressed down, the bar upon which it is placed forms a metallic communication with the transverse bar below it, which is connected with one of the poles of the battery; and when one of the stops of the lower row is touched, another of the longitudinal bars forms a metallic communication with the other pole of the voltaic battery, and the current flows through the two wires connected with the longitudinal bars, to whatever distance they may be extended, passing up one and down the other, provided they be connected together at their opposite extremities, and affecting magnetic needles placed before the coils which are interposed in the circuit, there must be a similar complete apparatus at every different station.



"There is another very essential part of the apparatus I wish to mention, which is, the means we have of ringing a bell before the communication begins, in order to call the attention of the observer. The general principle of the alarum is this: to the detent of an alarum, on the ordinary construction of a clock alarum, a piece of soft iron is fixed, and opposite to it there is a bar of soft iron bent to the form of a horse-shoe; round this bent bar, wire, covered with silk, is wound, forming numerous coils; it is a property of soft iron to become powerfully magnetic when an electric current passes through a coil thus surrounding it. When the horse-shoe bar thus becomes magnetic, it therefore attracts the detent, and the bell immediately rings; when the current ceases the magnetic power ceases also, and the bell discontinues to ring. There are several other contrivances made to effect this purpose. Some other arrangements there are to which Mr. Cooke has particularly directed his attention, relating to the means of establishing communications at intermediate parts of the line where no fixed stations exist. To effect this, posts are placed at every quarter of a mile along the line, for the purpose of establishing a temporary communication with either of the adjacent stations; the guard of a train may thus carry with him a portable instrument, by means of which he can send up a message to a station either way, whenever it may be required. The wires are kept insulated from each other by a mixture of cotton and india rubber, which is a very good insulating material; then these prepared wires are all passed, with certain precautions, through an iron tube, which in some parts of the line is buried beneath the ground, and in other parts of the line is raised above it."

Lord Granville Somerset put this case.—"Suppose the Great Western Railway were completed between London and Bristol, do you contemplate the possibility of carrying your telegraph through the whole way, so as to signify from London to Bristol anything you wish to communicate, and *vice versa* from Bristol to London?"—Professor Wheatstone replied, "The experiment has not been tried, but I have every reason to believe that it can be done. One very important circumstance I have ascertained is the little power requisite to produce this effect; it was formerly thought, that to send a current to any considerable extent very strong batteries must be employed, but in fact a very weak battery is sufficient, provided only it consist of a number of elements proportionate to the distance. So far as my experiments have gone, I think I should be able to effect a telegraphic communication between Bristol and London. Possibly several stations might be

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required, but, at any rate, the stations may be at far greater distances from each other than would be required for any ordinary system of telegraphs; my opinion is, that the intermediate stations will not be required."

Mr. Loch asked whether there was any appreciable loss of time in making a communication from the Paddington station to the extremity of the line to which the telegraph is now carried? Professor Wheatstone, "From some experiments I made some years ago, published in the *Philosophical Transactions*, when I first turned my attention to the possibility of effecting telegraphic communications, I ascertained that electricity travelled through a copper wire at the rate of about 200,000 miles in a second; consequently there is no appreciable time lost in the communication of the electrical effect; the only time that would be lost would be at relay stations, if they were necessary.

Chairman—Could you communicate from Dover to Calais in that way?—I think it perfectly practicable.

Professor W. added the following observations:

"An electrical telegraph offers a great many advantages over an ordinary telegraph; it will work day and night, but an ordinary telegraph will act only during day; it will also work in all states of weather, an ordinary telegraph can only work in fine weather. There are a great number of days in the year in which no communication can be given by an ordinary telegraph, and besides, a great many communications are stopped before they can be finished, on account of changes in the state of the atmosphere. No inconveniences of this kind would attend the electrical telegraph. Another advantage is, that the expense of the separate stations is by no means comparable to that of the ordinary telegraph: no look-out men are required, and the apparatus may be worked in any room where there are persons to attend to it. There is another advantage the electric possesses over the ordinary telegraph, viz: the rapidity with which the signals may be made to follow each other. Thirty signals may be conveniently made in a minute: that number cannot be made by the ordinary telegraph. There is one thing I will take the opportunity to mention—I have been confining the attention of the Committee to the telegraph now working on the Great Western Railway, but having lately occupied myself in carrying into effect numerous improvements which have suggested themselves to me, I have, conjointly with Mr. Cooke, who has turned his attention greatly to the same subject, obtained a new patent for a telegraphic arrangement, which I think will present very great advantages over that which at present exists. It can be applied without entailing any additional expense of consequence to the line now laid down, it will only be necessary to substitute the new for the former instruments. This new apparatus requires only a single pair of wires to effect all which the present one does with five, so that three independent telegraphs may be immediately placed on the line of the Great Western; it presents in the same place all the letters of the alphabet according to any order of succession, and the apparatus is so extremely simple, that any person, without any previous acquaintance with it, can send a communication and read the answer."

The drawings and letter-press description to which we have referred as recently published by Mr. Cooke, furnish (we presume) the further improvements referred to by Professor Wheatstone in the preceding evidence.

The engravings on our two preceding pages (fig. 1 to 7, inclusive) are reduced copies of these drawings, and subjoined is

MR. COOKE'S EXPLANATION.

Fig. 1 shews the application of the electric telegraph to tunnels.

1 A, 2 A. Telegraphs fixed in policemen's boxes near the mouths of tunnels.

B. B. Intermediate telegraphs near the shafts within the tunnel, always ready to work with 1 A, 2 A, in case of need.

C. Protecting tube for conducting wires.

C E, C E. Tube leading to engine-warner; *vide* Figs. 2 and 3. with explanation.

Fig. 2. Application of the electric telegraph to level crossings, approaches to stations, and switches, &c.

1 A, 2 A, 3 A. Telegraphs fixed in policemen's boxes, one or two miles from a level crossing or station.

C. Protecting tube for the conducting of telegraph wires, either carried on posts with a railing over it or under-ground.

D. Telegraphs at stations or level crossings, corresponding with 1 A, 2 A, 3 A.

1 E, 2 E, 3 E. "Engine-warners," (for details, *vide* Figs. 3 and 4) by which an engine gives notice of its approach, at the distance of one or two miles, both to A and D. If the station or crossing be clear, D replies to the policeman at A to allow the train to "Go on;" or else to "Stop," according to circumstances; the engine-man never venturing to pass A till the policeman has given the signal to "Go on." This will ensure the watchfulness of the policeman; but even in case of his absence, the conductor would inquire by the telegraph A for permission from D to proceed. In the figure, the policemen at 1 A, 2 A have received permission from D (as is indicated by the pointing of the handles of the telegraphs at D, corresponding with the indications on the telegraph both at D and 1 A, 2 A) to allow their respective trains to proceed. The policeman notifies in the usual manner, by the white flag, or signal that the line is clear. The train 3 e had been stopped by the policeman at 3 A, in obedience to a signal from the station D, in reply to the "warning" given by the engine of its approach from 3 E.

N.B.—The signal given from the "engine-warner" E, at A and D, is "Stop," accompanied by the ringing of an alarum. This signal remains till answered from D.

Fig. 3. Telegraphs for giving two signals, as represented above at A, B, and D, each having an alarum (a), which sounds when a signal is given either from E, D, A, or B.

N.B.—Thirty-one telegraphs, giving two such signals, are working from eight in the morning till ten at night, on the Blackwall Railway, between the stations and the termini, to direct the working of the fixed engines.

E represents the details of the "engine-warner."

An upright bolt passes through one rail of the "approaching line" of road, the upper end rising slightly above the rail, so as to be depressed by an engine-wheel, or other very heavy body passing over it. The lower end of the bolt rests upon the arm of a lever supported by a spring capable of offering a resistance equal to at least half the pressure of one wheel of a carriage.

Upon a train passing, one arm of the lever is depressed, which raising the other arm, breaks the electric circuit at e, and causes the alarum to be sounded and the warning signal to be given at A and D; the other wheels of the train produce no further effect till the warning has been replied to from D, which at the same time restores the electric circuit of the "warner" for another signal. Though the "warner" might be let off by mischievous persons with a crowbar, no inconvenience would be occasioned beyond arousing the expectation of the policeman for the time occupied by a train in passing the space between E and A, when the fact would be discovered, and reported by a signal to D. The object of the "warner" may obviously be attained by a variety of simple mechanical means.

Fig. 4. 1 F, 2 F. Terminal Telegraphs, for more extensive communications than those already described, giving 30 or 60 signals by the pointing of a revolving index-hand at letters on a fixed dial, as in a common clock; the person giving the signal turns the concentric hand (t) till its pointer stands opposite the signal to be given, as shown in 1 F, when instantaneously, the index-hand (g) in all the corresponding telegraphs in the circuit, viz, 1 F, 2 F, 1 G, &c. point at the same signal. 1 G is an intermediate and portable telegraph, to be carried with each train, and applied, in case of need, to convenient arrangements at each mile-post or bridge along the line. The section of a railway below Fig. 4 illustrates this subject. An iron cap to the [illegible] being unlocked and taken off, the portable [illegible] is placed within a ledge fitted to receive it, making thereby the necessary connections with the conducting wires when it is at once fit for working with the "terminal telegraphs." This form of telegraph can be worked by any person at first sight, and requires no battery to be carried with it. [illegible] up with a water-proof cover and lantern, for rainy weather and night use.

N.B.—All forms of this electric telegraph are "reciprocal" in their action, *i.e.* they give the same signals, in the working as in the recipient apparatus, and work equally from either end or from intermediate points.

Fig. 5. Represents a very simple form of Telegraph, on exactly the same principles as Fig. 3 and Fig. 4, but combining the powers of both; the arrow giving two signals, for the purposes explained when applied to tunnels, level crossings, &c., and the small index K being adapted for a more extensive communication, when circumstances require it.

Fig. 6. M is the Electric Detector, for detecting injury caused to the wires, either by contact with the pipe or with each other, fracture, or water; m, is a small battery.

1 m, 2 m, are "feelers," in connection with the battery and detector. Whenever these feelers touch each other, an electric current passes from the battery and influences the index of the detector M, by turning it on its axis. J J are iron boxes which occur at short intervals along the line, each fitted with a screw lid, and so connected as to render them continuous with the tube C. The terminations of each length of wire-rope one introduced into the box, and each wire screwed with its fellow to a piece of wood fitted to the bottom of the box, so that the wire marked 1 is continuous throughout its length and always connected by the screw 1, by which it can be recognized at every box along the line. The openings by which the wires enter the box are hermetically sealed with composition; but a small tube passing through the box admits of a free communication of air from a distant reservoir. Suppose wire 1 to have become in partial contact with the tube, either by the metals touching or the presence of water, upon opening the box at which the wire is to be proved, the screw 1 must be taken out, and the feeler 1 m brought in contact with one end of the separated wires, the other feeler being kept in contact with the pipe. If this portion of the conducting wire is sound, the detector needle remains stationary; but upon removing the feeler, 1 m, to the other liberated end of wire, the detector index moves on its axis, and indicates on the graduated scale the degree of contact existing between that portion of the wire and the tube. Supposing the experiment to be tried again at the next box, and the contact proved to lie between the two boxes, the intervening faulty portion of wire is exchanged for the sound wire marked 0; (which is a spare wire introduced by such repairs) by this means the wire 1 is again restored to soundness; it is obvious that different portions of the spare wire, 0, may thus be employed to repair a damaged wire, at numerous short intervals along the line, without rendering it necessary to disturb the line generally; the minutest changes in the insulation of the wires from dampness, &c. can be detected by this valuable instrument, and corrected by blowing through the pipe a draught of dry air from the reservoir.

When a length of wire-rope has to be removed, in consequence of accidental injury, the connecting screws in the boxes at each end of the length are taken out, and one end of the wires to be removed is bound to the end of a fresh length of wire-rope conveniently wound upon a drum. The further end of the faulty length is then drawn out of the tube and wound upon an empty drum, as the new rope gradually takes its place. The screws again unite the ends of the wires, and the line is restored. The faulty length of wire, after undergoing examination and repair, is again fitted for use.

Each wire is separately covered with cotton and India-rubber solution, and the set of wires made into a rope, which is passed through a hot resinous varnish before being introduced into the tubes.

Fig. 7. Air-pressure Apparatus, employed for ex-

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cluding water from the tube, when carried underground; and for giving notice of defects in the tubing.

H is an air-pressure apparatus, or air-reservoir, of convenient size, charged with dry air to any pressure. l h is a pressure balance, in the form of a lever; 2 h. a valve communicating, by a minute opening, between the reservoir H and the protecting tube C. Suppose it to be found desirable to keep the interior of the tube under a pressure of two or three pounds (that being calculated as sufficient to exclude the greatest pressure of water to which the tube is liable,) the balance 1 h must then be loaded to that amount; on any escape of air taking place from the tube, the lever-arm, 1 h, would descend, and open the valve 2 h, till the high-pressure reservoir had increased the pressure in the tube, which by raising the pressure balance 1 h, would close the valve 2 h. A barometer, L may indicate the change of pressure either in the reservoir or tube. The reservoir is supplied by an air-pump, when nearly exhausted by any leakage, which under the light pressure of two or three pounds should be very trifling. Should the barometer, however, indicate a sudden escape of air, attention must immediately be directed to the proving-boxes, J, which occur at short intervals along the line.

In or near the box, conveniently connected with the tube, is a three-way stop-cock, to the pipe of which a portable barometer or detector, L, can immediately be applied. When the tube is faulty, upon turning the cock in one direction, the pressure on the barometer will remain steady, but in the other direction it will rapidly diminish, from the escape of the air. By proceeding with a similar experiment at other proving-boxes, the two boxes, will be readily ascertained between which the escape of the air takes place; when the tube lying between the last-proved points must be carefully examined, to discover the faulty part.

EASTERN COUNTIES' RAILWAY COMPANY—SPECIAL MEETING.

A Special General Meeting of Shareholders was convened on Tuesday, the 8th instant, at the Company's Station, Shoreditch, for the purpose of authorising the Directors of the Company to raise by loan the sum of 100,000*l.* under the powers of an Act passed in the present session empowering the Company to raise that sum, and to issue debenture bonds, &c. or such terms as they might think fit.

The advertisement convening the meeting having been read,

The Chairman (H. Bosanquet, Esq.) said, this was the only purpose for which they had been called together; and he need not state that to this subject their discussion must be confined. The Act referred to authorised the raising of this sum of 100,000*l.* in the manner specified: and the power was to be used in order that the shares, which had been forfeited, &c., might not be sacrificed at this early stage of the undertaking, when the railway had been opened only 18 miles, and when it had not began to command much of the traffic of the great eastern road which runs parallel with it; and in the present very depreciated state of the money market, owing to the various events which were transpiring in the political and the commercial worlds. He was at the same time fully satisfied that ere long the Company might expect to see better days. He had now only to congratulate the proprietors that they were met for the first time on their own soil and freehold. The Directors had prepared a short Report, stating exactly the position of the case.

This Report was then read. It stated that in the Report presented at the general meeting in February last, it had been represented that in order to prevent any risk of delaying the completion of the line as far as Colchester, or any undue sacrifice of unappropriated shares—the Directors were under the necessity of bringing a Bill before Parliament, to enable them to raise, if necessary, by new shares, mortgage, &c. the additional sum of 400,000*l.* The Act received the Royal Assent on the 10th May, and they were authorised to raise the sum of 300,000*l.* by issuing new shares, and also the sum of 100,000*l.* by bond, debenture, &c. The latter power it was necessary immediately to exercise: the resolution to be proposed was confined to that. They were happy to inform the proprietors that it was not requisite to call on them to invest the Directors with authority to raise the other sum of 300,000*l.* It would be inconsistent with the special object of the meeting to enter into other matters. But they could not resist the opportunity of congratulating the proprietary on the progress of the works, and the improvement of the income from that portion of the line now opened.

The following resolution was then read:—

"That this meeting does order the Directors of the Eastern Counties' Railway Company to borrow—and the said Directors are hereby authorised and directed to borrow in such parts as they shall think proper, the sum of 100,000*l.* which they were authorised to raise under the Act 4th Victoria, chap. 14, entitled, 'An Act to amend certain of the provisions and powers of the Act relating to the Eastern Counties' Railway,' and to secure the payment of the sum so to be borrowed, either by mortgage, debentures or bonds, as they shall think fit."

The Chairman said, this was the resolution the Directors proposed to have passed, and they would feel obliged to some gentleman to move and second it.

Mr. Ching then moved, and Mr. Baxter seconded the resolution, the latter stating that he was very happy to do so, thinking it would be exceedingly advantageous.

The resolution having been passed,

The Chairman said this was all the business to be transacted, and he hoped the proprietors would now inspect the works of the Company.

DUNDEE AND ARBROATH RAILWAY COMPANY—GENERAL MEETING.

The Annual General Meeting of the shareholders of the Dundee and Arbroath Railway Company was held in the Town-Hall, on Wednesday, 3rd June, Alexander Key, Esq., in the Chair.

The Report of the Directors was read to the Meeting, from which it appeared that,

The revenue of the past year amounted to	£12,874
The revenue of the preceding year was	9,285
Showing an increase upon the gross income for the year of.....	£3,589

The Report was unanimously approved of; and a dividend of 5 per cent. declared, payable upon Friday the 2nd day of July next. The sum of 1,057*l.* was placed to the reserved fund.

A considerable degree of excitement was occasioned by this meeting, inasmuch as the question of Sunday traffic was to be formally brought forward. The interest was further increased by the circumstance of several deputations having arrived from a distance—one of which was headed by the celebrated Sir Andrew Agnew—for the purpose of tendering remonstrances against the carrying of the mail by the railway on Sundays.

After a good deal of preliminary discussion, occasioned principally by the presence of the deputations, it was agreed that the stranger gentlemen should be admitted, on the understanding that one from each deputation should be allowed to speak shortly on that particular question. The election of Directors was deferred till the vote as to Sunday travelling was disposed of.

Letters were then read from Sir Andrew Agnew, Mr. Hog of Newliston, and Mr. C. M. Ghristie of Durie, who respectively represented the "Scottish Society for the due Observance of the Lord's Day," the "Sessional Union of Scotland," and the "General Assembly of the Church of Scotland." A memorial was also handed in from three individuals in Arbroath, recommending a discontinuance of all Sunday traffic by the railway on Sundays.

The deputations having been formally introduced by Messrs. David Martin and Andrew Low, who had been deputed for the purpose,

Mr. Hog, of Newliston, first claimed the notice of the meeting. He stated, in reference to the Edinburgh and Glasgow Railway, that the Sessional Union, composed of upwards of fifty Kirk Sessions—including Edinburgh and Glasgow, with the intermediate districts—had passed a series of resolutions, condemnatory of the practice of Sunday traffic; and, at a subsequent meeting, a deputation had been appointed to remonstrate with the Dundee and Arbroath Railway Company on the subject of carrying the mail on Sundays. He humbly and respectfully begged that the Company would take this momentous matter into their most serious consideration.

Mr. Christie, the delegate from the General Assembly, next presented himself. He advocated the same views respecting Sunday travelling,—it was not only with a view to condemn the present practice, but put a stop to what might afterwards take place. Railways were in the course of being constructed, from one end of the country to the other—from the south of London to the north of Aberdeen—and the example of the present Company might be the means of establishing Sunday traffic on all the lines. It was idle to talk of eight passengers—there might in that case be eighty or eight hundred, and how were they to select the mere mail passengers? Such an awful spectacle of a national desecration of the Sabbath should be averted. Mr. Christie concluded by referring to the hardships which might be imposed on the servants of the Company by being compelled to work on the Sunday.

On the memorial from Arbroath being read, one of the deputation, in a low tone of voice, concluded a few remarks by recommending to the consideration of the Meeting the Fourth Commandment—"Remember the Sabbath Day, to keep it holy."

Sir Andrew Agnew, after adverting to the statements advanced by the preceding speakers, said, that as Christian men and as fathers they ought to set their faces against Sabbath desecration. He read a petition from the the Society which he represented to the General Assembly, on which he commented at considerable length. He referred to the efforts he had made in Parliament in reference to various Railway Bills, with a view of putting a stop to Sunday travelling on railways. He had done his utmost to get proper clauses introduced, but he was met by the argument that such restraint was altogether unnecessary for the people of Scotland—the common law of the land being sufficient. The Postmaster-General might now compel railways to convey the mail, but he had nothing to do with passengers, and in this case the law was over ridden. Sir Andrew next adverted to the circumstance that the Postmaster-General would no doubt agree to give up the conveyance of the mail by the railway on Sundays, if a petition to that effect from the Company, backed by the religious bodies, were presented to him; and mentioned that the Greenock Railway Company would not a submit to such degradation. What he and his party were engaged in was up-hill work, but it was for the honour of God, and he trusted it would be successful. It was no trifling matter to consider that 30,000 people were already employed in Great Britain in consequence of the mail running on Sundays, and that the proposed innovation would greatly extend the evil. He was not indifferent to the prosperity of the country, but he conceived that the greatly increased facility of communication should altogether supersede the use of the Sabbath for such purposes, which was not man's day. There were two ways of curing the evil—either by the mode he recommended, or by throwing open railway traffic altogether on the Sundays, and thereby creating such a disgust in the public mind as would bring about the desired effect. Sir Andrew next referred to a recent arrangement by the Western States of America, by which the running of the mail by the railway on Sunday was rendered unnecessary, by the great facilities afforded during the other six days—concluding with an earnest appeal to the meeting to give effect to his views.

Mr. John Baxter, coal-agent, said, that the proposed measure was only a half measure—they should petition to discontinue running the mail altogether on Sundays.

Sir Andrew Agnew replied, that petitions had been already presented for stopping the mail alto-

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gether on the Lord's Day, but, as they did not possess the sovereign power of the State, they should remedy that portion of the grievance over which they had controul. He was quite convinced that a petition to the Postmaster-General would cure the evil complained of. He begged to impress upon the meeting that the Fourth Commandment was a solemn established truth, long before they were born, and would remain so long after they were resting in their graves.

The deputation then withdrew.

Previous to the election of Directors, the Rev. Mr. Miller asked the Clerk to read various minutes connected with the decision respecting the conveyance of the mail on Sunday.

It was moved by Mr. GARLAND, and seconded by Mr. CARGILL of Arbroath—

"That this meeting strongly disapprove of the opening of the railway for travelling or traffic of any kind on the Sabbath; and resolve to apply to the Post-office authorities for exemption from carrying the mail on that day."

Mr. WILLISON proposed the following amendment, which was seconded by Mr. GEORGE WEBSTER, Forfar—

"That the Directors of the Company, for the ensuing year, be instructed to allow passengers to be carried by the mail trains on the Sundays; but the Company consider it inexpedient to run any other trains on Sunday except the mail train, with one first and second-class carriage."

A good deal of desultory conversation followed, Mr. Willison contending that the conveyance of the mail by the railway was a less desecration of the Sabbath than otherwise; while Mr. Flowerdew and others maintained a different opinion.

Mr. JOHN BELL (of the Stamp Office) could not approve either of the motion or the amendment—both went to extremes. He held that the fourth commandment should be interpreted as were other passages of Scripture. This commandment enjoined that no work should be done on the Sabbath. Another passage said "Take no thought for to-morrow." Did the Rev. Mr. Miller act in accordance with this? Again, there is the passage against laying up riches for yourself. Now, if Mr. Miller acted up to the strict letter of this precept he would not be sitting here to-day as a shareholder of this Company. (Laughter.) [Mr. Miller here observed that he should not be made the scapegoat of the party holding similar opinions.] Mr. Bell went on to notice the lost sheep, and the cure of the withered hand, illustrative of the principle of necessity and mercy, and also, according to his interpretation, conveying a rebuke to the Pharisees, to whom he likened some of those who take a lead in discussions upon similar subjects, in the present day. He at the same time justified the necessity of surgeons and relatives of distressed persons being allowed to receive letters or travel on Sunday. He repudiated the idea of any wish to desecrate the Sabbath, and recommended that those holding his opinions should not be operated upon by fear in giving their votes on the present occasion.

Mr. WILLIAM THOMS said, that a simple departure from principle would lead them into endless difficulties, so that they should strike at the root of the evil at once. Were the public mind once reconciled to Sunday travelling by the railway, there would be no end to the extent of Sabbath desecration. The proposal formerly made to run trains twice a-day—avoiding church-going hours—was far superior to the present one, and, in coming to a decision, the meeting should abide by a firm adherence to principle.

After a few remarks from Mr. FLOWERDEW, who said that he could not give a silent vote on such an occasion—(he spoke in favour of the motion)—there were loud cries of "Divide, divide!" Tellers were then appointed, and on the votes being taken, the motion was carried by a majority of 277 to 273—being a balance of 4 in favour of intolerance.

The meeting then proceeded to the election of Directors for the ensuing year. The length of the debate had wearied out the patience of numbers, and there was every inclination to have the election carried through without the tedious form of voting. Even Mr. Miller of Monikie gave way, contenting himself with proposing that Messrs. Andrew Low and William Curr should be appointed in place of two who had resigned.—*Dundee Paper.*

HERTFORD AND WARE BRANCH RAILWAY.

A MEETING of the inhabitants of Hertford took place on Saturday evening, at half-past seven o'clock, in the Town Hall, and was very numerously and respectably attended. The Mayor, J. Lawrence, Esq., having been called to the chair, proceeded to state why the meeting was convened; he had only that morning been informed that some of the inhabitants of Ware had petitioned to be heard at the bar of the House of Lords by counsel, against the clause in the Railway Bill, which required that the line should be *completed to Hertford*, before the Company should be allowed to take toll or receive any profit from passengers, &c., thereby preventing the line terminating at Ware instead of Hertford; and he had, consequently, felt it his duty to call this meeting, as it was a subject of much importance to Hertford.

After several appropriate speeches, a series of resolutions were moved and seconded by J. M. Carter, Esq., T. Chambers, Esq., J. J. Gripper, Esq., Mr. Y. Crawley, Mr. Gardener, and others, to the effect that it was highly desirable for the interests of Hertford that a petition should be presented, praying to be heard at the bar *in defence* of the clause against which some of the inhabitants of Ware had petitioned; and that the Marquis of Salisbury and other noblemen connected with Hertford, should be respectfully requested to support such petition, and E. R. Spence, Esq. was directed to give the necessary instructions to counsel, &c. The petition was at once most numerously signed by all classes of the inhabitants, who appeared to feel the greatest anxiety upon the subject; and after a vote of thanks had been unanimously voted to the mayor, the meeting, which appeared to be actuated by the most perfect unanimity, broke up. —*Essex Mercury.*

RAILWAY PLEASURE EXCURSION FROM DARLINGTON TO YORK.

ON Whit-Tuesday, the Directors of the Great North of England Railway gave to an immense number of the inhabitants of Darlington and the intermediate places, a cheap trip to York, the fare being only five shillings from Darlington to York and back. At an early hour in the morning the station at Darlington was besieged by parties wishful to avail themselves of the Company's offer; and at half-past nine o'clock, the time appointed for starting, the trains were filled by a respectable company, a great number of whom had come from Hartlepool, Middlesbro', Stockton, Shildon, &c., by special trains furnished by the Stockton and Darlington and Stockton and Hartlepool Railway Companies. All the second class carriages the Company could muster were put in requisition, as well as a number of second and third class carriages, borrowed from the York and North Midland Railway Company; and, in order to provide accommodation for all, a large number of spring-mounted merchandize waggons were fitted up with seats for the occasion. The morning was beautiful, the sun smiling pleasantly, and the party all appeared well pleased with the prospect of their excursion. About ten o'clock the engines were put in motion, and went off surrounded by a host of spectators, who cast a long lingering look at the lengthy trains as they began to leave them in the distance. The trains were propelled at a great speed, and the engines soon were "careering in thunder along"—

> On, on to the goal, over valley and mound,
> How wond'rous and rapid his race!
> Afar as he speeds, rock and river resound
> 'Neath the tread of his fire brightened pace.

At the stations at Croft, Cowton, Northallerton, Thirsk, Alne, and Shipton, the number of the party was considerable augmented, especially at Northallerton and Thirsk, where carriages were ready filled to be attached to the trains. At all the stations there were immense crowds drawn up to see "the folks," and the bridges along the line also had their share of visitors. The party arrived at our city soon after twelve o'clock, the bar walls were occupied by numbers of our fellow-citizens, and when the visitors had alighted from the train the spacious and splendid station presented an appearance not easy to be described, and therefore we will not attempt it. The streets of Old Ebor were soon thronged by the party wending their way towards the various "lions" of York, our noble Minster being the chief point of attraction, which seemed to strike many with surprise. Next was the Museum, with the delightful grounds attached, which were thrown open gratuitously to the public. Here we observed many of the "canny lasses" of the north promenading the gardens, admiring the ruins of St. Mary's Abbey, the fountains in full play, and inspecting the curiosities located within our Museum. The Castle, too, had a goodly number of visitors, many of whom viewed with astonishment the massy walls which encircle that receptacle of malefactors. Some few went as far as the Cemetry; but in short, we may say that although the time allowed in York was short, every one seemed to dispose of it to the best advantage. At a quarter-past four the station in Tanner-row again presented a scene,—the platform was literally covered with a moving mass of human beings; when the bell rung, people might be seen running in all directions, climbing over the waggons; and the first train left Old Ebor completely laden; there was not, we believe, a spare inch anywhere. A second train soon afterwards followed with the remained of the party, and the station again presented its ordinary appearance. This is the first pleasure excursion which the Directors have given, but from the success which has attended it, we need not hesitate to prophesy that it will not be the last; though, by the by, we hope on the next occasion more time will be allowed at York. The novel character of the excursion—the perfection of the arrangements—the good spirit which animated the whole of the party—together with the favourable nature of the weather, that marplot to holiday lovers!—all tended to bring about the desired end—"the greatest happiness of the greatest number."

The trains reached Darlington about eight o'clock, having gone at a slow rate, and having many stoppages to put down passengers. Trains were ready at Darlington, for Stockton, Hartlepool, &c., which started immediately on the arrival of the trains from York.—*The Yorkshireman.*

CHASE OF DOGS ON THE TAFF VALE RAILWAY.—On Wednesday last, as the eleven o'clock train was proceeding to Cardiff from Merthyr, on nearing Newbridge a fine greyhound and a terrier were observed by some of the passengers running at the top of their speed between the rails, a few yards in advance of the train. After running some 500 or 600 yards, they crossed the left rail, and, still side by side, continued the race, evidently in great terror—the terrier, singular to relate, being about a head in advance of the greyhound. The train was going at a fast rate, and the little distance between the dogs and the engine rapidly diminishing, when the engineer attempted ineffectually to drive them off the road by throwing large pieces of coke at them. The poor creatures, however, seemed fascinated, and whilst the writer of this paragraph (a passenger, feeling assured that both would be killed) was anxiously awaiting the issue, he suddenly lost sight of the terrier, whilst the greyhound, being passed by the engine, crouched down on the road with tongue extended, evidently all but exhausted. The writer's conjecture as to their fate was partly verified, for on looking back he beheld the poor terrier extended between the rails with his head cut completely open, and his more fortunate companion, the greyhound, standing over him.—*Hereford Times.*

A NEW "TONGUE."—The *Journal de Rouen*, of 22nd May, states that the best understanding exists between the numerous English and French workmen employed on the Rouen and Paris Railway. They have organized a kind of language which is neither English nor French, by means of which they are enabled to converse with each other.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	60	60	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	5½	5½	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	63
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	3
76	....	15000	100	69	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	56
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	18
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
42	....	7500	100	62½	Cheltenham and Gt. Western	..	..	..	26½	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73¾	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17½	64000	25	23	Eastern Counties'	..	..	8½	..	..	..	8½
—	¼	64000	8½	4	Ditto (*Debentures*)	..	..	6½	..	..	..	6½
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	38	..	..	38½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	27½
11½	....	6000	50	40	Gosport	..	..	..	..	..	..	..
83	83	10915	100	100	Grand Junction	..	..	..	..	..	..	201
—	—	10915	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	99½
—	—	10915	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	25½
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	92	25000	100	65	Great Western	93¾	92½	91¼	91¼	91¼	91¼	93
—	—	25000	50	50	Ditto (*New Shares*)	64	63	62	61½	62¼	62¼	63½
—	—	37500	20	4	Ditto (*Fifths*)	11	11	10½	11	11	11	7
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	30
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	21½
20	20	21000	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31½	51000	100	100	Liverpool and Manchester	..	..	..	..	..	..	199
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	..	157½	158	..	..	159
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	23
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	53½
—	—	.....	32	2	Ditto (*New Shares*)	24½	24½	23½	23½	..	..	24½
4	3½	24003	25	25	London and Blackwall	..	..	18½	..	19	19	..
46	5½	36000	50	50	London and Brighton	45½	45½	45	45½	44½	44½	46
10½	10½	33900	avr.	15½	London and Croydon	13½	..	..	..	13½	13½	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	5	..	..	..
47	77	36000	avr.	38¼	London and South-Western	55½	55½	55	55	..	..	54½

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
—	—	42000	5	1½	Ditto (*Tenths*)	..	1⅛	..	..	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	54½	..	68
—	—	15000	50	25	Ditto (*New Shares*)	..	21½	21	..	..	..	..
10	10	6201	125¼	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
40	5½	30000	76	40	Manchester and Birmingham	..	..	..	23	..	..	..
40	....	7800	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	88	88½	..	89	..	..	85¼
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	22	22	..	22½	22½	21½
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	68	69	69	69½	..	..	70
—	—	15000	50	40	Ditto (*New*)	..	34	..	34	34	34	34½
....	....	.....	....	5	Ditto (*Thirds*)	5½	6¼	6	5⅝	6	6	..
28¾	15½	7200	100	60	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	..
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	3000	50	24	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	5	3⅓	South-Eastern and Dover	14⅞	15½	15½	..	15	15	15½
24½	13	3000	100	100	Taff Vale	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	71½	70½	71	71	..
—	—	6700	25	10	Ditto (*New*)	..	..	20	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to June 9th: the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38	38½
1960	25	25	Glasgow and Garnkirk	40	39½
16000	25	25	Glasgow and Greenock	28	29
12500	50	40	Glasgow and Ayr	36	35
1940	25	25	Monkland and Kirkintilloch	..	57
..	..	50	Wishaw and Coltness	80	80
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	29	29

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£1,056,666 0 0	£853,044 9 6	£1 10 0	Birm. & Derby Junct.	1	38½	June 5	..	£1137 3 1	£281 1 6	£1,418 4 7	£5 4 6	£36 11 6½	£1,440 8 2	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	2	51	June 4	9,931	1,640 1 7	176 12 0	1,816 13 7	5 1 9½	35 12 4½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	3	6	..	..	....	....	....	....	....	....	..
140,000 0 0	134,933 18 1	4 0 0	†Dundee & Arbroath	4	16¾	June 6	5,260½	205 16 10	57 3 2	263 0 0	2 4 3¾	15 10 3¼	238 14 7	..
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	5	17½	June 6	21,566	....	....	1,000 17 5	8 3 5	57 3 11	....	..
833,000 0 0	699,541 18 4	2 8 0	*†Glas., Paisley, & Ayr	6	40	June 5	12 883	903 7 6	278 6 6	1,181 14 0	4 18 5½	54 9 2¹	....	..
....	....	....	*†Glas., Pais., & Green.	7	2¾	June 5	13,474	....	....	825 16 7	6 2 3¾	42 15 10¾	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	8	83	June 5	..	7,964 2 8	1,300 16 0	9,264 18 8	15 18 11	111 12 6	9,231 6 5	83
1,000,000 0 0	814,530 12 7	....	Great North of England	9	45	June 7	..	1,262 12 1	309 9 6	1,572 1 7	4 19 9½	34 18 8½	....	..
5,331,527 9 10	5,288,013 17 3	3 0 0	Great Western	10	92	June 6	..	11,155 11 5	1,106 6 1	12,261 17 6	19 0 9½	133 5 7¾	5,503 8 4	36
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	11	31	June 6	6,155	625 17 3	180 17 3	806 14 6	3 14 4	26 0 5¼	....	..
488,000 0 0	390,000 0 0	....	Lancaster & Preston	12	20¾	June 5	4,551	569 5 1	21 3 0	590 8 1	4 2 3½	28 16 0¼	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	13	31	June 4	..	4,186 16 2	1,540 17 11	5,727 14 1	26 7 10¾	184 15 3¼	....	..
5,750,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	14	112¾	June 5	..	15,404 10 9	2,256 11 2	17,661 1 11	22 8 6¼	156 19 9¾	16,674 14 5	112½
800,000 0 0	807,659 13 4	....	*London & Blackwall	15	3¾	June 10	46,457	890 2 6	1 14 11	891 16 10	36 8 0¼	254 16 2¾	....	..
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	16	5¾	..	..	....	....	....	....	....	....	..
741,000 0 0	557,902 9 5	....	London & Croydon	17	10¼	June 8	11,967	....	....	972 2 3	10 15 6¼	75 8 9¼	939 2 10½	10¼
993,300 0 0	793,300 0 0	1 0 0	London & Greenwich	18	3½	June 10	33,499	....	....	1,032 6 0	39 8 10½	276 2 3	2,528 12 3	5½
2,260,000 0 0	2,283,837 18 0	7 14 3	London & South-West.	19	77	June 7	..	5,744 6 0	762 8 9	6,506 14 9	12 1 5	84 9 11	6,278 8 6	76
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm	20	5½	June 7	25,877	....	....	689 19 5	18 15 5½	131 18 4½	336 12 8	6
778,116 16 8	772,165 16 1	2 10 0	Manchester & Bolton	21	10	June 3	..	571 14 0	153 17 2	725 11 2	10 7 3½	72 11 1¼	492 10 10	10
2,500,000 0 0	2,523,508 19 6	....	Manchester and Leeds	22	50	May 31	..	2,662 18 7	1,517 4 9	4,180 3 4	11 18 10½	83 11 11¾	393 6 3	13½
1,533,000 0 0	1,449,000 0 0	....	Midland Counties'	23	57	June 5	18,075	2,160 0 2	877 17 7	3,037 17 9	7 12 3½	53 5 10¾	713 1 3	57
950,000 0 0	....	....	Newcastle & Carlisle	24	61	June 5	..	706 17 0	894 9 5	1,601 6 5	3 15 0	26 5 0¼	1,925 19 7	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	25	72¼	June 5	..	3,747 0 2	928 2 1	4,675 2 3	9 9 2¾	66 4 7	826 4 0	40
730,000 0 0	560,000 0 0	6 13 4	North Union	26	22	June 4	5,313	1,091 13 11	138 14 10	1,230 8 9	7 19 9½	55 18 6¾	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	27	15¼	June 6	14,448	982 2 3	5 9 0	987 11 3	8 18 4	62 8 5¼	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	28	19	June 5	5,207½	489 3 8	130 17 11	620 1 7	4 13 2¾	32 12 8¾	....	..
200,000 0 0	130,517 0 0	8 0 0	Sheffield & Rotherham	29	6	..	..	....	....	....	....	....	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	30	8	June 7	6,767	....	....	183 2 11	3 5 4¾	22 17 9¾	201 2 9	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	31	23	June 7	9,274	....	....	1,596 19 11	9 18 6¾	69 8 8¾	490 15 1	19¼

1. Toll to London and Birmingh am 184*l.* 16s. 9d., to be deducted from gross receipts. The receipts are exclusive of those for the mails.

2. The receipts are exclusive of those for the mails.

5. Receipts include the Northern and Eastern toll, &c.

7. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

8. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,233*l.*

10. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet.

12. The 27*l.* 4s. 1d. from goods, &c. is for toll only.

13. Ten per cent. is the maximum dividend allowed by the Company's Act.

14. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

17. The capital of 741,000*l.* includes the new capital for London and Brighton station.

18. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

19. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

21. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

22. The 4180*l.* 3s. 4d. are the receipts after deducting the toll to the North Midland Company.

23. The receipts for goods, &c. include, carriages, 37*l.* 5s. 0d.; horses, 98*l.* 9s. 0d.; dogs, 1*l.* 7s. 0d.; parcels, 217*l.* 3s. 8d.; cattle, 62*l.* 2s. 3d.; corn, 29*l.* 13s. 5d.; heavy goods, 375*l.* 8s. 5d.; coal, 56*l.* 8s. 10d.—Total, 877*l.* 17s. 7d.

26. The receipts stated are after deduction of Liverpool and Manchester toll.

27. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

28. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

31. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

An original article on Railways in Ireland is unavoidably deferred.

The information kindly given by H. D. of Darlington, will be used on the first opportunity.

We are obliged to the Chester and Birkenhead Railway Company for their compliance with our request to supply us with traffic returns; our list, however, was made up for the present week before their letter reached us. In future weeks they will of course be duly inserted.

Communications received from Onesimus.—Mr. Prior—A Shareholder in Three Lines—J. C.

We are obliged to leave out for want of room, editorial notices of the proceedings of the abolitionists of Railway Sunday Traveling, and of the project of a railway communication by Lancaster between the metropolis and Scotland.

THE RAILWAY TIMES.

SATURDAY, JUNE 12, 1841.

We proceed to fulfil the promise we made in our last, to examine the principles on which a *uniform system of keeping railway accounts* ought to be constructed—desiring, however, that it may be kept in mind, that we contend for uniformity only inasmuch as there can be but *one best way* of keeping accounts, in order to draw the greatest amount of economical information from them, and to secure to shareholders the utmost amount of profit for their investments.

Like many other arts that of book-keeping has developed its capabilities very gradually; as it has accomplished one purpose, another, of which it had exhibited some glimmerings, has been required of it, until it has produced effects of which its first inartificial attempts gave no promise.

The first and simplest object of a book—we can hardly yet say, of a set of books—is to set down such dealings as were not settled at the time, and just this, is still the only purpose for which the country shopkeeper keeps his book. When his labouring neighbour comes in on Saturday night to pay for the week's groceries, and mayhap, a yard or two of flannel or print, the whole week's business of the shop is looked over to pick out the items of the required account, and each article receives the ancient mark of payment—the simple and significant cross. In time, care, diligence, and the good opinion of his neighbours, increase our dealer's trade, and to save time in the weekly settlement, the purchases of a customer of larger demand than the rest, are put down on a leaf by themselves at the end of the book: the plan is convenient, and presently a few more are managed in the same way; the practice grows until the book is almost a series of separate accounts, but is now as inconvenient from the difficulty of finding the needful page, when half a pound of sugar or an ounce of tea is to be set down as it was before from the necessity of looking over all the entries for the settling of the weekly bill. Long, however, does this state of things remain; for by this time the honest chapman has passed the years when change is easy, and sits too comfortably in the corner from which he can just see when a customer wants to be served, to think of encountering the mysteries of book-keeping, which he has done so long without. At length, however, his rising son or the smart assistant, his increasing years have compelled him to engage, import the novel plan and the old book gets an index; a few sheets of cap paper stitched together received the dealings as they occur; and lo! a day book and ledger start into play for the first time in the village history.

Our object in exhibiting the growth of our country friend's dealings and records has not been merely to furnish a recognisable picture of humble life (but what indeed is there of that which pertains to the history of human feelings and human improvement which is not deeply interesting to the heart of every rightly constituted individual?) but to show that book-keeping is not an art of bounded capabilities or of limited use. In our imagined primitive instance the only object was to ascertain the state of affairs between the owner of the book and each of his customers. He conducted his trade himself, and therefore wanted no check on the honesty of his servants; his matters were few, and he managed each prudently, and finding himself increasing in comfort he needed not his books to tell him of his profits: his customers were neither numerous nor distant, and their transactions were simple, and therefore his unpretending plan—helped out perhaps with an occasional appeal to memory—sufficed to settle all questions without the proof of accuracy, which more artificial systems are made to furnish for themselves. Such systems, however, become not merely desirable, but indispensable, objects in the complicated and momentous business by which the products of all classes and all climes are interchanged for common benefit. It must be known that subordinate agents have performed their trust faithfully—it must be shown what is the result to the owners of profit or loss—and the books must of themselves furnish the strongest presumption the case affords that they tell the truth.

Indispensible every where else as these purposes of book-keeping are, they are not less so to railway business; but here the utility of the art does not stop, although it may be that some accountants think their practice sufficiently elaborate if it come up to this. It is beyond this point, that the chief advantage is to be found to new and complicated affairs, where experience is yet unripe, and is only to be gathered from the business in which the capital is risked. The utmost care is to be employed to deduce from the consequences of the measures taken already, what ought to be taken in future. A set of accounts rightly framed for this purpose, would soon be recognised as the best ally of the most sagacious observation, and would shorten the time—at best the inevitable expensive and anxious time—during which the want of facts gives the propriety of the undertaking over to the chances of mere shrewdness. The accountant, if he pleases, may rank among the best and safest advisers of the proprietary, or, contenting himself with the formalities and routine of his office, he may merely record transactions of whose bearing he is idly ignorant, and have to report losses, the warning against which lay unheeded under his own hand.

The nature and contingencies of the business form, in each instance, the only guide to the needful classification of events. Following out then, the indications afforded by the knowledge of the subject already possessed, we venture to suggest some hints on the form and purpose of a set of railway accounts, so far as they seem to require peculiarities adapted to those of railway business. We dismiss all questions relating to invested capital, and address ourselves entirely to the living question of *current cost, receipt, and profit.*

We premise, that for purposes vital to the prosperity of an undertaking, it is necessary to know not only the exact annual cost, as of so much to be paid out of receipts, but of the cost per mile of the conveyance of each passenger; and not only so, but to know how that cost will be affected by any given increase or diminution of the number of passengers. Nor must these matters be hastily grouped and generally stated, but given with such particularity of item as shall furnish opportunity of comparison or contrast with similar facts, wherever they may be found. We are assisted greatly, but not entirely guided, by the Belgian statement of the expenses of 1840, in furnishing the following sketch of a system of accounts of current expense:—

It is clear that a large class of railway expenses is not proportionate to the number of passengers—whether a thousand or a million be conveyed, it matters nothing. Others depend chiefly on the number of trains, some on the number of carriages, and some chiefly on the number of passengers. The first business is to separate all these classes—if not exactly, yet as nearly as the nature of the case permits.

On a railway of business beyond a certain amount, an expense of *General Direction* will be incurred, which will be but slightly affected by any increase in the number of passengers. This item must be paid for out of current receipts, and goes evidently into the first class. We say nothing in this, as in other cases, of the propriety of any given amount of expense: we are dealing with it only in kind.

So long as the line is worked at all, it must be kept in repair. Now, the chief expenses of this kind are brought on almost exclusively by the elements and time; it is therefore also justly grouped with current expenses. But here it is necessary to observe, that the expenses of every separate stage of the line should be kept distinct. Jobbery and negligence require this precaution, to say nothing of the importance of keeping a close watch on the expenses incurred by the peculiar nature of some sites of ground or some particular erections. The expenses of repair of buildings should be kept apart from each other and from the expenses of the road. Until it is known how long the rails will last, an estimated amount (stated separately as an estimate) should be added every year for their renewal.

Again, on this head; if a police is maintained at all on the line, its cost is but little influenced by the number of passengers; it clearly goes to the current branch of the account.

A serious class of expenses is affected chiefly by the number of trains. Of this, the largest is that of locomotive engines and their attendant cost. It will not be asserted, we presume, that an engine will be as much injured, or ab-

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sorb on the whole so great a sum, by taking one heavy load, as by taking the same load over the same distance and with the same speed at two journeys. If not, it follows that a separate head should be established for the expenses of each mode of transit. Repair of engines, wages of engineers and stokers, cost of cleaning, purchase of coals, and working of coke ovens—in short, the whole of the expense which would cease on the cessation of the working of the engines, goes clearly to one and a separate account, distributed under heads which shall distinctly show the nature, amount, origin, and variations of every kind of charge; together with the place where it is incurred, wherever such a distinction will tend to furnish useful comparisons. Whatever other expense is found on inquiry to be proportionate, or nearly so, to the number of trains, should be added here in separate items. We pretend not here to guide as to particulars, but to point out principles.

The next heads, although to be separated in practice we may describe together; they consist of expenses proportionate to the number of carriages and of passengers. In the first of these, that of carriages, it will be necessary to distinguish between expenses common to all kinds of carriages, and those peculiar to each class. A first class and third class carriage may cost the same in every thing which merely constitutes it a moving structure; but one incurs charges for elegance or comfort which do not belong to the other. With striking experience from some quarters, and equally remarkable theory from others before our eyes, we cannot avoid seeing that much depends on knowing for how small a sum the lowest class of passengers can be carried, as well as how much will be given willingly by others for select company, or more luxurious accommodation. Every device in accounts should be resorted to by which the effect of fares on the different classes of the population can be ascertained, and it is of corresponding importance to know what is the cost of supplying the kind of accommodation each class will pay for. If the necessary arrangements cannot be made for keeping the charges entirely separate, at least experiments may be made from time to time by which the proportion of charge to each may be nearly ascertained.

The expense of the booking offices, of superintendents, and porters, though it may not be strictly according to the number of passengers, will probably follow that ratio more nearly than any other. There will be other charges too of this kind, which it is needless to enumerate. The principle and object of the arrangement once pointed out, the rest is easy.

The three heads of expense last specified, require that their results should be compared with the number of miles travelled by the engines and carriages; and with the effect of speed. Without these data the experience of different railways cannot be compared. It must be kept steadily in view that the object of the whole arrangement is to furnish materials for judging from past expenses of the propriety of proposed future proceedings.

This is perhaps the best place for suggesting a mode of approximating beforehand to the sum necessary for renewal of *wearable stock*, an item in respect to which more serious errors have been committed than perhaps concerning any other in the whole compass of manufacturing or commercial enterprise. We do not here profess to solve the question completely, but only to give the basis of a theory which may often be usefully applied. From the day of a new machine coming into use, the repairs it requires go on increasing in a ratio having some relation to the time from the beginning. Up to any given point of time the original cost of the machine may be considered as evenly spread over the time up to that point. The repairs also (classing the estimated disadvantage, if any, of imperfect usefulness with them) which have been incurred up to that time, may be averaged for the same period in like manner. Thus the cost consists of two parts—one, the original cost, diminishing every month; the other, the average repair, increasing every month. For some time the united sums per month will be found to diminish, from the decrease of the monthly share of the original cost being greater than the increase of the monthly share of the total cost of repair to that time. But after a while it will be found to increase again from the increased expense of repair; as soon as it is certain that the maximum point is turned, you should throw away the machine—it will evidently do more harm than good to keep it. Our mathematical readers will readily know how to deal with this question, so that the cost of a sufficient number of the early periods being given, they may deduce, with some approach to accuracy, when the machine must be abandoned; they, as well as our practical ones, will see also that we have pointed out only a simple fundamental case—that varieties of cases will occur which will require discrimination in the use of the theory—and that good accounts alone can furnish the data for its application, but that with such accounts it may in many cases anticipate years of costly experience.

It is to no purpose for officers, or even Directors, to say such plans as these require too much labour. Well-arranged plans make labour light; and, if they would not, be it remembered, we are not dealing in fancies, which may be neglected without injury, or opposed by other fancies of equal value. It is from the nature of the case we think we have deduced the necessity of this system, or some other very much like it, to the well being of the whole railway system; if we are right in our belief that our deduction is sound, the event will show that it is useless to contend against facts. No expense or labour can be too great in a case like this.

THE Eastern Counties' Directors (meaning always by that term when we use it, Directors *de facto*, but not *de jure*,) are happy in the sort of people they have for constituents. Do what they please—misconduct themselves as they may—go madly on from bad to worse—endanger every interest committed to their keeping—they rejoice in shareholders who find no fault. Though all the world condemn them, they have their consolation in the continued support and applause of a most submissive, most subservient, most pluckless, most senseless proprietary. No line of railway which has been so long in hand has made so little progress in proportion to the capital expended upon it—none which so far as it has been yet opened, has, in point of traffic, so utterly disappointed the hopes entertained of it—none which has in the judgment of all impartial lookers on, been altogether worse managed—none, the future prospects of which are more clouded and gloomy—and yet among the proprietors themselves (judging of them at least from their bearing and deportment when in general meetings assembled,) all would seem to be perfect contentment and satisfaction. Not a murmur or complaint is ever heard, or if whispered occasionally by one or two faint-hearts, only to be overwhelmed by a shower of plaudits from the majority. Instead of votes of censure we have votes of thanks; instead of resolutions of inquiry, protestations of unabated confidence; instead of recommendations of retrenchment, incitements to continued profusion and extravagance; instead of information either asked or given as to the real state of the Company's affairs, a mere interchange of empty compliments, and civilities. O rare Directors! O rarer shareholders!

We suggested, in our last, a few home questions which common prudence seemed to us to dictate should be put to the Directors at the special general meeting held on Tuesday last, before acceding to their request for power to borrow more money. Afraid evidently of what the putting of such questions might lead to, the Chairman (as instructed of course by his colleagues), took special pains to impress on the meeting, in his opening address, that "discussion *must* be confined" to the specific object of the meeting—the granting of the authority required, and took care to allow as little breathing time as possible for discussion of any sort. The proceedings were hurried through, and the meeting declared at an end in less than twenty minutes. The Directors need not have been in such alarm. No mind any one to teaze or trouble them. Not a little finger wagged sign of rebellion against them. Theirs is a constituency which will stand a good deal more kicking and cuffing before it is roused to any thing like a manly resistance. The *Ultima Thule* of their forbearance is yet a far way off. It would have been easy even without deviating from the *special* purpose of the meeting, and in spite of all the eagerness manifested by the Directors to hurry it through, to have elicited much *necessary* and *useful* information, but no one made the attempt! So ready indeed were all present to gulp down, at the bidding of their sovereign masters, anything however ridiculous or absurd, that when the Directors told them "they could not resist the opportunity of congratulating the proprietary *on the improvement of the income from that portion of the line now opened*," not a man of them was moved either to laughter or shaking of the head. "Improvement of income" forsooth! A few months ago the traffic exclusive of any contribution from the Northern and Eastern Railway Company had reached 753*l.* a week: if we except Whitsun week, (which must of ccurse be left out of view in talking of any general and permanent "improvement") the traffic proper of the Eastern Counties' Railway has never, during any week of this year, produced so much as 753*l.*, and generaally has fallen greatly short of that amount. Nor at any time from first to last have the traffic receipts of this Company equalled, far less surpassed, its traffic expenditure. "Income," in the common acceptation of the term, there has never been any; and what these Directors, with matchless effrontery, congratulate their constituents upon as an "improvement of income," means really and simply a *diminution of weekly loss*. Again we say, O rare Directors! O rarer shareholders!

THE Manchester and Leeds Company have had a Special Meeting this week, for a purpose of precisely the same description as the Eastern Counties'—namely, the empowering of the Directors to raise by loan a farther sum of money for the completion of their works. But mark the difference. The Manchester and Leeds Chairman, before calling on the share-

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holders to grant the authority required, gives, unasked, a long and most circumstantial exposition of the Company's affairs—answers all objections to the conduct of the Directors, whether made privately, or through the medium of the public press—invites and encourages discussion—welcomes questions—and answers them frankly and unreservedly. In all these respects this meeting presents a striking contrast to the Eastern Counties'. All is right on one side, all wrong on the other. We enter not into the merits of the questions raised between the Manchester and Leeds Directors and some of their proprietary; we have neither the information requisite to qualify us to give an opinion upon them, nor present leisure, if we had, to give them due consideration; but we cannot lay before our readers the full account of the meeting of this Company, which they will find in another part, without placing on record at the same time our admiration of the open, candid, sincere, upright, and businesslike *manner* in which the Chairman, Mr. HOULDSWORTH, and his colleagues, have submitted themselves and the whole of their proceedings to the judgment of their constituents and the public.

THE railway visit of the Mechanics' Institution of Belper to that of Chesterfield "came off" in capital style on Wednesday. We extract from the *Derbyshire Chronicle* (published at Chesterfield) such parts of the proceedings as may interest our railway readers; asking them to bear in mind that pleasures like these are the *creation* of the railway system. The delight lay much in the numbers, and no other mode of conveyance could have carried so numerous a company, even at *any* price, to say nothing of the excluding effect of the price in money, time, and comfort, which any other kind of conveyance would have required:—

"A few minutes before two o'clock, the Chesterfield and Brampton Band, who had kindly offered their services gratuitously, assembled at the Angel Inn, and shortly afterwards proceeded to the station, preceded and followed by fifteen splendid banners, the majority of which had been lent for the occasion by the Committee of the Derby Institution. On arriving at the station, we found every eminence commanding a view crowded with spectators, the platforms in front of the station being occupied by the members and friends who intended to join the procession, among whom we were pleased to notice a large number of honorary members of the Institution—and we may here mention the cheerful alacrity with which the tradesmen generally acceded to the request that was made to them to close their shop doors from one o'clock until three, in order to allow the young men and apprentices an opportunity of joining in the procession. The sun shone delightfully; and what with the appearance of the banners, the cheerful countenances of the assemblage, the melodious strains of music, the merry peals of the church bells, we do not remember witnessing a more enlivening scene than that which presented itself at the station. At about 20 minutes before three o'clock the special train (which consisted of 11 carriages) came in sight, and was instantly greeted with cheers. A number of ladies and respectably dressed females accompanied the Belper members, and evinced no slight interest in the proceedings by walking in procession to the Assembly Rooms. Honour to the WOMEN of *Belper!*"

The gay procession and exhilirating band proceeded to the Assembly Rooms, where nearly 500 sat down to tea, after which, the advantage of knowledge, the right of men to its acquisition, the example of illustrious success in arts achieved by men who have struggled to gather knowledge for themselves, the advantage of having a common ground for intellectual activity and neighbourly kindness for men of all shades of political and religious opinions, the position and prospects of the two institutions, and a variety of other agreeable and connected topics, furnished matter for speeches from the Chairman, E. T. Coke, Esq., R. Daniel, Esq., the Mayor of Chesterfield, George Stephenson, Esq., of Tapton House, (our great Railway Stephenson,) Sir Arnold James Knight, and other gentlemen.

From a brilliant speech delivered by Mr. Coke, we quote the following exciting passage:—

"To the objection, that early education alone formed the mind, he would ask whether the want of early education, or reverses of fortune, prevented the name of Bunyan the tinker and soldier, the author of "Pilgrim's Progress," from being immortalised—or that of Brindley, their own Derbyshire mechanic—cheers—or of Ferguson the astronomer, who, wrapped in his shepherd's plaid by night, scanned the heavens and marked the positions of the stars with his beads and cotton thread—or of Harrison, the Yorkshire carpenter, who, beginning with the making of wooden clocks, at last received 20,000*l.* for his improvements in chronometers, granted by Parliament for the discovery of the longitude at sea—or of Guy, the founder of the celebrated hospital of that name—or of Prior, the joiner's son, the poet and secretary of state under Queen Anne—or of Sir Cloudesley Shovel the cabin boy and distinguished admiral—or of many men of the present day, whose names were familiar to the company,—of some to whom he would not more particularly allude, beyond saying that they had this day afforded a practical proof to their helper guests that "Knowledge is Power." (Loud Cheers.) They had seen that time and space were subdued by railways and steam, so that they scarcely entered into the calculation of man. At such a period, when the material world was progressing at so rapid a rate, should the intellectual system alone remain unimproved? But they could not all attain the proud and lofty eminences occupied by the names he had mentioned; some must content themselves with the recesses and the valley, unsuccoured by patronage, uncheered by distinction. They might still however live honourably, if not brilliantly; they might live happy in the knowledge that they had 'lent their feeble aid to extend the power of knowledge over ignorance—of virtue over vice—of moral good over moral evil—in one word, the power of civilisation, of education.' (Much cheering.)"

Mr. Joseph Palmer, of Belper—

"noticed in complimentary terms, G. Stephenson, Esq., one of the first engineers of the day, who, by his application of the powers of steam to machinery, had been the means of propelling along the railway three hundred ladies and gentlemen, and honest artisan, from Belper and its neighbourhood to Chesterfield, in little more than half an hour, and that by a transition so quick, and at the same time so agreeable, that he hoped the inhabitants of the two towns would become better acquainted with the localities and advantages of each place, both in a scientific and commercial point of view. Cheers.) Mr. P. concluded by expressing the delight and happiness which he and the whole of the company from Belper felt in the cordial reception they had met with from their Chesterfield friends, and hoped they would soon reciprocate the visit. (Loud Cheers.)"

Afterwards Mr. Stephenson was introduced to the meeting, and was received with several rounds of cheering. He gave a lecture to the young mechanics present on the mechanical powers, and, amidst great applause, promised further instruction to the members. He gave his opinion on the properties of the crank, and the mistake which has generally been made on that subject; then showed the necessity of apportioning rubbing surfaces to the weight they have to bear; and concluded as follows:—

"Before concluding, as an encouragement to young mechanics, I may state to them that I commenced my mechanical career with scanty means, and by close application and study, have succeeded in establishing a manufactory which sends machinery to almost every kingdom in Europe—(loud cheers)—and I may add, nothing conduces in my opinion, so much to the success in life of a thinking mechanic as sobriety, coupled with a steady, and persevering application to his employment, never, however, in the midst of all his engagements, forgetting to contribute by every means within his reach to the comfort of his wife and family. (Mr. Stephenson resumed his seat amidst immense cheering, again and again renewed.)"

Mr. Brotherton, in the course of an animated speech, defended the assertion of Mr. M'Kerrow, in his pamphlet on Lyceums, that "the arts have been indebted for some of their noblest improvements, and the sciences for some of their most important discoveries and beneficial applications *to the mind and intelligence of the working man.*"

"Newton, who discovered the mechanism of the planetary system, the composition of light, and the courses of those alternate movements which take place on the waters of the ocean; Newton, 'who (to use the beautiful language of Dr. Chalmers), by the pure force of his understanding, rose to such a gigantic elevation above the level of ordinary men, that the kings and warriors of other days sink into insignificance before him—he at this moment, stands forth to the public eye, in a prouder array of glory, than encircles the memory of all the men of former generations—and while all the vulgar grandeur of other days is mouldering into forgetfulness, the achievements of our great astronomer are still fresh in the recollection, and they carry him forward on the stream of time, with a reputation ever gathering, and the triumphs of a distinction that will never die!' Newton, whose glories have been thus vividly pourtrayed, was a man of comparatively humble origin. And if we wish for more modern illustrations, need I cite a more notable instance than that of the illustrious man who now sits below me,—(loud cheers)—George Stephenson—vehement cheering)—who has justly been termed the great father of railways—a man, who, by the force of his great enterprise and mechanical genius, has conferred benefits on his country, which justly entitle him to the respect and admiration of an intelligent and grateful people! (Protracted cheering.) And doubtless there are multitudes of diamonds now in the mine, which though dark, unpolished, and encrusted with earthy matters though they be, may yet be as valuable in themselves, and may yet shine forth with as much brilliancy as any of those that have been cut and brought to light, and which now flash forth their radiance beneath the sunshine of day! (Cheers.)"

Mr. Busby, in expatiating on the rapid progress of invention, adverted again in the following terms to the railway system and Mr. Stephenson:—

"Mr. George Stephenson presents a living proof to the mechanic of the power of industry, the resources of a practical and reflecting mind, and the dignity of an unvarnished simplicity of character. (Cheers.) Known as he is, wherever steam and iron have opened the swift lines of communication to our countrymen, and regarded by all as the father of railways, he might be called, in the most honourable acceptation of the term, the first and greatest "leveller" of the age. (Loud laughter, in which Mr. Stephenson heartily joined.) To us, in whose days the system of railways has been realised, who have seen the commencement and result of the experiment of locomotion by steam, it might be curious to look back upon the times when such a power was undreamt of. Sixty years ago, Sheridan, the brilliant wit of his age, in his admirable and familiar drama of "The Critic," had introduced the well known character of Puff—(laughter)—a gentleman whose genius lay in the manufacture of romantic paragraphs and insidious advertisements. Full of business, he hurries away from the scene, apologising for the abruptness of his departure, for he has to announce "a very ingenious design for a self-acting air pump, to be fixed in the confined streets, which is to supersede the necessity of country excursions for the benefit of health." "and here (he exclaims) is an invention for running our mail coaches by steam and lighting them by gas". (Laughter.) It is not (continued Mr. Busby) only for the purpose of raising a laugh that I make this quotation—its practical bearing is to show us how in the progress of improvements one age is incapable of imagining the systems of succeeding ones. The ludicrous and impracticable speculations which the wit of Sheridan strained to devise, have been brought already into practical operation. If we have not actually the self-acting air pump, a system of ventilation is introduced in our large towns, by throwing down the wretched and squalid haunts of misery and disease, and building wide and healthy thoroughfares in their stead, by establishing parks and promenades, and bringing the delights of the country almost within the walls of our towns. (Cheers.) The other scheme has been even more literally fulfilled; day by day are our mails wafted by the wings of steam, and whether or not they are actually lighted by gas, depends only upon the convenience, and not the practicability of the plan. Inventions that to us appear equally visionary, may find their bearing in future times, and being as they must be the offspring of intelligence, it is a wise and benevolent duty to widen the sphere from which they are to spring, to facilitate the development of faculties, which are always pregnant with important results."

* * * * *

Mr. Adams stated—

"that it was proposed that the members of the Chesterfield and Brampton Institutions should visit their friends at Belper, on Tuesday, the 6th of July, in the Belper wakes week; and that it had also been suggested that they should extend their trip to Derby, and visit the Arboretum, returning to Belper in time for the Festival. He hoped this suggestion would be adopted, and was sure the members and friends would derive great pleasure from a visit to those delightful grounds. (Loud cheers.)"

After other speeches, and a vote of thanks proposed by Mr. Stephenson, and given with hearty cheers, to the Earl of Burlington for accepting the office of President of the Institution—

"The band struck up 'God save the Queen,' the company singing in chorus. At the conclusion three cheers were given, and the members and friends of both institutions, headed by E. T. Coke, Esq., the Mayor, J. G. Barnes, Esq., James Brotherton, Esq., the vice Presidents, Secretaries, and Committee, went in procession to the station, which place the special train left about half-past nine o'clock, amid the cheers of the assembled thousands. And thus ended this interesting festival."

A correspondent of the *Derbyshire Chronicle* adds—

"Such is the anxiety manifested at Belper to give a suitable reception to the Chesterfield and Brampton Institution in July, that preparations are already commenced, and it is expected upwards of a thousand tickets will be sold. A marquee will be erected in the Market-place or some adjacent field."

We have already said that on such delightful occasions the pleasure depends on the numbers present, and *particularly on the numbers from a distance.* No mode of conveyance shares the honour in this respect with the railway except the steam-boat. Driven by one impulse, and derived

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alike from modern genius and enterprise, they seem destined to extend the pleasures as much as they increase the power of man. The owners of steam-boats have profited largely by the tendency to gregarious enjoyment; but they are only waterside inhabitants who can benefit by their capabilities. We trust that the equal power of the railway to contribute to social pleasure will not be suffered by its Directors to remain useless to their interests, nor be neglected by the myriads within whose reach it lies.

THE notes we appended to Mr. Bernard's Strictures on Mr. Ellet's Essay on the determination of the most advantageous fare for passengers, have called forth a rejoinder from Mr. B., which will be found in a preceding page. These notes, we beg to say, were designed simply to elucidate the scope of Mr. Ellet's paper, and to prevent erroneous impressions of them gaining hold of the public mind, during the interval that must necessarily elapse, before Mr. Ellet can reply for himself from the other side of the Atlantic; and though in introducing that paper to the notice of our readers, we did speak of it in terms of strong commendation, the "*litera scripta*," as quoted by Mr. B. himself, shows that while we praised it for its "masterly" character, (which Mr. B. admits,) we regarded it as but presenting a general *approximation* to the truth, and *so far* only as of practical value. If we do not greatly deceive ourselves, the very fact that this production has turned the attention of men of such ability as Mr. Bernard to this hitherto neglected subject, will be deemed a sufficient proof of its value. Reply were easy, we think, to many parts of Mr. B.'s present communication, but having in consideration of the circumstances of the case, somewhat overstepped the limits of editorial usage in volunteering our former notes, we hope to be excused from prosecuting the discussion further in its present form. The subject is before our readers, and open like all others, to be canvassed by our many talented correspondents.

—o—

ON Thursday night, Sir F. Trench brought before the notice of the House of Commons the following motion, which, however, was afterwards "by leave withdrawn,"—"That the Select Committee on Thames Embankment be re-appointed, for the purpose of considering evidence in support of a plan to form, upon the embankment, a quay of communication from Blackfriars bridge to Hungerford market; *the whole expense of which can be provided for by a railroad between the same termini, without any demand for the public money, or any reference to the value of the land recovered from the river.*" A railway between such termini would be a novelty indeed. We greatly doubt the truth of the allegation which we have printed in *Italics*.

—o—

THE *Liverpool Courier* states, that Braithwaite Poole, Esq., of that town, "has been appointed to the management of the goods' department in the carrying concern of the Grand Junction Railway Company." The same paper highly commends the fitness of Mr. Poole for this responsible office.

—o—

THE Bristol and Exeter Railway is to be opened for public traffic, as far as Bridgwater, on Monday next. The anticipated event gives much satisfaction to the residents in the district.

—o—

RAILWAY OFFENCES AND OFFENDERS.

WE regret again to have to charge the Manchester and Leeds Company with most ill-judged lenity towards a railway offender. The case to which we refer is thus noticed in the *Halifax Guardian* of last Saturday:—

"John Smith, a porter of the Manchester and Leeds Railway Company, at Brighouse, was charged with a breach of his duty in not having properly turned the "points" at that station, so that a passing train went over them. Mr. Higham, on the part of the Company, said that as the engine was going slowly no accident occurred; *nevertheless the rules of the Company were so strict that for even the slightest offence their servants must be brought before the magistrates.* He believed the man had been a very trusty servant, and therefore a small fine would perhaps be a sufficient warning to him never again to offend. He admitted the offence, but said that on the day before some one had altered the points in his absence; he could not, however, be sure whether on this morning he had left the points right or wrong. The magistrates said that under these circumstances, they should let the case drop on the payment of 5s. to the Infirmary."

No thanks to the culprit that "no accident occurred." An accident—and a very serious one too—*might* have occurred, and it was the duty of the Directors to have the man adequately punished as an example to his fellow-servants. They may circulate among their workpeople as many cautions and cases of warning as they please, but so long as they allow parties who even "admit" that they have been guilty of gross negligence, to escape with a nominal punishment, they cannot reasonably hope to have the business of their line properly attended to. We are told that so strict are "the rules of the Company, that for even the slightest offence their servants *must be brought before the magistrates*," but where is the good of going through this farce, if, when "before the magistrates" the Company's professional adviser is to become an advocate for the culprits?

A man named Sadler was a few days since brought before the Brighton magistrates at the instance of the Directors of the Railway for having assaulted a policeman because that officer very properly refused to allow either him or his wife to enter the train at Shoreham, both being "in a beastly state of intoxication." The man was fined 40s. and costs, and in default of payment was sent to the House of Correction for a month.

Under this head we must include an occurrence which, as we learn from the *Dundee Warder*, recently took place on the Dundee and Arbroath Railway. It appears that an accident having happened to the engine of one of the ordinary trains through the bursting of a pipe, the train in question was overtaken by the mail train which had started at a later hour. Fortunately, none of the passengers were injured, and some of them got into the mail train in order to proceed to their destination, *but were not permitted to remain until they had paid the difference between the fares of the two classes of conveyance!* Surely this shameful conduct cannot have been countenanced by the Directors or superior officers of the establishment? The least they could do was to convey forward, without extra charge, as many of the passengers as could be accommodated in the mail, seeing that it was through no fault of *theirs* that the first train broke drown.

ACCIDENT ON THE STOCKTON AND DARLINGTON RAILWAY.—On Monday last, as a man named William Whitedale, from Middlesburgh, was riding on an engine up to Stockton, he had by some means or other fallen off, and the waggon wheels passing over both his legs, he died about three hours afterwards.

RAILWAY ADJUDICATIONS.

THE QUEEN *v.* ROBERTSON AND OTHERS.

Court of Queen's Bench, Friday.—The ATTORNEY GENERAL said, he appeared to support the rule in this case, for a criminal information.

Mr. KELLY showed cause against the rule, which called upon the defendants—the proprietors and editor of the *Railway Times*, to show cause why a criminal information should not be issued against them, at the instance of the Directors of the Eastern Counties' Railway Company, on account of a libel alleged to have been published against the Directors in the defendants' journal. Before going particularly into the case, it might be convenient to state the general nature of the libel complained of: which charged the governing body of the Company, (mentioning no names—but the present Directors set forth that they were the managing body, and they alone,) with having endeavoured wilfully to mislead and deceive the public by putting into circulation certain printed papers, calculated to induce the public to believe that they were carrying on the railway at a very considerable profit, whereas that they well knew that they were carrying it on at a loss. With what object these statements had been set forth by the Directors it was not material then to inquire—probably to enhance the price of shares in the market. He contended, however, that by their own affidavits they were clearly proved to have published statements perfectly illusory and deceptive. It seemed that the Eastern Counties' Railway had been opened a small distance in 1839, and that it had been the practice of the Directors to publish half-yearly Reports given to the Shareholders at the general meetings—accompanied by balance sheets of accounts. The first of these Reports had been published in August, 1839—a short time only after the railway had been opened; the second in February, 1840; the last in August, 1840. Now it would be proved that all these Reports (which by their publication doubtless had a considerable effect upon the market and the public mind), represented the railway to be carried on at a considerable profit. But a different test was soon to be applied to the prosperity of the Company—from their being rated to the poor in one of the parishes through which their line passed, (Romford, in Essex) at a sum just and proper, if their accounts of the profit they were realising had been correct; they appealed, and on investigation before the magistrates it clearly appeared, from the evidence of their own servants, that the real condition of the Company's affairs was very different from what might have been expected on examining their Reports and accounts—that, in fact, they were working the line at a loss; and in consequence the rate was considerably reduced. Under these circumstances, the Editor of the *Railway Times*, (a paper peculiarly—indeed exclusively—interested in railways, and one in which, for a long time, articles had appeared discussing the subject of this as of other railways,) published the article complained of—animadverting severely on the inconsistency of the Directors, in deceiving the public by representations of a profit which was quite illusory; and though strongly written, the article was in the main well founded. Now in the balance sheets the Directors published, they had omitted, on the side of expenditure two most important items, which, had they been inserted, would have turned the balance the other way, and shown a considerable loss. These items were for the maintenance of the way and for the depreciation of stock. The Directors sought to explain this omission, and in the Report of February, 1840, they alleged that there was this allusion to it in a reference to the balance sheet—"not, of course, including during the first year the maintenance of way and depreciation of stock." This they urged was a sufficient explanation to the public. But why these items were not included in the balance sheet they did not tell the public.

Lord DENMAN—Still they do tell the public the fact that they are not introduced. Mr. Kelly, are you showing cause upon the ground of these statements being proved to be true?

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Mr. KELLY—I am my Lord. Now, the qualification implied in the statement thus introduced into the balance sheet of February, 1840, was not to be found in that of August, 1840. And of course persons desirous of knowing the condition of the Company, would look not to the old Report, but to the last one published. Then the Directors stated, that they gave an explanation verbally to the meeting of shareholders—an explanation, which not being printed could not of course avail as regarded the public, and the shareholders not present. This explanation itself was deceptive: it was that the items alluded to were not introduced into the balance sheet, because contractors agreed to answer them for the past year. The effect of this obviously was to induce the shareholders to think that these items were not properly the subject of charge—that in fact, however depended upon, whether in this case the contractors were of the nature mentioned—that the charges in question were to be defrayed the first year by the contractors. All that they stated, was that they knew the practice of other Railway Companies was not to have such items in the balance sheet, on the principle as they said, of the contracts being for the contractors to meet these items. He submitted that this was a fatal objection to the rule that the Directors did not state whether or not these contracts were of this nature. For if not, it was plain that these items should have been introduced into the accounts; their defence was not made out, and they could not ask the intervention of the Court. Nothing could be more easy than for them to have done so. Their not having done so—their leaving it in doubt as far as the absence of any direct and candid statement of their's, one way or other went, whether it were so or not, raised every presumption that it was not so, that it did not rest here, though if it did, he apprehended it would be enough to decide the case; as the parties coming to that court for its interposition were bound to make their case out clearly. There was this important confirmatory evidence, however, which thoroughly established, though in an indirect way, what they had carefully avoided stating plainly, that the contracts were not made with the condition referred to. At the hearing before the magistrates in Ilford sessions, the servants of the Company stated, that the charge for maintenance of way was 350*l.* per mile, and for depreciation of stock had been between 2,000*l.* and 3,000*l.* the first year. Now, here was sufficient to show that had these items been placed on the disbursement side, there would have been a considerable loss exhibited instead of a great gain, as the Directors by excluding these items from their balance sheet meant to be understood was realised.

Mr. Justice COLERIDGE—Did the Directors represent a profit in their Reports as well as their balance sheet?

Mr. KELLY—Certainly, my Lord: they represent "that under all the disadvantages of a first and partial opening, and a terminus most inconveniently situated, &c. the expenditure has only amounted to 50 per cent. upon the receipts, a result that cannot fail to be highly satisfactory to the shareholders." How "satisfactory" it would have been to the shareholders to know that there were large items of 350*l.* per mile, and of nearly 3,000*l.* in addition, to add to the expenditure for the first year. On the balance-sheet of August 1839, was exhibited a profit of 22,199*l.*, an excess to that amount of receipts over expenditure. On that of February, 1840, there was a statement that the average passenger receipts were 28*l.* per mile per week, and that the ordinary expenses, not including the maintenance of way and depreciation of stock, was not above 50 per cent. But even with this statement, there being no explanation of the cause why these items were not included, it was left to be inferred that they were not at all objects of charge to the Company the first year; and as this entirely depended on the nature of the contracts which were not explained, the question was left in ambiguity whether or not the balance of profit they exhibited in the Report, of 7,702*l.* was real. Then in the balance sheet of August, 1840, there was a similar exhibition of excess of receipt over expenditure to the amount of 3,948*l.* No explanation of the omission of the serious items referred to occurred here, and the public were left to infer that the balance of receipts was perfectly net. Now, the difference which these items made was so great that in the parish of Romford alone it produced a reduction of from 800*l.* to 500*l.* in the rating, upon the representations of the very Directors who now maintained that their statements, omitting these items, were quite correct and fair. Under these circumstances, surely, the Court would hold that upon the merits the rule must be discharged. Further than this, however, Mr. Robertson in his affidavit stated that he had at various times, since September, 1839, published articles in the *Railway Times* against these Directors, and upon the very point now at issue; and that they had never commenced any proceedings against him till now, and had in fact entered into a discussion in the paper with him.

Mr. HENDERSON followed on the same side, dwelling chiefly on the last point; saying that it was against the well-known rule of the Court to extend this species of interference on behalf of parties who had acted for themselves. Let the Directors avail themselves of the fair means of explanation to which they had before this repeatedly had recourse—the publication of counter-statements in the *Railway Times*—which was now, as it had been, open to them for that purpose. It was not fair for them to interpose in this stage of a discussion they had themselves taken part in, and attempt now to stifle it.

The ATTORNEY-GENERAL, in supporting the rule, said the last argument of his learned friend was substantially that because the Directors had been libelled before they must consent to be libelled for ever.

Mr. HENDERSON intimated that he argued nothing of the sort.

The ATTORNEY-GENERAL proceeded to animadvert on the affidavit of Mr. Robertson, whom he represented as claiming a right to notice and remark on all railway proceedings.

Mr. KELLY read on—"Don't give part of a sentence, that is unfair."

The ATTORNEY-GENERAL—Well, he asks—"As far as they affect the interests of shareholders and the public." But (contended the learned gentleman) Mr. Robertson had not brought any case of his own to prove that the Directors' statements were false—professing to rely on their own affidavits to show their falsehood. Now those affidavits he (the Attorney-General) urged, quite established the perfect worth of those statements, and showed the entire harmony between the balance sheet reports and the evidence before the magistrates. And in this way, they showed the balance sheets to be statements merely of receipts and disbursements. Now the items for maintenance of way, and depreciation of stock, neither of them came under the one or the other of those two heads. The maintenance of way for the first year was included in the contractor's estimate of the work—which of course came not into this balance sheet of regular receipts and expenditure on account of traffic. And if these items had been introduced into the balance sheet, the accounts would have been indeed deceptive, for as to the maintenance of the way being already in the contractor's estimate for the works, (they charging extra for it, as bound to meet it for the past year,) it would thus be charged twice over; and as to the depreciation of stock that was no item either of receipt or expenditure. His learned friend had indeed asked why the Directors did not disclose whether their contracts provided for the meeting of these charges of the contractor's for the first year. Surely the Directors were not bound to exhibit the particular nature of their contracts. Now, to reconcile the statement he had thus given with the representation of the Directors before the magistrates, that their charges should be taken into consideration as grounds for reducing the rating—it was right, he remembered, that though not a part of the regular expenditure for the first year, they were certainly clearly to be deducted from the estimate of the Company's profit. And it distinctly was stated, that the accounts of the Company represented them in items, not of payment but of estimate—and were forced to calculate them. The Directors had never said they were working at a profit—that word had been introduced by Mr. Kelly—they had only stated that there was an excess of receipts over expenditure. This was true; because, though the items alluded to were proper to be taken, the estimate of the Company's receipts as a ground of rating, they did not form items of actual expenditure. On this explanation, he trusted their Lordships would think that the Directors had sufficiently vindicated their honour and veracity—and not only so, but their correctness and accuracy. He urged, therefore, that the rule might be made absolute.

Lord DENMAN said, the Court would look to the accounts, reports, and affidavits, before they gave judgment.

ROSS *v.* THE RAILWAY TIMES.

Court of Common Pleas, Thursday, June 8.—This was an action for an alleged libel in the *Railway Times*, to which the defendants pleaded "not guilty," and a justification. The cause was tried before Lord Denman, at the last Surrey assizes, when the jury found a general verdict for the defendants. It appeared that there had been an undertaking by the plaintiff to give material evidence in Surrey, and in support of that undertaking, evidence was offered to show that copies of the *Railway Times* had been bought at the office in Fleet Street, and had been sold in Surrey, but no comparison of those copies had been made with the libel declared on. Lord Denman held that this fell short of the material evidence the plaintiff had undertaken to produce. A rule *nisi* for a new trial having been obtained in Easter term last, upon the ground of misdirection, and also upon the ground of the verdict on the plea of justification being against evidence,

Mr. Serjeant CHANNELL showed cause to-day against the rule; and Mr. Serjeant Bompas was heard in support of it.

The Court, however, stopping the latter learned Serjeant in his argument, threw out a suggestion that the verdict on the plea of "not guilty of the publication" should be entered for the plaintiff, leaving the verdict on the plea of justification with the defendant; and,

Mr. Serjeant CHANNELL acceding, the rule was drawn up accordingly.

[The effect of this decision is that the plaintiff is entitled to the costs of proving that we published the article complained of, but has on the other hand to pay us the much larger costs of proving that what we published was true. We hope we may get them.—ED. R. T.]

THE QUEEN *v.* THE YORK AND NORTH MIDLAND RAILWAY COMPANY.

In this case a rule had been obtained for quashing an inquisition taken by the Coroner's jury, where, after having been in form discharged, the Coroner had again assembled the jurors, and they had found a verdict imposing a deodand of 500*l.*

The ATTORNEY-GENERAL, who was to have shown cause against this rule, was obliged to admit that the objection was too formidable to be resisted. He believed that the legislature must interfere on the subject of these inquisitions, but he was afraid it could not be done by the present Parliament.

The inquisition was then quashed.

EASTERN COUNTIES' RAILWAY.—On Saturday, the Dog row station, Mile-end, was opened for the first time. The station was much wanted, and it will be found to be a great convenience to that densely populated neighbourhood. The Devonshire street station, which was merely temporary, will be closed as soon as possible.—*Essex Mercury.*

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MR. ELLET'S LAWS OF TRADE APPLIED TO THE DETERMINATION OF THE MOST ADVANTAGEOUS FARE FOR PASSENGERS.

To the Editor of the Railway Times.

LITERA SCRIPTA MANET.

SIR,—With all due deference to your superior editorial capacity, I still think that my opinion of Mr. Ellet's Essay is a correct one. However much I may be disposed to applaud the manly generosity that dictates your acknowledged leaning to the absent party, yet, justice to myself demands a reply to your comments on my paper; and with this view I now beg leave again to address you.

The opinion of the essay in question, as expressed by you in the *Railway Times* of the 24th April, runs thus: "It appears to us to be a very masterly production, and to bring out results which, if not always wholly free from doubt, approximate in every instance so closely to the truth, as to be of the utmost practical value." Again, on the 22nd of May you state, "In this view we think we can scarcely recommend too strongly a careful study of the paper of Mr. Ellet, and we press this recommendation on account of *its intrinsic merits and practical value*, although it is not improbable we may have to dissent from some of its positions."

From these lavish encomiums I was induced to read the paper, and much surprised was I to find, that the whole process was based upon a supposition—the law of increase or decrease of travel—and, that even with this advantage, the object of the essay—the determination of the most advantageous fare—was not fulfilled. Such being the fact, I am at a loss to conceive in what consists the intrinsic merit and practical value of the paper. Can we, by its means, make any, even the smallest, approximation to the amount of the most advantageous fare, on any given railway? And if not, what is its degree of usefulness? In your comments on my letter you admit, that "it is quite true, and must be carefully borne in mind, that the law on which the whole calculation is based is a supposition, not a set of observed facts. It is very probable, also, that in the end it will turn out to be an erroneous supposition, and that the whole theory must be hereafter re-constructed upon the facts hereafter ascertained." It appears to me, Sir, that contrasting this admission on your part with your previous commendation, my letter appears already to have had the desired effect of attracting pointed attention to the fact, that the whole investigation is founded on a supposition, and which supposition, I further contend, is insufficient and erroneous. Your readers being now alive to the fact, will be perfectly competent to form an opinion for themselves, as to the practical value of the results, derived from those investigations. Though I may not indulge the hope of convincing you that my views are correct, I trust that by your readers I shall be acquitted, *in foro conscientiæ*, of having endeavoured to overstate the case, or of any attempt to undervalue the author's production. To them I leave the further estimate of its merit, requesting them to bear in mind this maxim, *nunquam aliud natura, aliud sapientia dicit.*

I shall now go through your *index expurgatorius*, seriatim; and endeavour, if possible, satisfactorily to answer your objections, and that, without any attempt at special pleading.

(*a*). I really cannot comprehend how "the Company effecting a reduction in the expense of carrying each passenger, they will promote their own interest by employing *half the saving* in reducing the fares," is to be inferred from $\frac{\pi}{3} + \delta h =$ gross charge; and which the author has himself expressed at length in words, thus "add to the constant quantity which experience dictates for the profit per passenger, *the actual cost* of his transportation, for the gross charge." If the author did not know his own meaning, surely we may be excused from differing upon the point. But in the present instance, he is sufficiently explicit to prevent any misconception.

(*b*). You state, "that there is much truth in this remark, but it seems to require some qualification;" and the explanation you give is perfectly consistent with Mr. Ellet's hypothesis, but does not at all invalidate my objection, that the value of the constant cannot be determined from the essay, without the aid of experiment. If we necessarily must have recourse to experiment, we can determine the most advantageous fare itself, by means of the law deduced from that experiment. This would render the constant π altogether unnecessary, together with the hypothesis upon which its value is to be computed by the aid of experiment.

(*c*). In reply to my observation, that the author in dismissing the consideration of the limit, had evidently forsaken the substance in pursuit of an empty shadow, you state, that in the present state of the argument, all it was necessary or even proper to show, was the existence of such a limit; *where* it might be found was another matter. Granted, but I should not have made the observation if the author had determined the limit *elsewhere*. The case *is* very like inserting the unknown quantity in an algebraic equation; the equation *not* being solved until an expression he found for the unknown; in terms of known quantities. Applying your simile to the problem to be solved in the essay—the limit—is it expressed in terms of known quantities? Certainly not. Consequently, my remark, that the author in dismissing the consideration of the limit, forsook the substance and pursued the shadow was perfectly correct. Having followed an *ignis fatuus* through the whole of the investigation, he arrives at the exact point from whence he set out. The result of the inquiry is the announcement, that there is a certain fare—the most advantageous—made up of the actual expenses and a certain constant quantity! This is nothing more than telling us, that there *is* a limit; exactly what the author required us to admit before he undertook the inquiry.

(*d*). This requires no comment, as no difference of opinion exists.

(*e*). Your supposition as to Mr. Ellet's meaning is most ingenious; but does not at all show that the limit can possibly be a function of the distance, though it might appear to the author as probable.

(*f*). Your remarks explain the author, but make no specific objection to my position.

(*g*). You admit the whole of the conclusions to be founded on supposition, and that the suppositions may very probably turn out to be incorrect. An hypothesis, I grant, is a powerful help in the investigation of truth; but as soon as the hypothesis has been assumed, its correctness can be tested by facts. Such is the process universally adopted when recourse is had to the assumption of a supposed law. The question, then, resolves itself into this; is Mr. Ellet's hypothesis confirmed by actual experience. Surely, no great difficulty exists in testing it, by applying the law of travel to the determination of the most advantageous fare, on any given railway. The only real difficulty to be surmounted is the induction of the law; but that has been assumed, and, if correct, will apply to any practical example.

(*h*). I have here taken the author's own words, whom I supposed to know what he wished to impart to the reader.

(*i*). It is quite correct that in the investigations of the higher geometry certain properties occur only within prescribed limits, and not under other circumstances. But the present is not a similar instance. Here the *reductio ad absurdum* is unconditional; for the subject is without any of those properties peculiar to curves, which might be sufficient to affect the result.

(*j*). You state that if Mr. Ellet had done no more than call attention to the *fact* that there *is* a fare corresponding to the greatest profit, and that the loss increases more rapidly than the departure from it, he would have done us service. Certainly, if it were a *fact;* but by what authority are we warranted in considering it as such? By assumption only. Having assumed a certain law, this property follows merely as a consequence of that law; and, therefore, if the law be proved to be erroneous, this property of it must also be erroneous. To say the least, it is premature to consider a function of the general law as fact, before the law itself can be proved to be correct. I shall, however, presently prove that even this reputed fact is in itself erroneous and absurd.

(*k*). This is merely a reiteration of Mr. Ellet's reasons for divesting the equation of $f h$; and does not at all lessen the impropriety of having introduced it into the problem to be afterwards discarded as valueless.

(*l*). In estimating the value of the paper under discussion, I would ask, Sir, what are the circumstances that should govern our decision? The truth, or untruth of the law, and of the conclusions derived from it. Also their degree of usefulness when applied to practice. The law, in my opinion, is erroneous. By your own admission it probably is so. Applied to practice it is utterly valueless—the author himself has not ventured to apply it. In what, then, consists the merit of the Essay? Does it dwell in the science with which it is decked out? Or, is the *cacoethes computandi*, so observable throughout its greatest ornament? Analysis is only valuable in its results, to be seen and appreciated by the understanding, not from any inherent virtue in the characters themselves. What then are the results obtained from the preceding elaborate calculations? The concluding announcement of the result of the inquiry is, in fact, precisely that to which the author demanded our assent before he entered on the investigation. To what purpose all this display and parade of science? I confess I am at a loss for a satisfactory answer to the question.

The author's assumed law—that the increase or decrease of travel is proportioned to the diminution or augmentation of fare—if true at all, will be true in a particular example. Let us seek to apply it to a particular instance:—Suppose a railway upon which the fares are at present 10*s.* each person for the entire distance—the number of individuals who travel amounting to 100,000*l.* By the hypothesis adopted in this Essay, if the amount of fare be diminished one-tenth, the number of passengers will be augmented one-tenth; if the fare be reduced one-fifth, the number will be augmented one-fifth; and so on, in proportion. Tabulating these results, we obtain—

	Passengers.	£.
10*s.* fare, by	100,000	50,000
9*s.* ,,	110,000	49,500
8*s.* ,,	120,000	48,000
7*s.* ,,	130,000	45,500
6*s.* ,,	140,000	42,000
5*s.* ,,	150,000	37,500

Let us now increase the fares: we shall then have—

	Passengers.	£.
10*s.* fare, by	100,000	50,000
11*s.* ,,	90,000	49,500
12*s.* ,,	80,000	48,000
13*s.* ,,	70,000	45,500
14*s.* ,,	60,000	42,000
15*s.* ,,	50,000	37,500

You now perceive, Sir, that by this law the *reduction of receipts* and not the *loss*, as the author states, are exactly the same for corresponding reductions or augmentations of fare; and that the *reduction* in the *receipts* varies as the square of the variation from the original charge. It is apparent in the example before us, and may be shown of any other instance whatever.

The author supposes this law of reduction to obtain only when the departure is from the charge producing the maximum profit. But, Sir, if the hypothesis of increase or decrease be at all correct, it must be applicable to any particular instance, and be always perceptible. We have now seen that the same property which the author supposes to belong to the deviations from the most profitable charge, is applicable to any example, and indeed from its nature, must be so, to any example whatever; thus giving to *every separate charge* the benefit of that property which shall yield the *maximum profit;* or, in fact, proving, *that every existing charge is that of the maximum profit.* A palpable absurdity. I need scarcely, I hope, dwell any longer on

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the fallacy of the condition; or adduce any further examples in confirmation. *Instar omnium.*

When, Sir, we meet with results so evidently absurd as these unquestionably are, what other conclusion can we possibly arrive at, than that the suppositions from which those results were deduced, must be very far indeed from the truth? Such is my deliberate conviction, and I regret my inability to arrive at any other. It would have been a much more pleasurable task to assist in developing a probable theory, and in endeavouring to cast additional light on a matter of such vital importance to railway interests and to the public at large, as the determination of the most advantageous fare for passengers, confessedly is. My object in addressing you, was to point out the unphilosophical method of procedure that the author had adopted. Though, as you very properly remark, no more powerful auxiliary exists in the discovery of truth, than an hypothesis; where do we ever see results deduced from hypothesis, given to the world as *facts*, when the assumptions themselves cannot be substantiated? No one having any regard to reputation in science would attempt it. But if it be essayed, by one evidently possessed of talents of a high order, and who ought, therefore, to know better; shall such an attempt to impose on the ignorance and credulity of the public be passed over without censure? No one will withhold from the author their admission of his ingenuity and skill. But impartial justice also demands that some degree of blame should attach to the publication of an incomplete and unsatisfactory paper, by one possessed of such talents and acquirements.

In the present state of marine locomotion, as you observe, it is not improbable, that the author may be induced to reply to my remarks on his essay; if so, I shall be happy, and I trust also be able, to maintain the positions which I have advanced, with the sole object of setting that paper before the public in its true light.

I remain, Sir, your obedient servant,

C. E. BERNARD, C.E.

Cardiff, June 7, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY—EXCESS OVER ESTIMATES.

To the Editor of the Railway Times.

SIR,—I admire the impartial spirit which leads you to open your columns at the bidding, *Audi alteram partem*, even when the language of the communications evinces, as in the case of the letter from "W.," in Saturday's *Times*, that the writer must belong to the humbler and less educated portion of the community.

Whatever be the acquaintance, whether "professed" or not, of your correspondent "W.," with those secrets of the Directors of the Birmingham and Gloucester Railway whose existence he has been the first to intimate, he has yet to learn that abuse is not argument, and that invective is the wonted recourse of men of peevish temper and inferior calibre when conscious that they have nothing better to offer. The angry man is ever in the wrong.

And if the tone of "W.'s" letter is rather calculated to excite ridicule than to carry conviction, the substance of his letter is in somewhat a similar predicament.

"W." is very kind to "grant" that the original capital was the same as that authorised by the Act of Parliament, and his arithmetical sagacity in discovering that 950,000*l.* added to 316,666*l.* makes 1,266,666*l.* is wonderful; but I can see nowhere in *my* copy of the *Railway Times*, the "error of *only* 100,000*l.*," that he so triumphantly points out, as I have no where complimented your readers by giving them so very abstruse a calculation, nor do I "state" the sum, 1,366,666*l.*, once in my letter.

With regard to the estimated sums of 728,874*l.* in April 1836, and 738,774*l.* in February 1839, my only authority is Captain Moorsom's letter to the *Railway Times*. The expression he there uses, "the *cost* of the entire line and branches, exclusive of carrying establishment, but including stations *of all kinds*," would certainly, to any ordinary apprehension, convey the idea that the cost of land was included, and I have carefully stated the sum as exclusive of the carrying establishment. But that with "departments of the railway, such as land and and stock, &c.," "the Engineer would not possibly have any thing to do," is entirely a new doctrine, and one in which "W." will find very few supporters. Who has "*any thing to do*" with the locomotive stock *but* the Engineer? Who introduced the American engines? If "W." is prepared to prove, from authorised statements, that the above estimates were exclusive of land, and of *et cetera*, as well as of stock, I can have no objections to urge, but such certainly is not the fair conclusion from Captain Moorsom's letter, nor will, in such a case the small margin left in the second estimate for the Worcester and Tewkesbury branches be easily explained.

With "the statements made upon paper at the meeting of the 4th of May," I have no more acquaintance than the rest of your readers. My authority was the advertisement issued by the Company; and if the *works* have only exceeded the estimate 10 per cent., in what has the other 40 per cent. been melted—in engineering, direction, or law charges? Perhaps "W." can inform us, as he dislikes garbled accounts.

With regard to the additional 60,000*l.* I repeat that the statements published in the report of the 4th of May are ambiguous; and to suppose that this sum will in any way be adequate to complete the terminal stations, and the "any new works," is contrary to all railway experience. The million and a half, therefore, must fall considerably short of the capital requisite to complete the line.

As to "25 miles of the line being almost unrivalled for the very reverse" of facility for laying down a line, I certainly have not the "honesty" to make such a statement, as I am accustomed to confine myself to facts. If we take the earthwork on those lines which "W." has adduced in his table, or at least on such of them as have given the public accessible information on the subject, as a pretty fair criterion of the engineering difficulties of the several lines, we shall find them to be, in round numbers, as follows:—

	Cubic yds.
Birmingham and Gloucester Railway, per mile	85,000
Liverpool and Manchester Railway, per mile..	90,000
Midland Counties' Railway, per mile	94,000
London and Birmingham Railway, per mile ..	108,000
North Union Railway, per mile	116,000
North Midland Railway, per mile.....	131,000
London and South Western, per mile	143,000
Manchester and Leeds, per mile	156,000

The table that "W." has been at the pains of extracting "almost entirely from your own columns," needs but one remark,—he has compared the *original parliamentary capital* of the Birmingham and Gloucester Railway with the *final* capital required for the other lines.

But even were it otherwise, we must remember that for the excess over estimates on the great lines the public have in a great measure had value received. Increased earthwork to secure better gradients—enlarged stations demanded by increasing traffic—extensions of the line (as on the Birmingham and Great Western) through expensive localities—increased weight of rails—these and similar items have swelled the cost of railways, and by such increased expenditure, the public and the proprietors have been benefited. Can *one* of these causes of excess be pointed out on the Birmingham and Gloucester? An unfinished line, without a terminus or a station of any magnitude, and with the *deduction* of the Worcester and Cheltenham branches.

I can only in conclusion congratulate "W." on the happy way in which he "nearly makes out" my *net* return of 1,400*l.* per week by a *gross* receipt of a similar sum—an approximation about as striking as that between Captain Moorsom's estimate of 728,874*l.*, and Mr. Weedon's minute calculation of 1,441,666*l.*

I am, Sir, your obedient servant,

JUNIUS.

9th June, 1841.

CHELTENHAM AND GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I am glad to see the public attention called to the situation of this Railway, and that its Directors have paused in their career, and have determined on undertaking no new works without the previous sanction of the shareholders. This pause *must* do good, and it will now be the fault of the proprietors, if by an obstinate adherence to their original plan they allow a good practical result to escape them whilst grasping at a shadow. The great depression in price which the shares of this line have experienced, I believe mainly to arise from the conviction which is felt by the great majority of persons possessing local knowledge of the undertaking. "That an error has been committed in the original laying out of the line, which, whilst involving an immense expenditure, actually endangers the traffic, upon the receipt of which alone, the undertaking can possibly pay."

The London traffic from Cheltenham, Gloucester and South Wales is very large, and of the most valuable kind, consisting almost entirely of passenger traffic and light goods—Cheltenham is distant from Cirencester by the Turnpike-road *fifteen miles*—by the Railway it is distant *thirty miles*, in consequence of its circuitous course by Gloucester and Stroud. Now is it likely that passengers will consent to travel by railway for *thirty miles and pay for that distance*, when coaches will perform the journey almost as soon, and much more-cheaply? And yet upon securing this traffic the return to the shareholders entirely depends.

Again, a line to London from Cheltenham may be had *via* Tring, or *via* Steventon, effecting a saving in distance of twenty miles as between Cheltenham and London. Make the railway by the round-about way of Stroud and the shareholders will always be open to the very serious evil and expence of a competing line being brought forward and being engaged in a continual fight for their existence.

What is the remedy? That which was suggested more than a year and half ago by a writer in the *Railway Times*, "Abandon the line from Cirencester to Cheltenham *via* Stroud and Gloucester, and obtain powers for making it direct from Cirencester to Cheltenham." The country has been surveyed, the distance will not exceed sixteen miles, a saving in expence of 300,000*l.* may be effected as compared with the original line, and the traffic from Cheltenham infallibly secured by the lesser expenditure. These are the direct advantages of the suggestion, whilst there are indirect ones of no little weight glanced at by your correspondent, "F.," last week. The subject is of great importance to the interest of the Company, and I should be glad to see it considered calmly by the shareholders, as upon its correct determination depends, in my opinion, whether this railway will prove a profitable undertaking, or one of the most ruinous of railway speculations.

ARGUS.

ACCIDENT ON THE LLANELLY RAILWAY — MIRACULOUS ESCAPE.—On Tuesday last, as a train of stone coal from the Mynydd Mawr Anthracite Colliery was being conveyed from the incline which leads up to the mountain to Llanelly, the rails and wheels being alike wet, the breaks lost their power, and the waggons went off at a frightful rapidity. The conductors, continuing their efforts, did not see the danger which threatened them; but feeling a sudden jerk in the train, looked, and lo! the mangled bodies of three cattle stretched across the rails were presented to their view,—one killed without evincing a struggle, the other two so far injured as to make it advisable to destroy them. The waggons continued still on the rails, and went on their wayward course for Llanelly New Dock, which they possibly would have reached but for a timely obstruction at Parkyrhyn bridge, which at once stopped their progress, and saved the lives of the conductors from further danger.—*Cambrian.*

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HIGH AND LOW FARES.

To the Editor of the Railway Times.

SIR,—The subject of high or low fares on railways seems still to be a *quæstio vexata* to some of your correspondents, not the less so, that many of them seem to be rather in the dark as to the real conclusion to be sought, and that not a few have, I conceive, taken up erroneous views of the premises from which only just results can be obtained.

The public generally are willing to pay a certain sum for the accommodation of a railway; this being obtained, the larger the cost of the railway the smaller the dividend, and the worse for the proprietors, and *vice versâ*. This you will perceive is only a very general proposition to start with, although it clearly demonstrates the fallacy of supposing that the public are at all concerned in the original expenses of construction. But in unravelling the details there are discovered various complex interests involved in the question, which may, I fear, have deterred many most ably qualified for the task, from the consideration of the subject, and may possibly have induced the above specious fallacy, in the vain hope that it might lead to a more ready and easy mode of solution. I would here notice two errors which might perhaps arise from this general proposition, as they serve to show with what an entangled web the whole subject is surrounded. The first is, that the largest gross receipts from a railway do not *necessarily* give the highest net receipts from which dividend may be declared. Secondly, there must always be some point at which additional cost of construction may be advantageously incurred, to secure greater economy in cost of transport. The former of these applies only to the instances in which exceedingly low rates of charge are enforced—cases I fancy we are not very likely to be troubled with; and the amount of deviation from moderate calculations in the latter, is such an intricate and uncertain quantity that it may be very safely overlooked. I would therefore only remark that *in this case the cost of construction has "per se" no influence on the amount of fare, except only as it influences the cost of transport.*

Thus far, Mr. Editor, I had written before your paper of the 22nd instant, and I was tempted to throw it by, partly from an unwillingness to intrude on your space by any crude and imperfect lucubrations, and partly, I will own, because I am somewhat suspicious of the amount of effect produced on railway affairs by the efforts of *individuals* merely contributing to your valuable paper, the more especially as the want of the said visible effect is, with all due deference be it said, a little apt to produce, either a tiresome reiteration of private opinion, or else rather personal altercation on the part of some who very periodically figure in your columns. I was, however, very agreeably surprised to find how nearly we agreed as to the real enunciation of the proposition to be solved, and, encouraged by your courteous invitation, I resume my pen, though I must crave pardon for so unwarrantable a preamble.

Railways may, I conceive, be divided into three classes, to all of which the general principles we are labouring to ascertain will apply, with modifications in the case of the first and third.

First, then, I would place such as the Manchester and Leeds, where a return is sought to be made from a small profit on a large number of passengers.

Secondly. The great bulk of railways, either connecting two termini or a string of towns, and having traffic of the usual varieties passing along them.

Thirdly. Where a rate of fares somewhat higher than those for class No. 2 may, I think, be allowed. Where a large proportion of traffic from other lines passes along it—as along the London and Birmingham—where the first branch, in itself an important railway, is 80 miles from London. This last class I would advance diffidently, though I still think it may be found most profitable so to act.

On all railways, Mr. Editor, there should be, I think, three classes of conveyance; and the second class may, I conceive, be fairly taken as the average.

The rate of charge sanctioned by Parliament is at the rate of 2d. per passenger per mile. Most railways have, it would appear, been in some measure guided by this in their present rates of fares.

Let us take *causâ exempli* the London and Birmingham.—The fares from London to Birmingham, 112 miles, are for first class passengers 30s., or at the rate of 3d. 3-14ths of a penny per passenger per mile; for second ditto 20s., or at the rate of 2d. 1-14th of a penny per passenger per mile. Of the third class, although I have mentioned it as essential, I am not quite sure of their rates, and if I recollect right the third class accommodation on that railway might be made far more productive.

These charges, Mr. Editor, judging from all we have to judge by (which in fact amounts to little more than general appearances, the current of popular opinion all setting the same way, and a mere rag of experience), are too high for realizing the greatest possible amount of clear profit.

The theory, or rather theorising, by which I have arrived at the conclusion I would now lay before your readers, is of so exceedingly an uncertain a nature, that I could not venture at present to place it in any systematic form; but what I would briefly propose, is a very gradual and careful reduction to the following rates, which are, I think, as low as can be consistent with the interests of proprietors. First class, per passenger per mile 2d. and 5-8ths of a penny; second class ditto ditto, which I would take as the average, 1d. and 7 8ths; and third class, 7-8ths of a penny; exclusive in each case of the Government tax, in whatever shape or form it may be required.

In railways of the first class a lower rate of third class fares must be taken, but I would expect that by the total amount of expense being then divided over a larger number, the cost per passenger would be proportionably less.

In those which I have classed as No. 3, I am convinced that they have it more in their power to command a certain advance on the whole fares, within, I admit, very narrow limits. In recommending the above rates I have taken the cost of conveyance per passenger per mile as 3-4ths of a penny, which is rather above what is generally assumed; I have done so, as I entirely agree with you in the want of experience as to the actual amount to be allowed for depreciation of stock, and can quite participate in your fears that it will prove a serious drawback to the amount of profit made on some railways.

I am very far from advocating the full reduction of fares at once to anything like the above prices, but would submit that such alterations should be brought about gradually, and with exceeding care: interests so vast, so important, and withal so complex, must be handled tenderly by those on whose shoulders rests so heavy a load of responsibility, especially as there cannot at present be said to exist that confidence between railway proprietaries and their Directors necessary to ensure the success of their respective undertakings.

I would also point out, though it can hardly be necessary so to do, that fallacious results may very possibly be deduced from the effect of a reduction in price, now that the best four months in the year are coming on—when passengers are most numerous, and the cost of conveying them both apparently and actually least.

Again apologising for trespassing so long and to so little purpose on your columns,

I am, Sir, yours, obediently,

W. H.

May 31, 1841.

P.S. In the case of goods the subject may be a little simplified, but we require, I opine, more experience than we have at present to arrive at any just conclusions.

I must express regret that a temporary absence from home deprives me of access to papers and documents for statistical information, and renders what I have advanced, I fear, but bare and unsatisfactory.

ELECTION OF RAILWAY OFFICERS.

To the Editor of the Railway Times.

SIR,—As one much interested in railways, I am greatly indebted to you for the fearless avowal of your opinions on all matters particularly affecting railway shareholders.

It is well known that Directors have much in their power, and unfortunately too often grossly abuse their numerous privileges.

My object in addressing you on the present occasion, is to call attention to the shameful practice of advertising for officers, (for the purpose of deceiving the shareholders, by making them suppose that the individual elected, is fairly chosen) whereas the person is fixed upon generally before the advertisement appears in the papers, because he is the relation or friend of some of the Directors, and but rarely because of any personal fitness for the office.

I call to mind at present, two instances of this wilful disregard to truth occurring in the railway world, viz., a superintendent of traffic for the —— and a general superintendent and other officers for the —— Railways. It is high time that the eyes of people were opened.

That this has been done in the two cases above alluded to, there cannot be the least doubt, and I trust that the shareholders of the two lines referred to, will in each case sift the matter to the bottom at the next half-yearly meeting.

The expense, inconvenience and disappointment that numerous parties are put to on each occasion by these mock elections, surely ought to cause the most searching enquiry, and I am sure, Sir, your efforts to put an end to so iniquitous a system, will not be wanting when now so loudly called for.

I am, Sir, one of your very first subscribers,

A LARGE SHAREHOLDER.

London, May 24, 1841.

KELVEDON AND BURY PROPOSED RAILWAY.

To the Editor of the Railway Times.

SIR,—In reply to the remarks of your correspondent on the above project, inserted in your last number, allow me to state that the Standing Orders of Parliament do not require deposits of plans and sections to be made with borough clerks of the peace; and this is the reason that no plans were deposited with Mr. Holmes, the clerk of the peace for the borough of Bury St. Edmunds. With respect to his assertions, that the plans deposited consisted partly of tracings, and were altogether of too sketchy a character to comply with the Standing Orders, I beg to state that out of 186 detailed sheets of plans and sections deposited at Bury and Chelmsford, *one* only is a tracing, and that one is mounted, which circumstance occurred from the plan having been sent to Chelmsford by mistake. With respect to the other part of his assertions, I have only to say, that all the plans and sections are on a scale of five chains to the inch, and are, from my own knowledge, scrupulously accurate. Your correspondent's remarks on the references, I cannot reply to, the matter being in his opinion already decided. I may, however, observe that Messrs. Roy, Blunt, & Co., the solicitors, under whose directions the references were deposited, are known to be too safe in their practice to have acted in the manner stated; and from my own knowledge, I can affirm that the circumstances are altogether different from these alleged in your correspondent's letter. In conclusion, however, allow me to allude to the fact, that your correspondent is asserting matters correctly, which you, of course, cannot be assured of as correct, and as you have in this same discussion refused to give insertion to an anonymous correspondent, I will, with great respect, suggest that any future communication of your correspondent be accompanied with his name; otherwise however gross the assertions may be, I shall not think necessary to contradict them.

I remain, your obedient servant,

PETER BRUFF.

Charlotte-street, Bloomsbury, 27th May.

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FATAL ACCIDENT ON THE SHEFFIELD AND ROTHERHAM RAILWAY.

It is our painful duty to record a shocking accident which took place on the line of the Sheffield and Rotherham Railway, on the evening of Thursday last, by which the engine man and stoker came to a most painful death. It appears that, on the evening in question, the *Victory* engine, belonging to the above company, was proceeding, under the management of the deceased, with the half-past seven o'clock North Midland down train from Sheffield to Masborough, there to meet the train from London, &c., and when near the Holmes Bridge, a short distance on the Sheffield side from the Holmes Station, the axle of the tender suddenly broke, and a dreadful crash was the consequence. The engine was thrown over, the tender was smashed to pieces, the carriages thrown from the rails, and the stoker, John Richardson, aged 24, killed on the spot. The engineman, James Bates, aged 28, was so dreadfully injured that he was conveyed to the Sheffield Infirmary, where he died about one o'clock on the following morning. Fortunately, none of the passengers sustained any injury, except the fright caused by the concussion.

An inquest was held on the bodies at the Station Inn, Sheffield, on Saturday last, before Mr. Lee, the coroner, from Wakefield, in consequence of Mr. Badger, the coroner for the district, being one of the solicitors to the Sheffield and Rotherham Company. The jury was highly respectable, consisting chiefly of merchants. Mr. Vickers, the joint solicitor with Mr. Badger, attended to watch the proceedings. After viewing the bodies, the jury proceeded to take the evidence.

The first witness called was Samuel Pritchard, who deposed:—I am station-master at the Sheffield Station, for Sheffield and Rotherham and the North Midland lines. The North Midland carriages are worked by the Sheffield and Rotherham Company down to Masbro'. I started with the half-past seven train, on the evening of Thursday last, from Sheffield to Masbro'. Bates was the engineman, and Richardson the stoker. The name of the engine is "*Victory*," and it took down the train on the evening in question. I saw that all was right before the train started, and both the men were perfectly sober. The tender was placed before the engine, in consequence of the turn-tables not being in proper order to turn the engines as they were undergoing some repair. The train went off in the usual manner. Bates was 28 years of age. I do not know the age of Richardson. I was at the station when the bodies of the men were brought back, about half-past eight, and assisted in removing Richardson to the station. Bates was taken to the Infirmary. The train has been in the habit of starting with the tender before the engine for about three months. Bates has been an engine-driver for some time, understood his business perfectly, and was very careful. There is no guard to that train. There are no breaks to the carriages in that train.

By a Juryman: I have not considered it so safe for the tender to be before the engine. I should consider it so because of the pressure of the engine from behind. Every exertion has been made by the company to get the tables properly finished. We have now managed to get the carriages turned, but only temporarily. I cannot say whether the tender going first contributed to cause the accident.

Edward Brookes deposed, I live in Rock-street, Sheffield, and am a snuffers-manufacturer. I went by the half-past seven o'clock Rotherham train, on the night of Thursday last, following immediately after the train to Masbro', which I saw start. I looked out of the second-class carriage, in which I was nearly all the way, and saw the carriages of the train before us stopping, when the train in which I was also stopped, and I jumped out about a hundred yards from the place of accident, thinking there had been an accident. I saw there was an obstruction on the line, and when I got near, I found the engine of the Masbro' train had upset, and was lying on its side. The first person I noticed was Richardson, who had just been got from under the tender; and I then went to Bates, who was calling out. Bates was near the gutter, trying to get his coat off, assisted by Rhodes, the guard of the Rotherham train. His clothes were wet. I saw the wheel of the tender on the side of the line. The accident happened about thirty yards from the Holmes Bridge nearer Sheffield. I came back with Bates to Sheffield, and went with him to the Infirmary, where I left him. He was much scalded, and at the time of the accident he had some cold water thrown upon him. He said, as we were carrying him to the Infirmary, speaking of the accident, "All he knew was, that the axle-tree broke." The were only seven passengers in the train. I did not hear that any of them was hurt except a lady who had her foot a little injured, but not seriously. I did not hear them attach any blame to the engine-driver.

Simon Lough sworn: said he lives at the Holmes and is a plate-layer, in the employ of the Sheffield and Rotherham Company. On the evening of Thursday last, he was in his garden near the railway—heard the train coming—heard the crash—and immediately went to the spot. My garden was perhaps 400 yards from the place. The engine was lying on one side, and one of the carriages on the embankment. I saw one part of the tender, which was separated from the engine, lying upon the engine. One of the rails was torn up. He saw Richardson laid on his back, and the tank had fallen upon him. Witness got assistance and removed him from under the tank. He did not move after they had got him out. Other persons were assisting Bates. Witness was one of the first on the spot.

They were put in a carriage and brought to Sheffield. Both the engine and tender were upset. Witness knows that there was nothing loose in the line to cause the accident. He left it in proper order at six o'clock, and trains had passed between six and the time of the accident.

Jane Lough, wife of the last witness, accompanied him to the place of the accident, and corroborated his statement.

Ruth Barlow, of the Holmes, deposed: At the time of the accident I was at my own house. I heard the noise and went to the place, and assisted Bates, who was laid, double, at the bottom of the sough, near to the engine. I assisted him in getting up. He appeared as if he had been thrown against the bank. His clothes were very wet. He expressed a wish to see his wife, and said he hoped the Lord would have mercy upon him. I assisted in putting him in the carriage to come to Sheffield.

Mr. Isaac Dodds, of Sheffield, deposed: I am superintendent of the Sheffield and Rotherham line, and it is my duty to see that the line and carriages are in proper order. I saw the train to Masbro' start on Thursday evening, when all appeared right. Bates has been employed as a regular engine-driver above twelve months, I always considered him a careful, steady driver; and Richardson was a particularly steady man. I went up the line, at twelve o'clock on that day, as far as Masbro', and walked back to below the place of the accident. All was right, also at four, when I went down in one of the carriages. The engine and tender had just undergone a thorough repair, and had been repainted. It was the front wheel of the tender which broke, viz., the fore wheel, as the tender was then running. The axle-tree is of wrought iron. The cause of a flaw in the axle I cannot make out, the existence of which could not be ascertained. I examined them all last week. They were manufactured by Stephenson and Co., of Newcastle, and this one has worked three years. I think the iron of which it is made is good, and the axle not of bad manufacture. The axle has once been taken out and returned, but not altered at all. It is not so desirable for the tender to precede the engine, but no danger was apprehended. I should have been on the tender myself, had I been in time. We might, at a great loss of time, have turned the engines, but, from the alterations of the station, the tables could not be got to. On long lines it is quite common to run the tender first. My instructions have always been, to turn the engine where it was practicable. I have always told the men to take off the steam at a certain point on approaching the Holmes station, about 100 yards from the place of accident, and before they applied the tender break. It is on the application, that the greatest resistance is felt. I think it probable that the resistance of the break had, in some degree, been the cause of the accident. We test the axles by ringing them with a hammer; but this can only be done when the wheels are off. The axle was not rung when the wheels were off a short time ago. The axles were not contracted for. The makers had their own price for them, and also for the engines and tenders.

Joseph Ball, engineman on the Sheffield and Rotherham Railway, deposed: On Thursday evening he took down the Rotherham train, which followed the Masbro' train; confirmed the statement of Mr. Brookes. He had the care of the *Victory*, but had never observed the flaw in the axle. Witness could not learn from Bates how it happened. The passengers walked forward to Masbro'. The enginemen had instructions from the last witness to put the engine first, where it was practicable. Witness considered it safer to have the tender follow the engine.

Dr. Ernest, house surgeon to the Sheffield Infirmary, deposed that Bates was brought to the infirmary about half-past eight on Thursday evening. Witness thinks the death was more the result of the concussion than of the scalding, and that the shock was the principal cause of death. He was sensible to the last, and wished to be remembered to his wife and mother.

Mr. Dodds, in answer to a question from the Coroner, stated that no unnecessary delay had taken place in getting the turn-plates properly fixed.

Mr. Vickers here intimated that the witnesses who had been examined were all, as far as he knew anything of the matter, but if the Coroner or any one else knew of any other of the Company's servants, either at Sheffield or elsewhere, who could give any information, he should be most ready and glad to bring them forward to be examined. This terminated the evidence, and the Jury, after a short consultation, returned a verdict to the following effect:—"That the deceased came to their death from accidental causes, owing to a defect in the axle of the tender, and they recommend the Company not to allow the tender to precede the engine." —*Sheffield Patriot.*

The Lickey Incline.—There is a real danger in this incline in the way it is worked; and, if it is not amended, there will be a smash some time or other, as sure as the world. It arises thus: the assistant engine hooks on before the train engine by a trip hook detachable by the foot; and when all arrives on the top, the first engine is let go, and shoots off, at an increased speed, to the points which let it pass on to the other line. Now the train is still going on; hence the switchman has to hold the swivel of the points in his hand, and as soon as the first engine has passed through, he turns them back for the train to go on in its proper direction; but the danger is that the distance between the first engine passing these points and the train arriving at them is hardly ever more than fifty yards—a most awful fact. A ten seconds' job, even at ten miles an hour: during which ten seconds the points have to be turned, which a mere stave would stop, or there is a smash.—*Railroad Monthly Journal for June.*

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Eastern Counties' Railway.—We hear that some difficulty has been experienced by the Directors in their attempt to improve the locality of Cock-hill. This is a public thoroughfare to which the parishes of Bethnal Green, Shoreditch, and Spitalfields jointly lay claim. The two first parishes have taken the matter into consideration, and after some discussion, have acquiesced in the plans of the Directors. But we are sorry to learn that a feeling of hostility exists in the parish of Spitalfields.—*Essex Mercury.*

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PROCEEDINGS OF THE HOUSE OF COMMONS ON RAILWAYS.

BELFAST AND CAVEHILL RAILWAY.

June 7.—Motion made and question put "that the Bill be re-committed;" House divided, Ayes 69; Noes 201.

BRISTOL AND EXETER RAILWAY.

June 8.—Message from the Lords that they have agreed to the Bill with amendments.

June 9.—Lords' amendments agreed to.

GREAT LEINSTER AND MUNSTER RAILWAY.

June 10.—Message from the Lords, that they have agreed to the Bill without amendment.

LONDON AND GREENWICH RAILWAY.

June 9.—Bill reported; ordered to be ingrossed.

June 10.—Bill read a third time and passed.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

June 4.—Bill read a third time and passed.

SOUTH-WESTERN RAILWAY (No. 2).

Jnne 8.—Message from the Lords that they have agreed to the Bill without amendments.

RAILWAYS IN IRELAND.

House of Commons, 8th June, 1841.—Lord MORPETH rose to move for leave to bring in a Bill for the making and maintaining of public railways in Ireland. He merely wished, at this period of the session, to have the Bill printed, for the sake of giving information to the public, and especially to the people of Ireland, on the subject. He should, therefore, make no lengthened statement on the present occasion. The right hon. Baronet the member for Tamworth, in his concluding speech in the recent debate, had alluded to the late period of the session at which he (Lord Morpeth) chose to bring this question forward, as if it were done with the view of gaining popularity on the eve of a general election; but he could assure the right hon. Baronet, in the first place, that the agreement upon which the measure was founded had been entered into during the Easter recess, and previous to the late Parliamentary defeats; and in the next, that it was not a matter for which the Government had reason to claim credit, as any credit that might be attached to it was due to private individuals, who were not connected with the Government, but to whose proposition the Government had acceded. The general construction of railways in Ireland under the management and control of the Government, with the aid of the state and the full security for the repayment of the sums advanced, as proposed by the Government on a former occasion, still appeared to him to be the most desirable and expedient mode of establishing railways in that country; but, having reason to believe that that proposition would not meet with the assent of the Legislature, he had declined to renew it. In this state of things a proposition was submitted to the Government on the part of certain individuals of great character and station, both in a financial and commercial respect, the heads of which were, that the Government should raise a capital of 1,300,000*l.* to be applied, in the first instance, to the construction of a main line, as projected by the commissioners, from Dublin to Limerick, crossing the whole breadth of the island, and communicating from one sea to another; that the work should be executed by commissioners to be appointed by the Government (and to obviate any jealousy that might arise to the selection of the Government, he would insert their names in the Bill, namely, Sir J. Burgoyne, Mr. Griffith, the late commissioners, and Colonel Jones, the late secretary to the railway commission); that the capital should be raised in debentures signed by two of the committee; that a Board of Control be constituted; that the debentures bear interest at 4 per cent. per annum; that in case that should not be made good by the profits of the undertaking, the deficiency to be charged upon the counties benefited; but that in case of surplus profits, after the payment of all expenses, the holders of debentures to be entitled to a share in such profits in addition to the 4 per cent. interest; and that the commissioners named in the Bill should have the sole direction of the works, and the entire management and arrangement of the lines when formed. They would likewise be empowered to make other lines. The main feature of the proposal was the uniting the aid of private capital with the responsible control of public officers. As he did not want to elicit the opinion of the House upon the subject at present, and merely asked for leave to place the Bill upon the table, he should abstain from entering upon any of those arguments which might be adduced in support of the proposition. His object was to afford a facility to the present Government, or any Government that might succeed it, to bring into final and practical operation a measure which, he believed, was really calculated to be of essential service to the people of Ireland. (Hear.)

Mr. SHAW, without pledging himself to all the details of the bill, felt great pleasure in seconding the motion, and expressed his gratification at finding one measure for Ireland, proposed by the Government to which he could give his hearty support.

Lord STANLEY inquired whether the assent or dissent of the owners of land through which the projected lines would run were first to be obtained, how they would be remunerated, or what mode of defending their rights they could have if they thought fit to object.

Lord MORPETH could not say that he intended to proceed upon the principles observed in all private railways, of making the assents or dissents essential to the success or defeat of the measure; but he intended that compensation should be granted to the landowners upon the precise principle adopted in the Shannon Navigation Bill, which had been found to work most satisfactorily.

Mr. SHAW asked if the noble lord meant to confine the power of making railways to the south, or to extend it to other parts of Ireland.

Lord MORPETH said his wish was to give a general power in that respect.

Mr. Serjeant JACKSON inquired how the bill would operate upon counties along the margin only of which the railway might pass, and which should derive no greater benefit from it than adjoining counties through which it did not pass, in case an assessment became necessary to make good the 4 per cent. interest on the debentures?

Lord MORPETH said, that the counties would be assessed according to the benefit they respectively derived from the railway, without reference to its course.

After a short conversation leave was given to bring in the bill.

BAD ARRANGEMENTS OF THE RAILWAY COMPANIES FOR PASSENGERS TRAVELLING NORTHWARDS FROM MANCHESTER.—*(From a known correspondent.)*—The Manchester and Leeds Railway Company advertise that they convey passengers to York, at half-past seven and twelve o'clock every morning (and no other hours in a morning). All persons wishing to go to Newcastle-on-Tyne would therefore prefer the early train, as by the twelve o'clock they could not reach the end of their journey before midnight. A gentleman who has twice recently gone by the 7 30 train, noticed, on Monday last, the time they were detained at each station after leaving Wakefield, viz. 50 minutes at Normanton, 26 minutes at Castleford, and ten minutes at Taylor's Junction, all within ten miles. On a former occasion he waited at the different stations named, an hour and a half; indeed, such is usually the case, and in addition to this there is a further detention of two hours before a North of England train leaves for Darlington. The most annoying part is the detention at Normanton, and the stations before reaching York, which might be avoided if the Manchester and Leeds Company would make their nine o'clock train a fast train, to meet the York train, that the half-past seven train now does, which might also possibly afford time for passengers from Liverpool to meet it, and there is now no chance of their being in time for even the 2 30 North of England train from York.—*Manchester Guardian.*

WONDERS OF STEAM.—Two gentlemen left Brussels at three o'clock in the afternoon of Friday, and arrived in Liverpool by a quarter before seven, p.m. on Saturday, being a distance of upwards of 430 miles, performed in the short space of 27¾ hours. The whole of the journey was performed by steam. The travellers left Brussels by the railway on Friday afternoon, arrived at Ostend in time for the packet, were landed at Blackwall, proceeded from thence to London by the railway, and just caught the train from London to Liverpool as it was starting.—*Liverpool Times.*

THE TRAFFIC FROM CHELTENHAM TO LONDON.—The opening of the railway to Cirencester has diverted the greater part of our London traffic in that direction; coaches, so numerous that it would be a work of labour merely to name them, pass through or proceed direct from this town to the Cirencester Station daily, and the passenger in little more than five hours finds himself wafted from our High-street to Euston-square; but notwithstanding this increased facility, great complaints are made. The fares for passengers are too high—22s. outside, while the coach on the road runs for 16s.,—and the charge for parcels we hear, has been considerably increased. We make these remarks out of no ill feeling to the railway company, but in the hope that they may see that increased rates do not always bring increased receipts; that there is a point at which traffic would be encouraged, and there is also a point at which it would be considerably decreased; it is the direct interest, in a pecuniary point of view, for the Company to be reasonable in their charges. We trust the hint will be taken in the proper quarter.—*Cheltenham Journal.*

DIVING BELL, CRANES, TIMBER, IRON, &c. &c.—To be Sold by AUCTION, upon the North Quay, at Whitehaven, on Thursday, the 1st day of July next, at noon, 1 Diving Bell, with Carriage, Air Pump, Two Crab Winches, Hose, and Four Pair of Boots. Two moveable Cranes, 2 large Standing Cranes, 2 small Standing Cranes; about 2,000 feet of Yellow Pine Timber, in Logs 30 Feet long and upwards, and a Quantity of Short Pieces. Eight Tons, or thereabouts, of (common) Iron, in Bars, Two and a half Inches broad, and ⅜ths of an inch thick. A Quantity of Bolts (scrap) One and a quarter inch thick, in different lengths. 120 Fathoms of Patent Chain, 1¼-inch thick; 2 Large Anchors, and 1 pair of Smith's Bellows.

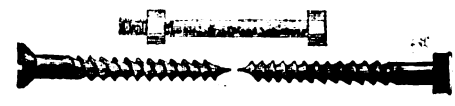
For further particulars apply to Mr. Ebenezer Stiven, or to

E. H. HEYWOOD,
Clerk to the Harbour Trustees.

Whitehaven, 7th June, 1841.

NOTICE.—SALE ALTERED.—TO RAILROAD CONTRACTORS AND OTHERS.—Messrs. JOHN FIDEL & SON are instructed to sell by auction, on Thursday the 24th of June, 1841, about 200 excellent Earth Waggons, Three Cart Horses and Harness, Five Strong Carts and Waggons with Iron Arms, a Stone Truck and other effects, on the premises at Uffington, between the Farringdon Road and the Shrivenham Stations on the Great Western Railroad. The Wilts and Berks Canal runs within a few yards of the same.

Messrs. Fidel and Son beg to observe to persons requiring railway waggons, they will find the above of the very best construction, having been built by Mr. Cogswell, and many of them nearly new. The axle-trees are 3¼ inches in diameter, and 4-feet 8½-inch gauge, and 30-inch wheels. The Sale will commence at Two o'Clock.



T. H. RYLAND AND CO., OZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic pistol, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

Planing machine; works by hand, will plane 5 feet by 18 inches.

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A COMPANY for ESTABLISHING RAILWAYS in IRELAND, under the Guarantee of the Counties, and under the Superintendence of a Board of Control nominated by Government.

PROSPECTUS.

The construction of a general and comprehensive System of Railways in Ireland has of late years been universally regarded as a measure of vast importance to that portion of the Empire, and as calculated to produce, by the employment of the population and the creation of an extensive, expeditious and economical mode of conveyance, the greatest benefits to that country.

As a commencement of the system, it is proposed, with the approbation of Government, but subject to the sanction of Parliament, to make the Southern line in the direction indicated by the Report of the Railway Commissioners, and proposed by the Government in 1839, to Limerick, by way of Holy Cross.

The works to be executed by Commissioners to be named by Parliament in the Bill.

A Board of Control to be constituted by Government to superintend and control the proceedings of the Commissioners.

For this purpose a capital of 1,500,000*l.* is to be raised, under the direction of the Committee, on the part of the subscribers.

The capital to be raised in shares, or sums, of 1,000*l.*, 500*l.*, 200*l.*, and 100*l.* each, on debentures, to be signed after the passing of the proposed Act of Parliament, by two of the Committee, and to be countersigned by two of the Board of Control. A deposit of 10*l.* per cent. to be paid on the subscriptions being allotted; the remaining 90*l.* per cent. to be paid in nine instalments of 10*l.* each, on the 15th January, the 15th April, the 15th July, and the 15th October, 1842; and the 15th January, the 15th April, the 15th July, and the 15th October, 1843; and on the 15th January, 1844. On non-payment of any instalment, the previous instalments to be forfeited.

The Debentures to bear interest at 4 per cent. per annum, such interest to be guaranteed by Act of Parliament by a charge on the counties to be benefited by the measure, in such porportions as shall be settled by the Commissioners, and approved by the Board of Control.

The Debentures may be, after payment of all the instalments, converted, at the option of the holders into stock.

The Debenture and Stockholders to form a Corporation and to be represented by a Board of Directors, and the Committee to form the first Board.

In addition to the interest of 4 per cent. per annum the Debenture and Stockholders to be entitled to half the surplus profits, after payment of interest and all outgoings.

The other half of the surplus profits to be appropriated, from time to time, for the benefit of the counties guaranteeing the interest, in proportion to their liability to the interest.

The Commissioners to have the direction and execution of the works, the regulation of the Tolls within limits to be fixed by the Act; and the entire management of, and arrangements on the lines, when formed, subject to the control of the Board of Control; and to remit the interest, and half the suplus profits, half-yearly, to the Directors.

The Act to contain powers to enable the Commissioners to vary or modify the proposed line, with consent of the Directors, and subject to the approval of the Board of Control.

This plan having been based on the estimates of the Railway Commissioners, provision is to be made, in the event of the estimates being exceeded, and any additional capital being required, to secure the same interest and profits to the Company, as they would have had on their original capital, had no such additional capital been required

RAILWAY COMMISSIONERS.

Nominated by Government.

Sir J. F. Burgoyne, K.C.B.
Richard Griffith, Esq. F.R.S.
Col. Harry D. Jones, R.E.

Being Members of the Irish Railway Commission of 1836-38.

DIRECTORS.

I. L. Goldsmid, Esq., F.R.S.
John Abel Smith, Esq., M.P.
Mr. Alderman Thompson, M.P.

Board of Control—To consist of Noblemen and Gentlemen to be named by the Government, and appointed by the Act of Parliament.

Bankers—Messrs. Smith, Payne, and Smiths.

Standing Counsel for the Company — Francis Henry Goldsmid, Esq., Stone-buildings, Lincoln's Inn.

Solicitors — William Stephens, Bedford row, London; M. Barrington, Son, & Co., Dublin.

*** Persons desirous of subscribing may apply by Letter to Messrs Goldsmid, Smith, and Thompson, 38, Broad Street Buildings, City.

TRINITY COLLEGE, DUBLIN.—The Board of Trinity College, Dublin, having determined on founding a SCHOOL OF CIVIL ENGINEERS in connection with the University, give Notice, that they intend to elect Two Professors, who shall Lecture, one upon the Application of Chemistry and Geology to the Art of Construction, the other upon the Practice of Engineering.

The Registrar of the University, who will give all the necessary information with regard to the salaries and duties connected with the Professorship, will receive applications from Candidates for the Professorship of Chemistry and Geology until the 2nd of July, 1841, and for the Professorship of Engineering until the 10th of June, 1842.

J. H. SINGER, Deputy Registrar.

Trinity College, June 5, 1841.

NORTH KENT RAILWAY.—LINE FROM GRAVESEND TO ROCHESTER. Office, 42, Lombard Street.

CAPITAL, £300,000. In 15,000 SHARES, of £20. each.
DEPOSIT, £2 10s. per Share.

Provisional Committee.

John Humphery, Esq. Ald. M. P.
John Edward Puddick, Esq.
Aldborough B. Henniker, Esq.
George Carter, Esq.
Miles Brathwaite, Esq.
George K. Britten, Esq.

Chief Superintendant.—George Walter, Esq.

Bankers.

Messrs. Spooner, Atwoods, and Co., London.
Dartford: Messrs. Hills, M'Rae and Co.
Gravesend. Messrs. Hills, M'Rae and Co., London and County Bank.
Rochester: Messrs. Day and Co., London and Count Bank.

Engineers.—Colonel Landmann; Joseph Gibbs, Esq.
Surveyors.—Messrs. Smith and Barnes.
Solicitors.—Messrs. Sweet, Sutton, Ewens, and Ommanney.
Secretary.—Mr. Cresswell.

The object of this undertaking is to connect Gravesend with Stroud, Rochester, and Chatham, by means of a railway, taking the whole line of the Thames and Medway Canal, for which purpose the Committee have provisionally agreed for the purchase of the Canal and Works.

The level of the Canal is nearly the same as that of the proposed railway, which will save much expense and time in its completion.

By the arrangements made, the Act of Parliament for carrying the same into effect may be obtained forthwith, and the Canal drained and converted into a railway, and opened to the public in the course of one year from the date of the Royal Assent; leaving the docks at each end for the reception of coals, stone, lime, and merchandise.

There is at present a large transit of passengers between the populous towns of Gravesend, Stroud, Chatham, Maidstone, the city of Rochester, and the adjacent parts, averaging daily about 1,000, who now travel between those places by omnibuses, or other conveyances, at a charge varying from 1s. to 2s. each.

The average number of passengers annually landed at the piers at Gravesend, is about 850,000; and when the additional number of iron steam boats, now preparing to run from Blackwall to Gravesend, are in operation (at low fares), the amount will be greatly increased, and very many of those persons will avail themselves of the railway as a cheap and expeditious mode of transit into Kent; in addition to which there will be a very considerable income derived from the traffic in coals, stone, lime, and merchandise, which will insure an ample return to the Proprietors, besides the immediate income to be derived from the docks and ground-rents, &c. at each end of the line.

The Property of the Thames and Medway Company comprises, besides the Canal,—At Gravesend, entrance lock from the Thames, for the admission of Colliers; a Basin of considerable dimensions, in which Yachts and other Vessels are laid up during the winter; extensive Coal Yards; Timber Yards; Lime-Kiln; Dock Master's Cottage; many Cottages for Workmen; and valuable Ground Rents; besides many acres of unoccupied land; and a Cottage at every Bridge over the Canal.

At Rochester, valuable Building Ground, consisting of upwards of twenty acres of Freehold Land, Lock and large Basin, capable of containing ships of upwards of 300 tons burthen; Steam Engine and Engine House; Dock Master's House, and Cottages; Stabling, Warehouses, &c.

Applications for Shares to be made at the Company's Office, 42, Lombard-street, prepaid.

TRAVELLING TO SCOTLAND AND THE ENGLISH LAKES.—The Cheapest and only Direct Route from London and all parts of the South of England to the English Lakes, or any part of Scotland, is by Railway through Birmingham to Lancaster, (being the Grand Mail Road from London to Edinburgh and Glasgow).

Mails and Light Coaches run from Lancaster to Carlisle, Edinburgh, and Glasgow, every Morning and Evening, after the arrival of the Mail Trains from London;—by which, places may be secured in London, at Messrs. CHAPLIN AND HORNE'S Offices, London and Birmingham Railway Station, at very Reduced Fares.

A Mail and other Coaches leave Lancaster every Morning and Afternoon, for Ambleside, Keswick, and the Lake District.

A Mail Coach leaves Lancaster every Morning, on the arrival of the Mail Train, for Ulverstone, passing the foot of Windermere and Coniston Lakes.

Arrangements are made with the Innkeepers on this Route to Reduce the Charge for Post Horses to 15d. a Mile.

RAILWAY TIME TABLE.

From Lancaster to Birmingham and London.

At	2h. 0m.	a. m.	Mail.
"	9 45	a. m.	First Class.
"	1 0	p. m.	(to Birmingham only).. Mixed Train.
"	5 30	p. m.	Mail.

From London to Lancaster.

At	9h. 45m.	a. m.	Mail.
"	8 30	p. m.	Mail.
"	9 0	p. m.	

From Birmingham to Lancaster.

At	1h. 45m.	a. m.	Mail.
"	6 0	a. m.	Mixed Train.
"	2 45	p. m.	Mail.

The trains marked thus (*) will take private carriages and horses, the others cannot do so.

LONDON AND BRIGHTON RAILWAY COMPANY.—TENDERS FOR COKE.—The Directors of the London and Brighton Railway hereby give Notice that they are ready to receive tenders for a supply of coke, for the use of their locomotive engines. The coke must be of the best quality, hard and well burnt, freed from all dust or screenings, and must be made from Tanfield Moor, Pontops or Townley Main; but if the parties tendering should propose any other quality of coals to make the coke from, they must in their tender distinctly state and describe the quality of the coal from which they propose to make it. The tender must state the price per ton (of 2,240 lbs.) at which they will undertake to deliver the coke, either in sacks of 112 lbs. each, (the sacks to be provided by the London and Brighton Railway Company) or in the bulk, at the London and Croydon Railway Company's Wharf on the Grand Surrey Canal, or at the Railway Station at New Cross—sixty tons of coke will be required to be delivered as above, on or before Saturday the 26th June inst. The supply required for the present use will be about fifty-tons per week, and the parties tendering may tender for the whole supply or any part thereof. The contractor will be required to enter into a bond to make the coke of the quality agreed upon, and to keep up the supply to the full extent of this contract.

The tenders must be addressed to the Secretary, London and Brighton Railway Company, 10, Angel Court, Throgmorton Street, and sent in or before eleven o'clock of Thursday the 17th June inst.

By order,
THOMAS WOOD, Secretary.

London and Brighton Railway Company's Offices, 10, Angel Court, Throgmorton Street, 10th June, 1841.

LONDON AND BLACKWALL RAILWAY.—The Directors of the London and Blackwall Railway Company are ready to receive Loans of Money on the security of Debentures issued under the powers of the Act of Parliament in sums not less than 200*l.* for periods of Three, Five, or Seven Years, bearing interest at 5 per cent. per annum, payable half-yearly at the London and Westminster Bank.

Tenders to be addressed to the Secretary.

WILLIAM ROUTH, Chairman,
J. WARMINGTON, Secretary.

Offices, 60, Fenchurch-street,
10th June, 1841.

DOUCEUR OF FROM £20 to £50 will be given to any gentleman who will procure the advertiser a situation.—To Civil Engineers and Railway Contractors, &c. &c.—A most respectable young person, having been engaged for many years on Railways and public works, wishes to obtain a situation, either at home or abroad, where a practical knowledge of levelling, setting out and measuring of works, and engineering generally, would make himself useful.

Highly satisfactory testimonials, from eminent Engineers &c. &c., will be produced.

Address E. K. L., care of Mr. Bingham, Broad-street, Bristol.

L & OO STEEL.

MESSRS. JOS. SYKES and SONS, the Sole Contractors for and only importers of, these descriptions of STEEL IRON, being determined to adopt every practicable expedient to protect the fair trader in and consumer of these several marks, HEREBY GIVE THIS PUBLIC NOTICE, that, from the 31st March, 1835, no iron of the above marks has been, or will be, delivered by them, without the additional mark of | S Y K E S | being impressed thereon; such last-mentioned mark having been adopted by Messrs. Jos. Sykes and Sons for the further Protection of themselves and the public; and all persons who shall impress such mark upon any bar iron, either with or without the additional mark of | S Y K E S | will be proceeded against.—Hull, May 11.

GLOUCESTER WAGGON HORSES, WAGGON, AND HARNESS.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, the 18th of June, 1841, commencing at One o'clock precisely, Thirty Fine shaped, Active, Powerful, Seasoned Cart Horses, a Broad-Wheel Waggon with Tilt and Cover complete, Twenty five Sets of Harness, &c., &c., being a portion of the known superior Stock that have been employed in the London and Gloucester Waggon Business, and are now, by order of Messrs. W. P. Budd and Co., for Sale without the least reserve, in consequence of the further Extension of the Cheltenham and Gloucester Railway.

Colours—Blacks, Browns, Greys, Roans, and Chesnuts.

The above valuable well-selected Stock of fine seasoned Cart Horses are worthy the immediate attention of Brewers, Distillers, Corn and Coal Merchants, Wharfingers Innkeepers, Contractors, &c., being in excellent condition, mostly young and sound, just from constant work, and positively without exchange or addition.

On View and Catalogues had Two Days before the Sale.

A great variety of New and Second-hand Carriages, of every Description, always on Private Sale at this Establishment, remarkably Cheap.

COMPRESSED RAILWAY KEYS OR WEDGES.—Engineers and Railway Contractors can be supplied with any number of COMPRESSED OAK or FIR RAILWAY KEYS or WEDGES on the shortest possible notice, and on very reasonable terms.

Orders or applications, with drawings, sent to Mr Frederick Braithwaite, Commercial Saw Mills, 32, Commercial Road, Lambeth, will meet with immediate attention.

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MANCHESTER AND LEEDS RAILWAY COMPANY.—ALTERATION OF PASSENGER TRAINS.

The Public is respectfully informed, that on and after Tuesday, the first day of June, 1841, the Trains will depart from the Station, Oldham Road, Manchester, as follows:—

No. of Train	2nd.	3rd.	4th.	5th.	1st.	2nd.
Morning	7 0	9 0	10 30, and 11 30, (Mail)		Sunday 8 0, and 11 30, (Mail)	
No. of Train	6th.	7th.	8th.	9th.	3rd.	4th.
Evening	1 10	4 45	6 30, and 10 0, (Mail)		Sunday 6 30, and 10 0, (Mail)	

The Trains will depart from the Station, Hunslet Lane, Leeds, as follows:—

No. of Train	*1st.	2nd.	3rd.	4th.	1st.	2nd.
Morning	6 0	7 40	8 40, and 10 16, (Mail)		Sunday 8 0, and 10 16, (Mail)	
No. of Train	5th.	6th.	7th.	8th. 9th.	3rd.	4th.
Evening	1 20	3 0	4 0	5 45, and 7 15, (Mail)	Sunday 6 0, and 7 15, (Mail)	

* The first Train departs from Normanton.

Passengers may proceed from the Manchester station to the following places on other lines by the following Trains:—

	Week Days.						*Sundays.*	
For London* by the....	1st	2nd	4th	0	0	7th		
For Leicester by the ...	1st	2nd	4th	0	6th	7th	2nd	
For Nottingham	1st	2nd	4th	0	6th	7th	2nd	
For Chesterfield	1st	2nd	4th	0	6th	7th	2nd	
For Derby	1st	2nd	4th	0	6th	7th	2nd	
For Sheffield	1st	2nd	4th	0	6th	7th	2nd	
For York and Selby....	1st	2nd	4th	5th	6th	7th	2nd	4th
For Hull.....	1st	2nd	4th	5th	6th	7th	2nd	
For Darlington.....	1st	2nd	4th	5th	6th	7th	2nd	4th

* The first Train for London, &c. departs from Sowerby Bridge.

Passengers may be booked at the Company's Office, Market-street, Manchester, for London, Leeds, Leicester, Rugby, Nottingham, Derby, Chesterfield, Sheffield, Burnley, Huddersfield, and Bradford, where they may be conveyed to the Station free of expense.

MANCHESTER AND LEEDS RAILWAY. OLDHAM BRANCH LINE.—TO CONTRACTORS.

The Directors will meet at their Office, Clowes's Building's, Hunt's Bank, Manchester, on Monday, the 28th June next, for the purpose of receiving Tenders for the formation of a branch line from near Mills Hill, in the township of Chadderton, to the town of Oldham, being a distance of about two miles, including all the necessary excavations and embankments, bridges, culverts, formation of roads, fences, laying of permanent way, and all other works appertaining thereto, as described in the plans and specifications, which may be seen at the Engineer's Office, Hunt's Bank, Manchester, on and after the 17th day of June next.

Printed forms of Tender will be supplied to Contractors on application at the Engineer's Office, which must be delivered at the Office of the Secretary, Clowes's Buildings, by 10 o'clock in the forenoon of the 28th June next, and the parties tendering will be required personally to attend at the same place at the hour of 1 o'clock in the afternoon of the same day.

May 31st, 1841.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.

Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.....	55s.
Beer, Hides, Soap, Sugar, &c.....	60s.
Raw Coffee, Rice, Earthenware in Crates, &c. ..	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.....	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.....	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

SPECIFICATIONS OF RECENT PATENTS.

The MECHANICS' MAGAZINE, No. 931, published this day, price 3d., contains abstracts of the following recent Patents:—

Haughton's, for improvements in the means employed for preventing railway accidents resulting from one train overtaking another; Wood's, for an improvement in producing an uneven surface in wood and other substances; Smith's, for certain improvements in furnaces; Barratt's, for improvements in the manufacture of paper; Roberts's, for a new method or process of case-hardening iron; Daubeny's, for a certain invention or improvement in the making and forming of paddle wheels, for the use of vessels propelled in the water by steam or other power, and applicable to propel vessels and mills; Grellett's, for new modes of treating potatoes in order to their being converted into various articles of food, and new apparatus for drying applicable to that and other purposes; Robinson's, for a sugar-cane mill of a new construction, and certain improvements applicable to sugar-cane mills generally, and certain improvements in apparatus for making sugar; Cowell's, for improvements in taps to be used for or in the manner of stop-cocks, for the purpose of drawing off and stopping the flow of fluids; Simpson's, for an improved machine or apparatus for working pumps; Haley's, for an improved lifting jack for raising or removing heavy bodies, which is also applicable to the packing or compressing of woods or other substances; Harris's, for an improved horse-shoe.

Also, descriptions, with engravings of Cooke and Wheatstone's Electric Telegraph; McCririck's Improved Percussion Gun Lock; Adcock's Patent Spray Pump; Life and Labours of Telford; The Crank Question; Rotary Engines—theory and practice; &c. &c.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS

—In connection with the above lines of railway, places can be secured by Mails to

Edinburgh,	Stratford-on-Avon,	Shrewsbury,
Holyhead,	Carlisle,	Lichfield,
Newcastle-on-Tyne,	Bangor,	Brackley,
Banbury,	Leamington,	Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on-Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the
Spread Eagle, Gracechurch-street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8¼ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7¼ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 5 miles) including the driver, 10s. 6d. each pair.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.

The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200. for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

THE BRIGHTON RAILWAY.

—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times.

CANTERBURY AND WHITSTABLE RAILWAY SHARES.

—To be sold by Auction, on Monday, 5th July, 1841, at the Fountain Hotel, Canterbury, by Messrs. Whites and Goulden, 100 Shares in the Canterbury and Whitstable Railway, in 10 lots of 10 shares each. By order of the Executors of the late General Sir H. T. Montresor, K.C.B.

Inquire of Messrs. Hughes and Henslow, Clement's Inn, London; Messrs. Curteis and Kingsford; or Messrs. Whites and Goulden, Canterbury.

TO CAPITALISTS, ENGINEERS, MILLWRIGHTS, IRON-FOUNDERS, AND OTHERS.

—To be disposed of, an old-established Engineer's, Millwright's, and Founder's concern, the present Proprietor retiring from the manufacturing branch; situated in London; arranged for a most extensive business. The premises will be let on lease at a rental of £1,600 a-year. The machinery, plant, and tools are valued at about £14,000.

Applications, with real name, to be made to Messrs. Kerley and S. Ware, Solicitors, 5, Gray's Inn Square.

TO ENGINEERS of Large Business.—To be LET a spacious WHARF and large WAREHOUSE ROOM with Residence for superintendent, and Cottages for workmen, at Rotherhithe. The wharf has extensive privileges. Or, well suited to an Engineer requiring a large space of ground, and a frontage of 235 feet next the river, with good approaches from the land. Apply to Mr. W. Woodward, 1, Furnival's Inn, between twelve and two, if by letter, pre-paid.

Important and Extensive Sale of Horses, Fly Boats, Vans, Carts, Tarpaulins, Iron, Tar, Dock Yard Implements, &c. &c.

By T. M. FISHER (by order of Messrs. Morris, Herbert, and Co., who are declining the carrying business), on Monday, Tuesday, and Wednesday, the 14th, 15th, and 16th of June, and following days, at their stables in Castle Field, and their Dock Yard and Wharf, on the Duke's Canal, Castle Field, Manchester: sale to commence each day punctually at eleven o'Clock in the forenoon.

SIXTY Capital Short-Legged Young and Active Horses, in first-rate working condition, suitable for vans, carts, and waggons; 25 very superior Fly Boats, with iron knees, in thorough repair, complete with cloths and cabin furniture, the whole built by Messrs. Morris, Herbert, and Co., in their well-known substantial manner, and of the very best well-seasoned English timber, three spring vans, six broad-wheeled carts, with iron arms; cart and boat geers, trucks, beam, scales, and weights; corn, bean, and hay cutters, stable furniture and utensils, very large and valuable stock of new and second-hand tarpaulins, cart and boat sheets, canvas, chains, ropes; also, the boat-building implements and stock, which includes a very large quantity of the best English oaks, sawn and in balk; timber carriage, tar, nails, wrought iron; carpenters, joiners, and smiths tools; two pair of smiths bellows, two anvils, stocks, taps, and dies, rack jack, and other effects.

Catalogues will be published on Saturday the 5th of June, and may be had at any of the offices following, viz.:—Messrs. Morris, Herbert, and Co.; the *Railway Times*, and *Mining Journal*, London; *Midland Counties Herald*, Birmingham; *Liverpool Standard* and *Mercury*, Liverpool; *Leeds Mercury*, Leeds; or from the Auctioneer, who will forward the same to parties living at a distance, on application by letter directed to his office, No. 17, Princess-street, Manchester.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES,

showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, a new Edition of ROBINSON'S

RAILWAY TIME AND FARE TABLES,

containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet-street.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES

from the BIRMINGHAM RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand: with a Map of London, and correct Railway Time Tables.

Also by the same person, price 6d.,
TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street, Bell, Fleet-street, and sold by all Booksellers.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, June 12th, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 181. Vol. IV.—No. 25.] SATURDAY, JUNE 19, 1841. [Price, 6d.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—Tender for Oak Keys.—The Directors are now ready to receive Tenders for the Oak Keys for fastening the Rails to the Chairs. Patterns and Specifications may be seen on application to the Secretary, at the Company's Offices, No. 15, Piccadilly, Manchester. No Tender will be received after Tuesday, the 22nd instant.

By Order,
JOHN PLATFORD, Secretary.

Manchester, June 11, 1841.

STOCKTON AND DARLINGTON RAILWAY.—To Timber Merchants, Contractors, &c.—Offers will be received for 3,000 Railway Sleepers, and 9,000 Blocks, cut out of good Yellow Pine Timber, and delivered at Middlesbro-on-Tees.

For further Particulars, and a printed form of Tender, apply to John Harris, Engineer, Darlington.

The Tenders to be lodged on or before the 24th day of June, 1841.

NORTH MIDLAND RAILWAY.—The Directors of the North Midland Railway Company are ready to receive MONEY on DEBENTURES, under the powers of the Act of Parliament, in Sums of not less than £500, bearing interest at 5 per cent. per annum for periods of 3, 5 or 7 years.

By order,
H. PATTESON, Secretary.

Warsford-court, Throgmorton-street,
May 21, 1841.

TO THE CONTRACTORS' FOR PUBLIC WORKS.—Harbour of St. Helier, Isle of Jersey.—TENDERS for the execution of the Works for the Improvement and Enlargement of the Harbour of St. Helier, Isle of Jersey, according to the design of Messrs. Walker and Burges, Civil Engineers, will be received on or before the 10th day of August next, at the Office of Frances Godfray, Esq., Greffier of the Royal Court of that Island, No. 16, Hill Street, St. Helier, where the plans, conditions, and specifications of the proposed works may, after the 24th instant, be seen daily, and other information obtained from 10 in the morning till 5 in the afternoon.

GREAT WESTERN RAILWAY, CHELTENHAM RAILWAY, and BRISTOL & EXETER RAILWAY.—Coaches from Taunton, Barnstaple, Exeter, Plymouth, Devonport, and other towns, will leave Bridgwater on the arrival of the trains.

The journey performed by railway and coach in about 12 hours from Paddington station, where places may be booked throughout.

Parcels forwarded by the same conveyances.

FARE—London to Exeter, Inside 60s.

Coaches run from every train from Cirencester to Cheltenham, Gloucester, &c. Places may be booked through, and parcels forwarded for the Paddington station.

Trains down FROM PADDINGTON—

A.M. 8 o'Clock,	to	Bristol, Bath, Bridgwater, and Cirencester,
9	,,	Bristol and Bath,
10	,,	Bristol, Bath, Bridgwater, and Cirencester.
12	,,	ditto.
P.M. 2	,,	ditto.
5	,,	ditto.
8.55	,,	ditto.

16th June, 1841.

TO CAPITALISTS, ENGINEERS, MILLWRIGHTS, IRON-FOUNDERS, AND OTHERS.—To be disposed of, an old-established Engineer's, Millwright's, and Founder's concern, the present Proprietor retiring from the manufacturing branch, situated in London; arranged for a most extensive business. The premises will be let on lease at a rental of £1,600 a-year. The machinery, plant, and tools are valued at about £14,000.

Applications, with real name, to be made to Messrs. Morley and S. Ware, Solicitors, 5, Gray's Inn Square.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill-wall, Poplar; and also of the following Agents:—

Robertson and Co., 12, Goree Piazzas	Liverpool.
Mathias Dunn	Newcastle-upon-Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of nine months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

MANCHESTER AND BIRMINGHAM RAILWAY.—WANTED a person conversant with Railway Management to Superintend the Passengers and Goods Traffic, between Manchester and Birmingham.

Application to be made by letter *only*, addressed to the Board.

By Order of the Directors,
49, Piccadilly, Manchester, 17th June, 1841.

GREENWICH RAILWAY BONDS.—Notice is hereby given, that NEW COUPONS, or Interest Warrants, for a further term of seven years, from the 1st of July, 1841, will be ISSUED to the holders, at the offices of the Company, London Terminus, every Tuesday, between the hours of 2 and 4 o'clock.

By order of the Board,
J. Y. AKERMAN, Sec,

London Terminus, June 15, 1841.

SOUTH EASTERN RAILWAY COMPANY.—NOTICE OF CALL.—The Directors having this day made a CALL of £5 per share from the Subscribers to and Proprietors of this undertaking, and directed that the same be PAYABLE on Tuesday, the 6th day of July next at either of the undermentioned places, viz:—

Messrs. Glyn and Co., bankers, Lombard-street, London.
Messrs. Moss and Co., and Messrs. Barned and Co., bankers, Liverpool.
Messrs. Jones, Loyd, and Co., bankers, Manchester.
Messrs. Beckett, Blayds, and Co., bankers, Leeds.
The Union Banking Company, York.
Messrs. Fector and Co., and Messrs. Latham and Co., bankers, Dover
Messrs. Jemmett and Co., bankers, Ashford.
Messrs. Wilmshurst and Co., bankers, Cranbrook.
Messrs. Beeching and Sons, bankers, Tunbridge and Tunbridge-wells.
The Country branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly.—Dated this 1st day of June, 1841.

JOSEPH BAXENDALE Deputy Chairman of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, London.

PARIS AND ROUEN RAILWAY.—TO CONTRACTORS AND OTHERS.—The Company is now ready to receive Tenders for the following works:—To construct at Oissel over the two arms of the Seine two bridges of five arches each. To construct a similar bridge of six arches over the same river at Le Manoir; each bridge is to consist of wooden arches one hundred feet span, with stone piers and abutments.

Plans, sections, drawings, specifications, and conditions may be seen at the Office, 52, Rue Basse du Rempart, at Paris, and further information may be obtained on application to Mr. Locke, the Company's Engineer, 20, Adam-street, Adelphi, London. The Company will not be obliged to accept the lowest Tender.

No Tender will be received after Friday, the 2nd July, on which day the parties tendering are requested to attend at the Company's office, in Paris. Security will be required.

ADOLPHE THEBAUDEAU.

Paris, June 1, 1841.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

NORTHERN AND EASTERN RAILWAY.—To Navigators—Wanted Eight Hundred good able-bodied Men. Apply to Mr. M'Keone, at Roydon, Burut Mill, Harlow, or Sawbridgeworth.

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RAILWAY RETURNS.

Returns made to the Board of Trade by the different Railway Companies, under the provisions of the Act 3 and 4 Vic., c. 97, (Lord Seymour's Act.) Printed by order of the House of Commons.

(Concluded from page 572.)

BRANCH IV.

Returns made to the Committee of the Privy Council of the Aggregate Traffic in Passengers, in Cattle and in Goods on each Railway, made up to the latest period under the Provisions of the Act 3 & 4 Vic. c. 97.

[These returns are for the last six months of 1840, and given in a tabular form. We have but room for the following abstracts of their contents.]

1. ULSTER RAILWAY.

Passenger trains all mixed, consisting of first and second class carriages. Twelve trains per day. Average speed 26 miles per hour. Number of first class passengers, 14,679; of second class ditto, 89,745. Total number of miles travelled, 25,760. Gross receipts from passengers, 4,972*l.* 9s. 8d. Total gross receipts from passengers' luggage, cattle, sheep, and pigs, 121*l.* 19s. 8d.

2. ARBROATH AND FORFAR RAILWAY.

Passenger trains all mixed. Number of trains 689. Average speed 20 miles per hour. Number of passengers, first class, 1,494; second ditto, 5,643; third ditto, 54,089. Total miles travelled by passengers—first class, 14,386¾; second ditto, 57,868¼; third ditto, 472,500¼. Average fare per mile, first class, 1.7008; second class, 1.2673; third class, 0.8749. Gross receipts from passengers—first class, 101*l.* 19s. 2d.; second ditto, 305*l.* 11s. 3d.; third ditto, 1,711*l.* 4s. 7d. Average speed of goods' trains 12 miles per hour. Total weight of goods carried, 35,048 tons. Total receipts from goods, 2,774*l.* 14s. 11½d.; from cattle, sheep, and pigs, nil.

3. NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

Of first class trains there are both open and close—two trains of each kind daily each way. Of second class there are the same two kinds, and of each three trains daily each way, besides one for 28 miles, Sundays excepted. Average speed—first class, 25 miles an hour; second ditto, 19 miles an hour. Number of passengers—first class, close, 5,611; ditto, open, 35,248; second class, close, 7,373; ditto, open, 120 293. Fares per mile, first class, close, 2½d.; ditto, open, 1½d. (?); second class, open, 2d.; close, 1½d. Gross receipts from passengers, 17,555*l.* 9s. 9d. Goods' trains, five per day, and one for 28 miles; three conveying passengers also for 17 miles. Average speed 12 miles per hour. Gross receipts for carrying goods, horses, carriages, passengers' luggage, and mails, 27,409*l.* 18s. 10d.

4. DUMPERMLINE AND CHARLESTOWN RAILWAY.

Two one-horse omnibuses; average speed eight miles per hour. Only one class of passengers; number of passengers, 8,687. Fare 6d. each passenger going, and 3d. returning, if in the same day. Length of railway apparently 3¼ miles. Total receipts from passengers, £208 2s. 9d. Total weight of goods carried, 18,553 tons. Total receipts for ditto, 2,013*l.* 2s. 9d.

5. GLASGOW, PAISLEY, KILMARNOCK, AND AYR RAILWAY.

Five mixed trains each way per day, except Sunday. Average speed 25 miles per hour. Number of passengers—first class 40,157; second ditto, 103,146; third class, 169, 297; total number of miles travelled, 3,396,711. Fares per mile—first class, 2d.; second class 1½d.; third class, 1d.; gross receipts from passengers, £18,892 9s. 9d. No return of goods carried.

6. MANCHESTER AND BIRMINGHAM RAILWAY.

Number of trains (apparently mixed) 4,336; average speed 25 miles per hour. Number of passengers—first class, 7,399; second ditto, 29,479; third class, 269,202; total mileage of each class, first 34,890; second, 189,8666; third, 1,802.444. Average fare per miles—first class, 3d.; second ditto, 2d. and 2-5ths; third ditto, 2d. and 1-5th; gross receipts from passengers 8,506*l.* 12s. 1d. No return of goods carried.

7. NORTHERN AND EASTERN RAILWAY.

Returns from 15th September to 31st December, 1840. Mixed trains, 1,238; average speed 30 miles per hour; number of passengers (not distinguished as classes), 73,660½. Total mileage of each class, 697,945; total number of miles travelled the same. No return of fares, but locomotive power stated at ½d. Gross receipts from passengers, 5,457*l.* 8s. 4d. Receipts for conveyance of horses, 5*l.* 8s.; carriages, 57*l.*4s.; cattle, 12 shillings. No return of goods conveyed.

8. MANCHESTER AND LEEDS RAILWAY.

All mixed trains; 10 trains per day each way, except Sunday, when there are four each way. Average speed 3 minutes per mile. Number of passengers, first-class, 16,124; second ditto, 72,328; third ditto, 311,335. Total mileage of each class—first, 265,969; second, 850,747; third, 2,349,269. Average fare per mile—first class, 3d.; second ditto, 2d.; third ditto, 1d. Gross receipts from passengers—first class, 3,609*l.* 4s. 3d.; second ditto, 8,119*l.* 6s. 11d.; third, 13,163*l.* 0s. 3d.; total. 24,891*l.* 11s. 5d. Goods, horses, &c. carried at same speed as passengers. Rates per mile—horses, 3d. each; carriages, 6d.; cattle, 2d.; sheep, 1-5d.; pigs, 7-16d. Gross receipts for conveyance—horses, 53*l.* 10s. 3d.; carriages, 23*l.* 19s. 3d.; excess of passengers' luggage, 83*l.* 19s. 3d.; cattle, 57*l.* 1s. 11d.; sheep, 72*l.* 11s.; pigs, 119*l.* 2s. 11d; goods—first class, 5,638*l.* 5s. 8d.; second do. 486*l.* 1s. 6d.

9. ST. HELENS AND RUNCORN GAP RAILWAY.

One carriage, 2,600 trains; average speed 10 miles per hour; number of passengers, 15,559; number of miles travelled, 38,656; average fare per mile, 4¾d. Gross receipts from passengers, 624*l.* 13s. 3d. Receipts for conveyance of 97,962 tons of coals shipped at Deck, 4,898*l.*; charge per ton per mile, 1¼d. Receipts for conveyance of 28,233 tons of other goods of all kinds at various charges, 1,062*l.* 11s. 7d. Speed same as that of passengers.

10. GRAND JUNCTION RAILWAY.

First class trains, 1,708; mixed ditto, second and third class, 2. Average speed in the distance run by first class trains in 4.25 hours; by second ditto in 5.22 hours. Number of passengers—first class, 165,050; second ditto, 71,884; third ditto, 16,750; total mileage as returned to stamp-office, equal to 15,111,663 passengers carried one mile each. Gross receipts from passengers—first class, 121,941*l.* 18s. 7d.; second ditto, 28,694*l.* 14s. 8d.; third ditto, 7,934*l.* 13s. 4d. Receipts for conveyance of horses, 3,030*l.*; of carriages, 4,891*l.* 7s.; cattle and sheep nil; of pigs (23,200), 3,008*l.* 10s. 11d.; of goods generally (of which 27,024 tons were carried by the Company, and 5,375 tons by other carriers), 40,486*l.* 18s. 4d, Toll on coal, &c. carried by persons using their own engines and waggons, at ¾d. per ton per mile on coals, 765*l.* 14s. 2d. No return of fares or of charges for goods.

11. LIVERPOOL AND MANCHESTER RAILWAY.

Number of first class trains 5 per day, equal to 1,765 in six months; second class same as first. Average speed—first class, 1 hour 20 minutes for 30½ miles including stoppages; second ditto, 1 hour 50 minutes for the same distance. Number of passengers—first class, 186,390; second ditto, 208,321. Total number of miles travelled, 8,406,115. Average fares per mile—mail passengers, 2.56d.; first class, 2.32; second ditto, 1.77d. Gross receipts from passengers—first class 40,932*l.* 13s. 6d., second ditto, 29.502*l.* 3s. 4d. Receipts for the conveyance of 897 horses, 401*l.* 8s. 1d.; for ditto of 650 carriages, 482*l.* 19s.; for 66 waggon loads of cattle, and 273 ditto of sheep, 362*l.*; ditto, for 33,545 pigs, 1,833*l.*; ditto, for 88,843 tons of goods carried in 1,622 journeys of 30 miles each, in about 2 hours and 25 minutes each journey, 46,275*l.*; and for 46,809 tons of coals to Liverpool and Manchester from various parts of the line, 2,709*l.* No return of the charges on goods.

12. LONDON AND CROYDON RAILWAY.

All mixed trains. Number of trains, 4,769. Average speed 30 miles per hour. Number of passengers, 256,300. Total mileage of passengers, 1,501,040—no return of fares; gross receipts from passengers, 16,741*l.* 1s. 9½d. Nothing received for carriage of cattle, sheep, or pigs. Receipts for conveying 9,286½ tons of goods of various kinds at various charges, from iron at 5s. per ton to coals at 1s. 9d. per ton, 1,897*l.* 15s. 9d.; and for ditto, 90 qrs. of oats, at 8d. per qr., 3*l.*

13. PAISLEY AND RENFREW RAILWAY.

One train; first and second class carriages. Average speed 20 miles per hour. Number of passengers—first class, 4,686; second ditto, 70,650. Total mileage, 117*l.* 14s. 3d.; total number of miles travelled, 12,816. Gross receipts from passengers—first class, 117*l.* 3s.; second ditto, 1,177*l.* 10s. No cattle, sheep, or pigs carried. Receipts from carriage of 2,373 tons of grain at 1s. 4d. per ton, 941 puncheons at 1s. 2d. each and 100 hogsheads at 10d. each, 210½ tons of pig iron at 11d. per ton, and 447 tons of manufactured goods at 5s. per ton, 377*l.* 8s. 5d.

14. DUBLIN AND KINGSTOWN RAILWAY.

Mixed trains. Number of trains 11,203. Average speed 24 miles per hour. Number of passengers—first class, 17,857; second ditto. 358,261; third ditto, 407,729. Total number of miles travelled, 67,218. Average fare per mile—first class, 2d.; second, 1¾d.; third, 1d. Gross receipts from passengers, 20,955*l.* 5s. 11d. No goods carried. Receipts from parcels and luggage, 253*l.* 3s. 1d.

15. LONDON AND BIRMINGHAM RAILWAY.

Description and number of trains. Night mails—first and second class 184, first class 342, mixed first and second class 1,590, third class 76. Average speed in miles per hour, exclusive and inclusive of stoppages, night mails 25 and 20½, first class 25 and 22½, mixed 25 and 18¾, third class 20 and 13½. Number of passengers and total mileage—night mail, first class 28,670 passengers 2,975,840 miles, ditto second class 11,754½ passengers 1,009,295 miles, first class trains 134,509 passengers 9,691,884 miles, mixed trains, including first and second class, 205,923 passengers 11.236,172 miles, soldiers, &c. 5,977½ passengers 626,857 miles, third class trains 7,853 passengers 391,115 miles. Total number of passengers 394,688 ditto of miles travelled 25,931,163. Fares in pence per mile—night mail first class 3.482, ditto second class 2,679, first class train 3,214, mixed train 2,143, soldiers, &c. 1,125, third class train 1.25. Gross receipts from passengers—night mail, first class 43.062*l.* 5s. 3d., ditto second class 11,236*l.* 19s. 10d., first class train 129,453*l.* 2s. 5d., mixed train 100,068*l.* 17s. 0d., soldiers, &c. 2,938*l.* 7s. 10d., third class trains, 2,438*l.* 1s. 10d.; total receipts from passengers 289,197*l.* 14s. 2d. Receipts for carriage by the Company of 2,316 horses at 7.895d. per mile 6,815*l.* 16s., for ditto 2,912 carriages at 9.556d. per mile 10,351*l.* 5s., for ditto of 2,349 dogs at 0.509d. mile 358*l.* 9s. Receipts for carriage by other carriers of 7.309 cattle at 1.489d. per mile 2,821*l.* 8s., for ditto of 39,069 sheep at 0.289d. per mile 2,533*l.* 17s., for ditto of 1,568 pigs at 0.338d. per mile 764 8s., and for 50,665 tons of goods of various classes by 816 trains, at 3.009d. per ton per mile, 56,070*l.* 10s. 2d. Total receipts from horses, carriages, live stock and merchandise, 79,027*l.* 13s. 2d. Cost of locomotive power per mile per passenger 0.25d., per horse 2d., per carriage 3d., per cwt. of luggage 0.1d., per ton of goods 0.751.

16. LLANELLY AND LLANDILLO RAILWAY.

All third class trains. Number of trains 213. Average speed 8 miles per hour. Number of passengers 1,261, total mileage 12,148, average fare per mile 0.8d. Gross receipt from passengers 41*l.* 2s. d. No horses, carriage, passengers' luggage, cattle, sheep, or pigs conveyed. Receipt for conveyance of 143 tons of parcels, &c. 7*l.* 11s. 7d., for ditto of 5,593 tons, 15 cwt. of coals, stones, &c. carried by the Company, and 2,079 tons by other carriers 717*l.* 3s. 2d., ditto, for 2,471 tons of culm 276*l.* 0s. 9d. Total receipts for conveyance of goods and merchandise 1,000*l.* 15s. 6d.

17. LEICESTER AND SWANNINGTON RAILWAY.

Passengers conveyed in the same trains as coal, stones, and merchandise. Number of trains 468, Average speed 15 miles per hour. Number of passengers—first class 771, second class ditto 11,958. Number of miles travelled—first class 7,276, second ditto 115,099½. Average fare per mile—first class 1.7664, second ditto 1.3332. Gross receipts from passengers—first class 53*l.* 11s., second ditto 523*l.*11s.11d.; total 577*l.* 2s. 11. Number of trains for merchandise 1,176. Receipts for conveying 88,139 tons 7 cwt. of coals, lime, &c. at 2d. per ton per mile 9,808*l.* 3s. 7d., ditto for moving 3,090 tons 16¼ cwt. of ditto up and down the incline at 4d. per ton 51*l.* 11s. 9d., for ditto of 4,216 tons 1 cwt. of road stone, &c. at 1¾d. per ton per mile 105*l.* 8s. 1d., for ditto 1,293 tons 8 cwt. of building sand, &c. at 2½d. per ton per mile 37*l.* 6s. 7d., for ditto 862 tons of goods of various kinds at charges from 2d. to 4d. per ton per mile 218*l.* 11s. 11d. Total receipts for conveyance of goods 10,221*l.* 1s. 11d.

18. BRANDLING JUNCTION RAILWAY.

Trains mixed. Number of trains 6,864. Average speed 20 miles per hour. Number of passengers—first class 29,367, second ditto 319,280. Total mileage 2,743,690. Average fare per mile (not distinguished in this return for the classes) 1¾d. Gross recei[illegible]

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Passengers 12,952*l.* 17*s.* 2*d.* No horses, carriages, cattle, sheep, or pigs conveyed. One train per day for goods. Total receipts for conveyance of goods and parcels 1,422*l.* 8*s.* 6*d.*

19. LONDON AND SOUTH WESTERN RAILWAY.

Description and number of trains—first class 540. Mail, carrying first and second class passengers 308, mixed carrying first and second class passengers 2,509. Goods, carry third class passengers, 700. Average speed, in miles per hour—first class 28½, mail 27, mixed 26, goods 15. Number of passengers—by first class trains 45,314, by mail and mixed trains, first class 73,510, second ditto 225,181*l.*, third class by goods' trains 19,652. Average fares per mile—first class train 3¾*d.*, mail and mixed trains—first class 2¼*d.*, second ditto 1¾*d.*, third class by goods' train 1½*d.* Gross receipts from passengers 115,016*l.* 0*s.* 7¾*d.* Receipts for conveyance of horses at 3¼*d.* per mile each 1,772*l.* 6*s.* 3*d.*, for ditto of carriages at 6½*d.* per mile each 3,228*l.* 8*s.* 6*d.*, for ditto of cattle, sheep, and pigs, at 2½*d.*, ½*d.*, and ¾*d.* respectively, 497*l.* 0*s.* 7½*d.*, for 22,370 tons 15¾ cwt. of goods and packages of various kinds at charges from 2½*d.* to 5½*d* per ton per mile 15,633*l.* 15*s.* Total receipts for conveyance of live stock, goods, and parcels 21,123*l.* 10*s.* 4½*d.*

20. BOLTON AND LEIGH RAILWAY, INCLUDING THE KENYON AND LEIGH JUNCTION RAILWAY.

All mixed trains. Number of trains 1,798. Average speed 20 miles per hour. Number of passengers—first class 12,121, second ditto 35,286. Total mileage—first class 95,155, second ditto 258,946. Total number of miles travelled 17,980. Average fares per mile—first class 2.44, second ditto 1.77. Gross receipts from passengers—first class 1,368*l.* 9*s.*, second ditto 2,421*l.* 17*s.* 3*d.* Total receipts for conveyance of horses, carriages, and passengers' luggage 9*l.* 4*s.* 6*d.* No return of goods carried The railway leased to John Hargreaves, jun. Esq.

21. NORTH UNION RAILWAY.

First class trains 1,236. Mixed ditto 1,052. Average speed from Preston to Parkside—first class 1 hour, second ditto 1¼ hour. Number of passengers—by first class trains 63,054, by mixed ditto 50,248. Total number of miles travelled 2,088,174. No return of fares or distinction in numbers of the different kinds of passengers in the mixed trains. Total receipts from passengers 26,247*l.* 9*s.* 0*d.* Receipts for conveyance of 253 horses 99*l.* 17*s.* 10*d.*, for ditto of 280 carriages 256*l.* 12*s.* No cattle, sheep, or pigs carried either by the Company or other carriers. Goods carried 24,482 tons. Average charge per mile 4*d.* per ton, but the receipts not known as the company do not carry themselves. Toll on goods paid by Mr. Hargreaves' 1½*d.* per ton per mile.

22. MANCHESTER AND BOLTON RAILWAY.

Trains composed of first and second class carriages 9 per day, ditto composed of first, second, and third class carriages 2 per day. Train carrying luggage and third class passengers 1 per day. Average speed thorough trains 20 miles per hour, stopping trains 15.23 miles per hour. Number of passengers—first class 19,540, second ditto, 99,163, third ditto 37,089. Total mileage of each class of train first and second class 35,520, third class 9,600. Total number of miles travelled by one passenger—first class 181,957, second ditto 799,896, third ditto 334,329. Average fares per mile—first class 3*d.*, second ditto 1 805*d.*, third ditto 1.234*d.* Gross receipts from passengers—first class 2,274*l.* 11*s.*, second ditto 5,916*l.* 13*s.* 3*d.*, third ditto 1,719*l.* 1*s.* 2*d.* No live stock or carriages conveyed. Gross receipts for conveying 31,881 tons of goods of various kinds at charges from 21.85*d.* per ton per mile for furniture to 2*d.* ton per mile for slack 345*l.* 1*s.* 10*d.*

23. LANCASTER AND PRESTON JUNCTION RAILWAY.

Number of trains per day each, mail 2, first class 1, Sundays excepted, mixed 2. Average time for 20 miles, mail trains 43 minutes, first class ditto 50 minutes, mixed ditto 55 minutes. Number of passengers—first class 28,496, second ditto 14,689, third ditto 22,308. Average fare for 20 miles—first class 5*s.*, second ditto 3 shillings, third class 1*s.* 6*d.* Gross receipts from passengers 10,716*l.* 15*s.* 6*d.* Receipts for conveyance of 292 horses 93*l.* 5*s.*, for ditto of 592 carriages at 17*s.* 6*d.* for 20 miles, about 518*l.*, for 55 sheep 1*l.* 7*s.* 6*d.*, and for 982 tons of goods 299*l.* 18*s.*

24. EDINBURGH AND DALKEITH RAILWAY.

All one class of carriages; accommodation much the same as common stage coaches, but more roomy. Passengers between Edinburgh and Musselburgh 2,496, between Edinburgh and Dalkeith 2,353, between Leith and Dalkeith 1,924. Average speed from 9 to 10 miles per hour. Number of passengers 131,622½. Number of miles travelled 774,878. Toll per passenger per mile 0.76152*d.* Cost of horse power per passenger per mile 0.29472. Total fare per passenger per mile 1 05624. Gross receipts from passengers 3,417*l.* 11*s.* 7½*d.* Receipt for conveyance by the coaches of 4,134 parcels 58*l.* 9*s.* 10¾*d.*, ditto for ditto at 4 miles per hour of 2,054½ tons of goods at 3.2304*d.* per ton per mile 194*l.* 17*s.* 10½*d.*, ditto for toll on 50,510½ tons of coals, 2,065½ tons of manure, and 496½ tons of other goods, about 2,001*d.* per ton per mile 2,053*l.* 8*s.* 10½*d.* For goods taken up the Edinburgh incline, which rises 110 feet by a plane of 1,160 yards, at 3*d.* per ton 353*l.* 6*s.* 4½*d.* Cost of horse power on the railway 1.320*d.* per ton per mile.

25. MARYPORT AND CARLISLE RAILWAY.

Report from 15th July to 31st December, 1840:—Number of trains 115, all mixed. Average speed 17 miles per hour. Number of passengers 1,801. Total mileage 10,321. Toll ½*d.*, locomotive power 1*d.*, and total fare 1½*d.*, per mile per passenger. Gross receipt from passengers 63*l.* 14*s.* 3*d.* No return of conveyance of live stock or carriages. Receipts for carriage of 15,682½ tons of coals, small and coke, at various charges per ton per mile from 1¾*d.* to 4*d.* 1,551*l.* 0*s.* 7*d.*; ditto for 60¼ tons of other goods and parcels 5*l.* 4*s.*

26. GREAT WESTERN RAILWAY.

Trains from London end—mixed, first, and second class, 17 in July and August, 15 in September and December. Ditto from Bristol end 11 trains. Luggage trains, third class 2. Average speed of mixed trains about 33 miles per hour, ditto of luggage and third class trains about 18 miles per hour. Number of passengers of first and second class 633,160, ditto of third class 12,321. No separate mileage account kept. Total number of miles travelled 13,861,971. Average fares per mile—first class 2.845*d.*, second ditto 1.919*d.*, third ditto 1.139*d.* Gross receipts from passengers, horses, and carriages, 126,303*l.* 14*s.* Number of horses conveyed 2,412, at 5¾*d.* each, or 9*d.* per pair per mile; ditto of carriages 5,139, at 9¾*d.* for four wheel and 5*d.* for two wheel per mile. Total receipts for conveyance of 427 cattle at 3.329*d.* per mile, 3,489 sheep at 0 337*d.* per mile, 580 pigs at 0.386*d* per mile, and 20,264 tons of goods at 4.028*d.* (per ton mile 15,100*l.* 14*s.* 10*d.*

27. WHITBY AND PICKERING RAILWAY.

First class 1 coach daily, second ditto 1 ditto ditto. Average speed—first class 10, and second ditto 8 miles per hour. Number of passengers—first class 3,014, second ditto 6,429. Total mileage—first class 48,895. second ditto 77 148. Total number of miles travelled 17,140. Average fare per mile—first class 2*d.* outside, 2½*d.* inside; second class 1½*d.* outside, 2*d.* inside. Total receipts from passengers 916*l.* 2*s.* 5*d.* Receipts for conveying 9 horses at 10*s.* for 24 miles 4*l.* 10*s.*, and for ditto of 34 carriages at 21*s.* for 24 miles 35*l.* 14*s.* No cattle, sheep, or pigs carried. Receipts for conveying 18,750 tons of stone 4 miles per hour 604*l.* 11*s.* 2*d.*, for ditto of 2,136 tons of coal 4 miles per hour 415*l.* 11*s.* 11*d.*, for ditto 1,700 tons of lime and limestone 8 miles per hour 265*l.* 6*s.* 3*d.*, for ditto of 1,282 tons of miscellaneous goods from 3 to 8 miles per hour 607*l.* 7*s.* 10*d.* and for 1,864 tons of merchandise of other kinds 3 and 4 miles per hour 786*l.* 5*s.* 1*d.* The tolls are, according to the Act, and different for different kinds of goods, from 1*d.* per ton per mile on limestone and materials for repair of roads to 5½*d.* on furniture, bales, trusses, and light bulky articles. Haulage, including use of carriage, 1½*d.* per ton per mile. Tolls on horses and horned cattle about 6*d.* each per mile of single, and about 4½*d.* if more than one together; ditto for each small animal about ¾*d.* per mile; ditto for each carriage 21*s.* for the whole distance, and for every person in such carriage 3*s.*, for every horse and gig 15*s.*

28. EASTERN COUNTIES' RAILWAY.

Each train consists of first, second, and third class carriages. Number of trains 2,944. Average speed 24 miles 46 chains per hour. Number of passengers, first class 14,600, second ditto 86,615, third ditto 89,311. Total mileage, first class 175,789, second ditto 585,100, third ditto 748,797. Total number of miles travelled 1,509,686. Average fares per mile—first class 3.20, second ditto 2.17, third ditto 1.66. Gross receipts from passengers—first class 2,347*l.* 13*s.*, second ditto 5,304*l.* 11*s.* 8*d.*, third ditto 5,203*l.* 16*s.* 6*d.* Total 12,856*l.* 1*s.* 2*d.* Since February 1, 1841, the fares have been reduced as follows—first class 2.64, second ditto 1.84, third ditto1.35 each per mile. Receipts for conveyance of 143 horses over 2,574 miles at 5*d.* per mile 53*l.* 12*s.*, for ditto of 608 carriages over 10,944 miles at 4.66*d.* per mile 222*l.* 16*s.*, for ditto of 70 cattle over 770 miles at 2.42*d.* per mile 7*l.* 15*s.* 9*d.*, for ditto of 48 sheep over 528 miles at 0.54*d.* per mile 1*l.* 4*s.*, and for 2,540 pigs over 27,940 miles at 0.36*d.* per mile 42*l.* 6*s.* 8*d.* No return of goods conveyed.

29. DURHAM AND SUNDERLAND RAILWAY.

First and second class in the same carriages. Number of trains 2,824. Average speed 14 miles per hour. Number of passengers 54,288. Number of miles travelled 401,718. Worked by fixed engines. Toll or fare 1¼*d.* per mile. Gross receipts from passengers 2,554*l.* 0*s.* 10*d.* No horses, carriages, cattle, sheep or pigs conveyed. Receipts for conveyance of passengers' luggage 41*l.* 3*s.* 5*d.*, for ditto of 194,263 tons of coals at 1 1-16*d.* per ton per mile 10,413*l.* 9*s.* 4*d.*, for ditto of 7,364 tons of other merchandise, at charges varying from 3*d.* per ton per mile on timber, deals, iron, &c. to 6*d.* per ton per mile on groceries, &c., 80*l.* 12*s.* 2*d.*

30. LEITH BRANCH OF THE EDINBURGH AND DALKEITH RAILWAY.

Carriages all alike: more roomy than stage-coaches, 32 passengers in each. Number of trains 2,128. Average speed about 9 miles per hour. Number of passengers 38,184½. Total mileage 127,821. Toll per mile 0.710*d.*, horse power per ditto 0.345*d.* Total fare per mile 1 056*d.* Gross receipt from passengers 56*l.* 4*d.* 2½*d.* No demand for conveyance of horses, carriages, cattle, sheep, or pigs. No charge for passengers' extra luggage. Total receipts for conveyance of 17,200 tons of goods over 68,315 miles at 2.497*d.* per ton per mile, 66*l.* 9*s.* 5½*d.*

31. ARDROSSAN RAILWAY.

Return from its opening on the 17th of August to 31st December, 1840. Number of first class trains 584, ditto second ditto not given. Average speed of first class 25 miles per hour, that of second ditto not given. Number of passengers—first class 3,963½, second ditto 13,514. Total mileage—first class 22,254, second ditto 63,112. Total number of miles travelled 85,366. Average fare per mile—first class 2*d.*, second 1½*d.* Gross receipts from passengers 58*l.* 1*s.* 11*d.* No horses or carriages have yet been conveyed along this railway, and no charge has hitherto been made for passengers' luggage. From December 23, the date of opening for coals, to 31st December 1840, there were conveyed 834 tons of coals by 18 trains, over 4½ miles, at 6 miles per hour, under a charge for toll of 2*d.*, and for locomotive power 13·19*d.* per ton per mile. Total charge per ton per mile 2.13·19*d.* Receipts from this source 4*l.* 0*s.* 1½*d.*

32. MIDLAND COUNTIES' RAILWAY.

All mixed trains. Seven trains per day each way, north and south, 6 ditto each way east and west. Average speed about 28 miles per hour. Number of passengers—first class 45,709½, second ditto 129,639, third ditto 69,062½. Total number of miles travelled by trains 172,776. Average fare per mile—first class toll 1*d.* per mile, locomotive power 1*d.* per mile; total 2*d.* per mile; second class toll 1*d.*, locomotive power 1*d.*; total 2*d.* per mile (?); third class toll 1*d.*, locomotive power 1*d.*; total 2*d.* per mile (???). Total receipts from passengers 33,214*l.* 15*s.* 2½*d.* Receipts for conveyance of 996 horses at a toll of 2*d.* per mile, and cost of locomotive power of 5*d.* per mile, and for ditto of 795 carriages at a toll of 3*d.*, and cost of locomotive power of 7*d.* per mile, 1,832*l.* 10*s.* Receipts for carriage of 31 (suppose carriage loads of) cattle, sheep, and pigs, from 15th to 31st December, 26*l.* 2*s.* 10*d.* Receipts for conveyance of 582 tons 8 cwt. of goods, at a toll of 1*d.*, and cost of locomotive power ½*d.*, per ton per mile, and for 12,016 tons 11 cwt. at a toll of 2*d.*, and cost of locomotive power of ½*d.* per ton per mile, 4,185*l.* 10*s.*

OLDHAM BRANCH OF THE MANCHESTER AND LEEDS RAILWAY.—The Oldham station of this important line of railway, will be erected betwixt Manchester-street and Lyon Mill, Oldham; the entire line of its course from Lyon Mill-road to its junction with the Manchester and Leeds Railway, near Lane-end, in Chadderton, has been marked out. The inhabitants of Oldham are extremely anxious that the Directors should cause the trains to pass betwixt Oldham and Manchester without stopping; if they should do this all competition with the coaches must cease.—*Manchester Courier.*

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NORTHERN AND EASTERN COUNTIES' RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL Meeting of this Company was held on Wednesday, at the London Tavern, to consider of the forfeiture of shares, and the enactment of bye-laws.—WILLIAM CRAWSHAW, Esq., in the Chair. The Secretary having read the advertisement summoning the meeting,

The CHAIRMAN said, the following was the Resolution which had been drawn up by the Directors on the first of the subjects they were summoned to consider, and which was now to be submitted to the shareholders:—

"Whereas, by a resolution of the Board of Directors, made on the 11th March, 1841, reciting that certain calls made upon such shares as in the said resolution were recited, had not been paid, it was resolved that such shares should be forfeited, on notice given of their forfeiture to the proprietors of said shares; and whereas such notice has been given of such resolution to the shareholders in the manner required by the Act of Parliament; and whereas upon certain of the said shares calls have been paid, but upon none of those now to be specified, viz., from No. 701 to No. 750, and from No. 6,154 to No. 6,173, being in all 70 shares—it is proposed that the declaration of forfeiture so made by said Directors be, and the same is, hereby confirmed, so far as regards the last recited set of shares."

This resolution was proposed by the Board to the proprietors, and if any gentlemen would move and second it, it would be put. He was happy to be able to add that these were all the shares on which forfeiture had been incurred; and on these, he had no doubt, to-morrow a cheque would be received.

A PROPRIETOR—But they are forfeited.

The CHAIRMAN—Yes; if sold, however, instantly, we could only take to ourselves the calls due and should have to pay the rest to the party. Therefore should, as I expect, a cheque be sent for the amount due, that will save the trouble of selling.

A PROPRIETOR—How much is paid on these shares?

The CHAIRMAN—35*l.* on each.

The PROPRIETOR—Held by one or more persons?

The CHAIRMAN—By one. It is not usual to mention names. (No, no.) I have not the least doubt the calls will be paid to-morrow morning. It has been an oversight. (A laugh.)

A DIRECTOR—And if not paid, they will be sold as usual.

The CHAIRMAN—Certainly.

The resolution was put and carried unanimously.

Mr. SEWARD—Does not the Chairman think it necessary to take a power from the meeting to dispose of these shares as the Directors may deem proper?

The CHAIRMAN—I think not. That Mr. Maynard, the Solicitor, will tell us.

Mr. SEWARD—I think it is customary.

Mr. MAYNARD on referring to the Act, said, "I think it is necessary, the words being 'And the said Directors shall, by order to be made at the same or at any subsequent meeting, have power to sell or dispose of the same,' &c.; so the power can be given now or at any future meeting."

The CHAIRMAN—I shall be glad to receive the directions of the meeting as to the mode of disposing of the shares.

Mr. SEWARD—No. That we will leave to you; but as it seems to be necessary, I shall be happy to move—that power be given to the Directors to dispose of the shares as they may think fit.

This addition to the resolution was seconded, and then carried unanimously.

The CHAIRMAN then read a list of bye-laws, which he said had been carefully framed on the model of those existing in other Companies, and were he believed necessary, and no more than necessary. Still he would be happy to have any suggestions from the proprietary.

One or two proprietors intimated that it would be well to leave the matter wholely to the Directors.

The bye-laws were then put, and confirmed without a dissentient voice.

The CHAIRMAN—Gentlemen, this closes the stated business of the day. The Directors will now feel happy to hear any observations, or answer any inquiries, as to the present state of the Company's works, or their future prospects.

A PROPRIETOR—How does the traffic get on—if it is not irregular to ask?

The CHAIRMAN—I dare say we all read the *Railway Times*. (Hear.) Still I shall be happy to give you an average. From September to June, 454*l.* per week. It varies from 967*l.* to some very unfortunate weeks; as for instance during the flood, when the receipts were only 112*l.* in one week. Taking the average, however, from February to June, it is 584*l.* a week, and it is still increasing.

A PROPRIETOR—Now, Sir, can you tell us the average expense of that traffic?

The CHAIRMAN—Anxious to afford all the information in my power, I will give you a rough estimate of my own, which, however, you must not take as officially accurate, seeing that though the groundwork I know to be good, the detailed figures are necessarily somewhat guess work. It is about 600*l.* a week. Of that we pay about 200*l.* to the Eastern Counties' Railway Company, leaving 400*l.* for our own traffic expenses. Now these expenses do not, I am persuaded, exceed 50 per cent. on the 400*l.* That is more, I am sure, than we are warranted in calculating upon; but at that estimate there is a sum of 200*l.* per week profit.

A SHAREHOLDER—Does that estimate of expenditure include the maintenance of way?

The CHAIRMAN—No; it should have been borne by the contractors; but I believe it will be included in the expenditure I have estimated after the first year—for few Companies reach an average expenditure of 50 per cent. of the receipts. In our case, too, the charge for maintenance of way will be peculiarly small as we are on level ground entirely. The charge, however, for the first year ought to have been defrayed by the contractors. It is virtually the same thing to be sure, seeing that our work is done cheaper in consideration of the charge not being included in the contract price. In the first year, therefore, it ought clearly to be carried to capital. Afterwards it will be placed to current expenditure. Of this, however, the shareholders will have full opportunity for consideration. Now it strikes me that I shall be correct in saying that by August there will be 5,200*l.* profit in hand, which on 4,500 shares, will be 1*l.* a share to be divided at our next half-yearly meeting.

A SHAREHOLDER—A good beginning. Does the estimate of expenditure include the interest on the borrowed money?

The CHAIRMAN—No. A good deal was borrowed for works beyond where we now are running; it ought not, therefore, plainly, to be placed against our present traffic?

The SHAREHOLDER—But it will affect our dividend.

The CHAIRMAN—No; whatever is borrowed for work not within the portion we are running should go to capital clearly.

A DIRECTOR—The fact is, we could, if we had chosen to wait the course of calls on the shareholders, have got the money without interest; but we wanted it quicker.

A SHAREHOLDER—How does the road progress? Where are we now?

The CHAIRMAN—Why, we have had a dispute with our contractors—responsible and respectable men—but still we considered they had behaved improperly, and the result would have been great delay in the opening of the line had we not decisively availed ourselves of the power we possessed of entering upon the stock, &c., of the contractors, and putting the work to be completed into other hands. We have, by the able management of our solicitors, been carried through the business perfectly safe and correct as to the law—which now our contractors, I believe, are satisfied of: and I doubt not, it will soon be satisfactorily arranged. From all we are able to judge by, I believe there is no doubt that at all events in the first week of August—perhaps sooner—we shall open to Harlow: and in September, to four miles further.

A PROPRIETOR—I believe the contractors professed to raise some difficulty about land?

The CHAIRMAN—You may rely upon it, Sir, they were wrong, and the Directors right.

The PROPRIETOR—I have not the least doubt of it: the best proof of it is, that the contractors now employed are going on all right.

A PROPRIETOR—How does the question of the dividing the shares stand?

The CHAIRMAN—There will be a new register soon: then it can be done very easily. Mr. Maynard will tell us, if it is compulsory on the shareholders, or voluntary only, to change their 100*l.* shares into 50*l.*

Mr. MAYNARD—It is compulsory. The Act runs thus: "be it enacted, that the said sum of 720,000*l.*," (the sum to which the capital had previously been reduced), "be divided into 14,400 shares of 50*l.* each; and such shares of 50*l.* shall as far as possible be subject to the same provisions as the former shares of 100*l.*, and every proprietor shall be deemed the holder of two shares of 50*l.* in respect of every share of 100*l.* formerly," &c.

A PROPRIETOR—What is the object of dividing the shares?

The SOLICITOR—There were reasons for the measure: it tended to make the shares more negotiable. Recollect, your capital being reduced one half, it was but reasonable proportionably to reduce the amount of each share.

The CHAIRMAN said, he could not help telling the meeting they could open to Stortford in January, if the Directors could get another 10*l.* per share over and above the calls they were entitled to make up to January. Anything additional could not be compulsory, and must be voluntarily offered by the shareholders.

A PROPRIETOR—Really this is a consideration of vast moment. It is of such great importance that we should open to Stortford as quickly as possible. (Hear, hear.) I should think it would be the general feeling that a voluntary contribution of another call would be exceedingly proper.

The CHAIRMAN—Beyond all doubt, I should think. One large shareholder has offered this call of 10*l.* voluntarily, and over that a loan of 1,000*l.* in order to get on towards Cambridge.

Mr. SEWARD—May I ask whether we are able to anticipate with certainty the possession of the Cambridge traffic, and at what point?

The CHAIRMAN—There will be 10 coaches on at Harlow in August, if not before.

A PROPRIETOR—Suppose you offered 6 per cent. on a voluntary advance of calls?

The CHAIRMAN—I may as well state that the last call of 5*l.*, when paid up, will enable us to borrow on debentures; but not in this year, as perhaps the whole of that call will not be paid within that period.

A PROPRIETOR—Let it be borne in mind that July and August are two of the best months for traffic, and I doubt not that by our half yearly meeting every difficulty will have vanished. I am certain we shall have then 1,200*l.* a week from the traffic.

Another SHAREHOLDER—Let us make the Directors a present of the dividend.

The CHAIRMAN—It would help us.

A PROPRIETOR—It had better be devoted to the works.

The CHAIRMAN—I am decidedly of opinion that whatever is *bona fide* profit should be divided.

A PROPRIETOR—How stands the Hertford and Ware Bill?

Mr. MAYNARD—Waiting the Royal Assent.

On the motion of Mr. SEWARD a vote of thanks was passed to the Chairman unanimously for his urbanity and frankness in giving every possible information.

The Chairman briefly replied, and the meeting separated.

The Committee of the Birmingham Mechanics' Institution have made arrangements for the conveyance of their members to Cheltenham and Gloucester on the 29th instant, by the railway; on which occasion there will be a public breakfast in the gardens at Pittville, Cheltenham.—*Wor. Jour.*

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THE LONGEST RAILWAY IN THE WORLD.

[From the Chevalier De Gerstner's Letters in the *Franklin Journal*]

THE railroad which may be regarded as the longest in the world, extends from Boston, in Massachusetts, to Greensboro', in Georgia, and is composed of the following sections :—

From	To	Communication.	Distance in miles.	Weight of rails.	No. of locomotives.	Cost of construction. Whole road.	Cost of construction. Per mile.
						Dollars.	Dollars.
Boston	Providence	railroad.	42	55 lbs.	11	1,600,000	38,095
Providence	Stonington	do.	47½	58 „	6	2,500,000	52,632
Stonington	New York	steamboat.	130				
New York	New Brunswick	railroad.	31	38 „	7	1,752,200	56,522
New Brunswick ..	Trenton	do.	27½	41 „	4	497,800	18,102
Trenton	Philadelphia	do.	30	13 „	4	400,000	13,333
Philadelphia	Wilmington, Del....	do.	28		( )	500,000	17,857
Wilmington.....	Havre de Grace	do.	35	35 „	14	800,000	22,857
Havre de Grace ..	Baltimore.....	do.	36	40 „	( )	950,000	36,390
Baltimore.....	Washington.....	do.	39	10 „	4	2,040,330	52,316
Washington.....	Aquia Creek	steamboat.	60				
Aquia Creek	Fredericksburg	stage.	13				
Fredericksburg ...	Richmond	railroad.	61½	10½ „	12	1,200,000	19,512
Richmond	Petersburg	do.	22½	9½ „	5	700,000	31,111
Petersburg	Weldon	do.	60	9½ „	12	766,267	12,771
Weldon	Wilmington, N.C. ..	do.	160	12 „	10	1,360,000	8,500
Wilmington.....	Charleston	steamboat.	160				
Charleston	Augusta	railroad.	136	25½ „	27	2,000,000	14,706
Augusta	Greensboro'.....	do.	84	17 „	10	1,176,000	14,000
			1203				

On this line of 1,203 miles in length, therefore, 853 miles are travelled upon railroads, and 350 miles in steam-boats. The whole distance is performed in 5 days, or 120 hours, or at an average 10 miles per hour. This includes all stoppages for meals, and besides 10 hours in New York. This is a considerable speed for such a long voyage, on which 5 nights are spent, and if the railroads did not belong to 13 different Companies, whereby much time is wasted in passing the baggage from one train to another, a speed of 15 miles per hour, including stoppages, could be attained.

The Americans, however, are not satisfied with the above railroad and steam-boat connection of of 1,203 miles, and are establishing an opposition line between Stonington and Weldon, consisting of the following parts :

From	To	Communication.	Distance.	Weight of rails per yard.	No. of locomotives.	Cost of Railroad. Total.	Cost of Railroad. Per mile.
			Miles.			Dollars.	Dollars.
Stonington	Greenport	steamboat	25				
Greenport	New York	railroad	94	21 lbs.	10	2,033,850	21,636
New York	Amboy	steamboat	25				
Amboy	Philadelphia	railroad	61	41 „	12	2,101,500	34,450
Philadelphia	Elkton	do.	44			885,712	19,675
Elkton	Somersetcove.....	do.	118	9½ „	8	1,024,378	8,681
Somersetcove	Portsmouth	steamboat	85				
Portsmouth	Weldon	railroad	78	9½ „	7	850,000	10,897

The railroad from Greenport to New York is not yet completed, therefore the steam-boats now go direct to New York; the railroad from Elkton to Somersetcove is also yet under construction.

If this line be compared with the above described between Stonington and Weldon, it appears that the first consists in 383½ miles of railroads and 198 miles of steam navigation, and the second in 395 miles of railroads and 155 miles of steam navigation.

The above described line of railroad and steamboat communication of 1,283 miles in length, is now being continued at both ends. From Boston to Portland, in Maine, a railroad of 100 miles in length is under construction, and will be completed in the course of two years. From Greensboro' to Montgomery, in Alabama, 210 miles, a railroad is also under construction, and may be completed in the course of three years. From Montgomery, steam-boats go upon the Alabama river to Mobile, and others from there to New Orleans. In the course of three years, therefore, the journey from Portland to New Orleans will be made in eight days, while six years ago the journey by land took 40 days. The steam navigation along the sea coast has been nearly given up, in consequence of the dangerous navigation round the Capes. New Orleans is situated 13¾ degrees south, and 19¼ degrees west, of Portland, and the distance in a straight line is over 1,400 miles. The whole line of communication will consist of 1,195 miles of railroads and 884 miles of steam navigation, making together 2,080 miles, which is certainly the most gigantic internal communication of this kind in the whole world, and will remain so for a long time to come.

VISIT BY RAILWAY TO EDEN GLEN.

(From the *Yorkshireman.*)

ONE of those rare but pleasing unions so necessary to ensure the genuine pleasure of excursions, was the happy lot of those who, on Monday, wisely united in a visit to Castle Eden Dean. The day was delightful. The spot chosen combined some of the most rich, magnificent, and enchanting scenes in the kingdom, and the Company appeared resolved to make themselves happy. To enhance the gratification, the President of the Mechanics' Institution, R. Rayson, Esq., invited Professor Johnson, of Durham, to accompany the members of the Institution there, to which he kindly consented. The Directors of the Company [Great North of England] very generously agreed to take the company at one-third of the usual charges. The company had the choice of two trains—one about seven, and the other at half-past nine o'clock in the morning. About twelve o'clock the company arrived at the Dean, and after wandering through a part of this beautiful glen, a number of them encamped at the top of a bank comfortably shaded by the trees. The travelling tent used by the much-lamented missionary Williams, (who, it will be remembered, was cruelly murdered in one of the islands of the South Sea) was taken to Dean, and on this elevation erected, or rather suspended from the trees, for those of the Company who wished to avail themselves of its protection and shade. The repast being over, the company resumed their rambles, through the grotto, the "Garden of Eden," "Guaness Pool," &c., whilst others pursued their course to the sea shore, to view the bold and rocky opening of Dean to the broad and shining expanse of the German Ocean. On returning, the company assembled at a spot selected by the president and the professor, on the dry bed of the rivulet, overhung by an immense cliff, and opposite a perpendicular rock, richly covered with ivy and shrubs, at the base of which a shaded bank formed an amphitheatre. Here the professor delivered to the company arranged about him a lecture on the geological constructions of the rocks around them, selecting the most pleasing and popular features of the science for the notice of his romantically grouped audience. The professor's knowledge was here poured forth in genuine eloquence, directing the attention of the Company to the various strata of the rocks around them, from the granite to the alluvial soil; and it may be said in reality the *rocks echoed back the truth* of his statements. The scene would furnish ample and rich materials for the poet and the painter. After the lecture, the Company directed their way towards the railway station; several groups visited the glen of the "Gunner's Pool," a deep cut in the rock through which the waters rush in their entrance to the Dean, the ascent to which is attended with no little scrambling up the rock and some danger. After crossing the Devil's Bridge, the party soon reached the outer skirts of the Dean. The day will be long remembered by all who were happy enough to unite in the excursion. The only regret was, that the members of the institution did not more generally avail themselves of this pleasing and instructive visit to the Dean; it may probably direct attention to this favoured spot, and tempt others to avail themselves of its beauties, with this proviso, that leave be asked of the owner of the property, R. Burdon, Esq., who, as in the case of the Stockton Institute, will most probably not have to be asked in vain.

ACCELERATION OF THE IRISH MAILS.

AT the meeting of the Town Council of Liverpool the MAYOR read a petition from the Liverpool Guardian Society, in which they stated that the circumstance of Liverpool having been the Irish mail-packet station had been of great value to the town; that the sum of 100,000*l.* by this means had been annually expended in the borough; that the distance, which was alleged to be 15 miles shorter from the metropolis to Birkenhead than it was from the metropolis to Liverpool, was in reality only 7½ miles shorter; that it only amounted to a saving of a quarter of an hour in point of time; that if it were intended to have another mail-packet, besides the one from Birkenhead, to sail from Liverpool, an expense without any benefit would be incurred; and that the mails could be accelerated by a quarter of an hour, if that were considered of any advantage, on the present line. The petition was signed by "George Walker, President," and 13 of the officers of the Guardian Society, and it concluded by praying the council to resist the attempt.

The DEPUTY TOWN-CLERK read a letter from Mr. Deane, of Liverpool, in which that gentleman stated that he was concerned for the hotel and shopkeepers of the town, who had expressed themselves adverse to the proposed removal of the station to Birkenhead; that though the change was about to be made in order, as it was said, to obtain a speedier communication between the two capitals, the difference in point of length was only seven or eight miles, and in point of time about a quarter of an

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hour; and that in respect of convenience nothing would be gained by the change. Mr. Deane concluded by saying, it was to be hoped that the corporation would take up the subject and oppose the proposed scheme. A letter from Lord Sandon to Mr. Deane was next read, in which his Lordship gave it as his opinion that he saw no means of moving in the matter unless the corporation, charged as they were with the interests of the whole community, took it up, and urged the Government to state the reasons by which they had been induced to make the change.

Mr. Case said that according to a return, moved for by Mr. Stanley, it appeared that the Irish mail packets had been 90 days too late in their arrival in Dublin, in the year 1840, to forward the letters through the provinces—and that up to the 14th of February, 1841, they were 26 days too late in the Irish metropolis to effect the like purpose. He apprehended that those detentions had caused the alteration to be effected. There were, he remarked, two Irish mail packets sailing from Liverpool in the day; one was in the morning and the other in the evening. The former, and the former only, it was intended to alter to Birkenhead. The evening mail would go as usual from Liverpool.

Mr. Woolright suggested the propriety of having a strong memorial sent from the council in opposition to the change.

Mr. Aikin thought it was in vain for the council to be applying for an increase of mail packets unless all the facilities of landing were given to the public of which that port was capable. The difficulty of landing in Liverpool was a great cause of complaint, and until that evil had been removed passengers would be sent elsewhere. A great many of the evils were capable of being removed without much trouble or expense. Almost all the packets congregated, at present, at one spot; by reason of which passengers had to pass through two or three packets before they could reach the quay, whereas, if a distribution took place, greater facilities to landing would be afforded. Attached to the present slips stages for cargoes might be constructed, similar to the one for foot passengers, by which they could be landed at low water. Under those circumstances he begged to move—

That a Committee be appointed to take into consideration the best means of facilitating the landing and embarking of passengers at Liverpool, and to report to the council thereon, with instructions to take immediate measures to secure the continuance of the passing of the Dublin mails through Liverpool.

Mr. Earle seconded the motion.

Mr. Evans thought there could be but one opinion on the matter. With regard to the conduct of the Government in reference to Liverpool, he thought there was great reason to complain. In the present instance, the interests of Liverpool had been given over to the nobles and squires of Cheshire. Everything great in railways had originated in Liverpool; and therefore he thought that mere decorum ought to have induced those in power to make the people of the borough acquainted beforehand with their intentions, and to ask them whether they could make out a case that would obviate supposed necessities.

Mr. Birkett presented a petition from a large number of the publicans of the town, which had been got up in the morning of that day, and in which they alleged that the contemplated change would cause serious injury.

Mr. Aikin expressed his conviction that the Government could facilitate the trains along the present line by two hours, if they were so inclined. There was an unaccountable delay of three quarters of an hour at Birmingham, for instance, which might be availed of.

Mr. Joseph Hornby said, as connected with the railways, he had no hesitation in saying there would be no difficulty whatever in carrying the mails in two hours less time. It had been considered exceedingly desirable, and had frequently been discussed by the Board of Directors, who would be glad to carry it into effect immediately.

Mr. Sheil was anxious for inquiry to be instituted before anything decisive were resolved upon. The council should recollect that a quarter of an hour gained by the despatch of the mail from Birkenhead might be of great importance, the whole kingdom of Ireland being involved in the question.

The Mayor informed the council that arrangements had been made whereby the letters for Ireland would be sorted without going to the Post-office, and that this system, by which considerable dispatch would be gained, would come into operation either in the present or the next week.

Mr. Sheil expressed himself unwilling to divide the Council on the subject, but thought it extraordinary that the members should, on the mere idea of some trifling injury to Liverpool, commit themselves to a proposition without having first appointed persons to make suitable inquiry.

Mr. Aikin's resolution was then passed unanimously, and the following Committee was appointed for carrying it into effect:—Messrs. Woolright, Bright, Houghton, Henry Lawrence, Evans, Benn, and Aikin.

RAILWAY TRAVELLING ON SUNDAY.

To the Shareholders of the Glasgow and Ayr Railway.

Gentlemen,—I wish to call your attention to a subject connected with this railway which appears to be deserving of your serious consideration. You are probably all aware that the Glasgow and Ayr Railway trains do not travel on Sunday—that various communings took place between the Directors and the Post-office authorities on the subject of carrying the mails—that the offer by the Directors at first included Sunday, or, at least, did not except it—that latterly that offer was withdrawn, and another substituted, excluding the conveyance of the mail on Sunday—and that the result of the whole is, that there is upon that day no means of communication between Glasgow and Ayrshire.

Are you satisfied either with this result, or with the conduct of the Directors in this matter? If you are as a body (which I believe you are not), I confess I cannot agree with you.

I am aware that many respectable individuals, including the clergy, generally object to Sunday travelling, as being a desecration of that day. This objection has been wonderfully overrated, and were the trains once in operation for a few Sundays, I believe these worthy individuals would themselves admit that their fears had been altogether groundless. Trains ought to start at so early an hour as to arrive at Ayr and Glasgow before 11 o'clock. The accommodation this would give even to the church-going part of the community would be of much advantage. The line of the railway is interspersed with villages at distances of about three or four miles from each other, and the trains would afford a ready and expeditious mode of conveying parties to hear the clergyman from whose ministrations they derived most benefit; and the next train would not start till after the close of the afternoon service, affording them the same easy mode of returning. Others, no doubt, would avail themselves of the opportunity to travel from Glasgow to Ayr, or from Ayr to Glasgow, for the purpose of healthful, and I will say innocent, recreation; but who are the parties, generally speaking, who would do this? You would have, in the first place, gentlemen visiting their families; secondly, hard-worked clerks and tradesmen—many of them, no doubt, sprung from Ayrshire originally, and having no other day upon which they can visit their friends and relatives; and, lastly, the worn-out mechanic, who, during the preceding six days, had been inhaling the noxious vapours of some pestilential factory. But do you think that the persons of this last class at present devote the Sabbath to attending the city churches? By no means. Look at the whiskey-shops—you will find them crowded; look at the Green and the river side—you will see them wandering in thousands, engaged in the manly diversions of dog-fighting and other noble amusements; and is it for the sake of preserving such habits that you would refuse to the labouring mechanic the gratification of a Sunday ride in a railway carriage?

So much for the advantages or disadvantages of railway travelling on Sundays. With regard to the conduct of the Directors themselves, I cannot help observing that it has been characterised by a degree of indecision, or vacillation, quite unworthy of their characters as to men to whom the conduct of a great public undertaking has been intrusted. According to the published letter of their Chairman, they first considered it their duty to offer to the Post-office authorities to carry the mails along their line every day in the week. But as soon as the Post-office authorities appeared disposed to avail themselves of such accommodation to the public, they withdrew that offer, hoping, no doubt, that the carrying of the mails would be forced upon them, and thus that, if animadversion from any quarter arose, it would fall not upon them (cunning little Isaacs), but upon the horrid Post-office authorities, whose arbitrary power, under the Act of Parliament, made them run against their wills, just like a coy little maiden who wishes to be made to sin against her inclination. The gentlemen of the Post-office, however, seem to have been fully as wide awake as the Ayrshire Directors, and to have thought very naturally that, if blame was to attach to any party, it should fall upon those who were to reap the benefit of it. And so, like too cunning people, they have missed that chance.

Now, my fellow shareholders, was this a manly straightforward course? I do not think it was. But let us look a little further, and I think you will agree with me in asking what right these gentlemen have to come to a decision upon this question—one so important to the prosperity of the undertaking entrusted to their charge—without having consulted their shareholders, or ascertained their sentiments and wishes. Are they entitled to say, as was rather foolishly said by a very respectable gentleman, the Chairman of another railway, "This railway shall be closed the whole of Sunday," as if they were talking of their own private property, and not as trustees for the general body of proprietors, and bound to turn the charge committed to them to the best account. While I utterly deny all the principal evils which it has been alleged the running of trains on Sunday would produce, look at the evils which the non-running produces. All communication between Glasgow and Ayrshire on that day is virtually shut out, except to the man who can afford a carriage and post horses. No matter how urgent the case may be, or how fatal a delay, the poor man must remain where he is. So again, in regard to communication from Ireland or England, both are excluded from the Ayrshire coast, while the route by Greenock and Glasgow is open, and even a small steamer is employed at Greenock, on that day only, for bringing them forward on their journey.

We have hitherto been too inert, and trusted too much to the good sense of the Directors, which, in some degree, has made them forget they have a constituent body to account to, the effect of which certainly has not tended to the benefit of the railway. If, therefore, you wish to see things placed upon a different footing, you must make your sentiments understood by the Directors in a way they cannot mistake, when I have little doubt you will soon see a change in this do-nothing system. Or, the remedy is in your hands.

I am, Gentlemen,
A SHAREHOLDER.

—*Glasgow Argus.*

MIDLAND COUNTIES RAILWAY.

I would ask the attention of the Liverpool and other proprietary, to support a motion at the next meeting for a committee to examine the accounts; and although I have the satisfaction of seeing from the receipts the evidence of great prosperity to this undertaking, we are not to be deterred from making good better, and this can be done by reducing our expenses. The first week in January the published receipt was 1703*l.*, the last week's receipt was 2664*l.*, amount to date, 39,762*l.*, to which, if I add 2600*l.* per week to the end of June, would produce the sum of 55,362*l.* for six months, exclusive of (as

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I am given to understand) about 120*l.* per week for mail-carriage; but as I am not certain on this subject I have not noticed it. From the printed circular of Mr. Bell to me, dated Leicester, 21st February, 1841, I find the sum of 20,101*l.* 13s. 3d. balance in hand and outstanding, making the sums together 75,463*l.*, available for expenses and dividend. I am aware that a number of quarter shares were not taken up, and these having been always at a premium, if not disposed of by the Directors, leaves a smaller number to be divided amongst. The fair way to dispose of the unclaimed quarter shares (if not sold) would be for the Directors to divide them amongst those proprietors who came forward to support them at par. Mr. Bell states the expenses at 55 per cent., and leaves an inference that a great reduction may be looked for. The York and North Midland expenses are below 40 per cent. If our expenses are reduced to 40 per cent., which will be the case under proper management, 2700*l.* per week on 12,500 shares, will allow 5 per cent. and a surplus fund for the gradual reduction of the borrowed money, or a higher dividend. From the evidence before us (the receipts) I do expect far better things, and strongly recommend proprietors to withhold the sale of their property at such very low prices. Mr. Bell, in his account, deals in round numbers, and I cannot grapple with him. The amounts are of a most serious nature, for instance:—

Interest			£7,622	3 9
Maintenance of way			907	15 0
Salaries, wages, &c. &c., and all other charges			12,026	8 6¼
And immediately after comes—				
Police Account—Wages, &c., again			3,236	9 9¾
Coaching Account—Salaries, &c. &c., again			2,146	13 8¾
General Charges—Law, £.90, Insurance, £72 17s. 11d.			162	17 11
Advertising, Printing, Stationery	£820	13 6		
Direction, £600; Office charges, £1,413 5s. 4d.			3,007	14 4
Sundries, including travelling expenses, £173 15s. 6d.	2,187	0 10		
Rates, Taxes, and Mileage			2,719	13 3
			£32,19	15 3¼

These charges are only upon six months, so the Direction costs 1200*l.* per annum; and if my recollection serves me, the good-natured proprietors voted 2000*l.* as a present to the Directors, although they were unable to pay a dividend to them. There is one very curious charge for offices, 1413*l.* 5s. 4d.; I believe an agent is in Liverpool, surely we are not to be saddled with his office, at a distance of so many miles from the line, and totally inexpedient—and wages multiplied in every manner and form—and as for stationery, &c., I dare say, Mr. Editor you would print and supply a goodly quantity for 820*l.* 13s. 6d. for six months. I do hope some other influential proprietor will consider the subject, and be prepared to support the appointment of a committee.—*Correspondent of the Liverpool Mail.*

BRISTOL AND EXETER AND GREAT WESTERN RAILWAYS.

To the Editor of the Railway Times.

Sir,—Having been one of the party who made an excursion on the Bristol and Exeter Railway as far as Bridgwater last Tuesday, the 1st instant, I can bear ample testimony to the stability of the works and unprecedented smoothness of the line; I say unprecedented, because in all my experience I have never travelled on any railway which could contrast with it in this respect—arising, perhaps, as well from the flatness of the chief part of the country through which it passes, and the want of curves, as from the excellence of the works. On this account I apprehend the working expenses will be very low. The part opened to Bridgwater has been executed below the average of railways, amounting to little more than half of its great parent—the Great Western; and I can hardly doubt the remaining portion to Exeter will be finished on equally reasonable terms, so that although our traffic will not come up to some more favoured lines, still we may anticipate as good returns on our comparatively small capital.

The present marketable value of the shares in this railway is not easily to be accounted for, now that a certain income, *without risk*, has been guaranteed by the Great Western Railway Company, amounting to nearly a thousand pounds a mile exclusive of the toll on passengers and goods, which along with the rent to be hereafter paid to Exeter will bring in about 100,000*l.* per annum. To Bridgewater now opened a rental of 30,000*l.* a year is agreed to be paid, and a toll of 8½d. on each passenger travelling the whole distance; a toll which is calculated will amount to above 10,000*l.* a year—making, say 40,000*l.*, to which add 50 per cent. for expenses defrayed by the Great Western Company, and we have a gross revenue of more than 1,500*l.* a week. This appears to be a very good bargain for the Bristol and Exeter Company.

Whatever may be said for or against paying interest on calls, it is practised by this Company, and any one purchasing shares at their present price, secures a *certain* return of about 7 per cent. on the money laid out, besides having a very good prospect of his shares rising to par soon after the railway is fairly set afloat.

My opinion is, Sir, as the Directors have agreed to pay interest on our advances, we ought now to receive 5 per cent. instead of 4 per cent. till such time as the railway is completed to Exeter, in consideration of the rental and tolls to be received from the Great Western Company. This would, in my opinion, give every proprietor so beneficial an interest in the concern that he would hereafter have no inducement to sell his shares; and to many who have invested for the sake of realizing a better income than the funds allow it would be a great boon, to say nothing of others who look to the interest on their capital for their entire income. I am satisfied if this plan were adopted many wealthy and influential parties would join our Company to whom 4 per cent. is not a strong enough temptation. The Act of Parliament allows the Bristol and Exeter Company to pay 5 per cent. on calls paid up.

The Bristol and Exeter line is likely to be a favourite with the Bristol folks, as it traverses a beautiful open country, and conducts, by a short branch, to the very shores of the channel. Any one having any taste at all for rural beauty, or a breath of the invigorating sea-breeze, cannot hesitate to prefer a ride down this railway to one on the Bath road between high excavations, and through masses of ugly houses, to be at length shot out in the heart of a city nearly as large as the one he has just left.

I may safely say the whole line of railway from the mighty metropolis to the quiet town of Bridgwater is the most magnificent in the whole world. What a gigantic undertaking is that Great Western! What an idea of perfect solidity and permanence is given by the mode in which the rails are laid! The ease and smoothness of the motion is such as to satisfy any one of the exceeding excellence of the works, to say nothing of the saving in the expenses of wear and tear. The trains on this line seem actually to *sail* along instead of being drawn by that modern fire-god, the locomotive-omnipotent almost, but insensible of power. On other lines the engines seem to exert themselves, to pull, and snort, and pant, furiously indeed, but still indicative of comparative impotence. On the Great Western, the gliding motion, and insensible, because gradual increase of speed to the maximum velocity, diverts the mind from the great origin, the engine, which rests in a sort of passive conviction of power without any limits. There seems, in a word, to be no effort, no straining of a single nerve of that wonderful machine, carrying us on through every change of scene and variety of country at a speed so amazing.

The capabilities of the Great Western are enormous. The passenger traffic now far exceeds any other line of considerable length. From the 31st May to the 6th June no less than 50,000 were conveyed, exceeding in numbers those carried on the Blackwall or Greenwich lines during the same week. It is a remarkable fact, that agricultural districts develope more passenger traffic than manufacturing ones, as any one may see by comparing the returns of the Manchester and Leeds and North Midland Railways with the Great Western. The short, or local traffic on the latter railway is a fact which no one, I believe, ever contemplated to the extent to which it is already arrived.

I am, Sir, your most obedient servant,
A SHAREHOLDER.

London, 14th June, 1841.

LONDON AND GREENWICH RAILWAY.

To the Proprietors.

Gentlemen,—I have seen several letters addressed to you lately in the *Railway Times*, by which I hope you will profit, but it strikes me that there is another circumstance connected with your traffic which has a great tendency to interfere with its profits, and this is the slovenly manner in which it is conducted. Every body who travels by your railway complains of the disgraceful state of your carriages. If remonstrance be addressed to your Directors, the answer is, that they have a contract with the carriage-builder, or that they have no money; surely, if there be a contract in the way, it should be put an end to, and the penalty paid; and as to the money—why this is the way never to have any money; it is this niggardly false economy that will be the ruin of your railway. In all business, and particularly in railway business, something must be risked in order to obtain much; and of this nature is the risk of charging low fares, where a certain outlay is made to ensure a large return. But is there no cause for all this? Is there nothing in the constitution of your board of direction which will account for the appearance of its councils being swayed rather by the narrow notions of some petty-fogging interests, than by the liberal conceptions of a body of British merchants? Ask yourselves this question, and the answer will probably be, that the majority of your Directors are holders of new or preference shares, and that the liberal policy which would eventually ensure some dividend upon the old shares, might peradventure momentarily jeopardise the five per cent. interest upon the new or preference shares. Such a circumstance as this would account for much that is enigmatical in the present conduct of your Directors. It would explain how it happens that all parties with whom they have dealings,—parish authorities, commissioners of sewers and pavements, Croydon Directors, governors of hospitals, &c., universally complain of being met in a mean and unconciliatory spirit; such a spirit is inexplicable in a body of gentlemen, except upon the ground that the whole bent of their energies is directed to the securing of a certain small dividend which is to be divided in a certain manner, rather than to the obtaining a less certain but larger advantage to the great body of the shareholders. I counsel you therefore to look narrowly into this matter. Do not allow any of your Directors to hold any preference shares. This is perfectly fair to the preference shareholders, because we are quite sure that if the old shareholders be taken care of, the new cannot be hurt by reason of their preference, while the converse of the proposition is not true. If your Directors were exclusively holders of old shares, we should probably see an early change to a large and liberal policy; any measure which could be shown to be for the interest of the shareholders in general would be instantly adopted, and among others a reduction of fares, because then the question would be what is for the ultimate advantage of the Company, and not what may possibly put to hazard the certainty of a five per cent. interest upon preference shares. I do not wish to accuse your Directors of being influenced by any motives which are not the universal motives which govern mankind, but certainly it is of the last importance to shareholders that they, and their Directors, should have but one interest.

I am, gentlemen, your obedient servant,
INQUISITOR.

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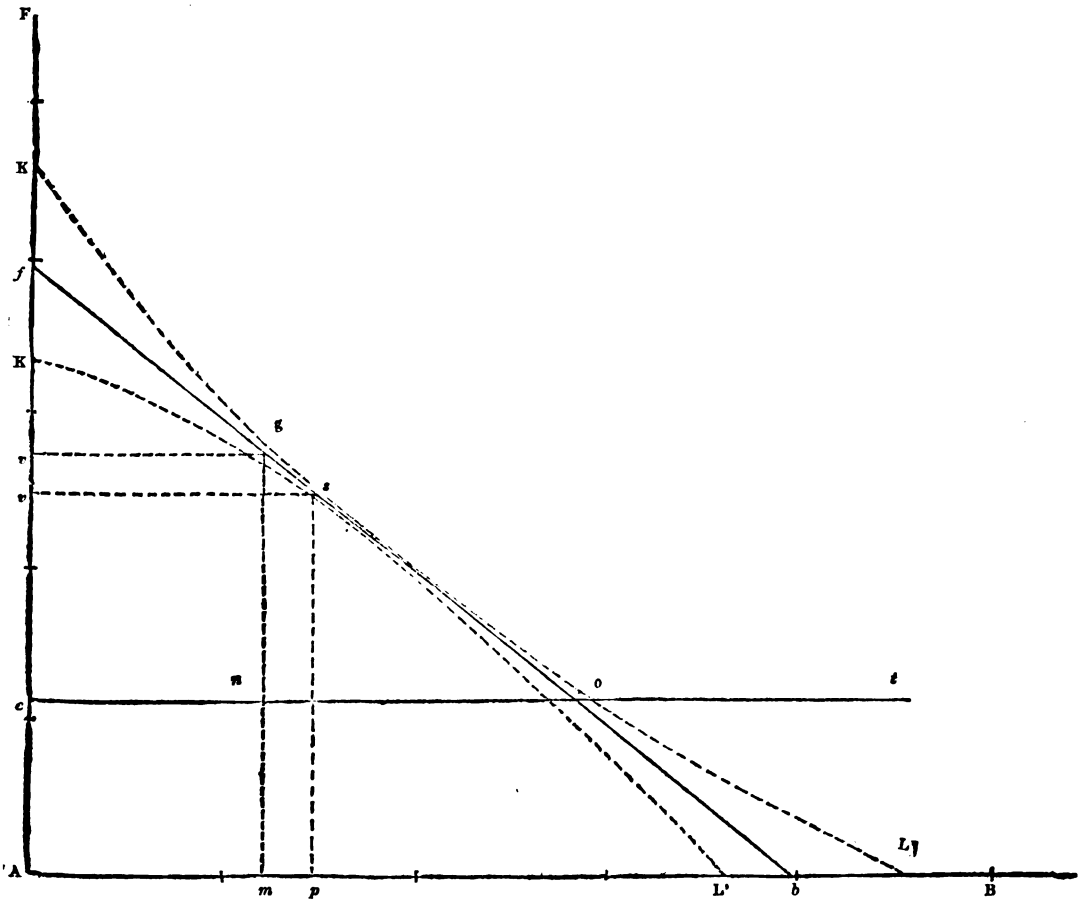
THEORY OF RAILWAY FARES.

To the Editor of the Railway Times.

SIR,—Mr. Bernard says that "very few engineers ever venture on the study of the differential calculus." I should be glad to know that this assertion applies only to the circle of Mr. B.'s own acquaintance. If (as I hope not) it be true to a greater extent, may it not account for clever civil engineers occasionally putting themselves in very ridiculous situations?

It is not, however, for the sake of helping out professionals of this quality, if such there be, nor of disparaging the profession in general by the implied supposition that they need this aid, that I attempt to popularise Mr. Ellet's argument by exhibiting it in a geometrical form. I wish to put the argument within the reach of every person of moderate acquirements connected with railway business, who will afford the subject a decent measure of attention; and I think it will be found, at least in the simple state of the question in which Mr. Ellet has discussed it, that all which the calculus would be wanted for may be done near enough for practice by a few trials. I will try also to exhibit fairly Mr. Bernard's objections to the argument. If you evince your approbation of my effort by the insertion of this, I purpose to go on to show in which respects Mr. Ellet's theory is imperfect (not false) and what is necessary to complete it.

In the subjoined diagram let any lengths taken on the horizontal line A B represent proportionate numbers of passengers in any chosen period, and on the



perpendicular line A F let any lengths taken represent proportionate sums of money either fares or cost per passenger, and these latter may at pleasure be either per mile or for a whole journey, only when once adopted they must be adhered to. For the sake of clearness, we will suppose each of the divisions on AB to stand for 1,000 passengers per week, and each on AF to stand for one penny per mile per passenger whether of cost or fare. It is understood that we always begin to reckon on each line from the angle A.

For the present, let us suppose it known that if the fare were reduced to nothing, 4,000 per week would ride, and that if 4d. per mile were charged, nobody would use the railway. Mr. Ellet says, in effect, draw the straight line *b f* from the point signifying 4,000 on AB to that signifying 4d. on AF, and then you may learn what number of passengers will travel at any fare you may propose to charge: for if at the point on AF, which answers to the proposed fare, you will draw an horizontal line to the hypothenuse *f b*, the length of that line, according to the scale on AB, will show the number of passengers. Suppose, for instance, the fare fixed on is 2¾d. per mile; from the point *v* answering to that sum draw the line *v g*, and its length measured on AB will give 1,250 for the number of passengers willing to pay that fare. Now draw the perpendicular line *g m*, and the whole area A *v g m*, or A *v* × A *m* representing 2¾d. × 1,250, will give the entire receipts under those circumstances.

But the matter sought is not entire receipt but profit, to ascertain which we must subtract the cost from the receipt. Now, let us suppose that the cost to the Company for each passenger is 1¼d. Draw the line *c t* from the corresponding point *c*, and the rectangle *c v g n* will represent the profit. Now, the business is to ascertain the fare which will make the largest profit possible, that is the point in A F from which, if lines be drawn as above described, the largest parallelogram possible will be cut out of the triangle *c f o*. That there is such a point is evident, and it is also clear that it will take some pains to find it; for if the fares be fixed too low, or the point *v* be taken too near *c*, there will result a long narrow parallelogram (I omit to draw it in order to avoid confusion in the figure), which contains very little space; or in other words, many passengers will occupy the railway, but very little will be gained by each; if on the other hand the fare on the point *v* be fixed too high, the consequence will be a tall but narrow figure having in like manner a small area from there being but few passengers although the profit on each might be large. Between them is a point where the product of the profit on the individual by the number of passengers is the greatest it can be. Now drawing a few parallelograms on different supposed fares and calculating the area of each, would soon find whereabouts this point lies, and it is only to accomplish this latter purpose at once and with exactness, that the calculus is wanted at all. Whether or not it is a very profound and puzzling application of that renowned instrument of investigation, may perhaps be inferred from the fact that the question is perfectly identical with that in the third example of the very first book of one of the oldest and best works on the subject, viz., Simpson's Fluxions.

But the argument is met in this stage by the objection that we know neither of the points *b* or *f*, that is we know neither the number who would travel if you would carry them for nothing, nor the fare which nobody would pay; how then can we draw the line *b f*, or learn anything from it?

Mr. Ellet says we may learn that from experiment in this way,—by lowering the fares we shall increase the number of passengers. (Mr. Ellet says "raise," I say "lower" your fares; they are the same to the argument, and I make the change to call attention to that fact.) Knowing the number carried before, and the number carried under the reduction, we may find the points *f* and *b*. Suppose the old fare was 2¾d. per mile, and the number of passengers 1,250, as shown by the line *v g*, now lower it to, say 2¼d., and draw an horizontal line through the corresponding point *v*, and set off on it a length denoting on the scale of A B the number of passengers who are found to use the railway under the reduced fare; then through the point *s* thus found and the point *g* draw the hypothenuse, and it will cut A F in the point *f*, and A B in the point *b*. The arithmetical process, which comes to the same thing is this: as the increase of the passengers is to the diminution of the fare, so is the number carried under either fare to the sum to be added to exclude all; and as the diminution of the fare is

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to the increase of passengers, so is either fare to the number excluded by it; the latter found number added to the number actually carried would evidently give the number which would travel if the fare were nothing.

These are incontestable results of Mr. Ellet's fundamental supposition, that equal numbers are excluded by equal increments of fare, or what is the same thing, that the line *f b* is a straight line.

Another objection is now made: how do we know that equal numbers are excluded by equal increments of fare, or that *f g* is a straight line? It may be, that the true line is a curve like K *g* L or K′ *g* L′, or some other curve, we know not what. Mr. Ellet says, it may be so, but in all probability the true curve near the part where we want to use it corresponds very nearly to some straight line, and if so, and we can ascertain what that straight line is by the experiment above directed, we can reason as safely from it, or nearly so, as if we knew what the curve is throughout its whole length. Of what consequence is it to us what it is at the two ends, where we should not use it if we knew it? Although we are often so much out of our way in respect of fares as to do ourselves much harm, we are not so far out as to render useless the rule founded on the supposition of *f b* being a straight line.

The mode of procedure which would follow from Mr. Ellet's conclusion is this:—1st. Note your fares and number of passengers, as well as your cost per passenger; set them off on a figure like that given, and draw the lines *v g* and *g m*. 2nd. Alter the fares, and insert the new fare and its number of passengers in like manner. 3rd. Draw the hypothenuse through the points *g* and *s* thus found. 4th. The point half way between *c*, which shows the cost per passenger, and *f* where the hypothenuse cuts the perpendicular is the fare which will give the greatest profit. All this of course may be done arithmetically. It would evidently be necessary that the effects of season, &c. &c. should be excluded by properly timing the experiment.

I think, Sir, I have now exhibited the substance of Mr. Ellet's argument and of the objections against it. Perhaps I need only add that on his supposition it will always be found that all we want to know is the cost per passenger and the fare which just excludes everybody; that is, the values of A *f* and A *c*, and then the most profitable fare will be half the excluding fare added to half the cost per passenger. If the population should become richer or for any other reason more inclined to travel, the most will be gained by adding only half the increase to the fares if its amount were known: if the cost per passenger to the Company vary, the fares should vary half as much be it by increase or diminution. The point *v* will always be found to give the greatest parallelogram of profit when half-way between *c* and *f*.

I said this theory is imperfect, not false. It is so, first, because it applies to but one class of fares—which is probably to be attributed to its being intended only for American practice. Secondly, because its fundamental supposition is without proof; which circumstance might not seriously discredit its argument as applied to one class of fares, but affects it considerably as applied to several. And thirdly, it supposes the expenses per passenger to remain the same, whatever number may be carried; a supposition which may be admitted when we are already near the truth, but not when we are yet uncertain whereabouts the truth lies.

With your permission I will try next week to show how these additional and necessary matters may be represented in plane figures. And though I should raise my voice heartily, if the occasion required it, against any disparagement of the fluxional calculus, I hope to put into the hands of those interested in these affairs a ready and convincing, though not very exact, method of investigation which does not require its aid.

I am, Sir, yours very respectfully,

HEN. EUSTACE.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

Sir,—The position of this railway in the share-market is unprecedented, and believing that you are disposed to do justice to this, and all other undertakings tending to the common weal, is my excuse for thus addressing you. I find in the *Railway Times* of the 7th March, 1840, a very able report from that eminent Engineer, Mr. Locke, who a short time previously had entered upon his duties as Engineer-in-chief, from which I extract the following particulars, containing his views as to the works on this line:—

"From Manchester to Glossop Vale is about 10 miles, and I would strongly advise you to confine your operations to this part together with the tunnel in the first instance. The works are not very heavy, and there is the prospect of a profitable return for the outlay; for, independently of the local population, there is little doubt that the Sheffield traffic would join the railway even for this short distance. The tunnel should be proceeded with systematically and regularly, and by the time the driftways have proved the nature of the material through which the tunnel will be driven, the remainder of the works may be proceeded with, so as to complete the whole simultaneously, and without that extraordinary push which is always attended with a considerable increased expense.

"*I know of no railway on which the works, if proper time be allowed, may be so economically executed as on this.* The quantity of preparatory material, such as rails, sleepers, waggons, &c., will, as compared with other lines, be very trifling; and with proper preliminary arrangements, most of those heavy contingencies, which are too often met with on great works, may, I think, be avoided."

The Directors upon receiving this Report appear to have awoke from their dreamy slumbers, and *now* supported their Engineer by contracting for that portion of the line as recommended in his Report; also, proceeding systematically with the works at the tunnel. And that the Directors found Mr. Locke's views supported by facts is recorded in their Report published in the *Railway Times* of February 27th, 1841, from which the following are extracts:—

"During the time which has elapsed since the general meeting in August, the Directors have been actively engaged in forwarding the erection of the works then announced as contracted for, which, with the Etherow viaduct, now also under contract, completes the letting to Glossop. Although extending only over 11 miles on the rails, these works contain more than one-half of the earthwork of the whole line, and the contractors are proceeding rapidly with them, for the purpose of opening about eight miles to the crossing of the Hyde and Mottram turnpike road in September next (which will accommodate the traffic of Mottram, Godly, Hyde, Newtown, Dunkinfield, Staly Bridge and Ashton,) and the remainder of the line to Glossop in the spring of 1842. The tunnel works are steadily and satisfactorily progressing.

"The Directors being anxious to give full information to the shareholders upon all matters connected with this undertaking, have caused an account to be taken by competent persons of the present traffic between Manchester and Glossop, and the intermediate places.

"On the 31st of December, 1840, the outlay amounted to 168,077*l.* 13*s.* 6*d.* For the completion of the contracts to Glossop, tunnel works, management, payment for the purchase of land, the Manchester station, and all incidental expenses, a further sum of 318,020*l.* is estimated to be required, making the total outlay on the 1st of May, 1842, 486,097*l.* 13*s.* 6*d.* From that part of the line from Manchester to Glossop, then ready for opening, a net annual income of 31,914*l.* 2*s.* 4*d.* may be safely calculated upon, which will yield a profit of 6½ per cent. per annum upon the whole expenditure then incurred; *and it must not be forgotten that in this sum is included nearly* 180,000*l. paid on account, and forming a part of the estimated cost of the whole line.*"

Since the issuing of the February Report in 1841, the estimated outlay up to May, 1842, is reduced about 60,000*l.*, consequent upon an agreement with the Manchester and Birmingham Company for them to erect a joint station for the accommodation of the two Companies.

The question now arises—have the holders of railway stock lost their wonted confidence in Mr. Locke, and are the Directors carrying out the recommendations contained in his Report? I answer, nothing of the sort; the public are of opinion Mr. Locke's views, as expressed in his Report, are not being *carried out*, and that the Directors have not the means of doing it. Now, for the purpose of placing that important personage "The Public," in his true position (that of acquiring knowledge for public good), have I ventured to draw upon your patience with the extracts contained in this letter. I call at the same time upon my brother shareholders not to sacrifice their property, but to hold fast by their shares; and whenever the Directors, in their wisdom, re-issue the few shares that have been forfeited, to adopt the system of the *Manchester men*, and "hook 'em in," for I am assured that the Directors feel confident in being able to open the line for traffic on the 1st of September, from Manchester to the Mottram road, and that they are making arrangements for bringing upon the line at that point the passenger traffic of Glossop, Mottram, &c., in addition to the local traffic through which the railway passes.

I am, Sir, your's most obediently,

A SHAREHOLDER.

8th June, 1841.

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY COMPANY.

To the Editor of the Railway Times.

Sir,—I am one of those "who like honesty in all plans," and it would be some satisfaction to the shareholders in this Company to know *who* the parties are that constitute the Directory.

The *present* line of railway, when complete, will not exceed *one mile and a quarter* in length. A period of about *five years* has elapsed since the works were commenced. The shares are 20*l.* each, *of which* 19*l. per share* have been now called for.

Such is the present state of the case, and as far as I can learn, the line is as incomplete as ever.

I was much amused a short time since in reading a letter inserted in the *Railway Times*, and bearing the signature of Mr. Richard Dawson, of Liverpool, and in which that gentleman went out of his way to taunt Mr. Robert Cadell, of Edinburgh, with *inconsistency* in relation to the Edinburgh and Glasgow Railway matters. Now, Mr. Richard Dawson has figured as a prominent character in the Edinburgh, Leith, and Newhaven Railway Company, and unless I am much mistaken, he constitutes the Directory. I therefore trust he will afford some explanation to the shareholders on the following matters.

In the London *Times* of the 29th January, 1839, there is the Report of a case, "Edinburgh, Leith, and Newhaven Railway Company *v.* Dawson," which was an action by the *then* Directors for recovery of 1,500*l.* for calls. That action was *suspended* till security for costs had been given. Messrs. Clay and Swift were the *defendant's* attornies.

Now, what has become of this action?

During this suspension, Mr. Dawson, by means of proxies, succeeded in turning out the Directors and Secretary who had sued *him*. He represented them to the shareholders as inefficient and incapable. Upon this representation he obtained the proxies. In September, 1839, he proceeded to Edinburgh, *moved a vote of thanks to those Directors for their past services*, and substituted others. Nay more, his own attornies, Messrs. Clay and Swift (who opposed the former Directors) have been substituted as the attornies for the *present* Directors.

And now I come to the material point—Mr. Richard Dawson stood registered for 493 shares, or 9,860*l.* *His* attornies, Messrs. Clay and Swift have been employed to sue the other shareholders in arrear. Up to the present moment, Mr. Dawson, as I am informed, *has not paid his arrears*, and Mr. Dawson has been exempted from those proceedings which his attornies have instituted against others.

I ask, is such treatment as this respectable on the part of a public Company, or fair towards the general body of shareholders?

Mr. Dawson, who appears to be such a stickler for "consistency" can perhaps explain all this.

A VICTIM.

P.S. Every English Director, without a single exception, has with drawn from the Directory. This fact alone speaks volumes.

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HIGH AND LOW FARES—THE CROYDON AND GREENWICH RAILWAYS.

To the Editor of the Railway Times.

SIR,—Your last number contains a leading article on the receipts of the Croydon Railway Company, which you put prominently forward "for the sake of the remarkable illustration it furnishes of the truth and importance of the principles for which you have of late been contending." Latterly you have been contending for low fares; and the statement to which you invite attention is in a few words this—that the receipts between New Cross and Croydon in a given period (of three days only) increased from 63*l.* 14s. in 1840, to 83*l.* 13s. 1½d. in 1841; and that the receipts on the same three days at all the stations showed a reduction in gross receipts; but owing to the Government duty and Greenwich Railway toll being levied per head, and the numbers having been less, the net receipt was equal. So far good. You then go on to say, that it is necessary to explain that—"in consequence of the high toll required for the use of the Greenwich line, the Croydon Company have this year raised their fares," and you infer that the number of passengers along the whole line would have increased after the ratio of the limited portion had the fares been alike. You finally add, that "where the Croydon Company have had the entire control the traffic has been so conducted as to reach downwards to classes of the community who were heretofore excluded from it, and where the Greenwich high notions have prevailed" the reverse has been the case.

Now in these assertions, though the inferences you draw from your premises are correct, you are greatly in error; and I doubt not will be glad to be set right by that most unerring rule—an appeal to facts and figures.

The fares between New Cross and Croydon, which seem to have been so remarkably successful (the distance being 7½ miles), are—	1st class s.	1st class d.	2nd class s.	2nd class d.
New Cross and Croydon	1	0	0	9
Of which the Government duty absorbs	0	0¾	0	0¾
Leaving, to pay all expenses, *including* maintenance of way, parochial rates, and police	0	11¼	0	8¼
Being at the rate per mile of	0	1½	0	1 1/12
The Fares between New Cross and London, which have not been so successful (a distance of 3 miles), are	1	0	0	8
Of which the Government duty absorbs	0	0¾	0	0¾
Making	0	11¾	0	7¾
And the Greenwich Railway toll absorbs	0	3	0	3
Leaving, to pay all expenses, *except* maintenance of way, parochial rates, and police, over 1½ miles of this distance	0	8¾	0	4¾
Being at the rate per mile of nearly	0	3	0	1¾

Allowing for the above charges, incidental to the former rate and not to the latter, you will see the Croydon Company, besides paying the Greenwich Railway toll, keep for themselves upwards of twice as much per first-class passenger, and half as much again per second-class passenger, over the Greenwich line, as they do over their own line. (A.)

Again: the fares from Croydon to London (a distance of 10½ miles) are—

	1st class. 2s.	1st class. 0	2nd class. 1s.	2nd class. 6.
Less Government duty for 8 miles	0	1	0	1
	1	11	1	5
Toll to Greenwich Railway Company	0	3	0	3
Which gives per mile nearly	0	2	0	1½

And without allowing as before for maintenance of way, &c., not being for the whole of this distance, the result gives the Croydon Railway Company one-third more on the first-class passengers, and one-fourth more on the second-class, *after deducting the Greenwich Railway toll*, than they charge on that portion of their line "which is under their own control."

Now, Mr. Editor, you see the true cause of the total net receipts of the Croydon Railway Company not having increased; and that it is not, as you assert, "simply because the effect of the Greenwich toll neutralises that of the improved arrangements." The improved arrangements (meaning thereby reduction of fares) not only have not been carried into effect, over the most important part of the line, but whilst the Croydon Railway Company have reduced the fares everywhere else on their line, they have actually raised the *net* fares to London, (I mean *in addition to the toll they pay the Greenwich Company)*, so that they are now from 25 to 100 per cent. higher than on those parts of their line where this toll is not paid. (B.)

Had the Croydon Company been disposed to give a fair trial to the system of low fares which they consider so beneficial, they should have applied the same scale throughout, adding thereto the additional charges where they are made, thus— (C.)

	1st class.	2nd class.
Fare throughout per mile	0s. 1¾d.	0s. 1 1/12d.
Which gives for 10½ miles from Croydon to London	1 3¾	0 11¾
Add Government duty for 8 miles.	0 1	0 1
Greenwich Railway Company's toll	0 3	0 3
	1 9¼	1 5¾

Now, where the Croydon Company, after trying fares not exceeding 20d. per passenger, for first class, and 16d. for second, for the whole distance to London, can show a less increase of traffic than the low fares between Croydon and New Cross exhibit, I will admit there will be some ground in laying the cause to the Greenwich Railway toll, which prevents them from reducing to 17d. and 13d.—at present the comparatively high fares for the whole distance, *independent of the Greenwich toll* give no possibility of comparing the results. (D.)

And after all, Mr. Editor, where is the sense of speaking of reduction of fares, if you reduce them to a place which nobody wants to stop at, and raise them to the place which everybody wants to go to? Is it not a mere quibble or hoax on the public? (E.)

Your obedient servant,

STRAIGHTFORWARD.

REMARKS.

Availing ourselves of the delay occasioned by press of matter last week, we communicated a copy of the above letter to a gentleman well capable of explaining the principles of the Croydon policy, and have received from him the following notes. On all hands it is admitted that high fares are injurious to the interests of a railway; the only question is, to whom in this case are the injurious high fares to be attributed.

It cannot be doubted that a rate per passenger has a strong tendency to prejudice the interest of the Greenwich Company: it deprives them, as far as it goes, of all the advantages to be derived from spreading the constant expense of the Croydon line over a greater number of passengers, and thereby encouraging the growth of its traffic, nor is it easy to see what can be said in its favour; for although the maximum gross receipts are not derived from the same number of passengers that yields the greatest profit, the two circumstances coincide so nearly, that the gross receipts would furnish the best simple rule for the government of this transaction between the two Companies. An arrangement which renders contraction profitable to the Croydon, cannot be profitable to the Greenwich: that which best admits of expansion is to the interest of both.

(A.) Nobody disputes the fact, that 3d. is better than 1½d., if you can get it upon equal numbers:—what we contend for is, that you cannot; and that it is better to have 100 passengers at 1½d. than 10 at 3d., the expenses being the same. It is precisely because the Croydon Company "keep themselves twice as much per 1st class passenger, and half as much again per 2nd class passenger, over the Greenwich line, as they do over their own line"—that they get less by it—and what impells them to it is the Greenwich toll.—Q. E. D. The reason why the Croydon Company is obliged to depart from its rule of seeking remuneration from large numbers at a low rate over the Greenwich portion of the line is, just because *there* the expenses (in the shape of toll) increase *per passenger*, which, on other parts of the line they do not. It might be worth the while of the Croydon Company to carry passengers from New Cross to London Bridge at Blackwall prices, or at 3d. per passenger, if the toll were commensurate; but it never could be while it had to pay the whole 3d. to the Greenwich Company.

(B.) This is precisely what we say, as quoted above, namely, that "where the Croydon Company have had the entire controul," &c.

(C.) This is just what the Croydon Company did. It started with its fares a fraction *under* this mark —for the 1st class, and what is more material, considering the respective numbers, *very much* under the 2nd class, and the charge at present, recommended "as a fair trial," is in fact but a fraction below the high fare actually now charged for the 2nd class (the *largest* class) of passengers; but they soon found that the number of passengers was much greater than had been anticipated; and likewise that, as the effect of the Greenwich toll was to increase the expenses *per passenger*, a *great number* of passengers did not answer, and they applied to the Greenwich Company to modify the toll, *i.e.* to take it in some other mode, without diminishing its *gross amount*. This the Greenwich Company refused; and as the Croydon Company was paying over to the Greenwich Company the *whole* advantage which it derived from *large numbers* at *low fares*, in the shape of a toll *per passenger*, irrespective of the *rate* of such fares, it was obliged to resort to the expedient of raising its fares, which has had the effect of obtaining almost the same amount of money from much smaller numbers, while a very considerable saving of toll has been produced in consequence of the diminution of these numbers. It is true that this raising of fares has checked the natural increase of numbers which was to have been expected upon the Croydon, as upon all other lines, in the second or third year of their working; but this increase of numbers would have been comparatively valueless to the Croydon Company while burthened with a corresponding increase of expense per passenger, in the form of toll. At very low fares, the whole portion of such fare left for profit might be only 3d. per passenger, and this, upon very large numbers, would produce a very large revenue; but, as we have said before, if the whole of this 3d. upon these *large* numbers, as well as upon *small* numbers, were demanded in the shape of toll or duty, how could it be for the advantage of any company so to lower its fares as to attempt to obtain them? Nothing can more convincingly prove the absurd policy of the Greenwich Company than the certain tendency it has to make it the interest of the Croydon Company to limit the number of passengers passing over the Greenwich line.

(E.) This again is an argument—namely, that low fares produce "increase of traffic"—the whole question is, what makes increase of traffic *profitable?* This can only be a *non*-corresponding increase of expense. Any *un*varying impost *per passenger* must be therefore prejudicial (in proportion to its amount) to railway success; and when it rises to any considerable proportion of the fare charged, it must be fatal. Nothing but the *very small amount* of the government duty has rendered it bearable so long; and it is already become almost intolerable where *low* fares are in operation.

(F.) The great proof of our case is, that *notwithstanding* the fares have been reduced "to a place which nobody wants to stop at," and "raised to a place which every body wants to go to,"—so great has been the influence of *low* fares—that greater numbers have travelled, and more money has been taken in proportion, from a "place which nobody wants to stop at," than "from *the* place which every body wants to go to."

DISCRIMINATING OBSERVANCE OF THE SUNDAY.—The travelling public will be glad to learn that the Directors of the Stockton and Hartlepool Railway have resolved to run two trains on Sundays, up and down from Stockton to Hartlepool, thus giving the benefit of a visit to Seaton and Hartlepool without interfering with the hours of Divine service.—*Hull Advertiser.*

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THE RAILWAYS REGULATION BILL—THE LATE SHEFFIELD AND ROTHERHAM RAILWAY ACCIDENT.

To the Editor of the Railway Times.

Sir,—Though by no means inclined to overlook the fact that the railway system owes its present advanced state to private exertion, and not to legislative encouragement; and that its future improvements are to be looked for from the same source; I cannot but feel deep regret at the abandonment of the general Railway Act of this session; feeling thoroughly convinced that nothing but *coercion*, either from a Government Board, or from that more powerful engine, public opinion, will induce that constant vigilance in working out approved plans, or promptitude in adopting new inventions for the promotion of safety, which it is the duty of railway managers to exercise. That railway travelling is, under present circumstances, far safer than any other mode of vehicular locomotion, is a fact which needs no proof; but this is not enough. The system offers facilities for the attainment of a degree of safety as absolute as any thing human can be—and until this is attained in practice, the intelligent part of the public neither will be, nor ought to be, *satisfied*.

Let it not be thought that I would join the ranks of those who magnify the fearful consequences of railway accidents, in order to depreciate the advantages realized by the new mode of travelling. It is rather an ardent and zealous desire for the increased extension and greater perfection of a system which deserves the admiration of the world, that prompts me now to make use of expressions that may appear somewhat harsh towards those by whose enterprize it has been called into successful operation. If time and space permitted, I might enumerate many facts illustrative of the assertion that the railway system is yet far from having attained that degree of perfection, as regards immunity from accident, that it is capable of, *and that the public have a right to expect*; but at present an allusion to one very reprehensible practice, which has more than once led to accident, and at length, on the Sheffield and Rotherham Railway, occasioned the loss of two lives, must suffice. The practice alluded to, that of running the tender before the engine, is one so evidently fraught with danger, that it would be matter of surprise how it could have been allowed, except in cases of emergency, were it not notorious how indifferent persons become to danger, till roused by some terrible catastrophe like that just alluded to. In passing round curves the tender, when preceding the engine, can keep the proper course only by the grinding of its flanges against the rails, while its shortness must, I should conceive, render it more likely to run off the rails than another vehicle. The application of the breaks to the wheels of a tender in such a situation, must be another, and a very material aggravation of the evil—an evil of such fearful character that it appears to me to form a legitimate subject for legislative interference, if the control of Government is to be extended as has been proposed. It may be pleaded that this practice has been followed for years on the Greenwich and other railways, without any very serious consequences; but this cannot be a sufficient excuse for continuing it, if proved to be really dangerous. The additional expense and trouble attending the use of turn-tables of sufficient size to reverse the engine and tender, without separating them, cannot surely be urged as a sufficient justification. On a short line like the Greenwich, or the Sheffield and Rotherham, the saving of trouble is undoubtedly great, but not such as to counterbalance the risk of running tail foremost at the rate of 20 miles an hour. In the case of the Rotherham line, it appears that better arrangements are in progress; but the indifference of the managers on the subject is evinced by the fact stated by Mr. Pritchard, the station master, that the trains had been in the habit of starting with the tender before the engine *for about three months*. On the Greenwich line, if I mistake not, there is no means provided for reversing the engines, except at the Greenwich terminus; so that, under present circumstances, the dangerous custom is inevitable; but, if fully alive to its risk (might I not add, and its mechanical absurdity?) I cannot but think that the Directors would provide some means of overcoming the difficulty. The Rotherham Company has escaped scatheless on this occasion; but, now that attention has been attracted to the subject, it is not likely that a jury would, in case of a similar accident, fail to impose a heavy deodand as a mark of disapprobation.

Feeling the subject to be one of great importance, I beg leave to suggest to those who may be concerned in framing a future Bill for the regulation of railways, the propriety of prohibiting the running of any train or engine with the tender in front, excepting in case of accident; or in any case, at a rate exceeding ten miles an hour. It would, of course, be necessary to provide for the movements of engines at a station, which, being slow, are unattended with danger. If these observations are deemed worthy of a place in your valuable paper, their insertion will oblige,

Your constant reader,

Q. U.

Chelsea, June 15, 1841.

RAILWAY ADJUDICATIONS.

THE QUEEN v. W. WEST AND THE HULL AND SELBY RAILWAY COMPANY.

[We are indebted to the *Leeds Mercury* for the following Report of this case, which had somehow or other escaped the notice of the reporters for the metropolitan press, and was therefore not included in our last month's collection of "Railway Adjudications."—Ed. R. T.]

Court of Queen's Bench, (Sittings in Banco,) May 28.—This was a case of a Coroner's Inquisition, which had been brought before the Court on a motion for quashing it. An accident had occurred on the railway by which three persons were killed, and an inquisition was held on the bodies, when the jury returned a verdict, finding that these three persons were travelling in a carriage drawn by an engine called the *Collingwood*, and it happened that a large piece of cast-iron having worn through a rope—fell upon the railway, by means whereof these three persons were forced to the ground, and thereby injured, so that they died, and that the carriage and engine were moving to the death. The inquisition further stated that the engine and carriage were the property of the Hull and Selby and the Leeds and Selby Railway Companies. The jury levied a deodand of 500*l*. There were three objections taken to the inquisition—first, that it was taken on all the three bodies together, instead of there being a separate inquisition on each. Secondly, that the deaths having been occasioned by the upsetting of a railway carriage, which was so upset by the piece of iron being in the way, the inquisition found that the carriage was moving to the death, but took no notice of the piece of iron; and thirdly, that the carriage which was found to be moving to the death was not correctly described as the property of any one, the name of the Company alone not being a sufficient description. A *certiorari* had been obtained to bring up this inquisition, and the sufficiency of it was now to be argued on a *concilium*.

The Attorney-General (with whom were Sir F. Pollock and Mr. Waddington) contended that the form of the inquisition was sufficient.

Sir W. Follett (with whom was Mr. Baines) was heard on the other side, and insisted that the description of the ownership of the property moving to the death was insufficient.

The Court thought that upon this objection alone the inquisition must be held to be insufficient. Unless the persons in whom the property of the thing moving to the death was vested were properly described, there could be no regular enforcement of the order of the inquisition. The rule for quashing the inquisition must be absolute.

THE QUEEN v. THE MIDLAND COUNTIES' RAILWAY COMPANY.

Court of Queen's Bench, June 14, *(Sittings in Banco.)*—This was a rule calling upon the defendants and the coroner of the borough of Derby to show cause why an inquisition, which had been taken upon the body of Richard Livesay on the 26th of January, should not be quashed. The deceased had met his death by an accident which had occurred in the parish of Chadsden, in the county of Derby, where also the death itself occurred. The rule *nisi* had been obtained by Sir F. Pollock upon several grounds, which were all of a technical character.

Mr. Macauley now appeared to support the rule.

Mr. Waddington appeared to oppose it.

The Court was of opinion that the inquisition was nonsensical and informal, and therefore made the rule for quashing it absolute.

MORSE v. THE EASTERN COUNTIES' RAILWAY COMPANY.

Secondaries' Court, Basinghall Street, 14 *June, (Before Mr. Secondary James and a Special Jury.)*—This action, which was brought to recover compensatory damages for injury done to the plaintiff, a traveller by the Eastern Counties' Railway, came on before the above gentleman this day, in consequence of the defendants having suffered judgment to go by default. The case excited deep interest, and for the convenience of the parties the Court adjourned to the Exchequer Chamber in the Guildhall.

Mr. Fitzroy Kelly, Q. C., and Mr. Tomlinson appeared for the complainant; and Mr. Thesiger, with Mr. Butt, for the Railway Company.

Mr. Tomlinson, in opening the pleadings, said that Mr. John Morse was the plaintiff, and the Eastern Counties' Railway Company the defendants. The declaration stated that the defendants were possessed of a certain railway known as the Eastern Counties' Railway, which was made by them under the sanction of an Act of Parliament, and by the provisions whereof they were entitled to collect tolls and take rents and profits, and to convey passengers and goods by the same; and the defendants were further entitled to the carriages which were worked on that railway; and while they were so possessed of them, the plaintiff, on the 19th of August, 1840, became a passenger, and was conveyed by the said railway from Brentwood to London, and he alleged that, from want of care on the part of the persons who had charge of the company's carriages, he received certain injuries, which had caused him great bodily suffering, and put him to a large expense for medicine and the attendance of a surgeon, whereupon he laid his damages at 3,000*l*.

Mr. Thesiger here interfered, and a consultation took place between the learned Counsel and the managing Director of the railway company, which terminated in a verdict being entered for the plaintiff by consent—Damages 210*l*.

This, it was said, is the first action that has been brought to recover damages for an accident received upon a railway, and hence the interest that was manifested in the issue.

Accident to a Railway Guard.—On Wednesday afternoon last, Mr. Thomas Bramley, of York, railway guard, met with an accident when returning with the train from Wakefield to that city. It appears that, when passing from carriage to carriage along the foot-boards, on taking hold of one of the doors it gave way. Finding himself falling, and likely to go under the wheels of the train, which was proceeding at a rapid pace at the time, by a great effort, he threw himself on his face clear of the wheels, but in doing so, of course, received many severe contusions and bruises about the head and face. His situation being very soon after discovered, he was taken to one of the station houses, and has since been conveyed home. The guard has since recovered, and resumed his usual avocation.—*Yorkshireman.*

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of Railway.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	3	3	3	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	27	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
...†	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17½	64000	25	23	Eastern Counties'	..	..	8	..	..	..	8
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	..	..	..	6½
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	..	..	38½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22	....	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	27½
11½	....	6000	50	45	Gosport	..	..	43½	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	202
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	101
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	25½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	59
118	104½	25000	100	65	Great Western	92	..	91½	90½	90½	..	91
—	—	25000	50	50	Ditto (*New Shares*)	61½	..	62¼	..	61½	..	62
—	—	37500	20	4	Ditto (*Fifths*)	11	..	10⅞	10½	10⅝	..	10⅞
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	30
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	21000	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	199½	..	..	..	198
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7968	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	158	157	..	..	..	158
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	23
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	53½
—	—	.....	32	2	Ditto (*New Shares*)	..	..	24	..	..	..	24½
4	3½	24000	25	25	London and Blackwall	18	18½	18	..	18	..	..
46	5½	36000	50	50	London and Brighton	44½	44½	44⅞	43½	..	44	44
10½	10½	33000	avr.	13⅓	London and Croydon	..	13⅓	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	17½	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
47	77	36000	avr.	38⅝	London and South-Western	..	..	53¼	53¼	..	..	54¼

Length of Railway.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
—	—	42000	5	1¼	Ditto (*Tenths*)	..	1⅛	..	..	..	..	1¼
50	50	13000	100	70	Manchester and Leeds	53	..	..	..	..	..	..
—	—	13000	50	25	Ditto (*New Shares*)	..	..	..	..	..	..	..
10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	52
45	5½	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
40	....	7000	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	88½	..	..	..	..	..	88
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	21½
61	61	30000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72¼	72¼	15000	100	100	North Midland	..	..	..	..	66	..	68
—	—	15000	50	40	Ditto (*New*)	..	..	..	32	..	..	34
—	—	.....	....	5	Ditto (*Thirds*)	..	5⅛	..	5¼	5¼	..	..
28¾	15¼	7200	100	60	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	80
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
.....	.....	8000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	..	15¼	15	15	..	15
24¼	24¼	3000	100	100	Taff Vale	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	..	70½	..	..	70½
—	—	6700	25	10	Ditto (*New*)	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to June 16th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38	38½
1950	25	25	Glasgow and Garnkirk	40	39½
16000	25	25	Glasgow and Greenock	28	29
12500	50	40	Glasgow and Ayr	36	35
1940	25	25	Monkland and Kirkintilloch	..	57
..	..	50	Wishaw and Coltness	80	80
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	29	29

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares or Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	June 12	1,858	£76 17 7	£105 10 4	£182 7 11	£2 0 5	£12 2 6	£149 6 0	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	June 12	..	962 11 10	367 16 8	1,330 8 6	4 18 7	34 10 1	1,658 6 5	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	June 11	7,410	1,373 16 9	257 4 3	1,631 1 0	4 11 4	31 19 4	....	..
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	June 5	10,118	639 5 11	21 11 8	660 17 7	6 10 2	45 11 2	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	..	..	....	....	....	....	....	....	..
140,000 0 0	134,933 18 1	4 0 0	†Dundee & Arbroath	6	16½	June 13	5,699	210 19 10	60 6 3	271 6 1	2 6 3	16 3 9	246 0 11	..
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	7	17½	June 13	15,915	....	....	795 6 4	6 9 10	45 8 10	....	..
833,000 0 0	699,544 18 4	2 8 0	*†Glas., Paisley, & Ayr	8	40	June 12	13,097	944 10 2	157 3 4	1,101 13 6	4 11 9	32 2 3	....	..
....	....	....	*†Glas., Pais., & Green.	9	21	June 12	15,076	919 4 0	79 5 7	998 9 7	7 7 10	51 14 10	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	10	83	June 12	..	7,150 11 2	1,471 17 6	8,622 8 8	10 16 1	75 12 7	9,381 6 2	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	June 14	..	868 8 9	329 18 4	1,198 7 1	3 16 1	26 12 7	....	..
5,331,527 9 10	5,288,043 17 3	3 0 0	Great Western	12	104½	June 13	..	10,611 6 10	1,279 11 11	11,890 18 9	10 18 5	76 5 11	5,708 5 3	36
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	13	31	June 13	4,896	554 19 3	202 7 10	757 7 1	3 9 9	24 8 3	....	..
488,000 0 0	390,000 0 0	....	Lancaster & Preston	14	20½	June 12	2,765	489 19 0	28 15 7	518 14 7	3 12 3	25 5 9	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	June 11	..	3,928 19 1	1,790 16 2	5,719 15 3	26 7 2	184 11 2	5,622 7 6	..
5,750,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	16	112½	June 12	..	14,295 2 3	2,748 3 6	17,043 5 9	21 12 10	151 9 10	16,548 13 8	112½
800,000 0 0	807,659 13 4	....	*London & Blackwall	17	3½	June 17	48,231	920 2 0	1 7 5	921 9 5	37 12 2	263 5 2	....	..
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	18	5½	..	..	....	....	....	....	....	....	..
741,000 0 0	557,902 9 5	....	London & Croydon	19	10½	June 15	11,569	678 11 2	65 15 3	774 6 5	10 10 8	73 14 8	1,010 5 6	10½
993,300 0 0	793,300 0 0	1 0 0	London & Greenwich	20	3½	June 18	30,679	....	....	943 9 8	35 18 10	251 11 10	1,119 16 0	3½
2,260,000 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	June 12	..	5,423 3 9	752 9 2	6,175 12 11	11 9 1	80 3 7	6,226 10 5	76
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm	22	5½	June 14	11,089	....	....	311 16 9	8 18 2	62 7 2	336 12 8	..
778,116 16 8	772,165 16 1	2 10 0	†Manchester & Bolton	23	10	..	..	....	....	....	....	....	....	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	June 7	..	3,201 17 7	1,341 3 9	4,543 1 4	12 19 7	90 14 1	990 0 4	13½
1,333,000 0 0	1,440,000 0 0	....	Midland Counties'	25	57	June 12	10,678	1,835 8 3	852 1 1	2,687 9 4	6 14 8	47 2 8	1,071 19 5	37
950,000 0 0	....	....	Newcastle & Carlisle	26	61	June 12	..	590 0 0	893 19 9	1,483 19 9	3 9 6	24 6 6	1,802 11 10	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	27	72½	June 12	..	3,273 19 10	865 11 6	4,139 11 4	8 3 8	57 5 8	....	40
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	June 11	4,549	1,008 2 1	168 0 3	1,176 2 4	7 12 8	53 8 8	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	29	15½	June 16	10,270	726 16 6	6 7 11	733 4 5	6 15 1	47 5 7	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	June 12	4,689	403 2 10	147 4 5	550 7 3	4 2 9	28 19 3	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	31	8	June 13	7,076	....	....	190 9 10	3 8 0	23 16 0	177 17 4	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	32	23	June 14	7,707	....	....	1,360 13 7	8 9 0	59 3 0	542 12 5	19½

2. Toll to London and Birmingham 184*l.* 16s. 9d., to be deducted from gross receipts.

3. The receipts are exclusive of those for the mails.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is 114 (83×31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 155½ (104½×18×33.)

14. The 28*l.* 15s. 7d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,543*l.* 1s. 4d. are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 29*l.* 11s. 6d.; horses, 32*l.* 4s. 0d.; dogs, 1*l.* 3s. 0d.; parcels, 298*l.* 16s. 11d.; cattle, 19*l.* 13s. 3d.; corn, 42*l.* 11s. 1d.; heavy goods, 456*l.* 12s. 9d.; coal, 61*l.* 8s. 7d.—Total, 852*l.* 1s. 1d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

W. W.—*Only through some shareholder or officer of the Company.*

The South London.—*We do not see how we can interfere at present to any good purpose.*

Traffic Table.—*Our friend at Bath will please accept our best thanks. He will see that most of his hints have been attended to.*

The London and Birmingham follow Greenwich times; the Great Western also, we believe, as regards their London departures, but at the Bristol end the local time.

A Subscriber (Chelsea.)—*We are obliged by his suggestion, and shall probably adopt it.*

A Landowner *has not been very well used (according to his own account); but the Company have the law on their side.*

B. London—A Constant Reader (Manchester)—O. P. Q.—L. P.—A Candidate—Helix—A Lowlander—*received.*

THE RAILWAY TIMES.

SATURDAY, JUNE 19, 1841.

We lay before our readers to-day the Report of the Select Committee of the House of Commons appointed to inquire into the expediency of adopting the eleventh clause of the new Railways Regulation Bill; and we shall in subsequent numbers make such extracts from the accompanying Minutes of Evidence as may seem to us to bear most directly on the subject of inquiry.

The Committee, we are glad to find, concur entirely in the opinion we expressed several months ago (in nearly the same words) that "the existing power of supervision vested in the Board of Trade by the Act of last Session for Regulating Railways has worked well hitherto, and promises considerable advantages for the future." But they think that no sufficient case has been made out for increasing the powers of the Board, and "prefer that the supervision of this department should be exercised in the way of suggestion (as before) rather than that of positive regulation." When we have gone through the evidence, we may possibly be brought round to the same conclusion, but we need not tell our readers that our present impressions point all the other way.

The witnesses examined were—

Sir Frederic Smith.	Mr. Laing,
Mr. Booth,	,, Geo. Stephenson,
,, Swift,	,, Bury,
,, Brunel,	,, Baxendale,
,, Chapman,	,, Saunders,
,, Entwistle,	Captain Lawes.

The Report was drawn up by the Chairman, Lord Seymour, and unanimously agreed to.

The fanatical outcry which has been raised against Sunday travelling on railways is beginning to exert a degree of pressure which we were some time ago far from anticipating. We placed more dependance on the general diffusion of just and rational views of religious duty, than it would seem we were warranted in doing. Already have the abolitionists succeeded in procuring the closing of several of the Scottish railways to all but the mails on Sunday; and they boast, though not very consistently with the truth, of having also brought one considerable English line (the Birmingham and Gloucester) under their *close* system. But not content with this, we find they are now bent on stopping the mails also. At the General Meeting held this month of the Dundee and Forfar Railway Company (one of those which had previously restricted themselves to the conveyance of the mails), deputations attended from four different religious bodies, headed by that eminent spiritual Quixote, Sir ANDREW AGNEW, and were heard at length in support of a proposition to "discontinue entirely" travelling of every sort on Sunday, mail trains included; and though nothing could well be more unsound than the arguments they made use of, yet such was the want of ability, or rather, we suspect, the want of courage, among the proprietors present, to assert the cause of religious liberty and true piety, that the pharasaical squad actually carried the meeting along with them. A majority of 277 to 273 resolved, "that this meeting strongly disapprove of the opening of the railway for travelling or traffic of any kind on the Sabbath; and that application be made to the Post-office authorities for exemption from carrying the mails on that day."—(See report in *Railway Times* of last week.)

Of course, as the *Dundee Courier* justly observes, this must be regarded as "an attempt to prevent the mail being run *at all* on Sunday," whether by railway or by the old common road, "for there is no distinction betwixt the old mode of travelling and the new which is not directly in favour of the railway;" there being "no animal labour connected with the railway and fewer workmen employed than on the common road." Our contemporary states that the question is, *therefore*, "whether or not it is sinful to run *the mail* on the Sabbath-day?" We submit that the question takes a much wider range, and amounts, in fact, to this—*whether carrying and travelling of every sort on the Sabbath* (or rather *Sunday*, for that is what the Resolutionists mean,) *is or is not sinful?* Or, to state it in the more ecclesiastical terms of the petitions of some of the Scottish Presbyteries to Parliament, *whether carrying and travelling on the Sabbath (Sunday) is or is not a breach of the Fourth Commandment of the Decalogue?* It can make no difference, so far as regards *the principle* involved in the question, what *the mode* of carrying and travelling may be—whether by steam power on railways or water, or by animal power on common roads. Neither is it possible to establish any case of exception in favour of the mail, as a work of "necessity or mercy," which would not equally embrace every sort of *public* conveyance which conveys passengers, parcels, and letters of all sorts without distinction. Indeed, we must do the Anti-Sunday-Transitarians the justice to say, that they are quite right in insisting that nothing short of *total cessation* will meet the *sin* of the case (if sin there be any.) They are in regard to the Sunday observance question, what the Teetotallers are with respect to the intoxicating liquor one. *All or none.* And such being the ground they take, we meet them most willingly upon it.

We should have been glad to be spared the necessity of involving our journal in a theological discussion, but since it is forced upon us by the onward march of a fanaticism which, if triumphant, will absorb, in one "fell swoop" *one seventh of that property* which it is our business and bounden duty to protect and defend, we propose to encounter it manfully—feebly, perhaps, at best, but still—with all our might. We count, as rank and rampant bigotry, the outcry which has been raised against the *free use of railways on Sundays*, and think it our wisest course to take at once (if we can) the bull by the horns.

We know the authorities against us on this question to be numerous and of great account—including, probably, a large majority of the clergy of both establishments, Episcopalian and Presbyterian, and, doubtless, a still larger portion of the body of Dissenting Ministers (all of whom ought to know the Bible-law of the case better than we can tell them); yet neither are there wanting ecclesiastical authorities in favour of the views we take, of great consideration throughout the whole Christian Church. Indeed, we have but to make a good use of weapons furnished to our hands out of the armoury of the Church itself, to secure an easy victory. We shall have to regret that our convictions compel us to differ from those great lights of the day, the Candlishes of the North and Closes of the South, but it is some consolation to us to know that if we do err, it is with such men as Calvin, South, Horsley, and Paley.

For the custom which has existed through all time, of setting apart one day in seven—be it the Sabbath as among the Jews, or Sunday as among Christians—to purposes of public worship, and to rest from the ordinary occupations of life—we have the highest possible reverence and affection. We regard it as being beyond all other customs fraught with benefits, both spiritual and temporal, to the human race, and would do all in our power to promote an earnest observance of it among all ranks and classes of men. But it is *not* on the beneficial uses of the day that the Anti-Sunday-Transitarians take their stand—at least, if they refer to them at all it is only as a class of secondary considerations; they insist on the observance of Sunday among Christians with the same strictness as the Sabbath among the Jews, because they say there is a *divine commandment* that it should be so observed. Implicit obedience to the commandment is urged as a matter of imperative duty, and disobedience denounced as one of the deadliest sins. For all the success they have hitherto had they have been entirely indebted to this arbitrary and unreasoning view of the subject; they have frightened people into compliance with their exhortations, rather than convinced or converted any.

Now, before discussing what the duties of Christians are with respect to the observance of Sunday, we require our opponents to prove the existence of the Divine commandment on which they profess to take their stand. We deny that any such commandment exists; we challenge them to show that it does. They cite the "Fourth Commandment of the Decalogue," but that was a commandment to observe the *seventh* day of the week (Saturday), not the *first* (Sunday). We admit, that if every part of the Decalogue, ceremonial as well as moral, is to be held as binding on Christians, travelling on the Sabbath, or Saturday, is a breach of the Fourth Commandment; but that is not the received doctrine of the Christian

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Church—neither is Saturday travelling what our Agnewites seek to abolish. They wage war against *Sunday* travelling only; and the way in which they make that out to be a breach of the Fourth Commandment is, by assuming that under the Christian dispensation, all the duties and penalties formerly attached to the *seventh* day were shifted to the *first*. But, how do they prove this? By no proof whatever. All they are able to show is, that it has been the usage of the Christian Church from the earliest days to assemble on the first day of the week, (Sunday) for public worship, (founded, it is supposed, on "some precept of Christ or his Apostles, though none such be now extant,"—*Paley*,) and that the observance of the original Sabbath Day was thus practically abrogated under the new dispensation, though nowhere in Scripture do we meet with any such abrogation in express terms. Now it by no means follows that because the original Sabbath was abrogated, it was intended to substitute another of the same extensively prohibitory character, and fenced in with the like severe penalties. We cannot take so much for granted on any mere human authority; we cannot tinker in that way the tables of the Commandments. We are rather entitled to conclude from the absence of any new law on the subject, that it was intended to leave man under the new dispensation to the freedom of his own will in all that regards religious forms and ceremonies; a view of the subject which derives strong confirmation from the precept of St. Paul:—"Let no *man* judge ye in meat or drink, or in respect of a holy day, or of *the Sabbath day*, which are a shadow of things to come, but the body is of Christ."—(Col. ii. 16, 17.) Besides the usage of the early Christian church, in regard to the observance of Sunday, extended no further than to the assembling on that day for public worship. "A cessation from labour, beyond the time of attendance upon public worship, is not intimated in any passage of the New Testament: nor did Christ or his Apostles deliver, that we know of, any command to their disciples for a discontinuance on that day of the common offices of their professions."—(Paley.)

At the same time we must not omit to remind the reader that though the great majority of Christians have, from the earliest period, repudiated the original or Jewish Sabbath as of no obligation under the new dispensation, yet that there is a respectable class of Christian separatists, called Sabbatarians, (including, we believe, both the General and Particular Baptists,) who hold that the Fourth Commandment of the Decalogue is still as binding on Christians as Jews, and who accordingly observe Saturday as *their* Sabbath, equally with the Jews. We have no occasion, however, to discuss here the grounds of this belief; for our modern Agnewites at least are no Sabbatarians. No—they would willingly give both Jews and Sabbatarians every possible facility for travelling on the seventh-day (Saturday), and so committing what these religionists conscientiously believe to be a breach of the Fourth Commandment, and which truly is so, if we suppose that Commandment to be still obligatory on all mankind; while they would punish them under the self same Commandment, for not keeping holy a certain other day which is not once named in it, and to which the reason therein assigned for resting on the Sabbath-day (God's rest from the creation) has no imaginable application. And this is modern toleration!—this true and undefiled religion! "The Decalogue—Commandment Fourth" is inscribed on their banners; but it is Commandment Fourth with the principal parts left out!

The general conclusion to which a careful and anxious examination of the whole case leads us, differs in little from that to which a like examination had conducted the illustrious Paley. "The conclusion," says he, "from the whole enquiry (for it is our business to follow the arguments to whatever probability they conduct us) is this: The *assembling* upon the first-day of the week for the purpose of public worship and religious instruction is a law of Christianity of Divine appointment; the *resting* on that day from our employments longer than we are detained from them, by attendance upon these assemblies, is to Christians *an ordinance of human institution*; binding nevertheless upon the consience of every individual of a country in which a weekly Sabbath is established, for the sake of the beneficial purposes which the public and regular observance of it promotes, and recommended perhaps, in some degree, to the Divine approbation, by the resemblance it bears to what God was pleased to make a solemn part of the law which he delivered to the people of Israel, and by its subservience to many of the same uses." We subscribe to its being a law of Christianity, that we should assemble for public worship and instruction on the first day of the week, and would earnestly deprecate any use of railways that would interfere in the least with the holding of such assemblies, or tend to keep people away from them; but we must dissent from the positive assumption that it is a law of "Divine appointment,"—for the facts of the case, as previously admitted by Paley himself, warrant no more than a *strong presumption* that the custom "originated from some precept of Christ *or of his Apostles*, though none such be now extant." We subscribe, also, to the doctrine that it is entirely a matter of human or civil regulation to what extent men should rest on Sunday from their usual occupations, beyond the time required for attendance on public worship; and having reduced the question to this simple, worldly-sort of issue—stripped it of those high religious sanctions by which ignorance and bigotry have unwarrantably sought to take it out of the province of human reasoning and judgment—we shall in our next inquire what the state of our civil law is on the subject of Sunday labour, and how far it is affected, for good or for evil, by the new system of railway travelling.

We return to the subject of railway accounts, for the purpose of addressing ourselves more particularly to the passenger department.

The art of book-keeping is, in fact, the art of tabulation. A plain record of facts, jotted down time after time as they occur, might effectually preserve evidence of their occurrence—nay, even more perfect and unquestionable evidence than could be supplied by more advanced systems of book-keeping, which involving necessarily much shifting and changing for purposes of classification, offer facilities for interpolation and simulation which a continuous diary or journal does not admit of. But then such a diary would be nearly valueless—no general results could be deduced from it. In ordinary cases, the most persevering exertion of disentangling acuteness must be foiled in the attempt to show from such a record, how the state of matters at any given moment arose from what had previously been done. But it is beyond this that our complaint lies against not only want of plan in such diaries, but against systems of higher pretensions; *they confer no power of foresight*,—they are founded on facts simply *as* facts, and not on facts as means to an end. Where they tabulate, they do it apart from the view of this indispensible relation, and the consequence is that experience, instead of growing strong and ripening fast under the shelter of ascertained facts and detected causes, is left to advance or decay, as it may, on mere acuteness of supposition or glaring results of blunders.

We have called book-keeping the art of tabulation; we have done so in order to call attention to the fact, that if the immature experience of the railway system requires, for safe guidance, more than ordinary extent and minuteness of information—if it needs that the same facts should be presented in diverse combinations, and under different lights—if it asks for conclusive, or at least probable predictions under new circumstances and on various suppositions—the zealous accountant need not fear to find, within the limits of his art, all that will enable him to meet these demands. But then he must untrammel himself; he must look beyond routine for his resources; he must apply himself to the nature of the subject, and take his measures accordingly.

It is true we have said much of this before; we repeat it, however, as an introduction to our remarks on the accounts of that part of railway business, the nature of which is least understood—the laws of which are as yet but most vaguely guessed at—and the consequences of which, although most momentous, we yet have scarcely the slightest means of tracing—we mean the passenger traffic, its cost, and its yieldings.

What is it which induces a man to travel? No one single consideration. It is neither cheapness of transit, nor ease in the mode of travelling, nor swiftness in the transition from one place to another, nor yet business or pleasure, which would singly induce him to travel; a fact, proved by this, that however strong may be the inducement under any one of these heads to travel, it is possible enough to pitch the drawbacks under the other heads, or the major part of them, so high as quite to extinguish that inducement. It is not therefore from any one of such of these matters as are within our knowledge or control, that we can beforehand deduce the price which will be paid for a journey: nor is it from any comprehensive combination of them, for besides our ignorance of their respective amounts as elements, their compounds are of most confounding and unclassable variety. But this may be done; the effect of a given state of things, and of changes from that state, may be noted. Efforts are now making, as our readers are aware, to deduce from data thus obtained what is the general law which governs the amount of railway fares and the profit to be derived from them. It is true the most elaborate and satisfactory theory must be mere dead and useless skill, without the data which only Railway Companies themselves can afford; but give enough of the data derived even from mistaken management, and science will soon tell what course should be taken. Another thing, too, may be done; the effect of contemporaneous differences of circumstances may be carefully registered. Every railway has a variety of trains, with different degrees of accommodation, different hours of starting, different rates of speed, and different rates of fare. Now each of these will attract different numbers of travellers, and probably different proportions of classes; and much may be learnt from these facts. Here, however, it must

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be remarked that these incidents may be so completely changed and re-compounded in every case that nothing can be learned with certainty of the effect of any one of them. The argument requires simplicity of comparison. If two trains otherwise exactly alike started at different hours, the effect of the times of starting would be discovered from the numbers of passengers; but if this were combined with difference of accommodation, we should lose the basis of comparison except we could otherwise determine the effect of the latter difference. If trains otherwise the same, start at different hours and their fares are different, it is clear we can infer nothing as to the effect of difference of fares except we can ascertain that of difference of hours, and so also of speed. Now it is clear that the eliminating process by which alone we could arrive at a sound general law, will require data which only the utmost vigilance and most careful classification on the part of the accountant can furnish.

But this is not all: it must be known what is the effect of density and proximity of population; not so much, perhaps, for the immediate guidance of a railway already laid down, and which therefore must take its chance of population (though even in this case it is not without its use), but that this particular railway may furnish its share of facts towards the establishing of a general rule by which we may judge, from the efforts and profits of other railways, whether it is itself doing what it fairly ought to do. We may learn much from the different classes and quantities of business done by the several trains at the several stations, compared with the density, condition, and habits of the surrounding population. Besides, it is very important to know the effect of length of journey on frequency of travel, which is in no way to be so well ascertained as comparing the accounts station by station.

We said, "give science enough of facts." Can any one railway furnish enough? We think not. Yet it is of great moment to be able to compare the results of one railway with those of another, and this cannot be done without a clear and comprehensive knowledge of the local peculiarities of each. If the general law of travel be the same in each case considered, so as to give the proportion of the population to the traffic which would supply the greater profit, it by no means follows that the fares in each case would be the same per mile; that may depend on the share, in that particular district, which cheapness may have in the complex sum of inducements to travel. With cheap and ready intercourse, indeed, we may reckon that eventually local differences will greatly diminish, but at present it ought to be ascertained whether they are of a kind and magnitude to require that they be taken into account, and if so, how far, and in what manner, they affect the result. If then it were certain that no such differences existed, or if their amount and influence were ascertained with some precision, the effects of changes of fare and arrangements, or of their contemporaneous variety as supplied by one railway, would furnish a useful test of the efficiency as to profit of another; and still more satisfactory would be the comparison with the average of all the others; but this evidently cannot be done without corresponding care and considerable uniformity in the method of classification; with such care and uniformity, however, there is nothing of importance in the subject which may not be known.

We have pursued this argument of particulars far enough, we think, to show the importance and the general character of the passenger accounts whose adoption we would urge; we will now briefly specify the items according to which we think the matter of account should be distributed.

The basis of account is the transactions of each train at each station; the object is to know how these transactions are affected by attendant circumstances; these latter seem to be four,—fare, speed, time of departure or arrival, quality of carriage. Now the accounts necessarily taken for the current business of the railway supply all the *materials* required for the best system of accounts, so far as the working of the railway itself can furnish them; *classification* alone is wanted.

First, an account should be rendered from each station at short fixed periods of the numbers of passengers received and entered there, distinguishing the trains, the classes, the fares, the hours of departure, and the places to and from which the passengers travelled. If this were made daily, and returned with a weekly summary, all the better.

From these station accounts would be derived, by simple summing, the number of passengers from each station, the number by each train, by each class, under each fare, at each hour of departure or arrival, travelling each distance, and at each speed. The effect consequent on each of these incidents would appear with great prominence, if not with perfect accuracy, and attention would soon be attracted to the principal points which needed improvement, as well as to peculiarities of effects brought about by special combinations of these causes of variation. Monthly accounts summed in each of these ways would show how the season of the year affected the travel, as well as point out the general progress of the undertaking.

There can be no difficulty in tabulating these facts. If no better device can be resorted to, at least each station may be furnished with printed forms to fill up with the proper numbers. A rectangular space three inches by two, and properly divided, would be more than sufficient to contain all the above-mentioned particulars with respect to the traffic of any one station with any other, and a sheet of very moderate size would contain, of such spaces, one for every other station on the line of the most extensive railway. At head quarters, a large chequerwise table would exhibit monthly, the classified results and circumstances of the traffic of each station with each, throughout the entire line.

But there remain to be ascertained the circumstances out of the line itself which influence its traffic. Of these, we have already spoken of population, habits, and comparative means. At present we can only point out the necessity of carefully collecting the necessary information on these points. We apprehend that the enquiries hitherto made, though valuable and extensive, have been too vague in their objects and too little under the guidance of ascertained principles, to serve the purposes for which they are wanted in the present more advanced state of the railway system.

It is scarcely necessary to say that much of the value of these accounts will arise from the uniformity of their plan and their publication. It is for no idle or unimportant purpose the former is urged—it is no prying into forbidden privacy to require the latter. The railway companies are public bodies, constituted not more for their own particular profit than for the general good: and though we fully believe that their best profit will be found at or near the point which will produce the greatest public benefit, yet, as long at least as the position of that point is uncertain, the public has no doubtful right to be put in possession of the means of judging of it. But not to insist on this, we should be content to rest the matter of publication on the argument we have often used and once again repeat, that it is the interest of each railway to be enabled to judge of the propriety of its own proceedings, by comparing their effects with those of every other.

It must be gratifying to all the well-wishers of Ireland to observe the cordial reception given by the public at large, and by men of all political parties, to the plan lately developed by Lord Morpeth, for the progressive introduction of the railway system into that country. True the plan has been merely propounded for discussion just now, and with no intention of asking legislative sanction for it, during the existence of the present Parliament; but if the promulgation of it had done no more than elicit the favourable opinions which have been expressed of it, that would have been a great advantage gained. After what fell from Mr. Shaw, and other Conservative Members of the House of Commons, on Lord Morpeth's motion for leave to bring in a Bill to carry the project into effect, no person can doubt, that whichever party may hold the reins of Government during the next winter, that Bill—little, if at all, altered in its leading features—will be passed. The plan therefore, is, already so far *accredited* by the ruling powers, both *in esse* and *in posse*, that the capitalists, (Messrs. Goldsmid, Smith, and Thompson,) under whose auspices it was matured before being submitted to Lord Morpeth, and is now brought into the money market [see advertisement] will have but little difficulty in filling up their subscription list before the re-assembling of Parliament—whereas, if the introduction of the Bill had been deferred till that Parliament met, all the intermediate time, thus so well made use of, would have been so much lost, in the progress of a measure, which all must admit, cannot be too speedily brought into practical operation.

We have not noticed, as yet, any movement in respect to the Bill on the part of the Irish landowners, who are to guarantee the 4 per cent. on the capital invested. Our respectable contemporary, the *Dublin Monitor*, which possesses a large share of the confidence of this class of the Irish community, seems, however, to be of opinion that there is no opposition to be feared from them. Indeed, it would be passing strange if there should. Good to them, and nothing but good can come of it. "The plan," says the *Monitor*, "is an admirable one—wholly unobjectionable—and will, we are sure, be received with lively satisfaction by the country. It combines the two great principles of efficiency—private enterprise and Government control—giving free scope to the one, and securing the public from monopoly by the adoption of the other. All parties will be benefitted—the capitalist, the landlord, and the agriculturist. With regard to the 4 per cent. payable on the capital, it is a fair remuneration, and when the immense advantages derivable from the enterprise are considered—the employment it will give to labour—the augmented value it will give to land, and the impetus to the development of the national resources, few will question the fairness of the amount. If it should fall on the land through which the line passes, the sum to each county will be inconsiderable, and far from commensurate with the

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splendid advantages which the project will realise. But it will not; the profits of such an undertaking, passing through the centre of the island, and connecting one of the finest of European rivers with the metropolis, will amount to double the interest on the capital required."

We announced two weeks ago the commencement of a strong movement in favour of the establishment of the Western line of railway communication between the metropolis and Scotland *via* Lancaster—being that recommended by the Government Commissioners, Sir Fred. Smith and Professor Barlow, as best combining in one undertaking the great interests of London, Manchester, Glasgow, and Edinburgh. The movement originates, we find, with the landed proprietors of the south-west of Scotland, of whom Colonel Graham, is the able and efficient representative; and in this point of view it contrasts favourably with the demonstrations made in favour of the other or Eastern route by Newcastle, which have been altogether confined to the Directors of the English railways leading to Newcastle—nobody beyond that place, on either side of the Border appearing to take the smallest interest in the extension of the line of communication to their own doors; and some of the largest proprietors on the route, such as the Duke of Northumberland, Duke of Buccleugh, and Earl Grey, being known to be strongly opposed to it. The Western project has, we understand, been extremely well received both in Manchester and Glasgow, and there, doubtless, it may expect to find its most hearty and efficient supporters. The intimate and extensive mercantile relations of these two towns, make a direct railway communication between them of the utmost importance to the prosperity of both. The proprietaries of the London and Birmingham, Manchester and Birmingham, Grand Junction, and Lancaster Railways, are likewise all deeply interested in the establishment of the Western route; since that will secure to them a vast through traffic from Scotland which the Eastern route would divert from them for ever. Of the comparative claims of the two routes in an engineering point of view we say nothing. We have not forgotten the able letters which appeared in our journal some time ago from "A Glasgow Citizen" and "A Citizen of Edinburgh," having for their object to show that the Eastern route is the easiest and cheapest of execution; but if the districts of Scotland which would be the most benefitted by the adoption of the Eastern route, will not make the slightest effort in its behalf, it is idle to discuss its superior capabilities. The best route to Scotland will be that which soonest combines the greatest number of interests, and the greatest amount of wealth and influence in its support; and such appearing to us to be the case with the Western, it has our best wishes for its success.

On Wednesday last a large party of distinguished and scientific persons assembled at Wormwood Scrubs, to witness a further series of experiments on the Atmospheric Railway of Messrs. Clegg and Samuda. Among those present we observed Right Hon. Lord Morpeth, Sir Henry Parnell, the Hon. Mr. Ponsonby, Sir James South, the Hon. W. Sturges Bourne, Mr. W. Tooke; Mr. James Pim, Treasurer of the Dublin and Kingstown Railway; Mr. Baxendale, Chairman of the London and South-Eastern Railway; Mr. Johnson, of the Forth and Clyde Canal; Mr. M'Mullen, of the Irish Grand Canal; Mr. Barrington, Solicitor to the Irish railways; Mr. M'Neill, C.E; Mr. Vignoles, C.E., besides other gentlemen connected with railway interests or general science. The interest taken in the day's proceedings by Lord Morpeth and many of the above-mentioned gentlemen arose from the probability that this invention will be put to proof on the tramway from Kingstown to the village of Dalkey, with a view to its adoption on an extended scale in the projected Irish railways. One of the lines of this tramway is at present unused, and affords, therefore, a convenient opportunity of testing the merits of the system, under the immediate eye of the Irish Government.

Desirous as we are of calling the attention of the railway proprietary and the public to whatever inventions may seem likely to promote the improvement of this late-born progeny of enterprise and science, we think we cannot more effectually do so than by recording the experiments we witnessed, and stating a few of their incontestable consequences.

The plan itself is too well known to need more than a very slight description here. Midway between the rails of an ordinary railway lies secure to the sleepers a continuous pipe of suitable diameter; let a piston attached to a carriage for passengers run in this pipe, and a stationary steam-engine exhaust the pipe before it. It is clear that if the parts of the machinery are sufficiently perfect, the atmospheric pressure on the back of the piston will move the carriage and its load with a velocity resulting from the proportion between that pressure and the resistance to be overcome. So far the theory is an indisputable one of naked science; the rest of the mechanical investigation lies in this question;—Are the parts of the machinery sufficiently perfect to produce with certainty the theoretical effect? We will first describe the road and machinery we saw, and then state the experiments which were designed to answer this question.

The rails and pipe (of half a mile in length) are laid on an embankment belonging to the West London Railway Company, and having an incline of 1 in 115. The rails themselves are old ones discarded from the Liverpool and Manchester Railway, and in their present state on the ground present a kind of zig-zag caricature of a railway; certainly no locomotive engine would venture over them. Not only have they sharp deep hollows in many places, but if we are not mistaken, the inclination of the carriage in passing over them changes continually from side to side.

The pipe, which is a cylinder of 9 inches internal diameter, is as irregular as the rails, but its irregularities do not by any means correspond to theirs. We mention this for the sake of the proof it affords that contrary to what might have been expected, much less than ordinary accuracy of workmanship seems to provide sufficiently for the necessary action of the parts. The pipe has been laid down about 14 months, and has received no repair during that time; it has consequently undergone changes of temperature as great as any to which such pipes are likely to be subject, without injury to its effectiveness.

The air pump is of 37½ inches diameter, and is worked by a steam-engine in very inferior condition, said to be of 16 horses power.

Throughout the entire length of the pipe there is of necessity a slit in its crown to afford the needful connection between the piston and the carriage: it appeared to us that it was most important to ascertain whether the means adopted to make and keep this opening air tight after the passage of each train were found to be effectual. Between therefore the third and fourth trials hereafter described, and therefore after this slit had been opened and closed three times, we observed that the air pump in making 16 2-feet strokes per minute, slowly improved the exhaustion, it being at the beginning 16, and at the end 17 inches of mercury. The effect of the air pump therefore balanced, and a little more, the total leakage into the pipe, of which that from the flexible valve which covers the slit is part.* We were informed that the engine and pump now in use exhaust the half mile of pipe to 18 inches of mercury in 1¼ minutes, and that the pipe refills from leakage in 8 minutes. This takes place at the present time, that is, after the pipes have undergone whatever changes could be effected by the variations of temperature in 14 months and the settlement of a new embankment.

In each of the following trials the carriage went down the incline by its gravity alone, and was propelled up it by atmospheric pressure. The distance by which the speed was ascertained is situated a little beyond the middle of the half mile, reckoning from the end at which the carriage starts, and is one-seventh of a mile in length; the time of passing this distance was accurately taken with a seconds watch.

	Time of passing over one-seventh of a mile. Seconds.	Speed in miles per hour.
First trial carriage nearly filled with persons	27 ..	19.05
Second ditto, carriage loaded as before	25 ..	20.6
Third ditto, lightly loaded	20 ..	25.7
Fourth ditto	22 ..	23.4

Our belief at the time was, that in consequence of the wretched state of the rails the carriage did not acquire its uniform velocity until after it had passed the measured space, and perhaps not at all during its trip.

During the last experiment the mercurial gauge showed an exhaustion of 18 inches, which was steadily maintained during the transit of the carriage by the engine working 25 strokes per minute. It was probably similar to this during the other trials. It will be observed that the performances improved during the experiments as we understand they usually do.†

It seems to us to follow from these facts that by the invention of Messrs. Clegg and Samuda, atmospheric pressure is rendered available for the propulsion of railway carriages through machinery of a cheap, common, and even coarse construction—that the weight of the locomotive engines being dispensed with (often half that of the entire profitable train which it draws), lighter rails and less costly roads may be used, as well as that greater *profitable* weight may be propelled by the same power—and

* We should not omit to state, that for the particular satisfaction of Lord Morpeth, a leak was sought for, but in vain; an attempt was then made to remove some cement from the joint so as to make one for the sake of showing that its peculiar whistle would always give notice of its existence; but it was not found practicable to produce a leak in this way, the cement having insinuated itself between surfaces held fast together by the atmospheric pressure.

† It is scarcely necessary to remark that the velocity is not limited to that actually attained in these experiments; we see it stated that 40 miles per hour have been reached with this apparatus: but all this depends on the size of the engine and pipes relatively to the load and resistance.

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that whatever saving results from the substitution of stationary for locomotive power may be obtained. It follows also from the peculiar mode of working rendered necessary by the construction of such a railway, that no collision of trains could take place.

These results, and others less obvious (and, perhaps, without further experience less certain) are worked out by Mr. Samuda, in a pamphlet on the "Adaptation of Atmospheric Pressure to the purpose of Locomotion on Railways." We do not like his book the worse for its exhibiting a little of the sanguine spirit in which inventors and their backers necessarily indulge, and we do not the less for, it advise our professional readers to make themselves acquainted with its statements. After describing the apparatus with the help of two plates, and giving a table of experiments made in the last twelve months, he contrasts the expense of the working of the atmospheric pressure with that of the locomotive engine plan; and instances the traffic of the Liverpool and Manchester Railway, whose locomotive department now costs 50,000*l.* per annum, while the same work, he asserts, would be done on the plan proposed for 10,320*l.* The power consumed by the locomotives themselves on the London and Birmingham line, he maintains, would suffice to carry goods whose freight at present rates would amount to 306,000*l.* per annum. After the adoption of the proposed system the same Company would divide as great a profit as they do now, if they carried passengers from London to Birmingham at 5s. each, and goods at 6s. 3d. per ton. Mr. S. points out the dreadful consequences, and apparently unavoidable causes, of collisions on locomotive lines, and claims for the new system the credit of entire exemption from these calamitous occurrences. He proposes to place rails and pipes on turnpike roads, leaving part of their width for its present use; on these turnpike railways he would ascend the hills, at 12 miles per hour, and carry passengers and goods at very reduced charges.

Another pamphlet on the subject has appeared in the shape of a Letter to Lord Morpeth, by Mr. J. Pim, junior, Treasurer of the Dublin and Kingstown Railway Company, the object of which is to urge the adoption of the plan on the contemplated Irish Railways. Mr. Pim assumes, that for all the traffic which many parts of Ireland can at present furnish, single lines will be sufficient, and therefore best, if they can be worked without danger. He looks to this plan as supplying the desideratum of safety, and being one which in his judgment will be worked more economically than any other, and require less cost in construction. His sincerity its evinced by his offer for experiment, if needed of the railway of which he is Treasurer. It has been also urged that the plan is peculiarly fitted for Irish use, since peat may be used in stationary, but cannot in locomotive, engines.

On the whole, the invention stands in a position to claim fairly, the careful examination of all who are interested in the prosperity and extension of the railway system. Its success may fall considerably short of the calculations of its enterprising proprietors, and yet enough be left to render it a great public advantage. Whether it will be found applicable to lines whose amount and kind of traffic require very complicated arrangements, we cannot foresee; but we apprehend the mechanical question is so far set at rest, as to show that it may be used, at least without failure, and probably to considerable advantage, on lines of less crowded business.

We observe that the results as to speed, furnished by the experiments made on Wednesday, although equal to the average velocity of railway travelling, were not quite so high as those obtained in the previous trials detailed in Mr. Samuda's pamphlet, nor nearly equal to those the apparatus is capable of producing. We attribute this to the increased irregularities of the rails; and would advise the patentees to lay out a few pounds in readjusting the road. These experiments, like all others made in public, will be witnessed by many persons who are not able, or will not be at the trouble to separate the principles of the invention from the mere incidents of its application. The invention may therefore be unfairly discredited, merely because it is unfairly tested.

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It is not, we believe, generally known that there is at this moment a complete line of railway between London, York, Sunderland, Shields, and Newcastle-upon-Tyne. It has been supposed that the railway communication terminates with the Great North of England Railway at Darlington, and that consequently between Darlington and Newcastle, a distance of 35 miles, the traveller *must necessarily* exchange the ease and comfort of a railway carriage for the confined, and, in many other respects, inconvenient accommodation of a stage-coach. This, we learn, is not the case, as upon arriving at Darlington a person can proceed direct on the coast lines of railway by Stockton, Hartlepool, and Sunderland, by several through trains in the course of the day, and though the distance by this route is somewhat longer than by the common road, he can reach Newcastle in the same time as by the horse coaches between Darlington and Newcastle, and at considerably less expense.

REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

The Select Committee appointed to consider whether it is desirable for the Public Safety to vest a Discretionary Power of issuing Regulations for the Prevention of Accidents upon Railways, in the Board of Trade; and if so, under what Conditions and Limitations;—— Have considered the Matters to them referred, and have agreed to the following Report.

The discretionary power which is especially referred to the consideration of your Committee, is contained in the 11th clause of the Bill.

"And be it enacted, that it shall be lawful for the Lords of the said Committee to issue from time to time such regulations as they shall deem necessary for the prevention of accidents upon railways: Provided always, that such regulations shall not prescribe anything of an experimental nature, nor interfere with the number of trains, nor with the times of starting, nor with the stoppage of trains, nor with the speed of travelling on any railway further than may be necessary for the purpose of preserving an interval of not more than 15 minutes between succeeding trains; provided also, that any such regulation shall be, as nearly as circumstances may render it expedient, the same upon all railways: provided also, that no such regulation shall be in force after the first issue thereof for a longer period than six months, unless at the end of such six months the Lords of the said Committee shall direct its further continuance; provided also, that no such regulation as aforesaid shall be binding upon any Railway Company, unless the Lords of the said Committee shall have given to such Company one calendar month's notice in writing of their intention to issue the same, in which notice the precise nature of such intended regulation shall be specifically stated, and if it be intended to apply to particular railways, or in a different manner to different railways, the reasons for such special application shall also be stated; and any Company shall be at liberty to memorialise the Lords of the said Committee against such intended regulation, which memorial shall be filed by the said Lords in their proper office for such purpose, and submitted to Parliament as hereinafter mentioned."

The reasons which were alleged as making it desirable that this discretionary power should be given to the Board of Trade, are stated by Sir Frederic Smith, who has been appointed to the situation of Inspector-General of Railways. He observes, that the question of Government supervision having been settled by the Act of last session for regulating railways, it now only remains to determine the extent to which that supervision shall be carried.

He states, that it appears from the returns of accidents made to the Board of Trade, and from the inquiries instituted by the Board into their causes, that a considerable number have been occasioned by the want of proper regulations, and might have been prevented if a power of issuing regulations had been vested in the Board of Trade. He also considers it important for the public safety that a power should exist somewhere of preventing what experience shows to have occasionally happened, the disregard of points so essential to the safety of the railway traveller, that there can be no rational doubt as to their necessity.

It is impossible, however, he says, to define the powers which should be granted to the Board of Trade as to the course they should pursue for the prevention of accidents, until it can be defined what are all the various causes having a tendency to endanger the safety of travellers by railway.

In the present state of railway knowledge, if any positive and definite enactment were made, as to the particular cases in which the Board of Trade should or should not issue precautionary regulations, the effect would be that powers might be given where experience would prove them to be unnecessary, while the authority would probably be fettered where it might be required to have the widest scope.

The various differences in local circumstances existing in the different railways of the kingdom necessarily occasion a great variety in their systems of management, so as to render many regulations which are highly proper upon some lines inapplicable to others without occasioning injury to the proprietors and inconvenience to the public.

The real interests of the Railway Companies, as well as the safety of the public, would therefore, Sir F. Smith considers, be best preserved by vesting a discretionary power in officers responsible not only to the chief of an important branch of the public service, but also to the public and to Parliament.

It will be observed that in the clause above quoted, the discretionary power is limited in regard to several matters which are intimately and unavoidably connected with the public safety, such

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as the number, speed, and times of starting and stopping of trains.

These limitations have been introduced in order to meet the views of different Railway Companies, who represented them to be important for the protection of their interests; but your Committee believe that the evidence they have collected clearly establishes the inexpediency of any such limitations, and they have therefore considered the propriety of giving to the Board of Trade a general unrestricted discretionary power in all matters connected with the public safety.

With reference to the expediency of vesting such a power in the Board of Trade, widely different opinions have been expressed by witnesses of great practical experience in the management of railways.

On the one hand, it has been stated by witnesses extensively connected with railways, that they consider it very desirable for the public safety that there should be some power to regulate a great number of things which cannot be regulated in any other way, and to enforce a greater degree of uniformity of system than now prevails in matters essential for the public safety; and that they view the proposal to vest a discretionary power in the Board of Trade without any apprehension of injury to their interests as railway proprietors. On the other hand, it has been strongly urged that the existence of such a power in a Government department would be injurious to the railway interests, and might tend to diminish rather than increase the safety of railway travelling, by interfering with the responsibility of those entrusted with the management.

It is established by evidence to the satisfaction of your Committee, that the existing power of supervision vested in the Board of Trade by the Act of last session, for regulating railways, has worked well hitherto, and promises considerable advantages for the future, from the continuance of the amicable spirit and cordial co-operation which seem to have happily prevailed on the part both of the Inspector-General and the Directors and Engineers of railways.

This amicable spirit, it has been represented by several witnesses connected with railways, is likely to continue uninterrupted so long as the supervision of the Board of Trade is exercised as at present, in the way of suggestion; but if an absolute power of enforcing regulations under pain of a penalty were given, it might, although exercised with the greatest judgment and forbearance, have the unfortunate effect of engendering on the part of Railway Companies a desire of concealment and feelings of jealousy which would not otherwise arise.

Influenced by these considerations, your Committee recommend that the Board of Trade should not at present have the discretionary power contemplated in the 11th clause of the Bill above quoted, and prefer that the supervision of that department should be exercised in the way of suggestion rather than in that of positive regulation. At the same time, they propose that minutes should be made of the various suggestions which may from time to time be offered to Railway Companies; and your Committee make this recommendation with a view to the suggestions themselves and the correspondence arising therefrom being submitted to Parliament whenever they may be called for.

Your Committee therefore suggest, that in lieu of the 11th clause, a clause should be substituted, requiring that Railway Companies shall enter in the minutes of the proceedings of their Boards of Management, or in some book to be brought under the notice of the Directors at their periodical meetings, all such suggestions as may be addressed to them by the railway department.

Your Committee are of opinion, that one great source of danger to the public may arise from a want of harmonious proceeding on the part of the Managers of connecting railways, in reference to their regulations and arrangements at the junctions; and your Committee, with a view to remove the difficulties which are likely to exist in this matter, consider it expedient that whenever the Directors of connecting lines of railway shall not be able to agree upon arrangements for conducting, with safety and convenience to the public, their joint traffic, it shall be lawful for the Directors of either of such railways to demand that the arrangements for carrying into effect the above object, so far as they can be deemed to relate to the safe and convenient transference of passengers and goods from one connecting railway to the other, should be referred to arbitration, each of the companies nominating an arbitrator; and in the event of the disagreement of the arbitrators so nominated, the the railway department of the Committee of Privy Council, on application in writing by either party, should be authorized to appoint an umpire, whose decision should be conclusive on such points as may be submitted to him in furtherance of these objects.

Your Committee are therefore of opinion, that clauses for the objects above stated should be added to the Bill.

RAILWAY OFFENCES AND OFFENDERS.

The first three cases on our list this week are remarkable for the samples which they furnish of the diversity of punishment which sometimes awaits offenders in this country, for precisely the same offence. In all the three cases, the offenders were railway labourers—the cause of complaint the leaving of articles on the lines on which they were respectively employed, by which the safety of trains subsequently passing were endangered,—and the degrees of blame as nearly as may be the same. But in the first case the offender was discharged on payment of expenses and damages amounting to 11s. 6d.; in the second he was fined 5*l.*, and in default of payment was committed to prison for one week; and the third, he was fined 5*l.*, and in default of payment committed to the House of Correction *and to hard labour* for seven days! It is idle to talk of "setting examples," as long as the law is thus unequally administered. No man can tell how much or how little he has to fear under such a state of things; and the uniform tendency of uncertainty of punishment is to produce an increase of crime and offence.

1. [*From the Stockport Advertiser.*]—At our County Court, on Thursday, Adam Bradley, a contractor's labourer on the line of the Manchester and Birmingham Railway, appeared before P. E. Marsland, Esq., to answer a summons granted against him for wilfully and negligently leaving a wheelbarrow on the line, at Blackbrook, on Thursday the 13th May last.

Mr. W. Vaughan appeared for the Company, and stated, as a reason why the case had not been brought up earlier, that the defendant had absconded, and the process had since been renewed. He then read a clause in the Company's Act, by which any person leaving anything upon the line, so as to endanger the life or limb of any passenger, subjected himself to a penalty of 10*l.* or three months' imprisonment. It transpired in the evidence that the wheelbarrow was left so near the rails that the train in passing Blackbrook came suddenly upon it; the step of the first third class carriage coming in contact with the barrow, threw it fortunately a considerable distance, and the step-iron itself, a bar two inches diameter, was nearly doubled by the collision. Had the wheelbarrow passed the iron guards in front of the engine, and continued upon the rails, the consequences might in all probability have been very serious. The defendant, who had surrendered himself to the Court, made no defence. In consideration of his good character, and his mother, who is an aged widow, and others being wholly dependent for support upon the fruits of his industry, the Directors did not press the case further than by bringing the subject before the Court, for the satisfaction of the public. The magistrate observed that it was fortunate for Bradley he had fallen in such hands, and commended the Directors for their lenity. He hoped the present inquiry would operate as a warning to others, and discharged the defendant on payment of the expenses and damages, amounting to 11s. 6d.

2. [*From the Lancaster Guardian.*]—A railway labourer named Leonard, was charged by one of the policemen employed on the Lancaster and Preston line, with neglecting to remove his barrow, and with overturning a quantity of marl on the rails, thereby greatly endangering the safety of the train which immediately after passed.

Samuel Given, a labourer on the line, deposed that he was at Burton Bank, on the railway, on the previous afternoon. The prisoner was there, and was wheeling his barrow between the two lines of rails. Witness heard the train coming, and called to the prisoner, telling him to run his barrow off immediately. Instead of doing this, he dropped his barrow through fear, and ran away. The barrow capsized, and the marl was emptied on to the rail over which the coming train would pass. Witness then ran to the barrow, and, at the risk of his life, snatched it from before the train when it was only a few yards off.

John Holme, police on the line, said that he had given all the men instructions to clear the line half an hour before each train was due. He did not see the barrow overturned, but was there immediately afterwards, and saw that the train had passed over the marl, by which it might have been overturned. Witness stated that the men were careless as to what they did. The contractor engaged them at 2s. 4d. a day, but never gave them any money, always paying them in "tommy," (*i. e.* very bad provisions, accounted for at enormous prices.)

The Rev. J. Mackreth said that this was a most disgraceful system, and ought to be put a stop to.

Mr. Bolden, Secretary to the Railway Company, said that it could not be hindered. The Directors had tried, but without success.

The prisoner was fined in the mitigated penalty of 5*l.*, and in default of payment, was committed to the Castle for one week.

3. [*From the Derbyshire Chronicle.*]—On Friday, the 4th of June, 1841, Joseph Brindley, of Belper, a platelayer on the North Midland Railway, was taken before J. B. Crompton, Esq., and Dr. Peach, at the County Hall, Derby, by Inspector Churchill, for leaving a large wooden mallet on the line near the Belper Pool Bridge. On account of his previous good conduct, and believing it not to have been done intentionally, he was fined in the mitigated penalty of 5*l.*, being the lowest penalty they could inflict according to Act of Parliament. In default of payment he was committed to the House of Correction for seven days, to be kept to hard labour.

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4. Case of Trespass.—On Sunday last, Thos. Croft, of Hunslet, was apprehended for trespassing on the North Midland Railway, and being convicted next day before C. Beckett, Esq., one of the magistrates of the West Riding, in the penalty of 40s., was in default of payment committed to the House of Correction for one month. The evidence showed that he applied at the Woodlesford station for a

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ticket to Leeds, in a state of intoxication, which was refused him, as he was not in a state to take care of himself. He afterwards persisted, contrary to the warning given him, to walk upon the railway, and providentially escaped being run over by one of the porters dragging him from the line just as a train approached him.—*Leeds Mercury.*

5. Assault on a Railway Policeman.—A man named William Staunton, a coppersmith in the employ of the Railway Company, was charged before the borough magistrates, on Thursday, with the following assault on William Chapman, a railway policeman. Staunton had been sent up to the Andover station with another man to work for the Company. They returned by one of the evening trains, and being unknown to the officer who collects the tickets at the terminus, he asked them for their tickets. Staunton, instead of explaining that he had been up in the Company's service, used very abusive and violent language to the officer, who gave him in charge to the policeman. Staunton struck the policeman and drew a knife open, using at the same time very violent expressions. The prisoner pleaded guilty, and said he was intoxicated at the time of committing the offence. He produced a five years' good character. He was fined 10s. and costs, or to be imprisoned for 14 days and put to hard labour in default of payment.—*Wiltshire Independent.*

6. [*From the Essex Standard.*]—Observance of the Sunday.—Joseph Payne, a Superintendent of the workmen who are engaged on the railway works at Springfield, was charged with having, on Sunday, the 13th inst., set men to work on the Railway, and aided and assisted them.

Defendant said it was not in service time, for the men left off before nine o'clock in the morning, and did not recommence till six in the evening. They worked all Saturday night, and if they had not been so employed they would have been idling about and drinking all Sunday and Monday.

Mr. Bartlett observed that on Sunday morning, just as people were going into church at Chelmsford, he saw one of the men very much intoxicated and noisy in the street. Yesterday that man was fined for being drunk, and he pleaded as an excuse that he had been at work all night, and coming into the town about nine o'clock, he being tired, went into a beer shop, and there got drunk.

Defendant said that man had not been at work all night.

The Chairman. The Magistrates must draw a line somewhere, and we are determined to put a stop to it.

Defendant said that some Magistrates about Chelmsford allowed them to do little jobs on the Sunday.

Mr. Mildmay said this was a very bad case, as at the time the men were at work, Divine Service for their benefit was actually going on, and they were, therefore, prevented from attending it. It was setting a very bad example to the neighbourhood, and the men were kept at work against their will.

Defendant. Not against their will.

Mr. Mildmay. If you speak to them about it they say they would be discharged if they refused to work on the Sunday.

Mr. Pearson said that when the work was one of necessity no notice was taken of it; but that was not the case in the present instance. When they had been obliged to pump out water that had broken into the works, that was a matter of necessity, and no notice was taken of it.

Defendant repeated that the man who had said he was at work all night had told a lie, and he should discharge him.

Mr. Bartlett said if he had stated that the man told him he had been at work all night, that was incorrect; but the man told him that he had been at work till nine o'clock in the morning, which implied that he had been. Mr. B. made some further observations to defendant about discharging the man.

Defendant replied that he had a right to discharge any man he chose, and the contractor himself could not prevent his doing so.

Defendant was convicted and fined 5s. and expenses, the Chairman at the same time repeating to him that the Court was determined to break through the practice.

Defendant said he was sorry that such a thing had occurred; he did not do it wilfully, but thought he might, as it was not in regular service time. He did not know of the other service at Springfield.

One of the workmen named Morris was then called, and he answered to the call. He stood charged with a similar offence, but Payne said that Morris was not at work on Sunday; the summons had been intended for a man named Harris, whose name had been struck out, and Morris's inserted instead. The Court told Morris that as he had appeared that was sufficient ground for proceeding. A man named Fell was called to support the charge, but he only stated that he saw Morris on the bridge, and did not see him do any work. Defendant was therefore discharged.

Payne.—I hope gentlemen you will not be offended with me, but I've erected a place to pay the men in to keep them out of a public house: it cost me between eight and nine pounds, and something every week, and this is all I get for it. Now, next Saturday night I shall drop this, and let the men go where they please.

7. [*From the Eastern Counties' Herald.*] Protection of Railway Passengers.—On Friday evening, on the arrival at this town of the train from Selby, a young woman, a passenger in a third class carriage, made complaint at the station that, between Hessle and Hull, a passenger in the same carriage had conducted himself improperly towards her between Hessle and Hull. Mr. Locking, Secretary to the company, having heard the complaint, considered the case one which merited his interference and protection, and the investigation of the judicial authorities; he immediately ordered into custody the offending passenger—a master butcher, with a number of calves for sale, but rather in liquor. On the following morning the charge was heard at the police-court, before Messrs. Newmarch, Thompson, and Firbank, when the prisoner gave his name Thos. Spears, of Selby, butcher. The complainant gave her name Elizabeth Pitt, servant to Mr. Garbutt, Beverley-road. She stated that, several times between Hessle and Hull, the prisoner put his face into her bonnet, that she requested him to desist, and twice moved her seat to get out of his way, but that he followed both times, and that afterwards, while something was occurring, his hat went over the train, whereupon he pulled her bonnet to pieces. This statement was confirmed by her sister, Fanny Pitt, and by William Jackson, another passenger. The prisoner made no defence, except that he was fresh, that it was all a bit of nonsense, and he did not think any thing of this kind (being given into custody, &c.) would have come of it. He had lost his hat, and had to employ another person to sell his calves. A gentleman from the railway office said he appeared for Mr. Locking, who had given the man in charge, feeling it his duty to protect the passengers. The Magistrates expressed their approval of Mr. Locking's conduct, and observing that the young woman had given the defendant no encouragement, fined him, for the assault, £2, with cost, or in default to be imprisoned a fortnight. Mr. Garbutt expressed his obligations for the protection of the bench. The girl was a very steady girl, and had been in service a long time. The girl then intimated that she had received no compensation for her bonnet, which cost 1*l.* The Magistrates said that might be settled privately, but if defendant refused to make it good, they would issue a summons upon another charge for wilful damage. Defendant immediately promised to pay her 1*l.* The Magistrates ordered the money to be paid before he was released from custody. The gentleman from the railway office return thanks on behalf of Mr. Locking, to the Magistrates for their protection. The Magistrates replied they would be happy at all times to afford it.

BIRMINGHAM AND GLOUCESTER RAILWAY—EXCESS OVER ESTIMATES.

To the Editor of the Railway Times.

Sir,—The ground on which "Junius" stood has been cut from under him and he appears to have been nettled in consequence; perhaps on this part of the subject it may be enough to challenge "Junius" to quote one word of "abuse" or "invective" in the letter in which he appears to have discovered both.

The insidious attack made with apparently no other object than to disparage the direction of the Birmingham and Gloucester Railway, and to weaken the confidence of the shareholders, has dwindled down into an attempt to show, that as compared with other railways, the Birmingham and Gloucester bears the precedence over seven others in the small quantity of its earthwork: Let this be granted and to what does it lead? Certainly not to the inference that *therefore* the whole undertaking ought to absorb a capital in direct ratio with its earthwork. If he consults the ratios of cost on other railways, as compared with this one item of their works, he will find no definite coincidence between them; and even as to the fact I believe he is mistaken, although from his dogmatical mode of putting the point, it might be inferred that he took it from some authentic source. I have, however, understood in ordinary conversation, that the earthwork on the Birmingham and Gloucester Line exceeded 90,000 cubic yards per mile.

In stating that I have compared the original Parliamentary capital of the Birmingham and Gloucester Railway, with the final capital required for the other lines "Junius" makes a most palpable mis-statement; I have expressly shown that I took the same data for all, and the report of the Manchester and Leeds in your columns of the 12th instant, confronted with "Junius's" statement proves my assertion; and the result remains the same as before, viz. that the ratio of expense on the Birmingham and Gloucester Railway as compared with the original estimates, has been *singularly small.*

The remaining points of "Junius" have been already beaten down in reply, although he attempts to revive them in a different shape. By turning to the traffic returns in your columns of the 12th, he will see a more decided refutation than before.

If "Junius," instead of indulging in insinuations upon which he cannot maintain his ground, would take the fair and manly course of showing that there has been on this Railway an excess above the original capital asked for by the Directors and conceded by the proprietors, and asserting the right of the latter to full explanations as to the causes of such excess, and in reference to which they ought to consider how far the Directors who led them so blindly on are worthy of their future confidence; I would heartily agree with him, and in this view I hope our letters may alike be productive of good to the undertaking, by rousing the proprietors to due enquiry.

I am your obedient servant,

W.

15th June, 1841.

Eastern Counties' Railway.—The Cambridge-road station at Mile-End is now open, and the Devonshire-street station finally closed. The works in the neighbourhood of Chelmsford are steadily going on. The cutting on the Springfield side of the town proceeds rapidly, and the gigantic embankment is steadily striding on towards New-street, in which street the workmen have commenced the construction of the bridge. The brick-makers are very active in the Town Field, and have commenced burning a very large number of bricks. At Widford the cutting is forward, but between that point and New-street, Chelmsford, there is an immense mass of labour to be performed. The contractors are also at work at Hatfield Peverel and Colchester. The Company have commenced operation at Motts Farm and Newbridge in Lexden. —*Essex Mercury.*

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RAILWAY FARES.

To the Editor of the Railway Times.

Dimidium facti qui cœpit habet.

SIR,—When I read Mr. Ellet's paper, which appeared in the *Railway Times* some time ago, on railway fares, I felt rather inclined to send you a few remarks on the subject, showing what I conceived to be the imperfections of his theory—giving him, however, full credit for the ingenuity and originality of his arguments. But on perceiving, from your notices to correspondents, that you had already received some letters on the subject, I presumed that it had fallen into more able hands, and therefore did not trespass on your columns. I now, with rather a different view, offer you a few remarks on Mr. Bernard's letter, which appeared in your last publication; for, conceiving his attack on Mr. Ellet to be full of errors and incongruities, and moreover most untenable and unjust—although I do not *by any means* "go the whole hog" with our Yankee friend—I own I feel now much more inclined to defend than to attack him. Your having already defended Mr. Ellet, would have prevented my doing so, but that I thought that some of Mr. Bernard's errors had escaped you.

Mr. Bernard certainly does not seem to be very much enamoured of algebra; on the contrary, he seems to have a positive antipathy to the very sight of an x or a y: he talks over and over again of the "elaborate calculations," "intricate," &c., &c., contained in Mr. Ellet's essay, and goes so far as even to censure the introduction of algebraic symbols at all, as an "*ad captandum* display"! Now, in fact, one of the chief merits of Mr. Ellet's paper is, his endeavouring to bring a question, apparently so unmanageable, within the province of algebra—thereby insuring (if successful) an easy and certain result. Whether he has been successful or not in this attempt, is another matter.

[If Mr. Bernard's letter was commented upon in the same *charitable* vein that styles Mr. Ellet's an "*ad captandum* display," or if it was tested by his own remarks on the subject at the commencement of his first letter, what should we be apt to say of his *numerous* Latin quotations and expressions.]*

With regard to the intricatness of his calculations, surely Mr. Ellet dips but very lightly into either algebra or the calculus; he gives us nothing higher than a quadratic equation to solve in the former; and any schoolboy, who has just read the few first pages of a work on the subject, may easily follow him in his slight use of the latter. Perhaps he has not given as many of the *steps* in his calculations as he might have done; but are we to throw him and them overboard on this account? Mr. Bernard, however, is not satisfied with attacking Mr. Ellet—he must attack the calculus itself; he tells us that, "very few engineers ever venture on the study of the calculus; and of these few by far the greater number, disgusted with the apparent want of rigorous proof, are deterred from prosecuting the inquiry, by the peculiar nature of the analysis itself, which does not afford to the mind of the beginner, that conviction so conspicuous in other branches of the mathematics." It would be absurd, Sir, in me to commence a defence of the calculus here, but I may be permitted to observe, that a person is not likely to be *disgusted* with it, until he finds it a little too *tough* for him; and that although a conclusion arrived at by means of it, does not bring to the mind the conviction that a *geometrical* demonstration does, yet that it does bring full as much as a conclusion, derived from an algebraic equation. Mr. Bernard also remarks, that "a man may do the commonest sum by algebra, and succeed admirably in puzzling himself and others too;" to this doctrine, applied in the way it is evidently meant here, I cannot fully assent, for I conceive that the solution of any question by algebra, is invariably simpler than by arithmetic, except when the question is so very simple, that both solutions coincide. That some people, however, may "succeed admirably in puzzling themselves" in algebra, I fully allow, and indeed we shall presently see a proof of it.

Mr. Bernard commences his attack by stating—"the author * * assumes that a certain amount of fare may be charged which shall tempt a greater number of the community to avail themselves of the proffered means of communication than any other amount of fare would do." Now, no one will deny this; but, nevertheless, it is not what Mr. Ellet says; the limit in this case is evidently zero, for when the fare is equal to zero, the number of passengers will be greater than in any other case; so this cannot be the desideratum Mr. Bernard seems to suppose it. The limit Mr. Ellet mentions is a totally different one—it is the greatest sum which each individual will pay rather than decline the trip he proposes to make; this is evidently different for every different individual, and therefore Mr. Ellet is perfectly right in forsaking the vain pursuit of such an *ever-varying* shadow—which, however, Mr. Bernard supposes to be the "very thing sought." So clear is Mr. Bernard on this point, that he shortly after tells us that to ascertain π, (which stands for the highest fare *any* grade of passengers *can afford* to pay), would be "to solve the problem of the most advantageous fare;" so, according to this theory of Mr. Bernard's, what Railway Directors ought to do is, to raise the fares until they drive all the passengers off the line, excepting the small number representing the highest grade π.

After forsaking the pursuit of this variable, and therefore useless limit, Mr. Ellet proceeds to try and discover what the average law is which influences all travellers on a railway, taken collectively. In censuring Mr. Ellet's method of arriving at this law, it seems to me that Mr. Bernard is mistaken in supposing that the grades or classes which Mr. Ellet mentions are the grades of *rank* in society in general: they are really only supposed grades, into which he would divide the travelling public. The labouring classes, undoubtedly, as Mr. Bernard remarks, far out-number the others; but then, they have not the same incitement to travelling; at all events, these grades are arranged according to their willingness to pay a certain fare for a trip, which willingness does not necessarily depend upon their rank, nor yet upon their money, but in a great measure upon the urgency of the cause inciting them to travel. According as this urgency varies, an individual may be one day in one grade, and the next in another. Mr. Bernard also ridicules the idea that the money which an individual is willing to spend on a trip, may be a "function of the distance." Now, we shall suppose that Mr. Bernard is in London, and has a spare pound in his pocket, and that he wishes to go to Greenwich, will he therefore consent to give his pound for this trip? I calculate not. I presume he will take very good care not to part with his money until he is sure of an equivalent, in the distance he is to be carried; and what does this amount to, but to the fact that the money an individual is willing to pay for a trip *does* depend upon the length of that trip—*upon the distance.*

It is not necessary, however, to enter into the consideration of these classes or grades, to see that this law of Mr. Ellet's is a reasonable and fair *assumption.* We know that if the fare on a railway be diminished, the number travelling will be increased, and *vice versa;* and we may surely fairly assume, for the purpose of investigation, and in default of any evidence *to the contrary*, that the increase of the one will be proportional to the diminution of the other. That Mr. Ellet has done well, Sir, in taking this course I fully agree with you, and that "so long as hypothesis is suffered to take rank only as hypothesis, there is no more powerful help to investigation existing." Mr. Ellet honestly avows that this law "cannot be *proved* to be correct;" this candid acknowledgment Mr. Bernard perverts into a denunciation by Mr. Ellet of his own assumed law!! and then, on this perversion, founds seme censorious remarks on Mr. Ellet's paper, and on himself. Such, Sir, being their source, I presume you will agree with me in considering them unworthy of further notice. I shall therefore go on to remark, that I do not at all mean to maintain this law as being perfectly correct, for I do not conceive it to be so; in fact, it seems to me probable, thas if ever the true law is discovered, it will be found to be variable, for different places, and even for different times of the year, at the same places; but if the variations are found to be slight, an *average* law may yet be discovered, *applicable in an investigation similar to Mr. Ellet's.*

We next come to what Mr. Bernard calls "two distinct propositions."

1st. "That for every increase of cost, the number of passengers will be diminished; and that the diminution of the number will be proportional to the augmentation of the cost."

This is the law already mentioned, and Mr. Bernard considers it irreconcileable with the following:—

2nd. "That it is proper to assume, that if the fare on the road between two important towns were reduced to *zero*, and the public were carried free of charge, the number of travellers would be represented by some constant quantity T, and, that for every increase of 1 cent. in the charge the number would be reduced some quantity, represented by the co-efficient t, in the equation $T - \mathfrak{C}\, h\, t$ = number of passengers."

If any body will take the trouble to read the latter over carefully, he will see at once, that the former is *included in it.* For if the increase of 1 cent, produces always a corresponding diminution t, in the number of passengers; it is self evident that the *augmentation* of the one will always be proportional to the *diminution* of the other. To guard against any mistake, Mr. Ellet has taken care to say, that it is "the *increase or decrease* of travel (*not the travel*)," which will be proportional to the diminution or augmentation of the charge; in spite of this, however, Mr. Bernard gives us a proportion which supposes the *entire number travelling* (and not the *increase or decrease* of that number) to be proportional to the alteration in the fare. This, which is manifestly incorrect, of course leads, when carried out, to an absurdity.

I shall now proceed to consider the expression—

$$\mathfrak{C}\, h = \tfrac{1}{2}\left(\frac{T}{t} + 2\,\delta\, h\right)$$

It at first does seem odd that $\frac{T}{t}$ should be independent of the distance h, as it appears to be here. That it is not however, I shall endeavour to show, by making a very slight alteration in Mr. Ellet's notation. I shall consider t to stand for the diminution of the number of passengers, corresponding to an increase in the charge of one cent. (or any fraction of a cent. or penny,) *per mile.* This will also be an improvement in simplifying Mr. Ellet's expressions (1,) (2,) and (3.) We shall now have,

The number of passengers $= \mathfrak{C}\, t$, (1)

The maximum gross profit, $c\, h = \tfrac{1}{2}\left(\frac{T\,h}{t} - \delta\, h'\right)$

and for the gross charge—

$$\mathfrak{C}\, h = \tfrac{1}{2}\left(\frac{T\,h}{t} + \delta\, h\right);$$

The expression $\frac{T\,h}{t}$ in the present case, is equal to $\frac{T}{t}$ in Mr. Ellet's formula, showing that in the latter, t is really a function of the distance. We may now get rid of h altogether by division, and then we shall have for the gross charge *per mile.*

$$\mathfrak{C} = \tfrac{1}{2}\left(\frac{T}{t} + \delta\right).$$

The above I conceive to be the most useful formula that Mr. Ellet has given us; or at all events the most promising one, for the usefulness of any of them is as yet problematical. If we suppose a tributary line, together with that part of the main line included between either terminus, and the junction with the tributary, to form one continuous railway, we shall find this formula as applicable as in the case of the main line, and thus we may do away with the necessity of entering into Mr. Ellet's

* The parts within brackets have been added in answer to Mr. Bernard's *second* letter.

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further calculations. Besides, on commencing these calculations Mr. Ellet seems to have fallen into an error which runs through the whole of them. He supposes the charge to be raised "so high, that if exacted, passengers would be entirely excluded, and we should therefore have $T - \epsilon h t = o$, from which would be immediately deduced $\frac{T}{t} = \pi$, the value of the highest grade in the community." Now, if this were the value of that grade, we should have a number representing that grade travelling, whereas by hypothesis there are *no* travellers now upon the line. To get the real value of π we should put $T - \epsilon h t = y$, y representing the number of travellers derived from the grade π; this number, therefore, being an unknown quantity, renders the remainder of the calculations useless unless it can be got rid of, or be shown to be insignificant.

After deducing the value of $c h = \frac{1}{2}\left(\frac{T}{t} - \delta h\right)$ and showing that it is to be added to the actual expense of conveying the passenger, Mr. Ellet proceeds to show us how it is to be discovered, by instituting an experiment to ascertain the quantity $\frac{T}{t}$. And towards the conclusion of his letter, after some further considerations relating to the extent of allowable variation, from the most advantageous fare, (which, however, are vitiated by the supposition that $\pi = \frac{T}{t}$), he sums up by stating that "the rule which should be proposed for computing the tariff, will be drawn from the formula as modified by these considerations, and that it may be expressed in a few words—*add to the constant quantity which experiment dictates for the profit per passenger, the actual cost of his transportation*—to obtain the gross charge to be exacted for his conveyance." Part of this Mr. Bernard quotes *three* times in his letter, but makes a verbal alteration in it, which entirely changes Mr. Ellet's meaning; he puts *experience* for *experiment*: this I don't think you will consider to be showing fair play to our trans-Atlantic friend. The knowledge that we receive from experience is "thrust upon us" by that experience; but to increase our knowledge by experiment we must devise a *particular* experiment to suit our purpose. This Mr. Ellet has done in giving us the mode of ascertaining the value of $\frac{T}{t}$, and it is to this experiment he here evidently alludes. Mr. Bernard then remarks, "what the constant quantity is, or in what manner it may be approximated to, we are not told!" This, Sir, speaks for itself; I leave it with your readers.

[Mr. Bernard seems inclined to modify this statement in his last letter, for he refers to it as "his objection that the value of the constant cannot be determined from the essay without the aid of experiment." If this was all he meant by the above, I must say he expresses himself very much *in hyperbole*.]

Further on in his letter I find the following:—"It appears, then, that by this process we are to venture on the dangerous experiment of raising the fares, so as to ascertain the diminution of the number of passengers."

If this experiment be so dangerous, why is it that so many Railway Companies have raised their fares from time to time? (those that have done so, by the bye, ought to have evidence now sufficient to put this theory to the test.) But the experiment may be as well tried by lowering the fares. This, however, I believe the Companies would think still more dangerous; and certainly the present method of railway taxation is against it. From other parts of his letter Mr. Bernard seems to be *in favour* of collecting facts from experiment. May I ask him what sort of experiment *he* could try in the case, *but* that of raising or lowering the fares? Mr. Ellet probably proposes *raising* them, because he well knew the *hankering* Railway Directors generally have after such a proceeding.

But to proceed with my last quotation—"and this merely for the purpose of obtaining the value of a certain constant $\frac{T}{t}$ upon the *erroneous supposition* of the existence of a certain law, when by the same experiment the *true* law itself can be readily determined, thereby wholly obviating the necessity of the constant $\frac{T}{t}$ or of the different formulæ contained in the essay. Such are among the palpable absurdities of which even distinguished talent may occasionally be guilty."

I am inclined, Sir, to think, that the "palpable absurdities," if there be any, are on Mr. Bernard's own side here, and consist in his supposing that the determination of the true law would obviate the necessity of the constant $\frac{T}{t}$. Undoubtedly, a series of experiments would determine to the law as well as this quantity (and this is another strong reason in favour of those experiments). But if we knew the law *a priori*; how it would do away with the necessity of calculating the quantity $\frac{T}{t}$ (*or some equivalent one*) I cannot discover; or how it would at once mark out the best fare, as Mr. Bernard seems to expect. Suppose, for an instant, that this much-abused law was found to be correct, how would Mr. Bernard then fix the most advantageous fare without calculating the constant $\frac{T}{t}$. Or suppose the correct law was found to be, that the diminution of the passengers varied as the square (or any other power) of the augmentation of the charge, how, in this case, would he fix the fare, without first investigating what the constant ought to be, and then calculating its value? The law may be the same for many railways upon which the constants, and therefore the fares, are different, owing to the difference in the travel.

Mr. Bernard then goes on to remark on a statement of Mr. Ellet's, "that the loss increases as the square of the departure from the charge which corresponds with the maximum revenue," and dispatches it very shortly by saying, "But this is in reality nothing more than a property or function of the general law which, I have already shown, was assumed upon insufficient and erroneous authority, and therefore, like that assumed law, falls to the ground." I agree with Mr. Bernard here, that this statement has not sufficient foundation; I am not, however, convinced by his arguments, but consider it far from being *a function of that general law*, to be *irreconcileable with it*; that this is the case may be easily proved, but as the proof would require a little algebra, to which Mr. B. has such a decided antipathy, I shall not introduce it. I fancy Mr. Ellet himself saw that these two laws were not quite reconcileable, for he remarks, in a note, "the increase is not so rapid in the present case, but still it is very great indeed"; I am therefore sorry that he brought in this last-mentioned principle at all, or that he did not investigate this particular case, and ascertain how the loss really varied.

[In his second letter, Mr. Bernard comments further upon the assumed law and its properties giving us some calculations and tables. It appears from these, that he still labours under the error, I have shown above, of supposing, that by this law, the entire number of passengers varies inversely as the fare; for he states, that "by the hypothesis adopted in this essay, of the amount of fare be diminished one-tenth the number of passengers will be augmented one-tenth," &c. He now, however, does not carry out this proportion beyond the first addition to, and reduction from, the fare of 10s. which he commences with; but he falls into a new error, viz., that of mistaking the gross receipts for the gross profits; and hence his tables are imperfect and useless; not at all warranting this second "reductio ad absurdum," which he fancies he arrives at.

To obtain the profits, we must make a supposition with regard to the expenses of conveying each passenger; I shall therefore suppose this expense, δh, equal to 5s. From Mr. Bernard's tables we have $T = 200{,}000$. $t = 10{,}000$, and the unit of price = 1s. Hence, for $\epsilon h = 10$s. the case he supposes. I shall give his tables, adding a table of the gross profits.

Fare.	Passengers.	Gross Receipts.	Gross Profits.
s.		£.	£.
10	100,000	50,000	25,000
9	110,000	49,500	22,500
8	120,000	48,000	18,000
7	130,000	45,500	13,000
	And from 10s. upwards.		
11	90,000	49,500	27,000
12	80,000	48,000	28,000
13	70,000	45,500	28,000
14	60,000	42,000	27,000

In this case we see that the fare of maximum profit, lies between 12s. and 13s., and is therefore *greater* than 10s.

But to show more clearly what a "palpable absurdity" Mr. Bernard's idea was, that he had proved that Mr. Ellet's law would make "*every existing charge that of the maximum profit*;" I shall now suppose another case.

Let $T = 400{,}000$. $t = 30{,}000$. $\delta h = 5$s. and unit of price = 1s.

Then, calculating as before, we shall have:—

Fare.	Passengers.	Gross Receipts.	Gross Profits.
s.		£.	£.
11	70,000	38,500	21,000
10	100,000	50,000	25,000
9	130,000	58,500	26,000
8	160,000	64,000	24,000
7	190,000	66,500	19,000
6	220,000	66,000	6,000

In this case we see that the most advantageous fare is *less* than 10s. Mr. Ellet's formula,

$$\epsilon h = \frac{1}{2}\left(\frac{T}{t} + \delta h\right)$$

gives us at once its value,

$$\left(\frac{T}{t} = 1.3333 \text{ \&c.} = 13\text{s. } 4\text{d.}\right)$$

as 9s. and 2d. The gross profits for this fare are 26,041*l.*]

There are, Sir, in this letter of Mr. Bernard's many other censorious comments on Mr. Ellet's paper, but they are so utterly undeserved, and groundless, that I shall pass them by; just putting Mr. Bernard in mind of the old saying, "those that live in glass houses should not throw stones."

[I cannot help remarking here upon another misrepresentation of Mr. Bernard's. He states, that the quantity $f h$ is "introduced into the problem, to be afterwards discarded as valueless;" and that Mr. Ellet admits, that he does not know whether "it be a positive quantity, or any thing else about it." Now these statements are both without foundation, for Mr. Ellet actually states it to be a positive quantity (opposite in sign to a negative, which comes to the same thing), and that far from discarding it as valueless, "he regards it as equal to $\frac{\delta h}{3}$," (which is negative) "and consequently *neutralising it*."]

As for the rhetorical flourish with which he concludes, I fear from the little disposition he shows to practise his precepts, that it is but *Vox et præterea nihil*.

I remain, Sir, your obedient servant.

R. W. TOWNSEND, C. E.

PROCEEDINGS OF THE HOUSE OF COMMONS ON RAILWAYS.

BILL FOR THE MAKING AND MAINTAINING OF PUBLIC RAILWAYS IN IRELAND.

June 15.—Presented and read first time: to be read a second time, and printed.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

June 15.—Message from the Lords that they have agreed to the Bill without amendment.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH.)

June 11.—Message from the Lords that they have agreed to the Bill with amendments.

June 12.—Lords' amendments agreed to.

SHOTTS AND WILSONTOWN RAILWAY.

June 11.—Message from the Lords that they have agreed to the Bill with amendments.

June 14.—Lords' amendments agreed to.

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GREAT WESTERN RAILWAY FARES.

To the Editor of the Railway Times.

SIR,—On the occasion of the further openings of the Great Western Railway to Chippenham, and of the Cheltenham Union to Cirencester, new train bills are issued from which the following are taken:

Fares fixed in May, 1841—

93 miles to Chippenham.

1st Class..	24s.	equal to	3.09d. per mile.
2nd „ ..	17s. 6d.	„	2.25d. „
3rd „ ..	10s. 6d.	„	1.35d. „

Contrast these rates with those fixed in July, 1840—

63 miles to Farringdon.

1st Class....	14s.	equal to	2.66d. per mile.
2nd „	10s.	„	1.90d. „
3rd „	6s.	„	1.14d. „

The difference is consequently—

On 1st Class..	0.43d.	per mile, equal to	16 per cent.
2nd „ ..	0.35d.	„ „	18 „
3rd „ ..	0.21d.	„ „	18 „

or on the last 30 miles—

1st Class..	10s.	equal to	4.00d. per mile.
2nd „ ..	7s. 6d.	„	3.00d. „
3rd „ ..	4s. 6d.	„	1.80d. „

The fares to Cirencester for 95 miles are—

1st Class..	25s.	equal to	3.15d. per mile.
2nd „ ..	18s.	„	2.27d. „
3rd „ ..	11s.	„	1.38d. „

Later train bills have since been issued, including 33 miles opened on the Bristol and Exeter line from Bristol to Bridgwater, but the fares are not stated. Yours, respectfully,

F.

Bath, June 16, 1841.

THE GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I beg to suggest, as a proprietor to a large amount in the Great Western Railway, that your weekly returns of the traffic of that railway would be of much greater value if you would specify what part of the whole sum was received on the main line, and what on each of the branches—the one leading to Cirencester, the other to Bridgwater. As these two branches belong to separate Companies, and are now only worked under lease for a term of years by the Great Western, it is manifest that separate returns are useful, to enable the shareholders of each Company to judge of the value of their property.*

I observe in your last publication an extract from the *Cheltenham Journal*, where complaint is made that the outside fare from Cheltenham to London, via Cirencester, is 22s., while coaches run the road for 16s.; advice is then tendered to the Company to lower its fares. Now, in this case too, the lion's share of the fare falls (as usual) to the coach proprietors, who charge 4s. (or 3½d. per mile) for the 15 miles to Cirencester, while the Company charge but 18s. (or 2¼d. per mile) for the remaining 95 miles.

Should the coach proprietors continue this excessive charge—so injurious to the interests both of the public and the Company—I trust that the Directors of the Great Western will provide conveyances from Cheltenham to Cirencester at a reasonable fare, as at one time they proposed to do between Bath and Hoy-lane, had not the coach owners agreed to their terms.

I believe that a considerable part of the Cheltenham traffic to London still passes over the road. Last week I observed a Cheltenham coach leave Oxford without a vacant place, inside or out. If you think this letter will tend to counteract the impression produced against the Great Western Company, by your extract from the *Cheltenham Journal*, (which does not appear to view the case fairly,) I hope you will publish it.

I remain, your obedient servant,

A SUBSCRIBER.

Newbury, June 14, 1841.

*Of the propriety of such separation of results there can be no doubt; but the Returns at present supplied by the Company do not enable us to comply with our correspondent's request. We make no doubt that by and-bye, when the officers of the Company have more leisure, their Returns will be made in the manner suggested.—ED. R. T.

GREAT WESTERN RAILWAY RETURNS.

To the Editor of the Railway Times.

SIR,—I believe that it might at the present moment prove interesting to many of your readers to institute a comparison between the present receipts of the Great Western Railway and those of the London and Birmingham line previous to its final opening.

The weekly receipts of the latter concern were not, in 1838, published in your journal in detail, but I find it stated in the August report of that year, that the total receipts of the 77 miles then open, between the 9th April and the 30th June, amounted to only 41,322*l.* 11s. 9d. or 3,485*l.* per week.

The contrast between this amount and the receipts of the Great Western line for the three weeks ending the 13th instant, is, after making all due allowance for races and holidays, sufficiently remarkable; those receipts having amounted to 32,784*l.*—being about 109*l.* per mile weekly, or two-and-a-half times as much, to speak in round numbers, as the weekly receipts per mile of the London and Birmingham line in June, 1838, when it was similarly circumstanced.

An insertion of this comparison will probably gratify some of your readers, as well as oblige,

Your's, &c.

ONE OF THE SANGUINE.

London, 16th June, 1841.

GREAT WESTERN RAILWAY—TRAFFIC RETURNS.

To the Editor of the Railway Times.

SIR,—The portion of the Bristol and Exeter, as far as Bridgwater, is to be opened to-day, and I presume the returns of that traffic will in future be included with the Great Western, inasmuch as it is under lease to the latter, and of course will have to be worked with their engines and carriages. It is important that the public, and the shareholders in particular, should be correctly informed on this point, for of course the working expenses will be in proportion to the miles run; and if the gross receipts are put down as the produce of the main line only, the expenses when they come to be deducted, will be in a much higher ratio than they ought to be. I would beg leave however to suggest, through the medium of your valuable Paper, the propriety of the returns for the branch lines being kept separate from those for the main line, if it can be done without inconvenience to the Company, for it would be useful in showing whether the branches were likely to pay (the rent being known) and this would be very desirable information for the shareholders of the Bristol and Exeter and the Cheltenham lines, at a time when they are in difficulty and doubtful of the issue of these undertakings.

The time is now fast approaching when this Great Trunk line will be opened throughout its whole length; and though some people in this neighbourhood are confident it will disappoint the expectations of the shareholders, like the North Midland and the Manchester and Leeds, yet I have better hopes of it, from the different nature of the population that will make use of it, and the large traffic it must always have for a considerable distance out of London. This, in my opinion, will enable it to pay a fair dividend to the proprietors, provided it is well and economically managed; but let the shareholders look well after the Directors, and enforce upon them a little more economy in the working than has been shown in constructing the line, otherwise the fair promise which they may now think is drawingupon them, will be converted into disappointment and gloom.

I am, Sir, your obedient servant,

A CONSTANT READER.

Manchester, June 15th, 1841.

BOARD PRACTICES.

To "A Large Shareholder."

SIR,—It is useless to make such complaints as those you prefer in the last *Railway Times*. The self-election of Directors continuing, the abuses you mention, and hundreds of others—"the Directors do not feel bound to accept the lowest estimate" amongst the number—follow as regularly as effect follows cause—as fruit succeeds blossom. Shareholders in the mass not only know that they are the victims of corrupt practices, but are willing to continue so, or they would alter the constitution of Boards. That a numerous body, so intelligent as they are upon all other subjects affecting their interests, should submit, with their eyes open, to such glaring misconduct and corruption, as have been over and over again proved to exist in railway management, forms one of the most insolvable problems that ever vexed the world.

The thing to do—if you can get it done—is not to complain of Directors' conduct, but to secure the right sort of Directors; and this, whoever may gainsay it, is only to be accomplished by destroying the influence now exercised by wealth—by which every Board in the kingdom is *packed* for their own, not for the railways' benefit, and choosing your representatives from the share-lists, for *alphabetical rotation, for largest holding, and for residence near the lines.*

Do this, or bear a misfortune, which is the sure consequence of your co-partners' supineness, with grace and fortitude, by receiving without murmur, your minimum dividends.

I am, Sir, &c.

A RAILWAY SHAREHOLDER.

CHEAP AND IMPORTANT IMPROVEMENT IN RAILWAY CARRIAGES.

To the Editor of the Railway Times.

SIR,—Every person who has had frequent occasion to travel on railways during summer, when the carriage windows are usually kept open, must have felt that the two back seats nearest the doors of each carriage, are rendered excessively disagreeable in consequence of exposure to a strong wind arising from the rapidity of motion, and of having their eyes almost blinded with dust and soot. This defect could be remedied by having a slip of curved wood, or japanned tin, concave in the direction of motion, projecting about three inches outwards on each side of the window of the carriage door, and extending two inches above it. This simple remedy, which could be fitted almost without expense to existing trains, by throwing off the current of air from the carriage, would prevent any inconvenience to passengers from an open window. It is to be hoped, that there is hardly a Director of a railway in the kingdom, who would not feel desirous of immediately endeavouring so far to promote the comfort of one-third of all railway travellers.

I am, Sir, &c.

A GLASGOW CITIZEN.

PROFESSOR M'GAULEY'S INVENTION FOR PREVENTING RAILWAY ACCIDENTS—REPLY TO MR. HANCOCK.

To the Editor of the Railway Times.

SIR,—In my letter of the 15th ultimo, which you kindly inserted, I showed that I had published the principle and construction of "an apparatus for the prevention of accidents on railways," on the 2nd Nov. 1840, while Mr. Hancock's patent, as appears from the account with engravings published in the *Railway Times*, a short time ago, was dated November 26th, 1840. In your number of 29th ult., I find the following, in a letter from Mr. Hancock. "I take the liberty to refer him [Mr. M'Gauley] to a letter of Mr. Petit's, in the same number [that of May 22nd] by which he will see that the invention was patented by him [Mr. P.] *long before* the Professor made his plans public, which I presume to think will be considered a sufficient reply to his pretensions." For the benefit of those who may not happen to have the said No. of the *Railway Times* to consult, I think it right to quote from it, the only words of Mr. Petit's connected with the subject, which it contains. "* * Allow me to give a brief statement of some of the main features of my invention; in the first place

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the Railway Controller, which enables the officers on the line to turn the steam off from the cylinders, and pass it through the whistle, and bring each break into action. * * P.S. The cutting off the steam from the cylinders, and passing it through the whistle, and laying on the breaks, is also made exclusively to suit the system of railways now in use, which part only of my patent is disposed to (of?) by license of (to?) Mr. W. Hancock." I confess I do not see how *this* shows that Mr. Petit patented *long before* I published.

Trusting that you will excuse this trouble,

I remain, Sir, your obedient servant,

JAMES W. M'GAULEY.

Office of Education, Dublin,
9th June, 1841.

RAILWAY EXCURSION TO CHELTENHAM.—The members and friends of the Temperance Society in Birmingham, and its neighbourhood, intend paying a visit to Cheltenham on Monday, the 28th instant, in order to be present at and take part in the proceedings of the grand Gloucestershire demonstration in favour of temperance, which is to take place in Cheltenham on that day. A special train consisting of first, second, and third class carriages, will be provided by the Directors of the Railway Company, for the use of the visitors; and as the excursion is countenanced and supported by the Committee and influential friends of the Birmingham Temperance Society, as well as by the leaders and other officers of the various Rechabite lodges in the town, a numerous and respectable party is expected to join the excursion.—*Midland Counties' Herald.*

—o—

ACCIDENT ON THE NORTH MIDLAND RAILWAY.—On Friday last, as the down train from Derby to Leeds was approaching the Belper station, it came in contact with a truck loaded with timber, the porters were shunting on to the siding, which it completely lifted up and threw across the up line. The engineman leaped off the engine to avoid the timber falling upon him, as it was thrown about in all directions; fortunately there was no one hurt, and the train proceeded after a short delay. The engine and truck were considerably damaged.—*Derby Reporter.*

—o—

LONDON AND BRIGHTON RAILWAY.—On Wednesday the first trip was made on the Brighton end of the line to Clayton tunnel, six miles from Brighton. A train of seven carriages, decorated with flags conveyed about 170 persons up the line, for the purpose of witnessing the ceremony of keying the arch of the last length of the Patcham tunnel, which was performed by Mr. Statham, the resident Engineer. In about a fortnight Clayton tunnel will be ready to admit the passage of trains, which will then be able to run within a distance of ten miles from Brighton. Only about three miles of the road will then remain unfinished, and this portion of the line is in so forward a state, that its completion will take place in about six weeks. The line is to be opened from London to Hayward's-heath, a distance of 31 miles, on the 28th instant, and the opening of the entire road will not be delayed over the month of August. The company have entered into contracts with some of the Brighton coach proprietors for the conveyance of the passengers from Hayward's-heath to Brighton, on the partial opening of the road on the 28th instant. —*Times.*

NOTICE.—SALE ALTERED.—TO RAILROAD CONTRACTORS AND OTHERS.—Messrs. JOHN FIDELE & SON are instructed to sell by auction, on Thursday the 24th of June, 1841, about 200 excellent Earth Waggons, Three Cart Horses and Harness, Five Strong Carts and Waggons with Iron Arms, a Stone Truck and other effects, on the premises at Uffington, between the Farrington Road and the Shrivenham Stations on the Great Western Railroad. The Wilts and Berks Canal runs within a few yards of the same.

Messrs Fidele and Son beg to observe to persons requiring railway waggons, they will find the above of the very best construction, having been built by Mr Cogswell, and many of them nearly new. The axle-trees are 3½ inches in diameter, and 4 feet 9½ inch gauge, and 30-inch wheels The sale will commence at Two o'Clock.

IMPORTANT TO CAPITALISTS.—To Professional Gentlemen, and others requiring eligible Country Residences in the line of the Great Western Railroad, only one hour distant from the Paddington Station.—By Mr. HAWKES, on Friday, the 2nd of July, 1841, (instead of Thursday, the 24th of June, as previously advertised,) at One o'Clock, at the Crown Inn, Reading, in lots, TEN exceedingly VALUABLE STONE-ERECTED FAMILY RESIDENCES, with Coach Houses, Stabling, and walled GARDENS, constituting a great portion of the commanding and elegant structures in Wellington Place, Eldon square, and the London-road, Borough of Reading. Also, an extremely eligible Leasehold Estate, known as "The Sanctuary," consisting of Six Substantial Stone-erected DWELLING HOUSES, desirably situate on the South side of Crown-street, the principal thoroughfare between the Bath and London Roads. Several select Plots of Freehold Building Ground, particularly adapted for the erection of a superior class of

TOWN AND VILLA RESIDENCES.

The foregoing Property is situate on a dry healthy eminence, on the southern bank of the River Thames and Kennet, and at the Eastern extremity of the Borough of Reading, presenting without interruption a most extensive breadth of highly picturesque scenery.

The Buildings, which are most conveniently arranged, and replete with accommodation, have been erected under the superintendance of able Architects, with the most substantial materials, and finished with exquisite taste, regardless of expense, and are in the occupation of highly respectable tenants.

The Title, which has been lately derived from the Crown, will be found extremely simple and inexpensive.

The Capitalists will here find an open field for secure and profitable investments.

Professional Gentlemen and others seeking the combined advantages and comforts of Town and Country, will have the opportunity of selecting Residences in one of the most eligible spots along the whole line of

THE GREAT WESTERN RAILROAD.

Printed particulars are preparing, and may be had fourteen days preceding to the sale, at the Auction Mart; and of Messrs. Moseley and Channell, solicitors, Bedford street, Covent garden, London; Star and Garter, Windsor; Red Lion, Maidenhead; Bush, Wokingham; Dolphin, Southampton; George, Basingstoke; White Lion, Bath; Bush, Bristol; of J. J. Blandy, Esq., and J. Richards, Esq., Solicitors, Friar-street; and at the Office of Mr. HAWKES, Estate Agent, Surveyor, and Auctioneer, West-street, Reading.

For Occupation or Investment.—Freehold Family Residence, with Land.—The HARTLEY COURT ESTATE, three miles from Reading (Land Tax Redeemed).—By Mr. HAWKES, at the Crown Inn, Reading, on Friday, the 2nd of July next,

AN extremely-valuable FREEHOLD ESTATE, comprising a substantially-erected and commodiously arranged FAMILY RESIDENCE, with suitable Offices and capital Farm Buildings, surrounded by ornamental Plantations and Shrubberies, a park like inclosure of rich Upland Pasture, and several exceedingly productive inclosures of Arable and Meadow Land; altogether containing One Hundred and Thirty three Acres, with extensive Common Rights.

Particulars, with lithographic plans, may be had fourteen days previous to the sale, at the Auction Mart, London; the neighbouring Inns; of Wm. Andrews, Esq., Solicitor, 15, Russell-street, and at the Office of Mr. HAWKES, Land and Timber Surveyor, Estate Agent and Auctioneer, West street, Reading.

To Wharfingers, Brewers, Distillers, Corn and Coal Merchants, Contractors, and Others.

VERY SUPERIOR CART HORSES.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Baroican, on Friday, June 25, 1841, commencing at One o'Clock precisely, about THIRTY remarkably Fine-shaped, Fresh, Young, Powerful CART HORSES, the genuine Property of Mr. J. Bedborough, of Windsor, that have been employed on the Great Western Railway, and sold in consequence of the Contract on which they have been working being completed.

☞ The above lot of fine young seasoned Draught Horses are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been purchased expressly for the above contract, and now in remarkable fine condition.

Colours—Bays, Blacks, Browns, Roans, and Greys.

On view and catalogues had two days previous to the sale.

A great variety of New and Second hand Carriages, of every description, always on private sale at this establishment, remarkably cheap.

TO ENGINEERS of Large Business.—To be LET a spacious WHARF and large WAREHOUSE ROOM with Residence for superintendent, and Cottages for workmen, at Rotherhithe. The wharf has extensive privileges. Or, will suited to an Engineer requiring a large space of ground, and a frontage of 235 feet next the river, with good approaches from the land. Apply to Mr. W. Woodward, 1, Furnival's Inn, between twelve and two, if by letter, pre-paid.

MANCHESTER AND LEEDS RAILWAY. OLDHAM BRANCH LINE.—EXTENSION OF TIME.—TO CONTRACTORS.—The Directors will meet at their Office, Clowes's Building's, Hunt's Bank, Manchester, on Monday, 5th July next, for the purpose of receiving Tenders for the formation of a branch line from near Mills Hill, in the township of Chadderton, to the town of Oldham, being a distance of about two miles, including all the necessary excavations and embankments, bridges, culverts, formation of roads, fences, laying of permanent way, and all other works appertaining thereto, as described in the plans and specifications, which may be seen at the Engineer's Office, Hunt's Bank, Manchester, on and after the 24th June next.

Printed forms of Tender will be supplied to Contractors on application at the Engineer's Office, which must be delivered at the Office of the Secretary, Clowes's Buildings, by 10 o'clock in the forenoon of the 5th July next, and the parties tendering will be required personally to attend at the same place at the hour of 1 o'clock in the afternoon of the same day.

June 15, 1841.

DIVING BELL, CRANES, TIMBER, IRON, &c. &c.—To be Sold by AUCTION, upon the North Quay, at Whitehaven, on Thursday, the 1st day of July next, at noon, 1 Diving Bell, with Carriage, Air Pump, Two Crab Winches, Hose, and Four Pair of Boots. Two moveable Cranes, 2 large Standing Cranes, 2 small Standing Cranes; about 2,000 feet of Yellow Pine Timber, in Logs 30 Feet long and upwards, and a Quantity of Short Pieces Eight Tons, or thereabouts, of (common) Iron, in Bars, Two and a half Inches broad, and ⅝ths of an inch thick. A Quantity of Bolts (scrap One and a quarter inch thick, in different lengths. 120 Fathoms of Patent Chain, 1¼ inch thick; 2 Large Anchors, and 1 pair of Smith's Bellows.

For further particulars apply to Mr. Ebenezer Stiven, or to

E. H. HEYWOOD,
Clerk to the Harbour Trustees

Whitehaven, 7th June, 1841.

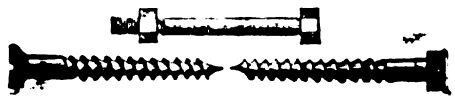
SPECIFICATIONS OF RECENT PATENTS. The MECHANICS' MAGAZINE, No. 933, published this day, price 3d., contains abstracts of the following recent Patents:—

Philippi's, for certain improvements in the art of printing cotton, silk, and other woven fabrics; Bathos's, for certain improvements in machinery, tools, or apparatus for planing, turning, boring or cutting metals, and other substances; Reynolds's, for certain improvements in machinery for producing stocking fabric, or framework knitting; Henshall's, for certain improvements in making, manufacturing, or producing carpets, or hearth rugs; Berry's, for certain improvements in looms for weaving; Clay and Rosenborg's, for improvements in arranging and setting up types for printing; Buchanan's, for certain improvements in wheel carriages, whether for common roads or railways; Palmer and Perkins's, for improved constructions of pistons and valves for returning and discharging liquids, gases, and steam; Bayliss's, for an improved metallic pen, to be called the Patent Flexian Pen, and improved Penholder; Molyneux's, for an improved mode of dressing flax and tow.

Also descriptions, with engravings, of Botten's patent gasmeter; Improved velocipede; On the crank rotary engines, &c.; Demonstration of Nautilus's mathematical theorem; On the preservation of life from fire, by an improved mode of house building; Mr. Adcock's spray pump; Pilbrow's condensing cylinder engine, &c.; Craig's rotary steam engine; On propelling vessels by the ejection of water; the Rock Harmonicon; Recent American patents; Dredge's suspension bridges; Asparagus paper; &c. &c.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

*** Intending Patentees, or Patentees of unspecified inventions, may have every needful information and assistance on moderate terms, by application to the office of this journal; where also may be consulted the only complete Registry extant, of patents from the earliest period, (A. D. 1617,) to the present time.



T. H. RYLAND AND CO., OOZELL'S STREET, BROAD STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high pressure engine, metallic pistol, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

Planing machine; works by hand, will plane 5 feet by 15 inches.

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A COMPANY for ESTABLISHING RAILWAYS in IRELAND, under the Guarantee of the Counties, and under the Superintendence of a Board of Control nominated by Government.

PROSPECTUS.

The construction of a general and comprehensive System of Railways in Ireland has of late years been universally regarded as a measure of vast importance to that portion of the Empire, and as calculated to produce, by the employment of the population and the creation of an extensive, expeditious and economical mode of conveyance, the greatest benefits to that country.

As a commencement of the system, it is proposed, with the approbation of Government, but subject to the sanction of Parliament, to make the Southern line in the direction indicated by the Report of the Railway Commissioners, and proposed by the Government in 1839, to Limerick, by way of Holy Cross.

The works to be executed by Commissioners to be named by Parliament in the Bill.

A Board of Control to be constituted by Government to superintend and control the proceedings of the Commissioners.

For this purpose a capital of 1,300,000*l.* is to be raised, under the direction of the Committee, on the part of the subscribers.

The capital to be raised in shares, or sums, of 1,000*l.*, 500*l.*, 200*l.*, and 100*l.* each, on debentures, to be signed after the passing of the proposed Act of Parliament, by two of the Committee, and to be countersigned by two of the Board of Control. A deposit of 10*l.* per cent. to be paid on the subscriptions being allotted; the remaining 90*l.* per cent. to be paid in nine instalments of 10*l.* each, on the 15th January, the 15th April, the 15th July, and the 15th October, 1842; and the 15th January, the 15th April, the 15th July, and the 15th October, 1843; and on the 15th January, 1844. On non-payment of any instalment, the previous instalments to be forfeited.

The Debentures to bear interest at 4 per cent. per annum, such interest to be guaranteed by Act of Parliament by a charge on the counties to be benefited by the measure, in such porportions as shall be settled by the Commissioners, and approved by the Board of Control.

The Debentures may be, after payment of all the instalments, converted, at the option of the holders into stock.

The Debenture and Stockholders to form a Corporation and to be represented by a Board of Directors, and the Committee to form the first Board.

In addition to the interest of 4 per cent. per annum the Debenture and Stockholders to be entitled to half the surplus profits, after payment of interest and all outgoings.

The other half of the surplus profits to be appropriated, from time to time, for the benefit of the counties guaranteeing the interest, in proportion to their liability to the interest.

The Commissioners to have the direction and execution of the works; the regulation of the Tolls within limits to be fixed by the Act; and the entire management of, and arrangements on the lines, when formed; subject to the control of the Board of Control; and to remit the interest, and half the suplus profits, half-yearly, to the Directors.

The Act to contain powers to enable the Commissioners to vary or modify the proposed line, with consent of the Directors, and subject to the approval of the Board of Control.

This plan having been based on the estimates of the Railway Commissioners, provision is to be made, in the event of the estimates being exceeded, and any additional capital being required, to secure the same interest and profits to the Company, as they would have had on their original capital, had no such additional capital been required

RAILWAY COMMISSIONERS.

Nominated by Government.

Sir J. F. Burgoyne, K.C.B.
Richard Griffith, Esq. F.R.S.
Col. Harry D. Jones, R.E.

Being Members of the Irish Railway Commission of 1836-38.

DIRECTORS.

I. L. Goldsmid, Esq., F.R.S.
John Abel Smith, Esq., M.P.
Mr. Alderman Thompson, M.P.

Board of Control—To consist of Noblemen and Gentlemen to be named by the Government, and appointed by the Act of Parliament.

Bankers—Messrs. Smith, Payne, and Smiths.

Standing Counsel for the Company — Francis Henry Goldsmid, Esq., Stone-buildings, Lincoln's Inn.

Solicitors — William Stephens, Bedford-row, London; M. Barrington, Son, & Co., Dublin.

*** Persons desirous of subscribing may apply by Letter to Messrs Goldsmid, Smith, and Thompson, 38, Broad Street Buildings, City.

TRINITY COLLEGE, DUBLIN.—The Board of Trinity College, Dublin, having determined on founding a SCHOOL OF CIVIL ENGINEERS in connection with the University, give Notice, that they intend to elect Two Professors, who shall Lecture, one upon the Application of Chemistry and Geology to the Art of Construction, the other upon the Practice of Engineering.

The Registrar of the University, who will give all the necessary information with regard to the salaries and duties connected with the Professorship, will receive applications from Candidates for the Professorship of Chemistry and Geology until the 2nd of July, 1841, and for the Professorship of Engineering until the 10th of June, 1842.

J. H. SINGER, Deputy Registrar.

Trinity College, June 5, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200. for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times

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LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS —In connection with the above lines of railway, places can be secured by Mails to

Edinburgh,	Stratford-on-Avon,	Shrewsbury,
Holyhead,	Carlisle,	Lichfield,
Newcastle-on-Tyne,	Bangor,	Brackley,
Banbury,	Leamington,	Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 5 miles) including the driver, 10s. 6d. each pair.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—TENDER FOR LOANS ON DEBENTURES.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than £200 for terms of four, six, or ten years, on interest at the rate of five per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester. A limited sum only is required.

By order of the Board of Directors,
A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of £17,000 per annum, payable half yearly, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this Company.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

NORTH KENT RAILWAY.—LINE FROM GRAVESEND TO ROCHESTER. Office, 42, Lombard Street.

CAPITAL, £300,000. In 15,000 SHARES, of £20. each.
DEPOSIT, £2 10s. per Share.

Provisional Committee.

John Humphery, Esq. Ald. M. P.	George Carter, Esq.
John Edward Puddick, Esq.	Miles Brathwaite, Esq.
Aldborough B. Henniker, Esq.	George E. Britten, Esq.

Chief Superintendent.—George Walter, Esq.

Bankers.

Messrs. Spooner, Atwoods, and Co., London.
Dartford: Messrs. Hills, M'Rae and Co.
Gravesend: Messrs. Hills, M'Rae and Co., London and County Bank.
Rochester: Messrs. Day and Co., London and Count Bank.

Engineers.—Colonel Landmann: Joseph Gibbs, Esq.
Surveyors.—Messrs. Smith and Barnes.
Solicitors.—Messrs. Sweet, Sutton, Ewens, and Ommanney.
Secretary.—Mr. Cresswell.

The object of this undertaking is to connect Gravesend with Stroud, Rochester, and Chatham, by means of a railway, taking the whole line of the Thames and Medway Canal, for which purpose the Committee have provisionally agreed for the purchase of the Canal and Works.

The level of the Canal is nearly the same as that of the proposed railway, which will save much expense and time in its completion.

By the arrangements made, the Act of Parliament for carrying the same into effect may be obtained forthwith, and the Canal drained and converted into a railway, and opened to the public in the course of one year from the date of the Royal Assent; leaving the docks at each end for the reception of coals, stone, lime, and merchandise.

There is at present a large transit of passengers between the populous towns of Gravesend, Stroud, Chatham, Maidstone, the city of Rochester, and the adjacent parts, averaging daily about 1,000, who now travel between those places by omnibuses, or other conveyances, at a charge varying from 1s. to 2s. each.

The average number of passengers annually landed at the piers at Gravesend, is about 850,000; and when the additional number of iron steam boats, now preparing to run from Blackwall to Gravesend, are in operation (at low fares), the amount will be greatly increased, and very many of those persons will avail themselves of the railway as a cheap and expeditious mode of transit into Kent; in addition to which there will be a very considerable income derived from the traffic in coals, stone, lime, and merchandise, which will insure an ample return to the Proprietors, besides the immediate income to be derived from the docks and ground-rents, &c. at each end of the line.

The Property of the Thames and Medway Company comprises, besides the Canal,—At Gravesend, entrance lock from the Thames, for the admission of Colliers; a Basin of considerable dimensions, in which Yachts and other Vessels are laid up during the winter; extensive Coal Yards; Timber Yards; Lime-Kiln; Dock Master's Cottage; many Cottages for Workmen; and valuable Ground Rents; besides many acres of unoccupied land; and a Cottage at every Bridge over the Canal.

At Rochester, valuable Building Ground, consisting of upwards of twenty acres of Freehold Land; Lock and large Basin, capable of containing ships of upwards of 300 tons burthen; Steam Engine and Engine House; Dock Master's House, and Cottages; Stabling, Warehouses, &c.

Applications for Shares to be made at the Company's Office, 42, Lombard-street, prepaid.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, a new Edition of ROBINSON'S

RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet-street.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London, and correct Railway Time Tables.

Also by the same person, price 6d.,
TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street, Bell, Fleet-street, and sold by all Booksellers.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, June 17th, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and merchandize from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 182. Vol. IV.—No. 26.] SATURDAY, JUNE 26, 1841. [Price, 6d.

NORTH MIDLAND RAILWAY.—The Directors of the North Midland Railway Company are ready to receive MONEY on DEBENTURES, under the powers of the Act of Parliament, in Sums of not less than £500, bearing interest at 5 per cent. per annum for periods of 3, 5 or 7 years.

By order,
H. PATTESON, Secretary.

Warnford-court, Throgmorton-street,
May 21, 1841.

SOUTH EASTERN RAILWAY COMPANY.—NOTICE OF CALL.—The Directors having this day made a CALL of £5 per share from the Subscribers to and Proprietors of this undertaking, and directed that the same be PAYABLE on Tuesday, the 6th day of July next at either of the undermentioned places, viz.:—

Messrs. Glyn and Co., bankers, Lombard street London.
Messrs. Moss and Co., and Messrs. Barned and Co., bankers, Liverpool.
Messrs. Jones, Loyd, and Co., bankers, Manchester.
Messrs Beckett, Blayds, and Co., bankers, Leeds.
The Union Banking Company, York.
Messrs. Hector and Co., and Messrs. Latham and Co., bankers, Dover
Messrs. Jemmett and Co., bankers, Ashford
Messrs. Wilmshurst and Co., bankers, Cranbrook.
Messrs. Beeching and Sons, bankers, Tonbridge and Tunbridge-wells
The Country branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly.—Dated this 1st day of June, 1841.

JOSEPH BAXENDALE Deputy Chairman of the Board of Directors.
J. C. YEATS, Secretary.

Railway Office, 10, Coleman-street, London.

TAFF VALE RAILWAY.—CONTRACT FOR RAILS AND CHAIRS.—Notice is hereby given, That the Directors will meet at their office in Cardiff, on Thursday the 1st July next, at 1 o'clock, to receive Tenders for the supply of

450 Tons of Malleable Iron Rails
200 Tons of Cast Iron Chairs.

Patterns and specifications may be seen at the Engineer's Office, Maendy, near Cardiff.

By order of the Directors,
JOSEPH BALL, Secretary.

Railway Office, Cardiff, June 23rd, 1841.

LONDON AND GREENWICH RAILWAY OFFICE.—Notice is hereby given, That the Half-yearly General Meeting of this Company, will be held at the London Tavern, Bishopsgate-street, on Friday the 16th day of July next, at 12 for 1 o'clock precisely. The Transfer Books will shut on Wednesday, the 30th of June instant, and re open on Monday, the 19th of July following.

By order of the Board,
J. Y. AKERMAN, Secretary.

London Terminus, 23rd June, 1841.

LONDON AND BRIGHTON RAILWAY COMPANY.—TO COACH PROPRIETORS AND OTHERS.—The Directors of this Company having determined to open the Railway to the Public, from London to Hayward's Heath, near Cuckfield, on Monday, the 12th July next, will attend at this office on Wednesday next, 30th instant, at 11 o'clock for the purpose of making arrangements with such Coach Masters and others, who may be disposed to run Coaches or Omnibuses to and from any of the stations on the line.

By order,
THOMAS WOOD, Secretary.

London and Brighton Railway Company's Offices, 10, Angel Court, Throgmorton-street, 24th June, 1841.

SIXTEEN PAIR OF TWO-FEET RAILROAD WHEELS, fitted on Wrought Axles, with turned bearings, Pedestals, Bolts and Nuts, &c. complete, to be disposed of at a low price. 4 feet 8½ inches gauge.

Apply by letter, post paid, to M. D. Crosbie, 45, Lower Belgrave-place, Pimlico.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price, and to these points, as constituting the best tests of value, T. Allsop has directed particular attention

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad street, City; 69, Princes-street, Leicester-square; Manufactory, Mill wall, Poplar; and also of the following Agents —

Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn ..... Newcastle-upon-Tyne
Joseph Bothway ..... Plymouth.
John Thompson and Co. ..... Wigan.
J. T. Tregellas ..... Truro.
Thomas Mooney and Son ..... Dublin.
Cortes and Young ..... Belfast.
James Kibble and Co. ..... Glasgow.
James Gunn ..... Leith.
John M. Beatts, 14, Clement's-lane, High street, Dundee.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

TO RAILWAY COMPANIES.—The Advertiser having been for a number of years engaged in the Stores of one of the principal Railways in the Kingdom, wishes for an appointment as Storekeeper; the highest Testimonials as to ability, integrity, &c. can be given.

Address L. L. care of Mr. T. Gowing, No. 1, Stucley-terrace, Camden Town.

KYANIZING TANKS FOR SALE.—To be Sold, two Wrought Iron Cylindrical Tanks, each 70 feet long and 6 feet in diameter, with a double-acting Air-pump, Pipes, &c. for exhausting the air and forcing the solution into the materials to be kyanized, with a force of 100lbs. on the square inch, together with appendages for supporting the tanks; the whole of the materials and workmanship being of the best description.

The longitudinal bearers and cross sleepers used for the Hull and Selby Railway were kyanized in these tanks; and, being peculiarly adapted for carrying out the process effectually, a favourable opportunity is presented for any person wishing to engage in the business of kyanizing timber for hire, or for any railway or other Company using large quantities of timber.

For price and other particulars apply to
GEORGE LOCKING, Secretary.

Railway Office, Hull, June 15th, 1841.

A CONSULTING CIVIL ENGINEER will be happy to assist Practical Men, Public Bodies, and Private Individuals with his advice and Mathematical Demonstrations, Plans of Construction and Reports, for Hydraulic Works, Machinery, Steam Navigation and operations in the various departments of Constructive, Mechanics and Civil Engineering. Address post paid, to D. I. Chapter Coffee House, Paternoster-row.

TO RAILWAY CONTRACTORS AND OTHERS—FOR SALE.—Two Capital Locomotive Engines, one nearly new, and quite perfect, the other in good working order, both 4 feet 8½ inches gauge; also, from 400 to 500 tons of Flange and Chair Rails, from 30lbs to 42lbs per yard; from 200 to 300 Waggons, with a great variety of other Railway Materials.

Application to be made to Mr. Bedborough, Stratton Green, near Swindon, and Wootton Bassett, Wilts.

TAFF VALE RAILWAY.—ALTERATION OF PASSENGER TRAINS.—Notice is hereby given, That on and after Thursday, the 1st day of July, the Trains will daily leave Cardiff and Merthyr, at the undermentioned hours, excepting Sundays.

From Cardiff.	From Merthyr.
6 30 a.m.	7 0 a.m.
9 0 a.m.	9 20 a.m.
1 0 p.m.	1 30 p.m.
5 0 p.m.	5 20 p.m.
Sundays.	
9 0 a.m.	9 20 a.m.
3 0 p.m.	3 20 p.m.

For further particulars of Fares, Time, and Stoppages at Stations, reference must be made to the Train Bills, which may be had at any of the Company's Stations.

The charges on Merchandize and Cattle may be known on application at any of the Stations.

Taff Vale Railway Office, Cardiff, June 17, 1841.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY COMPANY.—Notice is hereby given, That the Half-yearly General Meeting of Proprietors will be held, pursuant to Act of Parliament, on Friday, the 2nd day of July next, in the Sheriff Court Hall, Greenock.

The chair will be taken at Twelve o'clock.

ROBERT D. KER, Chairman.

The Transfer Books will be closed on the 28th instant and will remain so until after the meeting.

MARK HUISH, Secretary.

Railway Office, Greenock, 18th June, 1841.

CANTERBURY AND WHITSTABLE RAILWAY SHARES.—To be Sold by Auction, on Monday, 5th of July, 1841, at the Fountain Hotel, Canterbury, by Messrs. Whites and Goulden, 100 Shares in the Canterbury and Whitstable Railway, in 10 Lots of 10 Shares each. By order of the Executors of the late General Sir H. T. Montresor, K.C.B.

Inquire of Messrs. Hughes and Henslow, Clement's Inn, London, Messrs. Curteis and Kingsford; or Messrs. Whites and Goulden, Canterbury.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

Lieutenant-Colonel Sir Frederic Smith, of the Royal Engineers, called in, and examined.

1. Mr. Labouchere.—What situation do you fill in the Railway Department of the Board of Trade?—That of Inspector-General of Railways.

2. Of course you have considered the 11th clause of the Bill now before Parliament, for the better regulation of railways?—I have.

3. Do you consider that clause so framed as to be injurious to the railway proprietary?—I think not; I consider, on the contrary, it is calculated to give confidence to the public, and I could almost have imagined that the Bill had been framed in concert with the railway body, because they appear to be protected in every way in which protection could be desirable.

4. Do you think it would be possible to define the extent to which the Government interference contemplated by that clause should be limited?—I believe that would be quite impossible.

5. Have the goodness to state your reasons?—I have considered the subject for a long period, and as I thought it very likely this question might be put, I have drawn up a few memoranda on the subject, from which, with the permission of the Committee, I should wish to speak, because it contains all that I could say on the subject, even in the longest examination.

6. Have the goodness to make the statement to the Committee to which you have referred?—The question of a Government supervision of railways has been already decided by the legislature, and it now only remains to determine what powers should be given to the supervising department. It is not to be denied, that as a general rule the legislature should define the powers of the executive, but it will be impossible to define the powers which should be granted to the Railway Department of the Board of Trade, as to the course they should pursue for the prevention of accidents, until it can be defined what are all the various causes having a tendency to endanger the safety of travellers by railway; for it must be admitted that if the supervising authority is to be productive of any real benefit of the community, it must be by establishing regulations which may prevent the continuance of any system likely to produce accidents, and the adoption of such as are manifestly calculated to provide for the safety of the public. In the present state of railway knowledge, with accidents occurring first from one cause and then from another, if any positive and definitive enactment were made as to the particular cases in which the Board of Trade should, or should not, issue precautionary regulations, the effect would be that powers might be given where experience would prove them to be unnecessary, and the authority would probably be fettered where it might be required to have the widest scope. The real interests of the Railway Companies, as well as the safety of the traveller, would, in my opinion, be best preserved by vesting a discretionary power in responsible officers; officers not only responsible to the chief of an important branch of the public service, and whose office renders him the especial protector of the commerce of the country, but responsible also to the public and to Parliament. These officers, be they whom they may, must exercise the power entrusted to them with caution, so that while on the one hand they must endeavour to provide for the safety of the public, on the other hand they must strive to protect the fair interest of the Railway Companies, without relieving their Directors from any part of their responsibility. In no case of doubtful necessity should the Railway Department of the Board of Trade interfere, by issuing regulations for the guidance of all or any of the Railway Companies; the necessity of interference should be obvious, and should come home to the conviction of the parties to whom the regulations might apply; and indeed, the officers should be slow to disturb even a system which in itself would appear not altogether free from danger, provided it had stood the test of long experience without the occurrence of accidents. One advantage of the supervising authority is, that it would afford the means of concentrating a knowledge of the dangers, as well as of the security of railway travelling, and admit of suggestions being made for the benefit of those Companies where the least intelligence is displayed, derived from those where experience and talent have led to the adoption of the most perfect systems. In confirmation of this view, it may be stated, that in the generality of cases where accidents of a serious nature have happened and where the circumstances connected with those accidents have been inquired into by the officers of the Board of Trade, the suggestions which in consequence have been made, have, sooner or later, been in a great degree adopted. This might continue to be the case; but if the principle of supervision, as settled in the last session of Parliament, remain undisturbed, then it is not too much to expect that the department charge with this supervision, and to whom the public will therefore have a right in some degree to look for their security, should be empowered to enforce regulations necessary for the public safety, if the Companies concerned should resist an appeal to their judgment and feelings. The safeguard of these Companies, if it were not likely to result from a careful selection of the executive officers, is surely sufficiently established by the interval provided for in the Bill, of one month elapsing between notice of an intended regulation, and the date of its being actually issued. This proviso, and the opportunity afforded to the railway Companies of stating their reasons against the proposed regulation, superadded to the right of having those reasons brought under the cognisance of Parliament, would make the officers of the Railway Department cautious in suggesting, and the Lords of the Committee slow in enforcing, any regulation of a doubtful character. Again, the revision every six months of each regulation affords a further guarantee for the interest of the railway body. There are some points which are so essential to the safety of the railway traveller, that there can be no rational doubt as to their necessity, and yet we find that they have been, and are occasionally, disregarded: I will mention a few of the points on which it appears to me desirable the Board of Trade should have a right to issue regulations, thay seem to be so essential to the public safety; but there are a great many others which I could not enumerate; indeed, it would fill a volume to specify all.

7. Have the goodness to mention any which occur to you?—1st. The proper maintenance of the way. Parliament has already sanctioned the inspection of railways antecedently to their being opened. If that be a right principle, which can hardly be doubted, it is equally necessary that the railway should be kept in at least as good a state as that in which it is passed, and it is not impossible that in some of the poorer lines this might not be the case; certainly in the larger and longer lines so much care and attention seem to be paid, that very little supervision may be required, but in other instances that is not so. 2nd. Upholding the fences. A want of attention to the fences of one of the lines afforded an opportunity for some cattle to stray upon the railway, which caused the oversetting of the engine and the improper opening of gates has also led to the straying of sheep and other animals on the lines, which have thrown some of the carriages off the line, without, it is true, injuring the passengers. Another point is the safe construction and soundness of the carriages; this is a matter of very considerable importance to the public and to the Railway Companies. Opinions are much divided as to the superiority and relative safety of six-wheeled and four-wheeled engines, and there appear no reasons for requiring the exclusive use of either, for both have their advantages and their defects; the same reasoning will apply in some degree to the passenger carriages, for although it can hardly be doubted that six wheels give greater security to the passengers, yet so little injury has resulted from the use of four-wheeled carriages, that the policy of a change may be considered as by no means a settled point. In new lines where the stock is not provided, the question might be fairly considered, but in old lines, already supplied with four-wheeled carriages, and turn tables suited for them, it cannot be expected that a change should take place; I mention this to show that that is a point the Board of Trade ought not, in my opinion, to interfere with. The passenger, however, has a fair right to expect that the carriage, whether six or four-wheeled, shall be substantial, easy, and of a safe construction. Here I think the Board of Trade ought to interfere. The carriages should be subjected to an examination by a mechanic before each journey; that is considered necessary in stage coaches, and it is equally necessary, in my opinion, in railway carriages; this precaution will be become the more important as the stock becomes worn from age. There is another subject which is of more importance; I mean the use of breaks. On some lines these are considered of less moment than upon other lines; but the general, if not the universal opinion is, that they are necessary on all, and yet we find it not an unusal thing to dispatch trains without any break whatsoever, and we have instances of fatal results being the consequence. In adopting any regulation on this head, it must be framed with reference to the nature of the inclined planes of the lines to which the regulation is intended to apply; for instance, on the Lickey incline, near Bromsgrove, it might be considered necessary that each carriage should be provided with a break, whereas a very limited number would suffice for that part of the Great Western Railway which is now open to the public. To show how necessary the managers of the Birmingham Railway Company consider it to be that the carriages running on their line should be provided with breaks, it is understood that they prohibit carriages belonging to other Companies from coming upon the line excepting a certain proportion of them have breaks. It is known that the attention of Mr. George Stephenson was directed, for a long time, to the construction of a self-acting break to be attached to all the carriages of a train, and it is believed that Mr. Robert Stephenson has applied himself to the improvement of the break. These are high authorities as to the usefulness of this means of arresting the progress of a train, and it may be added that this subject is now under the consideration of the professional men of the South Western Railway. There is another subject which I have touched on in the reports I have had the honour to make to the President of the Board of Trade; I now allude to the buffer-springs. I know that this is a point on which, perhaps, the whole of the railway body do not go with me to the full extent, but I feel strongly the necessity of these buffers. In lines of great traffic, with short intervals between the trains, and where there is consequently the greater probability of collisions, the best means should be adopted to diminish the fatal consequences of such accidents; various modes of effecting this object, some few of which have been highly ingenious, have been suggested to the Board of Trade; but under the view taken by the Lords of the Committee, that they were not justified in interfering in matters of an experimental nature, the officers of the railway department have invariably recommended the inventors alluded to, to address themselves to the different Railway Companies, from whom they might expect encouragement, provided their plans were found to be likely to conduce to the public safety. The officers of the Board of Trade conceive that they will fulfil their duty in recommending the general use of buffer-springs to all passenger carriages.

8. Do you conceive it would be the duty of the Board of Trade absolutely to oblige all Railway Companies to adopt buffer-springs?—I think the Board of Trade should compel all Railway Companies to use buffer-springs or other means of lessening the force of collision, where there is frequent traffic.

9. Viscount Sandon—Are there many railroads on which buffer-springs are not used?—I do not recollect one in which the buffer-springs are not used for the first class passengers; they strike me as being equally necessary for the second and third; and as the second and third class passengers are more exposed than the first, I think these springs should be used to all passenger carriages.

10. Mr. Easthope—Are they not used equally for the second class passengers?—I believe not.

11. Do you know any instance in which they are not used for second class carriages?—I am unwilling to rely on memory as to the particular instances; I think on none of the railways are buffer-springs used on the third class carriages, except on the York and North Midland, and there they have recently been introduced on a suggestion of mine in consequence of an accident happening to a third class passenger; there is perhaps no line on which the first class carriages are not provided with them.

12. Lord Granville Somerset—Do you contemplate any improvements on the present buffer-springs?—I think it is very probable there will be, but I believe the Board of Trade have determined not to interfere in any experimental matter; I think that such matters should be left to the Railway Companies themselves, and when they shall have discovered anything which is preferable, if it be not found too expensive, I think they might be required to adopt it after sufficient trial.

13. All you would propose for the Board of Trade to do, is to provide that buffer-springs should be used, but that as to the description of springs, that should be left to the Companies?—Yes.

14. Have you seen a publication of Sir George Cayley?—I have.

15. There are a good many propositions there which require experience to test the value of them, are there not?—I think, in addition to Sir George Cayley's, I have had 50 different plans brought before me; I think very few out of the 50 are so good as the existing springs, and with scarcely an exception have I ventured even privately to suggest to the engineers on

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lines the propriety of seeing these particular inventions, I have thought them so unsatisfactory.

16. Under the word buffer-spring, you would only include some mechanical contrivance to prevent the effect of a shock?—Yes, a buffer-spring is only good up to a certain point; the moment the springs are all completely home, if I may use the expression, the reaction comes into effect and does harm.

17. Would it be possible to confine the power of the Board of Trade as to these springs, by some words inserted in this Act of Parliament, simply to the object which you think you ought to attend to?—I do not think the Committee can well define what shall be the act of the Board of Trade in such a matter, for it must depend on experience.

18. Suppose the buffer-springs now in use, or any thing which may be called buffer-springs, were discovered not to be effectual in obviating the effect of the shock, but that a new spring were invented which was effectual; would you think it justifiable on the part of the Board of Trade that they should order all the Companies to adopt the new invention?—I do not think that if all other proper precautions were taken to prevent collisions, such a course would be necessary.

19. You do not contemplate the possibility of putting into legal form words which would enable you to enforce the use of buffer-springs, or any other mechanical contrivance, to prevent the evils of collision?—Provided no discretionary power were given to the Board of Trade, it might be necessary to specify that, and other points requiring their attention; but if discretionary power be given, I think it would be better to leave these points to the control of the railway department, as they would have no wish but to do that which was best for the public, looking at the same time to the interests of the Railway Companies.

20. Lord Stanley—Do you think it practicable to change the form of this clause in such a manner as, instead of giving, as this clause does, a general power of regulation with certain exceptions, would give the powers specifically required, and no powers except those which are given specifically in the clause?—I think that unless you could specify precisely the nature of the accidents likely to occur, or what are the causes of those accidents, that could not be done, for these causes are varying from day to day; one day they happen from one cause, and another day from another. I cannot see how any specific clause would meet the object, because by implication, whatever was omitted in the clause, the Board of Trade of course could not take cognizance of.

21. You have enumerated in the present clause the subjects on which you shall not make regulations; do you not consider it possible, instead of the exceptions, to enumerate the subjects on which you should be empowered to make regulations?—I am most decidedly of opinion that this would be impossible.

22. Mr. Labouchere—Are there any other points in connexion with this subject, on which you are desirous of making a statement?—Yes; there are a few other points with regard to the carriage of luggage; on some lines the luggage is worked quite independently of the passengers, on other lines that is not the case. When luggage is worked with passengers a much greater attention is necessary, in my opinion, to the construction of the luggage waggons; that is a point which I think the Board of Trade should have the power of looking into.

23. In what manner are you of opinion that the Board of Trade could with advantage interfere to prevent accidents in the case adverted to?—For instance, with regard to the mode in which the luggage waggons should be formed; in some instances they are enclosed by means of framework, in other instances only confined by lashing. We know from the accident on the Hull and Selby, that the lashing is a very unsafe mode of confining anything to the luggage waggon; in the case in question the casting fell off, and five or six carriages were thrown completely off the line, and five or six persons were killed.

24. That was from the imperfect manner in which the luggage was secured?—Yes.

25. Mr. Thornely—Was that luggage or a piece of iron?—A piece of iron.

26. Do you recollect the weight of the piece of iron? I do not.

27. Viscount Sandon—That piece of iron was being carried as goods?—It was; the very weight of it was considered to have rendered it more secure.

28. Lord Stanley—The piece of iron not only was not enclosed within a frame, but it projected considerably over the side of the carriage, did it not?—It did.

29. Was not it put in a slanting direction?—No; it fell in a slanting direction, but I believe it was not so placed.

30. Mr. Easthope—Is it not the case, that when passengers are passed with luggage trains, they are generally of the third class, or those conveyed at the cheapest rate?—I believe on the London and Birmingham that is the case; but on the line to which my present observations apply, the first and second class were carried with the luggage, and the luggage preceded the passengers, which was certainly dangerous unless the luggage waggons were made as secure and as strong as the passenger carriages.

31. Sir James Graham—On the Manchester and Leeds there is a mixture of first and second and third class luggage?—Yes.

32. Everything conveyed on any train is conveyed in each train?—Yes.

33. Mr. Labouchere—By luggage you mean goods, not passengers' luggage?—I mean goods.

34. Lord Granville Somerset—In those cases, would you think it equally necessary to have buffer-springs applied to the luggage carriages?—I should be glad to see them, but I believe there is an objection against them on the ground of expense; if I were acting as the Engineer of a line, I should adopt them.

35. Mr. Labouchere—You entertain a doubt whether it would be the duty of the Board of Trade to enforce such a regulation?—I do so, on this ground, that so few lines have them. I cannot conceive it possible that the intelligent men who have conducted those lines would not have adopted them if they found it necessary; if it were found on the principal lines of great importance to adopt buffer-springs with their luggage trains, I should be disposed then to recommend to the Board of Trade to carry out that principle further.

36. Lord Granville Somerset—I am assuming the mixture of the luggage trucks with the passenger carriages?—I mean that.

37. On the ground that the same necessity must exist in the one case as in the other?—It is very desirable.

38. Wherever they are mixed up with the passenger carriages, you consider it necessary?—I think it better to have all the carriages of whatever construction is considered the safest.

39. Sir James Graham—In your opinion, are mixed trains with trucks of goods in the front, or bringing up the rear, much less safe as it respects the conveyance of passengers?—I think that depends, first of all, on the construction of the waggons, and in the next place on their loading. I think if they are loaded to a very great height they are not so safe as passenger carriages running in the same lines; the wind has a greater effect upon them, and in going down heavy inclines there is a greater tendency to pitch.

40. As the traffic is conducted on the Manchester and Leeds, do you think it conducive to the safety of the passengers, or the reverse?—I have not been much on that line since it was at work, in fact only once since the whole line has been open. There seems considerable attention paid there to the safety of the passengers, but it is yet early to give a decided opinion as to its working. There appears to be a very great rush of persons on the line, to be carried, and to have their goods carried, which may give it an appearance of greater confusion than really exists.

41. Under clause 11, supposing it passed in its present shape, would the Board of Trade have a right to interfere with the practice, as it at present exists on the Manchester and Leeds, of a mixed train?—As the clause now stands, if anything positively dangerous were in practice on that line, I think the Board of Trade would have a right to protest against it, and to prevent it.

42. If the Board of Trade were to think that the conveyance of goods in the same train with passengers was dangerous to the safety of the passengers, would it, as the clause now stands, have the power of preventing the Manchester and Leeds sending mixed trains as at present?—I must give an answer in rather a qualified manner. As the clause is now framed, the President of the Board of Trade would have a right to give any order of any description, but in fact there must be a month's notice of any regulation before it can be carried into effect; and parties would have the right of protesting against it and giving their reasons; those reasons would be laid before Parliament, and I cannot conceive that a President of the Board of Trade would be found to issue such a regulation, nor any of its officers to suggest it. I grant, if there is any injury likely to result from the working, they would have the right to interfere.

43. Lord Stanley—Supposing, under the regulation you suggest, the passengers' carriages should be provided with buffer-springs, but that the luggage carriages were left unprovided with buffer-springs, would you consider yourself justified in recommending to the Board of Trade to place their restrictions on the union of the carriages so imperfectly constructed with the passengers' trains?—Decidedly, if I saw danger in the practice.

44. Sir Robert Peel—The 11th clause gives a power to the President of the Board of Trade to issue regulations for the prevention of accidents; but it is provided that the regulation shall be invalid if it prescribes anything of an experimental nature, if it interferes with the number of trains, if it interferes with the times of starting, if it interferes with the stoppage of trains, or if it interferes with the speed of travelling. Do not you think there will be likely to be a great deal of litigation and discussion as to the effect of any regulation which may be made, and that the Railway Companies will probably assert that there is an indirect interference with the speed of travelling, for instance?—I do not see, with reference to the point I have already touched upon, that that will be the case. The speed of travelling, I suppose, will be the maximum speed on the line. Though a restriction is introduced into the Bill as to the interference of the Board of Trade, that is a point on which I have rather a strong opinion; I think the regulating maximum speed on inclined planes is of much consequence.

45. Mr. Labouchere—Is not that point considerably affected by the view of the Board of Trade as to engineers' time-tables being constructed, and whether those time-tables are so far observed as that the carriages shall be worked by the Companies according to them?—Yes; but I think that would not affect the actual maximum rate of speed.

46. Of course it would not affect the actual rate of speed at any particular point; but would it not materially diminish the chance of an undue rate of speed being established on any particular railway, if the time-tables are constructed on a principle which leaves no reason for having an excessive rate of speed at any particular point?—That might be a subject of discussion between the Board of Trade and the Company.

47. Sir Robert Peel—Supposing the Board of Trade were to think 28 miles ought to be the maximum, they would have the power of prescribing that by their regulations, would they not?—That never could be the maximum, except on a very severe incline indeed.

48. But if they were of that opinion, would not they have the power of prescribing it?—No, I think not.

49. What do you understand to be the effect of the restriction against prescribing anything of an experimental nature?—That the regulations are not to require anything which has not been tried on some railway for a length of time.

50. Supposing the Board heard of a scheme which had been tried by a Railway Company in the United States, and had succeeded there, you would not consider that an experimental suggestion?—I should not recommend to the Board of Trade to try schemes coming from America; I should consider the experiments alluded to as applying to this country; and, for instance, I should not have recommended to the President of the Board of Trade to require the adoption of the engine which is now used on the Lickey incline, which came from America, although its performances appear astonishing to some engineers.

51. Supposing it applied to any part of the country, it would no longer be an experimental regulation?—Decidedly not.

52. Then the Board of Trade would have the power of applying it to all railways?—Yes; but I should think that very indiscreet. I think no Cabinet Minister, nor any officer employed by that Cabinet Minister, would think of bringing such a thing forward. It would be a great want of judgment; and I think it is rather in the judgment of the officers who may be selected for those duties, that the safety of the public and the interests of Railway Companies will be best met.

53. Supposing some proper regulations with respect to the passengers' and luggage trains were made by the Government, but that a Railway Company were to say, "this is a very good regulation in point of fact, but we could not work so many trains if that were prescribed;" this allegation, if it could be substantiated, would make the regulation invalid, as it would be an interference with the number of trains?—Decidedly.

54. Mr. Labouchere—Have you rightly construed the clause; is not its effect that the Board of Trade has no power of issuing direct regulations to interfere with the speed on the railway or the number of trains, but that it would not be a sufficient objection on the part of any Railway Company, if the Board of Trade,

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in exercising its power of making regulations under this clause, insisted on conditions which might indirectly interfere with the rate of speed or the number of trains, and that the Board of Trade would still be at liberty to exercise that power, though indirectly it might interfere with the rate of speed or the number of trains?—I apprehend the intention of that clause is to prevent the Board of Trade establishing a greater number of trains than the Company desire.

55. Sir Robert Peel—Should it not be, that the Board of Trade shall not require a greater or a less number of trains, rather than "interfere with;" do not you think the words "interfere with" are of very indefinite meaning?—Perhaps it should be; the way is to take it practically; the Board of Trade are not to interfere further than may be necessary for the purpose of preserving an interval of not more than 15 minutes.

56. Mr. Easthope—If you were consulted on the operation of that part of the clause, should not you say, that if you have the power of positively prohibiting trains passing at a less distance of time than 15 minutes, you may inevitably intertere with the number of trains?—I think the clause does not bear that construction; the intention I believe is, that in no case shall the Board of Trade interfere to require a greater interval than 15 minutes; but they will not always prescribe that interval; they could not, for instance, upon the Greenwich line. To prescribe 15 minutes there would be absurd, for they run over the ground in less than 15 minutes: that which applies to the Greenwich line would not apply to the longer lines.

57. Lord Sandon—If that regulation were made it would apply to such a line as the London and Birmingham?—The Greenwich is nearly level, the London and Birmingham is not so. In proceeding from Euston-square to Tring, I should have no objection, going in a train followed by another, to have an interval of only five minutes between them; but I should be very sorry to descend from Tring with less than a 15 minutes interval.

58. You would be governed in that, not by the convenience of the public, connected with the length or shortness of the line, but the gradients, which would make an interval of the one or the other requisite?—Yes, I look to it mainly as a matter of protection to the public, not at all as a matter of convenience, which is not my duty.

59. Sir Robert Peel—Supposing it desirable for the Board of Trade to prescribe a regulation, that on a certain signal being shown there should be an absolute stoppage on the line; under that clause you could not prescribe that regulation, could you, because you could not provide for the stoppage?—I think the words stoppage of trains has a reference to particular stations, not stoppage in case of danger, perhaps it might be otherwise worded.

60. Mr. Labouchere—Is it not the case that all those limitations were introduced in order to meet the views of different Railway Companies, who appeared to consider them important as protections to their interests?—I believe that was so.

61. Lord Granville Somerset—I presume the way in which you consider this capable of being enforced is under the 12th clause, which gives a power to fine Railway Companies who do not attend to the regulations prescribed by the Board of Trade, and all fines incurred in consequence of their negligence or disobedience are to be recovered in the courts of record; then supposing the Railway Company say those regulations are not borne out by the Act of Parliament, the question would have to be submitted to a jury, who would have to say whether the Board of Trade or the Company was right?—I presume so.

62. Previous to that the Railway Company would have an opportunity of representing to the Board of Trade that they had exceeded their power, and you would have to see whether you had exceeded your power: if you thought you had not exceeded your power, then you would go on and enforce your regulations?—Yes, unless the arguments adduced by the Railway Company to whom the regulation might be addressed should prevail. We do not expect that we are infallible: we may issue regulations which on further consideration may be found unnecessary, and a month's interval is given in order that they may be considered.

63. If they were found on consideration and consultation to have exceeded the bounds prescribed by the Act of Parliament, they would of course withdraw them, as they would have no way of enforcing them?—As a matter of course I should expect they would be withdrawn.

64. Sir James Graham—Under the Act of last session there is a power given to the Board of Trade to apply to the legal tribunals to enforce a compliance with the Railway Acts in case of railways becoming dangerous, is there not?—That is not a power to which I have turned my particular attention.

65. Mr. Labouchere—Are you not of opinion, from past experience of the manner in which the powers already given to the Board of Trade have been worked practically, that what would take place would be that the Board of Trade would communicate with the Railway Companies, and advise them to adopt such and such improvements; and that in nine cases out of ten the Railway Companies would attend to those suggestions without the extreme powers required to be exercised?—Certainly, we have worked with perfect harmony. I hoped it would have continued, but there has a difference arisen on this very clause, which I regret. I cannot imagine that a clause could be drawn with greater attention to the benefit of the Railway Companies.

66. Do you know whether the power of prosecution given under Lord Seymour's Act has been acted upon?—I believe not; I have been met by all the Railway Directors and all the Railway Managers with the very best possible feelings.

67. Mr. Easthope—Can you state whether the words introduced, "nor with the stoppage of trains," were intended to refer to the places at which the trains should stop?—I imagine that to be the case.

68. Was it not intended that you should not interfere with the places at which the train should stop?—Decidedly that was the intention.

69. Sir James Graham—At this moment there is on the Great Western an electrical telegraph, is there not from the point of starting to the first station out of London?—I know that there was, I am not sure whether there still is.

70. That telegraph, it is stated, is of use to prevent trains approaching the station at moments of danger?—It might be used in that way; I am not aware whether it was ever so used.

71. Do you suppose that telegraph communication, being established on that line, to be of an experimental nature or not?—I should think it utterly impossible for the Government to force any Company to adopt a regulation of that kind.

72. If it was a practice on that line, and is conducive to the public safety, why should you say it may not be enforced?—Because I should say the public safety might be secured at a much less expense.

73. But still the Board of Trade might say, "We have the experience on the Great Western Railway of this telegraph being conducive to public safety;" would it not be in their power, as the clause is now drawn, to prescribe that regulation, relying on the practice, and not regarding it as an experiment?—I think it might tend to cramp the commerce of the country, now carried on very much by railways, and that it would be too expensive an expedient to compel the recourse to it.

74. That is a question of policy; but under the clause as it now stands would not the Board of Trade have a right to interfere?—I think they would have a right to interfere; but they must have their proceedings taken notice of by Parliament, and I do not see how any Government could support such a proceding.

75. You think a telegraph communication might be ordered on any railway?—We are now looking at the question of power, not its application; and as the clause stands, perhaps the President of the Board of Trade might have power to issue such a regulation, but one can hardly conceive the possibility of anything so absurd as his exercising it.

76. Mr. Labouchere.—Do you think it would be possible to give a discretionary power of any value to the Board of Trade, which, if exercised without common sense, might not produce the most injurious results to the Railway Companies?—It is impossible to conceive of such a regulation being issued.

77. Lord Stanley.—Is not one of the cases in which there is the greatest danger of accidents occurring on railways, the point at which one railroad runs into another?—Yes.

78. Have not several serious accidents occurred at the points of junction of different railways?—Some have; but all junctions require a great deal of caution.

79. You have expressed an opinion that where there is a junction of one railway with another, all trains should stop before they come to the junction; that they should not run in without stopping?—That is my decided opinion.

80. Would not this clause, as worded, take away that power, inasmuch as it would prevent the Board of Trade making any regulation which would interfere with the stoppage of trains; and is not that a most important regulation, in order to prevent trains running into other trains?—They should bring up as nearly as they can; I do not think it necessary that they should come to a dead stand, but that the train should be completely under the power of the engineer.

81. Referring to the accident on the London and Birmingham line, did not that happen from the train being stopped in such a situation as to cross the main line, so that the Midland train was cut in two by the Birmingham train coming up?—The accident arose from the Midland Counties' down train crossing the up-line of the London and Birmingham.

82. That must be the case in every railroad which consists of a double line, one line must cross to the other?—That is quite unavoidable.

83. Did not this accident happen after the train had come to a stop from the improper position in which it was stopped?—No; the accident did not arise from that, but from the up-train being allowed to run in upon the Midland Counties' train when in the act of crossing.

84. Was not it to remedy the inconveniences and dangers of this kind you proposed that every train should be compelled to stop before it arrives at the junction?—Yes.

85. Is not that power expressly withheld from you by this clause?—That is not the intention of the words inserted in this clause.

86. Mr. Labouchere.—Would not the difficulty suggested by the last question be avoided, by saying that by "stoppage of trains" was meant stations?—I should think so.

87. Sir Robert Peel—Supposing you thought it desirable to prescribe, that on attaining a station the speed should be materially relaxed, would not the words "the speed of travelling" meet the case?—Yes.

88. Mr. Easthope—Would not that affect the question of the time consumed upon the journey?—It is intended to apply to the average speed on the line.

89. If you were to insist on a regulation of that sort, in the hope that it might not affect the question of the time consumed in the journey, would not its recurring a number of times be likely to occasion the Railway Directors to say, you are now going to interfere with our speed of travelling?—That might be said, certainly.

90. Mr. Labouchere—Do you feel yourself competent to give a precise opinion upon the particular expressions of this clause?—No, not in a legal sense.

91. Mr. Thornely—With respect to the interval of 15 minutes; supposing the mail train, travelling of course with the greatest speed on the railway, should overtake a slower train near a sideling, so that you put the slow train aside and let the mail train pass, would you keep the slower train back 15 minutes before it passed on?—No, decidedly not; that is a matter where discretion can apply, and where legal enactment will not apply; where slow trains are following quick trains, you may have a very short interval, but where very quick trains are following slow trains, you require a longer interval.

92. Lord Granville Somerset—Under the clause of this Bill, what right would the Board of Trade have to allow the Greenwich Railway Company to run their trains within 15 minutes one of another?—They have the right; it is only that the Board of Trade cannot insist on a longer interval.

93. They have the power to give permission to run every five minutes, but cannot delay them longer than 15?—Yes, that was the intention.

94. Mr. Easthope—Your opinion with respect to intervals would be governed by the curves as well as the gradients on the railway, would it not?—As to curves, they require a slower rate of speed.

95. The curves would affect the prudence of a greater or less length of time, as well as the gradients?—To a certain degree on embankments, though not in cuttings.

96. On the Greenwich line you can see from one end to the other?—Yes, except in foggy weather; and at such times one would imagine that the Directors would run their trains less frequently. I know that at certain seasons, such as Easter and Whitsuntide, they run their trains every five minutes; by means of increased precautions, no accidents have happened; and the object of the Board of Trade would be, to see those precautions perpetuated, for the time will come when there are not the same persons working the lines who saw the necessity of the precautions which were originally adopted, and the precautions may fall into disuse, and there may be fearful accidents; if there were a central body where the regulations are known, and where, if they fall into disuse, they might be separated, there would not be the same danger.

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97. Viscount Sandon—Is there ever any accident affecting life, which does not affect, to a very large extent, the property of the Company itself?—That I cannot give an opinion upon; it may be presumed to do so.

98. There is the destruction of the carriages and the engine?—In the accident which happened on the South Western at Nine Elms, there was one person killed, and many others seriously hurt, but not one of the carriages was broken, and there was very little injury to them; it was extraordinary there was so little.

99. Generally speaking, an accident which affects life affects the property of the Company, such as upsetting the engine?—The upsetting of an engine does great injury to the Company.

100. The Company have an interest at stake in avoiding collisions, in the actual amount of damage?—I apprehend they have.

101. Mr. Labouchere—Does not an accident affect the receipts of the Company for some time afterwards?—I should imagine so.

102. Mr. Easthope—Are you aware that it is a question of great cost to the Company, in reference to compensation to individuals?—I am aware it has been in some cases; I can mention a case in which it has.

103. In the case you mention of the South-Western are you aware that great compensation was given?—I am aware that there was.

104. Lord Granville Somerset—Are you aware that that was under a threat of legal proceedings?—It was under a threat of legal proceedings.

105. Did that extend to all the individuals injured, or only to the individual who was more vigorous in his proceedings against the Company?—I know only one individual who received compensation, whether the others did or not I cannot say.

106. What was the sort of injury that that individual received?—An injury to his face I believe.

107. Knocking out his teeth?—No, the breaking of his nose.

108. You do not know whether the compensation was given to a great number of those persons, there being upwards of 60 more or less injured?—I am not aware that even one more person received compensation, but I am told that others received compensation.

109. Viscount Sandon—Out of the 26 or 28 accidents recorded in your Report, how many are there which by the regulations of the Board of Trade might have been prevented?—I think under proper care and regulations a very large proportion of these would not have occurred.

110. Do you think you could prevent the servants being careless, however careful the superintendence might be?—I think the servants will be made careful by being looked after.

111. Can the Board of Trade look after the servants?—No, but I believe that where there is a general attention to the servants care may be insured, you will very soon see whether a railway is well or ill attended to, no engineer can go on a line without seeing this, in fact a common traveller can observe the difference between them.

112. You have no apprehension that by affecting to convey to a central Board the management of all the railroads in the country you shall diminish the responsibility of all the Companies?—I have no fear of this, and if the Board so entrusted Acts with proper discretion, it will never deprive the Railway Directors of their responsibility, but will furnish an inducement to their officers to be more alert; and if any one of the Railway Inspectors were employed in doing nothing else but going round and superintending the different lines, he would see the improvements making in one line, and the precautions used on that line and not used on others, and thus be able to make suggestions to the different Railway Engineers, as I have done in many instances, with perfect fairness and openness, of improvements which had been adopted on the other lines, and were working very well; and in some instances those improvements have, at my suggestion, been introduced, and I have no doubt will be in others.

113. Lord G. Somerset—Looking to those cases of accident which have occurred, are those in your opinion referable as much to bad regulations as to the inattention of the servants?—Decidedly.

114. Many of those, you think, the regulations of the Board of Trade might prevent?—Yes, certainly. There were also accidents that took place before the passing of Lord Seymour's Bill, and the Board of Trade have received accounts of those accidents. I have commenced making extracts from them, and I have gone through the evidence on half of the accidents—the account is, of person killed 63, of persons wounded 76, in addition to those lists in the Report made by the officers to the President of the Board of Trade.

115 When you say 63 persons killed, do you include the servants of the Company employed in the conduct of the trains?—Yes, without reference to those killed or injured in the construction of the works.

116. You have not taken in the case of the men killed by the bursting of an experimental boiler on the Birmingham and Gloucester Railway?—I think they are not in the list.

117. Viscount Sandon—Or the persons walking on the line?—Yes, for I think that could be prevented to a great extent.

118. Mr. Easthope—Do you consider the accidents that happened rather attributable to want of experience than to any other cause?—I am not prepared to say that, for looking to the intelligence of the Engineers connected with the lines on which they have happened, they cannot be taxed with want of experience; and, looking to the South-Western line for instance, the Engineer on that line being one of the most experienced and most active, I cannot say there is a want of experience; though a few accidents which have happened on the other lines I think may be imputed to that.

119 Viscount Sandon—Should you feel yourself entitled by this clause to increase the number of officers on the line, the number of drivers to the engine, and so on?—I have rather a strong opinion on the number of drivers on the engine; I know it has been suggested that there should be more men required on the engine than now, I do not think that would be a wise regulation, I think the engine should be left to the engineman who has charge of it and to the stoker.

120. Would you consider that that should be left to the Company, or would you desire the Board of Trade should have the power of increasing the number of officers and the establishment generally of persons working the engine or watching the road?—I think it should.

121. That is one of your objects; you think it desirable there should be a power vested in the Board of Trade, if they saw a line in their opinion insufficiently attended to as it respected servants, and they conceived the public safety was in consequence endangered, to call upon the Company to increase their number?—Yes.

122. If you thought there should be a policeman at every mile, or every half mile, for instance?—I should suppose that the establishment has always reference to the traffic and the nature of the line. If you look at the London and Birmingham, they have a very large number of police and servants; if you look at the Great Western Railway, they also have a large number; they may be necessary, but I do not say there are not other lines where they must have a smaller police, or they cannot work at all, for their funds would be exhausted by maintaining such an establishment. The establishment must be with reference not only to the length of the line, but to the work done upon it.

123. The Grand Junction had at one time policemen for every mile; should you feel entitled to say that you have taken the precaution for the public safety, and we will not allow you to diminish your establishment!—I should say—You have had for a long period a large establishment of police, the London and Birmingham also have a large police, the Great Western have a large police, can you show any reason why you are going to reduce it; they will answer—We find it expensive, and do not feel it necessary. Do you intend to have no police to watch your line?—Yes, we mean to employ the servants of our contractor, and make them constables. I should say, very probably, to the Board of Trade—This is a fair experiment for them to make, but I think they should not make that immediate change, which would alarm the public and create danger, without stating their intention to do so, and the precautions intended.

124. You would under this Bill desire to have the power of directing an increase of their establishment?—Yes. I found on examining the accident at Taylor's junction, on the York and North Midland, a great deficiency of servants at that junction, where there was a great deal of work to do; I discussed the matter with the Chairman of that Company; I suggested to him an increase of servants; on discussing it, he found it desirable, he admitted it, and servants were added.

125. Mr. Labouchere—Do you not think a case might arise of a Railway Company whose financial affairs were not in good order, reducing their establishment in such a manner as was obviously dangerous to the public safety, in that case would it not be the duty of the Board of Trade to interfere, and would it not be necessary that they should have the power of interfering?—Most decidedly.

126. Sir James Graham—As the clause is now drawn, would not the Board of Trade have the power on a short line with small traffic, to give directions as to the number of police to be kept up without any stint?—I apprehend they have the power as the clause is now drawn, to direct them to increase the number without stint, but it could be justified only on the ground of its being required for the protection of persons travelling on railways; the Board of Trade must show their reasons for it, and the Railway Companies must have their opportunity of bringing forward reasons against it, and I cannot conceive that the President of the Board of Trade would make such an order when objected to, unless it was shown to be requisite for the protection of the public.

127. Lord Granville Somerset—Must you not, under the compelling clause of this Act, bring that question before a jury if the Company would not pay the penalty without it?—That I cannot say.

128. Mr. Labouchere—Do you think it possible, if any discretion is to be given to the Board of Trade with regard to the establishments of railways, to define precisely to what degree and in what particular cases the Board of Trade should interfere?—I am decidedly of opinion that could not be done.

129. If the Board of Trade is not to have the power of interfering in extreme cases on matters of such manifest importance to safety, would it not be better not to give any discretion at all to the Board of Trade?—I think, unless such power were given, the public would be safer without the power of any interference of the President of the Board of Trade; that it would be giving a false confidence to the public, producing no practical result.

130 Mr. Easthope—Have you found that any undue desire to save expenses on railways has occasioned an omission of regulations, which might occasion accident?—I cannot say decidedly. I have been employed by the President of the Board of Trade in making certain investigations of railways where accidents have occurred; and as my attention has been directed chiefly to those accidents, I have not felt it my duty (for when I examined the railways I was not Inspector-General of Railways, but merely employed to investigate the causes of the different accidents which had occurred) to examine into the working of the lines in detail, but I am not aware that any accidents have happened from that cause.

131. Your present experience does not furnish you with any cases in which from an overstrained economy on the part of the managers of railways accidents have occurred?—I do not know that I have investigated any cases where accidents have happened from an overstrained economy, though I believe there are instances in which there has been an overstrained economy; but I would rather not give instances of that. I have made communications to the Board of Trade, but I do not feel it desirable to specify here the particular Companies not having all the strength they ought to have.

132. Sir James Graham—Have you seen an insufficient number of servants on some?—I have.

133. Mr. Easthope—Have you found any indisposition to adopt suggestions of obvious practical utility?—Obvious to whom!

134. Obvious to yourself. When you have remonstrated against any deficiency or any practice, or pointed out any deficiency, have you found any positive disinclination on the part of any Company to make the change?—I have not been in a position to propose any regulations to the Companies, except with regard to accidents.

135. Take the question as applicable to accidents; when you pointed out where anything was likely to result in accident, or any expense was required to prevent accident, have you found a disinclination on the part of Companies to undertake the expense which might be requisite?—I do not know that I can point out any case with regard to accidents; on the contrary, there was a good feeling shown. With regard to the South Western, every suggestion I made was adopted; and the same thing has occurred with the London and Birmingham.

136. Mr. Labouchere—With regard to establishments, do you not think that the Directors of any railway whose establishment was manifestly below what it ought to be, would most probably, on a suggestion from the Board of Trade, decide that the establishment should be increased; and that it is very unlikely the Board of Trade could be obliged to resort to the extreme measure of imposing penalties!—I have found in the Boards of Directors and their managers men so reasonable to deal with, that I have only felt it necessary to suggest to them what has occurred

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to me. In some two or three cases they have said, "We hardly think it necessary;" but I have found only one or two cases in which I have received that answer; in many cases they have yielded to and adopted my suggestions, and I think that would always be the case.

137. May it not form a very important protection to the public that there should remain behind the power to be exercised in certain cases, where the Railway Directors will not yield to reasonable representation, though probably that power will be very seldom called into exercise?—I think it may.

138. Sir Robert Peel—The very circumstance of a public Board in direct communication with the Railway Companies, having an opportunity of observing the improvements on one, and the neglect on the other, even if they limited themselves to actual suggestions or expostulations, would probably, in your opinion, have a very beneficial effect?—I think it would be highly practical and useful; but that, in order to that, they should have the power of Direction.

139. Considering the desire of the Directors to conform to useful regulations, and the unwillingness of a public department to require what was unreasonable, do you think amicable arrangements might be generally made?—I think there would seldom be a necessity for resorting to power, but that the department should have it.

140. Lord Granville Somerset—Do not you think that the mode in which they would best carry out their regulations would be by amicable arrangements with the Directors?—I think that the enforcing the regulations might be the exception; that suggestions would, in nine cases out of ten, be quite sufficient; with the present railway engineers and managers I think there would be little difficulty to encounter.

141. Lord Stanley—Do you think, supposing a public Board to have suggested a particular regulation to a Railway Company, but which was neglected, and in consequence of that a serious accident had occurred, a jury would not be inclined to visit with very heavy penalties the non-compliance with the regulation which had led to such accident?—That is a question, as to the feeling of the jury, that I cannot answer.

142. Viscount Sandon—The feeling of the jury is generally against railways, is it not?—I do not think that will appear from the account of the verdicts; they have been very lenient in many cases, in my opinion.

143. Mr. Easthope—Have you any doubt that if it was stated to the jury that the Company had opposed any suggestion made, and it was manifest that the opposition had led to accidents, that circumstance would greatly increase the amount of penalty on the Company?—I think that would depend on the nature and value of the suggestion; it might appear that the non-attention to the suggestion had really caused the accident, though the suggestion was not worth much. If the suggestion was very valuable and very obvious, it would, I think, very likely have the effect.

144. Do you think the Railway Directors themselves would feel a great reluctance to oppose you from that feeling; how does your experience go to that point?—It does not go to that point at all; we have conducted our affairs with such perfect harmony.

145–148. Viscount Sandon—From your observation of railways, do you conceive it possible to insist on the accurate observance of any time table?—That depends very much on the nature of the line; I believe on some lines there is very great accuracy; I have requested to see the time tables, though I have no right to call for them; and looking at the state of the weather and other circumstances, and the nature of the line, there appears to have been very fair accuracy. I think if you can depend on time or on space in anything, it is in railway travelling.

149. Are there fewer cases of irregularity in railway travelling than at first existed?—Yes.

150. There is increasing regularity on the roads you have spoken of?—There is one line to which I can speak, the South Western, on which there appears to be a very great increase of regularity. I had an opportunity the other day of ascertaining that, and the punctuality was something not to be expected on any line; the extent of it was a difference of only five minutes between the time they actually arrived and the time they were expected.

151. Mr. Greene—Have you observed that in some railways they have never observed punctuality in their time of starting?—I think where they start independently of other trains, there is not much irregularity; in the Birmingham, for instance, I think seldom more than five minutes, and that is generally made up before we get to Tring.

152. Lord Granville Somerset—Do you believe that where railroads are worked in unison with other railroads, it is important that there should be some general authority to superintend the arrangements at those junctions?—Certainly; I believe I have before said so.

153. There is more danger of collision where the junctions occur than in other parts?—Yes. There is a point not touched on in the Bill, but it is one I cannot help mentioning, with regard to the working of the second class carriages. You may arrive at Birmingham at half-past three, with a second class carriage, and at that time a second class train or mixed train starts on the Grand Junction, but after that, though several second class trains come down, there is none goes on; so that a gentleman coming down with the first class train may go on, but not his servant, unless in a first class carriage.

154. Did you ever hear at the Board of Trade of a representation having been made by the Grand Junction Company to the Postmaster-General, on the subject of the speed which they were expected to preserve, and the answer given by the Postmaster-General to that representation?—No, I never heard of that.

155. There has been no communication between the Postmaster-General and the Board of Trade, to your knowledge, on that subject?—I am not aware of any, but it would not pass under my observation.

156. Mr. Labouchere—Is there any other point to which you wish to direct the attention of the Committee?—The necessity of having trains well supplied with lamps is now admitted on many of the best lines, and they are gradually introducing their use on a more extensive scale; but the inferior and shorter lines are still badly provided with them. Their necessity is only, however, relative, depending in each case on the nature and extent of the traffic, and therefore it would be difficult to frame a general rule on this head; but from the circumstances attending the fatal accident at Taylor's Junction on the York and North Midland Railway, it may be concluded that the safety of the traveller would be materially increased by having two tail lamps to the hinder carriage of every train, unless indeed the carriages were supplied with lamps upon the liberal scale adopted upon the Great Western Railway, where each is supplied with two lamps, showing a white light to the head and a red light to the tail of the train. At the suggestion of the Board of Trade, the Directors of the York and North Midland Railway, shortly after the accident at Taylor's Junction, supplied the hinder carriages of the trains with two tail lamps; they have also given buffer-springs to their second and third class carriages, and have increased the number of their porters at Taylor's Junction. There should be a proper code of signals, which should as far as possible be uniform in principle, at least they should not be on one line essentially different from what they are on another line in connection with it. On some of the Scotch lines this defect prevailed until the evil was pointed out by the Board of Trade. When the Birmingham and Gloucester trains run upon the London and Birmingham line, unless the signals be assimilated, which it is believed is not the case at present, some fearful accident may be the result; but although a perfect and general uniformity of signals would be desirable, yet that object may not be deemed so essential as to render it proper for the London and Birmingham and Great Western, who have now very different codes, to adopt the same.

Regulations are required as to the mode of proceeding when trains break down which are closely followed by other trains. The accident of the 8th of January last, attended with the loss of two lives, on the Midland Counties' Railway, proves the necessity of proper regulations being issued by every Company for the guidance of their servants under such circumstances. The mode of proceeding agreed upon between the Board of Trade and the Managers of the Midland Counties' Railway, as the proper course to be adopted on the occurrence of such accidents, has been communicated by this department to some other Companies, and has been made a part of their code of regulations. On some of the principal lines the Managers are now convinced of the necessity of having some signal more certain than the ordinary red flag or light, to give, in foggy weather, intimation to engine-drivers that they are approaching other trains or some dangerous obstruction on the line; and in consequence of this conviction, various experiments are being tried to arrive at a satisfactory system of fog signals. On the London and Birmingham Railway, for instance, the chief of the locomotive department is applying himself to the consideration of this important subject; and the superintendent of the Manchester and Leeds Railway is engaged in the same manner; and this may be the case also on other lines. In the event of any of the numerous plans now in agitation being adopted by the railways of most importance, it would be a fair exercise of discretionary power on the part of the Board of Trade, after sufficient experience of such fog signals, to call upon other Companies to which from the frequency of running trains, such regulation might fairly apply, to adopt either the signals in question or some other likely to give equal security to the public passenger.

A system of precautions should be adopted to prevent collisions at the crossing of highways or other railways on the level. The necessity of well considered general regulations on this point has been proved by the occurrence of several accidents at the crossing of highways, and an accident which happened by a Croydon train running into a Greenwich train; and indeed every day's experience on this subject shows manifestly that it demands attention.

Regulations are also necessary where junctions occur with branch lines. The accident which happened at the Rugby station, from a collision between a Birmingham up train and a Midland Counties' down train has shown the necessity of extreme caution at such points. With the admirable management which generally prevails on the London and Birmingham Railway, it might have been supposed that no fresh regulations were needed in a case of this kind; but a system has been adopted from which a much greater degree of security will result to the traveller, and the Board of Trade have felt it their duty to communicate this system to the Managers of other lines similarly situated, with a view to general adoption. The accident alluded to in this article, was in a great degree attributable to the want of proper fog signals. There is also a necessity for precautions for the public safety on lines where the permanent way is used by carriages other than those employed in the traffic. The accidents on the Lancaster and Preston Railway, of the 16th December last, and of the 2nd of the same month on the Birmingham and Derby Junction line, make out the expediency of issuing proper regulations on this head. There should be regulations also with respect to extra trains. In the great number of lines, some system prevails with respect to the precautions essential to prevent accident by the working of extra or special trains. Wherever regulations on this important point do not exist, the Board of Trade should have the power of requiring them to be established. Regulations are necessary also for the enforcement of an order to prevent engine-drivers leaving their engines when on the line. Had such a general order been issued in a clear and positive manner, the accident which occurred at the Harrow station, on the London and Birmingham, in November last, and the accident at the Whitmore station, would in all probability not have taken place.

157. Viscount Sandon—Do not the regulations you think it necessary to make at the junctions involve a loss of time at the junctions?—All junctions must cause a loss of time more or less.

158. What is the probable loss of time you think necessary when a train comes in to a tributary railway? About five minutes, I should say, would be the least at each junction.

159. Sir Harry Verney—Therefore if one railway crosses five railways on a single line, there are five times five minutes lost?—The trains ought to cross another railway very slowly: I make a distinction between the crossing and the stopping. The crossing of another line would not occupy a minute; it is a loss of speed, and in getting up the speed again, which causes the delay.

160. Lord Stanley—You have estimated a loss of five minutes at each junction, without having any reference to the circumstance of the train meeting another train there, and the possible loss of time from their not exactly meeting together?—The one might merge in another, or it might not: the re-marshalling, as it is called, takes time.

161. The five minutes loss of time at the junction arises from slacking near the point of junction, stopping, and getting on again?—Yes.

162. That is, supposing the trains not to meet any other train?—Yes.

163. Sir Harry Verney—You reckon that five minutes is lost at every stoppage?—Very little less.

164. Mr. Freshfield—Do you know the time occupied in getting from the London and Birmingham line to the Midland Counties' line, with the mail train?—No, I do not; I know there must be a certain time lost.

(To be Continued.)

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RAILWAYS IN RUSSIA.

(From M. de Gerstner's Letters, *Franklin Journal.*)

UNTIL the year 1834, when I first went to Russia, the engineers there regarded railways as quite impracticable for that empire. On my application, his Majesty, the Emperor, gave me an exclusive privilege for the formation of two railway companies, the one for a railway from *St. Petersburg to Zarskoe Selo*, and the other, for one from St. Petersburg to Peterhof. I found afterwards a company for the first railway, and the charter for the same was granted on the 21st of March, 1836. Soon after the construction of the road was commenced, it was partly opened already on the 21st of September, 1836, and the whole line was put into operation on the 30th of October 1837. This railway is only 17 miles long, but forms, in its whole length out of the city of St. Petersburg, a straight line; the greatest rise is within the city, and but 10½ feet per mile. An embankment was erected the whole length of the road, which contains over one million cubic yards; this embankment was covered with a bed of stone and gravel, 14 inches high, upon which the cross ties and sleepers were laid 3 feet from each other, supporting iron rails of 65lbs. per yard, which were fastened in chairs upon every sleeper. The space between the cross ties was then filled in with broken stone or gravel, and covered with sand. The grandeur of the whole structure was in correspondence with the expected traffic, as it was estimated that 300,000 passengers each way, or 600,000 in the whole, will travel over this road in the year. But this solidity in the construction, the high price of the iron in the year 1836, and of the stones and gravel in the marshy district of St. Petersburg, as also a great many unforeseen expences, which generally take place in a new enterprise of this kind, increased the cost of construction so much, that for the road itself of 17 miles in length, with a single track, 4,000,000 of rubles were expended, which is 50,000 dollars per mile. This compromises, however, the purchase of six locomotive engines, 44 passenger cars with 1878 seats, and 19 freight cars. The Company having got permission to erect a large hotel in the park at Pawlowsky, and another at Zarskoe Selo, they expended for these two hotels, and for some other buildings, 1,000,000 of rubles; therefore, in the whole, 5,000,000 of rubles, or 1,050,000 dollars.

During the winter of 1837-1838, the Directors of the Company permitted only a few trips to be made during some days of the week; the daily regular trips between St. Petersburg and Zarskoe Selo, commenced on the 4th of April, and those to Pawlowsky, on the 22nd of May, 1838. According to the printed report, made to the stockholders at their general meeting, the results of the operations of this road for the year 1838, have been as follows, viz.:—

The number of passengers from 1st April to 31st December 1838, was	597,665
If reduced to the whole length of the road, this number is equal to	423,129
The total receipts from passengers were	161,872 dols.
Each passenger paid, therefore, at an average for 17 miles	38¼ cents.
Which gives the average charge per passenger, per mile	2¼ „

The number of trips made by the locomotives, was 3500, and the average number of passengers, per trip, 121. All the trains together performed, therefore, a distance of 59,500 miles. The current expences have been:—

For maintenance of way and buildings	23,485 dols.
Transportation account	36,810 „
General expences, cost of administration, &c.	30,340 „
Expences for amusements	14,226 „
Total	104,861 dols.

If this sum be compared with the number of miles travelled by all the trains, or 59,500, we find the expence, per mile of travel, equal to 180 cents. In Belgium this expence is only 105 cents, and the trains contain, at an average 143 passengers. In America the expence per mile of travel is only 100 cents, while the average number of passengers in a train, is 40.

The expence per mile of travel, 180 cents, divided by 121 gives 1.49, or nearly 1½ cent. as the expence per passenger, per mile, which is twice as much as on the Belgium railways.

The gross income during 9 months, was, 161,872 dollars, the net income, according to the accounts, 63,068 dollars, or 38 per cent. of the gross receipts. The stockholders received a dividend of 4 per cent. for these nine months.

The Directors mention in their report, that during the whole first year the road has been in operation, the number of passengers was 707,091, and the gross income 193,734 dollars. For the next year they estimate the income at 23,579 dollars, and declare, that there is a prospect, the net profit, will be over 40 per cent. of the gross revenue. In this case the net profit would be 92,632 dollars, and after deducting 12,947 dollars for the interest and sinking fund on the loan, there will remain 73,685 dollars as dividend for the stockholders, or nearly 10 per cent. on the capital stock of 736,850 dollars.

The whole result of the operations agree very accurately with my first estimates; the number of passengers reduced to the whole length of the road, will be 600,000 per year; and already, three years ago, I offered the Company to rent the railway, and pay the stockholders, during three years, a dividend of 10 per cent., per annum.

The experience in the management of railways during the last three years, has, however, shown that the expences are much larger than was formerly expected, and at the present time, when this experience from the railways in Europe, and a much greater one from those in the United States is before me, I must declare that it is quite impossible to defray the current expences of the Zarskoe Selo Railway as it is now managed, with 60 per cent. of the gross income. As yet, this railway is not reduced to its own resources, because the Directors proposed to make another loan of 300,000 rubles (63,158 dollars) to complete the same, and as long as money is expended at the same time, for the construction of the road and its operations, there can, even with the best will never be made a strict division of the expenditure. No accurate results concerning the expences of the operations of the Zarskoe Selo Railway, will therefore be obtained in 1839, and, as long, hereafter, as the construction account is not entirely closed.

Several months since I proposed to the Directors some arrangements and improvements, from which none but the best results can be expected. They consist, principally, in the following:—

1. To continue the railway from its present termination, to, and along, the Fontanka Canal, a few wersts, in order that passengers might be taken from different points in the city, and brought, by horsepower, to the general depot. All the large cities in the United States, as New York, Philadelphia, Baltimore, and New Orleans, are traversed by railways, which, with a peculiar construction, turn round the sharp corners of the streets, frequently with a radius of only 40 feet, and the eight-wheeled cars, of 52 feet in length, never run off the track. The advantage of continuing the railways through cities, is very great for the stockholders and the public in general, principally where the lines are short.

2. To introduce eight-wheeled passenger cars and American locomotive engines, and to apply to their purchase the reserved fund, which according to the statutes, is to be from 10 to 30 per cent. every year of the gross income, and destined for the renewal of the depreciated stock.

3. To use wood as fuel for locomotive engines. The coke hitherto used as fuel upon this road, is imported from England at a very high price. There is no coal between St. Petersburg and Moscow, and it can never be expected that the fuel for such an immense railway as that between these two cities, will be procured in the same way. My attention in America was therefore also directed to this subject; upon more than 100 railways, wood is used here as fuel, and it was to be expected that something effective had been invented to prevent the throwing out of the sparks. It was principally in the South, under the 30th degree of latitude, that I found an apparatus in use, which seems to answer perfectly in every respect. By means of this apparatus the sparks are led through a partial vacuum, and fall down to the bottom of the smoke box; there is no wire net on the top of the chimney. This apparatus has been in operation for 18 months, during which time not a single accident occurred, although cotton and other articles are daily transported in open cars. It is easy to show that by the use of wood as fuel upon the Zarskoe Selo Railway, the sum of 10,000 dollars might be saved in one year.

It is only with the introduction of the above-stated improvements that the stockholders of the Zarskoe Selo Railway may expect a dividend of 10 per cent. per annum; and, as I am now so well acquainted with the experience in America, I do not hesitate to offer them again a yearly dividend of 10 per cent. for the next three years to come, to pay besides 90,000 rubles per year, as interest and sinking fund on the loan, and to pay for the general depreciation of the locomotives and cars: an American train consisting of a locomotive, with tender, and a number of passenger-cars, to accommodate 400 passengers.

The advantage of the construction of the Zarskoe Selo Railway to the Russian empire is far greater than to the stockholders therein interested; because this railway has been used in the changeable climate of St. Petersburg, in summer and winter, without the least interruption. The trips were regularly continued during the time of the greatest frost and the severest snow storms, and everybody became convinced of the practicability and usefulness of this new kind of communication. This favourable result has produced the effect that the project for a Railway from *St. Petersburg to Moscow*, which I brought into notice, already three years ago, finds every day more and more supporters; and at present there are certainly but few individuals in Russia, and none abroad, who, with the knowledge of the intercourse existing between the two cities, are not convinced of the utility and necessity of this rail-road, The population of St. Petersburg is 470,000, that of Moscow 330,000; the population of the towns and other places on the road exceeds 200,000 souls. This railroad would therefore, in its length of 420 miles, form a line of communication of one million of inhabitants, residing on the same; and, besides, the rail-road would be travelled over by those numerous travellers, who, from all parts of the empire, pass through Moscow to St. Petersburg.

The enormous intercourse between the two cities, which is not to be met with on any other line, neither in nor out of Europe, may be best judged of from an account kept, by order of his Majesty the Emperor, of all vehicles which passed over the turnpike from the 1st January to 31st December, 1834. In that year there were counted at Tshetireruki, on the turnpike-road to Moscow, five miles from St. Petersburg—

96,291	Travelling carriages of every description, drawn by	269,799	horses
23,879	first carriages and post sledges, drawn by	62,171	„
1,133,603	freight waggons or sleighs, drawn by	1,187,402	„
Total ..	1,253,683 vehicles, drawn by	1,519,372	„

This intercourse is so great that it would justify the construction of a railway more than it was ever the case in any line of this length: it remains only to enquire what would be the cost of construction of this railway.

The Americans have constructed 3,000 miles of railways, and expended for the same, at an average, 20,000 dollars per mile. As only 35,000 passengers, and 15 tons of goods, are transported annually over these roads, they have but single tracks, and the whole management is such, that the capital of construction bears 5½ per cent. interest. The traffic upon the St. Petersburg and Moscow Railway will be at least ten times as great, and therefore a much larger capital may be invested there than in America.

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Already in the year 1835, I personally made a preliminary survey of the country between St. Petersburg and Moscow, and convinced myself that, in the greatest part of the line, the country is uncommonly favourable. Since that time I have continued to collect every important information with regard to this railway; and, with the knowledge of the experience in America, I may state, without hesitation, that a railway from St. Petersburg to Moscow, with a double track, with as heavy rails as those upon the Zarskoe Selo railway, with all the necessary buildings and outfit, may be established for the sum of 125,000,000 of rubles (26¼ millions of dollars), and that I will undertake to finish the whole railway in a term of not more than six years.

It will, perhaps, be objected, that the Zarskoe Selo Railway, of 17 miles in length, with but a single track, has cost 5,000,000 of rubles, that therefore, in proportion to the length, the 420 miles to Moscow must cost 125,000,000 in which sum would be comprised, it is true, the purchase of the proportional number of 150 locomotive engines and of 1600 passenger and freight cars, but the railway could only have a single track. I have had occasion to remark already, in my former reports, that the cost of one railway cannot lead us to determine the cost of another, as the expences of construction can only be ascertained by the special estimates, but here it may also be remembered that of the whole cost of the Zarskoe Selo Railway the fifth part was expended for buildings alone, which, in proportion to the length, would give 25,000,000 rubles for the railway to Moscow. The cost of the buildings for this road, however, as they will be constructed solely to accommodate the traffic and not for amusements, will not be more than 4,000,000 rubles, and the remainder 21,000,000 are, with the present prices just sufficient for making the superstructure of the second track throughout the whole line. There only remains therefore the expence of grading for the second track to be provided for and this sum will be richly brought in by the introduction of such a construction of the railway as will conform to the present experience on the two continents.

The connection of the centre of the Russian empire with the most important commercial city in the South of Moscow with Odessa, has also been hitherto regarded as highly important. The construction of a canal is quite impossible, the construction of a turnpike, and more yet, its maintenance, would, with the entire deficiency of stone and gravel, be too expensive. Nearly all the railways in the Southern States of North America, as also those in Belgium, are constructed without stone or gravel, because the latter are as rare there as in Russia; and in every case would the maintenance of a railway between *Moscow and Odessa* be cheaper than a macadamized road. The distance between the two cities is about double that from Moscow to St. Petersburgh, and as the country is throughout very level, there is no difficulty to construct this railway with a double track and heavy rails, for 175,000,000 of rubles (or 37,000,000 of dollars), at the most both railways could easily be completed in ten years. A third railway, which is supported principally by the population of Moscow, is that from *Moscow to Kolomna*, and the River Oka. The surveys and plans for this railway were made by several engineers during three years, from 1836 to 1838, with all the necessary detail, under my superintendence, and the estimates now completed. The length of the railway to the River Oka is 66¾ miles, and plate rails of sufficient strength (manufactured in Russia) might be employed for the same. The railway would have a single track with slidings, and the arrangement be such that no inconvenience would be experienced in the operations. The passengers, and no doubt also a great quantity of goods, would be transported from the end of the railway from the River Oka to Nishney Novgorod, situated on the confluence of the Rivers Oka and Wolga, where, annually, the celebrated great fair is held for the merchants of Europe and Asia. According to my estimates made here, the railway and 40 steam-boats would cost 11,000,000 of rubles (2,315,800 of dollars,) and I offer to complete the road in two years, provided that I meet with no obstacles in directing the construction.

The way in which the above-mentioned capitals for the construction of the railways may be procured, will be easily found out, if my letters are read with attention. Sixteen millions of Americans have within ten years completed 3,000 miles of railways, at an expense of 60,000,000 of dollars; why should not Russia, whose European possessions are as laage as the United States, and populated by three times as many, or 48,000,000 of inhabitants, why should this immense empire not also expend in ten years the sum of 60,000,000 dollars for the railways between St. Petersburg, Moscow, and Odessa. In Belgium, 56,618 soldiers were carried last year, upon the railways; what a gain would not result to the Russian war department alone from the establishment of railways! With the adopted width of track of six feet, and the introduction of the American plans of construction, horses, cannon, munition, waggons, and all other objects, will be transported with the greatest facility, and it might be proved that the saving in the cost of transportation of the Russian troops and their munitions, during the late three wars with Persia, Turkey, and Poland, would have covered the whole cost of construction of the railways from St. Petersburg to Odessa; and besides, the duration of the war would have been much shortened.

Times were never more favourable for great enterprises; Europe is in the enjoyment of profound peace, money may be obtained and the lowest rate of interest, and will be easily procured for the Russian undertakings, if to their partakers advantages and guarantees are allowed, similar to those given in other parts of Europe, and in the United States of America. In such large undertakings, however, for which more than the ability of the natives is required, the question of nationality must be laid aside, and every body must be regarded as a native who has made himself notorious by the introduction of useful objects, which promote the prosperity of the nation. The Russian Government has, principally in the last four years, accomplished what may be termed enormous: it can and will, therefore, also execute that grand and national work.—*Franklin Journal for May.*

STATEMENT OF THE PERFORMANCE OF THE LOCOMOTIVE ENGINE "HICHENS AND HARRISON," BUILT BY MESSRS. BALDWIN, VAIL AND HUFTY, FOR THE PHILADELPHIA AND READING RAILWAY.

On February 9, 1841, the above engine hauled over the Philadelphia and Reading Railway, 54½ miles in length from Reading to its intersection with the Columbia Railway, a train of *one hundred and five* loaded burden cars, laden with 1,318 barrels of flour, 870 kegs, nails, and spikes, 635 bushels grain, 63 tons of blooms and bar irons, 20 cords wood, 8 casks oil, and sundry other articles of freight, amounting in all to 308½ tons of 2,240 lbs.

Weight of the 105 cars 173 tons, making a total gross weight of 481½ tons of 2,240 lbs., equal to *one million seventy-eight thousand five hundred and sixty pounds* hauled by the engine, not including her own or her tender's weight.

Cars all four-wheeled, wheels three feet diameter, lund and tallow only used in boxes. Whole length of train 1,260 feet (or 60 feet less than one-fourth of a mile.)

Running time 4 hours 54 minutes, making an average speed of 11 1/10 miles an hour.

Total quantity of fuel consumed, 2.51 cords of oak wood.

Total quantity of water evaporated, 1,804 gallons.

Oil used by engine and tender, 7 quarts, including oiling before starting; longest continuous level over which the above train was hauled, 9 1/10 miles. Her speed, with the train on this level, 10 1/10 miles per hour.

Weight of engine empty, 23,250 lbs. With water and fuel 26,710 lbs. Weight on driving wheels, with water, fuel, and two men, 14,120 lbs. Cylinders, 12½ by 16 inches stroke; driving-wheels 4 feet diameter.

The above road has no *ascending* grade from Reading towards Philadelphia, with the exception of half a mile at its lower terminus or intersection with the Columbia Railway, graded at 26½ feet per mile, on which grade the train was stopped.

The profile of the road from Reading to this point is divided into levels varying from 1,600 feet to 9 1/10 miles in length, and *descending* grades of from one and a half to 19 feet per mile, the latter being the heaviest grade on the road.

Total length of level line between above points 27 miles and 8-10ths.

Total fall from where the train was started to where it was stopped near the Columbia Railway, 214 feet.

Shortest radius of curvature on the road, 819 feet; 1,480 feet of curve struck with this radius.

The engine started the above train on a level, without any assistance, and gradually increased her speed to the average rate above rtated. She worked with great ease to herself during the whole trip; and hauled the train for the last 14 miles, 10 of which were level, over rails in very bad order, owing to a light snow storm which moistened without wetting their surface; the effects of which in diminishing the adhesion and power of the engine, practical engineers can well understand and appreciate. The above performance is believed to be unsurpassed; and the train to be the longest and heaviest ever hauled by ONE engine on any railway in Great Britain or America.

G. A. NICOLLS,
Superintendent Trans. Phila. & Reading, R. R.

Reading, Pa., Feb. 10, 1841.

PROCEEDINGS OF THE HOUSE OF COMMONS ON RAILWAYS.

BRISTOL AND EXETER RAILWAY.

June 21.—Speaker reported the Royal Assent to the Bill.

GREAT LEINSTER AND MUNSTER RAILWAY. (No. 2.)

June 21.—Speaker reported the Royal Assent to the Bill.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

June 21.—Speaker reported the Royal Assent to the Bill.

NORTHERN AND EASTERN RAILWAY (HERTFORD AND WARE BRANCH.)

June 21.—Speaker reported the Royal Assent to the Bill.

SHOTTS AND WILSONTOWN RAILWAY.

June 21.—Speaker reported the Royal Assent to the Bill.

RAILWAYS BILL.

June 18.—Further consideration of Report put off for three months.

SOUTH-WESTERN RAILWAY (No. 2).

June 21.—Speaker reported the Royal Assent to the Bill.

RAILWAY ENGINEER KILLED.—On Friday night last Mr. Woods, one of the engineers having the direction of an extra train from Newton to Manchester, was accidentally killed. It appears that when this train had got about 100 yards from the station at Newton some interruption was perceived, and on the firemen looking to ascertain the cause, he saw that the engineer had fallen off and the wheels had passed over his neck. No one saw him fall off, but it is supposed that he was jumping from one of the carriages to the engine and slipped. An inquest was held yesterday, and the jury returned a verdict of accidental death.—*Liverpool Standard.*

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ARBROATH AND FORFAR RAILWAY COMPANY—GENERAL MEETING.

THE Annual General Meeting of this Company was held at Arbroath, within the Town-Hall, on the 14th inst. WILLIAM FULLARTON LINDSAY CARNEGIE, Esq., in the Chair.

The Committee of Management presented a Report of their proceedings, together with states of the Company's affairs, including general account of receipt and expenditure up to the 15th of April last, and traffic account, also up to that date, for the byegone year. They also laid on the table the books of the Company, balanced and docquetted, in terms of the Act.

The Report of the Committee was read by the clerk.

Provost MANN moved that the Report now read, be approved of, and printed and circulated, and that in terms thereof, a dividend of 5 per cent. on the new stock, so far as paid up,—being after the rate of 12s. 6d. per share—and a dividend of 3½ per cent. on the original stock of the Company, paid up,—being after the rate of 17s. 6d. per share—be now declared; the said dividends to be payable on the 2nd of August next. This motion was seconded by James Barclay, Esq., and carried unanimously.

JAMES GIBSON, Esq., moved that the Committee of Management for the time, or any three of them, be authorised to bind this Company, in the guarantee of repayment of the outlay in making the Brechin and Friockheim Road turnpike, to the extent of 250*l*., and to grant bond or other obligation, or to concur with others in granting bond or other obligation, to that effect. This motion was seconded by George Adam, Esq., and carried unanimously.

The meeting then proceeded to the election of three Directors in the room of Messrs. James Whitshed Hawkins, William Potter, and George Canning, going out by rotation, when Mr. Potter and Mr. Canning were duly re-elected, and again chosen Directors and members of the Committee of Management; and Sir John Ogilvy of Inverquharity, Bart., was duly elected and chosen a Director and member of the Committee of Management in room of Mr. Hawkins. The following is, therefore, the list of Committee of Management, placed in the order required by the Act, for the ensuing year, viz.:—

William Andson, David Lowson, William Fullarton Lindsay Carnegie, Thomas Carnaby, John Lowson, William Chapel, William Potter, George Canning, Sir John Ogilvy, Bart.

ROBERT GORDON, Esq., moved that the cordial thanks of the meeting be given to the Committee of Management for the past year, for their great zeal in conducting the business of the Company, and their valuable services therein. This motion was seconded by the said Alexander Smith, Esq. and carried unanimously.

On the motion of the said James Gibson, Esq., the thanks of the meeting were voted, by acclamation, to the Chairman, for his conduct in the chair.

REPORT OF THE COMMITTEE OF MANAGEMENT.

In the statements of Receipt and Expenditure which have been printed and circulated the proprietors have already in their hands a full abstract of the accounts of the Company for the past year. The Committee of Management, while they refer to that abstract, beg to express their readiness to give whatever explanations may be wished for in regard to the revenue and expenditure, or the details of the accounts; and if any further information respecting the Company's affairs, and the mode in which they have been managed, should be deemed necessary, after the reading of this Report, such information shall be communicated, as far as the Committee have it in their power to do so. The books of the Company, regularly balanced and docquetted, in terms of the Act of Parliament, are laid on the table for examination.

From the Abstract of the Accounts, as well as the balance-sheet of the books, it will be seen that the gross revenue for the year, ending on the 15th of April last, amounts to		£9,381	14 3
To which is added the surplus revenue at the former balance		1,144	18 5
Total		£10,526	12 8
The gross expenditure on the traffic, and interest of debts, feu-duties, &c. amount to		6,678	5 0
Leaving net undivided profit		£3,848	7 8

Out of this net profit there falls to be paid, in the first place, the guaranteed dividend, at the rate of five per cent. on the new stock paid up. This has been ascertained by the Treasurer, from an account made up by him, and which will be laid on the table, to amount to 628*l*. 6s. 7d. The balance, after this deduction, would be fully sufficient for the payment of a dividend, at the rate of 5 per cent. on the original stock. But the Committee are satisfied that it is for the permanent interest of the Company that there should be a considerable sum reserved for contingencies, and that, by adhering to this rule, and enlarging the dividends as the traffic and revenue increase, the character and real prosperity of the Company will be best established and maintained. They, therefore, recommend to this meeting, to declare a dividend at the rate of 3½ per cent on the original stock paid up, being 64,963*l*. 10s., and that the balance be carried to undivided profits in next year's accounts. If this recommendation be agreed to, the following will be the state of the balance, viz.:—

Surplus revenue, as above			£3,848	7 8
Deduct guaranteed dividend on new stock paid up, at 5 per cent.	£628	6 7		
Deduct dividend on original stock, at 3½ per cent.	2,263	9 2		
			2,891	15 9
Balance of surplus revenue, to be carried to undivided profits			£956	11 11

At the date of the balance, on the 15th of April, the amount of new stock subscribed for amounted to 25,837*l*. 10s. of which 21,165*l*. had been paid up, and there remained at the disposal of the Committee, unsubscribed for, 6,162*l*. 10s., or 493 shares of 12*l*. 10s. each. A part of this remainder has since been allocated to parties applying for it. The Committee considered it desirable that the new stock should be given off, as far as possible, to partners; and, until very recently, they restricted any allocation of it to others. It is now their intention to put what is still undisposed of into the market, and allocate it to the first applicants. There is reason for believing that, in this way it will, ere long, be all taken up.

The Committee have been enabled, in the course of the past year, to provide many accommodations and facilities for the better conducting of the traffic and working of the line, and they conceive the whole establishment is now on a very efficient footing. Since last annual meeting there have been erected loading banks and depots for goods at the stations at Forfar, at Auldbar road, at Leysmill, and at Collistoun—additional sidings and turn plates have been put in at various points, a great extent of additional fencing has been executed—a steam-engine and turning lathes, with other machinery, have been put up at the Arbroath station, and the workshops made more complete. The Committee have also erected a ticket office, and a building, to be let as an inn, at Auldbar-road station. This building is now about finished, and as soon as a suitable tenant offers, it will be let. The Committee expect considerable revenue to be derived from this station. It is situated near the thriving village of Letham, and on the turnpike road to Brechin by Luckyslap, and is surrounded by a populous country.

With the exception of this inn, the Company's other property, and the depots and sheds intended to be let, are fully tenanted. The depots for coals and lime at Forfar were all let in April last, on leases for three years, at a great advance of rent. The gross rental up to that time was 99*l*. 2s.; the rental under the new leases amounts to 147*l*. 10s. The Committee have also now let all the spare pieces of ground belonging to the Company on the sides of the railway, near to the harbour of Arbroath. These spots have hitherto been occupied by the traders indiscriminately, and without any payment; and differences being apt to arise as to their occupation, the Committee resolved to solve any difficulty of this kind, by exposing them to let, by public roup. They were divided into six lots, and, after competition, the whole were let at a gross rent of 24*l*. 15s. The leases are only for one year, with an option to the Company to terminate any one or more of them on a month's previous notice.

The Committee have lost no opportunity of forwarding every thing likely to promote the traffic, and several most important improvements have been made, or are in progress, which cannot fail to be highly conducive to this end. One of these is the formation of the turnpike road from Forfar to Kirriemuir. It had long been a subject of complaint that the road between these places was so bad that the natural channel of communication and trade, which ought to have run from Kirriemuir to Forfar and Arbroath was diverted to Glamis and Newtyle, and attempts had been made, from time to time, to improve the road, but with very little success. This desirable object has now been accomplished: a good turnpike road has been [illegible] must soon be the means of bringing a large portion of the Kirriemuir traffic to the railway, which formerly passed to approach it. When the measures for effecting this improvement were in progress, the Committee, besides [illegible] their number contributing towards it individually, [illegible] on the part of the Company, to convey the [illegible] road from the quarries on the line to Forfar, and to make the railway dues of such carriage a postponed debt, to be exacted when the funds of the road should be adequate to pay more than the expense of maintenance, and the interest of the money borrowed for making the road. The amount of the debt thus due to the Company by the road is 220*l*. 2s. 7d. The Committee trust their constituents will sanction this act of their management.

Another improvement, of a similar kind, is now in progress—a turnpike road between Brechin and Friockheim. From the steepness of the old road at the Hill of Burkle, and the bad state of the road in general, the means of communication between Brechin and Arbroath have been always very limited, so much so, that it was no uncommon thing for those travelling to Brechin from the coast, to go there by Montrose, or other routes little less circuitous. Favourable circumstances having occurred, and obstacles which formerly existed having been removed, the necessary arrangements were agreed to, a few months ago, for making the road turnpike; and, by a small deviation from the old line, an excellent road has now been marked out, both as regards line and levels, there being no gradient steeper in any part than 1 foot in 25 feet. The work is all contracted for, and the contractors are under obligation to finish their contracts by the 20th of August. In meeting the financial part of this undertaking, application was made to the Committee to give their aid on behalf of the Company. The Town Councils of Arbroath and Brechin subscribed their guarantee for the payment of the outlay, to the extent of 300*l*. each. The Committee of Management of the Dundee and Arbroath Railway Company agreed to guarantee 250*l*., subject to the approval of the general meeting of that Company, and your Committee did the same, under a similar condition. The whole sum required for making the road turnpike is estimated at about 2,500*l*. Of this, Lord Panmure has, with his usual public spirit, advanced, on loan, 1,000*l*.; and the subscriptions by the two towns and the two Railway Companies, and by a number of individuals engaging to guarantee the payment of the outlay, each to a certain extent, amount to nearly 3,000*l*., being much more than is required, and, consequently, diminishing the risk to the obligants. The Committee, in giving their subscription, expressly stipulated that it should be subject to the approval of their constituents. It remains, therefore, for this meeting, to determine whether such approval is to be given. It is obvious that the formation of this road, besides being a great public improvement, highly beneficial to the town of Arbroath, and its Harbour, must open up new sources of traffic to the railway. It is understood that the road, when completed, will become the route for travellers from the south northwards, and *vice versa*, and that stage coaches will be established on it—thus connecting Aberdeen on the one side, and Edinburgh on the other, with the railways.

The opening of this road, and the change of circumstances and additional traffic that must follow, will render it imperative on the Company to provide additional accommodation at their Friockheim station. The partners are aware that, owing to the disputes with the late proprietor of the ground at that station—which terminated in a serious litigation—the arrangements at Friockheim have been less perfect than at any other station, although it is one of the most important on the line. That litigation is now at an end, and the only hindrance to entering upon the consideration of the requisite accommodations is the uncertainty as to what may be required after the new turnpike to Brechin is finished. It has been suggested by Lord Panmure, the President of the Forfarshire Agricultural Association, that their shows, in place of being held at Glesterlaw, might be held at, or at any rate nearer to, Friockheim; that an inn should be erected by the Railway Company there, containing a hall suitable for the meetings of the Association, and that an annual payment might be made by the Association for their occasional use of such hall. The Committee are disposed to entertain this suggestion; but it will be for consideration whether the object may not be accomplished by feuing part of the Company's ground, and leaving it to individual capital and enterprise, to erect the necessary buildings. At all events, the Committee will not enter into any final arrangement until they see their way more clearly, and the nature and extent of the additional traffic likely to arise is better ascertained than it can be at present.

Generally speaking, the trade upon the line is progressing satisfactorily. The quantity of goods carried during the past year, as compared with the year preceding, is nearly doubled—the quantity for the year, up to the 15th of April last, being ..... 68,052 Tons.
While in the previous year, the quantity was only ..... 37,742 ,,

In passengers, also, there has been an increase, the number for the past year being 106,574½
And for the year previous 99,794

The great drawback upon the passenger traffic is the heavy duty exigible by Government. The most strenuous exertions have been made to obtain an alteration in the mode of levying this tax, and it is now all but settled that, in place of the present rate of one-eighth of a penny per mile per passenger, a duty at a rate not exceeding five per cent. on the gross revenue from passengers is to be substituted. This change would be perfectly satisfactory, and would not only benefit all the Railway Companies in Scotland, but the public, as it would remove much of the inducement that now exists to charge high fares; and it has been proved that the revenue to Government, upon the whole, would be fully as great in the one way as the other. The

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state of parties in parliament has prevented the proposed measure being matured and passed, but it is confidently believed that it will take place. The Committee, in the early part of the year, applied for, and endeavoured to obtain, a renewal of the composition for this duty granted last year, but they were unsuccessful. They received notice that the full duty would be rigorously exacted. This being the case, they were reluctantly compelled to raise the fares to enable them to meet the tax, and, in place of 2s., 1s. 6d. and 1s., for the first, second, and third classes, they fixed these fares at 2s. 3d., 1s. 9d., and 1s. 3d. The rise commenced on the 15th of March last, and has been continued The Committee regretted the necessity of this step, but they saw no alternative, as most of the passengers travelled by the third class carriages, and the tax upon them amounted to nearly fourteen per cent. on their fares. In the steps taken, and the exertions used, to effect the desired change on the mode of levying the passenger tax, as well as in endeavouring to obtain a renewal of the composition, the Committee have been greatly indebted to Mr. Chalmers, M.P., who has left nothing undone to aid the Company, and forward their views; and they consider it due to him to record, on this occasion, their grateful sense of his services.

With the view of diffusing a more general knowledge than has yet existed of the extent of the traffic, and that all concerned may see it progress, the Committee have resolved to publish a statement of the traffic on the line from the opening downwards, and it is their intention to publish the returns weekly from this time forward. A tabular statement of the bye-gone returns will be produced with this Report, and copies will be circulated amongst the proprietors. In each of these copies blanks will be left for filling up the traffic returns, as they are published, and it will be in the power of any partner, by inserting these returns in his copy, as they appear, to have always before him a complete view of the traffic and its variations.

The only circumstance of an untoward nature, which the Committee have particularly to notice, is the unfortunate accident which took place near the Clocksbriggs station on the 12th of February last, the up passenger train on the morning of that day having come in violent collision with a ballast train going downwards, whereby the two engines were materially damaged, and several individuals suffered personal injury. Considering all the circumstances, it is little less than miraculous that the accident was not attended with far worse consequences. The pecuniary loss will be much less than could have been supposed. One of the engines has been almost completely repaired, and the other is now undergoing repairs in the Company's workshops. What is deeply to be lamented is the death of the engine-driver of the ballast train, who suffered severe personal injury; and although for a time he went on well, and with every prospect of recovery, he was ultimately attacked by lock-jaw, and died. The Committee made a most minute and anxious investigation into all the circumstances of this accident, and gave such orders, and adopted such measures as the case appeared to them, after full deliberation, to call for. Detailed reports of the accident, with all the proceedings that took place at the time, are in the hands of the clerk, and may be referred to if desired.

The Committee, from the investigation which this accident occasioned, came to be decidedly of opinion that strict regularity as to time in the movements of every train was of vital importance, and that, while great public convenience would be thereby afforded, nothing could tend more to guard against collisions and accidents of every kind. They have therefore ordered to be provided clocks and bells for all the stations on the line, and have issued strict injunctions—which are in no case to be departed from—that the time table, fixed and published, indicating the departure of trains at the different stations, shall be rigidly adhered to, and any breach of these injunctions will be animadverted upon and punished with the utmost severity.

The Committee, in their last annual Report, mentioned that there were only two law-suits in which the Company were involved—one of these, that with the late proprietor of Middletoun, has been already noticed as now at an end. That gentlemen, after being unsuccessful in the Sheriff Court, and before the Lord Ordinary in the Court of Session, carried the case to the Inner-House. He failed there also. The question was decidedly in favour of the Company by the whole Court, and the pursuer was found liable in all expenses. He then intimated that he was to acquiesce. The expenses incurred by the Company have been paid to them, and they are now at liberty to plan and execute the accommodations to be provided at Friockheim station, as they think proper. This the Committee consider a most important matter. The only other law-suit is the process which has been so long in dependence at the instance of Mr. Hay, of Letham, against the Company. A variety of proceedings has taken place in it since the last annual meeting, but it is still not ripe for decision. Some documents have been recovered, under a diligence which the Company's legal advisers deem of great consequence, and the Committee entertain little doubt that the issue will be in their favour when the case comes to trial.

As provided by the Act of Parliament, three of the Directors, viz., Mr. Hawkins, Mr. Potter, and Mr. Canning, retire by rotation. Of these gentlemen, Mr. Potter, and Mr. Canning, may be re-elected.

(Signed)

W. F. LINDSAY CARNEGIE, Chairman.
JOHN LOWSON,
WILLIAM ANDSON,
WILLIAM CHAPEL,
THOMAS CARNABY,
GEORGE CANNING,
DA. LOUSON.
WILLIAM POTTER.

Arbroath, 12th June, 1841.

General Account of the Receipts and Disbursements, up to the 15th of April, 1841.

STOCK ACCOUNT.

EXPENDITURE.

	1840.	1841.	TOTAL.
To Formation of road, &c., viz.—	£ s. d.	£ s. d.	£ s. d.
Expense of obtaining Bill, including engineering up to passing of Act	2,159 19 3	....	2,159 19 3
Properties purchased	15,938 1 5	223 7 4	16,161 8 9
Earth and stone work	50,475 8 2½	749 13 3½	51,225 1 6
Rails account	22,608 9 7½	121 17 5½	22,730 7 1
Stone blocks	3,046 0 1	195 11 4	3,241 11 5
Damage to tenants	526 15 7	130 3 2	656 18 9
Fencing and draining	626 5 8	1,142 5 11	1,768 11 7
Engineering since passing of Act	2,317 11 5	....	2,317 11 5
Depots and stations	7,498 9 10	3,776 9 10½	11,274 19 8½
Locomotive engines, waggons, and coaches	11,005 4 1½	2,847 12 9½	13,852 16 11
Miscellaneous expenses, including interest on borrowed money and feu-duties, up to the opening of line, and business accounts, &c.	4,807 7 8½	290 2 11	5,097 10 7½
Office furniture	40 0 8	87 5 11	127 6 7
Machinery of workshops, including steam-engine, &c.	....	420 0 4½	420 0 4½
Utensils	....	67 11 6½	67 11 6½
Expense of obtaining New Act	42 10 6	500 10 6	543 1 0
	121,092 4 1	10,552 12 5—	131,644 16 6
To Sundries, for Stock on hand, viz.—			
Road to Harbour, part of which has been paid by the Dundee and Arbroath Railway Company			189 19 1
Horses			55 0 6
Road metal			26 19 11½
Kirriemuir road			220 2 7½
Rents outstanding			32 14 8
Oil account for oil on hand			121 15 0½
Wood do. wood do.			200 6 9½
Iron do. iron do.			757 7 11½
Goods do. railway dues outstanding			174 3 5
Parcels account outstanding			4 5 2
Sundries do. do.			132 2 2
			£133,559 13 10½

RECEIPTS.

By Subscribed Capital, 2,800 shares, at 25*l.* each	£70,000 0 0		
Shares forfeited and unpaid	5,913 10 0		
		£64,086 10 0	
New Stock paid up		21,165 0 0	
			£85,251 10 0
Cash borrowed on cash accounts, bonds, bills, and due on open accounts			44,459 16 2
			129,711 6 2
Surplus revenue undivided, viz.—			
Previous to 15th April, 1840			1,144 18 5½
From 15th April 1840, to 15th April 1841			2,703 9 3
Total			£133,559 13 10½

TRAFFIC ACCOUNT.

EXPENDITURE.

To Coke and coals, 15th April 1840, to 15th April 1841	£1,152 1 0½		
Railway maintenance	538 9 5½		
Oil and grease for carriages, waggons, and engines	196 10 1½		
Incidental charges, receipt stamps, &c.	196 6 6		
Locomotive engine repairs	385 15 9		
Waggon repairs	224 4 0½		
Coach do.	107 9 9½		
Utensils do.	6 5 1		
Salaries to Manager, Treasurer, clerks, and station-keepers	735 13 8		
Keep of horses, and wages to men working them	129 8 8		
Porterage and labourage	208 15 6		
Printing, advertising, and stationery	188 7 9½		
Police and watching	53 5 3		
Passenger duty	200 0 0		
		£4,272 12 8	
Feu-duty	206 4 7		
Interest on borrowed money	2,199 7 9		
		2,405 12 4	
			£6,678 5 0
Surplus revenue undivided since opening of line, as above stated			3,848 7 8½
Total			£10,526 12 8½

RECEIPTS.

By Surplus revenue undivided last year			£1,144 18 5½
Revenue account, from 15th April 1840, to 15th April 1841—			
Goods, tons 68,052	£5,226 8 6		
Passengers, No. 106,574	3,687 18 1		
Parcels	229 10 0		
Post-office	46 11 9		
		£9,190 8 4	
Rents	176 16 11		
Road tickets	14 9 0		
		191 5 11	
			£9,381 14 3
Total			£10,526 12 8½

WM. JOHNSTON, Treasurer.
JOHN MACDONALD, Clerk.

Arbroath, 15th April, 1841.

RAILWAYS IN GERMANY. — The *Frankfort Journal* states that it is in contemplation to construct four different lines of railways to commence at Breslaw. The first is already commenced. It will lead from Breslau to Ohlan, and thence to Oppelu, 14 German miles. Secondly, a line from Breslau to Schweidnitz in Freiburg; the vicinity of the Silesian mountains so rich in minerals, it is considered will cause much traffic on this line. Thirdly, a line from Breslau to Frankfort on the Oder; Prince Kolowrath and the other proprietors of Lower Silesia are to have the management of this line. Fourthly, a line from Breslau through Leignitz and Gorlitz to Dresden; the merchants of Breslau are particularly interested in the completion of this line. The execution of it will, however, be attended with some difficulty.—*Morning Chronicle.*

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EDINBURGH AND GLASGOW RAILWAY.

(From the *Caledonian Mercury*.)

We had much pleasure in visiting, a short time ago, some of the principal works in the line of the Edinburgh and Glasgow Railway, and particularly to observe the rapid progress which was then making in every part towards the completion of this great undertaking. Our visit going eastward commenced with the great bridge near Falkirk, for the purpose of carrying the railway across the Union Canal, at the locks near No. 16. Owing to the line of railway crossing the canal at an oblique angle, and to the necessity imposed upon the Company of crossing both the locks and a carriage-way with a single arch, the span has been extended to no less than 130 feet, which is equal to that of the celebrated bridge over the Dee burn, at Aberdeen. Not being, however, quite so elevated above the springing, the strain on the abutments is greater, and the material also, though of excellent quality, being brought from the well-known quarry of Millfield, or Kingoodie, near Dundee, is still softer than the granite, so that the work is altogether one of greater difficulty, and requiring much caution and skill, both in the design and execution. This great arch, when we saw it, was just completed, and the workmen were engaged slacking the centre, which has been since taken out, and every thing presents the appearance of strength and stability. The arch stones are five feet deep at the abutments, and three feet at the crown; and there are in the arch alone about 20,000 cubic feet of stone, or upwards of 1,500 tons, the whole of which was laid in about ten days. To all appearance, the works here will very soon be completed, and ready for the laying of the rails. The next work of importance is the Callander Tunnel, 830 yards in length, and passing under Callander Wood, at the depth of 150 feet. The whole of this was nearly completed, about 80 yards only in the length of the tunnel remaining to be executed, and upwards of 20 yards have been since finished. At the east end, the tunnel opens into a vast excavation 75 feet in depth, and when the slopes are completed round and round, it will have the appearance from the east of a great amphitheatre. To the east of the tunnel, and between it and Linlithgow, a considerable part of the permanent rails are laid down, and this all important part of the undertaking appears to be executed with every regard to strength, solidity, and accuracy. The strength of the rails is 75 pounds weight to each yard, and they are supported at every four feet mostly by substantial whin-stone blocks, two feet square, weighing five or six cwt. On the embankments the rails are supported by strong larch sleepers. Between the Tunnel and Linlithgow a considerable portion of cutting and embankment still remains to be executed; but to facilitate this, we observed a beautiful locomotive engine, made by Eddington, of Glasgow, on its way to the rails, for conveying the stuff from the cutting forward to the embankments, and this engine is now actively employed in its work.—Wherever the permanent rails are laid down, and the stuff requires to be conveyed a great distance, as in the present instance, the saving of expense, and still more, of time, in executing the work, is very material, as the engine is always capable of conveying the stuff for miles in distance as fast, or faster, than human labour is able to fill and empty the waggons, and it was calculated that, with activity and long hours work, the contractors, with this engine, would be enabled to heap up upon the embankments nearly 1500 tons of stuff daily. The next work of importance upon the line is the great viaduct over the valley of the Almond, which, from the number and regularity of the arches, and their beauty and lofty appearance amid the fine scenery around, will, indeed, be a magnificent structure. It consists of 20 arches, each 50 feet span, and the central ones rising nearly 100 feet above the valley below, with three smaller arches besides at the eastern extremity. The work, which was executing by Mr. Lorimer, was proceeding with great activity, much facilitated by the ingenious use of machinery of which he has availed himself, and the regular and perfect system by which the stones are brought successfully forward, and laid in their places on the arches. The whole of the piers were built, and twelve of the large arches on the west side thrown, besides the three smaller arches in the eastern abutment, and as they have been recently finishing at the rate of four arches per month, there is no doubt that a very short time will bring the whole to completion; and we understand that since our visit six arches more have been thrown. The great difficulty has been to procure materials for such vast masses of masonry, which require contributions from various different quarries and every available source. To the eastward of the viaduct the permanent railway is nearly all laid to Linlithgow, where some cutting is still going on. The views and scenery on this part of the line are extremely interesting, including the ancient palace and the lake, which comes slightly into view on the east of the town. The next works of importance are the vast clay and rocky excavations in the neighbourhood of Winchburgh, extending in one continued cut of four miles in length; in some parts 50 feet deep, and including the tunnel under Winchburgh ridge, itself 360 yards in length. The tunnel has been for some time completed, and the cuttings are far advanced, but there still remains much to be done in this part of the line, for which, however, the finest part of the season has now opened up. To facilitate the removal of the cuttings, and the filling up of the embankments in the valley of the Almond, on the east side as well as on the west, of the great viaduct, two locomotive engines have been employed by the eminent and spirited contractors, Messrs. Gibb and Son, with the aid of which the cuttings on each side, with the filling up of the valley of the Almond, were proceeding with extraordinary rapidity. By these engines we were informed there are conveyed, upwards of a mile, and deposited on the embankments, at least 2,500 tons of earth and rock every 24 hours—the work proceeding, as it has always done, night and day. To give some idea, however, of the extent of the embankments, we may mention that the one at the west end of the viaduct requires about 1,300 tons of material to advance it forward one yard. On one of the locomotive engines proceeding forward with its train of waggons, we were conveyed eastwards from the tunnel, and had the pleasure of witnessing what will be the effect of the trains here coming from the west, the whole of the beautiful valley of the Almond, with the Pentland Hills in front, opening suddenly to view; and, then, as we advance, the low country eastwards, as far as the city, the well known and prominent objects of which, Arthur's Seat, the Castle, and others, becoming immediately visible, the effect, on the whole, is remarkably striking. We here also obtained the first view of the great viaduct over the Almond, the most remarkable work in the whole line, and which being seen here in a very oblique angle, with its numerous arches greatly fore-shortened, presents a singular, but not less striking and pleasing appearance. This work, which forms such a striking object, as seen from the Glasgow Road, about eight miles from Edinburgh, forms in itself a vast undertaking, consisting of no fewer than 36 continuous arches, each 50 feet span, and rising from 60 to 85 feet above the surface of the valley, besides 7 arches more at the turnpike road, separated from the others by a ridge of higher ground, and a embankment. The great magnitude of this work, second almost to none, even in England, the extraordinary number of the arches, and their light and lofty appearance, and symmetry, all combine to render this a very magnificent and imposing structure, and quite an ornament to the district and scenery around it. The work under Messrs. Gibb and Son is proceeding with great rapidity, and with all the advantages from the improved machinery which they have contrived for bringing forward the materials, and laying the stones of the different arches in their places. The piers have been all long since carried up, as well as all the arches of the smaller viaduct, and of the great viaduct 27 arches were thrown, and they were going on at the rate of four arches per month, so that a very short period will be required to bring the work to a termination. We have just visited this viaduct again, and everything confirms the above anticipation, 33 out of the 36 arches are now thrown, and by the middle of this month the whole of the remaining arches will be finished, the key-stone of the last arch being proposed to be laid on the 18th, and nothing will then remain but to bring forward the superstructure of walls and parapets, already advanced to the 28th arch, and the work will be ready for the laying down of the permanent rails.

Between the valley of the Almond and the city, the country being pretty level, there are no works of any particular magnitude to retard the completion of the railway. The contracts for the line here have been taken by Mr. Evans, a highly respectable contractor from England, and who has executed with success extensive contracts on some of the great English railways. He is now pushing on the different works with great activity. The bridges across the different highways are many of them in a very forward state. The bridge over the Water of Leith, the principal work of masonry, is all but completed. The long embankment through the valley of the Water of Leith has now assumed, as seen from the road, quite a finished appearance, and the rest of the embankments and excavations are rapidly advancing, relays of men being occupied continually day and night, aided by a locomotive engine, which may now be seen near Corstorphine constantly plying along the line with its load of earth waggons.

Such is the forward state of the works on the eastern division of this railway, and we understand that on the west they are advancing with equal energy, and there are only one or two points where any particular difficulty or delay is likely to occur, particularly the Croy Rock cutting, where a mass of hard whinstone, 50 or 60 feet deep, still remains to be excavated for a very short distance. On the whole, however, when we consider the vast extent and magnitude of the works which have been executed from end to end of this line, and the short period which has elapsed since the commencement, the progress which has been made is truly remarkable, and there can now be very little reason to doubt that, in the course of three months, the whole line will be opened to the public. An hour and a half and two hours will then be the regular times of travelling between Edinburgh and Glasgow, and the expense, we believe, will not exceed from 4s. to 8s. by the different classes of carriages. These are the results to which all the operations and works above described are hastening, and when we consider the advantages which must arise to both cities, and to Scotland generally, from such new and extraordinary facilities of intercourse, and all the effects which usually follow in the train of such improvements, the opening of this railway cannot but be viewed as an event of no ordinary interest and importance.

Acceleration of the Dublin Mail.—The London evening mail was conveyed, for the first time, on Tuesday morning, on the Chester and Crew and the Birkenhead and Chester Railway, and put on board the post-office mail steamer, on the Cheshire side of the river, a few minutes after six o'clock. The train which brought the mail did not bring any passengers; a circumstance of which Lord Robert Grosvenor complained, on Friday evening, in the House of Commons, his lordship being then ignorant of the announcement from the Directors of the Grand Junction Railway Company, that, on and after to-day, passengers as well as the mails will be conveyed on the Chester and Crewe line. If the Corporation would erect on the Liverpool side of the Mersey a slip, with the same capacity as those at Birkenhead or Woodside, which run so far out that the packets can come alongside at any time of the tide, the steamers for Dublin, instead of quitting the Mersey after six, might leave it shortly after four o'clock, and in average weather reach Ireland early in the afternoon.—*Liverpool Standard*, 22nd June.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of line	Miles opened	No. of shares	Am. of Share	Amt. paid up	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	63½	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
18	18	5000	50	50	Chester and Crewe	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	6⅜	..	..	6⅜	..	..	8½
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	..	..	..	6½
46	....	18000	50	40	Edinburgh and Glasgow	38	..	..	..	38½	..	38½
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	35
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	27½
11½	....	6000	50	45	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	202
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	101
—	—	10918	25	—	Ditto (*Quarter Shares*)	..	..	..	..	..	..	25½
—	—	.....	25	25	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	104½	25000	100	65	Great Western	91	90½	90¼	89½	89¾	..	90½
—	—	25000	50	50	Ditto (*New Shares*)	61½	61½	61¼	60½	60¾	..	62
—	—	37500	20	4	Ditto (*Fifths*)	10¾	10¾	10⅝	10⅝	10⅝	..	10¾
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	28½
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	198
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	..	158½	159	159	159	..	158
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	22¼
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	53	..	53½
—	—	.....	32	2	Ditto (*New Shares*)	..	..	..	24¼	..	..	24½
4	3½	24000	25	25	London and Blackwall	..	18¼	18¼	16¾	17	..	..
46	54	36000	50	50	London and Brighton	44	44	43⅝	44¾	45½	..	44
10½	10½	37000	avr.	13½	London and Croydon	..	..	..	..	..	..	..
3¾	3¾	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
..	....	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅛	London and South-Western	54¼	54	..	54	54¾	..	54

Length of line	Miles opened	No. of shares	Am. of Share	Amt. paid up	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
—	—	42000	5	1¼	Ditto (*Tenths*)	..	1¼	1⅛	..	..	..	1⅛
50	50	15000	100	70	Manchester and Leeds	..	..	..	..	..	..	52
—	—	15000	50	30	Ditto (*New Shares*)	21½	21¼	21¼	21	..	..	..
10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	52½
45	5	36000	75	40	Manchester and Birmingham	..	..	..	..	..	..	..
40	....	7800	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	89	..	..	88
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	21⅝	..	21⅝	..	..	21½
61	61	30000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	36000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	24000	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	66	..	..	..	..	66
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	..	33
—	....	.....	....	5	Ditto (*Thirds*)	5½	..	5½	..	5½	..	5½
28½	15½	7200	100	60	Northern and Eastern	..	..	19⅝	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	81
19	19	26000	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	10000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
.....	.....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	33	South-Eastern and Dover	..	..	..	14¼	14⅝	..	15
27	27	30000	100	100	Taff Vale	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	70½	71⅛	70½	..	70½
—	—	6700	25	10	Ditto (*New*)	..	19	19½	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to June 23rd; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38	38½
1920	25	25	Glasgow and Garnkirk	40	39½
16000	25	25	Glasgow and Greenock	28	27
12500	50	40	Glasgow and Ayr	36	35
1940	25	25	Monkland and Kirkintilloch	..	57
..	..	50	Wishaw and Coltness	80	80
680	25	25	Ballochney	..	80
4000	25	25	Dundee and Arbroath	29	28½

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	June 19	1,756	£71 16 11	£108 9 9	£180 6 8	£2 0 1	£12 0 5½	£181 17 10½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	June 19	..	970 19 5	353 10 1	1,324 9 6	4 18 2	34 7 2	....	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	June 18	7,479	1,455 9 7	184 2 4	1,639 11 11	4 11 10	32 2 10	....	..
499,999 0 0	456,063 10 1	....	Chester & Birkenhead	4	14½	June 18	6,974	468 18 6	26 10 6	495 9 0	4 17 7	34 3 1	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	June 20	30,413	....	....	806 19 1	19 4 3	134 9 9	....	..
140,000 0 0	134,933 18 1	4 0 0	*Dundee & Arbroath	6	16½	June 20	5,129	191 6 9	38 19 3	230 6 0	2 5 9	13 14 6	260 19 11	..
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	7	17½	June 20	17,699	....	....	867 6 7	7 1 6	49 10 6	....	..
833,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	June 19	11,010	810 3 3	243 15 10	1,053 19 1	4 7 9	26 6 6	....	..
....	....	....	†Glas., Pais., & Green.	9	22½	June 19	13,817	842 10 5	74 3 4	9.6 13 9	6 15 9	40 14 6	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	10	83	June 19	..	8,723 6 5	1,420 12 7	10,143 19 0	12 14 2	88 19 2	10,015 10 9	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	June 21	..	990 7 0	363 8 5	1,353 15 5	4 5 11	30 1 5	....	..
5,331,527 9 10	5,288,943 17 3	3 0 0	Great Western	12	104½	June 20	39,092	11,118 15 5	1,228 5 4	12,347 0 9	11 6 10	79 7 10	7,697 19 8	56
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	13	31	June 20	4,314	511 13 6	238 10 10	750 4 4	3 11 0	24 17 0	....	..
488,000 0 0	390,000 0 0	....	Lancaster & Preston	14	20½	June 19	2,767	512 16 6	25 12 5	538 8 11	3 15 0	26 5 0	....	..
1,832,375 0 0	1,410,000 0 0	10 5 0	Liverpool & Manchester	15	31	June 18	..	3,873 13 3	1,866 14 9	5,740 8 0	26 9 0	185 3 0	....	31
5,750,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	16	112½	June 19	..	16,964 12 5	2,590 19 11	19,555 12 4	24 16 7	173 16 1	17,597 14 3	112½
800,000 0 0	807,659 13 4	....	*London & Blackwall	17	38	June 24	62,803	1,211 17 6	3 9 8	1,215 7 2	49 12 6	347 7 6	....	..
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	18	54	June 21	3,390	112 10 8	32 6 6	144 17 2	3 15 3	26 6 9	155 4 11	54
741,000 0 0	557,902 9 5	....	London & Croydon	19	10¾	June 22	11,800	....	....	774 14 10	10 10 9	73 13 3	848 18 7	10¾
933,300 0 0	793,300 0 0	1 0 0	London & Greenwich	20	3¾	June 24	39,726	....	....	1,259 8 5	47 19 6	335 16 6	1,040 16 6	3¾
2,260,000 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	June 19	..	6,144 9 5	751 0 6	6,895 9 11	12 15 10	89 10 10	5,792 1 6	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm.	22	5	June 21	10,694	....	....	310 12 4	8 17 5	62 1 11	343 17 2	5
778,116 16 8	772,165 16 1	2 10 0	Manchester & Bolton	23	10	..	..	386 16 10	130 4 4	567 1 2	8 0 2	56 1 2	725 12 0	10
2,500,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	June 14	..	2,222 6 8	1,517 1 11	3,539 8 7	19 2 3	70 15 9	1,669 7 2	13½
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	25	57	June 19	10,757	2,037 1 5	807 14 6	2,844 15 11	7 2 5	49 16 11	780 16 2	37
950,000 0 0	....	....	Newcastle & Carlisle	26	61	June 19	..	657 5 9	861 0 6	1,518 5 6	3 11 1	24 17 7	....	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	27	72½	June 19	..	3,456 18 4	923 19 9	4,380 18 1	8 13 0	60 11 0	1,101 7 5	40
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	June 18	4,985	1,074 12 0	156 9 4	1,231 1 4	7 19 10	55 18 10	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	29	15½	June 20	11,317	783 7 1	5 3 1	788 10 2	7 5 4	50 17 4	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	June 19	3,488	342 9 9	116 11 1	459 0 10	3 9 0	24 3 6	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	31	8	June 20	6,699	....	....	177 9 0	3 3 3	22 2 9	177 14 11	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	32	23	June 21	7,962	....	....	1,576 18 1	9 15 10	68 10 10	520 16 5	19½

2. Toll to London and Birmingham 184*l.* 16s. 9d., to be deducted from gross receipts.

3. The receipts are exclusive of those for the mails.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83×31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 155½ (104½×18×33.)

14. The 25*l.* 12s. 5d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50% discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 3,539*l.* 8s. 7d. are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

27. Including the traffic of the Manchester and Leeds Railway, 133*l.* 15s. 8d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

The Sunday Travelling question.—*We purposely withhold for a week our second article—embracing the existing civil regulations for the observance of the Sunday—in order to give the champions of the total abolition scheme an extended opportunity of refuting, if they can, which we sincerely believe they cannot, the views contained in our first article on the subject religiously considered. We have challenged them to the proof of their position that Sunday travelling is a breach of the Decalogue, and have taken care that they shall not be able hereafter to plead ignorance of the challenge; but up to this moment one and all are silent. In our last we called the Company, at the general meeting of which, Sir Andrew Agnew and his brother Anti-Sunday Transitarians attended the Dundee and Forfar, but there is no such Company—we should have said the Dundee and Arbroath.*

Mr. Florentin Coste *appears from his statement to have been a very ill used gentleman, but he should appeal first to the Engineer-in-Chief, and if he fail in receiving satisfaction from him, next to the Board of Directors. If unsuccessful with both, we shall then see what we can do for him. To publish the letter he has sent us in its present shape would do him but small good, and might bring upon us perchance another attempt at a "Criminal Information" for public libel, the truth.*

Civis *will be made use of, though not perhaps in its present shape.*

Q. in the Corner *refers to a document which he has omitted to send us. Without it part of his letter would not be understood.*

Phapo—*Again greatly obliged.*

Steam *should apply at the South-Western office.*

C. T. Chester—*We must make inquiry into the correctness of his statements.*

An Old Contractor—A. F. R.—Ferrum—G. Foulger—G. —*received.*

THE RAILWAY TIMES.

SATURDAY, JUNE 26, 1841.

In the case of THE QUEEN at the instance of the Directors of the Eastern Counties' Railway against the *Railway Times*—which was a Rule Nisi for a criminal information on account of a certain alleged libel upon these Directors—the Judges of the Court of Queen's Bench have, after cause shown by us, UNANIMOUSLY DISCHARGED THE RULE.

The alleged libel consisted of an article in the *Railway Times* of the 13th February last, in which, referring to the "long-standing dispute between the Directors and this journal," and more particularly to the statements made in their different half-yearly Reports respecting the results of their carrying business, we made use of these words:—"It may be remembered that ever since this line has been partly opened to the public the Directors have in their Reports invariably pretended that they were working at a considerable profit, and that we have as invariably maintained that their representations on this head (as on but too many others) were grossly and wilfully false;" and also these—"The career of so shameless a body of impostors cannot surely be of much longer duration."

In support of the application for a criminal information affidavits were filed by the whole of the persons who were Directors or claiming to be Directors of the Company at the date of the publication complained of—twenty in number—in one and all of which the following bold and startling denial appears:—

"And these deponents say, that although the Directors did state that exclusive of charges for maintenance of way and depreciation of stock, the current expenditure for working the line was less than the receipts from the line, *yet these deponents deny that the said Directors* HAVE EVER *in any other manner in their Reports invariably, or* AT ANY TIME, *pretended that they were working the said railway at a considerable profit.*"

In other words, the Directors say, 'We do not deny that it is grossly false to pretend that we have been making "a considerable profit," but we deny that we have ever in our Reports pretended anything of the sort.'

In opposition to this denial (on oath!) it sufficed us to refer the Court *to the Reports themselves.*

The first of these Reports, of date the 28th August, 1839, contains these words:—

"A statement of traffic since the opening of the railway is annexed to this Report, but at this early period it is impossible to lay before the proprietors a detailed account of the current expenditure for working the line. Under all the disadvantages, however, of a first and partial opening, a temporary terminus inconveniently situated one mile and a quarter from High-street, Shoreditch, and an establishmont nearly extensive enough for opening the railway to Brentwood, THIS EXPENDITURE, ACCORDING TO THE BEST CALCULATION THAT CAN BE MADE, DOES NOT AMOUNT TO FIFTY PER CENT. ON THE GROSS RECEIPTS, a result which CANNOT FAIL TO BE HIGHLY SATISFACTORY TO THE SHAREHOLDERS!"

The second Report, dated 27th February, 1840, states that—

"The ordinary expenses of working the line (*not of course including, during the first year, the maintenance of way and depreciation of stock*) amount to *only* 51 *per cent. on these receipts*, notwithstanding the operation of several disadvantageous circumstances arising out of a first and very limited opening."

Here we do meet with the qualification about "charges for maintenance of way and depreciation of stock," but this is the only instance in which it occurs.

The third and last Report preceding the publication complained of, is that of 27th August, 1840, in which there are these words:

"A general financial statement, and a balance-sheet showing the receipts and disbursements of the Company for the last half year, are appended to this Report. A separate account for the traffic department is likewise annexed. Owing to the expediency of incurring considerable expenses with coaching department, the charges on the traffic appear larger than in the former statements laid before the proprietors."

And the "separate account for the traffic department," referred to as being appended, represents that, after deducting 2,420*l.* for wear and tear of engines and carriages, "there is a net balance on hand of 3,948*l.* 12s. 10d." Not one word, however, in this Report (any more than in the first), or in the accounts annexed to it, about charges for maintenance of way being excepted—not the slightest hint, that there was any further drawback remaining by which that net balance could be reduced.

The Court could not fail to see from these Reports, that they gave the directest possible contradiction, on all points, to the Directors' affidavits. They proved that we were strictly correct in saying that they had invariably pretended "that they were working the said railway at a considerable profit"—that in two out of the three instances referred to, they had laid claim to "considerable," indeed large, profits, *without any exception, qualification, or reservation whatever*—and that in the third instance, though they did except as "of course" "the charges for maintenance of way and depreciation of stock," they laid claim, nevertheless, to a residue of 49 per cent., which was far more than sufficient to cover the excepted charges, and still leave a "considerable profit."

The fact being thus incontestibly established that those representations *were* made by the Directors, which we denounced as being "grossly and wilfully false," and the falsity of them being now admitted, the only other point raised by the prosecution was simply the *animus*. Were they "*wilfully*" false or not? And were they made with an intention of *imposing* on the proprietary and the public?

The judgment of the Court on this remaining issue, is thus given in the report of the case.—"The Court was of opinion that without questioning the veracity of the deponents, *there existed grounds for doubting the accuracy of the reports*, although not enough to justify the injurious imputations which had been cast upon the Directors in reference to the subject. And upon the whole matter, the Court was of opinion that the most just and reasonable mode of disposing of the application was, that the rule for the criminal information *should be discharged* upon payment of costs, inasmuch as the Directors had already enjoyed the benefit of denying upon oath all the imputations which had been cast upon them," &c. &c.

The Court, it appears, thought that it was not made out, that the representations in question were *wilfully* false, and that though they were calculated to *impose* on the public, this did not warrant us in calling the authors of them "a body of shameless *impostors*." We bow with all becoming submission to the judgment of the Court, but we must in justice to ourselves, indicate here very briefly, the circumstances which, *betrayed us into the mistake on this head*, of which *it seems we have been guilty*. We inferred a *wilful* knowledge of the (*now*) admitted falsity of the Reports, and an intention *to impose* from four things. 1. The fact that the Directors were in possession of all the materials requisite to enable them to lay before their constituents a just and correct account of the Company's carrying business. 2. The obligation the Directors were under—as stewards bound to give a faithful account of their stewardship—to make themselves acquainted with the true state of the concern entrusted to their management. 3. The affectation of exceeding accuracy manifested in their Reports—the realised profit being in the first instance represented as amounting to 50 per cent.—in the next as reduced by 1 only—and in the last exhibited in actual pounds, shillings, and pence. 4. The repeated public warnings they received from us—that they were deceiving all concerned, by indulging in such representations, and that there was not a particle of truth in them. *Intention*, in all cases, can but be inferred from *overt acts* and *circumstances;*

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and, to us, it appeared impossible to infer, from the overt acts and circumstances which we have here enumerated, anything else than a systematic intention to impose. But the Court say they were *not* "enough to justify" such an inference, and it is not for us oppose our humble judgment to theirs. We may just, however, observe that the acts and circumstances are of so simple and intelligible a character, that all the rest of the world are quite as able as the most erudite judges in the land to draw a right conclusion from them.

The Court placed considerable stress on the circumstance that "the Directors have enjoyed the benefit of denying upon oath, all the imputations which had been cast upon them," and they were further pleased to say, (according to the *Times'* report of the judgment,) that they "had very properly denied, and *in the most satisfactory manner*, the *motives* to which their conduct had been attributed." Now, in order that neither the enjoyment nor the benefit of which the Court have made the Directors so freely welcome, may miss any increase which it is in our power to contribute, (by way of humble atonement for the injury we have done them!) we shall insert here, from the affidavits of the Directors, two or three more passages which are still wanting to make up (with that already quoted) the sum of their denial upon oath:—

"These deponents verily believe that the said article hereinbefore set forth, was written, printed and published, with the intent to injure the characters of the Directors of the said Company, in the estimation of the shareholders thereof, who are a large body of persons, amounting to about one thousand one hundred and ninety in number, and in the estimation of the public generally. That these deponents, for themselves and the Directors of the said Company generally, according to the knowledge and belief of these deponents, have been always impressed with the conviction that their duties under the said Acts of Parliament were public duties, to be discharged with care, fidelity, and honour, and they have to the best of their judgment and ability discharged the same with care, fidelity, and honour, in every respect." * * * *

"And these deponents positively deny that their representations on this head (the traffic), or any other, have been grossly or *wilfully* false, or in any respect whatever untrue, or that the veracity or honesty of the said Board of Directors has ever been, or can be, *justifiably* impeached. And these deponents further say, that these deponents, and the said Directors have always been *able*, and are still *able*, to show by facts and figures that any impeachment of their *veracity* or *honesty* is unfounded and false, and that they are not guilty of any want of veracity and honesty. And these deponents further say, that they have never been guilty of any *imposture* whatever."—*Affidavit of Messrs. Bosanquet and Rathbone* (*of which all the rest are but abridged repetition*).

"Satisfactory" as these denials have been deemed by the Court—so far as "*the motives*" of the Directors are concerned, we may be permitted to observe, that they would not have been less so, had they been *consistent* with the other statements of the same parties. Now, it must not be forgotten that these motive-cleared Directors set out with positively denying that "they had ever pretended (in their Reports) that they were working the said railway at a considerable profit." What need then of denial of "*motives*," if there were no misrepresentation, from the guilt of which they desired to clear themselves? The one part of the Directors' case is glaringly inconsistent with the other. Had there been no false Reports, there would have been nothing in the case from which to exculpate themselves; but it is because the Reports were false (as the Court have substantially held), that the occasion for exculpation arises. To deny, as the Directors do, first the existence of the false reports, and then the existence of any bad motives for making such false reports, is a palpable absurdity. And if we are constrained—by the invincible force of the evidence supplied by the Reports themselves—to disbelieve what they swear with respect to their contents, why must we needs believe what they swear—with no more than the same solemnity—as to their "motives"? Of old, the rule used to be *falsum in uno, falsum in omnibus*; but it would seem as if we had fallen on times when that, like many other good and ancient rules, has ceased to be of any account.

We once thought of giving the names and addresses of the whole of these swearing Directors; but we forbear, from a conviction that they could not have been *all* aware of the gross inaccuracy of the statements contained in the affidavits to which their names are attached. The worst of which we suspect several of them is, that they subscribed affidavits prepared for them (for all the affidavits have the stamp of one mint,) without examining for themselves into the truth of their contents—trusting that those who prepared them would not ask them to swear to anything which was not strictly and substantially true. A grave indiscretion truly; yet still something a long way short of intentionally bearing false witness against a neighbour.

Now that the case is over, we are free to confess what we refrained from doing before—not choosing to say anything which might savour of the *argumentum ad misericordiam*, in a case where we knew the truth to be all on our side—that we look back with regret on the terms in which we spoke of the misrepresentations in question, and their authors. Not that we think they were undeserved, but because they were of greater *personality and severity* than was necessary for the ends of truth. We may perhaps think, that due allowance has not been meted out to us for the warmth of feeling natural to the contemplation of a continuing series of misrepresentations, calculated as well to bring discredit and ruin on a great and noble undertaking, as to make havoc of the fortunes and prospects of many innocent and confiding individuals; *facit indignatio versus*. But knowing the persons we had to deal with—knowing that eagerness to seize on an offence in point of *manner*, is always in exact proportion to the inability of inculpated parties to grapple with any awkward *matter of fact* imputed to them—well aware, *as we were*, of the weekly look-out kept for some slip in language, of which fitting use might be made to overwhelm us (if possible) by legal proceedings, which, however uncalled for, would be sure to involve us in oppressively heavy expenses—we hold ourselves by no means excused to ourselves, for giving our enemies the opportunity were "*wilfully* false"; we should have confor which they were on the watch. We did wrong in saying that their misrepresentations tented ourselves with asserting the falsehood, which was indisputable, and left our readers to judge for themselves as to the "motives." We did very wrong, too, in calling them "*shameless impostors*"—there was no occasion. And the fault in our language is proved by this, that but for the superfluous expressions we have marked in *italics*, there would never have been any attempt to file a criminal information against us, or at least never a fine imposed upon us for publishing the simple truth. There would have been then no imputation of "motives," and no pretext, therefore, left for casting upon us the expenses of both sides—not only the expenses of the applicants for the *discharged* rule, but our own expenses in *getting it discharged!* Honest indignation is not, it would appear, one of those things of which Judges can properly take cognizance. 'You may sing your song of indignation,' they seem to say, 'but if you do you must pay the piper.'

Yet these our mistakes in manner, notwithstanding—the heavy expenses cast upon us notwithstanding—we are not without some considerable consolations. We have erred, and we suffer in a good cause—that at least no one can deny. The TRUTH at all events is TRIUMPHANT, *whatever the Eastern Counties' Directors' Bill of Costs against us may be for asserting it*. We shall have no more such false Reports from these Directors; and other Railway Directors taking example from the odium which the Shoreditch worthies have brought upon themselves, by their experiments on public credulity (whether intentional or not matters little), will be careful how they fall into any similar line of conduct.

We have further the satisfaction of reflecting that nobody imputes to us, or can impute to us, that we have gone out of our way to find the fault we have done. The plaintiffs themselves bear the following unequivocal testimony to the legitimacy of our vocation; they make oath and say:

"That the *Railway Times* is a weekly paper, published every Saturday, and has an extensive circulation amongst the shareholders of the said Company, and amongst the public generally, and that the objects of the said newspaper purport to be, to give all such information regarding railways and Railway Companies, as it is desirable should be made public, and to be in the nature of a railway organ to the public generally."

We have in fine this grand sustaining consideration to fall back upon—that whether we look to the railway body, whose rights it is our special province to defend and support, or to that larger body, of which it forms a part—the public—whether we confine our view to the comparatively small circle of railway proprietors, or include within it all circles of the community—we have pursued a course which is in the interest and for the benefit of all. "When we prosecute," says Felton, one of the shrewdest and most justly-thinking of our old English authors, "a deceiver and a violator of faith, we undertake the cause of all mankind; for every one is concerned that a traitor and an impostor be banished out of the world; for he that premeditatedly cozens one, does not cozen all—*only because he cannot*."

THE question of the kind and extent of Government interference in the management of railways is by no means set at rest by the Report of the Select Committee of the House of Commons, which lately sat to consider that subject; nor does the evidence lead to any conclusion more certain than that of the Report. The Committee recommend that the Board of Trade should not "*at present*" have the discretionary power contemplated in the 11th clause of the Bill; and the evidence is so made

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up of assertions, exceptions, and admissions on one side, and of objections, difficulties, and concessions on the other, that there seems to have been no strong and ascertained ground left, so far as this evidence goes, on which the Committee could have founded any more decisive recommendation.

On the part of the authorities at the Board of Trade, there is shown something of that desire for the extension of power which the possession of it always, and often honestly, begets. They think they see dangers which they can prevent, and public benefits which they can secure; but they think, also, that nothing short of power to command, will enable them to attain these objects. Yet they admit that so unripe is the general experience on the subject (their own included), that no safe and sufficient circumscription of the sought authority can be effected; they asked, therefore, at first, for unlimited power, with such checks only on its exercise, as the right of remonstrance on the part of the Companies, and periodical supervision by Parliament, might furnish. Afterwards, they consented to still further restrictions; but the Committee thought that nothing at all in the nature of absolute authority should "*at present*" be committed to them; they "prefer that the supervision of that department should be exercised in the way of suggestion rather than in that of positive regulation."

We sincerely believe that all this is well intended by the present Board of Trade and its officers. Indeed, if we could insure the continuance of Inspectors-General like Sir F. SMITH, we should not hesitate to advocate the establishment of such a central controuling power. But notwithstanding our known leaning to the extension of the powers of the Board, we are bound to remember that their powers might hereafter fall into the hands of men of a very different stamp. No public measure is soundly based upon the personal disposition or fitness of those who may happen first to have to carry it into effect. When the first impression of the importance of the trust became somewhat obliterated, not only by time, but by the increased safety of railway travelling which experience will certainly bring, the railway appointments of the Board of Trade would be apt to degenerate into sinecures profitable only to their holders. And as for Parliamentary interference—Parliament has too much to do already; besides which, every day's experience shows but too plainly, that subjects of vital practical consequence must stand on an equal footing with party objects, before there is the least prospect that Parliamentary supervision will do much for the working of any law.

The witnesses connected with railway interests present a singular diversity of opinion as to the desirableness of a central controlling power; but there is scarcely one of those who are most favourable to it, who does not state some circumstance which shows that rules, even on points apparently the most important and the most simple, can scarcely be constructed so as to be safely applicable to several railways—that in fact the rules, whatever they are, must be adapted to each railway in particular. We mention this fact not to lessen the importance of a central superintendence, but to show that that superintendence must be of a flexible and adaptive character—that it must abate something of the rigidity of law—and that its decisions must be made effective by some other device than the common and naked one of penalty.

The evidence of the Engineers and Directors who were most hostile to the existence of the power of the Board of Trade exhibits feelings which will not be wondered at by any, who have watched or felt the workings of minds long engaged in the prosecution of complicated mechanical affairs. They see harm from interference where others only see a probability of improvement: that which others esteem danger has become to them so familiar that they can see no necessity for any extraneous interference with it; matters which others blame are with them needful parts of a system which is, on the whole, the best; they anticipate a diminution of care and a division of responsibility; they are evidently vexed that their pet plans should lie at the mercy of intruders, and are sorely mortified that their competency or attention should be impugned by the alleged necessity of appointing a "Viceroy" over them, who has yet much of his experience to gather. They therefore sullenly say, "Well, if it must be so, it must; but we shall take our shoulders from under the consequences."

In the midst of this, there is on all sides much truth; but before we go on with our argument we should like parenthetically to call attention to the contrasted intellectual character of the evidence of Mr. G. STEPHENSON and that of Mr. BRUNEL. The former is strikingly characteristic of the plain energetic man, who has thought much on his favourite subject, and nobly done much for it; but who by that very extent of thought and duration of activity has acquired a fixity of ideas, far beyond which he thinks it is little likely others should go. Since then the emendations will in his judgment be too small to occasion much inconvenience, he seems very sedately prepared to agree that the system should be stereotyped nearly as it stands. Mr. BRUNEL, on the contrary, is looking forward to indefinite and continual improvement; scheme after scheme is to be evolved; speed after speed is to be attained; he is restive under any restraint to invention, and can brook no limit to change. He predicts that in six months, authoritative interference would fail and be given up in disgust, and spurning control or advice, says, verbatim, "We know very well how to look after the public safety and the putting a person over us who does not know how to look after the public safety must shackle us. We are much obliged to you for the offer to assist us, but we feel that we know how to do it; we have not only more ability to find out what is necessary than any officer you appoint can have, but I maintain that we have a greater desire to do it; and, therefore, when we feel that we can carry on the work safely and well, to put a third person over us with power to interfere is shackling us; *there is no question about it.*" Mr. Brunel would have been a strong witness in favour of Government interference, only that he desires to keep the breaking in upon established usages and practices, all to himself.

To return to our argument. Notwithstanding discordances of opinion and wide differences of feeling, we think we can see that to some extent both sides are right;—that there is need of central supervision, and in some cases of effective control—and at the same time that there is danger too, and not a little, in direct and authoritative interference. We will try whether sound principles will not conduct us to the reconciling truth.

Let a person apply at a railway station for a passage. What are the conditions of the bargain on which he pays his fare? To say nothing of those which are obvious and expressed the chief *implied* condition, distinctly understood by both parties is that of safety,—safety not absolute, for that is not in the nature of the case, but the greatest which reasonable care, diligence, and expense can procure.

Suppose now that an accident happens on the journey, the passenger has a right, not at first hand to absolute and unconditional compensation for his damage, but to know whether reasonable care, diligence, and expense were employed in providing for his safety. If they were, he must himself bear the consequences of the casualty—they are the results of a risk he knowingly encountered; if they were not, the Railway Company are justly liable to make amends for their breach of contract. In the case of fatal accidents, the same principles apply in a somewhat different form.

The right which one passenger has, just so has every other. But none of them are competent to judge on the matter and few have time for it; the Board of Trade is the appointed personification of the whole.

But then it may be said this is an inquiry to be made after the event; not an interference before. Not exactly so. We want evidence to show what was the care exercised before the event; if in similar cases the evidence is got only after the event, it is only because of its unexpectedness, and because of the impossibility of watching the ten thousand ways in which at any instant calamity may come; but here everything combines to give us the most effective and decisive evidence of the character and details of the arrangements to which the lives of millions are entrusted; and each individual of the millions has a clear right that the evidence he may need, shall be provided.

We think this indispensible view of the question, leads unavoidably to the conclusion, that the responsibility of the Companies must be left entire; the liability to legal and moral blame must not be diminished. But we do not see how this fulness of accountability is to be preserved under an extraneous power to command; they will have a right to say "we should have taken different and better measures but for your over-riding authority."

This objection, however, applies only to the existence of a right to *command*. If for this, we substitute a right to *advise*, the responsibility of the Company will be not diminished, but strengthened and ascertained. Let us take a parallel case. Suppose a coach proprietor were to send out a defective stage coach; if he had done it under the orders of the police, or even in compliance with their regulations, the consequences could not be chargeable to him; but if a friend, or, still more, a public officer, had pointed out the defect, but left him to act after the information on his own responsibility, it is certain that in case of disaster following, a jury would consider his guilt as doubly established and greatly aggravated.

Now, we think this very similar case, together with the principles previously established, point out the course to be taken. The public have a right to the fullest information as to the proceedings and arrangements of each railway. Give that frankly and honestly, and the necessity for much more will be greatly lessened. Next, the Board of Trade should have the right of suggestion, leaving it on the responsibility of each Company to adopt the suggestion or not. Then each individual aggrieved should have the right of bringing into any court, from the Coroner's to the Chancellor's, as evidence of negligence, all suggestions made by the Board and not adopted by the Company.

On other grounds too we greatly prefer this

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mode of extending the powers of the Board to that which would impose a penalty for disobedience to their orders. We think that not a little harm is done—at least to the reputation of a law (which often constitutes its greatest strength) by the circumstance that the propriety of assuming power is left to the parties who are to exercise it. It is not in human nature to restrain itself within moderate and judicious limits, while so tempting an opportunity exists of effecting, apparently with ease, objects which have become favourites, from their having been long before the mind. Whatever may be our opinion of the New Poor Law in other respects, we think that much of its unpopularity may be traced to this error. By leaving the ultimate decision with the ordinary tribunals, acting under the established law, this source of danger and weakness will be avoided: and in our opinion, the power of the Board will be much greater, though less visible and direct, than if the penalty fell on the breach of their orders. The *furnishing of information*, however, we would enforce if, necessary, by penalty.

To us it is no objection that the decision ultimately rests with a jury. We like the check of common sense which this ancient institution puts on mere professional justice, and the hearty and neighbourly defence it often raises against chicanery and oppression. There can be little in these matters a jury cannot understand; certainly points which cannot be brought within the comprehension of twelve men of common sense, are not of a kind on which the safety of hundreds of lives ought to be daily risked. There is nothing here more difficult to explain or to comprehend, than in cases of patent right, or of collision of ships, or in criminal matters of poisoning.

We may here, perhaps, make a suggestion as to the power of a coroner's jury in cases which have hitherto given rise to deodands. In other matters this ancient court has acted simply as a court of inquiry; its determinations are merely initiatory. Why should it not be so with respect to deodands? Might not the verdict of the jury be the authority for an action, at the public expense, for the amount of the deodand? And should we not then have the advantage of a public and open inquiry at the earliest possible moment after the fact, without the danger attendant on decisions formed in the heat of first excitement?

We insert a letter this week from a correspondent on a matter which, so far as regards the principle—if not the amount of money—involved in it, is one of very considerable importance, although hitherto it has not attracted any share of the attention of the railway public. We allude to the "Free Ticket System." The writer of the letter asks us to state "to what extent and in what manner the privilege of Directors and other officers connected with Railway Companies, travelling on their respective lines, is permitted and regulated?" We beg to say, in answer, that we believe the system of allowing the Directors and officers of railways to travel free on their respective lines, prevails almost universally; but that we do not think that it is either *a legal or creditable* practice. Most, if not all Railway Acts contain a provision "that it shall not be lawful for the Directors to fix or order what remuneration shall be allowed them by the Company *which shall only be done by a general or special general meeting of the Company;*" and Directors who vote themselves free tickets for all times and occasions—whether travelling on the business of their Companies or not—are just as guilty of contravening this salutary provision as if they voted themselves so many purses of gold. The privilege is one manifestly open to great abuse; and judging from facts within our own knowledge (the noted Six-guinea *double* robbery for example), as well as from what one hears in general conversation on the subject, we incline to think that it has been abused to a very great extent. Directors and officers should be paid every shilling they are out of pocket when travelling on the business of their constituents; but it should be on production only of specific bills of their expenses on each occasion. In this way no abuse could possibly arise; whereas by the existing free ticket system, abuse is not only directly encouraged, but rendered almost incapable of detection. *To carry nobody free, is the only sure way to be defrauded by nobody.*

The Great Western Railway is to be opened thoughout its entire length on Wednesday next, the 30th instant.

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The Dinas branch of the Taff Vale Railway communicating with the Dinas Collieries was opened last week. It proceeds up the Rhondda Valley from the main line at Newbridge, and is about 2½ miles in length. It is expected that the coal from this branch will prove a source of great revenue to the Railway Company, as the demand for Messrs. Coffin and Co.'s coal is greatly on the increase, owing to the superior quality of their coal for coking. Already the quantity of coal conveyed daily upon the railway is very considerable.

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During the last Session of Parliament there were 34 petitions presented against the tax on railway passengers; 44 against the new Railways Regulation Bill, and 1 in favour of it; 1 for the better prevention of railway accidents; 3 for the extension of the railway system to Ireland; and 1 for Government assistance to form a railway communication between the metropolis and Scotland.

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The last series of select public petitions, printed by order of the late House of Commons previous to its dissolution, contains the petition of the Duke of Leinster and "other noblemen, landed proprietors, bankers, merchants, and others interested in the prosperity of Ireland," praying that the House would take into their "favourable consideration the advantages likely to result to the people of Ireland from the introduction of an extended and comprehensive system of railways, under the immediate direction and control of the State;" also another petition to the same effect from "certain landed proprietors, bankers, merchants, and others," residing in Londonderry and its neighbourhood. These petitions were agreed to previous to the announcement of the modified plan of Messrs. Goldsmid, Smith, and Thompson, which is founded on a judicious combination of state control with private enterprise, and has had the rare good fortune to secure the good opinion and wishes of men of all parties; but though, therefore, they are petitions in favour of a system which may be considered as now shelved for ever, they are nevertheless valuable as indicating the prevailing views and dispositions of the landed proprietors, and the monied classes of Ireland, with regard to the advantages to be derived from a more general extension of the railway system to that country. We cannot permit ourselves to anticipate any opposition to the new plan from among the class to which these zealous petitioners belong, merely because it happens to form a condition of it, that they shall join their own shoulders to those of their English brethren to help the wheel forward. We understand that some of the largest and most influential of the Irish landowners have already expressed their hearty approbation of the condition, that payment of the 4 per cent. interest shall be secured on the county rates; and we have little doubt but their example will be universally followed.

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We are sorry that the general expectation that the Brighton Railway would be opened to Hayward's-heath on Monday next, is disappointed. We know not yet how this has happened, for the contracts for coke, &c. &c., were so arranged as that the deliveries were to commence this day in readiness for the contemplated opening on Monday. Hayward's-heath is 12 miles from Brighton. We understand that this portion of the line will not now be brough into use before the general opening of the line on the 28th of July. The only remaining tunnel, that at Clayton, will be keyed in a day or two.

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The remarks appended to the communication which we published last week from "Straightforward" on the rate-of-fare dispute between the Greenwich and Croydon Companies, have been complained of as having in some parts no reference to the matter immediately in hand, and as being so far, therefore, not very intelligible. We find this to be true, and that it arises partly from the circumstance of their having been published in a form (Notes) which the writer did not contemplate, and partly from an accidental misplacement of some of the letters of reference, as well as another mistake or two of the press. If the reader will refer to the last calculation in the letter, he will observe that there is an error in the addition of the *rate* of fare with the fare itself, and this error it is which renders inapplicable all that part of the paragraph beginning with the word "Mark" in note C, and ending with the word "passengers."

Having stated thus much, we have merely to add that it appears to us that the only way in which a reduction of fare can conduce to profit, must be by promoting an increase of numbers without a corresponding increase of expense. It is therefore to no purpose to urge that the Croydon Company ought to try the effect of low fares on their railway, and to add to these low fares the Greenwich toll and the Government duty, because the very addition of this toll and duty by again augmenting the price, must prevent the increase of numbers, and being charged *per passenger*, they will entail, so far, a *corresponding* increase of expense.

We conceive the point at issue to resolve itself into this, that while a toll of 3d. amounts to about 16½ per cent. of the present second-class fare of 1s. 6d. on the Croydon Railway, it would amount to 25 per cent. of a second-class fare of 1s. We do not think it at all likely that the Croydon Company will consent to pay a higher per centage upon a larger gross amount of fare, which can only be earned at the expense of carrying a larger number of passengers at that rate.

By the bye the whole argument of our correspondent "Straightforward" is in favour of *low fares*, for though he does not seem to think them good for the *Greenwich*, and will not consent on

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the part of that Company to a corresponding reduction of toll, he recommends them to the *Croydon* Company. The unreasonableness of his proposition consists in this, that while a certain reduction of fare is to be made for the express purpose of increasing the traffic which is to profit *both* parties, the whole of the sacrifice and risk is to be sustained by the Croydon Company, and not any portion by the *Greenwich*, and the latter is to receive, not its *fair proportion only*, but the bulk of the profit derivable from the transaction.

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We observe from the Parliamentary proceedings of the 21st instant, that copies were presented to the House of Commons of the correspondence between the Postmaster-General, &c. respecting the transmission of mails in Scotland on Sundays. It is to be regretted that no order was given for printing these papers.

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Among the Bills which received the Royal Assent at the close of the Session, we observe one to authorise the formation of a Company for the introduction of Stead's patent wooden paving. The Act is remarkable, however, chiefly from the circumstance of its "*confirming* the letters patent," (a thing, we believe, hitherto unprecedented), which had become void through an omission to enrol the specification till two months after it was due. We presume this provision will not only attract the attention of patent lawyers, but will put matters on a new footing among the aspirants to the fame and profit of wood paving. To Mr. Stead, undoubtedly, belongs the merit of being the first to press the advantages of this system on the public attention.

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We are glad to see that the practice of railway pleasure excursions is extending. The following accounts show that our northern and midland countrymen know how to enjoy these trips, and do not easily find out when they have had enough of them. We have, however, nothing of this kind in the metropolis. Whether it be that its modes of amusement and recreation are so numerous and varied that it is not easy to attract attention to a new one—or whether it is that appropriate parties are less readily formed in London—or, again, whether it is that the London Directories are less alive to the value of this new use of the railway system, we cannot say; but so it is—of all the numerous pleasure parties, on a large scale, for which the present merry-making season has been distinguished in the metropolis, we have not heard of one travelling by railway. We are not aware of any difficulty peculiar to London (unless, indeed, the high fares of the principal lines may be considered in that light), and we presume, therefore, that it will not in these matters be long behind its neighbours of the north.

Another Railway Visit to Derby Arboretum—On Tuesday last, a party of 250, chiefly Sunday school teachers and friends, connected with the Baptist Chapel, George-street, Nottingham, visited Derby for the purpose of taking tea at the Arboretum. They were accompanied by the Rev. James Edwards, their esteemed pastor, and many of the leading persons of his congregation. The afternoon and evening were spent in promenading the walks of that delightful spot, and one feeling seemed to pervade the whole assemblage—that of admiration of the munificence of the donor, and of the taste and skill displayed in the laying out and decoration of the grounds. It was truly delightful to see so many, chiefly young persons, enjoying themselves in so rational and agreeable a manner. In the course of the evening, Mr. Strutt and Mr. Loudon honoured the Company with their presence, and appeared highly gratified with the scene. Resolutions were passed expressive of the great admiration with which the Company regarded this splendid gift of Mr. Strutt, and gratefully acknowledging the handsome manner in which the Committee of Management had arranged for their visit and accommodation. A resolution of thanks was also passed to the Directors of the Midland Counties' Railway, for the facility they kindly afforded on this occasion. Several short and appropriate addresses were delivered by Mr. Edwards, Mr. Hawkins, Mr. Heard, Mr. Felkin, and Mr. Vickers, and the evening was closed by singing the Hallelujah Chorus, and the Company returned all much delighted with their agreeable visit.—*Derby Reporter.*

Arrangements are making by the Directors of the North Midland Railway for a treat to the mechanics and artisans of Leeds, Leicester, and Nottingham, who are, at low fares, to be enabled to visit Sheffield.—*Sheffield Patriot.*

LAW AND PRACTICE OF JOINT STOCK COMPANIES.*

One of the most remarkable features of the age is the great extension of joint stock undertakings. They are not now, as in days gone by, confined to enterprises beyond the means of individuals or involving greater risk than a single man of wealth would prudently incur. They now essay everything; from a cab to a railway—from a dairy to a colony—nothing escapes them.

This state of affairs seems to give evidence of, and to depend upon, the existence of two other facts;—one is a great accumulation of capital, which thus struggles into employment—the other is the greater extent than heretofore, to which integrity pervades the mass of the community. Without the first there would be no general inducement to resort to such modes of enterprise; without the second, the large confidence necessary to this particular modification of commercial effort, could not exist.

But however extensive the joint stock system may have become, but little attention has been paid to the principles, moral, intellectual, and commercial, on which it rests; on a right appreciation of them, however, it is obvious that the eventual stability of the system must depend.

We have read the pamphlet of Mr. Swinton Boult on this subject with considerable pleasure. His experience as the projector and Secretary of the Liverpool Fire and Life Insurance Company, entitles his opinions to great weight. The following extract on a subject applicable to all engagements of the kind, deserves great attention—as indeed does the whole book, which we cordially recommend to our readers. The author is advocating the principle that "where you must repose confidence," you should "do it with all thy might:"—

"The same principle is applicable to most other descriptions of joint stock undertaking, though, in them, inconvenience from the present practice is less perceptible—money and individual credit not being the sole elements of their trade; and, therefore, we may leave them to consider generally the course which should be pursued in framing the deed of settlement, and in providing for the due working of the machinery employed. In the execution of this task it should ever be remembered, that the parties thereto are partners and strangers; in the one character, entitled to no confidence, in the other, possessing the fullest claim; and more particularly should this sentiment prevail in determining the clauses having reference to the governing body. There you must give power; give it with no niggard's hand; betray not, at the outset, a disposition to suspect—half confidence is worse than none at all. But, at the same time, be careful clearly to define the purpose of the association, and to limit the powers conferred to the prosecution of that purpose. In your partner have implicit faith; but guard yourself from the visionary schemes of an associate stranger. Require that the Directors shall each hold a considerable stake in the concern; and prohibit the reduction of his interest, whatever it may be, during his tenure of office. In your selection of Directors, avoid the captious, the penurious, the litigious; choose men of prudence, energy, unsullied reputation, affable, and influential; let them always be re-eligible; and let a fortnight's notice be given of any one whom it may be proposed to introduce into the board. Provide, too, for the removal, by resignation or otherwise, of any Director who may become objectionable; and permit the vacancies so occurring to be filled up by the remainder. Remunerate those upon whom you impose trouble and responsibility; for though many may be willing to work without pay, it may not be for your interest to employ the volunteers. Be not too eager to gather in the harvest; prolong the time of tillage, and patiently await the ripening of the fruit; remembering that your all is embarked in the result, and that forbearance now will enhance the returns hereafter. * * *

"Require the annual publication, by the Directors, of the accounts of the Company, with a report of its state and prospects; and do not hastily destroy documents of a nature so important as these. * * * And bearing in mind that the object in view is to keep these institutions respectable, or to make them so, it would be well to impose a regulation requiring the circulation of a list of the shareholders, along with the annual report; and that a copy of the list shall be suspended in the office of the Company, wherever they have an establishment, thus anticipating the interference of the legislature, and giving to the public all the information they can want.

"There still remains to consider what number it is requisite that a Board of Directors should include; a question by no means unimportant, but not to be decided by invariable rule. In truth, it bears a strong analogy to the questions of capital and shares, and should be determined with reference to the objects pursued. When the business is of such a nature as to call for the exercise of individual influence, or to be aided by it, a numerous directory is, so far, an obvious advantage; but for all practical purposes, the more concentrated your power, the more effective will be your energy. Expansion and efficiency do not coalesce,—a large number does little work. Empower, then, your Board to delegate to a Committee of their body all or any of the authority with which you have invested them; you will thus combine the advantage of number, for purposes of consultation, with that of compression, when deliberation issues into act."

Caution to Railway Travellers.—On Monday week a person named White threw himself out of one of the second-class carriages, near Burrowash station, on the Midland Counties' Railway, whilst the train was running at the rate of 35 miles per hour, and sustained such severe injuries that little hope is entertained of his recovery. Dr. Cade, of Spondon, was fortunately near the spot at the time, and rendered every assistance. The cause of the unfortunate man throwing himself from the carriage was that he had come from Derby and wished to go to Nottingham, but upon reaching the junction at Long Eaton, he got into the London train, and upon discovering his mistake, acted in the manner stated.—*Hull Advertiser.*

* Law and Practice Relating to the Constitution and Management of Assurance, Banking, and other Joint Stock Companies. By Swinton Boult, Secretary to the Liverpool Fire and Life Insurance Company, 66 pp. 8vo., Ridgway and Sons.

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PROPOSITION FOR ESTABLISHING, THROUGH THE MEDIUM OF RAILWAYS, UNIFORMITY OF TIME THROUGHOUT THE KINGDOM.

To the Editor of the Railway Times.

SIR,—It is Tillotson, I think, who classes punctuality among the minor virtues. If, in this day, one has any fault to find with this arrangement it is that a higher rank was not assigned to this excellence. A modern Italian writer, Silvio Pellico, if I remember right, praises to his countrymen, "this most punctual England," and notes the fact that everybody wears a watch.

I think with you, Sir, (it was in one of your late papers you said it,) that we do not estimate highly enough the moral effect of mechanical improvements. What was the waste of time, of thought, and of useful effort which existed before the invention of tolerably accurate time-keepers? and how great was the anxiety of some of the greatest minds of past ages to obtain a measure of the "stuff that life is made of?" One can scarcely see a lanthorn without remembering that Alfred—our truly great Alfred—tried to measure time by the burning of candles, and invented the inclosure of them within horn lamps to prevent the wind which streamed through the chinks of his walls from making them burn irregularly.

"What, Mr. Scribbler, are you after," say you, "and what has all this to do with railways?" Wait a moment, Mr. Editor. If good time-keepers diffused by moderation of price throughout the community, have done so much, as I think they have, towards the comfort of social life and the effective employment of time and thought, I hope you will excuse my enthusiasm in asking railways to help on the good work.

Besides, I think the railways themselves have an interest in the matter. Their credit and use depend on their safety, and their safety depends on—not minutes—they are as far out of question as months—but on moments, and very few of them too.

What I want, Mr. Editor, is to get uniformity of time established all over the kingdom, by means of the railways; and I think it may be done very easily by some such plan as this:—Let each mail train be provided with a good chronometer; I do not mean a mere say-so chronometer, but one of the quality with which you would trust an Indiaman at sea. At each mail station let there be a good clock, and let it be the duty of the principal guard of the train to note the correctness of the clock or the difference of time, if any, between them, and let this clock be accessible for the setting of all the public clocks in the neighbourhood.

Let there be an officer at the Post-office, whose business should be to obtain exact Greenwich time, and keep his own clock at the Post-office to it: by this central clock he would prepare the chronometers each day for delivery to the guards at night.

To provide for difference of longitude let the minute hand of each station clock be made double by the addition of a slender finger, and let this additional finger be just so much in time behind or before the principal one as to account for the longitude of the place. The guard would set the clock by the slender additional hand; the time popularly taken from the clock would be the local time, as shown by the principal finger. In all time-bills let it be noted whether Greenwich or local time is used; the practice would probably be adopted in other public matters.

Now, Mr. Editor, if there be any good reason for government regulating our yards, and pounds, and bushels, I do not see why, by the same reason, they should not regulate our time. Surely it is as bad to cheat one of time as of weight or measure—and if it be only by carelessness that I am deprived of it, I cannot imagine why I should continue to be so served any more than why I should submit to be unjustly dealt with by means of carelessly made yard bands or gallon measures. Let us have a standard time, Mr. Editor, and it will be our own fault if we are not punctual.

As to expense, the chronometers once bought would last for a generation, and the salary and repairs,—why there is many a good fellow, perfectly competent and trustworthy, would think himself blessed far beyond hope, with a salary for every thing, including repairs, that would not amount to the value of the sweepings of some offices. Do not misunderstand me, Mr. Editor—I am not proposing so to serve poverty-stricken talent; no, no! I only mean to say that while there is so much ability looking, and often in vain, for useful occupation, it is a pity some of it is not secured at a comfortable though moderate price, for the effecting so important a public improvement as *uniformity of time*.

I could say a good deal more about this matter, and who knows that if I were to write long enough, I should not grow eloquent upon it? But I am one of those who are obliged to find something else to do with time besides talking about it, and so must give over at least for this time. But I fancy, Mr. Editor, you will see importance enough in the subject to induce you to help it on by a dash of your own strong goose-quill, and in that hope,

I remain, dear Sir, your's punctually,

A TIMEIST.

RAILWAY PROSPECTS.

To the Editor of the Railway Times.

SIR,—In consequence of three or four bad harvests, the money market in England has during that number of years been kept in a constant and unnatural state either of panic or contraction, and perhaps to this circumstance alone is to be attributed the present low price of railway shares, as well as of many other things.

It appears, indeed, that the circulation of the Bank of England, is at this moment about one million and a half less than it was at the same period even of 1839.

A single good harvest, of which we have now happily some prospect, would however speedily restore the money market to its former easy condition, and railway shares would probably derive more immediate benefit from such a change, than any other description of stock.

It is no doubt owing to this diminution of the currency that Grand Junction Railway shares, which pay an annual dividend of 13 per cent., are now only worth 202*l.*—that London and Birmingham shares yielding a dividend of 8 per cent. with every prospect of a large and speedy increase, are only worth 157*l.*—that Manchester and Leeds shares are at a discount of 17 per cent., though the receipts of the line for 50 miles have been 4,543*l.* in one of the early weeks of June—and that the shares of the Great Western Company, which bids fair to rival any of these, are only worth 91*l.* in the market.

The object I have in thus addressing you, is through the medium of your journal, to endeavour to convince such parties as may have held their railway shares through good and through bad report to wait with patience the change that is expected ere long to occur in the money market. That first class railway investments are improving concerns, is abundantly proved by the fact of the Manchester and Liverpool, the Grand Junction, and the London and Birmingham Companies, having each issued either two or three sets of fractional shares to their proprietors, without having made any reduction of the dividends on the original shares.

Considering the increase of railway receipts which must result from our increasing population, and their more locomotive habits, it seems to me to be much more desirable to derive a present income from a property such as railways, than an equal amount from the public funds.

The chance of increase in the one case may surely be considered at least sufficient to counterbalance any fancied greater security in the other, and thus justify a comparison on equal terms, having respect to income, between the public funds and railway shares. Taking the present price of the 3½ per cents at 98½, it would follow according to this rule, that Grand Junction old railway shares which yield an annual dividend of 13*l.* should be worth 365*l.* 17*s.*, instead of their present price of 202*l.*—that Liverpool and Manchester old shares which yield a dividend of 10*l.*, should be worth 281*l.* 8*s.* 6*d.*—and that London and Birmingham old shares which yield 8*l.* annually, should be worth 225*l.* 3*s.* instead of their present price of 157*l.* As a proof of the increasing tendency of railway income, it will be sufficient to state that the receipts of the London and Birmingham line, were, I believe, in 1840, *at least* 2,000*l.* more per week than they had been in 1839, and that the receipts of this year, in so far as it has gone, again exceed those of 1840, by at least 1,500*l.* on the average of each corresponding week. I am compelled to write thus in round numbers, in consequence of not having immediate access to the returns, but I trust what is stated will be found sufficiently correct to illustrate what is intended. The receipts of each succeeding week of the Great Western line, increases the contrast drawn in my last letter between it and the London and Birmingham line, when open 77 miles, in 1838. The London and Birmingham receipts for eleven weeks and six days, from the 9th April to the 30th June, 1838, were at the rate of about 45*l.* per mile weekly, while those of the Great Western Company, on the average of four consecutive weeks ending the 20th instant, have been at the average rate of 111*l.* per mile for each week.

Allowing that in each of the three latter weeks 2,000*l.* might have arisen from holidays and the Ascot races, still the contrast remains peculiarly striking.

I am, Sir, yours, &c.,

ONE OF THE SANGUINE.

London, June 23, 1841.

THE FREE TICKET SYSTEM ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—Will you, or any of your numerous correspondents, have the kindness to state, for my information, and that of very many readers of the *Railway Times*, to what extent and in what manner the privilege of Directors and other officers connected with Railway Companies travelling on their respective lines, is permitted and regulated? On the first view of the question it appeared to me, that the only time when either Director or other official, should pass free of expense, was when they were engaged on the business of the Company; and subsequent reflection confirms me in that opinion. But, Sir, I have the strongest reason for believing, that the Directors of one railway at least, in which I have an interest, travel free of cost, as much, or more for their own private business or amusement, as for the Company. The railway I allude to is between 50 and 60 miles long—there are 24 Directors (I trust they will soon be reduced to one-third the number). Now, Sir, the positive loss to the Company from so many claiming exemption of payment would, in a year, amount to something considerable; whether they do anything to benefit the concern or not. But let us pass this by, and examine it on a different principle. The thing itself is unjustifiable, and contrary to the sound basis of integrity and honour. I have heard it remarked how difficult it would be to ascertain when a Director or other officer travelled on his own business or that of the Company. Sir, there might be some such difficulty with a shuffling and dishonourable Directory (and the sooner such were got rid of the better), but with upright and honourable men, no important misunderstanding could exist. It would not be that a Director, or other connected with the Company, when travelling *bona fide* for it, should not transact any private business of his own, of however unimportant a character; but that he should not have the privilege of moving about at his pleasure, whether for business or amusement, availing himself of exemption from that charge which every other shareholder of course has to meet; and which could only have been intended for

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those who were travelling *de facto* for the Company, where in fact it comes to this—"If I pay my own expenses, I must charge them again to you." This is easily understood.

Again, Sir, I do not know how far the lawyers to Companies exercise a privilege of free travelling; if it extend no further than that their bill is *minus* such expenses, it is as broad as it is long (in common parlance), but if they have transit tickets which they may use as they list, then, such may be made available as readily when moving from one place to another for their own business, as for that of the Company.

I have, I assure you, but one object in view, and that is to put everything on a right principle, and thereby protect the proprietary from any degree of plunder, arising from mismanagement, or a nefarious and dishonourable practice. I am anxious to understand what is the usual arrangement in such cases. Do not, I pray you, imagine that I wish to remunerate any person whose services are valuable to a Company in a sparing and niggard way; far otherwise. Parsimony is frequently anything but economy: but lavish expenditure, and uncalled-for privileges, are necessarily injurious to those who, as a body, have the most at stake, and somehow or other, the least controul over the management, viz., the shareholders. When we know what is the practice in such matters, on the best regulated lines, then will it be competent to offer his opinion to the policy or impolicy, the justice or injustice, of any particular mode of proceeding.

I am, Sir, an occasional correspondent, and habitual reader of the *Railway Times*.

G.

RAILWAY TO SCOTLAND—PROSPECTS OF THE COMMISSIONERS' LINE.

To the Editor of the Railway Times.

SIR,—I beg, with your permission, to follow up the judicious observations on this subject, which proceeded from your own pen in last week's *Railway Times*. You are perfectly correct in stating that there is a powerful interest among the landowners on the west coast in favour of the line from Lancaster *via* Carlisle, and that the large landed proprietors you have named on the east coast are "strongly opposed" to a railway on that side the country. I believe that Sir Frederic Smith was pretty well conversant with these facts at the time he drew up the able Report on the respective merits of these opposing lines; and although that gentleman could not recognise such circumstances as elements of calculation *pro* and *con*, the knowledge of them could not but have weight in his mind—who is so laudably desirous of extending the benefits of railway communication.

Among the noblemen and gentlemen who have already shown an interest in the line from Lancaster, and who *are interested* in a pecuniary point of view, are Lord Lowther, Alderman Thompson, Sir James Graham, Mr. Loch, M.P. (on behalf of the Duke of Devonshire), and T. Green, Esq., M.P. The line recommended by the Government Commissioners passes through the lands of Lord Lonsdale and Alderman Thompson, for almost half of the distance between Lancaster and Penrith, or nearly one-third of the entire distance from Lancaster to Carlisle!

On the other hand, so strong is the opposition of the Duke of Buccleugh to the eastern line, that the noble Duke absolutely forbade the surveyors going upon his grounds to make the preliminary surveys.

These are facts, as you may find on inquiry, and it will now appear that the greatest amount of wealth and influence is to be found in support of the western route. The promoters of this line wish to make no undue boasting—a work of such magnitude as the one in question is not to be carried by vaunting, or by disparaging a rival interest. The "Glasgow Citizen"* to whom you refer, has chosen to fix upon a monstrously absurd estimate of the cost of the line from Lancaster to Carlisle, which proves his entire ignorance of the country, and the survey upon which the Commissioners' Reports is founded. We deemed it best to let that pass, as "the idle wind we regard not." Such sophistry and calculations off the book, are really not worth notice, by a party whose cause is SAFE. We are quite confident of our ability to carry the western line; but we are determined to mature our scheme before it is brought out. We are not to be goaded into the "worst speed" by a jealous opposition. I am quite sure you will be gratified with the power we can put forth, when the time shall have arrived for action: and with the principles of economy that will characterise this enterprise. If I mistake not, the "UNITED KINGDOM RAILWAY" will form the beginning of a new era in the construction of railways, as regards cost of works and management.

Yours, truly,

N.

Kendall, June 22, 1841.

* It requires small powers of divination to discover that "A Glasgow Citizen," and "A Citizen of Edinburgh," are two gentlemen in one. [A mistake. We know the contrary to be the case.—ED. R. T.].

NORTH MIDLAND RAILWAY—ECONOMY OF ITS WORKING.

To the Editor of the Railway Times.

SIR,—One source of profit, that shareholders of railways in general must now look to, is *a reduction in the expenses of working them*; and on this head the North Midland has just set an example worthy of general imitation throughout the kingdom, and one that will be looked upon by its shareholders as the first effectual step towards a realization of their hitherto sanguine, but disappointed expectations of large dividends. You are probably aware, Mr. Editor, but the public, I am inclined to think, are not, that *a Committee of Investigation* has been sitting for a month past to inquire into every source of expenditure on the line, that may bear a judicious reduction. Wisely have the Directors set the best of all possible examples, not only by reducing their number of 21 to 13, but also by reducing their salaries from 100*l.* to 50*l.* a year, beginning thus at the right end. They then reduced the salaries of all the officers of the establishment, that were above 100*l.*, to the tune of 10 per cent., and some useless offices of considerable emolument, have been altogether swept away: these reductions, which I have from the very best authority, when fully carried into effect, will produce a saving of 14,000*l.* a year, which will form a prominent and pleasing feature in the next half-yearly Report, and give great satisfaction to the shareholders. The maintenance of way has also been let on a lease of 7 years, at a lower rate than on any other line in the kingdom, and this is an important item in the expense of working the line.

The traffic on the North Midland Railway has hitherto not equalled the expectations of its promoters nor those of the public in general, but it must not be forgotten that since it was opened, now all but 12 months ago, a period of greater depression in trade in this district, has hardly ever been experienced, so that the resources of the traffic from trade alone, have had no fair opportunity of being developed, *and its immense mineral resources have yet been scarcely touched.* Under all these circumstances the shareholders should have little, or no cause of desponding, but on the other hand, they ought to look forward with confidence to this line "*ultimately*" exceeding what its own friends, in their sanguine moments, have anticipated it would do.

It is rather strange to see the price of the North Midland shares so low as 68*l.* at this time of the year, when, in the first week of January last, and the middle of April, they stood at 81*l.* to 83*l.*; it is partly to be accounted for, certainly, by *the extreme general depression* that pervades the market for *shares*, but as the resources of the line are *fairly beginning* to show themselves, evinced, in some degree by the traffic now amounting to 4,675*l.* 4,140*l.* and 4,139*l.* for the last three consecutive weeks, I cannot help thinking that at the present reduced price of shares they are highly tempting as an investment to capitalists.

In giving you these particulars of the North Midland Railway, I may be trespassing on your columns more than you may think necessary, but the excellent example set by the Directors of it, to all other railways, to reduce their expenditure all in their power, must serve as my apology, and with a hope that you will give immediate insertion to this communication.

I remain, Sir, your obedient servant,

A LOOKER-ON.

Leeds, June 22, 1841.

CHELTENHAM COACH FARES TO THE GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—With your kind permission I will make a few remarks upon your Newbury correspondent's letter of the 14th instant, regarding the coach fares from Cheltenham to Cirencester, which are, indeed, exorbitantly high, viz., 6s. 6d. inside, 4s. outside.

It is not, however, the coach proprietors who are to blame, but the Great Western Company, who, to the injury of the shareholders, and disadvantage of the public, have confined the coaching business to two monopolists in Cheltenham, and positively refuse accepting terms from other parties. However, I have placed two coaches (the *Anti-Monopolists*) in opposition, and have reduced the fares to 4s. 6d. inside, and 2s. 6d. outside. The Company very politely allow me to take passengers *to* the trains, but refuse my coaches entering the station-yard on the arrival of the down trains; and so determined are they to encourage the monopoly, that on Tuesday last, on the arrival of one train, the glut of passengers was so great that the admitted coaches could not convey all who wished to proceed to Cheltenham, and though my coach was in attendance *at the gates*, I was not permitted to take the overplus, and those who had foolishly paid their fare through *to Cheltenham*, were compelled to wait until the next train arrived. If you will permit me I will here give the public a little advice, "Never pay your fare *through*, be it on the Great Western or any other line of railway, where *part* of the journey is performed by coach." I hope your correspondent will perceive where the cause of blame for high fares exists, and presuming him to be a shareholder, I trust he will, at the next general meeting, raise a cry against the monopoly sanctioned by the Company.

I am, Sir, your obedient servant,

J. B. FLEISCHMANN.

George Hotel, Cheltenham, June 19, 1841.

[We presume this admits of some explanation, and we hope a satisfactory one. The Company must of course have the power of regulating according to their own pleasure, the plying of coaches "within their own gates;" but it is nevertheless their duty not to exercise their controlling power in such a way as to enhance to passengers the expense of the coaching to and from Cheltenham.—ED. R. T.]

FRENCH RAILWAYS.

To the Editor of the Railway Times.

SIR,—In the *Railway Times* of the 5th instant, are some extracts "from the letters of the Chevalier de Gestner, on the railway system in Austria, France, and Holland." I have not the honour of being known to, or of knowing, the author of the letters, nor am I cognizant of the date at which they were originally given to the public.* It is probable, however, that most of your readers would identify the statements and opinions therein expressed with the *present* time, whereas it is evident to those who know any thing of some of the objects which form the subject matter of the letters, that "they belong to the past." It cannot, or it ought not, to be considered as an imputation on the honesty of a writer, if his predictions are not veri-

* The letters were written in 1839, and in German; but the extracts we have at different times published have been taken from English translations of them, which have only recently appeared in the *Hyperion Journal*.—ED. R. T.

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fied by after facts, albeit it is often useful and sometimes necessary to see how far those who venture to predict, are right both with respect to the assumptions made and the grounds thereof.

M. Gestner has not been fortunate in that part of his letter where, in speaking of railways in France, he says, "the French railways pay like the diligences (stages), ten per cent. of the gross income as a tax to the state; the expenses of managing these roads will therefore not amount to less than two-thirds of the gross income, and the Paris and St. Germain Railway will hardly yield an interest of 4 per cent., if the traffic does not materially increase.

"These are the causes why the railways projected in the spring of 1838, from Paris to Havre, from Paris to Orleans, and from Strasburg to Basle, for which the concessions were given by the Chambers, find so little support from the public in France, that these projects will, it is likely, be entirely abandoned."

Inverting the order in which these predictions and statements stand, I beg to inform your readers, that the Strasburg and Basle Railway is partially opened, and the remainder of the line will be completed in a short time—that the Paris and Orleans Railway is already open from Paris to Corbeil, and the rest of the line (which is of easy construction) is being proceeded with—that the line from Paris to Havre is not only subscribed for between Paris and Rouen, but that the works for one half its length are contracted for by English contractors of first rate ability, capital, and character, and the whole affair of construction is by law placed under the superintendance of Mr. Locke. The remainder of the works will be contracted for as fast as the plans can be got ready.

I entirely agree with M. Gestner in deprecating the great cost of railways, and its mischievous influence on the dividends of those railways already constructed, as well as its preventive influence as to other and very useful projected lines. Of the Strasburg and Basle line, I know little, either as to cost or revenue. The original cost per mile will not be great, however, either upon the Paris and Orleans line, or upon the Paris and Rouen. Even with the acknowledged great cost of the St. Germain Railway, it now pays its shareholders 6½ per cent. per annum; its income is daily increasing, and will be considerably augmented by the addition of the Paris and Rouen traffic, which latter Company are spared the enormous cost of a separate entrance into Paris by adopting 5 or 6 miles of the St. Germain Railway.

The 20 miles of the Paris and Orleans line which is open, has cost 14,500,000 francs, or 580,000*l.*; but this includes the cost of a most spacious station at Paris, and an establishment of workshops and other buildings which have been constructed with reference to the entire length of the line rather than the one-fourth part of it already opened. It also includes the cost of locomotive engines and carriages. The promoters of this line fully expect a return profit of 8 to 10 per cent.

My present information does not lead me to the same conclusions as Mons. Gestner, as to the cost of managing and working railways in France, and the relative per centage of that cost to the total receipts. Mons. Gestner is evidently misinformed as to the amount of taxation—the French railways do *not* "pay 10 per cent. on the gross receipts as a tax to the State." There is included in the law which authorises the construction of every railway a tariff of the charges to be made to the public, and this charge is divided into two heads, viz., *toll* and *charge for conveyance*; by far the larger half being denominated "toll," whereas the tax of 10 per cent. is levied only on the "charge for conveyance." But the principal reason why the cost of working French railways, as compared with their gross receipts, is not so large as apprehended by Mons. Gestner, is, the *number of passengers* which are carried by each train. I have not by me, at the moment I am writing, the accounts of the Paris and St. Germain Railway, having sent them to a gentleman in England, to whom the railway world, and the English public in general, are much indebted, for his application of an acute mind and large capital to the promotion of railways, both in England and France; but I recollect enough of them to be assured myself, and to assure your readers, that the total cost per mile of conveying passengers in France, is less than in England. It doubtless mainly arises from the cause I have before stated, viz., the greater number of passengers per train. I have before me now the usual weekly statement of the number of passengers carried on the Paris and Orleans line, during the week ending on the 3rd of this month. The total number is 22,298—the average number per train is 176. If I recollect rightly, the average number on the Liverpool and Manchester line is, or was, about 60.

I have troubled you with these observations, not for the purpose of any advocacy of French railways in general, or of that with which I am identified in particular (the Paris and Rouen), but in order to put you and your readers in possession of facts and the results of experience on a matter which may be interesting. There is still much to be learned on the subject of railways—much to be amended in all stages of such undertakings, from the embryo scheme to the positive working. The iniquitous system of legislation in reference to the obtainment of Acts of Parliament in England—the cost it inflicts upon an undertaking, which by the very first paragraph of an Act of Parliament is declared to be a work of *public usefulness*—the obstructions which emanate from private interests, sometimes occasioned by honest but mistaken apprehensions of damage, but much more frequently by cupidity—all require reform. The system here is different, but it has its faults too. It has long been my belief that there is hardly any system of doing any thing, however bad it may be, but something might be learned from it, wherewith to amend that which, taken as a whole, is more perfect; and I have sometimes thought of troubling you with a comparative statement of the advantages and disadvantages of the system of legislation, &c., on railways in England and France, believing you would deem such a paper worth publishing; at present I incline to think that my own country would not benefit by the comparison.

I am, Sir, your most obedient servant,
WILLIAM REED.

Paris, June 16th. 1841.

[We need scarcely say, that we shall be most happy to receive "the comparative statement," which our old and much esteemed correspondent states he has it in contemplation to draw up.—Ed. R. T.]

RAILWAY FARES.

To the Editor of the Railway Times.

Sir,—I am sorry to have so soon again to trespass on your valuable columns; the more so as it is to correct an error in my own letter on Railway Fares, to which you were kind enough to give a place in your last paper.

In one of the latter paragraphs I stated, that it might be easily proved by a little algebra, that Mr. Ellet's statement of the loss increasing as the square of the departure from the best charge, was not reconcileable with his assumed law. I founded this statement on a conclusion arrived at by means of a short algebraic calculation; and being hurried at the time, and finding that the conclusion agreed with Mr. Ellet's note on the subject, (which states the increase to be "not so rapid in the present case, but still to be very great indeed,") I unfortunately took it for granted that the calculation was right, and neglected to look more closely into it, as I confess I ought to have done, before making such a statement. The consequence was, that after my letter was dispatched to you, I found that I had made a slight error, which altered the case entirely, and that the loss does really vary *exactly* as the square of the deviation from the best fare, when computed according to Mr. Ellet's assumed law.

I shall now proceed to show that this is the case, adhering to Mr. Ellet's notation; t only being altered as in my last letter.

We have, therefore, the best fare, $\mathfrak{C} = \frac{1}{2}\left(\frac{T}{t} + \delta\right)$ for this fare, the number of passengers is equal to $T - \mathfrak{C}\,t$, $= \frac{T - \delta\,t}{2}$. Multiplying this latter by the profit per passenger c, $= \frac{1}{2}\left(\frac{T}{t} - \delta\right) = \frac{T - \delta\,t}{2\,t}$ we shall have $\left(\frac{T - \delta\,t}{4\,t}\right)^2$ representing the entire profits per mile.

I shall now suppose that the quantity a has been added to the fare; in this case then $\mathfrak{C} = \frac{1}{2}\left(\frac{T}{t} + \delta\right) + a$, and the number of passengers $= T - \mathfrak{C}\,t = \frac{T - \delta\,t}{2} - a\,t = \frac{(T - \delta\,t) - 2\,a\,t}{2}$. Multiplying this by the profit per passenger, which in this case is equal to $\frac{1}{2}$

$$\left(\frac{T}{t} - \delta\right) + a = \frac{(T - \delta\,t) + 2\,a\,t}{2\,t},$$

we have the entire profits (per mile) equal to $\frac{(T - \delta\,t)^2 - 4\,a^2\,t^2}{4\,t}$. Subtracting this from the profits in the former case, we at once get the loss, equal to $\frac{4\,a^2\,t^2}{4\,t} = a^2\,t$. This being the loss per mile, the entire loss will be $\frac{a^2\,t\,h}{}$. Whence it appears, not only that the loss varies as the square of the deviation from the most advantageous fare; but that it is equal to that square multiplied by the quantity t, and by the distance h.

I have therefore, Sir, to apologise to Mr. Bernard for supposing that he was mistaken in his statement, that the supposed variation of the loss according to the square of the departure from the best charge, was "nothing more than a property or function of the general law" which Mr. Ellet assumed. At the same time, I must still consider him mistaken if he supposes that Mr. Ellet brought forward this variation, as proved by his general law, Mr. Ellet having only given it as an extract, from his essay on the laws of trade. If then, Sir, we shall find, in this essay, that it has been proved, from correct data, will it not be a strong confirmation of the correctness of Mr. Ellet's assumed law? for we have now seen that it can also be proved from that law. I must also still consider, although I fully allow the correctness of Mr. Bernard's statement, that he made that statement totally in the dark, as to whether it was correct or not; for in his second letter we find him endeavouring to prove by Mr. Ellet's *general law*, that the fact of the above-mentioned variation, was "erroneous and absurd."

I had intended, Sir, to offer you a few observations on the very ingenious geometrical construction given by Mr. Eustace in your last, to exhibit the variation of the fares and profits under Mr. Ellet's law. I have not, however, now time to do so, nor do I wish to trespass on your pages any more at present.

I therefore remain, Sir, your obedient servant,
R. W. TOWNSEND.

BIRMINGHAM AND GLOUCESTER RAILWAY—EXCESS OVER ESTIMATES.

To the Editor of the Railway Times.

Sir,—The letter of "W.," dated on the 15th instant, is so far from being an answer to my detailed and definite statements, that I should feel perfect confidence in leaving the case, without another word, to those of your readers who would take the trouble to reperuse his and my previous letters.

But as I have had the good fortune to teach him somewhat of the tone usual to persons who would address the public through the medium of the press, it is only an act of kindness to remove or to expose the moral *strabismus*, or obliquity of vision under which he yet labours.

To my detailed answer to each paragraph of his former letter, "W." with great prudence attempts no reply. He wisely drops his discovery of the

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" error of *only* 100,000*l.*," of unrivalled engineering difficulties, and of 10 per cent. excess, and to his courteous and conclusive observations as to the ground being cut from under me, my insidious attacks, my dogmatical mode, and my beaten down points (which I leave to pass for their full value), he only adds the two somewhat singular statements, that he has not used abuse or invective, and that in my remark on his table, I have made " a palpable mis-statement." I cannot either omit to notice the very unworthy shuffle about the earthwork; my table, as " W." must know, was only adduced in answer to his statement of unrivalled engineering difficulties.

What may be " W.'s" definition or notion of abuse, I am not aware. I believe that our opinions on this subject vary according to the circle in which we move, and I apprehend that language which would be considered most polite at Billingsgate, would create somewhat of a sensation at St. Stephen's. I call such language abusive as you, Sir, have called absurd—that " Junius does well to screen his own ignorance or shamelessness under a false signature,"—that he " shows his own ignorance, or is liable to the charge of deception,"—that he " makes out garbled accounts,"—and that " he has not the honesty to add,"—a statement that he has shown to be very absurd. The running charge, moreover, of insinuation and of absence of any good object which pervades both of " W.'s" letters, is at once most uncourteous and most unfounded, and yet there is " no abuse—Ha!"

" W." has asserted that I have made a most palpable mis-statement. I think this is like his former discovery of an imaginary blunder of *only* 100,000*l.* What is this palpable mis-statement? The little bit of special pleading about the Manchester and Leeds line does not apply to my remark, as that Company's demand for 400,000*l.* additional was made subsequently to the publication of his table, and of my answer. 1,266,666*l.* is the total capital authorised to be raised by the *first* Birmingham and Gloucester Act. The sums set opposite to the other railways are the " total amounts authorised to be raised by shares or loans." Your own columns confirm this statement. The remark that I made as to the inconclusiveness of this table, even if it had been correct, is very wisely left unanswered.

I will only add that a public writer who depends for his information upon, and adduces as his authority data more valuable than " ordinary conversation" or anonymous gentlemen " well known in the railway world," cannot be expected to condescend to answer such a remark as that his statements have " dwindled into an attempt to show" a fact that he adduces incidentally, in reference to a particular position assumed in opposition to his views. That I fail to maintain my ground it is easy to say, but that proof is difficult " W." tacitly admits by wisely avoiding the attempt. Let him learn that some things escape censure only when they escape observation, and that an injudicious defence is far more injurious and far more invidious than an open and manly attack.

I am, Sir, your obedient servant,

JUNIUS.

June 24, 1841.

THE NORTHERN AND EASTERN RAILWAY COMPANY AND THEIR CONTRACTORS.

To the Editor of the Railway Times.

SIR,—In the proceedings of the special general meeting of the Northern and Eastern Railway Company, as reported in the *Railway Times*, of last week, the following passages occur:—

" A SHAREHOLDER—How does the road progress? Where are we now?

" The CHAIRMAN Wm. Crawshay, Esq.—Why, we have had a dispute with our contractors—responsible and respectable men—but still *we considered they had behaved improperly, and the result would have been, not delay in the opening of the line had we not decisively resisted our claims of the power we possessed of entering upon the stock, &c. of the contractors, and putting the work to be completed into other hands. We have, by the able management of our Solicitors, been carried through the business perfectly safe and correct as to the law, which now our contractors, I believe, are satisfied of*; and I doubt not, it will soon be satisfactorily arranged. From all we are able to judge by, I believe there is no doubt that at all events in the first week of August—perhaps sooner—we shall open to Harlow: and in September to four miles further.

" A PROPRIETOR—I believe the contractors professed to raise some difficulty about land?

" The CHAIRMAN—*You may rely upon it, Sir, they were wrong, and the Directors right.*

" The PROPRIETOR—I have not the least doubt of it: the best proof of it is, that the contractors now employed are going on all right."

Now, Sir, as differences have, unhappily, arisen between the Company and other contractors on this line besides ourselves, to prevent misapprehension we think it but fair to state, that WE are the contractors here alluded to, and that we have been most reluctantly compelled to resort to a Court, in appeal from the acts of the Company, after every effort on our part to come to an amicable or an equitable adjustment of the matters in dispute between us had been treated with contumelious and cruel disregard.

When we aver, as we now do, that without conceding our right to a considerable extension of time for the completion of our works, under the provisions of our contract, by reason of the delays and interruptions we experienced, by the mode and the time in which we obtained possession of the land, by legal proceedings and by other acts of the Company, we offered to meet the wishes of the Directors, and to complete the works on our contract, as far as was required, within the same time they proposed to allow to another contractor (whose prices are higher than ours), and under increased and cumulative penalties, in case of our failing to do so; when we make it known that we offered (without prejudice to our rights, if not accepted), to refer the whole matter to the absolute decision of the Company's late Engineer-in-Chief, Mr. Robert Stephenson, we feel assured we shall be exonerated from blame in the eyes of the shareholders, and of all who know the high personal character and professional reputation of that gentleman.

Thus much in exculpation of our character, and in explanation of our motives for the conciliatory course we have pursued. We know our rights, and are prepared to defend them, since no other alternative is left to us.

Here, for the present, we stop. We leave the worthy Chairman in the full enjoyment of the satisfaction and self-gratulation he derives from his reliance upon "*the able Management*" of the Company's Solicitors, and from his conviction that himself and his colleagues are right, and the contractors wrong.

When the proper time shall arrive, and when all the facts and circumstances connected with the *Broxbourne* contract, both before and since it was let to us, shall have been laid bare, we shall be quite content to leave the public, and the shareholders in this Company, as more immediately interested, to judge between us and the gentlemen to whom they have committed the administration of the affairs of the Company.

When this time shall arrive, we shall be much surprised if we do not show a course of proceeding on the part of the Executive of this Company of headlong haste and reckless precipitance; of a cold and heartless disregard for the character, the credit, and the hard-earned property of their contractors, which, from a considerate regard for the convenience of the Company has been allowed to remain and accumulate to a large amount in the hands of the Directors—a course of proceeding not only wholly unwarranted and unsustained by justice, but unsupported even by the terms and provisions of the Company's own contract, arbitrary and oppressive as that form of contract is.

We are, Sir, your obedient servants,

JAMES & GEORGE THORNTON.

Mead End, near Harlow, June 23, 1841.

The woods on the Alleghany mountains, between Philadelphia and Pittsburg, caught fire lately, from sparks of a locomotive. Several thousand acres were burned, and a few houses; but happily no lives were lost.

LONDON AND GREENWICH RAILWAY.

To the Editor of the Railway Times.

SIR,—So much has been said in your excellent journal from time to time tending to enlighten the Greenwich Directors and bring them over from their evil ways, that I all but despair of doing any good by writing this letter. Yet " truth is great and will prevail," and although I have no hope at all from the present Board of Directors, I cannot believe that the shareholders—especially the old shareholders—will long continue in their present deplorable state of apathy, and suffer their property to be so grossly mismanaged as it is universally allowed to be at present under the withering influence of the present Board.

I have very carefully attended to all that has appeared in your pages relating to this railway, and I must honestly confess that the impression always made upon mind has been, that the management was wrong—without wishing to say a harsh word—scarcely honest. I do not now (thank God) speak as a proprietor; their policy caused me to sell my shares, but still I do feel for my old fellow-sufferers, and I also feel for the public, who are inconvenienced by the pertinacity of the Greenwich Board insisting upon a toll which a vast majority of the lower orders cannot afford to pay.

And see what is going on at the present moment—the Brighton is on the very eve of opening. The fares to the different stations are at this moment under consideration at the Board, if not already decided upon. Does any one doubt but that they will encourage New Cross station as much as possible, and consequently avoid the Greenwich line, seeing that every passenger they take over it is at a considerable loss. To suppose anything else would be foolish. Now, it is clearly the interest of the Greenwich to go hand in hand with these their powerful and good customers, in order to encourage them to carry every passenger to London Bridge station; and providing they were to do so, I feel confident the Croydon, Brighton, and Dover Companies would second their views.

Some time since the Greenwich Directors were blessed (query cursed) with a champion which was the very child and image of this notorious Board, " Veritas;" but I have " miss'd him on the accustom'd hill." Perhaps he is altogether engrossed with admiration of the Great Western; or he may be making experiments on attraction and repulsion for the purpose of ascertaining that the Greenwich viaduct when completed will be the great natural magnet, and that the cockneys at 4½d. per head will like

> "The obedient steel with living instinct move
> And veer for ever to the pole they love."

Alas! for " Veritas," and through him the old Greenwich Railway shareholders, who are in evil plight. Seriously, however; for to many it is a serious affair. " Veritas" may be defunct, and as I never thought him very well when living, he may be dead, and in debt; and this is one main reason for troubling you with this letter to inquire whether he died insolvent or not; for I have never seen his answer to a very sensible note which was addressed to him from Liverpool last year, and which appeared in the *Railway Times*, page 1112—1840, written by " Common Sense."

Should " Veritas" be no more, I should feel much obliged if the Greenwich Directors, who, I suppose, are his executors, or some of the preference shareholders, would answer the following note.

I am, Mr. Editor, yours sincerely,

COUSIN TO COMMON SENSE.

June 24, 1841.

COPY NOTE.

" Will your calculating correspondent, 'Veritas,' favour an equally sincere but less cute admirer of the principle, that the cost of a railway should regulate the tolls, with an answer to the following question?

" Admitted—That a Railway Company is entitled to such a toll as will give them a fair return for their outlay, say 5 per cent.

" Admitted—That a given Railway Company are entitled upon that principle to a tollage of 20,000*l.* per annum, being 5 per cent. on their outlay.

" Question—Which to such Company would be the pre-

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per application of the *principle*—a *large* individual toll, which would produce a small aggregate return; or a *small* individual toll which would produce a large aggregate return; or in other words which would be the nearest approximation to the principle of cost;

"A two-penny toll per passenger, which would produce yearly a receipt of £6,000
"Three-penny 4,000
"Or, four-penny half-penny..... 2,000

"COMMON SENSE.

"Liverpool, December 21, 1840."

THE GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—The complete opening of the Great Western being at hand, and conflicting opinions being rife, it may, perhaps, be of interest to your readers to be made acquainted with some *facts* connected with this undertaking, facts which could not previously have been ascertained, and but few of which have been elicited by the unreasoning partisans on each side.

First as to cost. This most important item may *now* be set down as 7¼ millions, including everything under the head of capital required for the full development of its resources to the end of 1842, or 18 months from its final completion. This will be denied by the whole host of officials and sanguine shareholders, but it is *true*.

Next as to the expenses of working the line. Assuming that the line will be debited with the whole expenses of the staff and locomotives, less the amount of rent for power, and the salaries chargeable to the Bridgwater and Cirencester lines upon the principle and at the rate charged by the North Union to its two extension lines, (the only fair, intelligible, and honest course,) the total expense, if frankly stated, will not *be less* than 250,000*l.* per annum, or somewhat more than 2,000*l.* per mile per annum.

Lastly, as to the traffic. The line having been so long opened to Steventon, the portion of the line of the greatest value, leaves but little traffic doubtful—and it may be stated with great approach to accuracy, at an average of 10,000 pounds to guineas per week, for the first two years, from the period of its completion.

In proof of the first view, I refer to the line from Corsham to Bristol, about 21·2 miles, which has cost and will yet cost, exclusive of its proportion of locomotive power, 2,000,000*l.*; to the first four miles from London more than 500,000*l.*, exclusive of the present sheds, which are unworthy of the name of a station, and to the cost of reconstructing that portion of the line supported in the first instance on perpendicular pillars. These items with cost for plant, amount to a moiety of the sum named though applying to little more than one-fifth of the line.

The expenses attending the locomotive department will be found to exceed my estimate when the details of current expenditure come fully before the public, *disconnected from capital account*. The traffic, although exposed to some variations from causes not foreseen, and which cannot therefore be accurately ascertained, will be found to approach the amount stated on the average of the first two years. The amount will be considerable from June to September, and small from November to March, the average of the first four months being stated "by One of the Sanguine," at 14,000*l.*, and the average of the latter period at not less than 6,000*l.*, which gives an average of 10,000*l.* for the two seasons.

It has been matter of surprise and regret that the traffic returns do not specify the amount produced by the Great Western, Bristol and Exeter, and the Cheltenham, respectively. This is quite unworthy of a great public Company. Cunning contrivance equally with "vaulting ambition doth oft o'erleap itself," and by seeking concealment in such matters, gives rise to doubt and distrust, which are positively injurious. Thus, in the last returns, the receipts for the week ending the 21st instant, are given at 12,400*l.* for the Great Western line, without any indication that this includes not only the weekly receipts on the Cheltenham, opened for three weeks, but also on the Bristol and Exeter line opened on the 14th instant, the receipts on which last line alone are not much less than 1,200*l.*, and are by some stated as high as 1,500*l.* for the past week. This practice, so unworthy a great Company, deceives no one; rather it tends, and will tend, to magnify beyond their proper amount the amounts thus excluded, and thus to depreciate the value of the shares.

It now only remains to notice one point connected with the approaching opening of the line, by the completion of the line from Chippenham to Bath, a distance of about 13 miles. Over the whole of this distance, nothing is to be seen but the greatest *hurry* and confusion—the proper work of a week being sought to be accomplished in a day. Let any one visit this line, inspect for himself, and see if it be fit, with the slightest regard to the safety of the great number of passengers likely to pass over this line at the present season of elections, that it should be opened. If the Government Inspector does his duty, he will require that the line shall be tried, not only with heavy weights, but also repeatedly and for several days, before it is opened and tried at the risk of the public.

It is not fit that a line on which the speed averages 35 to 40 miles, should thus be opened whilst quite green and fresh, to be tried and proved at the risk of life and limb to numbers, because many heavy shareholders are urgent, for purposes of their own, to have the line open *under any circumstances*, this month; still less is it to be endured that this line shall be hurried—precipitated—as it were into actual work before it is fit for use, because functionaries connected with the undertaking (are said to) have heavy bets dependant upon its being opened at a certain time.

Let the Directors recollect that though their gauge is favourable to the attainment of greater speed it by no means possesses immunity from accidents or mischance, that an accident from any cause when travelling at 40 miles an hour, though not 50 per cent. greater in velocity would be attended with tenfold more frightful results than a similar occurrence on the Birmingham, and that any accident at that rate of speed will damage them and the property which they administer to an extent greater than any gain obtained by opening this short space a year in advance.

I call the attention of the more cautious amongst the Directors to the mischance of the *Mazeppa*, no later than last Saturday, upon that part of the road recently opened beyond Wootton Bassett, arising from the faulty, because hasty construction of the works, a mischance which was only not a fatal casualty from its having occurred a few yards beyond the starting point, but which will not be without its use if it acts as a warning.

I implore these Directors as men, as fathers of families, and both as morally, and I hope *legally* responsible, to beware. One fatal accident and it will be too late.

I am, Sir, your obedient servant,

IGNOTUS.

ACCIDENT ON THE GREENWICH RAILWAY.

ON Wednesday evening an inquest, adjourned from Friday preceding, was resumed before Mr. Payne at Guy's Hospital, to enquire into the circumstances attending the death of James Duldefield, a labourer, aged 32, who was killed under the following circumstances:—

From the evidence taken on the first meeting of the jury, it appeared that the deceased was employed as a labourer on the railway, and was engaged in erecting a temporary paling at the junction of the Greenwich Railway with the Croydon, at Blue Anchor-lane. Whilst so employed on Friday, the 28th of May, the half-past 2 o'clock train from Greenwich came up, and on getting near the spot where deceased was at work, the engine past over a post which was lying across the rail. The shock was so sudden that the engine was detached from the train, and passed on some distance. The tender was slewed round, and it was a miracle that the whole train was not upset. The breaksman of the train was thrown off, and had his leg broken, and the deceased was so frightened that he jumped or fell over the wall into a garden, and so injured his spine as to cause his death on Wednesday last. There being no direct evidence how the post came on the line, or what blame attached to the man who had to keep the line clear, the inquiry was adjourned.

On the jury reassembling last evening, the following additional evidence was given:—

Andrew Sheen deposed, that on the day the accident happened he was at work on the new line close to where the deceased fell. He did not see him fall, but saw him lying in the garden among the lettuces. He was about three feet from the railway, and his (witness's) attention was called to the deceased being there by the people shouting. On going up to him, he complained of his back being injured.

Francis Farquharson, foreman to Mr. Jackson, the contractor, said that he was standing on the top of the new works when the steam carriage came off the line. He saw the deceased, who was about six feet from him, engaged in putting up the temporary railing. He then saw the tender slew round on to the new works, and missed the deceased at the moment. On looking over the parapet wall, he saw him lying in the garden, just underneath where he saw him standing.

By the Coroner—I was in greater danger than the deceased, and I only moved on one side. It was the hinder part of the carriage that slewed round; the other part remained on the old works. The carriage did not strike the deceased, and I think he intended to get over the parapet wall, but fell.

John Barrett said, that he was carpenter to the railway, and on the day the accident happened he sent by the different trains boards and posts to be left at several parts of the line, to be used as the temporary fence whilst the wall was down. He gave them to the breaksman, and ordered him to leave them on the other side of the Blue Anchor Road, and to drop them there. He sent three lots in this way, and the third lot consisting of three posts, was that which caused the accident. A man of the name of Foster was the watchman, and it was his duty to see the line clear. He had asked him how it happened, and his reply was that he did not know how it was that he did not see the post.

Ezekiel Pancrast said he left the posts at the Blue Anchor Road. There was no one on the north side of the rail when he came up; but, seeing some men at work on the south side, he called out to them and then threw the posts from the back of the train. He did notice Foster when he threw them off, but left, as he thought, men picking them up. This was the half past 2 o'clock train, and when the engine only of the quarter to 3 o'clock train came in he heard of the accident. There was plenty of time to have cleared the rail, as another train did not pass till a quarter of an hour.

John Walker the engine driver, said, that he saw Foster on the north side when the accident happened. He saw the post lying on the rail before he reached it, and called out to the breaksman to hold on. He only saw one piece of wood. It was the duty of Foster to keep the line clear, as he was walking backward and forward for that purpose. The post was between four and five feet long, and was only lying on one of the rails.

The Coroner summed up, and

The jury returned a verdict of "Accidental death," at the same time requesting the coroner to severely admonish Foster for his carelessness.

This the Coroner did, and remarked that everything had been done by the Company to forward the inquiry.

[What has been done to Foster? We have not noticed his appearance before any of the Police Courts, surely it is not intended to let him off with the severe admonition only.—ED. R. T.]

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RAILWAY ADJUDICATIONS.

THE QUEEN v. THE PROPRIETORS AND PUBLISHER OF THE RAILWAY TIMES.

(From the *Times*.)

Court of Queen's Bench, June 19.—This was a rule which had been obtained upon the application of the Directors of the Eastern Counties' Railway Company, calling upon the defendants to show cause why a criminal information should not be filed against them for a libel which had been published concerning the applicants. Cause was then shown against the rule at the close of the term, and now

Lord DENMAN delivered the judgment of the Court. The libel complained of had charged the Directors with having, in their official reports, made wilful misrepresentations concerning the prosperity of the Company, for the purpose of deceiving the shareholders and the public. It was a well-known rule in this Court, that whoever came to request its interposition for the protection of his character in an extraordinary manner, was obliged to deny in the most full and explicit manner the imputation of which he complained. In the present instance, the Directors, who were persons of great respectability, had very properly denied, and in the most satisfactory manner, the motives to which their conduct had been attributed. With regard, however, to the reports which they had drawn up, and to the other proceedings which were alluded to in the libel, the Court was of opinion without questioning the veracity of the deponents in reference to that point, that there existed grounds for doubting the accuracy of the Reports, although not enough to justify the injurious imputations which had been cast upon the Directors in reference to the subject. Upon the whole matter the Court was of opinion that the most just and reasonable mode of disposing of the application was, that the rule for the criminal information should be discharged upon payment of costs, inasmuch as the Directors had already enjoyed the benefit of denying upon oath all the imputations which had been cast upon them, and may still, if they should think proper, have recourse to the remedies which were open to them according to the ordinary course of law.

THE QUEEN v. THE DIRECTORS OF THE MANCHESTER AND LEEDS RAILWAY COMPANY—JUDGMENT.

Court of Queen's Bench, June 14.—Lord DENMAN delivered judgment in this case. This was an application for a mandamus to command the defendants to make a road the whole breadth of that which they had taken away. The road had been 42 feet wide, 36 feet for the carriage-way and 6 feet for the roadway. The Act under which the road was originally made did not require that the road should be wide, but it had been so made and had so continued till the defendants had appropriated it. The defendants had since made the road across which their railway travelled, but it was some feet narrower than the original road. Still the jury, upon the issue joined on the trial of the return to the mandamus, had found that the road had been re-formed in a proper manner, and was more convenient than at its original width of 42 feet. The prosecutors, however, insisted that, as the Railway Act, which gave the Directors the power to cut the road, required them to restore it as before, and made no allowance on the question of greater or less convenience, the old road ought to be restored to its original condition, and a peremptory mandamus ought to go to compel its restoration to a former state. The Court was of opinion that the words of the Act left no option, and therefore directed that the rule for a peremptory mandamus should be absolute.

RAILWAY ELECTION TACTICS.—The following general order, with reference to the approaching elections, was ordered to be issued by the Directors of the Midland Counties' at their Board Meeting, last week:—The Directors wish it to be distinctly understood, that at the approaching general election every officer and servant of this Company who is entitled to vote, is at perfect liberty to do so according to his discretion. And the Directors further intimate to the officers of the Company, that any interference with the men under their control, in endeavouring to induce them to vote for any particular candidate, will subject them to the severe displeasure of the Board.

GLASGOW, PAISLEY, KILMARNOCK, and AYR RAILWAY.—SUMMER ARRANGEMENTS and REDUCTION OF FARES.—The Public are respectfully informed, that on and after Monday, the 14th June, the Mid-day Passenger Trains will leave Glasgow at half-past one, and Ayr at 2 afternoon in place of half-past two and three, as formerly; the half-past twelve o'clock Luggage Trains from each end will be discontinued, and Passengers will be conveyed at a considerable reduction of Fares. The arrangements will now be as under, viz.:—

TRAINS START

From Glasgow.	From Ayr.
At *Half-past 7 morning.	At *8 Morning.
*Half-past 10 forenoon.	*11 Forenoon.
Half-past 1 afternoon.	2 Afternoon.
*Half-past 4 ,,	*5 ,,
Half-past 6 ,,	7 Evening.

FARES BETWEEN GLASGOW AND

	1st Class.	2d Class.	3d Class.
Paisley (see Joint Line Advertisement)			
Johnstone	1s. 6d.	1s. 0d.	0s. 8d.
Lochwinnoch	2s. 6d.	1s. 8d.	1s. 2d.
Beith	2s. 9d.	2s. 0d.	1s. 3d.
Kilbirnie	3s. 0d.	2s. 2d.	1s. 6d.
Dairy	3s. 6d.	2s. 3d.	1s. 8d.
Kilwinning	4s. 0d.	2s. 6d.	2s. 0d.
Irvine	4s. 6d.	3s. 0d.	2s. 2d.
Troon	5s. 0d.	3s. 6d.	2s. 6d.
Moukton & Prestwick	5s. 6d.	3s. 9d.	2s. 9d.
Ayr	6s. 0d.	4s. 0d.	3s. 0d.

The Trains which leave Glasgow at half-past 7, half-past 1, and half past 6; and Ayr, at 8, 2, and 7, will have first, second, and third-class carriages.

The Trains which leave Glasgow at half-past 10 and half-past 4, and Ayr at 11 and 5, will have three classes of carriages between Glasgow and Johnstone, but only first and second between Johnstone and Ayr.

The Trains only which leave Glasgow at half-past 10 and half past 4, and Ayr at 8 and 5, will call at Monkton.

Those only which leave Glasgow at half-past 7, and Ayr at 2, will call at Prestwick.

Those only which leave Glasgow at half-past 1, and Ayr at 2, will call at Kilbirnie.

Those which leave Glasgow at half past 1, and Ayr at 2, will take Goods going the whole distance; and any quantity not less than 2 tons, to or from any of the road stations.

A Luggage Train will leave Glasgow on Tuesdays, Thursdays, and Saturdays, at half-past 7 morning, and Ayr on Mondays, Wednesdays, and Fridays, at 8 morning, carrying goods in any quantities to or from any Station.

Coach Parcels will be conveyed by all the Trains.

The Trains marked thus (*) have each Ardrossan carriages; but Passengers can be conveyed to or from that place with any of the other Trains by changing their carriages at Kilwinning.

On Wednesdays and Fridays an extra Train will leave Glasgow for Ardrossan, at a quarter-past 3 afternoon, with the Passengers for the FIRE KING Steam-packet.

RESIDENCE AND SHOOTING, SUSSEX.—TO BE LET, with immediate possession, for a term of three years, an excellent GENTLEMAN'S RESIDENCE, called Balcombe House, partly furnished, with suitable garden, green-house, and offices; also the sporting over the surrounding estate, comprising near two thousand acres of land. The estate is situated on the Brighton road, and the residence is within half a mile of an intended, and partly constructed station on the Brighton Railway which is about to open beyond this point. It is distant from London 32 miles, and 18 from Brighton. The situation is dry and healthy, and the scenery exceedingly beautiful. The angling in the lake on the estate will be included in the letting. Grass land may be had, if required, and the residence may be had without the sporting.—For further particulars apply to Messrs. Clutton, Hartswood, Reigate, and at No. 8, Parliament-street, Westminster.

L c & OO STEEL.

MESSRS. JOS. SYKES and SONS, the Sole Contractors for and only importers of, these descriptions of STEEL IRON, being determined to adopt every practicable expedient to protect the fair trader in and consumer of these several marks, HEREBY GIVE THIS PUBLIC NOTICE, that, from the 31st March, 1845, no iron of the above marks has been, or will be, delivered by them, without the additional mark of [SYKES] being impressed thereon; such last-mentioned mark having been adopted by Messrs. Jos. Sykes and Sons for the further Protection of themselves and the public; and all persons who shall impress such mark upon any bar iron, either with or without the additional mark of [SYKES] will be proceeded against.—Hull, May 11.

GREAT AND IMPORTANT SALE of Valuable, Young, Seasoned CART HORSES.—To Brewers, Distillers, Factors, Corn and Coal Merchants, Contractors and Wharfingers, also the Nobility and Gentry.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, July 2, 1841, commencing at One o'Clock precisely, THIRTY fine-shaped, active, powerful, seasoned Cart Horses, being a portion of the old established London and Manchester Carriers,

This valuable and acknowledged superior Stock is sold in consequence of the London and Birmingham Railway; they are about 15 hands 3 inches high, remarkable for their symmetry, power, and activity, mostly young and sound, and really as fine a lot of Cart Horses as ever were submitted to public sale.

Colours—Bays, Greys, Roans and Chesnuts.

Comprising some very handsome match teams.

Fifteen firm, short legged, active, useful HORSES, the property of a Contractor, and sold in consequence of having completed his undertaking with the London and Birmingham Railway Company.

On view, and Catalogues had Two days before the sale.

A great variety of New and Secondhand Carriages, of every description, always on Private Sale at this Establishment, remarkably cheap.

VERY SUPERIOR CART HORSES, TWO CAPITAL HACKS, HARNESS, &c.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, July 2, 1841, commencing at One o'Clock precisely, about Twenty-five remarkably fine-shaped, fresh, young, powerful Cart Horses, being the last portion of the well-known, valuable stock that have been employed on the Box Tunnel, Great Western Railway, and sold in consequence of that stupendous work being now completed.

Colours—Bays, Blacks, Browns, Roans, and Greys.

Also an excellent, fast, fine shaped, Bay Chaise Horse, an elegant Chesnut Mare, that rides and goes well in single Harness—a really splendid goer, and remarkably fast.

The above lot of young seasoned valuable Cart Horses are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been purchased at great expense for the above contract, and are now in remarkable fine condition.

On view and catalogues had two days previous to the Sale.

A great variety of New and Second-hand Carriages, of every description, always on private sale, at this establishment, remarkably cheap.

For Occupation or Investment.—Freehold Family Residence, with Land.—The HARTLEY COURT ESTATE, three miles from Reading (Land Tax Redeemed).—By Mr. HAWKES, at the Crown Inn, Reading, on Friday, the 2nd of July next,

AN extremely-valuable FREEHOLD ESTATE, comprising a substantially-erected and commodiously arranged FAMILY RESIDENCE, with suitable Offices and capital Farm Buildings, surrounded by ornamental Plantations and Shrubberies, a park-like Inclosure of rich Upland Pasture, and several exceedingly productive Inclosures of Arable and Meadow Land; altogether containing One Hundred and Thirty-three Acres, with extensive Common Rights.

Particulars, with lithographic plans, may be had fourteen days previous to the sale, at the Auction Mart, London; the neighbouring Inns; of Wm. Andrews, Esq., Solicitor, 15, Russell-street, and at the Office of Mr. HAWKES, Land and Timber Surveyor, Estate Agent and Auctioneer, Weast-street, Reading.

SPECIFICATIONS OF RECENT PATENTS.

The MECHANICS' MAGAZINE, No. 933, published this day, price 3d, contains copious abstracts of the following recent Patents:—

Pierce's, for improvements in the preparation of wool, both in the raw and manufactured state, by means of which the quality will be considerably improved; Davies's, for an improved mode of applying heat to certain steam boilers; D'Olszowski's, for a new and improved level for ascertaining the horizon and the several degrees of inclination; Mabley's, for certain improvements in producing surfaces to be used for printing, embossing or impressing. Also description, with engravings, of Salt's perpendicular lift for raising vessels from a lower to a higher level; Parks's pocket indispensable; Thoughts on steam carriages; Steam navigation—The River Thames steamers; Gas manufacture—Setting retort in coke ovens, &c.; New theory of magnetism; Principles of bridge building; New theory of the universe; New decimal money; Recent American patents; List of designs registered between the 27th May, and June 21st; List of English patents granted in June; Spontaneous combustion; Worms in flower pots; Noble firemen; Fatality of theatres; British Museum; Hammer cloths, &c., &c., &c.

Part 222, with Title, Index, &c., to complete Vol. 34, will be ready by the 1st July.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

*** Intending Patentees, or Patentees of unspecified inventions, may have every needful information and assistance on moderate terms, by application to the office of this journal; where also may be consulted the only complete Registry extant, of patents from the earliest period, (A. D. 1617,) to the present time.

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HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

IMPORTANT TO CAPITALISTS.—To Professional Gentlemen, and others requiring eligible Country Residences in the line of the Great Western Railroad, only one hour distant from the Paddington Station.—By Mr. HAWKES, on Friday, the 2nd of July, 1841, (instead of Thursday, the 24th of June, as previously advertised,) at One o'Clock, at the Crown Inn, Reading, in lots, TEN exceedingly VALUABLE STONE-ERECTED FAMILY RESIDENCES, with Coach Houses, Stabling, and walled GARDENS, constituting a great portion of the commanding and elegant structures in Wellington Place, Eldon square, and the London-road, Borough of Reading. Also, an extremely eligible Leasehold Estate, known as "The Sanctuary," consisting of Six Substantial Stone-erected DWELLING HOUSES, desirably situate on the South side of Crown-street, the principal thoroughfare between the Bath and London Roads. Several select Plots of Freehold Building Ground, particularly adapted for the erection of a superior class of

TOWN AND VILLA RESIDENCES.

The foregoing Property is situate on a dry healthy eminence, on the southern bank of the River Thames and Kennet, and at the Eastern extremity of the Borough of Reading, presenting without interruption a most extensive breadth of highly picturesque scenery.

The Buildings, which are most conveniently arranged, and replete with accommodation, have been erected under the superintendance of able Architects, with the most substantial materials, and finished with exquisite taste, regardless of expense, and are in the occupation of highly respectable tenants.

The Title, which has been lately derived from the Crown, will be found extremely simple and inexpensive.

The Capitalists will here find an open field for secure and profitable investments.

Professional Gentlemen and others seeking the combined advantages and comforts of Town and Country, will have the opportunity of selecting Residences in one of the most eligible spots along the whole line of

THE GREAT WESTERN RAILROAD.

Printed particulars are preparing, and may be had fourteen days preceding to the sale, at the Auction Mart; and of Messrs. Moseley and Channell, solicitors, Bedford-street, Covent garden, London; Star and Garter, Windsor; Red Lion, Maidenhead; Bush, Wokingham; Dolphin, Southampton; George, Basingstoke; White Lion, Bath; Bush, Bristol; of J. J. Blandy, Esq., and J. Richards, Esq., Solicitors, Friar-street; and at the Office of Mr. HAWKES, Estate Agent, Surveyor, and Auctioneer, West-street, Reading.

TO THE CONTRACTORS' FOR PUBLIC WORKS.—Harbour of St. Helier, Isle of Jersey.—TENDERS for the execution of the Works for the Improvement and Enlargement of the Harbour of St. Helier, Isle of Jersey, according to the design of Messrs. Walker and Burges, Civil Engineers, will be received on or before the 10th day of August next, at the Office of Frances Godfray, Esq., Greffier of the Royal Court of that Island, No. 16, Hill Street, St. Helier, where the plans, conditions, and specifications of the proposed works may, after the 24th instant, be seen daily, and other information obtained from 10 in the morning till 5 in the afternoon.

MANCHESTER AND LEEDS RAILWAY. OLDHAM BRANCH LINE.—**EXTENSION OF TIME.**—TO CONTRACTORS.—The Directors will meet at their Office, Clowes's Building's, Hunt's Bank, Manchester, on Monday, 5th July next, for the purpose of receiving Tenders for the formation of a branch line from near Mills Hill, in the township of Chadderton, to the town of Oldham, being a distance of about two miles, including all the necessary excavations and embankments, bridges, culverts, formation of roads, fences, laying of permanent way, and all other works appertaining thereto, as described in the plans and specifications, which may be seen at the Engineer's Office, Hunt's Bank, Manchester, on and after the 24th June next.

Printed forms of Tender will be supplied to Contractors on application at the Engineer's Office, which must be delivered at the Office of the Secretary, Clowes's Buildings, by 10 o'clock in the forenoon of the 5th July next, and the parties tendering will be required personally to attend at the same place at the hour of 1 o'clock in the afternoon of the same day.

June 15, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 20, Broad-street, Bristol, 5th Feb., 1841

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times

LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.—In connection with the above lines of railway, places can be secured by Mails to

Edinburgh,	Stratford-on-Avon,	Shrewsbury,
Holyhead,	Carlisle,	Lichfield,
Newcastle on-Tyne,	Bangor,	Brackley,
Banbury,	Leamington,	Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on-Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the
Spread Eagle, Gracechurch-street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8¼ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 5 miles) including the driver, 10s. 6d. each pair.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—TENDER FOR LOANS ON DEBENTURES.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than £200 for terms of four, six, or ten years, on interest at the rate of five per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester. A limited sum only is required.

By order of the Board of Directors,
A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of £17,000 per annum, payable half yearly, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this Company.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

NORTH KENT RAILWAY.—LINE FROM GRAVESEND TO ROCHESTER. Office, 42, Lombard Street.

CAPITAL, £300,000. In 15,000 SHARES, of £20. each.
DEPOSIT, £2 10s. per Share.

Provisional Committee.

John Humphery, Esq. Ald. M. P.	George Carter, Esq.
John Edward Puddick, Esq.	Miles Brathwaite, Esq.
Aldborough B. Henniker, Esq.	George F. Britten, Esq.

Chief Superintendent.—George Walter, Esq.

Bankers.

Messrs. Spooner, Atwoods, and Co., London.
Dartford: Messrs. Hills, M'Rae and Co.
Gravesend: Messrs. Hills, M'Rae and Co., London and County Bank.
Rochester: Messrs. Day and Co, London and Count Bank.

Engineers.—Colonel Landmann: Joseph Gibbs, Esq
Surveyors.—Messrs. Smith and Barnes.
Solicitors.—Messrs. Sweet, Sutton, Ewens, and Ommanney.

The object of this undertaking is to connect Gravesend with Stroud, Rochester, and Chatham, by means of a railway, taking the whole line of the Thames and Medway Canal, for which purpose the Committee have provisionally agreed for the purchase of the Canal and Works.

The level of the Canal is nearly the same as that of the proposed railway, which will save much expense and time in its completion.

By the arrangements made, the Act of Parliament for carrying the same into effect may be obtained forthwith, and the Canal drained and converted into a railway, and opened to the public in the course of one year from the date of the Royal Assent; leaving the docks at each end for the reception of coals, stone, lime, and merchandise.

There is at present a large transit of passengers between the populous towns of Gravesend, Stroud, Chatham, Maidstone, the city of Rochester, and the adjacent parts, averaging daily about 1,000, who now travel between those places by omnibuses, or other conveyances, at a charge varying from 1s. to 2s. each.

The average number of passengers annually landed at the piers at Gravesend, is about 850,000; and when the additional number of iron steam boats, now preparing to run from Blackwall to Gravesend, are in operation (at low fares), the amount will be greatly increased, and very many of those persons will avail themselves of the railway as a cheap and expeditious mode of transit into Kent; in addition to which there will be a very considerable income derived from the traffic in coals, stone, lime, and merchandise, which will insure an ample return to the Proprietors, besides the immediate income to be derived from the docks and ground-rents, &c. at each end of the line.

The Property of the Thames and Medway Company comprises, besides the Canal,—At Gravesend, entrance lock from the Thames, for the admission of Colliers; a Basin of considerable dimensions, in which Yachts and other Vessels are laid up during the winter; extensive Coal Yards; Timber Yards; Lime-Kiln; Dock Master's Cottage; many Cottages for Workmen; and valuable Ground Rents; besides many acres of unoccupied land; and a Cottage at every Bridge over the Canal.

At Rochester, valuable Building Ground, consisting of upwards of twenty acres of Freehold Land; Lock and large Basin, capable of containing ships of upwards of 300 tons burthen; Steam Engine and Engine House; Dock Master's House, and Cottages; Stabling, Warehouses, &c.

Applications for Shares to be made at the Company's Office, 42, Lombard-street, prepaid.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, a new Edition of ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet-street.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London, and correct Railway Time Tables.

Also by the same person, price 6d.,
TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street, Bell, Fleet-street, and sold by all Booksellers.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet street, Middlesex.—Saturday, June 26th, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 183. Vol. IV.—No. 27.] SATURDAY, JULY 3, 1841. [Price, 6d.

NORTH MIDLAND RAILWAY.—The Directors of the North Midland Railway Company are ready to receive MONEY on DEBENTURES, under the powers of the Act of Parliament, in Sums of not less than £100, bearing interest at 5 per cent. per annum for periods of 3, 5 or 7 years.

By order,
H. PATTESON, Secretary.

Warnford-court, Throgmorton-street,
May 21, 1841.

SOUTH EASTERN RAILWAY COMPANY.—NOTICE OF CALL.—The Directors having this day made a CALL of £5 per share from the Subscribers to and Proprietors of this undertaking, and directed that the same be PAYABLE on Tuesday, the 6th day of July next at either of the undermentioned places, viz —

Messrs. Glyn and Co., bankers, Lombard-street, London.
Messrs. Moss and Co., and Messrs. Barned and Co., bankers, Liverpool.
Messrs. Jones, Loyd, and Co., bankers, Manchester.
Messrs. Beckett, Blands, and Co., bankers, Leeds.
The Union Banking Company, York.
Messrs. Hector and Co., and Messrs. Latham and Co., bankers, Dover.
Messrs. Jemmett and Co., bankers, Ashford.
Messrs. Wrenshurst and Co., bankers, Cranbrook.
Messrs. Beecham and Sons, bankers, Tunbridge and Tunbridge wells.
The Country branches of the London and County Banking Company.

The Proprietors are hereby required to pay the same accordingly.—Dated this 1st day of June, 1841.

JOSEPH BAXENDALE Deputy Chairman
of the Board of Directors.
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, London.

TO RAILWAY AND MINING COMPANIES, ENGINEERS, AND OTHERS.—Mr. R. K. DAVIS respectfully announces, that he has received instructions to submit to Unreserved Sale by PUBLIC AUCTION, on Friday, 23rd July, at 12 o'Clock, at the Mart, Four Locomotive Engines and Three Tenders, adapted to the common Guage, manufactured by Messrs. Braithwaite, Milner, & Co. upon Berry's Principle, similar to the Engines in use on the London and Birmingham Railway, also a quantity of New Boiler Tubes and other requisite Materials for Repairs. They are now lying at the Marble Crane Wharf, St. Katherine's Dock, having lately arrived from the Continent, where they have been in use a short time, and are not for sale on account of any defect in their construction, but in consequence of the Company to which they belong ceasing their operations.

May be viewed Seven Days preceding the Sale, and Catalogues obtained of Mr. R. K. Davis, Auctioneer, 68, Mark Lane.

RAILWAY COMMUNICATION.—London, Edinburgh, and Glasgow, with 60 large plans, published by Hansard at 2l., to be sold for 20s.

All the other Railway Reports at the same rate
Great Western Railway Evidence, complete, 39 Nos. ..... £2 2s.
Brighton ditto, Evidence of Engineers, &c., complete 0 16
Irish Railways, with Atlas and Railway Sections, complete 2 2

R. S. WILKES, 16 & 17, Craven-street, Strand.

ROYAL SANTIAGO MINING COMPANY.—Notice is hereby given, That the GENERAL ANNUAL MEETING of the Shareholders will be held at the Office of the Company, on Wednesday, the 14th July next, at 1 o'Clock precisely, when the Directors will make their Report and declare a Dividend.

At this meeting one Director, Mr. Alderman Thompson, and one Auditor, Mr. Alderman Copeland, go out by lot but are re eligible.

A General Meeting will be then fixed for the Election of a Director and Auditor.

36, Broad-street Buildings, June 28, 1841.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 31, Cornhill, and 280, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES, about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Millwall, Poplar; and also of the following Agents —

Robertson and Co., 12, Goree Piazzas ..... Liverpool,
Mathias Dunn ..... Newcastle-upon-Tyne
Joseph Rothway ..... Plymouth.
John Thompson and Co. ..... Wigan.
J. T. Tregellas ..... Truro.
Thomas Mooney and Son ..... Dublin.
Coates and Young ..... Belfast.
James Kebble and Co. ..... Glasgow.
James Gunn ..... Leith.
John M. Beatts, 14, Clement's-lane, High street, Dundee.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

RAILWAY INFLUENCE.—A DOUCEUR from Five to Ten Pounds will be given to any Gentleman that will procure the Advertiser a PERMANENT SITUATION on any of the Lines.

Can produce respectable reference for intelligence, activity and moral conduct.

Address A. B. C., 36, New-street, New Cut, Lambeth.

TAFF VALE RAILWAY.—ALTERATION OF PASSENGER TRAINS.—Notice is hereby given, That on and after Thursday, the 1st day of July, the Trains will daily leave Cardiff and Merthyr, at the undermentioned hours, excepting Sundays.

From Cardiff.	From Merthyr.
6 30 a.m.	7 5 a.m.
9 0 a.m.	9 20 a.m.
1 0 p.m.	1 35 p.m.
5 0 p.m.	5 20 p.m.
Sundays.	
9 0 a.m.	9 20 a.m.
5 0 p.m.	5 20 p.m.

For further particulars of Fares, Time, and Stoppages at Stations, reference must be made to the Train Bills, which may be had at any of the Company's Stations.

The charges on Merchandize and Cattle may be known on application at any of the Stations.

Taff Vale Railway Office, Cardiff, June 17, 1841.

GENUINE and IMPORTANT SALE of WAGGON and VAN HORSES, WAGGONS, VANS, and HARNESS.—To be Sold by Auction, by Mr. DIXON, on the Premises, the George Yard, Aldermanbury, on TUESDAY, July 13, 1841, commencing at Eleven for Twelve o'Clock precisely, the genuine, entire, and valuable Stock of Mr. Stanbury, in consequence of his retiring from business, comprising about Forty-four known good, seasoned Horses, 20 of which have been working the Portsmouth Vans, 14 the Portsmouth Waggons, and 10 the Brighton Royal Blue Vans.

Also, 2 excellent 9-inch Waggons; one 6 inch Waggon; 16 Sets of Waggon Harness, and 5 Sets of Van Harness; sundry Jacks, Ladders, Tarpaulings, Ropes, Stable Utensils, &c.

On view in their work until one day before the Sale, when they may be seen as above, and catalogues had, or of the Auctioneer, at his Repository, Barbican.

ONE HUNDRED BATH AND BRISTOL COACH HORSES, HARNESS, CLOTHS, HEADSTALLS, &c.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, July 9, 1841, commencing at Eleven o'clock, precisely, on account of the vast number and value of the Lots. The genuine property of Mr. W. Lane, of the Lion Coach Office, Bath, Fifty well-bred, fine-shaped, fast, powerful Horses, 10 sets of 4 horse Harness, 50 Cloths, and 50 Headstalls, that have been working the White Hart and Regulator Bath and Bristol fast day and night coaches; also, 50 truly superior well known extraordinary fast Horses, with the harness, &c. the genuine property of Mr. Charles Reilly, of the York Club House, Bath, that have been working the Emerald and York House, celebrated Fast Coaches, positively for unreserved Sale, in consequence of the opening of the Great Western Railway throughout.

Colours—Bays, Browns, Greys, Blacks, Roans, and Chesnuts.

The above valuable stocks of seasoned horses are worthy the attention of the Nobility, Gentry, Job and Postmasters, Commercial Travellers, &c., as they are from 15 hands 1 inch to 15 hands 3 inches high, remarkably fine shaped, beautiful steppers, with figure, fashion, power, and breeding rarely equalled in coachmasters' stocks, and are just taken from the above work, without exchange or addition. Among them are several elegant Tilbury Horses, some well-known good Hunters, and truly beautiful Phaeton Horses, as well as a number of useful, powerful fast Horses, calculated for Omnibus, Coach, and Cab Masters, public Companies, &c.

On view and catalogues had two days before the Sale.

SHEFFIELD, ASHTON-UNDER-LYNE, and MANCHESTER RAILWAY.—The Directors are ready to receive Tenders for the erection of Seven Wooden Sheds.

Plans and Specifications may be seen at the Company's Offices, 15, Piccadilly, Manchester.

No Tender will be received after the 13th instant.

By Order,
JOHN PLATFORD, Secretary.

July 1, 1841.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page 670*).

Henry Booth, Esq. called in, and examined.

165. Chairman—What situation do you hold in connexion with railways?—I am treasurer and general manager of the Liverpool and Manchester Railway.

166. Has your attention been called to the eleventh clause of the Bill before Parliament?—It has.

167. With regard to the discretionary powers taken by the Board of Trade in this clause, applicable to all railways, what is the particular power as to which, on the part of the railways, you object; to what application of their powers do you object?—The Railway Companies feel considerable alarm at the large, general, and undefined powers it is proposed to give to the Board of Trade by that clause, and they wish for an opportunity to state their reasons for that alarm; and, first, their grounds are by no means narrow or partial, they do not object to any particular Board or officers to carry into effect the intentions of the Board, but their objections are broad and general; they contend, and I think they will be able to show, that no central authority or Board is competent, in the present state of knowledge as referable to railways, to take on itself the issuing of regulations as to so important a matter as that which affects the general traffic of the kingdom, and more especially the safety of passengers.

168. Mr. Labouchere—Does your objection apply to any discretionary power whatever being given to the Board of Trade, as to issuing regulations to prevent accidents?—We think it better that there should be a Board of supervision for the collection of facts, we think there has not been experience enough yet; the time has hardly come for drawing conclusions from the facts.

169. You object altogether to the discretionary powers given to the Board of Trade?—We think they are hardly competent for that office.

170. You say that an opinion has been expressed by the railway interest generally, on what grounds do you make that assertion?—Only from my communication with Railway Companies; I did not mean to go so far as to say it had been expressed by all.

171. Do you know what Railway Companies have expressed that opinion?—I think the Great Western, the Liverpool and Manchester, the Grand Junction, the North Union, and the Eastern Counties', are of that opinion.

172. Have they expressed it?—I hardly know by what means it has been expressed: I gather their opinions, either directly or indirectly, by communicating with the parties; I do not wish to put myself forward as representing them; if I have used an inaccurate expression I shall be glad to correct it.

173. Lord G. Somerset—Was there not a conference with a good many of the Railway Companies at Birmingham on the 19th of January last?—Yes.

174. Were you present?—I was.

175. What Companies were represented at that conference?—I forget; there were a score of the principal Companies.

176. The impression you wish to convey to the Committee arises from what passed then?—No.

177. It has nothing to do with it?—No.

178. Lord Stanley—Was this point raised at this conference?—No, I do not think it was.

179. Was the question raised at that conference whether the Board of Trade ought to act as a Board of supervision, and not of regulation?—No, it was not.

180. Chairman—That meeting was on the 19th of January?—Yes.

181. That was previously to the Bill being brought into Parliament?—Yes.

182. Mr. Thornely—Was not the object of that meeting that the Railway Companies might confer as to the best means of carrying on the railways for the safety of the public, and for the benefit of the Railway Companies themselves?—Certainly. There was a great deal of excitement in the public mind, and the Boards of one or two Companies thought it useful towards giving confidence to the public, and to show that they were practically alive to the importance of doing everything they could for the safety of the public; and that if they met all together for mutual discussion, they would arrive at better ideas for the regulation of railroads than each individual Company could of itself.

183. Have you a copy of the resolutions agreed to at that meeting, which [illegible]?—I have not.

184. Mr. Labouchere—Have you seen the clause proposed, on the part of some of the Railway Companies, to be substituted for the eleventh clause of the Bill before the House?—I have.

185. Do you concur in the propriety of substituting that clause for the one before the House?—So far as to agree that that is the better of the two.

186. Still you would object probably to the degree of discretionary power which is given by that clause to the Board of Trade to interfere for the prevention of accidents on railways?—I think it a wiser course to let there be a Board of supervision for the collection of facts and information, and for grounding on them specific regulations.

187. Upon what principle do you conceive that a distinction is made in the clause prepared on the part of some of the Railway Companies for giving powers to the Board of Trade, and those that would be conferred by the clause which has been inserted in the Bill of Government; on what principle does the distinction go?—The clause proposed by the Railway Companies is more limited in its application; it differs in one or two particular points as to how far the discretion is to be limited.

188. Those points as to which a discretionary power is to be conferred according to the clause proposed on the part of some of the Railway Companies, refer to regulations as to lights and flags to be used in general by the railway guards, policemen, and switchmen?—Yes.

189. Do you not think it quite as possible, if the Board of Trade were to exercise those powers thus conferred, rashly and indiscreetly, that they would do the greatest injury to the railways under the powers to be conferred by the altered clause as under the clause standing in the Bill?—I think they would do considerable injury, but less injury by the Companies' clause than by the more general and vague clause as it stands in the Bill.

190. Do you think it expedient, for instance, that the Board of Trade, if any discretionary power is to be given to them for the prevention of accidents, should have no power of issuing regulations as to buffer-springs or other modes of preventing collisions?—I think there may be specific regulations, if they are thought desirable, which may be put forth now, and decided on after discussion; for instance, as to buffer-springs; if they are put into the Bill we shall know what is intended.

191. As to the mechanical examination of all the passengers' carriages before each journey, do you think that a point as to which it would or would not be expedient to give a power to the Board of Trade to issue regulations, if any discretionary power at all were conceded?—I think that is desirable, it is a desirable regulation to have, but it is what we do.

192. Lord Stanley—The question asked of you was, whether, with regard to the examination of the machinery of carriages before each journey, you thought it desirable that the Board of Trade should have the power of issuing regulations to the Company; what is your opinion as to that?—I should have no objection to the power of the Board going to that extent, if it were specified in the Bill that that was one of the points to which it was to be limited.

193. Mr. Labouchere—As to upholding fences, do you think that that is a point as to which the Board of Trade should possess a power?—It is very important, and I see no objection to its being put in the Bill.

194. As to the sufficient maintenance of the permanent way, is that a point as to which the Board of Trade ought to have power?—I am not aware of any instance having occurred where such a power was necessary.

195. As to the sufficient construction of the carriages; do you think the Board of Trade ought to have any power as to that?—I am doubtful how far that would be of use, lest they should interfere with the mode and style of construction, and that would be going beyond what is useful; if "safe construction" were specifically put down, I am not aware that the Companies would object.

196. Sir J. Guest—Do you think it possible, if a discretionary power is to be given to the Board of Trade, that is to have any efficiency; do you think it possible to enumerate in a Bill all the particular points to which that power should extend?—I am quite aware of the difficulty of doing it, but we think the case has not been made out; we think the whole proceeding is in the nature of a *non sequitur*. It is allowed on all hands that railway travelling is safer by far than any mode of transit ever before known to the public; why therefore come to Parliament for unusual indefinite powers to regulate that mode of travelling?

197. Mr. Labouchere—Is it to be taken, then, that the Companies object to giving the Board of Trade any discretionary powers on this subject?—Not entirely; I will state my reasons why I think no central Board is competent. We admit the ability of the officers, we admit their high character; we admit that if any Board is competent to exercise any such control, this Board would be so. Our objection is not at all to them.

198. Lord Stanley—You have been asked whether you would object to give to the Board of Trade a discretionary power of enforcing the upholding of fences; is not the upholding of fences already required by the existing law, and has not the inspector, under the present law, the power of enforcing it?—No, I think not; I may be wrong.

199. Mr. Easthope—Does not your Act of Parliament enjoin you to uphold the fences?—Yes.

200. If so, has not the Board of Trade now power to enforce attention to the provisions of the Act of Parliament?—Yes, they have, under Lord Seymour's Act.

201. Mr. Labouchere—Have the goodness to state to the Committee generally the objections you entertain to any discretionary power on these subjects being conferred on the Board of Trade?—I will so far as I am able. By Mr. Labouchere's Bill, as it now stands, we cannot gather at all what would be the nature of the regulations (or at least to a very small extent) which would be adopted by the Board of Trade or their officers; but, by referring to the report of their officers, we do gather, in a great measure, the nature of the regulations they propose as being desirable to be carried into effect; and it is upon the nature of such regulations that is founded the alarm of the Companies. In the first place, the officers who made that Report to the Board of Trade have said that it is impossible to mention every regulation that would be necessary in the varying circumstances of the operation of railways; but they say that there are certain regulations which "experience has shown to be necessary," and which would "obviously be conducive to the public safety;" they then go on to instance those regulations as to which, in their opinion, there could be no question. Now as to those, I think I shall be able to show they are not of that character which is necessary to carry out the object intended; I think there are many objections to them; they can only be partially carried into operation: if they are intended to be applied to railways of great traffic, like the Liverpool and Manchester, the effect, in a great measure, would be the contrary of what is intended. First, as to the time-table, it says that "all trains employed in the public traffic, whether passengers or goods, should be worked by time-tables properly constructed with reference to the gradients, &c. of the line, and specifying the time of arrival and departure of each station." Now, on a railway like the Liverpool and Manchester, to carry out such a resolution would produce great interruption to the public traffic. We cannot go so mechanically to work as to say at what time the goods train, for example, shall arrive at each particular station, and for this reason, that the traffic varies so much, that it is almost impossible to regulate the loads, or the number of journies those trains have to make in a day; frequently the demands of the commerce of the town require an extra number of trains to set out at irregular hours when they are not expected, and which would make it, therefore, quite impossible that they should be regulated by these time-tables. If any general law were enforced by penalties, we should find it extremely inconvenient to comply with it. We have a considerable quantity of live stock going from Liverpool to Manchester, it is sent off as soon as it is loaded; if we were under the control of time-tables, it would be extremely inconvenient. The live stock is principally pigs. Very lately, during the frost, owing to the peculiar weather, there was no arrival from Dublin for several days, of this kind of traffic; the market of Manchester was remarkably bare; parties came to us requesting extra trains. In a case of that kind we exerted ourselves, got engines and waggons, and sent off one train after another. All this was quite out of the power of regulation by time-tables; in fact, the general traffic of our line is such that we cannot tell when it will come in; it sometimes comes all in the morning; generally, not till the evening; sometimes not till night: we cannot tell till the day is advanced what the traffic will be; and we cannot, without great interruption, deprive the mercantile community of these facilities; these regulations, therefore, it is conceived, could not be efficiently carried into effect.

202. Under the Railway Bill now before the House of Commons, all powers to be given to the Board of Trade are permissive only, and not obligatory, are they not?—Exactly so.

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202*. Are not time-tables more strictly observed on some of the railways than on the Liverpool and Manchester?—Very probably; for on some it would admit of it more.

203. Do you mean to express an opinion that it is not generally desirable, as far as circumstances will allow, that the traffic upon any railway should be regulated according to time-tables?—In many cases I think it would not be practicable, therefore I should fear inconvenience from a power to order it.

204. Lord G. Somerset—Have the goodness to state what ordinary trains start from Manchester to Liverpool, and at what times?—We have 10 coach trains.

205. Which is the earliest train in the morning, whether for luggage, goods, or passengers?—The luggage train from Manchester to Liverpool generally starts at three in the morning.

206. What is your first train which leaves Manchester for Liverpool, beginning after 12 o'clock at night?—Three o'clock in the morning.

207. What is your next?—The coach train, at half-past seven.

208. What is the next?—The luggage train, about eight, probably.

209. Which is your next?—Nine, the coach train; the next is 10 o'clock; then there is the quarter-past eleven, coach train; then the luggage train about noon; there is a passenger train comes at twelve, or a quarter before twelve; the luggage train follows it a quarter of an hour afterwards; the next will be the coach train at two; about a quarter to three there is another coach train; then there is a luggage train comes about four; I am not perfectly competent to speak to all, but I think I am right; then there is a coach train at five, another at half-past five, a luggage train about six, a coach train at a quarter-past seven; nothing after that, I think.

210. Is there no mail train later than seven?—A quarter-past seven.

211. These trains are from Manchester to Liverpool?—Yes.

212. Are the times of departure calculated with reference to the Grand Junction Railway going southward, or the trains of the Preston and Lancaster, which are to cross yours?—Certainly they have reference to the Grand Junction, for they start from Liverpool and Manchester.

213. What are the times of their starting, the Grand Junction?—The first is at six in the morning.

214. Have they a goods train likewise?—They have.

215. At what o'clock does that run?—I am not quite sure; they have one at night.

216. They have one at eight o'clock at night?—Yes.

217. Have they not the mail train at night?—They have at seven, the mail-coach train.

218. I thought you said one started between Manchester and Liverpool?—At a quarter past seven we start.

219. Have you mentioned all the trains starting from Manchester, whether going to Liverpool or elsewhere?—Yes.

220. Are there any going from Manchester straight to the north?—They are included in this; we join in at Park-side.

221. Is there any train which has a less interval than 15 minutes between that train and another, either for passengers or luggage, starting from Manchester?—No, none.

222. And there are but two passenger trains which start so near together as 15 minutes?—Only two.

223. There are some baggage trains which start 15 minutes after the passengers?—Ten minutes, if necessary.

224. Your principle is, that a train which is going slower may start with more security after a passenger train which is going fast, than *vice versa*?—Yes.

225. Though the extra live stock has to be sent from Liverpool to Manchester, or the extra luggage has to be sent from Manchester to Liverpool, what interval is there between starting those extra trains, and those which have gone previously?—If we get 10 minutes after the coach train, that is enough.

226. What will be the inconvenience if, instead of having 10 minutes, you had 15 minutes in general?—Generally speaking, it would not make much difference; we value every minute, but five minutes are not much.

227. Can you state any practical inconvenience as to goods, whether they go five minutes later or not?—No.

228. Does or does not this clause, as it stands, interfere with you under these circumstances?—Yes, I think it would.

229. How does it interfere, beyond the difference between 10 minutes and 15?—I put that away altogether. If it is meant to be a strict clause, providing that we are to have time tables, stating the arrival of each train at particular stations, when we have extra trains, which are of frequent occurrence, we could not provide for those.

230. Are those extra trains to go at more than an average rate of speed?—No.

231. Then the whole difficulty would be, would it not, that you must send those trains out after an interval of 15 minutes, instead of 10 minutes? I do not see how you could fix beforehand what would be the most convenient time for sending them out.

232. Would you propose to exercise the power you have of sending them out within five or ten minutes of each other?—We do not wish to send them within ten minutes: but we wish to be at liberty to send them out either between eight and nine, or nine and ten, or ten and eleven, so as not to have any specific time.

233. What is there in the recommendation of the commissioners which induces you to suppose, that if they carried out that recommendation, they would force you to start a train at a particular time?—The principal objection to this power is, that we do not know what regulations they will prescribe, but we do know that they could not be carried out strictly and literally.

234. Suppose you felt assured that you would not be obliged to start at a particular time, but that all you would have to do would be, not to start within a certain interval of 15 minutes, would your objection to that clause be abated?—It would be abated, but it would not be removed; we are obliged to send trains to Manchester and Liverpool almost empty; we think it judicious that those trains should go quicker, as practically they are enabled to go, than heavy trains. If we were bound to go at particular rates or times for each stage, it would be exceedingly inconvenient, and would tend to impede the general traffic. Our general plan is, to make the best of our way, according to the load and the wind and weather, and the various circumstances which are constantly occurring to modify particular regulations.

235. Do you think you should make arrangements by which any train on any part of the line would be closer than 15 minutes from the preceding train?—Yes, clearly; it would be exceedingly inconvenient if we were limited to 10 minutes.

236. Do you think it perfectly safe the passengers' train should follow another passengers' train at a less period than that?—Clearly.

237. Is it your habit to do it now?—Yes; continually.

238. Upon what part of the line?—On every part except from the terminal station.

239. You do not consider it necessary for the safety of the passengers that the preceding train should have 15 minutes' start on the average, of a succeeding one?—Clearly not; it would create great discontent on the part of the public if it were so.

240. Why?—If a second class train starts from Manchester they may have a heavy load, or in the event of a high wind, or some defect of the engine preventing it getting on so well as it ought to do, a first class train would pass it; if that second class train, after being passed, were obliged to wait fifteen minutes, there would be almost an insurrection in the train.

241. There would not in that case be the slightest difficulty in passing it on a siding, leaving it to go on at its own pace?—No.

242. You think that is consistent with safety?—Yes.

243. Mr. Labouchere—The suggestion of 15 minutes in this clause is merely given by way of putting a limit to the powers of the Board of Trade, is it not; it does not oblige the Board of Trade to prohibit trains from following each other at a smaller interval, when it may be thought safe to do so?—I hardly see how a general regulation could be made giving that discretionary power.

244. I see in the regulations suggested at the general conference of the Railway Companies, the following regulation with reference to the prevention of accident:—"If a policeman, owing to accident or some extraordinary cause, has to stop an engine when approaching, he must show his red light, and wave his hand-lamp up and down to the height of his head, until the other engine comes up." Do you consider it safe for one engine to follow another, with an interval of only one minute?—In the day time, I think it is.

245. You think this regulation would fully provide for the safety of the public?—Yes, I think experience has shown that regulations of that kind do provide for the safety of the public.

246. You think this would be applicable to all railways?—I think they might; I am not quite sure; I should be sorry to take on myself the responsibility of making regulations for all.

247. Do you think it would be necessary for the Board of Trade, if a general discretionary power of this sort was given, to exercise those powers in a more stringent manner on a railway on which it was obvious that the general arrangements were not very good, from what would be necessary on a railroad obviously and manifestly well conducted?—We think the Board of Trade, or any central Board, has not that experience which is necessary to make them capable of issuing regulations; at least from the specimens of regulations put down here. I should not have confidence in their general discretion in issuing regulations.

248. Lord Stanley—Have you stated all the trains which are in the habit of passing along the line of railroad from Manchester to Liverpool?—No.

249. Are there not a considerable number of other trains, the property of private individuals, which come on at the sidings and pass along the line?—Yes, there are several coal trains, and also the Grand Junction trains, which come on rather irregularly; there are half a dozen coach trains of the Grand Junction.

250. I understood you to state the Grand Junction trains to be going at six in the morning and seven in the evening?—There is one at a quarter past eight, half-past 10, and at four.

251. How many Grand Junction trains are there in the course of the day altogether?—Three o'clock in the morning, one at six, one at a quarter past eight, half-past 10, four, and seven; that is six trains.

252. Besides those, are there not a number of coal trains entering on the line at various parts?—Yes.

253. What regulations are there as to the period which is to elapse between permitting a coal train to enter from the sidings after the passing of any of your other trains, or within a certain time of one of your trains being expected?—We oblige the coal train, if it is anywhere near the time of a coach train, to wait till it has passed; after it has got half a mile, we think it may come out and make the best of its way.

254. Have the goodness to say what you do if a coach train is expected?—That depends on the distance the coal train has to go; if it has to go six miles it may start off the siding, and it will get to Liverpool perhaps 20 minutes]before a coach train has time to come up. If they have to go double the distance, it would be better to wait a quarter of an hour or 20 minutes, till the coach train has passed it; it depends on the distance and locality.

255. Sir J. Guest—How soon does it follow the other train, then?—In about a minute afterwards.

256. Lord Stanley—Within how short a time, or how shortly before a coach train was expected, would you allow the same thing to take place?—The interval between the time a train shall start when a coach train is expected, depends on the locality, on how far they have to go, and on the nature of the train, whether it is a first or second class train; they could go quicker after a first class than a second class train; we are very particular as to our first class trains; the second class is in the nature of a luggage train.

257. Are any regulations issued by the Company, giving directions as to the time at which those trains should be permitted to start, or stating who is responsible for permitting them to come on the line?—It is in the department of the Resident Engineers, who constantly keep a supervision of those matters; the principal regulation is to keep out of the way of the quick trains; it has got into a practice in general to follow the quick trains in almost all cases.

258. Is it not a fact that, so far as concerns the risk in railway traffic to passengers, it is much increased by the number of extra trains travelling at uncertain hours?—I should think the risk must be in some measure increased, but I think it is small and could not be easily avoided; I do not see how on a large line, like the Liverpool and Manchester, you can avoid extra trains; they follow the coach trains.

259. Your examination has been carried on upon two propositions which relate very much the one to the other; the limit of 15 minutes is the second proposition; you have mentioned your objection to both propositions in your general statement?—Yes.

260. Should you object to giving to the Board of Trade the power of prohibiting the passing of one train within 15 minutes of another of the same class, or is your objection confined to giving to them the power of prohibiting a heavy train, for example, from following a fast train within 15 minutes?—My objection extends to both; it is stronger, of course, to prohibiting second class trains from following first class trains.

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261. You consider the interval of 15 minutes is not more than sufficient for two trains of the same class to follow each other, which you calculate at the same rate of speed?—I do not think it necessary.

262. Then you think an interval of 15 minutes is more than is necessary!—I do.

263. Mr. Thornely—What distance on the railway is equal to a difference of 15 minutes in the time of starting?—Seven miles.

264. If the Board of Trade were to order the trains not to start in an interval of less than 15 minutes, it would keep each train seven miles apart!—Yes.

265. Sir J. Guest—Would it not be safer that the coal trains should follow the other immediately?—Yes; because if there is a delay it would not be so well after a first class train.

266. The shorter the period of following, the safer, you think!—Yes; if the first gets half a mile distant, the sooner they follow the better; they are less likely to impede the subsequent traffic.

267. Lord Stanley—As you make an objection to the power of regulating by the time-table, do you understand that the clause, as it is framed, would give to the Board of Trade the power of prohibiting any train from passing particular stations, except at the time specified in that document!—Yes; I understand that power is clearly intended to be given and exercised.

268. Supposing it to be understood that the Board of Trade had power to require the time-tables to be kept at the stations, regulating the time of the passage of all ordinary trains throughout the day, but that they had no power of making any regulation as to the extra trains, except that they should not start within 15 minutes of the time of the starting of another train of the same class and description, would you see any objection to the supervision of the Board of Trade for carrying that principle into effect strictly?—The objection would be less, but it would be frequently inconvenient, from the circumstance of the traffic varying so much; it would oblige us to go at the same speed with a heavy load as with a light one, which would be inconvenient. On a busy day, with a light load, they are glad to make the best of their way, and it is the safest; with a heavy load they would of course go slower.

269. As you understand the clause, the introduction of this clause as to a time-table would prohibit the starting of any extra trains at all?—It might if the Board of Trade issued a strict regulation.

270. Mr. Labouchere—Is it not the case, that the 11th clause provides that such regulations shall not prescribe anything of an experimental nature, nor interfere with the number of trains, nor with the times of starting, nor with the stoppage of trains, nor with the speed of travelling on any railway, further than may be necessary for the purpose of preserving an interval of not more than 15 minutes between succeeding trains!—That interval must be secured.

271. Lord G. Somerset—Your great apprehension is, that you would be obliged to keep an equal distance in point of time, between the different trains?—Yes, with a different class of trains, and with heavy and light loads.

272. What are the precautions by which you prevent the accident of a quick train succeeding a slow one, and in regard to passing that slow one and then proceeding at its own pace?—We never allow them to go within half a mile of each other; the general regulation is, not to come nearer than within half a mile of each other; but then, if a second class train is before a first class, the first class whistles to make known its approach, and keeps at about half a mile distance; and the first opportunity that comes within their scope, the second class goes into a siding, and the first passes on.

273. That provides for the safety of that quick train; but what is the regulation with regard to those trains crossing your line, by which the slow trains shall not either run into them, or they shall not run into the slow ones, if they do not keep their time!—We have the same regulation to keep within half a mile.

274. Take foggy weather for example, how do you manage then?—We have the policemen on the road.

275. How could he give a signal half a mile off; have you any particular fog signal, which allows you to give notice so as to produce a proper result at half a mile distance?—No; we are liable to those difficulties.

276. Do you not conceive that there is considerable risk in foggy weather?—There is, no doubt, more risk in foggy than in clear weather.

277. But I mean, by not causing your trains to keep their time, do you not conceive there is more risk!—Yes, but we should consider the inconvenience to the general traffic of the line.

278. You have to consider the general traffic on the one hand, and the risk on the other, and you think the risk the least important!—We think the risk is really so small, as not to be set against the interruption of the traffic.

279. Yours being the oldest railroad of any importance, your system you conceive to be as good as possible?—No, by no means; I should be sorry to say so; we have got on practically very well; we have been fortunate, and have escaped accidents very well, and I attribute it, in some measure, to the very great traffic; we have obliged every engineman to be constantly on the alert. Very few accidents occur in crossing Cheapside, for example; everybody is obliged to be on the alert and to look about him; that is the principle we inculcate at all times.

280. You think the principles having been so successfully applied to your railroad, could be universally applied!—I think so, gradually.

281. Are they universally applied!—They are getting to be; but I am not able to speak to other lines minutely.

282. Do you not think it desirable that the same system should prevail throughout which has been so successful in your case!—I think what is good in our system ought to be adopted on other lines, and what is good in others ought to be adopted upon ours.

283. Have you the means at this moment of communicating with, or of acquiring from, other parties that which is good passing from the one to the other!—No; on that account I think a Board of supervision, to inquire and ascertain what is going on on all railways, and when it found an improvement on one, to communicate it to the others, would be very useful. I think the parties would be very loath indeed not to follow such recommendations as came from so high a quarter as the Board of Trade. Our apprehension is, that if they have the actual power to order regulations, they might make such as would not be adapted to particular lines of railway, and so do mischief.

284. Mr. Labouchere—Are you aware that by the 11th clause any Company should be at liberty to memorialise the Lords of the said Committee against any such intended regulation, which memorial shall be filed by the said Lords in their proper office for such purpose, and submitted to Parliament, if they object?—Yes.

285. Do you not think that is a considerable security against any ill-advised regulation being enforced on a Company by the Board of Trade!—I certainly think it is a security; but after all, it becomes a question between the officers of the Board of Trade, and the officers of that particular directory.

286. Sir J. Guest—Do you think, if any rule was to be laid down by the Board of Trade, applicable to all sorts of lines, whether long or short, and affecting all sorts of traffic, it would be as effectual for preventing accidents as those given by the officers of such railways!—It is almost impossible to make such a rule in the present state of knowledge; from the present state of railway experience.

287. Lord G. Somerset—That would be a very good reason for not laying down in an Act of Parliament precisely what they should or should not require; but is it an equally good reason against having a discretionary power, assuming, in the first instance, that that would be properly and discreetly exercised?—The question is, whether the experience of railways so far shows the necessity for the discretionary powers, or the evils attending them make them desirable.

288. You are aware, that following the 11th clause, which we are discussing, there is the 12th clause, which enacts a penalty in case of a Railroad Company disobeying the orders of the Committee of the Privy Council, and it says that that penalty may be recovered in any of her Majesty's Courts of Record; that of course would subject all penalties to the discretion of a jury, but the jury would only have to consider whether not they had exceeded their powers, that is to say, whether the orders of the Privy Council were according to the powers entrusted to them in the Act of Parliament and no further; but suppose, in addition to that, the jury were to decide whether or not the orders were such as ought, in the exercise of a sound discretion, to have been given by the Privy Council, would that modify your objection in any degree to such large powers being given!—It might modify it; but it would be giving to the jury a power and province which they are not very competent to fulfil.

289. Mr. Easthope—Do you not think such a power given to juries, as juries are generally selected, would be very likely to be exercised with great irregularity?—I think they are not a competent tribunal.

290. Lord George Somerset—You would have two safeguards, first, the discretionary powers of the Board of Trade, then the discretionary control of the jury; do you think under such circumstances it is probable that the Board of Trade would exercise its powers in an improper manner?—I would rather have this Committee than a jury to settle the matter.

291. Mr. Easthope—Upon the whole, would you not much rather that the entire power should be with the Board of Trade than with a fluctuating body like a jury?—Yes; I hardly know what would be the result.

292. Lord Stanley—As to the time; how many trains have you known of one kind or another which come into Manchester in an evening, in the course of an hour, in practice!—Not above half a dozen.

293. You have known half a dozen trains come into Manchester in the course of an hour?—I think six in an hour.

294. The average interval then does not exceed 10 minutes?—No, and sometimes five.

295. The interval between many is not more than five?—Not more than five.

296. Do you conceive that if it were provided that no train should pass the station at Parkside on its way to Manchester, within a quarter of a hour of another train, the traffic you have on the Liverpool and Manchester, including the Grand Junction, could be carried on?—I think it could not; we should have quite an accumulation of trains at that point.

297. Suppose each train had to wait at Parkside, where six trains arrive in course of an hour, and each stopped till the train before it had gone on a quarter of an hour, do you conceive the traffic could be carried on?—I do not think it could.

298. Sir J. Guest—And it would make it more dangerous?—Yes.

299. Lord Stanley—Do you conceive that greater or less danger would arise from that regulation being enforced, as compared with the present system?—I am not quite sure, as to the point of danger, that there would be much difference: the inconvenience and delay would be great.

300. Mr. Labouchere—If your statements are correct, would it not obviously be the duty of the Board of Trade not to exercise this power to its full extent in the peculiar case of your railway?—I think it would, decidedly.

301. You think it would be preferable to fix the limit of 15 minutes in the clause than to leave an unlimited discretion to the Board of Trade!—I think it is worse, for by naming 15 minutes you seem to sanction the interval.

302. Are you aware that the Board of Trade, on on that objection being made, offered to omit mentioning any time, if that was preferred; but that, on the part of the Railway Companies, the limit of 15 minutes was insisted on, and that importance was attached to it?—I am not, aware of that, unless there was coupled with that "from the terminal station." I should not so much object to that, confining it to passengers starting from the terminal station; but that would not do on short lines.

303. Lord G. Somerset—Do you not think a fast extra train is much more dangerous, both to the public and to passengers by railroads, when they have to pass permanent trains?—No, I do not think, on a well-regulated railway, fast extra trains are dangerous.

304. Not when put on suddenly, without previous communication!—We avoid that if we can possibly help it. I should say there is very little danger on a clear day, almost none; on a foggy day it might be dangerous.

305. Are there not many railroads where there is much more probability of there being impediments, such as from workmen doing repairs, or from those coal trains, and so forth; and if you put on an extra fast train, is not the danger much increased?—Yes; but it would be the duty of the engineer not to have a fast train; in this particular case he must look out, and if he sees repairs going on, he must make a signal and they will stop. We are obliged to act according to emergencies.

306. Have you any mode of giving immediate signals along the Liverpool and Manchester railroad during clear weather?—We have people along the whole line with flags. We have no mechanical signals, no telegraph, or anything of that kind.

307. Mr. Easthope—As to the 15 minutes, whether the control be with the Board of Trade, or whether it be with the respective Companies, should you not consider it to be more expedient that no numbers should be fixed, but that discretion should be used according to the respective circumstances; and do you think that setting up as a general rule a distance or time of 15 minutes, would be likely to conduce to safety!—No, I think not; I think it could not be carried out; I think naming 15 minutes is objectionable.

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308. Mr. Labouchere—Would you prefer a general discretionary power on the subject of time being given to the Board of Trade, to a power being given with a limit of 15 minutes?—I think I would.

309. Mr. Easthope—Admitting that it were determined that the Board of Trade had to control this, would you then prefer that it should be left to their unlimited discretion, without any mention of numbers?—I should prefer it individually; I do not know the feeling of others.

310. But do you think it would conduce more to public safety that they should be made responsible for the exercise of their discretion than that they should in any degree be relieved from responsibility by adhering to those numbers?—Yes, I think it would be preferable.

311. Chairman—You stated you frequently sent many extra trains in the course of the day from Liverpool to Manchester; do you adopt any means of giving notice along the line that such additional train is to be expected?—No, we do not think it necessary.

312. Mr. Greene—Have you a policeman or an officer at the entrance of every side railroad?—Yes, we have a policeman stationed there.

313. It is with him the discretion rests of allowing that train to enter on the main line or not?—Yes; under the regulations of the Resident Engineers, who are moving about superintending the operations of the railway.

314. Lord Sandon—Do you think it possible, practically, in the business of railways, to prescribe any certain interval between the passage of trains at every station?—I think not, particularly on such a line as ours, it would be almost impossible; for instance, starting from the terminal station, it is very useful occasionally to wait a little for the accommodation of the traffic: we may wish to start at 12, but we have a dispatch at the bottom of the tunnel that half a dozen loads of live stock are coming, which it is very important to get to Manchester before the next three or four o'clock train; we would rather wait 10 minutes than disappoint the people, and we do not practically find any inconvenience in waiting, that would be put an end to by these regulations.

315. Lord G. Somerset—Who is the officer who decides on the propriety or impropriety of acceding to such a delay?—He is the man in command of that particular station.

316. Has he any written instructions given to him?—I do not think he has, bearing on that; the Resident Engineers are moving about continually.

317. Who is the man who may say at this moment, "this may be done," or "this may not be done?" the safety or danger of such a delay must depend on a knowledge of the general traffic, and unless the individual has the power of giving orders, and is acquainted with all the traffic of the railroad, you admit, I presume, he cannot cause delay without very considerable risk?—No, I cannot admit there is much danger in the case, not at the terminal stations.

318. But do you not admit that it is necessary the party who determines on the delay should be aware of all the traffic, not merely that which leaves Liverpool and Manchester, but of that which crossed your railroad?—There is very little traffic crosses the railway.

319. Do you conceive a person who is to authorise that delay, or change of time, or whatever you call it, ought not to be fully informed of all the traffic?—He knows of all that starts from Liverpool, which is all that is necessary.

320. You think the cross traffic at Parkside is not of the least importance?—It is not of the least importance as regards the time of starting from Liverpool.

321. Mr. Thornely—Those are all slow trains?—Yes; luggage trains, and cattle, and coals.

322. Therefore the person to regulate this department makes his arrangements according to the travelling on the line?—He takes care not to intertere with the coach train; he will not delay a train if it is likely to intertere with the coach train, he would wait till it has started.

323. Is not the person who conducts a train on a railroad acquainted with the traffic on the line?—Practically he is, but those on the middle of the line cannot be acquainted with the extra trains that may come; but those are exceptions.

324. Mr. Labouchere—Is it not the case that almost all Railroad Companies are in the habit of giving notice of the extra trains that may be expected?—We may not have time.

325. There are no such regulations on your line?—No, we have not found it necessary to have them.

326. Lord Sandon—Who is practically the person who gives directions about the starting?—The man who has the superintendence of the arrangement of the line at the top of the goods tunnel.

327. At every station?—The intermediate stations are of so little importance on our line we have there few but policemen.

328. Mr. Labouchere—Go on, and take the next point?—It is No. 3, "That no engine, waggon, truck, or any description of carriage whatever, not forming part of the regular trains, should be allowed to enter on the line of rails devoted to the public traffic, without a pass ticket issued by a responsible officer of the Company." I do not see any objection to that. No. 4 is, "That it should be a general rule not to allow any ballast train or waggon to remain on the line within half an hour of the time when a train is due, nor to allow return engines to approach within 15 minutes of a train;" here it is made absolute, as to the ballast train it is suggested, as a regulation which experience has proved desirable and obviously conducive to the public safety, that it should be a general rule not to allow any ballast train or waggon to remain on the line within half an hour of the time when a train is due, if that was the case we could hardly have a balast train on the line from one end of the day to the other, for the trains are due within half an hour of each other; if they are near a terminal station, from which we know a coach train will start, we should think 10 minutes quite ample to get out of the way; if it is a clear day, and a straight line, it is quite sufficient to wait till we know them coming, we could not get the work of the line done if we were to be bound by this specific regulation, we have 24 trains, and each is due always in about half an hour, but not at equal intervals—we cannot do it; such a regulation on our line would be absolutely impracticable.

329. Mr. Labouchere—Ballast trains have been the cause of some serious accidents, have they not?—They have, they require to be under some regulation, but that one would not do.

330. Mr. Easthope—Do you think that if that regulation were enforced it would rather increase the liability to accidents than diminish it, by not allowing sufficient time for the maintenance of the road?—I hardly know what the effect would be, we could not comply with it; they are not aware of the effect of their own regulations in this case.

331. Mr. Labouchere—Go on to the next point, if you please?—"That every engine-driver and guard should be furnished with time tables, and also with printed instructions, specifying, among other things, the maximum speed upon different portions of the line, and the rules as to signals, &c. which are to be invariably adopted." With regard to specifying the maximum speed, that would be very inconvenient with a mixed traffic like ours; we are obliged to regulate the speed according to the circumstances of the case, according to the load, whether heavy or light.

332. Have not some of the late accidents happened in consequence of the extreme speed at which the engine-drivers have improperly driven the engines?—I am not aware that that has been the case.

333. Mr. Thornely—Your railway being the length of 30 miles, do you think a time table is necessary for the guards of your coaches?—No, we have not found it to be so; it would be very inconvenient for the guards of coaches to have time tables: we have 20 stopping places, and power to make more if the Directors like, and it should be found convenient to the public; we do not stop at all places, but we stop sometimes at six or eight on half the line, and we have scarcely any stoppages on the other half, on that half we make up for the delay on the other; but if we are to be limited by a time table we must be stopping at every one of the 20 stations, which would delay us a quarter of an hour; we do not know at which end of the line the stops may take place.

334. Lord Stanley—In your second class train, is it not a fact, that in a journey occupying on an average under two hours, the number of places at which you have to stop makes a difference of no less than half an hour or three quarters of an hour?—Yes, between the two.

335. Is it not the fact, that with places to stop at, the second-class train performs a less distance in an hour and a half, and in many cases they are two hours and a half?—It is much easier to perform the journey with a first-class train in an hour and a half, than with a second-class train in two hours.

336. Sir J. Guest—The stopping causes a loss of time?—Considerable.

337. Mr. Greene—Do you not understand the words "the maximum speed" to mean, while the engine is going, not including the stoppages?—I hardly know the advantage of putting down a speed not likely to be exceeded, it would mean nothing, it would be a very varying speed; we could not rely on it as to the stations; it would vary with the load.

338. Mr. Labouchere—Is there no rate of speed which ought not to be exceeded on a railway with safety to the public?—Yes, there is.

339. What should you state it to be?—Perhaps 40 miles an hour.

340. Sir J. Guest—Would not that be a great deal too much on some lines?—Yes, it would, perhaps.

341. Lord G. Somerset—Do you expect much increase of the traffic, as between the north and south, on your railroad, taking Lancaster on the north and Birmingham on the south, from the northern railroads passing on to the south?—Not a great deal; there will be a little increase.

342. Do you think there is a maximum of trade on it now?—I think we have got to something like a settled traffic; I cannot call it a maximum; any very great increase is not anticipated.

343. Lord Sandon—Is not the fact of the case this, that no precautions which can be taken against the want of vigilance on the part of the persons employed on the railroads can be prescribed, without being practically so inconvenient to the general service of the public, as to make it impossible to enforce them?—I think it is hardly possible but that it should be so.

344. You would say, on the whole, it is not desirable to impose such precautions as would appear to be necessary, supposing the parties do not exercise the vigilance they ought, and generally do exercise?—Yes, clearly so.

345. Mr. Labouchere—You think there is no simple general regulation it would be desirable to enforce on all railroads?—I think very possibly there might, and we should have no possible objection to any defined regulation that might be chosen.

346. Do you think it is easy to define what they might put in an Act of Parliament?—I think it is not very easy; I think the time has hardly come for that.

347. Lord Sandon—Are there any simple points on which you could found regulations which could be generally acquiesced in as protecting the public safety?—Very possibly there might; I do not know how far it would be satisfactory.

348. Mr. Loch—Your observations are confined principally to the Liverpool and Manchester?—Yes; I must be understood as speaking to that line.

349. Lord Sandon—Would you prefer giving to the Board of Trade the discretionary power, on certain points specified in the enactment, rather than give them discretionary powers with regard to all points, except those which are especially excepted?—I would rather name the points on which they should have a discretionary power.

350. But on certain points you think there would not be much difference of opinion with reference to the discretionary powers which might be entrusted to the officers of the Board of Trade?—I think there might be some.

351. You wish to see them specified in the Bill, not giving a general power?—Yes.

352. Mr. Easthope—Is it because you think there is great difficulty in specifying those points now, with general advantage to the public safety, that you state you wish the Board of Trade to be limited to supervision, and to wait the result of better knowledge before they go to anything beyond supervision?—Yes, clearly; and their recommendations would have great weight; I am quite sure any Company would be put very much in the wrong if there was any accident, if they did not follow their recommendations.

353. Mr. Labouchere—Do you know how the powers of the Board of Trade as to Railway Companies have been exercised; whether in general they have been exercised in concurrence with the Railway Companies, and whether there has been a good understanding between them?—There has been a very good understanding between the officers of the Board of Trade and the Companies.

354. In general, they have moved on harmoniously together?—With one exception; the Board of Trade have issued communications to the Grand Junction Company.

355. What do you mean?—There has been an application on the part of the carriers, for the Board of Trade to exercise the powers given to them under Lord Seymour's Act, of prosecution by the Attorney-General; we have evidence we shall be happy to give to the Committee on that point.

356. Lord Stanley—Could you state to the Committee how far you think it would be safe, or meet with the general concurrence, to name the points on which to entrust discretionary powers to the Board of Trade?—I think it would be difficult; I disclaim the ability to do it

357. Lord G. Somerset—You state, you conceive

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the limit of safety to be 40 miles an hour on your railroad?—About that.

358. As a general proposition, you think that any speed much beyond 40 miles an hour would tend to increase the danger considerably?—Yes, at present.

359. Your railroad is peculiarly well formed in point of gradients and curves?—It is.

360. Lord Stanley—In point of gradients, you have one of the most objectionable inclined planes, have you not?—We have only one inclined plane each way; the rest of the road is very good.

361. Lord G. Somerset—You have certain gradients by no means favourable?—We have an inclined plane in each direction.

362. Do you think it safe to go 40 miles an hour down that inclined plane?—No; we have strict regulations that the trains are not to exceed from 20 to 25 miles an hour.

363. It would not do to say no train should go more than 40 miles an hour?—No.

364. It would not secure the safety of the passengers?—No.

365. What rate of speed are the engineers desired to adopt on this gradient?—Not to exceed from 20 to 25 miles per hour.

366. Consequently, as to the maximum rate of speed, there ought to be orders given adapted to each part of the railroad, or at all events to each railroad?—It would require a very complex order to adapt itself to all.

367. Is there not another point, as to curves, which would also require consideration in laying down the maximum speed?—Curves in cuttings are objectionable; it depends on the circumstance of the particular journey; if you are aware that there is nothing before you, there can be no objection to going pretty quick round them.

368. But they are to be considered?—Yes.

369. How would you manage as to any clause defining the powers of the Privy Council to lay down what is right and what is wrong?—I should be very sorry to undertake to write a clause of that kind.

370. You think it consistent with the safety of the public there should be no power to prevent 50 or 60 miles being adopted as the speed?—I think, of all other things, the one in which the interest of the Companies coincides with the public interest is that of safety; as to fares and things of that sort, there is a collision, but as to public safety, they are so anxious to make proper regulations themselves that other regulations are not necessary.

371. Mr. Labouchere—Have you read an account of the circumstances attending the late accidents on railways?—I have read most of them, I think.

372. Are you not of opinion that it is plain that, in many instances, those accidents did result from the want of proper regulations on the part of the Companies to secure the public safety?—I think it is possible, in some instances, they may; but I think in the infancy of railways it is hardly to be wondered at; gradually they will find their own interest in making regulations: they have paid every attention to Sir Frederic Smith, on the part of the Board of Trade, in doing that which you propose to get power to compel them to do.

373. Sir J. Guest—How could the powers with regard to the rate of speed be enforced; how could you prove the excess of speed?—It is difficult to do it minutely.

374. Suppose a Company exceeded the prescribed limits, how would it practically work, so as to prove the excess of it, to bring it to the knowledge of the Board of Trade; how would you get evidence of it?—I see a difficulty there; I do not know.

375. How could a person prove, that on a given part of the road a train went 20 miles, and on another part that they went 21 miles an hour?—It would be very difficult.

376. Chairman — Have you ever on your road punished an engineer for going beyond the prescribed speed?—Yes.

377. How did you prove it?—I have been in the train myself, and I trusted to my own estimate of the speed. It is what you cannot measure accurately; but in going down an inclined plane I can tell whether I am going 20 or 30 miles an hour.

378. Lord G. Somerset—You do not think it impossible?—It can be proved in this way; it is capable of proof, within limits.

379. You were so certain of the fact, that the man was punished in consequence of your knowledge?—Yes.

380. Mr. Greene—You have marked the distance?—Yes, we could prove it by the watch; but I would not trust to the proof of it from a casual passenger; they have looked at their watches and said, "We are going 50 miles an hour," when they have mistaken a quarter of a mile for a half mile post.

381. Sir J. Guest—Suppose it occurred at night, how would you detect it then?—At night it is not very easy.

382. And there is more danger at night than in the day-time?—Yes; I am afraid we must submit to some danger under the best regulations.

383. Chairman—What is the next point?—"That the guard should keep a journal." That might perhaps do on large lines with first-class trains; but on ours, where we have 20 stoppages in 30 miles, for a man to pull out his book and put down the time would lead to no practical good.

384. Mr. Thornely—Might not that be done by your agents at the stations?—It might if it was thought necessary. It is very undesirable to multiply business of that kind; and, when done, it is done in a loose and slovenly way.

385. Lord Stanley—Does not a clerk at each of your stations keep the time at which each train comes in and goes out?—At the termini.

386. Not at the intervening stations?—No; it is hardly desirable with the number of stations on our line. The man merely has to open and shut the gate; the train stops, takes up the passengers, and goes on. They do not keep a record there.

387. Mr. Thornely—At Newton and Parkside they do, do they not?—No, I think not.

388. Mr. Labouchere—Is it not a fact that a great majority of the Companies have some code of regulations for the guidance of their servants?—Yes, we have.

389. In the event of any Company opening without any code of regulations at all, do you not think it would be desirable to oblige them to form a code of regulations before they opened?—They certainly ought to have a code. I do not know the best way of compelling them.

390. Sir J. Guest—Is there not a code for every railroad?—I cannot speak to any railroad that has not. Ours having been the first, I think our code has been the basis, adapted to the circumstances of other railways.

391. For their own security do not the railroads adopt one?—Yes, they must be most anxious to have it.

392. Lord G. Somerset—By a code of regulations, you mean one that is written?—Yes, and printed.

393. Sir J. Guest. And they are given to the engineers, are they not?—Yes, and the gatesmen and clerks; we make them generally known.

394. Lord G. Somerset—If it turned out that a very serious accident had happened on a railroad, and no regulations at all had been written out or delivered to the engineer, what would you say to that?—I think it would go hard with the Company if it came before a jury.

395. Do you think that it is consistent with your general principle that the interests of the Directors and the interests of the public are so entirely one and the same, that such a case is not likely to occur?—I think it not likely to occur.

396. The fact of its having occurred would perhaps induce you not to rely quite so much on the interests of the Directors as being the only thing to insure the safety of the public?—It might.

397. Sir J. Guest—Is it not a heavy loss to the Company in such cases?—Very heavy, with regard to their own interests.

398. It is a positive loss, independently of the sum given against the railway?—Yes.

399. Mr. Labouchere—Will you proceed to the next point, if you please?—"That every description of passengers' carriage shall be provided with buffer springs." I have no objection to that.

400. You think it would be desirable?—I ought to mention, in fairness to other lines, we have no third class trains; we have as good buffers on the one as the other.

401. Do you think it would be desirable that all Railway Companies should be obliged to provide buffer springs for passenger carriages?—I think they are very good things for the public safety. We have no third class carriages. I do not like to presume to legislate for others.

402. Lord G. Somerset—Do you think there is any reason why third class passengers should be exposed to greater danger than others?—No.

403. Lord Sandon—When troops are carried do you put on buffer springs?—No; we occasionally put them in second class carriages.

404. To the second class carriages are there buffer springs?—Yes, unless the number is so large that we are not able.

405. They generally go in that class?—Yes.

406. Mr. Labouchere—Do these springs cause much additional expense?—About 30*l.* each carriage.

407. Lord G. Somerset—Suppose any accident happened to soldiers having these baggage trucks, in consequence of the absence of buffer springs, how would you justify such a course?—Our justification would be, that the soldiers came unexpectedly, and in such large numbers that we had not carriages sufficient for them. They must take their chance; the risk is very small. I should not object to going in a waggon on an emergency.

408. Sir J. Guest—Is there any increase of positive safety to third class carriages by buffer springs?—I think there is additional safety in a buffer spring.

409. To any extent?—I hardly know to what extent.

410. Lord G. Somerset—You contract with Government for the carriage of soldiers at a very low rate?—Yes.

411. Mr. Labouchere—Are there buffer springs to those trucks in which private carriages are placed?—Yes; there ought always to be, and to the horse boxes too.

412. Mr. Easthope—Should you not say it was very dangerous and very inexpedient to have first class carriages without buffer springs?—Very inexpedient.

413. Why so?—The ease of the passengers is very much consulted in it.

414. Why is it your opinion that there is more ease?—You are less liable to jolting.

415. If so, are you not more secure?—Yes; I think so.

416. If you are more secure in a first class carriage, should you not be more secure in a third class carriage?—Yes.

417. And must there not be danger without them in proportion, if the security is increased by having them?—Yes; I think they are more likely to keep on the line of road with the springs.

418. Lord Sandon—The passenger outside a coach incurs more danger than those who are inside?—Certainly; he is willing to incur it for a cheaper fare, and third-class passengers might rather be carried cheaper than have the buffer springs.

419. Sir J. Guest—As those buffer springs increase the expense, you charge more for them?—Yes, you ought to do so.

420. In point of fact those carriages which are without them are not more dangerous in regard to keeping the road than the others?—There is not much difference, there is very little difference as to keeping the road.

421. Lord G. Somerset—Is not one of the dangers of collision the way in which the passengers are tossed, sometimes against the sides, sometimes against the top?—Yes.

422. Do not the buffer springs, or something of that kind, go far to prevent that danger?—Clearly.

423. Are not third class carriages more liable to serious accidents than the first class carriages?—I do not know that they are more liable.

424. But in that way?—If they had not the springs they would be.

425. But suppose they have springs, is there not more liability to accidents in that particular, is not their construction less easy in other respects?—I apprehend the bearing springs are pretty much the same.

426. But does not the padding which a first class carriage has go far to resist the effect of collision?—Certainly, to some extent.

427. Mr. Labouchere—Do you happen to know if buffer springs are generally employed on other railways besides your own?—I do not know; they are employed between London and Liverpool. There are a great many railroads I have not been on.

428. Sir J. Guest—Would not the effect be, that if Railway Companies were obliged to have buffer springs to third class carriages, a larger charge would be made?—As it constitutes a more expensive carriage they would be entitled to a higher fare; it is a question whether a man would rather take the higher risk and pay a less fare, or pay more and have less risk.

429. Are you aware that a very small difference in the fare would make the man go by some other mode, such as walking?—I think it would be very likely; we have no third-class carriages.

430. Chairman—Now, as to the next point, the number of breaks; would you look at the next suggestion?—"The last carriage, and at least every fourth carriage, in trains in which passengers are conveyed, to be provided with a proper break." We insist on a greater number of breaks than that, for we have inclined planes.

(To be Continued.)

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DUNDEE AND ARBROATH RAILWAY COMPANY.

REPORT by the Committee of Management to the Annual General Meeting of the Company, held the 2nd day of June, 1841.

(For Report of the Proceedings, see Railway Times of the 12th June.)

YOUR Committee will now state to this meeting the present position of the Company's affairs, which they think is cheering, and calculated to satisfy every reasonable anticipation of the shareholders.

The line is in full and efficient working order, and all that is now necessary for enabling the Directors to accommodate every description of the traffic of the district is to have additional space for a loading bank and depot near to the Dundee terminus. Upon this point there is no difficulty in the way of the Directors. There are many suitable situations, any one of which could be obtained on fair and reasonable terms; and it will be the duty of the gentlemen in the management for the ensuing year, to decide upon the best and most advantageous piece of ground for the objects in view.

It will be necessary for the Directors to open a communication with the Trustees of the Harbour of Dundee, in regard to the construction of rooms at Trades-lane, in connexion with the present shed for the accommodation of passengers, and for the transaction of the in-door department of the business of the Company: also to arrange the sum, under the submission entered into between the trustees and the Company, to be paid to the latter for the railway works within the precincts of the harbour. From the disposition hitherto shown by the trustees to meet the wishes of the Directors, they have every reason to think that both of these subjects will be amicably considered and adjusted.

The books of the Company have been balanced up to the end of the financial year, and gone over by the Directors with the greatest care, and the statements and abstracts required by the statute have been prepared, and are now laid upon the table for the information of the shareholders.

From these statements it will be seen that the total sum which has been expended upon the works, and comprehended in the Parliamentary estimates, amounts to	£107,271	13	1½
The sum expended upon stations, locomotive engines, &c., amounts to.....	36,280	12	7
Making the total expenditure, up to the present time	£143,552	5	8½

In the above sum is included the expense of the great bulk of the embankment from Carolina Port to Trades-lane; also of the rails, chairs, and blocks, which will fall to be repaid to the Company under the submission before mentioned, but in the meantime they must be included in the amount of the expenditure.

It will been seen that the expenditure exceeds the sum of 140,000*l.*, which is the maximum amount contemplated under the statute. In addition to the above sum, it will be necessary still to expend a considerable amount in fitting-up the depot in Dundee and at other places upon the line. The sum to be received from the Harbour trustees will, it is believed, nearly clear off the excess in the expenditure; but, as it is not exigible until they come to acquire the portion of the railway within the precincts of the harbour, provision must be made for raising the necessary funds in the meantime. There are only two ways of doing this—either by going to Parliament for additional powers to borrow or convert the debt into stock, which has been found very advantageous on many lines; or by the Directors for the ensuing year interposing their personal guarantee for the sum until additional powers shall have been obtained and the sum received from the Harbour Trustees. The Directors think that at present the latter is the preferable course, and full power and authority ought to be given to borrow on the personal security of the Board such additional sums as may be required for the purposes of the Company; and, farther, power should be given to the Directors to go to Parliament, and to obtain powers for converting the debt into stock and dividing it amongst the shareholders according to the amount of the original stock held by them, or to obtain such other and additional powers as may be best calculated to promote the interests of the Company.

The Directors may here state, that, even after the expenditure of the additional sum contemplated, the expense of the works is very small indeed when compared with the large sums which are daily being expended in similar undertakings. The sum of 150,000*l.* will include the whole expenses of forming the line, stations, engines, carriages, and other furniture of the Company.

REVENUE.

An account of the revenue has been made up, from which it appears that the sum earned during the past year amounts to....	£12,874	18	3½
Add to this the balance of last year's account, set aside and undivided, and interest upon it.....	577	11	0
	£13,452	9	3½
From this there falls to be deducted the expense of working the line, maintaining the engines, carriages, and way, in efficient order, and the expense of management ..	7,395	8	1½
Leaving a surplus of.....	£6,057	1	2

Out of this sum the Directors would recommend you to declare a dividend of 5 per cent. (which is equal to 5,000*l.*), payable on and after Friday, the 2nd day of July next, and to reserve the balance of 1,057*l.* 1s. 2d. to form the surplus fund.

The Directors are aware that there is a difference of opinion in regard to having a reserved fund, and that some entertain the idea that a dividend of 6 per cent. might have been declared; but the Directors feel that it is the more prudent course to divide 5 per cent., and to leave the sum of 1,057*l.* 1s. 2d. to meet any extraordinary contingency which may arise. It is proper to remark on this branch of the subject, that all the engines, carriages, and waggons, have been kept in the best state of repair, and the principle of the management has been to keep the whole in the most efficient working order.

The revenue of the former year 1839-40 was 9,285*l.* 3s. 11d.; and it was only by adding the sum of 1,334*l.* 17s. 4½d. earned in 1838, that the Directors were enabled last year to divide 4 per cent., whereas in the present year the revenue amounts for that year alone to 12,874*l.* 18s. 3½d. which gives an increase on the former year of 3,589*l.* 14s. 4½d., which cannot fail to be gratifying to you as clearly demonstrative of the rapid increase upon the trade of the line.

The Company was deprived of the valuable services of the Manager, Mr. Symon, in the month of October last, by his resigning his situation. After fully considering the subject, the Directors appointed Mr. Marshall, the Accountant of the Company, to the office of Manager, at a salary of 150*l.* per annum. This appointment, the Directors are happy to say, has fully realised all their expectations, and they think it due to Mr. Marshall to make you aware of the able, efficient, and prompt manner in which he discharges the various duties of his office. He not only acts as Manager, but as Accountant, and has the sole management of both departments of the Company's business. The Directors recommend to this meeting to fix his salary for the present year at two hundred guineas.

The passenger tax upon railways has occupied much of the attention of the Directors. Through the medium of Sir Henry Parnell, they were enabled to compound with the Government for these duties, by which a very considerable saving was effected to you. More recently, all the Railway Companies in Scotland joined and concerted one common measure for obtaining a more equal and fair application of this tax. Each of the Companies was represented in London; and, at the request of the Directors, Sir Henry Parnell most readily and kindly agreed to act as the deputy or representative of this Company, and attended a conference with the Chancellor of the Exchequer, when he announced his intention of bringing in a measure to fix the duty by a percentage upon the gross revenue, which will be much in favour of the Scottish lines of railway. To Sir Henry Parnell, therefore, the Directors feel that the Company is under deep obligations, which they consider it their duty thus publicly to acknowledge.

The only other subject remaining to be noticed relates to carrying the mail upon the Sabbath Day. As the Directors consider it to be a question upon which the sense of the shareholders ought to be obtained, they will refrain from any expression of opinion, leaving it to the meeting to determine upon the course to be pursued. It is proper, however, to state that they have forwarded to each of the shareholders the following excerpt from their Minutes:—

> Excerpt from the Minutes of a Meeting of the Committee of Management of the Dundee and Arbroath Railway Company, held within the Company's Office, upon Saturday, the 24th day of May, 1841, at 10 o'clock forenoon.
>
> The Directors, having taken into consideration the various representations which have been made to them by the Synod of Angus and Mearns, the Kirk Session of Dundee, and others, against carrying passengers upon the railway on the Sabbath Day, and having assured these bodies that the question would be left for the decision of the General Meeting of the shareholders to be held on the 2nd proximo, the Directors think that it is their duty to state shortly to the shareholders what has occurred upon this subject, that they may resolve upon the course which they would prefer to be adopted under existing circumstances.
>
> The Postmaster-General, under the authority of the Act of Parliament thereanent, has required the Directors to carry "the Edinburgh and Aberdeen day mail coaches, with the mails and post letter bags," between Dundee and Arbroath, "*once each way in each day of every week.*
>
> The Directors, after some negociations, fixed 300*l.* per annum to be paid by the Postmaster-General for carrying the mail-bags and the guard; and they are carried by the railway at present every day in the week, including Sunday.
>
> The Directors have, however, confined the mail trains on Sunday to carrying passengers travelling by the mail only, until the sentiments of the shareholders shall be known.
>
> The Directors have resolved to run only first and second class carriages by the mail train, and to charge increased fares. The trains leave Dundee at a quarter past 11 o'clock *a.m.*, and Arbroath at 1 o'clock *p.m.*
>
> The Directors are of opinion that it would be inexpedient to open the railway for promiscuous passenger traffic upon the Sabbath Day; but they think that a difference of opinion may fairly exist as to carrying passengers by the mail train, or confining that train alone to the carrying of passengers travelling by the mail.
>
> The Directors are aware that many individuals are of opinion, that were the former course adopted, it would be a great public convenience; while, from the hours of arrival and departure, and from the increased fares of the mail train, the passengers by it would be limited to those actually requiring to travel, and that no crowding or unseemingly proceedings would take place.
>
> On the other hand, they are aware that many individuals hold the opinion that it is decidedly objectionable to open the line to any extent upon the Lord's day. It is in these circumstances that the Directors have resolved to request the Secretaries to forward to each shareholder a copy of this Minute, with a proxy, which shareholders are respectfully requested to return, in course of post, to Messrs. Shiell and Small, Dundee, the Secretaries of the Company, stating how they wish to vote on this subject.
>
> The Directors would particularly request the shareholders either to be present at the meeting, or to forward their proxies, as they are anxious to have the question fairly decided by the opinion of the proprietary.

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CAPITAL ACCOUNT,

From Commencement of the Undertaking till 1st May, 1841.

DEBTOR.

To Formation of Road, &c.						
For the following, comprehended in Parliamentary Estimate:—						
Ground and other property	£7,968	13	3			
Houses at West Haven ..	717	18	5			
Cottages at West Ferry ..	192	9	3			
Earthwork, &c.....	7,934	0	10			
Drains, &c.	1,197	5	11			
Bridges and culverts	4,725	1	6			
Boxing and ballasting....	6,297	4	4			
Blocks and sleepers.....	11,235	8	10			
Rails and chairs	33,975	17	7			
Waylaying	2,009	17	3			
Fencing and bulwarks....	6,538	19	8			
Pins, keys, &c.	2,098	14	8			
Damages.....	739	10	1			
Altering roads	914	0	1			
Contingent work	720	17	0			
Engineering	2,755	3	3			
General management	980	4	9			
Adjusting rails	227	16	2			
Miscellaneous charges ..	911	16	3			
Contractors who have not been finally settled with paid to account.....	15,130	14	0½			
				107,271	13	1½
To the following, not comprehended in the Parliamentary estimate—						
Act of Parliament.....	£2,448	15	2			
Arbroath station	3,823	4	8½			
East Haven ditto	22	19	9			
Carnoustie ditto	655	7	0			
Monifieth ditto.....	51	5	2			
Broughty Ferry ditto	1,463	19	8			
Craigie ditto	301	7	6½			
Roodyards ditto.....	37	8	7			
Counting-house furniture	188	6	5½			
Engines and tenders	6,846	0	0			
Passenger coaches	3,828	13	1½			
General trade waggons, &c.	4,639	18	7½			
Tools and implements....	272	4	5			
Expense of Conveyances of land, arrangements with landowners, loans, and law charges, &c.....	2,931	11	7			
Opening expenses	113	18	7			
Feu Duties.....	554	4	6			
Cranes.....	205	4	8½			
Weighing machines.....	147	11	3½			
Temporary station, trades' lane..	31	10	7			
Turning tables	683	13	1½			
Embankments	4,174	6	10			
Passenger shed, Dundee..	2,294	9	2			
Carts, harness, and stable furnishings.....	32	10	6			
Engine shed	80	5	4			
Broughty Ferry workshops	451	16	2			
				36,280	12	7
Stores account—stores on hand				518	1	8½
Balances due on open accounts				252	10	9
Cash in hand,—viz.:—						
In Treasurer's hands	82	3	9			
„ Manager's ditto ..	8	7	8½			
				90	11	5½
Total				£144,413	9	7½

CREDITOR.

By capital subscribed....	£100,000	0	0			
Deduct—						
Arrears of calls still unpaid	1,680	0	0			
				£98,320	0	0
Eastern Bank				4,848	3	2
Loan Account				35,622	10	0
Interest on arrears of calls previous to general opening on 8th October, 1838..				455	7	6
Reserve account and interest				577	11	0
Revenue account				5,479	10	2½
Old materials sold				107	18	7
Unpaid dividends.....				309	0	0
Balances due to contractors, &c.....				693	9	2
Total.....				£144,413	9	7½

REVENUE ACCOUNT

From 1st May, 1840, to 1st May, 1841.

DEBTOR.

To engine expenditure—						
Coke and coal	1,290	11	11			
Oil and tallow	146	14	7			
Wages to engineers and firemen.....	292	18	7			
Repairs	366	3	6½			
Sundries, being packing yarn, waste for cleaning, red lead, emery, cloth, &c.	42	5	10			
				2,138	14	5½
To carrying account—						
Wages to guards, porters, &c.	706	12	10			
Repairing coaches and waggons	250	16	11			
Clothes for guards	10	17	6			
Sundries, being half the expense of conveying passengers between the depots at Arbroath, lamps, oil and tallow, ropes and covers, &c.....	174	4	1½			
				1,142	11	4½
To general charges,—						
Advertising, printing tickets, and stationery....	£168	0	9½			
Sundries, being coals, gas, police, and other assessments, rents, and office expenses, &c.....	286	17	1			
				454	17	10½
Maintenance of way				946	17	3½
Salaries				810	0	6
Mileage duty on passengers				466	11	4
Feu duties*				469	4	0
Compensation account				29	1	2
Repairs on stations.....				10	7	10
Repairs on properties.....				1	16	6
Insurance				35	3	8
Interest				890	2	1
Balance				5,479	10	2½
Total.....				£12,874	18	3½
To sum carried to Reserved Fund.....				479	10	2½
Dividend upon subscribed capital of 100,000*l.*, 5 per cent., payable 2nd July next.....				5,000	0	0
Total				£5,479	10	2½

CREDITOR.

By receipts,—						
Passengers' fares.....	£10,393	14	0½			
Parcels	504	15	8½			
Merchandise	1,945	13	5½			
				12,844	3	2½
Cartages.....				12	17	1
Rents of properties.....				17	18	0
Total				£12,874	18	3½
By balance brought down				£5,479	10	2½

ROBERT MARSHALL, Manager.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Your spirit of fairness, of candour, and your habitual courtesy to correspondents, is gratefully acknowledged. You are satisfied that only good can be elicited by open discussion, and warfare of opinion—that truth is sure to be purified from error, and what is even worse, sophistry, by the war of conflicting and antagonist views and principles. But it must be confessed, Sir, this candour and neutrality on your part, gives an opening for many communications of an erroneous kind, and permits an enemy or wolf to get sometimes into the fold. I have no fault to find with *any opinions* differing from my own, so that they have some reasons to justify them, however unfounded they may be; but I cannot say the same of statements sent forth under the cloak of facts, which are manifestly given with a biased intention of damaging railway property.

You have two classes of correspondents—those who are foolishly sanguine, and those who have so mean an opinion of the greatest and most prosperous concerns that they do all they can to inculcate the same views on others. The sanguine man will in all probability be a shareholder in the railway he applauds, and we allow for his exaggerated opinions; but the other, on the contrary, is not so likely to be a shareholder, and we are justified in suspecting *he wants to be one*, at a discount; for how can we account for him railing against a very popular railway if he is interested in its future success and prosperity? The former may go too far in his praises—that I do not deny; but the latter is as intemperate in his objections.

After this long preface, Sir, I would call your attention, and that of your readers, to a letter in your last number, signed "Ignotus." I am far from imputing any motives to this writer, as he may be sincerely convinced of the statements advanced by him; but I hope to show that a calm revision of his opinion as regards the future prosperity of the Great Western Railway, may be of some use to him. He has, I am satisfied, adopted those opinions without adequate reflection, and no doubt, upon reasons being given, he will be the first to acknowledge his error.

The first very conspicuous error he has fallen into, is that one in the first paragraph of his letter, of calling surmises, or bare conjectures, by the name of "facts." He sets out as you may see, with the very praiseworthy intention of opening our *now* sealed eyes to some most important disclosures, called facts, that ought to interest every shareholder in this concern—facts "but few of which have been elicited by the *increasing* partizans on each side," and which no doubt, he as a third impartial party, is about to support by a very powerful train of his own reasoning. The first fact, Sir, is as to the cost of the railway. "This important item may now be set down at 7¼ millions." "This will be denied by the whole host of officials, and sanguine shareholders, but it is *true*." This is all the reason he has condescended to give us, in support of the fact. The guard of the coach running at that time between Wootton Basset and Bath, assured me, as a *fact*, that the railway I had just left would cost two millions and a-half more than the Birmingham. What worse authority was his *ipse dixit* than that of your (no doubt better educated and more reflecting) correspondent? I would as soon pin my faith to the one as the other; nevertheless, a conjecture made by one without sufficient reasons given to direct us, is just of the same value as the conjecture of another. The Directors have said no more capital would be required, and officials may hold by the same opinion, and yet after all more capital may be wanted, as on the Birmingham Railway, to build a new station at Paddington, and to introduce other necessary improvements, not contemplated before; but notwithstanding this very candid admission, I cannot allow naked assertions to go, or have the same weight, as facts. "Ignotus" may have fixed his *minimum* at ten millions, just as easily as seven and a quarter, for any evidence he has given to the shareholders. The station near London may be called a series of sheds, if "Ignotus" so pleases, but it is a very substantial erection, and as useful as if built of the finest stone. This perhaps, by and by, may be rebuilt; but it is the only case I know where a new station will be required, as the minor ones are as good, if not superior, to those on any other line. At the Bristol terminus we have already a very elegant and substantial structure, demonstrating much more taste in the Great Western Directors than in the Birmingham ones. What is the million and a half over and above the present capital to be spent on? "Ignotus" points out to us the enormous expense on several portions of the line, which may be correct enough; but surely he would not have us again pay the contractors, for the sake of making his statement assimilate to the facts! The charges are surely long ago defrayed.

Again, "Ignotus" impresses upon us the fact, that the total annual expenses, if frankly stated, will not *be less* than 250,000*l.*, or somewhat more than 2,000*l.* per mile per annum. This may be true, but where are your reasons, your proofs, your evidence? The absolute expense of a railway is a minor consideration. The question is whether the traffic justifies it, or renders it necessary. If the traffic do not exceed the prophetic conjectures of "Ignotus," then indeed so enormous an annual expense would swallow up all our profits. I can only say in reply to this, that the Directors have hitherto been able to work the railway at an expenditure under 48 per cent., with all the disadvantages of an imperfect and unfinished line, which is saying (*this is a fact*) a good deal on the score of economy. "Ignotus" must know that an absolute sum is fallacious; for a railway with a prodigious traffic, as the Great Western, can be worked for a less per centage on the revenue, than another equally long with less traffic. It is a question of relativeness, or rather proportion, between the revenue and the current expenses.

The object of "Ignotus" in fixing a specific sum for expense of working, is indirectly to show us that upon his assumed traffic, we have no chance for a long time to come, (he says not how long) even of a dividend of 3 per cent. Granted he is correct in his conjectural capital, his expenses and all other things, he is most decidedly wrong in his

* Anglice, ground rents.

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assumed traffic. This I can grapple with; the other figments of his brain, or his too melancholy imagination, are yet dreams *in future*, not yet tangible or reducible to analysis. He says, "The line having been so long opened to Steventon, the portion of the line of the greatest value, leaves but little traffic doubtful—and it may be stated, with great approach to accuracy, at an average of 10,000 pounds to guineas (how precise!) per week, for the first two years, from the period of its completion." Against this assertion I can place another of more weight—namely, that the Directors have said, they have solid grounds for believing the revenue on an average will amount to 14,000*l.* a week, and that for the period mentioned by "Ignotus." And this statement is in reality much more rational than the other, which allows no more than an increase of 555*l.* a week during the winter months, for the whole distance of 118 miles! During February and March this year, with the line opened 92 miles, the receipts amounted on an average to 5,445*l.*—while "Ignotus" in his unbounded liberality, offers us, miserable shareholders, only 6,000*l.* next year, with the whole line, and every chance of a great increase of traffic? Is this not preposterous? 6,000*l.* a week, on the Great Western for half a year, and 14,000*l.* for the other half!—making an average of only 10,000*l.* a week. I am sanguine as to the future prosperity of this great undertaking, but I hope I am not foolishly so; in fact, I have made every calculation possible, to bring to mathematical demonstration (as far only as can be done by the facts presented to our view) the future revenue of this line, and I have no doubt it will far exceed the amount put forth by "Ignotus." The *through* traffic has scarcely been developed yet, as is the case with every unfinished railway. The local traffic is a feature peculiar to this line (with one exception) and is truly as wonderful, as it is unexpected. In dividing the passenger revenue of last week by the number of passengers carried, it yields only 5*s.* 8*d.* per passenger, whereas on the Birmingham, with most of its *through* traffic developed, it amounts to between 15*s.* and 20*s.* This I say from recollection of the last meeting. The Birmingham revenue has doubled, and why should not the same be expected on the Great Western? Comparing these two railways at their last meetings, the number of miles travelled on an average by each passenger, came out nearly as much on the latter as on the former. And next year we shall find it much higher—as the revenue and passengers are increasing every week. "Ignotus" passes over, or perhaps despises all comparison of these two rival undertakings. We will find on every occasion, under similar circumstances, the contrast comes out favourably for the Great Western line. And I see no reason why the per centage for expenses of working should not be as low on the one as the other. The hope is in favour of the Great Western; otherwise the great outlay and labour to obtain better gradients, have been spent in vain.

"Ignotus" makes some severe strictures on the Directors for allowing the rest of the line to be opened, amid great haste and confusion. Is their past success not a better guarantee, than the opinion of your correspondent? He may have been deceived into this belief of incompleteness by the mere appearance and outward show; for you know, Sir, that a line on being first opened for traffic, has all the *appearance* of being unfinished, whereas a few days work may be sufficient to cover up the eye-sore that offends the inexperienced. The critical eye of "Ignotus," was perhaps attracted by the space between the rails not being filled up; but in reality this is not essential to the perfect safety of the road, much less on the Great Western.

He complains of the Directors mixing up the traffic of the two tributary lines with the Great Western, with the view of deceiving the proprietors. Why impute such an absurd and foolish motive? Give the Directors time to make their arrangements, which cannot be done in a day, and I have no doubt "Ignotus" will be satisfied on this point. The Directors can have nothing to conceal. Their past candour is a proof of this. He is not correct in saying that the receipts are given without any indication that this includes the weekly receipts from the other lines; at all events, your note at the bottom of the traffic table (which is my only authority) states the contrary.

I am, your obedient servant,

R. M.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Pray grant me space to answer promptly an attack on this railway by "Ignotus" [Ignoscens?], in your last number.

It is easy to demonstrate that the information of your correspondent on the affairs of this Company is very scanty. He asserts that it will cost 7¼ millions, anticipates that this will be denied, but still avers that it is "*true*."

Now for facts. It was unequivocally declared by the Chairman only about four months since, that it would not exceed 5¾ millions. This consequent excess of 1½ millions would not be merely on the latter sum, but on about ½ a million! (as 4 to 1) because only about that sum then remained unexpended for its completion. Another position that may be taken is, that as the whole line is now open, and the Company have not raised beyond the 5¾ millions, had the cost been 7¼ millions, they would have become indebted to their contractors no less a sum than the whole of such excess of 1½ million!

Need another word be said to demonstrate the inconsistency and impossibility of such an assertion?

Whatever may now be required for perfecting any parts not quite in a finished state, will be amply covered by the re-sale of surplus land and other residue, which may now be realised.

All this will doubtless be explicitly shown at the approaching half-yearly meeting, by which time all claims will either be liquidated or in a state to admit of accurate calculation: thus will all speculation and vague opinion on this point be best silenced for ever.

For reasons not rendered very intelligible, your correspondent assumes 10,000 pounds or guineas as the probable traffic per week. He would have been nearer the probable truth by assuming double that amount, according to experience obtained from partial openings, and to the usual effect on receipts consequent on bringing an entire railway into operation.*

It will be seen, however, by the subjoined calculation, that a much more moderate receipt, viz., 120*l.* per mile per week, or 14,190*l.* per week, would produce a dividend of 10 per cent. per annum, independently of the profit on the two leases. There is no reason to doubt that this or more will be realised in the year 1842.

Last week the return for the "London and Birmingham" (5 miles less) was 19,550*l.*, and for the "Liverpool and Manchester" (little more than one-fourth of the length) was 5,740*l.*

As regards results from partial openings the contrast in favour of this railway over all others is most striking.

With respect to working expenses the mode adopted by him of calculating at a rate per mile instead of a rate per cent., is too accurate a method for argument. My assumption of 40 per cent. is justified by the precedent of the "London and Birmingham," and this will diminish as time increases the traffic, whilst improvements favourable to economy are continually effected in respect to engines, and the consumption and cost of fuel.

* See the intelligent speech of the Chairman of the Manchester and Leeds Company touching this point, in *Railway Times* of 12th inst.

On the assumption that high speed is calculated to increase the risk of accidents, he also exaggerates by stating the average on this line to be 35 to 40 miles per hour. The allowed time in no case exceeds 30 miles per hour. The Bristol mail time is fixed at 27 $\frac{11}{100}$ and 28 $\frac{85}{100}$ miles per hour.

There is one part of his letter on which, however, I am painfully obliged to coincide with him. He says, very truly, it is unworthy a great Company not to specify the amount produced by the Great Western, Bristol and Exeter, and Cheltenham lines respectively. Their best friends have hopes that this will shortly be remedied by their causing you to be furnished weekly with the returns of traffic properly separated.

The train bills for the whole line are now issued, and it is seen with great regret that the injudicious and unreasonable plan of enhancing the fares westward of Farringdon is persisted in. If anything will check the prosperity of this Company it will be excessive fares: they discourage travelling, and enable rival coaches still to maintain their ground. The advertised fare from London to Exeter *via* Basingstoke is 2*l.* 10*s.*; by the Great Western lines it is 3*l.*

From Cheltenham it has been shown that the fares to London *via* Oxford are much lower than *via* Cirencester, and several coaches between Bristol, Bath and London, are confident of continuing to run at fares lower than those of this Company.

What good motive can your correspondent assign for this unjustifiable attack on the property of others? It is clearly to be inferred that he is no shareholder himself or he would adopt a different course.

It is very extraordinary that this concern should have been so frequently assailed in the same way. Beyond all question it is the best conducted line in the kingdom, and in point of traffic it promises to rank amongst the first, if not the first, in this or any other country.

Some reflections having been cast upon the expenditure for architectural ornament, it is fair to consider that, as respects the works in Bath and its vicinity, much as they add to the beauty of this beautiful city, they are by no means of an expensive nature—a consequence of the fine stone of which they are constructed being quarried within so short a distance of the railway, as well as of its being so cheaply workable into shape.

Yours, respectfully,

F.

Bath, June 30, 1841.

P.S. I have the pleasure to add, that contrary to the forebodings of your correspondent the entire opening to-day of the railway throughout has been unattended with any accident or impediment.

Calculation for Dividend.

London to Bristol, 118¼ miles at 120*l.* per mile per week	£14,190	
Gross 52 weeks	737,880	
Deduct working expenses, 40 per cent.	295,152	
Net		£442,728
Capital £3,025,000 on shares,		
„ 2,725,000 on loans at 5 per cent.		136,250
5,750,000		306,478
Dividend on 3,025,000*l.* at 10 per cent.		302,250
Surplus		£4,228

Add profit on leases, from—

Bristol and Exeter, now open	33 miles.
Cheltenham and Great Western	18 „
Total	51 „

—suppose 1,000*l.* per mile average.

TRAFFIC OF THE GREAT WESTERN RAILWAY AND ITS AUXILIARIES.

To the Editor of the Railway Times.

SIR,—It being material to have a record of the traffic of the Great Western, just at this juncture, in order to demonstrate hereafter the effect of an entire line coming into operation, contrasted with the results of partial openings, I beg you will have the goodness to insert the following table:—

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Weekly Traffic, 7 weeks, ending 13th June, 1841.

Week ending	Total miles opened.	Events affecting traffic during the week.	Receipts. Between Bath and Bristol. Miles	£	per Mile.	Other parts. Miles	£	per Mile.	Number of passengers.	Receipts. Passengers, &c. &c. £	s. d.	Goods, &c. &c. £	per Mile.	Total. £	per Mile.	1840. corresp. week. Miles opened.	Receipts per mile.
1841.																	
2 May	91½	.....	11½	713	62	80	7070	88	27834	6635	4 9 72	1048	11	7788	85	35½	119
9 ..	..	.....	..	675	58	..	6671	83	25233	6407	5 0 70	939	10	7346	80	..	115
16 ..	..	.....	..	814	70	..	7850	91	22948	7072	4 8 76	1092	11	8165	88	..	106
23 ..	..	.....	..	708	61	..	6914	86	27265	6555	4 9 71	1068	11	7623	82	..	112
30 ..	..	Whit-Sunday	..	826	71	..	7797	97	33596	7597	4 6 82	1050	11	8623	93	..	112
6 June	122½	Whit-Monday, Eton Montem, openings to Chippenham, and Cirencester	..	1343	116	111	10918	98	50745	11155	4 4 91	1106	9	12261	100	56	98
13 ..	..	Ascot races ..	..	779	67	..	11111	100	40100	10611	5 3 86	1279	10	11890	97	..	101

In regard to future similar returns, it is hoped that you will have the means of affording information such as will enable returns to be formed of the separate results of this line and its auxiliaries, respectively, in accordance with several letters, and your editorial note on this point, in your last number.

The following are the weekly results per mile last published, of several other principal railways, viz.:—

	Week ending	Miles.	From Passengers, &c.	From Goods, &c.	Total per mile per week.
	June		£	£	£
Liverpool and Manchester	11	31	126	57	184
London and Birmingham	12	112½	127	24	151
Manchester and Leeds	7	50	64	26	90
South-Western	12	77	70	10	80
Grand Junction	5	114	70	11	81
York and North Midland	14	23	..	..	59
North Midland	12	72¾	45	12	5

Yours, respectfully,

F.

Bath, June 24, 1841.

THE GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—However much I may differ from your correspondent "Ignotus" in other respects, I feel obliged to his letter for having called my attention to your note No. 12, which explains that the receipts of the Cheltenham and Great Western branch had been included in some of the latter returns from which I quoted. I find, however, by reference to your journal of the 5th of June, that previous to the opening of that branch, the week's receipts of the Great Western line to the 30th of May, were at the rate of 93*l.* 16s. per mile, which being at more than double the rate of the London and Birmingham receipts under similar circumstances, in May, 1838, will still sufficiently illustrate the comparison I made between them.

In order to prove the progressive nature of railway income, it will be sufficient to state that while the receipts of the London and Birmingham line in the first week of, January, 1839 were only 7,700*l.*, those for the corresponding week of 1840 were 10,800*l.*, while those for the first week of January, 1841, amounted to 14,900*l.*

Further it is well known that the receipts for the half year, which terminated yesterday, exceed those of the corresponding half year of 1840 by about 40,000*l.*

From all this there certainly appears no reason why "Ignotus" should despond in regard to either the immediate, or the future receipts of the Great Western line, for the principle of progressive encrease is as applicable to it, as to the London and Birmingham.

Indeed it seems too evident, to admit of any doubt, that the receipts of the Great Western Company for the first six months after its through opening, will, after deduction of the rent payable for the two branches, exceed those of the London and Birmingham line for the first six months after it was opened—the decision being of course in favour of the former.

I am, Sir, yours, &c.

ONE OF THE SANGUINE.

London, July 1st, 1841.

THEORY OF RAILWAY FARES.—GEOMETRICAL DEMONSTRATION.

To the Editor of the Railway Times.

SIR,—Pressure of indispensible engagements must be my apology, if you require one, for not sending to you in time for your last week's paper my promised attempt to exhibit in plane figures the fares, cost, and profit of railway travel. The following is much at your service, and I hope is not the worse for the strengthened conviction of the importance of the subject, which I have derived from further reflection.

I am much obliged to Mr. Townsend for his complimentary notice of my former effort: when he favours us with his further remarks upon it, he will doubtless be so good as to remember that my object was, and still is, to popularize the subject—to make it matter of useful observation and intelligent discussion to many, who will probably never acquire, or attempt to acquire, a knowledge of any algebraic mode of argument. Directors, shareholders, accountants, clerks, superintendents, anybody, may understand, I hope, the necessary figures, and will be fitted by a knowledge of the argument they exhibit, to watch for the facts which are necessary to a true solution of this great question. Mr. Townsend will expect from me, therefore—at least at present—only what is required by this purpose.

The business now in hand is to construct a figure which shall show all the circumstances of railway receipt, cost, and profit, and the fares which will yield the greatest profit. To this end let us, as in the former instance set off numbers of passengers on the line A B, fig. 2, at the rate, say, of 1,000 for each division; and cost or receipt per mile on the perpendicular A F, at the rate of one penny for each division, always beginning at the angle A.

Suppose now, that in the different classes of carriages on the same line and in a given time, 1,250 persons travel at a fare of 3d. per mile, 2,000 at 2d. per mile, and 4,750 at 1½d. per mile—in the whole 8,000 passengers; the three points, *k l m*, found according to the above-mentioned understanding, will determine so many points in the curve of fares, which here replaces the straight line *f b* in the former figure (See *Railway Times*, June 19, p. 648). It is true that three points only will determine no curve but a circle, and therefore we can only get a probable curve without more points; but we shall be near enough to the truth to learn useful lessons in the business, though perhaps not near enough to attain great satisfaction and exactness. Draw through these points, therefore, a curve, and correct it if you can at intermediate points by other observations. It will, however, be necessary to take care that these other observations be made in circumstances as like as possible to those of the first, and ascertained or probable allowance be made for any known difference.

We will suppose the curve known by these means as far as each way as the extreme fares which have been tried. We must make a remark about its extreme ends. Now in all probability a fare still higher than the highest yet charged, would not entirely deprive the railway of first class passengers, and even under most exorbitant charges there might be a few persons who would indulge in the ostentatious extravagance of having the railway almost to themselves. This state of things is indicated by the rapid rise of the curve as it approaches to the line A F, the excessive fare corresponding to the great height of any point above the point A and the small number of passengers to the small space between the curve and the line A F. It is obvious that it is of little importance to know this point of the curve very exactly for it never could be used.

The other extremity of the curve will evidently continue to approach the line A B for some distance: that is, lower fares would attract more riders. But there is a limit here also beyond which it is not necessary to know the curve exactly. In all probability, after approaching the line A B for some distance, it turns downwards somewhat suddenly; for since other considerations, besides amount of fare enter into the inducement to abstain from travelling, it is probable that extreme lowness of fares and great reductions within those *very* low limits, would not greatly influence the number of passengers.

Cost of working, you have lately shown, *Railway Times*, June 12, page 629, is divisible into three or four kinds. I will mention each, and lay down its line.

It will be most convenient to begin with that which is proportionate to the number of passengers. For if taken first, it will be represented by a straight line. Suppose that of this kind, the cost per passenger is one halfpenny per mile: indicate that fact by drawing from the proper point in A F the straight line *r s*, parallel to A B.

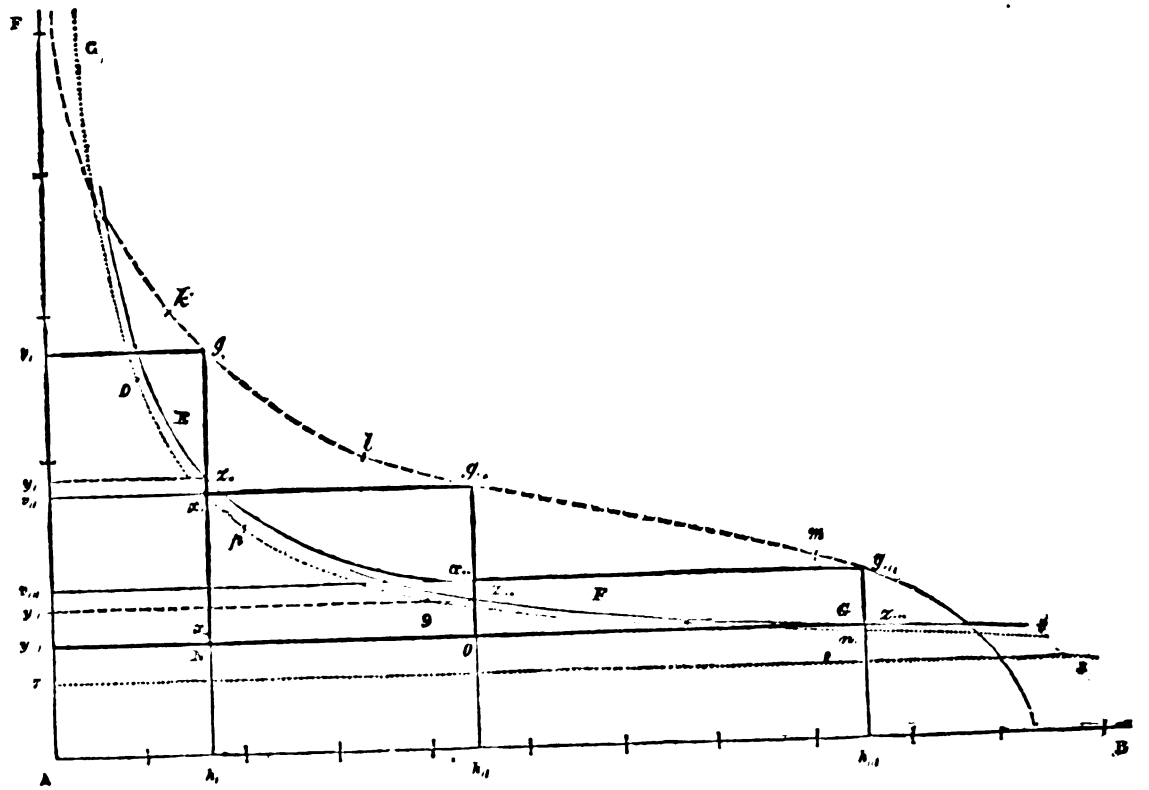
Now let us show the expenses which are constant, whatever the number of passengers may be. We will suppose, that so long as the railway continues to carry the 8,000 passengers in the time assumed for the calculation, these expenses divided by the number of passengers and number of miles travelled over, come to one farthing per mile for each passenger. Then, if only 4,000 be carried, they will amount to one halfpenny; if only 2,000, they will come to a penny, and in like manner of all numbers of passengers beyond and between these; that is, the constant sum is always to be divided by the number of miles and of passengers, and then if the points *o p q n* be found, according to the previous understanding (reckoning, however, now as to cost from the line *r s*, because this cost is to be added to that which is proportionate to the number of passengers), the curve passing through them and continued by the same rule each way towards *c* and *t*, will supply the means of showing the cost of carrying any proposed number of passengers.

We come now to expense peculiar to each class of carriages. This will in each class be nearly

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proportionate to the number of passengers, but will vary greatly in the classes. Let us suppose it is found to amount to one farthing per mile for first, one-eighth of a penny for second, and one-sixteenth for third-class passengers. Draw the three short curves E F G at those distances from the curve $o\ p\ q\ n$, extending each somewhat beyond the probable limits of first, second, and third-class fares, and remembering that their distance at each point from the lower curve is to be measured perpendicularly.

The figure now exhibits the fares which will be



paid by any proposed number of passengers, and the cost of conveying them, according to the suppositions with which we set out. We have now to ascertain what are the fares, and the numbers of passengers which, under these circumstances, will bring us the greatest profit. Let us see how the profits will be represented. For example's sake let us fix the first-class fares at 2½d. per mile, the second-class at 1¼d., and the third at ¼d.; the lines $v'g'$, $v''g''$, $v'''g'''$, drawn from their respective points on A F, and meeting the curve of fares, will give by their length on the scale of A B the number of passengers of each class, except that in so reckoning each lower class includes the class or classes above it, the real numbers of each class being shown by $A\ h_{,}$, $h_{,}h_{,,}$, $h_{,,}h_{,,,}$, respectively. Draw now the perpendicular $g_{,}\ h_{,}$ and the rectangle $v_{,}g_{,}$ $h_{,}A$ will show the entire receipts from first-class passengers. The length $z_{,}h_{,}$ on the scale of A F, ($z_{,}$ being the point where $g_{,}h_{,}$ cuts E the curve of costs), gives the cost of carrying the first-class passengers, supposing they were carried without the other classes, and the rectangle $v_{,}g_{,}$ Y, Z, ascertains the profit on this class in the like case.

Again, the lines $x_{,}g_{,,}$ (equal to $h_{,}h_{,,}$) and $g_{,,}h_{,,}$ respectively ascertain the numbers and fares of the second class. The cost of each passenger is represented by $z_{,,}h_{,,}$, and the profit by $g_{,,}z_{,,}$. The total receipts of the class are proportionate to the rectangle $g_{,,}x_{,}h_{,}h_{,,}$, and the profits to $x\ g_{,,}z_{,,}x_{,,}$. This assumes that the first and second classes are carried together—another result of which addition of passengers is, that the profit on the first class is extended from $g\ z_{,}$ nearly to $g\ x_{,,}$. I say nearly, because there is to be taken into account the small difference between the costs peculiar to each class, that is, of between the distances of the short curves $E_{,}$ and F, from the curve $o\ p\ q$: this I omit to show in the figure, to prevent confusion.

Finally, the lines $x_{,,}y_{,,,}$ and $y_{,,,}h_{,,,}$ give us numbers and fares of the third class, the rectangles which show the receipts and profits being obvious from what has gone before. These costs and profits are, however, on the supposition that the third class is carried along with the others, and the effect of associating the three kinds is to extend the profit of the first and second classes, nearly down to the line $y_{,,,}z_{,,,}$ drawn to the point where $y_{,,,}h_{,,,}$ cuts the curve of cost.

The entire profit consists, therefore, of the three rectangles $v_{,}\ g_{,}$ N $y_{,,,}\ x_{,}$ $g_{,,}$ O N, $x_{,,}\ g_{,,,}z_{,,,}$ O, and the question really is to ascertain the fares or the points $v_{,}\ v_{,,}\ v_{,,,}$ which with given curves of cost and fares will occasion the entire sum of these rectangles to be the largest possible.

It will be seen that in writing these remarks I have supposed the reader to have made himself acquainted with the principle of the former diagram; and that I have only exhibited the general principle and effects of this mode of representation without noticing particulars which would be interesting to the mathematician. In this as in the former case a few trials will show whereabouts the truth lies, and perhaps at present little more can be done at least if there be not in existence much more complete accounts than any to which I have access.

It will easily be seen that to discuss and lay down accurately all these lines would be to examine the whole question of railway management. We should have to take into account the influence of season, locality, and accommodation on the curve of fares and that of order, economy, and skill on the curve of cost; it would be necessary to collect data from every quarter, and view the subject under every aspect. When once these curves were settled, it would not be difficult to ascertain for those curves the best fares.

There cannot be a more improving exercise to a person engaged in railway business than to draw a number of these curves according to various practical data, or probable suppositions. He would obtain a clearer insight into the proportionate effect of the different points and modes of railway management, than by any other device. Directors I think would do well to have them drawn on a large scale, and hung up in the board room; and even engineers, well qualified as they may be, might occasionally derive useful hints from them.

I have already extended this letter too far, or I should have remarked on the effects on profits which the figure shows to result from admitting large numbers of passengers at low fares; this and other points of the subject must be discussed, if at all, at another opportunity.

I am, Sir, your's, very respectfully,

HENRY EUSTACE.

July 1, 1841.

THE RAILWAY WHISTLE.—Few sounds are more astounding than this whistle as heard during the still hours of the night, particularly if you are suffering under a nervous affection. The thrill which vibrates through your whole frame, has scarcely ceased before there comes a rumbling as of distant thunder, increasing every moment in loudness, the ground trembles, and you hear a hissing and a rushing as of ten thousand serpents released from their subterraneous abode by an earthquake. You look through the darkness, and behold two figures by a kind of balefire, standing like statues on a pedestal, yet shooting past you with the velocity of the whirlwind. In the twinkling of an eye they are gone; the rumbling, and the rushing, and the hissing are heard no more, the hurly burly has sped onwards as if impelled by fate, and knowing neither stop nor hindrance. Careering thus through darkness and tempest, how awful appears the situation of the mysterious voyagers, for voyagers there are in that fiery and far-sounding vehicle, recklessly hurrying on as if commissioned by the powers which brave men quail to mention, to sweep over this our dim, diurnal sphere on a message of mighty import, but whither bound defies conjecture. 'Tis passing strange.—*Hull Rockingham.*

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RAILWAY SHARE-LIST.

The London Prices are taken from M. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length of Railway	Length opened	No. of shares	Amt. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6500	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6500	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	.....	.....	25	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—	—	64000	8¼	4	Ditto (*Debentures*)	..	..	..	6½	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	38	..	..	..	..	..	..
51	40	12500	50	40	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	45	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	..
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	5000	25	24	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	89½	90½	92	92	92½	..	92
—	—	25000	50	50	Ditto (*New Shares*)	61½	61½	62	62½	..	..	62
—	—	37500	20	4	Ditto (*Fifths*)	10½	..	10¾	11	10¾	..	11
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	37	..	37½	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	28½
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	198
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46½
—	—	7968	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	96½
112½	112½	25000	100	90	London and Birmingham	..	..	..	..	159	..	159
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	23	23½	..	..	..	23
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	53½
—	—	.....	32	2	Ditto (*New Shares*)	..	..	24½	..	..	..	23½
4	3½	24000	25	25	London and Blackwall	..	16	17	..	..	..	..
46	5½	36000	50	50	London and Brighton	45½	46	47	46½	46½	..	46½
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	13½	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	.....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
..	..	.....	.....	3	Ditto (*Scrip*)	4½	..	..	..	..	..	..
77	77	36000	avr.	38½	London and South-Western	54½	..	55	55½	..	..	54½

No. of shares	Amt. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	58	..
20000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	38	38⅜
4000	25	25	Glasgow and Garnkirk	40	39½
16000	25	25	Glasgow and Greenock	28	27
12500	50	40	Glasgow and Ayr	36	35
1940	25	25	Monkland and Kirkintilloch	..	57
..	..	50	Wishaw and Coltness	80	80
680	25	25	Ballochney	..	80
4000	25	25	Dundee and Arbroath	29	28½

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to June 30th: the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	June 26	2,052	£78 10 4	£119 17 0	£198 7 4	£2 4 1	£13 4 6	£181 13 11	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	June 26	..	1,035 19 0	349 16 8	1,385 15 8	5 2 10	35 19 10	....	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	June 26	8,042	1,516 6 2	263 2 0	1,779 8 2	4 16 3	33 13 9	....	..
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	June 29	7,139	490 19 6	28 7 6	519 7 0	5 2 3	35 15 9	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	..	..	....	....	....	....	....	....	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	June 27	5,736	202 11 4	48 3 1	250 14 5	2 9 10	17 8 10	266 7 1	..
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	7	174	June 27	16,888	....	....	843 10 4	6 17 8	48 3 8	....	..
833,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	June 26	12,183	836 7 8	211 7 8	1,047 15 0	4 7 3	26 3 6	....	..
....	....	....	†Glas., Pais., & Green.	9	22½	June 26	13,997	866 11 4	61 19 2	928 10 6	6 17 6	41 5 0	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	10	83	June 26	..	8,111 8 3	1,391 15 6	9,503 3 9	11 18 2	83 7 2	....	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	June 28	..	1,093 15 8	341 14 6	1,435 10 2	4 11 0	31 17 0	....	..
5,331,527 9 10	5,288,043 17 3	3 0 0	Great Western	12	118	June 27	..	10,931 4 10	1,069 18 7	12,001 3 5	11 0 6	77 3 6	56	56
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	13	31	June 27	4,373	540 16 4	261 18 3	802 14 7	3 13 11	25 17 5	....	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20½	June 26	2,095	481 4 7	26 4 7	507 9 2	3 10 8	24 14 8	....	..
1,832,375 0 0	1,410,000 0 0	10 5 0	Liverpool & Manchester	15	31	June 26	..	3,170 4 2	1,094 19 9	5,165 3 11	23 16 0	166 12 0	6,623 15 3	31
5,750,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	16	112½	June 26	..	15,499 19 11	2,579 13 8	17,879 13 7	22 14 0	158 18 0	16,728 19 10	112½
800,000 0 0	807,659 13 4	....	*London & Blackwall	17	3¾	July 1	41,112	783 19 10	2 4 5	786 4 3	32 1 9	221 12 3	....	..
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	18	5½	June 28	3,578	118 0 1	27 13 10	145 13 11	3 15 8	26 9 8	....	5½
741,000 0 0	557,902 9 5	....	London & Croydon	19	10½	..	..	....	....	....	....	....	....	10½
993,300 0 0	793,300 0 0	1 15 0	London & Greenwich	20	3½	July 1	25,684	....	....	....	....	....	....	3½
2,540,100 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	June 26	..	5,744 11 4	818 9 5	6,563 0 9	12 3 6	85 4 6	6,432 13 0	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm.	22	5	June 28	10,913	....	....	311 18 10	8 18 3	62 7 9	....	5
778,116 16 8	772,165 16 1	2 10 0	Manchester & Bolton	23	10	June 24	..	376 2 5	189 8 10	565 11 3	8 1 7	56 11 1	....	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	June 21	..	2,436 12 11	1,576 13 10	4,013 6 9	11 9 4	80 5 4	1,023 14 4	13½
1,553,000 0 0	1,440,000 0 0	....	Midland Counties'	25	57	June 26	10,463	1,935 7 11	767 15 6	2,703 3 5	6 15 6	47 8 6	783 2 7	37
950,000 0 0	....	....	Newcastle & Carlisle	26	61	June 26	..	828 14 4	985 3 0	1,813 17 4	4 4 11	29 14 5	1,725 7 11	61
3,000,000 0 0	2,029,696 18 0	....	North Midland	27	72½	June 26	..	3,152 10 4	864 4 3	4,016 14 7	7 18 10	55 11 10	....	40
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	June 26	4,378	930 11 0	186 4 4	1,166 15 4	7 11 6	53 0 6	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	29	15½	..	..	....	....	....	....	....	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	June 26	3,894	378 15 1	109 10 9	488 5 10	3 13 5	25 13 11	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	31	8	June 27	7,018	....	....	192 14 3	3 8 9	24 1 8	187 14 0	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	32	23	June 28	8,354	....	....	1,665 19 7	9 19 6	69 16 6	....	19½

2. Toll to London and Birmingham 156*l.* 13*s.* 10*d.*, to be deducted from gross receipts.

3. The receipts are exclusive of those for the mails; on Sunday mails only are carried.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 111 (83×31.)

12. The 5,231,527*l.* 9*s.* 10*d.* is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 155½ (104½×18×33.)

14. The 26*l.* 4*s.* 7*d.* from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1*s.* 6*d.* for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16*s.* 1*d.* The receipts given are however those from the railway only.

24. The 4,013*l.* 6*s.* 9*d.* are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 267*l.* 0*s.* 6*d.*; horses, 17*l.* 16*s.* 6*d.*; dogs, 0*l.* 15*s.* 6*d.*; parcels, 202*l.* 0*s.* 7*d.*; cattle, 17*l.* 0*s.* 0*d.*; corn, 33*l.* 9*s.* 0*d.*; heavy goods, 401*l.* 0*s.* 8*d.*; coal, 69*l.* 12*s.* 9*d.*—Total, 767*l.* 15*s.* 6*d.*

27. Including the traffic of the Manchester and Leeds Railway, 133*l.* 15*s.* 8*d.*

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4*l.* on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

We have received the letter of Mr. C. T. *of Chesterfield with the documents enclosed, but have not had leisure this week to go into the matter.*

A Railway Shareholder *(Chapter Coffee-house) will find that his object has been partly, sufficiently perhaps, accomplished by another correspondent in our present number.*

The "Officer of Many Years Standing" gives neither his name nor address, and cannot expect under such circumstances, that we should pay any attention to his statement.

Au bon droit.—*We think we could fully justify our strictures, but at this distance of time it would serve no good purpose to renew the subject.*

An Old Contractor.—*Enough has been said by the parties themselves.*

Eastern Counties' Railway.—Honestas *is right in his supposition that the sole thing the Directors have attempted to make the subject of prosecution only, however, to be very signally defeated, is the charge which the Railway Times brought against them of misrepresenting the results of their carrying business; and equally right, in our judgment, in inferring "from THE LITTLE they complain of how much they must needs admit to be true." Whether there is enough within the latter category to justify the "astonishment" he expresses at their continuing "a day longer in office," is another question on which opinions may differ. What ours is no person can be at a loss to conjecture.*

The particulars about the Box Tunnel arrived too late, but shall be made proper use of hereafter.

The Free Ticket System.—T. D.'s *letter in our next. If he could furnish us with a few well authenticated cases, with names and dates, he would be rendering a useful service.*

Mr. Bernard's *reply to Mr. Townshend came to hand too late for a place this week.*

Phavo.—*Delayed till our next, for reasons good.*

Which is the Greatest Railway Slip Ever known?—*We refer* Eugenius *for an answer to his inquiry to any of the twenty affidavit makers, High street, Shoreditch.*

Mr. Rettie—G. L. D.—Cosmopolite—Mr. Arnot—Viator—Fair Play—*received.*

Erratum in our last number, page 684, column 3, line 5—*for* $\left(\frac{T-3t}{4t}\right)^2$ *read* $\frac{(T-3t)^2}{4t}$

THE RAILWAY TIMES.

SATURDAY, JULY 3, 1841.

THE present week has been distinguished by one of the great events of railway history—we refer to the opening of the Great Western line throughout its entire length on Wednesday last. The completion of this magnificent undertaking promises at length a fair reward to the energy and unyielding determination, with which it has been prosecuted. We readily sink all differences of opinion on points of construction or management, while we cordially congratulate the executive and shareholders of the Company on the successful completion and general results of their enterprise.

Of the talents of the Engineer whose name is indissolubly associated with the work, it is impossible to form a low or doubtful estimate. We have, indeed, felt it to be our duty more than once, to point out the hazardous wilfulness with which he has departed from safe and tested practices; but we are not sure that we have always duly kept in mind, how hard it is to be original without sometimes being rash, or to attempt great improvements without sometimes encountering failure. As far as the Great Western line is concerned, Mr. BRUNEL, at the bar of public opinion, may safely plead the "general issue."

The very important division of the kingdom through which this new and important channel of traffic runs, will soon feel the beneficial effects of this great addition to its means of improvement; while international intercourse, and thereby we trust the kindliness of international feelings, will be simultaneously most materially promoted.

Some fears were expressed as to the apparently incomplete state of some parts of the line; and a correspondent who came up to London on Thursday by the morning train from Bristol, informs us that the passage through the Box tunnel was made with a degree of slowness and caution which is unusual in the case of perfectly finished works; but we are happy to say that the opening passed off without any accident whatever.

IN several recent articles we have pointed out the facts in railway business which appear to us to require special notice in the accounts, and great care in their classification. In so doing, we have purposely omitted any detailed mention of matters common to all well-digested accounts, in order that the peculiarities of railway business, might stand out with their due and necessary prominence.

Before we go on to comment on existing railway accounts, we wish to pay a passing tribute of praise to the excellent spirit shown in the conduct of the Arbroath and Forfar Directors, whose Annual Report to their constituents we gave in our last week's number. If the reader would desire to see how faithful stewards may best manifest a disposition to render a faithful account of their stewardship, he has but to consult that Report:—

"In the statements," they say, "of receipt and expenditure which have been printed and circulated, the proprietors have already in their hands a full abstract of the accounts of the Company for the past year. *The Committee of Management, while they refer to that abstract, beg to express their readiness to give whatever explanations may be wished for in regard to the revenue and expenditure, or the details of the accounts; and* IF ANY FURTHER INFORMATION RESPECTING THE COMPANY'S AFFAIRS AND THE MODE IN WHICH THEY HAVE BEEN MANAGED SHOULD BE DEEMED NECESSARY AFTER THE READING OF THIS REPORT, SUCH INFORMATION SHALL BE COMMUNICATED AS FAR AS THE COMMITTEE HAVE IT IN THEIR POWER TO DO SO. The books of the Company, regularly balanced and docqueted in terms of the Act of Parliament, are laid on the table for examination."

The "abstract" referred to as previously in the hands of the shareholders, is clear and very well divided; it has but one "&c." and though that in our view is one too many, still it is one of such a nature that it can only cover a mere trifle.

With such explicit information of a general kind first given, and then a cordial invitation to the shareholders to examine into all details, it is impossible anything in any railway concern should long go amiss. The frankness with which the Managers thus expose their doings, will be heartily repaid by renewed and increased confidence, while a hundred friendly eyes will be watchful for the prosperity of the undertaking, and a hundred willing hands ready to promote it. We may rest satisfied that what in the nature of the case can be done will be done; and that if improved opportunities of profit should occur, or clearer views of management should present themselves, neither one nor the other will be neglected. It is to railways cared for in this spirit, that the whole railway interest will have eventually to look, for the data by which each railway proprietor is to judge of his own. Already the question is asked, why do the Scotch railways pay better than the English in similar circumstances? Do not Reports like these furnish the answer?

We are happy to be able to extend our commendation to the Directors of the neighbouring line—the Dundee and Arbroath, whose last Report with the annexed accounts we give in our present number. There is the same explicitness of account (marred, indeed, with a few "&c.'s"), and the same evident desire, though not expressed, that the shareholders should fully inform themselves of the state and working of the concern. It requires no spirit of prophecy to predict for these lines whatever possible success their location can be made to produce.

To revert to the subject of railway accounts:—our present remarks will be chiefly confined to the Returns made by the different Companies, *first* to the Committee of the House of Commons, which sat in 1839-40, to enquire into the subject of railways; and *second*, to the Board of Trade under Lord Seymour's Act.

Nothing, we think, can show more clearly the importance of a probable theory as a guide to inquiry and experiment, than the incompleteness of the requisitions upon which the returns of 1839-40 were made, and the evident imperfection and want of system of the accounts from which they were furnished. We are not speaking of this as matter of blame, but as matter of fact; as one of the imperfections, incident, perhaps unavoidably, to the early stages of all new and great undertakings.

The Committee who required these returns, seem rather to have desired to know what the powers of the several Companies were, and how those powers had been used, than to collect data for the improvement of Railway Management. Concurrent, however, as to a great extent the two objects are, we cannot but think that if the Committee had understood more clearly, the relation which each department of railway business bears to the final issue, their questions would have been such as to produce much more valuable returns than these are, notwithstanding any unwillingness on the part of the Companies to furnish them. We believe too, that if the Companies really knew *their own interest* they would meet not only with openness, but with grateful readiness, the requisitions of any central authority, which would take the trouble of collecting the experience of each, for the benefit of all.

The particulars of which the Committee of 1839-40 required returns, so far as they relate to passengers were, the number of miles of railway open to the public—the fare per mile in each class of carriages—the number of passengers in each class—the number of miles travelled—the amount of gross receipts for passengers—the average receipt for each passenger and average fare per mile received for each passenger—the variations of fare which

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had taken place, and the effect of each variation on the number of passengers—and finally the amount of the outgoings of each railway.

Now, these are some but not all of the elements, from which the best mode of management is to be deduced, and the returns under several heads are far from complete. For example, we have in almost every instance a monthly account of the number of passengers by each class of carriage; but in consequence of the uncertainty attending the meaning of the terms *first, second,* and *third* class carriages, the information supplied is almost valueless. No comparison can be instituted between the results of different railroads, except we know that their different classes of carriages are equal in comfort, each to each. The designation by classes affords no evidence to neutralize the belief arising from other notorious facts, that carriages passing by the same name are on different lines, very different things.

Again; the number of passengers of each class, and of the miles they have travelled over, are given in these first returns with great particularity and on one uniform plan: there is scarcely an instance of deviation from the general understanding of the meaning of the questions put. Nor could there have been any difficulty, other than that of the labour required in furnishing this information; it is founded on accounts necessary to the daily business of the concern. But in the subsequent returns to the Board of Trade (for the latter half of the year 1841), the very same queries are either not answered at all, or answered in the lump, or it is said no such accounts have been kept.

Now, if there be one piece of knowledge of greater importance than another to successful railway management, it is that of the effect of fares upon the number of passengers, and no means at present exist which are so likely to supply this knowledge as a careful comparison of the numbers travelling at different fares, at different times, on different lines. From the actual result, indeed, will have to be eliminated the effects of local circumstances or diversity of accommodation; but if this is an abatement from the value of the naked facts, it largely adds to the necessity for accumulated observation. By what pride of infallibility or jealousy of independence were the Railway Companies induced to obstruct measures the most likely to obtain for them this vital knowledge?

As the returns are, however, they are not entirely without value, although for want of system, and of correlative facts, their utility is sadly limited. As one instance, however, of their use, we may remark that it is important to know whether the same law governs long and short fares in each class. If we are not mistaken it will be found that great care is required in regulating the short fares for the cheaper carriages. It helps us in this inquiry to know what is the average distance travelled by each class. Let us take the Birmingham and Derby for an example. There the average distance travelled by the first class is 33½, by the second 27¼, and by the third 17 miles. We learn, however, from the evidence of Mr. Birkinshaw, that it is only by the first and last train each day in each direction that third class passengers are conveyed.

As to the effect of variations of fare we need only remark at present that the balance of experience so far as it can be gathered from these imperfect returns, is altogether on the side of low fares.

The remaining kind of information important to our present purpose, is that of cost of maintenance of way and working. The returns are here as various as the different notions of the parties from whom they emanated could well make them. In some they are given in one undistinguished amount; in others some classification is attempted; while in a third class there is considerable exactness and detail. And then, though those of the third class might have been valuable to each other had they been on a uniform plan, yet as they stand, scarcely anything can be inferred from them. Especially we would note that not the slightest indication appears in any of them, of a sense of the importance of distinguishing between those expenses which are constant under nearly all circumstances, and those which are proportionate to the number of trains or of passengers. The absence of this distinction is to us decisive evidence that the true principles of management in reference to railways are yet very imperfectly understood.

The Returns to the Board of Trade are not on the same plan as those to the House of Commons. In many respects they are of improved design, but are so imperfecly made out by the Companies as to furnish few points of comparison with the latter: they report the No. of trains and their speed—the No. of passengers—the fares—the total amount received for each class—the mileage of each class, and the total mileage—with particulars of the same general character respecting the conveyance of cattle and goods. It might have been thought that affairs of this kind could be made sufficiently simple and intelligible, to be beyond the risk of misapprehension on the part of the dullest, but it does so happen that there is scarcely a shape in which these particulars could be understoood or misunderstood, which is not here exemplified. Not only, therefore, does it happen that the Returns themselves are of small value, in comparison with what they might, and we may say ought, to have been, but a decisive proof is supplied, that almost every possible diversity exists in the modes and objects of railway accounts. Diligence and careful analysis may perhaps extract useful truths from this heterogeneous heap; but if railway proprietaries know their own interest, they will not suffer a state of things to remain which seems to have for its sole object to involve in obscurity the truths on which that interest depends.

The limits of this article forbid further comment; but we cannot conclude without expressing our regret that a careful examination of these Returns has forced on us the observation that, among the Companies who have unwisely or carelessly withheld much of the information required of them, and mystified the little they have furnished, the greatest are by no means among the least offending. In their "pride of place," they may perhaps deem themselves above the necessity of conforming to requisitions addressed to other Companies, or of learning anything from the experience of the common run of railways; but whatever may be the temporary splendour they may derive from the immense capital they have had to expend, the day may come when, in respect of current management, they may be glad to follow out principles, established by humbler and less conspicuous, though perhaps not less able, administrators.

The challenge which we threw out a fortnight ago to the Anti-Sunday Transitarian party, to *prove* the existence of that "Divine Commandment" on which they profess to take their stand, in calling for the closing entirely of all railways on the Sunday, having remained to this hour unanswered, we think we are fairly entitled to take it now for granted that no such proof can be adduced. We have the less hesitation in doing so, that we feel the strongest possible conviction, that it is utterly beyond their power to impeach the soundness of the argument by which we have endeavoured to show, that the "Commandment" to which our opponents allude, applied exclusively to the Jewish Sabbath, or seventh day of the week (our Saturday), and is of no force as applied to Sunday, or the first day, under the Christian dispensation. We might say much on the serious impropriety, of any set of men pleading the authority of the Word of God, for striving to force their neighbours into a compliance with their own particular views of religious duty, and then failing to give the least evidence of their pretended authority, when called upon to do so; but without dwelling on this view of the subject, we shall proceed to the second branch of our inquiry, which—taking for its basis the principle that it is altogether a matter of human or civil regulation, to what extent men should rest on Sunday from their ordinary avocations—has for its object to ascertain the existing state of the law of England on the subject, and how far it is affected for good or evil, by the new system of railway travelling.

Christianity has been held by the Judges to be part and parcel of the common law of the land. It follows that were entire cessation from labour on the Sunday one of the essential attributes of Christianity, there could never have been any need of human legislation on the subject. It would have been necessary only to put in force the law with its incorporated Christianity as it stands. Working on the Sunday would have been indictable and punishable, like any other offence against the common law, as a misdemeanour. It is remarkable, however, that in all the English statutes on the subject—and they are neither few nor unstudied in composition—the *previous* existence of any universal Christian obligation to abstain entirely from labour on the Sunday is never once recognised or assumed. The legislature has uniformly—down even to a very recent period—dealt with the question as if it possessed *ab origine* the absolute and exclusive power of determining in what manner and to what extent the Sunday shall be observed. It has not simply *declared* what the law on the subject is (after the manner of Fox's Declaratory Bill on the Rights of Juries), but it has *enacted* what the law shall be. It has ordained that certain classes of persons shall not follow their ordinary callings on the Sunday, while it has given free licence to others to do as they please in that respect; it has specified particular things which it may be lawful to do, and others which it shall not be lawful to do on a Sunday; and it has fixed, moreover, certain hours of the day which shall be kept more holy than others; all things which it would never have done, and which it would have been impious to attempt to do, had it been an understood matter among our legislators and rulers, that there already existed a Divine Command, incorporated into the laws of the land by which persons of all classes, without exception, are prohibited from labour of all sorts on the Sunday.

The leading statute on the subject is the 29 Charles 2, c. 7. By section 7 it is enacted, that "no tradesman, artificer, workman, la-

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bourer, *or other person* whatever, shall do or exercise any worldly labour, business, or work of their *ordinary callings* on the Lord's Day, or any part thereof (works of necessity and mercy only excepted)." The words of this clause would seem at first sight to embrace *everybody*; but it is a rule of law that where a statute contains a particular enumeration of classes of persons, with any such addition as "or other person whatever," the particular enumeration must be considered as so far controulling the subsequent general words, that they can only include persons *ejusdem generis*, with those previously named in the Act.—(Justice Holroyd *in re* Whitmarsh.) The *only* persons prohibited, therefore, by the law of England, from following their *ordinary callings* on Sunday are *tradesmen, artificers, workmen, labourers*, and other persons of *like rank and degree*. Merchants, bankers, physicians, lawyers, and others—all persons in short *above* the grade of *a tradesman*, are left free to exercise their ordinary callings on the Sunday or not, according as their own sense of propriety may dictate. Again, it is only their "ordinary callings" that the persons indicated by the statute are prohibited from exercising on the Sunday; whence it follows (for the statute being of a penal nature is one to be rigorously interpreted) that they may lawfully do any sort of work on Sunday which they are not in the daily practice of doing during the rest of the week. It has accordingly been decided (*re* Whitmarsh) that the hiring of a servant by a farmer on a Sunday, does not come within the words of the statute, for although hiring servants may be necessary for carrying on the farmer's "ordinary calling," it is not a part of it; and in another case (1 Taunton, 13,) a *private* sale of a horse on a Sunday, by a person keeping a place for the *public* sale by auction of horses on commission, was held to be good, for the *ordinary* business of the seller was to sell by public auction, not by private bargain.

The only clause in the Act expressly relating to *travelling* on the Sunday, is one which enacts that "no driver, horse courser, waggoner, butcher, higler, or any of their servants, shall *travel*, or come into his or their inn or lodging, upon the Lord's Day, or any part thereof." Everybody else, therefore, except drivers, horse coursers (jockies?), waggoners, butchers, higlers, and their respective servants, (for, in this instance, even tradesmen, artificers, and other persons of that class, are not excepted,) are as free by law to travel on Sunday as on any other day.

But practically speaking, while the law remained on the footing of the Act, the provisions of which we have just cited, there could be no lawful travelling by persons on the Sunday, in any vehicle driven or carried by any person whose "ordinary calling" it was to drive or carry. And therefore it was enacted, by the 9 Anne, c. 23, s. 20, amended and explained by the 1 and 2 Wm. 4, c. 22, s. 37, that it should "be lawful for any hackney coachman or his driver, or any chairman, to ply and stand with their coaches and chairs, and to drive and carry the same respectively, on the Lord's Day, within the limits of the Bills of Mortality." A still more recent statute (3 and 4 Wm. 4, c. 19, s. 26) empowered the "Court of Aldermen within the City, or any two police justices *without the City*, on the application of the Minister or Churchwardens of any church, chapel, or other place of public worship, to make rules for regulating the route and conduct of drivers, *of stage carriages*, cattle, sheep, or other animals, *during* the hours of Divine service on Sunday, Christmas Day, Good Friday, or other day of public fast or thanksgiving, and annex penalties not exceeding 40s., with costs for the breach of such rules." And it has been decided (Sandiman *v.* Broach) that, under the last statute, stage coaches may lawfully travel *anywhere* on the Sunday, subject only to the power of the magistrates to cause them to *deviate* from their ordinary route during the hours of divine service on Sundays, *and other days of public worship*.

According, however, to the law as it now stands, we feel bound to confess that travelling *by railway* on Sunday, so far as concerns all employed in the working of the engines and trains, appears to us to be illegal. The exception which has been established by statute in favour of stage coachmen, hackney coachmen, and chairmen, does not extend to railway engine-drivers, stokers, guards, porters, &c. who act therefore unlawfully in pursuing their ordinary callings on the Sunday. No doubt they are *ejusdem generis*, but the letter of the law is against them. By 2 & 3 Will. 4, c. 120, s. 5, a *stage carriage* is defined to be "every carriage without regard to the form, or construction used for conveying passengers for hire to or from any place in Great Britain, and which travels at the rate of three miles or more in the hour, provided each passenger is charged a *separate* fare:" and it is expressly declared, that that definition is "*not to apply to carriages used on a railway or impelled by steam, or otherwise than by animal power.*"

The practice of Sunday travelling, therefore, as now regulated by the law of England, may be stated generally to stand thus:—

1. All persons are free to travel on Sundays, except drovers, horse coursers, waggoners, butchers, higlers, and their respective servants.

2. All persons are free to employ themselves in driving and carrying on Sunday, whose ordinary calling it is to drive and carry, with the exception only of engine-drivers and other operatives employed on railways.

3. All persons without any exception whatever, may travel on Sunday, and drive or carry on Sunday in cases of "necessity and mercy."

And 4. Magistrates may cause stage-coaches to deviate from their usual course during the hours of divine service on Sunday, in order that such service may not be disturbed, *but during these hours only*.

Whether the law is in all these respects what it ought to be, is not a matter which comes within the scope of our inquiry. We have to do with it only as it affects railways; and here the question which at once obtrudes itself on our consideration is—Why it should be lawful to the whole equestrian train, of every rank and degree, to work at their ordinary callings on the Sunday, and not lawful to railway servants to do the like, when the business in which both are engaged is precisely the same?

Clearly there is no reason whatever for any such distinction; on the contrary, there are many strong reasons why both classes of operatives should be placed on the same footing. The principle of the exception established in favour of persons engaged in the conveyance of passengers by animal power, we take to be this—that it is better a few of the community should have their weekly day of rest abridged, than that the whole should be deprived on that day of the usual facilities of intercourse, or any work of "necessity and mercy" be in the least obstructed or hindered. Now, any diminution in the number of the "few," thus sacrificed—if we may so speak—for the sake of the many—must be a clear gain to the cause of Sunday observance and Sunday rest—of religion and humanity. And certain it is that the railway system does effect, or is capable (if allowed due freedom of expansion) of effecting a very extraordinary diminution in the number of such needful Sunday workers. Two or three men will suffice to convey by railway as many travellers as it would take fifty and more to convey by any other known means (steam vessels only excepted). Again, the two or three railway servants can enable hundreds to perform in a single hour the common road journey of an entire day; so that people may travel to and fro on the Sunday to an extent heretofore unknown, and yet attend their respective places of worship with as much regularity and constancy as ever. A visit which it would formerly have taken a whole day to accomplish—and which in some cases could not be accomplished at all unless on the Sunday, may now be the affair only of a Sunday morning or evening. All works, moreover, of "necessity and mercy," may by a free use of railways, be aided and promoted to an extent unexampled in the former history of mankind. Strong as the law of "necessity" is, it could never before prevail over time and space to the extraordinary degree, which it can with the help of steam and iron do now; and "mercy" though gifted from of old with angels wings, can by means of the same beneficent agents, be swifter to succour and to save, than it has ever yet been, even in poet's dream.

Let railway proprietors, therefore—instead of giving way to the wild and senseless clamour which has been raised against Sunday travelling on railways—bethink them how much real service railways are calculated to render to every interest involved in the observance of the Sunday, and, taking courage from the contemplation of the vast good they are capable of achieving, let them turn the tables on their opponents, and insist, with Parliament, on their servants being placed on the same footing of exemption as the servants of all other persons engaged in the travelling business. We do not mean to say that that free use of railways on the Sunday which we advocate, might not with advantage to all interests, be placed under some regulations, and, in a future article, we shall state what our views on that head are; but we do most unreservedly maintain that they ought to be subjected to no greater restraints, than the most favoured of other modes of travelling are now subject to. A well-regulated freedom is a very different thing from absolute prohibition; and the former is all we desire to see established.

A CORRESPONDENT, calling himself "A Country Subscriber," calls our attention to the commendation bestowed by Sir F. SMITH on the improved punctuality of the South-Western Railway, and appeals to our impartiality to give it publicity, equal to that we afforded to the censures, with which we have thought it necessary to notice their past irregularity. The praise he speaks of is contained in the answer of the Inspector-General to the 150th question proposed to him by the Committee, which is in these words:—

"150. There is one line to which I can speak, the South Western, on which there appears to be a very great increase of regularity. I had an opportunity the other day of ascertaining that,

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and the punctuality was something not to be expected on any line; the extent of it was a difference of only five minutes between the time they actually arrived and the time they were expected."

For the sake of the South-Western Company, we regret that the answer is so worded as to leave it doubtful whether the praise applies to their habitual performances, or only to those of one day. The Company, however, and their defender, our present correspondent, may rest assured, that we shall be quite as ready to publish their good deeds, when we know them, as we have been to expose their misdoings. We have neither partialities nor antipathies: where the interests of the shareholders, and those of the public, are diligently, faithfully, and judiciously cared for, our praise, be it worth little or much, is gladly given; when a contrary course appears to us to be taken, whether through corruption, carelessness, or incompetence, we shall not spare the exposure which the case may seem to require.

The "Country Subscriber" taunts us with not animadverting on certain irregularities on the Great Western, on the days of the Eton Montem and Ascot Races. It will probably be considered a sufficient apology to state, that we never heard of them before; but surely no occasional irregularities such as these, can be considered of parallel faultiness, with the habitual want of punctuality of the South-Western on days of ordinary traffic. We are, however, no partizans of the Great Western, neither are we its enemies; the same rule of impartiality applies with us, in respect to that as to all other lines.

Punctuality is one of the indispensible elements of railway reputation, and therefore of railway success. Our country friend must himself have felt the annoyance, and perhaps the positive loss, too frequently occasioned by the want of it in railway practice. If, however, either the South-Western, or the Great Western, or any other Company, think that their habitual performances entitle them to the confidence of the public, we are ready to do our best to make their merits known, provided only, every statement on the subject is properly authenticated.

THE Directors of the Brighton Railway made an experimental excursion on the line on Monday last, as far as Hayward's-heath, preparatory to an early opening to the public. The result is stated to have been all that could be desired—the working and general action of the engines being perfect. Another similar trip is announced for Tuesday next, in which all shareholders desirous of inspecting for themselves the state of the line, are invited to join.

—o—

RAILWAYS ruin Postmasters, say all the world. Somerset House tells a different story. The authorities there have made a Return to Parliament, from which we learn that the post-horse duty for the year ending 5th January, 1839, was 237,452*l.*, while that for the year ending on the same day in 1841 was 212,635, or but 25,000*l.* less. Again, the stage carriage duty for 1838 was 462,000*l.*, while that for 1840, under a reduced duty, amounted to 407,040*l.* This is not the first instance by many in which the popular first-sight estimate of the effect of improvement, has been proved by experience and figures to be unfounded. In Brussels, previous to the establishment of the Belgic railways, there were but 60 hackney carriages—there are now 300.

—o—

TABLE OF PROGRESS OF RAILWAY BILLS IN PARLIAMENT.—SESSION 1841.

Name of Railway.	Petition presented.	Bill read first time.	Bill read second time.	Bill read third time.	Royal Assent.
Belfast and Cavehill	February 11	March 19	May 10	....	....
Bristol and Exeter	„ 9	March 8	March 15	May 25	June 21
Durham and Sunderland	„ 5	February 19	March 1	March 24	April 6
Eastern Counties	January 29	„ 12	February 22	April 6	May 10
Glasgow and Dundyvan Junction	February 12	March 19	April 20	....	....
Glasgow, Paisley and Greenock	„ 2	February 22	March 1	March 23	April 6
Great Leinster and Munster (No. 1)	„ 12	....	....	....	....
Great Leinster and Munster (No. 2)	April 1	April 29	May 5	May 25	June 21
Great North of England	January 29	February 19	February 26	May 7	June 21
London and Blackwall (Commercial)	February 8	March 11	March 19	April 6	May 10
London and Greenwich	„ 11	„ 19	May 12	June 10	....
Manchester and Leeds	January 27	„ 9	March 22	April 22	May 18
Newcastle-upon-Tyne and Carlisle	February 12	„ 18	May 11	June 4	June 21
Northern and Eastern	„ 11	„ 9	March 16	April 23	May 18
Northern and Eastern (Hertford and Ware Branch)	„ 11	„ 9	March 16	May 13	June 21
North Midland	„ 11	„ 8	March 15	April 23	May 10
Polloc and Govan	„ 12	March 5	March 12	May 7	....
Preston and Longridge	January 27	February 11	February 19	March 22	March 30
Shotts and Wilsontown	February 12	March 19	April 20	May 24	June 21
South-Western (No. 1)	January 27	February 12	February 22	March 18	March 30
South-Western (No. 2)	February 11	March 19	April 30	May 24	June 21
Stafford and Rugby	„ 12	„ 9	....	....	....
Thames Haven	„ 12	....	....	....	....
West Durham	January 29	March 5	March 15	April 5	May 18
Wishaw and Coltness	February 2	„ 1	March 8	March 29	May 10
York and North Midland	January 29	February 12	February 19	March 25	April 6

THE NORTH MIDLAND RAILWAY—HANDSOME CONDUCT OF MR. ROBERT STEPHENSON.

To the Editor of the Railway Times.

SIR,—In your paper of last Saturday I observe, from a letter of one of your correspondents, that the labours of the Committee appointed by the Directors of the North Midland Railway Company to examine and inquire into the various expenses of their establishment with a view to their reduction, has given him satisfaction, as it must do, I should conceive, all others who have a stake in that great undertaking. There is, however, a circumstance connected with that inquiry which ought to be recorded to the credit of the individual to whom it refers, and which I have the best authority for knowing to be true.

When Mr. Robert Stephenson retired from the general management of the North Midland Railway it was considered desirable that his services should be retained as superintendent of the locomotive department, and his professional knowledge, together with the privilege of using the various patents taken out by him, and the probable improvements which he might be able to suggest for the more economical working of that most expensive item in railway expenditure, were valued at 1,000*l.* per annum. Mr. Stephenson not only gave his personal attention to the Committee during their investigation, and explained to them where it would be prudent to economise, and where it would not, but unknown to the Committee, he wrote a note to the worthy Chairman of the Directors, expressing his great regret that the receipts of the railway had not come up to his expectations, and requested that one-half of the balance (a considerable one) due to him should be cancelled, and that 400*l.* per annum should be deducted from his salary, which was secured to him by agreement.

To those who know the losses that Mr. Stephenson has lately been subject to, and over which he had no control, estimated at the least at 10,000*l.* this munificent act of liberality cannot possibly be sufficiently appreciated. I know it will not be satisfactory to him to have this subject alluded to so publicly, but I imagine you will think with me that so noble an act should not be allowed to pass unnoticed.

I understand the first part of his offer was declined, but the latter accepted.

I am, your's, &c.

Z.

July 1, 1841.

ANOTHER RAILWAY EXCURSION TO THE DERBY ARBORETUM.—On Tuesday last, a party of 250 persons connected with the Baptist Church and congregation, George-street, Nottingham, visited the Derby Arboretum. Arrangements had been made with the Directors of the Midland Counties' Railway for the conveyance of the party at less than the usual rate: this, with the assistance of a few individuals, enabled so many to enjoy the excursion. The party left Nottingham a little after two o'clock, and reached the magnificent station at Derby, about three. Many observed that it was worth all they had given to behold so large and splendid a structure. The Arboretum is situated on the same side of the town as the station, and is about ten minutes walk from it. The very first glance of this beautiful and picturesque plot of ground elicited the admiration of all present. The managers, having been apprised of the intended visit, had prepared tea, but, the number being much larger than was anticipated, a little inconvenience was experienced by some. Previous to their return the party assembled in the large room at the lodge, when short addresses were delivered by the Revds. J. Edwards and W. Hawkins, John Heard, Esq., and Messrs. Lomax, Vickers, Felkin, and Lock. Resolutions were passed, expressive of their admiration and gratitude to Joseph Strutt, Esq., for his most munificent donation of the Arboretum to the public, setting an example worthy the imitation of men of wealth throughout the country. Resolutions of thanks were also passed to the Directors of the Arboretum and the Midland Counties' Railway, for the generous manner with which the wishes of the visitors were met. Mr. Strutt and Mr. Loudon* were both present, and interested themselves in contributing to the information and pleasure of the visitors.—*Sheffield Patriot.*

—o—

WEST DURHAM RAILWAY.—This railway, which was partially opened last year, from the Willington and Hunwick pits, to its junction with the Byer's-green branch of the Clarence Railway, was, on the 15th instant, finally opened to the parliamentary terminus at Billy-row, near Crook; and a quantity of coal-waggons, laden with coals of a very superior quality, from the White Lee and Roddymoor collieries, were that day passed down the line, on their way to Hartlepool. These coals are the property of the Northern Coal Mining Company, and fully equal to the quality so long anticipated; and there exists every probability that the hopes entertained of the success of this coalfield, and the praiseworthy undertaking of the West Durham Railway, will soon be realised. A select party of gentlemen, the friends of the Directors, from Darlington, Stockton, and Bishop Auckland, attended to witness the transit of the coals, and were highly interested by the excursion.—*Northern Times.*

* Mr. L. is the distinguished landscape gardener by whom the Arboretum was laid out.

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EASTERN COUNTIES' RAILWAY—WEEKLY PROGRESS SINCE THE 1st MAY, 1841.

WEEK, MAY 2-9.

No. of miles opened.	Length of time opened.	Estimated amount of weekly passenger traffic on the principle of *doubling*, only the number of common road passengers at "the most unfavourable season of the year." See "Utmost Confidence" Estimates of August 1839.	Estimated amount of passenger traffic, supposing the number of passengers to be *quadrupled* during the most favourable season of the year, summer months according to the general experience of other railways.	Actual receipts from the Company's own proper traffic, no other being included in the "Utmost Confidence Estimates."	Deficiency. On the passenger doubling principle.	Deficiency. On the passenger quadrupling principle.	Estimated amount of weekly current expenditure.*	Estimated amount of weekly money loss out of pocket.	Profit which should and might have been realised from passenger traffic.	Total amount of estimated weekly loss from money out of pocket and passenger profit not realised.	Number of stage coaches running for not less than seven miles parallel with the Railway. At opening of the Railway.	Number of stage coaches running for not less than seven miles parallel with the Railway. Now.
17¼	Since July 1, 1840.	£. s. d. 2078 17 8	£. s. d. 4157 15 4	£. s. d. 527 7 6	£. s. d. 1551 10 2	£. s. d. 3103 0 4	£. s. d. 945 0 0	£. s. d. 417 12 6	£. s. d. 3212 15 4	£. s. d. 3630 7 10	50	46 ! !

(*To be continued weekly.*)

TIMOTHY COCKER, Accountant
No. 1, Fact and Figure Buildings.

EASTERN COUNTIES' RAILWAY DIRECTORS—THE LIVERPOOL DECLARATION OF CONFIDENCE OF FEB. 1841.

To the Editor of the Railway Times.

SIR,—Permit me to bring to the recollection of your readers that at the last general meeting of the Eastern Counties' Railway Company the Liverpool clique, dictators and botchers exulted much in a certain address of confidence in the eight Liverpool Directors, which was stated to have been signed by 53 magistrates, bankers and merchants of Liverpool holding 10,975 shares of the Company's stock, and that subsequent to the meeting you did me the favour of inserting a letter from me (*Railway Times*, 6th March), in which I observed:—

"In order to show how little value deserves to be attached to this address, it is only necessary to state that the number of shares held in Liverpool and its vicinity is upwards of *forty thousand*, and the number of holders above *five hundred*.

"From the fact that only one-tenth of the proprietors in this neighbourhood, and the holders of but one fourth of the shares, have subscribed the document, the proper inference to be drawn is, that the majority both in number and value, *do not* approve of the conduct of the eight Directors in question."

The purpose of my now addressing you, Sir, is to point out the strong confirmation which these statements of mine have received from the affidavits filed by these Directors themselves in support of their deservedly defeated application for a criminal information against the truth-speaking *Railway Times*. From the extracts given in your last number they appear to have sworn, "that their constituents are a large body of persons amounting to about *one thousand one hundred and ninety in number*." Now, assuming that two-thirds of the shareholders belong to this part of the country, which I believe will be found pretty near the mark, this would give 796 for the number, out of whom all that could be prevailed upon to sign the address of thanks and confidence was 53 ! ! !

I wonder how many could now be prevailed upon to sign such an address after the last frightful exposure in the Court of Queen's Bench.

I am, Sir, your constant reader,

NESTOR.

Liverpool, June 2d, 1841.

EASTERN COUNTIES' RAILWAY COMPANY—APOLOGY FOR SOME OF THE AFFIDAVIT MAKERS.

To the Editor of the Railway Times.

SIR,—I am surprised, that whilst making the liberal allowances you have done for the conduct of several of the Directors of the Eastern Counties' Railway, in subscribing the astounding affidavits in the case of the Queen, at the instance of these Directors, against the *Railway Times*, commented upon in your last, you should have overlooked this striking circumstance, that there are two or three of them who made oath to facts of *which they could not have had any personal knowledge*. The twenty swearing Directors are stated by you to include only all those who "were Directors, or claiming to be Directors of the Company, *at the date of the publication* complained of;" but all those who were Directors, or claiming to be so, *at that date*, were not all Directors at the dates of the different representations about the traffic, which you represented in that publication as being "grossly and wilfully false." For instance, Mr. Samuel Anderson was *not* a Director on the 28th of August, 1839, when the Directors reported that "the *expenditure*, ACCORDING TO THE BEST CALCULATION THAT CAN BE MADE, DOES NOT AMOUNT TO FIFTY PER CENT. OF THE GROSS RECEIPTS;" and of course it must have been from mere oversight, that Mr. Samuel Anderson has denied on oath "that the said Directors HAVE EVER OR AT ANY TIME pretended that they were working the said railway at a considerable profit." He might depose correctly enough as to what the Board did when he was a member of it, but he could have no such knowledge of his own of what they did and intended *previously*, as to warrant him in joining in any such general and sweeping denial. He must have been one of those to whom you handsomely accord the benefit of having signed and executed the affidavits prepared for them, "without examining for themselves into the truth of their contents." Indeed, no one who has any knowledge of Mr. Samuel Anderson would suppose for one moment that he would "wilfully" subscribe his name to any thing which was not true. A more honourable or better intentioned man does not exist. Trusting you will give a place to these remarks, from one who takes pride in avowing himself a friend of that gentleman.

I remain, Sir, your most obedient servant,

A MERCHANT.

Broad-street, 28th June, 1841.

[Be it so; but what are we to think of the fitness of men for public trust, who execute affidavits without examining into the truth of their contents? "Honourable and well-intentioned" as Mr. A. may be, he subscribed his name to that which, if the Judges had believed it, might have inflicted on this journal a grievous injury.—ED. R. T.]

THE GRAND JUNCTION GOODS' TRAFFIC.

To the Editor of the Railway Times.

SIR,—It is not long since this Company advertised their appointment of a person as their agent here, and stated that arrangements were made to facilitate the transmission of goods during the stoppage of the canals; yet notwithstanding this, I believe that goods were actually left at the station the very day that this advertisement was published, showing that no different arrangements had been made so far as Liverpool was concerned.

It is much to be regretted that this Company should drive so many goods off their line by the monopolising system they have adopted in not allowing any carrier to convey goods along the line. It is true that Messrs. Pickford and Co. remain as carriers on the line, in spite of all the impediments that the Company put in their way; and were it not for the steadiness of this old and respectable firm in opposing the Company, there is no doubt but the Grand Junction Railway Company would soon advance the rate of freight as they did the rate of passengers. To accomplish this, they have succeeded in getting rid of all smaller carriers, who were not able to compete with them. It is therefore very evident, if the rates of freight are to be kept down, the brokers and tradesmen of Liverpool must support the carriers that oppose such monopoly. Let the Grand Junction Railway Company open their line to fair competition; I do not recommend favour being shown to any particular carrier, but give all an equal opportunity of carrying goods, and then they will insure a good share of the trade much more effectually than by puffing their new-appointed agent, who, although he may be stimulated by a commission on what he does, cannot much exceed what has been done by their old and practically-experienced agent.

It is time for the Directors and shareholders to look to their own interest, and at once adopt such steps as will insure the greatest traffic on their line; their past supineness in adopting the proper remedy has actually been the means of driving many tons of goods off the line, which are now sent to or from London through Manchester instead of Birmingham; and I have had goods both to and from London, through Manchester, at the same charge and delivered on the second day. Will the Directors, in spite of thus losing their trade, still withhold to the carrier that privilege which other railways afford?

I am informed that in Manchester the tradesmen support the carrier in preference to the Company to a greater extent than Liverpool, as they are determined to oppose monopoly.

There will soon be a re-action in favour of *canal* conveyance, unless such evils in railway conveyance be put a stop to.—I am, Sir, yours, &c.,

A BROKER.

Liverpool, June, 1841.

* This is my estimate, from all I have been able to pick up here and there on the subject, and I believe it to be rather under than over the mark. What the *actual* expenditure is to a shilling or so, the Directors can tell—*if they please*, and no doubt will do so—*if they think it will be to their advantage*.—T. C.

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LAW AND PRACTICE OF JOINT-STOCK COMPANIES—RAILWAY BOARD REFORM.

To the Editor of the Railway Times.

SIR,—Liberally granting to others that which you claim for yourself—the free expression of opinion—you will want no apology from me for differing from you as to the attention the publication you extract from, "on the Law and Practice of Joint-Stock Companies," deserves from shareholders.

Judging of the *brochure* by your transcript of some sentences, for I have not seen the pamphlet, I am forced to guard shareholders against acquiescence in some propositions put forth by Mr. Boult. His are the old arguments of the Secretaries and Directors of the old Companies, with which from 1833 to the present time the officers of railway projects have successfully inoculated themselves, and from which all the errors and most of the vices of management under which we groan, have had their birth and giant growth.

Some years' attention to the subject—which by many would be denominated "railway experience"—has raised strong doubts in my mind whether, from the nature of such extensive partnerships, it is possible to lay down any rule by which equal ability and integrity can be brought to bear upon such concerns, as we daily see in practice in private and smaller associations. But however this may be, it is beyond dispute, that in following, as has hitherto been done in forming Boards, "the good old plan"—the plan recommended in the pamphlet, we have been woefully singed, and that no time should be lost in reforming it.

The first principle laid down by the author in your extract—that shareholders should bestow confidence, blind confidence—for he tells them that they must give it with no niggard hand, that they must betray no disposition to suspect, that half confidence is worse than none at all, paves the way to every species of deception and fraud; it is tantamount to requiring of us what formerly kings demanded from their subjects, an acknowledgment of their divine right, obedience to the powers that be, whatever be their conduct; it is taking from us the right to form a judgment upon our own affairs; it is saying, "be quiet, we know what is best for you; raise no questions, *believe*"—it is asking us for a surrender of the reason of 500 people into the hands of 24, whose interest, it is possible, is often at variance with that of the persons they would, in effect, disfranchise. I do not blame a Secretary comfortably tiled in and reposing in his library chair, who seeks to cram his constituency with this doctrine. I blame those who, failing to do justice to Nature, by using, as it was intended they should do, the power of self-protection which, in her bounty, she has distributed to all, in no very unequal proportions, timidly, unmanfully, culpably, fail to question, inquire into, probe, watch, investigate, demand explanation upon, and sift with unceasing vigilance, the conduct of Directors, all of whom are open to temptations to violate their duty from the very circumstances of their position. No man has a right to ask for such confidence. No man who properly values himself *will* ask for it. Acts and conduct speak for themselves, and he who wants the confidence of his electors may obtain it, if he likes, without solicitation; *requesting* it is cause for hesitation in continuing it; anger at its withdrawal or suspension, full proof that it has been improperly bestowed, at least as *I* view the matter.

The pamphlet goes on to recommend some of the most exceptionable practices of the present system. The insisting that Directors should hold a considerable stake, is good only to a limited extent; if all were chosen for large holding, it would perpetuate an evil now extremely active, that of throwing concerns into the hands of a wealthy few, who would be uncontrouled and irresponsible, from the power they would derive from patronage—from playing into each others hands—from combination for their private views and interests—from mutual support—and from securing amongst themselves the perpetual management instead of there being a healthy periodical change of persons and of interests—the best, nay, the *only* means of obtaining a well working Board.

Who are the penurious Mr. Boult denounces? Perchance I might call them the prudent, or the economical. I object to Directors being immediately re-eligible: in practice it makes the first election of each person a *life* election. The legislature seems to entertain the same objection, in fact, or why has it fixed a period of capability unless re-elected? Three years suspension from office is not too little. I object to seats, vacated by death or resignation, being filled up by Boards; when a member of the House of Commons dies, do the House elect his successor? The author, in *his* position, is quite right in advocating handsome salaries, and "still harping on my daughter," hinting once more at the inefficiency of cheaply paid service; and shareholders will be *as wrong* if they do not take care—and it can only be done by frequent and sharp inspection of accounts—that they pay only fairly *for work actually performed.*

The exhortation to patience and to waiting for the ripening of the fruit, are very well, and shareholders will benefit by the advice to the extent they deem necessary; but it is my impression, that patience has done much—though idleness and indifference have done more—towards sealing the ruin of thousands of shareholders. If the proprietors of the British Iron Company had looked into the conduct of their Directors instead of bestowing "confidence;" if they had inquired at the time whether the estates proposed to be purchased were worth the sums given (and a very little inquiry would have blown the whole scheme and have saved their capital)—if when the unfortunate thing was first worked on their account, instead of being "patient" they had clamoured, and had insisted on closing a concern, slight attention to it would have shown it to be ruinous; if, instead of leaning for years upon their elbows waiting "the ripening of the fruit," they had individually inspected the concern, and seeing its complexion, had put up the shutters and closed, as they should have done, in place of relying on Directors and their Reports and assertions, something of their two millions—now a shadow—might have been saved. Confidence in Directors is a broken reed to lean upon, and in my ear the very word is become hateful, from its being associated long since, in my mind, with misrepresentation, disappointment, and loss.

The publication of accounts should be, as it is in railways, half-yearly, not annual. I do not adopt the proposition of "concentrated power," if it mean a *very small* number of Directors—they may be too few, as they may be too many; not that I want, as one of your correspondents accused me of doing, one rogue to look after another; but I *do* want one honest man to see that another is right, instead of leaving the whole routine to two or three.

Your extract says nothing of Auditors. I could not get on without them, and they must be taken from the share-lists by alphabetical rotation, to serve for one year and then go out.

Mixed Boards, taken for different reasons or qualifications, and to serve only for a limited time, are the only ones that will ever be found to work for the general benefit, and I therefore beg to restate a proposal to this end, which I have before now suggested, that Directors shall be taken from the share-lists *in alphabetical order, for largest holding and for residence near the lines*, until eight persons for each Company have accepted office.

I am, Sir, yours, &c.,
A RAILWAY SHAREHOLDER.

AMERICAN LOCOMOTIVE ENGINES.

To the Editor of the Railway Times.

SIR,—It may probably interest some of your readers to compare the statement below with that given in your journal of the 26th inst. According to my notions the pull of the engine *Philadelphia* seems to have been a little beyond that of the *Hitchins* and *Harrison*, while the speed of the latter was probably a little more than that which the former would have attained if the length of way had permitted such attainment.

The engine *Philadelphia*, built by Mr. Norris of Philadelphia, started immediately at the foot of a plane rising 1 in 37 4-10ths, for one mile in length, and took the following loads at the speeds here stated, for the last quarter mile of the ascent—

On the 16th June, 1840—	Tons.
Seven new waggons loaded with iron, each to four tons	28
Weight of waggons, each 2¼ tons	17¼
Thirteen men	1
Weight of engine	12¼
Weight of tender	6¼
Tons	65¼

Speed during the last quarter mile, 9 18-100th miles per hour.

On the 19th June 1840—	Tons.
Seven new waggons loaded with iron, as before	45½
Thirty men	2
Weight of engine and tender	19
Tons	66½

Speed during the last quarter mile, 10 4-10th miles per hour.

On the 20th June, 1840—(Fine dry day)—	Tons.
2nd Trip—Eight new waggons, loaded as before	52
Twenty men	1¼
Engine and tender	19
Tons	72¼

Speed during the last quarter mile 9 4-10th miles per hour.

	Tons.
3rd Trip—Eight new waggons loaded as before, Twenty men, engine and tender	72¼

Speed during the last quarter mile 9 miles per hour.

On the 14th July, 1840—	Tons.
First Trip—Seven new waggons loaded with sand each to four tons	28
Weight of waggons, each 2½ tons	17½
Sixteen men	1
Weight of engine	12¼
Weight of tender	6¼
Tons	65¼

Speed during the last quarter mile 10 2 10th miles per hour.

	Tons.
2nd Trip—Same load (except 12 men instead of 16)	65¼

Speed during the last quarter mile 9 7-10th miles per hour.

	Tons.
3rd Trip—Same load (except 15 men instead of 16)	65¼

Speed during the last quarter mile 8 5-10th miles per hour.

On the 16th July, 1840—(Rails very dirty)—	Tons.
7 new waggons with sand	28
Weight of waggons	17½
Nineteen men	1¼
Weight of engine and tender	19
Tons	65¼

Speed during the last quarter mile 8 6 10th miles per hour.

On the 18th July, 1840 (rails wet and dirty)—

	Tons.
Same waggons and loads as on 16th	45½
Twenty-one men	1¼
Weight of engine and tender	19
Tons	65¼

Speed during the last quarter mile, 10 2-10th miles per hour.

The *Philadelphia* has 12½-inch cylinders; 20 inch stroke, and 4 feet driving wheels not coupled.

I am, Sir, your faithful servant,
W. S. MOORSOM, Engineer.

THE BAPTISTS AND SUNDAY TRAVELLING.

To the Editor of the Railway Times.

SIR,—In your remarks on the Sunday travelling question you make a statement which implies that all the Baptists, both General and Particular, keep the seventh day Sabbath. So far is this from being the case, that it is questionable whether one in fifty of the members of Baptist churches know that there are any Baptists at all who do so. I believe, indeed, that the very few Sabbatarians who exist in England are also Baptists, and I suppose it is from that circumstance your error has originated.

I cannot but think this a somewhat singular in-

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stance of the obscurity, I will say the undeserved obscurity, of the Baptist denomination. I should have thought that greater general publicity had been acquired by a body with which Milton was intimately connected, whose sentiments Sir Isaac Newton is known to have approved, who have exhibited to the world in our own day the learning and devotedness of Carey, Marshman, Ward, Yates, Chamberlain, Lacey, Sutton, and many others in the East, and the nation-stirring rectitude and energy of Burchell, Knibb, and their coadjutors in the West, and who can claim at home the credit due to the sterling though unpolished genius of Bunyan, the erudition of Dr. Gale and Robert Robinson, the eloquence of Hall, and the scientific eminence of Olinthus Gregory, to say nothing of hosts of minor stars. I hope, Sir, I am not overrating the honours of the body to which it is my pride to belong, when I say that the general movements of philanthropy and science are rarely made without the assistance of some or more of them, although they may not be very solicitous to obtrude their peculiarities on the notice of other persons.

I really think it singular that the common, everyday, public practices of such a body should be so little known as to have escaped the extensive and acute observation of the Editor of the *Railway Times*. And such being the fact, what is the real value of the representations given now or heretofore by prejudiced opponents of each others religious peculiarities, or what that of the testimony on such points of an antiquity in which the means of communication were few, and the safe and fair rules of investigation little understood and still less practised. For my part I am confirmed by your slip, in the fundamental principles which made me, while your very obedient servant,

A GENERAL BAPTIST.

June 30, 1841.

RAILWAY PASSENGER TAX—THE CROYDON AND GREENWICH DISPUTE.

To the Editor of the Railway Times.

SIR,—I freely admit that a personal toll of either 3d. or 4½d. levied indifferently on passengers of every class, bears very unequally on the lowest, and is indeed a striking picture of the inequality of the present Government tax. To a short line like the Croydon, this must be peculiarly injurious, as restraining the Directors from adopting the scale of fares calculated to be most productive: and though to a longer line, like the Brighton, it may be comparatively harmless, I think there are two other modes of settling the compensation due to the owners of a *terminal trunk* railway, either of which might be rendered at the same time equitable, and consistent with the interest of all parties, if they could only agree about the details.

The *first* mode is by a *per centage* on the gross traffic receipts. I do not remember to have seen any conclusive argument against this mode of levying the Government tax upon passengers, which appears to be at once the simplest and fairest, and I believe that something not exceeding 5 per cent. on the gross receipts from passengers would be mutually beneficial to the Companies and to the Exchequer. It would also have the advantage of leaving the Directors of each railway at liberty to accommodate their charges to the peculiarities of different localities.

In the case of one railway running into another, the *per centage* ought to be in something like a *compound ratio of the length of the part run upon to the length of the whole line, and of the comparative cost of this portion to the cost of the whole.* I am not sufficiently master of figures and facts to enter upon the calculation; and if it should turn out (as I suspect it would) on this principle, that the Greenwich Company would be entitled to claim from the Croydon about 20 *per cent.* of their gross receipts, perhaps the Directors of the latter might be as little pleased as they are now.

The *second* mode proposed for consideration is, that each Company using a *terminal trunk* shall pay a fixed annual rent for such use; and, in addition, a *small* sum for every person and every ton of goods carried over the line.* This might in some respects be thought the preferable mode; but I have not now time to discuss the question: and perhaps these suggestions have been already debated and rejected.

MODUS.

June 29, 1841.

* This is the sort of arrangement made between the Eastern Counties' and Northern and Eastern Companies.—Ed. R. T.

MANCHESTER AND LEEDS RAILWAY

To the Editor of the Railway Times.

SIR,—I have read with attention the long statement given by the Chairman of the Leeds and Manchester line at the late meeting regarding the state and prospects of that railway. As an individual shareholder, I feel indebted to Mr. Houldsworth for the open and candid manner in which he stated his views, but I am far from agreeing with him in his sanguine anticipations or in the correctness of the premises on which his conclusions are founded. He infers from the great and gradual increase in the traffic receipts of the London and Birmingham, North Midland, Grand Junction, and other lines, that a similar increase may fairly be anticipated on the Leeds line. Now, Sir, I hold that the cases are in no respect parallel. The vast increase on the Grand Junction was caused by the opening of the London and Birmingham line 15 months after the Grand Junction opened throughout. Again, the increase on the London and Birmingham has been caused by the successive openings of the Aylesbury, Derby, and Midland Counties' Railways. The increase on the North Midland has been owing to the opening of the Manchester and Leeds and Great North of England lines. But, Sir, the "Leeds and Manchester" has nothing of that sort to look to except its two short branches, which will probably hardly pay the expense of working them! Such being the case, Mr. Houldsworth's whole train of argument falls to the ground.

I do not mean to assert that there will be no increase in the receipts on our line, but it will be trifling compared with that on some other lines. The fact is, the sooner the shareholders dismiss those golden dreams the better. Our weekly receipts are not likely to exceed 4,000*l.* on the average for 1841. This will afford a dividend of 2½ per cent. I take the working expenses at 50 per cent. (on 104,000*l.*) and we have 70,000*l.* of interest on loans to pay; this leaves 34,000*l.* for a dividend. We cannot possibly work the line under 50 per cent. on the receipts, while our revenue does not exceed 4,000*l.* weekly, for a large proportion of our revenue is derived from goods' traffic, and our trains are but small; this will tend to neutralise any saving in the item of coke. For a year or two our revenue will probably gradually increase, but I see little prospect of the Leeds line turning out more than a 5 per cent. job for many years to come.

Under these circumstances, Mr. Editor, I am of opinion that the shares are at present at their full value, and I beg to enter my protest against the proposed appropriation of the net profits towards the construction of the branch lines. For several years I have held, and I now begin to long to pocket a dividend, however small, and such is the feeling I doubt not of most of the shareholders. Let the Directors therefore either issue the new shares at once, or defer the formation of the branch lines for the present, and give us a dividend in September. They may rest assured that the shares will not rise so long as 13,000 quarter shares remain unissued.

I commend the candour by which our Board has recently been distinguished; but it has come a little too late. Had they not kept us so long in the dark, we should not have had our expectations raised so high in 1840 to be only succeeded by the bitter disappointment of the realities of 1841. It would also have prevented the heavy losses (probably the ruin) incurred by those who bought in at the high premiums of 1840.

I feel surprised at the tenacity with which our Directors adhere to the 15s. fare from Manchester to Leeds, and I fearlessly assert that we have made no reduction whatever in the fares, taking the average of the last five or six years, as during that period the inside fare by coach has usually been 15s. Let the Directors look to such matters more carefully, and then they will command a large traffic without those desperate attempts to grasp at it by paying the post-boys and turnpikes to Harrowgate, &c., attempts that only make them a laughing stock. If our line is properly managed, there is no fear of the result.

I remain, Sir, yours respectfully,

A MANCHESTER AND LEEDS SHAREHOLDER.

26th June, 1841.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—With reference to that part of the letter dated from Kendall, and signed "N.," which appeared in your last number, relative to the eastern and western line of railway into Scotland, where it is said, "so strong is the opposition of the Duke of Buccleugh to the eastern line, that the noble Duke absolutely forbade the surveyors going upon his ground to make the preliminary surveys," I beg to say, that this statement is quite at variance with the truth. That noble Duke would not seek to prevent the surveys of the eastern line being made, which I know well does *not touch* one ridge of his Grace's property. But had it been otherwise, I feel satisfied that he would not have done so, as that line is the only one towards which it is understood his grace, as well as the great majority of the inhabitants of Scotland, are favourably disposed—the only one which they are likely now to promote, and to which the proprietors upon the line are generally more favourably disposed. It was the Nithsdale and western line which, it is said, passes about 20 miles through the Duke of Buccleugh's estates, to which, it is understood, he refused to give his assent to the preliminary survey, and *not to the eastern* line, upon which his Grace does not own or possess one yard of property of any kind.

VERITAS.

28th June, 1841.

[We have received a letter to a similar effect from "D." of Edinburgh, who adds, "With reference to some remarks of your own, in your publication of the 19th instant, I think it right to inform you, that the parties interested in the east coast line are not allowing that undertaking to become dormant, and I mistake much if it will not be brought forward at no very distant period, and under the most favourable auspices."]

THE RAILWAY INTO SCOTLAND.

To the Editor of the Railway Times.

SIR,—Your journal having taken notice of the *movement* in favour of the railway communication between England and Scotland, as recommended by the Government Commissioners (from Lancaster, *via* Carlisle and Lockerby, to Glasgow and Edinburgh), it is proper that your subscribers should be made aware of the intention to hold a public meeting on the subject at Liverpool, during one of the days of the approaching great Agricultural Show.

Of *time* and *place* due notice will be given, and the meeting, it is expected, will be both numerous and influential.

I am, Sir, your obedient servant,

G.

June 30th, 1841.

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RAILWAY FROM LANCASTER TO GLASGOW.

To the Editor of the Railway Times.

SIR,—Seeing an editorial article in your last number but one, stating that a movement is now making in favour of the establishment of the line of Railway from Lancaster to Glasgow, as recommended by the Railway Commissioners, I am induced to offer the following remarks, which I will thank you to insert in your valuable journal, in order to bring into more general notice a suggestion that has been made to alter or divert that part of the line which extends from Penrith to Carlisle. To enter into a full and minute illustration of the question would occupy too large a space, and I will therefore confine myself to a detail of the principal features in the proposed alteration, and the objects which it is thought will be attained by it.

After leaving Penrith and proceeding towards Carlisle for about 2 to 3 miles upon the Commissioners' line, it is suggested that the line now proposed should branch off to the westward, and after traversing a country favourable to the formation of a railway, and abounding with materials of good description, that it should join the Maryport and Carlisle Railway, at a point near Dalston, from which place this railway will be taken to Carlisle, where a junction will again be made with the Commissioners' line on the south-west side of the town. The whole length of this line, that is, from Penrith to Carlisle, is about 19 miles—the line recommended by the Commissioners' between the same termini isvery nearly 18 miles; but of the former there is now 3½ miles in progress of formation and there will therefore be only 15½ miles of new road to be made instead of 18 miles. It will be seen that the distance for Scotch passengers will be increased one mile, but as the scheme across Morecambe Bay has been rejected, the distance, now to be travelled by passengers to and from the North of Ireland and the Western parts of Scotland and Cumberland, will be lessened, by the proposed route, about six miles, which will balance the disadvantage to Scotch passengers. But even the interests of the latter passengers will not be prejudiced, for there are good grounds for supposing that the fare will not be materially increased.

Upon the Commissioners' line there are some extensive excavations—one three quarters of a mile in length, averaging 20 feet in depth in clay and sand, and another a mile in length, averaging 30 feet in depth, and in some parts 50 feet. It will cut up many gentlemen's private grounds, and the opposition of landowners who might be expected to throw difficulties in the way, might have to be bought off at immense compensation prices. The land is generally of good quality, and near to Carlisle very valuable. It is said that the saving of 2 to 3 miles in length at the Carlisle end, will not be less than from 40,000*l.* to 50,000*l.* Upon the line now proposed, it is believed that no engineering difficulties will be met with. No gentlemen's seats are in the way; the land is of inferior quality. The saving in constructing 2½ miles of road will be very great, and there will be a considerable saving in avoiding the erection of a separate station at Carlisle. Under all the circumstances it is estimated that if the line here proposed be adopted, that the saving in the first cost will not be less than from 50,000*l.* to 60,000*l.* A much cheaper supply of fuel may also be obtained—not less than from 20 to 30 per cent.; in consequence of which, and the saving in the first cost of the line, is not too much to say, that passengers may be taken the 19 miles by the line here proposed, at a cheaper rate than the 18 miles by the other line.

The towns of Penrith and Kendal, and other places along the line, are also likely to receive more benefit from the undertaking, if the line here proposed be adopted, as both East and West Cumberland coal would then be brought into the market, and the necessary consequences of the competition that would be introduced would be a certain reduction in the prices; but if the other line be retained, then these towns will be supplied, almost exclusively, by the East Cumberland coal owners at their own prices.

There is another serious objection to the Commissioners' line—the gradient for six miles at the Carlisle end being 1 in 160, a rise by far too steep for such a distance. Instead of 1 in 160, the corresponding gradient upon the other line will be 1 in 329. Upon the Commissioners' line the population is thin and purely agricultural. Upon the line now proposed, the population is more dense, and there are several extensive manufactories and corn mills, and an iron forge upon it, which will add considerably to the traffic.

These are certainly points worthy of investigation, and it will rest with those who are responsible for obtaining the best and cheapest mode of communication, to take them into consideration.

Z.

June 29, 1841.

OBSERVANCE OF THE SUNDAY.

[WE quote the following notice from the *Newcastle Courier*, not because of any direct connection which it has with railways, but to show the absurd lengths to which the Sunday Anti-Transitarians would go, if they could only have their way. We need not say that we greatly rejoice in the signal triumph achieved by common sense on the present occasion. —ED. R. T.]

"CENTRAL EXCHANGE NEWS ROOM.—On Friday last the Annual General Meeting of the subscribers to this institution was held in the Exchange, Sir John Fife in the chair; and as it was generally understood by a notice on the books, that another attempt would be made to close the rooms on the Sunday, the attendance was very numerous. After a few remarks from the Chairman,

Mr. W. C. MARSHALL moved that the following addition be made to the third rule of the institution, viz. "Excepting on Sundays throughout the year, upon which days the Exchange and News Rooms shall be closed." Mr. M. in introducing it spoke at some length, contending that the due observance of the Sabbath was as binding as any of the other laws of God, and was therefore a duty as essential to be performed as those which interdict stealing or the committal of other offences, &c.

The Rev. Mr. SAWER having seconded the motion, Dr. DE MEY and Mr. JOHN BRANDLING opposed it, and repudiated the idea entertained by the advocates of the Sabbath question that members attending the rooms on that day were desecrating it. The former gentleman argued that those who were so anxious for the closing of the rooms on the Sabbath, were instrumental in forcing many to pass it in a less respectful manner; besides the due observance of it was a thing of conscience, the same as a man worshipping his God as he chooses, and he really thought it was too much to interfere with that, which alone rested between a man and his Maker; while Mr. Brandling showed that the rooms were private, the hotel being entirely closed during divine service, and therefore they were strictly a place of retirement where friends might resort, and see each other and hold friendly intercourse.

Mr. HAGGIE then, amidst cries of "Divide, divide," spoke in favour of the motion, and Mr. H. Turner against it, after which the meeting divided, when there appeared against the motion an overwhelming majority of 353 against 26.

The Rev. Mr. CAMPBELL then moved on the part of the minority, that a protest be entered on the minute book, but this being loudly objected to by many, a show of hands was taken, and this motion was also rejected by a large majority.

EDINBURGH AND GLASGOW RAILWAY.

GLASGOW TUNNEL.—The arching at the south end of the tunnel being all thrown, the Directors, on Tuesday last, 22nd June, went through the ceremony of keying the portion of the arch immediately adjoining to the station. The Chairman, having gone through the usual forms, complimented Mr. Marshall, the contractor, on the manner in which he had executed this portion of the work, and assured him that the Directors regarded it as an earnest of what may be expected of him in the completion of the remainder of his contract,—that from the report of the Engineer, and the assurance given by Mr. Marshall, he expected that the Glasgow Tunnel, which forms one of the most important works of the line, would be completed by August. Mr. Marshall, in reply, expressed the gratification which he felt on the present occasion. He was making every exertion to meet the wishes of the Directors as to the completion and opening of the line, and he hoped that, in the course of four weeks from this date, he would be able to say that the arching of the whole Tunnel was completed. The party present, including a large body of the workmen, then drank success to the great undertaking amidst hearty cheers.

The masonry at the mouth or south entrance to the Tunnel constitutes an object of interest. The general breadth and height of the Tunnel is 27 feet by 20; but to facilitate the distribution of the trains of carriages and waggons over the station, the Engineer has contrived a gradual enlargement of the end of the Tunnel, by constructing six successive arches of increased dimensions, the last of which forms the entrance into the station, and the keying of which occasioned the meeting. It is 62 feet wide by 25 feet high, resting on two piers, and surmounted by a ballustrade, which forms the south wall of a new street to be called Cathedral Street an eastern extension of Bath Street to Stirling's Road.

It is gratifying to observe the rapid progress making in every part of the work about the station. The roofing of the booking-offices is now nearly completed—the warehouses for goods are rapidly springing up—and the erection of the passengers' shed is commenced. Along the line, too, the most spirited exertions are making. The last arch of the great viaduct at the Almond Valley was keyed by Messrs. Gibb and Son; and that at the Avon Valley by Mr. Lorimer, a fortnight ago; and there is little doubt, if the weather continue favourable that five-sixths of the line will be completed in August, and the remainder by the 1st of September; and it is confidently expected that the whole, from end to end, will be opened to the public early in September.—*Glasgow Herald.*

SECOND CLASS CARRIAGES.

SIR,—I wish to lay a complaint through your very useful paper, before the managers of the railways, which, if they were aware of the importance of, they would, I am persuaded, not delay to apply the remedy. It is, namely, against the very dangerous construction of the second train carriages. In the present state of them, the thorough draft which now passes through them gives every person, more or less, cold, if they have a long journey to take. There are some of them with glass, enclosed for night passengers, and these are exactly as they all ought to be made. The unenclosed ones are most dangerous, and especially to those who are delicate or unwell. I cannot suppose that the managers would hesitate to remedy this great evil, and especially as the expense would be a mere trifle, as they have shown every wish to give all accommodation to the public. Your insertion of this in your paper will greatly oblige a sufferer by this neglect.

VIATOR.

Derby Mercury.—June 19th, 1841.

TRESPASSING ON RAILWAYS.—At the County Petty Sessions on Tuesday week, an individual was fined in the penalty of 10*l.* for a trespass on the Birmingham and Gloucester Railway at Spetchley, by riding a horse along the line. It appears that the offender was intoxicated, and it was a most fortunate and providential circumstance that at the time when he was upon the line no train was in the neighbourhood, or dreadful consequences must have ensued both to the individual and the passengers in the train. The magistrates are determined to enforce heavy penalties in every case of this description.—*Worcestershire Chronicle.*

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RAILWAY ADJUDICATIONS.

BRADLEY v. DUNCUFT.

(Tried before Lord Abinger and a Special Jury.)

Court of Exchequer, Guildhall, June 30.—Mr. CROMPTON opened the pleadings;

Mr. ANDREWS stated the case on the part of the plaintiff, as follows—May it please your Lordship; Gentlemen of the Jury,—This is an action brought to recover the sum of 100*l*., the amount of 50 shares of the Stafford and Rugby Railway Company. The intended line of railway has been altered, owing to the Company not being able to get their Bill passed for the line they intended. What I am seeking to recover at your hands is, 100*l*. for shares that were sold in this railway the deposit money—with a view to going to Parliament for making of this alteration. It appears, on the 18th of March the plaintiff, who is a sharebroker, sold to the defendant, who is also a sharebroker, fifty of these shares, at the sum of 2*l*. a share, and delivered, when he had sold them, the scrip certificates to the defendant. The certificates were in this form—"Stafford and Rugby Railway: 10 shares, 7*l*. each, number so and so to so and so, inclusive; signed by two of the Provisional Directors of the Company."—These certificates are sold in the market, transferred from hand to hand. When the money comes ultimately to be divided—supposing the railway is never formed—the person who holds these certificates will of course obtain his share from the persons who have been appointed as the Provisional Directors on the production of the certificates. It appears, that soon after the bargain had been made between the plaintiff and defendant, these shares fell in price, and then the defendant became rather unwilling to complete his bargain. The bargain had been made, as I have stated, but as he had not paid the money, he bethought himself of the different defences he might make to avoid the payment of the money. He first wanted to have the name of the principal for whom it was alleged the plaintiff had sold the shares. But that bargain was made between the plaintiff and the defendant, and the plaintiff was the person to receive the money. In the next place, the defendant said he was not satisfied to pay the money on the mere delivery of the certificates; but he wanted an order of the original shareholder on the Railway Company to pay to him his share of the deposits when it should become due. Now such order could not be given to every person to whom these certificates had been delivered, for they were deliverable from hand to hand; the original shareholder could only give it to the person to whom he first sold his shares, and when he had so given it to him, if that person sold the shares to a second he delivered it to the second, and so on. The mere delivering over of that order would no more convey to the party who had entered into the bargain, the legal interest in the money, than the delivery of the certificates; it was merely an equitable interest, which passed to the purchaser of these shares; and if any contest was entered into—if any proceedings at law were to take place—why they would be brought in the name of the original shareholder.—However, it appears the bargain between the parties was for a sale of these certificates of shares; they were to be sold by the plaintiff to the defendant at the sum of 2*l*. a share; he delivered the shares, which were all they were dealing about at the time, and all that was in our intention at the time the contract was made. The plaintiff has performed his part; the defendant refuses to perform his, and therefore we are obliged to come to recover the 100*l*., the price of the shares, at his hand.

Mr. Joseph Fernie sworn; examined by Mr. CROMPTON—Are you a sharebroker at Manchester?—Yes.

Now, do you remember on the 18th of March last meeting the plaintiff, Mr. Bradley?—Yes.

Had you any bargain with him for shares?—I had.

(By Mr. PLATT)—Was the bargain in writing?—Not in writing.

Did you purchase some from him?—Yes.

How many did you purchase?—Forty.

What were they?—Stafford and Rugby Railway scrip.

What was the price?—2*l*. per share.

Did you get the certificates from him?—I got scrip.

(By Mr. PLATT)—Have you got it here?—No.

Had he any more to dispose of?—Fifty more.

Did you mention the defendant to him?—Yes, I did.

In what way did you mention him?—I told him that he was a buyer of that stock.

What is the defendant?—He is a sharebroker.

What is Mr. Bradley?—A sharebroker.

(By Lord ABINGER)—You purchased these of Mr. Bradley, the plaintiff?—Yes.

Shortly after this conversation between you and Bradley, did you see Bradley and the defendant together?—I did.

How soon afterwards?—Immediately afterwards.

Where was that?—On the Manchester Exchange.

Did you hear what Bradley and Duncuft said to each other?—I did not; I was a few yards from them.

After their conversation did Duncuft come to you?—He did.

Did Duncuft tell you anything?—He did; that he had bought 50 shares in the Stockton and Rugby Railway.

Did he mention the price?—Yes, at 2*l*. a share.

Do you know whether they had been delivered or not—the certificates?—I understood they had been delivered.

Have you had conversation with him since?—Yes.

What has he told you as to the certificates being delivered?—He told me that he wanted an order from Mr. Bradley.

Did he ever complain about the certificates?—He wanted an order from Mr. Bradley; through Mr. Bradley from his principal.

What kind of order did he mention?—To receive his share of the deposits from the Directors.

Were these scrip, or shares, or whatever they are, usually sold at that time in the market?—Yes.

Had it been usual at that time to require such an order?—Not so.

Mr. PLATT—You will put in the deed, I suppose, to show the right of these parties to any of these shares; we are talking about pieces of paper at present. My friend will show the constitution of the Company.

Lord ABINGER—There is no Act of Parliament.

Mr. PLATT—They have a deed.

Lord ABINGER—What is it but assigning the right of another man to a portion of the subscription.

Mr. PLATT—It is a piece of paper, your lordship will find by and by.

Lord ABINGER—That is not assignable at all is it?—It is a *chose* in action.

Mr. CROMPTON—He buys anything he can make under it.

Mr. ANDREWS—He buys this piece of paper.

Lord ABINGER—Or what these pieces of paper represent—are they *choses* in action?

Mr. CROMPTON—It is impossible to say what they represent.

Mr. PLATT—I submit my friend must show some constitution of the Company.

Lord ABINGER—He states this: there is no Company; Mr. Andrews' statement is very perspicuous; he says the Company was intended to be formed—a sum of money subscribed; they failed in their first measure, but still intended to go on with it while the money was subscribing; the parties who had originally subscribed parted with their shares, which they call *scrip*, to different persons; the question is whether they could by law make such a transfer.

Mr. PLATT—Before a measure of this kind could be brought into Parliament it is necessary that there should be a certain subscription; there should be a subscription agreement that constitutes and shows what the interest of the several parties was in that particular project. I say my friend ought to produce that.

Lord ABINGER—They must pay into the Court of Exchequer a certain sum of money before they are allowed to bring their Bill into Parliament.

Mr. PLATT—And sign the agreement, my Lord. My friend has the agreement here, I dare say.

Lord ABINGER—Is it an instrument assignable at law.

Mr. ANDREWS—I apprehend a person may very well bargain for equity by an equitable claim to anything—an equitable claim to an estate—that would want a conveyance. I would put it in this way.

Lord ABINGER—A man may buy a bond.

Mr. ANDREWS—It passes; it does not give him a right to sue at law; he has got the equity; that I apprehend is what has been bought here.

Had you had any conversation about returning the shares—the certificates?—No.

Had you a conversation with him this morning; I believe you are a friend of Mr. Duncuft, the defendant, are you?—I am acquainted with them both. I am not friend to one more than the other.

Do you know anything from him about any certificates?—Nothing, but what has passed in discourse.

What do you know about any certificates from him?—I do not know anything of them, more than being cognizant of the bargain that was made; that he bought them from Mr. Bradley, and refused paying him for them without a memorandum.

That, you have learnt from him, have you?—That, I learnt from them both.

Lord ABINGER—Suppose a man buys a bond, and the person who sells it him does not give him a power of attorney from the original obligee, he says, "I wont pay until I get the power of attorney."

Mr. CROMPTON—There is a sale of this document whatever it is; they may take their chance of what they can get upon it.

Lord ABINGER—Oh! that is selling nothing.

Mr. CROMPTON—I believe they would by the scrip have been able to get the money.

What was your conversation with him this morning?—With Mr. Duncuft; Mr. Bradley told me Mr. Duncuft intended to set up the point here.

I want you to tell us what Mr. Duncuft and you talked about this morning?—Certainly; I told him that Mr. Bradley understood he was setting up a point in this Court, denying the delivery of the shares; that if Mr. Duncuft did gain this suit, Mr. Bradley's principal would sue Mr. Duncuft in another Court, and prove Mr. Bradley to be the agent or witness to the delivery of the shares—that is all.

What did Duncuft say to that?—He did not make any reply.

Did he say anything about the shares being delivered?—He did not.

Lord ABINGER—Have you not pumped him sufficiently?

Cross-examined by Mr. PLATT—He told you he had refused to pay for these shares because he could not get from Mr. Bradley the memorandum?—Yes.

Did he not tell you at the same time he discovered by the deed, that the shares could not be assignable or transferable otherwise than to the executors or administrators of the original subscribers, except with the consent in writing of the provisional Directors?—He told me that was contained in the ——

(By Mr. ANDREWS)—When was this?—Sometime since.

Mr. ANDREWS—Do not——

Did he not tell you at the same time, that he refused to pay for them, because he could not get a memorandum?—I do not remember he told me that at the same time.

Mr. ANDREWS—Fix the time.

Lord ABINGER—You have asked him as to all times; Mr. Crompton has not pinned him down to any particular time.

Mr. ANDREWS—His memory was so very vague.

Did he not tell you at the same time, that he

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would not pay without having a memorandum from Mr. Bradley—did he not tell you that, at the same time he made that communication, that the consent of the Provisional Directors was also necessary?—He did.

That he had learnt that from the deed?—He did.

Lord ABINGER—Is not that enough?—Mr. PLATT—Quite!

Did he not tell you that Mr. Bradley would not tell him who his principal was?—Certainly.

And did he not tell you at the same time also that the person in whose name these shares stood was not the owner of them?—Mr. Bradley told Mr. Duncuft in my presence that the person who had signed the deed might be a man of straw. Mr. Duncuft said he should require a memorandum from the person who had signed the deed, indorsed by his principal, ordering the Directors to pay him the division.

To pay him the division which he was to have from the scrip?—Yes.

Did Mr. Bradley give him that memorandum?—Mr. Bradley refused giving up the name of his principal.

Do you not remember he said at the same time the person whose name was down was not the owner of the shares?—He said the man who had signed the deed might be a man of straw; the man who had signed the deed was not his principal; was not the owner of the shares.

Re-examined by Mr. ANDREWS—When was it he said this; how long after the time when the bargain had been made?—A very few days.

After the bargain had been made?—Yes.

Lord ABINGER—Can you carry the case any further?—Mr. ANDREWS—No, my Lord.

Lord ABINGER—No written contract; if these are saleable chattels, they ought to be the subject of a contract in writing—No delivery proved.

Mr. ANDREWS—As to these certificates, such as they are, does not your Lordship think they may be sold without any written contract?—Lord ABINGER—And *delivered*—yes! subject to the other exceptions; but there is no proof that they were delivered; no proof of any payment. You want a contract in writing therefore to bind the party.

Mr. ANDREWS—Does not your Lordship think there is evidence they were delivered at the time?—Lord ABINGER—No, I think not; he says he never admitted they were delivered to him. Mr. Crompton pumped him a long time, but could not get out of him that he admitted anything was delivered.

Mr. CROMPTON—The Courts have held a contract in writing is not necessary under the Statute of Frauds as to shares of this kind in these Companies; they are not goods, wares, and merchandize, under the Statute of Frauds.

Lord ABINGER—I do not know what they are.

Mr. CROMPTON—They are not goods, wares and merchandize under the Statute of Frauds—they are not things that could easily pass.

Lord ABINGER—What are they?

Mr. CROMPTON—It is a ticket—something like a pawn-ticket by which he is to have a chance of getting something.

Mr. PLATT — Stated in the declaration to be "sold, tranferred and delivered!"

Mr. ANDREWS—We need not prove the whole of that.

Mr. CROMPTON—He put this defence merely on one ground; he does not complain they are not delivered.

Lord ABINGER—I do not think upon the evidence that he is bound to pay at all. It does not appear you have given him any thing—it appears you have refused that to him by which alone he could make any thing of his bargain, namely, the name of the original proprietor, that he might get from him the order.

Mr. ANDREWS—If your Lordship think we have not proved here the delivery and *that* is necessary I will be called.

Lord ABINGER—I say you have not proved the delivery of any thing, but you have proved the refusal of that which he ought to have had to make that worth any thing.

Mr. ANDREWS—We will be called.

The Plaintiff was accordingly nonsuite.

THE EDINBURGH, LEITH, AND NEWHAVEN RAILWAY COMPANY *v.* THE MAGISTRATES OF EDINBURGH, THE TRUSTEES FOR THE CITY AND THE TRUSTEES FOR THE MIDDLE DISTRICT OF ROADS.

This case came on for trial before Mr. Sheriff Speirs and a jury, on Monday last, in the Court-room of the Second Division of the Court of Session, and occupied seventeen hours. The case excited great interest, and the court was crowded all day. It embraced the valuation and damages due for several lots of ground, and for the great tunnel being carried under the streets from the bottom of Scotland-street to Market-street, all within the Royalty. The ground at the foot of Scotland-street required for a station and depot, embracing rather more than an imperial acre, and interfered with the feuing plan of the city to the extent of about 250 feet of frontage. For this portion and damages to the adjoining feuing ground, the jury gave a verdict for 2,150*l.*; for the ground occupied by the tunnel, 1s.; and for several pieces of ground lying at and near the shambles, extending to an acre and a half, including the Weigh-house, part of the Fruit-market, the sloping banks presently used as bleaching-greens, and two small portions of Princes-street Gardens, and including damages to the fruit-market, 2,200*l.*; and, of consent of parties, 100*l.* to the Road Trustees, for part of the roads taken; total, 4,350*l.* 1s.

The witnesses for the respective parties differed very much in their estimates of the value of the ground and damages due; those for the Railway Company averaging about 3,000*l.*, and those for the magistrates about 7,000*l.* The jury retired for two hours before agreeing in their verdict.

Counsel for the Railway Company, Patrick Robertson and E. D. Sandford, Esqs. Agent, J. R. Stodart, W. S. Solicitors, M. and J. Lothian.

Counsel for the Magistrates and others, Duncan M'Neill, and John Marshall, Esqs. Agents, Messrs. Graham and Anderson, W. S. Solicitor, R. L. Dymock.—*The Scotsman.*

DICKMAN *v.* THE BLACKWALL RAILWAY COMPANY.

Court of Queen's Bench, June 29 (*Sittings at Nisi Prius before Lord Denman and Special Juries.*)—This was an action to recover compensation for the injury which the defendants had done to two cottages, by building one of the arches of the railway in such a manner as that a cornice, projecting over the ground upon which the cottages were built, obstructed the light and air to some extent, and also prevented the possibility of the owner of the land raising his boundary wall to a greater height than the arch if he should be at all minded to do so.

Several witnesses were called, who proved the substance of the declaration, and as the action had been brought for the purpose of merely deciding the question of right, the jury found for the plaintiff—damages 40s.

Mr. Platt and Mr. Butt appeared for the plaintiff, and M. D. Hill and Mr. Alexander for the defence.

GOODFELLOW *v.* THE BLACKWALL RAILWAY COMPANY.

This was an action exactly similar to the former, only brought in respect of premises a little way distant from those which furnished the grounds of the former action. As the evidence was to be the same, and the actions would be almost identical,

Mr. PLATT proposed that the defendants should submit to a verdict for the same damages as had been given in the former action.

Lord DENMAN thought such a course desirable, and said that it was scarcely possible to anticipate any different result; upon which suggestion of his Lordship,

Mr. M. D. HILL consented on the part of the defendants to a verdict for the plaintiff—damages 40s.

IMPORTANT CASE—FRAUD ON RAILWAY.—On Monday, the 14th inst., a passenger by the Greenock Railway was brought before the magistrates of Gorbals, for having fraudulently evaded the guard of a railway *down* train from Glasgow to Greenock, by not giving up his ticket, and for having attempted on the following day to cheat the guard of an *up* train from Greenock to Glasgow, by delivering to him as a proper ticket the one which he had withheld on the preceding day. The magistrates considered this to be a clear case of fraud and wilful imposition, and fined him in half a guinea. The passenger then raised an action of damages against the Railway Company before the Sheriff of Lanarkshire, but the Sheriff considered that the Railway Company had full power to seize the passenger and bring him before a magistrate,—that the passenger had committed a serious offence and had been rightly punished, and therefore dismissed the action. —*Scotch Reformers' Gazette.*—Both most righteous decisions.

—o—

TEMPERANCE EXCURSION BY RAILWAY.—On Monday morning the members and friends of the Birmingham Temperance Society, to the number of about 800, made an excursion to Cheltenham, in order to be present at and take part in the grand Gloucestershire temperance demonstration, which was appointed to be held there on the above day. At five o'clock in the morning the members assembled in the Old Square, where having formed in procession, they proceeded to the railway station accompanied by a band of music, and at six o'clock they started for their destination in a special train provided for the occasion. The party arrived at Cheltenham about nine o'clock, and proceeded to the Pittville Gardens, where an excellent breakfast was provided. The afternoon was spent in visiting the public buildings and other objects of interest in the town, after which the company again assembled in the Gardens, where dinner was provided for them and a large number of visitors from other quarters of the country. After dinner the party, which now amounted to some thousands, assembled in different booths to hear addresses upon the subject of temperance. Amongt the speakers were Samuel Bowly, Esq., R. Mimpriss, Esq., the Rev. G. Holt, Messrs. Barlow, Hockings, and other well known friends of the cause. The party set out on their return trip at eight o'clock, and arrived in Birmingham about twelve, after a day of much enjoyment.—*Midland Counties' Herald.*

—o—

ACCIDENT ON THE GARNKIRK AND GLASGOW RAILWAY.—We regret to learn that a fatal accident occurred yesterday afternoon on this railway. Two of the labourers upon the line, named John Kelly and William Haggarty, had been employed in shifting the rails at the moment that a waggon train of coals was upon its way to Glasgow, and whether from inadvertence, or from having miscalculated the distance, we cannot tell, but the moving mass was upon them before they could get out of its way. Kelly was killed on the spot, and his companion severely, if not desperately, injured. The catastrophe occurred at that portion of the line immediately adjoining the Glasgow station-house, and we are not aware that any one was to blame but the unfortunate men themselves.—*Glasgow Herald.*

—o—

ACCIDENT ON THE MANCHESTER AND SHEFFIELD.—On Monday last, a person named George Colley, was thrown on the railway by a horse which he was leading off the line near Glossop. A waggon came up at the time, and, before he could rise, went over him. He was instantly taken to the infirmary, where he died the next day of a compound fracture of the leg. An inquest was held on the body before W. S. Rutter, Esq. Verdict—Accidental death.—*Manchester Chronicle.*

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EASTERN COUNTIES RAILWAY.—The part of the line at Kelvedon recently commenced, is steadily progressing, Mr. Wythes being the contractor for the earth works, and Mr. Mathews for the brick work. The Watering farm house and buildings have been rased to the ground, and the Coggeshall road will shortly be diverted in order that a bridge may be erected on which the line will pass over it. Feering Park has been invaded, and the course of the line through it set out, but we regret most to observe the devastation of the allotments on Lord Western's estate, which were appropriated to the poor by his lordship, and which by dint of the industry of the occupiers, had been brought into a fine state of cultivation. His lordship had frequently visited them, having a carriage drive completely round them; the present intruders will destroy the compact arrangement of the gardens, but we trust another spot will be found whereon the same beneficial system may be carried out. The line will cross the road leading to Lord Western's mansion within about 20 rods of the church.—*Chelmsford Chro.*

PROSPECTUS OF THE MEERBROOK SOUGH COMPANY, Incorporated under an Act of Parliament passed in the 4th Victoria.

CAPITAL—£20,000, in 400 Shares of £50 each. Deposit of £2 10s. 0d. per Share.

DIRECTORS.

Francis Hurt, Esq., M. P.	Richard Hurt, Esq.
The Rev. Philip Gell.	The Rev John Wolley.
Charles Hurt, Esq.	J. H. Pidcock, Esq.

BANKERS.

Messrs. Arkwright and Co., Wirksworth.

The object of the present Company is to carry forward the Meer Brook Sough, a work which commenced in the year 1772, for the purpose of draining the extensive and rich mineral field of Wirksworth, in the county of Derby; and also for working the several mines connected therewith. The Sough has already been driven a distance of two miles, or thereabouts, from the river Derwent to within a short distance of the ancient mineral field. When it shall have been driven a short distance further, there is every expectation of affording relief to the mines within the valley, which are known to contain large and valuable quantities of lead ore. In these works have already been expended £50,000 by the present Proprietors, and those they represent, to whom, under the provisions of the Act, 240 shares have been allotted, leaving 160 shares to be now disposed of.

By the Act, the Company are empowered to receive as compensation a certain portion of the Ore obtained from every mine relieved from water by aid of the Sough, not exceeding one-sixth, a proportion which leads to the expectation of affording a large and ample remuneration to the Company for their capital employed. In addition to this, it is also confidently expected the Company in the progress of the Sough will meet with valuable veins of Lead Ore, which they will be entitled to work, and which, according to the report of experienced miners, will be a considerable, if not the most important, portion of their revenue.

To those who are unacquainted with the local situation of Wirksworth and its neighbourhood, it may be proper to mention that the mines are numerous, and were profitably worked down to their present level about sixty years ago They have since that period been lying dormant, in consequence of being inundated with water, and without the possibility of relief, except by aid of this Sough, the progress of which has been for many years impeded by legal objections, now entirely removed.

The works are by the Act required to be conducted under a Directorship of six proprietors, to be chosen annually by the proprietors at large; no person who is not possessed of five shares can be a Director. The Company being incorporated, no Shareholder can be held responsible beyond the extent of his share in the capital not paid up; the calls per Share are not to exceed £5, and to be made at intervals at not less than three months, of which twenty-one days' notice is to be given.

Applications for shares to be made to Messrs. Simpson and Frear, Solicitors, Derby; or P. Hubberety, Esq., Solicitor, Wirksworth, on or before the 12th day of July next, after which the Directors will proceed to allot them.

RESIDENCE AND SHOOTING, SUSSEX.—TO BE LET, with immediate possession, for a term of three years, an excellent GENTLEMAN'S RESIDENCE, called Balcombe House, partly furnished, with suitable garden, green-house, and offices, also the sporting over the surrounding estate, comprising near two thousand acres of land. The estate is situated on the Brighton road, and the residence is within half a mile of an intended, and partly constructed station on the Brighton Railway which is about to open beyond this point. It is distant from London 32 miles, and 18 from Brighton. The situation is dry and healthy, and the scenery exceedingly beautiful. The angling in the lake on the estate will be included in the letting. Grass land may be had, if required, and the residence may be had without the sporting. For further particulars apply to Messrs. Clutton, Hartswood, Reigate, and at No. 8, Parliament-street, Westminster.

LONDON AND BRIGHTON RAILWAY COMPANY.—A TRAIN will leave the London Station at Tooley-street, for Hayward's Heath and back, on Tuesday next, the 6th July, at Eleven o'Clock, to convey such shareholders who may apply for Tickets on or before Monday, 5th instant.

By Order,
THOMAS WOOD, Secretary.

10, Angel-court, Throgmorton-street,
1st July, 1841.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured: folded in a cover 4s.: on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Letts, Royal Exchange, and at the Office of the Railway Times

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GLASGOW, PAISLEY, KILMARNOCK, and AYR RAILWAY.—SUMMER ARRANGEMENTS and REDUCTION OF FARES.—The Public are respectfully informed, that on and after Monday, the 14th June, the Mid-day Passenger Trains will leave Glasgow at half-past one, and Ayr at 2 afternoon in place of half-past two and three, as formerly; the half-past twelve o'clock Luggage Trains from each end will be discontinued, and Passengers will be conveyed at a considerable reduction of Fares. The arrangements will now be as under, viz.:—

TRAINS START

FROM GLASGOW.	FROM AYR.
At *Half-past 7 morning.	At *8 Morning.
*Half-past 10 forenoon.	*11 Forenoon.
Half past 1 afternoon.	2 Afternoon.
*Half-past 4 "	*5 "
Half-past 6 "	7 Evening.

FARES BETWEEN GLASGOW AND

	1st Class.	2d Class.	3d Class.
Paisley (see Joint Line Advertisements).			
Johnstone	1s. 6d.	1s. 0d.	0s. 8d.
Lochwinnoch	2s. 6d.	1s. 8d.	1s. 2d.
Beith	2s. 9d.	2s. 0d.	1s. 3d.
Kilbirnie	3s. 0d.	2s. 2d.	1s. 6d.
Dalry	3s. 6d.	2s. 3d.	1s. 8d.
Kilwinning	4s. 0d.	2s. 6d.	2s. 0d.
Irvine	4s. 6d.	3s. 0d.	2s. 2d.
Troon	5s. 0d.	3s. 6d.	2s. 6d.
Monkton & Prestwick	5s. 6d.	3s. 9d.	2s. 9d.
Ayr	6s. 0d.	4s. 0d.	3s. 0d.

The Trains which leave Glasgow at half-past 7, half-past 1, and half-past 6, and Ayr, at 8, 2, and 7, will have first, second, and third class carriages.

The Trains which leave Glasgow at half-past 10 and half-past 4, and Ayr at 11 and 5, will have three classes of carriages between Glasgow and Johnstone, but only first and second between Johnstone and Ayr.

The Trains only which leave Glasgow at half-past 10 and half-past 4, and Ayr at 8 and 5, will call at Monkton.

Those only which leave Glasgow at half-past 7, and Ayr at 2, will call at Prestwick.

Those only which leave Glasgow at half-past 1, and Ayr at 2, will call at Kilbirnie.

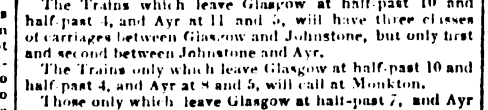
Those which leave Glasgow at half past 1, and Ayr at 2, will take Goods going the whole distance; and any quantity not less than 2 tons, to or from any of the road stations.

A Luggage Train will leave Glasgow on Tuesdays, Thursdays, and Saturdays, at half-past 7 morning, and Ayr on Mondays, Wednesdays, and Fridays, at 8 morning, carrying goods in any quantity to or from any Station.

Coach Parcels will be conveyed by all the Trains.

The Trains marked thus * have each Ardrossan carriages; but Passengers can be conveyed to or from that place with any of the other Trains by changing their carriages at Kilwinning.

On Wednesdays and Fridays an extra Train will leave Glasgow for Ardrossan, at a quarter-past 3 afternoon, with the Passengers for the FIRE KING Steam-packet.



T. H. RYLAND AND CO., OZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

Planing machine, works by hand, will plane 5 feet by 18 inches.

BIRMINGHAM CANAL NAVIGATIONS.—BENTLEY CANAL.—To CONTRACTORS.—The Committee of Proprietors of the Birmingham Canal Navigations will meet at the Company's Office, in Paradise-street, Birmingham, on Friday, 29th July, at 11 o'Clock in the forenoon, to receive Tenders for the formation and completion of that portion of the Bentley Canal between Wyrley and Essington Canal and Little London, near Willenhall, being a distance of about 2 miles, with Locks, Bridges, Culverts, and other Works. The designs, specifications, and draft of contract, may be seen at the office of Messrs. Walker and Burgess, 23, Great George-street, Westminster, for inspection ONLY, from the 1st to 3rd July, inclusive; and at the Company's Office at Birmingham, from the 5th to 27th July.

Sealed Tenders, addressed to Mr. John Freeth, with the words, "Tender for Bentley Canal," to be delivered in on or before Eleven o'Clock on Friday, the 29th of July. The Committee do not pledge themselves to accept the lowest Tender.

GREAT WESTERN RAILWAY.—Alteration of Trains this day.—In consequence of the OPENING of the RAILWAY THROUGHOUT from Paddington to Bristol and Bridgewater the trains will run as follow.—

DOWN TRAINS leave Paddington Station for

Bridgewater.	Bath and Bristol.	Cirencester.
8 0 a.m.	8 0 a.m.	8 0 a.m.
10 0 a.m.	10 0 a.m.	10 0 a.m.
12 0 noon.	11 0 a.m.	12 0 noon.
8 55 p.m. (mail)	12 0 noon.	2 0 p.m.
	2 0 p.m.	5 0 p.m.
	5 0 p.m.	8 55 (mail)

Mail Train, 8 55 p.m.
Swindon to Cirencester, 8 45 a.m.

SHORT TRAINS leave Paddington station.

9 0 a.m. to Maidenhead	4 0 p.m. to Reading
10 30 a.m. to Slough	4 30 p.m. to Slough
1 30 p.m. to Slough	5 30 p.m. to Maidenhead
7 30 p.m. to Swindon, calling at every intermediate station.	

UP TRAINS.

From Bridgewater

To Bristol	8 0 a.m.	To London	3 30 p.m.
Ditto	10 0 a.m.	Bath	5 0 p.m.
Cirencester and London	11 30 a.m.	Bristol	7 0 p.m.
Ditto	1 30 p.m.	London (Mail)	11 40 p.m.

From Bristol, calling at Bath

To London and Cirencester	7 0 a.m.	To Swindon and Cirencester	6 0 p.m.
To London	10 0 a.m.	To London Mail)	1 0 a.m.
To ditto	12 0 noon	Short trains to Bath	8 0 a.m.
To London and Cirencester	1 0 p.m.	Ditto	11 0 a.m.
To ditto	3 0 p.m.	Ditto	4 0 p.m.
To London	5 0 p.m.	Ditto	9 0 p.m.

From Cirencester

To London (Mail)	1 40 a.m.	To London, Bath, Bristol, and Bridgewater	12 50 p.m.
To London, Bath, Bristol, & Bridgewater Mail)	7 50 a.m.	To ditto	3 50 p.m.
To London	10 40 a.m.	To London	5 45 p.m.

From Swindon to London, calling at every intermediate station, 7h 30m. a.m.

30th June, 1841.

LONDON AND GREENWICH RAILWAY OFFICE.—Notice is hereby given, That the Half-yearly General Meeting of this Company, will be held at the London Tavern, Bishopsgate-street, on Friday the 16th day of July next, at 12 for 1 o'clock precisely. The Transfer Books will shut on Wednesday, the 30th of June instant, and re open on Monday, the 19th of July following.

By order of the Board,
J. Y. AKERMAN, Secretary.

London Terminus, 23rd June, 1841.

TO RAILWAY CONTRACTORS AND OTHERS.—FOR SALE.—Two Capital Locomotive Engines, one nearly new, and quite perfect, the other in good working order, both 4 feet 8½ inches gauge; also, from 400 to 500 tons of Flange and Chair Rails, from 30lbs to 42lbs per yard; from 200 to 300 Waggons, with a great variety of other Railway Materials.

Application to be made to Mr. Bedborough, Stratton Green, near Swindon, and Wootton Bassett, Wilts.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton.
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

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CROYDON RAILWAY—SUNDAY TRAINS.—On and after the 4th of July, the SUNDAY TRAINS will start as under:—

From London, in the Morning.
5 minutes past 9 o'clock.
5 minutes past 10 o'clock.

From Croydon in the Morning.
5 minutes past 8 o'clock.
5 minutes past 9 o'clock.
5 minutes past 10 o'clock.

In the Afternoon, from both London and Croydon, at 10 minutes before 2, 20 minutes after 2; and 10 minutes before and 20 minutes after every succeeding hour, until 20 minutes past 9 o'clock.

FARES FROM NEW CROSS TO CROYDON.

First Class	1s. 0d.
Second Class	0 9
Third Class	0 6

Omnibuses leave the British Booking-office, Cockspur-street, Charing-cross, proceeding over Westminster Bridge to the Elephant and Castle, by the Kent Road, to the New Cross Station daily (including Sundays)—morning at 25 minutes past 8 and 25 minutes past 9, afternoon at 20 minutes before 4 and 20 minutes before 5 o'clock, to meet the trains from London to Croydon; and start from New Cross Station for Charing-cross, in the morning on the arrival of the 5 minutes past 9 and 5 minutes past 10 o'clock trains, and in the afternoon on the arrival of the 20 minutes past 4 and 20 minutes past 5 o'clock trains, from Croydon. Fares—inside 9d., outside 6d.

MANCHESTER AND LEEDS RAILWAY. OLDHAM BRANCH LINE.—EXTENSION OF TIME.—TO CONTRACTORS.—The Directors will meet at their Office, Clowes's Building's, Hunt's Bank, Manchester, on Monday, 5th July next, for the purpose of receiving Tenders for the formation of a branch line from near Mills Hill, in the township of Chadderton, to the town of Oldham, being a distance of about two miles, including all the necessary excavations and embankments, bridges, culverts, formation of roads, fences, laying of permanent way, and all other works appertaining thereto, as described in the plans and specifications, which may be seen at the Engineer's Office, Hunt's Bank, Manchester, on and after the 24th June next.

Printed forms of Tender will be supplied to Contractors on application at the Engineer's Office, which must be delivered at the Office of the Secretary, Clowes's Buildings, by 10 o'clock in the forenoon of the 5th July next, and the parties tendering will be required personally to attend at the same place at the hour of 1 o'clock in the afternoon of the same day.

June 15, 1841.

FLEETWOOD DOCKS.—PRESTON AND WYRE RAILWAY, HARBOUR, AND DOCK COMPANY.—Incorporated by Act of Parliament.—Issue of Shares (bearing £5 per Cent. Interest) for making Docks, &c.

The Railway having now established itself as a good Investment, with profitable and daily increasing returns, and the Harbour Works being in a state of great forwardness, the Directors have determined at once to issue a portion of the remaining 4,000 £50 Shares for the formation of Docks and other Works, which the daily-increasing commercial traffic of the port shows will not only be a lucrative investment in itself, but must materially enhance the returns both of the Railway and Harbour.

The mode the Directors propose to pursue in the issue of new Shares will be to require only a payment of £5 per Share on each of these new £50 Shares on their first appropriation, with a further call of £5 per Share every three months, till the whole £50 is paid; such calls to carry interest at the rate of £5 per cent. per annum payable half-yearly, until the whole of the calls are paid, the holders of such new Shares having the privilege at any time by paying up their Shares in full, to come in and participate in the dividends with the old shareholders in lieu of such interest, and as soon as they shall have paid up all their calls, to elect whether they will take such dividends, or continue to receive a priority of interest at £5 per cent. per annum out of the profits of the Company.

As the Railway is now paying a fair profit, which profit it may be confidently expected will be steadily and regularly increased, and the calls on such new shares are spread over a space of two years and a quarter, the present arrangement offers an unusual and most important mode of investment, at once securing to the holders £5 per cent. on their money, with an opportunity of receiving the dividends in lieu thereof, whenever those dividends shall exceed the amount of the interest.

Applications for Shares, to be made at the Company's Offices at Fleetwood on Wyre, Lancashire, and No. 11, King William-street, London, on or before the 20th day of July next.

By order of the Directors,
JOHN POWER, Secretary.

23rd June, 1841.

COMPRESSED RAILWAY KEYS OR WEDGES—Engineers and Railway Contractors can be supplied with any number of compressed Oak or Fir Railway Keys or Wedges, on the shortest possible notice, and on very reasonable terms.

Orders or Applications with Drawings sent to Mr. Frederick Braithwaite, Commercial Saw Mills, 32, Commercial Road, Lambeth, will meet with immediate attention.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.—In connection with the above lines of railway, places can be secured by Mails to

Edinburgh,	Stratford-on-Avon,	Shrewsbury,
Holyhead,	Carlisle,	Lichfield,
Newcastle-on-Tyne,	Bangor,	Brackley,
Banbury,	Leamington,	Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the
Spread Eagle, Gracechurch-street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 5 miles) including the driver, 10s. 6d. each pair.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—TENDER FOR LOANS ON DEBENTURES.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than £200 for terms of four, six, or ten years, on interest at the rate of five per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester. A limited sum only is required.

By order of the Board of Directors,
A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of £17,000 per annum, payable half yearly, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this Company.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

TO THE CONTRACTORS' FOR PUBLIC WORKS.—Harbour of St. Helier, Isle of Jersey.—TENDERS for the execution of the Works for the Improvement and Enlargement of the Harbour of St. Helier, Isle of Jersey, according to the design of Messrs. Walker and Burges, Civil Engineers, will be received on or before the 10th day of August next, at the Office of Frances Godfray, Esq., Greffier of the Royal Court of that Island, No. 16, Hill Street, St. Helier, where the plans, conditions, and specifications of the proposed works may, after the 24th instant, be seen daily, and other information obtained from 10 in the morning till 5 in the afternoon.

NORTH KENT RAILWAY.—LINE FROM GRAVESEND TO ROCHESTER.—Office, 42, Lombard Street.

CAPITAL, £300,000. In 15,000 SHARES, of £20. each.
DEPOSIT, £2 10s. per Share.

Provisional Committee.

John Humphery, Esq. Ald. M. P.	George Carter, Esq.
John Edward Puddick, Esq.	Miles Brathwaite, Esq.
Aldborough B. Henniker, Esq.	George E. Britten, Esq.

Chief Superintendent.—George Walter, Esq.

Bankers.

Messrs. Spooner, Atwoods, and Co., London.
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Engineers.—Colonel Landmann: Joseph Gibbs, Esq
Surveyors.—Messrs. Smith and Barnes.
Solicitors.—Messrs. Sweet, Sutton, Ewens, and Ommanney.

The object of this undertaking is to connect Gravesend with Stroud, Rochester, and Chatham, by means of a railway, taking the whole line of the Thames and Medway Canal, for which purpose the Committee have provisionally agreed for the purchase of the Canal and Works.

The level of the Canal is nearly the same as that of the proposed railway, which will save much expense and time in its completion.

By the arrangements made, the Act of Parliament for carrying the same into effect may be obtained forthwith, and the Canal drained and converted into a railway, and opened to the public in the course of one year from the date of the Royal Assent; leaving the docks at each end for the reception of coals, stone, lime, and merchandise.

There is at present a large transit of passengers between the populous towns of Gravesend, Stroud, Chatham, Maidstone, the city of Rochester, and the adjacent parts, averaging daily about 1,000, who now travel between those places by omnibuses, or other conveyances, at a charge varying from 1s. to 2s. each.

The average number of passengers annually landed at the piers at Gravesend, is about 850,000; and when the additional number of iron steam boats, now preparing to run from Blackwall to Gravesend, are in operation (at low fares), the amount will be greatly increased, and very many of those persons will avail themselves of the railway as a cheap and expeditious mode of transit into Kent; in addition to which there will be a very considerable income derived from the traffic in coals, stone, lime, and merchandise, which will insure an ample return to the Proprietors, besides the immediate income to be derived from the docks and ground-rents, &c. at each end of the line.

The Property of the Thames and Medway Company comprises, besides the Canal,—At Gravesend, entrance lock from the Thames, for the admission of Colliers; a Basin of considerable dimensions, in which Yachts and other Vessels are laid up during the winter; extensive Coal Yards; Timber Yards; Lime-Kiln; Dock Master's Cottage; many Cottages for Workmen; and valuable Ground Rents; besides many acres of unoccupied land; and a Cottage at every Bridge over the Canal.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 184. Vol. IV.—No. 28.] SATURDAY, JULY 10, 1841. [Price, 6d.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

NORTH MIDLAND RAILWAY.—THIRD SHARES.—SECOND CALL OF £5 PER SHARE.

Notice is hereby given, That in pursuance of a resolution of the Board of Directors, the Proprietors of Shares in this Company are hereby required to pay a Second Instalment of £5 on each of their respective Shares, on or before Friday, the 30th day of July, to any of the undermentioned Bankers.

Interest at £5 per cent. per annum will be charged on all such sums as remain unpaid after the day above appointed.

London—Messrs. Glyn and Co.; or at the office of the Railway Company, 6, Warnford-court, Throgmorton-street.
Leeds—Messrs. Becket and Co.
Derby—Messrs. Crompton, Newton, and Co.
Liverpool—The Bank of Liverpool.
Manchester—The Union Bank of Manchester.

By order,

G. C. GLYN, Chairman.
H. PATTESON, Secretary.

Offices, 6, Warnford-court, Throgmorton-street, London, July 5, 1841.

CROYDON RAILWAY—SUNDAY TRAINS.—On and after the 4th of July, the SUNDAY TRAINS will start as under:—

From London, in the Morning.
5 minutes past 9 o'clock.
5 minutes past 10 o'clock.

From Croydon in the Morning.
5 minutes past 8 o'clock.
5 minutes past 9 o'clock
5 minutes past 10 o'clock.

In the Afternoon, from both London and Croydon, at 10 minutes before 2, 20 minutes after 2, and 10 minutes before and 20 minutes after every succeeding hour, until 20 minutes past 9 o'clock.

Fares from New Cross to Croydon.

First Class	1s. 0d.
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Omnibuses leave the British Booking-office, Cockspur-street, Charing-cross, proceeding over Westminster Bridge to the Elephant and Castle, by the Kent Road, to the New Cross Station daily (including Sundays)—morning at 25 minutes past 8 and 25 minutes past 9, afternoon at 20 minutes before 4 and 20 minutes before 5 o'clock, to meet the trains from London to Croydon; and start from New Cross Station for Charing-cross, in the morning on the arrival of the 5 minutes past 9 and 5 minutes past 10 o'clock trains, and in the afternoon on the arrival of the 20 minutes past 4 and 20 minutes past 5 o'clock trains, from Croydon. Fares—inside 9d., outside 6d.

RIBBLE NAVIGATION.—Notice is hereby gives, That the Half-yearly General Meeting of the Ribble Navigation Company will be held at their Office, Chapel Walks, in Preston, in the county of Lancaster, on Thursday, the 22d day of July instant, at 11 o'clock in the forenoon.

RICH. PILKINGTON, Sec. to the said Company.

Preston, Ribble Navigation Office, 17th June, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

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London: Simpkin, Marshall, and Co.

ROYAL SANTIAGO MINING COMPANY.—Notice is hereby given, That the GENERAL ANNUAL MEETING of the Shareholders will be held at the Office of the Company, on Wednesday, the 14th July next, at 1 o'Clock precisely, when the Directors will make their Report and declare a Dividend.

At this meeting one Director, Mr. Alderman Thompson, and one Auditor, Mr. Alderman Copeland, go out by lot but are re eligible.

A General Meeting will be then fixed for the Election of a Director and Auditor.

38, Broad-street Buildings, June 28, 1841.

TAFF-VALE RAILWAY.—CALL OF £2 10s. PER SHARE ON QUARTER SHARES.—The Directors of the Taff Vale Railway Company acting under the provisions of their Acts of Parliament, hereby give notice, that the Proprietors of Quarter Shares are requested to pay on or before the 26th day of July, 1841, to any of the undermentioned Bankers, the sum of £2 10s. on each of their respective Shares.

London—Messrs. Glyn, Hallifax, Mills, and Co.
Bristol—West of England and South Wales District Bank.
Cardiff—Ditto ditto.
Merthyr—Ditto ditto; Messrs. Wilkins and Co.

By order of the Board of Directors,

JOSEPH BALL, Secretary.

Railway Office, Cardiff, July 2nd, 1841.

GENUINE and IMPORTANT SALE of WAGGON and VAN HORSES, WAGGONS, VANS, and HARNESS.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on TUESDAY, July 13, 1841, commencing at Eleven for Twelve o'Clock precisely, the genuine, entire, and valuable Stock of Mr. Stanbury, in consequence of his retiring from business, comprising about Forty-four known good, seasoned Horses, 20 of which have been working the Portsmouth Vans, 14 the Portsmouth Waggons, and 10 the Brighton Royal Blue Vans.

Also, 2 excellent 9-inch Waggons; one 6-inch Waggon; 16 Sets of Waggon Harness, and 5 Sets of Van Harness; sundry Jacks, Ladders, Tarpaulings, Ropes, Stable Utensils, &c.

On view in their work until one day before the Sale, when they may be seen as above, and catalogues had.

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TO WHARFINGERS, BREWERS, DISTILLERS, CORN AND COAL MERCHANTS, CONTRACTORS, and OTHERS.—SIXTY-TWO very superior CART HORSES, TWO capital HACKS, HARNESS, &c.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, July 16, 1841, commencing at One o'Clock precisely, about 20 remarkably fine-shaped, fresh, young, powerful CART HORSES, being the last portion of Mr. George Burge's well-known valuable Stock, that have been employed on the Box Tunnel, Great Western Railway, and sold in consequence of that stupendous work being now completed. Also, an excellent fast, fine shaped Bay Chaise Horse, and an elegant Chesnut Mare, that rides and goes well in single harness—a really splendid goer, and remarkably fast; 20 valuable, powerful, well-known excellent Cart Horses, with their Harness, the genuine stock of Messrs. Hillier and May, that have been employed on their old established well-conducted Marlborough Waggons, sold in consequence of the goods being now forwarded *via* Great Western Railway: 22 very useful, young, active Cart Horses, that have been employed on the Repairs of the London and Birmingham Railway works, near Penny Stratford, sold in consequence of having now completed them.

Colours—Bays, Blacks, Browns, Roans, and Greys.

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Prospectuses may be obtained and applications for Shares made at the Company's Office, 42, Lombard-street, until the 4th of August next.

GEORGE WALTER, Chief Superintendent.

TO ENGINEERS, DISTILLERS, AND OTHERS.—TO BE SOLD, a Strong New Wrought Iron Boiler, 20 feet long, 6 feet diameter, with tube through 3 feet diameter, is made of best Iron and Workmanship.

Apply, if by letter, post paid, to Mr. Francis Waples, 19, Mortimer-street, Cavendish-square.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page* 694).

431. Chairman—You see no objection to that recommendation?—Not the least to that.

432. Mr. Greene—Does it not differ on different lines of railway, according to its gradients?—Yes; a line having inclined planes, has occasion for more breaks to provide for the same safety; then here again, it is put down as a general regulation, although a good one with exceptions, "That the last carriage shall be provided with a proper break:" it would be very inconvenient to put them to horses boxes; we may have horses to send to Newton, from Manchester to Liverpool, and the horse-box would go behind the other carriages; there is no danger in that carriage going with the general train, though there is no break upon it. This resolution could not be carried out absolutely; as a general rule it is the case, not always. You cannot put a break on the mail which goes last.

433. Lord G. Somerset—Why not?—You may have a carriage to be let off.

434. Merely as "the mails," you have no objection to putting it on the mail?—It has not been our practice; we have not found the want of it.

435. The other breaks are sufficient?—It is a differently constructed carriage; it would make an alteration and irregularity in regard to the system of breaks.

436. Chairman—You have a truck with a break for private carriages?—No.

437. Mr. H. Baring—Did you ever start a train without a break.—No.

438. Do you put breaks on the trucks?—With private carriages?—No.

439. Chairman—Go on with the next suggestion as to the establishment?—The Report states "Under this head it is impossible to state beforehand the precise nature of the regulations which it might become necessary to make from time to time, as the power vested in the Board of Trade ought to be considered merely as a check upon the possible circumstance of any Railway Company reducing its establishment below that found necessary by experience upon well-regulated lines. It may be sufficient to state, that the general principle of enforcing nothing of an experimental nature ought to be strictly adhered to, and that Companies ought not to be called upon to increase their establishment, unless clearly insufficient for conducting the public traffic in safety, according to the practice of other railways similarly circumstanced." As to the establishments, I have not any observations to make.

440. Mr. Labouchere—You think that if any discretionary powers are to be exercised by the Board of Trade, that in the event of any Railway Company notoriously and manifestly reducing their establishment below that which is necessary for the public safety, it would be desirable that the Board of Trade should interfere to prevent such unwarrantable reduction?—I think under such circumstances there ought to be power to oblige them.

441. In extreme cases?—In extreme cases.

442. Lord Stanley—The station at Liverpool is at the bottom of an inclined plane, is it not?—Yes.

443. Is there any particular precaution taken in the station to guard against accidents beyond the break, in coming down the inclined plane?—Yes, we have a mechanical buffer.

444. What is the nature of it?—At the end of the down line from the tunnel we have a mechanical buffer, about the length of the breadth of this room, and it consists of a series of very long, and strong, and broad springs, with a couple of large buffers at the end; a dozen of them perhaps, six inches broad and five feet long are put in succession, with beams between them; the effect is, if a carriage train comes against it, it gradually goes up, and eases the shock.

445. Instead of the carriage coming against the dead wall, it comes against a succession of buffer springs?—Yes.

446. Do you find it of use?—Yes, but we are very angry when it is used.

447. In this case, if you had not had some contrivance of this kind where the station is at the bottom of an inclined plane, the consequence would be, the train would have come with its own increased velocity against a dead wall at the end of the station, and very serious consequences would have followed?—Yes, I think so.

448. On one or two occasions you have found this useful in lessening the shock?—It has lessened the collision of the carriages.

449. Lord G. Somerset—Did any accident happen where this was of use?—There has been no serious damage, only from the passengers jolting against one another, though the springs were driven up; we have since increased the power of the springs.

450. Lord Sandon—It would have been very useful at the opening of the London and Birmingham Railway, if that had been so?—Yes.

451. Mr. Greene—Would not an increase in the expense of the third class carriage be a very serious inconvenience to the persons who ordinarily travel by that description of coach?—It is very possible; some men would rather run the risk than pay another penny for their passage.

452. A very small rise in the fare turns the scale?—Yes, it does.

453. Sir J. Guest—Does the difference of 2d. determine a man to walk six or eight miles?—I understand that is the effect on some lines.

454. Mr. Easthope—Do you not think, if the safety of the people is perilled that that ought not to be?—Safety is a relative term; we always peril our safety; we would not rather go 10 miles an hour than 20 miles, though one is safer than the other.

455. Lord Sandon—For two years you worked the Liverpool and Manchester line without buffers?—Yes.

456. And without any serious injury or inconvenience?—With great inconvenience; the jolting was exceedingly unpleasant; I do not know whether we had any serious accident.

457. There were unpleasant jars from the carriages coming in contact, of course?—Yes.

458. Would you think it advisable that the goods train, or trucks with horses should have buffers or not?—It would make it very expensive for the goods train to have buffers.

459. With horses?—I think the horse boxes ought to have a buffer at one end.

460. Mr. Greene—Suppose the last carriage in a luggage train had buffers, would there not be an increased degree of security to the carriages that might be running in the train?—There would be some.

461. Sir J. Guest—You have buffers on the coal waggons, have you not?—No.

462. Mr. Easthope—You never mix your luggage train with the passenger train?—It is not our practice.

463. If any railway did so, would you not consider it equally or more important to put them to the luggage trains?—It would be more important the more you bring them into contact with the passenger trains, whether the danger is sufficient to warrant such a regulation, I am not prepared to say.

464. Chairman—Have you any suggestion to make as to the mention of discipline?—I have no particular remark to make on that subject.

465. Will you come to the head of signals?—Yes, we come to that next.

466. Do you think it an advantage that all railways should adopt as nearly as circumstances will permit an uniform system with regard to signals?—I think that very desirable; but here there is a rule, the 3rd, which I consider to be exceedingly objectionable; it says, "It should be an invariable rule to exhibit a red signal when a train stops at a station, and for a period of not less than ten minutes after it has left or passed a station or entered a tunnel, and a green signal for five minutes longer." If that were carried out on our line we should have a red or green signal up for hours together, and it would be disregarded; it would lose its power and effect as a signal, the engineman would never know, when he saw a red light a-head, whether anything was before him for four or five miles, he might go all the way from Manchester to Liverpool, without seeing any danger, and therefore it would become nugatory.

467. Mr. Labouchere—You think it would be desirable that on all railways red should indicate danger?—Yes, I think it would; therefore, the more seldom you hoist that the better.

468. Though a red light indicates danger on most railways, yet, are you not aware that on some railways some other colour has been adopted?—I think that is a pity.

469. Do you not think that variation is likely to be a cause of great danger in the event of one engineman having left a railway where red meant danger, and going to a railway where green meant it; he might get confused, and serious accidents might occur?—I think so; I think the objection you state is strong.

470. Lord G. Somerset—Do you think the regulation of the Board of Trade, that on different railroads it should be established that red means danger and green means caution, or any other colour that might be fixed upon, would not that be attended to by all Railway Companies, without a specific power being given to the Board of Trade to enforce such a regulation?—I think it would; I cannot conceive that any Company could object to it.

471. You think the general convenience of having one code of signals would be admitted by all Railway Companies; and it being a matter of indifference what particular signals were indicated, all would concur in the recommendation coming from the Board of Trade?—Yes.

472. Lord Sandon—Just as the recommendation from the Trinity House, to all sailing vessels to adopt a particular rule of the road, is pretty likely to become the general law of the land in the course of time?—Yes.

473. Lord G. Somerset—Though it may be absurd to keep up the signal for 10 minutes, do you not think some signal should be adopted after the departure of a train?—Yes, it is among the regulations recommended at the conference held at Birmingham, that there should be a signal up for one or two minutes.

474. You object not to the proposition, but to the way in which it is proposed to be carried out?—Yes.

475. Mr. Labouchere—As to the details of a question of this kind, do you not think the month's notice would go a great way to obviate the chance of inexpedient interference, or any improper regulations being enforced by the Board of Trade on any Company, as to time?—It would.

476. It would give time for discussion and explanation?—Yes.

477. Lord G. Somerset—Would not the position of the station be an element in the consideration of how long the signal was to be exhibited?—Clearly.

478. Chairman—Have you any further observation to make on the subject of the 11th clause?—It is stated here that, "if the legislature is afraid to entrust discretionary powers to public and responsible officers who have no conceivable motive for abusing them, this is an argument, not for tying up their hands so as to deprive them of the power of doing good, but for dispensing with supervision altogether." Now, as to that passage, I wish it to be understood distinctly, we never thought for a moment of charging any officer with improper motives in this business, but merely that they had not that experience that was necessary; for we do not think it necessarily follows they should dispense with supervision, but that it should be confined to supervision, collecting facts for examination, if circumstances should make it proper to legislate another session.

479. By supervision you mean they should have no power of enforcing such rules as they think fit?—Yes, moral power. I think they have very great power; no railway would be found to disobey it.

480. You mean no direct or legal power?—No legal power.

481. Lord Sandon—There is, I have understood, such a rule as this, that no train be propelled by an engine in the rear; no doubt that would generally be much the best and safest practice, would it not?—That is one of the strictest rules we have: I do not see it mentioned here.

482. That would be just a rule of such a nature as the Board of Trade might naturally issue to all Companies without the least objection?—It would be one.

483. If it came in the shape of a general rule, should you feel ever entitled to depart from it under any circumstances, or are there not circumstances when even a rule so generally advisable, as being the best rule for public safety, would be exceedingly inconvenient to the public service, and might produce more mischief than advantage?—Clearly you suggest there a very serious difficulty.

484. Mr. Labouchere—Would there be any difficulty in the Board of Trade laying down a general principle that engines should not be applied behind a train, but at the same time leaving some discretion to the Companies under special circumstances to do so?—If you admit this discretion, I cannot object to the rule; otherwise, if we are bound down by an absolutely proscribed rule, we should be obliged to give positive orders.

485. A case has occurred lately in which you were compelled, very much against your general principles, to use an engine for propelling, rather than prevent the mail from arriving in a given time?—Yes, during the late frost; we object to propelling as much as we can help it, but the mails could not be got to London without it; we infringed the law, and got the mail in without great difficulty.

486. Lord Stanley—Not on an inclined plane?—No, not an an inclined plane.

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487. Lord Sandon—You approve of the general order by the Board of Trade, that propulsion should not be admitted, yet you would have felt at liberty to use it?—The servants we employ would have had strict orders on no account to do so, and if they did so, they would be subject to a heavy penalty.

488. Whenever a general order was issued by a Board of Trade, you would give strict orders to your servants that that direction should be obeyed in every case?—I should apprehend that would be the order of the Directors, to avoid the penalty.

489. Mr. Labouchere—Do you think there would be any practical difficulty in the Board of Trade laying down general rules on which railways should be conducted, leaving a latitude to the Directors, under special circumstances, to depart from the rule, on stating the circumstances to the Board of Trade?—On that understanding the difficulty would in a great measure be removed.

490. Would not that be the rational way of carrying into effect the powers given to the Board of Trade?—I think it would, in reference to the difficulties which have been stated.

John Swift, Esq., called in; and examined.

491. Chairman—With what railways are you connected?—The Grand Junction, and Liverpool and Manchester.

492. What office do you hold?—My partner and I are solicitors of those Companies.

493. Are you acquainted practically with the working of the regulations which those Companies enforce on their servants?—I do not come to speak to that as to which I have only some general knowledge; but I have come to speak to one abstract point, to show the way in which discretionary powers may be used.

494. Perhaps you will proceed to state at once your opinion on that particular point?—What I have to state is with reference to the Bill of last session, bearing indirectly on this; there is a clause about the prosecution of Railway Companies, which, with the permission of the Committee, I will read; it is the 3rd and 4th Vict. c. 97. s. 11: "That whenever it shall appear to the Lords of the said Committee, that any of the provisions of the several Acts of Parliament regulating any of the said Companies, or the provisions of this Act, have not been complied with on the part of any of the said Companies, or any of their officers, and that it would be for the public advantage that the due performance of the same should be enforced, the Lords of the said Committee shall certify the same to Her Majesty's Attorney-General for England or Ireland, or for the Lord Advocate for Scotland, as the case may require; and thereupon the said Attorney-General or Lord Advocate shall, by information or by action, bill, plaint, suit at law or in equity, or other legal proceeding, as the case may require, proceed to recover such penalties and forfeitures, or otherwise to enforce the due performance of the said provisions, by such means as any person aggrieved by such non-compliance, or otherwise authorised to sue for such penalties, might employ under the provisions of the said Act; provided always, that no such certificate as aforesaid shall be given by the Lords of the said Committee until 21 days after they shall have given notice of their intention to give the same, to the Company against, or in relation to whom, they shall intend to give the same." Within the last few days, we have received a letter from the Board of Trade, calling on the Directors for "an answer" to certain charges made against them by Messrs. Pickford and Co., the carriers, which relate to four points; one of which is that we have not acted fairly by them (it comes to that, I believe), in not providing accommodation, which they say we provide for other people, and not dealing with them on equal terms; and another is, that we undertake a description of business which the Act of Parliament does not authorize; these are two of the complaints brought forward, to which we are called upon to answer. To the first the answer is, that the matter is pending in a court of law; the other I need not enter on, as it was before the Committee of last session sitting here: it involves the whole carrying question. Our objection as to the first matter is, that it is under litigation, therefore for many reasons it must be considered inexpedient that we should be called on to answer beforehand; at all events, whilst it is doubtful whether the Board of Trade wish to take the matter out of Messrs. Pickford's hands, at the same time I am ordered by the Directors to give the information, though against my own advice, certainly. The second question involves this, whether or not it is meant by the Act of Parliament, passed "for the public safety," that the Board of Trade should have power to prosecute us, supposing they could show technically by a very nice construction of the Act of Parliament, that a corporation had not power to do anything not specifically stated in the Act, namely, to "deliver" goods and collect them, being admittedly authorised to be carriers of them.

495. Mr. Labouchere—Will you read the letter of the Board of Trade?—(The witness read the following letter)—

"Railway Department, Board of Trade,
Whitehall, 4th March, 1841.

"Sir,—I am directed by the Lords of the Committee of Privy Council for Trade, to enclose a copy of a memorial which has been addressed to them by Mr. Baxendale, complaining of certain alleged infractions of the provisions of their Acts on the part of the Grand Junction Railway towards the firm of Pickford & Co., and praying for the interposition of their Lordships, under the 11th section of 3 & 4 Vict. c. 97. In calling upon the Directors of the Grand Junction Railway for an answer to the charges contained in this memorial, their Lordships conceive that it will save trouble and misapprehension to state shortly the principles by which they will be guided in deciding upon the course to be subsequently adopted, and the points upon which they conceive that explanation is called for from the Company.

"The only point at which the Board of Trade can look is whether the Grand Junction have directly or indirectly infringed the provisions of their Acts. The general question of carrying on railway is one upon which the Board of Trade is not called upon to enter, with reference to the present dispute between the Grand Junction Company and Pickford and Co. off their line, and secure a monopoly of the carrying trade between Lancashire and London by *bona fide* competition, that is to say, by affording better accommodation to the public at a cheaper rate, without any infringement, direct or indirect, of the provisions of the Acts; the Board of Trade will not interfere, because it is alleged that the Company having once obtained a monopoly may make an improper use of it.

"If, on the other hand, Pickford and Co. can establish the fact that the Company are acting in a manner not conformable to the provisions of their Acts, the Board of Trade cannot accept as a sufficient answer, that the effect of such infringement has been to lower the rate of charge to the public.

"The question is thus reduced to a narrow compass. It is admitted that the Grand Junction Company are empowered by their Act to act as carriers upon their own and any other railway; it is also clear that the Legislature, in giving this power to the Company, intended to place all other parties carrying goods over the line on a footing of perfect equality, and that the Company, acting as proprietors, are bound to treat the Company, acting as carriers, as if they were third parties. The question is, whether they have done so. The following are the points on which the Grand Junction Company is alleged, by Messrs. Pickford and Company have infringed the provisions of their Acts—

"1. In undertaking by themselves and their agents a branch of business not authorised by their Acts, which only empower them to carry over their own and other railways, viz., the collection and distribution of goods at the termini of Manchester, Liverpool, Birmingham, and Camden Town.

"2. In refusing to carry goods for Pickford and Co., from termini to termini, unless they pay the same rate as is charged to other parties, including cartage and distribution, and thereby charging unequal rates to different parties.

"3. In refusing to Pickford and Co. the accommodation enjoyed by themselves as carriers, of permitting London and Birmingham trucks, loaded in London, to go on to their line at Birmingham, and proceed to Liverpool or Manchester, without unloading.

"4. In refusing to allow Grand Junction trucks, loaded with Pickford's and Co.'s goods, to go on to London, unless paid by Pickford and Co., for their use, although under their agreement with the London and Birmingham Company they receive a consideration for the hire of all trucks which go upon the line of that Company, and although they give the advantage of the use of their trucks to London to themselves, or their agents, acting as competing carriers.

"The above appear to their Lordships the principle points upon which the memorial of Messrs. Pickford and Co. makes out a *prima facie* case against the Grand Junction Company for explanation.

"Their Lordships reserve their opinion upon these points until the statements of both parties are fully before them, and they direct me to say, that their future proceedings will depend mainly upon whether after a fair consideration of the statements and evidence which may be submitted to them, they arrive at the conclusion that Messrs. Pickford and Co. have substantiated their case upon all or any of the above points.

"In conclusion I am requested to direct that you will lose no time in submitting this letter and its enclosure to the Directors of the Grand Junction Company, and in informing their Lordships what steps the Company are prepared to take.—I am, &c.,

"(Signed) S. LAING.

"J. R. Chorley, Esq.,
"Grand Junction Railway Company."

496. What is your complaint as to the conduct of the Board of Trade?—I do not wish to put it as a matter of "complaint;" we are going to give the information asked; we intend to answer this demand; we instance this case to show that if the Board of Trade whether they have or have not a right to ask for it, chose to insist on it, we might be in the position either to refuse what they ask, or to give what might be prejudicial to ourselves in a matter pending in a court of law.

497. Have you ever stated to the Board of Trade what you have stated to the Committee, namely, that the circumstance of being engaged in a lawsuit on this point, rendered it inexpedient you should give that information at present to the Board of Trade?—We have given no answer at all, except that the letter will be laid before the Directors.

498. If you think that is a fair ground for declining at present to give this information to the Board of Trade, why did you not make the statement which you have now made to the Committee, and wait and see if that statement was not considered by the Board of Trade as a sufficient answer to their letter?—For two reasons: first of all, that the letter of the Board itself states that the matter is in dispute, the Board of Trade was aware of it; and secondly, that we had no object in declining to give the answer, feeling that we have a perfect case.

499. Lord G. Somerset—The Board of Trade was aware that it was before a court of law?—Yes, nevertheless we mean to give the answer; but we wish the Board of Trade and the Committee to understand, that the discretionary powers, if pressed, might be used to our prejudice on other occasions.

500. Mr. Labouchere—Is it not the case, that the Messrs. Pickford, so far from allowing that it is a question before a court of law, state that it is not, but that it has been disposed of, and is not before them?—No; they say that they cannot move till next April, and they have already, some weeks past, taken the necessary preliminary steps, and there is an action actually now pending as to some of the points.

501. Do you conceive, that under an Act of Parliament which obliges the Board of Trade to see that all Acts of Parliament relating to Railways are carried into effect, on complaint being made to them by any party that a particular provision of the Act has not been carried into effect; do you think the Board of Trade could have followed any other course than to refer such complaint to the Company so complained against, and to ask them for an explanation on the subject before taking any further proceedings?—I think it is very probable the Board did what they thought quite right under the circumstances. What we desire to show is, that it is not desirable to clothe the Board with powers which would be prejudicial to the Company, if used.

502. Then your objection is not to any provision in the Bill now before the Parliament, but to a Bill passed last session, commonly called Lord Seymour's Act?—I wish to show, that the power thereby given might be used inconveniently or injuriously, and that the Board of Trade having discretionary powers, might feel themseves compelled to use them, whether in the one Bill or the other, injuriously to Companies.

503. Was the power given to the Board of Trade, of enforcing Acts of Parliament relating to railways, a discretionary or a posive power?—I think it is absolute, whenever they think it desirable for the public advantage; and I mean to say, that the Railway Companies (and certainly I myself have) never understood that clause to authorise the Board of Trade to try the question with us, whether we had a right, for instance, to carry goods; for that is one of the questions now raised, practically speaking.

504. Does the Board of Trade express an opinion in that letter which you have just read, that it ought to oblige the Grand Junction Company to take the course recommended by Messrs. Pickford, without further inquiry?—No; but it puts us in this awkward position; it states that they will interfere, unless we show that we are specifically authorized by our Act of Parliament to "collect and deliver goods," we being admitted to be carriers. I have not considered the question so closely as to be able to say whether we have that power given us expressly by the Act.

505. Does it not come to this: that the Board of

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Trade states to the Railway Company, that if they can show that they have not infringed an Act of Parliament, the Board of Trade will not think it to be their duty, or indeed will not consider themselves justified, in instituting any proceedings?—No; I think it is assumed in that letter, that unless the Act of Parliament authorizes us, in so many words, to "collect and deliver" goods, though we are admitted to be carriers, the Board would interfere; and I do not know that the Act of Parliament does so authorize us expressly.

506. Does the Board of Trade express a decided opinion, or does it merely state, for the convenience of the Company, what their views are, with their present means of information, and ask the Company to give them additional information, so as to enable them finally to decide how they ought to act in the discharge of their own duty to the public?—I think it puts the case in these words, that unless we show that the Act of Parliament authorizes us to collect and deliver goods, they will interfere.

507. Does not the Board say distinctly that they will not consider themselves pledged to the adoption of any particular line of conduct in this case until they have afforded the Company the fullest opportunity of stating facts, and of giving every information to the Board of Trade?—No; I understand the letter to say that we are to show the Board that we are expressly, by the Act, authorized to be the collectors and deliverers of goods. I am not prepared to say that we can show that, at this moment; though whether we ought to do it or not, was the very question which engaged the attention of this Committee for the last two sessions.

508. Lord Sandon—You conceive that the Board of Trade is assuming a jurisdiction over a question which is not one of those which the Act of Parliament has entrusted to the discretion of that Board, and which they ought not to put into their hands?—Yes.

509. Mr. Labouchere—Do you think it is a clear or doubtful point whether the Act of Parliament did or did not contemplate what Lord Sandon has just mentioned?—I have no hesitation in stating, that there would have been a very different feeling as to Lord Seymour's Bill, if any such point had been thought doubtful at all.

510. Does the Board of Trade express a decided opinion?—The Board say, if we do not show that we are authorized by the Acts to receive and deliver goods, the Board is to use the powers of that clause: now I do not know that we can show that, though we clearly, as I think, have the right nevertheless.

511. Do they say that positively, or call for an explanation?—They state the charge is that we have exceeded our powers, for that we collect and deliver goods. The statement at the end is, "their Lordships direct me to say that their future proceedings will depend mainly upon whether, after a fair consideration of the statements and evidence which may be submitted to them, they arrive at the conclusion that Messrs. Pickford and Co. have substantiated their case upon all or any of the above points;" and one of those points is, that we are not entitled to "collect and deliver" goods.

512. Does not that expressly state that the Board of Trade have not arrived at that question, and that before they arrive at it they are willing to give you all the opportunity they can of fully stating any reasons you may have for supposing that they ought not to arrive at that question?—I admit that to the fullest extent; I cannot suppose that the Board of Trade has made up its mind without hearing both parties.

513. What other course do you think the Board of Trade could have pursued on receiving a complaint of this description from Messrs. Pickford, claiming from them that they, the Board of Trade, should carry into effect the powers given them by the Act of Parliament for the public protection?—It is not for me to say what they could have done. If they had stated that it was not a matter that they could properly entertain under the Act, they would have stated what the Railroad Companies believed to be the case.

514. You think then that they ought to have said to Messrs. Pickford, "We will not entertain your complaint, for there is nothing over which we have jurisdiction"?—Yes; it has nothing to do with the public safety.

515. Did Lord Seymour's Act relate to the public safety alone, or to other matters?—The Companies so understood it, and they took great pains that it should be so confined, and the preamble was altered with that [illegible] it is at present.

[illegible] it not one of the main objects of Lord [illegible] Bill to give the Board of Trade both the [illegible] power of seeing that the Railway Com- [illegible] with those Acts of Parliament under which they were constituted, whether the provisions of those Acts related to the public safety or to other purposes?—That was never my apprehension, nor was it the opinion of any person or any Railway Company at the time, so far as I ever heard.

517. Will you read the 11th clause of Lord Seymour's Act?—(*The Witness does so.*)

518. Do you not think that those words "public advantage," imply a much larger construction than merely in order to secure the personal safety of the public travelling on the railway?—I can only state that the impression of all the Companies is decidedly the other way, and was so at the time.

519. Do you mean to say that your impression was that the Board of Trade was not both authorized and required to see that all the provisions of the Railway Acts were enforced, whether those provisions refer to the question of public safety or any other?—Yes; we had no apprehension that they were to be used to settle private disputes between the Company and the carriers.

520. Supposing the carriers, or any other parties, came to the Board of Trade and complained that the provisions of the Railway Act were not carried into effect by any Company, do you not think that, under Lord Seymour's Act, the Board of Trade were both required and authorised to see that justice was done to the parties, and that the Act under which the railway was formed was fully and fairly carried into effect?—That is the construction the Board of Trade might put on it; I can only state what our understanding was.

521. Lord Sandon—You do not so much complain of the mode in which the jurisdiction is exercised, as of the understanding as to the extent of jurisdiction which the Board of Trade seem to entertain?—Yes; and we propose to use it to show how desirable it is to ascertain what their discretionary powers are, before further discretionary powers are taken.

522. You use it in this manner, as showing how powers entrusted originally with one purpose, may, without any misconduct on the part of the department so entrusted, be applied to purposes very inconvenient to private interests, and which were not within the main purview of the Act at the time it passed?—That is so.

523. Lord Seymour—You have read the report of the evidence on which this Act was founded?—Yes.

524. Was it not frequently stated to the Committee that the provisions of the Act of Parliament under which railways were made had not been complied with?—I have no recollection of that evidence myself.

525. Were there not statements made when the Act was obtained, that as to the gradients, for instance, they had not been properly kept in some cases?—I have not a recollection of that fact.

526. Were there not statements as to the bridges, that though the Act of Parliament enforced a certain width, that those points had not been duly observed?—The only point to which my attention was directed in that evidence was as to the carriers; I am not competent to say that there was not the evidence your Lordship mentions. I do not speak of the evidence, but of the Act of Parliament.

527. Lord Sandon—Do you not consider that the interpretation of the general powers of the Board of Trade, as given by the case which you have brought forward, lets in the jurisdiction of the Board of Trade to decide all cases in which private parties consider themselves as having received a pecuniary injury from the management of the railroad?—Yes, of course, if the clause goes to the one extent, it would go to the other.

528. Mr. Labouchere—That is to say, if parties complain that they sustain injury by the company departing from the law of the Railway Act under which they are constituted?—Yes, the Board then go into that private dispute.

529. Sir John Guest—Suppose a question arises between an individual and the company as to the tolls on goods, do you consider that the Board has power to settle that without a court of law?—They may direct prosecutions, but it is clearly not what we intended, certainly.

530. Lord Sandon—Are you acquainted with the laws which govern canals?—I know a great many of them.

531. Is there a similar provision as to canals, that is, as to the exercise of such a power under those Acts, whether they act beyond or short of the power so entrusted to them, where questions of property only are concerned; do you know that there is any provision for a public body to interfere by way of prosecution, and to support the private interests which have been injured?—I know, on the contrary, that whereas the Liverpool and Manchester Railway might be prosecuted under that clause for collecting and delivering goods, the Mersey Canal Company, which competes with them, could not be prosecuted.

532. Sir John Guest—Or for taking too much toll? Yes, the same inequality.

533. Lord G. Somerset—This clause calls on the Board of Trade to do two things; one is, to ascertain whether or not the company have gone contrary to their statute of incorporation; and the other is, whether or not that which they may be accused of having done, is or not contrary to the public advantage?—Yes.

534. They consider both those things before they put the machinery of the statute into execution?—They ought to consider both.

535. Your complaint is (whether the Grand Junction Company have the law on their side or not) that the Board of Trade ought not to have considered that this was a case in which the public advantage was concerned, and that it was a case in which they ought not to be called on to give an explanation?—We put it that the Board of Trade proposes, that if we cannot show that we were expressly by the Act authorized to collect and deliver goods, we ought to be punished, or prohibited from doing so, although this Committee, after sitting two years, came to a contrary conclusion; I do not know that we can show that the Act expressly authorizes it, and yet we think it is (admittedly almost) for the public advantage.

536. Your objection is, taking the point of law to be against you, which perhaps you ought not to take, or supposing they have the law with them, the discretion is inconvenient, by enabling them to contest it with you?—It is this, at least, that we ought not to have both jurisdictions at the same time; we ought not to be having Pickfords' going against us at the same time as the Board of Trade, on the same points.

537. Your objection is to the point of law, not to the discretion?—I say, that even supposing it to be quite clear that the law is against us, the mode in which the Board say that they feel called on to exercise a discretion under the Act would compel them to prosecute us for receiving and delivering goods (which we must do as carriers), though this Committee, after considering the matter for two years, could not come to such a conclusion.

538. The Committee have nothing to do with the law of the land; but what you object to is, bringing their discretion into operation under these powers?—I object to both; if we contributed to building a church or erecting a school they might interfere, because not expressly authorised by the Act.

539. The point of building a church is not within your statutory constitution, is it?—Suppose we gave 10*l.* a year to an infirmary, we have no right to do that perhaps by the Act, yet it is competent to the Board of Trade to prosecute us for that, because they might say it is an infraction; this case of collecting and delivering goods is put to us as if it was an infraction, and if proved, we are to be prosecuted. Again, the Liverpool and Manchester Railway Company are competitors with the Mersey and Irwell Canal: neither of them is specifically authorised by the Act to collect and deliver goods; and yet the Railway Company may be prosecuted, and the other may not.

540. What is your complaint; do you complain of the discretion of the Board in instituting an inquiry at all?—No, I do not wish to put it as a complaint at all.

541. No, not offensively, but do you complain?—We say that the Board have certain powers; my statement is not in the way of complaint; the Board of Trade is clothed with a power, and they say that, because they have it they must exercise it, and it is to be exercised unless we can show we have not infringed the Act. Now, we do perhaps infringe it every day, by making presents to charities, &c., and the Board may say that it is not for the public advantage to make these presents.

542. Do you consider carrying on the business of the Railroad Company in a particular manner, and giving 10*l.* to a charity, are at all analogous points?—They are both infractions of the Act of Parliament, I take it, if either is?

543. What has the public advantage to do with the 10*l.* given to a charity?—It is not put so in the letter; it is not put as a question of public advantage, but of infraction of the Act only.

544. I am not talking of the letter, but of this Act of Parliament; answer the question so?—It is quite clear, then, that if the Board of Trade thought it was for the public advantage they might prosecute.

545. Sir J. Guest—Do you not object to giving them a larger discretion?—I merely put the case in that way.

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546. Mr. Easthope—You adduce it as an illustration of the danger of the powers not being specified?—To show the danger of their having discretionary powers, which they feel they must, if called on, exercise, and it may be prejudicially.

547. Mr. H. Baring—Your objection to the letter is, that the effect of it would be, that the prosecutor is to demand evidence from the defendant which might prove the ground for the prosecution!—That would be another objection, and a grave one.

548. Mr. Labouchere—Have those or any other objections been stated in reply to the letter of the Board of Trade on the part of the Company?—Certainly not. I hope I shall satisfy the Board that they ought not to interfere.

549. Has the Board of Trade done more than, having heard the complaint of the party against the railway, given to the Railway Company the means of affording the most ample explanation on the subject, before pledging itself to taking any steps upon it?—Yes, the Board of Trade have put a construction on the Act thus, that if we cannot show, that in collecting and delivering goods, we have not exceeded the powers the Act expressly gives us, they would prosecute us, as I understand.

550. Have they pledged themselves to do it?—They have stated substantially, that unless Pickford and Co. substantiate all or any of their complaints, the Board will not interfere.

551. Have the Board of Trade merely said their course would be regulated by the statements of the Railway Company on those points, or has the Board distinctly pledged itself to take any course until the arguments of the Railway Company have been considered by the Board?—They go further, and say (these are their words): "They direct me to say, that their future proceedings will depend on, whether, after a fair consideration of the statements and evidence which may be submitted to them, they arrive at the conclusion, that Messrs. Pickford and Co. have substantiated their case upon all or any of the above points;" one of the points is, that we have no right to collect or deliver goods; if it appears that the Acts did not authorize that specific thing, then the plain inference is, the Board will do something else.

552. Chairman—You stated you had read the Reports of the Select Committee, from which the Bill of last session originated?—I stated I had read the evidence, and I have no doubt I have read the Reports.

553. One of the resolutions of the Committee was, "That it is the opinion of this Committee, that it is the especial duty of this department to see that the several provisions contained in all Acts of Parliament having reference to railways are duly observed, so far as the public interest is concerned;" now what went further than the question of safety, did it not?—That was not our impression.

554. "And this department," it goes on to say, shall be authorised to institute legal proceedings at the public expense, in cases where such provisions have not been complied with!"—Referring to the public entirely; but this is a private dispute with a carrier about what we are to do with him.

555. Mr. Labouchere—Your complaint is this, or, rather, you doubt of the propriety of the conduct pursued by the Board of Trade on this occasion; reasoning on the assumption, I believe, that Lord Seymour's Bill was intended solely for the purpose of protecting the public safety, and for no other purpose?—I do not say that at all, I say the Board of Trade are entrusted with powers which they claim to use in cases of private individuals who may conceive that they are aggrieved.

556. Lord G. Somerset—You do not object to the Board of Trade taking up itself the particular question of the carriers, but as to the way in which they do it; suppose there were no action pending, should you have objected?—We should still have thought it hard to try this, having the Government purse against us, and no costs to receive if they lost, we should have objected on that ground.

557. Do you happen to know if the power of the Government prosecution has been exercised in any one instance, since Lord Seymour's Act passed, by the Board of Trade?—I have not heard of one.

558. Mr. Labouchere—Has it not been the case, that in every instance the Board of Trade has taken the course it has done in this case, of pointing out to Railway Companies any infringement of the Acts of which they thought they had been guilty; and has not the result been in all the cases, that the Railway Companies have complied with the requisition of the Board, and no public prosecution has been found necessary?—I never heard of a prosecution, I do not know that there ever was one, we only desire to put it, that the Board of Trade, having discretionary powers, might use them in a mode which might be extremely prejudicial to the Company; without such an use of their powers being expected by anybody.

559. You state this on the authority of an unfinished correspondence, when you are not able to state what will be the ultimate decision of the Board on the question?—That is so; but the correspondence lays down a construction of the Act of Parliament, which, if followed out, would be extremely injurious.

Isambard Kingdom Brunel, Esq., called in, and examined.

560. Chairman—What situation do you hold in connexion with railways?—I am engineer to the Great Western and some other railways in the west of England.

561. Have you had your attention called to the 11th clause of the present Bill?—I have.

562. Have you considered the possibility of substituting, instead of the discretionary power there taken by the Board of Trade, an enumeration in detail, of those points to which the powers of the Board of Trade should be limited?—I think it would be quite possible to enumerate the points to which it could be limited; but I should prefer saying at once, that those points would be so narrowed that it would amount to not giving any power, if they were confined to those to which I think they ought to be confined.

563. Will you state to what points you think that power should be confined?—I do not conceive, myself, that it is to the advantage of the public, in the management of the railway system, that any power should be given to the Board of Trade, or any central body, to issue regulations for the management of the concern.

564. Mr. Labouchere—You are against any control whatever?—Except such control as would be the necessary consequence of supervision and watching the proceedings of the Railway Companies, and suggesting modifications, when opportunities occurred of doing so.

565. You do not think it would be advantageous to give to any central authority the power of enforcing any regulations upon Railway Companies?—I am certain that it would not, generally speaking, be advantageous; a solitary case might arise now and then, where a regulation might be issued that would be advantageous, but I believe the Companies themselves would, long before any central Board could be justified in issuing a regulation, have generally adopted it in their practice.

566. You are probably acquainted with the circumstances of the accidents which occurred some months ago on several of the lines of railway?—I am.

567. If a power had existed in some central Board to make proper regulations, and if those regulations had been in force at that time, do you think any of those accidents would have been prevented?—I do not think they would, but I should explain myself a little in stating that. I do not think that the power to issue proper regulations would at all secure—I hope I shall not be understood as feeling the slightest want of respect to the officers appointed—but I do not think the power of issuing regulations would secure to the parties issuing them the ability to determine what are proper regulations; and I think that there must always be on the part of the officers of the different Companies far more of that knowledge, which would alone enable them to issue regulations; and I am principally led to think so from seeing that there is an entirely erroneous impression existing, both in the minds of the Committee themselves, and of the officers who have up to the present time been engaged in inspecting the railways. I think they are under a completely erroneous impression both of the circumstances which really lead to those accidents, and of the best mode of remedying them, and that they are without, and must always be without, any sufficient knowledge of the practical working of the system with which they propose to interfere; and I think that the accidents and the suggestions arising from those accidents themselves, prove what I assert. They certainly prove it to the minds of those who are familiar with the practical working of railways. I dare say it will be difficult to prove that satisfactorily to the Committee, from the very circumstance I have just mentioned, that they are not acquainted with the practical detail of the working; but still, if the Committee will allow me, I will attempt it. I think that the mere circumstance of which the officers who have been appointed have themselves given very strong evidence, namely, that notwithstanding the tremendous speed at which railway travelling is carried on, notwithstanding the appearance of almost trusting to Providence as we run along the lines, and the apparently great risks that are run, that notwithstanding all this, it is a notorious fact, and one which is admitted by the officers who have inspected railways, that it is a safer mode of travelling than any other adopted up to the present time; and that, notwithstanding all those apparent dangers really there is very little danger comparatively: I think that ought to have led them to consider, that, in all probability, the dangers that still exist do not arise from any glaring prominent defects in the system, which of course those who have brought it to this state of perfection must long since have seen, and that it would hardly be left to those officers to whom the thing must be new, to discover suddenly that we have passed over some of the most prominent and easily removed causes of danger; and I think that, as they become more intimate with the practical working of railways, they will see that the real cause of danger, small as it now is, consists of a multitude of small operating causes, which occasionally and accidentally are all brought to bear, and all operate to produce risk. I will suppose, for instance, that a collision takes place on a railway, in consequence of a train stopping, and another train running into it. Now, in nine cases out of ten, that will arise from a complication of different circumstances, such as these; that perhaps a pair of wheels upon a train is slightly out of gauge, being too narrow, that in passing some guard rail they get strained, and that when they come to a part of the line which is rather wide in gauge, they get off, and the train is delayed. A policeman immediately runs up, and stands right in the way of the tail-lamp of the train, and the next train runs into it. Now the majority of persons would say, that if the policeman had done his duty, and showed a red light, and if the engine-man had seen the red light, there would have been no accident. That is very true; but it is impossible to make the men perfect; the men will always remain the same as they are now; and no legislation will make a man have more presence of mind, or, I believe, make him more cautious: and, besides that, the next time such an accident occurs, the circumstances will be so different, that the instructions given to the men, in consequence of the former accident, will not apply. But the real source of the danger, and the only one which there is any hope of removing, is in a complication of imperfections in a great number of the mechanical parts of the system. We have gradually discovered, that the wheels had better be a little wider in gauge than we made them at first; that they had better not be quite so narrow in the external gauge; that they should be about half an inch wider on the tire; that the guard-rails had better not touch them; that increased care should be given to the gauge of the rail; and that the tail-lamps must be put in a position in which they shall be less likely to be obscured. A number of small things of that sort are gradually discovered, generally speaking, without any serious accident; they are gradually discovered and removed; and thus the original chances of risk are diminished, till, in fact, they do not occur. All those who are familiar with the working of a railway, or with the manufacture of any article, or with the progress of any complicated system of that sort, well know that it is in vain to attempt to make workmen more perfect; it is in vain to attempt to trust to any regulations in such a manner as to expect, that when a new accident occurs, they shall all apply; and that it is still more vain to expect, that they will be all obeyed. It is by gradual and progressive improvements, in all the little details, that the risk of accident is diminished; and it is by that alone that the risk of danger will be removed. This is familiar to us, and to the persons working the railways; but I am sure it cannot have struck the gentlemen who have been sent to inspect the railways; because, first of all, no looking on occasionally will make them acquainted with that which we only learn by seeing it, and feeling it, and feeling the inconvenience of it every day. They also cannot learn it, because we keep progressing so fast, that the knowledge of one day will not apply to the next; and although their own suggestions which they have made after those accidents, and although the reports which have been made by several of them show very great investigation, and a very acute perception of the circumstances, which they happened to be able to lay hold of on the ground after the accidents had occurred, still those suggestions show, that they are aiming simply at that which we know cannot be attained, namely, at perfection in the regulations and in the character of the men that we have to employ, and that it is by attention to the multitude of little details alone, that approximation to perfection can be attained; that that is their view, is evident also, from the suggestions which they have all thrown out after seeing those accidents. I have come to that conclusion from reading the reports of different officers which have been made and printed. I may refer to the re-

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port of Colonel Thompson. I mention names in order to facilitate reference. I have not the honour of knowing Colonel Thompson; I have no doubt that he is as adequate as a person could be to investigate a thing of which he could not understand the details. Colonel Thompson recommends, that upon new lines we should be limited to a speed of twenty miles an hour. Now it may be difficult to convince the Committee; but, with every respect for Colonel Thompson, the suggestion to us appears absurd.

568. Mr. Labouchere—Was Colonel Thompson's suggestion adopted by the Board of Trade?—No; but I am referring to suggestions which have been made by all those gentlemen, so show, that it is impossible for persons that are sent, or that may be sent to investigate railways, to be sufficiently familiar with all the details, which can only be gradually learned, for them to make useful suggestions.

569. You are aware that Colonel Thompson is not a permanent officer of the Board of Trade?—Yes; but he also suggested a half-hour's interval, which is quite preposterous; and he suggested also stakes to sleepers. By that dash of the pen an expense of 60,000*l.* or 100,000*l.* would be saddled upon the railways, in fact, upon the country, for that which would not answer its purpose.

570. Is it not the fact that none of those suggestions were adopted by the Board of Trade?—I do not know that they may not be adopted; there has been no power to adopt them yet.

571. You are aware that those suggestions of Colonel Thompson are not included in those suggestions which have been made to the Board of Trade by the officers of the railway department, as being cases illustrative of the manner in which, in their opinion, any discretionary power conferred upon the Board of Trade should be exercised?—Then I will pass over a great number of observations which I had to make, and go at once to those which are recommended by Sir Frederic Smith. I should observe, that with respect to the positive recommendations made to be adopted by the Board of Trade, it is fair to assume, that other points which Sir Frederic Smith recommends in other reports, although they may not be included in those which he does recommend in his general report, might probably, in a subsequent general report, be included, because, I may assume that he would be more liberal in his recommendations when he had the power to enforce them, than now, when all the suggestions thrown out are open to attack. Sir Frederic Smith, in one of his reports, states that no work should be carried on after the opening of the railway, with some small exceptions. Now, no doubt that, like a great many other things, is very desirable, but it is unattainable. During the whole of the first twelvemonths after a railway being opened, in many districts, in clay districts especially, the embankments will sink so much, that the quantity of work carried on, will be as great as if we were forming an embankment, and it must be done. True, that may come under the head of maintenance of way; but it is in fact doing that which, if you chose to compel us to keep the line untouched for six months (and there is no reason why we should stop at six months particularly), would be unnecessary; therefore everything is to be sacrificed for what is called public safety. We must be made to keep those embankments for six or twelve months, according to the nature of the soil before we open. Then again with respect to slopes, after a certain time it will happen in railways frequently, as engineers are by no means infallible, that the slopes are found to require enlarging; that must be done after the railway opens. There may be cases to a trifling extent occasionally, where a slope has not been formed before the opening; but the quantity of work done for that sort of purpose, bears but a small proportion to that which must be done after the railway is opened, and which no law or regulation can prevent our doing, unless you shut up railways entirely. Sir Frederic Smith also refers to the accidents on the London and Birmingham Railway, and one of his conclusions amongst others is, that the load of a luggage train should be limited. Of course it is very desirable that you should never overload either a horse or an engine, or anything else; but if you attempt to fix a maximum, the maximum must either be so far beyond what they usually carry as to be perfectly useless, because they hardly ever exceed it, or it will be so low as to be a positive hindrance and cause of danger. Sir Frederic Smith mentions 80 tons gross load on the Birmingham. Now I, of course, with respect to facts, confine myself to the Great Western; but comparing the Birmingham with the Great Western, the Birmingham gradients being 16 feet to the mile, and the Great Western four feet per mile, the difference in the relative loads which the same engine would take upon the two would certainly not be more than as two to three. I dare say one of the Birmingham engineers would say that we could not exceed it so much as that; but take 80 tons on the Birmingham, and convert it into 120 for the Great Western; why, if we were under that restriction we could not carry on our trade. I looked yesterday at the returns of our luggage-trains, and I see that on the 2nd of March, 1841, one of our passenger-engines only, not a goods engine, brought up from Wootton Basset to Paddington a gross load of 256 tons, exclusive of engine and tender. The engine kept its time very well. If we had been obliged to cut that train into two and a half, as would have been the case if our limit were put at 120, we must have had three trains, and of course the chances of accidents, and the difficulty arising from complication of arrangement on the line, would be immensely increased; whereas we brought up this single train of goods without being delayed, or any inconvenience upon the line. On the 12th of March the Elephant engine, a goods engine, took down 216 tons gross. That would have been two trains, and a very large number of them much exceed this proposed maximum; of course, if the rule is made, it must be general; you will never entrust anybody with the power to permit the Great Western to carry 100 tons, and say to the Birmingham, you shall only carry 80. The Birmingham would of course consider that they were unjustly treated. The next recommendation is, that trains should always be made up with single engines; that there should be a regulation that should prevent such a train going out as required two engines.

572. You are speaking of a recommendation made by Sir Frederic Smith, in one of his reports to the Board of Trade?—In one of his reports to the Board of Trade. It is in Sir Frederic Smith's reports upon the accident on the London and Birmingham Railway, at page 35 of the reports and returns relative to railways. I am not supposing that Sir Frederic Smith has laid these down as laws which he suggests should be passed, but I am mentioning them as suggestions which occurred to him, who has evidently taken by far the truest view of all the circumstances of a railway, and who has had a great deal of opportunity, and taken a great deal of trouble, to examine into them; but who nevertheless has, in my opinion, formed erroneous views altogether of the best mode of preventing accidents, and of the rules which could at all be safely carried out. He is aware, of course, that it would not be possible upon all occasions to dispense with assistant engines; but nevertheless, he says, it should be considered as a general rule not to extend the trains beyond the power of a single engine. Now I assert that general rule, if followed by the Companies, would lead to danger instead of avoiding it. A certain quantity of goods has to be sent out from the station in the 24 hours. Suppose a certain quantity has to go out within two or three hours at the latter end of the day. It may, no doubt, be carried to excess, but the general rule would be to send them all together, to put the engines and the trains all together. All chances of collision of course are got rid of between those trains, and the average power of the whole is better obtained; although there again the necessity of understanding exactly the practical operation of the thing is evident, because it is not the case that two engines, when coupled together and drawing a load, will do twice as much as one engine. It is rather a curious circumstance, but I mean to say that the average power of the engines is best obtained by putting them together, if we take into consideration the chances of one engine running a little dry, or of any circumstance occurring to lessen the power of one engine, we do then get the average power of two or three better by sending them together than by sending them separately; and I have no hesitation in saying, that the general rule ought rather to be (though I think it would be bad to have any rule either way) to send them altogether than to send them in trains, each consisting of a single engine. It is also thrown out as a recommendation, that the maximum speed of luggage trains should be fixed, and on no account departed from. With respect to that, all the Railway Companies do fix, for the guidance of their men, a maximum speed, but it must be varied according to a number of circumstances. It will be very different on different railways, and it would be impossible for any third party, unless he took our assertions, and acted solely upon them, to say exactly at what rate each train ought to go, or what each railway should fix as the maximum speed for their goods trains.

573. When you say that you fix a maximum speed, do you mean by that the Great Western or all the railways?—I believe all the railways do so; but I prefer confining myself to the Great Western.

574. Upon the Great Western your regulations are very strict?—I am not aware that they are more strict than those of the other well-managed Companies.

575. Is there not a very great difference on different railways with regard to the strictness of their regulations?—I flatter myself, of course, that the regulations that we make are the best; but the result upon the other railways, which is what we ought to go by, appears to prove that on many other lines there is a great regularity.

576. For instance, with regard to the use of time-tables, have you not upon the Great Western Railway very strict regulations with respect to time-tables?—Not more so than the London and Birmingham, and many others.

577. Are you able to state that there are any other railways that have regulations equally strict with regard to time tables, or that even use time tables at all?—I think all the railways use time tables.

578. Sir John Guest—Do not all passenger railways use them?—All passenger-railways use them; I am referring entirely to passenger railways.

579. Mr. Labouchere—Do you not adopt precautions on the Great Western to enforce the use of time-tables, by obliging the station clerks and the guards to note the times of arrival and departure?—Not the station clerks; the conductors.

580. Do you happen to know whether the same thing is done upon any other railway?—I know that on the London and Birmingham, and the Grand Junction, if they arrive too soon, they wait; and therefore I suppose they use and enforce time tables.

581. Why do you use that precaution on the Great Western Railway?—For the purpose of ensuring punctuality, which is a most important ingredient in safety.

582. In your time tables, have you any interval less than 15 minutes?—I should think not; but I am not sure.

583. Supposing it to be the case, that on some railways a system of the kind which you have just described is not adopted, do not you think that the non-existence of such a system materially contributes to want of safety?—I think all the circumstances should be exactly put before me before I can give a safe answer to the question. I am not aware, at the present moment, of any passenger-railway where they do not endeavour, in that which they consider a good way, to ensure punctuality at the different stations. The times of arrival and departure are obliged to be fixed, for their own interest in getting passengers. Of course, some railways will adopt more rigid and more perfect regulations than others; but it is by that means that improvements will take place, which will be stopped at once if any particular system of regulation is ordered to be adopted by all.

584. Do not you oblige any train to stop upon arriving at a station, unless a signal of safety is shown?—Yes.

585. Is not this signal taken down when the train comes into the station?—The signal "wrong" is put up when the train is in the station.

586. When is the signal of "safety" shown again?—Not till the person has ascertained that the station is clear, and that another train may come in.

587. Why do you adopt that system?—To prevent collision.

588. Do not you think that some such system as this ought to be generally adopted on all railways?—I think an approach to it ought; but it should be modified in each case, according to the circumstances of the railway. I would observe, that the particular instance referred to shows the impossibility of laying down general regulations.

589. Sir R. Peel—Will you explain what that regulation is; is it to prevent two trains on different rails from ever crossing at a station; or is it only to prevent the approach of a second train upon the same rail when a previous train is at the station?—It is a little of both, varying with the different stations, which I will explain, and which will show the impossibility of applying the rule generally even through one railway, still less to several railways. On the Great Western Railway we have two or three different classes of stations; on a small station there is no derangement at all of the rails; the train simply stops, and there is a platform alongside, on which the passengers get out; upon that station, of course, there is no necessity of stopping a train that is coming in an opposite direction, and therefore we have only signals relating to the line upon which the train itself runs. We do require that our trains, on arriving at those stations, should go gently; but that is only a little additional precaution. We have another class of stations, where, to avoid the necessity of passengers crossing both lines of railway, they depart from the general course, and draw up at sidings, out of the main line of railway; the conse-

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quence is, of course, that they each have to cross the wrong line. That is a system of station, as to which nothing but experience could determine whether it was more safe or more dangerous than an ordinary station; but it is a very convenient arrangement, it gives great accommodation to passengers; we have adopted it at two or three points upon our line; at those stations we have to adopt very stringent signals to prevent collision in crossing the line, and there we give the signal of "all wrong" up; and till it is turned "right," any train approaching the station would be bound to stop. The policeman then ascertains which way the train is coming. If there are two trains, he selects between the two, and he lets in one of them first, and during the whole of that time keeps up the signal "wrong" for the other; and after that train is in, he lets in the other; and so in going out, they are neither of them allowed to go out, unless the signal of "all wrong" is exchanged to "all right." That is a system of signaling which is consequent upon that arrangement of station, and which would be quite unnecessary and mischievous, except for that particular arrangement of station; because, to increase the number of signals at all beyond what is absolutely necessary is very mischievous, as it complicates the systems; therefore, that is an arrangement of signals which exists only at those particular stations. We do not do the same at the smaller stations; and it would be not only useless, but injurious, to enforce the same regulation upon other railways that have not that particular arrangement of stations.

590. The result is, that you have different sets of regulations for different stations upon your own line, and that those depend upon the peculiarity of each station?—Yes.

591. And it requires a local knowledge of those peculiarities to determine whether the regulation is a good one or not for the station?—Decidedly.

592. It is possible that if certain regulations which may be good for one station were prescribed for another, confusion might arise, and what was intended to be a precaution against danger might become a cause of danger?—Decidedly. I was going to observe, that with the best assistance of professional men, and others whose whole time and peculiar capabilities are applied to the system, we find it difficult enough to make our regulations sufficiently general to apply even upon our own line, and that the great difficulty in drawing up any code of regulations always is, to make a good regulation which is sufficiently applicable in all cases even on our own line of railway.

(To be continued.)

APPENDIX TO THE FOURTH REPORT OF THE COMMITTEE APPOINTED BY THE LORDS OF THE TREASURY, RESPECTING RAILWAY COMMUNICATION BETWEEN LONDON, EDINBURGH, AND GLASGOW.

Printed by order of the House of Commons.

[This Appendix contains all the plans, maps, and other documents submitted by different parties to the Commissioners, and referred to by them in this Report. It is a thick and rather costly volume, and we must content ourselves with giving the following classified Abstract of its contents.]

STAFFORD AND RUGBY RAILWAY.

The first document on this subject is a Report by Mr. Bidder in favour of the Stafford and Rugby (or Manchester and Birmingham Extension) Railway. Its length from Stafford to Rugby would have been 48 miles 77 chains, to which is to be added the Alrewas branch of 7 miles 56 chains. The estimated cost was 980,000*l.*, or 17,500*l.* per mile, exclusive of land. Mr. Bidder advocates the execution of this line on the ground that it will shorten the distance between London and Manchester or Liverpool by nine miles and a half, and time of transit by 15 minutes; that this diminished distance is found, by the experience of the Birmingham and Derby compared with that of the Midland Counties', to be equal to 3*s.* per passenger; that the districts through which it passes had formerly the advantage of very good means of communication, of which the construction of the neighbouring railways has deprived them, and which the proposed railway would restore. This Report is followed by detailed estimates of the cost, and is illustrated by a section of the line in two plates.

Mr. Creed, the Secretary of the London and Birmingham Railway, opposes this project in a very able letter. He admits the saving of length, but denies or doubts that of time—since the time necessarily lost at the junctions will counterbalance that gained by the diminished length of the new road. He urges, that in laying down the London and Birmingham Railway great care was taken to select that which should not only be the best line between the termini, but also accommodate the greatest number of intermediate towns, which he affirms has certainly been effected. He says, that experience shows that there is danger at junctions, which not only requires great care, and therefore delay, for its avoidance, but which ought not to be incurred except for an object of adequate value, which object does not exist in the present case. The London and Birmingham line, he maintains, is sufficient for all the traffic which can be expected to require it, and that to add another line would be to increase the expenses and the complexity of the Direction, and to diminish the number of the trains and the general accommodation to the public. He finally points out the danger and injustice to existing railway interests, which would follow from authorising projects recommended chiefly by their shortening of present distances; for since, from the state of the properties to be traversed or the traffic to be secured, it has rarely happened that at the laying down of the existing lines the very shortest possible line could be taken, it follows that there will always remain a possibility that a shorter line may at some future day be attainable; which line, if such views be encouraged, other parties may execute after the projectors of the original one have proved, at great risk and cost, that a railway between those termini may be made to pay.

PROPOSED NEWCASTLE AND EDINBURGH, AND LONDON AND LEICESTER RAILWAYS.

A letter from Mr. Remington after referring to a section of a line of railway from Newcastle to Edinburgh, which he had previously laid before the Commissioners, describes the route and the advantages he supposes it to possess. It commences at the Town Moor of Newcastle, and proceeds by Morpeth, Long Horsley, Long Framlington, Edlingham, Powburn to Wooler; thence along the valley of the Beaumont waters, by Mindrum, Prouston, (east of Kelso), Smailholm, Earlston, Lauder, through Soutra Hill, by Blackshields, Path-head, and Dalkeith, to Edinburgh. Its advantages are presumed to be that it is the shortest line between Edinburgh and Newcastle, that it is available for the greatest population, that it is most available for agriculture, and that it best opens up the resources of the country. Improvements in the line were afterwards found practicable. In the same letter Mr. Remington proposes a line from London to Bedford, as part of a more extensive one from London to Leicester. By this, together with the lines in existence or in progress, the road to Carlisle by Manchester, would be shorter by 25 miles than that by Birmingham; and the road to York would be 10 miles shorter than by the Birmingham line, and 38 miles shorter than by the Northern and Eastern. A section of the proposed line is given in two plates.

Mr. Fulton, in a letter addressed to Messrs. George and John Rennie, suggests a line of railway from the Great North of England Railway to Carlisle. He claims for it the merit of forming a portion of the most direct line from London and other principal towns on the eastern coast, to Edinburgh and Glasgow. He proposes, that beginning at a junction with the Great North of England at North Allerton, it should pass a few miles to the east of Richmond to Barnard Castle, then up the valley of the Tees, through the rich lead and tin districts to the foot of Cross Fell. From the summit level at this point it would proceed along the Great Dale into the valley of Crowdendle Beck, thence along the valley of Eden River to a junction with the Carlisle and Newcastle Railway, near Wetherel, about four miles from Carlisle. The length of new railway would be about 73 miles. The distance of Carlisle from London by this route would be 320 miles; the line proposed by Mr. Remington from London to Leicester, would shorten this distance by ten miles. A tunnel at Cross Fell of a mile and a half long would be necessary, suppose no inclination were allowed of above 20 feet in a mile. Each terminus being 156 feet above high-water mark, and the summit level near the middle of the line, it is concluded that the extreme elevation would be easily attained.

GREAT NORTH OF ENGLAND RAILWAY.

A Memorandum by Mr. Storey, the Engineer of the Great North of England Railway, points out an improved mode of crossing the Tyne, and shows how by that mode the railway of which he is Engineer, may be made to unite continuously with either the Newcastle and Carlisle or the proposed North British line. He notes also that the line has been shortened, and an improved gradient obtained, by the purchase of the property of Mr. Cookson; and points out a considerable saving in cost which may be effected in the Wear and Shincliffe valleys.

In another document (21st Sept., 1840) Mr. S. puts forth the claims of the Great North of England Railway to be adopted as the main line to Scotland. He says, that in laying it out especial attention was given to fitting it for this purpose, and the expense has, for the same reason, been greater than would otherwise have been incurred. He says that the portion of it which stretches from York to Darlington is nearly ready for use, and that 48,000*l.* has been paid for land, and the whole line set out on the remainder. He further says, that considerable improvements have been made on the line, as well as in its junction with other lines at Newcastle. He then objects to the proposed Northern Union Railway, projected by Messrs. Wood and Harrison, as a substitute for this from Darlington to Newcastle—that it is very circuitous, has objectionable curves, and three times crosses, on a level, inclined planes along which coals are worked by stationary engines. Then follows a list of the gradients of the improved line, from which it appears that the steepest is 16.4 feet per mile for 13¼ miles.

NORTH JUNCTION RAILWAY.

This is a railway proposed by Mr. W. A. Brooks, for the purpose of uniting by short lines three existing railways, so as to supply a continuous route from Darlington to Newcastle. He says that by this step, not only will the intercommunication of Newcastle, North and South Shields, Durham, and Newcastle, be greatly improved, but Carlisle and the north-west of England—which are already connected with Newcastle by the Carlisle and Newcastle Railway—will have uninterrupted railway transit by Newcastle to London, and the south of England. It is true this is also the object of that portion of the Great North of England Railway which lies north of Darlington, but he conceives that the great natural difficulties, and consequent expense, of this part of their line, would render the Directors very willing to be released from the parliamentary obligation of constructing it. The line (or rather lines) by which he proposes to supply its place, takes, like the line it supplants, the course of the Stockton and Darlington Railway for the first mile; then, however, instead of curving to the north-west, and back again, it maintains a course nearly north, until it falls into the Clarence Railway near Morden. Mr. B. then uses the last-mentioned line to its northern terminus, passing with its assistance the gorge of the Thrislington valley, the unavoidable pass of the district; from this terminus it proceeds by Sherburne, until it unites with the Durham Junction Railway, along which the traffic will pass to its intersection with the Stanhope and Tyne Railway, by which the portion for Shields will reach its destination, that for Newcastle and the north generally requiring the third section of the projected lines (originally designed by Messrs. Wood and Harrison) which carries it on to the Brandling Junction Railway, through which it arrives at Newcastle. The lengths and cost of the three several new parts of the proposed line are as follows: from Darlington to Mor-

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den 7¼ miles; and 101,452*l.*; from the northern terminus of the Clarence to the Durham Junction Railway, 8 miles, and 76,498*l.*; from the Stanhope and Tyne to the Brandling Junction Railway, 5 miles, and under 45,000*l.* Total length 20¾ miles,—total cost 222,950*l.* It is affirmed, that the gradients are easy, and that no works of difficulty or magnitude are required.

NORTHERN UNION RAILWAY.

The general object of this railway is similar to that of the last; it is reported on by Messrs. Harrison and Wood. It starts from Thrislington and connects the Clarence and Great North of England Railways with South Shields, by joining to the Durham Junction Railway at its southern terminus. To reach Newcastle it requires the line which has been already described as the third section of the North Junction Railway. It is said on behalf of this plan that it provides communication to the important ports of Sunderland and Shields, and that it increases the distance from Thrislington to Newcastle but three miles and a half, and that the cost of carrying it into effect will be several hundreds of thousands of pounds less than will be required to complete the Great North of England to Newcastle. It is urged that even if the more direct line be eventually executed it would be wise to be content for the present with this much cheaper substitute, especially as it will remain a very important branch after the completion of the original design.

Then follows a table of costs and gradients from which it appears that the sum required will be 295,562*l.*, and the steepest gradient (excepting one of but 154 yards in length) is 20 feet per mile for nearly 5 miles. The total length from Thrislington to Gateshead is 22¾ miles, of which the two new portions amount to 15 miles.

Messrs. Storey, Wood, and Harrison, as the Engineers respectively of the Great North of England, the Brandling Junction, and the Durham Junction Railways, make a Report, dated 15th November, 1837, on the mode of crossing the Tyne at Newcastle, and the propriety of substituting the line since called the Northern Union for the northern section of the Great North of England Railway. It proposes that the Brandling Junction and Great North of England Railways should pass the Tyne by one bridge, which, however, should have two roadways at the heights respectively appropriate to each line, viz. at those of 80 and 104 feet from high water. It speaks favourably of using the North Union line but gives no estimates or plans.

Mr. George Stephenson next reports to the Committee of the proposed North British on the best position for the Newcastle station of that line, (which he suggests should be in Neville-street), and the place and mode of crossing the Tyne, so as to continue the southern lines without interruption.

Then comes a supplementary report by Messrs. Wood and Harrison on the modes by which the various railways made and projected may be united at Newcastle, let the order in which they are executed or the combinations in which they are used be almost what they may. They again urge the importance of adopting their line for the sake of Shields and Sunderland, and of postponing by the use of it the very great outlay which will be required by the nature of the ground between Durham and Newcastle. A proposed deviation of the Great North of England line at Durham towards the east having shortened their proposed line by actually taking its route, and having themselves gone into the subject with greater minuteness than before, they present amended estimates, from which it appears that on the Great North of England Railway being completed to Shincliffe near Durham, a railway communication can be effected with Sunderland and Shields for 123,581*l.*, and to Newcastle for 62,926*l.* more. Estimates also are given of the bridges and roads necessary for crossing the Tyne.

These papers are illustrated by sections of the lines, a plan of different lines and bridges at Newcastle, and a map of the country to be traversed on the scale of one inch to the mile.

(To be continued.)

GLASGOW, PAISLEY, AND GREENOCK RAILWAY COMPANY—GENERAL MEETING.

On the 2nd instant, the half-yearly meeting of proprietors was held in the Sheriff Court Hall, Greenock; Robert Dow Ker, Esq., in the Chair.

Captain Huish read the advertisement calling the meeting, and the following

EIGHTH HALF-YEARLY REPORT.

Greenock, July 2, 1841.

The Directors have much gratification in presenting their present Report. The railway has now been opened for three months; and although this period is insufficient to bring into operation the resources of the line, or to mature those arrangements which are essential to its complete success, yet enough has been accomplished to indicate that the calculations of traffic, on which the railway was first based, are substantially correct, and to satisfy the Directors that the expectations held out will be realised.

Before proceeding to analyze the results of the traffic, the Board beg to lay before the proprietors the following Report of their Engineer:—

"ENGINEER'S HALF-YEARLY REPORT.

"*To Robert D. Ker, Esq.*

"Sir,—The railway having been opened to the public on the 31st March, with both lines complete, I have merely to report that the contractors have upheld the road to my satisfaction, and that the works, without exception, prove to be of the firm and stable character anticipated.

"The embankments, which are generally troublesome on a new work, stand even better than I expected; and, notwithstanding the heavy traffic on your road, I do not doubt that it will be kept in that thoroughly efficient state of repair so essential to the comfort of the public, at an unusually low rate.

"I am carrying out Mr. Locke's plans for the goods' stations as rapidly as possible, and adapting them to the peculiar description of traffic which we have now ascertained we must provide for to a large extent.

"Having, at the request of the Board, undertaken to organize the same system of out-door management on this line that I had established on the Joint Line,* I am glad to state the result has been equally satisfactory, for your trains have now run upwards of 50,000 miles, and carried about 360,000 passengers in perfect safety.

"The trip has generally been run within the hour, and this time may ultimately be reduced; but I do not think a rapid speed advisable on any new line, however perfect the arrangements, and the time-tables remain for the present, therefore, as at the opening.

"The locomotive department has been carefully watched, and especial pains taken in the selection of workmen for that service. It is so vital a part of the railway system, that I am rejoiced to find the Directors wish to hold out every reasonable inducement to their servants for continuing their present exemplary conduct, by placing at my disposal premiums for exactness in time and attention to their duties.

"The system of rewards by premium, and punishment by fine, together with a uniform care for their comfort, has hitherto produced, and will, I believe, best insure respectable and trust worthy enginemen.

"Time is requisite to produce perfect arrangement on a railway, as in every other great work; but I trust a sincere desire to afford every possible convenience to the public will continue to distinguish your servants, while under my management.

"I remain, your obedient servant,

"J. E. ERRINGTON.

"Greenock, 21st June, 1841."

Next to the safety of the public, which it has been the unceasing care of all concerned with the management of the railway to secure, their convenience and comfort have engaged the attention of the Directors and their officers. The Board felt that, by a close regard to these points, added to the speed and regularity of the communication, they might look for public support, in the face of an opposition which they had to encounter, from the greatly reduced fares on the river and canal. It is satisfactory to find that their exertions have been so far successful as already to obtain a large proportion of passengers, and they contemplate a steady and considerable augmentation, by giving those increased facilities, and extending those advantages, which the railway has already partially afforded to all classes of the community.

In order to provide for this, it was necessary to make some sacrifice at the outset; and the Directors, finding that they were unable to complete the arrangements required for the public accommodation, employed several steam-boats to work exclusively with the railway. This measure has produced the effect which the Directors anticipated; and although the boats themselves have entailed a temporary expense on the funds of the proprietors, it has enabled the Board to make satisfactory terms with several Companies, and negociations are now proceeding with others, which the Directors hope will altogether relieve the funds from any further expense. The shareholders will also bear in mind the large proportion of trade brought to the railway by means of these boats. Should, however, it hereafter turn out that these arrangements do not work satisfactorily to the public, several of the large shareholders are willing to assist in establishing an effective Steam Boat Company, and placing at the command of the Railway Company several fast and first-rate boats, in which the discipline and regularity of the railway will be enforced.

* The "Joint line" alluded to is the "Glasgow and Paisley" portion, which is carried to this line and on the Glasgow and Ayr Railway.—Ed. R. T.

In fixing the rates, the Board was not influenced by any desire to injure existing interests, but to settle such a scale of fares, as, when a considerable proportion of the existing traffic should be transferred to the railway, would afford a satisfactory remuneration to the shareholders for the capital they had invested. These fares are unusually low, but the Directors trusted that, as the expenses were in a great degree a fixed quantity, while the receipts fluctuated with the amount of traffic, a sufficient number of passengers might be drawn to the railway at low fares to produce a large aggregate sum. The result already confirms the soundness of this view.

The total sum received for this Company's proportion of six months on the Joint Line, and two months on the Thorough, is £9,708 2s. 7d. It appears from the returns that 2,017,361 passengers have been carried one mile. This gives the average fare per mile, 1.15d. The whole expense incurred in conveying this number, is 5,198*l.* 7d., or by the same process, .61d. per mile; in other words, the cost has been a shade above one halfpenny per passenger per mile. This includes the Government tax, which absorbs nearly one-fourth of it.

In making up these expenses every usual charge has been included, excepting maintenance of way and fund for depreciation. The former of these will not form a burden on the revenue for twelve months, and before that time, there is good reason to believe that the system of taxation will be so changed that the proprietors will be relieved to an extent commensurate with the charge under this head. The Directors have received tenders for the future upholding of the road at a very small cost, but have not yet considered it expedient to close with any one.

When therefore it is remembered, that during four out of six months an expensive establishment had to be kept up for seven miles, which on that portion of it has not been increased by the opening of the whole line—that the traffic is steadily increasing—and that the expenses do not expand in the same ratio—that no goods had been carried—that a considerable part of the existing passenger traffic is still in the hands of the steam-boat proprietors, at a sacrifice of their fares which the Directors believe cannot be continued—that the Edinburgh and Glasgow Railway, about to be opened, will materially increase the revenue by connecting the east and west coasts; and lastly, that the extraordinary depression in every branch of business this season has greatly checked both business and pleasure travelling—the Directors feel confidence in stating, that the ordinary working expenses, even at their low fares, will be considerably under 50 per cent.

The average number of passengers per diem, from the opening to 1st June, including the proportion of the Joint Line, has been 2,158—average number of passengers per train 116.

The expense of locomotive power per mile is 1s. 2¼d., and this includes the cost of repairing one engine used in the construction of the road, and the expense of two spare engines constantly kept with their steam up.

No subject has caused greater anxiety to the Board than the present mode of levying the Government tax, and so important did they consider it, that they felt called upon to send a deputation to London to co-operate with other Railway Companies in their endeavour to obtain a modification. It give the Directors much pleasure to report, that all political parties seem to concur in the necessity for a change, and they are satisfied, from the pledges given, that an alteration may be soon expected.

The Company are not prepared to carry goods, excepting on a limited scale; but the Board are pressing forward the necessary arrangements; and from the promises they have already received, and the power they possess to carry cheaply as well as speedily, there can be no doubt that a very large proportion of this valuable traffic will come to the railway. In the meantime the business is carried on principally through the agency of the passenger trains, and is therefore very economically managed.

The Directors anticipate a considerable trade in coals; and they are negociating with a proprietor who offers to send down 60 tons per day as a minimum, which will afterwards be greatly increased. A saving will be effected in the price at Greenock, which will re-act beneficially on other branches of the Company's business.

The Directors are also preparing to carry timber. The local authorities are alive to the important influence which the railway will exercise on the trade of the port; and they are engaged in preparing to a considerable extent, additional harbour accommodation, in direct connexion with the railway, and by which the railway waggons will be carried alongside the vessels.

The new Bill to empower the Company to raise 100,000*l.* by the issue of fresh stock, received the Royal Assent on the 6th of April last, and in terms of the resolution of the proprietors at their special meeting on the 28th April, half shares to that extent have been created. These have been readily taken by the present proprietors, and now bear a considerable premium in the market.

The works on the railway have been some time out of hand, and are in admirable order.

The stations are still incomplete, but a very short time will finish them. The permanent engine sheds are in use.

The funds which the new Bill has placed at the Company's command have enabled the Directors to push forward all the various permanent erections and conveniences, so important for the conduct of a railway; and little remains now to be done.

The contracts are nearly cleared off. In settling with one contractor a difference has arisen on some items, and these are referred to the arbitration of the Engineer, Mr. Locke. The stock now at work is nearly all paid for.

The cost for construction is also nearly ascertained excepting where final awards on land have not been received, and pending the decision of the claim above referred to, is about the sum expected at last half-yearly meeting. Any further expenditure must depend on circumstances, viz. the

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amount of trade, and the consequent accommodation required for it, both in stations, engines, waggons and carriages. The latter have already proved inadequate to the necessities of the trade, and there has frequently been a deficiency when most needed. The supply now in course of delivery will, it is hoped, prevent a recurrence of the disappointments sometimes experienced; and the Directors avail themselves of this opportunity of acknowledging the forbearance and consideration of the public generally, and their cheerful acceptance of the best accommodation they could provide for them on crowded days.

A greater supply of waggons will be required than was expected, not only for the general trade—which the Directors believe will be very large—but for the transit of coal. The Company possess considerable station room, but till they see clearly the nature and extent of the trade, they will not expend more than a very small sum in buildings. Whatever it may ultimately prove to be, the proprietors will not object to a corresponding outlay for its proper accommodation; and the Directors are now obtaining that experience which will enable them to provide this, as required, in the most economical manner.

Your Directors considered it advisable, for the protection of your interests, to petition Parliament against a certain clause in the Bill for the regulation of Railways, which they considered as mischievous, and they have to state, that a Committee of the House has reported against the obnoxious clause.

The Directors have now adverted to the matters of leading interest in your concern, and they cannot take leave of the proprietors without congratulating them on the prospects which the railway holds out of realising the high hopes which were entertained of it.

That the first cost should have exceeded the estimates is scarcely to be wondered at when the localities are considered; but the Directors, now when the works are finished, cannot discover that hasty or ill-considered decisions have caused an injudicious expenditure; and they are certain that, as each day developes the immense resources of the line, the proprietors will have fresh cause to be satisfied that the extensions of the original plan are calculated to secure lasting and invaluable advantages to the railway.

MARK HUISH, Secretary.

BALANCE SHEET, 31*st May*, 1841.

I.—CAPITAL ACCOUNT.

DEBTOR.

To amount of Receipts per last statement		£471,185 13 10
Arrears since received		25,825 19 6
Shares paid up		20 0 0
Amount of 9th call of 2*l.* per share, due 1st May, 1841, on 10,882 shares	£21,764 0 0	
Deduct previously paid	2,392 11 9	
		19,371 8 3
Sum received to account of deposits on half shares, due 1st June, paid in advance		4,962 0 0
Loans on Debentures—the sum of 133,333*l.* having now been received		4,791 0 0
		£526,156 1 7
Balance		74,199 14 11
Total		£600,355 16 6

CREDITOR.

By amount of Expenditure, per last statement		£514,110 13 1
Engineering accounts	£694 5 0	
Land and compensation, conveyancing, valuators' accounts and stamps	1,078 1 5	
Works	36,161 5 5	
Iron rails and chairs	16,472 2 7	
Agency account, &c.	225 7 4	
Advertising and printing, stationery, miscellaneous accounts, postages, and petty disbursements	403 0 2	
Office charges, salaries, rent, gas, taxes, insurance, and furniture	304 5 4	
Police, including clothing	124 12 2	
Travelling charges, &c. including deputation to London	73 18 11	
Stamps, &c., for debentures	281 14 6	
Balance of interest on paid up shares, and on bankers' advances	2,055 10 3	
Locomotive engines	10,380 19 9	
Carriages	5,605 6 8	
Expenses of new Acts	2,138 10 9	
Charge for direction, 200*l.*,—whereof placed to traffic account, being for two months since the opening of the Thorough Line, 66*l.* 13*s.* 4*d.*	133 6 8	
Joint Committee account (See A.)	10,042 16 6	
		86,245 3 5
Total		£600,355 16 6

MARK HUISH, Secretary.

A.—CAPITAL ACCOUNT.

EXPENDITURE OF JOINT COMMITTEE, SINCE LAST REPORT.

Land compensation, stamps for conveyancing, &c.	2,696 6 5
Works	14,294 18 6
Rails and chairs	1,430 15 8
Engineering expenses	647 18 2
Law charges	799 8 8
Office expenses, rent, salary, stationery, miscellaneous expenses, postages, and petty disbursements	105 4 2
Insurance	16 8 9
Police	103 12 6
Advertising	10 1 0
	£20,085 13 1
One-half whereof is	£10,042 11 6

MARK HUISH,
J. H. HUMFREY, } Secretaries.

REVENUE ACCOUNT.
JOINT LINE—SIX MONTHS.

DEBTOR.

To amount of this Company's proportion of receipts from passengers and parcels on the Joint Line, for the half-year ending 31st May, 1841		£3,826 0 0
Proportion of sum received for mails		38 11 11
Interest		43 19 4
		£3,908 11 3

THOROUGH LINE—TWO MONTHS.

To amount of receipts from passengers and parcels, from the opening of the Thorough line, on 31st March, to 31st May, inclusive	£5,586 16 0	
To interest	12 8 2	
Sum received from the Joint Committee for haulage on passengers carried in excess by the Greenock Company, beyond the Ayr Company	200 7 2	
		5,799 11 4
Total		9,708 2 7

JOINT LINE.

CREDITOR.

By expenditure of the Joint Committee, viz.:—		
Mileage duty to Government	£776 1 4	
Salaries of the Manager, Inspectors at stations, wages of police, porters, pointmen, clothing, &c.	669 17 10	
Parcels delivery expenses, salaries of Superintendent, wages, expenses of horses and van, tolls, &c.	387 13 10	
Advertising, printing, and stationery	88 13 4	
Postages	1 13 6	
Expenses of gas, coal, and water for stations, oil for carriages and lamps	189 1 4	
Haulage on passengers as above	200 7 2	
	£2,313 8 4	
One half whereof is		£1,156 14 2

THOROUGH LINE.

By amount of expenditure, viz.:—		
Locomotive power, including coke, oil, waste, wages of engine drivers, Firemen, repairs, and salaries	£2,093 18 8	
Coaching account, including salaries of agents, booking clerks, and expenses of parcels department	389 4 11	
The above is for 4 months on 7 miles, and 2 months on 22½ miles.		
Mileage duty to Government	662 13 6	
Advertising, printing, and stationery, tickets, miscellaneous accounts and petty disbursements	106 12 3	
Police, including inspector's salary, wages of guards, porters, pointmen, watchmen, constables, and clothing	441 5 11	
Office charges, including Secretary's salary from the opening of the line	86 7 10	
Expense of horsing omnibuses	194 10 0	
Charge for Direction from the opening of the line	66 13 4	
		4,041 6 5
Total		£5,198 0 7
Balance		4,510 2 0
Total		£9,708 2 7
To balance brought down		£4,510 2 7
From this deduct expense of steam-boats, less fares received		677 8 4
		£3,832 13 8
By amount of interest on debentures for half-year ending May 31st, paid		3,305 3 9
Balance carried to the credit of next half year's revenue account		£527 9 11

MARK HUISH, Secretary.

The CHAIRMAN remarked that there was a part of the Directors Report which he would read himself. It was as follows:—

The Directors cannot conclude their report without adverting to the retirement of their respected Secretary, Capt. Huish; and, in order to testify the sense which they and the shareholders entertain of his able, faithful, and zealous services in the cause of the railway, the Directors have voted the sum of 100*l.*, subject to the approbation of the general meeting, to be expended in the purchase of a piece of plate, to be presented to him, with a suitable inscription, previous to his departure for the new sphere of his labours.

The CHAIRMAN trusted that the measures of the Directors would be approved by the general body of shareholders. He had little to add, but rose simply to bespeak the favourable reception of the report. Since last half-yearly meeting, an important era had occurred in the history of the railway, by its opening on the 30th March. He congratulated the meeting on that auspicious event, on the highly favourable commencement of the traffic, and the increased value of the shares. The satisfaction of all who had travelled by the railway, the excellence of the road, and the good and efficient working of the trains, had been every where expressed and acknowledged. The number of passengers carried was as great as could fairly be expected, considering the slack period of the year at the opening, and for some time after,—the restraint which was laid upon travelling by the pressure of the times, together with the many disadvantages with which every new undertaking, at the outset, had to contend, but which every day's progress tended to obviate and remove. Should the amount of traffic fall short of the expectations of any, there must be kept in mind the number of competing conveyances which, at greatly reduced fares, are still sharing the traffic with the railway,—the result was amply sufficient to prove the public preference of the railway, and with no wish to undervalue the efforts of our respectable rivals, the river and canal, it was equally obvious that no successful opposition can long be maintained against the great facilities and daily developing resources of the railway. The carriage of goods would, he had no doubt, be very extensive when the arrangements were completed; but at present no more than a limited quantity could be taken. In the course of a month, every thing would be in readiness to prosecute any extent of trade. At this stage it was no small matter of congratulation the unanimity which had characterised the past proceedings of the railway, not only at the Board, but also between the Directors and Shareholders. To that happy circumstance may be attributed much of that prosperity which had marked its past course; and with a continuance of the same

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harmonious co-operation, the best results might be anticipated for this undertaking, which now more than ever promised to realise the highest hopes of the shareholders, and to prove a permanent good to the country. He could not sit down without adverting to the loss which the Company were about to sustain by the intended resignation of their respected Secretary, Captain Huish, who, in consequence of an offer made to him by the Directors of the Grand Junction Railway, was about to vacate his office here, and transfer his services to the wider field of that great Company. It was well known the high estimation in which Captain Huish was held by the Directors; and, while they regret the prospect of parting with him, a feeling in which he was sure the meeting would participate, they, at the same time, for the regard they felt for Captain Huish's welfare, were pleased that a wider field awaited the exercise of his talents, and consequently a reward more proportioned to his merits than could be afforded here. The completion of the works brought us close to the termination of our engagement with Mr. Locke and his valuable coadjutors in the engineering department. The public had pronounced the most fitting eulogium on these gentlemen by their universal admiration of their handiwork, and it was unnecessary for him to add more than that the several duties were executed with the highest honour to themselves, and to the entire satisfaction of the Board. He was happy to add, that Mr. Locke's services, under a new agreement, would still be given when required as consulting engineer of the line. Mr. Errington was presently in charge of working the line, and Mr. Davidson was engaged in finishing those portions of the work which require completion. With the conduct of the other officers, superior and subordinate of the various departments, the Board are much satisfied; and the servants, with a very few exceptions of fine and dismissal, have also done well. He took this occasion of assuring every individual in the service of the railway that it was the anxious desire of the Directors to reward merit, and their eye would be directed towards those whose deserts entitled them to promotion or other reward, when opportunities occurred, by vacancies or otherwise, of bringing forward deserving individuals, whose conduct and services should render them worthy of the special notice of the Board.

ANDREW DONALDSON CAMPBELL, Esq., of Ashcraig, expressed his approval of the Report and stated that the compliment which was proposed to be given to Captain Huish was well merited by that gentleman. He moved:—"That the Report which had been read be adopted, printed, and circulated among the proprietors, and that the resolution of the Directors regarding a mark of their esteem for the Secretary be confirmed."

DAVID BALDERSTON, Esq., seconded the motion, which was carried unanimously.

The CHAIRMAN stated that Mr. Errington was present to answer any questions that might be put to him, respecting the state of the works, or any other subject connected with the line, upon which information might be desired.

After a short pause,

JAMES BAIRD, Esq., said it might be satisfactory for the meeting to know something regarding other railways, which might be calculated to throw light upon their own prospects. With this view he had looked into the *Railway Times* of Saturday last, and he found that the cost of the Grand Junction Railway was 22,000*l.* per mile, and that the return from the weekly traffic was 89*l.* per mile, and that it paid a dividend of 13 per cent. The cost of the Greenock line was 27,000*l.* per mile, and as the traffic produced 41*l.* per mile per week, it would allow a dividend of 5 per cent. The cost of the London and Birmingham line was 53,560*l.* per mile, and the weekly traffic upon it produced 173*l.* 16*s.* The dividend paid there was 8¾ per cent., or just about the same proportion. The case of the Liverpool and Manchester line also tended to confirm the estimate he had formed. The cost there was 45,484*l.* per mile, and the weekly traffic for the same distance 185*l.* 3*s.*, which produced a dividend of 10¼ per cent. The same journal contained a communication entitled "Railway Prospects," which gave some account of the former and present condition of certain railways, and alluded to the depressing influence of the dullness of trade, and the contracted state of the money market. The circulation of the Bank of England, at the present moment, was a million and a half below what it was in 1839, which of course had a tendency to depress railway shares, and to lessen their traffic. In fact, the Grand Junction stock, upon which an annual dividend of 13 per cent. was paid, did not bring more at this moment than 202*l.*, and other stock of the same description had suffered in proportion. A single good harvest, however, of which there was at present happily every prospect, would soon restore the money market to its former easy condition, and railway shares would probably derive more immediate benefit from such a change, than any other description of stock. The same writer mentioned a circumstance connected with the London and Birmingham line, which was highly encouraging to the proprietors of the Greenock Railway. During the eleven weeks from the 9th April to 30th June, 1838, the receipts were at the rate of 45*l.* per mile weekly, while they now as he formerly stated had increased to 173*l.* per mile. These he thought highly encouraging facts which the meeting would be glad to hear.

Captain HUISH on rising said, Mr. Baird's calculation of the profits of the Greenock line had been taken for a period when their receipts barely averaged 800*l.* per week; but for some time past their receipts had considerably exceeded £900*l.*, which would add more than 1 per cent. to the estimate. (Cheers.) In alluding to the resolution regarding him, he trusted they would allow him to state, that he was quite unaware, when he entered the Hall, that such a public compliment was intended to be paid him, and he felt altogether unable to express his feelings on the occasion. He had already taken an opportunity to convey to the Board the deep sense he entertained of the uniform kindness with which they had treated him ever since he was connected with them. The readiness with which they listened to every suggestion which he made, with a view to the improvement of their great undertaking, made it a pleasure to perform his duties. He felt deeply grateful to the shareholders for the mark of their favour which they had agreed to bestow upon him. Had their undertaking been an unsuccessful one, he would have had some scruples about accepting it; but he felt persuaded that the railway would not only benefit extensively the country through which it traversed, but would be a fruitful source of profit to the shareholders, of whom he was one. (Cheers.) The first remark that he had made at a meeting in this town, before a spade had been put in the ground, was that their line would be a little Liverpool and Manchester one. The only change which his subsequent experience had induced him to make upon that saying was, to change the word *little* into *great*. He saw great prospects of traffic lying before them, which a short time would bring into operation. Some had expressed disappointment at the number of passengers which were still conveyed by the river after all which the railway had taken away, but for his part he regarded the matter with totally different feelings, as showing how many more passengers were yet in store for the railway—for come to it they would at last. The more he investigated the subject, and observed the tendency of all traffic to flow into the best channel, the more convinced he felt that it was utterly impossible for the river long to compete successfully with the railway. (Cheers.) He could not sit down without adverting to the kind courtesy and warm hospitality which he had ever met with from the inhabitants of Greenock generally during the time he had been domiciled among them. He was happy to avail himself of his public opportunity to acknowledge their kindness, and to state, that wherever he should be placed he would regard a Greenock man as a friend. (Cheers.) He again thanked them all for their kindness, which could never be effaced from his mind.

WM. LEITCH, Esq., remarked that he had observed in the *Greenock Advertiser* of that morning a paragraph upon the subject of carrying the mail, which he thought well worthy of being brought under the notice of the meeting. He wished to know if any explanation could be given in regard to the matter.*

Captain HUISH said the Post-office had contracted with the Railway Company to carry the mails four times a day, and the selection of the hours was left to the former. But he could assure the meeting that upon any occasion, when the mail was not forward in time to go by the appointed train, if it were taken to the station-house for the next departure, it would be forwarded as a matter of course. So intense was the anxiety yesterday to receive the London papers, that the Directors would willingly have despatched a special train to bring it on rather than that the delay that had occurred should have taken place. (Cheers.) The railway would convey the mail bags whenever they were brought to it, and he trusted that future delays of the kind, should they occur, would not be blamed on them.

It was agreed to refer the matter to the Chamber of Commerce, to endeavour to have it arranged so, that when any mail arrived too late for the appointed train it should be despatched by the next.

ALLAN FULLARTON, Esq., asked whether the Directors had received any authentic information as to the time when the Edinburgh and Glasgow Railway would be opened.

The CHAIRMAN replied in the negative.

On motion of Andrew Anderson, Esq., thanks were then voted to the Chairman for his conduct in the Chair, and the meeting separated.—*Greenock Advertiser.*

RAILWAYS.—An instance of the amazing rapidity with which communication can now be effected through the medium of railways was afforded on the 30th ult. A special train was despatched from Birmingham to London on election business at 12 p.m. (calling in its course at seven intermediate stations, and suffering delay to the amount altogether of 14 minutes) and arrived at Euston station at 11 minutes past 3 a.m.; performing the distance of 112¾ miles exclusive of stoppages, in two hours and 57 minutes. There needs no further evidence of the excellent state of the arrangements on this railway, the perfection of the engines, and the admirable condition in which the line is maintained. The advantages of such means of transit at such a period of general excitement as the present are incalculable, and must be peculiarly appreciated by the press, and in consequence by the public, who reap the benefit of the exertions, to whom the facility of obtaining speedy information as to what is passing in the provinces is of the greatest importance, and to whom, by the extreme courtesy of the Directors of this railway, such facilities are now afforded to the utmost.—*Times.*

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* The following is the paragraph alluded to:—

"The anxiety so generally felt here yesterday (Thursday) to learn the *actual* result of the City of London election, in consequence of the discrepancy in the first published accounts of the aggregate numbers polled, and which was expected to be set at rest by the receipt of the metropolitan morning journals of Wednesday, met with a disappointment, by the non arrival of those papers by the railway two o'clock train. Thus, the liegesmen had to wait three hours longer, although the mail might have arrived at Glasgow just in time to be too late, as it appears that the mails can only be forwarded by particular trains, and in this case were withheld although there were two intermediate departures from that city. Some difficulty supervenes, it seems—and a small matter often makes an insuperable obstacle with Government offices—in the way of getting over this absurdity, from the nature of the existing contract between the Post-office and the Railway Company; but it is quite obvious that it ought to be got over, and the sooner the better. The delay is of frequent recurrence, and at all times subjects the merchants and others having correspondence to answer in direct course, to great inconvenience, as, instead of having above *four* hours to reply to their letters, they have little more than *one*. If the mail which fails to reach Glasgow in time for the two o'clock train were dispatched at three, two hours of this lost time would be saved, and the inconvenience obviated; and the wonder is not merely that the grievance should exist, but that it should have continued a week without being remedied. Perhaps the point may be mooted at the meeting of the railway proprietors to-day, and some light thrown upon it; but, at all events, means should be taken to correct so glaring and unnecessary a hardship being inflicted on the mercantile interest."

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RAILWAY ADJUDICATIONS.

PICKFORD AND CO. v. THE GRAND JUNCTION RAILWAY COMPANY.

This was an action on the case involving a point of great importance to the parties concerned, and incidentally to the public.

Sir F. Pollock and Mr. Martin appeared for the plaintiffs, and Mr. Erle (with Mr. Cowling) for the defendants.

It appeared from the statement of the plaintiffs' counsel, that soon after the opening of the Grand Junction line of railway, the defendants had entered into an arrangement with the plaintiffs, who are well known throughout the kingdom as extensive carriers, both by land and canal, to convey goods entrusted to the plaintiffs, to be forwarded by the railway, at the usual charges, making an allowance of 20 per cent. on the tonnage. In 1840, the defendants thought fit to put an end to this agreement, and refused to convey goods for the plaintiffs at the same rates. They also refused to take small parcels in a hamper for the plaintiffs, at the usual charge per ton, but insisted upon being paid for the contents of the hamper by the parcel. The charge made by the Company for small parcels was 1s. 6d. per parcel, and it was said to be impossible for the plaintiffs to convey small parcels with any profit if they were forced to pay this charge. In order to bring the matter to a legal issue, the plaintiffs at the commencement of the present year had forwarded a small hamper containing parcels. The weight of the hamper was 8 cwt. 3 qrs., and the plaintiffs had tendered 1*l.* 6s. 6d. for the carriage, but the defendants' servants refused to receive the hamper, unless the sum of 4*l.* 1s. 8d. was paid to them, thereby insisting upon their right to charge by the parcel for the contents of the hamper, and not by the ton. Messrs. Chaplin and Horne had an arrangement with the defendants, by which they were enabled to send goods at a less charge by the railway than the plaintiffs could, and if this system of monopoly and preference was allowed to continue, the plaintiffs must abandon their trade, so far as the railway was concerned.

Lord Abinger admitted that the points raised by this action were of great public importance. It did not appear to him, however, that the facts were in dispute, and if this view was correct, it would be far better that the question should be maturely and deliberately considered by the court. The proper course was for the parties to agree to a special case.

Mr. Erle said he had a complete answer to the case about to be set up on the part of the plaintiff. He saw no objection, however, to the course suggested by his Lordship.

A verdict was then taken for the plaintiff, subject to a special case to be laid before the Court of Exchequer; and it was agreed that until the court delivered its judgment the plaintiff's parcels should be taken by the Company at a charge of 1s. 6d. per parcel, an account of the number and weight of such parcels being kept, so that the sum which the plaintiffs claimed, as overcharged by the mode of payment insisted on by the Company, might be ascertained and subjected to the decision of the court.

THE GREAT WESTERN RAILWAY COMPANY v. KNOWLES.

Rolls Court, Chancery Lane, July 7.—Mr. Pemberton and Mr. Stephens for the plaintiffs showed cause against the common order obtained by the defendants, for dissolving an injunction granted upon the application of the plaintiffs, for restraining the defendants, John Welby Knowles and Thomas Garrod, from proceeding in an action of ejectment against the Company for the recovery of certain lands near Reading, for the purchase of which by the Company an agreement had been entered into in August, 1835.

After the plaintiffs' case had been stated,

Lord Langdale asked Mr. Kindersly, who had commenced his defence, if there were no means by by which it could be settled what ought to be paid for the land?

Mr. Kindersley said it would be desirable to come to an arrangement, but Mr. Knowles was abroad, and he was not in a position to be able to accede to one.

After some discussion, the motion was ordered to stand over until the next seal.

ACCIDENT ON THE SOUTH WESTERN RAILWAY.

To the Editor of the Times.

Sir,—I beg leave, through the medium of your widely-circulated journal, to draw the attention of the public to an accident which has just occurred on this railway, and which had well nigh been attended with the most fearful consequences.

The train which leaves Southampton for London, at half-past one o'clock in the afternoon, had proceeded on its journey to a distance of about three miles beyond Basingstoke, with at least 100 passengers, when it was suddenly and with much violence thrown off the railway, and five of the carriaages were completely turned over. I was fortunately one of the first of the passengers, who, having escaped with a few bruises, managed to extricate myself from this disastrous situation, when the first object that presented itself to my view was the conductor of the train with blood pouring down his face from a wound occasioned by being thrown from his seat on to the wooden fence which borders the railway. And here, Sir, permit me to say, the conduct of this individual, under circumstances so trying, cannot be too highly commended. Suffering, as he did most acutely, from this severe injury, he nevertheless exerted himself in the most praiseworthy manner by his unremitting endeavours to allay the apprehensions of the numerous passengers whilst actively employed in rescuing them from their perilous position.

In the course of a short half-hour the whole number was gradually drawn forth from the prostrated carriages, together with the luggage. And by this time a vast number of the inhabitants of Old Basing having been drawn to the spot by the report of an accident, presented to the eye of the spectator a most interesting scene. There, on the skirts of a thick copse, were the entire number of passengers above stated, huddled together in the utmost consternation; some seated on their baggage, others bruised and suffering and stretched upon the green sward, and all looking anxiously upon the dismal scene before them of fragments of wheels, broken carriages, and iron work, widely scattered abroad over the line of railway, which was completely ploughed up by the accident.

It seems that the cause of this was the breaking of both axletrees of the tender, which it is asserted were of unsound materials. Had it occurred only a short mile further on, where there is an embankment of from 40 to 50 feet in height, instead of escaping, as now, with a few bruises, there would in all probability have been a fearful loss of life to many of the passengers. I beg, Sir, to draw your attention most particularly to the above narration of facts, as of great consequence to the public at large, in the hope it may give rise to a strict and searching inquiry.

I am, Sir, your obedient servant,

VIATOR.

Inner Temple, Friday Evening, July 2.

[We quote the following very satisfactory exculpatory notice from the same journal.]

South Western Railway.—In reference to a letter which appeared in our paper of Tuesday last, signed "Viator," respecting an accident which occurred on the South Western Railway, we have to state that we have received a full explanation of all the circumstances, and feel satisfied that no blame can be attached to the Directors, on account of any neglect upon their part, or to any department connected with the railway. It is true that the accident might have been attended with the most fearful consequences, as stated by our correspondent, but what railway accident can be exempted from such a risk? The axles which broke were made by one of the best makers, and were not known to be in any way defective. With regard to the injuries which it is alleged were received by the passengers and guard, we have reason to believe that the statement was very much exaggerated. However alarming the accident may have been, fortunately in this instance no one except the guard received any injury worth mentioning, and he declares that it was a mere scratch, and that instead of being thrown against a fence, he was thrown upon his back, without sustaining any bruise or contusion, except a slight scratch close to his left eye.

RAILWAY PLEASURE EXCURSIONS.

Midland Counties Railway.—(*From a Correspondent.*)—On Monday last the Total Abstinence Society of Leicester and their friends to the number of more than 500 went by a special train to Loughborough, where they met the members of the society in that town and also some friends from Nottingham. The united party had tea on the lawn of W. Paget, Esq., one of the wealthy manufacturers of the place, who has long been known for his encouragement of all instiutions and efforts tending to the moral and intellectual improvement of the neighbourhood. On the journey a band as usual added to the hilarity of these votaries of abstemiousness: the return was accomplished by half-past ten o'clock.

Derby Arboretum.—On Tuesday 485 persons, who came by an excursion train from Chesterfield, visited the Arboretum, and expressed themselves highly pleased with these delightful grounds. We understand it is the intention of several religious congregations in Nottingham and elsewhere, to avail themselves of this cheap mode of travelling, to visit Derby and take tea in the Arboretum; on which occasion the committee of management have liberally lowered the price of admission to one-half the usual charge.—*Derby Mercury.*

Birmingham Mechanics' Institution.—The members and friends of this institution (to the number of nearly 800) paid a return visit per railway to Gloucester on Tuesday se'nnight (29th June). The train was the longest that has yet travelled along the Birmingham and Gloucester Railway, comprising five first-class, 12 second-class, and 11 third-class carriages (the latter fitted up with seats expressly for the purpose), propelled by two engines, and occasionally assisted by an additional one. On the company alighting at Gloucester they proceeded to visit the splendid cathedral, the whole of which, together with the more inaccessible parts usually closed, were, by the kind permisson of the Dean, thrown open to the visitors, and the more prominent objects of interest fully explained by the Vergers. After visiting the other attractions of the city and neighbourhood (to which the fineness of the day gave an additional zest), the party returned to Birmingham, highly gratified with their visit and with the attention paid them by the citizens of Gloucester.—*Worcestershire Chronicle.*

Hull and Selby Railway.—As a proof that the encomiums bestowed upon this line of railway, as being so well adapted for easy and quick transition, are well merited, and also to show the efficiency of this company's locomotive engines, we need only state that yesterday morning a train of 52 goods waggons, containing upwards of 180 tons of goods—the gross weight with the waggons being actually more than 300 tons—was brought down from Selby to this place by the company's engine Liverpool, in the short space of one hour and fifty minutes, a distance of thirty-one miles. We are also happy to perceive that the increasing traffic in goods appears likely to cause the erection of another warehouse in a short time, and which is now imperatively necessary.—*Eastern Counties' Herald.*

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railw.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	60	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	62½	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	2½	..	..
—	—	.....	....	2	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	8½	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—	—	64000	8½	4	Ditto (*Debentures*)	..	..	..	..	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	45	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	..
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	5000	25	2½	Ditto (*Ditto*)	..	67	..	..	..	..	..
74	45	10000	100	90	Great North of England	91	90½	90	87	86¾	..	90
118	118	25000	100	65	Great Western	62	61½	61¾	60½	59⅝	..	61
—	—	25000	50	50	Ditto (*New Shares*)	10½	10⅝	..	10⅜	9⅝	..	10½
—	—	37500	20	4	Ditto (*Fifths*)	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	28½
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	198
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	47⅔
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	96
—	—	7068	50	50	Ditto (*New Half Shares*)	160	..	..	160	..	..	161
112½	112½	25000	100	90	London and Birmingham	..	..	..	..	..	..	223½
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	53½	54	54	..	53½
—	—	31250	32	32	Ditto (*Thirds*)	..	..	25	..	..	..	25½
—	—	.....	....	2	Ditto (*New Shares*)	..	16	..	..	15½	..	..
4	3½	24003	25	25	London and Blackwall	16	..	..	..	..	..	45
46	5½	36000	50	50	London and Brighton	45⅞	44⅞	44¼	43⅝	44⅜	..	..
10½	10½	33000	ayr.	13⅓	London and Croydon	..	..	..	..	13⅜	..	..
3⅜	3⅜	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	....	Ditto (*New Shares*)	..	..	..	..	..	..	..
..	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
—	77	36000	ayr.	38¼	London and South-Western	..	55⅜	55½	..	55½	..	55½

Length Railw.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
—	42000	5	1¼	Ditto (*Tenths*)	..	..	..	..	..	..	1⅞
50	13000	100	70	Manchester and Leeds	51½	..	..	..	..	..	52
—	13000	50	30	Ditto (*New Shares*)	21	..	..	..	..	..	..
10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	53
40	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	223
40	7000	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
40	....	50	47	Manchester and Carlisle	..	..	..	..	..	..	..
28	4000	50	100	Maryport and Carlisle	..	..	..	..	..	..	88¼
57	10000	100	100	Midland Counties	..	..	..	..	..	..	222
—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
61	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
7	15000	100	100	North Midland	69	..	..	68	..	68	68
72½	15000	50	40	Ditto (*New*)	..	..	..	..	32½	..	33½
—	15000	....	5	Ditto (*Thirds*)	..	6	..	..	..	..	5⅞
—	.....	....	30	Northern and Eastern	..	..	..	..	20½	..	..
8½	7200	50	50	North Union	..	..	..	..	..	..	80½
6½	6329	75	75	Preston and Wyre	..	..	..	..	..	..	..
38½	2600	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	6800	25	10	Stockton and Darlington	..	..	..	..	..	..	..
27¼	1000	100	100	Ditto (*Half Shares*)	..	..	..	..	..	..	..
—	1000	50	50	South Durham	..	..	..	..	..	..	..
202	3000	50	2½	Ditto (*New*)	..	..	..	..	..	..	..
101	4000	12½	7½	South-Eastern and Dover	..	..	14⅜	..	20	..	20
25½	28000	50	38	Taff Vale	..	..	..	..	..	..	..
—	3000	100	100	York and North Midland	..	..	..	..	74	..	..
—	6700	50	50	Ditto (*New*)	..	..	..	..	20	..	..
—	6700	25	10	Ditto (*New*)	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to July 7th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	54	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	39½	39
1960	25	25	Glasgow and Garnkirk	39½	40
16000	25	25	Glasgow and Greenock	27¼	27
12500	50	45	Glasgow and Ayr	39	39
1940	25	25	Monkland and Kirkintilloch	..	57
....	....	50	Wishaw and Coltness	83	80
680	25	25	Ballochney	..	83
4000	25	25	Dundee and Arbroath	28½	28

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	July 3	1,970	£79 3 10	£95 16 2	£175 0 0	£1 18 10	£11 13 4	£157 13 8	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	July 3	..	1,035 19 0	349 16 8	1,385 15 8	5 2 10	£35 19 10	1,249 15 11	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	July 2	11,603	1,806 0 2	208 5 4	2,014 5 6	5 12 10	39 9 10	....	..
1,266,666 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	..	..	....	....	....	....	....	....	..
£499,999 0 0	143,552 5 8	4 0 0	Dublin & Kingstown	5	6	July 4	37,643	....	....	....	....	....	....	..
370,000 0 0	333,287 15 6	5 0 0	†Dundee & Arbroath	6	16½	July 4	6,718	233 6 10	60 1 0	1,025 14 1	24 8 5	170 18 11	....	..
140,000 0 0	140,000 0 0	....	*Eastern Counties'	7	17½	July 4	19,190	....	....	293 7 9	2 18 4	17 10 0	264 4 2	..
2,133,333 0 0	1,476,170 6 7	....	†Glas., Paisley, & Ayr	8	40	July 3	12,499	861 5 8	255 16 10	912 5 6	7 8 10	52 1 10	....	..
833,000 0 0	699,544 18 4	2 8 0	†Glas., Pais., & Green.	9	22½	July 3	16,681	1,007 13 5	74 18 8	1,082 12 1	4 13 1	27 18 6	....	..
....	....	....	Grand Junction	10	83	July 3	..	7,654 14 10	1,432 5 4	1,117 2 6	8 2 2	48 13 0	....	..
1,957,800 0 0	....	13 0 0	Great North of England	11	45	July 5	..	793 0 8	421 13 11	9,087 0 2	11 7 8	79 13 8	9,455 2 4	83
1,000,000 0 0	814,530 12 7	....	Great Western	12	118	..	..	....	....	1,214 14 7	3 17 1	26 19 7	....	..
5,831,527 9 10	5,288,043 17 3	3 9 0	Hull & Selby	13	31	July 4	4,381	522 10 8	219 3 6	....	....	....	5,969 11 2	56
533,333 0 0	460,000 0 0	3 0 0	Lancaster & Preston	14	20½	July 3	2,831	497 6 9	27 3 6	741 14 2	3 8 4	23 18 4	....	..
488,000 0 0	390,000 0 0	5 0 0	Liverpool & Manchester	15	31	July 2	..	2,837 15 10	1,918 3 0	524 10 3	3 13 1	25 11 7	....	..
1,382,375 0 0	1,410,000 0 0	10 5 0	London & Birmingham	16	112½	July 3	..	14,557 15 6	2,115 13 8	4,755 18 10	21 18 4	153 8 4	5,340 12 6	31
5,750,000 0 0	5,724,807 0 0	8 17 9	*London & Blackwall	17	3½	July 8	53,083	1,013 1 2	2 2 4	16,673 9 2	21 5 4	148 17 4	16,380 8 10	112½
800,000 0 0	807,659 13 4	....	*London & Brighton	18	5½	July 6	4,892	155 4 8	18 8 9	1,015 3 6	41 8 8	292 0 8	....	..
2,400,000 0 0	1,091,369 0 0	....	London & Croydon	19	10½	July 6	12,770	....	....	173 13 5	4 19 2	31 11 2	146 18 8	5½
741,000 0 0	557,902 9 5	....	London & Greenwich	20	3¾	July 8	31,705	....	....	815 4 6	11 1 9	77 12 3	813 19 7	10½
993,300 0 0	793,300 0 0	1 15 0	London & South-West.	21	77	July 5	..	5,821 15 2	646 2 10	942 13 8	35 18 2	251 7 2	1,016 19 2	3¾
2,540,100 0 0	2,283,837 18 0	7 14 3	*Manchester & Birm.	22	5	July 5	10,082	....	....	6,467 18 0	11 19 11	83 18 5	6,054 6 8	77
2,800,000 0 0	1,106,812 5 2	....	Manchester & Bolton	23	10	July 1	..	....	....	286 12 2	7 15 10	54 10 10	326 16 11	5
778,116 16 8	772,165 16 1	2 10 0	Manchester and Leeds	24	50	June 28	..	332 6 10	175 9 7	507 16 5	7 5 1	50 15 7	....	10
2,599,000 0 0	2,523,508 19 6	....	Midland Counties	25	57	July 3	11,687	2,605 7 7	1,465 2 7	4,070 10 2	11 12 7	81 8 1	1,049 4 4	13½
1,533,000 0 0	1,440,000 0 0	....	Newcastle & Carlisle	26	61	July 3	..	1,949 0 1	702 2 7	2,651 2 8	6 12 10	46 9 10	....	37
950,000 0 0	....	....	North Midland	27	72½	July 3	..	698 3 4	1,080 7 6	1,778 10 10	4 3 3	29 2 9	2,119 0 8	61
3,000,000 0 0	2,929,696 18 0	....	North Union	28	22	July 2	4,390	2,947 16 4	952 7 9	3,900 4 1	7 14 2	53 19 2	1,602 15 3	40
730,000 0 0	560,000 0 0	6 13 4	Northern & Eastern	29	15½	July 4	11,640	988 3 1	138 9 11	1,126 13 0	7 6 3	51 3 9	....	..
1,200,000 0 0	358,912 14 10	....	Preston & Wyre	30	19	July 3	5,976	834 12 6	6 16 4	841 8 10	7 15 1	54 5 7	....	..
500,000 0 0	270,000 0 0	....	Ulster	31	8	July 5	7,119	582 13 0	69 19 9	652 12 9	4 18 1	34 6 7	....	..
600,000 0 0	220,245 0 0	4 0	York & North Midland	32	23	July 5	7,517	....	....	189 17 3	7 14 2	24 0 8	200 10 11	8
446,666 0 0	446,500 0 0	7 0 0						....	....	1,467 11 8	3 8 8	63 15 9	....	194

2. Toll to London and Birmingham 156*l.* 13s. 10d., to be deducted from gross receipts.

3. The receipts are exclusive of those for the mails; on Sunday mails only are carried.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 27*l.* 3s. 6d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,070*l.* 10s. 2d. are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 24*l.* 13s. 0d.; horses, 16*l.* 19s. 0d.; dogs, 1*l.* 7s. 6d.; parcels, 191*l.* 2s. 6d.; cattle, 19*l.* 3s. 6d.; corn, 13*l.* 0s. 5d; heavy goods, 380*l.* 10s. 0d.; coal, 55*l.* 6s. 8d.—Total, 702*l.* 2s. 7d.

27. Including the traffic of the Manchester and Leeds Railway, 133*l.* 15s. 8d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Phago.—*The packet duly received. The conditions prescribed shall be faithfully and strictly observed.*

Fair Play *(Dublin) must be aware that we could not publish such statements as those contained in his letter on anonymous authority.*

A Country Subscriber *is mistaken in supposing that "no complaints had been heard for some weeks." We ourselves had received several.*

Not one of You.—*Much obliged for his favours, of which he will see due use has been made.*

W. H. H. *complains of certain alleged irregularities in the goods department of the Great Western Railway, by which perishable articles have been detained till they are useless, and prepaid parcels have been charged again on delivery. He will observe that these annoyances are of a kind just such as might be occasioned by the misdoings of a very few underlings, and that on newly organised lines it takes some time to detect and prevent them. We have no doubt that a complaint addressed to the Secretary would procure a speedy and effectual remedy, and W. H. H. would be doing all parties a service by forwarding such a complaint. From other correspondents we have also received complaints of considerable want of punctuality in the arrival of the passengers' trains. We trust, however, these irregularities will not exist beyond the period of imperfect organization which commonly follows the opening of every line; if in this respect, however, our hopes are disappointed, we shall advert more particularly to the subject.*

We have to acknowledge the courtesy of the Leicester Chronicle *in forwarding to us a slip of its account of the railway excursion and festival of the teetotallers of Leicester, Derby, &c., but had already in type an account sent us by a correspondent, which we publish elsewhere. Our contemporary, however, supplies an additional particular of some importance. The Directors of the railway (the Midland Counties,) liberally conveyed the party at* half price.

Received—Mr. Eustace—R. L. S.—M.—A Shareholder (London)—A Shareholder (Bath).

THE RAILWAY TIMES.

SATURDAY, JULY 10, 1841.

We have this week the pleasure of laying before our readers another of the frank and satisfactory Reports by which the Scottish Directors are winning for their respective lines the deserved confidence of the public; we allude to the Report and proceedings of the Glasgow and Greenock Railway Company—the "Scotch Liverpool and Manchester," as it is sometimes not inappropriately called.

The first subjects for remark are the efficient state of the line, and the completeness of the working arrangements. Not an accident has occurred in carrying 360,000 passengers on a new railway in the short space of about two months. From the care with which the service has been organised, and the sound state of the line in general, there seems great reason to hope that this well-earned success will not be interrupted.

The Glasgow and Greenock Railway has to compete with a numerous and well-appointed fleet of steam-boats on the Clyde. Here, indeed, we may say, steam navigation for public purposes received its birth, and no where has it been pushed to a greater proportionate extent. Its history too on this particular spot exhibits one of the most instructive lessons on the subject of fares. The success of the first steam-boat Company soon produced competitors, and between the old and new proprietaries a determined rivalry commenced, which speedily reduced the fares. To the agreeable surprise of both parties, however, instead of each seeing their opponent prostrate, the profits of both increased; for the additional number of passengers more than counterbalanced the reduction of the fares. Encouraged by this unexpected result, both parties went on lowering their fares, until at length they reduced them below the point at which any obtainable number of passengers could pay. We understand, however, that since that period the fares have been raised again to a remunerating minimum. It is with this establishment of steam-boats, worked into high efficiency, that the Glasgow and Greenock Railway enters into competition; and its best informed supporters affirm it will certainly succeed. They commence the struggle with fares among the lowest in Britain, being for the first-class d1.8, for the second d1.2, and for the third-class d0.9 per mile. The third-class carriages are stanhopes or stand-ups; both the two others are like those at work under the same denominations on the English railways.

To railway interests in general this competition and its results will be of considerable importance. We trust that not only for their own sakes but for the general guidance and benefit of railway proprietaries, the Glasgow and Greenock Directors will not fail to record and publish such particulars of (comparative) speed, fare, and accommodation, as shall throw light on the effect produced by these considerations on the quantity of travel. A more favourable opportunity for instituting such a comparison can scarcely ever occur.

We are somewhat flattered by the use made of our paper by Mr. Baird, one of the speakers at the meeting. We trust that though prominent as a public instance, it is only one of the many continually occurring in which the free diffusion of intelligence, and the unrestrained interchange of thought have materially benefitted railway interests.

The accounts appended to the Report offer but small ground for exception of any sort. We should be glad to see the "&c." banished altogether from their future documents of this description; and we think that the Directors, or their officers, will find it possible to adopt a more generic system of classification, and one, therefore, which will be a better guide than that they now follow, in their struggle against their formidable floating rivals.

We observe with mingled pain and pleasure the resignation by Captain Huish of the office which he has so ably filled, of Secretary to this Company in order to assume a post of greater emolument, if not of greater responsibility, on the Grand Junction, and the parting honours most deservedly paid to him on the occasion. We cannot compliment the Grand Junction on securing the services of so efficient an officer, without sympathizing in a proportionate degree with the Glasgow and Greenock on the injury they must sustain (for a time at least) in losing him. As far as Captain Huish is personally concerned he has our most unqualified congratulations. He is about to be removed to a sphere of action where his talents cannot perhaps have greater scope than they have had already, but where, from the superior pecuniary ability of his employers, those talents are more likely to be suitably rewarded.

We must not, before dismissing for the present the proceedings of the Glasgow and Greenock Railway Company, forget to notice with approbation, the system pursued by them of stimulating their servants, of all ranks and degrees, to regularity and good conduct by rewards instead of punishments. It is astonishing, that all the world over, so little reliance should be placed on the influence of kindness, or that so little good should be reckoned upon from the stimulus of hope. To punish is the sole, the stale, and commonly ineffectual device of the common run of shallow and self-sufficient makers and administrators of laws. The Glasgow and Greenock Directors have set a laudable example of a better system and a more worthy spirit, and we hope to see it have many imitators.

The opening throughout of the Great Western Railway offers a suitable occasion for making some remarks on the general character of the works, as well as on the effect which the experience furnished and to be furnished, by this celebrated line, may have on the construction of future lines, and on the extension of the railway system.

The completion of the Box tunnel was the crowning event which brought this railway into full working condition; and it may be considered, in point of size and cost, as a type of the works generally. It is the largest (if not the longest) tunnel yet constructed in this country, being 9,680 feet long, 39 feet high, and 35 feet wide to the outside of the brickwork. The contractors were Mr. Burge, and Messrs. Brewer and Lewis. On the contract of Mr. Burge, which was of the length of 6,863 feet, the excavations amounted to 297,000 cubic yards, and the brickwork and masonry to 54,000; the quantity of bricks used was thirty millions; one ton of gunpowder and one ton of candles were consumed every week for two years and a half; and eleven hundred men and two hundred and fifty horses were kept in constant occupation. The contract of Messrs. Brewer and Lewis comprehended the remaining length of 2,820 feet; and the cubic contents of the excavation, which was chiefly in freestone, amounted to 117,000 yards. The influx of water at this part occasioned great expenditure of labour, as well as considerable annoyance; notwithstanding which, this portion of the tunnel is thought by good judges to present the finest specimen of the art of quarrying to be found in the kingdom. The shafts for making and ventilating the tunnel are thirteen in number, and vary in depth from 80 to 306 feet.

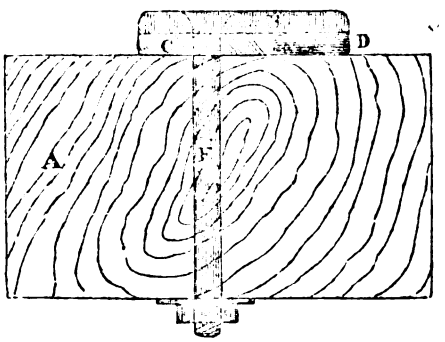
The capital and energy of the Directors and Contractors, and the skill and boldness of Mr. Brunel, must have found able and trustworthy agents in the Resident Engineer (Mr. Glennie), and the other superintending officers. The daily and unforeseen difficulties and not unfrequent danger of such a work, could only be braved and surmounted by subordinates animated by the spirit of their leaders, and zealous for the success of so bold and momentous an undertaking. A bare feeling of self-interest, or even a cold though exact sense of duty, never carries men with credit through engagements like these; they never succeed in them except through the stimulus of an enthusiasm, kindred to that which designed and undertook them.

The Kilsby, which is the principal tunnel on the London and Birmingham line, is but 7,174 feet in length, the width within 24 feet, and the clear height 23 feet. The Box tunnel is,

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therefore, on the whole, about two-thirds *cubically* larger than the Kilsby.

The road through the tunnel has a continued inclination of 1 in 100, or 52 8 feet per mile. It was originally intended to work it with fixed engines, but similar gradients having been successfully worked without them, this intention was abandoned. To provide however for the safe transit of the *down* trains, Mr. BRUNEL has adopted a very novel expedient. To explain its principle, we must remind our readers that Professor BARLOW showed in one of his reports, that the flexure of rails between the chairs retards a train just as an ascent of a certain inclination would do. Mr. BRUNEL avails himself of this principle, to moderate the descent of the trains on the Box tunnel incline. The particular arrangement by which he brings this principle into operation is shown by the subjoined figure.



Longitudinal timbers A, 16½ inches by 8 are laid down through the tunnel as on the rest of the way; above these are placed flat iron plates, B, 7 inches wide and ½ inch thick, (the upper angles being rounded off,) resting immediately towards the outer side on a plank, C, 4½ inches wide, and ¾ inch thick, and on the inner side or wheel track, on a pile of several layers of felt, which is when uncompressed of the same thickness as the plank. The rails are secured to the timbers by inch screw bolts, E, nuts and washers. As the wheels of the carriages impinge on the felt-supported edge of the flat plate B, that edge yields slightly to them, (similar to the wheels of an ordinary carriage in passing over turf,) so that they may be said to proceed through the tunnel on a constantly waving line, which has of course a retarding effect, corresponding to the degree of deviation from a line perfectly straight.

The retarding effect is, in point of fact, such, that the descending trains take about nine minutes to pass through the tunnel, which is at the rate of little more than 11 miles per hour. Since, however, only the descending line is at present laid through the tunnel, the ascending trains are obliged to use that also, and are retarded in a still greater degree, though in their case retardation is not at all wanted. Two engines often take half an hour in dragging a train up through the tunnel, and indeed not unfrequently come to a dead stand in the middle of it. This, however, is but a temporary inconvenience, which the completion of the second line of rails will speedily remedy.

The necessity for driving a tunnel of this magnitude at so great a depth from the surface arose out of the general principle on which the Great Western Railway has been laid down—namely, that of obtaining—no matter (almost) at what cost—the easiest possible gradients, and thereby achieving the greatest possible degree of speed; and in the same principle we may find a key to most of those peculiarities in railway practice, for which this line has been so remarkable. The continuous bearings, the wide gauge, and the careful avoidance of curves of short radii, are all equally with the low gradients, among the number of means employed, to accomplish the grand object kept constantly in view—the formation of a line capable of realising the utmost speed which it is in the power of the railway system to produce. With respect to the width of gauge adopted by Mr. BRUNEL, our readers well know that it has been the subject of continued, and perhaps yet unsettled, controversy. To us it appears, that if it once be determined that nothing less than the highest speed shall content us, an increased width of gauge may be admitted to be among the means very likely to contribute to its accomplishment. For, admitting that there is but little probability of overturning a railway carriage in any case, still that probability cannot but be diminished by widening the base of the moving vehicle. With all imaginable care it is scarcely possible to keep opposite rails precisely level, or those on the same side of road exactly coincident with each other at the ends; neither are the wheels always turned true; and in all such cases of disparity and inequality the rocking effect is, from dynamical causes, much greater and more dangerous at very high velocities, with a high and narrow carriage, than with a low and broad one. *No speed* is perhaps too great for safety, if we can only ensure *steadiness* of motion. For reasons somewhat analogous, the danger of wheels running off the rails when travelling with great rapidity, is much diminished by a wide gauge. The greater the proportion of the weight of the load borne on the springs, is to the weight of the parts carrying the springs, the greater is the quickness with which the springs force the wheels down to the rail after passing an obstacle, and, what is of much greater consequence, the less is the load itself moved by the momentary elevations or depressions of the wheel from the irregularities of the road. An upward impulse, from an obstacle which at a given speed, with a high and narrow carriage, might lift the flange of the wheel above the rail, would, with one of a different construction, leave the flange still safe below it.

But then this greater width of gauge requires much besides to be adjusted in conformity with it. The greater load on each wheel needs a sounder foundation and stronger rails; the greater distance of the wheels, and consequent greater slip of the outside wheel on a given curve, make it necessary to reject many curves that may be used with a narrower gauge, to say nothing of wider embankments, tunnels, viaducts, &c. &c.

Again, it does not follow because it may be advisable for purposes of speed to adopt a wider gauge than that originally employed (when ten miles an hour was thought to be the greatest speed safely attainable!)—that the seven feet gauge is just the thing. Mr. BRUNEL has never, to our knowledge, favoured the world with a single reason for adopting the number of 7 feet, in preference to any other number, such as 5, 5½, 6 or 6½. The number 7 has still all the character it ever had of being an empirical number—adopted at hazard, and with far more reliance upon good luck than scientific calculation.

A still graver question remains: the Great Western Railway will, according to all appearances, be more expensive than any line yet constructed, arising chiefly from the great sacrifices made for the sake of accomplishing a first-rate degree of speed, but it may be fairly asked — was the superior advantage sought worth the extra cost? It may be urged that if in any case high speed be desirable, it is here—supplying, as the Great Western does, not only the means of communication between the metropolis and a port of high rank, and traversing for a great distance populous and productive districts, but forming part of the highway between the two halves of the world —that in short it is just the line to require the utmost speed compatible with a due regard for safety, and for the interests of the adventurers of the capital necessary to obtain it. But on the other hand, the sum spent in obtaining the extra velocity on this road compared with that on others (the Birmingham always excepted), is probably not short of a million and a half, while the time of the journey has been thereby shortened little more than an hour. If the effect should prove that so large a sum has been wisely laid out in effecting so inconsiderable an acceleration, it must be admitted to be one of the most remarkable facts which has yet occurred in the very singular history of locomotion.

We make this remark not for the purpose of disparaging the skill or foresight of Mr. BRUNEL, but for the sake of the bearing which this example may have on future constructions. To decide on the merits of an Engineer, after the facts are accomplished of which he could beforehand only make a guess, and after the experience has been gathered which he could not by possibility anticipate, is a kind of criticism much more remarkable for its cheap facility than for its justice; and to the full benefit of this remark, so far as it relates to the relation between speed and cost, we think the Engineer of the Great Western is fully entitled. All this, however, still leaves fully open the more important questions—how far should his example be followed? and what are the true terms of this most important relation?

It will be seen that we are now rather calling attention to the last head of these remarks, than pretending to do much in the way of discussing it; and we do so in the conviction that it will become a matter of very grave importance. It is impossible to look over a map of England without being at once convinced that the railway system has yet to receive an immense extension. Very important districts lie yet quite out of reach of the now indispensible celerity of this new mode of transit. The income and comfort of every man are the result of efforts made in competition with those of his fellows, and if so momentous an inequality in the conditions of the struggle be suffered to remain, as that which subsists between the old and the new modes of travel, it is clear that the backward districts will very greatly suffer. Increased facility of intercourse has, in all ages and countries of the world, conferred advantages, which no other circumstance or combination of circumstances, has yet been able to counterbalance.

With these views we look with great anxiety to the facts on which depend the questions—how cheaply can be made, and therefore how extensively can be spread, the branch lines by which remote and intermediate districts can reach the main lines of communication—and how near parallel lines of railway may be laid down, without wantonly damaging each other's interest in the population lying between?

We have before us the Prospectus of the Imperial Railway Company of the Brazils. We believe this is the first attempt to introduce

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railway travelling into this extensive empire; but we have little doubt that, should it meet with but moderate success, it will prove the forerunner of a very wide, though perhaps slow, extension of the system throughout this most productive portion of South America. Shattered as have been the political and social relations of the people of this quarter of the world, by the frequent and bloody changes of the last twenty years, we record with great pleasure this first attempt to introduce a system which, by almost annihilating the difficulties of travelling, will tend to destroy the local prejudices out of which these barbarous convulsions spring, and will, we trust, eventually raise this portion of the globe to the commercial and moral rank its natural capabilities entitle it to take.

Without, however, dwelling too long or too fondly on the future, we are glad to find, from documents which we take to be trustworthy, that the enterprise has already the best prospects. The railway, which is to be constructed under a privilege granted by the Emperor, is intended to commence at Rio Janeiro, to skirt the province of St. Paul, whence crossing the town of Ignassu, it will strike the river Parahibn, and proceed to the towns of Pirahy, Barra, Mansa, Rezendo, and Campo Bello, its total length being about 100 miles. It will thus open an invaluable channel of intercourse between the coffee districts and their natural outlet—the port of Rio Janeiro.

That best of all proofs of the value of a railway enterprise—local support, is here evidently afforded. The land required for the railway, and the timber wanted for its construction, are given gratuitously by the landowners through whose property it will pass, and one-fourth of the necessary capital is subscribed for on the line of the road.

It is expected that the railway and its machinery will cost less than 10,000*l.* per mile. The shareholders unanimously require that its construction should be entrusted to an English Engineer.

To say nothing of either goods or the passenger traffic, the conveyance of coffee alone, at half the existing rates, will furnish, it is said, a satisfactory dividend. It is stated also, that large tracts of land in the neighbourhood of the intended line, fit for the production of sugar, now lie uncultivated for want of such a mode of communicating with the sea.

The difficulty chiefly feared, is that arising from the high rate of interest in the Brazils; since the inducement it furnishes to employ capital in private loans and discounting, may render it not easy to divert the necessary portion of it to this enterprise. Perhaps, however, this difficulty may be exaggerated; for, as the high rate of interest arises partly from a sense of general insecurity, many may be found to prefer investing their capital in an indestructible property, like a railway.

We cordially wish success to this undertaking. It may have to struggle at first with difficulties, arising from its remoteness from the countries in which the construction and use of railways have become familiar; but we apprehend it has within it the elements of great future prosperity.

A LARGE party of shareholders of the London and Brighton Railway accepted, on Tuesday last, the invitation of the Directors to a trip to Hayward's-heath, about 27 miles from town. Going and stopping the journey was performed in about two hours. The enormous cuttings and embankments, and the stupendous viaduct in the valley of the Adur—the necessary consequences of choosing the shortest route—produce occasionally a startling effect even on those accustomed to railway travelling. Perpendicular cuts of 90 feet deep contrast singularly in effect with embankments of corresponding elevation. At one moment we are at the bottom of a deep narrow perpendicular cleft, where we suppose that the little light we have comes somehow from above, and the next, we are high in the air, looking far over the picturesque scenery traversed by this singular line.

It is a pity anything should have marred the day's pleasure. Nevertheless, sundry of the invited found, or thought they found, reason to grumble that they had been asked to a pleasure party refreshments included, but that it turned out on that particular day the word "refreshments" meant only a crust of bread and slice of Cheshire, garnished with lettuce, served to the proprietors in an engine shed at the same table with policemen. They seemed, too, to think it unlucky that this new reading of the phrase should happen on this particular day; for if the trip had "come off" on the previous day they would have been "all right," for then it meant, as applied to Directors' friends, a further jaunt in carriages from Hayward's-heath to Brighton, and a sumptuous entertainment there—at whose expense, however, besides that of the shareholders, does not appear.

We had treated as much too absurd for belief the rumours which had reached us of an intended high rate of fares on this line. We now seriously regret to find that the fares advertised are among the highest, if not the very highest in England, being nearly 3½d. per mile for the first-class, and more than 2½d. per mile for the second. It may be, indeed, that the fashionable folks of Brighton have hit on this scheme for preserving the selectness of their society, but have they agreed to make good the consequent loss to the shareholders? The speed determined on to Hayward's-heath we find is about 18 miles per hour. Perhaps on a new line, and such a line, it may be wise for a short time to adopt this limit, but we apprehend it cannot long remain so.

The opening is advertised for Monday next. We have not heard, however, of the line having been yet inspected. The Directors and their Engineer may perhaps be very confident that Sir F. Smith will find nothing objectionable, and for the sake both of the public and the Company we wish it may prove so. But still—the sufficiency of the line has yet to be affirmed by some competent authority.

The final opening throughout is expected to take place in September. We wish every success to the undertaking, but are sure it will not be promoted by high fares.

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WELL as some of the English railways have paid, and are paying, none of them (if we except the Liverpool and Manchester,) has yet yielded such handsome returns as two or three on the north side of the Tweed. The shares of the Ballochney Railway, on which 16 per cent. has been for some time paid, bear a premium of 232 per cent., and the Monkland and Kirkintilloch (including a bonus of 10s. per share) a premium of 125 per cent. The Garnkirk and Glasgow shares, which some months ago were only a little above par, have within these few weeks, risen to 15 premium—a rise which is supposed to be sufficiently accounted for by the fact that the traffic returns made up to the end of June, exhibit an increase of exactly one-third, beyond the corresponding period of 1840. The Glasgow and Greenock has commenced working so auspiciously, that its shares are already quoted at from 2 to 3 premium. The Edinburgh and Glasgow shares, in the prospect of the line being completed and opened in September, have risen progressively from 38 to 38½, 39, and 39½, and continue in steady demand.

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THE *Bath Journal* states that the first trial passage through the Box tunnel was made with a single engine and tender at three o'clock on the morning of Wednesday, the 30th June (the day of the opening throughout) by Mr. Brunel, accompanied by the Government Railway Inspector-General, Sir Frederic Smith. The opinion of Sir F. Smith was, it appears, not altogether favourable to the sufficiency of the works, "but he consented to the line being opened on Mr. Brunel's guaranteeing its safety." To us, it seems ridiculous to talk of any individual guarantee, sufficing in such a case, for the protection of the public.

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Mr. VIGNOLES, the eminent Railway Engineer, has been appointed Professor of Civil Engineering to the London University College, and will give his first course of Lectures during the ensuing winter. We congratulate the College on having secured the services of a gentleman of so much practical experience, as well as scientific knowledge.

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THE Gosport Branch of the South-Western line is expected to be opened on the 26th instant. Sir Frederic Smith has made an appointment to inspect the line on the 15th and 16th instant, and will be attended in his investigation by Mr. Locke, who is coming over from France for the purpose.

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THE Scotch capitalists, who have a high reputation for shrewdness in their money investments, have been of late among the principal purchasers of Great Western, South-Western, and Brighton Stock.

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SELF-ACTING RAILWAY BREAK.—The attention of railway mechanists is at present much employed in devising means for the prevention of accidents. Among the contrivances designed for this purpose self-acting breaks occupy a prominent place. An invention of this kind by Mr. Robert Montgomery, of Johnstone, deserves the attention of railway engineers. Like most others of the kind, it is founded on the principle of bringing the breaks into action by the cessation of the pull on the carriage. A friction wheel is put on the middle of the axle to the cylindrical surface of which a friction band of steel is applied. The coupling rod of the carriage is connected with a strong spring similar to the buffer spring, and placed near it. When the carriage is not pulled by its predecessor this spring draws back the coupling rod, and by means of it the lever of the friction band, so as to bring the break into effectual operation. When the pull on the carriage is renewed the drawing forward of the coupling rod removes the friction band, and the carriage is left at liberty to move. A light rod with a ring handle at the side of the carriage, affords a ready means of detaching the lever of the friction band from the coupling rod, so as to render the carriage conveniently moveable when not in use.

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THE STEAM OF THE SMARTEST NATION IN ALL CREATION.

To the Editor of the Railway Times.

SIR,—I have no doubt that you will feel honoured by being authorized to communicate to the public the following intelligence:—

As soon as I have completed the experiments on which I am at present engaged, with a view to the formation of an Artificial Rain Company in this country (you will see some account of similar proceedings in England in the late numbers of *Blackwood's Magazine*, in the article "Ten Thousand a Year"), I intend to devote my time to the publication of a treatise "On the superior effective Power of American Steam over all others of similar Pressure."

I cannot be expected to anticipate my volume by giving here the analysis of this most striking phenomenon. I will only say that the cause is not, as the learned Doctor Quicksilver has contended, the difference of atmospheric pressure on the opposite shores of the Atlantic, since a similar advantage in the effective power of steam attends the use of American steam-engines even when imported into Europe.

I need only instance the correspondence of Mr. Cocker in your columns of last September, where, after proving that in an American locomotive, steam with the *pressure* on the pistons of no more than 3,104 lbs. exerted an *effective motive power* of 5,000 lbs. at a velocity of 11 miles per hour, he states that the engine is "constructed and working under conditions entirely *different from those in ordinary use*." No doubt!

The author of a pamphlet on Craig's Rotatory Steam-engine, also an American importation, states (p. 23) that the power which "was actually obtained from the engine, was found to be greater than the steam used was *capable* by computation of giving out!"

I give these examples from two eminent and well known English authorities as proofs of the wonderful things in steam that are transacting unobserved beneath your very noses, and as indicative of the important and interesting nature of my forthcoming treatise.

I remain, Sir, with profound consideration,
Your most obedient servant,
DIABOLUS GANDER,
L. L. D. Ph. D. F. R. S. F. G. S. F. Mag. S.,
&c. &c. &c.

Philadelphia, 16th June, 1841.

THE GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I was well aware when I made the communication which appeared in your number of the 26th of June, that the statement therein contained would "be denied by the whole host of officials and sanguine shareholders."

It was to protect this latter most helpless class that I was induced to make the very important statement contained in that paper. It was with a view of enlightening the *bonâ fide* shareholders as to their real situation, of placing an array of facts before them which should lead them to distrust their own sanguine hopes and cause them to be wise in time and not continue to be as in all time before, at once the dupes and the victims of the cautious and crafty dealer and speculator, that I gave publicity to facts which I have the satisfaction to know have not been without good effect.

I *again* state that the cost of the Great Western will considerably exceed 7,000,000*l.*, that the expense of working, *if fairly stated*, will *exceed* 50 per cent. upon the gross receipts, and that such gross receipt will not exceed 10,500*l.* during the first two years computing from the day of its opening throughout. The discreditable practice of including in one return the receipts of the extension line to Bridgewater and the branch line to Cirencester seems to meet with universal disapprobation.

Being desirous that all the shareholders should be upon a par with respect to information, I think it right that they should be made aware that unless the receipts from these two lines exceed 1850*l.* per week they will be attended with loss instead of profit to the Great Western Company. I well know that these statements will be denied both by those with whom their wish stands for a reason, and by all whose self love or identity of feeling, blinds them to the comparative money failure of this line, but I am content to wait. I ask of the calm, equally with the sanguine, to note these statements, and to bear them well in mind; they will serve to check extravagant hopes in Summer and extreme despondency in Winter. If the accounts are kept separate the average receipts will not exceed 10,500*l.*; if confounded with the other lines the average will not exceed 73*l.* 13s. 0d. per mile, or 12,350*l.* per week, which is allowing 1850*l.* for rent, and the additional expense of working the tributary lines.

By the statements here made I am willing to stand or fall; and with an earnest warning to the shareholders to beware of the hopes and expectations put forth by parties who are either *sanguine*, *unsound*, or *insincere*.

I am, Sir, yours very respectfully,
IGNOTUS.

[We cannot help observing that this *explanation*, if so it may be called—just leaves matters where they were. "Ignotus" asserts that the cost will exceed a certain sum, and the receipts not amount to a certain other (average) sum; but he has not yet furnished any data by which we can judge of the correctness of these statements. He should not have hazarded such [assertions without being prepared to verify them; neither would we have published them had we not supposed (knowing Ignotus to be a gentleman well versed in railway matters) that he was ready to sustain them against all impugners.—ED. R. T.]

LONDON AND WOOLWICH RAILWAY.

To the Editor of the Railway Times.

SIR,—As the half-yearly meeting of the Greenwich Railway Company is near at hand, will you allow me a small space in your pages for the purpose of introducing the above subject to their notice. Although a mere tyro in the engineering art, I have had some experience in railway surveying, and still more in preparing estimates of cost: with this by way of preface, I beg to express my belief that the London and Greenwich Railway might be extended to a London and Woolwich one, and connected with a commodious steam-boat pier at the latter place for the sum of 300,000*l.* Supposing that I am correct, which I conscientiously believe to be the case, or even in error to the amount of 100,000*l.*, can there be a doubt respecting the expediency of the Greenwich Railway Company taking up the subject; on the contrary, does not all our experience in such matters favour the opinion that their present receipts would be at least doubled, whilst their expenditure, including mileage duty, would not be increased 10,000*l.* per annum.

Your constant reader and humble servant,
AN ENGINEER'S PUPIL.

July 5, 1841.

SIR GEORGE CAYLEY'S AIR BUFFER.

To the Editor of the Railway Times.

SIR,—I observe that Sir Frederic Smith in his evidence before the Committee of the House of Commons, states it to be a defect common to all the buffers he has seen, that they produce an *instantaneous* reaction the moment they receive the shock. Now, on referring to the description given in your journal of the air buffer of Sir George Cayley, the means of obviating this objection appears to me so obvious and simple that I can but attribute it to mere oversight, or to intentional avoidance of small details that the ingenious and scientific baronet has not himself pointed out how it is to be done. The buffer, I take it, was intended to be restrained from recoil by the addition of a ratchet; or perhaps the catch at the top was meant to perform this office, which it would do very well. The piston shaft could also be so formed as to accomplish the purpose most effectually. Again, as the shock is sudden, a small aperture at the bottom of the cylinder would but in a very small degree weaken the resistance of the air-buffer, while it would soon evacuate the condensed air, and relieve the ratchet from its strain.

Sir George Cayley, it must be remembered, has not pretended, in his very able Essay on the subject of railway accidents, to set forth the best possible manner in which the various contrivances suggested by him may be constructed, but has merely pointed out those general mechanical principles which can be brought to bear practically upon the safety of railway conveyance, and specified (*exempli gratia*) one mode by which each purpose may be effected.

I am, Mr. Editor, your constant reader,
PHILO.

Pall Mall East, July 5, 1841.

THE BRIGHTON RAILWAY.

To the Editor of the Railway Times.

SIR,—An advertisement has been issued from the Directors of the Brighton Railway announcing that they will take passengers in two hours to Hayward's Heath, and four hours to Brighton, at the fares of 15s. and 11s. for the whole distance.

Now, Sir, if the Directors were all coachmasters, they could hardly have framed regulations more inimical to the interests of the railway. The two great desiderata are wanting, viz. speed and cheapness. The coaches are only five hours and the fares 20s. and 10s., the latter fare actually cheaper than the railway second-class. Can any thing be more absurd? Surely the whole distance might be accomplished in three hours.—1½ hour by rail and 1½ by coach, and the second-class fare should not exceed 6s. I do hope, Sir, you will notice this subject in your columns. Should the Directors persist in such an absurd system, I hope measures will be taken at the next meeting to unseat them.

Before concluding I wish to ask one question. Is the company to be charged with the expenses incurred on Monday last by taking 200 persons to Brighton and there treating them to sumptuous dejeuner with Champagne, &c.? If it is, I would just ask the Directors how they could in common fairness and decency invite the shareholders to Hayward's Heath on Tuesday last, and set them down to bread and cheese and beer only. It is true wine was to be had—but on the terms of 5s. per bottle, only. If the company is to bear the whole of these expenses, I think that you will agree with me that a more disgusting and offensive specimen of favoritism has seldom been exhibited. By inserting this letter you will much oblige, Sir,

Your most obedient Servant,
A BRIGHTON SHAREHOLDER AND CONSTANT READER OF THE "RAILWAY TIMES."

London, 8th July, 1841.

RAILWAY ERRAND BOY KILLED.—A lamentable accident attended with loss of life, occurred, on Saturday, at the terminus of the Grand Junction Railway, Birmingham. It appears that a lad named Henry Shaw, in the employ of the Company as errand boy, had been in the habit of getting on the engine which brings the half-past eleven o'clock train from Liverpool, and returning by it to Vauxhall to his dinner, although frequently warned of the danger of so doing, and enjoined not to persist in the practice. It is supposed that he must have done so unperceived on Saturday; and, the engine having been stopped to take up some wheels, it is conjectured that he was leaning over the side of the tender, when the sudden jerk from the engine being again put in motion, threw him across the rails, and the wheel of a waggon that was attached passed over him. The engineer, on being called to, immediately reversed the engine, when the wheel passed over the unfortunate lad a second time, and occasioned his instant death.—*Birmingham Advertiser.*

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EASTERN COUNTIES' RAILWAY—WEEKLY PROGRESS SINCE THE 1st MAY, 1841.

WEEK, MAY 9–16.

No. of miles opened.	Length of time opened.	Estimated amount of weekly passenger traffic, on the principle of *doubling*, only the number of common road passengers at the most unfavourable season of the year. See "Utmost Confidence" Estimates of August last.)	Estimated amount of passenger traffic, supposing the number of passengers to be *quadrupled* during the most favourable season of the year, summer months according to the general experience of other railways.	Actual receipt from the Company's own proper traffic, no other being included in the "Utmost Confidence Estimates."	Deficiency. On the passenger doubling principle.	Deficiency. On the passenger quadrupling principle.	Estimated amount of weekly current expenditure.*	Estimated amount of weekly money loss out of pocket.	Profit which should and might have been realised from passenger traffic.†	Total amount of estimated weekly loss from money out of pocket and passenger profit not realised.‡	Number of stage coaches running for not less than seven miles parallel with the Railway. At opening of the Railway.	Number of stage coaches running for not less than seven miles parallel with the Railway. Now.
17¼	Since July 1, 1840.	£. s. d. 2078 17 8	£. s. d. 4157 15 4	£. s. d. 598 8 6	£. s. d. 1480 9 2	£. s. d. 3559 6 10	£. s. d. 945 0 0	£. s. d. 346 11 6	£. s. d. 3207 15 4	£. s. d. 3554 6 10	50	46!!!

TIMOTHY COCKER, Accountant.
1, Fact and Figure Buildings.

* This is my estimate, from all I have been able to pick up here and there on the subject, and I believe it to be rather under than over the mark. What the *actual* expenditure is to a shilling or so, the Directors can tell—*if they please*, and no doubt will—*if they think it will be to their advantage*.—T. C.

† From the amount in this column, however, there must be deducted the additional expense of carrying the greater number of passengers, which I assume *ought* to have been carried.—T. C.

‡ I have made no estimate of the loss from goods *not* conveyed, though that, too, must be considerable. In the "Utmost Confidence Estimates," founded, be it remembered, on data obtained by "actual enumeration at the most unfavourable season of the year," it was stated that 1,336 tons of goods, besides great numbers of cattle, sheep, and other live stock passed weekly *through Brentwood*. But though the line to *Brentwood* has been opened for a twelvemonth (5th July, 1841), no arrangements have yet been made for the carrying of either goods or live stock, and the returns are *nil*. So much again for absentee management!—T. C.

(*To be continued weekly.*)

THE EASTERN COUNTIES' ERRONEOUS REPORTS AND THEIR AUTHORS.

To the Editor of the Railway Times.

SIR,—Without seeking to justify the Reports which the Court of Queen's Bench have pronounced to be incorrect, I hope you will permit me to make a remark or two on the exceeding harshness of your therefore inferring, and still insisting (if not in words at least in substance), that the Directors must have issued them with a full knowledge of their incorrectness, and with a deliberate intent to deceive. Is it not more probable that they have themselves been deceived? We all know how much Directors, in such cases, are accustomed to rely on the representations of their officers, and how rarely to examine and judge for themselves. If one Director declares he has looked into a statement and is satisfied all is right, that is commonly enough to make it pass the ordeal of all the rest. Look at the rank, and station, and characters of the twenty gentlemen you accuse of grossly and wilfully misrepresenting the state of the affairs entrusted to their management! Ask yourself what motive they could possibly have for such misrepresentation. And be pleased, on the other hand, to consider how many motives, persons of such standing in society must have, not to forfeit that standing by any unworthy and degrading conduct. The Editor of the *Railway Times* is accused (how justly I presume not to say) of being actuated by motives of private resentment in his public hostility to these unfortunate Directors; but if the fact be so, the juster the cause of resentment, and the more intense therefore the feeling, that ought to make him only the more mistrustful of the soundness of his judgment, in any matter of dispute where they are concerned. Trusting you will receive these observations in the same friendly spirit in which they are meant,

I remain, Sir, your constant reader,
FAIR PLAY.

Reform Club House, 2nd July, 1841.

We should subscribe to the perfect reasonableness of all our friendly correspondent says on this painful subject, but for one material fact which he has omitted to give us the benefit of, namely, that we did not write the article complained of, accusing the Directors of "wilfully" misrepresenting the state of their carrying business, till after we had many times warned them during the preceding twelvemonth of the now admitted fact, that their published returns were erroneous and deceptive, and given them ample opportunity to set themselves and the matter right with the public. We submit that where men, after being so warned, persist in an ackowledged error, even charity should pause before it takes it for granted, that there was nothing wrong *intended*. We agree with "Fair Play," that persons of "such standing in society," as the twenty implicated in the present instance, must have "many motives," and strong ones too, for doing nothing to forfeit that standing; but we can suppose this case also—that *after* people have actually forfeited such a standing by a false step, they may think it better to persist in denying the step altogether, than to submit to the heavy consequences of confessing it. SUPPOSE FOR EXAMPLE CERTAIN LARGE SUMS OF MONEY WERE LENT TO THE COMPANY ON THE FAITH OF THE REPORT OF THE 28th OF AUGUST, 1839, REPRESENTING THAT THE COMPANY WERE NETTING A CLEAR PROFIT ON THEIR CARRYING BUSINESS OF 50 PER CENT., AND ON THE STRENGTH ALSO OF PERSONAL ASSURANCES FROM CERTAIN LEADING MEMBERS OF THE BOARD, THAT THE MOST IMPLICIT RELIANCE MIGHT BE PLACED ON THE ACCURACY OF THAT REPORT. Just *suppose* such a case! In the event of the Company being unable to refund, would not an action lay against the Directors personally, for recovery of the money, on the ground of fraudulent representation? Or, perchance, *an indictment for a conspiracy to defraud!*

Again, "Fair Play" overlooks that the case, as it was put by these Directors to the Court of Queen's Bench excluded altogether the question of *intention*. The Directors denied most positively that they had ever made any such representations as those ascribed to them! They never had pretended that they were making any "considerable profit." We were battling with a giant "impostor" of our own imaginary creation! The matter in issue therefore was simply this:—*Did the Directors say so or not?* Intent, good or bad, was wholly beside the question. The *fact*, the *corpus delicti*, was all that had to be proved. And if the twenty Directors, one and all, have deliberately denied that fact *on oath*, and the fact has nevertheless been proved against them (to the satisfaction of the Court) by documents under their own hands, what apology can any latent innocence of intention in one or two, or three, or even the whole batch, furnish for such conduct?

In order that no doubt may remain as to what these Directors have *sworn* in this matter, we subjoin an office copy of the entire affidavit made by one of their number (all the rest of the affidavits being to the same effect, and mostly in precisely the same words,)—selecting for exemplification that of Mr. R. C. Wyllie, because when he made it, he had ceased to be a member of the Board, and may therefore be supposed to have been less under Board influences at the time than any other of the affidavit-makers.

"Fair Play" alludes to "motives of private resentment." Certainly such motives do exist—we frankly avow them; but we must at the same time distinctly deny that we have ever failed to remember, that we are at liberty to make their conduct a matter of public observation, *only in so far as the public are interested*. We have never obtruded our private wrongs on the public attention; on the contrary, we have always studiously withheld all notice of or allusion to them. We have but waited for such public opportunities as the Directors themselves have afforded for presenting them to the public in their true colours, and have made of these opportunities but a fair and justifiable use. They have been frequent, it is true—nay, almost unceasing—but whose fault is that?—ED. R. T.

AFFIDAVIT OF MR. WYLLIE.

In the Queen's Bench.—Robert Crichton Wyllie, of No. 13, Dover street, Piccadilly, in the county of Middlesex, Esq., maketh oath and saith, that at the time of the publication of the article in a newspaper called the *Railway Times*, as next hereinafter mentioned, the following persons were Directors of the Eastern Counties' Railway Company, that is to say—Sir Robert Alexander, Bart., Samuel Anderson, Henry Bosanquet, Cornelius Butler, Edward Cropper, George Clapham, Robert Crosbie, Samuel Price Edwards, Thomas Gibbes, William Gunston, Charles Hood, David Hodgson, Richard Harrison, Laurence Heyworth, Henry Luard, Robert Mather, Daniel Mather, Theodore Woolman Rathbone, William Collings Wells, and Robert Crichton Wyllie; that the *Railway Times* is a weekly newspaper published every Saturday, and has an extensive circulation amongst the shareholders of the said Company, and amongst the public generally, and

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that the objects of the said newspaper purport to be to give all such information regarding railways and Railway Companies as it is desirable should be made public, and to be in the nature of a railway organ to the public generally, that a number of the said newspaper called the *Railway Times* was printed, and on the 13th day of January last published, and purporting to be No. 163, Vol. 4, No. 7, of the said newspaper, and which in the 177th page thereof, contained an article beginning with the words, "we beg to direct the attention," &c., and ending with the words, "the career of so shameless a body of impostors cannot surely be of much longer duration;" that under the said Act of Parliament a general meeting of the shareholders of the said Company takes place half-yearly, at which written reports with accounts or balance sheets are read to the shareholders assembled, and are afterwards printed and circulated amongst the shareholders generally; that until the said line of railway had been open for six months, there was not any balance sheet of the traffic receipts and expenditure produced before or reported to the shareholders, but at the general meeting of shareholders held on the 28th day of August, 1839, the said railway having then been partially opened for a few weeks, the receipts for these weeks for traffic were stated, and it was also stated in the paragraph next set forth, that the current expenditure for working the line, according to the best calculations that could then be made, did not amount to 50 per cent. on the gross receipts; that the paragraph last mentioned was in the words and figures following, that is to say, "A statement of the traffic since the opening of the railway is annexed to this Report, but at this early period it is impossible to lay before the proprietors a detailed account of the current expenditure for working the line. Under all the disadvantages, however, of a first and partial opening, a temporary terminus inconveniently situated one mile and a quarter from High-street, Shoreditch, and an establishment nearly extensive enough for opening the railway to Brentwood, THE EXPENDITURE, ACCORDING TO THE BEST CALCULATIONS THAT CAN BE MADE, DOES NOT AMOUNT TO 50 PER CENT. ON THE GROSS RECEIPT, A RESULT WHICH CANNOT FAIL TO BE HIGHLY SATISFACTORY TO THE SHAREHOLDERS." That the current expenditure therein referred to was AFTERWARDS, and in the Report next mentioned, set forth in detail in the balance sheet as to traffic receipts and expenditure, annexed to the same Report, such details of expenditure expressly and intentionally as stated to the shareholders, not containing any items of charge for maintenance of way and depreciation of stock. That the Report lastly mentioned was made and read to the shareholders, at a general meeting of the shareholders, held on the twenty-seventh of February, one thousand eight hundred and forty, the line having then been partially opened for traffic during six months and upwards. And the annexed Report to the shareholders, was made and read to them at the next half-yearly general meeting of the said Company, held on the twenty-seventh of August, one thousand eight hundred and forty, when the said line had been partially opened during twelve months and upwards. And this deponent further saith, that the Reports aforesaid, with the traffic balance sheets annexed, appear to be the Reports to which allusion is made in the said article hereinbefore mentioned as the Reports of the Directors; and this deponent saith, that although the Directors did state, that exclusive of charges for maintenance of way and depreciation of stock, the current expenditure for working the line was less than the receipts from the line, YET THIS DEPONENT DENIES THAT THE SAID DIRECTORS HAVE EVER IN ANY OTHER MANNER IN THEIR SAID REPORTS INVARIABLY OR AT ANY TIME PRETENDED THAT THEY WERE WORKING THE SAID RAILWAY AT A CONSIDERABLE PROFIT, and this deponent positively denies that their representations on this head, or on any others connected with the said railway have been grossly or wilfully false or in any respect whatever untrue, or that the veracity or honesty of the said Board of Directors in any respect whatsoever connected with the said railway has ever been or can be justifiably impeached. And this deponent further saith, that this deponent, and according to the knowledge and belief of this deponent the said Directors have always been able, and are still able to show by facts and figures that any impeachment of their veracity or honesty is unfounded and false, and that they are not guilty of any want of veracity or honesty. And this deponent further saith, that this deponent and the said Directors have never in reference to the said railway been guilty of any imposture whatever.

ROBERT C. WYLLIE.

Sworn in Court the 28th April, 1841.

By the Court.

THE EASTERN COUNTIES' AFFIDAVIT-MAKERS—MR. SAMUEL ANDERSON.

To the Editor of the Railway Times.

SIR,—It is very kind in "A Merchant" to try and save his friend, Mr. Samuel Anderson, at the expense of his brother Directors; but for my part, I am of opinion that when a person of his own free will and choice, embarks in the same boat with any other number of persons, his only honourable course is to sink or swim with them.

But is Mr. Samuel Anderson really the very easy, innocent sort of person in this affair, which his apologist would have us believe? Did he only do as others suggested or advised? Is "A Merchant" aware that it was this very Mr. Samuel Anderson who made the motion at the Board for the prosecution of the *Railway Times?* Who stirred up the Board to take those proceedings which have in the judgment of all impartial lookers on, brought such everlasting discredit upon every member of it?

With the *getters up* of the affidavits—if any such there were—neither you, Mr. Editor, nor I, nor anybody else, save the affidavit-makers themselves, can have any concern. We have to do with the *swearers only.*

Twenty persons of such standing (*hitherto*) in society, that they did not seem to be much out of place, in holding the situation of Railway Directors, *denied on oath*—

"THAT THE SAID DIRECTORS HAVE EVER OR AT ANY TIME PRETENDED THAT THEY WERE WORKING THE SAID RAILWAY AT A CONSIDERABLE PROFIT."

Is this true or not? This, and this only, is the short and simple question to be answered.

Now the answer as furnished by "A Merchant" himself, is, that on the 28th of August, 1839, these Directors reported to their constituents that—

"THE EXPENDITURE, ACCORDING TO THE BEST CALCULATION THAT CAN BE MADE, DOES NOT AMOUNT TO FIFTY PER CENT. OF THE GROSS RECEIPTS." !!!

Can there be two minds as to the truth of the denial on the oath? I think not. At all events I have the satisfaction of knowing, that it is not with the Judges of the Court of Queen's Bench, that I am likely to differ in my own convictions on this head.

Mr. Samuel Anderson's friend assures us, that "a more honourable or better intentioned man does not exist." "*Be it so,*" as you say, Mr. Editor — *only with the slight exception aforesaid.* But passing over his claim to admiration on these high accounts, be it my humbler task to laud equally to the skies his great knowledge—his shrewdness in commercial adventure—his indefatigable habits of application—his *east-end* love of economy—and (as the fruits of all these) his rapid strides to the station of a grand *millionaire.* Everybody knows, that but four or five years ago * * * * * * * * * * * *

* And yet the same Mr. Samuel Anderson, within less than a couple of years after, is seen elevated to a seat at the Eastern Counties' Board, on the strength of holding Eastern Counties' stock to the amount of upwards of 2,000*l.*!

All honour to men who, like Mr. Samuel Anderson, can so suddenly achieve for themselves fortune and dignity! May Sam not, like too many other "Fortunate Youths," serve but to illustrate the old proverb—

"*Fortuna nimium quem fovet stultum facit.*"

I remain, Mr. Editor,
Your most obedient servant,
A DIVIDEND EXPECTANT.

Cornhill, July 6, 1841.

AMERICAN LOCOMOTIVE ENGINES.

To the Editor of the Railway Times.

SIR,—In your number for last Saturday, I observe a letter signed "W. S. Moorsom, Engineer," giving a statement of certain performances of the locomotive engine, *Philadelphia*, on the Lickey incline of 1 in 37.4 on the Birmingham and Gloucester Railway.

The duty performed by the engine, as stated, in the second and third trip, very nearly coincides with the statement made in your columns for the 22nd of August last, of two experiments made with the same engine at the same spot on the 10th August, which I presume were a portion of the same series of trials to which the attention of your readers is now again directed.

On the publication of the former statement a correspondence ensued between a writer under the initials "W. H. B.," and a person calling himself "Cocker," in which the former was at length left in undisputed possession of the field; having shown that to overcome the resistance of the load the pressure on the pistons of the engine must have equalled 97 lbs. per square inch—a very dangerous pressure. I need not now repeat the calculations, which apply to the statement of last week as well as to the one of last August; it is clear that the pressure on the boiler must exceed that on the pistons in proportion to the velocity obtained.

After the exposure to which I have referred, unfortunately supported as it was by the fatal explosion of the *Boston* engine on the same spot, it seems to me very bad taste—to say the least—again to bring forward at this moment the experiments of August, 1840.

The statement given last Saturday, appears to me from its vague form and limited information ineligible for the purpose of throwing any useful light on the important question of locomotive power. Definite data—such as the weight on the driving wheels—the quantity of water evaporated and of coke consumed—the repairs rendered necessary by the strain on the engine, are wanting. We are only given a statement of the gross weight hauled on several occasions; a statement, too, according to which the engine attained a higher velocity when the rails were "wet and dirty," than it did with a quarter ton less load when no such obstacle is remarked; a circumstance which alone may serve to determine the degree of credit due to the experiments.

If, instead of a statement of this description, Mr. Moorsom were prepared after six or twelve months trial of the *Philadelphia*, to come forward with a clear and candid table, stating the number of engines employed in working the trains up the Lickey plane; the cost of wages, fuel, and repairs incurred for them; the number of trips made per engine; the average weight of the trains; and any information on the weight of water evaporated to produce any given result (anything like the London and Birmingham locomotive tables lately published by Mr. Bury), he might do himself some credit, and enable the profession to arrive at some conclusion as to the prudence of working this plane by locomotive in preference to stationary power.

I confess that I have, in common with all those with whom I have conversed on the subject, very strong views on the subject myself—if not quite so vehement as your correspondent "R.G.B." on the 21st November last. The items of repairs and depreciation, I apprehend to be enormous; but any clear information on the subject will be thankfully received and candidly analysed by

Your faithful,
C. E.

6th July, 1841.

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RAILWAY FARES.

To the Editor of the Railway Times.

Nisi utile est quod facimus, stulta est gloria.—(Phæd.)
"All useless science is an empty boast."

SIR,—The above was the maxim I had in view when I offered you my remarks on Mr. Ellet's Essay, which, though as I have already stated, it displays considerable skill and ingenuity in the author, is, nevertheless, from its utter unfitness for the object contemplated, and absolute worthlessness in practice, a lamentable instance in illustration of my present motto.

I certainly am not so devoted an admirer of scientific display, as to—

——"*wisely tell what hour o' the day,*
The clock does strike by algebra."—Query, *bray?*

or even—

"*By geometric scale,*
To take the size of pots of ale."

I leave such feats of intellect to those who gravely state that they prefer doing the commonest sum by algebra, as simpler than arithmetic. I must not, however, allow myself to be misunderstood, or permit my meaning to be misrepresented into an attack on the calculus, or an aversion to algebra. On the contrary, I value the calculus, as every one acquainted with it must do, as the most important of all means for the discovery of truth; but I am not, therefore, to allow my admiration to lead me into a blind worship, wherever it may be needlessly applied, merely "*dare pondus idonea fumo*;" to give the subject a fictitious value. My statement is matter of fact, that the majority of engineers are unacquainted with the calculus; that very few venture on the study; and that the greater part of those who do venture are disgusted with the apparent want of rigorous proof, and are deterred from prosecuting the inquiry from the fact that it does not afford to the mind of the *beginner* the same conviction as other branches of the mathematics. That I am not altogether singular in my opinion I shall now show. Among professional writers Gwilt says, "the fluctionary calculus is used by both authors (alluding to Emerson and Hutton); *this is little understood by the profession in general*, nor, indeed, is it absolutely necessary that it should be." Tredgold, no mean authority in such matters, I opine, states as follows:—"I have avoided fluxions in consequence of the very obscure manner in which its principles have been explained by the writers I have consulted on the subject." Surely if Tredgold was deterred from prosecuting the study by its *apparent* want of rigid proof, young gentlemen in the profession may be excused for being disgusted, even were it on account of its being "too tough" for them, as Mr. Townsend remarks. Among professedly scientific writers, Bishop Berkeley characterised a limiting ratio, as "the ratio of the ghosts of departed quantities." Dr. Thompson, author of perhaps the best elementary work on the subject, says, "while men of science, however, eagerly adopted the new discovery, and employed it to aid them in their investigations, the *principles* on which it is based by its great founders were far from giving general satisfaction, being regarded as *obscure* and *unnatural*, and throwing difficulty in the way of students." Professor Airy also remarks, "It is known to every one who has been engaged in the instruction at the Universities, that the results of the differential calculus are received by many rather with the doubts of imperfect faith than with the confidence of rational conviction."

I have, Sir, adduced these authorities in confirmation of my statement, because I consider that when a writer is taken to task for what he asserts on his own authority as fact, it is incumbent on him to show some foundation for his opinion. But individually, I am far indeed from being one of the objectors to the calculus. Whatever may have been the gap that formerly existed between the common and the refined analysis, it no longer exists. The most sceptical must now admit that the calculus, since the publication of Dr. Forbes's work, is derived synthetically from common algebra. But, as that work is of recent date, and is not generally used for instruction, the same difficulties beset the path of the *beginner* as formerly. It is not correct, as insinuated, that I condemn the use of the calculus in the present instance, because I do not understand it, for I have given much attention to the subject, but because no satisfactory result has been obtained to justify its use by Mr. Ellet.

The writer of the letter in the *Railway Times* of the 19th ult., signed "R. W. Townsend, C. E.," although, as he very choicely expresses it, he is not disposed to "*go the whole hog*" with his "Yankee friend," seems from the tone and style of his remarks, to have been not altogether unacquainted with the grovelling herd. I have never yet known in scientific inquiries capable of demonstration, that it was optional to "go the whole hog," or the half hog, at will. I always understood, and have been taught to believe, that if certain premises or axiomatic principles be admitted, every thing which should subsequently be deduced from them in a strictly logical or mathematical manner, must be assented to "without debatement further more or less;" and that the withholding our absolute assent to the whole of the deductions so made and demonstrated, would entail the forfeiture of our claim to the possession of reason. Suppose a person, after admitting the axioms of geometry, to state gravely that he believed a part only of Euclid; or, after assenting to the process employed in the solution of equations, to shake his head sapiently, and say, he could not credit the statement that some of the roots of an equation may be negative! The end of mathematical inquiry is truth. Is it optional in us to believe only a part of the truth? If I assent to the law which Mr. Ellet has assumed, I must of course implicitly believe everything which may be deduced from that law, in a strictly mathematical manner. But I have shown, and Mr. Townsend himself admits (though only to the extent of part of the hog), that the results derived from the hypothesis are erroneous. Now, finding as we do, that the several steps of the investigation are in themselves correctly derived from each other, what must be the obvious inference? That the assumed law is at variance with fact. Can we, then, assent either in part or as a whole, to what we know to be erroneous? Assuredly not, if truth be our object.

I request you, Sir, to bear in mind the circumstances under which my remarks on Mr. Ellet's essay were made. You had recommended it to your readers in very high terms, without alluding to the fact that the whole investigation was based on an assumed law. Upon perusing the paper, I found that to be the case; further, that the results arrived at were absolutely worthless in practice; and that the author in fact had arrived at no conclusion to warrant the publication of the paper. Such being my opinion deliberately formed, I was, and am still, at a loss to perceive in what consists its value. If it be of use, in what does that use consist? Can any one apply the formula to the case of the London and Birmingham Railway, for instance, and tell us what would be the most advantageous fare on that line? My remarks on the publication of such a paper may appear strong. I think them deserved. I do not however seek to withhold from the author my acknowledgement of his skill and ingenuity; on the contrary, I have admitted it fully. But, I am still of opinion, that the very possession of such powers by the author, should call for stronger animadversions on his conduct in publishing the essay, than had it been produced by one less gifted, who might in his ignorance have believed it to be really a solution of the question.*

My remarks have been stigmatised as an attack on Mr. Ellet. Such imputations, like Parthian arrows, must recoil on those who cast them. One who talks of *fair play*, as Mr. Townsend does, ought himself to *play fair*, and not to be the first to commit that which he affects to denounce in another.

Junius observes, that "It is a very common mistake in judgment, and a very dangerous one in practice, first to look for nothing in the argument proposed to us, but the motive of the man who uses it, and then to measure the truth of his argument by the motive we have assigned to him." Mr. Townsend seems to have proceeded in that manner. He starts with *assuming* my remarks to be an attack on Mr. Ellet; then with that notion fully impressed on his mind, views (if really in earnest) all I have written through his own distorted medium, the creation of an overheated imagination.

I shall now proceed to refute the charges made against my objections to Mr. Ellet's essay. After some gratuitous observations and garbled statements, the writer remarks, "so according to this theory of Mr. Bernard's, what Railway Directors ought to do is, to raise the fares until they drive all the passengers off the line, excepting the small number representing the highest grade π." This is a total perversion of my argument; for π does not stand for the number representing the highest grade, but for "*the greatest charge for conveyance which any grade of passengers can afford to pay.*" There must, therefore, be as many values of π as there are grades among the travelling community, and not one only as Mr. Townsend would make it appear. Perhaps it would have been clearer if Mr. Ellet had said "*which each grade*, instead of "*any* grade," can pay. But there can be no possible misconception of his meaning, for he further states, that "*the* problem would be readily solved; for we would then have only to apply the equations already deduced from heavy tonnage to each class, by inserting in the formulæ *the ascertained values* of π and *obtain from them as many* correct results as we should find varieties in the travelling community." Mr. Townsend has here misrepresented the case, so as to make it appear, that there was but one value of π at this stage of the enquiry. What he terms my theory is therefore totally at variance with any inference to be drawn from my statement. I am not singular in my notion, that by finding the several values of π, the limit for each grade, and the point from which any excess would reduce the number of passengers belonging to that grade, the problem would be solved in the readiest manner. The author himself states it to be the case; but was deterred from prosecuting the enquiry in that manner, on account of the supposed difficulty presented by the members of the different grades paying the same fare, though of widely different means. It is obvious, that if the fare be fixed at the very limit π for each class of the community, the receipts of the railway would be greatest; for this same limit π in Mr. Ellet's own language is "a sum which each individual, after considering all the circumstances, all the charges, the advantages sought, and the inconveniences to which he will be exposed, limits the amount that he will *rather pay* for his fare *than decline* the trip." Hence, by the definition, it is the charge which shall include travellers of each grade, and at the same time be the highest fare that would do so; and consequently the one for each grade producing the greatest receipts to the Railway Company. And, therefore, the sum of the limits must also produce the greatest sum of receipts.

The writer next makes some remarks tending to show that π is a function of the distance; but as he afterwards endeavours to prove it, I shall answer them on that occasion.

We are now told, that in default of evidence to the contrary, Mr. Ellet's law is a fair assumption. From this proposition I must altogether dissent. It is contrary to the correctness of mathematical investigation, to assume a law which cannot be proved to be preferable to any other, or to be consistent with reason and experience. Any other law of travel may be assumed with equal semblance of truth. Mr. Ellet has supposed, that the increase of travel is proportional to the decrease of fare. What reason has he for prefering it to this—the travel is proportional to the fare? A very different proposition, but one which seems to have quite as much claim to assumption as the former. We are next told, that "so long as hypothesis is suffered

* We must content ourselves with referring to the reasons we have before repeatedly given for differing *toto cœlo* with Mr. Bernard, with respect to the value of Mr. Ellet's Essay.—ED. R. T.

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to take rank only as hypothesis there is no more powerful help to investigation existing." Very true: but it is contrary to the practice of mathematical inquiry to give to the world as *facts*, results derived from hypothesis only. This is the case in the present instance. By such a proceeding, hypothesis *is not* suffered to rank only as hypothesis, but is promoted to a higher office; and, therefore, by the writer's own showing, is not confined its legitimate use.

We are told, in the life of Newton, that when first the idea of gravitation occurred to his mind, he sought to *prove its truth*, and for that purpose naturally adopted the common estimate of the magnitude of the earth, at that time believed to be correct, but which was not so. The consequence was, that in the particular instance of the moon, the result he obtained indicated a force of gravity in the moon toward the earth, less by one-sixth than was necessary to produce the rate of motion actually possessed by that satellite. Another might have thought this but a trifling discrepancy, and might have taxed his ingenuity to account for it in a variety of ways; so as still to save the magnificent theory which it came so unseasonably to demolish. But, Newton was too single-hearted a lover of truth for this. In his mind, the refutation was complete, and he admitted it as such. He no longer beheld himself the discoverer of the secret mechanism of the heavens, and by an act of self-denial, more heroic than any recorded in the annals of intellectual pursuit, he dismissed the speculation from his mind for years, when, having obtained more correct data, he was enabled fully to demonstrate the truth of what before had been but matter of conjecture.

I have adduced this example, Sir, to show how widely different is the course pursued in the present instance from that of the highest authorities in science. Newton perceived the law of gravitation; he adopted it as an hypothesis; he immediately proceeded to an investigation that should *test the truth* of the assumed law. The result approached within a sixth of what he believed to be correct. Did such an approximation satisfy him? Did he seek to account for it? Did he give it to the world at all?—No! In obedience to the dictates of reason, and the laws that govern scientific inquiry, he forthwith gave up an hypothesis which was incapable of proof. Contrast his conduct on that occasion, when the result approached within a sixth of the supposed truth—a difference that might readily have been accounted for on the supposition of various disturbing causes—with the method pursued in the essay before us. We have here as hypothesis, a certain law of travel which cannot, to say the best of it, be proved to be correct; nor can it be shown, by sufficient reason, to be preferable to any other of the various theories conjecture may lead to. We are not only required to believe this law, but we are to receive, as facts, results derived from that assumed law; and which results, be it further observed, are in themselves wholly incapable of proof. In the present instance we have no evidence whatever to show that the hypothesis *approaches* at all to the truth, however remotely. It is then, surely, ludicrous in the extreme to require us to repose our faith on such an unsupported assumption. That would indeed be putting truth to an *auto da fé*. It would destroy truth.

We are next told, that what I term two distinct propositions are, in fact, one and the same; or rather, that the one is contained in the other: and the reasoning by which this assertion is supported, is about as satisfactory as to say, that a cabbage *is* green, because a cabbage *is* green. Further on, I am taxed with giving a proportion supposing "the entire number travelling (and not the increase or decrease of that number) to be proportional to the alteration in the fare," and which "of course leads when carried out to an absurdity * ") Nothing can show more plainly than this does that the writer sat down with the determination to cut up my critique, whether right or wrong. He either did not take the trouble to consider what he professes to correct, or, having considered it, he thought proper—to use his own mild and insinuating language—to "pervert" it to his own purpose. You shall now see whether I am guilty of the mistake attributed to me. The paragraph runs thus: "If we put F to desiguate the fare, N the number of passengers, f the *increase* of fare, and n the *decrease* in the number of passengers; we shall have, by the first, $F : f :: N : n$; or, $n = \frac{Nf}{F}$, equal to the *decrease* in the number of passengers." "Now, by the second, T is the number of passengers when o is the fare; consequently, if we substitute them for N and F in the preceding, we obtain $n = T\frac{f}{o} =$ infinity; that is the *decrease* in the number of passengers consequent on raising the fares, from zero to one cent. would be infinite. The number of passengers would in this instance be represented by T—infinity; a value less than nothing." Mr. Townsend admits that the porportion leads to an absurdity. His objection is, that I had given a proportion for the total number of passengers, instead of the increase or decrease. You now see by the foregoing extract, that my proportion *is* for the *decrease* of passengers, consequent on *raising* the fares. Hence, Mr. Townsend's objection is futile; and hence, by his own admission, the absurdity which consists in the impossibility of reconciling the two propositions with each other remains in full force. It also follows that the two propositions, being irreconcileable, cannot be contained in each other as Mr. Townsend supposes.

The writer next proceeds to consider the expression $\delta h = \frac{1}{2}\left(\frac{T}{t} + 2\,\delta h\right)$, as he states; but which ought to be $\frac{1}{2}\left(\frac{T}{t} + \delta h\right)$ The error, however, is of no consequence, as no further use is made of the expression. He then very speciously wishes us to consent to an alteration in Mr. Ellet's notation, as he calls it—but in reality to that writer's system altogether, by substituting it to represent the diminution in the number of passengers corresponding to increasing the fare 1 cent. *per mile*. This is very artfully done, merely for the purpose of enabling the writer to multiply the expression by h for the entire distance. This must obviously make the different terms of the expression functions of the distance. Though by substituting t for the diminution *per mile* that effect must be produced, it does not prove itself to be correct.

If Mr. Townsend admits the principles on which Mr. Ellet has based his investigation to be correct, he must also admit *all* the conclusions derived in a logical manner from them. But if on the other hand he differs from any one result, and cannot detect a flaw in the calculation, he must take rational dissent from the premises; and if he does dissent from them, he does merely what I do, who object altogether to the hypothesis. Mr. Ellet has proved in a correct manner, from his assumed law, that the constant $\frac{T}{t}$ *is not* a function of the distance. Mr. Townsend affects to prove that the same thing *is* a function of the distance. One statement only can be true. Do mathematics, then, prove a thing to be true and untrue at the same time? Mr. Townsend, by what he calls a slight change in the notation, has produced a change in the result; he must, therefore, by that slight change, have made an alteration in the hypothesis itself. Yet he is the avowed champion of that hypothesis; or, if not, to what purpose his laboured attempt to maintain it?

The point to which my observations were mainly directed, was the uselessness in practice of the results obtained. This was the aim of my remarks. Mr. Townsend admits, that "the usefulness of any of them is as yet problematical." If an avowed advocate admits, that the usefulness of a measure is as yet problematical, I think all disinterested persons, the public jury, will allow it to be more than doubtful—to be all but certain. For, had it been possible to show any manner in which the use would be apparent, the advocate would doubtless have taken care to bring it prominently forward. Such an admission on Mr. Townsend's part is, in fact, an acknowledgment of the justness of the value I have set on the essay in question, which I cannot but think utterly useless in practice.

We next meet with this announcement respecting the second and wider problem:—"On commencing these calculations, Mr. Ellet seems to have fallen into an error which runs through the whole of them." Here we perceive the original intention of Mr. Townsend's remarks. Having discovered several discrepancies in Mr. Ellet's investigation, he laboured to produce an exposition of them; but from my having been unfortunate enough to criticise the essay before he had concocted his paper, he naturally feels annoyed at having been forestalled in his letter. He now endeavours to snatch up the bone of contention from him who was the first to seize it. This, with great apparent *naiveté*, he admits to be the case—that he contemplated offering observations on the imperfection of the theory, but seeing that already done by another, he now feels disposed rather "to defend" Mr. Ellet, and, of course, as you see, to attack him who has been so unfortunate as to have gained the start in the path he intended to pursue.

The writer now attempts to throw fresh light on the subject, but in so doing involves it in greater uncertainty. He puts $T - \delta h\, t = y$ "the number of travellers derived from the grade π; this number, therefore, being *an unknown quantity*, renders the remainder of the calculations useless, unless it can be got rid of, or shown to be insignificant." So, then, at one fell swoop, the whole of Mr. Ellet's wider problem is overthrown. Strange to say, the writer overlooks the fact that his objection, if effective at all, is equally so against the first problem. That also must suffer the same fate. This is indeed a singular specimen of defence! Mr. Townsend seems quite appalled at my saying "what the constant quantity is, or in what manner it may be approximated to, we are not told." He would have us suppose that he understands and values Mr. Ellet's production. If so, perhaps he will have the kindness to state *what* the constant is, or give us an *approximation* to it. If he cannot, my observation will be justified by the fact.

It is next stated, that in quoting Mr. Ellet's final conclusion, viz., "add to the constant quantity which experiment dictates for the profit per passenger, the actual cost of his transportation, to obtain the gross charge to be exacted for his conveyance," I have substituted *experience* for *experiment*. I admit it to be so: but I did it wholly unintentionally, and can account for it only from the similarity in sound between the words. I think all will admit the results of experience to be more valuable than those derived from experiment; consequently, that my verbal error, for error it was, if of consequence at all, is rather in favour of Mr. Ellet's views.

Mr. Townsend then proceeds to comment on my statement, that to find the value of $\frac{T}{t}$ upon the hypothesis of travel by means of a certain experiment, when by that same experiment the *true* law (not the hypothesis) can be determined, is an absurd proceeding. He asks how I would proceed, and accuses me of absurdity. Yet he himself admits, that "a series of experiments would determine the law." Why, then, should we not compute the value of the constant from the *true* law of travel thus found by experiment, instead of doing so upon an hypothesis incapable of proof? Is not any other method of proceeding palpably absurd? I have also stated, and every one acquainted with the subject will perceive, that the constant $\frac{T}{t}$ occurs only in consequence of the form which the equation assumes from the hypothesis; and that my remark on the inutility of that constant when the true law shall be discovered, is well founded.

In proceeding to comment on the alleged property that the loss increases as the square of the departure from the charge, the writer shows himself to have had no definite ideas on the subject. He considers it "far from being a function of the ge-

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neral law to be irreconcileable with it," and states that it may "easily be proved" by a little algebra. This little algebra we have, and a pretty proof it is. If anything were required to substantiate my statement, that a man may succeed admirably in puzzling himself and others in doing the *commonest* sum by algebra, this example alone would be sufficient. Notwithstanding that "it may easily be proved," we have some arithmetic and a little algebra to show that the loss *does not* increase as the square of the departure from the charge of maximum profit. But in the following *Railway Times* is a letter from the same writer, showing that the loss *does* increase in that ratio, and further that it is a function of the general law as stated by me. How the writer, if he really understood anything about the subject, could have made so gross a mistake after having recourse to figures, I am at a loss to determine. It will, however, show how little dependance is to be placed on display of calculation interspersed with algebraic characters; that, unless you watch carefully the assumptions so frequently had recourse to, the results may lead to the grossest errors.

Alluding to my second letter, the writer accuses me with labouring under the mistake of supposing that the entire number of passengers varies inversely at the fare. His reason for holding that opinion is curious, because "by the hypothesis adopted in this essay, if the amount of fare be *diminished* one-tenth, the number of *passengers* will be augmented one-tenth." Ah! ah! This is indeed a ludicrous reason, and about as convincing as to state, that sheep *are not* black, because they *are* black, and is not a jot less absurd. The reason given announces the *very reverse* of what it is intended to prove. I shall show it thus:—If the number of passengers varied inversely as the fare, we should have in the table alluded to,—

Fare.	Passengers.	Receipts.
10s.	100,000	£50,000
9	111,111	50,000
8	125,000	50,000
7	142,857	50,000 &c. &c.

Such would be the result if the number of passengers varied inversely as the fare. But in my table the receipts were successively 50,000*l.*, 49,500*l.*, 48,000*l.*, 45,500*l.*, &c., wherein the law of decrease is observable by inspection.

It appears, then, that Mr. Townsend is the person who has been guilty of mistake. Truly though perhaps unpolitely, did Cicero remark, that those who will deliver opinions on music or mathematics, without understanding those sciences, must talk nonsense. But the most extraordinary circumstance of all, is the unblushing effrontery with which the writer, in his second letter, states that, though I am right in considering the property alluded to as a function of the general law, I must yet have made the assertion *in ignorance* of the fact. Is this becoming language in one who has been guilty of the grossest misapprehension of the whole question—who has blundered egregiously, and now comes forward to explain it? Yet, with a self-sufficiency that can only excite a smile, this same writer has the assurance to accuse me of proving an assertion in ignorance. The table I gave showed on inspection the property alluded to. If such be the index of ignorance, what shall be the test of knowledge? A blind and reckless prejudice against the exposition of truth, perhaps, such as we perceive so conspicuously in Mr. Townsend's letter.

My object in giving the table alluded to, was to show that what was supposed to be a property peculiar to the charge of maximum profit, was simply a function of the assumed law—that it was a property applicable to any assumed fare, and not to the most profitable one only—and, therefore, if admitted, it must make every single fare that of the maximum profit; which is absurd. Hence the property or function of the hypothesis being evidently diametrically opposed to the truth, the hypothesis itself must, *a posteriori*, be erroneous. To this conclusion Mr. Townsend himself must arrive, if he admits that the property alluded to is a function of the general law. He now admits it. Consequently, the whole object of my remarks—to show that Mr. Ellet's hypothesis is incorrect and at variance with fact, has now been attained.

Mr. Townsend, upon consulting his *Horace*, will find that his errors are not confined to mathematics only. In his motto he has left out the word *bene*, which totally changes the sense. For, no one will admit, that he who has begun has half completed; but we may allow, figuratively, that he who has *well* begun has half done. Its applicability to Mr. Ellet's essay, however, ceases. For I stated, and I hope have proved, that he has not taken the right road, but has mistaken the path he should have trod in search of truth.

I trust, Sir, that I have now shown to your satisfaction and to that of your numerous readers, that in commenting on Mr. Ellet's essay, I was actuated solely by a desire to point out the unphilosophical method of procedure, and the unsatisfactory nature of the results derived from the investigation—results which in my opinion are very far from being sufficient to call for the publication of the paper.

The errors and mis-statements contained in Mr. Townsend's letter, and which I trust I have satisfactorily exposed, will tend further to convince you, that no investigation of the subject is likely to be attended with success, which is not in accordance with the rigorous principles of the inductive philosophy, to which alone we are indebted for the vast discoveries in science which the moderns have made.

I remain, Sir, your obedient servant,

C. E. BERNARD, C. E.

P.S.—I must apologise for not forwarding an answer sooner, on account of my absence from home.

THE MONEY MARKET AND RAILWAY PROSPECTS—THE GREAT WESTERN.

To the Editor of the Railway Times.

SIR,—The *Chronicle* of Saturday last states that there is at present a diminution of 3,777,981*l.* as compared with June 1839, in the issues of the various banking establishments of the country, joint-stock as well as private. As soon, however, as our present prospects of an abundant harvest are realized, this unnatural contraction on the part of the banking institutions will no doubt cease, and it may be hoped there will then be no further occasion to lament the depressed value of railway shares.

I have not had any opportunity of ascertaining whether Mr. Boult's work "on the Law and Practice of Joint-Stock Companies," enters fully into the question of the limited liability which the possession of an Act of Parliament confers on railway proprietors, as compared with the partners of other Joint-stock Companies which have not obtained any special Act of the legislature. Should Mr. B.'s work enter upon that subject it occurs to me that you might confer a considerable benefit on railway interests by giving that portion of it in your journal as an extract, for the public are not yet sufficiently aware of the advantage which railway proprietors generally enjoy in regard to the limitation of their liability beyond the shareholders in banks and other joint-stock concerns.* Until the Directors of the Great Western Railway may find it convenient to separate the receipts of the branches from those of the main line, it might be well if you would be kind enough to inform your readers what the amount of rent is which the Company pays for those branches, in order that by deducting it from the total receipts the amount properly appertaining to the trunk line may thus be readily ascertained.† The amount of weekly rent payable for the two branches does not, I imagine, exceed from 12 to 1,400*l.*, but this is a point on which many of the shareholders do not at present appear to be sufficiently informed. Notwithstanding the unfavourable nature of the weather during the past fortnight, the receipts of the Great Western line have continued so great as fully to justify the highest calculations that have ever yet been made in regard to it, and it may confidently be expected that the weekly receipts will reach 16,000*l.* during the present season.

If so a comparison with the early receipts of the London and Birmingham line would be most favourable to it.

In September, 1838, the London and Birmingham Railway was opened throughout, and its highest weekly receipt in that year was about 12,300*l.* In 1839, its largest receipt in any one week was, to speak in round numbers, 15,700*l.*, while in 1840, it had risen to 19,300*l.*, and in June of the present year, which is by no means one of the best months, one return has already reached 19,600; while bets are said to have been offered, that they will exceed 20,000*l.* during six weeks of the season.

These few facts ought surely to be sufficient to prove the rapidly increasing nature of railway income. It has been frequently stated that the railway receipts for the months of May and October may generally be considered as equal to an average of the season; and I believe the receipts of July and September will generally be found nearly equal to each other. The average receipts of the Great Western line for the four weeks of June, previous to its through opening, have exceeded 12,000*l.* per week, and supposing that event may only cause an immediate weekly increase of 2,000*l.*, the amount will yet contrast very brilliantly with 10,700*l.*, which was the first weekly receipt of the London and Birmingham after its final opening in September, 1838, about an equally favourable period of the season. These two lines being so nearly equal in regard to cost, extent, and natural resources, the conclusion to be drawn from the comparison appears irresistible, and almost equal in certainty to the solution of a mathematical problem.

Such, however, would seem not to be the impression in the market, where though the London and Birmingham shares are much too low, considering both its dividend and prospects, those of the Great Western Railway Company, as yet command only one-third of the premium which even they do.

I am, Sir, yours, &c.,

C.

London, 8th July, 1841.

* We shall take an early opportunity of making an extract to the effect desired.—ED. R. T.

† We shall do so next week.—ED. R. T.

LONDON AND GREENWICH RAILWAY.

To the Directors of the London and Greenwich Railway Company.

GENTLEMEN,—One word with you before your general meeting. Let me strongly advise you immediately to place the toll question upon some better footing. *Now*, whilst you have the sympathies of the public with you, and whilst the Croydon and Dover Railway Companies are indifferent to the subject—and not to wait until by perseverance in an unpopular course, you have sacrificed some thousands of pounds, alienated the good feelings of the public, and opened the eyes of the Brighton and Dover Companies to the matter. For be assured that some alteration, at no very distant period, is inevitable; and that you will find it easier to deal with the Croydon Company single-handed, than the three Companies united. Mind, I do not counsel you to do anything rashly: all I would at present recommend you to do, would be to pass some resolution in general terms investing your excellent Directors with full power to settle the question, in any way that they may think would be the most conducive to the permanent interest of the Greenwich Company. I am sure you may safely trust them with this discretionary power, and I feel certain that their enlarged views would lead them shortly to place the matter upon some footing infinitely better for the Greenwich Company, and more satisfactory to the public. At present your Directors, whatever their opinions may be, are fettered by the expressions of the proprietors at former general meetings. Give them full powers, and if the matter be not satisfactorily arranged, I am greatly mistaken.

Your obedient servant,

A PROPRIETOR.

London, July 8, 1841.

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LONDON AND CROYDON RAILWAY.

Comparative Statement of Traffic between the two Years ending July 4, 1840, and July 4, 1841, showing the effect of raising the Fares during the latter year.

1839-40.	Number of Passengers.	Total Amount received.	Duty Paid.	Toll to Greenwich Company paid.	Amount of Duty and Toll paid.	Net Amount less Duty and Toll received.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Gross Amount..	570,269½	33,104 7 5½	1,764 13 7	5,932 3 3	7,696 16 10	25,407 10 7½
Fares raised about 20 per cent. on the 5th July, 1840.						
Gross Amount..	485,532½	31,883 10 11½	1,464 6 11	4,736 14 3	6,201 1 2	25,682 9 9½
		Decrease	300 6 8	1,195 9 0	1,495 15 8	
Increase on net amount received by the Croydon Company.....						£274 19 2

There is a difference in the number of annual and prepaid tickets issued in the two several years, which will consequently produce a small variation in the above results.

CROYDON AND GREENWICH RAILWAYS —TOLL QUESTION.

To the Editor of the Railway Times.

SIR,—Your correspondent "Modus," after admitting "that a personal toll of either 3d. or 4½d., levied indifferently on passengers of every class, bears very unequally on the lowest, and is indeed a striking picture of the inequality of the present Government tax,"—goes on to suggest "two modes of settling the compensation due to the owners of a terminal trunk railway." One of these modes is, "by a per centage on the gross traffic receipts," the other, by "a fixed annual rent," and, "in addition, a *small* sum for *every* person and *every* ton of goods carried over the line." As your correspondent has already condemned the latter of these two modes, and instanced the inequality of the pressure of the Government tax, than which it is not easy to conceive a *smaller sum*, I think we may dismiss it as inexpedient upon his own showing, and refer only to the former, or per centage plan, which he thinks "ought to be in something like a compound ratio of the length of the part run upon, to the length of the whole line, and of the comparative *cost* of this portion to the *cost* of the whole."

Now, Sir, if we leave out of consideration the last part of this case of compensation, namely *cost of construction*, which you have so well decided to be no element of the change to be made for fare or toll, and deduct likewise the cost of conveyance over the line of the toll receiving Company—we shall arrive precisely at the proposition made by the Croydon to the Greenwich Company, and rejected by the latter, as seen in their published correspondence, that is to say, "a division of the whole sum chargeable as fare between the toll-paying and toll-receiving Companies, in proportion to the length of their respective lines, upon which such fare shall be charged, reserving to the toll-paying Company a certain sum for indemnification of the cost of carrying its passengers over the line of the toll-receiving Company."* If this rule be applied to the existing fares to Croydon, and the present toll, it will be seen that this toll is commensurate with the highest fare of 2s., and consequently in excess with all lower fares; as thus, the length of the Greenwich line passed over by Croydon passengers, is exactly one-sixth of the length of the Croydon line, One-sixth of 2s. is 4d.; a deduction from this of the supposed cost of conveyance, (or 25 per cent.) would leave 3d.—the present toll. On the other hand, the Greenwich Company is entitled to a larger proportion of the fare upon all distances short of Croydon, because its length of line traversed bears a larger proportion to such shorter distances, and the Croydon Company, in fixing its present fares, has taken this circumstance into consideration, and these fares are now so regulated as to give the Greenwich Company, upon the whole, rather more than its just proportion of the traffic receipts, without reference to particular charges. This raising of the fares has, however, sufficed to check, effectually the natural increase of the traffic, and has thus proved detrimental to both Companies, and what the Croydon Company complains of is that this policy of the Greenwich Company entirely prevents the development of the resources of the Croydon line, by keeping up the fares to the level of the charges on the common road for a distance where the saving of time is comparatively of little importance. In self defence the Croydon Company is endeavouring to establish a traffic between New Cross and the west end of London, wholly irrespective of the Greenwich Railway, and should it succeed, the consequences to the Greenwich Company may be very serious, as there is little doubt that a large portion of the Brighton and Dover traffic will follow in the same direction.

I cannot conclude without expressing a wish that some tribunal could be found before which the case of dispute between these Companies, whose interests, if properly considered, are identical, might be laid, and a decision obtained. I believe the Directors of the Croydon Company would desire nothing more ardently than to be allowed to prove before such a tribunal the justice and expediency of the proposition which they have made to the Greenwich Company.

I am, Sir, your obedient servant,

A CROYDON PROPRIETOR.

July 7, 1841.

* Should the Greenwich Company affect to think that such a division of the fare would not produce so large a gross income as the present arrangement affords, the concluding paragraph of the letter offers guarantee to this extent—"We believe that a considerable falling off of the toll has been the consequence of the high fares induced by the refusal of the Greenwich Company to accept this proposal.

ADVERTISEMENTS FOR APPOINTMENTS.

To the Editor of the Railway Times.

SIR,—You have done much, and fought nobly in many a good cause, in exposing trickery and unfair dealing, and I would wish to draw your attention to a subject that of all others requires reformation, and which is of great importance to the mass of junior members of the profession. It has become common of late to advertise vacant situations on the various railways and other public works, and certainly no fairer or better plan for the proprietors could be adopted, for obtaining the services of the best talent and greatest experience at the time unemployed, and if the contests be fairly conducted it would be equally advantageous to the candidates. But what proportion, think ye, Mr. Editor, are so fairly conducted, and how many appointments have been made solely on account of the fitness of the parties offering? I have seen a good share of these matters, and have learned more from my friends, and can safely and confidently say—not one; not a single individual under these circumstances, has been appointed solely on the strength of his testimonials or recommendations.

But the grossest case of this description has occurred lately in the appointment of surveyorship of bridges to a western county. An advertisement for it appeared in the London papers in the middle of May, saying that all applications must be sent—on or before the 23rd June, and the appointment would take place on the 30th. Now, this appearing in the London papers, led to a conclusion that the magistrates either wanted a man removed from the sphere of local influence, or that they wished to encourage a person of talent to settle in the county. Again, that the appointment was to be made on a certain day, was a direct invitation to candidates to meet them at the place mentioned. I may remark, that the proffered salary was 300*l.* per annum; but as that included travelling and all other expenses, it is evident that little or nothing could be derived from it, beyond that it was a fine professional introduction, and as such it was eagerly contested. To canvass the whole of the magistracy of a large county was no inconsiderable task, (they amounted in this instance to upwards of 300), and the cost to some of the candidates could not be less than from 30*l.* to 40*l.*

It was frankly acknowledged by some of the magistrates that the appointment would not be given to a stranger, but to a certain person, at present residing in the county.

On the 29th, and not the 30th as advertised, the magistrates proceeded to the election; consequently but few of the candidates were present, and the Chairman, in opening the business, observed that there were a great number of candidates for the office, but that only the applications of those proposed and seconded by gentlemen present could be entertained; and as this course was previously unknown, except to the favoured parties, the strangers were of course put at once *hors de combat*.

There were only three regularly proposed and seconded, and their testimonials read, when a magistrate present, who seemed to have more curiosity than the rest, suggested that the names of the candidates, and the names of those recommending or giving testimonials should be read over also; and this farce was accordingly performed, though with but ill grace and unconcealed impatience. And how were they read? Names were miscalled—the names of our first-rate men jumbled together without remark, or without knowing or caring whom they were, or whom they recommended.

With the appointment made, I do not, cannot, complain; but I do complain, first that a fair field was not given to strangers after they had by the advertisement been especially invited, and I do also complain, that with competent men in the county and connected with them, such as those whose testimonials were read (one of whom was appointed), that any advertisement should have appeared at all. It served no purpose but to mislead and to induce many to incur an expense without having any chance whatever for the appointment.

Under these circumstances, allow me to ask whether the advertising parties are not clearly liable to an action for expenses and loss of time, from those whose applications were not considered, for it will be clearly understood that nothing in the advertisement, or any other announcement, implied that the applicants were to be proposed and seconded by magistrates; and in aggravation of this course the election was made previous to the day mentioned.

I write this in hopes that you may kindly insert it in your valuable paper, and this exposé may serve to show that the advertising system is all humbug, and that nothing can be gained through it, for it is merely used as a cloak.

I could mention at least a dozen other instances, if necessary (in one of which a broken down, half-bred, scion of the law was appointed to the superintendence of a railway), but this will, I trust, be sufficient to deter any one with an ounce of wisdom in his noddle from spending his cash or troubling his head with the advertisement columns of a newspaper, for I have never known a situation worth having, being given away to a stranger whatever his merits or fitness for it may have been. Yours, &c.

GRADUATE.

London, June 3, 1841.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times.

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LONDON AND BRIGHTON RAILWAY.—

On and after MONDAY, July 12, the Line will be OPENED from London to HAYWARD'S-HEATH, near Cuckfield, for the conveyance of passengers, parcels, horses, and carriages.

HOURS OF DEPARTURE AND TIME TABLE.

DOWN TRAINS.

Stations.	Hours of Departure. a.m.	a.m.	p.m.	p.m.
London	9 30	11 30	1 30	5 30
Croydon	10 0	12 0	2 0	6 0
*Godstone road	10 10	12 10	2 10	6 10
*Stoat's Nest	10 14	12 14	2 14	6 14
*Merstham	10 30	12 30	2 30	6 30
Red hill	10 36	12 36	2 36	6 36
Horley	10 48	12 48	2 48	6 45
Three Bridges	11 0	1 0	3 0	7 0
*Balcombe	11 16	1 16	3 16	7 16
Hayward's-heath, Cuckfield	11 30	1 30	3 30	7 30
Thence by coach arriving at Brighton	1 30	3 30	5 30	9 30

UP TRAINS.

Stations.	Hours of Departure. a.m.	a.m.	p.m.	p.m.
Brighton	7 0	9 0	12 30	5 30
By coach to Hayward's-heath, Cuckfield	9 0	11 0	2 30	7 30
*Balcombe	9 14	11 14	2 44	7 44
Three Bridges	9 28	11 28	2 58	7 58
Horley	9 40	11 40	3 10	8 10
Red hill	9 55	11 55	3 25	8 25
*Merstham	10 2	12 2	3 32	8 32
*Stoat's Nest	10 16	12 16	3 46	8 46
*Godstone-road	10 20	12 20	3 50	8 50
Croydon	10 28	12 28	3 58	8 58
Arriving at London	11 0	1 0	4 30	9 30

The Trains will only stop at the Stations marked thus (*) when required for putting down or taking up.

SUNDAY TRAINS.

DOWN TRAINS.

Stations.	Hours. a. m.	p m.	p.m.
London	8 30	2 0	5 30
Croydon	9 0	2 30	6 0
*Godstone-road	9 10	2 40	6 10
*Stoat's Nest	9 14	2 44	6 14
*Merstham	9 30	3 0	6 30
Red-hill	9 36	3 6	6 36
Horley	9 48	3 18	6 48
Three Bridges	10 0	——	7 0
*Balcombe	10 16	——	7 16
Hayward's heath	10 30	——	7 30
Arriving at Brighton	12 30	——	9 30

UP TRAINS.

Brighton	8 0	5 0	——
Hayward's heath	10 0	7 0	——
*Balcombe	10 14	7 14	——
Three Bridges	10 28	7 28	——
Horley	10 40	7 40	6 30
Red hill	10 55	7 55	6 45
*Merstham	11 2	8 2	6 52
*Stoat's Nest	11 16	8 16	7 6
*Godstone-road	11 20	8 20	7 10
Croydon	11 28	8 28	7 18
Arriving at London	12 0	9 0	7 50

The train which leaves London at two p.m. goes no further than Horley, from whence the return train will start at half-past six, p.m.

FARES.

C London to—	1st Class. 2s. 0d.	2nd Class. 1s 6d.
C Croydon	2 8	2 0
Godstone-road	3 0	2 4
Stoat's Nest	4 6	3 4
Merstham	5 0	3 8
Red hill	6 4	4 8
Horley	7 4	5 6
Three Bridges	8 6	6 4
Balcombe	10 0	7 6
C Hayward's-heath, Cuckfield	10 0	7 6
Per Coach to Brighton	15 0	11 0
Brighton to—		
Balcombe	6 6	4 8
Three Bridges	7 8	5 6
Horley	8 8	6 4
Red hill	10 0	7 4
Merstham	10 6	7 8
Stoat's Nest	12 0	8 8
Godstone-road	12 4	9 0
Croydon	13 0	9 6
London	15 0	11 0

Children under Ten years of age Half-price.

Passengers will not be conveyed from Brighton to Hayward's Heath, unless proceeding from thence by the trains.

Horses and Carriages being at the stations marked (C) a quarter of an hour before the time specified for the departure of a train, will be conveyed on this railway at—

For four wheel carriage	£0 15
For two wheel ditto	0 12
For one horse	0 14
For two horses	1 6
For three ditto	1 10

A train will leave Croydon for London at 8 30 a. m. and London for Croydon at 10 30 p. m.

In order to insure the certainty of conveyance throughout to Brighton, passengers must book their places the day previous at either of the under-mentioned booking offices—Griffin's, Oxford-street, Green Man and Still, Hatchett's, Piccadilly; 41, Regent-circus, Spread Eagle, ditto, Golden Cross, Charing Cross; George and Blue Boar, Holborn; Old Bell, Holborn; White Horse, Fetter-lane; Cross Keys, Wood-street; Spread Eagle, Gracechurch-street; or at the station, London-bridge; at all of which places parcels may also be booked.

Parties requiring post horses to meet them at Hayward's-heath on the journey down, or at Croydon or London on the journey up, are requested to signify the same on the previous day.

No fees are allowed to be taken by any servant of the Company on the line of railway, or any coachmen, guards, or porters on the road between Hayward's-heath and Brighton; and the passengers are requested to assist the Directors in enforcing this regulation, as any servant of the Company accepting any fee or gratuity will be immediately dismissed.

By Order,

THOMAS WOOD, Sec.

10, Angel-court, Throgmorton-street, July 3, 1841.

LONDON AND BIRMINGHAM RAILWAY.

—NOTICE is hereby given, That the Books in which Transfers of Shares of this Company are registered, will be closed from Friday, the 30th of July, to Saturday, the 14th of August, 1841, inclusive.

By Order,

R. CREED, Secretary.

Office, Euston Station,
9th July, 1841.

LONDON AND BIRMINGHAM RAILWAY.

—NOTICE is hereby given, That the August Half-Yearly General Meeting of the Court of Proprietors of the London and Birmingham Railway Company will be held in London, at the Euston Hotel, Euston Station, on Friday, the 13th of August next, at Eleven o'Clock in the forenoon. The Chair to be taken at Twelve o'Clock precisely.

GEORGE CARR GLYNN, Chairman,
JOSEPH F. LEDSAM,
Deputy Chairman of the Board of Directors.

By Order,

RICHARD CREED, Secretary.

July 9th, 1841.

ROYAL AGRICULTURAL MEETING, LIVERPOOL.

—Persons desirous of attending the proposed meeting, or of forwarding cattle or agricultural implements to the show, by Railway, are requested to send the earliest intimation of their intention to the Secretary of the London and Birmingham Railway, Euston Station, London, for places situated on the line between London and Birmingham, and to the Secretary of the Grand Junction Railway Company, Liverpool, for places situated between Birmingham and Liverpool.

And all such persons will be pleased to give full information as to the extent of accommodation required, with the intended time and place of departure, that due provision may be made for the same in the order of application, the earliest applicants being entitled to the preference.

By Order of the respective Boards.

5th July, 1841.

PARISIAN BITUMEN PAVING COMPANY,

MILL WALL, POPLAR.—The Directors of this Company take the earliest opportunity of returning their best thanks, on behalf of the Shareholders and themselves, to their friends and neighbours for the assistance rendered by them on the occasion of the fire which took place at their works on the morning of Monday last; they are at the same time happy to state that a large quantity of their Bitumen being uninjured, they are enabled to undertake work to any extent as heretofore at the following prices:—

	s. d.
Covering viaducts, arches of railways, &c., per square yards, 1¼ inch thick	4 6
Paving pathways, kitchen cellars, granaries, malt-houses, warehouses, &c., 1¼ inch thick	4 6
Paving barns, court-yards, tun rooms, wharfs, stables, &c., 2 inches thick	5 6
Paving garden walks, &c., ¾ inch thick	3 6

The above charges include the cost of carriage within three miles of the works, beyond that distance the additional cost must be borne by the parties by whom the work is required.

WM. MACKENZIE.

ANTI DRY ROT COMPANY. — KYAN'S PATENT.

—It having been widely circulated to the prejudice of this Company, that some of the Kyanised Timber used by the direction of Mr. Barry, in the College of Surgeons, Lincoln's Inn Fields, in 1835, had shown symptoms of decay, Messrs. Pearse and Guerrier, the respectable builders in Holborn, were requested to inspect the building, and ascertain the state of the timber, and they have since delivered the following

REPORT.

In reply to your inquiry of the 22nd instant, we beg to say, with the most perfect confidence—that there is no appearance whatever of dry rot in any part of the College of Surgeons, in Lincoln's Inn Fields. The Kyanised timber was but partially used in that building by Mr. Barry's direction, and that principally in the Theatre and Museums, but no part of the deals used in the joiner's work was prepared by Kyan's Patent, except the flooring of the Theatre, and that appears to stand better than any of the other floors, and although we used some of the greenest deals in our stock, the floors shrunk less than those that had been seasoned for several years; therefore we are quite satisfied that the report you allude to is a false one.

PEARSE and GUERRIER.
261, High Holborn.

24th June, 1841.

SOUTHAMPTON DOCK COMPANY.—

TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are prepared to receive Tenders for the Loan of Money, to be secured upon Mortgage of the undertaking, and of the Rates and Tolls arising therefrom, under the provisions of the Company's Act of Parliament, in sums of not less than £200, and for the terms of 3, 5, or 7 years, on interest at the rate of £5 per cent. per annum, to be paid half-yearly at the banking-house of Messrs. Williams, Deacon, & Co., London. The Tenders are to specify the sums, and the term of years for which the same are proposed to be lent, and are to be addressed to the Secretary, at the Company's Offices, No. 19, Bishopsgate-street Within, London.

By order of the Court of Directors,

GEO. SAINTSBURY, Secretary.

Southampton Dock Office,
19, Bishopsgate Within, June 3rd.

SOUTHAMPTON DOCKS.—NOTICE is hereby

given, That the Half-Yearly Interest, computed to the 30th ultimo, at the rate of £4 per cent. per annum, on the capital of the Company actually paid up, will (pursuant to the Act of Incorporation,) be paid to the Proprietors, at this office, on and after Saturday, the 10th instant, between the hours of 12 and 3 o'clock.

The Directors avail themselves of this opportunity to acquaint the Proprietors at a distance, that the works of the Tidal Dock proceed with unremitted energy. The number of men now employed exceed 1,700, with steam and horse power in proportion; and all requisite means are using to accomplish the opening of the dock this autumn.

By order of the Court of Directors.

GEO. SAINTSBURY, Secretary.

19, Bishopsgate-street Within, London, July 1, 1841.

LLANELLY RAILWAY AND DOCK COMPANY, 59, Old Broad-street, London, June 26, 1841.—

The Committee of Management of the Llanelly Railway and Dock Company give notice, that, pursuant to the powers of the Act of Parliament in that behalf, they do hereby make a CALL of £5 per share on each share subscribed for, or held by the several proprietors of stock in the above undertaking; and such call is to be paid to Messrs. Cocks, Biddulph, and Co., bankers, 43, Charing-cross, London, to the credit of the Company, on or before Thursday, the 15th of July next.

By order,

JOHN BIGG, Secretary.

THE THAMES TUNNEL IS OPEN DAILY,

(Sunday excepted), from Nine o'Clock in the morning until dusk. Entrance is on the Surrey side of the river, close to Rotherhithe Church. The Tunnel is lighted with Gas, and visitors can walk up to the Shield, now advanced under the Company's wharf, at Wapping, and which can be exhibited only a short time longer, owing to the junction of the Tunnel with the shaft at Wapping having been made. Admittance One Shilling each.

J. CHARLIER, Clerk to the Company.

Company's Office, Walbrook-buildings,
Walbrook, July, 1841.

N.B. Conveyances to Rotherhithe, by Omnibus, from Piccadilly, Charing Cross, Fleet street, and Gracechurch-street. And by Steam Boats from Chelsea, Vauxhall, Lambeth, Hungerford, Old Shades Pier and London Bridge, to the Tunnel Pier at Wapping. Books, with plates descriptive of the works, are sold at the Tunnel, price One Shilling.

SPECIFICATIONS OF RECENT PATENTS.

The MECHANICS' MAGAZINE, No. 935, published this day, price 3d., contains abstracts of the following recent patents:—Von Rathen's, for certain improvements in fire-grates, and in parts connected therewith for furnaces for heating liquids; Jones's, for certain improvements in carding engines, for carding wool or other fibrous substances; Coles's, for improvements in making or manufacturing tanks and other vessels, of slate, stone, marble, and other materials, and in fitting and fastening such materials together; Baillie's, for improvements in locks and the fixings or fastenings belonging thereto; Mackelcan and Murdoch's, for certain improvements of, or belonging to, tables, a portion of which is applicable to other articles of furniture; Newton's, for certain improvements in looms for weaving.

Also, descriptions, with engravings, of Mr. T. Burstall's patent re-acting steam-engine; Proposition in projection; Electrotype aeal copying process; Performances of the Cornish steam-engines; Pilbrow's condensing cylinder steam-engine; the Thames steamers; Improvements in pianofortes; Galvanic plant protector; Question in mechanical geometry proposed; Statement of the performances of the locomotive engine *Hutchens and Harrison*, on the Philadelphia and Reading Railway; Mine ventilation.

Mechanics' Magazine, Vol. 34, illustrated with nearly two hundred engravings, is now ready, price eight shillings, in boards.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

*** Intending Patentees, or Patentees of unspecified inventions, may have every needful information and assistance on moderate terms, by application to the office of this journal; where also may be consulted the only complete Registry extant, of patents from the earliest period, (A. D. 1617,) to the present time.

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DUBLIN AND KINGSTOWN RAILWAY.—SALT-HILL HOTEL and TAVERN, Kingstown. The Directors of the Dublin and Kingstown Railway Company are prepared to treat with parties willing to become Tenants to the above-named Establishment, the property of the Company, situated near the Kingstown Terminus, commanding extensive views of the Bay of Dublin and the surrounding scenery, and convenient to sea bathing.

The house at present is fitted up principally as a first-rate tavern, containing two great public rooms, 50 feet long by 22 feet wide, besides other good-sized dining and reception rooms. There are also a few sleeping and sitting rooms. Plans have been prepared for an addition to the hotel department, which could be erected for £4,000, and which, when completed, would afford an additional accommodation of 26 rooms. The establishment would then consist of the great rooms already mentioned, 23 bed-rooms, and seven or eight dining and reception rooms, with bath rooms, closets, and all other suitable accommodation. The Directors of the Company will treat on very liberal terms with any person proposing to become tenant who would be willing to invest the sum necessary for the erection of the proposed addition, and who would be qualified to conduct such an establishment in superior style.

Communications to be addressed to the Directors, at the Company's office, No. 48, Westland-row, in the city of Dublin.

PROSPECTUS OF THE MEERBROOK SOUGH COMPANY, incorporated under an Act of Parliament passed in the 4th Victoria.

CAPITAL—£20,000, in 400 Shares of £50 each. Deposit of £2 10s. 0d. per Share.

DIRECTORS.

Francis Hurt, Esq., M. P.	Richard Hurt, Esq.
The Rev. Philip Gell.	The Rev. John Wolley,
Charles Hurt, Esq.	J. H. Pidcock, Esq.

BANKERS.

Messrs. Arkwright and Co., Wirksworth.

The object of the present Company is to carry forward the Meer Brook Sough, a work which commenced in the year 1772, for the purpose of draining the extensive and rich mineral field of Wirksworth, in the county of Derby; and also for working the several mines connected therewith. The Sough has already been driven a distance of two miles, or thereabouts, from the river Derwent to within a short distance of the ancient mineral field. When it shall have been driven a short distance further, there is every expectation of affording relief to the mines within the valley, which are known to contain large and valuable quantities of lead ore. In these works have already been expended £30,000 by the present Proprietors, and those they represent, to whom, under the provisions of the Act, 240 shares have been allotted, leaving 160 shares to be now disposed of.

By the Act, the Company are empowered to receive as compensation a certain portion of the Ore obtained from every mine relieved from water by aid of the Sough, not exceeding one-sixth, a proportion which leads to the expectation of affording a large and ample remuneration to the Company for their capital employed. In addition to this, it is also confidently expected the Company in the progress of the Sough will meet with valuable veins of Lead Ore, which they will be entitled to work, and which, according to the report of experienced miners, will be a considerable, if not the most important, portion of their revenue.

To those who are unacquainted with the local situation of Wirksworth and its neighbourhood, it may be proper to mention that the mines are numerous, and were profitably worked down to their present level about sixty years ago. They have since that period been lying dormant, in consequence of being inundated with water, and without the possibility of relief, except by aid of this Sough, the progress of which has been for many years impeded by legal objections, now entirely removed.

The works are by the Act required to be conducted under a Directorship of six proprietors, to be chosen annually by the proprietors at large; no person who is not possessed of five shares can be a Director. The Company being incorporated, no Shareholder can be held responsible beyond the extent of his share in the capital not paid up; the calls per Share are not to exceed £5, and to be made at intervals at not less than three months, of which twenty-one days' notice is to be given.

Applications for shares to be made to Messrs. Simpson and Frear, Solicitors, Derby; or P. Hubbersty, Esq., Solicitor, Wirksworth, on or before the 12th day of July next, after which the Directors will proceed to allot them.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—TENDER FOR LOANS ON DEBENTURES.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than £200 for terms of four, six, or ten years, on interest at the rate of five per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester. A limited sum only is required.

By order of the Board of Directors,
A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of £17,000 per annum, payable half yearly, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this Company.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill-wall, Poplar; and also of the following Agents:—

Robertson and Co., 12, Goree Piazzas	Liverpool,
Mathias Dunn	Newcastle-upon Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.
John M. Beatts, 14, Clement's-lane, High-street,	Dundee.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS—In connection with the above lines of railway, places can be secured by Mails to

Edinburgh,	Stratford-on-Avon,	Shrewsbury,
Holyhead,	Carlisle,	Lichfield,
Newcastle-on-Tyne,	Bangor,	Brackley,
Banbury,	Leamington,	Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 5 miles) including the driver, 10s. 6d. each pair.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

TO RAILWAY AND MINING COMPANIES, ENGINEERS, AND OTHERS.—Mr. R. K. DAVIS respectfully announces, that he has received instructions to submit to Unreserved Sale by PUBLIC AUCTION, on Friday, 23rd July, at 12 o'Clock, at the Mart, Four Locomotive Engines and Three Tenders, adapted to the common Guage, manufactured by Messrs. Braithwaite, Milner, & Co. upon Berry's Principle, similar to the Engines in use on the London and Birmingham Railway; also a quantity of New Boiler Tubes and other requisite Materials for Repairs. They are now lying at the Marble Crane Wharf, St. Katherine's Dock, having lately arrived from the Continent, where they have been in use a short time, and are not for sale on account of any defect in their construction, but in consequence of the Company to which they belong ceasing their operations.

May be viewed Seven Days preceding the Sale, and Catalogues obtained of Mr. R. K. Davis, Auctioneer, 68, Mark Lane.

RANKIN'S PATENT WOOD PAVEMENT.—TO PAVIERS AND OTHERS.—Country Licences for the use of this invention may be obtained on application to Messrs. Millard and Adams, Cordwainers'-hall, London.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

FLEETWOOD DOCKS.—PRESTON AND WYRE RAILWAY, HARBOUR, AND DOCK COMPANY.—Incorporated by Act of Parliament.—Issue of Shares (bearing £5 per Cent. Interest) for making Docks, &c.

The Railway having now established itself as a good Investment, with profitable and daily-increasing returns, and the Harbour Works being in a state of great forwardness, the Directors have determined at once to issue a portion of the remaining 4,000 £50 Shares for the formation of Docks and other Works, which the daily-increasing commercial traffic of the port shows will not only be a lucrative investment in itself, but must materially enhance the returns both of the Railway and Harbour.

The mode the Directors propose to pursue in the issue of new Shares will be to require only a payment of £5 per Share on each of these new £50 Shares on their first appropriation, with a further call of £5 per Share every three months, till the whole £50 is paid; such calls to carry interest at the rate of £5 per cent. per annum payable half-yearly, until the whole of the calls are paid, the holders of such new Shares having the privilege at any time by paying up their Shares in full, to come in and participate in the dividends with the old shareholders in lieu of such interest, and as soon as they shall have paid up all their calls, to elect whether they will take such dividends, or continue to receive a priority of interest at £5 per cent. per annum out of the profits of the Company.

As the Railway is now paying a fair profit, which profit it may be confidently expected will be steadily and regularly increased, and the calls on such new shares are spread over a space of two years and a quarter, the present arrangement offers an unusual and most important mode of investment, at once securing to the holders £5 per cent. on their money, with an opportunity of receiving the dividends in lieu thereof, whenever those dividends shall exceed the amount of the interest.

Applications for Shares, to be made at the Company's Offices at Fleetwood on Wyre, Lancashire, and No. 11, King William-street, London, on or before the 20th day of July next.

By order of the Directors,
JOHN POWER, Secretary.

23rd June, 1841.

THE LONDON AND BLACKWALL RAILWAY COMPANY.—NOTICE is hereby given, That a SPECIAL GENERAL MEETING of this COMPANY will be held at the London Tavern, Bishopsgate-street, in the City of London, on Friday, the 16th day of July inst., at Eleven for Twelve o'clock precisely, to consider and determine on the Raising of the Additional Capital and Moneys, which, by the Act of Parliament of the 4th Victoria, cap. 12. the said Company are empowered to raise by the issue of new shares, and by mortgage or bond; and to determine whether the amount which the Company are thereby empowered to borrow on mortgage or bond shall be raised in that manner, or by creating new shares, or partly by one and partly by the other mode, and to authorise the Directors of the said Company in that behalf.

WILLIAM ROUTH,
Chairman of the said Company.

Dated this 1st day of July, 1841.

ON SALE.—TWO LOCOMOTIVE ENGINES FOR RAILWAYS, 4 feet 8½ inches gauge; large copper fire-box, and 120 brass tubes, 2 inches diameter, driving wheels, 5 feet 6 inches diameter, and two pairs carrier-wheels, 4 feet diameter, 13-inch cylinders, and 18 inch stroke. Made by one of the first makers in Lancashire, perfectly new, and could be delivered immediately.

For further particulars, apply to Joseph Johnson, Iron Merchant, &c., Canning Chambers, Liverpool.

Liverpool, July 8th.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet street, Middlesex.—Saturday, July 10, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 185. Vol. IV.—No. 29.] SATURDAY, JULY 17, 1841. [Price, 6d.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

NORTH MIDLAND RAILWAY.—THIRD SHARES.—SECOND CALL OF £5 PER SHARE. Notice is hereby given, That in pursuance of a resolution of the Board of Directors, the Proprietors of Shares in this Company are hereby required to pay a Second Instalment of £5 on each of their respective Shares, on or before Friday, the 30th day of July, to any of the undermentioned Bankers.

Interest at £5 per cent. per annum will be charged on all such sums as remain unpaid after the day above appointed.

London—Messrs. Glyn and Co.; or at the office of the Railway Company, 6, Warnford-court, Throgmorton-street.
Leeds—Messrs. Becket and Co.
Derby—Messrs. Crompton, Newton, and Co.
Liverpool—The Bank of Liverpool.
Manchester—The Union Bank of Manchester.

By order,

G. C. GLYN, Chairman.
H. PATTESON, Secretary.

Offices, 6, Warnford-court, Throgmorton-street, London, July 5, 1841

CROYDON RAILWAY—SUNDAY TRAINS.—On and after the 4th of July, the SUNDAY TRAINS will start as under:—

From London, in the Morning.
5 minutes past 9 o'clock.
5 minutes past 10 o'clock.

From Croydon in the Morning.
5 minutes past 8 o'clock.
5 minutes past 9 o'clock.
5 minutes past 10 o'clock.

In the Afternoon, from both London and Croydon, at 10 minutes before 2, 20 minutes after 2, and 10 minutes before and 20 minutes after every succeeding hour, until 20 minutes past 9 o'clock.

Fares from New Cross to Croydon.

First Class	1s. 0d.
Second Class	0 9
Third Class	0 6

Omnibuses leave the British Booking office, Cockspur-street, Charing-cross, proceeding over Westminster Bridge to the Elephant and Castle, by the Kent Road, to the New Cross Station daily (including Sundays)—morning at 25 minutes past 8 and 25 minutes past 9, afternoon at 20 minutes before 4 and 20 minutes before 5 o'clock, to meet the trains from London to Croydon, and start from New Cross Station for Charing-cross, in the morning on the arrival of the 8 minutes past 9 and 5 minutes past 10 o'clock trains, and in the afternoon on the arrival of the 20 minutes past 4 and 20 minutes past 5 o'clock trains, from Croydon. Fares—inside 9d., outside 6d.

RIBBLE NAVIGATION.—Notice is hereby given, That the Half-yearly General Meeting of the Ribble Navigation Company will be held at their Office, Chapel Walks, in Preston, in the county of Lancaster, on Thursday, the 22d day of July instant, at 11 o'clock in the forenoon.

RICH. PILKINGTON, Sec. to the said Company.

Preston, Ribble Navigation Office, 17th June, 1841.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

In one handsome 4to volume, with 17 splendidly-executed Engravings, including a Railway Map of the United Kingdom; Price £1 11s. 6d.;

THE RAILWAYS OF GREAT BRITAIN AND IRELAND, practically described and Illustrated by FRANCIS WHISHAW, Civil Engineer, M. Inst. C. E.

"This is one of the most striking and valuable works that have lately issued from the Press; the author handles his subject in that masterly style which proves his perfect acquaintance with the matters upon which he treats."—*Bath Chronicle.*

"Mr. Whishaw is a discriminating statistician, and has a thorough acquaintance with his subject."—*Athenæum.*

"No railway capitalist who studies his own interest will remain long without it; it is a work of immense labour and research, rich in original and authentic information, and embellished to profusion with splendid Engravings."—*Railway Times.*

"A faithful record of the rise and progress of the greatest modern result of the genius of man."—*Polytechnic Journal.*

"The completest view of railway statistics yet produced."—*Morning Chronicle.*

"A complete history of all the railways in the United Kingdom."—*Liverpool Mercury.*

"Full of sound practical information, derived from the fountain head itself."—*Observer.*

"A more complete and satisfactory account of the Railway System of Great Britain could scarcely be devised."—*Courier.*

"Here the practised engineering skill of the author manifests itself"—*Manchester Courier.*

"It may be looked upon as a rare and precious acquisition to the practically scientific literature of the country."—*Manchester Times.*

"It is not the mere opinion of a theoretic man, but the result of a practical and talented engineer."—*Plymouth Herald.*

"Such a work, the product of a practical man, is clearly entitled to the distinctive term 'national.'"—*Hereford Journal.*

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"Developing a depth of principle, and a breadth and variety of details of well-digested facts, which nothing in the history of railways at home or abroad can possibly rival, far less surpass."—*Dumfries Times.*

London: Simpkin, Marshall, and Co.

NEW STEINE HOTEL, opposite the Chain Pier, Brighton.—S. BACON, having entered upon the above Hotel, begs leave to apprise the Nobility and Gentry he has considerably extended and improved its accommodations. The Coffee-room with a commanding sea view, has been much enlarged. The apartments are convenient and elegant; the bed-rooms, spacious and airy, presenting every comfort for families and gentlemen; and by uniting a superior style of attention with moderate charges, hopes to receive those favours which will ever be his study to merit.

N.B. Excellent Stabling, Coach-houses, &c.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is Invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

TAFF VALE RAILWAY.—CALL OF £2 10s. PER SHARE ON QUARTER SHARES.—The Directors of the Taff Vale Railway Company acting under the provisions of their Acts of Parliament, hereby give notice, that the Proprietors of Quarter Shares are requested to pay on or before the 26th day of July, 1841, to any of the undermentioned Bankers, the sum of £2 10s. on each of their respective Shares.

London—Messrs. Glyn, Halifax, Mills, and Co.
Bristol—West of England and South Wales District Bank.
Cardiff—Ditto ditto.
Merthyr—Ditto ditto; Messrs. Wilkins and Co.

By order of the Board of Directors,

JOSEPH BALL, Secretary.

Railway Office, Cardiff, July 2nd, 1841.

EDINBURGH AND GLASGOW RAILWAY.—NINTH CALL OF £5 PER SHARE.—Notice is hereby given, that in pursuance of a Resolution of the Board of Directors, passed in terms of the Act of Incorporation, the Proprietors of Shares in this Company are hereby required to pay a further instalment of £5 per Share (making £45 per Share paid up), on or before Friday, the 30th day of July current, to any of the undermentioned Bankers:—

Glasgow—The Glasgow Union Banking Company.
Edinburgh—The National Bank of Scotland.
Do. —The Western Bank of Scotland.
Liverpool—The Bank of Liverpool.
Manchester—Messrs. Wm. Jones, Lovds & Co.
London—Messrs. Glyn, Halifax, Mills & Co.

Interest at the rate of 5 per cent. per annum will be charged on all such sums as remain unpaid after the date above appointed.

By order of the Directors,

JOHN LEADBETTER, Chairman.

Edinburgh and Glasgow Railway Head Office, 7, North Queen-street, Glasgow, 5th July, 1841.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times

NORTH KENT RAILWAY, FROM GRAVESEND TO ROCHESTER.—CAPITAL, £300,000 in 15,000 Shares of £20 each; deposit, £2 10s. per Share.

Prospectuses may be obtained and applications for Shares made at the Company's Office, 42, Lombard-street, until the 4th of August next.

GEORGE WALTER, Chief Superintendent.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page* 719).

593. Mr. Labouchere—You have a large establishment of police upon the Great Western Railway?—I do not know what it may be, compared with other lines; I should think not so large as upon the London and Birmingham.

594. Do you happen to know what is the number of police upon the Great Western Railway as compared with the number of miles; how many policemen per mile?—It averages about one and a half to a mile, including all the policemen at the stations. But with respect to the number on the line, I cannot state the average; it varies considerably at different parts of the line. Between Maidenhead and Twyford, a distance of seven miles and a half, there are only two; it is a cutting in chalk.

595. Sir John Guest—Must not every station where passengers are received and let out, have at least one policeman?—Several.

596. Sir R. Peel—The number of policemen employed upon the line varies very materially at different parts?—Yes.

597. The determination of the number upon the several parts of the line depends upon local knowledge?—Yes.

598. It would be impossible for any person not having practical experience of the daily working of the line, to determine whether it was right to have two policemen upon a certain mile of the road, or ten; but that must depend upon daily observation of the working of the line?—Entirely; and I can assert most positively, that it would be impossible for Sir Frederic Smith, with whom I have had the pleasure frequently of going along the line, and who would see things as quickly as anybody, after spending even a month upon our line, to state at all correctly the number of police which ought to be employed at the different parts respectively. He must know the frequency of footpaths, and of roads, and the probability of sheep or cattle, or other things being in that district: and a great variety of circumstances which it is impossible for any person merely looking on to learn.

599. Mr. Labouchere—Without forming any very accurate estimate upon a point of that sort, suppose that a railway had very much reduced its establishment of policemen, to a degree which was obviously inconsistent with the public safety; do you think it would be impossible for Sir Frederic Smith, upon hearing complaints of such a state of things, to be able to ascertain whether those complaints were founded in truth?—I believe it would be impossible for him to ascertain it with anything like a probability of doing justice to the parties. And one of the great errors into which you have fallen, and into which the officers you have appointed have fallen, is this; in supposing that, with all your desire to watch the public safety, you can have anything like the desire that we have, anything approaching the deep feeling of interest that the Companies have, I mean with reference to their pockets, in doing everything which their particular circumstances require, and which their particular means enable them to do; because you must have reference to the quantity of traffic upon the line. I am quite sure that nothing on your part can approach to the feeling of interest that the Companies feel even in that particular department of providing for the public safety. Their all, their daily bread, depends entirely upon their not only carrying the public without accident, but upon their carrying them without their being afraid of accident; and a great deal of mischief has been done to the Companies, not by what is really public feeling against us, for I doubt its existence, but by that which is called public feeling, by the great attention which has been drawn to our accidents by the newspapers. And depend upon it, their interest to provide for the real safety, as well as the apparent safety, of the public, is infinitely more powerful and effective than any watchfulness, however great it may be, of any officers you can appoint. But with respect to the police, I am quite sure that long before you would find it reduced to such a state that you would interfere, the Company would have found that it was not their interest to reduce it.

600. Sir Robert Peel—You say that really useful discoveries for preventing accidents, or improving the mode of communication can only be made by persons of practical experience in the working of railways, founded on daily observation; but you do find, from time to time, opportunities of making those improvements?—Daily.

601. And after having tested them for a certain time by daily observation, you then adopt them with perfect confidence of their success?—Yes.

602. Then do not you think that there would be a great advantage with respect to that class of improvements of the success of which you are perfectly certain, in a public officer being enabled to communicate those improvements to other railways, to the Manager of which they might not have occurred?—I think, on the contrary, that would exactly be the course that would prevent improvement in the first place; because by the time any improvement has been sufficiently tested to enable that officer to recommend it to another Company, depend upon it that improvement is also itself about to be improved upon, and is about to be thrown aside by some other person making a further improvement.

603. You have stated that upon the Great Western Railway you have found, by experience, that the flange of the wheel should not touch the guard-rail; that the leaving a small interval between the wheel and the rail is of advantage and adds to the security; now, with respect to that particular improvement, supposing that may not have occurred to the Managers of other railways, and that Sir Frederic Smith, acting under the directions of the Board of Trade, being satisfied that it was an improvement, had the opportunity of calling the attention of other railways to this improvement, which has been so tested by actual experience, and of recommending their adoption of it, would not there be an advantage in a public officer so calling the attention of other railways to an improvement of that kind made by your officers, the advantage of which had been tested by daily observation and actual experience?—I believe, as I stated at the outset, that a central or third party, who would suggest to other Railway Companies what was going on on other railways, might possibly be (though I doubt it) of use; but the very case referred to, if it went at all beyond suggestion, and if there were any power of direction, would be most injurious, and I will state why. Sir Frederic Smith might not be aware—I believe he would be in this particular case aware—but he possibly might not be aware, that the guard-rails and other things are different upon other railways from ours, and that the same thing does not apply in other cases; and as a different route is followed by other parties in obtaining the same end, the endeavouring to introduce this modification, which is advantageously introduced with us, into others, might lead to mischief, and would have a very bad effect. The consequence would be, that instead of all the different engineers, and all the different parties engaged in railways, seeking for improvement by various routes, and therefore more likely to arrive at it, would be all confined to one; as soon as one thing was apparently successful, they would be calling the others' attention to it, and indirectly requiring them to adopt it, because it would be rather awkward to refuse to follow a suggestion strongly pressed upon us from such a quarter. The consequence of that would be a complete stoppage of improvement upon that particular point; and I will give a case that occurs to me. In fact, in almost every branch of railway machinery you may see that that case would arise. Originally, in the recollection of everybody, we had cast-iron carriage wheels. An improvement upon those was carriage wheels made very much like common carriage wheels, with wooden spokes and cast-iron fellies. After that we had cast-iron wheels with wrought-iron tires; and after that we had wrought-iron wheels. Now, suppose that in the year 1830 or 1831, when the Manchester and Liverpool Railway was first running their trains, there had been a central Board, other railways were then just starting, I think there is no doubt that the central Board would have been bound to recommend to other railways to adopt the wooden spokes and the cast-iron fellies on their lines, and you would have had 300,000*l.* or 400,000*l.* invested in wooden wheels. The general feeling in the country would have been, that the Board of Trade considered wood preferable, and all the inventors would have been at work with wooden wheels, and we should now have been ten years behind what we actually are, till probably some serious accident had occurred, such as setting on blaze the whole of a train. For those wheels were found to have this defect among others, that they caught up the ashes of the engine, which stuck to the spokes and set the wheel on fire. Some dreadful accident of that kind would have occurred, and then they would have issued a regulation that we must go to wrought-iron wheels; and in the year 1840 we should have jumped from wood to wrought-iron, and those would have been of no better construction than they were in the year 1830. Instead of that, one company started with wood, another started with cast-iron, then another tried wrought-iron, and we have now got to this improved wheel, which, however, is still bad compared with what it might be.

604. You were understood to say, that experience has shewn that there was an actual positive advantage which had not been foreseen, in not bringing a certain part of the wheel in contact with a certain part of the rail, but allowing an interval; do not you think that that depends upon some mechanical principle applicable to all railways, and is not confined to the case of your particular railway?—I must say that, although I ought to be well acquainted with the subject, I would not lay down such a general rule. It is not a mechanical principle; it is a defect that we discovered, that in running on the railway our wheels struck the guard-rails, and we found it better to keep them further apart. It may so happen, that upon a railway differently laid, it may be better to let the wheel strike the guard-rail than to have a wide guard-rail; and I would not pretend to lay down for another railway that it is better to avoid striking the guard-rail. We are obliged to keep the guard-rail pretty close, otherwise the wheels would not be kept on at a turning of the line; and I think it possible that cases may arise where it is better to incur the evil consequences of this little blow on the guard-rail, rather than to have a wide guard-rail.

605. Lord Granville Somerset—In case of curves?—Yes; in case of curves you are obliged to keep this guard-rail very close.

606. Sir John Guest—Suppose the railway company were bound by the Board of Trade to make them a little tighter, would not that increase the danger of their getting over the rail?—Yes, it might injure the line.

607. Suppose you were bound to make it looser, might not that endanger the getting off the line?—Yes.

608. Mr. Easthope—You have not ascertained the principle of the improvement so clearly as to be able to say where it applies and where it would not apply. Although you know that it does apply upon your own specific railway, you are in doubt about the general application of the principle as a measure of improvement?—It is not a principle, and there is the great error which I think is fallen into, in supposing that there is a want of certain principles being laid down; they have been long since learnt, and almost forgotten by us. It is a multitude of little details which do not consist of principles at all, but practical results. We find that the striking the guard-rails does us harm, and that the widening of the guard-rail does not do us so much harm.

609. Must not that be consequent upon some principle?—The principle is, that we know the wheel is injured by a blow; we find that the wheels are injured by blows, and we find that that is more injurious than having the guard-rail wide.

610. Sir R. Peel—Do you think that the leaving an interval between the wheel and the guard-rail tends to prevent the engine being thrown off the line?—I think it tends to prevent the engine being thrown off the line.

611. Do you build every new engine upon this plan?—No; the engines were kept the same, and we altered the guard-rails.

612. Then this result applies to every engine that works upon the line?—Yes, they are all made at an exact gauge.

613. Upon all parts of the line?—Yes.

614. And without any failure upon any part; whether you go slow or quick it equally applies?—Yes.

615. Have you any reason to think that, supposing the rails of another line were at a less distance, the same result would not follow?—The same blow would be given; but upon one railway it will happen that it is better to incur the blows than to have the guard-rail wider, and in avoiding the blow, run the risk of running off the line. Again, the case will be attended by a different mode of laying the rails; a rail fixed upon chairs and upon blocks or sleepers would make a difference, as compared with our railway, so great that you could not properly apply any rule from the one to the other. I mentioned this particular point, but it is one of a million. I can hardly give an idea of the numerous little points of that sort which are gradually being modified.

616. Are not there twenty of the million which are capable of general application?—I do not think there are; they are not of sufficient importance; it is only by the multitude of them that they are important.

617. Mr. Easthope—Are the guard-rails applied throughout the whole of the line, or only at particular points?—Where there are switches, or any alteration in the direction of the rail.

618. Sir H. Verney—If you were Inspector-general

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you would not give any general regulation on this point?—Decidedly not.

619. Are the Committee to understand from your evidence generally, that you are of opinion that no efficient superintendence can be exercised by any officer appointed by a public Board?—Decidedly so.

620. It is not to your interest that some efficient superintendence should be exercised somewhere?—I cannot conceive why.

621. Would not it be for your interest to co-operate with an officer so appointed?—Unquestionably, if he were appointed, we must then make the best of what I should consider a bad arrangement.

622. You say, that an officer appointed by the Board of Trade could not efficiently superintend railways; but if he had your full and active co-operation and assistance, could not he then, with advantage, superintend railways?—I think he would be still worse than before, unless you suppose me perfect in every respect; I should of course instil into him all those views which suited my own particular objects; and I unhesitatingly say, that such must be the consequence of any such officer listening much to what any individual would state to him.

623. Mr. Labouchere—You think that there are no points of general application upon which regulations might with advantage be issued from a central authority, and made applicable to all railways?—I have never yet heard of one, nor can I conceive one.

624. For instance, take the case of buffer springs; are buffer springs now universally adopted on all railways to the extent to which you think they ought to be adopted, with reference to the public safety?—Certainly; with reference to the public safety, decidedly; sufficiently upon all that I know anything of.

625. Lord Granville Somerset—Will you state to what extent you think buffer springs ought to be used?—That will vary with every railway, according to the speed and the other arrangements of that railway; and it is impossible to lay down a general rule. That passenger carriages should as much as possible have buffers, of course is evident. But the very best carriage that we have on the Great Western, in which we spared neither expense nor contrivance to make it good, has not spring buffers.

626. Will you state why you have not put buffer springs to that carriage?—The advantage of reducing the weight of that carriage, and the general perfection of the carriage, because the arrangement of buffer springs cuts up the frame of the carriage a good deal, and you may make the frame stronger and simpler and lighter, by avoiding buffer springs. In that particular case, there were very good elastic hair buffers applied, and it would of course be used with other carriages that had buffer springs. I do not mean to say that a carriage is better without buffer springs than with, but I mean to say that there may be most excellent carriages made without them. You cannot apply a general rule, because on a railway where the stoppages are very frequent, with a great chance of collision, and where the number of carriages in a train is small, there buffer springs would be more desirable; but I do not know how any third party, with anything like justice, can draw a line, and say where buffer springs are to be adopted, and where not. There was a recommendation formerly made that buffer springs should be applied, for instance, to all waggons; and that recommendation is referred to in Sir Frederic Smith's Reports. By the stroke of a pen in that manner, an expense of 12,000*l.* or 15,000*l.* would be thrown upon the Great Western Company, to do what we, who really ought to know best, and who really have great interest in carrying on our trade safely, consider quite useless.

627. There are two questions, the one with reference to passengers, and the other with reference to goods; do you not conceive that buffer springs are an element of safety in the conveyance of passengers?—Unquestionably they are an element of safety.

628. Do you consider that every carriage which is in the habit of carrying passengers ought to be provided with buffer springs?—I do not think it would be wise or safe to make such a law. There are a great number of railways of a small class, where it is a great object to the public that passengers should be carried cheaply, and where if these expensive carriages were forced upon the Company, they could not any longer carry them cheaply; and without the buffer springs the passengers have got, at the expense of a penny a mile, an infinitely safer seat than a gentleman that rides upon the box of a stage coach. I believe it would be much more safe for all the passengers to sit with their backs to the engine, that I think would be more conducive to safety even than buffer springs; it would still more conduce to safety if you applied a cushion at the back; but I would not have a law passed that we are to carry third class passengers with cushions, and with the seats so arranged as that all the passengers should have their backs to the engine. They are now carried safer than the gentleman who rides on the outside of a stage coach.

629. Is not it rather a fearful thing that between the 7th of August, 1840, and the 25th of January, 1841, 29 persons have been killed, and 150 or 160 injured, by accidents upon railways?—It is very desirable to avoid such accidents, but I should think it very likely that the same number of people will have been drown by skating in Hyde Park or St. James's, in the same period.

630. Supposing there were any means by which persons skating in Hyde Park or St. James's Park could be prevented being drowned, if those means cost a little more money, would it be a sufficient answer to say that the adoption of those means would involve a little more expense?—It is a very awkward question to answer; but I will answer it honestly by saying, that in considering the question of safety, it must be regarded as a question of cost also. I know that that answer may be used to my prejudice, or to the prejudice of Railway Companies; but why does not Government subscribe largely to the Humane Society, and have a much larger force of men upon the Serpentine, or in the Regent's Park? A very little expense would do that, and a very little expense in stage coaches and in carriages, and in every other kind of conveyance which is used, would add considerably to the safety; it is all a question of comparative safety. We now carry them a great deal cheaper, and safer than they can go by any other conveyance. Compel us to put buffer springs; compel us to put cushions, which I think are more important for safety; compel us to make everybody sit with their backs to the engine, which would halve the number in a carriage, and we should be obliged to do it; but we could not do it at a 1*d.* a mile.

631. Sir R. Peel—In constructing third class carriages, would a provision that persons should sit with their backs to the engines have the effect of halving the number of persons carried?—Pretty nearly. The space that is necessary to be left for a person to pass in front of others sitting would be the whole space that is now left between the knees and between the seats, just as in the pews of a church. It would be very little more than half the number that would be carried, besides the necessity of weakening the carriage.

632. Sir John Guest—Do not they stand in third class carriages?—I am not speaking of the stand ups.

633. Sir H. Verney—Will you state to the Committee why it will be more dangerous for the Government officers to superintend railways in connexion and in co-operation with the Railway Companies themselves, than for the Government officers to do it alone?—I am not aware that I used the word dangerous, but I said more prejudicial. First of all you are supposing that which I do not consider would exist; if you put such a power as is proposed to be put into the hands of the officers of the Government, you must not flatter yourself that there would be that co-operation on the part of the Railway Companies that there is now. I should have no hesitation in repeating that I would endeavour, as far as regards any Company in which I am concerned, to do my best to carry out the views which might become the law; but we are but men after all, and it would be hopeless to expect that we should really and warmly co-operate with you in shackling ourselves; it is out of the question; you cannot suppose it. We shall probably, I hope, in a gentlemanly manner, answer questions that may be put, and give general information; but as to pointing out the defects in our own railway, we certainly shall not do that, and you would not wish us to point out the defects in our neighbours.

634. Why should it be considered as shackling you, all that the Railway Companies want is to carry the public in safety, and all that the Committee want is to carry the public in safety; why then should you consider that as shackling you, or as prejudicial to your interests?—I am obliged to say plainly; because we understand very well how to look after the public safety, and the putting a person over us who does not know how to look after the public safety must shackle us. We are much obliged to you for the offer to assist us, but we feel that we know how to do it, we have not only more ability to find out what is necessary than any officer you appoint can have, but I maintain that we have a greater desire to do it, and therefore, when we feel that we can carry on the work safely and well, to put a third person over us, with power to interfere, is shackling us; there is no question about it. Every suggestion that has been made and enforced may be considered good, because it was intended for the public safety; but the fact is, that every one of those, we say, would lessen the public safety, and shackle us very much. There are a number of others besides those I have mentioned, but I am afraid of wearying the Committee by going to a greater length than I have done.

635. Mr. Easthope—Are you able to state that the feeling of alarm and objection, which you have now described, is general among the Railway Companies, or only partial?—I believe it is quite general; there may be one or two exceptions; but I do believe, with one or two exceptions, the railways, large and small, feel exactly as I have now stated to the Committee.

636. Mr. Labouchere—Do you happen to know which are the railways that have petitioned Parliament against this Bill?—I do not know; but I know this, that I have strongly advised one or two Companies that I was connected with not to petition, and therefore I dare say many have not petitioned who still are decidedly opposed to the principle of the Bill.

637. Mr. Easthope—Is that a list of the Companies who are actively engaged in this opposition (a list being shown to the witness)?—I believe that is a correct list.

638. Will you have the goodness to read that list?—"The Birmingham and Derby, the Birmingham and Gloucester, the Chester and Birkenhead, the Bristol and Exeter, the Grand Junction, the Great Western, the Eastern Counties', the Midland Counties', the North Union, the London and Brighton, the London and Croydon, the London and Greenwich, the London and South-Western, the York and North Midland, the Cheltenham and Great Western, the Lancaster and Preston, the Liverpool and Manchester, the Preston and Wyre." Out of this list there are only three with respect to which I cannot personally answer that their officers are fully convinced that the clause would be very mischievous if it could be brought into operation, but I believe that it would be almost inoperative, because it would be found impossible to apply it.

639. Lord Granville Somerset—Are you aware what the system of regulations is upon each of those railways?—I should find it difficult enough to explain clearly what they are upon my own; I only know them by communication with the parties, by travelling upon the railways, and by general information.

640. Can you state whether, generally speaking, they are the same upon those railways as upon the Great Western?—The general principle is the same.

641. Are the general regulations the same?—No, I should think there are not two railways where they are the same.

642. Is the same system followed with reference to the engines upon the Great Western and upon the London and Birmingham?—No, very different.

643. Is there a variation, again, in the system with regard to engines upon the other railways?—Yes, they all differ, but perhaps none so widely as the Great Western and the Birmingham.

644. The Birmingham and the Great Western are the two extremes?—I should think, almost.

645. You are strongly of opinion that the system you pursue upon the Great Western is by far the best?—I think so, of course.

646. And the London and Birmingham have an equally strong opinion as to the excellence of their system?—I presume so.

647. You go upon the principal of having very powerful engines, and fewer of them, and they have their engines smaller, and a greater number of them?—Yes.

648. Sir Robert Peel—Is it not possible that the difference in the width of the rails may account for the difference in the power of the engines employed?—It is connected with it of course, but there are upon the North Midland as powerful engines as upon the Great Western.

649. Mr. Labouchere—With narrow rails?—Yes.

650. Mr. Easthope—By having a wider fire box, they can have greater power?—Yes, it is easier to have a powerful engine upon a wide rail than upon a narrow one.

651. Lord Granville Somerset—With reference to the amount of luggage which one engine or which one train ought to carry, must not that be materially affected by a difference in the size of the engines?—Decidedly; but at the same time, on the London and Birmingham, they have a few engines which have the same power as some of our most powerful ones.

652. But the greater number of yours are powerful ones, and the greater number of theirs are smaller ones?—Yes.

653. There is also a difference between you as to the wheels?—Yes.

654. You adopt six wheels almost universally; and,

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on the other hand, they adopt four wheels?—Yes, almost universally.

655. The exception in the one case is four wheels, and in the other case it is six wheels?—Yes.

656. Do you know whether there is a great variety of opinion on other railways as to the four and six wheels?—I believe very great.

657. Is there a chance of bringing the advantages and disadvantages of the two systems to anything like a test by any experiments?—Not any actual experiments, I think; I think experience will gradually show that perhaps neither the one nor the other is the best.

658. Can the system of six-wheeled carriages be carried out in the same manner as the system of four-wheeled carriages in small points of detail?—It involves a totally different arrangement.

659. A difference in gradients also involves different arrangements?—It does.

660. The existence of curves also involves different arrangements?—Yes.

661. And deep cuttings involve different arrangements?—Yes.

662. And deep cuttings, combined with curves involve different arrangements?—Yes, a very great difference in the character of the railway.

663*. All those differences render it impossible to specify any particular system which ought to be pursued universally?—I think it impossible to define any such system; and if it were defined, it would put a stop to further improvement.

664*. Then you bring your evidence to this point; either that you cannot admit of any supervising authority at all, or else you must leave to that supervising authority great discretion?—I do not know that we are driven to that alternative; I hope not; I think a supervising authority with full discretion is the most mischievous; therefore as in one degree short of that I should consider it less mischievous, bad as it would be; and I would rather have a supervising authority with some restrictions than without any.

665*. Mr. Labouchere—You think the more it is limited the less mischievous it would be?—The less mischievous.

666*. Lord Granville Somerset—What limitation do you think you could place upon the supervising authority, leaving it any power whatever?—It would require a great deal of consideration; it would depend upon what restriction I could get, rather than upon what I could suggest.

667*. There is another element of consideration, which is the amount of the traffic and the length of the line; those must vary the regulations very considerably?—Yes.

668*. You cannot state to the Committee in what way the supervising authority could be restricted, so as to give it any power whatever upon any point connected with the safety of passengers?—If by supervising is meant what I understand by supervision, I think it might be done; and what all the Railway Companies last year meant by a supervision, namely, a watchful inspection of all that was going on, that would enable any central authority to become a little better informed than they can possibly be at the outset; and at the end, perhaps of two or three years, when matters are a little more settled in the railways themselves, as well as information better obtained, then some legislation, if found necessary (which I doubt), might be properly drawn up. And such a supervision as would be for the collection of facts, and for the suggestion to other parties of improvements which were found to answer in one railway, might be an innocent arrangement, but that is all.

669* You have no objection to supervision, but you have a great objection to a supervising authority?—Most decidedly; simply because I believe that authority cannot act judiciously.

660*. Lord Sandon—You believe that a mere suggestion on the part of such an authority, without any power to enforce, would of itself be a powerful means of correcting anything wrong?—I believe so; and I am sure that the evidence of Sir Frederic Smith ought to have proved that. He states, unhesitatingly that he has met everywhere with the fullest wish to give him information, and with the greatest readiness to adopt suggestions.

661*. Mr. Labouchere—Are you aware of the case of a Railway Company, after an officer of the Board of Trade had distinctly reported that the railway could not be opened for the conveyance of passengers upon it on a certain day, without danger to the public, having notwithstanding that opinion, opened the railway? I am aware of the circumstance; I am not connected with the railway, and therefore I can only suppose what most likely was the case; I think it was very unwise of them, they had better have conceded the thing as matter of policy than have done it; but as regards the public safety, I believe they were more competent to form an opinion upon it than the officer who went down on that occasion. I do not believe that there was likely to be any great danger arising from that circumstance, of early opening, for this reason, that then the attention of all parties is drawn to it. At that time everybody is on the alert, and every precaution is taken. It is not on the first opening of a railway, however unfinished even the works may be, that there is any great probability of accident; it is after parties begin to get a little easier, and after numerous trains are running, and other circumstances combine to increase the chances of accidents, that they are more likely to ensue. In that case I think it was unwise in them, but, no accident occured in consequence.

662*. Was not there rather an unpleasant occurrence upon the London and Birmingham Railway when it first opened?—Yes, but it might have happened just as well to day.

663. Lord Sandon—Was not that occurrence one not at all connected with the newness of the line, but simply with the circumstance that the breaksman was not sufficiently acquainted by practice with the velocity which would be acquired in going down an incline, and therefore did not apply the break so early as it ought to have been done?—Yes.

664. If it were thought desirable that this power should be taken on the part of the Board of Trade to prohibit the opening of a line in the first instance, if they thought there was any danger to the public, should you consider that power innocuous?—I should consider it comparatively innocuous, but I should not think it would do much good.

665. It would not hamper the operations of the Company afterwards?—No; but I think an officer placed in such a predicament would be apt to throw away 20,000*l.* or 30,000*l.* of the Company's money without any regard; and that with one-tenth of that sum of money you might have had the line, during that three or four weeks, working a great deal more safely, by an increased number of attendants, and by a diminished number of trains. For instance, with regard to the future opening of the Great Western Railway, which, I trust, will take place before this Bill can be passed into an Act, if you were to delay the opening of that railway for a week, I suppose it would be 8,000*l.* or 10,000*l.* out of our pockets, and that perhaps, merely because some officer thought it would be dangerous; whereas I can assure him, if it were my interest to let out all the secrets that are behind people frequently run much greater danger long after the opening, when they are not aware of it, whereas here we should be aware of it; and we are all taking precautions. You are not running nearly so much risk as you are the first time that a line of stage coaches is put upon a new line of road, where they do not know all the corners.

666. Can you state the expense which accrues to a Railway Company by any of these accidents, so as to show what is the liability which the Company incurs by a collision?—It is very large; one of our first class carriages will cost complete, perhaps 800*l.*

667. Sir Robert Peel—Is not there a material difference between a power to prohibit a certain thing in the case of a particular railway upon a specific allegation of danger, and a discretionary authority to make regulations for the whole of the railways?—Very great difference, of course.

668. It might be politic to give power to the Board of Trade to prevent such a particular fact as the opening of a railway until it shall be considered safe, as is provided under the sixth clause of the Bill, and it will not follow that it would be safe to trust any Government department with a general authority to make regulations?—Decidely.

669. Should you object to such a power as that?—On principle I should say that it is bad; of course, if it is forced upon us, we must put up with it.

670. Mr. Easthope — Should you object to the power contained in the sixth clause?—Most unquestionably, if I had the power to object.

671. Sir R. Peel—You think the interest of the parties, and their own knowledge and experience, are better securities to the public than any extrinsic control?—Far better; and you must bear in mind that you lessen the security the moment you step in.

672. Sir James Graham—Were you rightly understood to say, that the public being ignorant, but with the knowledge of the Companies, great risks were sometimes now run?—I fear that in endeavouring to state plainly my opinions upon the subject, I run considerable risk of being misunderstood. I certainly never meant that we were secretly running the public into great danger; I said, that of course there will be constantly subjects of difficulty, and possibly subjects of danger, which we know of, and which we are doing our best to prevent, but which Sir Frederic Smith or any other public officer could not see: just the same as I, standing on the top of a house, may know, as you pass under, that I nearly let fall something upon you; but I am not therefore intentionally causing you to run risks which I could prevent. What I meant to say was this, that with respect to the danger of opening a line early, although you may prevent that, you do not prevent the real occasions of danger, because there are much greater dangers frequently run in the ordinary course of business which we know, and which we do our best to prevent, but which the public could not know. Here there was a thing that struck everybody's eye: "Oh, the railway is new; it is dangerous to run upon it, therefore we will prevent it." I say that we can prevent danger at that time, because it is well foreseen, and there is no necessity for interfering; that is all I meant say.

(To be continued.)

THE RAILWAY SHARE MARKET.—The settlement in shares to-day disclosed the unfortunate consequences of the late dealings in those of the Brighton line, for two "defaulters" were declared, one of whom was of old standing in the market. It appears they had speculated extensively in these particular shares for a rise, and it is stated that one of them was called upon to take 1,000 shares, which he was unable to do on account of the heavy differences. Considering the depreciation they have undergone during the present account, it was not at all surprising, for on the 30th of last month they were 2½ discount, but to-day closed 8 to 7¾ discount. Of course money on these and Great Western shares was not to be had except at high rates, but it does not appear that other shares were made an exception to the usual rates of accommodation when capital is easy in the market, which it certainly is at the present time. Great Western shares left off very flat at 14 to 16 premium; Birmingham closed 67 to 69 premium.—*Times of Thursday.*

ACCIDENT ON THE NORTHERN AND EASTERN RAILWAY.— Between ten and eleven o'clock on Wednesday se'nnight the following accident occurred on the line of the Northern and Eastern Railway, near Broxbourne:—A young man named George Chandler, aged 18, an engine-driver on the line, was about to start off near the place in question, with one of the ballast waggons, to which an engine was attached. Just, however, as he was in the act of getting up in front of the engine the signal was given for starting, and before he had gained his seat. The consequence was, that he was thrown on the rails, and the engine, tender, and ballast-waggon passed over him. Surgical assistance was obtained, and the poor fellow was subsequently conveyed up in one of the trains to the Mile-end Station, and thence to the London Hospital. It was found that his right leg and one of his arms were broken, and his back severely injured. Amputation of the leg and arm would have been immediately performed, but the unfortunate man was too weak to undergo the operation. It will have, however, to be carried into effect should he ever rally sufficiently to bear it.—*Chelmsford Chronicle.*

THE CRICH RAILWAY.—We understand that the lime works of Messrs. G. Stephenson and Co., at Amber Gate are now nearly completed. A very considerable quantity of limestone is daily conveyed down the inclined planes of the railway from Crich. Arrrangements are in progress to have an ample supply of coal from Clay Cross to Crich, which cannot fail to prove a great comfort to the poor of the latter place, who will have a plentiful supply of this useful article brought to their own doors at a very reasonable price. The Crich Railway here mentioned, has been formed at a very considerable expense. It is constructed on the best principles, and is capable of conveying to Bull Bridge upwards of 1000 tons of limestone daily. It is anticipated that these lime works will much benefit Crich and the neighbourhood by the constant employment they will afford to a great number of working men.—*Derbyshire Chronicle.*

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RAILWAY COMMUNICATION BETWEEN ENGLAND AND SCOTLAND.

LETTER II.

To the Editor of the Railway Times.

SIR,—In my former letter on this subject, I recommended the east coast line from Newcastle to Edinburgh, not that it was the most eligible for facilitating the trading intercourse between England and Scotland, but because it was the only one that had a probability of obtaining capitalists to undertake its construction. Since the publication of that letter, the report of Sir Frederic Smith and Professor Barlow on that subject has appeared; and after a careful perusal, I have no hesitation in confessing that their report has settled the question beyond all controversy as to which of the lines is best suited for accomplishing the objects submitted to their investigation. There cannot be a doubt that, in a national point of view, the line recommended by the government engineers is the best. But it is still to be feared, that if its construction be left to private speculation, the line recommended has little chance of ever being made.

It has unfortunately happened that with few exceptions, the parties who were to be most benefitted by railways, instead of assisting, have as far as possible endeavoured to take advantage of railway speculators. Proprietors of houses and of land purchased for the construction of railways, have in general demanded, and on an average obtained, nearly double the sum they were entitled to for their property. But unless a totally different spirit be shown by those whose property is required for the railway, it is needless to expect that the line to Scotland recommended by the government engineers will ever be undertaken.

In your correspondent "N.'s" letter it is stated, that "among the noblemen and gentlemen who have already shown an interest in the line from Lancaster, and who are interested in a pecuniary point of view, are Lord Lowther, Alderman Thompson, Sir James Graham, Mr. Loch, M. P. (on behalf of the Duke of Devonshire), and T. Green, Esq., M. P. The line recommended by the government commissioners passes through the lands of Lord Lonsdale and Alderman Thompson for almost half the distance between Lancaster and Penrith, or nearly one-third of the entire distance from Lancaster to Carlisle." In a Glasgow newspaper, I some time ago observed it stated, that at a meeting of the county gentlemen of Lanarkshire, they passed a resolution approving of the line of railway into Scotland recommended by the government engineers. But of what use towards the construction of a railway is the mere approval of the preferred line by landed proprietors, who expect their estates to be thereby greatly enhanced in value? It is better, no doubt, than their disapproval and the avowal of their intention to oppose it. But their simple approval will never induce capitalists to engage in what they otherwise conceive to be an unprofitable speculation.

As an inducement to construct the mineral railways in Lanarkshire, the proprietors of the land taking a liberal, while it was, at the same time, a wise prospective view of their own interest, gave the land required for the railways for nothing. What has been the consequence? They have all thereby made fortunes. Numerous railways have been constructed at a comparatively cheap rate; and the value of the adjoining lands, which have all been found to contain either coal or ironstone, or both, has increased in value to an unprecedented extent. The estate of Palace Craig, which was lately sold for 110,000, was purchased before these railways were projected for 15,000*l*. Another estate, which was recently sold for 29,000*l*., cost the previous purchaser (if the information I received be correct) only 1,500*l*.

It is not to be expected that all lands through which railways pass, will be thereby enhanced in value to a similar extent with those above stated; for the unprecedented use in value in these cases was owing to the coal and ironstone contained in them, being rendered available and accessible to a market by the assistance of railway communication. It is nevertheless certain, that all the lands between Lancaster and Glasgow, even those fit only for sheep pasture, would be more or less improved in value by the making of the projected railway. A Glasgow merchant will give 20 per cent. more for landed property fifty miles distant, which he can visit by travelling two hours on a railway beyond what he will give for similar land inaccessible by a railway; and this, too, for the mere satisfaction of being able to visit it with little inconvenience. Besides, there is no doubt that in course of time, all large towns, instead of being restricted to their immediate neighbourhood for supplies of vegetables, eggs, poultry, and all other kinds of farm produce, will, by means of railways, draw supplies from perhaps a hundred miles distance. Even sheep and oxen can be brought cheaper, and in better condition, from a distance to the market of a large town by a railway than by any other means. Owing to these circumstances, it is probable that land within a few miles of a station on a railway leading to a large town, though the station may be a hundred miles from it, will eventually become nearly as valuable as similar land within a few miles of the large town itself.

In a recent number of the *Railway Times*, it was stated, "that the western project has been extremely well received both in Manchester and Glasgow, and there doubtless it may expect to find its most hearty and efficient supporters." It is useless to encourage vain hopes that never will be realized. The western line is regarded in Glasgow only as the most advantageous one for the trade of the city; but considered in a mercantile view as a private speculation or investment for capital, it is looked upon most unfavourably. If the landed interest along the western line be sincerely desirous of seeing it carried into effect, let them imitate the proprietors through whose estates the mineral railways in Lanarkshire have been constructed. Let them offer to give the land for nothing, for unless such be done, or a portion of the required capital be advanced by Government out of the public purse (which is by no means likely), you may depend upon it that subscriptions to the extent even of one thousand pounds will never be obtained in the city of Glasgow for such an undertaking.

The only chance that either the eastern or western line has of being constructed, depends upon the Directors and proprietaries interested in the different connecting lines of railway, either engaging by mutual agreement, according to their relative interests, to do it themselves, or, in addition to commencing the subscription list themselves, offering to lease it for a length of years on terms advantageous for a distinct proprietary to undertake it. In my former letter recommending the east coast line, my expectation of its being carried into effect, was founded upon the principle of its being capable of demonstration, that the aggregate enhancement in the value of the shares thence arising of the Edinburgh and Glasgow, and the chain of railways from Newcastle to Rugby, would more than pay the cost of constructing the proposed junction line from Newcastle to Edinburgh, even on the supposition that the proposed junction line never yielded one farthing of return to the shareholders; whereas, from its being an intermediate link in a great chain of railways, there was a strong probability that of itself it would ultimately be a profitable undertaking. On these grounds, I insisted that it was not only for the interest, but, in consequence of being paid for their services, it became the bounden duty of the Directors of these different railways to take the lead in setting it a going. And it is to be hoped, that the approaching August half-yearly meetings will not be allowed to pass without the question being agitated, and committees of Directors in all the interested lines appointed, with instructions to procure subscriptions for shares, and offers of land through which the proposed railway must pass, and to correspond with each other regarding all matters necessary for carrying the project into effect.

I am sorry to say, that the line recommended by the government engineers, cannot command so great an interest in its favour as the one on the east coast. It is unquestionable that the shares of the Lancaster and Preston Railway, which are now at a discount, would be at least tripled in value by the construction of the western line. But the Lancaster and Preston Railway has comparatively a small capital embarked in it. The proprietors of the London and Birmingham Railway are perhaps fully as much interested in the western as the eastern line, but not to such an extent more as to expect that they will ever stir the question, or lend any assistance in the matter. The shares of the Grand Junction would be more depreciated by the construction of the eastern than raised by the adoption of the western line. At present, the mass of travellers passing between London and Scotland, go by the Grand Junction, and steam it between Liverpool and Glasgow. The proprietors of the Grand Junction are therefore interested in getting the western line constructed chiefly in order to prevent the adoption of the one by the east coast. It may however be remarked, that the Grand Junction proprietary have sufficient reason to fear that if they do not act with promptitude in getting subscriptions for the western line, they will not be long of being superseded by those interested in the construction of the eastern. The government engineers, after giving satisfactory reasons for preferring the line from Carlisle to Glasgow and Edinburgh by Lockerby and Symington, and recommending that only one line to Scotland ought to be sanctioned by Parliament, conclude with the following remarks:—

"We (the government engineers) give this opinion, however, under the supposition that antecedently to, or simultaneously with, the construction of the line from Carlisle by Lockerby, and Symington to Glasgow and Edinburgh, the railway has been formed, or is in the course of formation, between Lancaster and Carlisle. Should this not be the case, and parties should be found to construct the line from Darlington to Edinburgh, either by the east coast line *via* Berwick, or by the inland line *via* Hexham, than the western route should be abandoned for the present; and in that event, we should award the preference to the east coast line, chiefly on account of its superior mechanical properties."

The preceding extract shows the propriety of those interested in the western line losing no time in endeavouring to set it a-going. The government engineer's report being in their favour, they have the means of obtaining an Act for the purpose almost free of expense. But if the matter be delayed, the stronger interest in favour of the eastern line may soon be expected to bring forward their budget of ways and means, and thus, in accordance with the recommendation in the Commissioner's report, Parliament may be induced to pass an Act sanctioning the construction of the eastern line, and precluding all chance of the claims of the western ever being again listened to.

To prevent erroneous surmises as to which of the proposed lines my interest is most connected with, it may be allowable to state, that I hold no shares in any railway except the Wishaw and Coltness and the London and Birmingham; and this was also the case when I formerly wrote on the same subject. I have only further to say, that I remain really and truly what I formerly designated myself, not an Edinburgh, but

Your most obedient servant,
A GLASGOW CITIZEN.

Glasgow, 10th July, 1841.

THE TAFF VALE RAILWAY is now in full operation, with the exception of the three branches not yet complete. There are now nine engines at work on the railway, and four passenger trains every week day, and two on Sundays, to and from Merthyr. Coals and iron also are being brought down every day. The splendid new dock (at Cardiff) is now complete, and has had several very fine vessels in it lately; and by degrees it is hoped that Cardiff will again experience that prosperity which it did previous to the last winter.—*Silurian*, 3rd July.

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RAILWAY DINNER AT WAKEFIELD.

(From a Correspondent.)

The stupendous works upon the North Midland Railway being now completely finished, and the labours and responsibilities of the Contractors in upholding or maintaining the permanent way, and their relations with the Railway Company being at an end, Messrs. Horn, J. Stephenson, Wm. Shaw, and Joseph Thornton, four of the Contractors on the Northern Division of the line, determined to celebrate the event, and to mark their sense of the gentlemanly demeanour and equitable conduct towards them of the Resident Engineers, during the progress of the works, by inviting these gentlemen to meet a numerous party of brother contractors and neighbours, and the several merchants who supplied the permanent materials for the Railway, at dinner, at the Stratford Arms Hotel, Wakefield, on Wednesday the 14th inst. The room was tastefully decorated with festoons of evergreens and the choicest flowers, amid which the simplicity and grace of a luxuriant specimen of the *Passiflora cerulea* was pleasingly conspicuous. The arrangements were upon the most liberal scale, and did equal credit to the hospitality of the entertainers, and the good taste and admirable *cuisine* of the worthy hostess, Miss Rhodes.

An excellent band of instrumental music was in attendance, which played some of Rossini's most admired overtures during dinner; and a well tuned set of professional vocalists contributed their share to the general stock of harmony, by giving several favourite songs and glees in the course of the evening.

Mr. Horn, the respected chairman of the Contractors' Association presided with his usual ability on such occasions, and by dispensing with the semi-barbarous custom—"more honoured in the breach than in the observance"—of "three times three and one cheer more"—materially tended to render this meeting what it was in fact, "the feast of reason and the flow of soul." The chairs of the Vice Presidents were occupied by Mr. John Stephenson and Mr. Joseph Thornton, respectively. Among the company were, Mr. Houldsworth, M.P. for the Borough, Mr. Tee, and Mr. Staniforth Beckett, three of the Directors of the Railway; Mr. Dyson, Mr. Ross, Mr. Longridge, and Mr. Dunn, the Resident Engineers, in honour of whom the entertainment was given; Mr. Woodhouse, the talented and respected Engineer of the Midland Counties' Railway (who has recently received a similar compliment in his own district), Mr. Murphy, one of his principal assistants; Mr. Dobbs, Engineer of the Sheffield and Rotherham Railway; Mr. Forsyth, of the Manchester and Leeds Railway; Mr. Craig, Mr. Binger, and Mr. Heald of the North Midland; Mr. J. D. Barry, Secretary to the Contractors' Association; Mr. James Leishman, Mr. James Thornton, Mr. George Mould, Mr. Taylor Stephenson, Mr. David M'Intosh, Mr. John M'Innis, Mr. William Singleton and Mr. Richard Harrison (of Leeds); Mr. George Earle, (Hull); Mr. John Tennent, Mr. Thomas Wade, Mr. Edward Sidebottom, Mr. Marsden, and Mr. Janson, Solicitors; Mr. Starkie and Mr. Statter, Surgeons; Mr. Henry Clarkson, Mr. Richard Poppleton, Mr. Henry Holt, Mr. James Butler, Mr. John Fraser, Mr. Bennett, Mr. Warrington (a gentleman whose vocal and comic powers added much to the conviviality of the evening); and several others with whose names we are not acquainted.

The usual loyal and patriotic toasts were given from the Chair, and many appropriate sentiments, prefaced by eloquent and feeling addresses, were delivered by several gentlemen during the evening. The health of the Directors of the North Midland Railway, with a warm panegyric upon their liberality and affability, was acknowledged in suitable terms by Mr. Houldsworth, M.P. The duty of returning thanks for "the resident Engineers" was delegated by the veteran Mr. Dyson to his talented and eloquent friend, Mr. Ross. Due honour was done to the name of "George Stephenson," to whom the world is mainly indebted for the present system of Locomotion by Railways, and also to that of his amiable and highly-gifted son, Mr. Robert Stephenson, who is an honour to his name, his country, and his profession. The latter was acknowledged by Mr. Ross, as one of "the Staff," in a most eloquent address, replete with

"thoughts that breathe, and words that burn;"

redolent of devotion to the man, and admiration of his talents and of his virtues. Taken altogether, this entertainment was one of the most gratifying at which it has been our good fortune to assist. It afforded a rare and felicitous instance of Railway Directors, their Engineers, and their Contractors, assembled round the festive board to do homage to integrity and private worth,—pouring forth, in the fulness of their hearts, expressions of mutual satisfaction and good-will, on the termination of the business between them—"*O! si sic omnia!*"

RAILWAY PLEASURE EXCURSIONS.

The long looked-for return visit of the Chesterfield Mechanics' Institution to that of Belper took place on Tuesday, the 6th inst. Expectation, though highly raised, was, it seems, outdone by the actual pleasure of the day. The people of Belper raised a splendid and very extensive pavilion for the accommodation of their guests. The visitors, after first proceeding to Derby to visit the Arboretum, and there nearly doubling their numbers, returned to Belper, and formed with the friends they were visiting a splendid procession. Two thousand persons sat down to tea; after which excellent speeches were delivered by Edward Strutt, Esq. M.P., the Chairman, Mr. Hancock, E. T. Coke, Esq., Rev. J. Williams, W. Evans, Esq. M.P., &c. &c. We have but little room for extracts, but we cannot omit to quote a passage in the speech of Mr. George Stephenson, whose present residence in the neighbourhood brings him into frequent contact with its population and institutions.

"Well do I remember the beginning of my career as an engineer, the great perseverance that was required for me to get on. Not having served an apprenticeship, I had made up my mind to go to America, considering that no one in England would trust me to act as engineer for them; however, I was trusted in some small matters and succeeded in giving satisfaction. Greater trusts were reposed in me, in which I also succeeded; and soon after this I commenced making the locomotive engine. The result of my perseverance you have this day witnessed, many of you having been brought here by railway. (Cheers.) I may observe that the time I first went to Parliament, to give evidence on the locomotive engine, when I stated that I would make that machine to travel 20 miles per hour, I was considered to be mad. (Laughter.) You will be surprised when I tell you that during my recent examination before a Committee of the House of Commons, on the management of railways, I stated as my opinion, that the speed of the locomotive should not exceed 40 miles per hour. I have been censured by many for giving that opinion. It is true that I said that the engine might be made to travel 100 miles per hour, but I always put a qualification upon this, viz. as to what speed would suit the public best. (Cheers.) I can assure you I have been buffetted about in Parliament no little, as those gentlemen on my right well know. (Laughter, and hear, hear.) But notwithstanding all the buffeting I was determined to conquer, and you are aware of the production of my labours. (Loud cheers.) Ladies and gentlemen, I have spent more money than any man who ever lived in the profession, and I will venture to say that I have never seen a difficulty before me. (Hear, hear.) The greatest obstacle I ever had to contend with, was the management of man, and I have no doubt but that several of the ladies present have had similar tasks to perform, I mean in the management of their husbands. (Loud laughter.) Always be sure to carry your arguments with mildness, and you will certainly gain your points. (Laughter and cheers.) I will make one more remark before I conclude. I promised to my fellow townsmen at Chesterfield that if at any time when they think they have found out some new invention, they would bring their discovery to me, I shall be ready at all times to give them my opinion on its merits as far as I am able. (Applause.) Mechanics of Belper, to you I am happy to make the same offer; at the same time let me caution the young mechanic to be on his guard against spending money on new inventions until he has ascertained the utility. (Applause.) I fear I should prove tedious were I to prolong at this meeting any further the topic of mechanics—(Go on)—especially as I intend to give lectures on this subject at Chesterfield. (Mr. Stephenson sat down amidst tremendous cheering.)"

THE AGRICULTURAL MEETING AT LIVERPOOL.

At a monthly meeting of the council of the Royal Agricultural Society, on Wednesday the 7th instant, a letter was read from Mr. Creed, Secretary to the London and Birmingham Railway Company, assuring the society that the Company would do everything that depended upon them to accommodate, as far as possible, the parties who might travel or send stock by their railway to the meeting in Liverpool in the week commencing July 19th and that they had instructed their Superintendent to take every step to carry their wishes into effect. A letter was also received from Mr. Sandbach, Director of the Liverpool and Birmingham Grand Junction Railway, and a member of the committee appointed to communicate with the society on this subject, informing the society that as more accommodation than has ever been required, or is at present provided, would in every probability be rendered necessary on the occasion of the Liverpool meeting of the society, the Board of Directors were desirous of doing all that lay in their power to accommodate the public, provided such intimations were given to them in due time of the general amount of stock to be sent to the meeting as would enable them to make the requisite additional arrangements, and guard as much as possible against disappointment. Mr. Sandbach concluded by suggesting that the society should apprise the parties who intend to send stock of the necessity of applying as early as possible for the accommodation they require, stating where and at what time it is likely to be required, in order that additional or special trains might be provided if necessary. Mr. Moss, the Chairman, and Captain Cleather, the Manager of the Railway Company, also attended personally at the rooms of the society to offer any explanation or receive any instructions from the society on this subject, expressing their intention of endeavouring to obtain the desired information as to the parties or stock likely to travel along the line of the railway by public advertisement. The council referred these communications and a letter from Lord Hatherton, in reference to the arrangements at the meeting, to the Liverpool committee.—*Midland Counties' Herald.*

Railways in France.—The works of the Paris and Orleans Railway are going on with great rapidity, and in order to be fully prepared, twenty-four locomotive engines were ordered of Mr. Stephenson, of Newcastle, several months ago. The results of the branch of the railway already opened to the public, viz., from Paris to Corbeil, have just been published by the Company. It appears that from the 20th September last to the 31st May, 253 days, the number of passengers was 505,394, and the total amount of the receipts 764,360f., being an average of 1f. 51c. for each person. This total gives an average of nearly 2,000 persons per day, or about 739,000 per annum, the receipts for whom would be about 1,100,000f. Estimating the expense of this portion of the road at 10,000,000f., and the current expenses at 45 per cent., it would give a net revenue of about 600,000f., or about 6 per cent. interest.—*Galignani's Messenger.*

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LONDON AND GREENWICH RAILWAY COMPANY—GENERAL MEETING.

The Half-Yearly General Meeting of this Company was held yesterday at the London Tavern; W. Shadbolt, Esq., in the Chair.

The following Report was read:—

REPORT.

During the period which has elapsed since the last general meeting, the attention of your Directors has been principally occupied with the objects comprised in the Report then laid before you, and especially in carrying forward the new works with as much expedition as possible.

Contracts have now been made for erecting the whole of these works, including the station to be given in exchange for that of the Croydon Railway Company, in conformity with the Act of Parliament, and they will be executed within the estimates of your Engineer; which confirms the assurance your Directors have already expressed, that the new capital would be found fully sufficient for the objects proposed. The satisfactory progress made in the execution of the works is detailed in the Report of Colonel Landmann, which will be read to you.

On the scrip shares, of which the appropriation was closed previous to the last meeting, instalments to the amount of 4*l.* per share have become due, making in all 92,305*l.*, of which 84,072*l.* has been paid, leaving 8,236*l.* in arrear.

In proceeding to raise the further sum of 50,000*l.* to complete the capital for the new works, your Directors, considering that it would be advisable to defer the issue of further shares or bonds until the fresh channels of revenue were more fully developed, by the entire opening of the Brighton Railway, have abstained from exercising the power entrusted to them, and have made financial arrangements which will obviate that necessity for some time; still considering themselves authorized to act on the resolutions adopted by the special meeting in August last for raising the above amount, either by mortgage or by shares, when occasion may make it desirable.

Considerable progress has now been made in relaying the rails. From Deptford to the Surrey Canal one-half the breadth of the viaduct has been asphalted, and new rails laid down; the other half has been partially asphalted; but the new rails have been laid the whole way to Corbet's-lane, and a great improvement in the ease and steadiness of motion has been thereby secured. The condition of the rails between Corbet's-lane and London makes it desirable to lose no time in carrying the same improvement into effect there, and your Directors have therefore resolved to relay the whole line as fast as the existing traffic will permit. In progressive liquidation of this outlay, 1000*l.* has been applied out of the profits of the last half-year.

The Deptford station, the construction of which it has been deemed advisable to postpone from a variety of causes, now occupies the attention of your Board, and it is their intention to get it completed before the winter. In regard to the station at London, your Directors have been in communication with the Committee for erecting a joint station for the Croydon, Brighton, and Dover Railways, and they have agreed to a plan for the erection of one uniform building, within which all the Companies will be accommodated; and there is reason to expect the outlay for our portion of this building and the Deptford station will bring the cost of all this Company's stations considerably within the 60,000*l.* raised for their construction.

The gross receipts of passenger traffic for the last half year are not quite equal to those of the corresponding period of 1840, being 26,468*l.* 17*s.* 9*d.*, against 27,121*l.* 11*s.* 7*d.*, or 652*l.* 13*s.* 10*d.* less. This is entirely owing to the comparative unproductiveness of the fares at Easter and Whitsuntide, which yielded 926*l.* 3*s.* 3*d.* less than in 1840; and the Sunday traffic, which shows a diminution of 276*l.* 16*s.* 6*d.*; whilst the regular weekly traffic shows an increase of 550*l.* 5*s.* 11*d.* As it is only in the latter that the third-class carriages have been used, whilst on fair days and Sundays the same rates have been charged as in 1840, some experience has been afforded by the use of these lower-priced carriages for the last twelve months, by which it would appear to be imperative from the existing competition, that they should be continued. Your Directors therefore, after very frequent and anxious consideration of this subject, have come to the resolution that, as it is not desirable to have three descriptions of carriages on the railway, it is expedient to discontinue the 2nd class, and to reduce the charge for the first class to such a price as will ensure their use by the great majority of those who now travel by the former. In conformity with this resolution, new carriages are now in progress of construction by your contractor, which will have the advantage of conveying the full number of passengers with a much smaller train than at present, and thereby effect a saving in the locomotive power.

It having been found necessary to close the footpath during the progress of the new works, the Company have sustained a loss of revenue from that source, amounting to 283*l.* 15*s.* 10*d.*

The toll on the Croydon Railway traffic shows a deficiency of 685*l.* 17*s.* 10*d.*, as compared with the same period of 1840. This result, however, is only of temporary importance, as there can be little doubt that the ample accommodation now afforded by the Brighton Railway Company conveying passengers to and from Croydon, will cause an increase and diversion of the traffic.

Against these items of diminished receipts, however, your Directors have pleasure in saying, that they have succeeded in effecting a diminution of about 1,400*l.* in the current expenditure of the half-year, as compared with the same period of 1840. The results show a net profit of 3,449*l.* 8*s.* 8*d.*, after payment of all interest due on bonds and Preference shares, to which is to be added the reserve of 751*l.* 14*s.* 2*d.* out of the profits. As a new class of shareholders will be admitted before the next accounts are closed, your Directors think it only just that the whole of the profits realised should be divided amongst the original proprietors; and they therefore recommend that a dividend of four shillings on each original share be now declared.

During the recent session of Parliament, a Bill materially affecting the interests of railways was introduced by the Government. Your Directors, entertaining a most decided opinion that the interference of a Government Board in the management of railways could neither be conducive to the interests of the proprietors, nor the safety of the public, were amongst the first to use every exertion to obtain modifications of this Bill; the more so, as one clause in particular would, unless the short lines had been exempted from its operation, have proved most prejudicial to their interests. The Bill having subsequently been referred to the Select Committee on Railways, it will be gratifying to the proprietors to know, that the Report which they have laid before the House of Commons, as the result of a lengthened investigation of the subject, confirms the opinion entertained by your Directors in common with nearly every other Railway Board in the kingdom, by recommending the withdrawal of the obnoxious clause: and it is to be hoped that henceforward it will not be attempted to remove the management of railways from the hands of those who were constituted by the Acts of Incorporation as the guardians of the important interests therein concerned.

In conclusion, your Directors have pleasure in referring to the partial opening of the Brighton Railway, as an earnest of considerable additions hereafter to be secured to the annual receipts; and they hope when they next meet the proprietors, they will be able to report the completion of the works, which will entitle them to the additional toll guaranteed to them by the Legislature.

WILLIAM SHADBOLT, Chairman.

15 July, 1841.

RESOLUTIONS.

1. Moved by Admiral Sir William Hall Gage; seconded by Lyon Samuels, Esq.—"That the Report now read be received, approved, and adopted; and, with a copy of the accounts, printed and circulated among the proprietors."—Carried unanimously.

2. Moved by Admiral Sir W. H. Gage; seconded by Sir William Beatty, M.D.—"That a dividend of four shillings per share, for the half-year, on the registered shares of the original capital, be declared, and that the same be payable on and after the sixteenth of August next."—Carried unanimously.

3. Moved by John Homer, Esq.; seconded by Henry Hunt, Esq.—"That the best thanks of the proprietors are eminently due, and are hereby offered, to the Directors, for their unceasing attention to the interests of the Company."—Carried unanimously.

4. Moved and carried unanimously—"That the best thanks of the proprietors be tendered to the Auditors, for their zealous discharge of the duties of their office."

WILLIAM SHADBOLT, Chairman.

Moved and carried unanimously—"That the best thanks of the meeting be given to the Chairman for his able and urbane conduct in the chair."

J. Y. AKERMAN, Secretary.

Balance Sheet, 30th June, 1841.

DEBTOR.

To capital—			
Balance as per statement December 31st, 1840....	£702,025 9 7		
Amount since received on fourth capital.....	38,077 0 0		
Total.....	£740,102 9 7		
Less charges paid out of capital, as per last statement.....	8,859 17 5		
		£736,242 12 2	
To debts due by the Company.....		10,730 17 10	
Interest due to bond and Shareholders ..		8,627 15 6	
Unclaimed dividends.....		809 5 0	
Profit and loss		4,201 2 10	
Total		£760,611 13 4	

CREDITOR.

By capital—			
244 shares, second capital, on hand	£4,880 0 0		
Second bonds, on hand ..	7,000 0 0		
Calls unpaid on first capital	575 0 0		
		12,455 0 0	
By Stock—			
Building acct 380,767 17 6			
Greenwich station.... 17,169 14 8			
Deptford station on account 182 16 6			
	398,120 8 8		
Land and compensation—			
Land 253,226 0 11			
Compensation 12,961 2 6			
	266,187 3 5		
Engines, tenders, stores, tools, &c. &c.	14,094 0 7		
		678,401 12 8	
By Relaying the line and asphalting		10,359 14 6	
By Charges on capital—			
Law charges for conveyance of land	483 4 11		
Awards.....	8 3 0		
Compensation	61 15 0		
The Secretary	250 0 0		
		803 2 11	
Debts due to the Company.....		5,491 6 6	
By Charges on fourth capital—			
Building	15,187 10 4		
Land and compensation ..	21,661 14 11		
Engineer (commission on account)	3,000 0 0		
Surveyor's charges	276 11 6		
Acts of Parliament	4,340 4 5		
Incidental charges	391 11 8		
		44,857 12 10	
By cash on hand		8,273 4 0	
Total		£760,611 13 4	

Profit and Loss from December the 31st, 1840, to June the 30th, 1841.

DEBTOR.

To locomotive account—			
Coke	1,633 13 3		
Oil, cotton, waste, repairs and depreciation.....	3,049 18 10		
		4,683 12 1	
To coaching account, as per contract.....		1,525 1 7	
Maintenance of way and works.....		1,216 6 6	
Police account, including collectors, conductors, porters, &c. &c.....		1,979 1 3	
Mileage duty		1,323 17 10	
Rates and taxes.....		1,940 5 4	
Clothing account		73 7 4	
Incidental charges		343 18 11	
Compensation to Creek Bridge Company.		512 10 0	
Printing and stationery		119 17 6	
Salaries account:—			
Office	£668 18 10		
Directors	400 0 0		
Auditors	25 0 0		
Consulting Engineer ..	50 0 0		
		1,143 18 10	
Law charges		100 0 0	
Gas charges		145 15 2	
Relaying the line		1,000 0 0	
		16,107 12 4	
Interest on bonds and shares at 5 per cent.—			
Bonds	4,407 10 0		
Shares	5,446 0 0		
		9,853 10 0	
Balance		3,449 8 8	
Total.....		£29,410 11 0	

CREDITOR.

By Transfer fee account		£18 5 0
Coach Passenger Account:—		
Number of passengers, 840,546		26,468 17 9
Foot passenger account		14 6 11
Creek bridge account		95 10 1
Rent account.....		381 18 2
Twopenny post		10 0 0
Toll account (Croydon)		2,113 11 6
Interest account		308 1 7
Total.....		£29,410 11 0
Balance		3,449 8 8
Balance of account to December, 1840, after payment of dividend of 7s. per share		751 14 2
Total		£4,201 2 10

J. T. BOWER, THOS. W. PERRY, } Auditors, 15th July, 1841.

H. ADRON, Accountant.

Colonel Landmann's Report was then read. It stated that there was no ground whatever for imagining that the contracts which had been entered into for widening the railway would be at all exceeded by the ultimate cost, or that the whole would not be completed within the sum he had estimated. (Cheers.)

The Chairman said, he should be most happy to hear any observations which proprietors might have to make on the affairs of the Company.

Mr. Williams made some complaint, the nature of which we found it exceedingly difficult to gather, against the Directors or the Secretary for having, as he said, sold 160 of the last new shares to strangers instead of to himself, alleging that he had a prior claim, and that he had been treated falsely by the Secretary. (Loud cries of "oh, oh.")

The Chairman said, the Directors had long known, and fully appreciated the honour, as well as the ability of Mr. Akerman—(loud cheers)—and they knew him incapable of anything unfair, though they were well persuaded that his zeal for the welfare of the Company had ever been most sincere and indefatigable. (Cheers.)

Mr. Akerman said, he should treat with indignation such a charge—(cheers)—and it was only out of respect to the proprietary that he should condescend to give more than an unequivocal denial. (Cheers.) To show the meeting, however,

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the utter injustice of the charge—(hear, hear)—he stated this most distinctly upon his honour, that he had offered no stranger any one share until by letter, and personally, he had offered them to every shareholder with whom he could communicate. (Hear, hear.) Certainly, after having done this, his duty to the Company—towards whom he entertained feelings of gratitude—impelled him to do his best to get rid of the shares. (Cheers.)

Mr. MONEY (late Chairman of the Company) said, he felt imperatively called upon to state to the meeting, that having—perhaps more than any man in the room—had opportunities of judging of the character of Mr. Akerman—(hear, hear)—whom he was proud to call his friend, he had the greatest pleasure in bearing his strongest testimony to the ability, the integrity, and the zeal which that gentleman had ever displayed in the service of the Company; and further, he would state this, that to his exertions they owed, to a very considerable extent, their prosperity.—(cheers)—and that Mr. Akerman was as incapable of aught worthy of reprehension as any gentleman in the Company. (Loud cheers.)

Several SHAREHOLDERS stated, that Mr. Akerman had, to their knowledge, done all he could to get rid of the shares among the old proprietors, and that in their opinion he had acted perfectly right in doing what he had done. (Cheers.)

Mr. WALTER doubted whether it would be well to abolish the 1s. carriages.

Mr. HINTON said, he was persuaded that the diminution in the Croydon traffic was to be traced to causes not at all indicative of any decline in the traffic—for instance, he believed the Croydon Company had most injudiciously endeavoured to force their passengers to get into the carriages at New Cross; (hear)—that was injurious to the Company he had no doubt. Now, as to asphalting the arches, he hoped it would keep them dry, and that then they could be let, which would be a valuable source of income to the Company. (Hear, hear.)

Mr. WILSON begged to draw the attention of the meeting to the great saving in the locomotive expense. (Hear, hear.) The coke was reduced to the extent of 26 lbs. per train per mile, including waste, and the locomotive expense was 1s. 1½d. per train per mile. (Hear, hear.) This was most important as a constant system of saving. (Hear.) He thought it well to preserve the fares at a rate that should never exceed 6d. for the inferior carriages. (Hear.) As to the wood for relaying, &c.—the Company had deemed it right to change the stone sleepers, which had been found to work badly, and the expense of the relaying with the asphalting would be 12,000*l.* This was to be spread over six years, by half-yearly instalments of 1,000*l.*, and 4,000*l.* had been paid already in this way.

A SHAREHOLDER suggested that it would not be quite fair towards the old shareholders, who had been paying the previous instalments of 1,000*l.*, to let the new shareholders come into all the benefit, at a third of the cost.

Mr. WILSON begged to draw attention to this circumstance—that generally the new shares would be taken by the old proprietors, though true it was of course that in some cases the old proprietors would not take them; but then let it be recollected that as to these there had been half-yearly dividends (when there ought to have been annual) to the exclusion of the new shareholders. (Hear, hear.) That was *bonus* enough perhaps. (Hear, hear.)

A SHAREHOLDER expressed some doubt as to the propriety of the alteration in fares suggested. A great mass of the people went by the 6d. fares, and let it be remembered that the steam-vessels went for 6d. (Hear.) The effect of which reduction from 8d. had doubtless been felt by the Company.

Mr. Deputy CORNEY would just bring it to the recollection of the proprietary, that while the 6d. fares were to be continued—(hear,)—the 1s. fares were to be reduced to 9d., so that in fact there was a benefit to the public. (Hear.) But now let him say a word as to the probabilities of future prosperity (Hear, hear, hear.) And first he would observe, that if the Government should adopt the measure which had been proposed by Mr. Alderman Wood, for preventing steam-vessels carrying passengers beyond a number proportioned to their tonnage, the result would be that the steam-vessels could not afford so to lower their fares as they now did. (Hear.) This of course would prevent their competition from injuring the Company. (Hear.) Then if, as was by no means problematical, but very probable, these vessels should be prevented from coming further up the river than Greenwich, the effect would of course be to throw upon the Railway the traffic now carried on upon the river. (Hear, hear.) Then, again, he would observe, the Croydon Company had been trying to induce the Company to reduce the rate of toll, upon the contract which the Croydon Company had themselves insisted upon having observed. The fact was, the Croydon would not do by itself, it must be linked with some other line. Now it was not at all improbable that the Brighton line would take it up as one concern, thus saving 10,000*l.* a year: and the advantage to the Greenwich Company would be that a fourpence-halfpenny toll would be paid cheerfully, when now threepence was grumbled at. (Hear.) All parties would thus be benefited by working harmoniously together. (Hear, hear.) His firm opinion was that the Company was destined to see most prosperous days: each half-year producing increased returns. (Cheers.)

Mr. HINTON said he thought it should not be considered that the steamers were prejudicial to the Company; perhaps rather the reverse, in some degree; for he knew that very generally it was the case that those who went out by the steamers came back by the Railway. (Hear, hear.)

Mr. WILSON said, in corroboration of this statement, he could inform the meeting that on many summer evenings the Railway had carried home 7,000 passengers in two successive hours—a great portion of whom doubtless had gone by the steamers to Greenwich. (Hear, hear.)

In answer to a question, the CHAIRMAN said the Company had found it necessary as a matter of prudence to go before Parliament for an additional degree of security.

Dr. OUTRAM begged to know if the Company were not under penalties to complete the works within a given time, and if the Engineer could say anything as to the probability of completion?

The CHAIRMAN replied, that the Contractors being under the same penalties as the Company, there was little probability of the works not being completed within the required time. (Hear, hear.)

Mr. ADDISON. Is all the land purchased?

The CHAIRMAN—Yes, and paid for. (Cheers.)

Mr. M. GOLDSMID said he should just observe that it did not seem the best policy to be ever shifting fares as the steam vessels changed theirs. Of course the steam vessel fares were some guide for the railways, but they should not be followed as presenting a positive criterion, for the steam vessel companies had not, as the railway had, responsible management—so much under the check of a public proprietary—and the consequence was, that fares were chopping and changing every now and then in a manner highly calculated to destroy all confidence in their steadiness or firmness. Sometimes the passengers would be taken up for 6d., and charged 8d. coming home. The best way for the railway would be to preserve an uniform equity and firmness of charge, and never to take more than 6d. fare. (Hear, hear.)

The adoption of the Report was moved by Admiral Sir Wm. Gage, and seconded by L. Samuels, Esq. (Carried unanimously.)

The resolution declaring a dividend of 4s. was also carried by acclamation on the motion of Sir Wm. Gage, seconded by Sir Wm. Beatty.

Mr. HOMER moved a vote of thanks and of confidence in the Directors—to whose ability and discretion the Company owed their present prosperity. Carried by acclamation.

LONDON AND BLACKWALL RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL GENERAL MEETING of this Company was held yesterday, at the London Tavern, to "consider of the raising of additional capital, as authorised by the Act, 4 Vict., c. 12, and to determine whether the amount required shall be raised by issuing new shares, or on mortgage, or by bond;" W. ROUTH, Esq., in the Chair.

The SECRETARY having read the advertisement by which the meeting had been called,

The CHAIRMAN rose: "The object of this meeting is to consider the raising of money that was required by the Directors for the purposes of the Company. The proprietors are aware, that by Act of Parliament 150,000*l.* may be raised by issuing new shares, and 50,000*l.* either by debentures or shares. But, looking to the state of the money market, the Directors have come to the conclusion that it would be disadvantageous to raise money by debentures. For as they are aware the Act of Parliament limits the rate of interest to 5 per cent., and that rate of interest cannot be obtained in the present state of the money market, the Directors therefore looked to see how they might raise the 200,000*l.* on shares without any sacrifice, and have, after due deliberation, come to the conclusion that the best course they can recommend to the proprietors is, that 24,000 new shares shall be raised, but that no more than 8*l.* 6s. 8d. shall be the price of each new share, and that those shares shall be offered to the present proprietors according to the number of shares each individual may possess. I am aware of the objections which at first view may appear to that course. But in the first place it must be recollected that there is an absolute necessity for raising money; for the credit of the Company is at stake. It is necessary to fix the shares at such a price as will make it the interest of the shareholders to take them, and also to enable those shareholders, who are unwilling to increase their stock, to dispose of the new shares and to dispose of them at a profit. It does not appear safe to the Directors under those circumstances to fix a higher price than 8*l.* 6s. 8d. and our recommendation is for you to authorize us to make such an arrangement, taking a deposit of 2*l.* 6s. 8d. on the shares on or before the 15th of August, and calling for the remainder 6*l.* by the payment of 2*l.* at intervals of three months. Those arrangements can be made to square with the interests of the Company, and after deliberate consideration it does not appear to us that a better course can be taken. We have not acted on our own judgment, but we have been advised by gentlemen who are well acquainted with the money market. Their opinions concur with our own, and we have prepared a Report in conformity with those views. I will state further that as a general meeting will take place in a month's time, we shall then be prepared to lay before you the details of all the accounts, and to give every information with greater accuracy than we are at present enabled to do. A vacancy has taken place in the Direction by the resignation of Mr. Alderman Humphreys. It is not at present the intention of the Directors to recommend you to fill up that vacancy."

The SECRETARY then read the Report, which stated, that an Act of Parliament had been obtained empowering the Company to raise a further capital of 200,000*l.*, to complete the works on the Extension line to Fenchurch-street. The serious and earnest attention of the Directors had been given to the manner in which that money should be raised so as to cause the least detriment to the interests of the present shareholders, and at the same time due regard being had to the liabilities of the Company, and the immediate completion of the works. The Report then stated, that the Directors propose to raise that sum in the manner which had been detailed.

The CHAIRMAN then said that a resolution had been prepared to carry out that Report, and if any gentlemen wished for any information he should be happy to give it them before the resolution was proposed.

The CHAIRMAN of the Northern and Eastern

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Counties' Railway—Are you quite clear that this sum of 200,000*l.* will be quite enough for everything?

The CHAIRMAN—Certainly.

Mr. GOLDSMIDT—I rise, Mr. Chairman, to put a very different question from the last. My question is, Do you not think it will be too much? In every case in which money is to be called for, the Directors must state to the Proprietors clear grounds for the necessity of so doing. From a variety of circumstances, and from what the Chairman has told us we should bear in mind the present unfavourable condition of the money market. I have attended two meetings. At the first I heard with great pleasure the Chairman declare distinctly as his opinion—at the time I was rather incredulous, although I confess it was stated by a high authority with full confidence in the prophecy, namely—that on that day year we should divide a profit of 10 per cent. I now certainly think the Chairman is, in justice to himself, bound to state what are the circumstances which have caused the disappointment. At the second meeting I heard a statement which, though not so agreeable, was not a matter of opinion, but a matter of fact. It was that 50,000*l.* had been spent in law, including the expenses for Parliamentary business. Considering that there was an expense of 400*l.* attending the settlement of each case, it appears to me that that is the most profuse expenditure I have ever heard of by any Company whatever, and which, in my opinion, requires a full explanation before any further sum can be raised. If a satisfactory explanation can be given on those points, I shall thank you, Mr. Chairman, to give me an explanation on another, namely, whether you can make out a case for raising the amount at so depreciated a rate as that proposed. Many proprietors would not, I am confident, take shares even at such a depreciated rate. I therefore think it is doubtful whether it is expedient to throw so large an amount of shares on the proprietors, who may be compelled to sell them, and thereby depreciate the value of the present shares. I say all this without any personal feeling: for I think it would be to my advantage to take the shares. If the explanation is satisfactory, I shall be ready to accede to the proposal. If not, it may become a question whether the proposal ought not to be modified.

The CHAIRMAN—I regret the anticipations that I formed with regard to the profit of the concern have not been realized. I hoped and believed that the Extension line would have opened in April last. Circumstances over which we have had no controul prevented it and disappointed our obtaining that result earlier than the present period. Perhaps we ought not to have expected a profit till the Extension line was opened. It is the opinion of the Directors, and I may say that no gentleman on this side of the table has sold a single share, that the prospects of the concern will not be fully developed till we have obtained the advantages that we have a right to expect from the full extension of the line to Fenchurch Street. There are other circumstances which have depreciated the apparent prospects of the concern. We were at one time constantly liable to difficulties arising from the breaking of the rope which has necessarily prevented so many people from using our Railway. We now have a wire rope on the line which has been employed with great success. It has never broken and has been in use for a period of ten months. We are trying several sorts of rope and we are only prevented from adopting wire rope by a wish to try which is the best description of rope for the purpose. With regard to the law expenses they are unquestionably very heavy, but if any proprietor will take the trouble to look into the details of the last meeting he will find that the Directors have not countenanced by any means the system of going to law, but on the contrary have avoided it as much as possible. The expenses are not so much for contested claims as for conveyancing, and when I remind you that 2000 properties have passed from one hand to another, you will see that that cannot be done without very heavy expenses.

Mr. GOLDSMIDT—I thought it was 1200?

The CHAIRMAN—No: I think it was 2000. And I think it is but justice to our solicitors to say, that those gentlemen have themselves suggested, and declared that they are most anxious that their bills should be put into the hands of some other professional gentlemen: we not professing to know well what are the proper legal charges; they are willing and desirous that their bills should be submitted to some professional gentlemen, and taxed in the most rigid manner. (Hear, hear.)

Mr. GOLDSMIDT—Are you prepared to state positively, that you want the money?

The CHAIRMAN—We are.

Mr. GOLDSMIDT—And immediately?

The CHAIRMAN—Yes.

Mr. GOLDSMIDT—Do you not think that in the present circumstances of the money market, you could do with half at present?

The CHAIRMAN—Not without an absolute sacrifice of property; our engagements requiring that the whole should be raised.

Mr. GOLDSMIDT—You forget that your own arrangement will not raise the whole money for nine months?

CHAIRMAN. Yes: but then this is to be kept in mind, that as soon as the shares are appropriated an advance can be obtained upon them without any difficulty: till they are appropriated it is impossible (Hear, hear.) Then, let me ask, will it be well to keep part of the shares hanging over the market? (Hear, hear.) In fact, the Directors want the money—they have no alternative but to make the present proposition. I should think you would give them credit for having endeavoured to postpone it as long as it was possible. (Hear, hear.) We have well and duly deliberated upon it, and think that it is requisite for the interests and credit of the Company. (Hear, hear.) Experience has shown that shares hanging over the market (as they would be known to be) have produced the worst possible effects. (Hear.)

A SHAREHOLDER wished to put a question of some importance; before doing so he would just observe, that in all probability the receipts of the Company would greatly increase shortly, and this would of course materially assist the Company. (Hear.) He wished to ask, as the other 50,000*l.* was to be raised by debentures at a future period, if they would at all be forced upon the shareholders. (The CHAIRMAN—no, no.) He at the same time should like to be informed, whether those of the present proprietors who might not wish to take the new shares would be placed in a worse position by reason of any preference being shown to the new shareholders in respect to interest. (No, no.)

The CHAIRMAN said it had not, he was aware, been unusual in other Companies to pay the difference to the new shareholders; but, in all such cases, the result had been by no means beneficial. And the Directors had made up their minds, the best course would be to pay the interest *pari passu*, taking the shares at a depreciation. (Hear, hear.) If the shares were distinct, they would be shared in equal proportion to such as had taken new shares. (Hear, hear.)

Mr. WOLF said he considered the suggestion of Mr. Goldsmidt was only one of time. For if one portion of the shares are to be issued now, and another held over for six months, he could not see that the suggestion amounted to more than the mere difference of time. What then was to be gained by that slight delay? What would be the difference between taking the whole amount now, and giving it to be understood that half would be issued in six months? (Hear, hear.) What was most important to meet was any impression that might have been created that the Company had found their scheme a failure. To that end it would be desirable to have the assurance—which he was sure the meeting would take from the Directors—that, from what they had seen and known, there was every prospect that the Railway would pay a good rate of interest. (Hear, hear.) He believed that there would not be the slightest difficulty in raising the money wanted (hear), inasmuch as then it would be advantageous to every proprietor to take the shares offered. (Hear.) "I really don't see what good would arise (said Mr. Woolfe) from telling the public that in a few months the remainder of the shares will be issued. I think the best way will be to pay them all at once. (Laughter.) I wish to know—as I have been a great portion of my time upon the Continent, and really know not much of the affairs of the Company. I have heard it indeed suggested that it was a perfect failure. I should like therefore to hear such a satisfactory statement as will convince the proprietors that they need not fear they will be able—so many of them as may wish to keep more shares than they have—to dispose of them at a great profit." (Hear, hear.)

Mr. SALOMONS said, having recently become a Director of the Company, he was anxious to express an opinion on the various subjects which had been started at this meeting. He was ready to grapple with the whole matter; and give his opinion honestly, and in accordance with what he believed fully to be the truth. Now, first, as to the raising of the money:—it was always an exceedingly ungracious thing, on the part of every Directory, to call upon the proprietors who had recently made advances to the full extent of their obligations, to contribute yet more. But such was the situation of the Company that, so far as they were able to foresee, they found that they would require 200,000*l.* to complete the work—getting completely out of debt: they therefore were impelled to ask for the sum they at present wanted, in the manner which had been suggested. They had put it off till the latest possible period; the Company might naturally suppose that the Directors had not embarked in the concern without personally inearring liabilities; they had not done so—there was not one of them who had not become personally liable to a considerable extent. Of course, from their liabilities they came to be relieved: it might happen, they hoped it would, that the whole of the 200,000*l.* would not be required; but under existing circumstances, from the means they now had of judging, that was the extent of their necessity; they came therefore to the meeting to ask for the only means of raising that sum; means whereby the shares would be offered at such a price as would incline the proprietors to take them; a price which would seem to such of the proprietors as were not desirous permanently of increasing their shares beyond their existing numbers—the certainty of being able to dispose of them at a fair profit. That price the Directors had, to the best of their judgment, decided should not be higher than 8*l.* 6*s.* 8*d.* per share. And they did decid dly think it by far the best way—that in this mode the sum wanted should be raised at once, than that only half should be raised and the remainder kept hanging over the market; depreciating thereby the undertaking, (hear, hear.) So much for the propriety of raising the money as proposed: infinitely the preferable course, to going on accumulating interest on loans, which was obviously the most disadvantageous course, forming a considerable drain upon the profits of the undertaking. Now, as to the prospects of the Railway. And, Gentlemen, (continued Mr. SALOMONS) I can assure you I have paid great attention to the undertaking; I confess at first, I had occasional misgivings as to the principle by which we were working; but after a close inspection of the undertaking, the most minute enquiries among experienced practical persons, and the greatest observation of my own, I am prepared to say, that I stake my reputation upon the principle we have now adopted of working by wire ropes. I am confident in the efficacy and the value of that principle, not merely from enquiries among the engineers, but (what perhaps was not quite regular) from enquiries among those practical men who were working upon this principle themselves; from them I am satisfied as fully as I ever have been of any thing, that this principle will answer every purpose it is designed for. (Hear, hear.) One word as to the Railway itself; if ever there was one which should be satisfactory to the

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are of course instituted with a view to profit, and in most cases they have not the merit which undoubtedly this possesses, of being calculated, not to divert proper traffic and injure the interests, but to forward the interests of humanity by promoting the saving of life. (Cheers.) In fact, this may with truth be said to be a philanthropic design to prevent the highly dangerous traffic in the pool above Greenwich—(Hear, hear, hear)—destructive as it has been to the lives of those who navigate the river in small boats. (Hear, (hear.) This ought not to be left out of view, as likely to have a very material influence on the public mind in favor of this railway. (Hear, hear.) Nor can it be kept out of mind, that when the *terminus* of our line is brought, as it soon will be, much nearer the sources, the centre of business, than the wheries and steamers can ply, there is every probability of an immense increase of traffic, which may be confidently looked to by the proprietors as a source of constantly increasing traffic—(hear,)—so that, though from the unfavourable circumstances of the money market the shares may have been unfortunately unfairly depreciated, there is no doubt whatever that they will be in a very different and much more attractive situation ere long. (Hear, hear.) Considering that from the period at which we first started—even with an imperfect and unfinished line—there has been a gradual increase of receipts, there cannot be a doubt of this. (Cheers.) I know myself that, with all the disadvantage of not coming fairly into the city, there lately has been a weekly receipt of 1,000*l.* constantly, and the amount is increasing steadily. (Cheers.) I do not at all doubt, that when a terminus is brought, one may say, within a stone's throw of the Royal Exchange, there will be a great transit of goods as well as passengers. (Hear, hear.) I feel warranted, from all the data I have been able to collect, and all the circumstances of which I have any means of becoming cognizant, in stating, that this concern must and will prosper—(cheers,)—provided you, the shareholders, assist us, by releasing us entirely, in the manner we ask, from all liabilities—thus freeing yourselves from all debt. (Hear.) And you should lose no opportunity of impressing upon parties interested, the great public benefit they would confer by landing passengers at Blackwall instead of bringing them up to London Bridge, to the increase of the imminent peril to life, by reason of the crowded and dangerous navigation. (Hear.) There is a positive certainty that if this consideration on has its due weight, and you exert yourselves well, to place the Company in its due position, the expectations formed by the projectors of this line, of its ultimate prosperity and public utility, will be abundantly realised. (Cheers.)

Mr. Ward asked what proportion of the 1000.*l* weekly received—is to be deducted for expences ?

The Chairman, replied, about 425*l.*

Mr. Ward—And what is the interest on the debentures ?

The Chairman—10,000*l.* a year.

Mr. Ward—Will the money now to be raised be sufficient to finish the work as well as to pay the liabilities ?

The Chairman—Yes.

Mr. Ward—If the Railway is continued to Mark Lane ?

The Chairman—That will cost nothing. The property sold will balance the cost. (Hear.)

A Shareholder here cried out from the bottom of the room—Well, putting all the circumstances together—can you give us any idea of what the interest will be ? (Loud laughter.)

Mr. Salomons—I have given you all the data on which I formed the opinion I have expressed. I have told you that considering, since the first opening of the line—in an unfinished state—there has been a constant increase of receipts to upwards of 1000*l.* per week, and taking into calculation the immense public advantage and utility which will result from our affording the facilities for transit of goods and passengers from a spot so near the very centre and focus of business as our traffic will be—a most prosperous line. But really to ask me to commit myself to the precise figure of what the interest will be—is perhaps, going too far into speculation. (Laughter and hear, hear.)

Mr. Wheeler begged to ask if the Directors had turned their attention to the subject of fares ?—he had of conrse great reluctance in mentioning the subject—but he had always been strongly of opinion that the present fares were too low.

The Chairman—The subject has been under our most careful consideration, and our impression at present is, that the existing fares are the right ones. (Hear.) At all events it is decidedly best to give the present fares a thorough trial. (Hear.)

A Shareholder having inquired what liabilities the Company were under for compensation in respect of houses of which notices under the Act had been given ?

The Chairman said, he believed the surveyor would be prepared to give a specific answer; by the Act they were liable to compensate any person whose property was injured, provided notice was given within a certain period, expiring 6th July. A great many notices had been given. In one or two cases there had been trials, in which verdicts for 40s. had been recovered against the Company; there was no cause, however, for apprehension as would be seen by the Surveyor's statement.

Mr. Tite, the Surveyor, then said, The notices served have been fifty, in respect of 83 houses, 54 of which are under the value of 200*l.*, and if persevered in successfully, the total loss to the Company cannot exceed 4,000*l.* (Hear.) My belief is, that the loss cannot exceed 2,000*l.*; for many, if not most of them, cannot be maintained. As to legal expenses, it has been resolved to determine the majority of them by reference, which will incur no expense at all worth mentioning. It is important to state that one very serious point of principle has been settled by the decision of the Court of Queen's Bench, in our favour. It had been supposed that the Company were liable in cases where, as in the instance of a public house, &c., the neighbourhood had been injured for trade, but Lord Denman had delivered a judgment, laying down that they were not liable for anything but such obstructions to light and air as were nuisances at common law. (Hear, hear.)

The Chairman—And doubtless it is owing to that decision that so few cases have since been persisted in. (Hear.)

Capt. Page—May I ask the Directors at what time they think the line will be opened to the extended terminus, and if they can give any idea of the probable amount of tonnage which may be calculated upon in respect to the transit of goods ?

The Chairman—I am assured that the line will be opened fully on Monday week—certainly within the present month. I think it will take still some months to make the necessary arrangements for goods. As to the extent of the tonnage, I cannot give any idea. This I know, that goods can easily be brought on this railway for less than half the amount now paid by the public, and yet at a considerable profit. (Hear, hear.)

Capt. Page—When will the arrangements be completed for the transit of goods ?

Mr. R. Stephenson, the Engineer, said there were arrangements to be made between the Directors and the India Dock Companies. But he recommended this—that the passenger traffic be first caried on, under the improvements now introducing before the additional perplexity was introduced, of carrying goods, on a system already apparently marked with novelty. The period he should recommend for delay would be at least three months.

The Chairman remarked, that there could be no doubt the East and West India Dock Companies would be very ready to make arrangements, but they could not be expected to be so imprudent as to commit themselves before hand with the present carriers. I have no doubt this expenditure now to be provided for, of 200,000*l.*, will place the railway in a condition of thorough profit, and of very good will be as anxious to proclaim the dividend as you will be to receive it. (Hear, hear.)

Mr. Eccles asked what had been the receipts for the last six months ?

The Chairman—From July 6 to June 30, the passengers carried were to the number of 1,848,156, the receipts 33,659*l.* (Cheers.)

Mr. Eccles wished to know if any provision had been made for guarding against noise ?

The Chairman said, he believed this had now been effectually guarded against. As to the Extension line there would be no noise, the motion of the carriages being secured, one way by momentum, the other by gravity. (Hear.)

Mr. Stephenson said, in answer to a question, that he believed the railway, having been constructed on the most stable principles, would bear any degree of weight likely to be put upon it. (Hear.)

Captain Page asked if any applications had been made for leases of the arches ?

The Chairman said, there had been a great number; so many, indeed, as to convince the Directors that they were of great value. None had as yet been let.

In answer to a question,

The Chairman stated, that almost the whole of the shares once in arrear had been paid up, the rest had been forfeited.

A Shareholder, who was also a shareholder of the Southampton Company, said, he had no doubt whatever of the success of the plan now proposed, which had been adopted by the Southampton Directory: some of the proprietors indeed had declined taking fresh shares, (the deduction being only 52 per cent., whereas this Company was about to have 66 per cent. offered them), but what had followed ? Why, these proprietors at a subsequent meeting came to the Directors and entreated, on a variety of excuses, to be permitted to retract their refusal—(laughter)—as to some, the excuses were allowed; as to others, disallowed—(laughter)—and in these latter cases the shares were sold at such a premium that 9,000*l.* was put down to the credit of the Company in respect of these sales. For himself he sold at 100 per cent. profit; others much more; the fact was he sold too soon. (Loud laughter.)

Mr. Goldsmidt—Assuming that the shares are issued at 8*l.*, and a proprietor cannot take them, but sells them, the persons buying them for 10*l.* or 11*l.* will have the same dividend as those persons who originally purchased shares at 25*l.* Whereas, if you wait for six months, those who do not wish to keep them may sell them for 16*l.* Therefore I say, that if the Directors do not want the whole of the money till six or nine months, or a year hence, it will be most advisable to take only what we comparatively want at a low rate, and probably the shares six months hence will fetch a higher price in the market. This is not a matter of such importance as to compel me to resist the Directors if they think they are bound to take the course they have suggested. I merely throw it out for their consideration. As to what my friend Mr. Woolf said, I think he has been so long on the continent, that he has forgotten how to calculate, if he does not perceive this.

Mr. Woolf—I am sure I have not lost my calculating powers that Mr. Goldsmidt speaks of, for I never thought I had them. (Laughter.) I have heard with attention what Mr. Goldsmidt has said, and probably I have lost another faculty, for I cannot see the force of the argument Mr. Goldsmid has just used. I cannot see that there will be any difference in the effect on the shares of the Company whether a number of shares are actually in the market, or whether they are hanging over the market: for it will be known that they must soon come into the market; and thus, whichever way it is, there will be the same profitable trade going on. There is one suggestion I should like to make. It has been stated that several of the Directors have made advances on the concern. Suppose we let the accounts of the Directors remain a little longer on the books of the Company ? (laughter, and cries of

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"no, no.") and then, perhaps, Mr. Goldsmidt's views can be met.

The CHAIRMAN—I am glad to hear that Mr. Goldsmidt will not press his proposition, for the Directors are satisfied that unless the course they propose be adopted, there will be a number of shares hanging as an incubus over the market. I therefore move, that the Report be received and adopted.

The motion was carried unanimously.

The CHAIRMAN—There is now a resolution founded on that.

The SECRETARY then read the following Resolution founded on the Report: "That this meeting do order that the sum of 150,000*l.*, which by the Act of 4th Vic., ch. 12, the Company is empowered to create by issuing new shares, be created accordingly; and that a further sum of 50,000*l.*, empowered to be created by mortgage or bond, or by issuing new shares, be created by issuing new shares; and that the sums of 150,000*l.* and 5,000*l.* making a total of 200,000*l.*, shall be divided into an equal number of shares, and that the calls on them be made payable at such times as the Directors shall think fit."

The CHAIRMAN—Gentlemen, you see by this Resolution it is proposed to authorise the Directors to fix the time of the calls in such a way as may be necessary for the convenience of the Company. The Directors are most anxious to fix them in such a way as may suit the convenience of the shareholders. We are not yet able to decide the dates; but the shareholders will be informed of them as soon as they are fixed.

The resolution was then carried unanimously.

Mr. RENNIE, M. P.—There have recently been some reports floating about with reference to the retirement of Mr. Alderman Humphreys from the Direction. I should be glad to hear what explanation the Directors are prepared to give.

The CHAIRMAN—I submit that it is not expedient to go into any of the circumstances connected with the retirement of Mr. Alderman Humphreys from the Direction.

Mr. RENNIE—Those reports affect the credit of the Directors, and I think they ought certainly to be explained.

The CHAIRMAN—As it seems to be the wish of the meeting, I certainly cannot refuse to give an explanation. I do it however with great pain. Not later then last Saturday it came to the knowledge of the Directors that one of their body had sold shares which he did not possess. A meeting of the board was called and the resignation of Mr. Alderman Humphreys was the consequence. To what extent the interests of the proprietors have been affected it is impossible to say. No other Director has been a party to any thing of the sort.

Mr. RENNIE—I feel that the reports have been but too true. Mr. Ald. Humphreys, as a Director, has abandoned his trust. (Hear, hear.) He has been guilty of trafficking in shares, with the view of depreciating the profits of his constituents. I have not words to express my contempt for such conduct, and if that opinion is concurred in, I shall draw up a resolution which I shall submit to the meeting. I think the meeting should not separate without expressing its reprobation of conduct so disreputable. Mr. Rennie then proposed the following resolution—

"This meeting has heard with astonishment and indignation, that Mr. Alderman Humphreys, M.P., forgetting his duties as a Director of the Company, and betraying the trust reposed in him, has trafficked in shares, for the purpose of depreciating the property of his constituents, and for individual gain; Resolved—that this meeting, as a duty, expresses in the strongest manner its censure and reprobation of conduct so unworthy and discreditable as almost to disqualify him for holding any situation of responsibility or trust."

Mr. CRAWSHAY—I hope the honourable gentleman will not press his resolution,

Mr. SALOMONS. No one can defend the conduct of a Director attempting to reap a profit at the expense of the shareholders. If a Director is desirous of lessening his stake in a concern, the shareholders willingly assist a Director under such circumstances. But when an individual profiting by the information which he has confidentially acquired, betrays that confidence, he is guilty of a gross breach of trust. I think, however, that the case coming before the meeting is a sufficient punishment. Nobody can regret more than I do the betrayal of the confidence, but I hope that the resolution that has been proposed by Mr. RENNIE will not go forth to the world, or it may tend to ruin an individual holding a public situation. I trust, however, that the Proprietors will feel that their own dignity and honor are satisfied, and that they will let the subject drop.

The CHAIRMAN.—I trust the honourable gentleman will be induced to withdraw his motion. I do not wish to say a word in extenuation of the conduct of Mr. Alderman Humphreys; but I beg to remind the meeting that that individual is not here to answer for himself. He may be at a future meeting.

Mr. RENNIE—My object is to give publicity to conduct which is so disgraceful. I do not care whether the resolution is carried or no. It will be known how Mr. Humphreys has conducted himself. His conduct has been unworthy of his situation in life—unworthy of a man in his position as a Director of a Railway Company, a Member of Parliament, and an Alderman of the city of London.

Mr. SAINTSBURY—I think that it is a spot on the Direction, and that such conduct should be stamped with all the obloquy with which it can be stamped. Has any circumstance transpired tending to mollify the charges against Mr. Alderman Humphreys? If any mitigatory circumstance can be communicated to the meeting, Mr. Humphreys should have the benefit of such a circumstance.

Mr. HARVEY thought the resolution should be withdrawn.

Mr. RENNIE—If a proprietor of shares finds it necessary to dispose of them, there can be no fault found; but then it is dishonourable in a proprietor when he sells shares that he does not possess. It is honourable to the Direction to wish to screen a Director, but really I think for their own credit, the resolution should be passed. I therefore adhere to it.

Mr. SALOMONS—I have no wish to screen a man who has sold property to which he is not entitled, but at the same time I think a member of the Direction should not be marked by such a resolution as that. I do not ask you in justice, but in mercy, not to put such a resolution on your books.

The CHAIRMAN—I think I ought to state any justification that Mr. Humphreys has assigned. At the same time I may say that it did not appear to the Directors to be any justification. It is in the recollection of many present that the Directors had undertaken the building of three steam-boats, that run between Blackwall and Gravesend. That speculation has been attended with success and not with loss. Mr. Humphreys stated that as a Director he might be liable to losses by those steamboats, and therefore he had a right to sell the shares as he had done. (A laugh, and cries of "Worse and worse.")

The resolution of Mr. Rennie, leaving out some words was then agreed to.

A vote of thanks to the Directors was then carried, and the meeting adjourned.

THE EASTERN COUNTIES' RAILWAY works are progressing considerably in this neighbourhood. The immense embankment extending from Springfield is now closely approaching the road leading from New Street, over which the viaduct is in an advanced state of construction; and will, when completed, present a fine arch of about 22 feet in height. The embankment from Cherry Garden Lane towards the river is also actively increasing, and the whole of the houses at Widford, recently sold by Mr. J. Beadel, have been raised to the ground, preparatory to the diversion of the London road, under which the line will pass in a cutting.—*Essex Standard.*

PERFORMANCES OF THE AMERICAN LOCOMOTIVES.

To the Editor of the Railway Times.

SIR,—I am sorry that the note or abstract of performances which I supplied to your journal of the 3rd instant, with the sole object, as was then stated, of enabling your readers to make any useful comparisons between two locomotive engines, should have elicited only the objections, or strictures, or taunts—whichever they may most properly be termed—of your correspondent "C.E." To those who do know the facts of the case it must be still more matter of regret that "C. E." should bring forward an accident which had no bearing whatever (if we are to believe evidence) on the performances alluded to.

If "C.E." will have the goodness to consult the archives of the Institution of Civil Engineers, he will find the very singular assertion of "97 lbs. pressure per square inch," refuted by the trials made with a mercurial gauge. I must beg to be excused from being any further drawn into correspondence with an anonymous writer, than might seem called for by the above points; but if "C.E." really desires to "analyse," he may find as near an approach to a "clear and candid table" as I have been able to procure, (for I don't now "work the trains up the Lickey plane" as "C.E." seems to imagine) in the hands of Mr. Wishaw.

I am Sirs, yours faithfully,
W. S. MOORSOM, Engineer.

King's End House, 13th July, 1841.

SECOND-CLASS CARRIAGES.

To the Editor of the Railway Times.

SIR, — Having noticed the observations of "Viator," dated *Derby Mercury*, June 19, 1841, I would beg leave to suggest that he appears to entertain expectations from the Directors of railways which, unless his complaint is very *strongly* taken up by the public, are little likely to be realised.

Can "Viator" imagine that while the public are simple enough to ride in these *death* carriages, without unceasing remonstrance, that the managers of railways will feel the slightest inclination to remedy that, which was created for no other purpose than to drive passengers into first-class carriages and higher fares. No; they are much more likely to take off the present covering; unless, indeed, they can find out some *more* ingenious means of rendering second-class carriages more dangerous to health than they have yet done, and done pretty successfully.

I remember, some years since, being told in conversation with an officer of the (then Southampton) South Western Railway, during the existence of closed and glazed second-class carriages on the Great Western Railway, that it was a most injudicious measure, and tending to injure first-class fares. Doubtless this opinion actuated the Great Western folks in shortly after removing this accommodation, and placing the public at the mercy of such blasts as come in all directions through these open carriages at a speed of 30 miles an hour.

The Great Western line, last year, exercised another manœuvre to this end of profit, by marking the two extreme and sheltered boxes of each second-class carriage "Conductor's Box," very wisely driving the public into the very worst of the bad.

I am, Sir, yours, &c.,
A TRAVELLER.

5th July, 1841.

RAIL *v.* ROAD.—The traffic between Cheltenham and this city, on the turnpike road, has so greatly decreased since the opening of the railway, that the profits arising from the tolls are insufficient to defray the expenses of keeping the road in repair. Under these circumstances, Mr. Stratford, the clerk to the trustees of that district of roads, made an application to the Cheltenham magistrates, on Thursday se'nnight, to allow the highway rates of the parishes through which the road extended, to be applied to the purposes of repairing the turnpike road. The application was of course allowed.—*Gloucester Chronicle.*

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6500	100	100	Birmingham and Derby	..	..	..	9	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	60	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	....	....	2	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	30	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73¾	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	8	..	..	..	8	..	8
26	17½	64000	25	23	Eastern Counties'	6½	..	..	..	..	..	6½
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	88½
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	..	..	27
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	48½	..	..
15½	....	6000	50	45	Gosport	..	..	..	..	..	..	202
33	33	10918	100	100	Grand Junction	..	..	..	..	..	..	101
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	254
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	84½	82½	81½	81	78½	..	81
118	118	25000	100	65	Great Western	58½	57½	55½	56⅝	56	..	57½
—	—	25000	50	50	Ditto (*New Shares*)	9⅜	8⅞	7½	8	7⅛	..	8⅞
—	—	37500	20	4	Ditto (*Fifths*)	..	..	36½	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	200
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	47½
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	95
—	—	7768	50	50	Ditto (*New Half Shares*)	160½	159	..	..	159	..	158
112½	112½	25000	100	90	London and Birmingham	..	..	..	..	..	..	222½
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	53
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	24½
—	—	....	32	2	Ditto (*New Shares*)	15	14½	14	14½	14½	..	..
4	3½	24000	25	25	London and Blackwall	43½	43½	42½	42½	42½	..	..
46	5½	36000	50	50	London and Brighton	13	12⅞	12½	..	..	..	..
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	....	....	3	Ditto (*Scrip*)	4⅞	4¾	..	..	..	..	..
77	77	36000	avr.	38½	London and South-Western	54	55	..	54½	54⅜	..	54⅜

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool
42000	5	1¼	Ditto (*Tenths*)	..	..	..	1⅛	..	..	..
13000	100	70	Manchester and Leeds	..	50	50	..	..	..	..
13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
6201	125⅓	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
7800	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	88
10000	100	100	Midland Counties	..	..	..	..	..	..	..
10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	98
3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
2600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
2400	50	45	Newcastle and N. Shields	67½	66½	66	65	..	..	66
15000	100	109	North Midland	32¼	..	31	31	..	..	..
15000	50	40	Ditto (*New*)	..	..	..	..	..	..	5⅜
....	....	5	Ditto (*Thirds*)	..	..	..	20	..	..	..
7200	50	30	Northern and Eastern	..	..	..	..	..	..	80
6329	75	75	North Union	..	..	..	..	..	..	..
2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
3000	50	2½	South Durham	..	..	..	..	..	..	..
4000	12½	7½	Ditto (*New*)	..	19½	18½	..	..	..	19
28000	50	38	South-Eastern and Dover	..	..	..	..	..	..	..
3000	100	100	Taff Vale	75	74	..	74	..	..	..
6700	50	50	York and North Midland	20½	..	..	..	..	..	..
6700	25	10	Ditto (*New*)	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to July 14th; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	54	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	39½	39½
1960	25	25	Glasgow and Garnkirk	39½	40
16000	25	25	Glasgow and Greenock	27½	27
12500	50	45	Glasgow and Ayr	39	38
1940	25	25	Monkland and Kirkintilloch	..	58
....	....	50	Wishaw and Coltness	83	80
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	28½	27

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	July 10	2,139	£94 18 3	£90 2 0	£185 0 3	£2 1 1	£12 6 8	£194 14 1	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	July 10	..	976 1 3	425 12 7	1,401 13 10	5 4 0	36 8 0	1,084 17 5	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	July 9	9,863	1,689 17 11	219 1 5	1,908 19 4	5 6 11	37 8 5	....	..
1,499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	July 13	7,791	537 15 6	36 9 11	574 5 5	5 13 1	39 11 7	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	July 12	55,939	242 16 6	51 1 8	861 18 6	20 10 5	143 11 2	321 13 5	16½
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	July 11	6,628	....	....	293 18 2	2 18 5	17 10 6	....	..
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	7	17½	July 11	19,211	....	....	945 8 9	7 14 4	54 0 4	....	..
833,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	July 10	13,252	957 9 5	178 17 10	1,136 7 3	4 14 8	33 2 8	....	..
....	....	....	†Glas., Pais., & Green.	9	22½	July 10	14,782	929 15 0	85 0 3	1,014 15 3	7 10 4	45 2 0	9,135 2 4	38
1,957,800 0 0	....	13 0 0	Grand Junction	10	83	July 10	..	7,483 11 7	1,557 16 3	9,041 7 10	11 6 7	79 6 1	....	..
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	July 12	..	1,013 10 8	409 6 10	1,422 17 6	4 10 4	31 12 4	....	..
5,331,527 9 10	5,283,043 17 3	3 0 0	Great Western	12	118	July 11	..	11,525 9 0	1,301 5 8	12,826 14 8	10 16 6	75 15 6	5,540 17 1	56
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	13	31	July 11	..	530 15 9	279 17 4	810 13 1	3 14 8	26 2 8	....	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20½	July 10	2,971	547 10 0	26 19 4	574 9 4	4 0 0	28 0 0	....	..
1,382,375 0 0	1,410,000 0 0	10 5 0	Liverpool & Manchester	15	31	July 9	..	3,443 17 1	1,940 19 8	5,384 16 9	24 16 3	173 13 9	5,202 2 9	31
5,750,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	16	112½	July 10	..	14,808 11 1	2,631 4 6	17,434 15 7	22 2 9	154 19 3	16,531 9 4	112½
800,000 0 0	807,659 13 4	....	*London & Blackwall	17	3½	July 15	47,952	913 9 8	1 13 10	915 3 6	2 7 0	14 16 3	1,059 6 3	3½
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	18	5½	July 12	4,680	161 8 2	24 0 0	185 8 2	37 7 0	261 9 0	165 7 10	5½
741,000 0 0	557,902 9 5	....	London & Croydon	19	10½	July 13	12,278	718 0 1	72 7 3	785 7 4	4 16 3	33 13 9	925 10 8	10½
993,300 0 0	793,300 0 0	1 15 0	London & Greenwich	20	3½	July 15	29,075	....	....	902 7 8	10 3 8	71 5 8	1,179 8 10	3½
2,540,100 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	July 12	..	5,588 13 8	718 12 2	6,307 5 5	11 14 0	79 18 0	6,279 17 5	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm.	22	5	July 12	11,260	....	....	323 0 10	9 4 9	64 13 3	362 1 5	5
778,116 16 8	772,155 16 1	2 10 0	Manchester & Bolton	23	10	July 8	..	413 18 4	179 11 1	593 9 5	8 9 6	59 6 6	527 13 2	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	July 5	..	2,666 19 10	1,527 6 9	4,194 6 7	11 19 10	83 18 10	956 9 1	13½
1,533,000 0 0	1,440,000 0 0	....	Midland Counties	25	57	July 10	11,875	2,058 19 10	871 5 6	2,930 5 4	7 6 10	51 7 10	1,584 5 7	37
950,000 0 0	....	....	Newcastle & Carlisle	26	61	July 10	..	919 18 7	900 1 8	1,820 0 3	4 5 2	29 16 2	1,833 1 10	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	27	72½	July 10	..	3,525 3 5	880 6 5	4,406 9 10	8 14 3	60 19 9	2,323 15 11	40
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	..	..	....	....	....	....	....	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	29	15½	July 11	12,061	906 15 5	7 5 4	914 0 9	8 8 5	58 18 11	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	July 10	4,186	404 8 11	98 19 0	503 7 11	8 15 8	36 9 8	....	..
600,000 0 0	220,245 0 0	4 0	Ulster	31	8	July 11	6,673	....	....	177 7 11	3 3 4	22 3 4	217 3 8	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	32	23	July 12	8,215	....	....	1,607 19 11	9 19 9	69 18 3	663 7 0	19½

2. Toll to London and Birmingham 143*l.* 16s. 7d., to be deducted from gross receipts.

3. The receipts are exclusive of those for the mails; on Sunday mails only are carried.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (88+31.)

12. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 26*l.* 19s. 4d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,070*l.* 10s. 2d. are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 84*l.* 13s. 0d.; horses, 28*l.* 6s. 6d.; dogs, 1*l.* 13s. 6d.; parcels, 203*l.* 2s. 11d.; cattle, 13*l.* 12s. 0d.; corn, 16*l.* 17s. 4d; heavy goods, 470*l.* 19s. 7d.; coal, 102*l.* 0s. 8d.—Total, 871*l.* 5s. 6d.

27. Including the traffic of the Manchester and Leeds Railway, 107*l.* 13s. 0d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

The table sent us by D. E. *is in several respects valuable, but it is rendered incorrect in an important particular, apparently by the compiler having understood the term "tram road" to mean a railroad for the transport chiefly of goods. The locality the writer dates from (Lincoln's Inn) may account for his being better acquainted with Railway Acts than with railway terms and practice. As* D. E. *may wish, we will either return the table or use it, with thanks, after making the needful corrections.*

The patent signal lamps of Mr. Bettie, of Glasgow, probably deserve attention, but the paper sent to us does not sufficiently describe their peculiarities of construction to admit of our forming any decided opinion on their merits.

A correspondent who is desirous of testing the performances of the locomotive engines under his care, is desirous of having some further particulars of the performance of the Liverpool locomotive engine on the Hull and Selby Railway, noticed in our last. He would be glad to be informed of the size of the cylinders and driving-wheels—area of fire grate, and inside of fire box—length, size and number of the tubes, the gradients of the line passed over, &c. We apprehend our present correspondent is only one of many who would be glad to receive information of this kind.

The Rival Carriers.—*We have inquired into the facts connected with the damage to goods, &c. &c. complained of by Mr. Townsend, of Chester. It appears that neither overcharge, damage, nor delay, can be fixed on Messrs. Pickford, for the goods passed from their hands into those of another carrier, and they do not, in point of fact, carry to Chester. Of course there could, in this instance, be no competition between them and the Grand Junction Railway Company. It was only through mistake, indeed, that the goods were received by them at all. On the whole we do not think that the circumstances of this particular case furnish any legitimate data for instituting a comparison between the care and diligence of the Grand Junction Company and those of the private carriers. If future occurrences should tend, more clearly than the present, to point out the practical consequences to the public of one or the other mode of managing the carrying business, we will readily give them all publicity and attention.*

Sunday Observance.—*Our views on this question have at length found an able antagonist in* "Anti-Sunday Translitarian." *We are unable to find room this week for his paper, but it shall appear without fail in our next.*

We regret that Mr. F. Coste has to do with persons so reluctant to do justice, but as a general meeting is close at hand, we would advise him to withhold his tale of grievances till then.

A Railway Shareholder, but not in the Great Western or Birmingham Lines, *merely echoes the unsupported assertions of* Ignotus.

Received—Fitzsteam—R. A. B.—Medium—An Elector.

Omitted Returns.

Chester and Birkenhead, week ending	July 6..	£171	4	11
Great Western	July 4 ..	11,302	10	4
London and Croydon	July 29..	755	6	2

THE RAILWAY TIMES.

SATURDAY, JULY 17, 1841.

WE earnestly request the particular attention of our readers to the extraordinary correspondence which we publish this week, respecting *the getting up* of the affidavits in support of the late abortive application, by the Directors of the Eastern Counties' Railway Company, for a criminal information against the *Railway Times*, and to the strong light which it throws on the motives and principles of the authors and abettors of that very *criminal* proceeding.

Mr. WYLLIE, one of the Directors of the Company at the date of the article in this journal which was charged as libellous, and who was, therefore, required to join his former colleagues in denying on oath the truth of the imputations it contained, and who did—*looking to the record merely*—go nearly as far as any of them in such denial, comes now manfully forward—impelled thereunto by the publication in our last week's number of his affidavit at full length, and by the damaging import of our strictures upon it—and shows, by the incontestible evidence of a preceding correspondence between him and *the solicitor for the prosecution* on the subject of that affidavit, that he did not intend his denial *in the sense* in which it was made use of by his ex-colleagues or their legal adviser or advisers, to influence the minds of the judges. The correspondence proves further, that the whole of the other nineteen Directors were distinctly warned by this one honest (and therefore Ex-?) colleague of theirs, that if they swore what it was proposed they should swear—and which they have since actually sworn—it would be understood by the judges and everybody in a sense *the very opposite to the truth!!!* They swore erroneously and deceptively—not as we have hitherto charitably supposed from oversight, but *after* they had been formally warned in writing that if they did so, they would be guilty of something which their ex-colleague, Mr. WYLLIE, being no "practised or latitudinarian swearer," holds, in common we imagine with all honest men, in extreme abhorrence!

The case is this:—The twenty Directors in question all swore positively that—

"Although the Directors did state that exclusive of charges for maintenance of way and depreciation of stock, the current expenditure for working the line was less than the receipts from the line, YET THESE DEPONENTS DENY THAT THE SAID DIRECTORS HAVE EVER, in any other manner in their Reports, indirectly OR AT ANY TIME pretended THAT THEY WERE WORKING THE SAID RAILWAY AT A CONSIDERABLE PROFIT."

Whereas, these same Directors in the Report made by them to the shareholders on the 28th of August, 1839, stated expressly—without making any mention of "maintenance of way" or "depreciation of stock," and without the slightest qualification or reservation whatever, that—

"The current expenditure for working the line *according to the best calculations that could then* be made DID NOT AMOUNT TO FIFTY PER CENT. ON THE GROSS RECEIPTS; a result which cannot fail to be highly satisfactory to the shareholders."

* * * * *

[Other reports were made by the Board calculated to keep up the same favourable impression, but we confine ourselves to that of the 28th of August, 1839, as admitting of no dispute or doubt about the meaning intended to be conveyed by it.]

What the Directors, therefore, denied on oath, they had ever done, this Report clearly proves they did; and how this came about, is the subject of the explanatory correspondence which we now lay before our readers.

On the 19th April, Mr. DUNCAN, the Solicitor to the Company, writes to Mr. WYLLIE, enclosing "an affidavit," to be sworn by him as one of the Directors in office on the 13th of February, 1841, which affidavit is said to be "in the same form in which it *has been sworn* to by the several Directors." At that date, however, none of the Directors had yet "sworn" anything. The earliest of the affidavits is dated the 22nd of April.

On the 19th April, Mr. WYLLIE writes, in answer to Mr. DUNCAN, declining to make the affidavit in the terms proposed, for the following reason among others.

"As regards what other Directors may have stated about the profit of the working of the line, I cannot positively swear; what I know is that my own conviction (*founded on statements of Mr. Hall*, which I think I took down in my minutes,) was on the 13th of February, that we were working at a profit. I remember quite well stating that we *were* to Messrs. Tucker, Barnett and Co., of Birchin-lane, when we wanted to borrow money upon our debentures. I avowed that conviction at the adjourned Board of 24th February, when Mr. Cropper took upon him to lecture me upon a question which I put connected with the law of libel. *and I cannot swear to that part of the affidavit without perjuring myself.*"

Even down to the 24th February last, two or three days before Mr. WYLLIE ceased to be a Director of the Company, it appears he was under a firm impression that they "were working at a profit," and he remembers well having stated that they *were* so to "Messrs. TUCKER, BARNETT and Co., of Birchin-lane, *when we wanted to borrow money on our debentures.*" So then, the case which we only *supposed* last week, turns out to be not altogether a *fiction!* "*Certain large sums of money* WERE (not lent to but) *attempted to be borrowed by the Company on the faith of the Report of the 28th of August*, 1839, *representing that the Company were netting a clear profit on their carrying business of* 50 *per cent., and on the strength also of personal assurances from certain leading members of the Board, that the most implicit reliance might be placed on the accuracy of that Report.*"

Mr. DUNCAN replies (20th April), requesting an interview with Mr. WYLLIE on the subject of the affidavit, which he says "*I will make to your mind*, if after explanation from me it be not already so."

The interview takes place, and on the 24th April Mr. DUNCAN forwards to Mr. WYLLIE what he calls a "new" affidavit—respecting which he says, "you will find it even still more correct than the former, and *I have attended to your wishes.*"

Mr. WYLLIE however still demurs, and on the 26th April writes Mr. DUNCAN a long and very remarkable letter. He desires it to be understood that he is "no party to the prosecution" of the *Railway Times*, and disapproves of it altogether; (it appears, indeed, from the letter by which Mr. WYLLIE introduces this correspondence to our readers, that this was one of his principal reasons for withdrawing from the Board.) He thinks that "even if successful," it will do injury to the Company, "*as tending to dispel a very favourable belief respecting the traffic, generally entertained, and participated in by myself*," that is to say, that if the Directors *persisted*, in spite of his (Mr. W.'s) warnings, in *swearing* that they "never pretended that they were working the railway at a considerable profit," they will be giving the lie to all their own previous representations, and to the actual belief, down to a very recent date, of one at least, if not more, of their own body on the subject. He quotes the very words of the Report of the 28th August, 1839, which we have so often cited, as being in direct opposition to the swearing of the Directors, and calls again to mend the specific representation made to Messrs. TUCKER, BARNETT, and Co.

"If I do swear to it" ("the affidavit before me"), "it will be in the restricted sense that the Directors, in their public Reports never used *the words* 'consi-

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derable profit.' I cannot do otherwise, for were I placed in the witness box, and interrogated upon oath, I would have to confess that the extract which you embody in the affidavit, namely, that 'the correct expenditure for working the line, according the best calculations that could be made, did not amount to 50 per cent. upon the gross receipts, a result that cannot fail to be highly satisfactory to the shareholders,' was indeed highly satisfactory to me as a shareholder, and *did convey* to my mind the persuasion *that we were working the line to a considerable profit*. I would have to confess that I believed the sums *which Mr. Hall, in his weekly financial statements*, submitted to the Board, placed to the credit of traffic, afforded a true measure of that profit, and that upon this very basis I had not, as a liar and impostor, but as *a true believer*, attempted to borrow for the Company money on debentures, with my highly respectable brokers, Messrs. Tucker, Barnett, Ellis, and Co., of No. 11, Birchin-lane. Consequently, I cannot swear to anything more than the use of *the words literally taken, being* MYSELF IMPRESSED WITH THE VERY MEANING WHICH THEY CONVEY. You and the Directors may laugh at these scruples, but I assure you, they are serious matters to me, and whatever courtesies and kindnesses I may owe them (the Directors), I owe it to the safety of my own soul not to swear one iota beyond my own conscientious knowledge and belief in their service."

And under all these circumstances, Mr. WYLLIE refuses to make any affidavit—not even in the restricted sense he points out—unless the Board will guarantee him against being saddled with any of the expenses which a failure in the prosecution may cast on the swearing Directors.

Mr. DUNCAN sends Mr. WYLLIE three days afterwards "a letter of indemnity" to the effect desired by him, and requests to see him on the following morning with the affidavit, when he "shall not be detained two minutes."

Mr. WYLLIE appears to have called accordingly at Mr. DUNCAN'S office on the following morning (28th April), but not meeting with him, and tired of waiting, he leaves a note for him, in which he says—

"Make out an affidavit *so as to tell the whole truth and nothing but the truth, in the strict sense of my last letter*, and ending in the words there used. I will swear to no other."

Here the correspondence ends; and here we beg it may be particularly observed, that though *by this time* all the other persons who were Directors on the 13th of February last, had executed their respective affidavits—all swearing that they never did that which their Report of the 28th of August, 1839, positively proves they did do—the application to the Court for the Criminal Information had not yet been made, (it was moved for on the 30th April), and it was still in the power of the Directors to have withdrawn and suppressed them if they pleased. Time there was also—ample time—for their legal adviser to discuss with them the question raised by Mr. WYLLIE of perjury or no perjury; and if he did not discuss it with them we leave it to all professional men to judge, whether he did not grossly fail in his duty. As it was, the nineteen Directors, one and all, *stuck fast by what they had sworn*; if not, after due deliberation on the part of each and every one of them, still with a perfect knowledge on the part of their legal adviser, Mr. DUNCAN, that their ex-colleague, Mr. WYLLIE, had pronounced all swearing in the *obvious and substantial* sense of the affidavits to be *rank perjury*.

But what did Mr. WYLLIE himself swear at last? Mr. WYLLIE says, that he depended on Mr. DUNCAN'S so modifying his affidavit as to suit the strict sense in which he wished it to be understood? Did Mr. DUNCAN do so? Did he so modify the original draft submitted to Mr. WYLLIE, as to meet Mr. WYLLIE'S expressed "wishes," and as he pledged himself he would do? Did he confine Mr. WYLLIE'S denial to the use merely of the literal phrase, "considerable profit?" Did he introduce into Mr. WYLLIE'S affidavit his own very qualifying addition, that though the Directors never used that identical phrase, they used others which conveyed to his mind the impression that they were, in point of fact, "working the line to a considerable profit?" Did he, as required by Mr. WYLLIE, and as Mr. WYLLIE trusted he would do, so shape his affidavit as that it should "tell the whole truth, and nothing but the truth, in the strict sense" of his letter of the 26th April? No—nothing of the sort. Mr. WYLLIE'S affidavit differs in no respect whatever as regards the denial about making profit, from the affidavits of all the other Directors. He swears, as they all do, that they "never pretended," &c., though he distinctly warned Mr. DUNCAN, that were he to do so, he would be "perjuring himself."

We have compared with some care the affidavit made by Mr. WYLLIE, with the affidavits of the nineteen other Directors, and we can detect but one material circumstance in which it differs from the rest. The "one material circumstance" is this: the nineteen Directors all swear that—

"These deponents speaking for themselves and the Directors of the said Company generally, according to the knowledge and belief of these deponents have always been impressed with the conviction that their duties under the said Act of Parliament are public duties to be discharged with care, fidelity, and honour, *and that they have to the best of their judgment and ability discharged the same with care, fidelity, and honor, in every respect.*"

Mr. WYLLIE does not swear so; he had made objections, we presume, in his personal conferences with the Company's Solicitor on the subject; and as it was not absolutely essential to the success of the Criminal Information that he should do so, the Solicitor had humoured him so far in his scruples as to leave this passage out. The omission is of great significance notwithstanding. Mr. WYLLIE, who must know his ex-colleagues and their doings better than any body else not of the Board, *would not swear* that they have "to the best of their judgment and ability discharged their duties with *care, fidelity*, and *honour*, in every respect!"

But was the mere leaving out of this certificate of character what Mr. DUNCAN meant when he wrote to Mr. WYLLIE "I have attended to your wishes?" Was it by this slight stroke of the pen he fulfilled Mr. WYLLIE'S emphatic injunction to "make out the affidavit so as to tell *the whole truth* and *nothing but the truth*, in the strict sense of my last letter" (that of the 26th April)? Why, it no more conveys the strict sense of that letter—what *he meant to swear and thought he was swearing*, "the whole truth and nothing but the truth"—than it does his opinion of the origin of the punishment of the pillory, or the shortest road to Coventry. The affidavit represents Mr. WYLLIE as denying point blank that the Directors had "ever pretended that they were working the railway at a considerable profit;" while the letter—in "the strict sense" of which that affidavit should have been drawn up, and was supposed by Mr. WYLLIE to be drawn up—shows that he always understood and believed, down to as late a date as the 24th of February last (if not later), that they "were working the line to a considerable profit," and had given all the world every reason to understand and believe so too. "Consequently," quoth Mr. WYLLIE, "I cannot swear to anything more than *the words literally taken*, BEING IMPRESSED WITH THE VERY MEANING WHICH THEY CONVEY." That is to say, he was ready to swear the Directors did not, in any of their Reports, make use of the precise words "*considerable profit*," but felt bound at the same time to acknowledge that they did make use of certain other words which "impressed" him, as well as many besides, "with the very meaning which the words "considerable profit" were calculated to "convey." Can it be that it is upon such a miserable quibble as this, of not having used the words "considerable profit," that the other nineteen Directors depend for their justification, in swearing as they have done? We know not what effect such a plea might have at the bar of the Old Bailey, but of this we feel well assured, that had the Court of Queen's Bench suspected that the affidavits of the Directors were intended in any other than their natural and obvious sense—that they meant merely to deny the precise words ascribed to them, and not the body and substance of the offence laid to their charge,—nay, had they been aware that even one only of the affidavits was to be taken in such a restricted but hidden sense—*had they but known all that* Mr. WYLLIE *has now disclosed to the world*—there would not have been one moment's hesitation about the mode of disposing of the case; the Rule Nisi would have been at once discharged—both the Directors and their legal advisers would have been indignantly reproved for presuming to trifle so with the Court—and the whole costs of the double-faced proceeding would have been thrown upon them and not upon us, its innocent victims. And why, may we ask, was not Mr. WYLLIE'S affidavit at least, made in the terms in which he so expressly, so anxiously, and so repeatedly desired it should be made? Stand forth, Mr. DUNCAN, and tell us why. Justify, if you can, your part in these dark proceedings. Explain, if you can, why "that part of the affidavit" which your friend, "My dear WYLLIE," told you he could not "swear to" without "perjuring" himself, was nevertheless retained in the affidavit. Mr. WYLLIE has placed you on your defence at the bar of public opinion, and whether you plead or not, the public will judge. Do not, however, flatter yourself that silence will serve you; for on our own parts we beg to assure you, that the case shall not be suffered to rest here. We have yet our remedies, and both you and your employers may find ere long, to their bitter cost, that we know how to make good use of them.

WE have laboured hard from time to time—seconded always most ably by two or three esteemed correspondents of like views and sentiments as ourselves—to urge Railway Companies to greater particularity, and to a more unreserved openness in their published accounts. We are sworn enemies to the lumping system so generally prevalent in England—a sure cover as it is for every conceivable sort of malpractice—and shall not cease from our endeavours, till we see the accounts of all Railway Directories laid before their constituents in such minute detail, and at the same time so classified and arranged, that all concerned may learn from them at once, how their affairs are

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managed in every single particular. In now returning once more to the subject it is not because we suspect, in the slightest degree, that our former arguments need correction or support, but it is in the belief that no truth however obvious, however undeniable, however important, ever comes to influence general practice without strong and constant reiteration in different aspects.

It may be well to meet at first the objection to the proposed practice which assumes that Railway Companies are really private associations for making the most of the money of their members, and that therefore there is no more reason to call upon them to publish their accounts, than to call upon any other of the multifarious profit-seeking associations to do the same thing. We put aside for a moment our main argument, that it is for their own profit to do so, in order to remark that in this case there is really no privacy to be violated. A Railway Company consists of hundreds, perhaps thousands of shareholders; the affairs of the Company are the affairs of each of these persons; but who ever heard of privacy among thousands? If it were ever so much desired, how is the telling of tales to the public to be prevented? To a great extent the affairs of every railway *are* matter of constant discussion by all sorts of parties, owners, riders, and lookers-on. No men live more in public than Railway Directors and officers. In the Olympian games the competitors rode indeed with less speed, but not with greater publicity; the eyes of the whole community are on the railways. Now what we urge is, that that which *is* known and will be known in disjointed and imperfect parts, should be made public methodically, completely, and by authority; that that which is known and will be known, but often only so as to cast doubt on the truth or prudence of the Managers, should be given to the world with its true explanation—that that which is known, and will be known, as facts generating discontent, yet leading to no satisfactory defence, or conciliating adjustment, should be so presented as to supply the needful materials of argument, and grounds of decision.

It may be indeed—(would that it were an impossible supposition!)—that there are here and there self-important officials, or Directors of mysterious and empty-headed gravity, the one class ruling by mere accident of position, and the other by mere weight of purse; there may here and there be such who may deem our proposal a mere invasion of their *peculium*—an attempt to break in on the secresy which constitutes, in lack of either brains or hearts, their whole strength and importance; who will cry out as though we were for letting profane light in upon their mysteries, and for putting words into the mouths of the multitude, at the utterance of which the whole fabric of railway prosperity—aye, and the railways themselves, rails, viaducts, embankments, and all—would magically and most lamentably vanish. It may be (we wish we could avoid the saying of it) that there are dark transactions and foul jobbing which will not bear the light, which mystery and confusion only can cover, which honest comparison and fair and candid emulation would soon expose. In these cases, the world wonders not at resistance to publicity; and we shall content ourselves with saying, that resistance will not long avail.

But what are parties like these, and their silly airs or selfish interests, to the far greater numbers of honourable and pains-taking men who stand in like circumstances? Why should they who zealously and honestly do their duty, be deprived of that best of all rewards, out of a man's own bosom, the approbation of his fellows, merely that the whims or plunder of "the baser sort" should not be disturbed? While anything short of the fullest and most orderly exposition is withheld, the suspicion and dissatisfaction engendered by mystery, will fall alike on its real authors, and on those who stand side by side with them in the view of the public. But, "what is the chaff to the wheat?"

We have been drawn from the direct line of our argument, by the passing inducement to point out the kind of persons who are most likely to oppose this wholesome publicity of accounts, and the fact that the much greater number of Managers and officers who have not these faults, are certain to share their blame. We return to our course by remarking, that there exists this great difference between Railway Companies and other trading associations as to the claim which the public has to the publicity of their accounts; that in other cases, whatever is done by the first adventurers, if not to the satisfaction of their customers, may be done over again, and better, by others; but not so (at least till after grievous delay and injury) with railways. Let a Company start a steam-boat, and if their fares are exorbitant, or their speed unsatisfactory, or their civility deficient, or their punctuality not to be relied on, the evil is soon remedied by competition. Let a Banking or an Insurance Company enter the field, and shortly their good behaviour is soon secured, if needful, by the better manners of their neighbours of the like occupation. But in the case of a railway there is no such competitive check; by the railways must their customers—the totality of their customers, shortly termed "the public"—go, submitting, if it must be so, to whatever overcharge or incivility, grasping miscalculation, or insolence of office, may inflict upon them; no other road is open, or at least none of which the established, and now inevitable, necessity of speed will permit the use. The fair and only defence of the public against this possible abuse of a practical monopoly is publicity of accounts. If the authority and power of the whole community have been employed in establishing an indispensable means of transit, under circumstances which leave no choice but to use it, surely the least right of the community is, to be assured that it uses the road on fair terms.

Another and very important difference remains, and one on which hereafter grave proceedings may be founded. In the establishment of other corporate enterprises no previous rights are infringed. To start a steam-boat no cultivated property or cherished spot is broken in upon—no home of generations is demolished, or scene of endeared recollections buried or cut away; nay, even the commonest and coarsest of social rights, the right of property, suffers no infringement. But if in seeking to obtain the abolition of ancient rights, and the sacrifice of present attachments, the projectors of a railway had said to the legislature—"Pray let us do this, because we can make a great profit by it," needs it two words to tell the answer? The plea, the just and sufficient plea, was the public good, and the plea must be upheld by the result. Consistently with fair, liberal, ample remuneration for outlay and risk, the legislature are bound, if it is necessary, to see that the rights they gave power to destroy, were not sacrificed to new and inferior interests, and still less so to reckless or mismanaged speculation. Here there may hereafter be found a reasonable and necessary ground for extensive legislative interference in railway management—an evil which we should deeply deplore, and to which nothing but the pressure of still greater evils would reconcile us. Its avoidance is easy, and that by means exactly coincident with those required by the personal reputation of railway administrators, and the best interests of the proprietors. Satisfy the public by plain facts, to be shown from published accounts, that they are fairly dealt with, and no government, however troubled with that prevailing vice of governments, the propensity to meddle, would ever have either the power or the pretence to interfere.

The main argument, however, on which we would rely is that of the tendency of this publicity to promote the real interests of the railway proprietors themselves—we may go further and say its absolute necessity to the due promotion of those interests.

Of railway proprietors, how does or how can each know that the line he is interested in is honestly, economically, and judiciously worked? Only by comparing it with the working of other lines. The owner of a stage-coach can easily judge of his neighbour's expenses, and if, as in the case of railways, he left it to the care of servants, he could still judge on the whole, whether his expenses were much greater than they ought to be, by finding whether he could profitably carry passengers at the fares charged by his neighbour. But in the case of railways, all such parallel objects of comparison are wanting; the proprietor must learn what his own railway is doing, and compare it with the doings of others, and he must be careful to purchase the means of effecting this salutary comparison, by reciprocably affording to others his share of the information thus required by all.

But further, let us suppose it to be discovered that a certain railway is working at a cost of 60 per cent. on the receipts, while another in nearly similar circumstances is costing only 45 per cent. This bare fact affords no guidance whatever—it merely supplies a strong reason for inquiry. It may be that the receipts are kept down by high fares, or that the line is extravagantly burdened with salaries, or that the nature of the line is such as to require great expense in maintaining the way, or that justice is not done in the management of the locomotives—or it may be a combination of those things—or it may be an unavoidable result, and there may be no fault at all. Particulars—carefully digested particulars, and arrangement—uniform, or nearly uniform arrangements, are necessary to afford an opportunity of comparison item by item, fact by fact, in the several ratios of miles, of trains, of passengers, of times, &c., &c., until the truth is ascertained, the evil, if any exist, is remedied, or the administrators justified to their constituents. And why should not this indispensable course be taken? Is there anything in professional jealousy or official pride which ought to be suffered to stand in the way?

It does not follow that because a man is diligent and faithful, he does every thing in the best possible way, nor that because he is observant and ingenious, he has monopoly of invention. The most careful and the most talented may learn something from those who, in these qualities, are much below them. Well, therefore, as a line may be managed, it is far from impossible that in many particulars it may be improved by the example of others. It is true that talent (perhaps we ought to say, that lower degree of ability which assurance makes to pass for talent) is sometimes un-

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happily associated with pride—which foolishly disdains to acknowledge that it has anything to learn; but we are quite satisfied that the minds which are the fittest to be intrusted with powers of control, are the most willing to be better informed. It is not therefore by those of the working Managers, whether Secretaries or Engineers, whose services are best worth having, that publicity and uniformity of accounts will be opposed.

As intimately connected with this subject, we again call attention to the important results on profits which follow from the relation between current cost and fares. It is not doubted that high fares diminish the number of passengers, and increase the cost on the conveyance of each—the only dispute is as to the degree in which this effect takes place. It is equally clear that there is a fare too low to afford any profit as well as one too high to admit passengers enough to pay at all, whatever the number of passengers may be. But every thing depends, much more than at first sight appears, on the proportion between the expenses and the fares, and on the effect produced on the number of passengers by alteration of fares. These vital questions require, for their solution, results gathered from the widest field and the most diversified situations. For instance, suppose it known that a railway at certain fares per mile carries in a year a number of passengers bearing a certain proportion to the population within reach of it; ought not that fact, with due allowance for known difference of circumstances, to assist, with other considerations, in pointing out the probable effect of proposed rates of fares on the traffic of another line? Again, suppose a line working three classes of carriages, and with a certain proportion between the fares of each; may not a knowledge of the proportionate numbers of its different classes of passengers, help materially to show why its results are different, better or worse, than those of another line, where different fares, or different proportionate fares, are in use? It may be said, indeed, that these facts, from other railways, may furnish no decisive and demonstrable rule for that in question. Exactly so, and thereby is our argument strengthened; for by so much is increased the necessity for extended and varied observation. We do not need two reasons or two examples to convince us that the three angles of a triangle are equal to right angles; the logical proof is complete, and in every possible case it is inevitable. But in economical, as in moral questions, it often happens that we must act on probabilities: and the graver the case, the more important is it that the probability should be strong,—that it should be pointed to by a variety of considerations from various quarters, each perhaps insufficient of itself to determine the question, but leading to a conclusion towards which the others also would tend. If we cannot for any one railway, determine the best proceedings from the results of any other single line, the proper and indeed the only safe course is, to call to our aid the experience of all, by contributing in return of ours for the benefit of every other.

To see something of the value of the practice we urge, let us suppose it universal—let us suppose that accounts at least as minute as those of the Belgian railways, and if possible better arranged than they are, were regularly published by every railway in Britain. Where is the officer or servant who would dare venture on corruption or indulge in negligence? Where is the Board that could persist in practices proved by universal experience to be detrimental? Where are the shareholders who would not point, if needful, to the better doings of other lines, and require results as good as theirs? Where are the officers who, if good for anything, would not aspire to the distinction such publicity would necessarily confer on those who deserved it, or the servant who would not feel proud of his line?

THE usual Half-yearly Meeting of the Greenwich Railway Company was held yesterday at the London Tavern. After the Report had been read, a charge was made by Mr. Williams against the Secretary, Mr. Akerman, of partiality in the allotment of shares, which, however, was successfully rebutted, and drew from the late Chairman of the Company a warm eulogium of the Secretary. The new carriages of the Company are said to require diminished locomotive power. The coke consumed amounts to 26 lbs. per mile. The two classes of fares at one shilling and at eightpence are to be consolidated into one at ninepence, the sixpenny fare remaining as before. The railway on one occasion brought seven thousand passengers to London in two consecutive hours. It is anticipated that ere long large steamers will be prohibited from coming higher than Greenwich, and that small ones will have their number of passengers so limited according to their tonnage, that they cannot successfully compete with the railway. The Croydon Company, which is now endeavouring to get a reduction from the rate of threepence per passenger they are now paying, will soon be asked for fourpence halfpenny, which it is said they can well pay when their line merges, in the longer ones of which it forms part: at present there is a falling off in the receipts from this quarter in consequence of their exertions to stop the traffic before it comes on the Greenwich line. A dividend was voted for the half-year of four shillings for each of the original shares, and after thanks to the Directors and Auditors, the meeting broke up.

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A SPECIAL General Meeting of the Shareholders of the Blackwall Railway Company was also held yesterday at the London Tavern to deliberate on the mode of raising the additional 200,000*l.* authorized by their Act of Parliament, and now rendered necessary by the engagements of the Company. Of this sum the Act permits 150,000*l.* to be raised by new shares, and the remainder either by shares or debentures. The Directors proposed, and after some discussion the meeting unanimously determined, that the whole should be raised by new shares to stand nominally at 25*l.* per share, to be equal in number to the old ones, and to be offered rateably to the present proprietors at 8*l.* 6s. 8d. per share; a deposit of 2*l.* per share to be paid on the 15th August, and the rest in calls of 2*l.* each, at intervals of not less than three months. In answer to some inquiries, the Chairman (W. Routh, Esq.) stated that his opinion, and that of the Directors still is, that the concern will soon pay very satisfactorily; and he accounted for its not having done so already by the unavoidable delay which had taken place in obtaining the necessary steam-boat traffic to the Blackwall terminus, and in the completion of the extension to Fenchurch-street. The breaking of the ropes had no doubt done harm to the reputation of the line, but the wire ropes now in use had never failed. Mr. Salomons supported these views, and added, that the railway deserved and doubtless would receive support for its diminishing the risk to human life on the crowded river. It was stated also by the Chairman that the extension to Mark-lane would be made, if at all, without addition to the capital of the Company. The present receipts are about 1,000*l.* per week, and will be augmented by the improvements in progress. The extension to Fenchurch-street will be opened probably next Monday week, but certainly in the course of the month. Goods may be carried with profit at half the present price of cartage. It was, however, strongly recommended by Mr. Stephenson, the Engineer of the Company, that the passenger traffic should be well organized before that of goods was commenced. The amount the Company will eventually have to pay under the clause in their Act requiring them to compensate for damage done to property within 50 feet of their line will not amount to four thousand pounds. Of 50,000*l.* spent in law and compensation the greater part is for conveyancing, nearly two thousand properties having changed hands. The Directors think that the present fares are not too low for the interest of the Company, and that at all events they should have a full trial. The meeting, against the expressed wish of the Directors, (who, however, did not screen the delinquent), passed a resolution strongly condemning the conduct of the retired Director, Mr. Alderman Humphery, M.P. in trafficing in shares to the prejudice of the proprietors generally. Thanks were with great apparent cordiality voted to the remaining Directors.

—o—

WE are glad to learn that the result of Sir Fred. Smith's examination of the Brighton line was entirely satisfactory, and that the opening to Hayward's Heath, which took place on Monday, the 12th instant, agreeably to the announcements of last week, was made with the perfect approbation of the Board of Trade. Mr. Laing, in his letter to the Directors, conveying the sanction of the Lords Commissioners, observes: "the Report is so satisfactory as to the state of the line, and the arrangements for conducting the public traffic, that it only remains to request the attention of the Directors to the recommendations offered by Sir Frederic Smith, and to impress upon them the necessity of extreme caution in working the junction with the Greenwich and Croydon lines." The only parts of the 27 miles now opened, which Sir F. Smith represents to be not yet quite in a finished state, are, we understand, the parapet walls of the Ouse Viaduct, and the facades of the north entrances of the Merstham and Balcombe Tunnels.

We adverted last week to what seemed to us an improper delay in the inspection of this line. It was not, we have heard, ready for inspection till Thursday, the 8th, and the opening being positively announced for Monday, the 12th, there were thus but three open days left for the Government Inspector to make his examination and Report, and the Board of Trade to signify, or withhold, their sanction. We were the more induced to draw attention to these circumstances from having on several recent occasions observed, as we thought, an unfair disposition on the part of Companies to reduce the Government supervision to a matter of mere form, by affording its officers as short a time as possible for the exercise of their functions. In the present instance, for example, it was so utterly impracticable to do all that was requisite within the three days left for the purpose, that the letter conveying the authority

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of the Lords Commissioners for opening the line, was not dispatched till the 14th—two days *after* it was actually opened. Such things ought not to be; either the Government superintendance should be abolished altogether—a length to which we apprehend but few are prepared to go—or it should have a liberal latitude and fair play.

—o—

When the Directors of the Edinburgh and Glasgow Railway got some time ago by the ears, about the "concentration plan of management," we gave it as our opinion that the Edinburgh section of the Board had the law, as well as a great deal of good feeling, on their side. The result, as our readers will perceive from the letter of an Edinburgh correspondent inserted elsewhere, proves we were right. The Court of Session have decided that the resolutions for swamping our modern Athenian friends, are contrary to the provisions of the Company's Act of Parliament, and therefore null and void.

—o—

The opening of the Gosport branch of the South-Western line, which was fixed for the 26th instant, is necessarily postponed for several weeks, owing to an unexpected failure in part of the Fareham tunnel. Early on Thursday morning last, a length of about 40 yards fell in. It is said to have been occasioned "not by the direct weight of the superincumbent earth, but by a side pressure created by a mass of earth slipping off on the side of the tunnel"—an explanation, however, which we cannot say we exactly understand. The soil in which the slip has taken place is of the London clay description, resting on a *slippery* bed of lias. Happily, no lives were lost, nor any injury whatever sustained by the numerous workmen employed at this point.

—o—

The statement which we copied in our last from the *Bath Journal*, that Sir Frederic Smith consented to the Bath and Chippenham portion of the Great Western line "being opened on Mr. Brunel's guaranteeing its safety," in spite of certain misgivings of his own respecting its sufficiency, is, we are happy to learn, altogether unfounded. Sir Frederic Smith went no less than three different times very carefully over the whole of this part of the line, and it was with his entire approbation it was opened; the only things stipulated for by Sir Frederic being that two or three portions of the works which were still in an incomplete state, should be actually completed previous to the opening, and that the trains should for a definite period work only on the north line through the Box Tunnel—both of which injunctions Mr. Brunel readily pledged himself should be attended to. It is this pledge, no doubt, which has given rise to the idle story about the "guarantee." We pronounced it on the first blush to be "ridiculous," but we should have better done justice perhaps to all concerned, had we set it down at once as altogether unworthy of credence.

—o—

The omnibuses of the London Conveyance Company now run every ten minutes from Paddington to the terminus of the Blackwall Railway in the Minories. Rapid steam-boats ply between the other end of the same railway and Gravesend. The time occupied is as follows:—Paddington to the Minories, by omnibus, 50 minutes—thence to Blackwall, 10 minutes—finally to Gravesend about 1¼ hour. Gravesend is therefore reached from the north-west of London in about two hours and a quarter, and the three kinds of passenger travelling in most general use are employed on the journey.

—o—

The Bordeaux papers state, that the Teste Railway has been opened with great pomp. The archbishop, the prefect, and all the authorities were present; the prelate gave his blessing to the undertaking at the Segur station (Bordeaux), and the president of the managing committee made a suitable reply. The party were then transported to Teste, were a similar ceremony was gone through, and the prefect delivered an address. A sumptuous banquet followed, and the authorities having visited the basin of Arcachon, were carried back to Bordeaux. The journey to Teste was performed in 2½ hours, and the journey back in one hour and fifty minutes. Immense crowds of spectators were assembled, and the day passed off without accident. The length of the line is 52,200 metres or about 57,200 yards. "The new railway between Bordeaux and Teste," says a private letter, "will open a market for vast productions of timber and firewood, which have been hitherto limited by the expense of transport, but which may now be conveyed at a moderate rate by the Canal des Landes and the railway. Teste, which is rapidly increasing, may now procure lime for building at a low rate, which it has hitherto been obliged to procure from Nantes at 40f the cubic metre. The journey between Bordeaux and Teste, by Bouviers, which required three tedious days in former times, and only a few days ago occupied at least 12 hours, may now be made in an hour and a half, and at much less expense. A line of steamers is about to be established between Teste and Bilboa, and thus a passage between these two ports may be made in one day. These, and other benefits too numerous to detail, must greatly promote the prosperity of Bordeaux and Teste, the basin of the Gironde, and the Landes."

RAILWAY PUBLICATIONS.

It is known to our readers, that on several late occasions the *Sun* newspaper has attracted considerable attention by its large medallion portraits of distinguished personages, and other devices somewhat out of the ordinary range of newspaper practice. Its number of Monday last is equally remarkable for having one of its pages occupied with a map of the English, and some of the Scottish and Irish Railways. The map has been produced by Woone's gypsographic process, and if not a very delicate specimen of art, serves at least to furnish a cheap and popular view of the existing and projected railways. The map is accompanied with another page of letter-press, in which we have first a rapid sketch of the history of English roads from the time of the Britons, then an equally slight account of the structure of a railway, and a comparison of the speed of the locomotive engine with that of other means of transit, after which comes a short account of each of the existing railways.

A cheap tract on the same subject, but one of much higher pretensions, has just appeared as the 5th number of *Knight's Store of Knowledge*. A pretty full history of the origin and progress of railways, and of the earlier locomotive engines brings us to the new starting epoch of the railway system—the opening of the Liverpool and Manchster Railway. A good popular account of the structure and principles of railways, and their locomotives follows, and the whole is concluded by a list of the principal British railways, with their course, length, capital, and date of opening. To those who seek only slight and popular knowledge of the subject this cheap production may be very properly recommended. It is an abridged copy of the article "Railway" in the *Penny Cyclopædia*, where the subject is treated in the same style, but with somewhat greater detail. The table with which the article concludes professes to contain the date, direction, length, capital, and various other particulars of all the executed railways, whose Acts of Parliament have been passed since the beginning of the present century.

THE FREE TICKET SYSTEM.

To the Editor of the Railway Times.

Sir,—In the *Railway Times*, of the 26th ultimo, I observe your reply to "G." on the subject of the Free Ticket system on railways. The allusion evidently is to the —— Company, from the number of Directors and length of line, and I find upon inquiry, on Change, that this reprehensible practice does exist to a frightful extent, not upon this line alone, but on many other lines now in operation in the kingdom. Who would not be a Director? Not content to save his own expenses when travelling, he can help a friend occasionally to a lift, by means of letters of introduction from one station to another. On speaking to a friend, after reading your paper, he supplied me with facts that are perfectly astounding. That men of such standing in the world as the Directors in question, should be guilty of or even tolerate such conduct is most abominable, and until it is contradicted it must stand as evidence against them. The annual meeting cannot be put off long, and if the Directors meet with any thing discourteous on the occasion, they must recollect that their appointment to the post was owing to their high standing, and that they have thrown the first stone. Can you, Mr. Editor, or any one, inform me by what Act of Parliament paid agents have been appointed in different towns in connexion with this and other lines, and what are their duties? My first purchase in this undertaking was in 1838—upwards of 100 shares—and I never experienced any difficulty in the correct registration or transfer by the broker who I employ to purchase and sell for me. If the appointments are made by the Directors, for the convenience of the Secretary, when visiting the towns on business, equal facilities are to be had at any respectable inn and at little expense. The same remark applies to another line where I hold a very considerable stake; and I trust to the support of the proprietary to carry this amongst other very serious reductions in our expenses. Another writer, in the same number, draws attention to the intended retrenchments on the North Midland line, and particularly to the reduction of seven in the number of the Directors. I trust, however, that on both lines the measure will be carried further—leaving only five, or at most seven, Directors to each Company; I feel satisfied the work would be better done; I have before me a small publication with the names and number of Directors attached to each line, and I find more men at the head of a minor line than are employed as principals to direct the ramifications of the British army, navy, ordnance, &c., united. As to salaries, Mr. Editor, the accounts being lumped together in such a manner, there is not an opportunity of judging, but perhaps the fair way would be to pay according to the produce of each line, compared with the prospectus sent out to the world. At any rate ten per cent. is not a sufficient reduction on large amounts, until the line pays the proprietors a remunerating dividend.

I am, Sir, yours obediently,
THOMAS DAVIS.

Liverpool, 14th July, 1841.

The depression in the Great Western Railway shares is owing to a report at the Stock Exchange that the Directors are about calling on the proprietors for a loan of 1,000,000*l.* more money to complete the line.—*Times* of Thursday.

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EASTERN COUNTIES' RAILWAY—WEEKLY PROGRESS SINCE THE 1ST MAY, 1841.

WEEK, MAY 16–23.

No. of miles opened.	Length of time opened.	Estimated amount of weekly passenger traffic on the principle of *doubling* only the number of common road passengers at "the most unfavourable season of the year." (See "Utmost Confidence" Estimates of August 1839.)	Estimated amount of passenger traffic, supposing the number of passengers to be *quadrupled* during the most favourable season of the year, (summer months) according to the general experience of other railways.	Actual receipt from the Company's own proper traffic (no other being included in the "Utmost Confidence Estimates.")	Deficiency. On the passenger doubling principle.	Deficiency. On the passenger quadrupling principle.	Estimated amount of weekly current expenditure.*	Estimated amount of weekly money loss out of pocket.	Profit which should and might have been realised from passenger traffic.†	Total amount of estimated weekly loss from money out of pocket and passenger profit not realised.‡	Number of stage coaches running for not less than seven miles parallel with the Railway. At opening of the Railway.	Number of stage coaches running for not less than seven miles parallel with the Railway. Now.
17½	Since July 1, 1840.	£. s. d. 2078 17 8	£. s. d. 4157 15 4	£. s. d. 615 10 7	£. s. d. 1468 7 1	£. s. d. 3542 4 8	£. s. d. 945 0 0	£. s. d. 329 9 5	£. s. d. 3212 15 4	£. s. d. 2926 14 2	50	46 ! ! !

TIMOTHY COCKER, Accountant.
1, Fact and Figure Buildings.

* This is my estimate, from all I have been able to pick up here and there on the subject, and I believe it to be rather under than over the mark. What the *actual* expenditure is to a shilling or so, the Directors can tell—*if they please*, and no doubt will—*if they think it will be to their advantage*.—T. C.

† From the amount in this column, however, there must be deducted the additional expense of carrying the greater number of passengers, which I assume *ought* to have been carried.—T. C.

‡ I have made no estimate of the loss from goods *not* conveyed, though that, too, must be considerable. In the "Utmost Confidence Estimates," founded, be it remembered, on data obtained by "actual enumeration at the most unfavourable season of the year," it was stated that 1,336 tons of goods, besides great numbers of cattle, sheep, and other live stock passed weekly *through Brentwood*. But though the line to *Brentwood* has been opened for a twelvemonth (5th July, 1841), no arrangements have yet been made for the carrying of either goods or live stock, and the returns are *nil*. So much again for absentee management!—T. C.

(*To be continued weekly.*)

THE GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Your oracular correspondent, "Ignotus," has assumed the Sibyl's pen with a vengeance, and refuses to offer a single reason in support of the peculiar want of railway faith that is in him.

Prophecy has hitherto been understood to be a gift superior to reason, yet not inconsistent with it; but "Ignotus" must be something else than a prophet, as his railway predictions are in direct opposition to both reason and experience.

"Ignotus" appears to think he knows more in regard to the Western Railway than all the Directors and shareholders put together, and proceeds accordingly to exaggerate the cost, diminish the revenue, and increase the working expenses after his own pleasure. If "Ignotus" has been speculating for a fall in these shares, an accidental circumstance which his "prophetic soul" could neither have influenced nor foreseen, certainly for the moment favoured his views. I allude to the unnaturally cold and rainy weather that has prevailed during the three past weeks, which by having put a stop to pleasure excursions, has diminished the receipts of the Great Western line to the extent probably of 2,000*l.* per week. Such even has been the effect of the late weather on the London and Birmingham line, though that is much more exclusively devoted to business travelling than the Great Western is.

In proof of this assertion, I need only refer to your last traffic return, which shows that the last reported week's revenue of that Company has only increased on that of the corresponding week of last year by 293*l.*, though the average increase of each of the 26 previous weeks of 1841, has amounted to 1,500*l.* above the respective weeks of 1840, and to above 4,000*l.* per week over those of 1839. Had the weather been of late favourable, the weekly receipts on the Western line could scarcely have amounted to less than 14,000*l.*, and the shares would in all probability at the present moment have been at 30 premium in the market.

As it has taken the London and Birmingham Company nearly three years to develope the resources of their line to even its present extent, we have every right, reasoning from analogy, to believe that a similar period will produce the same ratio of increase in respect to the Great Western. It requires a considerable time to attract travellers from the routes to which they have been long accustomed, and in regard to any extensive traffic in goods the difficulty is much greater, and the time requisite for its developement necessarily longer.

The last week's revenue of the Great Western as reported to me, is 12,800*l.*, which is *greater* than the highest receipt on the London and Birmingham line within the first 8 or 9 months after its through opening, and *greater* by from 2,000*l.* to 3,000*l.* than the *average* weekly receipts of that great line during the first 8 or 9 months alluded to. Such being the case, and the London and Birmingham Company having commenced with a 7 per cent. dividend, having shortly afterwards increased it to 8 per cent., and being now again in a position to divide a further increase, there seems no reason why "Ignotus" should yield to despondency in regard to the Great Western.

It may be further remarked, that in the parallel case of the London and Birmingham Company, two sets of fractional shares have since the final opening been issued to the proprietary at par, and that the Directors find themselves in a position to pay an increased dividend on these, as well as on the uncalled capital of their quarter shares. Had the London and Birmingham Directors borrowed the amount of additional capital required for their works at 5 per cent. instead of creating shares for it at par, they would now have been paying a dividend on their original shares of about 13 per cent. All the great railway authorities (with the exception indeed of "Ignotus") acknowledge that the per centage of working expenses diminishes according to the increased length of the line, and to this established principle I feel much inclined to add, that they will be found further to diminish according as the breadth between the rails is increased.

It is, for example, self-evident that an engine having a breadth of 7 feet between the wheels, may be made incomparably more powerful than one which has only 4 feet 8½ inches, and that in the former case, one engine will be sufficient for a train which, on the narrow gauge lines, would require two.

In conclusion, I beg leave to annex for the especial comfort of "Ignotus," a calculation of revenue and dividend for the current year, made on what will generally be acknowledged to be an exceedingly moderate estimate, and I shall not shock his prejudices by conjecturing how much per cent. that dividend will naturally increase in each of the three succeeding years.

I am, Sir, yours, &c.,

C.

London, July 15.

Fifty-two weeks' receipts at 12,500*l.* 1s.....		£650,000	0 0
Deduct—			
Rent of branches.....	47,000		
Interest on three millions borrowed.....	150,000		
Working expenses 40 per cent. ..	260,000		
		457,000	0 0
Leaves for dividend		£193,000	0 0

which on three millions of paid-up capital is 6*l.* 8*s.* 8*d.* per cent.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—With reference to the letter of "Ignotus" in your last number (admitted however under proper protest), allow me to say that it is quite outrageous that he should again attack the Great Western Railway with the same slanderous and unsupported assertions as had been already fully refuted in your columns, by various writers,* and without a single attempt on his part at reply to those refutations.

You seem by your note to have expected that your correspondent being "well versed in railway matters," might have sustained his assertions by data. If he be so qualified, his conduct is less excusable, as then he must have known that all his assertions were at variance with authentic facts and fair arguments. As to data, obviously neither has he given, nor will he give you any, (for the best of all reasons,) because they are not in existence—all correct data tending to show the contrary.

With reference to his repeated sneer at "officials and shareholders," I wish it consisted with the practice of officials to put down all such unjustifiable aspersions by direct and open refutation under authority. It can be no reproach to shareholders to do so. What can be more legitimate and natural than that they should indignantly expose such attacks on their property, from one who may be fairly inferred to be himself no shareholder, greatly as he may desire to become so, as much as possible at their expense?

In my last, I submitted a calculation showing how 120*l.* per mile per week, or 14,190*l.* per week, on the 118¼ miles, would yield dividends of 10 per cent. per annum, exclusive of profit on the two leases. On the same data, the whole 169½ miles would require weekly 95*l.* 2s. 6d. per mile, or 16,100*l.* to yield equal dividends. The calculation is subjoined. The rents are 17,000*l.* and 30,000*l.*, whereto add the mileage to the Bristol and Exeter Company which is taken at the highest amount held out in advocating the lease, being 15,000*l.* per annum for the 33 miles now open, though this is more than can be expected to be realised at the commencement.

I beg to send you a table of results showing the progress half-yearly of this railway, of which I propose, after the next general meeting, to send you a continuation.

Yours respectfully,

F.

Bath, 13th July, 1841.

* Alluding particularly to the excellent letter of "R.M." in your number of the 3rd instant, which has been since well followed by the able letter of "C." in your last number.

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Great Western Railway. Table of Results from Half-Yearly Reports.

	7 Months.	Half Years.					
	1838.	1839.		1840.		1841.	
	To 31st Dec.	30th June.	31st Dec.	30th June.	31st Dec.	30th June.	31st Dec. Estimated.
Openings	Miles. 22 June 4	Miles. Nil.	Miles. 9 July 3	Miles. 5 Mch. 30 20 June 1	Miles. 7 July 20 12 Aug. 31 17 Dec. 17	Miles. 13 May 31 13 June 30	
Opened	22	22	31	31 3 Mnths. 36 2 „ 56 1 „ 6	56 3 weeks 63 5 „ 75 16 „ 92 2 „ 26	92 5 Mnths 105 1 „ 6	
Average	....	....	....	36 Miles.	71 Miles.	94 Miles.	118¼ Miles.
Passengers, total number	264,444	258,884	347,542	378,736	645,481		
per week	8,821	9,956	13,367	14,566	24,826		
Whole distance, per week	7,259	7,595	7,903	8,197	7,448		
Miles travelled	....	....	....	7,888,293	13,861,971		
Receipts—Passengers and Parcels,							
Per head	3s. 1d.	3s. 4d.	3s. 7d.	4s. 2d.	4s. 2d.		
Per week	£1,461	£1,663	£2,409	£3,111	£5,235		
Per mile per week	66	75	77	85	73		
Goods—Merchandize,							
Per week	....	....	£62	£216	£590		
Per mile per week	....	....	2	6	8		
Timber and materials for the railway,							
Per week	....	....	62	131	93		
Per mile per week	....	....	2	3	1		
Total amount	£43,845	£43,491	65,885	89,037	153,912		
Per week	1,461	1,672	2,534	3,459	5,919		
Per mile per week	66	76	81	94	83		
Working expenses per cent	58	57	48	43	47		

Calculation for the whole 169¼ miles.

118¼ miles
18 „
33 „
} 169¼ at £95 2 6 ..... £16,099 18 1

Say weekly 16,100 0 0

Gross per annum 837,200 0 0
Working 40 per cent. 334,880 0 0

Net per annum £502,320 0 0

Capital—
Shares £3,025,000
Loans.. 2,725,000 at 5 per cent. £136,250,

£5,750,000

Rent £17,000
Ditto 30,000
Mileage about 15,000

62,000 — 196,250

304,170

Dividend £3,025,000 at 10 per cent. 302,250

Surplus £1,920

THE GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—As you have inserted "Ignotus's" prognostications respecting the Great Western line, may I request you to insert my facts not to be contraverted.

The Birmingham line opened throughout Sept. 15th, 1838, the receipts the first week ending the 22nd were as follows:—

Sept. 22nd	Total Receipts....	£10,769
Sept. 29th		11,059
Oct. 6th		10,841
Oct. 13th		10,714

11,059*l.* was the greatest receipt during the first six months the line was opened, 7718*l.* the week ending Dec. 30th the lowest.

The Great Western receipts, one entire week after opening, ending July 13th, inclusive, are 12,500*l.* or thereabouts. Deduct 2000*l.* which is more than "Ignotus" admits will be the rent and working expenses per week of the Bridgewater and Cirencester lines, and rather more than the actual receipts, and it will leave 10,500*l.* for the receipts of the main trunk, within 200*l.* of what the Birmingham took. July is about equal to September, or perhaps not quite so good. Now where is the boasted difference of receipts between the Great Western and Birmingham lines on opening? What are the facts?

The London and Birmingham has cost (it matters not where or how the money has been spent) 6,000,000*l.*, and is 112 miles long.

The Great Western has cost 5,750,000*l.*, and will cost, no doubt, 6,000,000*l.*, and is 119 miles long.

Where is the much talked of difference of cost of way? Look we are told at "the immense cost of the Great Western!" "It never can pay." "What an awful expense!" What then are the causes of the malignant falsehoods, the injurious reports against this line, and by whom are they propagated? The reason is, I suspect, that on the Western line the speed is much greater than on any other line; that the line is smoother, the carriages better, and the arrangements for the public better organised than on any other line, and that it has excited the jealousy of the North Country gentlemen and rival engineers.

We have had no jobbing Directors, no dishonest conduct, no concealments.

The faction now crying out so lustily, are the same parties who endeavoured, three years since, to turn out the present Directors in order to get their places for jobbing and speculative purposes.

I have the honour to be, Mr. Editor,

A LOVER OF TRUTH.

July 13th, 1841.

A WORD OR TWO FOR THE LONDON AND BIRMINGHAM RAILWAY.

To the Editor of the Railway Times.

SIR,—You will probably allow me to remind those who are calculating upon the increase of traffic of the Great Western Railway, being equal to that on the London and Birmingham for the first year, or one year and a half after its opening, that on the latter railway fell the burden in a great measure of doing away with a strong prejudice, against comparatively a novel mode of conveyance—a prejudice fostered by many whose interest it would be to prevent the old modes of travelling from being put out of use, and fostered also by many who could not so readily change their old habits of moving from place to place. On the London and Birmingham also fell the task of introducing people to the facilities afforded by railway transit, of rapid communication with distant parts of the kingdom, a communication affording also the advantage of safety, as well as such an amount of freedom from fatigue, as enabled the London tradesman to personally visit his country customers and return to town without any interference with his business or comforts worthy of notice. This introduction and victory over prejudice and old custom, was effected previous to the opening of any part of the Great Western, and the increase in traffic consequent upon it must not be expected by its sanguine supporters.

My object, Mr. Editor is not to "take from" the character of the Great Western, the prospects of which have of late occupied so large a portion of your columns, as I believe that its passenger traffic will be very large; but I honestly wish that anticipations of increase of profit, for which there do not appear grounds, should not be held out to the prejudice of persons who might contemplate making permanent investments—possibly a portion of provision for their families. Railways have, I believe been engaged into an extent greater than is consistent with prudence; however the past cannot now be recalled, and the business of every fair and candid person, who may be concerned in them, should be to prevent, as far as in him lies, future investments in them from being *blindly* made. In fact the "honest Scotch system," which you advocate, should be introduced with as little delay as possible into this country; bnt I certainly must congratulate railway shareholders generally on the disposition, which seems to influence their Directories each day more and more, to make them acquainted with the true position in which the several undertakings stand. As what I have said can injure no one, and this correspondence will in all probability, be my last effort, as it has been my first, it will not be necessary that it should bear my signature.

I am, Mr. Editor, your obedient servant,

ONE CONCERNED IN RAILWAYS.

July 12, 1841.

ELECTION PASSENGERS.—EXTRAORDINARY HAUL.—On Thursday the 1st inst. the committees of the liberal and conservative candidates for the West Riding of Yorkshire, at Leeds, applied to the Manchester and Leeds Railway Company, to have a number of their respective friends conveyed to Wakefield, for the purpose of being present at the nomination. Mr. Edmondson, who fills the situation of check clerk to the Manchester and Leeds Company, and who is the inventor of a very peculiar machine for printing tickets, to which we have alluded on former occasions, went from Manchester to Leeds the same day, to make arrangements with the parties, who were anxious to have tickets provided by the following day. He returned the same night. The printing commenced at half-past eight o'clock the following morning. Eight thousand tickets were printed in consecutive order; which the machine arranges as it prints them; and Mr. Edmondson left Manchester with the tickets by the half past eleven o'clock train, and arrived in Leeds by half-past two o'clock p.m. On Monday last (the day of nomination), 16,000 passengers were conveyed on the line, without confusion, or the slightest accident to any one.—*Leeds Mercury.*

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THE EASTERN COUNTIES' DIRECTORS AND THEIR AFFIDAVIT-MAKING IN SUPPORT OF THE PROSECUTION OF THE "RAILWAY TIMES" FOR AN ALLEGED LIBEL—R. C. WYLLIE, ESQ. IN EXPLANATION.

To the Editor of the Railway Times.

SIR,—It was remarked by Sir Robert Peel in his address on the establishment of a Library and Reading room at Tamworth, that "however highly respectable and esteemed individuals may be, and however entitled to confidence, yet he was perfectly willing to admit that it is legitimate and right to be jealous of the exercise of power." Admitting the truth of this, as a general principle, I never questioned your right, as a public writer, to be jealous of the exercise of power by the Directors of the Eastern Counties' Railway Company, or fairly to discuss how far, or with what fidelity, they exercised that power for the benefit of the great Company whose interests they manage. While I held the trust of being a Director of that Company, I considered myself responsible to the public for the faithful discharge of my duties. I can affirm conscientiously, that I endeavoured to discharge these in the way I believed to be most conducive to the promotion of the interests committed to my care; and I shrink not from the severest scrutiny of my conduct respecting any measure that, as a Director, I may have participated in.

In consistency with the principle of public responsibility, I cannot complain that you comment upon my public conduct, upon the ground of "making it a matter of public observation only so far as the public are interested," but I do complain of your *personality* in selecting, in your last No., my affidavit as an exemplification of the truth of the various charges adduced against twenty affidavits, admitted by yourself to be all "*to the same effect, and mostly precisely in the same words.*" If all the affidavits be precisely in the same words—why not have inserted one affidavit, as the affidavit of the Directors *collectively?* In selecting my name, it would appear as if you wished to affix a greater stigma upon me than upon any other of the other nineteen Directors.

Having been guilty of this *personality*, I claim of you as a matter of *justice*, that you give equal publicity to this letter, and that as you have made an example of my affidavit, you also insert the accompanying correspondence between me and Mr. Duncan (the Solicitor to the Eastern Counties' Railway Company,) as the fairest illustration, both of the motives of my affidavit, and of the sense in which it was sworn to.

It is not *impossible* that the words of my affidavit may admit of an extension beyond that restricted sense, but if they do, the circumstance must be attributed to the ambiguity of language, and not either to an intention on my part to state more than the truth, or to any deception practised upon me by Mr. Duncan, in whom I trusted to modify the affidavit, so as to express my meaning, and nothing more.

Where such modifications were required, to convey a particular and defined meaning, it is to be presumed that my affidavit was not a *fac simile* of the other 19; and as you have singled out the affidavit of the most humble individual acting at the Board on the 19th of February last, I think it only fair and reasonable that you should give equal publicity to the affidavit of the most distinguished—I mean, of the honourable Chairman, Henry Bosanquet, Esq., himself, that I may have an opportunity of proving, and of *explaining*, what differences may be found to exist between the two documents.

It is but right I should tell you that I expressed a wish that Mr. Duncan should read my letter of the 26th April to the Board, in the hope that the question of your *criminal* prosecution under the law of libel might be dispassionately considered, with reference to the facts therein stated.

As a Director of the Eastern Counties' Railway, I was bound by the decision of the majority, but I neither could, nor ever would, approve of that prosecution, under a law considered by jurists a blot in our statute book, in which prosecution I disclaim any, even the smallest, participation; and to free myself from which, I resolved not to continue a member of the Board. I beg you will not understand this disclaimer as made purposely to propitiate you, and prevent you from criticising my public conduct as freely as you may consider just. Although opposed to prosecution on *personal* grounds, you will see that I had no objection to bring to judicial issue in court the *pecuniary question* between you and the Company, but from this frank avowal, do not think that I had prejudged your case or that, *as a Director*, I would have been more eager to exact from you the last farthing proved due to the Company, than to pay to you the last farthing to which you might prove a just claim, either upon the ground of services unpaid, or on any other that equity, justice, and the practice of other public Companies, might sanction the payment of.

In concluding, allow me to correct a mistake you seem to be under, with respect to my retirement from the Board, on the 25th February last. I declined standing for re-election, and before I left the Eastern Counties' Board, on the previous day, penned a note to Mr. Luard, for him to read, at the ensuing general meeting, for the information of the proprietors.

I am, Sir, your obedient servant,
ROBERT CRICHTON WYLLIE.

105, Pall Mall, 12th July, 1841.

P.S.—In the following copies of the correspondence between Mr. Duncan and me, it will be perceived that I have left out an expression or two. I have done so because these expressions might give offence, and they are not necessary to my own vindication:—

CORRESPONDENCE.

19, Great George-street, 17th April, 1841.

MY DEAR SIR,—The motion for a Criminal Information against the *Railway Times* comes on upon Tuesday. It is thought by counsel that each Director who was so on the 13th February should deny the charges made against him by the libel, and I send you an affidavit in the same form in which it has been sworn to by the several Directors. I shall be glad if you can be at my house to-morrow, Monday, before 4 o'clock, or at 10 o'clock on Tuesday morning, without fail.

Yours truly,
(Signed) JOHN DUNCAN.

R. C. Wyllie, Esq.

No. 2, Pinner's-court, Old Broad-street,
19th April, ½ to 4 p.m.

MY DEAR DUNCAN,—I have just come in and found your letter of the 17th, with a written affidavit, for me to swear to, as one of the Directors in office on the 13th February last, and consequently, one of those libelled as guilty of gross and wilful falsehood, &c.

As I am not now one of the Board, I do not see why I should mix myself up in the pending suit further than stating, that I hold myself to be incapable of gross and wilful falsehood, and that I believe all the gentlemen with whom I acted on the 13th February, were equally so, and that neither I nor they are impostors.

As regards what other Directors may have stated about the profits on the working of the line, I cannot positively swear; what I know is, that my own conviction (founded on statements of Mr. Hall, which I think I took down in my minutes,) was on the 13th February, we were working at a profit. I remember quite well stating that we *were* to Messrs. Tucker, Barnett and Co., of Birchin-lane, when we wanted to borrow money upon our debentures. I avowed that conviction at the adjourned Board of the 24th February, when Mr. Cropper took upon him to lecture me upon a question which I put, connected with the law of libel, and I cannot swear to that part of the affidavit without perjuring myself.

I cannot call to-night because I have to dine with a friend in Berkeley Chambers, but send me a note to the R. Club, where I shall call to-morrow, as I go into the City. If I do not find a note from you I shall conclude myself *not* wanted.

Yours, &c.
(Signed) ROBERT C. WYLLIE.

John Duncan, Esq.

19, Great George-street, 20th April.

MY DEAR WYLLIE,—I shall be glad to see you here at half-past 10 on your affidavit which I will make to your mind, if, after explanation from me it be not already so. You will find it quite correct when you look to the reports which I have.

Yours truly,
(Signed) JOHN DUNCAN.

19, Great George-street, 24th April.

MY DEAR WYLLIE,—I have been very busied in getting all the other affidavits ready, or I should have sent your new one sooner; I now send it to you, and you will find it even still more correct than the former, and I have attended to your wishes.

Yours faithfully,
(Signed) JOHN DUNCAN.

R. Club, 26th April, 1841.

MY DEAR DUNCAN,—I received your note of the 24th late on Saturday evening. Why do you omit the engagement which I expressly stipulated for, that I am to be saddled with no expenses connected with the prosecution of the *Railway Times?* I will sign no affidavit without such an engagement in the name of the Board, signed by the Chairman. If expenses be incurred the Board may turn round upon me and say, 'Mr. Wyllie, you are not one of the Board, and, consequently, we have no power to pay your share of the expenses.' I must be secured against this, for though I was, indeed, one of the Board on the 13th February, yet I hold myself to be no party to the prosecution for libel, and upon the following grounds, viz.:—

1st. I am vain enough to think that with those who have known me and my transactions in all parts of the world, nothing said in the *Railway Times*, or in any other newspaper, will make them believe me to be a liar or an impostor; consequently, I do not believe that the *Railway Times* has done me one farthing's worth of injury.

2nd. Having sustained no personal damage, I can afford to be generous in overlooking charges which do not affect either my purse or my reputation, and which we all believe to emanate from a party who in his connection with the Railway Company, has experienced much disappointment.

3dly. I do not believe that the charges on which the action for libel is brought, have injured my property as a shareholder to the extent of one farthing; and I am not sure that the action itself, even if successful, will not do greater injury, as tending officially to dispel a very favourable belief respecting the traffic, generally entertained, and participated in by myself.

For these reasons, I *must* have the bond, and will make no affidavit without it. I am no practised or latitudinarian swearer; the affidavit before me is the first appeal to my Maker in that line (for a certain round-robin objuration practised months

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ago at the Board was a declaration upon honor), and if I do swear to it, it will be in the restricted sense, that the Directors in their public Reports never used the words *considerable profit*. I cannot do otherwise, for were I placed in the witness box, and interrogated upon oath, I would have to confess that the extract which you embody in the affidavit, namely, "that the current expenditure for working the line according to the best calculations that could be made, did not amount to 50 per cent. upon the gross receipts, a result that cannot fail to be highly satisfactory to the shareholders," was indeed highly satisfactory to me as a shareholder, and did convey to my mind the persuasion that we were working the line to a considerable profit. I would have to confess that I believed the sums which Mr. Hall, in his weekly financial statements submitted to the Board, placed to the credit of traffic, afforded a true measure of that profit; and that upon this very basis, I had not, as a liar and impostor, but a true believer, attempted to borrow for the Company, money on debentures with my highly respectable brokers, Messrs. Tucker, Barnett, Ellis and Co., of No. 11, Birchin-line. Consequently, I cannot swear to any thing more than the use of the words literally taken, being myself impressed with the very meaning which they convey. You and the Directors may laugh at these scruples, but I assure you they are serious matters to me, and whatever courtesies and kindnesses I may owe them (the Directors), I owe it to the safety of my own soul not to swear one iota beyond my own conscientious knowledge and belief in their service.

I have always been an advocate for trying in Court the validity of all pecuniary claims appearing against the late Secretary, but as for the action for libel pursuant to the resolution moved, not very temperately, by Mr. Anderson, I did not hold up my hand for it, and when I endeavoured to satisfy some of my doubts as to its policy or safety, I was attacked by Mr. Cropper, with a virulence, neither very consistent with calm and fair discussion, nor very becoming in a brother Director. But no personal feeling of a vindictive nature originates my present scruples; I despise the indulgence of such feelings, and consider that I give a proof that I am above them, when I pardon the *Railway Times* the unmerited attacks repeatedly made upon myself.

If you will send me the bond as required, I will sign the affidavit in the sense herein explained, out of mere courtesy to the Directors, and by no means as a party to the action for libel.

Hoping that Mrs. Duncan and the children are well,

I remain, yours, sincerely,

(Signed) ROBERT C. WYLLIE.

John Duncan, Esq.

19, Great George-street, 27th April, 1841.

MY DEAR WYLLIE,—I went to the Board today, and obtained a letter of indemnity under a Board minute, and enclosed the same, and I shall be glad to see you to-morrow morning, with the affidavit, as soon after half-past nine as you can, and you should not be detained two minutes.

Yours, truly,

(Signed) JOHN DUNCAN.

19, Great George street, 28th April.

MY DEAR DUNCAN,—I cannot wait any longer. Make out an affidavit so as to tell the whole truth and nothing but the truth, in the strict sense of my last letter, and ending in the words there used. I will swear to no other.

* * * * *

If they would sue Robertson on the ground of the monies appearing due to the Company, it would do them more credit than to sue him upon personal grounds. What matters it to the Company what Robertson writes of the Directors?

Yours, ever,

(Signed) R. C. WYLLIE.

AFFIDAVIT OF MR. BOSANQUET AND MR. RATHBONE.

[In compliance with the request of Mr. Wyllie, and in justice to him, we subjoin the affidavit made by the Chairman and Deputy-Chairman of the Company.—ED. R. T.]

Court of Queen's Bench.—Henry Bosanquet, of Lower Berkeley-street, Portman-square, Esquire, Chairman of the Eastern Counties' Railway Company, and Theodore Woolman Rathbone, of Allerton Priory, near Prescot, in the county of Lancaster, Esquire, Deputy-Chairman of the said Eastern Counties' Railway Company severally make oath and say, that at the time of the publication of the article in a newspaper called the *Railway Times*, as next hereinafter mentioned these deponents and Sir Robert Alexander, Baronet, Samuel Anderson, Cornelius Butler, Edward Cropper, George Clapham, Robert Crosbie, Samuel Price Edwards, Thomas Gibbes, William Gunston, Charles Hood, David Hodgson, Richard Harrison, Lawrence Heyworth, Henry Luard, Robert Mather, Daniel Mather, William Collings Wells, and Robert Crichton Wyllie, were the Directors of the said Company; that the said Robert Crichton Wyllie, and William Gunston, are not now Directors of the said Company; that since the publication of the said article, Robert Harrison, Esq., and Joseph Christopher Ewart, Esq., have been chosen Directors of the said Company; that the *Railway Times* is a weekly newspaper, published every Saturday, and has an extensive circulation amongst the shareholders of the said Company, and amongst the public generally, and that the objects of the said newspaper purport to be to give all such information regarding railways and Railway Companies, as it is desirable should be made public, and to be in the nature of a railway organ to the public generally; that a number of the said newspaper called the *Railway Times* was printed, and on the 13th day of February last published, and purporting to be No. 103, Vol. IV., No. 7, of the said newspaper, and which contained an article which was in the words and figures following, that is to say, "We beg to direct the attention of such of our readers as take any interest in the fortunes of that great corporate misfortune, the Eastern Counties' Railway, or in the merits of the long-standing dispute between its Directors and this journal, to the Report given in another part, of the final proceedings at the Ilford petty sessions respecting the rate at which that railway should be assessed for the relief of the poor of the parishes through which it passes. It may be remembered that ever since this line has been partly opened to the public the Directors have in their Reports invariably pretended that they were working it at a considerable profit, and that we have as invariably maintained that their representations on this head (as on but too many others) were grossly and wilfully false. The Directors have shown in various ways vast indignation and fury at this impeachment by us of their veracity and honesty, but that is all; they have never been able, and indeed have never attempted to show by facts and figures that they were not guilty." And now what do we behold? Two of the principal servants of these very Directors, their sub-Engineers, and their Accountant, proving on oath in a public court, that during the six months ending July the 6th, 1840 (at which time the Directors pretended to have realised a profit of no less than 3,948*l.* 12s. 10d.), their carrying trade had been attended with an actual loss of 716*l.*, and that during the period from July the 12th, 1840, to January the 3rd last, the total gain amounted only to 902*l.*, that is to say, that taking into account the opening of the Northern and Eastern line during this latter period which has seldom yielded to the Eastern Counties' Company less than 150*l.* a week, the working of its own line from London to Brentwood has been carried on at a still weekly increasing loss!!! Such facts need no comment. The career of so shameless a body of impostors cannot surely be of much longer duration." That the said number of the said newspaper marked A, is hereunto annexed. That the Eastern Counties' Railway in the said article mentioned is the railway in respect to which these deponents, and the Directors aforesaid were and are as hereinbefore mentioned the Directors managing and conducting the affairs thereof under and by virtue of two several Acts of Parliament, the one of such Acts being an Act passed in the year of the reign of his late Majesty King William the Fourth, entituled "An Act for making a railway from London to Norwich by Romford, Chelmsford, Colchester, and Ipswich, to be called the Eastern Counties' Railway, and the other of such Acts passed in the year of the reign of her present Majesty Queen Victoria, entitled "An Act to amend and enlarge the powers and provisions of the Act relating to the Eastern Counties' Railway." That the said periodical newspaper has for a long time past, that is to say, from about the month of February, one thousand eight hundred and thirty-nine, been managed and conducted as these deponents verily believe by one Joseph Clinton Robertson, who is as these deponents have been informed, and believe, the chief proprietor and editor thereof, and who, from the time of the passing of the said first-mentioned Act up to the said month of February, one thousand eight hundred and thirty-nine, acted as and was the Secretary of the said Company; that the said Joseph Clinton Robertson, in the said month of February, 1839, ceased to be Secretary to the said Company: that throughout the whole period from February, 1839, until the month of February last, the said newspaper has more or less, in almost every number contained frequent and unfounded attacks regarding the conduct and management of the Company by the Board of Directors thereof; that these deponents verily believe that the said article hereinbefore set forth was written, printed, and published, with the intent to injure the characters of the Directors of the said Company, in the estimation of the shareholders thereof, who are a large body of persons, amounting to about 1,190 in number, and in the estimation of the public generally; that these deponents, for themselves and the Directors of the said Company generally, according to the knowledge and belief of these deponents, have always been impressed with the conviction that their duties, under the said Acts of Parliament, were public duties, to be discharged with care, fidelity and honour, and they have to the best of their judgment and ability discharged the same with care, fidelity and honour, in every respect; that under the said Acts of Parliament a general meeting of the shareholders of the said Company takes place half-yearly, at which written Reports, with accounts or balance sheets annexed, are read to the shareholders assembled, and are afterwards printed and circulated amongst the shareholders generally; that until the said line of railway had been opened for six months there was not any balance-sheet of the traffic receipts or expenditure produced before or reported to the shareholders, but at the general meeting of shareholders held on the 28th day of August, 1839, the said railway having then been partially opened for a few weeks, the receipts for those weeks from traffic were stated, and it was also stated in the paragraph next set forth that the current expenditure for working the line, according to the best calculation that could then be made, did not amount to 50 per cent. on the gross receipts; that the paragraph last mentioned was in the words and figures following, that is to say, "A statement of traffic since the opening of the railway is annexed to this Report, but at this early period it is impossible to lay before the proprietors a detailed account of the current expenditure for working the line; under all the disadvantages, however, of a first and partial opening, a temporary terminus inconveniently situated one mile and a quarter from High-street, Shoreditch, and an establishment nearly extensive enough for opening the railway to Brentwood, this expenditure, according to the best calculation that can be made, does not amount to 50 per cent. on the gross receipts, a result which cannot fail to be highly satisfactory to the shareholders;" that the current expenditure therein referred to was afterwards, and in the Report next mentioned, set forth in detail in the balance sheet, as to traffic receipts and expenditure annexed to the same Report, such

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details of expenditure expressly and intentionally as stated to the shareholders not containing any items of charge for maintenance of way or depreciation of stock; that the Report lastly mentioned was made and read to the shareholders at a general meeting of the shareholders held on the 27th day of February, 1840, the line then having been partially open for traffic during six months and upwards; and the next Report to the shareholders was made and read to them at the next half yearly general meeting of the said Company, held on the 27th of August, 1840, when the said line had been partially open during twelve months and upwards, and these deponents further say, that the traffic balance-sheets which the Directors annexed to the Reports made to the two half-yearly general meetings of shareholders, held on the 27th day of February, 1840, and 27th day of August last, respectively, and annexed to the said two last mentioned Reports, were in the words and figures set forth in the two paper writings hereunto annexed, marked B and C respectively; that such traffic balance-sheets were printed and circulated with the Reports to which they were annexed, and copies of such printed Reports are hereunto annexed, marked respectively B and E; and these deponents further say, that on the 13th of February last, the date of the publication of the said article hereinbefore set forth, the aforesaid two traffic balance-sheets were the only two traffic balance-sheets that had then been reported or laid before the shareholders of the said Company; and these deponents further say, that the Reports aforesaid, with the traffic balance-sheets annexed, are the Reports to which allusion is made in the said article hereinbefore set forth as the Reports of the Directors; and these deponents say, that although the Directors did state that exclusive of charges for maintenance of way and depreciation of stock the current expenditure for working the line was less than the receipts from the line, yet these deponents deny that the said Directors have ever in any other manner in their Reports invariably, or at any time, pretended that they were working the said railway at a considerable profit; and these deponents positively deny that their representations on this head, or on any other, have been grossly or wilfully false, or in any respect whatever untrue, or that the veracity or honesty of the said Board of Directors has ever been, or can be, justifiably impeached; and these deponents further say, that these deponents and the said Directors have always been able and are still able to show, by facts and figures, that any impeachment of their veracity or honesty is unfounded and false, and that they are not guilty of any want of veracity and honesty; and these deponents further say, that these deponents and the said Directors have never been guilty of any imposture whatever; and these deponents further say, that the sum of 3,948*l.* 12s. 10d., mentioned in the said article hereinbefore set forth is the same sum as is mentioned and set forth in the latter of the said two traffic balance-sheets, being the balance sheet ending the fourth of July, 1840, and being one year after the partial opening of the line; that not only did the Directors state verbally to the general meetings of the shareholders of the said Company, before which such two balance-sheets were produced and underwent much discussion, that the charges for maintenance of way did not occur, and were not included in the said traffic balance-sheets for the reason that the Directors considered that they were acting according to precedent, and the practice of other Railway Companies, in not charging that item against the traffic during the first year of the opening of the railway, but the Directors in their Report of the date of the 27th day of February, 1840, to which the former of such traffic balance-sheets was annexed, drew the attention of the shareholders expressly to the circumstance that no charge for that item did or would appear in the traffic balance-sheets by a paragraph in the same Report, which was in the words and figures following, that is to say, "A separate account of the receipts and expenditure of the traffic department is annexed to this Report; the average passenger receipts for the last year have amounted, with the present imperfect termini of the line, to the considerable sum of 28*l.* per mile per week; the ordinary expenses of working the line, not of course including during the first year the maintenance of way and depreciation of stock, amount only to 51 per cent. on these receipts, notwithstanding the operation of several disadvantageous circumstances arising out of a first and very limited opening;" that by the same paragraph the Directors in effect intimated, that during the first year of the opening of the railway no charge against the traffic would appear for depreciation of stock, but the Directors did in the second of their Reports, notwithstanding such last-mentioned intimation, charge the first year's traffic, ending 4th July, 1840, with the sum of 2,420*l.* for wear and tear of engines and carriages or depreciation of stock; that the Directors continued as intimated in the said last mentioned paragraph, not to charge maintenance of way during the first year of the opening of the railway; that the reason for not making this charge during such first year, was because it has been the established practice of other Railway Companies to leave out this charge against the traffic during the first years of their respective openings, and the principle upon which this is done is that the contractors who make railways or portions thereof, stipulate by their contracts to maintain the works they construct at their own expense for twelve months after their construction, and these deponents further severally say, that they have been informed, and believe, that the parish of Romford having rated to the poor the portion of the railway passing through that parish at the sum of 800*l.* per annum, an appeal was commenced and carried on against the said rating, and the question of whether the said Railway Company was over rated or not came on for hearing before a bench of magistrates at Romford, on the 9th day of February last, and, after a long hearing, the assessment made by the parish authorities of 800*l.* per annum, was reduced 578*l.* 15s. per annum; and these deponents say, that the officers of the said Company were instructed by the Directors to appear before the said bench of magistrates, and to produce the books and accounts of the said Company, and to prove that the sums charged by the said Company in the said traffic account hereinbefore set forth as paid by the said Company, had in truth been paid by the said Company, and the said officers were further instructed to insist, that in fixing the rateable value of the said railway in the parish of Romford for the purposes of the poor rates, the said Company were entitled to have other deductions made beyond the charges last mentioned out of the annual receipts of the Company from traffic, and such other deductions were depreciation of stock as before mentioned, and also for maintenance of way, and also for a rent for offices at Shoreditch to regulate and conduct the traffic and keep the accounts thereof, and for rates, taxes, and insurance, and also 20 per cent. for tenants' profit; and these deponents say, they have been informed, and verily believe, that Mr. Nathaniel Davis, the Accountant of the said Company, attended the said meeting of magistrates, and did prove that the said Company had paid the several charges and disbursements set forth in the said traffic accounts, hereinbefore set forth as being payments, and therein stated as payments, and that the said Nathaniel Davis did not speak to any items for maintenance of way, or depreciation of stock, or rent of offices, or tenants' profit, but expressly stated that these were estimates and not outlays, and that the estimates were matters of engineering which were made in the Engineer's department of the said Company, and in respect of which he was not competent to depose; and these deponents further say, that Mr. Sidney Braithwaite, who acts as sub-Engineer of the said Company, was examined before the said magistrates, and stated as these deponents have been informed, and believe, that if in estimating the rateable value of the said railway in the parish of Romford, items for maintenance of way and depreciation of stock, and rent of offices, with rates, taxes, and insurance should be charged to the debit of the receipts of the Company, he estimated that the maintenance of way should be taken at the rate of 350*l.* per annum per mile, and the depreciation of stock at the rate of 2,420*l.* for the first twelve months of the opening of the railway, and the rent of offices, rates, taxes, and insurances at the rate of 300*l.* per annum; and these deponents further say, that such estimates of additional charges to be made against the traffic of the said Company were submitted to the judgment of the magistrates as these deponents have been informed, and believe, as fair and proper to be taken into consideration for the purpose of their reducing the rating of the said railway, but these deponents have been informed and verily believe that neither the said Sidney Braithwaite nor the said Nathaniel Davis said, or pretended or attempted to say, that such estimated sums had been paid or disbursed by the Company, and these deponents further say, that they have been informed and believe that no other officers of the said Company, and no other person, was examined as a witness before the said magistrates, and these deponents deny that the Directors have ever pretended that they had realized a profit of no less than 3948*l.* 12*s.* 10*d.* during the six months ending July 6, 1840, inasmuch as the Directors have stated and represented only that after deducting certain enumerated items from the traffic receipts for the first six months, and the second six months after the opening of the railway, ending the 4th day of July, 1840, and without charging or debiting anything for maintenance of way, there was a balance of receipts from traffic in hand amounting to 3,948*l.* 12*s.* 10*d.*, which fund it is competent for any general meeting of the proprietors to treat as profit, if they think fit, or to direct the same to be applied in paying outlay on the works or otherwise, as such general meeting may determine; and, lastly, these deponents say that the accounts of traffic receipts and disbursements laid before the said magistrates to the 4th day of January, 1841, were not reported or submitted to the shareholders until the half-yearly general meeting of the Company held on the 26th day of February last, being subsequent to the printing, issuing and publication of the said article hereinbefore set forth of the date of the 13th of the same month of February.

Sworn in Court at Westminster, the 21st of April, 1841, by the deponents, Henry Bosanquet and Theodore Woolman Rathbone.

HENRY BOSANQUET,
THEODORE W. RATHBONE.

By the Court.

TRAVELLERS TO IRELAND AND RAILWAY WRANGLES.—That large portion of the public which travels between London and Dublin *via* Liverpool is made to suffer great inconvenience, to the extent occasionally of being kept in Liverpool 12 hours by the private disputes between the Grand Junction and the Crewe and Chester Railway Companies. The Post-office directs the Irish letters to be carried on the Crewe and Birkenhead Branch Railway, instead of, as heretofore on the Liverpool and Manchester line. By this route there is a saving of 20 minutes, which is of great importance in the despatch of Irish letters. Accordingly, a carriage with the letters leaves the London train at Crewe, whilst the passengers are carried on to Liverpool, where they most generally arrive just in time to see the mail packet on her way—able sometimes, in open boats, with danger and discomfort, to reach it, but most often left behind to wait for the evening packet. Though the post-office can overrule the disputes of the Railway Companies, and compel the conveyance of letters, it has no power to direct the conveyance of passengers; and the public interest is thus sacrificed to the wrangles of the Companies, which blind to their own interest, are thus cultivating, not the good will, but the hostility of the public.—*Manchester Guardian.*

The Birmingham Mechanics' Institution are making preparations for a second railway trip to Cheltenham and Gloucester, on Tuesday, the 27th July.

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THE GREENWICH AND CROYDON RAILWAYS—THE TOLL QUESTION.

To the Editor of the Railway Times.

SIR,—With every disposition to promote an amicable and equitable settlement of the differences between the Croydon and Greenwich Railway Companies, and heartily concurring in the wish expressed by "A Croydon Proprietor" in the last paragraph of his letter, I cannot acquiesce in some of his conclusions. In the first place, with respect to the relation between cost and charges, although it may be an established rule that, as between a Railway Company and the public, the first cost has nothing to do with the rate of fare; and yet, in spite of this dogma, the Directors of the costly London and Birmingham line *have* succeeded in obtaining the highest fares that I am acquainted with; still I would contend that between one Company and another the case is different: for here the question simply is, what amount of compensation will it be better for the proprietors of a new line to pay for the use of a good *terminus* already constructed, rather than incur the expense of making another and independent one? For instance, supposing the Greenwich line not in existence, could any possible traffic between Croydon and London warrant the formation of an approach to London Bridge at a cost of not less than 400,000*l.*? Yet it might be consistent with the interest of both parties to pay and receive a compensation of about 7,000*l.* a-year for the use of such an approach already formed. It is only on the well-founded expectation that several railways from the south-east would make use of the Greenwich viaduct to win their way into London, that the enormous expenditure upon this work can be justified. The local traffic of Greenwich and Croydon alone will never produce an adequate return to the shareholders for the money laid out; and even the Croydon Railway, which is also an expensive line, cannot be expected out of its own peculiar traffic to make a profitable return. But the shareholders may reasonably look for their harvest from the influx of the Brighton and Dover traffic; and if they pull fairly with the Greenwich proprietors, both may hope to prosper.

Secondly, With respect to the proposed toll of a *small* sum upon every person and every ton of goods passing over the line, I do not admit the analogy between such a toll and the Government tax. The latter increases uniformly with the distance, and constitutes a large per centage upon the lowest class of fares: the toll which I contemplated (small enough in all conscience) was only "the small sum of one halfpenny" for each passenger, free from any deduction for the Government tax, and one penny for each ton of merchandise; which, for passengers, would amount to nearly one-twentieth part of a penny per mile for the whole distance, and could not be pretended sensibly to affect any fare which the Croydon Directors might choose to fix.

I am more desirous of establishing a principle than of settling details; but, for the sake of exemplifying the proposed scheme of compensation by a fixed rent and small poll duty, I will state what were my views at the time of making the suggestion. The legitimate object of a toll-receiving Company is to secure a certain amount of revenue, and some share of the profits arising from an increase of business. With such a view I would propose a rent of 5,000*l.* a year, to be paid by each Company using the Greenwich line, and 1½*d. net* for every passenger, with 1*d.* for every ton of goods passing over the line: and though some people may think that this would be an error on the side of moderation, I am rather confirmed in the belief that it would not be very far from equity, by the facts deducible from a Table inserted in the same page with "A Croydon Proprietor's" letter in your last number.

From this Table we may learn that, in the year ending July 4, 1840, the number of passengers carried over the Greenwich Railway by the Croydon Company was 474,573, and the toll paid 5,932*l.* 3*s.* 3*d.*, leaving 95,636 persons who used the Croydon line only. Now, with the same number of passengers, my plan would produce 5,988*l.* 13*s.* 10*d.* In the year just ended it appears that the number of *tollable* passengers was 378,937, being a diminution of 95,636, and the toll only 4,736*l.* 14*s.* 3*d.*, whilst the diminution of numbers on the whole line was only 84,737, and the numbers exclusively using the Croydon line amounted to 106,595. But if the plan proposed had been in operation the rent and toll together would have produced at least 5,789*l.* 9*s.*, and the Croydon Directors would have felt it their interest to encourage the thorough traffic.

The terms now suggested appear to me applicable only to the Greenwich line in its original state; and the additional outlay incurred under the compulsion of Parliament, for the special accommodation of other Companies, will require a special addition to the amount of compensation; the manner of providing which, if different from that prescribed, or allowed by Act of Parliament, may be easily arranged after the principle is agreed upon.

MODUS.

July 13, 1841.

THE PARIS AND ROUEN RAILWAY.—The shareholders held a meeting yesterday. It was reported that the line would be open as far as Montes in the spring of 1842, and would be completed in May, 1843.—*Le Temps, July* 10.

NORTHERN AND EASTERN RAILWAY.—Notice is hereby given, that the next Half-yearly General Meeting of the Proprietors of this Company, will be held pursuant to the Act of Parliament on Thursday the 12th day of August next, at 2 o'clock precisely, at the London Tavern, Bishopsgate Street, when three Directors will retire by rotation, who are eligible for re-election.

WILLIAM CRAWSHAY, Chairman.
WILLIAM BOURNE, Secretary.

Shoreditch, London, 15th July, 1841.

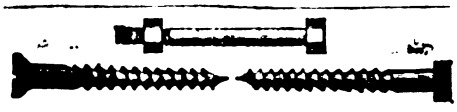
TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

TO RAILWAY CONTRACTORS, BUILDERS, &c.—SALE OF RAILWAY PLANT.

MESSRS. SAMUEL PATTESON & CO. having completed their contract, near Stockport, on the Manchester and Birmingham Railway, announce their intention of SELLING BY AUCTION about the middle of August, if not disposed of by private treaty previously) the Whole of their RAILWAY PLANT, consisting of 200 tons of flange bottomed rails, 35 to 40lb. per yard; a great quantity of sleepers, 80 earth waggons, 2¼ yards each, 4-8 guage, 2-6 wheels, and 3 inch axles; 20 horses and geers, eight carts, an excellent four-wheeled stone lurry, a large quantity of centering, timber, smith's tools, &c. &c.; the whole of which may be seen on the works, Edgeley, near Stockport.

Also a CRANE, suitable for the erection of bridges or viaducts, &c. with traverse motion, single, double, and treble geering, and blocks and chain complete; capable of lifting from 10 to 15 tons, and is now standing near the station, Fairfield-street Manchester.

Previous to the sale by Auction (of which due notice will be advertised), further particulars may be obtained from Mr. Samuel Patteson, Manchester, or Mr. John Worsley, on the works at Edgeley.



T. H. RYLAND AND CO., OOZELL'S STREET, BROAD STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of
A 12-horse high-pressure engine, metallic piston, with or without boiler.
Two boilers, quite new, 18 feet by 4 feet.
Planing machine, works by hand, will plane 5 feet by 16 inches.

ROYAL SANTIAGO MINING COMPANY.—The Directors hereby give notice, that the six months dividend of two pounds ten shillings per share, declared this day, will be paid at the office of the Company, 38, Broad Street Buildings, on and after Monday the 19th instant. The proprietors are requested to leave their dividend warrants three days before the day of payment.

July 14th, 1841.

MALLEABLE IRON RAILS.—TO IRON MASTERS, RAILWAY CONTRACTORS, COLLIERY AGENTS AND OTHERS.—The Great North of England Railway Company propose to sell by PRIVATE CONTRACT, the following quantities of Iron Rails and Chairs, viz:—

23 tons of 22lbs. Parallel Bar.
330 tons of 28lbs of Flange Rail.
19 tons of 30lbs. of Flange Rail.

with 5870 Chairs, from 7 to 14lbs. each, suiting to the above Rails.

For further particulars apply to Henry Whitwell of Darlington, the Company's Resident Engineer.

Darlington, 14th July, 1841.

SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 936, (Double Number) price 6d., published this day, contains copious abstracts of the following recent patents:—Beattie's, for certain improvements in locomotive engines, and in carriages, chairs, and wheels for use upon railways, and certain machinery for use in the construction of parts of such inventions; Adams's, for certain improvements in the construction of wheeled carriages, and of certain appendages thereto; Grylls's, for improvements in machinery used in raising or lowering weights; Hensman's, for improvements in ploughs; Adcock's, for improvements in the means or apparatus for condensing, concentrating, and evaporating aeriform and other fluids; Sewell's, for certain improvements in obtaining carbonic acid from certain mineral substances; Scott's, for improvements in the manufacture of ink or writing fluids; Kempton's, for improvements in lamps; Stubbs's, for certain improvements in the construction of screw-wrenches and spanners, for screwing and unscrewing nuts and bolts; Newton's, for certain improvements in the rigging of ships and other navigable vessels; Parkes's, for improvements in the manufacture of covered buttons; Bessemer's, for a new mode of checking the speed of, or stopping, railroad carriages under certain circumstances; Hall's, for a seed and dust disperser, which is particularly applicable to the freeing of corn and other plants from insects.

Also description, with three engravings, of Montgomery's self-acting break for railway carriages; Proposal for cultivating Dutch rushes in England; On the theory of heat; New theory of the universe; South polar expedition—the cause of magnetic attraction discovered, &c.; Solution of mathematical question; On short life annuities; Remarks on Nautilus's theorem; Oscillating engines—an inquiry; Walker's improved flooring cramp, with engravings. Review of New Publications:—On the nature, properties, and applications of steam, and on steam navigation; Painting with colourless fluids; New motive power applied to pumping, with an engraving; Gilcrest's mortiferous ordnance, with an engraving; Cause of rain during thunder storms—an inquiry; A popular mis-quotation corrected; Bootmakers' blocking machine: Fresh water from sea water: Franklin's printing press; New patent Britzska head; Solar eclipse; The Cadogan chain-pier, Chelsea; Improved locomotive; Anglo-Turkey carpets; Improved hour-glass; &c., &c., &c.

Mechanics' Magazine, Vol. 34, illustrated with nearly two hundred engravings, is now ready, price eight shillings, in boards.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

*** Intending Patentees, or Patentees of unspecified Inventions, may have every needful information and assistance on moderate terms, by application to the office of this journal; where also may be consulted the only complete Registry extant, of patents from the earliest period, (A. D. 1617,) to the present time.

TO RAILWAY AND MINING COMPANIES, ENGINEERS, AND OTHERS.—Mr. R. K. DAVIS respectfully announces, that he has received instructions to submit to Unreserved Sale by PUBLIC AUCTION, on Friday, 23rd July, at 12 o'Clock, at the Mart, Four Locomotive Engines and Three Tenders, adapted to the common Guage, manufactured by Messrs. Braithwaite, Milner, & Co. upon Berry's Principle, similar to the Engines in use on the London and Birmingham Railway; also a quantity of New Boiler Tubes and other requisite Materials for Repairs. They are now lying at the Marble Crane Wharf, St. Katherine's Dock, having lately arrived from the Continent, where they have been in use a short time, and are not for sale on account of any defect in their construction, but in consequence of the Company to which they belong ceasing their operations.

May be viewed Seven Days preceding the Sale, and Catalogues obtained of Mr. R. K. Davis, Auctioneer, 68, Mark Lane.

TO RAILWAY COMPANIES, ENGINEERS, AND OTHERS.—Mr. R. K. DAVIS respectfully announces, that the Sale of Locomotive Engines and Tenders advertised (as above to take place on Friday, 23rd July, is unavoidably postponed for a short time.

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LONDON AND BRIGHTON RAILWAY.—This railway is now open from London to Hayward's heath, near Cuckfield, for the conveyance of passengers, parcels, horses, and carriages. The trains will run as under:—

Down Trains will leave the station at London-bridge at half past 9 and half past 11 a.m., and at half-past 1 and half-past 5 p.m.

Up trains will leave the station at Brighton at 7 and 9 a.m., and at half-past 12 and half-past 5 p.m. The first train on every Monday morning will leave Brighton at half-past 6 o'clock.

Time Altered.—Sunday trains, down, will leave the Station at London Bridge at 10 a.m., and at 2 and half-past 5 p.m.

Sunday trains up, will leave the station at Brighton at half-past 9 a.m., and at 5 p.m.

Passengers will be conveyed by coach between Hayward's heath and Brighton, and the fares throughout from London to Brighton, or from Brighton to London, will be—for the first class carriages, 10s., and for the second class, 11s. Children under 10 years of age half price. The whole journey will be completed in four hours. Passengers will not be conveyed from Brighton to Hayward's heath unless proceeding by the trains.

In order to insure conveyance between Hayward's heath and Brighton, passengers for the whole distance must book their places on the preceeding day at either of the following offices:—

Griffin's, Oxford-street, Green Man and Still; Hatchett's, Piccadilly; 41, Regent-circus; Spread Eagle, ditto; Golden Cross, Charing Cross; George and Blue Boar, Holborn; Old Bell, Holborn; White Horse, Fetter-lane; Cross Keys, Wood-street; Spread Eagle, Gracechurch-street; or at the station, London-bridge; at all of which places parcels may also be booked; and in Brighton at the Blue, the Red, and the Spread Eagle coach and railway offices, Castle square.

Bills containing the time of departure from and the fares between the intermediate stations, the terms for conveying horses and carriages, with every other requisite information may be obtained on application at the terminus at London-bridge and Brighton; at the respective booking offices; or at the offices of the Company, 10, Angel-court, Throgmorton-street.

By Order,
THOMAS WOOD, Sec.

July 15, 1841.

LEEDS AND SELBY RAILWAY COMPANY.—NOTICE is hereby given, That the annual General Meeting of the Shareholders in this Company will be held at Scarborough's Hotel, in Leeds, on Monday, the 26th day of July instant, at Twelve o'clock at noon, for the purpose of transacting the General Business of the said Company; and that at such Meeting a Resolution will be proposed, in conformity with the Powers conferred on the Company by an Act passed in the last Session of Parliament, for confirming the Arrangement already made for Leasing the Leeds and Selby Railway, and all the Works belonging thereto, to the York and North Midland Railway Company.

By Order of the Directors,
JOHN ATKINSON,
Law Clerk to the Company.

Leeds, July 2nd, 1841.

PATENT MANUFACTURE.—An excellent opportunity offers itself to any person disposed to embark in the manufacture, under Patent, of an article in extensive demand, the present cost of which will be reduced by the patent process upwards of 50 per cent. For the purchase of the entire Patent Right and the fitting up of the requisite manufacturing machinery, £5000 will be required. Letters from Principals to be addressed to M. M. care of Mr. Robertson, Patent Agency Office, 166, Fleet-street.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—TENDER FOR LOANS ON DEBENTURES.—The Directors of this Company are ready to receive Tenders of Loans of Money on Debentures to be issued under the provisions in the Act of Parliament, and secured on their undertaking, in sums of not less than £200 for terms of four, six, or ten years, on interest at the rate of five per cent. per annum, payable half yearly.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's-street, Bank, London, or Cirencester. A limited sum only is required.

By order of the Board of Directors,
A. MERRICK, Secretary.

Cirencester, 5th May, 1841.

There is a net revenue of £17,000 per annum, payable half early, from the Great Western Railway Company, for the use of the line from Swindon to Cirencester, applicable to the payment of the interest on the debentures issued by this company.

NOTICE is hereby given, That a stated General Half-yearly Meeting of the EDINBURGH, LEITH, AND NEWHAVEN RAILWAY COMPANY is to be held within the Company's Office, 14, South-street, Andrew-street, Edinburgh, on Thursday, the 29th current, at Two o'clock in the afternoon, for the purposes mentioned in the Act. No Proprietor in arrear of any part of the calls is entitled to attend or vote.

By order of the Board,
ALLEN GEO. FIELD, Secretary.

Edinburgh, 8th July, 1841.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill-wall, Poplar; and also of the following Agents:—

Robertson and Co., 12, Goree Piazzas	Liverpool,
Mathias Dunn	Newcastle-upon Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.
John M. Beatts, 14, Clement's-lane, High-street,	Dundee.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

LONDON AND BIRMINGHAM, GRAND JUNCTION, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.—In connection with the above lines of railway, places can be secured by Mails to

Edinburgh,	Stratford-on-Avon,	Shrewsbury,
Holyhead,	Carlisle,	Lichfield,
Newcastle-on-Tyne,	Bangor,	Brackley,
Banbury,	Leamington,	Warwick.

Also by Coaches to

Ashby-de-la-Zouch,	Newcastle-on-Tyne
Atherstone,	Northampton
Bangor,	Newark
Buckingham	Newport Pagnel
Bourne	Oxford
Brackley	Oundle
Boston	Olney
Banbury	Oswestry
Carlisle	Peterborough
Deeping	Stamford
Edinburgh	Sleaford
Folkingham	Shrewsbury
Grantham	Spalding,
Harborough	Stratford-on-Avon,
Holyhead	Thame,
Kettering	Wellingborough,
Lincoln	Weldon,
Leamington	Winslow.
Lichfield	

From the
Spread Eagle, Gracechurch-street.
Swan with Two Necks, Lad-lane.
Cross Keys, Wood street.
Spread Eagle, Regent's-circus.
Golden Cross, Charing-cross.
George and Blue Boar, Holborn.
Griffin's Green Man and Still, and
The Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.

Omnibuses to and from every Train, Fare 6d.

Post Horses for hire may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within 5 miles) including the driver, 10s. 6d. each pair.

SHILDON TUNNEL near Darlington.—TO TIMBER MERCHANTS AND OTHERS,—Offers will be received for the supply of 1,500 Railway Sleepers of a large size, cut out of the following kinds of Timber, viz., English Elm, Ash, American Rock Elm, or natural grown Scotch Fur. The whole of the Sleepers to be delivered at Shildon.

For further particulars, apply to John Harris, Engineer, Darlington.

The Tenders to be delivered in on or before Tuesday, the 27th instant.

Stockton and Darlington Railway Office,
July 14th, 1841.

FOR SALE BY PRIVATE CONTRACT.—A new Iron Steam Boat of 269 tons register, inclusive of Engine Room, and of 146 tons, exclusive length on deck 125 feet, breadth over the paddle box wing wales 37 feet. Propelled by two engines of 80 horses power. This Steamer is ready for immediate use, and is particularly well adapted for navigating a river of some length, or for short sea passages. Draught of water when loaded, 36 inches, and sails very fast with the lowest consumption of fuel.

Has a neat finished saloon, ladies and dining cabins, and stewards pantry, aft, and dining and captains cabins, stewards pantry and other apartments forward. For further particulars and terms apply to James Robinson and Co., Engineers, 150, Fenchurch Street.

LONDON AND BIRMINGHAM RAILWAY.—NOTICE is hereby given, That the Books in which Transfers of Shares of this Company are registered, will be closed from Friday, the 30th of July, to Saturday, the 14th of August, 1841, inclusive.

By Order,
R. CREED, Secretary.

Office, Euston Station,
9th July, 1841.

LONDON AND BIRMINGHAM RAILWAY.—NOTICE is hereby given, That the August Half-Yearly General Meeting of the Court of Proprietors of the London and Birmingham Railway Company will be held in London, at the Euston Hotel, Euston Station, on Friday, the 13th of August next, at Eleven o'Clock, in the forenoon. The Chair to be taken at Twelve o'Clock precisely.

GEORGE CARR GLYNN, Chairman,
JOSEPH F. LEDSAM,
Deputy-Chairman of the Board of Directors.

By Order,
RICHARD CREED, Secretary.

July 9th, 1841.

LONDON AND BIRMINGHAM RAILWAY.—To Contractors, Ironmasters, and others.—FOR SALE, a quantity of useful Railway Stores of the best description, consisting of about 150 tons of Fish-bellied and light Contractors Rails and Chairs, Platelayers Tools, such as Punners, Beaters, Long Levers, Helves, &c., which may be viewed at the Company's Station, Camden Town, between the hours of 10 and 4 daily. For Terms and Particulars enquire at the office of the Company's Storekeeper, Camden Station, London.

By order,
R. CREED, Secretary.

Camden Station, 14th July, 1841.

LONDON AND COUNTY BANKING COMPANY—Parent Establishment, 71, Lombard-street.—CAPITAL in Shares of £50 each.

DIRECTORS.

Emannel Cooper, Esq.	John Cuthbert Joyner, Esq.
William Cory, Esq.	Philip Perring, Esq.
William Evans, Esq.	Alex. Rogers, Esq.
Philip Frith, Esq.	Richard Springett, Esq.
William Hawes, Esq.	Clement Tabor, Esq.
Swynfen Jervis, jun., Esq.	John Wheetton, Esq.

SOLICITORS.—Messrs. Stevens, Wilkinson and Satchell.

The Company open accounts with commercial houses and private individuals upon the plan usually adopted by the London Bankers, or by charging a small commission to those persons to whom it may be more convenient to use the whole of their capital.

They receive deposits of £10 and upwards, for agreed periods at the interest till further notice of 3 per cent. per annum.

They allow interest at the rate of 2 per cent. per annum on the minimum balance of each customer's account during the preceding month.

They receive Dividends: Army, Navy, and Civil Pay, and Pensions; proceeds of ecclesiastical property and rents, and transact financial business generally.

THOMAS DIGHTON, Manager.

LONDON AND COUNTY BANKING COMPANY.—NOTICE is hereby given, That the Half-Yearly General Meeting of the Proprietors of the London and County Banking Company, will be held at the Company's House, 71, Lombard Street, on Thursday, the 5th of August next, at 2 o'clock precisely.

By order of the Board,
R. P. NICHOLS, Secretary.

71, Lombard-street, 7th July, 1841.

HAMBRO' WHARF, near SOUTHWARK BRIDGE, THAMES STREET.—Goods conveyed by Railway to and from Manchester and Liverpool, including Cartage and Delivery in London, at the following reduced rates:—

	Per Ton
Grain, Timber, &c.	55s.
Beer, Hides, Soap, Sugar, &c.	60s.
Raw Coffee, Rice, Earthenware in Crates, &c.	62s.
Bales, Grocery, Oils, Tea in Chests, Wool, Paper, &c.	65s.
Drapery, Drugs, Eggs, Glass in Crates, Indigo, &c.	70s.
Cochineal, Ripe Fruit, Raw Silk, Toys, &c.	80s.
Feathers, Millinery, Furniture, Hats, and similar Articles	100s.

Warrington, Whitmore, Stafford, and Wolverhampton in proportion.

CHAPLIN & HORNE,
Agents to the Grand Junction Railway Company.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet street, Middlesex.—Saturday, July 17, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 186. Vol. IV.—No. 30.] SATURDAY, JULY 24, 1841. [Price, 6d.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—Notice is hereby given, That the Half-Yearly General Meeting of Proprietors of the Birmingham and Derby Junction Railway Company will be held in pursuance of the provisions of the Act of Incorporation, at the Waterloo Rooms, Waterloo-street, Birmingham, on Tuesday, the 10th day of August, 1841, at Twelve o'Clock at noon, for the election of Three Directors, in the place of the same number who will retire by rotation, and for other purposes.

The Chair to be taken at One o'Clock precisely.

HENRY SMITH,
Chairman of the Board of Directors.

Waterloo-street, Birmingham, July 7, 1841.

Extract from the Act of Incorporation, Section 93:—"And be it further enacted, that no proprietor of any share on which any call made shall be unpaid, shall at any meeting of the Proprietors of the said Company be allowed to vote, either personally or by proxy, until the money called for in respect of such share shall have been fully paid."

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—Notice is hereby given, That the Books kept by the Birmingham and Derby Junction Railway Company, for entering the Memorials of the Transfer of Shares in that Company, will be Closed, in pursuance of the provisions of the Act of Incorporation, from Monday, the 2nd day of August, to Tuesday, the 10th day of August, 1841, both days inclusive.

By order
THOMAS KELL, Secretary.

Waterloo street, Birmingham, July 14, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £5,000 each, and for a term of not less than Three Years, and to grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing Interest at the rate of 5 per cent. per annum.

Interest Warrants, for the whole term for which the Loan is made, payable half-yearly, on the 1st January and 1st July, at the Company's bankers in London and Birmingham, will be delivered to the Lender with the Mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office in Waterloo street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warneford-court, Throgmorton-street, London; or to Messrs. Laurence, Cazenove and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 21st day July, 1841.

THE GRAND JUNCTION RAILWAY COMPANY give notice, That they have taken the Offices lately occupied by the Trans-Atlantic Steam Navigation Company, 24, WATER-STREET, Liverpool, where any information respecting the carriage of Goods or Passengers on their Line of Rail will be given, and small parcels received, either for the *Passenger or Luggage Trains*, up to Six o'clock p.m. daily.

By order of the Directors,
BRAITHWAITE POOLE, Agent.

24, Water-street, July 10, 1841.

TO GAS COMPANIES.—A Person aged 30, who has been for several years practically engaged in the Gas Manufacture, has erected and superintended Gas Works, both at home and abroad, and is now Manager of a considerable Gas establishment in an English country town, is desirous of removal to a similar situation in any of the larger towns, as Liverpool, Manchester, Bristol, Bath, &c. Satisfactory testimonials and references. Apply by letter, addressed to P. B., care of Mr. Robertson, *Mechanics' Magazine* Office, 166, Fleet-street.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

In one handsome 4to volume, with 17 splendidly-executed Engravings, including a Railway Map of the United Kingdom; Price £1 11s. 6d.;

THE RAILWAYS OF GREAT BRITAIN AND IRELAND, practically described and Illustrated by FRANCIS WHISHAW, Civil Engineer, M. Inst. C. E.

"This is one of the most striking and valuable works that have lately issued from the Press; the author handles his subject in that masterly style which proves his perfect acquaintance with the matters upon which he treats."—*Bath Chronicle.*

"Mr. Whishaw is a discriminating statistician, and has a thorough acquaintance with his subject."—*Athenæum.*

"No railway capitalist who studies his own interest will remain long without it; it is a work of immense labour and research, rich in original and authentic information, and embellished to profusion with splendid Engravings."—*Railway Times.*

"A faithful record of the rise and progress of the greatest modern result of the genius of man."—*Polytechnic Journal.*

"The completest view of railway statistics yet produced."—*Morning Chronicle.*

"A complete history of all the railways in the United Kingdom."—*Liverpool Mercury.*

"Full of sound practical information, derived from the fountain head itself."—*Observer.*

"A more complete and satisfactory account of the Railway System of Great Britain could scarcely be devised."—*Courier.*

"Here the practised engineering skill of the author manifests itself"—*Manchester Courier.*

"It may be looked upon as a rare and precious acquisition to the practically scientific literature of the country."—*Manchester Times.*

"It is not the mere opinion of a theoretic man, but the result of a practical and talented engineer."—*Plymouth Herald.*

"Such a work, the product of a practical man, is clearly entitled to the distinctive term 'national.'"—*Hereford Journal.*

"A text-book on railways for the next half century."—*Maidstone Gazette.*

"We know of no work which ought to be so favourably received in Scotland at present."—*Perth Courier.*

"Developing a depth of principle, and a breadth and variety of details of well-digested facts, which nothing in the history of railways at home or abroad can possibly rival, far less surpass."—*Dumfries Times.*

London: Simpkin, Marshall, and Co.

SHILDON TUNNEL near Darlington.—TO TIMBER MERCHANTS AND OTHERS.—Offers will be received for the supply of 1,500 Railway Sleepers of a large size, cut out of the following kinds of Timber, viz., English Elm, Ash, American Rock Elm, or natural grown Scotch Fir. The whole of the Sleepers to be delivered at Shildon.

For further particulars, apply to John Harris, Engineer, Darlington.

The Tenders to be delivered in on or before Tuesday, the 27th instant.

Stockton and Darlington Railway Office,
July 14th, 1841.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This Invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

TAFF VALE RAILWAY.—CALL OF £2 10s. PER SHARE ON QUARTER SHARES.—The Directors of the Taff Vale Railway Company acting under the provisions of their Acts of Parliament, hereby give notice, that the Proprietors of Quarter Shares are requested to pay on or before the 26th day of July, 1841, to any of the undermentioned Bankers, the sum of £2 10s. on each of their respective Shares.

London—Messrs. Glyn, Hallifax, Mills, and Co.
Bristol—West of England and South Wales District Bank.
Cardiff—Ditto ditto.
Merthyr—Ditto ditto; Messrs. Wilkins and Co.

By order of the Board of Directors,
JOSEPH BALL, Secretary.

Railway Office, Cardiff, July 2nd, 1841.

EDINBURGH AND GLASGOW RAILWAY.—NINTH CALL OF £5 PER SHARE.—Notice is hereby given, that in pursuance of a Resolution of the Board of Directors, passed in terms of the Act of Incorporation, the Proprietors of Shares in this Company are hereby required to pay a further instalment of £5 per Share making £45 per Share paid up, on or before Friday, the 30th day of July current, to any of the undermentioned Bankers:—

Glasgow—The Glasgow Union Banking Company.
Edinburgh—The National Bank of Scotland.
Do. —The Western Bank of Scotland.
Liverpool—The Bank of Liverpool.
Manchester—Messrs. Wm. Jones, Loyds & Co.
London—Messrs. Glyn, Halifax, Mills & Co.

Interest at the rate of 5 per cent. per annum will be charged on all such sums as remain unpaid after the date above appointed.

By order of the Directors,
JOHN LEADBETTER, Chairman.

Edinburgh and Glasgow Railway Head Office,
7, North Queen-street, Glasgow, 5th July, 1841.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times

NORTH KENT RAILWAY, FROM GRAVESEND TO ROCHESTER.—Capital, £300,000 in 15,000 Shares of £20 each; deposit, £1 10s. per Share.

Prospectuses may be obtained and applications for Shares made at the Company's Office, 42, Lombard-street, until the 4th of August next.

GEORGE WALTER, Chief Superintendent.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page 740*).

673. Occasionally an embankment slips or a bridge fails more or less; the Company are cognizant of it and the public are not; do not trains continue to run notwithstanding that imminent risk?—No, not with any knowledge of mine; of course I cannot answer for others.

674. Mr. Labouchere—Is not the great pecuniary interest which a Company has to open a railway as soon as possible, a cause which may possibly lead to railways being opened in a state in which it is dangerous and improper to use them?—It might do so; I think experience has shown that it has not been the case, and therefore it cannot be necessary to prevent it.

675. Lord Sandon — Have not the Company a greater pecuniary interest on the other side, which will operate to induce them not to open before there is every reasonable prospect of safety?—Much greater.

676. Will you state any expenses you have yourselves incurred from accidents?—I was endeavouring to remember one or two. I remember an accident occurring merely upon an experimental train, when experiments were making by other parties, not myself, where the experimental train was run into. I thought the expense had been 2,000*l.*, or somewhere thereabouts; Mr. Saunders thinks that 1,000*l.* was about the amount; but here was a little accident, by which nobody was endangered, occasioned by an engine running into this experimental train and smashing carriages to the amount of 1,000*l.* I was making experiments myself once upon a carriage, when, owing to great neglect on my part, we ran, at the speed of about 30 miles an hour, into another engine, which was coming towards us, and the carriages which were between the two engines were smashed. I suppose there could not have been much short of 600*l.* or 800*l.* lost that morning.

677. Are you aware that on one accident on the Eastern Counties' Railway the damage to the Company was 10,000*l.*, including the falling off of the fares in consequence of the accident?—I have heard so.

678. Do not those heavy damages which arise to Companies, whether through the falling off of trade or through the immediate damage inflicted upon the property of the Company, operate as a very strong pecuniary inducement, if none other existed, to constant vigilance against accident?—I think they do; and I believe a great deal stronger than any sense of duty could operate with any public officer, and a great deal stronger than it will operate when you throw the responsibility upon any public officers.

679. Do you believe that the Board of Trade would feel confidence enough to enforce as many regulations upon you, which shall be practically useful and applicable to your case, as your own sense of interest and responsibility would induce you to adopt?—Certainly not; if they did they must force such an immense number upon us, that we may as well shut up the railway.

680. Sir R. Peel—Supposing such a discretionary power were given to any department of Government, do not you think that in case of any future accident the Railway Company would throw the whole blame upon that department?—Unquestionably we shall. It has been stated by Sir Frederic Smith that he believed that the Board of Trade will be skilful enough still to keep the responsibility upon the Company: with every respect for the skill of the Board of Trade, I believe that our Directors and Secretaries will be quite a match for them, and that if the regulations are passed we shall throw the responsibility upon the public officers; we cannot help doing it.

681. Mr. Labouchere—You think it would be impossible for the Board of Trade to frame simple regulations which, while they would not exonerate the Railway Companies from any part of the responsibility, still would increase their responsibility if their regulations were not complied with?—I think it is not possible; but all those simple regulations have long been thought of by us and applied, and what remains to be done lies much deeper than that superficial class of improvements.

682. Do you feel quite sure that that answer is not applicable only to the Great Western Railway in particular, and other well-managed railways, but that it is of universal application to all railways throughout the kingdom?—I cannot say that, for this reason, that even if I knew them all, I should be sure that the leading railways were better managed than the inferior ones: but still I think those inferior ones are sufficiently well managed to be out of your reach; that is to say, that the regulations they have already established are better adapted to their circumstances than any you will establish for them; particularly as you must generalize, to a certain extent, your regulations; you cannot run the risk of committing gross injustice by legislating in one way for one railway and legislating in a totally different way for another, because when you met the Secretary or the Engineer of one railway, your officers thought him a stupid fellow, while the Engineer of another might know how to state his case better; you must generalise, and from that moment there will be this danger, that, upon ten railways that you legislate for, the rules will be inapplicable to nine of them.

683. Mr. Easthope—Are the Committee to understand that you think that those who have the management of railroads will lessen their care and their anxiety by any voluntary determination of their own, when they know that they are watched by the Board of Trade?—I am quite sure that such must be the case; I feel that it would unavoidably be the case with myself.

684. That you would by intention and voluntarily lessen the exercise of your own care and diligence with a view to the public safety?—I never said "by intention."

685. Do you think that they will, by intention, lessen their care in consequence of their being thus watched over by the Board of Trade?—It is too nice a line for me to draw between that which is intentional, and that which you do although you ought to know it to be wrong.

686. Have you not in your evidence said that which might by mistake be construed to mean that?—I most decidedly do not suppose that amongst the railway interests, any more than amongst the generality of other bodies where respectable men are employed, you will have any intentional neglect or any intentional frustration of the proceedings of the Board of Trade. But, to be honest, I think that even is going very far.

687. Sir Robert Peel—They will not kill people to spite the Board of Trade?—No; but if I have got a dinner engagement which induces me to leave the line that day, and there is an engineman going upon the engine whom I do not know much about, but who has had his licence given him that day by the Board of Trade, it may make a difference with me whether I shall go to Bristol, or whether I shall go very quietly home, trusting that no accident will occur, and knowing that at all events the man has got a licence from the Board of Trade.

688. What you mean is, that a divided responsibility will lessen the security?—Yes.

689. Mr. Freshfield—You would look with less anxiety into everything, when you knew that the attention of the Board of Trade was drawn to the subject?—Considerably; I will mention an instance in the case of the last length of railway that was opened on the Great Western. There was no power on the part of the Board of Trade of course to delay our opening, but Sir Frederic Smith thought, as is shown in the correspondence, that we were not quite ready. I assured him that we could get ready for it. He, with a degree of confidence in myself and in the Railway Company, which I am afraid he will think is rather ill repaid by my free opinions of his evidence, wrote a report to the Board of Trade, stating that he did not think we were ready; but that as I assured him we could be ready on a certain day, if I wrote to the Board of Trade to state that we were ready, there might be no objection to our opening. What was the consequence? That when the day arrived, I could have taken Sir Frederic Smith down, perhaps not him, but most inspectors, I could have taken them and satisfied them that we were literally ready; but the responsibility was thrown upon me to state positively that we were, and I therefore wrote to the Board of Trade to state, that as Sir Frederic Smith had placed confidence in me to state upon my responsibility that we were ready, I could not do so; and therefore the opening of the whole length was postponed to the next day, to the great inconvenience of the Company. On the next day I was able to state that things were literally ready, and the line was opened. But if that had been a question of safety, instead of a question of being literally ready for opening, and if Sir Frederic Smith, instead of throwing the responsibility upon me, had gone and seen it, and thought that it was ready, of course all my anxiety and responsibility upon the subject would have ceased; and I should have trusted to great care in running the line.

690. Sir Robert Peel—Did you not feel that preliminary objection made, and doubt stated by Sir Frederic Smith, to add to your responsibility?—Not my responsibility to the public; to the Board of Trade, I did.

691. Mr. Labouchere—Suppose some serious accident had happened, do not you think that the Company with whom you are connected would have been visited severely by any Court of Justice, if, after that warning on the part of the Board of Trade, they had opened the railway and an accident had happened?—I think they would, and that is the way in which a suggestion of that sort is more powerful than a positive prohibition.

692. Sir Harry Verney—If there had been no officer of Government, there would have been no suggestion in that case?—Our opening a day sooner would not really have increased the danger; it was only because I was called upon to do certain things which I had not been able to do by that day, but which did not really affect the opening; they formed one or two of a list of things which as a whole were necessary, and which Sir Frederic Smith put down, and went out of town; and I did not feel myself authorised in saying to the Board of Trade, "Those are points which are not necessary, therefore I have opened the line this morning in spite of the understanding with Sir Frederic Smith;" but I was obliged to take it literally, and as they were not literally done, I prevented the running of the trains that morning. The next day they were literally done, and it was opened; but I believe a suggestion of that sort, in a friendly way, is more likely to produce real good than a positive prohibition, because a positive prohibition must have lost us a week or two, and a large sum of money would have been lost; and is it fair to expect, that the next time I should take down Sir Frederic Smith or any other inspector upon a piece of new line and point out to him, as I did upon that occasion, the things which were not finished? Can it be expected that I should do that? Should not I merely take the officer down, let him see all he could, and take my chance of his report?

693. Mr. Labouchere—In your intercourse with the railway department of the Board of Trade, have you found a disposition to exercise the powers already given to them, in a peremptory manner, or have they endeavoured to do it in a conciliatory manner towards the Railway Companies, so far as you have had means of observation?—I am sorry to have to qualify anything I have to say in praise of the manner in which we have been treated by the officers, but it must be remembered that they have no power at present; at least it is small, and it is not brought into operation.

694. Have not they the power of instituting prosecutions, in case any Railway Company violates the Act under which it is constituted?—Yes.

695. Is not that a very important power?—It is a most horrible power, I admit.

696. Sir Harry Verney—In the construction of a railway are the same rails laid down as will hereafter be used when the railway is used for the conveyance of passengers?—To a certain extent they are, and to a certain extent not. Frequently a certain number of the rails that will be required permanently are used, but in the majority of cases an inferior sort of rail is used.

697. Is the fish-bellied rail generally used?—No; the fish-bellied rails are sometimes used by contractors from this circumstance, that they may happen to be discarded rails, and they can buy them cheap.

698. Are they dangerous rails to use?—No; the Manchester and Liverpool Railway ran for two or more years upon them without danger; some think they are the best.

699. Mr. Easthope—With regard to the statement that you made about the opening of your line, was it not the fact that Sir Frederic Smith was obliged to go to Scotland shortly before the opening you adverted to just now, and that he explained to you, with a view to your being more careful, the points that he was in doubt about?—That of course was the effect upon me, I do not recollect that he put it in that way to me.

700. And your knowing that he was in doubt about those points, and obliged to be abroad at the time, made you more careful in respect to the opening?—Yes.

701. Chairman—Have you any other grounds of objection to this Bill, which you wish to state?—I have so many that I am afraid I cannot hope to call the attention of the Committee to them. There are some points which have been proposed and suggested by Sir Frederic Smith and others to which I should wish to refer, to show that they are not at all applicable, and cannot be. There is one which I do not think is a suggestion of Sir Frederic Smith's, but it shows the difficulty of making suggestions for us, namely, that the power of the engine should be ascertained by

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some party in authority, so that the load which those particular engines draw should actually be determined. Now that shows that the party proposing it did not, as of course he could not, know the real working of locomotive engines.

702. Mr. Labouchere—Is this one of the points on which the suggestion made by the inspecting officer has been at all adopted in the Report of the Railway department of the Board of Trade?—I do not know that it has yet, nor do I know that it may not be. He is an officer appointed by the Board of Trade, and who, I presume, was instructed to throw out suggestions, and he threw out this suggestion.

703. He is not one of the permanent officers of the Board of Trade?—I do not know; it is Captain Melhuish, at page 46 in the Report on Eastern Counties.

704. Lord Sandon—You do not understand that the discretion of the Board of Trade would be limited to such points as are now recommended by Sir Frederic Smith?—I take for granted that it would not.

705. Mr. Labouchere—Is it fair to anticipate that a suggestion will be adopted by the Board of Trade, if it is in itself unreasonable, merely because it is contained in one of the reports which the different engineer officers who have been sent down to inquire into accidents have made?—I am glad to have an opportunity of answering that question, because I feel that I am placed in a difficult position. I have not the slightest idea that the Board of Trade as at present constituted, of course I cannot answer for what it may be hereafter, but from the little experience I have had, the considerate and kind attention given to me by Mr. Labouchere, and by Sir Frederic Smith, and by Mr. Laing, when I have made any representation to them, would lead me to believe that they would not intentionally enforce anything that would be vexatious, or that would be injurious. I take for granted that they would not, but what I assert is, that they are not, and cannot be competent judges of what is, and what will be useful to the railways; and there are other officers appointed by themselves, and who, for aught I know, may in future be officers of the Board of Trade, who when called upon to make suggestions show that they have not a correct acquaintance with the working of the line. I have mentioned suggestions of Sir Frederic Smith's, which I think show that he cannot be acquainted with the detailed working. This happens to be one of Captain Melhuish's, whom I have not the pleasure of knowing at all, but he suggests a thing which is perfectly impracticable, and therefore so far is innocent, but which would be most injurious if attempted to be carried out; which is, that you should ascertain the power of the engines, and that the actual load which that engine is to carry, should be fixed by some law. Now, the fact is this, that if the power of an engine is ascertained to-day when it is in good order, and the maximum is fixed from that, it would be three or four times what that engine can ever carry in practice; therefore you must either fix a maximum load which is beyond reason, or you must fix it below the average running of a train; because the point where an engine fails is not that the engine is overloaded if it is in good order; but that it happens to start with perhaps an average load; it gets out of order, and then it is unfit to drag that train. Therefore if you class your engines, as in Lloyd's List a ship may be classed, and put that load to it, it will be absurd in practice. The next point is one which I believe may be taken as a positive recommendation. The first part of it is very good as a general rule, when we are left to our discretion as to when it is to be applied; but if it is attempted to be followed in every case, it could not be done, namely, "That all trains employed in the public traffic, whether of passengers or goods, shall be worked by time-tables, properly constructed with reference to the gradients, &c. of the line, and specifying the time of arrival and departure at each station." Now that appears a very desirable thing; but upon a railway of large traffic there will be so many exceptions to the rule, that the rule would become useless. The evidence of Mr. Booth, which is much better of course than mine upon that point, has, I hope, convinced the Committee that such is the case upon the Manchester and Liverpool; that the variation in the number of their goods trains, according to circumstances is so great, that they cannot prepare beforehand a time-table for the special trains sent out; that the number of exceptions becomes so great, that it is safer not to have a rule, as applied to that particular class of trains, than to have it, because it would be broken through so often, that the rule would be neglected, and it is safer that they should be always on the look-out for those trains than that there should be such a multiplicity of rules which would be broken every day. The next is a most prominent one, which has been discussed a good deal, which is the fifteen minutes' clause. Now, that is perfectly impossible to apply, and I am afraid it must only be taken upon our assertion that it is impossible. There is no difficulty in saying that all the trains starting from London or from Bristol should be at fifteen minutes' intervals, but that we shall do without that regulation. It would be too close to be convenient. Therefore, if the regulation is to be of any use, it must apply to intermediate stations. There is no great fear of accidents just after starting from the main station. It is at the intermediate stations that the rule must be applied to be of any use. Now, we have short trains from Reading and from Slough, coming to Paddington at various times of the day, and we have long trains coming in from Bristol. To say that we must make our time-table so that there shall be fifteen minutes interval, would be of very little use, because we should be driven to make time-tables that would obey the law; but practically the trains could not come in punctually to them. We could not, by any arrangement, secure a train coming all the way up from Bristol, coming to Slough, either fifteen minutes after or fifteen minutes before a Slough train. And if its proper time happened to be fifteen minutes before the Slough train, and it was late, it would not do for the Slough train to be stopped for fifteen minutes, because that would throw the whole system into disarrangement; the Slough train must start at its proper time. If the Bristol train, which ought to have been up fifteen minutes before, came up just as the Slough train was starting, then, according to this regulation, it must stop fifteen minutes more; and the consequence would be, that it would be half an hour beyond its proper time, and the chances are that that would interfere with the next train coming up, and that again with the next one. It would not be difficult to pick out from the time-table of the Great Western, cases in which the following these instructions would throw the whole line into confusion, and produce ten chances of collision instead of one which you suppose to exist from the first train coming too close upon the other.

706. Is not the mention of fifteen minutes in the 11th clause merely in the way of a restriction and limitation upon the Board of Trade, to prevent them from intertering with the time of the starting of trains beyond that limit, and not in the way of obliging them, in instances where the rule shall be inapplicable, to force too long an interval?—No; in the Bill it so worded, and I think we may almost state this as another reason for fear on our part; in the Bill it is only discretionary, and therefore it might be said that while the limit is fifteen minutes, the average perhaps would only be five or six. But what is the recommendation? The recommendation of Sir Frederic Smith is positive, "That in the construction of these time-tables it should be a general rule that no train is to start within less than fifteen minutes of another, or to succeed another upon any part of the line at an interval of less than fifteen minutes."

707. Sir James Graham—Your objection, if well-founded, would apply to any fixed time as much as to 15 minutes?—Yes, to any fixed time which public officers are likely to fix; we, for our interest, and for the sake of avoiding confusion and avoiding risks, and looking at the difficulties of the case, make the intervals, at different parts of the day, greater or less; we know best how to make them; our interest is far greater than yours in making them wide, but to carry out that proviso is impossible.

708. Lord Sandon—You vary your time-tables at different times with the changing circumstances of the different trains?—Yes.

709. Mr. Labouchere—As a general rule, have you any interval of less than 15 minutes?—None; but we must have exceptions.

710. You mentioned what Sir Frederic Smith says about 15 minutes; does not he lay that down as what ought to be a general rule, not an universal rule?—That may be; but if we perceive that these recommendations are founded upon an inadequate knowledge of the details of working a railway, are we not perfectly justified in supposing that when he has the power to pass a law, and not merely making suggestions which are open to us to criticise, but has the power to pass a law, that he would pass these same regulations, or perhaps even more stringent?

711. Do not you suppose that if an interval of 15 minutes were insisted upon in some of the shorter lines of railway, the effect would be to shut up the railway altogether?—Yes.

712. Is not it reasonable, therefore, to suppose that Sir Frederic Smith never could have contemplated the 15 minutes' provison as of universal application?—I did not suppose that he would apply it to short railways, because that is evident to anybody; but upon the face of the suggestion there is a want of sufficient knowledge of the practical working of the system, and therefore a man that makes that suggestion, if he has the power given to him, will probably insist upon regulations which we cannot carry out, or which if carried out, will produce mischief instead of good.

713. Lord Sandon—Is it safer for the public upon a long line, or upon a short line, that the interval shall be short?—The shorter the line the less the interval may be; it may be less on a short line than on a long one. In many of the short lines 15 minutes would be more than enough for the whole journey, and a much greater punctuality can be observed.

714. But supposing that a long interval were not insisted upon, upon a line of great traffic, on account of the public inconvenience that would arise, would the public safety be more secure in such a case than in the other case?—I think the public safety would then be provided for in some other way. If a great degree of traffic involved the necessity of having additional trains, we should then be driven to adopt other precautions; and if you leave us alone, depend upon it we shall discover those precautions a great deal quicker than they can be pointed out to us.

715. Sir James Graham—You have supposed the case of a short train from Slough, and the non-arrival of a long train from Bristol at the expected moment. With a view to that happening, which you think inevitable, what regulations do you propose to make, in order to meet the inconvenience and the danger?—Our present regulations would meet it much better than those which are suggested; our present regulations simply are these, that each train starts at its proper time, and therefore it does as well as it can. If it cannot keep its time, it goes on at the best time it can keep, and on the line there are signals given, which enable it to know whether it is close to another train or not.

716. Suppose this case, that the Slough train starts at the appointed time, and a long train from Bristol arrives within four minutes after the starting of that short train from Slough; under those circumstances, by your existing regulations, what would the Bristol train do?—The Bristol train would have to stop at Slough long enough to take up passengers. In that case the Bristol train could not move under three minutes after the Slough train; and until the signal of ten minutes ceased to be seen, it would go slower till it got an interval of ten minutes from the other train; so that there would be an interval of three minutes by actual prevention, and ten minutes for precaution, and this I maintain is a great deal safer than a longer interval, and for this reason, that if you attempt to keep up such a long interval as that, of course you must have signals along the line which will tell the train that is coming that the other is within 15 minutes; but if you had signals which should endure for 15 minutes along the line, the consequence would be, as Mr. Booth explained it very clearly, those signals would always be up; they would be up so often, that the engine men of all the trains would constantly see the signal of danger before them, and it would cease to be a signal of danger. At present we have a positive signal of stoppage for three minutes after a train passes, and for ten minutes after a train passes we have a signal indicating it. The signal, on pressing occasions, tells the man to stop, but he has not it so constantly before his eyes as to get careless of it. That is a great deal better, in point of time, than the 15 minutes clause.

717. Practically, is not your existing regulation very nearly a mere substitution of 10 minutes for 15?—No; it is very different. In the first place, it is three minutes instead of 15; and in the next place, it is a general regulation of ours, which, under certain circumstances, we can modify; which makes all the difference in the world, instead of a law which we could not modify if the public safety required it. It is very different from having a regulation which we think it desirable to make, but which, on occasion, we can modify.

718. Mr. Labouchere—Supposing the Board of Trade, instead of laying down regulations of that kind, and enforcing them upon all railways, were simply to require that there should be regulations upon this point, leaving it to the discretion of each railway company to make those regulations in such a manner as they thought best applicable to the circumstances of the case, would not that be a useful exercise of a general controlling power on the part of the Board of Trade?—It is such a very small controlling power, that whether it existed or not, I should not care much about it.

719. Are you confident that regulations of this kind are enforced and are observed upon all railways?—To

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some extent they are; not of course upon a railway where there are 4 or 5 trains a day, to anything like the extent to which they are upon others where there are 20 each way; it will all depend upon the degree of traffic, and upon the general objects to which the particular railway is devoted; but I am not aware of any railway in England, that is worth calling a railway, which has not regulations which the Managers of that concern thought were well adapted to the object.

720. Sir James Graham—You do not believe that there is any railway in Great Britain carrying passengers in which there is not some regulation with reference to the interval between the trains?—I think it is very likely that there may be; and for this reason: if there were a branch railway of four or five miles long, which had five trains a day, and the hours were fixed when those trains passed, it would be certainly very useless for them to pass a law that the trains should not be within half an hour of each other; of course, in that case, you would find no regulation against it, because the occasion does not require it, because there are only five departures in a day.

721. Mr. Labouchere—Have you looked at the list of accidents which have taken place lately upon different railways?—I have.

722. Have you examined the causes of those accidents?—I have.

723. Are you prepared to say that in some of those instances the want of proper regulations was not the cause of those accidents?—It was; the list furnished a number of the circumstances which led to the accidents.

724. Had those regulations existed, perhaps the accidents would not have occurred?—Perhaps they would not: but another time you will have another combination of circumstances which will produce it. I am not aware of any railway upon which the regulations are so bad as to lead to accidents. After every accident we have, partly to satisfy our own feelings, modified some regulation or made a new one; but I believe it is rather to satisfy our own minds than as productive of any general good.

725. Have you observed, that in the Report of the Railway Department, it is stated, that "out of thirty-five railway accidents which have occurred in the course of five months, twenty-one are attributable, among other causes, to defective arrangements"?—I quite agree with that; but then I agree with it perhaps with a different meaning from those who state that; I say it is defective arrangement, because there are a multitude of little imperfections in all the details.

726. Lord Sandon—Do you believe that the defective arrangements are of such a nature that the Board of Trade would have prevented them?—No; they would never have dreamed of them at the Board of Trade.

727. Lord Granville Somerset—You think there must be either a very excellent code of signals, accurately observed, or else a considerable space of time between the departure of the trains, to ensure the safety of passengers?—I think either one of those two is desirable; on the Manchester and Liverpool, they have a very quick succession of trains. I do not think their signals are so complicated as ours on the Great Western, nor so numerous in their parts; but I think it is very likely, when you arrive at a great extent of traffic, the quantity of signaling ought then to begin to diminish instead of increase, and that you must depend more upon the actual looking out, and the feeling that every engine-driver has, that he is running the line with a number of others, and that he must look out, rather than to trust to a complication of signals. I think the regulation of trains and signals must vary with every railway.

728. Mr. Labouchere—Are you aware whether a system of signals at all upon your principle is adopted, either upon the South-Western, or the London and Birmingham, or the Grand Junction?—On both of those I believe they have a signal indicating that a train is a short time ahead, but I cannot keep myself up to a knowledge of the daily changes that take place. With respect to signals, a few weeks back Sir Frederic Smith did us the honour to approve of our signals, and to say they were very good, and particularly referred to the lamps in our carriages; since then all those have been rejected as bad. We thought them very good, and they were very good at the time; and if Sir Frederic Smith goes along our line now, he will see totally different signals everywhere along the line, very much improved in construction. This great principle of red, and green, and white, and so on, is much the same, but as to the particular code and the mode of signalling it is very much improved. And with respect to our lamps, which Sir Frederic Smith thought well of, we actually now consider those lamps invisible, and we have an entirely new set of lamps making for the carriages.

729. This change has been a very costly one to you?—It has been costly.

730. Supposing the great improvement that you have discovered, and which you make use of upon the Great Western, not to be generally adopted, because it is a costly change, do not you think there should be some public department to give an intimation to parties that they should adopt equally good signals to those which you now use, and that they should not be deterred by the expense?—I think that regulation would be most mischievous, and the circumstance I have mentioned I think proves it. If at the time when Sir Frederic Smith went along our line, when he thought our signals very good, and when I thought them so too, if he had required the Birmingham Railway to adopt them, then they would have been incurring an expense of some thousands of pounds—and just about the time that I was introducing further improvements in our signals and lamps, they would have had theirs in use, and you would have had to call upon them next day to adopt ours.

731. Do you conceive that the signals which Sir Frederic Smith approved of, some months ago, were superior to those in use upon other lines?—I think they were rather better.

732. If those other lines have not adopted those signals even at the present moment, those other lines still have signals of an inferior character?—Probably they have, but they will get a-head of us in the next start, and then we shall get a-head of them. We are all striving to arive at perfection; if you, at any moment, lay your hand upon one particular system, and say "that is the best, you shall all adopt that," you are shutting up the road to further improvement.

733. Then are you never to suggest an improvement which has been made upon another line, for fear the improvement upon that line should be improved upon hereafter?—No; suggest improvements, and they will come and look at ours, and make something a great deal better; but if you force them to adopt ours, you will have a very different result.

734. Sir James Graham—Has the progress of experience combined with science, led to a sure mode of stoping trains, at a high speed, more rapidly?—They are stopped better than they used to be, but they will be stopped better still. Upon that point I am afraid the Committee will hardly listen to half what I have to say; but with respect to breaks, I believe there is not a more mistaken idea than that of compelling one Railway Company to adopt all the improvements of another. It is suggested that every carriage almost of the carriages, should have breaks.—Now on the Great Western Railway we have few breaks: nobody, I believe, will accuse our Company of stinting, for some paltry saving, that which we thought advantageous; but on the Great Western we have no breaks to our first class carriages; we have a certain number to the second class, and those to the second class I hold myself to be tolerably useless.

735. [Lord Granville Somerset — Have not you drags upon the carriage trucks?—But they are of no use upon the line. If you were to pass a law to require it, there would be breaks, but the question is whether they would break. With respect to breaks we have to the carriage trucks, they are useful only in shifting the trucks about in the stations; they were originally meant, I admit, to be blocks upon the line. A carriage truck is not a thing heavy enough to be worth breaking, the resistance would not be worth having, and therefore the breaks that we now have for carriage trucks are of no other use than to move about in the stations. We have no breaks upon our first class carriages, we have a great many upon the second class carriages, but upon our line, as we aim at great speed, our engines are heavier in proportion to the loads drawn, than upon those lines where they go slower. We have six wheels also to our engines, and six to our tenders; the consequence is, that I am sure the best means of safety in a train would be to leave the command of breaking the train entirely in the hands of the engine man, with his engine and tender. Where a break applied to it would be really effectual, we have breaks now to our tenders, which can lock the wheels completely. I think it possible that we shall hereafter have breaks to the engine wheels. If that could be done, we should have a much more effectual break to our train, and much more under command than if we left it in the hands of two or three sub-guards scattered along the train. If we apply the break entirely to the engine and tender in that way, we shall improve the safety of the train; but it is proposed to compel us to apply breaks to all the carriages at an expense of 10,000*l.* or 15,000*l.* It is not the expense that would deter us for a moment, but that would of course prevent me continuing any improvements that I am endeavouring to effect upon the tender and engine, because, of course, if we are compelled to have breaks and extra guards to a train, we shall not trouble ourselves about endeavouring to effect it in another way. Of course, if the rule were made, it must be general, and must apply to us. Then I believe it would diminish the safety upon our line, instead of increasing it.

736. If you diminish your reliance upon signals when extra trains are required, and rely upon the look-out, running the trains pretty close to each other, does not your safety then depend upon being able to stop the speed?—And therefore I am aiming at the best possible way of effecting the breaks; but you step in and say that you know a better way, and that I must follow that.

737. You are confident that with a view to the public safety, in the circumstances you have described, of signals being very much laid aside, the breaks recommended would not be effectual?—They would, in our particular case, be worse than not effectual, they would be mischievous.

738. That is a recommendation which is made by the officers of the Board of Trade?—It is one of the numerous things which are thrown out.

739. Sir Harry Verney—Why should the Government officer necessarily require you to employ breaks? Why should not he be convinced by you that you were taking the most effectual way to diminish the danger, and leave it in your hands?—Then I do not see what is the use of the Government officer.

740. Then your opinion is, that such a power could not advantageously be vested in the Government?—It could not advantageously; and I believe it would produce mischief. A maximum speed is also thrown out, with respect to passenger trains. Now I will be very short upon this point; but there again I do not think it possible that they can to-day determine a maximum speed which shall do for to-morrow; I do not think it possible that they can determine such a maximum speed, without fixing it so high that it shall be useless; because the Committee may perhaps smile when I say that, on the Great Western, you must fix it at 50 miles an hour. People will laugh, and say that that is an absurd regulation. You may as well leave it out altogether. It is a very nice point to say whether we are going 50 or 60 miles; and to fix it at 50 is tantamount to saying that there is no maximum speed.

741. Sir James Graham—What speed have you ever gone?—I am not aware of having gone more than 62 or 63 miles an hour.

742. Mr. Labouchere—That was under special circumstances?—Yes.

743. Have you no maximum rate of speed under ordinary circumstances, which is enjoined upon your engine-men?—Not fixed in mileage; they are bound to depart and arrive at certain times at the stations, and they are bound not to exceed the speed necessary for doing that; but as for actual mileage, it would be talking in a language which they could not understand, because it requires certain habits of observing.

744. Is there no restriction put upon them with regard to the rate of speed?—Simply this, that they are not to go at a greater speed than necessary to arrive at the stations at the proper time. The stations are only four or five miles apart. Thus we arrive at the end you aim at by a practicable mode. You would arrive at it by a mode which would be impracticable; you would talk to the engine-men of not exceeding 40 or 50 miles an hour; that to them is imaginary language; they have not the habits necessary to it. If you tell them that they are to start at Slough and arrive at Maidenhead at a certain time, and that they are not to go unnecessarily quick to do that, then that is a practical rule; and that is just the difference between the way that we take to arrive at safety, and that which a stranger would take. To fix a maximum speed, you must fix it so high that it would be admitting that we are to run at enormous speeds. In August last I wanted to ascertain the quantity of delay in entering our stations at Slough and elsewhere, and in the course of the month I had accurate observations of the trains, and I will mention the results. The result was, that the average speed of passenger trains in and out of London, including stoppages, was about 28½ miles an hour; the average speed, exclusive of stoppages, was 30 and 31; the average speed, exclusive of the delay in getting up the speed at each station, was about 34, 35, 37, and even 40: while the maximum speed varies from 45 to 46, 48, and even 50 miles an hour; that was the actual running of the trains in August last. Therefore, if we are to keep the time which we now keep, you must fix 50, or some absurd maximum of that sort, as the maximum speed, and that would be

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telling us, in other words, that we may drive furiously.

745. Sir James Graham—Then practically, upon certain parts of the line, the speed of 50 miles an hour is touched?—Every day.

746. Of course, consistently with safety, the speed upon different parts of the line will vary with the difference of gradients and curves?—Yes.

747. Practically, then, you touch 50 miles an hour now?—Yes; those are the average results of the observations.

748. And therefore, to continue your working at the present rate imposed, you must be permitted to go occasionally 50 miles an hour?—Yes; and yet I admit that that would be too large a margin to legalise. That is to say, if we run 45 constantly on many parts of the line, I think to legalise that would be unwise, at all events this year.

749. Lord Sandon—May it not be desirable, for the purposes of safety, sometimes to accelerate the speed beyond what would be usually desirable?—Very desirable. When a train happens to be late at a station, the conductor, knowing the state of things, may think it proper to go quicker.

750. Sir James Graham—Independently of accident, is not, upon a perfectly straight level, the same degree of speed safe, which would be very dangerous upon a slight curve?—Decidedly. Upon the line between Twyford and Maidenhead we have seven miles of straight line in cutting, and there, invariably, I observe that the speed run up to is 45, 46, 47, 48, 49, and 50.

751. Then you maintain your average speed by going fast there, and then slackening upon other parts of the line where there are curves?—That would, perhaps, be effecting more systematic caution than is really followed, because we have no curves between here and Wootten Basset, which requires that reduction of speed; but a curve does reduce the speed, and so does a gradient, and every circumstance that requires a little precaution has the same effect to restore it.

752. In lines where there are curves, such a course ought to be adopted?—It ought, but it would be impossible to make a general rule for it.

753 Lord Sandon—Do not you conceive that the exercise of proper discretion, with a view to the public convenience and public safety which is necessary to be reposed in the conductors of engines, would be much fettered if they felt that they were responsible to the Board of Trade, as well as to their own employers, and that therefore they would be less at liberty to consult either the public convenience or the public safety?—I think any double responsibility of that sort is very injurious, and it would have these serious consequences—with the best intentions on the part of the leading officers, the necessary consequence would be this, that the Board of Trade might, under those circumstances, assume the power which at present rests solely with the Directors as to the control of their servants. At present, if a servant does anything which we consider injurious, the Directors and leading officers are all desirous of sifting it, and ascertaining everything which really did lead to the mischief which would justify punishment. If we are liable to have the examination again carried on by a supervising authority, (and I believe most of the examinations into accidents have produced mischief in this way,) we of course being mixed up a little in the faults of our servants, it is not natural to suppose that we shall exert the same scrutinising power in sifting out and tracing the fault to the right man, when we ourselves shall be exposed to blame for it. I am quite sure that there will not be the same facility for tracing out the causes of any accident, or the same constant desire on the part of the Company to punish their servants, when they feel that the punishment of a servant is an admission that they are to blame.

754. Mr. Labouchere—Your objection goes not only to giving the Board of Trade any power of positive interference, but even any power of examining on behalf of the public into the causes of railway accidents?—No, I would not refuse that power; but looking at it as a balance of evils, I think the advantage to the public will not balance the disadvantage.

755. Sir James Graham—You object to the power of appealing to the law at the public expense against a very strong Company?—It sounds very well, but I do not believe in practice it would be good, and I think it is very bad in principle.

756. Mr. Labouchere—In a former answer did not you designate it as a horrible power?—I think it is a horrible power in principle.

757. Sir James Graham—Would not a power of supervision, without a power of appealing to the law be very ineffectual?—I think not, because this power to appeal to the law is made perfectly general; they may step in and prosecute on the part of an individual whose proper remedy is by the common course of proceeding against the Company; the Board of Trade have that which we were not aware of, but I believe they have the power, and they are compelled to interfere in what we consider private matters; now I believe that will be very mischievous, but we seem to be very weak, and we must yield to any law which Parliament chooses to pass.

(To be continued.)

EDINBURGH AND GLASGOW RAILWAY.

To the Editor of the Railway Times.

Sir,—Although it is likely you may have the information from other quarters, I think it right to let your readers know, that the Supreme Court here has decided against the *redoubtable* resolutions of the Proprietors of the Edinburgh and Glasgow Railway, passed at their Statutory Meeting in February, and found them all illegal.

An interdict *ex parte* was the first stop put to the resolutions—the interdict was then argued before the Judge who granted it, and it was continued. This course of proceedings is similar to an injunction in England, granted *ex parte* and continued after argument. The Glasgow Board were not satisfied with this, but carried the point before the Second Division of the Court—the same as an appeal with you from the Vice Chancellor to the Chancellor. It is this last Court which has confirmed the decision of the Judge in Ordinary, and that unanimously.

You will not be surprised at this issue to an ill advised course of procedure. You said at first the Glasgow Directors "had not a leg to stand upon," and so it has turned out.

The Manchester and Liverpool Shareholders will now see on what a slender reed they chose to lean—they will have to pay for this railway whistle! For as a consequence the expenses must be paid by the law breakers, not law makers, as has been proved—indeed one of the judges is understood to have said, that the entire shareholders could not make such resolutions valid in law; by doing so, they would incur heavy responsibilities; if I mistake not some one told them so six months ago. There is one consolation to the shareholders, that this skirmish has not stopped the completion of the railway; it is very nearly ready for traffic, and if the Glasgow gentlemen, now that they are soundly trounced, will go on like men of sense, abandon their topping absurdities, make the fares low, the hours of starting from both towns regular and fitting public convenience, render in fact the undertaking a popular one, eschewing too much influence to Kirk Sessions; I say if they will do all this, and have the good luck to open it in fine sunny weather, the Manchester and Liverpool Shareholders will soon forget the law charges which their proxies have incurred.

A SHAREHOLDER.

Edinburgh, July 10, 1841.

AMERICAN LOCOMOTIVES.

To the Editor of the Railway Times.

Sir,—In your Saturday's number I observe a letter in answer to my remarks on the table, furnished in a former number, of the gross loads hauled up the Lickey Incline in August, 1840.

As I have not my books and papers by me just now, I cannot "consult the archives of the Institution of Civil Engineers" at the moment, although I shall look with much interest, as soon as I can find time, at any statement therein contained of trials made with the mercurial gauge. In the only discussion on the subject, however, which I can remember at the Institution, the opinions of the members were quite opposed to those ideas of the mysterious advantage in the construction of Mr. Norris's engines, that appear to be entertained by their advocates.

The subject revived by my letter, or rather by the statement that called it forth, had been matter of full discussion in your columns, in which the American advocate was fairly beaten from the field. In again bringing forward the subject, it would appear to me to be more fair and more conclusive, for the apologist of the American Locomotive to endeavour to disprove the statements then made by "W. H. B.," by either showing the fallacy of his calculation, or adducing the counter evidence afforded by the mercurial gauge, in a manner clear enough to be convincing to your readers, instead of referring to "archives" accesible only to the few, and thus assuming "*omne ignotum pro*" *probato.*

My remark as to the inconsistent results stated by the engines is unnoticed.

I think it is not fair, and I am pretty certain that it is not wise, for any one who appears as a volunteer correspondent in your columns to advance statements, and then to "beg to be excused from being any further drawn into correspondence" in their support, when they are questioned or impugned. In a paper like yours, ranking amongst its contributors the first professional talent in the country, the writers are not in the habit, any more than in other journals, of affixing their names, unless they should be required to authenticate any statement made on personal authority. It is only where a writer is adduced as a witness that it is needful or customary that he should divest himself of that privacy, which so much tends to prevent scientific or commercial questions from merging into mere matters of personal dispute.

I am Sir, your obedient servant,

E.

21st July, 1841.

Railway Offender.—On Friday last, Samuel Smith, of Little Chester, was summoned before the magistrates at the County Hall, Derby, by Inspector Churchill, for trespassing upon the North Midland Railway, and taking a hat from off the line. In consequence of his master with whom he had lived for two years, coming forward and giving him a good character, he was fined in the mitigated penalty of 10*s.* and 15*s.* costs.—*Derbyshire Chronicle.*

North Midland Railway.—We understand that an hotel and posting-house will shortly be erected on the North Midland Railway, adjoining the Masbro' station, to be called the North Midland Railway Hotel. It is to built upon land belonging to Benjamin Badger, Esq., and the cost of it will be, when completed, about 2,000*l.* It is to be three stories high, and the first story will be of Ashlar stone.—*Derby Mercury.*

Oldham Branch Railway.—The construction of the Oldham Branch Railway was let on Monday to Messrs. Smith, and in the course of a fortnight the works are to be in full operation. The principal part of the line will be an embankment, and the upper portion for a short distance will be excavation. The bank over Stockbrook valley will be a great height, and a viaduct has been spoken of at this point.—*The Yorkshireman.*

Preston and Wyre.—We understand (says the *Preston Chronicle*) the managers of the Fleetwood Railway Company have at last succeeded in making satisfactory arrangements for the erection of a pier on Roe Island, and that all impediments being removed, the work will be commenced immediately; so that in a very short time the steamers will be able to play constantly between that place and Fleetwood, and land their passengers at any hour of the day. This is a most important addition in the chain of communication between the great manufacturing districts and the north; and as it has become the principal, if not the only route for the tourists to the magnificent scenery of Cumberland and Westmoreland, there can be little doubt that, were it continued to Whitehaven, it would, in nineteen cases out of twenty, be preferred by travellers of every description, as not only the quickest, but by far the most agreeable route to Cumberland and Scotland—*Liverpool Standard.*

The railway between Aix-la-Chapelle and Cologne will probably be opened on the first of September.—*Augsburg Gazette.*

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APPENDIX TO THE FOURTH REPORT OF THE COMMITTEE APPOINTED BY THE LORDS OF THE TREASURY, RESPECTING RAILWAY COMMUNICATION BETWEEN LONDON, EDINBURGH, AND GLASGOW.

Printed by order of the House of Commons.

(*Abstract continued from page 720.*)

GREAT NORTH BRITISH OR EAST COAST LINE, WITH REMARKS ON THE MIDLAND LINE, BY CARTER FELL.

In pursuance of a request made to him by a meeting held at Newcastle, of parties interested in the formation of a railway to Edinburgh, Mr. George Stephenson, in a Report dated September 13, 1838, points out the course of the line he recommends, together with its advantages and his reasons for prefering it to other proposed routes.

Mr. S. proposes that the line should commence on the south side of the Town Moor of Newcastle, on the west side of Brandling-place; then passing to the east side of the turnpike road along the low side of the Town Moor to the west side of Gosforth church it presents a choice of two lines, one of which diverging to the east leaves Gosforth Moor House to the left and North Farm to the right, then runs to the north of Forest Hall and west of Buckworth, passes Wolf Hill, Low Stead, Mare Close, Whiteridge, and North Moor. The other line passes from the point of divergence through moor land planted by Mr. Brandling and added to his park, and afterwards by Annett's Ford and Moor Farm to North Moor, where it joins the other route. Passing then a short distance eastward of Horton and High House the line crosses the river Blyth near the Bedlington iron works, and the Wansbeck near Sheepwash Mill, the Coquet a little to the east of Warkworth Castle, and the Aln near its outlet to the sea: it then passes on the east of, without disturbing the grounds of Howick on the west, of Craster Tower and Dunstanborough Castle to the east of Tuggal Hall and west of Swinhoe, thence to Bamborough Castle, and crossing Warnham Flats it proceeds nearly parallel with the coast to Berwick. From this point two lines present themselves about a mile apart; the preference would depend on the result of future surveys. The proposed line would cross the Tweed on the west side of the present bridge, and following the line of the coast to Burnworth, would then bend to the west, and pursue the valley of the Eye to the source of that river, where the summit level of the line occurs, and thence it descends to near Dunbar along the valley of another brook. For the rest of the route, Mr. Stephenson refers to his Report to the Directors of the Edinbugh and Dunbar Railway Company, from which it appears he had examined the line proposed by Mr. Grainger, viz., one by Haddington (the other passing to the north of that town), and that he preferred the former, although the more expensive, on account of the larger population it would accommodate and its near approach to the coal field. These two lines unite near Musselburgh and then proceed to Edinburgh, the entire length from Newcastle to Edinburgh being 117 miles.

Mr. Stephenson states, that in the whole course of his experience he never examined a country for railway of this length where the works to be executed were of an easier description, or the levels and inclinations of a more favourable character.

Mr. S. then describes, for the purpose of condemning, a line proposed to pass from Newcastle towards Stamfordham, and by Rothbury and Wooler, and so direct to Edinburgh: he pronounces this line incapable of producing favourable inclinations, and the works such as have never yet been attempted.

Reference is next made to another proposed route from Newcastle by Stamfordham and Otterburn, crossing the Carter Fell and passing by Jedburgh, Melrose, and Galashiels to Peebles, where it divides, one branch proceeding by Eddlestone and Pennycuick to Edinburgh, the other by Biggar, Lanark, and Hamilton to Glasgow. His opinion of this project is first given in his Report to the Directors of the Edinburgh and Dunbar Railway Company, and then more decidedly in remarks founded on the more exact information given in the Report of its projector, Mr. Richardson. The difficulties of the line he considers quite insurmountable, and the required works of a magnitude far exceeding anything that has ever been attempted, either in this country or in the world. He instances a tunnel, two miles in length (we presume at Carter Fell), of which the highest point is 550 feet below the surface of the ground, and which would therefore require shafts approaching that depth; the excavations at each end would be 160 feet in depth. He further notes embankments, at the Jed of 210, and at the Teviot of 190 feet extreme height, and several cuttings of 100 and 150 feet extreme depth. He declares he can scarcely form any conception of the magnitude of such works, and that after all, the gradients obtained are very unfavourable, some of them rising 30, 35, and 45 feet in a mile: and further that to obtain a line suitable to locomotive power it would be necessary to make the tunnel at Carter Fell eight or nine miles long. The distance by the east coast line to Edinburgh would be 117 miles, and to Glasgow 163; that by the midland line would be 107 and 132 miles respectively, but in Mr. Stephenson's judgment the advantage in point of distance is much more than lost by the midland line from its disadvantageous gradients. Its summit would be 860 feet above the sea, that of the east coast line being only 330 feet.

In giving reasons for preferring the east coast line for the thoroughfare between the southern and northern capitals, Mr. Stephenson strongly urges the necessity of providing for this certain and uninterrupted performance of locomotive engines by the selection of suitable gradients: he condemns explicitly steep inclinations carried over a high country as being very likely in frequent conditions of the atmosphere to be altogether unsurmountable by locomotive power. He says too, that in case of war the east coast line would be extremely serviceable for the conveyance of troops, as well as that it might be formed into a continuous battery from Newcastle to Edinburgh.

He states, as further advantages, that if this line be adopted there will be no inclination between London and Edinburgh (except at Euston-square) of more than 20, and the characteristic will be 16 feet in a mile; and that if it were on any occasion necessary, the same engines would be able to convey the trains throughout the entire distance.

With reference to the general principles he follows in laying down lines of railway, Mr. S. remarks, that except for very strong local reasons he always prefers a low country, because it nearly always presents the easiest line, because it usually gives opportunities of forming cheap lines along the valleys which it crosses, for the service of the towns lying at distance from the main line, and because it is of great importance that such lateral branches should have a falling inclination to the main line, since the greater weight of traffic is usually from, and the smaller to, the country districts. The towns of Morpeth, Belford, Alnwick, and Kelso, would be accommodated by such branch lines.

Mr. S. concludes his Report by stating his firm conviction that this is the only line between Newcastle and the cities of Edinburgh and Glasgow, on which locomotive power can be advantageously applied.

The next document is an estimate by Messrs. Grainger and Miller, of the cost of this line from Edinburgh to Berwick, from which it appears that the distance is 55¾ miles, and the sum required at Scotch prices would be 1,134,000*l.* The cuttings amount to more than 9, and the embankments to more than 7 millions of cubic yards: there occur 14 viaducts, varying length from 600 to 62 feet, and in height 80 to 20 feet.

Mr. Bidder next estimates the cost of the line from Berwick southward, beginning with a bridge over the Tweed at an elevation of 100 feet above low water, to consist of 11 timber arches of 150 and 140 feet span each, and one of stone of 50 feet. The estimated cost is 71,814*l.* 18s. 1d.

The length of the proposed line from Berwick to Newcastle is 65 miles 1,600 yards: the viaducts are in number eight (including that over the Tweed, described above), and they are of various lengths from 2,030 to 396 feet, and of different heights from 40 to 93 feet. The cost of that over the Tyne is taken at 120,000*l.* The cutting amounts to between 5,696,441 cubic yards, and by something exceeds the embankments; the sum to be spent on both being 281,937*l.* The cost of the permanent way is taken at 5,000*l.* per mile. The expense is stated at 1,238,507*l.* 6s. 2d., with it should seem, from the next letter, 55,310*l.* additional for stations.

A letter follows in which Mr. Bidder explains some discrepancies between the details of his estimates for the southern portion of the line, and those of Messrs. Grainger and Miller for the northern.

Thirty-four pages are then occupied with tables, reports, &c. &c., collected by Mr. Davidson, all bearing more or less directly on the prospects and advantages of the proposed east coast or North British line: we can notice only a few of the more prominent results.

The estimated revenue is from passengers 247,813*l.* 11s., from goods 110,201*l.* 12s., from which deducting 40 per cent. for working the line, a free revenue would be derived of 214,569*l.* 3s.

In the parishes within 10 miles of the line from Newcastle to Berwick, the poor's rates in 1838 amounted to 60,487*l.*, and the county rates to 4,645*l.*; in 1839 the assessed taxes were 22,941*l.*, the population in the same district being nearly 200,000 persons, and the property being of the value of nearly 1,000,000*l.* per annum.

For the Scotch portion of the same account it appears that in 1815 the annual value of the property was 1,630,898*l.*, and in 1831 the population amounted to 276,401 persons. The poor and county rates seem in Scotland to afford no certain information.

The sum for which the several turnpike tolls in the same district were let in several years past are given in a number of authenticated tables, and a very particular account is presented of the kind and amount of the commercial transactions of the several ports, towns and neighbourhoods, as well as of the customs duties paid.

It is stated that 782,733 passengers annually leave Edinburgh for various places. Of these 400,532 go to Porto-Bello and 21,000 to London. It is remarkable that the whole of the latter number is stated to go by sea.

From a list of the principal proprietors through whose estates the line would pass, it appears that a considerable majority are in favour of it; indeed, as far as this statement goes, it would seem that only three proprietors are positively known to object, that they own about six miles of the land required, and that they are all peers.

Mr. Davidson goes into a variety of statements calculated to show the superiority of the east coast line. He gives the distances from London, Birmingham, Manchester, Liverpool, Leeds, Newcastle, and Hull—to Edinburgh and Glasgow; and assigns, on the whole, great superiority to his own line. It is, however, noted (apparently by the Commissioners) that he has assumed that they would recommend the Morecambe Bay and Whitehaven, and the Kilmarnock Railways, and that he has lost sight of the Symington branch to Edinburgh. With the same view of showing the greater value of the east coast line Mr. D. then makes a variety of observations, interspersed with tables, on the foreign and coasting trade, fisheries, and manufacturers of the east, as compared with those of the west coast of Scotland. From the whole he concludes that those of the east coast are more extensive and important than those of the west, and especially that the foreign commerce is more rapidly increasing, and the fisheries are beyond comparison more productive, that but from the frequent occurrence of severe easterly gales the facilities for intercourse with England are much less than those enjoyed by the east coast, and

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that the fisheries and the consumers of fish suffer greatly from the want of speedy means of conveyance.

The Commissioners bestow a handsome compliment on the readiness and diligence displayed by Mr. Davison, in collecting and supplying the requisite information.

These Reports are accompanied by five plates of sections, with a plan of the route in and near the city of Edinburgh, and another of the timber viaduct by which it is proposed to cross the Tweed.

MORPETH DEVIATED LINE.

In a Report, the style of which may be deemed pert or vigorous, according to the taste of the reader, Mr. Bowman demolishes all former projects, and in particular shows that Mr. Rennie's line north of Morpeth, by Longhorsley and Rimside Moor, is laid over an impracticable country, and that a line further east, to pass midway between Felton and Warkworth, within three miles of Alnwick, and on the west side of Lesbury, would avoid some difficulties and have some advantages, and amongst others that it is not too near the sea, but that the gradients would still be too severe. To exhibit the difficulties to be encountered on these routes he gives two sketches, from which it would appear, that even enormous cuttings and embankments would not suffice to obtain practicable gradients.

Mr. Bowman then proposes that the railway should proceed in a straight line from Newcastle to Morpeth, that it should pass over the high lands between the Coquet and the Aln, at the east edge of High Buston, which is their most depressed point, and that northwards of the latter river the like passage should be effected at the hollow separating Ratcheugh from Longhoughton. Morpeth will thus be connected with Newcastle, Alnwick would be approached within three miles, and the population situated in the district 20 miles wide from the sea would supply profitable occupation for the road. He enumerates other advantages, and in particular that it passes through, or rather between, the most fertile and populous parts of the country, without however actually requiring the most valuable parts of the land; and that in this respect it contrasts favourably on the one hand with the midland lines, which with enormous works and severe gradients traverse districts almost uninhabited for many miles, and on the other with the sea coast line, which is liable to inconvenience from spongy and sand drift, and possibly from hostile ships, and can derive its employment only from one side.

Mr. Bowman then attacks Mr. Stephenson's project, as to the line immediately to the north of Newcastle, on the ground of its affording no accommodation to Morpeth, which he says his levels prove may be easily effected; he afterwards descants on the advantages, present and prospective, of his own line, and anticipates confidently the establishment of large and flourishing manufactures along it, the population of which he thinks will be much more stable customers to the railway, than those employed in the collieries, which as the pits near the sea are successively worked out, emigrate for employment towards the west. He affirms that the line will be of the first class as to gradients and curves, and proposes that it should join Mr. Stephenson's line near Swintroe, or perhaps proceed independently to Berwick.

He apologises for the length of his Report, "on account of the preceding Reports of the Engineers who have surveyed the different competing lines, not only containing a highly coloured picture for their own line, but also matter calculated to prejudice some of the other competing lines in the eyes of the public;" this being the case, he "found himself quite under the necessity of clearing away all the smoke and rubbish thrown out from the neighbouring premises, before" he "proceeded with the foundations of" his own "structure!"

The estimates which follow apply to the first 32 miles of the line, and are two-fold, being formed on different suppositions as to gradients. The most level and expensive estimate gives, as the cost, 374,747*l.*, or 11,710*l.* per mile, including land and locomotives. The steepest gradient is 15¼ feet per mile. The cuttings and embankments are nearly equal, the former amounting to 3,802,258 cubic yards. The population in 10 miles on each side of the line amounts to 144,641 persons, and the weekly traffic is estimated at 3,000*l.* and 4,000*l.* for passengers and goods respectively. The Report is accompanied by a section of the line throughout.

MANCHESTER, BOLTON, AND BURY CANAL NAVIGATION AND RAILWAY.

SIXTH HALF YEARLY REPORT.

THE half year to which the annexed accounts refer, began under auspices not very favourable. Differences between the coal-owners and their miners had led to a general turn-out of the latter, which extended, with one exception, to every colliery on both canal and railway, and was the cause of a considerable falling off in the receipts from the carriage of coal, during the whole of January and February last. Since the adjustment of these differences, the works, at the respective collieries, have proceeded as usual.

On the 4th of last February, the Bolton and Preston Railway was opened to Rawlinson Bridge, for the conveyance of passengers only; the arrangements for the carriage of merchandize have not yet been completed. In three months more it will be extended into the town of Chorley, and the whole line may be expected to be finished by the autumn of next year, until which event your Committee cannot look to your being greatly benefited by it.

One coal-owner is just beginning to send coal from Blackrod to Manchester; others are preparing to do so; and, as there are in that neighbourhood extensive mines of valuable cannel, and excellent house fire coal, there is a reasonable prospect of an increase of traffic in those articles; but it must be borne in mind, that this is a species of trade requiring time for its full development.

Though extraneous sources are not yet brought into operation so as materially to benefit you, the Committee have pleasure in stating that there is an improvement in this over the last half year, sufficient, in their opinion, to justify them in declaring the increased dividend; especially as the saving of interest, arising from the reduction of the bonded debt, will not be fully experienced until the forthcoming half year.

Salford, July 16, 1841.

Receipts and Disbursements on the Railway and the Canal for the Half-year ending 30th June, 1841.

RAILWAY RECEIPTS.

Coaching Department 157,103 passengers)..		£11,006	8 4
Carrying Department (21,106 tons).....		4,123	14 4
Coal Department (20,379 tons)		1,381	6 8
Total		£16,511	9 4

RAILWAY EXPENSES.

Coach disbursements—			
Repairs to buildings, and gas apparatus, 54*l.* 18s. 6d.; guards' and porters' wages, 256*l.* 19s. 10d.; parcel carts, horse keep, and drivers' wages, 154*l.* 4s. 1d.; stationery, 21*l.* 11s. 3d.; sundry disbursements, 19*l.* 19s. 11d.; gas, 50*l.* 10s. 7d.; van horse, 20*l.*...	£578	4 2	
Carriages—			
Repairs, wheels and axles, painting, oil, and greasing	91	4 3	
Carrying disbursements—			
Repairs to buildings, cranes, and weighing machines, 117*l.* 16s. 6d.; Superintendent's, clerks', and porters' wages, 626*l.* 5s. 6d.; cartage and horse keep, 499*l.* 10s. 4d.; repairs to carts, 8*l.* 2s. 8d.; stationery, 17*l.* 2s. 8d.; sundry disbursements, 22*l.* 12s. 10d.; overcharges, 13*l.* 12s. gas, 26*l.* 15s. 6d.; sheets, 52*l.* 6s. 6d.....	1,274	4 5½	
Compensation carrying	9	5 8½	
Coal disbursements	106	9 7	
Charge for Direction	50	0 0	
Coach-office establishment ..	278	5 2	
Duty on passengers	£680	13 4	
Law charges	2	15 4	
Locomotive power	1,060	5 8	
Maintenance of way	638	8 10	
Office establishment—			
Salaries, 298*l.* 3s. 10d.; advertising, 12*l.* 5s. 2d.; stationery, 29*l.* 10s. 6d.; gas, 4*l.* 5s. 2d.; office disbursements, 19*l.* 12s. 3d.;	354	16 11	
Petty Disbursements.....	5	5 0	
Police and Gatemen	80	11 6	
Rates and Taxes.....	334	0 7	
Travelling.....	12	13 6	
Waggons	71	12 4	
Walls and fences.....	162	0 9	
			5,790 17 1
Railway Surplus.....			£10,720 12 3

CANAL RECEIPTS.

Tonnage and wharfage, and balance of rents	£906 18 0 212 11 2 £694 6 10	£5797 11 10½

CANAL EXPENSES.

Agents, Clerks, Lock-keepers, and Incidental Expenses—			
Agents, clerks, and lock-keepers, 215*l.* 4s. 4d.; rates and taxes, 230*l.* 15s. 4d.; stationery, 14*l.* 4s. 7d.; insurance, 8*l.* 0s. 9d.	£468	5 0	
Maintenance of canal, reservoir, & feeder.....	1012	0 6	
Repairs of canal warehouses, cranes and wharfs	70	12 7	
		1550	18 1
Canal surplus			4,246 13 9½
Total			£14,967 6 0½
Less interest on canal and railway bonds		£6045	2 3
Balance of rents of Ring Spiggot Field and other land....	1308 12 2 846 7 9		
		962	4 5
Bankers' interest and commission.....		108	3 11
			7,115 10 7
Net profit for half-year ending 30th June, 1841			£7,851 15 5½
Add last half-year's dividend on 120 shares held by the Company.....		£120	0 0
Balance due from the 30th December, 1840		1683	2 1
			1,803 2 1
Disposable net proceeds			£9,654 17 6½

A dividend of 30*s.* per share amounts to 9,301*l.* 10*s.*, leaving on hand, including the dividend on the 120 shares held by the Company, a surplus of 533*l.* 7*s.* 6½*d.*

Your Committee, in reference to the preceding statement of accounts, have directed a dividend of 30*s.* per share to be paid to the proprietors on the 2nd of August next.

JOHN CROSTHWAITE, Chairman.

P.S.—The dividend as ordered will be payable at the Railway office, New Bailey-street, Salford, between the hours of ten and one, on and after the 2nd of August next. For the convenience of proprietors resident in Liverpool, it will be payable on the 14th of August only, between the hours of ten and three, at the office of Messrs. John Crosthwaite and Co., Colonial Buildings, Dale-street, Liverpool.

FRENCH RAILWAY ACCIDENT.—A fatal accident (as stated in the French papers) lately occurred on the Versailles Railway. At the moment of the arrival of the mid-day train at the Courbevoie station, the chain of the tender became unfastened, and a passenger who was in a carriage immediately behind, becoming alarmed at the circumstance—in which there was not, however, any danger really to be apprehended, but which he fancied threatened the destruction of the passengers, and himself in particular, as being near the engine—made an attempt to jump out. Mons. Delamarre, a barrister of Versailles, who was with him in the same carriage, did all in his power to prevent this rash and thoughtless act. But he persisted in his attempt; the melancholy result was that he of course fell to the ground, and one of the iron steps coming in contact with his neck, severed his head as completely from his body as if he had been guillotined. The unfortunate man, who was very respectably attired, was about thirty years of age, and his name is stated to be Edward Deacle.

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SIR FREDERIC SMITH'S REPORT ON THE BRIGHTON RAILWAY.

To the Right Hon. Henry Labouchere, M. P.

SIR,—I have the honour to acquaint you, that on the 8th instant I received an intimation from the Secretary of the London and Brighton Railway of its being the intention of the Directors to open to the public, on Monday, the 12th instant, that portion of their line which extends from the junction with the Croydon Railway to Hayward's-heath, in the county of Sussex.

In consequence of this intimation, and of previous notices which the Brighton Company have delivered to the railway department, I appointed to commence the inspection of the works yesterday, with Mr. Rastrick, the engineer of the line; and I was accompanied, in my performance of this duty, not only by that gentleman, but also by Mr. Harman, the Chairman, and Mr. Maclean, the Deputy Chairman of the Company, by whom every facility was afforded me for conducting my investigation; and I should not omit to mention that Mr. Rastrick, and Mr. Wood, the Secretary, supplied me with all the plans and sections I required, as well as the various returns of the proposed establishment for working the line, and the code of regulations for the guidance of the police, porters, and switchmen. These for the engine-drivers I expect to receive on Monday.

I yesterday commenced, and have this day completed my inspection, and I have to inform you that I see no objection to this line being opened to the public on Monday next, subject to the conditions contained in this report.

In the first place, I am desirous of observing that with very few exceptions the works are in a very complete, sound, and satisfactory state, and I have, on scarcely any previous occasion of inspecting a line before its opening for the public traffic, found them in so perfect a condition.

The London terminus for this railway is at present the same as that for the Croydon Company, at Tooley-street, and is situated on the north side of the Greenwich Company's western terminus. But, pursuant to an Act of last session, a station-house is to be built on the south side of the existing railway, and two lines of rails laid on a viaduct which is to be formed from the intended station-house to the point of junction between the Greenwich and Croydon Railways.

The Brighton trains will take in passengers, for the present, on the same platform as that used for the Croydon passengers, and the trains will run on the down line of the Greenwich Railway as far as the junction with the Croydon Railway, and then along the latter line as far as the junction with the Brighton Railway, being a distance of about 9¼ miles. At the former junction, a servant of the Greenwich Company is placed in charge of the "points" and signals, and at this junction a servant of the Croydon Company is employed.

The gauge of the three Companies is the same, viz., 4 feet 8½ inches, so that the engines of all of them might run upon either line.

The first or northern station of the Brighton Railway is at Croydon; it stands in a most convenient situation, a little to the east of the town, and about one mile south of the point of junction with the Croydon Railway.

At this station are the carriage-sheds, engine-houses, stores, warehouses, and other buildings which are usually placed at the termini of great lines, and it appeared to me that this is the most suitable position for them, and that the general arrangement of the several buildings is well calculated to promote the public safety and convenience, and the dispatch of business. Not only here, but at almost all the stations on this line, the engineer has laid down four sets of rails, and built booking-offices, both for the up and the down trains, so that the engines and carriages will not stop upon the main lines, nor the passengers have to cross the rails either in joining or leaving the carriages. An arrangement which will tend much to the safety of the traveller, and highly creditable to the Company.

The stations are as follows:—

The Godston	4 miles from the junction with the Croydon Railway.
Stoats-nest	5¼ ditto.
Merstham	10¼ ditto.
Red-hill and Reigate	12 ditto.
Horley	16¼ ditto.
Three Bridges	20 ditto.
Balcombe	24¼ ditto.
Hayward's Heath	28¼ ditto.

At all these stations there will, I conceive, when they are entirely finished, which is not yet the case, be everything that can be required for the safety, convenience, and comfort of the passenger that the nature and probable extent of the traffic can demand.

Throughout the whole length of line now under consideration, with almost the single exception of a small portion near the north entrance of Merstham Tunnel, I found the cuttings cleared out, and the slopes satisfactorily trimmed.

The embankments are generally sufficiently consolidated, and I have no doubt that with proper care, in the very few instances where this is not the case, the traffic may be carried on with perfect safety. I observed with much satisfaction that nearly the whole of the embankments are made considerably wider than the ordinary dimension.

There are two tunnels on the portion of railway about to be opened, viz., the Merstham and the Balcombe Tunnels. The former is 1,780 yards in length, and is one of the dryest that I have met with. The centre half is lighted with gas, and it is intended to light the whole in the same manner, a gasometer having been erected for this purpose, and the same has been done for the Balcombe Tunnel. This latter is only 1,122 yards in length. The wet has in some few places penetrated through the arch, but the passengers will not in consequence be subjected to any inconvenience, as these parts of the brickwork have been lined with lead, behind which the leakage is carried off into vertical pipes that communicate with an ample culvert, formed not only under this tunnel, but also under the Merstham Tunnel.

The bridges have been generally constructed so as to afford even greater accommodation and convenience to the public than is provided for in the Acts of Parliament, and they appear to be of sufficient strength for their respective purposes. There are three of which the parapet and coping are unfinished.

On this part of the line is that magnificent structure, the Ouse Viaduct. It is of brick, and consists of 37 semicircular arches, each of 30 feet span; the extreme height of the centre arch is 96 feet.

The whole length of this viaduct is 480 yards, and the width between the parapet is 28 feet.

The brickwork is completed, and almost all the centres are struck, but the parapet, which is to be very handsome and of stone from Caen, in Normandy, is yet in a very backward state, and cannot be finished for some weeks. In order, however, to admit of the masons proceeding with their work, without interruption to the traffic of the railway, Mr. Rastrick has established a moveable scaffolding, which traverses along the viaduct on an independent set of rails, and by this means he may avoid having any of the workmen or their materials within the line of the parapet walls.

The permanent way is only laid at present on the West, or up line, on this viaduct; but with two other exceptions only, and these only for a few yards in length, it is complete for both lines. Where these breaks occur crossings are put, and Mr. Rastrick has undertaken that the traffic shall be so arranged that two trains cannot meet on the single portion of the line.

The rails weigh 75lbs. in the lineal yard, and are on the embankments laid on cross Kyanized wooden sleepers, and in the cuttings generally on stone blocks.

The bearings are, in the middle, 4 feet, and at the ends 3 feet 6 inches; therefore, there are four to each 15-foot rail; excepting in the tunnels, where five bearings are used, and where the intervals are narrowed to 2 feet 6 inches at the ends, and 3 feet 4 inches in the other spaces.

The weight of each joint-chair is 26lbs., and of the intermediate chair 22½lbs.

The fences are of a substantial description, and are complete from end to end of the line on both sides, with proper field gates, and the mile-posts have been put up; but the signal and lamp-posts are only, as yet, fixed at the Croydon Station. The whole, however, are ready to be put up, and as this may be done in a few hours, the deficiency need not delay the opening of the line.

The code of signals is to be the same as on the Great Western Railway, and the superintendant of the Brighton Railway having been an officer in the employ of the former line, he is presumed to be acquainted with the system which prevails there.

There are four crossings of parish roads on the level, and gates have been placed across these roads, and watch-boxes provided for the policemen who are to be stationed at these points.

The Earlswood embankment having originally been formed of clay, and in a wet season, has had some slips, but a better material having been thrown in, the work seems now tolerably firm. However, in running over this and some of the other lofty embankments, the enginemen must use increased caution until all appearance shall have ceased of an extensive subsidence. I must here remark that for the present, the Directors have very properly decided on limiting the average speed to 20 miles an hour, inclusive of stoppages.

In order to save time, and as the best means of giving the Directors of the Brighton Railway Company a knowledge of my opinion of the state of their works, I shall forward a copy of this letter to the Chairman of the Company, who is now residing here, and who I am aware will take an active part in providing for the public safety, at and for some time after the opening of the line, and I will personally explain to that gentleman, as well as to Mr. Rastrick, the engineer, who is also on the spot, the necessity of the greatest vigilance being used by the Superintendent and other officers, as well as the servants of the Company, to prevent accidents at the few unfinished parts of the line.

The points of junction with the Croydon and Greenwich lines are also matters of some anxiety, for unlike the ordinary junctions of other railways, these occur where there are no stations, and consequently the safety of the traveller depends mainly on the switchman at each place.

At the Greenwich junction the management of the signals and switches is confided to a servant of the Greenwich Company, and at the Croydon junction to a policeman of the Brighton Company.

It is to be borne in mind that until the new station at London-bridge is formed and the additional lines of rails laid, the engines of the three Companies will work on the same rails from the Greenwich junction. Great vigilance will therefore be required at this junction, and it is desirable to impress upon the Directors of the Greenwich Company the paramount necessity of always placing at this important point a policeman of well established character for strict obedience of orders, steadiness, promptness and presence of mind, since at this junction, owing to the frequent passing of the Greenwich trains, and to the Croydon and Brighton trains having to cross both the up and down lines, it will be chiefly on this servant that the safety of the passenger will depend.

My present duty, however, is with the Brighton line, and it behoves the managers of the railway to make their engine drivers and conductors fully sensible of the necessity of the strictest obedience of all signals, and of their approaching the two junctions at such a moderate rate of speed as to admit of their having the trains completely under command.

I have here to observe, that I was surprised to find that the switchman at the Greenwich junction is instructed to exhibit as a symbol that the points are right for the Croydon and Brighton trains, a red flag, which is ordinarily the signal of danger. Some attention on this head is indispensible to prevent confusion and risk to the passengers.

The engines about to be used on the Brighton Railway are both four and six-wheeled.

The carriages are well built, handsome and convenient.

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There are buffer springs to the whole of them, including the horse boxes, and carriage trucks, and breaks to all the second class carriages. These breaks are generally of an improved construction invented by Mr. Rastrick.

The second class carriages and horse boxes have coupees, the latter being intended for the grooms, which will be found a great convenience.

I have the honour to be, Sir,
Your most obedient servant,
FREDERIC SMITH,
Lieut. Col. Royal Engineers,
Inspector General of Railways.

Brighton, July 10, 1841.

RAILWAY ADJUDICATIONS.

SUSPENSION AND INTERDICT.

JOHN LEARMONTH AND OTHERS, COMPRISING THE EDINBURGH COMMITTEE OF THE EDINBURGH AND GLASGOW RAILWAY COMPANY v. JOHN LEADBETTER AND OTHERS, DIRECTORS OF THE SAID RAILWAY.

Court of Session, Edinburgh: Second Division —8th July, 1841.—This was a suspension and interdict applied for at the instance of the Edinburgh Committee of the Edinburgh and Glasgow Railway Company, against certain resolutions which had been come to at a general meeting of the shareholders of the Company, held on the 22nd February last.

The suspension and interdict were presented to Lord Ivory, as Junior Lord Ordinary, and his Lordship after ordering answers, and hearing counsel very fully for the parties, pronounced the following interlocutor and note:—

"Edinburgh, 21st June, 1841.

"The Lord Ordinary having resumed consideration of this cause, and having heard parties by their procurators, passes the note and continues the interdict.

(Signed) "J. IVORY.

"NOTE.—The Lord Ordinary is of opinion, that the resolutions complained of are a clear evasion of the statutory provisions, as regards the constitution and powers of the Edinburgh Committee.

"Whether the management of the Company's business through the intervention of Committees be attended with advantage or disadvantage, it cannot admit of dispute that such, from the outset, has formed, and was intended to form, an essential branch of the statutory machinery—and this not merely during the execution of the line, and with reference to the temporary purposes connected with that stage of the proceedings, but permanently and with reference to the general administration of the concern, so long as the Company itself should, as a creature of the statute, continue in existence.

"It may be more difficult to define what are the proper functions of these Committees—and how far they are exclusive, if at all, of the actings of the General Board. It is not necessary, however, in the present question, either in passing the note, or continuing the interdict, to pronounce definitively on this head. So far seems indisputable. 1. That both Committees are to be appointed annually. 2. That both have certain powers and authorities (whatever these may be) vested in them by force of the statute itself (sect. 166, 167), independently of what may be "confided to them" by the Directors. And 3rd, That their whole constitution implies the most perfect equality of the Committees *inter se*, while (not going beyond the express words of the statute) it seems impossible to avoid the conclusion, that this equality has, and was intended to have, relation to the respective interests of Edinburgh and Glasgow, as interests to be somehow or other effected by the independent and separate existence of the Committees.

"Now, the resolutions complained of point at the total subversion and overthrow of this state of things. Their avowed object is, to put an end to "the present divided management of the Company's business, by Committees sitting in Edinburgh and Glasgow, having co-ordinate powers." A new machinery not recognised by the statute is proposed to be created, and should this machinery, "appear not to be sanctioned by the present act," a third and intermediate scheme of management, just as little founded on the statute, is meanwhile to be resorted to, viz., "to remit to the Glasgow Committee such of the details of the management of the line as shall appear expedient," the Edinburgh Committee being thus thrown entirely into the background, and indeed, to all practical intents, substantially annihilated.

"It may, or it may not be, that the respondents shall eventually succeed in establishing all this to be in accordance with a sound construction of the statutory enactments. The Lord Ordinary can only say, that such result bears, *prima facie*, at least, so very little of probability or presumption in its favour, that he deems it right, before practically giving effect to it, by all at once inverting the existing order of things, to put the matter in train for further discussion and consideration. It appears to him that there is no principle, consistently with any fair reading of the statute, upon which the respondents can dispense with the Edinburgh Committee now, in regard to the permanent management of the undertaking, that would not equally have entitled them to dismiss and cashier that Committee while the actual execution of the line of the railway was temporarily in progress. Had such a thing been then proposed, the absolute repugnance of it to the plain *bona fides* of the whole projected relations of the Edinburgh and Glasgow shareholders, would, it is thought, have been too palpable to receive a moment's countenance. As it is, the statute does not seem to be framed with a view to any such double construction.

"Upon the whole matter the Lord Ordinary is satisfied that there is more than enough, in the present stage of the case, to entitle the complainers to an interdict *ut possidetis*; and judgment has accordingly been so pronounced.

"It only remains to explain that the interdict, as granted, has reference to the first or primary prayer of the note touching the carrying into effect of the resolutions complained of. The other and subordinate prayers, however, fall all, more or less, within the scope of this. But of course nothing is done, and nothing is intended, to the effect of sustaining the application as one which calls in question all exercise whatever of independent executive functions on the part of the general Board. Indeed, it does not occur to the Lord Ordinary, that, fairly read *secundum subjectam materiam*, so very broad a construction of the interdict meant to be asked can properly be put upon the words of the prayer.

"J. I."

Against this interlocutor, Mr. Leadbetter and the Glasgow Directors presented a reclaiming note, contending that the Company had full power to pass the resolutions complained of. The case was fully heard, having been debated before the Court for four days, and the following were the opinions delivered:—

The LORD JUSTICE CLERK said, if their Lordships had formed a clear opinion on the case, they ought to deliver it immediately, although they might take time to consider as to the terms of the judgment.

Lord MEDWYN said, he certainly had formed such an opinion. It was impossible to look at the Act of Parliament without seeing that some things were committed to the Committees, and some to the Directors. It was obviously in the contemplation of the parties that they were to have certain powers committed to them by the statute, that there was to be one Committee at one end, and another at the other end. Each Committee had the same powers to enter into contracts, and so forth. The entering into contracts was not even specified in the powers of the original Directors, though it might be implied in them. There might be difficulties as to the extent of powers, but it was clear that these Committees were statutory Committees, and could not be interfered with. There might be some words in the prayer of the suspension that they might require to modify, and therefore he (Lord Medwyn) would like a day to consider the terms of the judgment.

LORD JUSTICE CLERK said, they would no doing justice to the parties if they withheld their opinion for a day, after the able pleadings they had heard from both sides of the bar. Everything had been urged that counsel could possibly have urged in support of their arguments; and had there been the least doubt entertained on the question they would have given it all the attention possible. But he had no doubt on the question whatever. When they looked to the words of the Act, they found they had nothing to do but to look at the contract between the parties embodied in the Act of Parliament. It would never do to maintain that either the Directors or proprietors were entitled to do away with those Committees. The Act provided for two great Committees, and provided how they were to be constituted; and there was a special clause in it authorising them to appoint sub-Committees, who should have the same power that the Committees themselves had. They could not shut their eyes to the fact, that certain things were vested in these Committees quite apart from any delegation by the Directors at all. It only required them to look at the resolutions themselves, against which the interdict was asked, to satisfy them that the movers of it were convinced that what they aimed at could not be done consistently with the existing Act of Parliament. They could not supersede these Committees. The proprietors might apply for an Act of Parliament to declare that there should be no such thing in this great undertaking as two Committees, but that was not a matter for the Court to deal with. When they looked at clauses 166 and 167, it was perfectly plain that there were great powers conferred on these Committees, beneficial for the interest of the undertaking. It was understood that they were to carry on the business at the two ends, one from Glasgow to Linlithgow, and the other from Edinburgh to Linlithgow. They had gone on amicably hitherto, and why should it be presumed that they might not do so hereafter? If there did arise any embarrassment, they might apply to the legislature. It was the duty of the Court merely to interpret the Act as it now stood, and he (the Lord Justice Clerk) did not entertain the shadow of a doubt that this interdict was properly applied for. They might however, if they thought proper, take a day to consider the terms on which they were to grant the interdict. It appeared to him that the object of the suspenders and the justice of the case would be obtained if they were generally to interdict and prohibit them from carrying into effect the resolutions quoted.

Lord MEADOWBANK was clearly of the same opinion. It was the purpose of all concerned to obtain from the legislature powers to have the nomination of Directors, who should have a general power of superintendance, but in the ordinary acting and management of the Company that there should be two executive bodies, one residing at the east, the other at the west end of the railway. It was in order to smooth difficulties arising perhaps from the jealousy of the two parties at the two ends that this agreement was entered into. And at the same time, for carrying the same object out, Glasgow was made the seat of Government of the whole Directors when assembled. It did not appear to him that there could be any doubt that it was intended that these two Committees should be permanent bodies. That was clear when they took into consideration several of the clauses referred to; but the 169th clause put it out of all doubt, which provided that the Committees should keep books, which should be received as evidence in courts of justice. One of the resolutions complained of was, that other Committees were to be appointed. He (Lord M.) would like to know if the evidence of their books could be received in courts of justice? Certainly not. Therefore, it being clear that the Committees named by the statute were to be permanent bodies. The distinction between the powers vested, and those to be conferred, was perfectly clear, and they could have no difficulty in suspending the resolutions.

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Lord MONCREIFF could have no doubt about the question. The statute was the contract of the Company, as had been well observed by the Dean of Faculty—a statutory contract that must be carried into effect according to its terms. Whether it was an expedient contract or not was not for the Court to consider. What they had to deal with was certain resolutions taken by a general meeting of proprietors, voting upon a majority. Mr. M'Neill very ably endeavoured to put the case on supposed powers existing in the Board of Directors as it stood, and so to turn the Court away from the matter upon which an interdict was asked on these resolutions passed as a bye-law. That was not what the Court had to deal with. These bye-laws were carried in order to enable the Court of Directors to act by themselves without Committees. The intention was to put an end to the present management, and to the acting through the intervention of the Edinburgh Committee altogether. The Directors did not afterwards carry out the resolutions of the proprietors to their full extent, probably because they found there waa a great deal of more doubt in the matter than had been supposed at the time they were passing the resolutions. Whether an Act of Parliament could be obtained to alter the statute, was not a matter which the Court had to deal with. The words of the 166th section admitted of no ambiguity. As to the constitution of the Committees, it provided that the Directors should choose these two Committees out of the number of Directors, and this having been done, there were special things given to them to do. Here then were two Committees, with statutory powers on important matters vested in them. Could any meeting of the Directors extinguish that part of the statute? The Directors tried to do it by passing what they called a bye law; but when they came to the clause concerning the power to make bye-laws, it was decidedly limited by the qualification, that those bye-laws should not be repugnant to any direction contained in the statute. Was it not a direction in the Act, that those Committees should be appointed, and should have certain powers? How then could it be said that these resolutions were not repugnant to the direction in the statute. It was not in the power of the whole Directors together to do away with these Committees. It would involve the right of third parties if they were to form Committees which were not in the statute. The extracts from the books of such Committees would have been no evidence in courts of justice. On every view of the matter, it was quite clear that the suspenders were entitled to an interdict from carrying into effect those resolutions.

The following is a copy of the interlocutor pronounced by their Lordships:—

"Edinburgh, 8th July, 1841.—The Lords having heard parties and advised the reclaiming note, refuse the desire thereof, and adhere to the interlocutor of the Lord Ordinary submitted to review, in so far as it passes the note of suspension and interdict; continue the interdict to the effect of prohibiting and interdicting the respondents and all others acting under their orders from carrying into effect the resolutions of the 22nd of February, 1841, quoted in the eighth article of the statement of facts, and remits to the Lord Ordinary to proceed accordingly.

(Signed) "D. BOYLE, I. P. D.

"Signed, 10th July, 1841."

For the Edinburgh Directors—The Dean of Faculty, and George Moir, Esq., advocate. Messrs. Dalmahoy and Wood, W.S. agents.

For the Glasgow Board—Duncan M'Neill and Adam Anderson, Esqs. advocates. Messrs. Gibson and Hector, W.S. agents.—*Caledonian Mercury.*

JONES *v.* THE LLANELLY RAILWAY COMPANY.

Glamorganshire Assizes, Nisi Prius.—This action was brought to recover compensation for land taken by the defendants under an Act of Parliament. It had been brought into a court of law on a former occasion, but it was then agreed to be referred to a gentleman. He decided that the sum of 700*l.* should be paid for the land, and that, as the railway passed through the middle of the plaintiff's farm separating it into two unequal parts, four tunnels should be made at the expense of the Railway Company, to connect one part of the farm with the other, and that those tunnels should be completed within three months of the formation of the railway. In pursuance of the award, the sum of 700*l.* had been paid, and three tunnels made; but the fourth tunnel was not formed, the defendants pleading that the nature of the ground altogether precluded it. The award further stated, that if the tunnels were not formed within the period of three months after the completion of the railway, a penalty of 200*l.* should be paid by the Railway Company to the plaintiff. On the plaintiff's part it was contended that the three tunnels were not formed within the time specified—three months after the completion of the railway—and that it was impossible that the ground would allow a fourth tunnel to be formed. The defendants argued that the railway was not finished until the rails and blocks were laid down. The plaintiff contended that the railway was finished as soon as the embankment was prepared.

After a lengthened and tedious examination, the jury returned their verdict—That the three tunnels were built within the specified time, and in consideration of the fourth tunnel not having been built, the jury awarded 50*l.* damages. Upon the suggestion of Mr. V. Williams, the form of the verdict was altered to debt 50*l.*, damages one shilling. Leave was given to move that the damages be increased to 200*l.*

Counsel for plaintiff, Mr. Chilton and Mr. James; attorney, Mr. Jones. Counsel for defendant, Mr. Evans and Mr. V. Williams; attorneys, Messrs. Jones and Jefferies, of Carmarthen.

EDINBURGH AND GLASGOW RAILWAY.

On Saturday last a jury was impanelled at Falkirk, by the Sheriff of Stirlingshire, to assess the compensation due to Mr. Andrew Binnie, farmer, on the estate of Callender, near Falkirk. The claim consisted partly of an annual sum for rent, profit, and intersectional damages during the lease, and partly of a capital sum for unexhausted manure, &c. After a long and patient investigation, in which a great deal of evidence was adduced by both parties, and after hearing the agents on the import of the evidence, the Jury returned a verdict for a less sum than had been tendered to the claimant by the Railway Company. The agent of the Company then moved that the claimant be found liable in a moiety of the expenses incurred by his clients in terms of the act, which motion the Sheriff granted. This is the only instance in which the Railway Company have been compelled to go to a Jury with a tenant. Agents for the claimant, Thomas Lisbon, writer, Falkirk. Agents for the Railway Company, A. & D. J. Bannatyne, writers, Glasgow; and George Hume, writer, Falkirk.—*Glasgow Herald.*

BRANCH RAILWAY FROM WORCESTER.

(From the *Worcestershire Chronicle.*)

SIR,—Having often witnessed the interest felt by your fellow citizens on the subject of railway conveyance, and especially the unequivocal expressions of the public mind this week, of a desire for a connecting branch between this city and the Birmingham and Gloucester line, I hope you will excuse me for troubling you with a few words on this most important local improvement, as they may possibly lead to this much desired object.

Among the innumerable local matters I have thoroughly investigated, for the purpose of giving to the world correct information on them, in my history of this County now in the press, this branch railway is one. I enclose you a copy of what I say on the subject, which I give you full liberty to use in the way you think best for the public good; and to show you how far the facts stated can be relied on, I will add, that the article has been read and approved of as correct, by a citizen of Worcester, whose private worth, public spirit, and intimate connexion with this railway, combine to make him the most proper authority to be consulted here. You will thus perceive that the result of my inquiries, from all the authorities connected with this business, leads to the opinion that a branch railway may any time be obtained between this city and the Birmingham and Gloucester line, if a sufficiently influential meeting of the citizens call upon the Company to construct such a line, and cancel the engagement about the south branch to Abott's Wood. Hoping this will soon be done, and that the welfare and prosperity of this ancient city will be thereby greatly promoted, its resources rapidly developed, and its wealth much increased.

I am yours and the public's humble servant,

JOSEPH BENTLEY.

"The Birmingham and Gloucester is the principal, though not the first constructed line in the country; it appears to have been first brought before a public meeting in 1835; the Act was applied for and obtained in the spring of 1836; though operations were not actively commenced in making the line till November, 1837. On the 24th of June, 1840, that part of the line between Bromsgrove and Cheltenham was opened; a further opening to Coston Hacket took place in September; to Gloucester in November; the line was opened through to Camphill, Birmingham, December 17th, 1840; and in August, 1841, it is intended to effect the junction with the London and Birmingham line. The length of the whole railway is 52 miles, the estimated cost was 950,000*l.*; but, including engines, carriages, stations, &c., the expense already incurred is 1,250,000*l.*, and a considerable sum will still by wanted to complete the whole works. The great misfortune under which this railway labours, especially in this county, is its distance from all the principal towns. No one can avail themselves of of, without a long rumbling and jolting in a coach or omnibus, and from several of the smaller towns there is little certainty of any conveyance. The vast increase in the number of travellers, where lines have been opened that give full accommodation to the public has arisen not so much from an increased amount of business, as from the ease and certainty with which journeys could be made, being such as to draw out people on pleasure as well as business, and thus add to the number of passengers. Any one having eight hours to spare, and being half inclined to pay a visit to somebody they wish to see, whose distance is a three hours ride, would be at once induced to say, "I'll go," if any one could shorten the journey an hour; because in the latter case, four hours out of the eight could be devoted to friendship, while only two could have been thus enjoyed before. On the passing of the Act for making this railway, a bond of 70,000*l.* was given by the Company to make a branch from the city of Worcester; but, as the line the parties who hold the bond want making is different from that the Company wish to make, nothing has yet been done. The Company wish to make a branch from Worcester direct to the main line by the nearest and best route, while the other parties wish the connecting branch to be in a S. E. direction, and join the main line at Abbott's Wood, nearly five miles S. E. of the city, which would thus make the distance from Worcester to Birmingham, London, and the greater part of Great Britain seven or eight miles more than at present."

[The citizens of Worcester require the Birmingham and Gloucester Railway Company to fulfil the conditions of the bond into which they entered as the price of obtaining their second Act. They desire nothing more, and will be satisfied with nothing less. By that bond the Company covenanted either to construct their then projected line from Abbott's Wood direct to Worcester, thereby enabling Worcester to become a station instead of a mere branch, or to forfeit 70,000*l.*, and allow the citizens to make the line themselves.—ED. *Worces. Chron.*]

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BIRMINGHAM AND GLOUCESTER RAILWAY—WORCESTER CHAMBER OF COMMERCE.

At the annual meeting of this board held on Wednesday last, the Report of the Directors stated with regard to the branch railway from Spetchley to this city, a committee had been appointed to observe the movements of the Birmingham and Gloucester Railway Company, and to oppose any attempt at extension of their powers until the engagement entered into of making such branch should have been performed. The report states also that respecting the London and Dublin Railway, that Government had not yet decided on the line to be adopted; but that the Chamber would embrace every opportunity of recommending that by Worcester, &c., to Port Dynllaen, in which they would experience the able advocacy of the Great Western Railway Company.

Mr. Tymms adverting to the subject of the Branch Railway from Spetchley, said that he did so as a person desirous of promoting the welfare of the city, and not as being deputed by the Birmingham and Gloucester Railway Company, of which he happened to be a Director. He had conversed with Captain Moorsom, the Chairman of the Birmingham and Gloucester Company, as to the relations subsisting between that Company and this city, and the mode of putting those relations on a better footing. The gallant Captain had expressed his willingness and anxiety to promote such an adjustment, and to agree to some plan which should be alike advantageous to both interests. It was well known that the proposal of the Company in 1839 to conduct a branch to this city, having its terminus in Sansome Fields, was rejected by this Chamber on the ground that a grand connection line might be formed, which appeared of far more benefit than the branch; it therefore now appeared desirable to consider how far it was likely that the grand connection line would be formed, and whether this city had not better look to the other alternative. It was well known that nine-tenths of the railways were now at a discount, and therefore it was less probable that persons would be found to embark their property in them, and new projects would no doubt in future be looked at with greater care before they were adopted. The projected line to Wolverhampton (the cost of which was estimated at 1,000,000*l.*,) of which the Abbott's Wood branch was to form a link, would if viewed with favour by capitalists, no doubt have been made, even if that link had not been provided; but there was now small probability that that line would ever be formed, and if such were the case, would it not be better to adopt some other mode by which the present inconvenience to the public should be removed? Mr. Tymms concluded by observing that he was not empowered to make any specific proposal, but he threw out as a suggestion whether a branch, having its terminus somewhere behind the County Courts, and with the line struck at a convenient distance, would not be found desirable; also that a spirit of conciliation and treaty between the Worcester Chamber of Commerce and the Railway Company would be productive of advantage to the interests of both.

Some conversation ensued, in which the faithlessness of the Railway Company, in flinching from its bond, was the principal topic.

Mr. Lea observed that the friends of that Company had often unjustifiably defended its breach of contract by alleging that the fault lay with the citizens of Worcester, whereas it was no such thing, for they had at the outset of the project exerted their best endeavours to get Worcester included in the line, but without avail, for they were put off with sundry excuses, among which might be enumerated the truly philosophical objection that a tunnel would thereby be indispensable, and that in passing through this tunnel *the carbonic acid gas would be annoying and pernicious to travellers!* (Laughter.) That was the kind of argument with which the claims of this city had been put off.

A further conversation took place, in which Mr. Chalk having proposed to set aside past differences, and meet the Company in some mutual plan, several members were of opinion that the initiatory step should be taken by the Birmingham and Gloucester Company, inasmuch as the party first in error should be the first to conciliate. At length the following resolution was adopted.

That the Chamber will be willing to receive any overture from the Board of Directors of the Birmingham and Gloucester Railway having for its object the fulfilment by the Company of the engagement which it entered into for connecting this city with its line, and that the secretary be requested to send a copy of such resolution to Mr. Tymbs, with the request that he will lay the same before the Board of Directors.

RAILWAY ACCOUNTS—RAILWAY CLUB.

To the Editor of the Railway Times.

Sir,—If ever the exhausting labour of reiteration was necessary to convince an association of persons engaged in a commercial pursuit, of the disasters—often of ruin—attendant on sluggish indifference to the conduct of the managers of their concerns, and to the mode of selection of such managers, it is surely so in the case in which you feel yourself condemned to undergo it, that of railway shareholders. Save a flying note or so upon detached points where the shoe pinches—laying stress upon minutiæ, never thinking of the principle—loudly complaining of individual wrong, caring nothing for the general welfare—demanding remedies for a scratch, but viewing with indifference deep-seated disease—what evidence is there that proprietors at this late moment, are at all sensible of that which for years we have striven to prove to them, that an entirely different mode of appointment of Auditors and Directors is, of all others, the paramount consideration?

However, the longest lane has a turning or an end, and if nothing else brings home to their conviction the necessity of stopping self, life, clique, house, election of Boards, the time will come when daily discovered delinquency, and its natural consequence, shareholders' empty pockets, (yet in these close borough bodies how hard it is to get at the knowledge of it), will effect what we in vain, perhaps, hope to accomplish by exhortation; and they will at last—alas! too late for many—insist on having unpaid Auditors taken, for a year and no longer from the Share-lists, in alphabetical rotation, and eight Directors for each Company, at 1,200*l.* a year, named from the Share-lists for alphabetical standing, for residence near the lines, and for largest holding, ineligible for re-election in less than three years, and no vacancy from casualty to be filled up but by shareholders in general meeting assembled. While upon this topic I may be excused for digressing for a moment from my subject, to observe that the pleasantries some of your correspondents have indulged in, as they conceive at my expense, for advocating a reduction of Directors to the number *eight*, equally apply against the opinions of a people not deficient in shrewdness, for I see that the number *nine* is that fixed upon as the most eligible by the framers of a proposed national bank, at the suggestion of Mr. Clay, in the United States. If, therefore, there is anything ridiculous in my proposition, I have at least the consolation of knowing that it is shared with me by a people—if not by their Government—whose experience upon such subjects entitles their judgment to weight.

To pursue your process of reiteration, is it reasonable to suppose that Auditors appointed by Boards, or Directors appointing themselves Auditors, are anything but a joke upon proprietors? Take the Auditors of the Greenwich for instance—persons employed and paid by their patrons, during good behaviour, like any other servants—is any man insane enough to fancy that they oppose any check to Directorial extravagance or other misconduct—that they are anything but clerks ticking off the correctness of the common arithmetic of the expenditure? They serve to hood "the contented creatures," and that is all. What would be the effect of the performance of the duty of their office in its vigorous and efficient interpretation, of their taking exception to exceptionable outlay, of their remonstrating against improvident or corrupt disbursement, of their refusing to certify all and every the figures placed in Board accounts, of reporting neglect and breach of faith to general meetings? The answer is on the surface, "*we have no further occasion for your services*," and the hired accountant would be displaced for one of easier conscience and more flexible frame of mind. I make no reflection on those Auditors; they do all they engage to do, add up and subtract, but they are not wanted for that, which is the business of the clerks of the establishments, and is usually correctly done by them. We require Auditors independent of Boards, and until we have them we have nothing approaching their character but their name. The Auditors now appointed are an insult to the little understanding we may possess, a tax upon our credulity, a levy upon our green youth, a veritable humbug, and well may Directors be forgiven, if they loudly laugh at the success of such a hoax.

A main cause of shareholders failing to protect their property arises from their having no concert—no combination—no opportunity of union—no place for the interchange of opinion. Strangers to each other, they meet for half an hour, half-yearly, at public meetings; and though willing to co-operate, do nothing from fear of committing themselves by conversing with unknown parties; much, if not the whole, of this difficulty, would be got over, by the establishment of a railway club. I am quite sure that its formation would tend to shareholders having a better understanding of their concerns than any measure that could be deviseal. Let some active shareholders, then, set about this salutary undertaking, and organise a club upon a footing (and what is to prevent it, when probably ten millions of railway capital are represented in and near town?)—as respectable in character, in appointments, in wealth, as most of the clubs in London. Well brought out, it is sure to succeed, and its prosperity would be a guarantee for our receiving the best dividends it is possible to realise upon our capital of seventy millions!

A RAILWAY SHAREHOLDER.

THE OMNIBUS CHARGE TO THE BRIGHTON RAILWAY.

To the Editor of the Railway Times.

Sir,—In addition to the fare of fifteen shillings by railway and coach to Brighton, sixpence per passenger is demanded at the booking-office, Golden Cross, for conveyance to the station, and this payment is insisted upon before places can be taken, without reference to whether the passenger wish to make use of the carriage or not!!

The clerk at the above office refused to book two places for me this morning in consequence of my non-compliance with this demand.

As I am sure the Directors are not aware of this most unjust and absurd regulation, will you do me the favour to publish this, the first communication of

Your constant reader,

A BRIGHTON SHAREHOLDER.

London, July 19, 1841.

The Post Office and the Railways.—The expence of sending mail-bags by railway (says the *Leicester Chronicle*) forms so serious an item in the post office expenditure, as to cause the authorities to defer carrying out the plan generally, until some arrangement can be entered into for conveying them at a less cost. The Manchester and Leeds Railway Company has, indeed, already set an example in this respect; since, we are informed, it merely charges in this respect; since, we are informed, it merely charges the letter-bags according to weight, and a second-class fare for the guard who has them in his possession.

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Rails	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
4½	38½	6500	100	100	Birmingham and Derby	57	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	9	..	..
51	51	9500	100	100	Birmingham and Gloucester	59	..	..	..	..	..	..
—	—	.....	....	2	Ditto (*New*)	2	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	31	31½	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	21½	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	..
46	....	18000	50	40	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15½	....	6000	50	45	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	..
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	87	84½	86	85½	85½	..	85¼
—	—	25000	50	50	Ditto (*New Shares*)	59½	59	59	59	58	..	59½
—	—	37500	20	4	Ditto (*Fifths*)	10	10	9⅞	9⅞	9⅞	..	9⅞
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	201
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7968	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
112½	112½	25000	100	90	London and Birmingham	161	..	..	..	161	..	160
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	23½	..	22½	..	23
—	—	31250	32	32	Ditto (*Thirds*)	54½	..	53⅜	..	..	..	53¼
—	—	....	32	2	Ditto (*New Shares*)	..	..	..	..	..	..	24⅜
4	3½	24000	25	25	London and Blackwall	15¼	..	15½	..	16	..	..
46	5½	36000	50	50	London and Brighton	43	42¼	42¼	42¾	43½	..	42½
10½	10½	33000	ayr.	13⅜	London and Croydon	..	12⅜	..	12⅜	13	..	..
3⅜	3⅜	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅛	London and South-Western	55	55	55½	..	..	..	54¾

Length Rails	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
—	—	42000	5	1¼	Ditto (*Tenths*)	..	..	..	..	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	52	..	50½	..	..	..
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
40	....	7800	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	87¼
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	21¼
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3606	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	68	67½	..	..	..	68
—	—	15000	50	40	Ditto (*New*)	..	..	33	..	..	..	33½
.....	.....	.....	...	5	Ditto (*Thirds*)	5⅜	5⅜	5⅜	..	..	..	..
283	154	7200	50	30	Northern and Eastern	18½	..	..	19	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	3000	50	2¾	South Durham	..	..	..	..	..	..	..
....	....	4000	12½	7¼	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	38	South-Eastern and Dover	..	..	..	18⅜	..	..	19
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
23	23	6700	50	50	York and North Midland	74	73	..	74	..	..	..
—	—	6700	25	10	Ditto (*New*)	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE LIST.

The quotations are made up to July 21st; the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	54	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	40	Edinburgh and Glasgow	39	39½
1960	25	25	Glascow and Garnkirk	39½	40
16000	25	25	Glasgow and Greenock	27½	27
12500	50	45	Glasgow and Ayr	38	38
1940	25	25	Monkland and Kirkintilloch	..	58
..	..	50	Wishaw and Coltness	83	80
680	25	25	Ballochney	..	81
4000	25	25	Dundee and Arbroath	26½	27

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	July 17	2,286½	£97 12 11	£120 9 8	£218 2 7	£2 8 5½	£14 10 10	£200 3 2¾	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	July 17	..	1,913 12 9	386 17 11	1,400 10 8	5 3 11	36 7 5	1,149 16 10	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	July 16	7,894	1,500 4 7	251 3 3	1,751 17 10	4 18 1	34 6 7	....	..
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	July 19	9,046	610 0 6	33 8 6	643 9 0	6 6 9	44 7 8	....	..
270,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	July 18	39,075	....	....	920 9 6	21 18 3	153 7 9	....	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	July 18	7,822	274 10 0	37 10 3	312 0 3	3 2 1	18 12 6	332 2 11	16½
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	7	17½	..	..	....	....	....	....	....	....	..
883,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	July 17	17,528	1,161 19 10	209 10 2	1,371 10 0	5 14 3	34 5 6	....	..
....	....	....	†Glas., Pais., & Green.	9	22½	July 17	18,815	1,118 8 11	95 13 1	1,214 2 0	8 19 10	53 19 0	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	10	83	July 17	..	8,898 12 10	1,547 1 11	10,445 13 1	13 1 9	91 12 8	9,922 15 10	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	July 19	..	999 5 7	420 14 5	1,420 0 0	4 10 1	31 10 7	....	..
5,381,527 9 10	5,288,043 17 3	3 0 0	Great Western	12	118	July 18	..	12,554 15 11	1,268 18 2	13,823 14 1	11 13 4	81 13 2	6,001 18 6	66
583,333 0 0	460,000 0 0	3 0 0	Hull & Selby	13	31	July 18	4,865	606 3 9	303 5 2	909 8 11	4 3 9	29 6 3	690 5 2	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20½	July 17	3,008	556 0 6	23 5 9	579 6 3	4 0 8	28 4 8	....	..
1,832,375 0 0	1,410,000 0 0	10 5 0	Liverpool & Manchester	15	31	July 16	..	3,635 19 9	1,275 18 5	5,611 18 2	25 17 2	181 0 2	6,104 11 5	31
5,750,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	16	112¾	July 17	..	16,115 4 5	2,704 19 7	18,820 4 0	23 17 11	167 5 7	17,430 18 2	112¾
800,000 0 0	807,659 13 4	....	*London & Blackwall	17	3¾	July 22	47,342	....	....	903 11 1	36 17 7	258 3 1	604 15 3	3¾
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	18	5¾	July 19	4,744	161 11 7	20 14 4	182 5 11	4 14 8	33 12 8	170 11 7	5¼
741,000 0 0	567,902 9 5	....	London & Croydon	19	10¾	July 20	11,116	629 5 10	81 6 9	710 12 7	9 13 4	67 13 4	926 14 7	10¾
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3¾	July 22	27,545	....	....	848 17 2	....	....	1,072 14 0	3¾
2,540,100 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	July 19	..	6,434 7 0	903 16 1	7,338 3 1	13 12 3	95 5 9	7,628 14 10	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm.	22	5	July 19	12,438	....	....	349 2 9	9 19 6	69 16 6	339 0 10	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	..	..	....	....	....	....	....	521 8 0	10
2,599,000 0 0	2,525,508 19 6	....	Manchester and Leeds	24	50	July 12	..	2,982 9 2	1,644 5 4	4,626 14 6	13 4 4	92 10 4	1,010 2 10	13½
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	25	57	July 17	13,487	2,056 9 0	854 10 7	2,910 19 7	7 5 10	51 0 10	1,550 1 3	57
950,000 0 0	....	....	Newcastle & Carlisle	26	61	..	..	....	....	....	....	....	....	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	27	72½	July 17	..	3,545 11 0	968 4 5	4,513 15 5	8 18 5	62 7 11	2,258 5 9	40
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	July 16	4,851	1,131 0 9	166 15 0	1,297 15 9	8 8 6	58 19 6	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	29	15½	..	..	....	....	....	....	....	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	July 17	4,156	410 18 5	80 8 7	491 7 0	3 13 10	25 16 10	....	..
600,000 0 0	220,245 0 0	4 0	Ulster	31	8	July 19	7,160	....	....	206 17 2	3 13 10	25 16 10	190 1 2	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	32	23	July 19	9,745	....	....	1,965 7 7	12 4 1	85 8 7	965 6 6	23

2. Toll to London and Birmingham 141*l.* 3s. 2d., to be deducted from gross receipts.

3. The receipts are exclusive of those for the mails; on Sunday mails only are carried.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 71¼ (83+31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169¼ (118¼+18+33.)—See on this head, however, the observations of our correspondent "F."

14. The 25*l.* 5s. 9d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,626*l.* 14s. 6d. are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 34*l.* 8s. 0d.; horses, 20*l.* 19s. 0d.; dogs, 1*l.* 11s. 0d.; parcels, 199*l.* 10s. 2d.; cattle, 8*l.* 8s. 6d.; corn, 8*l.* 11s. 2d.; heavy goods, 504*l.* 12s. 0d.; coal, 76*l.* 10s. 9d.—Total, 854*l.* 10s. 7d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

The correspondent who in our last requested particulars of the Liverpool locomotive engine on the Hull and Selby Railway, is referred to our paper of December 5, 1840, for that, as well as for a history of the other engines of the same line. We have received, to be forwarded to him, a request that he will favour our readers with the results of his observations on the engines under his care.

The Greenwich and Croydon Railways.—*The letter of Mr. Deputy Corner, of "A Constant Friend to the Railway Times," did not reach us till after the ground had been previously occupied by several other able correspondents.*

The Directors of the Bristol and Exeter Railway are recommended to make inquiry into the conduct of the five or six of their guards who travelled on Sunday, July 10, by the 7 o'clock evening train from Weston-super-Mare to Bristol—apparently on a pleasure trip, and by favour of that special source of abuse—the free ticket system.

G.—*We thought enough had been said by ourselves and others on the subject; that was our only reason. We shall be always glad to hear from him.*

Mr. Herbert's *suggestion is very good, but not easy to be carried out with entire impartiality.*

*** It is requested that in future all communications intended for the *Railway Times* be addressed, "To the *Editor*," and not to any individual by name, now or recently connected with the establishment.

THE RAILWAY TIMES.

SATURDAY, JULY 24, 1841.

As far as we are yet informed, no denial or justification of the conduct of Mr. Alderman HUMPHERY, M.P., in relation to the sale of Blackwall shares has been attempted. If we are to assume that the case does not admit of denial or justification, the punishment administered by the proprietary of that undertaking was as appropriate as it was prompt. It is not to aggravate either the offence or the punishment, that we proceed to suggest what we think would be an effectual preventive of future misconduct of the same kind.

The existing railway Boards may not generally consist of men capable of committing a breach of trust like that charged upon the ex-Director of the Blackwall Company. Indeed, we feel thoroughly convinced that of the five or six hundred persons who have undertaken the most important and confidential trust implied in the office of Railway Director, and of the equal number who as officers of railways bear an equal responsibility, and have equal opportunities of abusing it, there is but a very small proportion, on whose personal integrity, the proprietary may not rely with the most perfect and well-grounded confidence. And well it is, that this state of things prevails: else, what would be the condition and the prospects of the tens of thousands who have in these great works their chief property, nay, perhaps their sole estate?

Nevertheless, Railway Boards and Railway Officers are not all purity. Mr. Alderman HUMPHERY is neither the first offender (assuming from his silence that he is so), nor the first who has been found out. Instances not a few have occurred—some of them of great notoriety—and they may occur again, in which the standing and qualities, thought by shareholders sufficient to justify their confidence, have not proved sufficient to preserve their trusted representatives, from injuring the interests committed to them, for the sake of benefiting their own. Whether this has happened through failure to see the precise bearing of the act done, or through desire of gain so insatiable as to be restrained neither by conscience nor by prudence, matters little. It has in some way or other happened more than either once or twice, that when a real holder of shares in a railway has desired to sell, he has been met to his grievous prejudice by a *fictitious* competition (*i. e.* a competition founded on sales of shares not in the possession of the party selling at the time of the sale, and only to be delivered at some future day), created by the speculations for a *fall* of some one or more of those very Directors, who were placed in office for the express purpose of upholding the credit of the stock in question by every legitimate means in their power, and under every possible change of circumstances. Some how or other, it has also happened occasionally, that when a great and sudden decline has taken place in the price of a Company's stock, in consequence of a rush of sellers into the market, it has turned out that a Director or two has been first and foremost in the race. Worse than the Cornish parson who only asked for a fair start for the wreck, the delinquents seem to have thought, that there was no sin in the act, provided only they had their hand first in.

Nothing can be imagined more strongly calculated to spread distrust and dismay among railway proprietaries than conduct like this. The access that a treacherous official or selfish Director has to the sources of information, by which he may time his measures with surest profit to himself, and therefore, with most fatal loss to those who confide in him—the extent to which this competition between real and sham holders of railway stock may be carried—the certain conclusion that when once a man has so far broken through the most binding engagements as to enter on such a course, there is nothing to which hope of profit may not tempt, or the necessity of sustaining his enterprise may not force him—these and many similar considerations, together with the fear, half thought out, and half suppressed, that "perhaps, the board of *my* railway contains such a man, though I know not whom to suspect," may for a time and often, diffuse fear, discontent, and positive disaster.

Few, a very few men of this dishonest stamp, are sufficient to unsettle the confidence, and destroy the peace and prospects of the owners of the sixty millions of money invested in railways. We venture to affirm, that less than one such man in each railway now at work, would suffice to throw the whole railway interest into confusion; and unhappily not even the testimony afforded by repeated popular choice to conspicuous offices, seems now to be a sufficient guarantee that such a man may not exist in each.

It is not unimportant to observe that on any subject whatever, an exceedingly small amount of actual injury, comparatively considered, is sufficient to induce alarm, and its consequences. Take for instance the hackney carriages of London: they carry, probably, 15,000 persons per day, over a distance of 40 or 50 thousand miles; if one person were killed in each month by the use of them, there can be no doubt that they would be considered most dangerous vehicles, and would scarcely escape suppression; and yet, in that extreme case, it would be nearly 450,000 to one against any individual passenger sustaining injury in his ride, and more than a million to one against his receiving it on any particular mile. Look further at the railways themselves; when the late concurrence of many accidents had depressed the probability of safety to its lowest point, it was probably much higher than in the case supposed above, and yet this remote contingency very sensibly affected the use of the railways by the public. Many persons, it may be remarked, at that time preferred the stage coaches, although the risk by them at the best was greater than that by the railway at the worst; but then that risk in the case of the coaches was old and partially forgotten, while in the case of the railways it was not only new, but vividly and at once set before the public. There are many thousands of clerks employed in the city of London; if it were publicly known that six of these had absconded with property in one week, every employer without exception would feel his confidence shaken, although the chance that his own would, in like manner, prove unfaithful, would be but as one to thousands. The murders in England may amount to 12 or 15 per annum: if they were to rise to 50 or 100, there can be no doubt that universal consternation would be the consequence; and yet the chance of safety for twelve months would be much more than a hundred thousand to one.

Similar instances might be adduced to an indefinite extent. They all tend to show that it is not the remoteness of the chance, but the consequences which would ensue, if the event, however improbable, should take place, which in such cases, unsettle the minds of persons in general. Each without calculating thinks—"what! if it should happen to me?" And the effects of alarm, however unfounded, daily instances point out with terrible distinctness.

We give these illustrations, because we wish to justify our proposal of a measure which, though made only for the sake of an unworthy few, might otherwise be taken for a censure on all the rest. We are desirous of not being misunderstood on this point. There are Directors and officers also who, by the extraordinary efforts they have made, and the extensive personal liabilities they have incurred in promoting the interests of their respective lines, have acquired a right to the entire and grateful confidence of their constituents; there are others, who though not entitled to equal honour are equally proof against the peculiar temptations of their trust; and there may yet be others, whose grasping ambition of Directorship, and intense longing for patronage and jobbing, can let no line rest where a chance of intrusion can be conjured up, upon whom we should nevertheless be sorry to charge the flagitious necessity for the check we are about to propose; but with all these it can hardly be doubted, there are mixed up persons dangerous, because they are unsuspected, and successful, because they are few—to whose love of gain no restraint is superfluous, and to whose feeble honesty no safeguard is unnecessary.

Nor is this any new danger peculiar to

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Railway Companies. To cite a familiar example—experience has shown, in the Bank of England, the necessity of some device for at least obviating the suspicion to which the possibility of foul play always gives existence. Each Director, during his term of office, holds neither more nor less than two thousand pounds of stock. The possibility of using his official knowledge to his private advantage as against the other shareholders, is held, it would seem, to outweigh even the additional zeal he might derive from increasing his stake.

For many reasons, which we need not stop to detail, such a provision would be inapplicable to Railway Managements; but that by which we propose to arrive at the same result is, *to require at each half-yearly meeting, a copy in detail of the share accounts of the several Directors and officers.* We think that though this exposition might for a time be evaded or mystified by desperate ingenuity, yet the cases would be very few in which it would not destroy in the bud the temptation to fraud. The knowledge that every transaction must be exposed to public view, while it would be hailed with pleasure by conscious integrity, would deter nine-tenths of those whose weaker virtue might under other circumstances fail. Nothing, obviously, could strengthen more effectually the confidence of railway proprietaries, than to see the possibility of this insidious species of fraud being thus compressed within such narrow limits.

Specially devoted though we are to railway interests, we do not restrain ourselves from a more general view of this subject. It cannot be doubted that there is a strong tendency in the circumstances of the times to produce and extend joint-stock enterprises. The extent of the information gained as to the condition of all classes of society—the access which a long peace has given to all parts of the world—the possibility of supplying all known wants by substituting great aggregate arrangements for the detailed efforts of former generations—the certainty now attained that the ready supply of one desire produces immediately in civilized society the craving existence of some other—the accumulation of capital in the hands of multitudes who are incapable of directing its use—these and like facts lead to the belief that this corporate kind of effort will rather increase than diminish. But then the system rests on the assumption, that integrity and skill united in the same persons can be found to an extent sufficient for working it out; failing this, there is an end of it. We are not advocating the intrusion of such undertakings into affairs within the grasp of individual means; we are not asserting, for we do not believe, that a Company, however well managed, can compete successfully on its own ground with the energy, the alertness, and the close consciousness of interest in the result, which distinguishes the efforts of a man for himself; nor do we mitigate or blink the harshness, the cold and legally exact injustice, the Board-covered spite, and the shuffling intrigue with which the proceedings of Companies are too often deformed, and to which their constitution gives unhappy opportunity. But we do say, that few greater misfortunes could happen to the interests of society, than a general conviction, that it is impossible to conduct satisfactorily this associate form of commercial enterprise; and we say further, that few greater public services could be performed than the devising of means, for maintaining and improving the self-sustaining confidence and energy required by these associations—the only associations capable of undertaking the many gigantic improvements which the world still wants.

Just in proportion to our confidence in this belief is our regret at the misconduct which occasioned these remarks. The actual injury to the Blackwall shareholders (no thanks to their ex-Director) is not sufficiently extensive, we hope, to require us to consider it the chief feature of the case; and probably the self-condemnation of the delinquent himself, has inflicted whatever of punishment remained due to him, after the severe vote of the meeting.

In connection with this subject we may venture to give utterance to a thought or two often forced on us by observation of the ways of the world. The devising of schemes of knavery and injustice—the intellectual effort necessary for comprehending and arranging their complications—the precautions required for avoiding detection or keeping up appearances—the anxious anticipation of consequences, alternating violently between exultation and dread—appear to us to consume in the aggregate of society, a much greater amount of mental effort, than the sum total of that which is employed in planning and executing all the great and splendid improvements of the age. We apprehend, too, that it not unfrequently occurs that more mind is wasted by an individual in sustaining such meretricious schemes than would have sufficed if rightly applied, to place him in the first ranks of intellectual eminence.

Since the preceding observations were written our attention has been drawn to the following correspondence which has appeared in the *Morning Chronicle*, and from which it seems that Mr. HUMPHERY is at present in Ireland, but pledges himself when he returns to prove the accusation against him to be "a great falsehood." We agree, however, with Mr. RENNIE, whose spirited conduct in relation to the affair deserves great praise, that it is difficult to "conceive any engagement of sufficient importance to justify Mr. HUMPHERY in leaving London until he had refuted and cleared himself from the imputation under which he now stands if he has power to do so."

To the Editor of the Morning Chronicle.

"SIR,—The malicious and cowardly attack which has been made upon Mr. Alderman Humphery, in the shape of a resolution of a meeting of the Blackwall Railway Company, on Friday last, in which that gentleman is charged with trafficking in shares, to the detriment of the property of the Company, of which he was a Director, for his own individual profit, has induced me to entreat that the public will not condemn Mr. Humphery in his absence upon an *ex parte* statement, and without affording him an opportunity of replying to it.

"Mr. Humphery left London on Friday for Dublin, and will not return until the early part of next week, when he will, I have no doubt, be able to give a decided refutation to this malevolent attack. In the meantime I beg to hand you an extract of a letter from Mr. Humphery to his clerk, Mr. Hare, in which he says, 'I shall answer the paragraph in the *Times* when I return, and prove it a great falsehood.'

"I remain, Sir, your obedient servant,
"GEORGE R. CORNER.
"20, Dean-street, Southwark, July 21, 1841."

"SIR,—The charge made against Mr. Alderman Humphery the other day, by Mr. Rennie, M.P., at a special meeting of the Blackwall Railway proprietors, accusing him of acts inimical to the interests of the said Company, were made without his knowledge of the intention, and during his absence in Ireland; the meeting was held to consider and determine on the raising of additional capital, and not to inquire into the acts of the worthy Alderman. I beg leave to state, that before a vote of censure was proposed and carried, it would have been more worthy a meeting of gentlemen to have allowed Alderman Humphery an opportunity of justifying himself, and not to condemn him prematurely and unheard.

"I am, Sir, your obedient servant,
"FAIR PLAY.
"London, July 20."

"SIR,—In your paper of this morning's date is a letter signed by Mr. George R. Corner, of 20, Dean-street, Southwark, in which he alludes to the resolution passed at the meeting of the Blackwall Railway Company, regarding Mr. Alderman Humphery, M.P., and designates it as 'the malicious and cowardly attack which has been made on that person.' Mr. Corner further informs the public, that Mr. Humphery left London for Dublin the same evening on which his conduct was discussed at the above meeting, and concludes his letter by an extract from one written by Mr. Humphery to his clerk, in which he states 'When I return I shall answer the paragraph in the *Times*, and prove it a great falsehood.'

"I moved the resolution in question, and I did so from information given to the meeting by the Chairman of the Directors, who distinctly affirmed before the assembled body of proprietors, that Mr. Humphery's resignation as a Director in the Blackwall Railway Company, took place in consequence of his being discovered to have sold a large amount of *shares which he did not possess*, and which had depreciated the property of the shareholders.

"If Mr. Humphery can prove the paragraph in the *Times* to be a great 'falsehood,' and that the information given to the meeting by the Chairman was a misrepresentation, there is no satisfaction or apology which can be required from a gentleman which I shall not most willingly make to him for the step which I considered it my duty to take under the circumstances, and the communication from the Chairman to the shareholders.

"But, Sir, I shall take no further notice of any letters which may come from individuals who undertake to comment or offer opinions on a charge of so grave and serious a nature; and I must be permitted to say that I cannot conceive any engagement of sufficient importance to justify Mr. Humphery in leaving London until he had refuted and cleared himself from the imputation under which he now stands, if it be in his power to do so.

"GEORGE RENNIE, Jun."
"1, Chesham-place, July 22, 1841."

THE excitement being now over which necessarily attended the outlay of the enormous amount of railway capital, and the main peculiarities of railway travelling having now taken familiar places in the thoughts of men, it is quite in course that discussion should arise on points of detail. Our correspondence shows that among these points attention is strongly fixed on the kind of accommodation provided for those persons who cannot afford to pay first class fares, and who constitute in fact the bulk of society. In addition to former communications on this subject, we have to call the attention of our readers to a letter in our present number, defending, with commendable moderation of manner, the existing arrangements.

There is much truth in the assumption on which the letter of "G." is founded, "that some distinction in point of comfort, &c., ought to be made between those who pay much and those who pay comparatively little;" but it remains to be shown that the distinction is made in the manner and to the extent the circumstances of the case require and justify. The parallel drawn by "G." does not quite

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hold. Exposure to the weather at 10 miles an hour and at 30, are very different things, both as to comfort at the moment and the subsequent effect upon the health. It may therefore be quite true that, as in the days of stage-coach travelling, there ought to be distinctions of comfort according to the fares paid, and yet it may not follow that the distinctions should be such as can be expressed in the same words. We say "expressed in the same words," for in the two cases the same words do not mean practically the same thing. Besides, it is not enough, either for the interests of railways or the rights of the public, to prove matters merely by comparison with what existed in the time of stage-coach travelling. We are to look solely at things as they are.

The purpose for which different classes of fares are instituted is this,—that from a part of the passengers the owners of the railway may receive a greater extra sum than is necessary to provide the extra accommodation for them. The inducements to pay that higher fare are manifold; the absence of unpleasant or dangerous exposure to the elements is only one of them; the greater positive comfort of a lined carriage is another; the gratification of the taste in being associated with objects of a class with those to which the passenger is accustomed in his domestic life is another; the wish to avoid the risk of mixing even temporarily with any other than persons of some apparent standing in society, is yet another; and if out of these, and similar considerations, force of motive enough can be mustered to bring to the railway treasury the extra profit of the first class carriages, it is a useless as well as an unfeeling device to make travelling by second class carriages, a thing of such discomfort and hardship that no one will encounter it who can possibly do better. In no country in the world do the inducements we have hinted at operate so strongly as in England.; the *class* feeling, aristocratic in its very nature, here pervades all ranks, from the highest to the lowest; and the prices paid for physical enjoyment of all kinds, and by large sections of the population, show clearly the high relative estimation in which it is held. We gravely opine therefore, that as long as there are higher and lower classes in this country, and every body is for climbing the ladder of life as high as he can, the putting of plain or glazed slides to second class carriages, where common folks herd together, would not entirely ruin railways.

A great fallacy, however, lies at the bottom of the argument, which should not be overlooked. It is assumed that a certain number of passengers will travel, and that it depends on the arrangements made by the Company how many of these shall choose the better and how many the cheaper carriages. Now, the first part of this assumption, that of an unalterable number of passengers is unfounded: it may, nay, it certainly would, happen that if second-class carriages afforded better defence against the weather, a greater number of persons out of those who can only afford second class fares, would travel; and particularly so in winter. It is not merely the valetudinarian of small means who is now deterred; but with many other persons the incipient cogitation, which would end in deciding to go, is nipped in the bud by the anticipation of a shivering ride. The very contrivance therefore by which it is intended to induce passengers to take the more profitable seats, in all likelihood diminishes the number of passengers; and it is very probable that the small gain on the small number who pay more than they would otherwise expend for the use of an enclosed carriage, is more than counterbalanced by the loss occasioned by the diminution of second class passengers. As far as we can judge from the imperfect accounts hitherto published, this view is borne out by the declension of travel in the winter months being greater, and in some cases *much* greater, in the second class than in the first.

If, however, we argue thus calmly, and as about a matter of mere profit, the case of first and second class carriages, we confess we cannot do so as to those of the third class. We believe, indeed, that railway Boards generally miss their way very widely on this subject—that a large source of profit is left almost untouched in not providing cheap and speedy means of transit for the working classes—and that among the many benefits to the proprietaries we anticipate from fuller published accounts and more careful and general investigation of the principles of railway management, there are few greater than that of the profit to be derived from a systematic and general provision for the cheap conveyance of the millions.

Connected with this subject however there are thoughts of a different kind which we cannot repress, and dangers, serious social dangers, which a wrong course in this case may tend greatly to aggravate. We do not allude here to the necessity under which the legislature may some day be laid of inquiring how it is that all old modes of travel being abolished, none remains by which the labourer may seek the market which needs his energies, or may re-visit the home of his fathers. We stay not now to ask how it is to be proved that the public good is promoted by enterprises which after destroying all competitors, shut out more than one-half of the public from the use of the supplanting structures. Nor do we seek now to explain the grounds, or define the extent of the right by which these things are done. We take now a different view.

It is a calamity great enough when there is diffused through labouring classes of the community a general and steady distrust of the Government; but this is light evil in comparison with that which supervenes when that distrust is directed to the classes above them. A Government can after all touch but few interests, and perhaps fewer feelings, and there is always a hope that time and chance may work the wished-for changes, and leave the general fabric of society unscathed; but when it is believed that whoever possesses *property* is inimical to the enjoyment, or begrudges the convenience, of those below them, the main structure of social life is in danger, and in the day of trouble it will be no defence to say that for profit it was done.

Let us imagine a demagogue desirous of inflaming the resentments of a multitude, perhaps a hunger-driven multitude, against the classes in their own neighbourhood who are better off than themselves. By what argument more specious could he do so than by pointing to the train filled with persons in comfort, and saying—"You see there twenty times a day, a proof that those above you despise and would degrade you: they govern that road: they will not admit you to the common use of it, though you or your fellows made it. No! only wealth goes there. Do you want to see your dying mothers?—Walk! Are you worn out with seeking labour?—Walk. Do you need to save your scanty hours that your toil may, at least, feed your children?—Walk. You made the roads; that was all very well; but on no terms are they for you to ride on. It is for you to labour without alleviation, and toil without hope. Tell us not of the faults or wickedness of the Government: bad it may be, but the cause of all lies nearer to us; it lies—and the railway proves it—in the pride and hatred wealth always engenders; it is not in the distant Government which we cannot reach; it is in those among, above, and exposed to you."

We know, indeed, the hollowness of the arguments here used, but we do not the less dread their effect. It is not by logic the world is governed, but by the constantly repeated instance and impression; and nothing to our apprehension can, with so dreadful effect, furnish such impression, as the coarse and visible exclusion of the masses from participation in public improvements. We look indeed with delight on the many instances which have occurred of late years, in which the enjoyments of the operative classes have been visibly and sensibly improved, and in which they have fully participated in the benefits procured by invention and capital; and we look upon the multiplication of such instances as amongst the surest as well as the most graceful bonds of social life. But we confess we contemplate with some alarm the irritation of innumerable minds, which may result from such a system as we have pictured—a system which would revive, in nearly all its primitive rigour, that state of slavery, when a person in the condition of a working man, could not move beyond the spot of his birth, without the leave of some petty despot or other, whom the law for the time being has constituted his lord and master.

The third class carriages of the English railways, even where they do exist, are of a character to make a deep and degrading impression on those who are compelled to use them. Mr. RATHBONE says very truly in his evidence before the Committee of the House of Commons, "They are taken as the pigs are;" exactly in the same kind of carriage. The cunning of the plan lies in compelling all who can to pay second class fares. But winking cunning commonly sees only one side of a question. And here, as in the other case, it does not see how many its disgusting scheme prevents from travelling at all.

Let us, for the sake of relief and instruction, contrast the principles here acted on with those avowed by the Belgian Government.

"From the opening of the first section in May, 1835," says the Minister in his late Report, "the principle was adopted, that this national work, effected at the cost of all, and worked under the care of the Government, ought to be accessible to all classes of the community on terms appropriate to their respective conditions. The berlins and diligences supplied comfort and luxury to persons of fortune; the cheapness of the waggons" (covered and seated by the bye) "rendered them accessible to the working classes; the middle classes, not forgotten, found the chars-à-bancs cheaper than the old conveyances. *All, without difference, enjoyed in common the benefit of great speed.*"

Which best helps to hold together the fabric of society, the English or the Belgian maxims?

We are encouraged to advocate these views by a full persuasion that the measures to which they would lead are precisely those which would best promote the pecuniary interest of the railways. We believe that imperfect as are the published railway accounts, they show, as do also general principles properly applied, that a careful accommodation of railway arrangements to the convenience of

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the public, including its larger half, the owners of small purses, is the course which will produce the best dividends as well as the most pleasurable recollections.

Our readers need not be informed, that we have made some efforts to promote the use of railways for pleasure excursions. We believed that by so doing we were promoting as much the interests of the railways as the rational enjoyment of those who thus used them. We have had occasion to remark, however, that of the many jaunts which have taken place, scarcely any have occurred on what may be called the metropolitan railways, a fact which has somewhat puzzled us. Whether or not this remarkable exception of the metropolis from the general movement is to be attributed to the London Directories being unwilling to afford the necessary accommodation in point of cost, we cannot certainly tell. We have now, however, a case to notice which seems to favour the affirmative supposition.

It is probably known to many of our readers, that among the multifarious societies of the present day, is one whose very laudable object is the "Encouragement of Vocal Music," and that it is indebted to a great promoter of the improvement of the humbler classes of our countrymen, Mr. Hickson, for very zealous support, if not for its foundation and prosperity. The members of the society, according to the custom of such associations, wished to enjoy a social day, to arrange for which, Mr. Hickson applied to the Directors of the Croydon Railway for a cheap journey to Penge Wood and back. The fare proposed was 1s. each for the trip and return, to which there was only one objection, namely, that out of this sum, 6d. per passenger (*i. e.* 3d. each way) would be payable to the Greenwich Company as toll, for passing over only a short distance of the line, which would leave to the Croydon Company a very disproportionate remainder not only for their much larger share of road traversed, but for the expense of transit also. Application was accordingly made to the Directors of the Greenwich Railway for a proportionate reduction of their toll; but this they positively, though not uncourteously, refused. The Croydon Company nevertheless afforded the trip on the terms proposed, and, we believe, barely without loss.

We do not doubt the Greenwich Directors believed they were acting for the interests of their constituents; and for the sake of clearing the ground, we may at once admit an argument often much abused on such occasions, that they were not as Directors to look to anything else—far less the promotion of vocal music or the gratification of its amateurs—than the profit of the railway.

We mean, however, to say, and shall try to prove, that as to the interests of the railway, simply considered, they have made a blunder.

It is true that in this particular case, by the favour or the courage of the Croydon Company they have got their sixpence per passenger; but they have done nothing towards promoting the future use of their road; nay, they have in this instance done all they can to discourage it. It must be remembered, that innumerable other resorts for such parties exist in the neighbourhood of London, as well as that the Greenwich line is not the only means of access even to its own rural terminus. It is, therefore, in a very extended sense, a question of competition.

Besides it is well-known that in the metropolis there exist hundreds, if not thousands, of societies of all kinds, from the religious or charitable association to the "free and easy," and from the gathering of hundreds to the contents of the contracted and smoky public-house parlour—and that these not only have each their annual or more frequent excursions, but that in many cases the profit arising from them supplies an important reinforcement of their general funds. It is obvious that under such circumstances, these societies will generally choose out of the many suitable spots for their holiday making, only such as can be reached at an expence which will still leave a profit on the trip, and that if that profit can be better made in any other way, it will require much greater attractions than are to be reached by the Greenwich line, to outweigh the difference. In the majority of these cases the price of a ticket is half-a-crown, ; one-third of this is often reckoned on for profit. It is very obvious that to insist upon nearly one-third of the remainder for the use of a mile and a half of road, will leave the Greenwich Company but little chance in the market.

Now, in the case of the Greenwich road, nearly all that was received from such a source as this would be clear gain; not a farthing of additional expense would be incurred beyond the infinitesimal wear of the rails. All that is missed by holding out for full toll is so much clear loss, and we believe that is not a trifle.

One objection, a baseless one, may indeed be urged; viz. that it is impossible to foresee to what extent these reduced tolls may be called for. A clear and ready rule avoids that difficulty: let the reduction be conceded only in those cases where the excursion has a distinct object in view—where the party is definable and has responsible representatives with whom alone the dealing should take place—and where the number of persons is such as to justify the employment of a special train. With these restrictions the oftener the Company were called on to reduce their toll the better.

In the country these things are well managed. We scarcely remember a case in which Railway Directors have not promoted at once the pleasure of their neighbours and the profit of their railways by lowering the fares—to the extent even occasionally of one-half. We have known not a few instances in which the railway would not have been used at all but for this reduction: and in these cases all that was gained was clear, unanticipated, extra gain. The reasons on which they proceed apply still more strongly to the Greenwich case, where there are literally no expenses to deduct from the receipts.

We trust that if another opportunity should occur, the Greenwich Company will follow the example of the country Railway Directors, and thus remove the difficulty they have now unwisely put in the way of the use of their line for pleasure excursions.

Manchester and Birmingham Railway.—On Thursday last, at Stockport, Aaron Hough was fined 1*l.* for leaving a barrow in such a situation on the Manchester and Birmingham Railway, that on a passenger train passing, the step of one of the carriages caught the barrow, and dashed it into a thousand pieces. 700,000 persons have passed along this line since its opening, without a single accident to any passenger.—*Eastern Counties' Herald.*

MR. WYLLIE'S AFFIDAVIT IN SUPPORT OF THE PROSECUTION AT THE INSTANCE OF THE EASTERN COUNTIES' DIRECTORS AGAINST THE "RAILWAY TIMES,"—MR. DUNCAN IN EXPLANATION.

To the Editor of the Railway Times.

Sir,—I have only to say in reference to the comments and communications in your paper of Saturday last, in which my name is freely used, that the affidavit of Mr. Wyllie is strictly accurate and true, in every word, and that it was altered and realtered at Mr. Wyllie's request several times, and had his final and deliberate sanction before he swore to it in the form printed in the *Railway Times* of Saturday week last.

I am, Sir, your obedient servant,

J. DUNCAN.

19, Great George-street, Westminster,
22nd July, 1841.

Railway Pleasure Excursions.—Monday, the 2nd of August, is to be signalised by the good people of Birmingham. The members and friends of the Athenæum, and those of the Teetotal Society of that place, intend on that day to visit—or rather we suppose, to set out to visit—Tamworth Castle, Derby, Belper, Matlock, Nottingham, Loughborough, and Leicester. From the space of ground covered by the towns to be seen, and the numerous and varied objects of interest with which they abound, we presume that the trip is to be of more than one day's duration. The Derby Arboretum, as usual, is a great point of attraction; Kedleston Hall, Mr. Smith's Picture Gallery, the manufactories of Derby, angling on the Derwent, &c. &c., are to add to the pleasures of the jaunt. We claim for the railway system the credit of having created the possibility of such enjoyments.

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Taff Vale Railway.—On Friday the 16th instant, as a train of empty coal waggons was proceeding up the line, it came in collision with the down train of empty iron ore waggons. In consequence of their meeting upon a curve, notwithstanding the exertions made by both drivers and the breaksmen, the collision proved fatal to one of the engine-drivers who was killed on the spot. The others fortunately all escaped without injury. The unfortunate deceased proceeded up the line nearly an hour after his time, although conscious of being behind time and warned at starting that he must not proceed beyond a certain point where the trade of iron ore waggons would stop.

—o—

Great North of England Railway.—This Company have, we are glad to notice, introduced third class carriages, and have reduced the charge by the second class carriages. By the first class carriages, the fare from Darlington to York is 12*s.*; the second class is 8*s.*; and the third class is 5*s*. This is a great improvement, and we hope it will be duly appreciated and receive from the public the extensive patronage it deserves.—*Leeds Mercury.*

—o—

Immense Goods' Traffic.—On Wednesday morning week a train of 52 goods' waggons, containing upwards of 180 tons of goods—the gross weight with the waggons being actually more than 300 tons—was brought down from Selby to this place by the Company's engine *Liverpool*, in the short space of 1 hour and 50 minutes, a distance of 31 miles.—*Hull Packet.*

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THE QUESTION OF SUNDAY RAILWAY TRAVELLING.

To the Editor of the Railway Times.

SIR,—The number of your journal has just been put into my hands, in which you state that "the challenge", you "threw out a fortnight ago to the Anti-Sunday Transitarian party, to prove the existence of the Divine commandment, on which they profess to take their stand, having remained to this hour unanswered," you think yourself "fairly entitled to take it now for granted that no such proof can be adduced."

I will not waste words by expressing my surprise at so speedy a conclusion. It might have been well to have supposed it possible that during the fortnight of extreme excitement which has intervened, good Christians and honest patriots, of whatever party, might have been too much absorbed in this great struggle of antagonist principles, to find leisure to respond to, or even to become acquainted with, your appeal. I write not, however, to pass sentence on your precipitancy, but to enter a calm and decided protest against your conclusion. Had you not referred to arguments you have yourself employed on this subject, and of which you profess "the strongest possible conviction" that they are unimpeachable, I would have applied myself at once to the evidence you call for. I deem it well, however, to see, first, what you have advanced: and as this cannot now be done without further delay, I must be content to pledge myself to furnish, in your next forthcoming number, a concise statement of the grounds on which I hold the authority of the Christian Sabbath.

I am the more reconciled to the delay, since it will enable me, before entering on a series of proofs, the conclusiveness of which to individual minds must, like all moral reasoning, be much affected by personal pre-dispositions and habits and interests, to make a few observations on the article now before me. The grave importance of all that lies at the threshold of such a subject, moves me to do this. The fact, alone, of your having mooted the question, warrants me. And I trust that my remarks will not prove me undeserving of the liberty, nor identify me with any to whom you can fairly impute "a wild and senseless clamour."

First, then, you argue that, since "Christianity has been held by the judges to be part and parcel of the common law of the land," and there are notwithstanding, special acts of human legislation relative to the Lord's Day, the judicature has demonstrably recognised the opinion that the observance of a Sabbath is not one of the essential parts of Christianity, "for otherwise, there could have been no need of human legislation on the subject." Now, Sir, you will admit the prohibition of theft, murder, and adultery, as an essential part of Christianity. You will admit also that on these points there has been human legislation notwithstanding. How then can you deny the compatibility of a divine commandment and human enactments as regards the Sabbath. "Whether the law is in all these respects what it ought to be, is not," as you say, "within the scope of our inquiry." For myself, I am willing to subscribe your exposition of facts, as indicative of its arbitrariness, irregularity, and inequality. The subject is very intricate. Our laws regarding it require revision. I am under no obligation to defend the general character of the statute book. But I must at least vindicate it from this reproach, and clear the investigation of the Divine command from the prejudice that the national legislature has assumed its non-existence. The discrimination between murder and justifiable homicide, or the special enactments regarding divorce, do not proceed on the non-existence of a Divine law, that "whoso sheddeth man's blood, by man shall his blood be shed;" or that "whoso putteth away his wife and marryeth another, committeth adultery." The Sabbatian law, in a special degree, involves discrimination, modifications, and exceptions. It is surely within the province of a Christian legislature to determine what it shall make punishable by the civil power, and what it shall leave unguarded by human prohibition. At all events this has been done by our own; for it has punished theft, and passed by idolatry, though it is certain that both are alike forbidden of God. We approach the inquiry, therefore, unencumbered by any decision of this judicature.

There is another argument, the force of which it is important that I should test: you plead that "it is better for a few of the community to have their weekly day of rest abridged, than that the whole should be deprived on that day of the usual facilities of intercourse, or any work of necessity and mercy be in the least obstructed;" and you take special credit to railways for diminishing "the number of the few here sacrificed for the many." I know not how this word *sacrifice* may strike on the hearts and consciences of others, but I must freely tell you, Sir, that it falls on mine with a very ominous significancy. I must very respectfully, but very urgently, entreat you to weigh it. Remember that you are arguing for a distinct legalised arrangement—an express protection of the railway and every other system of Sunday transit. Now, Sir, I need not surely remind you, that in a world like ours, at a high pressure of secular engagements, during six consecutive days of every week, the public ordinances of religion are of indispensable importance, in order to preserve in men's minds that practical sense of their duty to Almighty God, which is at once so essential and so easily obliterated. Nor need I remind you, any more of what is equally obvious, that the actual enjoyment of those Divine ordinances on the one day of rest must, in the nature of things, be critically dependent on the settled, sensible, and influential segregation of that day, as far as may be, from all pursuits that are uncongenial with them. Man does not seek religion in proportion as it is removed from view. On the contrary, his natural disposition to shrink from its demands, is stimulated by every motive to be otherwise engaged. If there be one great moral fact more established by experience than any other, it is that the observance or non observance of the Sabbath is an infallible index of religion or impiety; and that the worst evils that can befal man, in his individual or social capacity, have been almost uniformly coexistent with a neglect of the Sabbath. It follows by as strict a moral process as can be laid open to demonstration, that the loss of the Sabbath is the loss of religion. You know that this is equivalent to the loss of the soul. I ask, then, what a sacrifice is the one you propose to render legal—the "sacrifice," not of pecuniary interest, or bodily comforts, or personal liberty, or even animal life, but of that which all together can neither buy nor bless—the loss of his soul—the loss of an immortal soul, to whose capacities of enjoyment or suffering the wealth of a universe can bear of course no assignable proportion!

You talk of a *few* such sacrifices. Were it only one, what compensation will you offer? To the individual, I need not tell you, it were mockery to talk of compensation: for you know who has asked, "What shall it profit a man if he gain the whole world, and lose his own soul, or what shall a man give in exchange for his soul?" Nor will I suppose you capable of placing in the scale, the return of railway dividends as a compensation elsewhere. I doubt much if immmortal spirits emancipated from the body could feel a pulse of their interest moved by the success or failure of a railway speculation; but I know from a source no human wisdom can controvert, that "there is joy in the presence of the angels of God over one single soul that is saved from destruction." How many such objects of angelic sympathy is it proposed that we should "*sacrifice*" to "the usual facilities of intercourse:"

But are we warranted in speaking only of the servants of the Company, whilst calculating the sacrifices o Sunday transit? You talk, Sir, of hundreds being then enabled to perform a journey on the Sunday. I might ask whether, before the existence of such conveyances, these hundreds were under any call, whether of mercy or necessity to leave his quiet home on which the day of rest was made to smile? That desultory hundreds did leave it, I deny not: but this is not the point at issue. Their doing so was not the object of the express enactment you call for. It was their own act; for which, if culpable, they were personally responsible. I am engaged at present with what you make your's. But why talk I of hundreds? You have kindly furnished us with statistics more commensurate with this useful truth. It is plain from tables in this very number of your journal, that on Whit-*sunday* last there travelled along the Great Western line alone, some thousands, I believe I might say, many thousands of God's accountable creatures. Will any man in his senses presume to tell me that it was mercy or necessity that brought these thousands from their homes—that this enormous amount of inattention to the peaceful privileges of the Sabbath is to be provided for amongst the ordinary facilities of intercourse? Or that it is an object worthy the sacrifice of a few servants of the Company that these tens of thousands should have the means of leaving their pastors and their God? I know his reply. You, Sir, have thought worth while to volunteer it—that "they may travel to and fro, and yet attend their respective places of worship with as much regularity as ever." *May* do so? Is this possibility, then, of virtue, sufficient ground for legislation? Can a law-giver grant express sanction to the most demonstrable temptation, because the subject for whom he legislates may avoid it if he pleases? What, I ask, is the natural, what the direct and calculable consequence of such facilities? How many of those thousands of railway travellers on Whit-Sunday can be deemed actually as devoutly disposed as they might be? How many can be fairly supposed to have attended on that day either at their own or any other place of worship? How long may their attendance be expected to continue with such *more than* "*ordinary* facilities of intercourse?" And what effect is likely to follow their attendance whilst it lasts? He who "knew what is in man" has drawn a fearful picture of the ineffectualness of too much attendance at the best. You know, Sir, that for *one* class of hearers who bring forth the good fruit, he has described no less than *three* in which the sowing utterly fails. And you know to what causes he attributes the failure. Will any candid man duly pondering that significant parable, defend Sunday railway travelling on the plea, that of the thousands implicated in your statistics, there was not one but might have been, if he pleased, a way-side hearer? Will any man, not grossly and wilfully ignorant of his own heart, believe that, so far as second causes can be estimated, he could be anything better?

But we have not done with this calculation. Here are so many individuals. Suppose them, also—so far as the proposed enactment is concerned—*sacrificed*, or if you will, "justified" by Act of Parliament," in sacrificing themselves—nay, provided with special facilities for self-devotion. Do they fall alone? Are they not members of families? parents—brothers—husbands—sons! Suppose those families left behind. Do they attend their parish church? Are the wholesome solemnities of the Sabbath unbroken in this case by the bustle and excitement of the railway system? Will the irreligion of the "way-side hearers," leave those uncontaminated? Are the ordinary consequences of social intercourse—the most constant relations of cause and effect—to be suspended in behalf of railroads? Will the children be content with the benefits of the Sunday School, while the parents are sporting along some 20 miles upon the rail? Will not every locomotive propensity be brought more than ever into play, and *restlessness* become the principle of the *day of rest*?

But we are still incalculably below the due estimate of the sacrifice. The only real safeguard of natural religion is in the public preservation of a national Sabbath. Let there be no restrictions on the ordinary habits of social life, and who is so blind as not to see what must follow? Let the Sunday cease to be in England what it has hitherto been. Let the barriers—partial it may be, yet presenting a grave protest against desecration—be withdrawn. Let equal license for secular employ-

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ment be the rule. Let the legislature legalize the no-Sabbath principle by express enactment, and what a prospect will dawn on our once happy native country! Time was when the poorest mechanic in the land, the humblest drudge of an exacting public, could claim at least one day for his own; and, emerging from the noise and filth of his prison-house of toil, sit down, like God's free man, to hear "good tidings of great joy." For such liberty his human charter, was the sanctity of the Sabbath. Let that sanctity be set aside, and *his doom is sealed*. He lives already beneath the gentle dynasty of trade. To undersell is found to be the great secret of selling at all. Foreign markets keep no Sabbath. Avarice knows no Sabbath. Pleasure wants no Sabbath. The question is not far to seek. How can trade afford a Sabbath? I will not weary you, Sir, with the items of this very calculable account. It has been gone through on the continent; and we have seen something of what it comes to. Our singular preservation from evils that have devastated Europe, has been owing, under God, to the *moral* strength of the nation. It is the *soul's* muscle that has made England the Thermopylæ of the world. You will not hesitate, any more than myself, to attribute this to its proper cause. You cannot refuse to admit that, if national religion be the palladium of national safety, strength and happiness, the "sacrifice" we have been considering is a sacrifice indeed. That such a sacrifice is at stake when the national observance of the Sabbath is mooted, I hold to be a fact that cannot long be called in question; and that railway transit on the Sunday has a fearful bearing on that observance is at least to my mind no less self-evident, nor that inroads on the day of rest become objects of national alarm in proportion to their being systematized and recognized by the law. I could say much on this point, as well as on the responsibility of those who put forth claims to such recognition. But I must conclude. This may with the greatest propriety be left to the Editor of the *Railway Times*. I have not assumed, Sir, as you perceive, the divine law on the subject, so as to urge the penal consequence of a direct breach of what the Great Law-giver has laid down. I would not seem to foretel what you call on me to prove. I pledge myself, however, with God's permission, to essay proof in the coming week, and I confidently rely on your plighted candour to give full and fair insertion of what proof may demand—subscribing myself meanwhile, a very sincere friend to all that can give due play and impulse to the national energies, though what you have not inappropriately termed

AN ANTI-SUNDAY TRANSITARIAN.

Bristol, July 12, 1841.

LONDON AND GREENWICH RAILWAY.

LETTER V.

To the Shareholders.

GENTLEMEN,—I am happy to find by the Report of your Directors at your late general meeting, that the suggestions in my second letter of 8th May last, have been attended to, and that after all the vapouring about the third-class carriages not paying, your Directors have been obliged to confess that these are the only carriages that have paid, since on fair days and Sundays, when they have not been used, there has been a falling off of 1,202*l.* 19s. 9d., and on the days when they were in use an increase of 550*l.* 5s. 11d.; and that accordingly the third-class fares are to be retained and the second-class abolished, and the first reduced. This is a step in the right direction, although forced upon your reluctant Directors at the eleventh hour, by the very intelligible hint of a falling off in their receipts. But how comes it that their experience did not carry them a step further. Is it their pride only forbids? They have said, that the rate of the toll should not be reduced. In their misapprehension of the nature of these charges, which now I am happy to observe is in course of correction, they have fancied that it was only to demand a high rate of toll and to obtain a large income therefrom; and they cannot bear to confess that they have been mistaken, the more especially as they have induced you to a very large outlay, upon the expectation that a still higher toll would be still more productive. In this likewise they will be lamentably mistaken; but in spite of their present experience, they still cling to the hope that it is only the obstinacy and niggardly spirit of the Croydon proprietors, and the Croydon travellers that refuses to pay this exorbitant toll, and that the more generous or heedless Brighton proprietors, and Croydon, *(viâ Brighton!)* travellers will pay it with pleasure, or at all events without "grumbling."

Accordingly we find in the Report, "The toll on the Croydon Railway traffic shows a deficiency of 685*l.* 17s. 10d." (for half a year), "as compared with the same period of 1840. *This result, however, is only of temporary importance, as there can be little doubt that the ample accommodation now afforded by the Brighton Railway Company,* CONVEYING PASSENGERS TO AND FROM CROYDON *will cause an increase and diversion of the traffic.*" Indeed, most prophetic Directors! Pray, in what manner? Is there any want of "ample accommodation" on the Croydon Railway? Is that Company so overloaded with passengers, who do *not* pay toll to the Greenwich Company, as to be unable to find sufficient accommodation? Certainly not. The accommodation that is wanted is the *lower fare*, which the Greenwich Company will not allow by reason of its excessive toll. Oh! but the great, generous, liberal Brighton Company does not mind paying a paltry toll of 3d. or 4½d., and will, perhaps, notwithstanding carry people to Croydon at a lower fare. Indeed! And if the Brighton Directors should be so indifferent to such small matters, will there be no keen proprietor to ask some day, what profit there is in carrying passengers to Croydon at less than 1s. 6d. (say 1s. 5d.), by a Company which pays for these same passengers 1s. to the Croydon Company, and 4½d. to the Greenwich Company, or 1s. 4½d. to the two? Or perhaps the Brighton Directors having found out their mistake, will nevertheless consent to work this part of their journey at a loss, to oblige the Greenwich Company; or rather than the latter Company should be disappointed, perhaps the Croydon Company will kindly forego some part of their 1s. in order to make up the 4½d. toll! Really, Gentlemen, one of these things must be done, or the Croydon traffic must be abandoned; and the Greenwich Company may perhaps do as well upon the Brighton traffic alone, as upon the Brighton and Croydon traffic together; or else, *horribile dictu!* the pride of the Greenwich Directors must come down, and they must consent to take a lower *rate* of toll in order to get any toll *income* at all—at least from this source.

But there is to be a "*diversion*," as well as an increase, of this Croydon traffic. Pray, in what direction? It can be but in one—that is, out of the pockets of the Croydon proprietors into the pockets of the Brighton proprietors. And are the Croydon proprietors so very helpless, or their Directors so imbecile, as to resign all the profits of working their line into the hands of the Companies who traverse it? Surely, gentlemen, you are not so gullible as to believe this. If the toll which they can demand shall not be equal to the profit to be obtained by working the line, the Croydon Company will work the Croydon line themselves, and in either case they will take good care that the Brighton and Dover Companies shall not be in such a position as to enable them to throw away an excessive toll to the Greenwich Company, for the sake of so much of the Croydon traffic as they can obtain.

In short, gentlemen, it comes to this: your Directors finding the Directors of the Croydon Company determined not to resign quietly to the Greenwich Company the great proportion of their legitimate profits, have been buoying themselves up with the hope that when the Brighton Railway was opened, either they, the Greenwich Directors, should be able to do without the Croydon traffic, or that the Brighton Company would absorb this traffic, and finding a profit upon their general business would not inquire too particularly as to the profit of carrying passengers to Croydon with a uniform tax of 1s. 3d. or 1s. 4½d. per passenger. Let us discuss as shortly as possible the probability of either of these results.

The Croydon Company brought over your line in the year ending July, 1840, nearly 500,000 passengers, paying a toll of nearly 6,000*l.*, which is at the rate of nearly 1,400 passengers per diem. The Brighton Company is reported to have carried about 2,500 passengers in the first *week* of its opening, or at the rate of 350 per diem. The Croydon Company carried in the first week of its opening more than 14,000 passengers, or at the rate of 2,000 per diem. But the Brighton Railway is not yet opened in its whole length. Let us quadruple the numbers on this account; yet they will be nearly a third short of the numbers brought by the Croydon Company. How then can the Brighton traffic compensate to the Greenwich Company for the loss of the Croydon traffic? We are thus driven to the next hope, that the Brighton Company will wipe up the Croydon Company—and, carrying all its traffic, consent willingly to pay the toll at which the Croydon Company makes so much "grumbling." Do you forget, Gentlemen, that the Croydon Company has the *right* of levying a toll, as well as yourselves? That this toll is only limited by agreement to 1s. per passenger, and that whatever notions the Croydon Directors may have as to the policy of levying a high toll against *low* fares, they can never be expected to reduce it against *high* fares—least of all while your toll continues to be imposed—and that the levying of this toll of 1s. per passenger is not likely to improve the disposition of the Brighton Company to pay, likewise, a toll of 4½d., and that the consequence must be sooner or later, an abandonment of the Croydon traffic by both Companies, or what is more likely, a combination between the three Companies to avoid the Greenwich Railway altogether.

Are you prepared for this consummation of the unwise policy of your Directors? If not you are doomed to a severe disappointment.

I am, Gentlemen, your well wisher,

EXPOSITOR.

21st July, 1841.

LONDON AND GREENWICH RAILWAY.

To the Editor of the Railway Times.

SIR,—For some time past you have been urging the railway proprietaries to publish their accounts in greater detail. I think your advice on this subject is highly salutary; they will not, in my judgment, do the best for their own interests if they do not follow it.

Going to instance, however, I should like to put a question or two in respect of the Greenwich accounts published in your last. I am no shareholder of that line, and therefore have no claim as such to an answer. I ask the questions for public purposes and on public grounds entirely. The confidence shown in the Directors by the shareholders, and especially the cordial approval of nearly all parties of the conduct of Mr. Akerman, the Secretary, lead me to hope that things are so managed on that line as that answers to my questions can be very readily furnished.

My principal object with the current cost is to get it separated into two main divisions—that which is constant with any number of passengers, and that which is proportionate to their number. I have roughly endeavoured to do this, and omitting the 1,000*l.* paid off the cost of relaying the line, I should guess that the sum of 15,107*l.* would be composed of 8,059*l.* of constant, and 7,048*l.* of proportionate expenses. But this is as to several of the most important particulars merely a guess. I look upon this division as one of the most important steps towards the discovery of the best fares as well as that it is of great consequence in other points of view. I am therefore very desirous to see it done on as many railways as possible, and should be very glad to see the Greenwich begin. The attempt I have made above to divide their cost is

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much too loose and imperfect to be admitted as the basis of an argument.

As to particulars—oil, cotton waste, repairs and depreciation of locomotives, are put together in one sum. The two last should be separated from the former and from each other. Could Mr. Akerman tell us what has been the cost of repairs of locomotives in the successive years—or still better, quarters—since they began to use them? He would do further service if, besides this, he could trace the cost in successive quarters of any one particular engine. From these data, with needful explanatory particulars, we should be able in all probability to deduce the average durability of the engines, and therefore the sum to be set down for depreciation.

The coaching contract, I apprehend, includes depreciation. Pray is it a fixed or a proportionate expense? Is it so much per annum, or so much per carriage per annum, or so much per passenger?

Does the experience of the Greenwich line show an annually increasing or diminishing cost of maintaining way and works? or does increased use of the way materially affect this amount?

As to the next head, I presume that if ever so little business were done on the line, an establishment of police, collectors, &c. must be kept up; but probably with the least possible quantity of business this establishment would be only of a certain extent, and its increase would be proportionate to the increase of the business. Is then this expense capable of being divided by probable conjecture into two portions, one fixed, the other proportionate, and if so, what sum would be assigned to each?

The remaining items of this side of the account require little remark, since either their nature is obvious, or the considerations above mentioned will show what would be wished respecting them.

As to receipts, it is of the greatest importance to know what were the numbers of each class of passengers for every month, together with such particulars (for such I perceive from the Report exist) as will serve to separate extraordinary circumstances and their causes from the ordinary traffic. Observing that in the Reports of the House of Commons, Returns on this subject are made for every month, from January, 1838, to January, 1840, inclusive, I am sorry that they were not followed by similar returns in the late Report; for as changes have taken place in the fares, we might have learnt something important on the relation of fares to numbers. I learn that further changes are to be made in the fares: may I express a hope that care will be taken to note the results, and that the Directors will publish them? If I rightly understand the remarks in the Report, it appears that the Company has this year suffered on particular occasions by insisting on high fares. The shareholders were probably well enough informed as to the previous fares, &c. to understand the statement in the Report, but persons out of doors have not the same knowledge. Is there any objection to giving such a statement as will show more fully the bearing of these facts on the general argument of the pitch of fares?

I trust the Directors and officers of the Greenwich Railway will not mistake my object; I hope I have given them no reason to disapprove of the spirit with which I pursue it. I have not the slightest design to raise a controversy, or find fault: I simply wish to ascertain facts which are I think of public importance, from the bearing they have on public results. Nor do I select the Greenwich line for any other reason than that it is a recent and convenient instance. One great end will be answered if these inquiries should assist in directing the attention of other Directors and officers to the same subjects; and I, for one, should be glad to receive like information from other lines also.

I have presumed, and correctly I have no doubt, that the several officers of the Greenwich line have much more public spirit than is necessary to carry them through the trouble of furnishing this information; nor do I suppose the Directors will refuse them permission to do so.

HENRY EUSTACE.

GREENWICH AND CROYDON RAILWAYS.—TOLL QUESTION.

To the Editor of the Railway Times.

SIR,—Your correspondent, "Modus," argues the question in dispute between us in so reasonable a manner, and with so evident a desire to arrive at the truth, that I cannot resist the temptation to ask for a further space in your columns for a few observations upon his last letter. I beg this favour with the greater earnestness, because there seems to be very little difference between us—and if he could agree, and persuade any influential proprietors in our two Companies to take our view of the matter, I am persuaded a very great good might be effected for both. What makes me think the difference between the two Companies likewise more reconcileable just now than heretofore, is the fact displayed at the late meeting of Greenwich proprietors that their Directors are become converts to the principle of *low* fares—one advance, certainly, to the principle of *low* tolls.

"Modus" endeavours to draw a distinction between fares and tolls, but I hope to be able to convince him that this a "distinction without a difference." What is the object in lowering the fares? To obtain a large gross income. What should be the object in lowering the toll? The same. Unless the Greenwich Company were to obtain a larger income by lowering their toll, I should not think myself entitled, as a Croydon proprietor, to ask them to do so. The only possible excuse for their lowering their toll must be either to retain their present income, which they cannot otherwise do, or to increase it. This is precisely the argument which the Croydon Company held out to them a twelvemonth ago. The Croydon Company said; "If you will not lower your toll, so as to make us to lower our fares, and thus to bring you more passengers, at that lower toll, so as to make up the difference—certainly not to diminish—and perhaps to inceease your present income—we must *raise* our fares, which *will* certainly diminish your present income." The Greenwich Company were incredulous as to this result, and refused any alteration. The conqseuence has been, as the Croydon Company foretold, that the fares having been raised, the toll paid to the Greenwich Company has diminished from 5,900*l.*, in the present year, to 4,700*l.* in the past year, a difference of 1,200*l.* All that the Croydon Company can reasonably say to the Greenwich Company is, lower your toll and we will lower our fares, for the benefit of both parties, or in other words make such an arrangement with us, that if we keep up our fares you shall be entitled to demand the present, or even a higher toll, but if we lower them you shall be content to desire your profit, as we propose to do, by *larger numbers* at *lower rates*.

Your correspondent "Modus," admits that "it may be an established rule, as between a Railway Company and the public, that first cost has nothing to do with the rate of fare," but he contends, "that between one Company and another the case is different." Now, there must be some reason why the cost of construction has "nothing to do with the rate of fare," and if I can show that this reason applies equally to both cases, I think I shall have a right to consider that I have proved the cases themselves to be *pro hâc vicé*, identical. If a railway be constructed at a great cost, such cost ought to be paid for, or the speculation is ill-founded. As I am not about to contend thai the speculation of the Greenwich Railway is ill-founded, I am prepared to admit that if this railway shall have cost more than the Croydon, or the other railways coming upon it, such a superior cost ought to have a superior payment. So far then your correspondent and myself are, I apprehend, agreed. We only differ as to the *modus operandi*. He contends that this superior payment is to be made in the shape of a higher toll—I contend that it can only be fairly made by a *greater number of passengers*. Your correspondent seems likewise to be aware of this fact, for he says, and truly, that "It is only on the well-founded expectation that *several* railways from the south-east would make use of the Greenwich Railway to win their way into London, that the enormous expenditure upon this work can be justified." He here points out, most correctly, the legitimate source from which the payment of the *extra* cost of the Greenwich Railway is to be derived. When therefore this payment is looked for from *another* source, in the shape of a *high toll* upon all this traffic, is not the process somewhat like that which has long been agreed to be impracticable, of *eating* your cake and *having* it too? Moreover, the object is *not* to be attained in the one case any more than in the other; for if these "several railways" are to be useful, it can only be by bringing great *numbers* of passengers; great numbers of passengers can only be brought at low fares; low fares can only be charged by parties having to pay low fares. This will be found out sooner or later by the Brighton and Dover Company, as well as by the Croydon; but if the former should be able to bring considerable numbers at high fares, it is manifest that the Croydon will not; and why throw away the Croydon traffic? This cannot be for the interest either of the Croydon or Greenwich Company, and particularly the latter, although both may derive the greater part of their profits from the tollage of the other Companies. If I am right then, and if it be for the interest of the Greenwich Company to charge low fares, as its Directors appear to begin to think, so likewise must it be for its interest to charge low tolls, where the parties paying these tolls will consent to adopt low fares—and this whether the railway shall have cost 100,000*l.* or 1,000,000*l.*, or whether 20,000*l.* or 200,000*l.* shall have been added to its original cost, no matter for whose accommodation, since this cost has been incurred—is past—and the only question now is, how to make the most of the result—a question the Greenwich Company would have been equally entitled to discuss if their railway had cost them *nothing*. This then is the reason, and the only reason, why cost of constsuction "has nothing to do with the rate of fare"—namely, that the rate of fare should be always that which will *produce* ihe most, let the cost have been what it may; and this reason is equally applicable to the case between Companies and the public, and between one Company and another.

Your correspondents seems to think that his *small sum* per passenger in addition to a fixed rent, would not be objectionable; and certainly the diminution of the evil would lessen its intensity, but it would be an evil still, An evil, because it is objectionable, in principle, to have any charge upon a railway increasing in precise ratio with the number of passengers—ihe almost unlimited increase of which numbers, *without a corresponding increase of expenditure*, is the main element and true secret of railway success. The Government tax amounts to exactly 1d. upon Croydon passengers, and less in proportion for less distances, and yet there is no doubt but that this would be found a very heavy tax upon very low fares, which could only answer upon the supposition of enormous numbers. Nevertheless, the prsposition of "Modus" for a fixed rent, and a toll of ½d. per possenger and 1d. per ton of goods (for I read the "1½d." as a misprint), would be great improvement upon the present system, as it would leave the Croydon Company a much larger discretion for the lowering of its fares, and waild hold out some temptation to the other Companies to follow its example.

For the last sentence of your correspondent's letter, he will see that "additional outlay" cannot be compensated if cost of construction is to be *no* element of charge; and that if the new line be devoted specially to the use of the three Companies and they are to be charged a toll in respect of such use, it is difficult to conceive upon what p lea they can be charged likewise for the *old* line which they do not use. This question, however, merges in the other, if it be once conceded that it may be more profitable to the Greenwich Company to charge a *low* toll than a *high* one. There are other weighty considerations which might be urged in favour of a low charge by the Greenwich Company for its own sake, which it is not necessary to dwell upon here,

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but which are comprised in the worldly advantage to this Company of making the other three Companies satisfied with their position, and inducing them by every temptation to draw their traffic on to London Bridge rather than allow it to diverge elsewhere. I am sorry to have troubled you at so great length, but the question is of great importance to the railway interest generally, and cannot be too much discussed, since by discussion only can we arrive at the truth.

I am, Sir, your obedient servant,
A CROYDON SHAREHOLDER.

19th July, 1841.

GREENWICH AND CROYDON RAILWAYS —THE TOLL QUESTION.

To the Editor of the Railway Times.

SIR,—Though a Croydon Proprietor myself, and, therefore, as anxious as "Modus" can be for an amicable and equitable settlement of the differences between the two Companies—I am not that "Croydon Proprietor" to whom he has addressed the letter published in the *Railway Times* of Saturday last; but the remarks contained in that letter have suggested the few observations I am about to make.

So much space has already been devoted in your valuable columns to the consideration of what has been termed the "dogma" of the Croydon Chairman, but which has been placed by your decision in the rank of *principles* in railway science, viz., "that cost of construction is no element in the charge for fare made to the public," that I will only just hint that "Modus" will find it more difficult to satisfy others than himself, that any connection really exists between the cost of the Birmingham Railway and the high fares taken upon it. For the fare is regulated solely by the capability of that line, to command a high price in respect to the superior advantages it offers in regard to speed and economy, compared with every other means of transit.

Now, although according to "Modus" it may be doubtful if the local traffic of Greenwich and Croydon alone would ever produce an adequate return to the shareholders for the money laid out, yet, surely, if the Croydon Railway be mainly dependent on the Brighton and Dover traffic, how much more dependent must the Greenwich Company be upon all these three Companies for compensation for the cost of the *new line*, seeing that if the traffic of the Croydon Railway be diverted or destroyed, the Greenwich Company will lose that of the other two besides. I cannot therefore see anything preposterous in the idea that, supposing the Greenwich Railway not in existence, any possible traffic between Croydon and London would warrant the formation of an approach to London Bridge at the cost of 400,000*l.*, for it must never be lost sight of that Brighton and Dover traffic is in fact Croydon traffic between Croydon and London Bridge; and "Modus" has himself furnished a very ample return for such an outlay—in the toll he demands for the use of the Greenwich Railway by the three Companies contributing this traffic.

Let us then take the figures on which "Modus" founds his "equitable settlement," and we shall have a good Parliamentary estimate to justify a Bill in the next or some future session, which I feel assured will ultimately be the course that the united Companies will find it their interest to pursue, if the Greenwich Directors persist much longer in a policy which cripples rather than expands their traffic.

	Passengers.
The number of Croydon passengers carried over the Greenwich Railway, (a number be it remembered, far below the maximum) was, in 1840	474,573
Suppose the traffic increased by a like number of passengers brought beyond Croydon by the Brighton Company	474,573
And a like number by the Dover Company	474,573
Total passengers	1,423,719

For these 1,423,719 passengers "Modus" demands for the Greenwich toll, as things now exist, 5,000*l.* from each of the three Companies, and one halfpenny for every passenger, or 5,988*l.* 13s. 10d. × 3 = 17,966*l.* 1s. 6d.

	£.	s.	d.
And, on the same principle, an advance of 50 per cent., when the new Greenwich line is completed, would give	26,949	2	3
Now, as the interest on 400,000*l.* at 5 per cent. is only	20,000	0	0
There would still remain, after paying the interest on this outlay, a surplus profit of	£6,949	2	3

Besides a free passage for all goods. And, as I contend, a very large increase of traffic would take place by a judicious adaptation of the fares, the halfpenny toll would be saved on all this increase.

But surely "Modus" must be aware that 400,000*l.* is an outrageous estimate for such an approach from Corbett's-lane to Dean-street in the Borough. And it is in respect to the use of such portion of the Greenwich Railway and the inclined plane to Joiner-street, that the present toll of 3d. (and that of 4½d. *in nubibus*) is demanded.

The estimate of the Greenwich Engineer for the construction of the new line between these points was (And the Directors in their Report to the shareholders on Friday last, assured them that "the whole of the new works will be done within the estimate.")	£150,000
The other item of cost would be the land,* which may be estimated at	50,000
Making a total cost for this approach of	£200,000

Let "Modus," therefore, reflect on the terms he is demanding for the use of the Greenwich Railway, when an ample substitute could be obtained at the cost of 200,000*l.*

Notwithstanding these observations, I do not see any great objection to the principle laid down by "Modus," of a rent and a small toll per passenger, provided the details could be equitably settled; and I would therefore urge him to use what influence he may have with the Greenwich Board, to make some advance towards a speedy settlement of this vital question to the interest of both Companies.

I am, Sir, your obedient servant,
EQUITY.

London, July 20, 1841.

GREENWICH, CROYDON AND BRIGHTON RAILWAYS.

To the Directors of the Greenwich Railway.

GENTLEMEN,—Having purchased some of the original shares at 2½ premium, I have been naturally anxious to seize every hope held out from time to time in your reports and statements as to the ultimate prospects of the Railway—and I think there would, at last, be some chance of realizing a good result, if the following statements made in your last report had a solid foundation, viz:—

"The toll on the Croydon Railway traffic shows a deficiency of 685*l.* 17s. 10d., as compared with the same period (six months) of 1840. This result, however, is only of temporary importance, as there can be little doubt that the *ample accommodation now afforded* by the Brighton Railway Company carrying passengers to and from Croydon, will cause *an increase* and diversion of the traffic."

Will you then allow your excellent Secretary, whose honour and integrity every one may depend on, to inform me—by what means the present deficiency in the Croydon toll is to be repaired?

Your report says by an *increase* and diversion of the traffic, by the *ample accommodation now afforded* by the Brighton Railway Company.

1st. Does the Brighton Railway *now*, or have you any assurance that it will, run trains as the Croydon Company does, every hour throughout the day; and every half hour on the Sunday?

2nd. Do the Brighton trains now, or will they henceforth, stop at all the intermediate stations on the Croydon line—as those of the Croydon Company do?

3rd. Will the Brighton Company continue to carry passengers at the *same fares* which are now charged by the Croydon Company?

And provided they do all these things what advantage is the Greenwich Company to gain by the Brighton Company doing so, instead of the Croydon Company?

Now without anticipating the answer of your organ, it would appear to me that unless the Brighton Company does now, or has pledged itself hereafter to run an equal number of trains and at equally convenient hours, the boasted *ample accommodation* will rather be a *diminished* accommodation—and a consequent *decrease* in the numbers carried, and a *further depreciation* of the amount of the Greenwich toll.

Again, if the Brighton trains do not stop at all the intermediate stations on the Croydon Railway there will be a *still further depreciation* of the Greenwich toll; seeing that at present about *one half* of the passengers carried by the Croydon Company over the Greenwich Railway stop at *these stations*.

Then as to the fares now charged—Can the Brighton Directors, if they look at all to the interests of their shareholders, consent to carry passengers at these fares having to pay a double toll—first 1s. to the Croydon Company, and then threepence to the Greenwich Company? Or, instead of three-pence, would a four-pence halfpenny toll be cheerfully paid by them as Mr. Deputy Corney assured the meeting?

Now, even supposing the Brighton Directors should be so mad as to attempt a speculation with no chance in their favour, but with a certain prospect of loss, what advantage shall we Greenwich proprietors gain thereby? We can only have the *three-pences* we get *at present*, and so far from our present *decrease* being only of temporary importance, I fear it will be *permanent*—and increase in a fearful ratio with any further toll attempted to be charged on passengers between London and Croydon.

Now as I cannot doubt, Gentlemen, that you had duly weighed all these points before you decided on publishing our report of Friday last, will you, as I said before, enlighten us as to the meaning of the paragraph above quoted,

And oblige your suffering brother,
HONESTUS.

London, July 20th, 1841.

SECOND CLASS FARES.

To the Editor of the Railway Times.

SIR,—Two letters have appeared in the *Railway Times* within the last fortnight; the one with the signature "Viator," and the other with that of "A Traveller;" both these letters are written for the avowed purpose of condemning the comparatively little protection against the elements, or the effect of currents of air, when travelling in second class carriages at the rate which is now common on railways.

I beg to make one or two remarks on these letters, because I am of opinion that *their averment* is not borne out by any principle of equitable reasoning; and the latter letter, more particularly, conveys the belief of the writer that these carriage are made thus uncomfortable for the purpose of compelling passengers to travel by the first class, and he moreover designates them "death carriages."

Let us, Sir, in a few words, calmly examine the real state of the case; and I do assure *you*, and your two correspondents whom I now address, that I desire in every respect to treat their opinions with the greatest courtesy. I take it for granted, that some distinction in point of comfort, &c., ought to be made between those who pay much and those who pay comparatively little: such is the case in the arrangements of life generally, and such it must also be in travelling. Was it not so, as respects outside and inside travelling per coach, and in every sort of conveyance, down even to the waggon? The inside traveller had speed, and protection against the inclemency of the weather; the outside, speed,

* The land required for this purpose is only one-third of the width for one mile and three quarters of the space purchased by the Greenwich Company. The whole amount paid by them for the purchase of land and compensation for the whole railway and stations being under 300,000*l.* 50,000*l.* for the quantity required must be considered a very liberal allowance.

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but with exposure to the elements. Again: the traveller per waggon had some protection against the weather, but with a decrease in the rate of travelling, in proportion to the decrease in expense; and so in all modes of conveyance, the comparative advantages vary in the ratio of the expense.

Now, with all the disadvantages and inconveniences charged against the second class carriages, what do we usually find the proportion of passengers by them, as compared with the first class? Ordinarily, as far as I have examined, about 2½ or 3 to 1. I know many, very many persons, who can well afford to travel by the first class, but who habitually use the second—and not a few of such (for short distances) the third. Now, Sir, if these second class carriages were so destructive of human life, I can scarcely imagine a person so careless of self-preservation, but that he would pay the extra charge to escape such perilous risks; and if being able to afford it he did not do so, I think he would excite and deservedly, but little sympathy. But do not, I pray you, misapprehend me in my application of these remarks; for I believe that to the majority the difference of fare is an important consideration, and I value, I prize, I respect such persons quite as much as their more wealthy neighbours; and I would do everything in my power to administer to their comfort, and, in reason, to meet their views.

But we must take human nature as it is, and legislate accordingly. Railways have been constructed at an immense outlay to the shareholders, and are attended with great risk and uncertainty, and surely they have not generally been productive of "very golden harvests;" but, on the contrary, with a few exceptions, are they not, I ask, at a fearful and ruinous discount? Well, then, were we now to enclose entirely second class carriages, and make them as comfortable as the first, with the exception of a soft seat, how many, think you, would pay an extra price to travel in the latter?

The third class carriages are on a par with the out-side travelling by coach, the expense altogether not more than one-third, and the quickness of transit unapproachable. Let not the public then expect too much; let them consider themselves in the light of shareholders; let them suppose their property embarked in railways, and then ask themselves whether they would not expect a fair return for their outlay. But more than this, when such outlay or speculation (for speculation it was) gives to almost every member of the community a boon of such value, surely it may be ceded to the railway public that they are justified in adopting such measures as may protect their own property; and in making the distinction and difference of accommodation, &c. between first and second class carriages, I contend that they have not in the slightest degree overstepped the power with which they were invested, nor acted harshly or unjustly to any class or individual member of society.

I sign myself, as usual, an occasional correspondent and an habitual reader of the *Railway Times*.

G.

July 20, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—In offering a few observations on the letters of your correspondent "Ignotus," my object is not to try to convince him—that I feel would be a hopeless task, but to endeavour to shew that the Shareholders—"that most helpless class" as they are so pathetically termed by your correspondent, are really less deserving of pity than would appear from his letters. It is all very well for this gentleman to talk of an "array of facts," but when asked for proof, why does he not state the grounds on which they rest? At present they are no more than *assertions*, and I think it will not be very difficult to shew how hollow is the foundation on which they are based.

From the last Report of the Directors it appears that the payments up to 31st December, 1840 were 5,288,000*l.*; the line was then completed with the exception of a distance of 25 miles between the Wootton Basset Road and Bath, and this part was so far advanced as to be within six months of completion. Now this being the state of the case, will "Ignotus" tell us on what the additional 2 millions he talks of are to be expended? We have too, the assurance of the Chairman that no more capital will be required than that already raised, and I put it to any candid reader, whether this assurance is not more deserving of credit, and more borne out by the fact I have mentioned than the mere assertion of "Ignotus."

"Ignotus" further says "that the expence of working if "*fairly stated*, will exceed 50 per cent. upon the gross receipts." With no wish to form a harsh opinion of the writer, I may yet ask him upon what grounds he brings this implied charge against the Directors? One thing is I think pretty clear, that if he knew the expences to be *unfairly* stated, he would not have scrupled to show in what the unfairness consisted. To meet however his assertion, let us go to *facts* again, and we shall find that the expenses have hitherto been as follows:—

For the Half-year ending	Dec. 1838....	58·27 per cent.
"	June 1839....	57·53 "
"	Dec. "	48·82 "
"	June 1840....	48·04 "
"	Dec. "	47·69 "

The expences have thus been gradually diminishing, even with the disadvantage of having two detached portions of the line open, involving many heavy additional charges, inasmuch as they have four terminal stations instead of two, and consequently extra establishments to keep up, besides having to procure the whole of their fuel of the most expensive kind, and at much beyond the average cost.

But another disappointment it seems yet awaits the unhappy shareholders—the amount of *traffic* is to fail altogether to realize their fond expectations! According to "Ignotus," all is deception and gloom; there is not one sunny spot or bright ray to gladden these unfortunates amidst the general darkness, and despair is their only resource. But let us see if we cannot gather for them a few crumbs of comfort, and before they yield themselves up to the fell monster, let me ask their attention to a few more *facts*, and perhaps some gleam of hope may yet be found to remain; let us in short see what has been the result of the opening of other railways with which their own may be fairly put in comparison:—

The London and Birmingham was opened throughout in September, 1838, and for the first six weeks, the amount taken was

£64,111 or £10,685 per week.

For the corresponding six weeks of the two succeeding years, the amount taken was

In 1839 £80,725 or £13,454 per week—increase 26 per cent.
In 1840 £96,735 or £16,125 per week— " 51 "

And the tables for the present year continue to show a progressive increase, leading to the belief that in a few years the traffic will be double what it was at the opening of the line.

The Grand Junction may be adduced as another instance of the gradual increase of traffic, the takings for three years being as follows:—

In 1838.....	£266,584
In 1839.....	401,132
In 1840.....	445,000

These are facts, and serve sufficiently to show how far advantage is taken by the public of increased means of communication, and how much it is in the nature of railway property to increase in value. Looking then at these facts, can we doubt that the Great Western, whose returns *nearly doubled* that of the London and Birmingham when both were partially open for the same distance, will ultimately realize every reasonable expectation that has been formed of it? I might further ask "Ignotus" if he can point to any other railway that in addition to paying interest regularly on a large amount of borrowed capital, has given its shareholders a dividend long before the completion of the line.

I have trespassed sufficiently on your space, and in conclusion will only express a hope that if "Ignotus" again takes the field, he will come more closely to facts and figures.

I am, Sir yours very respectfully, but

NO OFFICIAL.

July 13, 1841.

GREAT WESTERN RAILWAY—TRAFFIC RETURNS.

To the Editor of the Railway Times.

Sir,—It is much to be regretted that the Great Western Company do not furnish you with their weekly traffic returns properly separated. The consequence is, that being enabled only to employ the divisor of 169¼, the apparent result is much less favourable than a proper separation would exhibit; for instance, for the week ending 11th July, 1841, the gross traffic of the three lines being 12,826*l.* when divided by 169¼ gives a result of 75*l.* per mile per week. If it were separated, the following would be about the result:—

Gross traffic, on 169¼ miles.....	£12,826
Deduct receipts on 51 miles, conjectured (in the absence of a proper return) to be about.	2,000
Remainder	£10,826

Calculated on 118¼ miles would give 91*l.* per mile per week.

Until the Company consent to give the returns for the 118¼ miles separately, I beg to suggest the addition of a note to your traffic table, stating the result, also, according to the latter mode; and that in your table you allow the three lines to appear together in succession thus—

	Miles.
Great Western	118¼
Bristol and Exeter	33
Cheltenham and Great Western	18
Total	169¼

It is no more than fairly due to the shareholders of the Bristol and Exeter, and the Cheltenham and Great Western Companies, not to withhold from them the information that would be afforded by a proper separation, and it is especially due to the former, who have an immediate interest in the information, as a large proportion of their present income arises from a mileage which is wholly dependent on the quantity of traffic realised.

The *excessively* low terms on which these leases were obtained, strengthens the claim of those shareholders to all reasonable information to relieve the anxiety they must naturally feel to know the results as early as practicable.

Yours respectfully,

F.

Bath, 21st July, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—On referring to some of the early numbers of your journal, for the weekly receipts of the London and Birmingham line during the first few months after its entire opening, in order to compare them with the present receipts of the Great Western Company, I find that the returns were not then published in your journal.

I am however informed, by what I consider a competent authority, that the receipts of the Birmingham line, from the middle of September, 1838, when its final opening took place, to the 31st December of that year, fell *considerably under* an average of 10,000*l.* per week. Perhaps some of your readers may be able to state its precise amount.

Of the half-year's revenue of that Company, from 1st January, to the 30th June, 1839, I am however enabled to speak positively from the Report, and find that it amounted to 270,241*l.*, which for 26 weeks affords a weekly average of 10,394*l.* If, therefore, we compare this average amount with the weekly receipts of the Great Western line during the past seven weeks, some of which period was previous to its through opening, the result will be found brilliantly favourable to the latter, even after deducting 1,200 per week, as rent and tollage for the two branches.

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GREAT WESTERN RECEIPTS.

Week ending 6th June	£12,261.
Week ending 13th June	11,890.
Week ending 20th June	12,547.
Week ending 27th June	12,001.
Week ending 4th July	11,902.
Week ending 11th July	12,826.
Week ending 18th July, about	13,800.
Total	£87,027.

Which for seven weeks affords an average of £12,432.

It may be further remarked, that during the latter period of this return the weather has affected the receipts to the extent probably of from 1,000*l.* to 2,000*l.* weekly. As the rainy weather referred to came, however, very opportunely for the interests of agriculture, it may yet cease equally opportunely, and all the great interests of the country be thus preserved.

I am, your's, &c.

C.

London, July 22, 1841.

REYNOLDS'S PERMANENT WAY.

To the Editor of the Railway Times.

SIR,—A very careful consideration from time to time of the best and most economical method of constructing railways, appears to be of the utmost importance to parties interested in undertakings where so large an amount of capital has been and is still being invested. The attention of such is therefore respectively invited to a description of road combining the following advantages, and which is, with some modifications, and a more practical developement, the same in principle as that patented a few years since by Mr. Reynolds:—

1. The material of the bearer is of cast iron, and may therefore be considered as indestructible.

2. Any figure or description of rail may be adapted to the bearer with equal facility.

3. The bearer is continuous, and presenting consequently no rigid points of support is calculated to prevent, to the utmost possible extent, the wear and tear of engines and carriages passing over it.

4. An inspection of the section will show that the bearer posseses in practice nearly double the bearing surface of any other description of road, and the gauge and level of the rails may be far more firmly and accurately preserved, since in the process of repair, the ballast has never to be disturbed to the extent of more than a couple of inches from that surface.

5. The first cost is less than most, and the cost of maintenance at least 100*l.* per mile per annum less than any method hitherto adopted.

Upon portions of road laid down in 1838, upon the London and Birmingham line; upon the Great Western, in 1839; and upon the Birmingham and Gloucester, in 1840, to the extent of six miles of single way, the respective engineers have reported as follows:—

(COPY.)

London and Birmingham Railway, Engineering Department, Camden-station, January 28, 1839.

DEAR SIR,—Referring to Mr. Reynolds's letter to the Board, requesting a Report on the rails laid down near Kilburn in July last, I have to state that they have for some time past remained in very good order, and without any extraordinary attention or expense of repairs, the line and level of the rails have been accurately preserved, and little or no difference can be perceived between them and the ordinary rails. I consider them more rigid than ordinary rails laid on stone block, and consequently more so than ordinary rails laid on wooden sleepers. The absolute quantity of motion experienced when in a carriage, is less than on other parts of the railway laid on wooden sleepers, the additional rigidity gives to the motion a feeling of hardness, but certainly not to the extent which can be considered objectionable.

Your's, truly,

(Signed) ROBERT STEPHENSON.

R. Creed, Esq.

(COPY.)

Great Western Railway, 18, Duke-street, Westminster, March 8, 1839.

MY DEAR SIR,—In compliance with your request that I should give you a Report of "the behaviour of the portion of your permanent way" laid on the Great Western Railway, I have to state that the rails appear to be kept in good order with but little labour or expense; that they present a level and rigid surface, upon which the engines and carriages run very steadily, but whether from the principle of construction, or defective workmanship of the rails, which are certainly very roughly rolled, there is a harshness and vibration which I think objectionable.

I am, my dear Sir, yours truly,

J. K. BRUNEL.

To J. Reynolds, Esq.

In allusion to the remark of Mr. Brunel as regards harshness and vibration, and of too great rigidity, as complained of in some instances by others, it may be necessary to observe that since those lines were laid, the improved modifications above alluded to have been practically applied and tested upon the Birmingham and Gloucester Railway, and the result has proved that those objections are thereby fully and satisfactorily obviated, as shown by the following Report of their Resident Engineer:—

(COPY.)

Birmingham and Gloucester Railway, Way and Works Department, June 30, 1841.

Dear Sir,—With reference to your request for my opinion as to "Reynolds's Permanent Way," I have no hesitation, so far as my experience of its use on a portion of this line, extends, in bearing testimony of its efficacy. The rigidity complained of has been much decreased by the late attestations made and when those contemplated are carried into effect, I have no doubt, of its being extensively adopted.

The simplicity of construction, durability of the materials and quality of repair, give it a decided advantage.

I am, dear Sir, yours truly,

(Signed) F. H. P. WETHERALE, Resident Engineer.

To S. W. Dawkes, Esq.

In the case of the Birmingham and Gloucester line the road has been adopted with a view to substitution of baulks and sleepers when decayed, and extensive contracts are being entered into for its construction, at little above the price of sleeper roads, and for maintenance for any number of years at one-half the cost of any hitherto in use.

I am yours very respectfully,

S. W. DAWKES.

Gloucester, July 12, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—Understanding that a considerable increase has occurred in the receipts of the Manchester and Leeds Railway, you will perhaps allow me to say a few words in regard to the future prospects of that concern: which until its branches are made, and its union with the Liverpool and Manchester line completed, is only to be considered as a line *partially opened*.

The district through which it runs being one of the greatest lines of industry, and population in the kindom, is a sure mine of future wealth to the proprietory, for to use mining language, it is only the surface stratum of the ore that has yet been made available. As to the horse coaches which still frequent the common roads of the district, I confess I cannot coincide with one of your late correspondents, in feeling any anxiety in regard to them, but on the contrary, consider it to have been abundantly proved by all our past experience, that no such competition with a parallel line of railway can permanently exist.

In railway matters it is sometimes necessary to look forward for a season, and perhaps there is no line in regard to which this is more necessary than the partially completed Manchester and Leeds.

Assuming that the branches which are now in progress, coupled with a junction with the Liverpool line, would increase the revenue in future seasons by 1,500*l.* per week, the calculation of revenue and dividend for those seasons would stand thus:—

52 weeks at £5,500 per week		£286,000
Deduct interest on 1¼ million	£75,000	
Ditto, working expenses 40 per cent.	114,400	
		189,400
Net		£96,600

which, on one million and a half of paid-up capital is 6*l.* 8s. 9d. per cent. taking the shares at par, or 9*l.* 0s. 3d. per cent. on their present price of 50*l.*

I am, Sir, yours, &c.

A SHAREHOLDER.

London, 22d July.

DANGER FROM TOO CLOSE APPROXIMATION OF RAILWAYS TO THE COMMON HIGHWAYS.

To the Editor of the Railway Times.

SIR,—Your paper being the communicating medium upon all matters connected with railways, I beg to call your attention to what appears to me to be either a singular oversight, or else a highly culpable disregard of the public safety—I mean the dangerous approximation of the Great Western Railway to the turnpike-road about half-way between Bathford and Box, without any fence or boarding of any description to prevent the serious accidents which might arise from the effect which the passing of a train produces on many horses. At the part I allude to, the railway passes on an exact level with the road, and the rail itself is not more than three yards from the edge of the road, with nothing intervening but the common railway fence. You may easily imagine the effect a train passing at speed might produce on many horses of mere ordinary spirit. I nearly met with an accident to-day; and with many persons I have no doubt it would have been attended with loss of either life or limb. I was unfortunate enough to meet the train at this critical point, and my horse, which is really a quiet one, became so terrified that had it not been for the aid of a man working on the road, who ran to my assistance, it would have been impossible to have prevented him rushing over the low stake fence on the opposite side of the road. "Public safety" is a great word in the mouths of Directors; and in my humble opinion the provisions for it ought not to be confined merely to persons travelling by their conveyance. In the present case, a fatal accident might happen in one minute; and the probability of such being the case is so apparent, that the neglect of some precautionary measures must really imply an utter disregard to the safety of persons passing on the road.

You will oblige me by inserting the above remarks in your intelligent paper, that the attention of the persons concerned may be directed to the evil.

I am, Sir, your obedient servant,

A COMMERCIAL TRAVELLER.

P. S. Since writing the above, I am informed by a gentleman that there is a similar place near Swindon.

Bath, July 19, 1841.

BATH, SOMERSETSHIRE.—To be Sold for £900, or exchanged for approved Railway Shares, a Substantial Freehold Dwelling House, in good repair (now void, but recently let on lease at £65 per annum), with garden, being No. 4, Rochfort-place, consisting of entrance hall, kitchen, servants' hall, Butler's pantry, scullery, wine, beer, and coal cellars, water-closet, dining, breakfast, and drawing rooms, with 10 bed rooms, with an uninterrupted view both at the front and back part thereof.

These premises are subject to a ground-rent of £3 per annum, are well supplied with water, and are within five minutes walk of the principal buildings in Bath.

Apply to Mr. Salmon, No. 1, Brunswick-square, Bristol.

FOR SALE BY PRIVATE CONTRACT.—A new Iron Steam Boat of 269 tons register, inclusive of Engine Room, and of 146 tons, exclusive length on deck 125 feet, breadth over the paddle box wing wales 37 feet. Propelled by two engines of 80 horses power. This Steamer is ready for immediate use, and is particularly well adapted for navigating a river of some length, or for short sea passages. Draught of water when loaded, 36 inches, and sails very fast with the lowest consumption of fuel.

Has a neat finished saloon, ladies and dining cabins, and stewards pantry, aft, and dining and captains cabins, stewards pantry and other apartments forward. For further particulars and terms apply to James Robinson and Co., Engineers, 150, Fenchurch Street.

FOR SALE BY PRIVATE CONTRACT.—A New Iron Steam Boat of 269 tons register, inclusive of Engine Room; and of 146 tons, exclusive; length on deck 125 feet, breadth over the paddle-box wing wales 37 feet. Propelled by two engines of 80 horses power. This Steamer is ready for immediate use, and is particularly well adapted for navigating a river of some length, or for short sea passages. Draught of water, when loaded, 36 inches, and sails very fast with the lowest consumption of fuel.

Has a neat finished saloon, ladies and dining cabins, and stewards pantry, aft, and dining and captain's cabins, steward's pantry, and other apartments forward.

For further particulars and terms, apply to JAMES ROBINSON and Co., Engineers, 150, Fenchurch-street.

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LONDON AND BRIGHTON RAILWAY.—ALTERATION of TIME on and after SUNDAY, July 25.—This railway is now open from London to Haywards-heath, near Cuckfield, for the conveyance of passengers, parcels, horses, and carriages. The trains will run as under :—

Down Trains will leave the station at London-bridge at half past 9 and half past 11 a.m., and at half-past 1 and 5 p.m. A Down Train to Croydon only at 9 p.m.

Up trains will leave the station at Brighton at 7 and 9 a.m., and at half-past 12 and half-past 4 p.m. The first train on every Monday morning will leave Brighton at half-past 6 o'clock.

Sunday trains, down, will leave the Station at London Bridge at 8 a.m., and at 2 and half-past 5 p.m. A Down Train to Croydon only at half-past 9 p.m.

Sunday trains up, will leave the station at Brighton at 7 a.m., and at quarter past 5 p.m.

Passengers will be conveyed by coach between Hayward's heath and Brighton, and the fares throughout from London to Brighton, or from Brighton to London, will be—for the first class carriages, 10s., and for the second class, 11s. Children under 10 years of age half price. The whole journey will be completed in four hours. Passengers will not be conveyed from Brighton to Hayward's heath unless proceeding by the trains. Fares to or from Croydon, first-class carriages, 4s., second-class, 1s. 6d.

In order to insure conveyance between Hayward's heath and Brighton, passengers for the whole distance must book their places on the preceeding day at either of the following offices :—

Griffin's, Oxford-street, Green Man and Still; Hatchett's, Piccadilly; 41, Regent-circus; Spread Eagle, ditto; Golden Cross, Charing Cross; George and Blue Boar, Holborn; Old Bell, Holborn; White Horse, Fetter-lane; Cross Keys, Wood-street; Spread Eagle, Gracechurch street; or at the station, London-bridge; at all of which places parcels may also be booked; and in Brighton at the Blue, the Red, and the Spread Eagle coach and railway offices, Castle square.

Bills containing the time of departure from and the fares between the intermediate stations, the terms for conveying horses and carriages, with every other requisite information may be obtained on application at the termini at London-bridge and Brighton; at the respective booking offices; or at the offices of the Company, 10, Angel-court, Throgmorton-street.

By Order,

THOMAS WOOD, Sec.

July 24, 1841.

LONDON AND BRIGHTON RAILWAY.—CROYDON TRAINS—ALTERATION OF TIME on and after Sunday, July 25.

DOWN TRAINS

Leave London for Croydon at half-past Nine and half-past Eleven a.m., and at half-past One and at Five and Nine p.m.

UP TRAINS

Leave Croydon for London at half past Eight and 28 minutes past Ten a.m., and at 28 minutes past Twelve, 58 minutes past Three, and 58 minutes past Seven p.m.

SUNDAY TRAINS DOWN

Leave London for Croydon at Eight a.m., and at Two, half-past Five and half-past Nine p.m.

SUNDAY TRAINS UP

Leave Croydon for London at Seven and 28 minutes past Ten a.m., and at 3 minutes past Seven and 43 minutes past Six p.m.

Fares.—First-class carriages, 2s.; second-class, 1s. 6d.

By order,

THOS. WOOD, Secretary.

10, Angel-court, Throgmorton-street,
July 24, 1841.

LONDON and BRIGHTON RAILWAY COMPANY.—Notice is hereby given, That the next Half yearly General Meeting of the Proprietors of this Company, will be held pursuant to the Act of Incorporation, on Monday, the 9th August, 1841, at the London Tavern, Bishopsgate-street, at One o'Clock, precisely, at which meeting certain shares upon which the 8th and 9th calls remain unpaid, have been, in consequence thereof, declared forfeited under minutes of the Board of Directors of 13th November, 1840, and 13th May, 1841, will be submitted for confirmation of such forfeiture.

The Transfer Books of this Company will be closed 26th July, and remain closed until after the meeting.

JOHN HARMAN, Chairman.
THOS. WOOD, Secretary.

London and Brighton Railway Office, 10, Angel court, Throgmorton street, July 16, 1841.

MALLEABLE IRON RAILS.—TO IRON MASTERS, RAILWAY CONTRACTORS, COLLIERY AGENTS AND OTHERS.—The Great North of England Railway Company propose to sell by PRIVATE CONTRACT, the following quantities of Iron Rails and Chairs, viz :—

23 tons of 22lbs. Parallel Bar.
350 tons of 56lbs. of Flange Rail.
18 tons of 56lbs. of Flange Rail.

with 5870 Chairs, from 7 to 14lbs. each, suiting to the above Rails.

For further particulars apply to Henry Whitwell of Darlington, the Company's Resident Engineer.

Darlington, 14th July, 1841.

NORTHERN AND EASTERN RAILWAY.—Opening of the line to Harlow.—The Public are informed, that this Railway will be Opened to the Turnpike Road, near Harlow, on Monday, the 9th of August, and for the first fortnight the Trains will run as follows :—

DOWN TRAINS from London to Harlow.	UP TRAINS from Harlow.
Eight Morning.	Half-past Eight, Morning.
Half past One, Afternoon.	Half-past Eleven, Morning.
Half-past Four, Afternoon.	Half-past Four, Afternoon.
Half-past Seven, Afternoon.	Half past Six, Afternoon.
And on SUNDAYS.	
Half-past Nine, Morning.	Half past Eight, Morning.
Half-past Five, Afternoon.	Half-past Three, Afternoon.
Half-past Eight, Afternoon.	Half-past Seven, Afternoon.

The fares to Harlow will be 2s., 1s. 6d., and 1s.; and to Roydon, 1s., 9d., and 6d.; in addition to the Fares now charged to or from Broxbourne, for First, Second, and Third Class Passengers respectively, making the whole Fares to or from London as follows :—

	1st Class.	2nd Class.	3rd Class.
London to Harlow.....	5s. 6d.....	4s. 0d.....	2s. 6d.
London to Roydon.....	4s. 6d.....	3s. 3d.....	2s. 0d.

Third Class Carriages will be run with the First and Last Trains only in each direction on Week-days, and with all the Trains on Sundays.

WILLIAM BOURNE, Secretary.

Shoreditch, London, July 21, 1841.

STAFFORD AND RUGBY RAILWAY COMPANY.—Notice is hereby given that a General Meeting of the Subscribers will be held on Tuesday the 10th day of August next, at twelve o'clock at noon, at the Company's Offices, for the purpose of considering and determining, in pursuance of the provisions of the agreement constituting the said Company, whether, and upon what terms, the same Company shall be dissolved, and the affairs thereof wound up; and to adopt such resolutions in the premises as to such meeting may appear expedient.

By order of the provisional Directors,

RICHARD FOSS, Secretary.

Company's Offices, No. 23, Bond-street,
Manchester, July 12, 1841.

WANTED TO PURCHASE, immediately, one or two LOCOMOTIVE ENGINES, that have not been used, and in good working order; they must be 4 feet 6 inches in gauge, and from 11 to 12 inch cylinder.

Any communications (post-paid) stating particulars, addressed J. W., care of Johnston and Co., Eden Quay, Dublin, will meet immediate attention.

TO CONTRACTORS.—THE WISHAW AND COLTNESSS RAILWAY COMPANY want TENDERS for lengthening the present Tunnel, constructing a new one, and making excavations and forming a portion of the double line of said Railway.

The above works are situated on the lands of Carnbroe, near Orchard Farm, in the parish of Bothwell and county of Lanark.

The new works extend to about nine hundred and eighty lineal yards, and the length of the new or additional Tunnel will be about four hundred and seventy-three lineal yards, and it is to be fifteen feet ten inches above the level of the finished Railway to the soffit of the arch, and thirteen feet wide within the finished masonry, as the said works are more fully described in the Plans, Sections, and Specifications of the same prepared by John Macneill, Esq., Civil Engineer. The maximum distance for depositing the stuff to be removed from the excavations is one and a half miles.

Persons desirous to Contract for the Works are to state a slump sum for executing the whole. The Company will not be bound to accept of the lowest offer for the works

The Plans, Sections, Drawings and Specifications, will be ready for inspection on and after Monday, the 2d day of August next, at the office of Mr. Macneill, 9, Whitehall-place, London; the house of Mr. Robert Dodds, at Woodend, by Bells hill; and at the office of the Clerk of the Company, No. 36, Miller street, Glasgow, with the last of whom Tenders for the work must be lodged on or before the 23d day of August next.

Mr. Robert Dodds, the Company's Resident Engineer, will be on the line of Railway at the south end of the Tunnel on the Lands of Carnbroe, by Bells hill, on the Monday, Wednesday and Saturday in each week, on and after the 2d proximo, from 10 o'clock a.m. to 12 o'clock noon, to give such explanations regarding the work as may be required by intending offerers.

36, Miller-street, Glasgow, July 19, 1841.

A SINGLE SHARE of £100 in the POLYTECHNIC INSTITUTION, to be disposed of.

Apply to Mr. Sibson, No. 18, Wellington Road, St. John's Wood, Marylebone.

TO THE SHAREHOLDERS IN THE EDINBURGH, LEITH, AND NEWHAVEN RAILWAY. The History and Mystery of the *so-called* Edinburgh, Leith, and Newhaven Railway Company, containing a full exposure of the delusions practised from the period of its projection in 1835 to the close of 1840 will be sent *gratuitously* to any Shareholder previously to the next General Meeting, to be held in Edinburgh on the 29th July instant, on his forwarding in the meantime his name and address to A. B. Box. 266, Post Office, Bristol.

WOOTTON BASSETT, WILTS.—FORTY HORSES AND FIFTY SETS OF HARNESS FOR SALE.—TO WAGGON MASTERS, CARRIERS, FARMERS AND OTHERS.—C. HUNT has received instructions from the Proprietor, Mr. Bedborough, to SELL, without reserve, on Thursday, the 29th instant, FORTY useful Cart and other HORSES in good working condition, together with about Fifty Sets of Capital Thill and Trace Harness.

The sale will take place close to the Wootton Bassett Station, and commence precisely at one o'clock.

Catalogues may be had of the auctioner previous to the sale.

July 13th, 1841.

STEAM SUPERSEDED.—An account of the Electro Magnetic Engine, which has been applied with complete succes to the propulsion of locomotives, ships, mills, and every species of mechanical movement. With drawings of the machinery and necessary apparatus.—Price 2s.

Sherwood and Co., Paternoster Row; and Roake and Varty, Strand.

TO ENGINEERS, SURVEYORS, CONTRACTORS, and OTHERS.—WANTS EMPLOYMENT a PERSON to Design, Estimate, take Plans, Superintend or Keep Accounts, the whole or part of the Week.

Address (post paid) T. B., No. 1, George-street, Cambridge Heath, Mile End, London.

SPECIFICATIONS OF RECENT PATENTS.—The MECHANICS' MAGAZINE, No. 987, price 3d., contains abstracts of the following patents recently enrolled, specificating—Day's, for certain improvements in the construction of collars for horses and other draught animals; Child's, for improvements in the manufacture of bricks and tiles, part of which improvements are applicable to compressing peat and other materials; Gunter's, for improvements in preserving animal and vegetable substances; Swindell's, for certain improvements in the manufacture of artificial stone, cement, stucco, and other similar compositions; Thompson's, for improvements in the construction and mounting of various kinds of brushes and brooms; Lacey's, for certain combinations of vitrified and metallic substances, applicable to the manufacture of ornaments, and the decoration and improvement of articles of domestic utility, and of household furniture—also applicable to church windows and ship lights; Uzielli's, for improvements in impregnating and preserving wood and timber for various useful purposes; Hancock's, for certain improved means of preventing accidents on railways.

This number also contains a copy of the correspondence between Sir Joseph Banks, Bart., President of the Royal Society, with the plan of steam navigation Mr. Oxley forwarded to the Royal Society eight years before the general introduction of steam vessels in England; Mr. Pilbrow's remarks on his condensing cylinder steam engine; Mr. Scott's solution of "I. O. N.'s" 4th mathematical question; Remarks by Mr. Baddeley on the comparative durability of zinc; Chloride of zinc—an inquiry; Directions for the preservation of boots and shoes; Rotation of the Sun; Population of Birmingham; Appointment of Mr. Vignoles to the professorship of civil engineers in the London University; Advice to shavers, &c. &c.

Mechanics' Magazine, Vol. 34, illustrated with nearly two hundred engravings, is now ready, price eight shillings, in boards.

Published at the Mechanics' Magazine, Patent, and Designs Registration Office, 166, Fleet-street, and sold by all Booksellers and Newsmen.

, Intending Patentees, or Patentees of unspecified inventions, may have every needful information and assistance on moderate terms, by application to the office of this journal; where also may be consulted the only complete Registry extant, of patents from the earliest period, (A. D. 1617,) to the present time.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

Just published, price 6d.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London, and correct Railway Time Tables,

Also by the same person, price 6d.,
TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, with a Map, &c.

Published at the *Railway Times* Office, 122, Fleet-street Bell, Fleet-street, and sold by all Booksellers.

Just published, a new Edition of ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Published at the *Railway Times* Office, 122, Fleet-street,

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CROYDON RAILWAY.—THE SUMMER TRAINS START AS FOLLOW, viz.:—

Down Trains—from Tooley-street.

MORNING.	AFTERNOON.
5 minutes after 9	20 minutes after 2
5 minutes after 10	and 20 minutes after every
5 minutes after 11	hour until 20 minutes past
5 minutes after 12	9 o'clock.

Up Trains—from Croydon.

MORNING.	AFTERNOON.
5 minutes after 8	20 minutes after 2
5 minutes after 9	and 20 minutes after every
*¼ past 9	hour until 20 minutes past
5 minutes after 10	9 o'clock.
5 minutes after 11	
5 minutes after 12	

Stopping at the intermediate stations, viz.:—New Cross, Dartmouth Arms, Sydenham, Anerley, near Westow Hill, Norwood, and Jolly Sailor, near Beulah Spa, and that part of Norwood.

* A First-class Train from Croydon, stopping at Sydenham only.

SUNDAY TRAINS.

Down Trains—from Tooley-street.

MORNING.	AFTERNOON.
5 minutes after 9	10 minutes before 2
5 minutes after 10	and every *half hour* after, until 20 minutes past 9 o'clock.

Up Trains—from Croydon.

MORNING.	AFTERNOON.
5 minutes after 8	10 minutes before 2
5 minutes after 9	and every *half hour* after,
5 minutes after 10	until 20 minutes past 9 o'clock.

FARES—to and from Croydon.

From London	1st Class.	2nd Class.	From Croydon	1st Cl.	2nd Cl.	3rd Cl.
	s. d.	s. d.		d.	d.	d.
To New Cross	1 0	0 8	To Jolly Sailor	6	4	3
Dartmouth Arms	1 8	1 2	Anerley	6	4	3
Sydenham	1 8	1 2	Sydenham	9	6	4
Anerley	1 9	1 3	Dartmouth Arms	9	6	4
Jolly Sailor	1 9	1 3	New Cross	1s. 0d.	9	6
Croydon	2 0	1 6	London	2s. 0d.	1s. 6d.	

FARES—from New Cross.

From New Cross	1st Cl.	2d Cl.	3d Cl.	From Dart. Arms	1st Cl.	2d Cl.	3d Cl.	From Sydenham	1st Cl.	2d Cl.	3d Cl.
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
To Dartm. Arms	0 8	0 6	0 4	To New Cross	0 8	0 6	0 4	To Dartm. Arms	0 6	0 4	0 3
Sydenham	0 9	0 6	0 4	Sydenham	0 6	0 4	0 3	New Cross	0 9	0 6	0 4
Anerley	1 0	0 8	0 6	Anerley	0 6	0 4	0 3	Anerley	0 6	0 4	0 3
Jolly Sailor	1 0	0 8	0 6	Jolly Sailor	0 8	0 6	0 4	Jolly Sailor	0 8	0 6	0 4
Croydon	1 0	0 9	0 6	Croydon	0 9	0 6	0 4	Croydon	0 9	0 6	0 4

From Anerley	1st Cl.	2nd Cl.	3rd Cl.	From Jolly Sailor	1st Cl.	2nd Cl.	3rd Cl
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
To Sydenham	0 6	0 4	0 3	To Anerley	0 6	0 4	0 3
Dartmouth Arms	0 6	0 4	0 3	Sydenham	0 8	0 6	0 4
New Cross	1 0	0 8	0 6	Dartmouth Arms	0 8	0 6	0 4
Jolly Sailor	0 6	0 4	0 3	New Cross	1 0	0 8	0 6
Croydon	0 6	0 4	0 3	Croydon	0 6	0 4	0 3

The Third-Class Carriages convey passengers with the Trains only from New Cross to Croydon and back, stopping at all the intermediate stations, at the above hours.

OMNIBUSES leave the British Booking Office, Cockspur-street, Charing Cross, proceeding over Westminster Bridge, to the Elephant and Castle, by the Kent Road, for New Cross Station, daily (including Sundays), Morning at 25m. past 8, and 25m. past 9; Afternoon at 20m. before 4, and at 20m. before 5; to meet the Trains from London to Croydon. And start from New Cross Station for Charing Cross, in the Morning on the arrival of the 5m. past 9, and 5m. past 10 o'Clock Trains; in the Afternoon on the arrival of the 20m. past 4, and 20m. past 5 o'Clock Trains from Croydon.—The journey between New Cross and Charing Cross will occupy 45 minutes only. Fare, 6d.

R. S. YOUNG, Secretary.

205, Tooley-street, July, 1841.

SOUTH-EASTERN RAILWAY COMPANY.

—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven, or Ten Years, at the option of the Lender, and to grant mortgages of the rates and tolls of their undertaking, as security for the same, bearing Interest at the rate of 5 per cent. per annum, payable, half yearly, at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and the term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary, at the Company's Office, 10, Coleman-street, London.

By order of the Board of Directors,

J. S. YATES, Secretary.

YORK AND NORTH MIDLAND RAILWAY.

—NOTICE is hereby given, That the Half-yearly General Meeting of Proprietors of Shares in the York and North Midland Railway Company, will be held, in pursuance of the provisions of the Act of Incorporation, in the Offices of the said Company, in Tanner-row, in the City of York, on Tuesday, the 10th day of August next, at 12 o'Clock at noon, precisely.

GEORGE HUDSON,
Chairman of the Board of Directors.
GEORGE BAKER,
Clerk to the Company.

York and North Midland Railway Office,
York, 21st July, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.

—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200. for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 80, Broad-street, Bristol, 5th Feb., 1841

SHEFFIELD, ASHTON-UNDER-LINE, AND MANCHESTER RAILWAY.—CALL FOR ELEVENTH INSTALMENT.—The Directors of this Company having resolved to make a CALL under the provisions of the Act of Parliament for an Instalment of Seven Pounds Ten Shillings per Share, Notice is hereby given, that the several Proprietors in the Capital Stock of the said Company are required to pay the said Call or Sum of Seven Pounds Ten Shillings on each of their respective shares on or before the 1st day of September next, to one of the undermentioned bankers, viz.:—

Sheffield—Messrs. Parker, Shore, & Co.
Manchester—The Manchester and Liverpool District Bank.
London—Messrs. Rogers, Olding, & Co.; and Messrs. Smith, Payne, & Smith.

Interest after the rate of 5 per cent. per annum will be charged by the bankers on all such sums as shall remain unpaid after the said 1st day of September next until payment thereof.

The Directors take this opportunity of stating that £5 per cent. per annum is allowed on all sums paid in advance.

By order of the Directors,
JOHN PLATFORD, Secretary.

15, Piccadilly, Manchester, 16th July, 1841.

TO RAILWAY CONTRACTORS, BUILDERS, &c.—SALE of RAILWAY PLANT.—Messrs. SAMUEL PATTESON and CO. having completed their contract, near Stockport, on the Manchester and Birmingham Railway, announce their intention of Selling by AUCTION, about the middle of August (if not disposed of by private treaty previously), the whole of their Railway Plant, consisting of 200 tons of flange bottomed rails, 35 to 40 lb. per yard; a great quantity of sleepers; 80 earth waggons, 2½ yards each, 4-8 gauge, 2-6 wheels, and 3 inch axles; 20 horses and geers, eight carts, an excellent four-wheeled stone lurry, a large quantity of centering, timber, smiths' tools, &c. &c., the whole of which may be seen on the works, Edgeley, near Stockport.

Also, a Crane, suitable for the erection of bridges or viaducts, &c. with traverse motion, single, double and treble geering, and blocks and chain complete, capable of lifting from 10 to 15 tons, and is now standing near the station, Fairfield-street, Manchester.

Previous to the Sale by Auction (of which due notice will be advertised), further particulars may be obtained from Mr. Samuel Patteson, Manchester; or Mr. John Worsley, on the works at Edgeley.

ULSTER RAILWAY COMPANY.—In compliance with a resolution of the Directors this day entered into, I hereby give notice, that they have made a Tenth Call for the sum of Two Pounds Ten Shillings sterling on each and every Share of the Company's stock, payment to be made on or before the 1st day of September next to the Northern Banking Company, Belfast, or any of their branches, to Messrs. Boyle, Low, Pim, and Co., their agents in Dublin, or to Messrs. Brown, Shipley, and Co., of Liverpool.

Dated at the Railway Office, Belfast, this 1st day of July, 1841.

JAMES GODDARD, Chairman of the Directors.

In tendering the money as above, it will be necessary to state the number of each share on which the instalment is paid.

Interest at the rate of five per cent. per annum will be allowed to the 1st of September on all sums paid of this call in advance.

NORTH MIDLAND RAILWAY.—The Directors will meet at the Railway Station, Derby, at Ten o'Clock, on Saturday, the 7th of August, to receive Tenders for the maintenance of the Way and Works between Masborough and Leeds, being a distance of 33 miles, or thereabouts, divided into four or more separate lengths, for one or more of which parties may tender.

Drafts of the contract, with a specification of the work, will be ready for inspection on and after the 28th of July, at the Engineer's office, in Chesterfield, where parties may obtain orders, allowing them to walk along and inspect the line.

A printed form of Tender may be had after the above date, at the Engineer's office, in Chesterfield, and no others will be attended to.

The Tenders must be delivered at the office of the Secretary, H. Patteson, Esq., at the Railway Station, Derby, on or before 10 o'clock on Saturday, the 7th of August, under a sealed cover, addressed to the Secretary, and indorsed "Tender for Maintenance of Way and Works," and the parties tendering must be in attendance at the time of meeting.

The parties, whose tenders are accepted, will be required to enter into a bond, with two responsible sureties, for the due performance of their contract; and the names of the proposed sureties are to be specified in the tender.

The Directors do not bind themselves to accept the lowest offer.

Engineer's Office, Chesterfield, July 16, 1841.

NORTH MIDLAND RAILWAY.—THIRD SHARES.—SECOND CALL OF £5 PER SHARE.

NOTICE is hereby given, That in pursuance of a resolution of the Board of Directors, the Proprietors of Shares in this Company are hereby required to pay a Second Instalment of £5 on each of their respective Shares, on or before Friday, the 30th day of July, to any of the undermentioned Bankers.

Interest at £5 per cent. per annum will be charged on all such sums as remain unpaid after the day above appointed.

London—Messrs. Glyn and Co.; or at the office of the Railway Company, 6, Warnford-court, Throgmorton-street.
Leeds—Messrs. Becket and Co.
Derby—Messrs. Crompton, Newton, and Co.
Liverpool—The Bank of Liverpool.
Manchester—The Union Bank of Manchester.

By order,
G. C. GLYN, Chairman.
H. PATTESON, Secretary.

Offices, 6, Warnford-court, Throgmorton-street,
London, July 5, 1841.

ANDREW SMITH'S PATENT WIRE ROPES,

for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill-wall, Poplar; and also of the following Agents:—

Robertson and Co., 12, Goree Piazzas	Liverpool,
Mathias Dunn	Newcastle-upon-Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.
John M. Beatts, 14, Clement's-lane, High-street,	Dundee.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet street, Middlesex,—Saturday, July 24, 1841.

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hours; was there any subsequent meeting held upon the same day?—Yes, in the same room.

878. Have you any objection to state what the object of the second meeting was?—The object of the second meeting, which certainly appeared to me much the more rational one of the two, was to appoint a Committee in London to watch the proceedings of the House as to the proposed measure.

879. Was that attended by the same parties as attended the previous one?—It was; in the same room; the same meeting of the same people.

880. What was the object of separating the two meetings, that is to say, having two distinct meetings, when the same parties were to attend both, and the one meeting was immediately to follow the other? The first meeting was called expressly in consequence of the circulars for a meeting to consider something connected with the public safety. It was then thought by several, I think before that meeting broke up, that it was desirable that some central body should be formed in London to watch the proceedings; and it was said, that of course there must be a separate meeting, and therefore the Chairman rose from his chair, and was re-appointed.

881. Then the first meeting was not called with the idea of constituting, by the appointment of a Committee or otherwise, an opposing body in London, but that arose out of what took place during the first meeting?—Yes.

882. Then, in strictness, it was felt that the first meeting, being called for a specific object, could not fairly take that question into consideration?—Yes.

883. The same Chairman presided at the second meeting?—Yes.

884. Mr. Fresfield—Were the subjects of discussion at the first meeting reconsidered at the second meeting?—No; it was simply the appointment of a few gentlemen in London, who were to communicate to the railways generally anything that occurred that affected the interest of the railways.

885. Did you find a growing doubt whether the objects of the first meeting could be carried out?—The majority certainly at the first meeting were of opinion that the objects could not be carried out; that it was a failure.

886. Did you find that same feeling growing even at the first meeting, from the beginning of the meeting to the end?—Decidedly.

887. Mr. Labouchere—At the second meeting, you have stated that a Committee was appointed to come to London, and to watch the proceedings of the Government and of the legislature upon this subject?—Yes, and anything that affected the interests of the Railway Companies.

888. Do you know whether the gentlemen appointed by that meeting expressed to the House and generally in which you have done to this Committee, in the communications which they had with the Government, their intention to oppose altogether the principle of any discretionary power to issue regulations upon points affecting the public safety upon railroads?—I do not suppose that they would, as a matter of policy, have stated it in that manner. I am called here and asked and allowed to state my opinion plainly, and therefore I have done it; but I should not imagine that it would have been either politic or wise, or that it would have been thought right, that the Committee thus appointed should volunteer to state to the Government or to the Members of the House of Commons, that they should oppose directly with their whole strength any Bill that was brought forward. I am quite sure of this, that one member of that Committee (the Committee consisted of three) felt exactly as I have expressed my feelings upon that point.

889. Have you seen the clause which has been drawn up on the part of the railways, and which has been proposed as a substitute for the 11th clause in the Bill now before Parliament?—I have.

890. What is your opinion of that clause?—I think it is a degree better than the 11th clause; but I think it was unwise to propose any such modification, because I am quite sure that those who proposed it consider that that also is very objectionable.

891. You conceive that the proposing that clause was rather a concession to what the Railway Companies considered to be the sense of the public and the legislature upon that subject, than as expressing what they really believed would be for the public advantage?—I know that it was actually proposed as a concession; and I know that if it can be admitted for a moment that the Companies were, as it were, treating for concession with the Government, they consider that that concession not having been at all granted, and they having been expressly informed, on the contrary, that there could not be a concession, I know it to be their view, that it should be considered that they oppose the whole clause altogether.

892. Do you believe that there would be any material advantage in adopting the clause proposed by the Railway Companies, but which you have said they now desire to withdraw, rather than the clause, as proposed by the Government in the Bill before Parliament?—In reading them, I have always considered them both so objectionable that I have not gone into the question of comparison between the two.

893. Your objection is to giving any discretionary power at all?—I have stated so.

894. Lord Granville Somerset—You were understood to say that the same parties appointed this Committee of Management as were at the first meeting?—Yes.

895. Consequently this Committee of Management, appointed by the vote of that meeting, represents about 50,000,000 of capital in railroads?—Not exactly; because it was understood that this Committee should call the Companies together upon any important point.

896. Practically speaking, who do these three gentlemen represent at this moment; do you believe them to represent all the parties who were at that meeting, or have any signified their dissent?—I do not consider them practically as representing that meeting.

897. Then what would satisfy them might dissatisfy others?—I think very likely.

898. Then, in fact, do you conceive that those gentlemen represent anybody but the three Companies with which they are individually connected?—Only to that extent, that they must feel some responsibility placed in them; and if they all three committed themselves to agree to anything on the part of the other railways, I think the other railways would feel themselves bound by that; but I am sure those three gentlemen would not commit themselves to any concession.

899. Sir James Graham—Who are the three gentlemen?—Mr. Glyn, Mr. Charles Russell, and Mr. Chaplin.

900. Mr. Glyn is Chairman of the London and Birmingham?—Yes; Mr. Russell is Chairman of the Great Western, and Mr. Chaplin is Deputy-Chairman of the South-Western.

901. Mr. Labouchere—Was the amended clause which has been referred to adopted by those gentlemen?—I do not know.

902. Sir James Graham—Is your view of the amended clause this, that it might be less pernicious than the other, but would not be generally useful?—They are both so objectionable, that I hardly know which is the best.

903. On the balance of the two, you find it difficult to say which you think would be most pernicious?—I think that any such power will lead to such mischief, that at the end of six months the Board of Trade will be heartily sick of the power; I think they will have got into such difficulties in the exercise of that power, that the only remedy to all these difficulties must be, if they will do such a thing afterwards, as to give up a power they once possessed; I think the difficulties arising from it will be so complicated, and, in plain English, they will get into such a mess, that the thing must be dropped.

904. Although the performance of a public duty may be painful to the officer who exercises it, may it not be very salutary to the public?—When I say painful, I mean because he will see that he fails entirely in the object; when I say that the Board of Trade will be sick of it, I mean because they will find, that while they are daily attempting to exercise the power, they do not attain the object for which it was sought; I mean that a disagreeable feeling would arise from every day being aware that they did not, and could not attain the object they sought for.

905. Mr. Freshfield—Do you happen to know that several of the Companies which attended that conference have sent special deputations to oppose the Bill altogether?—I think pretty nearly all but one have in one way or other sent deputations, or sent petitions, or joined in the opposition; and to balance that one, another has come which was not at the meeting. The Grand Junction Railway Company was not at this meeting; they, I believe considered that the meeting could lead to no good, and therefore they expressed that opinion by not attending; they, however, are just as opposed to this measure as any Company can be.

906. Do you understand that they also object to the proposed substituted clause?—Decidedly; I believe they were no parties to the proposal of it.

907. Lord Granville Somerset—Can you explain to what extent these three gentlemen were deputed by the body of gentlemen composing that meeting, and to what extent that body considered themselves bound by their decision?—No, because the thing was not very well done. It was done in a confused manner, and in a hurry. Those three gentlemen were appointed for the purpose of watching any proceedings which might affect the railway interests, and of course therefore had a certain degree of power and trust reposed in them; how far exactly that might extend, and how far exactly the other Companies might feel themselves bound, I do not think they can tell.

908. Are all the parties who were present at the second meeting, when the Committee was appointed, expected to contribute to their share of any expense which either the investigation here or the opposition in Parliament might occasion?—Yes; there was no idea of incurring any expense in Parliament at that time; but it was stated that there must be a Secretary, and that there must be some small expenses incurred, and it was agreed that all those present would pay their share, and that any Companies not present should be written to.

909. Sir James Graham—Do you hold that all the parties who were present at the meeting at Birmingham, and who consented to the appointment of the Committee, are bound by the acts of the Committee, saving only the Grand Junction, which was not present?—Not by any act; the Committee have not unlimited power.

910. Supposing that they had framed a clause as an amendment to the 11th clause, and that had been adopted by the Government, should you hold that those Companies would be at liberty to oppose that clause, when those three individuals delegated by them had drawn the clause?—If the three individuals delegated by them had agreed that that clause should be adopted, I do not think the Companies would oppose it; some one or two might, but the body of the Companies, I presume, would not; but that is a case which it is almost unnecessary to suppose, because I am sure those three individuals would not recommend this clause. They may have said, "If you are determined to pass a clause giving the power that you propose, do modify it in some way like this;" but they did not for a moment offer this clause as a clause which would satisfy them at all.

911. Supposing they had tendered that clause as a clause which they would recommend in lieu of the 11th clause, do you hold that the parties who delegated them would be bound by that Act?—I think they would, but I am sure that those three gentlemen never did, and never would, advance this clause as a clause they would recommend; they may have said, "Reduce it, at all events, to this; limit our punishment or our difficulties to 19 instead of 20."

912. Lord Granville Somerset—Do you know under whose management this clause was drawn up, and with whose cognizance?—I believe I know how it was drawn up. The printed clause I believe to have been drawn up by parties not being this Committee of Management.

913. Were you consulted in the drawing up of that clause, previous to its being produced?—No.

914. Mr Greene—From your constant communication with the parties, do not you know they object altogether to the principle of any interference at all?—Most decidedly.

915. Mr. Labouchere—Was it not the case that, conceiving that they would not be able successfully to resist, in the then state of public feeling, the adoption of something like the principle contained in the 11th clause, their object was to give that discretionary power to the Board of Trade, with such limitations as would, in their opinion, make it less objectionable?—Thinking they could not successfully equal the strength of the Government in bringing forward a clause of that sort, they thought it would be better to get it a little reduced, rather than have it to the full extent to which it was proposed.

916. Are you aware that the London and Birmingham, the South Western, the York and North Midland, and other Railway Companies, have adopted, as part of their code, the regulations recommended by Sir Frederic Smith?—No, I am not aware of that; I believe that suggestions have been made by Sir Frederic Smith to one or two Companies, which have been adopted, but I do not know the extent.

917. How do you reconcile that with your statement that all general regulations that are worth adopting have been adopted long ago?—I believe that still; general regulations, I said; suggestions may have been thrown out of particular regulations by Sir Frederic Smith, which may have been adopted in each particular case, but certainly the general regulations have long since been known and adopted.

918. You have said that the accidents referred to in the reports of the officers of the railway department

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arose from a number of minute causes conspiring together, and not from any cause that could have been foreseen and prevented; do you recollect the accident on the York and North Midland Railway, at Taylor's Junction?—Yes.

919. Do you think that accident would have happened if the system of signals at stations, which you have described upon your own line, had been used there?—There would have been less chance of its happening, but I do not know the arrangements of their stations, or the arrangements of their line; I do not know that the signals that we use at our stations would be applicable to them; I find in the Report, that from the want of certain signals the accident occurred, of course if that is the case, some more signals had better be given.

920. Is there anything else which you wish to state to the Committee?—The day before yesterday I stated that there were some other points upon which I conceived considerable objections existed. I am sorry that my examination has occupied the Committee so long, but will the Committee permit me to say I have not yet volunteered a single observation upon any of those? With the permission of the Committee, I will state one or two objections which have occurred to me as very strong against the proposed measure, upon two points. First of all the impossibility of distributing equally, justly and impartially, the regulations upon the different Companies, and the mischief that must arise from the inequality of the effect of those regulations upon different Companies, if it were only indirectly, by leading to opposition and absence of co-operation on the part of the Railway Companies. Even in the recommendations that have been made, there are several evidences of this. In fact, I believe it would be impossible to draw the line as to the extent to which public safety is to be attended to, in comparison with expenditure and other difficulties, or how far expenditure is to be sacrificed exclusively to public safety. It will vary from day to day, according to the state of excitement produced by accidental circumstances, or by the press, or by other causes. One or two instances I think will make it appear very striking. Sir Frederic Smith refers particularly to the question of six wheels to carriages. Now, I believe that there is no one single thing that perhaps is a larger element in the whole question of safety than having six wheels to the carriages; but Sir Frederic Smith very properly does not venture to recommend that you should call upon all the Companies which have four wheeled carriages to change to six. Probably, what with the alterations which would be required in the stations, and other indirect alterations, a million of capital would be thrown away by calling upon all the Companies to make that alteration. Therefore there a line is drawn. That expenditure is not to be incurred, because it is too large. And yet, take the London and Birmingham and the Grand Junction, and suppose you were to call upon them to change to six-wheeled carriages, I think it would be very unjust. But suppose they were called upon, perhaps a quarter of a million would do it with them; a quarter of a million upon their 36,000 shares, the interest of that at 4 per cent. (at which rate they could borrow the money) would only be 6s. per share, to attain that which it is admitted would add very much add to the safety of the public. Now, why is the line to be drawn exactly there? and why are they not to pay 6s. per annum out of their hundred pound shares, to attain greater safety, while another Company, a smaller Company, may be driven to a much larger proportionate expense for a less object? A diminution in the number of trains, or an increase of the police, or various charges of that sort, might produce a loss of two or three thousand a-year upon a small Company, and that might be more to them than the 6s. a share upon the London and Birmingham. How would it be possible for the officers to draw the line? They must either make up their mind to require everything whatever the cost might be, which could conduce to the public safety, or they must leave it to the public and to experience to point out what expense is worth incurring and what is not. You would impose upon the Great Western Company breaks to all their carriages, although we say it is not only useless but mischievous, and we would rather be without them; but you would not call upon the London and Birmingham and Grand Junction to adopt six wheels, because the expense is too great. It would be impossible that you should fail, in any order of that sort, to commit an act of injustice to some party or other, and probably to do that which would be ruin to a small Company, because you are obliged to order it upon a large Company.

921. Mr. Labouchere—Would not the Board of Trade, supposing the Bill now before Parliament were to become law, be enabled to take those circumstances into consideration with reference to the different Companies, and to frame their regulations so that they would not produce the effect you have described?—I believe it to be quite impossible, unless you put perfect faith in the recommendations of the parties which you shall have before you, which I need hardly say it would be very dangerous to do. How are you to judge of the facts except from the representation of those parties? Then again, if you are really disposed to receive the representations of parties, you will never pass a single order; because I am convinced that, with our knowledge of circumstances of detail, we can memorialise you in a shape and give reasons which it would be impossible for you to combat. Every single order that you made against a Railway Company, they could, if they were driven to it, make such representations to you, in answer, as would make it impossible for you to adopt it.

922. When you say, "if the Railway Companies were driven to it," you mean if the Railway Companies did not act in a spirit of fairness and good faith?—No; and I think the evidence of the officers of the Board of Trade shows that they are disposed to do so. When you stated that you wished to supervise the railways, and officers were employed to obtain information for that purpose, the Railway Companies proved their willingness to assist by making unlimited communications; any question that was asked was answered, and every information given. But you cannot assume for a moment that that will be the case when that is to be followed by a regulation to shackle that very Company. It would be absurd to suppose that they shall be giving evidence to your officers, the result of which in all probability is to shackle the Company, by imposing some regulation that will embarrass them, and which they believe will be mischievous.

923. If a regulation proposed by the Board of Trade is mischievous and unreasonable, is it not desirable that the Railway Company should have the means of opposing serious obstacles to the adoption of such a recommendation?—At one moment it is assumed that the Railway Companies are persons whom it is necessary to control by the fear of penalties and by laws, and at another moment it is assumed that they are such reasonable men, so devoted to the public good, that they will always actually take the trouble to keep you from going wrong, although some, if not all of them might say, I think very naturally, "No, let them get into difficulty, and then they will see how impossible it is to legislate upon it." I do not mean to say that they would say so, but that you will be exposed to that.

924. Supposing that the Railway Directors would be actuated by the motives and feelings which are generally found in gentlemen of their class and condition in life, is it not fair to suppose that if they found that the powers entrusted to the Board of Trade were exercised in a moderate and reasonable spirit, they would be disposed to co-operate, in order that those powers should be fairly carried into effect, and if, on the other hand, they found that the powers entrusted to the Board of Trade were exercised either injudiciously or intemperately, then is it not natural to suppose that they would strenuously resist the operation of any such powers on the part of the Board of Trade?—It is exactly that last case which, I believe, will arise. Not that the Board of Trade will act injudiciously and intemperately, but from the nature of things they will act injudiciously, that is to say, they will constantly propose regulations which cannot in practice be carried out, which unfortunately will be advanced on the plea of public safety, and it will be very awkward, therefore, for any Railway Companies to object to them, although they may feel that they will produce mischief. I can fortunately appeal to the conduct of Railway Companies up to the present time, as a proof that they are disposed to communicate in that manner, and to give information and receive suggestions. But I have no hesitation in saying, that I do not believe it will be so hereafter. I cannot believe that with a power held over them, which is to inflict upon them penalties for their admissions of faults, because that is what it practically amounts to—if I give full information, showing that there is any defect in our management, I shall know immediately that it will not be left to me to cure the defect, but that a regulation will be at once enforced, and which I cannot resist, as I have given the evidence upon which it is enforced. Is it reasonable, therefore, to suppose that I shall in future communicate freely? I have no hesitation in saying that I cannot, and that the Railway Companies are perfectly justified in saying this: "What reason have we to suppose, that when you have the power you will receive our evidence so liberally?" because I must say that they may be perfectly justified in saying, "You have already made a law as far as in your power lay—it has passed the House of Commons, or nearly so—enforcing a system which we believe will be most prejudicial. You have not heard us upon it; on the contrary, you have refused to hear us upon it—I refer to the licensing system—If that has been the case already, why should we suppose that when you have the power to do just what you please with us, and when you state that you intend to pass a certain regulation (although it is true you give us leave to memorialise) what ground have we for supposing that you will listen to our objections when you have full power to enforce anything?"

925. When you say that you had not an opportunity of fully stating your objections to the clause with regard to the licensing system in the Bill, do you mean that a Committee of the House of Commons was not appointed to investigate that part of the subject, or do you mean that you found any difficulty in stating your objections upon that point to the Board of Trade?—I never found any difficulty in stating my objections to the Board of Trade upon that or upon any other point, but it was then too late to raise objections to the licensing system; I volunteered my opinion upon it upon one occasion lately, but it was then too late.

926. Sir James Graham—The Bill was introduced?—The Bill was introduced, and practically it was too late.

927. Do you think it would be a bad example that, when the legislature shall have delegated a discretionary power to a branch of the executive Government the parties to whom that power shall be applied shall exercise any discretion whether they shall obey it or not?—I think, when a power is once vested in any branch of the executive Government, unquestionably the parties upon whom the power is to be exercised ought to have no power to disobey.

928. Presuming that before any regulation is ordered by the Board of Trade it has been well considered, your opinion is that, when once issued, it should be promptly and instantly obeyed?—Decidedly; and I believe, should the Bill pass, such would be the case with most of the Railway Companies.

929. You do not think it would be expedient, that when an order was issued there should be demur and correspondence with the Executive Government which issued the order, as to whether it should be obeyed or not?—I think that would be very bad.

930. You think it would be highly inexpedient, and would furnish a very bad example?—I think so.

931. Lord Granville Somerset—On a former day you stated that, supposing this power were given to the Board of Trade, you would then be mixed up to some extent in the fault of your servants, and that you would not exert the same scrutinizing power in sifting out and tracing the fault to the right man, when you were yourselves exposed to blame for it?—I think that would be the practical result.

931.* But supposing the Directors were able to show that it was not the fault of their system, but the fault of their servants, would not they have the same motives then as they have now for showing it?—I think not.

932. Is it not an object for persons at the head of authority, to show that they themselves are not individually responsible for any accidents which may occur, that it is from the fault of their subordinates, and not from their own, that the accident occurred?—The question immediately arises, what care did they take in the selection of their subordinates?

933. Would they not be anxious to show that they had taken proper care?—Unquestionably.

934. Supposing they can show that they took proper care, would there be any motive to them to take the blame of the misfortune, instead of casting it upon those individuals who were practically the cause of it?—No; only, unfortunately, there is another upon whom they can throw it, in the shape of "perfectly unaccountable accident," which would be the case in nine cases out of ten, unless the Directors and officers of the Company were most anxious to ascertain the cause; in fact, there would be an absence of any explanation: an accident occurs (accidents will occur in spite of every precaution, and in spite of all the care possible of the officers), but at present it is the interest of the Company, and of the officers of the Company, to try to ascertain whether any blame did attach to anybody, and to punish that individual; but, of course, to enforce regulations you must have penalties; in fact, as it stands in the Bill, a penalty of 20*l.* a day is inflicted upon the Company if any one regulation is not carried into effect; if the Company's servants neglect a regulation, the Company therefore is liable to a penalty of 20*l.*; can it be supposed that that will increase the desire of the Directors to ascertain whether their servants have neglected the regulations?

(To be continued).

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GREAT NORTH OF ENGLAND RAILWAY —TRIBUTE TO THOMAS STOREY, ESQ. C.E.

[Abridged from the *Durham Chronicle*, July 23.]

On Wednesday last a splendid silver dinner service was presented to the above gentleman by a number of his brother engineers resident in various parts of the country, by different manufacturing firms, by contractors for the works of the Great North of England Railway, and by private friends—all of whom united in this flattering testimonial to the engineering merits and private worth of the gentleman on whom it was conferred.

The service consisted of a silver epergne, elegantly and elaborately chased; a full-sized soup tureen; two do. sauce do.; four double vegetable dishes, with handles to remove, and form eight dishes; two 12-inch salvers; four salt-cellars, gilt inside; four spoons do. to match; two gravy spoons; one fish slice; one soup ladle; two do. sauce. On the epergne, the tureen, and six other pieces, the following inscription, surmounted by Mr. Storey's crest, was beautifully engraved:—"This service of plate was presented to Thomas Storey, Esq., C.E., by a number of his friends, as a sincere, though inadequate tribute of the esteem and regard they entertain for his professional talents and private worth."

The weight of the whole was 642 oz., and the value 312*l*. The honour of supplying the service was conferred on Mr. Anthony Binks, silversmith, Blackwellgate, Darlington.

The presentation took place at the house of Mr. Britton, Fleece Inn. A dinner was given to Mr. Storey on the occasion, which, with the dessert, in every respect reflected the highest credit on Mr. Britton's establishment. Nicholas Wood, of Killingworth, Esq., C.E., presided; and the vice-Chair was occupied by John Harris, of Darlington, Esq., C.E. Among the Company (which comprised about 50 gentlemen) we likewise noticed the Rev. M. Chester, of St. Helen's, Auckland; W. A. Brooks, Esq., C.E.; John Green, Esq.; John Appleton, Esq.; Thomas Macney, Esq.; Joseph Stephenson, Esq., C.E.; John George Quelch, Esq.; J. R. Gray, Esq.; George Pickering, Esq.; Dr. Kilburn; James Hogg, Esq.; James Thompson, Esq.; Mr. Wm. Lister; Mr. L. Wanlass; Mr. Henry Dowson; Mr. Wm. Hutchinson; Mr. Wm. Booth (Sec. to the Presentation and Dinner); Mr. George Robinson; Mr. W. Shanks; Mr. Counsellor Dunn; Mr. Arch. Paxton, &c. &c.

When the cloth was drawn,

The Chairman gave, in succession, the customary toasts.

The Chairman then called for a bumper, and said—The gentleman whose health I mean to propose is known to you all—(cheers)—and I think it does not require any eulogium on my part to make known to you all that he deserves. I believe that most of the gentlemen here have known him for a very considerable time. I myself can claim his acquaintance for nearly 30 years. I have seen him from that time to this, I believe continually, in business, and as a private gentleman; and I am quite sure that I express the sentiments of every one present when I say that the occasion which has brought us together is a very inadequate one to express our feelings for his talents and his private worth. (Loud applause.) Gentlemen, I do not know that I need say much more upon Mr. Story's abilities and excellence of character. I shall, therefore, proceed to perform the task that has devolved upon me as Chairman of this meeting, which is, to present to Mr. Storey the very splendid piece of plate which has been subscribed by his friends. If the intention of presenting Mr. Storey with a testimonial of the regard of those who are acquainted with him, had been more fully known, I believe that instead of the service of plate before us being of the size that it is, it would have been very much larger and more valuable. I am quite sure that it is not known to one-hundredth part of his friends that the presentation of such a testimonial was intended; and therefore I can only say to Mr. Storey, that whatever he may consider the magnitude of the present we are about to make him, he must accept it as the best proof of our regard for his worth that we are capable of affording. (Applause.) Gentlemen, it is quite unnecessary for me to point out at any length the causes which have induced us to present this piece of plate to Mr. Storey. [One of the company said, "It speaks for itself;" followed by much applause.] Recently there has been a very rapid improvement in the communication between one place and another, by the establishment of railways. I believe that Mr. Storey has promoted to a very considerable extent the great work of more rapid communication by the means which I have pointed out. I speak, more particularly, of his connection with the details of railway communication; and I beg to observe, that I believe he has laboured more in detail to perfect the system than any of my brother engineers. (Very great applause.) Every one of us is capable of appreciating what he has done. It is not that his abilities have been taken from this district, and spread over an immense extent of country. We have seen him labouring, in this description of work, to perfect the construction of the railway, which I believe is a most tedious process, and one that requires the utmost talent and perseverance. It has, however, been Mr. Storey's lot to extend his services beyond the immediate district. Of the great line of communication between England and Scotland—the great chain of communication—he has had the good fortune to execute a link;—and I may add that it is a pretty long link. Now when I call to remembrance that it is 45 miles, I venture to say that this link will bear a comparison with any other link in the chain between London and Darlington. (Immense cheering.) Gentlemen, I have heard only one opinion of that link, which is, that it is the smoothest and best piece of road between London and here. (Cheers.) When I mention a "chain," I speak of the great lines of communication—the great public railways; and when I allude to the railway from Darlington, I do not refer to the various local lines which are more immediately connected with the transmission of coals; but I allude to the line between York and Darlington, which I think will bear comparison with any of the great lines that lie between this place and London. (Cheers.) Gentlemen, I have also seen Mr. Storey engaged in parliamentary business to a very considerable extent; and I know that the feeling of every one towards him, whether they were his opponents, or engaged in assisting him, was a feeling of respect for his conduct on all such occasions, which was that of the utmost urbanity and good-will towards every one with whom he became connected. (Cheers.) I need scarcely go on to say that he has observed the like demeanour to every one who has been concerned in the great works which he has executed. I think this free, though still inadequate, expression of opinion, is the best proof that we have but one feeling in the matter: and I believe that feeling to be universal among all whom Mr. Storey has had under him, or been connected with in any way whatever. (Applause.) I think the manner in which he has conducted these great works—the mode in which, in detail, he has carried them out—and his uprightness of conduct, have fully entitled him to any mark of our esteem which we had it in our power to bestow. Gentlemen, as I said before, I am afraid you must excuse my inability to do justice to the subject; but I think, after thus referring to Mr. Storey's public conduct, it is scarcely necessary for me to enter into any particulars of his private life, and of his demeanour as a family man. I believe he is a pattern to every one who has the feelings of a father; and his kindness as a husband and a parent, and his worth as a private individual, are well known to every one who resides in this district. (Applause.) And now I must beg Mr. Storey, on behalf of the friends who surround me, to present you with this piece of plate as a very imperfect expression of our feelings of respect towards you; or, to adopt the words of the inscription, as a sincere, though inadequate, tribute of the esteem and regard we entertain for your professional merits and private worth. (Loud cheers.) I have only one observation to add—which is, that you may long live to enjoy it. (Great applause.) I must simply beg of you, Sir, to excuse the very inadequate way which I have expressed the feelings of this company, which I am quite sure you will attribute, not to any want of feeling on my part in the subject of the day's proceedings, but to the imperfect manner in which I am able to express my sentiments. Gentlemen, I think the only thing that now remains for me to do at this moment, is to request that you will drink Mr. Storey's health with three times three.

The toast having been drunk accordingly,

Mr. Storey rose, and was received with renewed cheering. He said, Gentlemen! I feel a want of words to express my gratitude for the very warm manner in which you have been pleased to respond to my worthy friend's address to you, and to the toast with which he concluded; and particularly for the splendid—the magnificent memorial of your esteem which you have this day presented to me, through him. (Applause.) I experience a want of words to express my feelings towards the many friends around me, and to the several gentlemen whom I have never seen, perhaps, before this day. I am no speechifier, nor any speech-spouter; and on this occasion I must really confess to you, that of all the difficulties, engineering and otherwise, with which I have had to contend, that of making a speech to you this day is the greatest. (Laughter and applause.) For the splendid memento of your kind affections and regard for me whilst I have been, with most part of you, on the Great North of England Railway, I can only say that it shall be handed down to those who follow me as an heir-loom in the family; and I hope and trust they will endeavour, as I have done, to deserve the good wishes of all with whom they are connected. (Loud applause.) Gentlemen, I might, perhaps, on this occasion say a word or two why I so abruptly left so many of my friends around me, in connection with the Great North of England Railway. I would say as little upon the subject as possible. I would merely observe, that certain circumstances arose between the Directors—or, rather a portion of them—and myself, which, under the circumstances in which they occurred, made me feel that I could no longer, with credit to myself, or advantage to the railway, continue to act as their Engineer. I feel very thankful, after all, when I see so many friends around me, who not only gave me their very valuable assistance in carrying on that undertaking, but who have, in addition, conferred upon me the flattering indication of their approval which I have this day received at their hands, and which I am but too sensible I do not at all deserve. (Loud cries of "Yes, yes," and much applause.) Permit me to observe, that I have done my best to make as satisfactory as possible the line of railway to which I have alluded. I endeavoured all I could to make it perfect; and I hope the company who travel over it find themselves go smoothly and easily along. (Cheers.) In the formation of that railway I derived the most valuable assistance from the several contractors, architects, and builders, who appeared to vie with each other in facilitating the work, and rendering it satisfactory to myself and others. In conclusion, gentlemen, allow me to state, that in accepting this kind memento of your regard, I feel greatly obliged by the manner in which you have been pleased to express your feelings towards me in the situation which I lately held, in conjunction with yourselves. I shall endeavour to inculcate the like good feeling upon all with whom I am, or may be, associated—wishing we may frequently be as comfortable over a glass of wine as we have been to-night;—and to induce those who follow me to act as I trust I have done, so as to deserve similar feelings being entertained in their favour, to those you have expressed towards me on this occasion.—Mr. Storey sat down amidst very great applause.

Mr. Storey gave the healths of his assistants, and of the contractors for the various works on the Great North of England line; and said he embraced that public opportunity of returning them many thanks for enabling him to execute the railway in a

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manner which had deserved the encomiums passed upon it by their worthy chairman.

Mr. Jos. Stephenson returned thanks. He felt very proud when he considered that he had been engaged in promoting this small token of esteem for his friend, Mr. Storey, with whom he had laboured for the last 18 years, and had always found him one of the kindest and dearest friends he ever met with.

Mr. Storey proposed the health of Mr. John Green, architect, and the builders of the various works between Darlington and Thirsk. He might add the healths of Messrs. Dawson and Robinson; for he had not found better work than they had made on the Bishop Auckland and Weardale Railway.

Mr. J. Green and Mr. Dawson returned thanks.

The Chairman observed, that while he was not about to repeat his eulogium on the Great North of England Railway, he must remark that no line deserved to be more successful: and he thought its prolongation northward to Newcastle deserved their warmest wishes. (Applause.) He spoke it without disparagement to the town of Darlington, but he certainly did covet the prolongation of the railway to Newcastle. He trusted their friends in Darlington would not be jealous of them there; because he was quite sure that if the line were extended, it would contribute to the prosperity of Darlington. (Applause.) He begged to propose success to the Great North of England Railway. He did not know that any of the Directors were present, but they had the Company of a shareholder (Mr. Brooks) who, he was glad to think, agreed with him in opinion that the prolongation of the line northward would be beneficial, because he had projected a junction line from it to Sunderland, South Shields, and Newcastle.

Mr. Brooks said, he believed so much had been done towards ensuring the success of the North of England Railway that no shareholder need doubt it. It was one of the straightest and best-laid lines that had yet been formed, and he could have no doubt of its prosperity. He wished to add that he quite agreed with the Chairman that the prolongation of the line northward would prove advantageous to the town of Darlington; and whether it were so continued by the junction line which he had projected, or by any other line, he cared not, so it were carried into effect.

Mr. Stephenson proposed the health of the Chairman, which was received with very great applause and cheering.

The Chairman said, he could not sufficiently express the gratitude he felt for the manner in which they had drunk his health. He must say, that he felt extremely awkward in accepting the invitation to preside on that occasion, knowing his incapacity to fill such a situation with propriety. However, after the manner in which they had drunk his health, he could no longer suppose that he had not, at any rate, fulfilled it to the best of his ability. (Applause.) He did not know anything that would have prevented him from being present on that occasion. He felt it to be a duty which he owed to his friend Mr. Storey, to set aside all other engagements, and come to contribute his mite of duty towards the day's entertainments. (Cheers.) Before he sat down, he trusted they would excuse his remarking, that there was a railway in this district which he believed above all others demanded their approbation. He alluded to the Stockton and Darlington line. (Loud applause.) He believed, as a friend had just suggested, that it was the mother of them all. He could recollect an interview that his friend Mr. George Stephenson had with the elder Mr. Pease, with respect to the formation of that railway. He (Mr. Wood) accompanied him to that interview, and he was quite sure that if his friend Mr. Stephenson had now been present, he would have borne his testimony to the pleasure which they felt on the occasion, and to the long walk which they had together on leaving the town; for the fact was, they lost the coaches, and had to walk the greater part of the way between Darlington and Durham. (Laughter.) From so early a recollection of the Stockton and Darlington Railway, and knowing the effect which that railway had produced on other railways, he did think such an occasion ought not to pass without the company drinking to its success. The example of that railway produced the Liverpool and Manchester line; and then followed a succession of others, which put an end to all doubt of the success of railway undertakings. Considering, then, the effect produced by the establishment of the Stockton and Darlington Railway, he begged to propose continued success to it; and he could not help coupling with the sentiment the continued good health of the venerable Mr. Pease, who, if he could have been present that day, would have enjoyed the occasion above all things. He had pleasure in likewise joining with the toast the good health of Mr. Harris, the Company's Engineer. (Loud applause.)

Mr. Harris, in returning thanks, said, he felt they had placed him to-night in a position which he was scarcely entitled to occupy, seeing that he had been connected with the Stockton and Darlington Railway for only a comparatively recent period, while there were gentlemen present who had been associated with it for a much longer term; and he believed that, with the exception of a few years, Mr. Storey had been connected with it almost from its commencement. He was sure he spoke the sentiments of all present when he said they were not then assembled on an every-day occasion; for when they saw the gentleman who occupied the chair, and when they knew the researches he had made, and the works he had written upon railway communication; and when they saw the effects which his writings had produced, and the high estimation in which they were held, he must say that they were especially honoured by the presence of Mr. Wood, and ought to be thankful to him for the tribute of esteem he had paid their common friend, Mr. Storey. (Great applause.) Connected, as these two gentlemen had been, with railways, from their commencement, he was happy to see them united on an occasion like the present. Mr. Wood, he might add, had been concerned in the first establishment of locomotives—for he believed that it was on the Killingworth Railway that he and Mr. George Stephenson first laid the groundwork for the subsequently improved and altered locomotive which had effected such mighty results in this vast empire, and throughout the world. He (Mr. H.) was gratified by the flattering manner in which they had received the mention of his name; and he assured them it gave him sincere pleasure to join in paying this tribute of respect to his friend Mr. Storey. He had seen that gentleman working day and night. He knew the laborious work which he had to perform, for he was with him when he commenced the surveys of the Great North of England Railway, and knew the sacrifices it was necessary to make for its completion. He thought it was on the 5th November, 1835, when they commenced the survey at Newcastle, and on the 30th day of that month the plans of the survey were lodged in the Clerk of the Peace's office. (Loud applause.) Mr. H. concluded by returning thanks on behalf of the Stockton and Darlington Railway Company.

The Chairman observed, that following the toast of success to the Stockton and Darlington Railway, he thought it would be a sad omission if they neglected to drink the health of a gentleman who might justly be termed the father of railways—he meant Mr. George Stephenson. (Applause.) Mr. Harris had been so kind as to mention his (the Chairman's) name in connection with railways, and with some little labours which he had performed in endeavouring to promote them. [One of the company remarked, "Not a little, Sir."] It would be too much in him to claim almost any merit in that respect uncoupled with Mr. George Stephenson. He believed it was nearly 30 years since he first knew Mr. Stephenson; and during the whole time that Mr. S. remained in this district, he (Mr. Wood) was not only in frequent, but, he might say, in daily communication with him. He knew the whole of his proceedings, with respect to railways, he believed, from first to last, so long as he was in this part of the country; and he also knew the up-hill work which Mr. Stephenson had in establishing them; for at the outset, like every other branch of art, they were met in a very hostile manner. It was then when he believed the greatest difficulty existed in promoting anything of a similar nature. That Mr. Stephenson had lived to see railways in their present state of perfection, must be a source of great gratification to himself, as well as to his friends. (Applause.) He begged to propose health, long life, and happiness to Mr. George Stephenson, with all the honours.

Mr. Brooks gave the health of the Directors of the Great North of England Railway Company, which, at the suggestion of the Chairman, was drunk with the honours.

The Chairman then proposed the health of the Committee to whose hands the management of the testimonial to Mr. Storey had been entrusted; and, in return,

Mr. George Robinson expressed his acknowledgments on behalf of himself and brother Committee-men.

Mr. Storey next proposed the health of a gentleman who, he said, had the ability, and who possessed the kind feeling and urbanity of manners, necessary to carry forward the works of the Great North of England Railway. He was glad that the interests of the friends who had been connected with him (Mr. Storey) on the line, had been entrusted to a gentleman in whom they would find a friend who would not be surpassed by their late engineer. Mr. Stephenson's experience in railways in England and upon the continent—in France, and other parts—warranted the expectation that they would have a line of railway northward from Darlington, not only as good as the engineer expected, but probably an improvement upon his highest hopes. He therefore begged to propose the health of Mr. Robert Stephenson, the Engineer for the Great North of England Railway, and long life and prosperity to him. The toast was drunk with three times three.

The Chairman gave—Prosperity to the coal trade; which, he observed, first involved the necessity for railways.

The Rev. M. Chester then, in neat and affectionate terms, proposed the health of Mr. Edward Storey, a pupil of his own, whom he taught his catechism, and to whose professional abilities and activity (in his father's line) he paid a high compliment.

Mr. E. Storey briefly returned thanks.

The Chairman gave the Auckland and Weardale Railway, with the health of its Secretary, Mr. Macnay.

Mr. Macnay returned thanks at some length, and expressed a conviction that the railway would be an advantageous undertaking, both to the shareholders and to the districts of country into which it passes. Works of this nature, he observed, were subject to be overshadowed, for a time, by clouds. That might be the fate of the railway with which he had the honour to be connected; but he trusted the hours of darkness, if they came, would soon pass over; and he had sanguine expectations that the railway would ere long equal the Stockton and Darlington, of which it would be a continuation, in prosperity. Mr. M. then went into some details to show that the Great North of England was one of the cheapest railways that had been formed in the kingdom; and he had no doubt that it would soon become one of the most profitable, for its receipts had already been increased by about one-half.

The Chairman and Mr. Storey then left the room amidst repeated cheers; after which Mr. Brooks was called to the chair, and the harmony of the company was maintained to a late hour.

The proceedings throughout, combined with the gratifying circumstances attending the presentation of a testimonial so substantial, were of the most satisfactory character.

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CLARENCE RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL MEETING of the proprietors of the Clarence Railway Company, was held on Tuesday, at the George and Vulture Tavern, Cornhill; HENRY BLANSHARD, Esq., in the Chair.

There were about thirty gentlemen present.

The CHAIRMAN said, the Directors had convened the present meeting for a two-fold purpose—in the first place that they might lay before the proprietors the Report of the deputation appointed to examine the state of the works; and secondly, because, greatly to their regret, they had once more to appeal to the shareholders for a further advance of money. He trusted, nevertheless, that the undertaking was not in a worse position than when they last met, but rather that they were advancing steadily, although slowly. It was true that an unexpected increase of expense had arisen under two or three heads, but such increase was not greater than had been deemed necessary by the Committee of Inquiry twelve months ago. Of the 15,000*l.* then proposed to be raised by a subscription of 5*l.* per share, not more than 8,000*l.* had been realised, and although the remaining 7,000*l.* would not, under existing circumstances, have proved sufficient to meet the entire amount of the Company's liabilities, it would be seen, from the statement account to be submitted to the meeting, that it would have gone far towards the accomplishment of that object.

The SECRETARY (Mr. C. BENSON) then read the advertisement calling the meeting. The minutes of the proceedings at the half-yearly meeting held at Stockton-on-Tees, on the 1st of June last, and also a Report from the deputation above referred to were next read. The following Report was then submitted:—

REPORT.

In accordance with the promise made at the general meeting held in London on the 23rd day of last November, your Committee have called the shareholders together for the purpose of submitting to them the Report laid before the meeting at Stockton on the 1st June last, as also the present state of the works of the Company, and the position of its finances.

In continuation of the above mentioned report, your Committee would now further beg to state, that the extended line to connect the Westerton and other pits with the Chilton branch, has, by their exertions (and advances made from their private funds) been completed, and the coals from the Westerton pit are now daily coming down for shipment at Port Clarence, by means of your railway.

Your Committee have also reason to expect that other pits will shortly be sending coals down this branch.

Your Committee have the pleasure of informing the proprietors that the following pits, viz.:- the Whitilee, Stanley and Woolley, Newfield, and Whitworth, in addition to the Wellington and Hunwick, all in the line of the Byers-green branch, and West Durham Railway, have sunk to good coal, which is now being conveyed down your railway from the collieries first opened out, and a few weeks are only required to enable the remainder to be in a position to do the same. The Byers-green branch has been for a considerable time in a state to allow coals to be conveyed by means of horses along it, but from the heavy cuttings required to be made to render it a locomotive line, the expense has far exceeded the calculations made; it is, however, now so near completion, that the estimate of your Engineer—that the work remaining to be done can be finished at a cost of from 800*l.* to 1,000*l.*—your Committee consider may be looked upon as the final expense.

In bringing this work so nearly to a close, your Committee have had to contend with numerous difficulties, and have been obliged to make themselves responsible for large sums of money, arising partly from the shareholders having only partially responded to the calls made upon them, and from the absolute necessity of providing further locomotive power to carry on the additional traffic about to be brought on the line from the various pits before enumerated, as well as from others now in course of sinking.

Your Committee have also had to relay part of the line with new rails, required to ensure the safe conduct of the passenger traffic, which subject your Committee would here beg to bring before the notice of the proprietors, as they consider it would be highly advantageous had they the funds requisite for so doing, and taking this legitimate branch of the business of the Company into their own hands, and which they now have the opportunity of doing, the lease granted by them to an individual for three years having expired.

Beyond what has been stated, the Company have no new works to execute but the bridge over Saltholm Creek, the cost of which it is estimated will not exceed 300*l.*, but which is requisite on account of its connecting the present works with the land at that place, the value of which to the Company is daily increasing.

Your Committee further beg to call the attention of the meeting to a statement of the finances, now laid upon the table, by which the liabilities of the Company, and those entered into by the Committee on behalf of the shareholders, will at once be seen.

In conclusion, your Committee earnestly trust that those proprietors who have not advanced the subscriptions on their shares will now come forward and second those who have already done so, in assisting the Committee to complete finally the little now required to be done on the works, and at the same time afford them a sum by which they will be enabled to carry on the affairs of the Company at once with interest to the shareholders and with satisfaction to themselves, as without such support on their part your Committee feel it is in vain of them to attempt the further management of the concern, and taking, as they have, upon themselves the sole responsibility of finding money for the Company at their own personal responsibility.

Your Committee also beg leave to state that their opinion still continues favourable as to the ultimate success of the undertaking, provided the sums of money already stated as needful to be advanced, in order to cover the various liabilities of the Company, to complete the works and carry on the passenger traffic, be raised by the body of the shareholders to whom the appeal is now urgently made.

The financial statement laid before the meeting showed that the Company's liabilities amounted to 28,476*l.*, including a loan of 12,000*l.* advanced by Messrs. Williams, the Company's bankers, and the assets to 21,866*l.*, including unissued bonds to the amount of 11,000*l.* lying in the hands of the bankers as part security for the above loan.

The CHAIRMAN then entered into various explanations relative to the branch lines, the most material of which were, that the estimate for the Byers Green branch would be exceeded by about 800*l.*, and that arrangements had been entered into with the owners of the Westerton colliery, and a sum of money advanced on loan by the Committee for the purpose of forwarding the extension of the Chilton branch, whereby the coals from the Westerton and other pits would be brought upon the main line.

A very desultory conversation ensued of which the following are the main points.

The CHAIRMAN, in answer to questions, stated that when two new and very superior engines now being made for the Company were delivered, the total number of locomotives on the line would be 15. The engines were valued at upwards of 9,000*l.*, and would be quite sufficient for the conduct of any amount of traffic likely to come upon the railway.

A PROPRIETOR inquired if the revenue of the Company sufficed to meet the expenditure.

The CHAIRMAN said, it did. The expenditure was about 18,000*l.* per annum, and taking the average of the last twelvemonths, the revenue exceeded 20,000*l.* In the first six months of the present year the receipts had exceeded those of the corresponding period of last year by upwards of 1,600*l.* Every month showed an increase over the corresponding month of last year with but two exceptions. The first was in January, when in consequence of the extreme severity of the frost, the rivers Thames and Tees were impassable, and the coal business at a complete stand still; the other in June last, when owing to some difference among the coal owners, and a glut in the London market, the supplies were temporarily discontinued, thus reducing the Railway Company's receipts very considerably. He should be greatly disappointed and deceived, if when the branch lines came to be brought fully into operation, the annual revenue did not reach 30,000*l.*

A PROPRIETOR enquired if the cost of repairing the engines was included in the 18,000*l.* stated to be the amount of the Company's current expenditure.

The CHAIRMAN said, the total expenditure, including wear and tear of engines, &c., fuel, and every other outlay, amounted to about 20,000*l.*

A list of shares was produced upon which the subscription of 5*l.* per share above alluded to had not been paid, whereupon

Mr. JAMES MORRIS complained that his name appeared in the list as a defaulter, whereas in point of fact, he had previously lent more money to the Company than his quota of the subscription would amount to. Looking at the state and prospects of the undertaking, he did not feel disposed to advance any farther sum.

Mr. RAYSON enquired if the locomotive power paid its expenses.

Mr. MORRICE (a Director) said, it did not.

The CHAIRMAN said, they were likely to have a large increase of traffic, and better description of engines, so that he had no doubt the locomotive power would ultimately pay; but when the business was small and the engines were compelled frequently to wait at the pits for a considerable time, in consequence of the irregularity of the supply, it was not to be wondered at that much additional expenditure should be involved.

Mr. RAYSON wished to know whether there had not at times been a deficiency of engines to accomplish the work.

The CHAIRMAN said, their engines had suffered during the late frost in common with those of neighbouring Companies, and several of them had in consequence been rendered temporarily unserviceable. Mr. Child, the superintendent of the locomotive department was now present, and would be able to state whether traffic had ever been lost to the Company from want of engines.

Mr. CHILD said, such had been the case more than once, and had been occasioned principally by the extensive repairs which many of the locomotives required. They would soon have thirteen good engines on the line, so that two could at all times remain in the shed, leaving eleven for the daily working of the line. At times he had been compelled to work the line with only two engines.

Mr. RAYSON thought it somewhat extraordinary that thirteen engines should now be deemed necessary to perform the work which it appeared had been accomplished with two.

The CHAIRMAN said, it should be remembered that the frost which disabled the engines, likewise in a great measure stopped the trade.

In answer to questions, the Chairman stated that the Company contracted with certain parties to supply oil, fuel, &c., and to work the engines, paying them a certain proportion per ton of the money received from the coalowners for the conveyance of the coal. There had at first been considerable misapprehension on the subject of haulage. They had been told by the coalowners that it could be done with profit for one farthing per ton per mile, and they had originally fixed it at that rate, but finding that it did not answer, they had now raised it to three-eighths of a penny per ton.

Mr. CHILD was quite satisfied that no loss occurred to the Company from the haulage. At present they were compelled to work the Byers-green branch by horse power, part of the line being an inclined plane, at a cost of fifteen pence per waggon. When the branch should be in a condition to receive locomotives the cost of carriage would be very materially reduced.

The CHAIRMAN added, that the Company had been under an agreement with the coal proprietors to receive their coals upon the Byers-green branch by a certain day, and that in consequence of the failure of two contractors, the branch could not be completed for the passage of engines by the time stipulated. They had in consequence been compelled to adopt horse power for the present, at considerable extra cost, but he was satisfied that with good engines the haulage could be rendered profitable, since the coal owners had agreed to pay ½d. per ton, on coals entered for exportation, and ¼d. on those destined for home consumption.

Mr. CHILD said, that when the engines were not at work, the parties who contracted for the conduct of them were paid nothing, but when they came to be fully employed in consequence of the opening of the branch lines, these parties would increase the per centage allowed by them from 25 to 30 per cent on the gross receipts.

In answer to a question, Mr. Child stated that the thirteen engines would be sufficient to work the main line and all the branches.

A PROPRIETOR inquired how it happened that their engines had stood in need of repairs so very extensive.

The CHAIRMAN replied, that when these engines were made (namely, about six or seven years ago) it was generally believed that any description of iron would answer in their manufacture. It had, however been since found by experience, that there were but two kinds of iron in the country which could be employed with effect in those parts of the

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engines exposed to the action of the fire, and it had become necessary to have these parts altered, and other modern improvements introduced into the locomotives of this Company.

Mr. RAYSON inquired whether an arrangement had not been entered into with Mr. Nicholas Wood, that the Clarence Company should perform the haulage on their own line, and the Stockton and Hartlepool Company do the same on theirs.

The CHAIRMAN said such an arrangement had been made.

Mr. MORRICE then went at considerable length into an exposition of the Company's position and prospects. He stated that he had given great attention to the financial details of the undertaking, and he was satisfied that a sum of 15,000*l.* would complete the undertaking and relieve them from all their embarrassments. The Directors had incurred not only great trouble, but serious personal liabilities on behalf of the Company, and if the sum referred to were not raised in some way or other it would be totally impossible for them to go on any longer with the management. Their faith was pledged to their bankers, who had kindly assisted them upon an emergency when only three days' notice was given by a northern bank for the re-payment of an advance previously made. In fact, the Directors had promised that a portion of the loan granted by Messrs. Williams should be repaid during the present month, as they had confidently anticipated that funds would be forthcoming. The Company's bonds were as good an investment as could be made, and in short the proprietors had no alternative but to advance a small additional sum or to surrender the undertaking altogether into the hands of the Exchequer Loan Commissioners. He and his colleagues were, as they had always been, perfectly willing and anxious to aid their fellow-proprietors, but it must be manifest that without the support of the general body, it was wholly impossible to proceed.

Mr. BAILDON inquired what the probable value of the shares would be, supposing this 15,000*l.* to be raised forthwith.

Mr. MORRICE said, it was very difficult to answer such an inquiry; but his own opinion was, that the value of the shares would be doubled. The importance of the Clarence line was fully appreciated by some of their neighbours, who would not be sorry to gain possession of it.

The CHAIRMAN thought it would at least be admitted that the line had been constructed with great economy. Notwithstanding the difficulty of the country through which it passed, it had not cost more than 12,000*l.* a mile, including buildings; and when they heard of 60,000*l.* per mile being expended on the Birmingham, Great Western, and other lines, he thought they had reason to congratulate themselves on the smallness of their own expenditure.

A PROPRIETOR—And yet these lines produce a handsome dividend, while ours return nothing!

The CHAIRMAN would remind the honourable proprietor, that it took a longer period to develope fully the resources of a mineral district than those of a manufacturing or agricultural one.

A conversation ensued relative to the amount raised by the 5*l.* subscription. It appeared that none of the money was to be appropriated, unless 10,000*l.* out of the 15,000*l.* then deemed necessary were subscribed for. The subscription stopped at 8,030*l.*, whereupon the Directors, rather than not have it in their power to apply this amount to the settlement of very urgent claims, made themselves responsible for the balance of 2,000*l.*

Mr. MILTON (a Director) enforced the propriety and policy of raising the amount required, stating his conviction that the annual revenue would speedily amount to 30,000*l.* If the money were not raised, the Loan Commissioners must take possession of the line. The question of haulage had nothing to do with the subject before the meeting. Supposing that a loss were incurred in the haulage, which, however, he did not believe, it was but one part of their outlay for the prosecution of a profitable business. If they lost 1d. by the haulage, they secured 11d. in dues.

Mr. BAILDON inquired whether the 15,000*l.* would pay the bankers as well as all other liabilities.

Mr. MORRICE said it would, when the surplus of revenue over expenditure was added to it.

Mr. BAILDON urged the propriety of endeavouring to gain time from the bankers and other creditors of the Company, so as to apply the surplus revenue to the gradual liquidation of all claims without making any further call upon the proprietors.

In answer to this it was stated that many of the claims were exceedingly pressing and could not be put off without serious detriment to the interests and credit of the Company.

Some discussion followed as to whether the bankers would give up the bonds in their possession until the 12,000*l.* should be paid, but it seemed to be generally understood that little practical difficulty would arise on that score.

Mr. FARQUHAR expressed his determination to make no further advances of capital, when they had no data from which to judge of their future prospects, save vague assurances of success.

It was stated in answer to a question, that the number of shareholders in the Company was 370.

Mr. SAVAGE suggested that an earnest appeal should be immediately sent to every shareholder, setting forth the present position of the undertaking, and informing them that unless they stepped forward at once to the rescue, all the capital already embarked would inevitably be lost. It was impossible for the present meeting, even allowing every one in the room to subscribe his quota to effect the object in view without the concurrence and co-operation of the great body of proprietors.

Mr. RAYSON inquired whether the possibility of reducing the current expenditure had been under the consideration of the Directors.

The CHAIRMAN said, the subject had been fully considered. It was proposed to reduce the salaries, and with the improvements now introduced into the locomotives, there could be little doubt that a considerable saving would be effected in that department.

Mr. KEY (a Director), strongly and at some length urged the necessity of making one effort more. It would be a thousand pities to be shut out from so promising a prospect as well as lose all that had been invested, from want of a sum so small comparatively as 15,000*l.*

Mr. BAILDON reiterated his views as to the application of the surplus revenue, and alluded to a similar case in another public body with which he was connected. A considerable portion of the 15,000*l.* was not wanted, it appeared, till next spring, and he thought the Directors might have contrived to work through, without having recourse to a further subscription, which would tend to create alarm in the minds of the Company's creditors.

Mr. RAYSON said, although he was connected with a neighbouring line (the Stockton and Hartlepool), he had not put any question to-day with a view to embarrass or find fault with the Directors. It was in order to pave the way for a resolution which he had intended to submit to the meeting, but unless something definitive were agreed to respecting the raising of the 15,000*l.*, it would be useless to go into details. His plan had reference to a considerable saving which he thought might be effected in the locomotive department.

Mr. WILSON thought it would be desirable that the proposed plan should be explained, as it might encourage them in coming to a decision respecting the 15,000*l.*

Mr. RAYSON then submitted his plan, which was in effect, that the locomotive power on the Clarence, and Stockton and Hartlepool Railways should be amalgamated under one responsible management.

Mr. BAILDON thought the plan very feasible, but it was impossible for parties not acquainted with the locality, and the peculiarities of the two lines to come to any proper decision on the subject. It had better be left to the Directors, who, he had no doubt, would give the subject their best attention.

This seemed to be the general opinion of the meeting, and here the matter dropped, after several gentlemen had thanked Mr. Rayson for bringing it forward.

Mr. FARQUHAR inquired what the Exchequer Loan Commissioners would do with the line supposing the 15,000*l.* not to be raised?

The CHAIRMAN said, they would unquestionably sell it by auction to the highest bidder.

Mr. KEY referred to the great drudgery the Directors had undergone for the Company without emolument, and thought the proprietors ought to place confidence in them.

Several gentlemen expressed themselves in high terms as to the ability and honour of the Directors, and the great labour they had undergone.

Mr. RAYSON thought it might be satisfactory to those gentlemen who were not locally acquainted with the line as he was, to state that a very considerable accession of traffic might reasonably be looked for from the branch lines.

Mr. SAVAGE again urged the propriety of appealing strongly to the shareholders, and moved a resolution to that effect.

Mr. WILSON supported the same views, and seconded the resolution.

After some further conversation, in which the propriety of offering a bonus on the sum to be raised was suggested, but which it was stated could not be done, in consequence of the Company's position with the Loan Commissioners, the resolution was carried unanimously.

It was understood that as soon as answers shall be received to the letters which are to be sent immediately to the proprietors, another meeting will be held—probably about three weeks hence.

A vote of thanks was then passed to the Chairman, and the meeting separated.

A paper was handed round the room, and signed by most of the gentlemen present, subscribing certain sums conditionally that 10,000*l.* be raised forthwith.

YORK AND NORTH MIDLAND RAILWAY COMPANY—SPECIAL MEETING.

ON Monday last a Special General Meeting of the Shareholders of the York and North Midland Railway Company was held in the Company's offices, Tanner Row, in this city, for the purpose of submitting to the proprietors a draft of the proposed lease of the Leeds and Selby Railway Company. As the business was of merely a formal character, the attendance of shareholders was not numerous. GEORGE HUDSON, Esq., was in the Chair.

Mr. BAKER having read the notice calling the meeting,

Mr. NEWTON then read the draft of the proposed lease. By this it appeared that the Leeds and Selby Railway Company agreed to lease to the York and North Midland Company, the Leeds and Selby Railway Company, for a term of 30 years, the latter Company binding themselves to pay to the former 17,000*l.* annually to the former.

After a few unimportant questions had been asked, the Chairman proposed the following resolution:—

"Resolved—That the draft of the proposed lease of the Leeds and Selby Railway to the York and North Midland Railway Company be approved of by this meeting, subject to the settlement by counsel in matters of form, and that the Direction be authorised to take the necessary steps for completing that lease."

—*Yorkshireman*, July 24.

COACH ACCIDENT.—On Thursday evening, the 15th instant, as the Blackburn and Bolton coach, belonging to Mr. Charles Briggs, was on its way to the latter place, on arriving at Sharple's toll bar, within a mile and a half of the town, one of the hind wheels came off, and the coach went over. The horses continued to drag it along until the coach became disengaged from the four wheels, and the horses then ran on with the wheels alone. There were two inside passengers and about six at the top. Those inside escaped uninjured, but the outside passengers were much shaken, and some of them very much hurt.—*Manchester Courier*.

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LIVERPOOL AND MANCHESTER RAILWAY COMPANY—GENERAL MEETING.

On Wednesday last, at one o'clock, the annual meeting of the shareholders of the Liverpool and Manchester Railway Company was held in the Cotton Sale Room. Charles Lawrence, Esq. president of the Board of Directors, in the Chair.

Mr. Booth, the Secretary to the Company, read the Report, setting forth the result of the operations for the six months ending 30th June last. The receipts in the coaching department were stated to be about 700*l.* less than those of the corresponding period last year, and those in the merchandise department 1,000*l.* more. The disbursements have been considerably diminished as compared with the corresponding period last year. The improved means of communication with Leeds and Hull, and with the great manufacturing districts of the West Riding of Yorkshire, consequent on the opening of the Manchester and Leeds Railway throughout, is expected to bring an accession of business to this Company, which the Directors will endeavour to promote, by affording every practicable dispatch to attract goods along the new line of railway rather than by the older and slower means of transit afforded by canals.

The accounts exhibited a net profit for the half year of 64,019*l.* 2s. 11d. The Directors recommended a dividend of 5*l.* per share, amounting to 60,450*l.*, and payment of a second instalment of the reserved interest to which shares created before the opening of the line in September, 1830, are entitled, as follows:—

On the 5,100 original 100*l.* shares, 1*l.* per shares....	£5,100
On the 5,100 first quarter shares, 2s. per share	510
Total.....	£5,610

the above total being deducted from the available fund, will leave a balance of 6,731*l.* 17s. 4d. to be carried to the next half-year's account.

The Chairman said, the Report was brief, but he hoped it would be satisfactory, and he hoped the conduct of the Directors would be approved of by the proprietors. The railway had been carried on without any accident to travellers, and he believed the works were never in a more satisfactory state than at present.

Mr. Arnaud supposed the debt was between 2,000*l.* and 3,000*l.*

Mr. Booth—A little more than 200,000*l.*

Mr. Arnaud—After the present payment will there be much more to disburse on the original shares?

Mr. Booth—This will make about 15,000*l.* or 16,000*l.* of interest paid out of 70,000*l.*

Mr. R. M. Benson moved that the report of accounts be approved, printed, and circulated. He thought the Liverpool and Manchester Railway was an example to all railways in the country. It was the best conducted railway in England.

Mr. Taylor seconded the motion, which was carried unanimously.

Mr. Arnaud, seconded by Mr. R. M. Benson, moved that a dividend be paid at the rate of 5*l.* per cent. for the half-year ending 30th June last. Carried unanimously.

Mr. Jamieson, seconded by Mr. R. M. Benson, moved that a second instalment at the rate of 20s. per share on the 100*l.* shares, and of 2s. on the original 25*l.* shares, being a portion of the interest to which those shares (only) are entitled, be also paid. Carried unanimously.

Mr. Alexander Kay, of Manchester, said, he some time ago stated to Mr. Booth that it was desirable to state to the Directors, that they ought to follow the example of the conductors of the railways in the midland districts, in giving such directions to their servants that the influence of the Company, as a Company, should not be exercised in any way for the purpose of influencing Parliamentary elections. He did not wish to make allusions to individuals, but he wished to have a general direction given to that effect.

The Chairman said, he did not believe any such influence had been used. At a former election, as it was known that a great difference of opinion existed amongst the Directors, it was notified that all persons connected with the Company might vote as they pleased. No such order was given at the last election.

Mr. Booth said, the order was passed four years ago, and it had remained in force ever since.

Mr. Kay wished Mr. Booth to take a minute of his observations, in order that the attention of the Directors might be again drawn to the subject.

Several members expressed their disapprobation that anything of a political cast should have been introduced.

Mr. Kay said, he could speak particularly on the subject if he pleased, and therefore wished that the order of the Directors should be generally known, in Manchester as well as Liverpool.

Mr. Booth said, as he was well aware of the wishes of the Directors on the subject, he would take care they should be generally known in Manchester.

Mr. Blain moved a vote of thanks to the Chairman, and the meeting separated.—*Liverpool Mercury.*

DUKE OF CORNWALL HARBOUR, AND LAUNCESTON AND VICTORIA RAILWAY COMPANY—GENERAL MEETING.

The Half-yearly General Meeting of the Proprietors of this Company was held at the London Tavern, on Thursday the 22d inst., John Ramsbottom, Esq., M.P., in the Chair.

The advertisement convening the meeting having been read, the minutes of the last half-yearly general meeting, and those of the two subsequent adjournments, were read and confirmed.

The Chairman stated, that in consequence of the award not having yet been made by the arbitrator, to whom all matters in dispute between the Company and Mr. Ross had been referred, it would be necessary that another meeting of the shareholders should take place, and which should be specially convened as soon as circumstances would admit.

The usual vote of thanks having been passed to the Chairman for his services, the meeting separated.

MANCHESTER AND BIRMINGHAM RAILWAY—TRIAL OF THE STOCKPORT VIADUCT.

This magnificent viaduct upon the Manchester and Birmingham Railway, which was completed in December last, is now declared perfectly safe and ready for all the purposes of the railway. The permanent rails have been laid, and the first or trial trip was made on Friday afternoon. The Company's superintendent of the carriages having examined the vehicles, about twelve of them were attached to two engines—a union jack mounted in the breese at the rear and aft—small cannons were placed on the top of the last carriage, and at two o'clock, amid the volleys of firing, the shouts of the passengers, and the shrill notes of the steam whistles, the whole train was propelled from the shed, and proceeded steadily to the centre of the viaduct; and having moved across this stupendous piece of architecture, measuring one-third of a mile in length, the train returned before three o'clock, amidst the repeated firing of cannon, the congratulatory shouting of the inhabitants, and the cheering acclamations of passengers. The experiment was made with every possible success, and without the slightest accident or occurrence calculated in the least degree to mar the character or the gratification of the trip. In the course of the day other trips were instituted by several of the Directors of the Company, and their friends from Manchester, for the purpose of testing the solidity of the permanent road, all of which, we are happy to add, terminated to the entire satisfaction of all parties connected with the undertaking. The extreme length of the viaduct is 1,780 feet, or as we have already stated, about one-third of a mile, and the width of the road between the parapets is 28 feet, affording ample space for two lines of railway. It has 22 semi-circular arches, each 63 feet span, for of 20 feet span, and two at each abutment. Its height to the surface of the rails is 106 feet from the bed of the river, or 111 feet to the top of the battlement, being six feet higher than the celebrated Menai Bridge, Wales. The foundation stone was laid on the 10th of March, 1839, and the work was completed on the 21st of December, 1840. The quantity of stone used in the erection is above 400,000 cubic feet, whilst the number of bricks consumed exceeds 11,000,000. These bricks laid endways would describe a distance equivalent to 568 miles and 32 yards, equal to the measurement by turnpike from the remotest place in Northumberland to London and back again! It is a noble viaduct, a work of great stability and firmness, and does infinite credit to the designer, Mr. G. W. Buck, and to the enterprising character and masterly execution of Messrs. Tomkinson and Holmes, the contractors, of Liverpool. The cost was about 70,000*l.*—a saving of 50,000*l.* having been effected in the whole line to Manchester, by increasing the altitude of the viaduct to the present plan. The line between this town and Manchester was opened on the 4th of June, 1839, and the whole length to Crewe will be ready for passengers in March next. —*Manchester Guardian.*

Edinburgh and Glasgow Railway.—This line of railway is getting forward at a rapid rate. The gigantic buildings at the entrance of the tunnel are now nearly completed. A long range of stone sheds have been erected for the carriages and engines. The long tunnel, commencing at the head of Queen-street, and terminating at Keppoch Hill, will, it is said, be finished in a short time—a person can walk through it from end to end. The tunnel is strongly arched with brick and has a fine appearance, and the neatness of the workmanship does credit to the contractors. The booking-office is completed, and all the other operations at the depot are going forward at railway speed. Immediately after leaving the tunnel a number of fine-looking bridges are to be seen, and here the permanent rails are laid down. At Cowlairs large buildings are erected for workshops, &c., besides a handsome engine-house for the stationary engine. Further on, the permanent rails are laid for a great distance. Should the weather keep favourable, we have no hesitation in saying that the line will be opened from end to end in the course of a few weeks, and we heartily wish it may be the case.—*Scottish Guardian.*

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RAILWAY SHARE-LIST.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday.

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	60
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2	Ditto (*New*)	..	..	..	..	..	..	33
76	33	15000	100	60	Bristol and Exeter	32½	..	31½	31½	..	..	..
27½	.....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	1½	..	..	..	..	..	31½
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	16
—	—	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	22½	..	21	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	.....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	.....	3000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
.....	.....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	7⅞	7⅞	..	..	..	7⅞
226	17½	64000	25	28	Eastern Counties'	..	8	..	..	..	..	6
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	37⅞
46	.....	15000	50	45	Edinburgh and Glasgow	..	..	..	..	..	..	..
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	..	..	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	..	..	..	..	..	..	..
15⅞	.....	6000	50	45	Gosport	203	..	..	..	..	..	201
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	100
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	25
74	45	10000	100	90	Great North of England	85½	85	84	84½	84	84	83½
118	118	25000	100	65	Great Western	59½	58⅝	58⅝	59	58⅝	58½	58
—	—	25000	50	50	Ditto (*New Shares*)	10	9⅝	9⅝	9⅝	9⅝	9⅝	9½
—	—	37500	20	4	Ditto (*Fifths*)	..	..	3⅝	..	..	..	..
51	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	27½
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
.....	.....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	201
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	47½
—	—	19021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	95
—	—	7468	50	50	Ditto (*New Half Shares*)	..	161	..	161	160½	160½	160½
112½	112½	25000	100	90	London and Birmingham	..	..	..	..	..	..	221
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	53½
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	24½	..	..	24½
—	—	.....	....	2	Ditto (*New Shares*)	..	..	..	..	..	..	..
4	3½	24000	25	25	London and Blackwall	..	15½	15½	15⅝	..	..	..
46	5½	36000	50	50	London and Brighton	43½	43½	42½	43	42⅜	42½	43
10½	10½	33000	avr.	13½	London and Croydon	..	..	..	..	..	..	..
8½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	53½	..	..	53½
77	77	36000	avr.	38⅛	London and South-Western	..	..	..	..	..	..	..

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
50	50	42000	5	1¼	Ditto (*Tenths*)	..	1⅛	..	..	..	..	1⅛
		13000	100	70	Manchester and Leeds	..	..	49½	..	49½	49½	49
		15000	50	30	Ditto (*New Shares*)	..	..	..	..	20	20	..
60	10	6201	125¼	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
40	5	36000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
		7000	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
33	33	4000	50	47	Maryport and Carlisle	..	87	..	..	85	85	86
40	....	4000	50	47	Midland Counties	..	..	..	..	..	..	21
28	7	10000	100	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
57	57	10000	100	15	Newcastle and Carlisle	..	..	..	..	..	..	..
		3000	100	100	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
31½	....	3600	25	25	Newcastle and N. Shields	..	..	..	..	..	..	..
61	61	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	65
		15000	100	100	North Midland	..	65½	65½	..	..	..	32
7	7	15000	50	40	Ditto (*New*)	31½	..	32	..	..	..	..
72½	72½	15000	50	10	Ditto (*Thirds*)	..	..	..	19	..	..	29⅝
		15000	21⅓	30	Northern and Eastern	..	..	..	..	..	..	..
28½	15½	7200	50	75	North Union	..	..	..	..	..	..	81
22	22	6329	75	50	Preston and Wyre	..	..	..	..	..	..	..
19	19	2600	50	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
		6800	25	10	Stockton and Darlington	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
		1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
		3000	50	2½	South Durham	..	..	..	..	..	..	..
		4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	18½
67	....	28000	50	35	South-Eastern and Dover	18½	..	..	..	..	..	..
27	27	3000	100	100	Taff Vale	..	..	..	75	75	..	..
23	23	6700	50	50	York and North Midland	..	21	..	..	..	21	21
		6700	25	10	Ditto (*New*)	..	..	..	..	..	..	..

EDINBURGH AND GLASGOW SHARE-LIST.

The quotations are made up to July 28th: the Edinburgh List is furnished by Mr. Robert Allan, of St. Andrew-square; and the Glasgow, by Mr. J. Watson, of Frederick-st.

No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	Edinburgh	Glasgow.
1200	50	50	Edinburgh and Dalkeith	54	..
2000	25	25	Edinburgh, Leith, and Dalkeith Branch	16	..
5000	20	17	Edinburgh, Leith, and Newhaven	5	..
18000	50	45	Edinburgh and Glasgow	43	43
1960	25	25	Glasgow and Garnkirk	39½	40
16000	25	25	Glasgow and Greenock	27¼	26½
12500	50	45	Glasgow and Ayr	38	38
1940	25	25	Monkland and Kirkintilloch	..	58
....	25	25	Wishaw and Coltness	40	40
680	25	25	Ballochney	..	82
4000	25	25	Dundee and Arbroath	26½	26¾

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	July 24	4,969	£192 16 9	£98 5 2	£291 1 11	£3 4 8	£19 8 1	£279 9 5½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	July 24	..	1,048 8 10	406 13 1	1,455 1 11	5 7 11½	37 15 10½	1,149 16 10	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	July 23	8,762	1,807 13 9	213 12 8	2,021 5 8	5 13 4½	39 12 7½	969 15 10	31
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	July 26	10,689	781 12 6	34 15 8	816 8 2	8 0 10½	56 6 0½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	July 25	39,627	....	....	912 17 9	21 9 11½	150 9 7½	....	..
140,000 0 0	†143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	July 25	12217½	421 8 4	46 18 2	468 6 6	4 13 2	27 19 2½	417 0 2½	16½
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	7	17½	July 25	19,507	....	....	1,007 18 6	8 4 6½	57 11 10½	....	..
833,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	July 24	17,097	1,219 14 11	175 14 7	1,394 19 6	5 16 2½	34 17 5½	....	..
....	....	....	†Glas., Pais., & Green.	9	22½	July 24	21,890	1,332 14 0	107 18 9	1,440 12 9	10 13 5	64 0 6½	9,922 15 10	88
1,957,800 0 0	....	13 0 0	Grand Junction	10	83	July 24	..	13,155 17 9	1,904 19 6	15,060 17 3	18 17 5½	132 2 2½	....	..
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	July 26	..	1,003 15 8	421 12 6	1,425 8 2	4 10 6	31 13 6	6,001 18 6	56
5,331,527 9 10	5,288,043 17 3	3 0 0	Great Western	12	118	July 25	4,995	12,731 8 9	1,465 2 8	14,196 11 5	17 6 7½	120 6 2½	690 5 2	..
583,333 0 0	460,000 0 0	5 0 0	Hull & Selby	13	31	July 25	4,995	613 11 5	273 11 4	887 2 9	4 1 9	28 12 4	....	..
488,000 0 0	390,000 0 0	10 5 0	Lancaster & Preston	14	20½	July 24	4,487	715 2 3	23 1 5	738 3 8	5 1 5½	35 10 5	5,682 8 9	31
1,832,375 0 0	1,410,000 0 0	8 17 9	Liverpool & Manchester	15	31	July 23	..	4,570 0 3	2,029 9 2	6,599 9 5	30 8 2½	212 17 8½	18,429 19 0	112½
5,750,000 0 0	5,724,807 0 0	....	London & Birmingham	16	112½	July 24	....	16,263 17 8	2,905 13 9	19,169 11 5	24 19 5	174 16 9½	....	3½
800,000 0 0	807,659 13 4	....	*London & Blackwall	17	3½	July 29	58,295	....	....	1,116 7 5	45 11 3½	318 19 3	....	5½
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	18	5½			See Notices to Correspondents.						10½
741,000 0 0	557,902 9 5	....	London & Croydon	19	10½	July 27	12,656	698 3 1	89 0 1	787 3 2	10 14 2½	74 19 4	796 6 2½	3½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3½	July 29	32,185	....	....	999 1 4	38 1 1½	266 8 0	1,072 14 0	77
2,540,100 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	July 26	..	6,026 5 6	776 3 9	6,802 9 3	12 12 4½	88 6 10½	7,283 1 6	5
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm.	22	5	July 26	11,934	....	....	339 0 2	9 13 8½	67 16 0½	363 8 6	10
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	July 22	..	418 18 11	215 15 10	634 14 9	9 1 4	63 9 5½	517 12 4½	13½
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	July 19	..	2,603 8 9	1,928 9 1	4,531 17 10	12 18 11½	90 12 9	1,043 11 8	57
1,533,000 0 0	1,440,000 0 0	....	Midland Counties	25	57	July 24	11264½	1,960 4 4	866 12 5	2,826 16 9	7 1 8½	49 11 10½	1,701 17 4	61
950,000 0 0	....	....	Newcastle & Carlisle	26	61	July 24	..	718 14 8	870 7 5	1,589 2 1	3 14 5	26 1 0	1,707 17 0	40
3,000,000 0 0	2,929,696 18 0	....	North Midland	27	72½	July 24	..	3,428 7 9	1,104 16 7	4,533 4 4	8 19 3	62 14 10½	2,258 5 9	..
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	July 23	6,142	1,399 9 8	270 4 8	1,669 14 4	10 3 10½	71 7 0	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	29	15½	July 25	11892½	835 10 10	5 9 4	841 0 2	7 15 0½	54 5 2	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	July 24	4,930	489 17 10	96 7 6	586 5 4	4 5 10½	30 1 3½	....	..
600,000 0 0	220,245 0 0	4 0	Ulster	31	8	July 25	18,503	....	....	589 14 1	10 10 7½	73 14 3½	259 3 10	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	32	23	July 26	101794½	....	....	1,945 18 11	12 1 8½	84 11 10½	965 6 6	23

2. Toll to London and Birmingham 159*l.* 16s. 10d., to be deducted from gross receipts.

3. The receipts are exclusive of those for the mails; on Sunday mails only are carried.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,331,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 23*l.* 1s. 5d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,531*l.* 17s. 10d. are the receipts after deductin the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 19*l.* 19s. 0d.; horses, 18*l.* 10s. 6d.; dogs, 4*l.* 19s. 6d.; parcels, 193*l.* 7s. 9d.; cattle, 19*l.* 2s. 0d.; corn, 5*l.* 14s. 9d.; heavy goods, 509*l.* 8s. 9d.; coal, 90*l.* 10s. 2d.—Total, 866*l.* 12s. 5d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

A North Midland Shareholder *If he really be such, must know that a great deal of "good" is expected and reasonably so, as we think, from the source referred to.*

A Traveller.—*Has our correspondent stated the particulars of his complaint to the Directors of the South Western Railway? This ought clearly to be preliminary to any public animadversion.*

An Original Proprietor in the London and Birmingham Railway—*We are satisfied that the (alleged) contemplated alterations in regard to the Camden and Euston station, &c. cannot have been decided upon without due consideration. Our correspondent must furnish us with some more valid reasons than mere assertion before we condemn them.*

Modus *and* A Traveller *next week.*

TRAFFIC OMITTED LAST WEEK.

MANCHESTER AND BOLTON RAILWAY.

Week ending 15th July, 1841—

Passengers and Parcels	£421 4 4
Goods and Coal	228 16 10
Total	£650 1 2

LONDON AND BRIGHTON RAILWAY.

From the 12th to 17th July, 1841, inclusive—Six days.

	Pass.	Amt. Recd.
Main line	2484	£925 5 9
Shoreham branch	383	132 9 3
On do. 212¼ tons of goods, 24*l.*		
Total	6320	£1057 15 0
From the 18th to 24th July, 1841, inclusive.		
Main line	3194	£1209 17 2
Shoreham branch	4026	159 0 9
On do. 207 tons of goods, 23*l.* 11*s.* 10*d.*		
Total	7220	£1348 17 11
Total 12th to 24th July, inclusive	13540	£2406 12 11

*** It is requested that in future all communications intended for the *Railway Times* be addressed, "To the *Editor*," and not to any individual by name, now or recently connected with the establishment.

THE RAILWAY TIMES.

SATURDAY, JULY 31, 1841.

We have so repeatedly urged upon Railway Managements the propriety of entering more into detail than is customary in their periodical statements of accounts, that we should not at present have reverted to the subject, had not an instance come under our notice, in which the Directors of a joint-stock body, so far from giving further explanation upon this all-important branch of their business, seem determined to withhold from the great bulk of their constituents every degree of information whatsoever. The Company alluded to is certainly not a Railway Company, but the same plea has been put forth even by Railway Directors, and if valid in one case, is equally so in another. It appears that the Directors of the Macclesfield Canal Company have till recently been in the habit of circulating a statement of the finances of the undertaking along with their annual Report, but on the occasion of their meeting last week, the practice was discontinued, and a question having been asked on the subject, the Solicitor of the Company replied, that "it had been found in many concerns of this description, that the publication of accounts had been the means of furnishing information to other Companies, and of enabling different townships to make a higher assessment upon the property." He added, however, that any proprietor was at full liberty to inspect the accounts at the Company's offices. Now, can anything be more absurd than to suppose that the non-publication of such accounts will in the smallest degree preclude parties, whose *interest* it is to scrutinize them with hostile views, from gaining access to them? Directors *dare not* shut out proprietors from a sight of their periodical balance-sheets, (nor in general from an inspection of the original documents), and what is to prevent the "other Companies" referred to, or the representatives of the "different townships," from purchasing a share (and it is to be observed that one single share is for this purpose as good as one hundred), and thereby acquiring a *right* to demand the information which it is now attempted to withhold? It appears that in this very Canal Company the shares are at a discount of about 75 per cent., so that no great outlay would be required to render all the precautions as to non-publication totally abortive. This is strikingly illustrated in the journal from which we have copied the Solicitor's argument (the *Macclesfield Courier*); for within twenty lines of the report of the learned gentleman's speech, appears "a statement of accounts laid before the meeting and passed!" The assertion that proprietors may inspect the accounts at the "Company's offices," is a mere pretence, seeing that in nineteen cases out of twenty, shareholders in public works are not resident in the locality, and if they were, ought not to be compelled either to put up with a cursory examination, (and at "Company's offices" nothing more can be done,) or to incur the trouble of copying out voluminous statements in order to sift them at their leisure, and compare them with previous representations.

As already said, it is not the Directors of Canal Companies alone who make use of such an argument as that to which we have referred. It is not very long since we heard a similar plea put forth by one or more Directors of the Greenwich Railway, but although it availed for a time, we are happy to find that the Managers of that Company, in common with all others who conscientiously strive to do their duty, now give full publicity to their accounts. We entirely agree with Mr. T. Wardle, one of the speakers at the meeting of the Canal Company, who "thought the publication of accounts was a most salutary check upon the expenditure and management of all public Companies, and would more than counterbalance any injury that might arise from their publication."

There are various reasons why the approaching meetings of the Companies cannot fail to be looked forward to with more than ordinary interest. Several lines which, at the corresponding period of last year were only in partial operation, will, before these meetings take place, have been opened throughout for a sufficient length of time to afford some indication of their probable results, while the capabilities of others then newly completed will have been more fully developed. The experience of the last six months will have tested to some extent the correctness of the expectations held forth at previous meetings of proprietors, and we sincerely trust that these expectations will not in general be doomed to disappointment, although from the over-sanguine character of some of the predictions which such occasions usually call forth, we should be in no way surprised to find our worst misgivings more than realized. It is natural enough that Directors should seek to represent matters in the most favourable light, more especially when they have a murmuring constituency before them; but these too flattering anticipations of future prosperity only tend to cause those who have confided in them, and been deceived, to despair more of the present and become more distrustful of the future. The lethargy into which railway speculations fell immediately after the popular mania of which they were some years ago the object, was attributable to nothing so much as to the grossly exaggerated representations in which the prospectus framers and bubble schemers of these days so largely dealt. Intentional misrepresentation is scarcely less prejudicial to the true and permanent interests of an undertaking than those highly-coloured statements which the parties who put them forth rather hope than believe will eventually be found to be not greatly overcharged. The actual results of working, which Boards of Management, however much some of them may strive to soften down their disagreeable features, cannot altogether prevent from telling a very intelligible tale, too often present a most unpleasant contrast to the confident assurances of success with which but a few months before they were preceded; and it is almost incredible that railway proprietors, who have been so frequently (we will not say duped, but) disappointed, should continue apparently to place as much reliance as ever in vague promises of prosperity at some indefinite period, each more fallacious than the last. Let us hope, that at the coming meetings predictions as to the future will be based upon the only sure foundation—the experience of the past.

We look with very considerable interest for the indications which these meetings will, we trust, present of the growing vigilance of Boards of Management in matters connected with the every-day business of their several lines. We are far from thinking the existing system of Directoral superintendence perfect; on the contrary, we believe that it has inherent defects, which nothing can possibly remedy; but at the same time there can be no question that, of late, a visible improvement has taken place in the mode in which the Companies' affairs are conducted by the officials in chief—and this not merely as regards the wants and wishes of the public, but in respect of the pecuniary interests of the proprietors. The consciousness that the eyes of the public are more than ever fixed upon their movements may, in some measure, account for the improvement which has taken place in travelling arrangements—it certainly is a remarkable fact, that although railways have recently been greatly extended, there are at this moment far fewer complaints heard against them than at any former period in their history. The dread, too, of external interference may have put the Managers upon their mettle; and something is undoubtedly attributable to that perfection which practice alone can pro-

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duce; but as regards the internal management, so to speak, of these vast undertakings, there were fewer incentives to that laudable course of action upon which the leading Boards have now entered in striving to economise the resources of their constituents. Deeply interested as Directors for the most part personally are in the profitable working of their several undertakings, they have one of the strongest motives to exertion that could be supplied; but self-interest alone is not sufficient. An ambition to do the best they can for those who have honoured them with their confidence, must have a powerful influence in regulating the official conduct of the members of a Railway Board, and so likewise must that commendable feeling of generous rivalry which has sprung up among the principal Companies in the kingdom. It matters little to proprietors who are anxiously looking for a reasonable return for the risk they have incurred, whether a reduction in the current expenditure arises from a desire to work the line if possible at a smaller per centage than a neighbouring concern, or whether it proceeds from some other motive. The tangible result is all *they* care about, and so that temporary advantage be not secured by the sacrifice of permanent benefit, they are perfectly indifferent as to the means. We would fain believe that in the essential matter of economy the results of the forthcoming Reports will prove particularly gratifying.

The indispensable necessity of studying economy the most rigid in the administration of railway affairs is indeed becoming more apparent daily. It is not a question whether a sum larger or smaller shall be subtracted from an enormous dividend through the negligence or recklessness of the Management, but whether there shall be a very moderate return of interest on the capital invested or no return at all. Some of the Companies have still, we suspect, a good deal to learn on this most vital point. They have regulated their arrangements on the supposition that railway profits were to be large profits, whereas all that has yet transpired tends to prove that for at least some time to come the contrary will be the case. Much yet remains to be done on not a few lines in getting rid of superfluous offices and officers. The spirit of imitation has in this instance led to very disastrous results. Because some of the main lines of communication necessarily require a large staff of servants, and can to a certain extent afford to indulge in needless display, every second or third rate management must forsooth follow their example. Nothing can prove more fatal to the prosperity of a struggling Company than these attempts to rival the profuse expenditure of a powerful and wealthy neighbour. Economy should now be the watchword of all; it will be easy to extend the expenditure when better days arrive.

That such a period *will* arrive we have very little doubt. Probably no line of railway in the kingdom has as yet nearly reached its maximum of traffic, and certainly a considerable number are still far from having gained that point of prosperity which may be reasonably and speedily expected. As one railway after another has its capabilities developed, the whole system will be benefited both directly and indirectly, and to an extent which it would be impossible at present to conjecture. When this takes place, railway property will rise to something like its real value, and all parties will reap the advantage. In the mean time it must remain depressed greatly below its proper estimate—offering no great attractions to the speculative or the covetous jobber, but constituting a safe and solid species of investment. We do not believe that railway share-lists were ever in a more healthy state than now. The immediate results are not such as to tempt mere temporary holders, while the prospects are sufficiently promising to satisfy the sober-mind permanent investor. The share-lists required a thorough weeding, and the present depreciated state of this species of property has so far accomplished that object.

THE Directors of the Great Western Railway deserve credit for the pains they take to attract passengers to their line on the occasion of any popular assemblage in its vicinity. Races, regattas, or other public sports are no sooner announced, than advertisements and placards point out to intending visitors and to the public at large the readiest means of reaching the scene of action, and not unfrequently arrangements are made by the officers of the railway for the dispatch of trains with this special object. Such a mode of conducting the business of the railway is in the highest degree judicious, and we are happy to find that it has been imitated to some extent, although not carried so far as it might be, by the South-Western, Eastern Counties', Croydon, and other Companies.

It is a very dangerous error to act on the notion that railway business does not require "pushing." It is true that wherever railways are established, and decently conducted, they ultimately absorb the entire traffic of the district, but this does not take place all at once, and unless means be adopted to keep the public well apprised of the facilities which are thus offered to them, much business may for a considerable time pass through the ancient channels. But it is not with reference so much to the *business*, as to the *pleasure seeking* portion of the public that frequent notifications of railway arrangements are desirable. The sight of such announcements as the authorities of the Great Western Railway are in the habit of putting forth will oftentimes suggest and decide the undertaking of an excursion of pleasure, which else had not been thought of, and thus the expense incurred by the Company be reimbursed tenfold.

A great deal remains to be done not only in the mode adverted to, but in various other ways, to give the public the full benefit of railway communication, and consequently and necessarily to promote, in a proportionate degree, the interests of the proprietors. For instance, there is in general a woeful lack of accommodation in regard to *ultra-terminal* conveyances. The leading metropolitan lines are tolerably well supplied in this respect at their extreme ends, but frequent complaints reach us of a deficiency at intermediate stations. You reach a particular station in two or three hours, and are detained double the time before you can proceed to your destination which is distant probably but a few miles. We are aware that this is in many cases unavoidable, from the scantiness or irregularity of the traffic at certain points, and we have no desire that Railway Managements should incur loss by any active attempt to remedy the defect. Much more might, however, be done in the way of *encouraging* others to do so, but when as in some cases (we are happy to say they are but few) we find impediments thrown in the way of enterprising coach proprietors, and favouritism persisted in at the expense of the interests as well of the proprietors as of the public, where is the wonder that dissatisfaction should arise, or that some should sigh for the return of "the good old times," when locomotion, if less swift, was at least more sure!

WE are glad to find that the question of railway communication with Scotland is beginning to attract considerable attention. In our advertising columns will be found certain resolutions passed at an influential meeting in Liverpool in favour of the west coast line; and elsewhere we give a communication from a correspondent, whose views are altogether on the other side. It is for the public to judge between the two schemes; but for ourselves, we must be permitted to say that it will require much stronger arguments, and more indisputable facts, than have yet been brought forward, to shake the confidence of Parliament and the public in the decision to which, after due deliberation, the Commissioners felt it their duty to come. There is every probability that ultimately *two* lines will be formed into Scotland; but in the present state of railway speculations, it would not be prudent to attempt anything of the kind, and therefore we are anxious that no injudicious opposition on the part of opponents may prejudice the scheme which has so far received official sanction. We know very little of the merits of the competing projects, save from the Commissioners' Report, but looking at the question in a national point of view, it were much better that the worse of the two route should be selected, and carried forward, than that the formation of both should be perilled by contentions in Parliament or out of it. If the legislature had done its duty, it would not have rested satisfied with the mere appointment of Commissioners to determine and report upon the preferable route; it would have taken active measures to carry these recommendations into effect. When we find, however, that even a formal (although we admit, a most judicious) regulation of the House cannot be dispensed with, to forward a work of so much national importance, we fear that the promoters of the several schemes must trust wholly to their own exertions.

We learn from an esteemed correspondent, that the landowners upon the west coast line will act most liberally in reference to the land required for the railway. It is anticipated that the land will not cost more than 300*l.* per mile, whereas on the Grand Junction Railway the cost was at least 3,000*l.*, and upon other lines even in a higher ratio. It is to be hoped that the extortions of landowners are at an end. In this case we are convinced there will be no disposition evinced by such parties to avail themselves of their local position.

THE half-yearly meeting of the Liverpool and Manchester Railway Company was held on Wednesday, and a brief notice of the proceedings will be found in another column. Next week we shall publish the Directors' Report and balance sheet in full.

It is gratifying to find that the prosperity of this line (to which, from a variety of circumstances, a peculiar interest is attached) remains unabated, for although from the great depression of trade in the manufacturing districts, the gross receipts have in a very trifling degree fallen off, the deficiency is more than counterbalanced by the saving which has been effected in the current expenditure of the Company. There is every reason to believe that as soon as the traffic of the Manchester and Leeds line comes to be fully developed, the effect upon

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this its neighbour will be very considerable; and we only regret that *any* circumstance should have so long delayed (if not absolutely put an entire stop to) the formation of the proposed junction line between these two important links in the chain of railway communication. We trust this matter will be carefully and dispassionately re-considered.

Some conversation occurred as to the impolicy of any interference on the part of the railway authorities in questions of general or local politics, and we are glad to find that the Directors deprecate all attempts to control their servants in the practical expression of their political sentiments. Any other course would be as unwise as it is unjust.

ELSEWHERE will be found a correspondence on the subject of the charges brought against Mr. Alderman HUMPHERY, in connection with the Blackwall Railway. We cannot say that the honourable gentleman's attempted exculpation is to us at all satisfactory, but as the matter will shortly be placed before the public in a more complete form, we refrain for the present from farther comments. It is quite clear that *much* yet remains to be developed, and it would have been far more to the purpose had the accused addressed himself to his own vindication, instead of throwing out vague (and, we believe, unfounded) insinuations against some of his late colleagues.

WE learn from the *Worcestershire Chronicle* that on Tuesday last the members and friends of the Birmingham Mechanics' Institution, to the number of nearly 800, made a second railway excursion to Cheltenham and the ancient city of Gloucester. The train was a very lengthy one, consisting of 28 carriages drawn by two engines. The cathedral at the latter place, as on their previous visit, was an object of especial interest and attention. Robin Hood's Hill, in the immediate vicinity of the city, was also visited by numerous parties, and the extensive landscape from thence, the river meandering beneath, and the slight glimpse of the Bristol Channel in the distance, gave a lively character to the enchanting scene. The other attractions were severally visited by the Company in parties, and they returned after a day's enjoyment of the highest order, whilst not the slightest accident of any kind occurred to discompose the pleasures of the day.

The *Derby Reporter* of Thursday states, that arrangements are making in Birmingham to bring a large number of persons by railway, at a cheap rate, on Monday next, to visit the principal attractions of Derby and its neighbourhood. Permission has been granted for them to inspect some of the largest silk manufactories, and to visit the attractive spar and variegated marble museums, the principal public edifices, the lofty shot tower, the exquisitely beautiful porcelain manufactory, the picture gallery of Joseph Strutt, Esq., and the splendid and princely Hall of Kedleston (the far-famed seat of Lord Scarsdale), with its magnificent collection of sculpture, paintings, and various other curious works of art. Free admission to the recently opened and most beautiful Arboretum is secured to all the purchasers of tickets. Tea is to be provided in the Pavilion, and a band of music will be engaged to play in the garden at intervals throughout the day. Such excursions as these (adds our contemporary) are quite the order of the day. The rapid and cheap transit afforded by railways induces the desire of recreation of a rational and gratifying kind in great numbers of persons, who, but for this convenience, would never think of leaving their own neighbourhoods.

ALL the railways have shown a considerable augmentation of traffic since their opening, but the following statement, perhaps, affords as remarkable an instance of increasing business as any that can be produced:—

YORK AND NORTH MIDLAND RAILWAY.

		£	s.	d.
Traffic for the week ending	July 21, 1839 ..	540	11	0
Ditto	July 19, 1840 ..	965	6	6
Ditto	July 19, 1841 ..	1965	7	7

Though the railway was not opened throughout at the first mentioned period it was at the second, when there was a direct communication with London, Hull, Sheffield, Birmingham, &c.; but notwithstanding the line was complete in July, 1840, the traffic for the week in July, 1841, shows an increase of upwards of 100*l.* per cent.

IT will be seen, by reference to our Traffic Tables, that the receipts upon the London and Birmingham Railway, last week, touched upon the enormous sum of *Twenty Thousand Pounds!* Every day's experience shows, that well-managed railways *create* traffic, but in this case the increase must be amazingly great, for we question whether under the old system a tithe of the business necessary to return so large an amount of revenue was ever carried on, even on this important route.

THE defective state of railway fencing has repeatedly been animadverted upon in our columns. It is truly surprising to us that more accidents do not arise from this cause. We learn from the *Bristol Journal*, that a horse, which by some chance got on the railway, in the neighbourhood of Brislington, on Wednesday, was literally cut to pieces by the protruding iron steps of the train, which, owing to the sudden and unexpected rencontre, could not be stopped in sufficient time to avoid the accident. A paragraph has recently appeared in some of our daily contemporaries intimating that "a person allowing a horse to stray on the turnpike road is subject to three months' imprisonment with hard labour, and that the magistrates have no power to mitigate the sentence." Some such enactment with respect to railways might have a good effect.

AT Durham, on Tuesday, Mr. Crawford, son of the late member for the city of London, obtained a verdict of 150*l.* damages against the Durham and Sunderland Railway Company, for injuries received while travelling on that line on the 3rd of November last. His cheek-bone was broken and forced into the socket of the eye; and though he had not a grey hair in his head at the time of the accident, within a month after the whole hair became perfectly white. A report of the case will be found in another column.

A PARAGRAPH has been going the round of the newspapers to the effect that English labourers may readily find employment on the French Railways now in the course of formation, at wages amounting to 10s. per day, and we understand that a considerable number of workmen have been misled by the paragraph in question to cross the Channel. We are assured, however, by a most competent and respectable authority—Mr. John Jones, at present of the Railway Office, Maison Lafitte—that there is no truth whatever in the representation referred to—that not more than 2s. 6d. per day is given—and that even at these low wages thousands apply for, but are unable to obtain, employment. An announcement on this subject will be found in our advertising columns.

A "FAST DAY" was appointed by the authorities of the Kirk of Scotland to be held on Thursday week, and if no other parties profitted by it, the Glasgow, Paisley, and Greenock Company at least had no right to complain. We understand that one of the morning trains consisted of no fewer than 45 carriages, and that three engines were required to take them forward. This certainly is "doing business."

WE learn that another horse coach has discontinued running between York and Darlington on the route of the Great North of England Railway, and that the Directors of that important line, in order still farther to secure the patronage of the public, have recently reduced their fares to a very considerable extent.

THE very excellent example set by the Railway Companies in doing away with the "fee" system among their servants, is beginning to be followed in other quarters. It appears that by a recent regulation of the Post-office, guards of mail coaches are prohibited from receiving fees from passengers, under penalty of dismissal; and their salaries have consequently been increased to a scale which is graduated by length of service. It is said that the lowest rate of remuneration is fixed at 70*l.* per annum, and that the highest salary does not exceed 120*l.* The new arrangement will be beneficial to the passenger traffic on the mails.

IT is announced that the Blackwall Extension Line will be opened for traffic on Monday next. This will, doubtless, develop the capabilities of this short but important railway to a very great extent.

So little are the rights and privileges of Railway Companies understood by the public at large, that a correspondent of one of the leading provincial journals (the *Leeds Mercury*) gravely asks, and is gravely answered, how it happens that a certain Company charge passengers at the rate of 1½d. per mile, seeing that on the boards placed in front of their stations, the "rates and *tolls*" are fixed at ½d. per mile!

THE *Perth Courier* states, that in spite of the great commercial distress prevailing in the locality, the traffic on the Arbroath and Forfar Railway is prospering. The average daily intercourse by passengers is nearly 1000 a-day. The ease and cheapness of this mode of communication are inducing many families from Perth and Dundee to take summer lodgings in some of the villages on the seacoast.

THE principal traffic returns for the present week show the following results:—London and Birmingham, 19,069*l.* 11s. 5d.; Great Western, 14,196*l.* 11s. 5d.; London and South-Western, 6,802*l.* 9s. 3d.; Grand Junction, 15,060*l.* 17s. 3d.; Liverpool and Manchester, 6,599*l.* 9s. 5d.; Manchester and Leeds, 4,531*l.* 17s. 10d.

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RAILWAY OFFENCES AND OFFENDERS.

We have more than once had occasion to notice the extraordinary differences which are to be found in the decisions of the local magistracy in cases which are almost identical. The following may be taken as additional illustrations. The two lines are immediately contiguous to each other, and as far as we can see, the offences were very much alike; or if there were any difference, it assuredly was not in favour of the party whose punishment was the slightest:—

On Saturday last, Hugh Hamilton, jun., Kilmarnock, trespassed on the Glasgow and Ayr Railway, at the Troon crossing, at Barrassie, at the time the 11 o'clock train from Ayr was passing, and disobeyed repeated orders to go off, and was ultimately pushed off the line by the policeman stationed there, *to whom he used insulting and threatening language*. Hamilton was yesterday brought before Thomas M. Gemmell, Esq., Justice of Peace—convicted on Lord Seymour's Act, and fined in 2*l*. 10s., failing payment to be confined in Ayr gaol for one month.—*Ayr Advertiser.*

On Monday evening, in the half-past six o'clock train from Greenock, three passengers commenced smoking and otherwise conducting themselves in a disorderly manner, *to the great annoyance of their fellow passengers*. When warned by James Pollock, guard of the train, to desist from such improper conduct, instead of complying they *gave him the very grossest abuse*. Upon arriving at Paisley, the Manager then had them taken into custody, and the following morning brought befor Bailie Murray, who, having addressed them upon their highly improper conduct, and taking into consideration their being persons of a poorer class, fined two of them, James and Wm. M'Fie, in the mitigated penalty of 5s.—*Glasgow Journal.*

We can match the last case in these southern parts, where it appears that felony joined to railway trespassing entails no higher penalty than the payment of a few shillings. We quote from the *Derbyshire Chronicle*:—

On Friday last, Samuel Smith, of Little Chester, was summoned before the magistrates at the County Hall, Derby, by Inspector Churchill, for trespassing upon the North Midland Railway, and taking a hat from off the line. In consequence of his master, with whom he had lived for two years, coming forward and giving him a good character, he was fined in the mitigated penalty of 10s., and 15s. costs.

Perhaps the Derby magistrates in inflicting a fine of only 10s. for this twofold offence took into consideration the extravagant sum which the accused would have to pay in the shape of costs; and certainly a more monstrous *imposition* (in every sense of the word), than these same costs cannot well be conceived.

Under the head of "offenders"—offenders against every dictate of humanity—we may justly class one individual, at least, if not more, in the service of the Great Western Company, if there be any truth in the following paragraph which we extract from the *Salisbury Herald* of Saturday last:—

On Monday, a porter of the railway station, Chippenham, while crossing the line, had the misfortune to fall, by which his leg was broken. The agony thus occasioned drew from the poor fellow bitter moans, for which he was *humanely* reprehended by the person then superintending the works. Several persons who witnessed the accident, kindly volunteered their services, in order, if possible, to alleviate his sufferings; but for their interference they were treated so roughly by the policeman, as to call forth bursts of indignation from one or two gentlemen of the town.

We trust that the foregoing statement is overcharged. If it be not, we have to regret that our contemporary should have omitted to give the names of the "person then superintending the works," and the "policeman." They deserve to be held up to the execration of the public.

GLASGOW AND GREENOCK RAILWAY.

One of the trains from Greenock to Glasgow on Thursday night consisted of 45 carriages. It was drawn by three engines, and occupied from a quarter-past ten till near twelve o'clock, thus maintaining only about half the usual rate of speed, no doubt to prevent accidents. On a rough calculation there must have been well nigh a thousand passengers in the train. The Company's servants deserve great credit for the coolness, regularity, caution, and civility they evince on all occasions, and especially when they are almost overborne, as they have frequently been of late, by multitudes of people. The Monday morning train from Greenock to Glasgow, as well as the down train of Saturday afternoon from Glasgow to Greenock, are at present regularly crowded with sea-bathing folk, all the disposable carriages being put in requisition, and seldom carrying less than 500 people. Few sights are more imposing than one of these enormous trains moving at the usual rate of speed. Already everybody has become so familiar with railway travelling as to experience not merely a feeling of perfect security and confidence, but of lively pleasure in being whirled along at a speed little short of 30 miles an hour. We are glad to find that the steamboats, by dint of reducing their fares, continue to carry great numbers of passengers up and down the river. When the weather is favourable, and the saving of an hour no object, nothing is so agreeable in the way of travelling as a sail down the river in one of our trim, comfortable, well-managed steamers; and much as we rejoice at the almost unlooked-for success of the railway, we should, in common with our fellow-citizens generally, feel sorry indeed should it affect the prosperity of the river steamers. But the experience of other places proves that the demand increases with the supply; and we may therefore hope that, in the long run, both railway and steamers may be found mutually beneficial to each other, by inducing

Those to sail who never sailed before,—
And those who sailed, to *sail* and *rail* the more.

—*Scottish Guardian.*

BRISTOL AND EXETER RAILWAY.

To the Editor of the Railway Times.

Sir,—Having had occasion to address you a short time since on the above railway, I have since heard that it has been suggested to terminate the line at Taunton in consequence of many difficulties, besides a very dangerous tunnel to overcome, in the proposed line to Exeter. These difficulties might, I am firmly convinced, be obviated by the line being now carried on from Taunton to Wellington, and thence by the side of the Great Western Canal, direct to *Tiverton* (at all events), being a complete level throughout. Great advantages would be derived from this arrangement, in consequence of the increase of the trade there; and Tiverton being in a central direction to the towns of Bideford and Barnstaple, and many other places in the north of Devon, the railway, should it be deemed requisite, might hereafter be carried on in the same level to Exeter. B.

London, July 29, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

Sir,—The following is a statement of the traffic on the Manchester and Leeds Railway for nineteen weeks ending the 12th July, 1841. The figures speak for themselves, and may be some answer to those who have of late so unjustly assailed this railway. In a very short time, it may be expected the traffic will be DOUBLE what it was at the time of the opening throughout in March last:—

March 8, 1841	£2,898	10	10
March 15	2,954	12	3
March 22	3,075	8	1
March 29	3,080	19	10
April 5	3,116	19	4
April 12	3,664	4	6
April 19	3,459	13	0
April 26	3,172	6	1
May 3	3,096	16	10
May 10	3,092	19	1
May 17	3,290	6	8
May 24	3,325	2	11
May 31	4,180	3	4
June 7	4,543	1	4
June 14	3,539	8	7
June 21	4,013	6	9
June 28	4,070	10	2
July 5	4,194	6	7
July 12	4,626	14	6
Total	£67,395	10	8

I remain, your most obedient servant,
VERITAS.

EDINBURGH AND GLASGOW RAILWAY.

To the Editor of the Railway Times.

Sir,—I observe in your last paper a letter dated Edinburgh, from "A Shareholder," written for the purpose of informing your readers that the resolutions of the proprietors of the Edinburgh and Glasgow Railway, passed at the meeting in February, are illegal. After some remarks, the writer goes on to say, that the Manchester and Liverpool shareholders will see what a slender reed they choose to lean on. True it is, as I see by reference to another part of your paper containing the law proceedings that have taken place on this question, we are beaten; but does "A Shareholder" fancy because we are defeated through the fault of having a bad Act of Parliament, that we shall allow the matter to rest where it does. Can it be supposed that any Railway Company in these days will be allowed to have two Boards of Management for the sake, as the Edinburgh shareholders in one of their letters said, to have their share of the *patronage*. Look at the Grand Junction, the London and Birmingham and Liverpool and Manchester and the Manchester and Leeds. Those are well conducted railways, the managers acting for one common good, and not squabbling about *patronage*, and they have only one Board. It matters little whether the management be at Edinburgh or Glasgow, but whichever is proved to be the best, there ought the head quarters to be established.

I hope the meeting of proprietors which must be held shortly will order in the next application to Parliament for an amended Bill that powers be sought to place the management of this railway upon the same principle as the large railways in England, and do away with the absurdity of a divided management.

There is no doubt of the success of such an application, as members of Parliament understand railways too well not to support it, besides its being the wish of the majority of the shareholders.

I am, Sir, your obedient servant,
A LIVERPOOL SHAREHOLDER.

Liverpool, 27th July, 1841.

Edinburgh and Glasgow Railway.—In reference to the interdict which has been granted by the Court of Session against the Board of Directors of this Company proceeding to act under the resolutions of a meeting of the shareholders, held on the 22nd of February last, by which difficulties in the future management were intended to be removed, we understand that the interdict is restricted to the two first resolutions; the first authorising the Board to take upon itself the superintendence of the whole affairs of the Company, remitting only matters of a purely local character to the Edinburgh and Glasgow Committees; and the second authorising the appointment of certain Committees to expedite the business of the Company. The Court has not extended the interdict to the other resolutions of the shareholders, one of which is to erect all the workshops at Glasgow, instead of dividing them between Edinburgh and Glasgow. The decisions of the Court, and the opinions of the judges, as reported, leave still undefined the powers and duties of the two statutory Committees, as distinguished from the powers and duties of the Board of Directors, and leaves uncertain whether the interdict refers to the Committees as deliberate or executive. The Act of Parliament on the points in dispute it would seem, like most Acts of Parliament, admits of two interpretations; meanwhile, we understand, that in order that no obstruction be made to the opening of the line, the Board, at a meeting held this week, consisting of most of the Edinburgh and Glasgow members, unanimously agreed that the Superintendent and other officers of the line be immediately appointed by the Board, and that it proceed to enact the regulations for the management of the whole affairs of the Company—*Glasgow Herald.*

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THE QUESTION OF SUNDAY TRAVELLING.

LETTER II.

To the Editor of the Railway Times.

SIR,—Having since my last communication seen the terms of your challenge, and the arguments which accompany it, I sit down with all readiness to the fulfilment of my promise; in doing so, I must be allowed one or two preliminary remarks.

To your indications of contempt for "the pharisaical squad," and "the eminent spiritual Quixote at their head," I shall make short reply. When you know somewhat more of these men and their principles, you will I trust treat them with more respect. You will find them on better acquaintance neither Pharisees nor fanatics, neither knaves nor fools, but honest men, who are content to do what they have reasonable ground for believing to be God's work, through evil report and through good report, and, at all events, indisposed to render railing for railing.

As for the arguments you deem to be unimpeachable, I must at least tell you that they have been often in the balance. They do not indeed profess to be new. But when, in marshalling your authorities for them, you include Bishop Horsley, I feel bound to present you, at the very outset, with an apposite sentence from his third sermon on the Sabbath—"From this text [the one you quote, Col. 2, 16,] no less a man than the venerable Calvin drew the conclusion, *in which he has been rashly followed by other considerable men*, that the sanctification of the seventh day is no indispensible duty in the Christian Church." I mean no offence by this breach in the line of your authorities. It may serve to show you that your outworks are not quite what you take them for. These, however, are no objects of attack with me. Be Calvin's opinion rash or otherwise, and be Horsley's animadversion of it sound or unsound, I believe that *you*, Sir, will not allow the question before us to rest on mere human authority. I shall not: else we well know on which side authority would preponderate.

Another preliminary I must not omit, as it is your own. You speak of being forced into a "theological discussion, by the onward march of fanaticism, which, if triumphant, will absorb in one fell swoop, *one-seventh of that property* which it is your business to protect." I must not, Sir, allow myself to be diverted from my object into any counter calculations, as to the fractions of this property. To me, your fears sound like those of him who "fleeth when no man pursueth." But I must say, that to suffer such a preface to stand on the threshold of such an inquiry, will be as little consonant with your reputation as with mine. All your readers are, I trust, well established in the conviction, that in the kingdom of God's providence *truth* is the *safest* thing, and *duty* the *cheapest*; and that calculations of profit and loss are but an ominous item in the simple question,—has God issued a command, or has he not? It was very natural for you, having *first* come it seems to the conclusion that anti-Sunday transitarianism is "rank and rampant bigotry," to advert to its probable effects, if not duly convicted. But you would, I am persuaded, deprecate the formal announcement of a theological inquiry by such an appeal to the sensibilities of the pocket.

And now I must mark, with some precision, what is before me. For the present I have nothing whatever to do with any question as to the manner, or degree, or even *day*, of Sabbath observance. You demand a proof of the existence of a Divine commandment on the subject. To this demand I shall confine myself in this letter. All my arguments will go to this simple point, that there is binding on Christians an obligation to keep the Sabbath—an obligation which does not leave man to his own sense of what is beneficial, much less to the freedom of his own will, or the conventions of society, but which is of Divine authority—binding as such in all times and places, and not to be wilfully broken but at the peril of the soul. With this abstract statement it would almost seem, from some of your expressions, that you agree. I cannot, however, assume this. The magnitude of the cause at issue makes it imperative on us both, that before entering on the details, or the interpretation of the law, it should be fairly and fully ascertained whether the law exists. We assert it, and call you to obey it; and are humbly resolved, that if God prosper us, it shall be obeyed. It may surely be tolerated by the most enthusiastic devotee of railway profits, that we give a formal exposition of the ground on which we act. Leaving, then, for the present, all consideration of the particular day—or conceding, if you please, that the seventh day is the Sabbath, let us look at the great Sabbatic institution.

First, in its Divine origin.

I open the most ancient and venerable Book extant—a Book confessedly written beneath the inspiration of God; and I read in one of the first pages the following words:—"Thus the heavens and the earth were finished, and all the host of them. And on the seventh day God ended his work which he had made, and he rested on the seventh day from all his work which he had made. And *God blessed the seventh day and sanctified it*, because that in it he had rested from all his work which God created and made."—(Gen. ii. 1, 2, 3.) This is the first intimation of the Sabbath—not wearing, indeed, the precise form of a law, for it occurs in a narrative, and that brief and sketchy—but declaring as a thing then done what involves a law, and declaring it in terms which are actually introduced into a law when God's will on that and other subjects come to be formally written. "Remember the Sabbath day, &c., for in six days the Lord made heaven and earth, &c., and rested the seventh day, wherefore the Lord blessed the seventh day and hallowed it."—(Exod. xx. 8–11.) Here is the historical announcement, not only inserted in the law but made the very ground on which the law proceeds, that the Lord made the seventh day his Sabbath by ceasing then from his work, and that having then rested, he then blessed it, and made it sacred.

Now, it is not to be disguised that some have attempted to elude the obvious consequences by arguing that such a statement of the grounds of the law does not necessarily prove the original sanctification of the seventh day. Your friend Paley has ingeniously insinuated that this law ordaining to the Jews the observance of one particular day, it was natural that the choice should fall on the seventh, and that the cessation of the Creator from his work on that day should be given as a reason why his creatures in due time should cease from theirs. Against the plausibility of this argument, I have nothing to object; against its employment, as he employs it, I appeal to the narrative. If language be capable of conveying a simple fact, it is plain that God's resting on the seventh day and blessing it were co-eval. The law does not say, as in Paley's hypothesis, it should say, "wherefore the Lord (now and henceforth) blesses the seventh day and sanctifies it, but rested the seventh day, *blessed* and *hallowed* it." There is no escape from the conclusion. The seventh day was set apart from the beginning. Into what absurdities, then, are we precipitated by the hypothesis that the Sabbatic institution was first announced to the Jews,—that so significant a circumstance as the Great Creator ceasing those manifestations of his power and goodness which must have filled the new-born faculties of man with rapture, when "every beast of the field and every fowl of the air was brought to Adam by its Creator to see what he would call it,—that the cessation I say of this, and the solemn and benignant sanctification of the day in consequence should be unheeded—unbeneficial—or absolutely unknown—that Adam and Eve, basking in blissful innocence beneath the creative smile should not know it—that the breath of the divine complacency pronouncing blessings on that happy day, should not so much as waft one vocal whisper through the bowers of Paradise—that whilst the first Sabbath was kept in heaven, God himself keeping it, and the "sons of God" keeping it in choral hymns and symphonies and shouting for joy,* man, living then in pristine honours, man, rich in the unforfeit immunities wherewith exuberant goodness had invested him, man, for whom God in flesh has told us, that "the Sabbath was made" man should not then, no, nor when the curse of drudgery for bread fell on him, and mercy had provided this mitigation beforehand, man should not hear a syllable about the matter, but go blindly on for 2,500 years, ignorant of the best, and brightest, and most essential line of all his charter, and desecrating, amidst glorious discoveries of the divine will concerning him, and illustrious proofs of obedience, through divine grace afforded him, habitually desecrating a day which it was subsequently discovered had been thus solemnly and benignantly hallowed of God. Were it permitted me by your limits to expatiate on the patriarchal ages, and unfold the amount of privilege as to light and holiness which before the Mosaic dispensation was vouchsafed to the saints of God, I could show with considerable aggravation the monstrosity of the hypothesis. But I forbear. Let the considerations I have glanced at be taken into account; and let candour pronounce on the probability of the supposition that God should thus keep Sabbath at the beginning and only make his having done so a reason for one ten-thousandth part of his creatures keeping it during perhaps one-third of the period alloted for man to sojourn on the earth.

But I must not pass without notice another argument from the same quarter. You, Sir, have not quoted it, but Paley has urged it, and I hold myself responsible for all that bears directly on my object. The argument is, that it is inconceivable for the Sabbatic institution to have existed from the beginning, and no notice to have been taken of it in any historical record of the first ages. That it was a primeval institution, so far at least as its appointment is concerned, we have seen in the inspired narrative of the creation. That no direct mention of its observance should occur in the patriarchal records, may indeed excite a momentary surprise. Whether any inferential indications of its existence are therein traceable, we will see anon. But in order to estimate the force of the non-existence of direct proof of its observance as an argument that it was not observed, or not so much as ordained, we have only to weigh the following undeniable facts. The Sabbath was at all events an essential part of the Mosaic economy; and the records of the people of God under that economy are, to say the least, as circumstantial as those of the "grey fathers" of mankind. Now, the very first mention of the Sabbath after the delivery of the law is in the 23rd chapter of the 1st book of Chronicles, that is to say, after an interval of nearly 500 years. Not one word about its observance, not one hint of its existence during the very circumstantial histories of Joshua and the Judges, and Samuel, and Saul, and David. The first recorded reproof for its non-observance is in the prophecy of Isaiah, 730 years after its Mosaic enactment on Mount Sinai. So much for the argument from its non-appearance amongst the irregular, though, in particular instances, minute histories of the patriarchal ages. That it is nowhere traceable by inference is denied. I, for one, think it appears with a most beautiful distinctness in the conduct of Noah imprisoned in the Ark, looking out on three successive seventh days (or, as I should call them, days of grace) for release. I will not press the fact as an argument, *ratcat quantum*. At all events, it is a coincidence well worth serious remark that these intervals of patient expectation, like those between the visits of the risen Saviour to his disciples, should be so exactly conformable with the Sabbatic institution, the blessing of that seventh day which was hallowed of God.

But there is another fact having the same bearing, on which I lay stronger stress, and challenge anti-Sabbatarians to explain on their own hypothesis—I mean the division of time by weeks, which was unquestionably of patriarchal date, and the observance of which by nations having no alle-

* Job xxxviii. 7.

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giance to, respect for, or connection with, that singular people to whom you would confine the Sabbatic law, is to my mind conclusive proof that the Sabbath was from the beginning. There is no natural ground whatever for such a division of time. It does not harmonise with any of those great revolutions of the seasons which have given rise to the larger divisions of the year, amongst all nations. It is, for ought that the science or ingenuity of man can suggest, a purely arbitrary mark of time, and it is so closely connected with all God's revelations to his creatures, that our infidel neighbours in their madness deemed it essential to get rid of it, and made the miserable attempt to count days by tens instead of sevens. Now ancient history informs us that, though immediately on the establishment of the Mosaic ritual it was prophesied of this Jewish people that they should "dwell alone, and not be reckoned amongst the nations," (Numbers, xxiii, v. 9,) this Sabbatic mode of reckoning obtained amongst nations the most remote—not only Greeks and Italians (both despising the Jew), but among Scythians, Celts, and Indians, lying far and wide on every hand. You may say this might be posterior to the delivery of the law. Then I beg you to open the Book of Genesis, and in the 29th chapter at the 27th verse, you will find proof of this custom long before the enactments of Mount Sinai, not amongst Jewish ancestries only, but in the land of the Chaldeans. Will you tell me that this may have been the result of the earliest tradition?—dispersed families wandering from the parent stock and carrying along with them parental customs? I answer, you have touched the cause. Explain it—or let me explain it; and see whether the explanation does not involve the Sabbatic institution. Granted that the wanderer carried with him the primeval tradition. Granted that the custom so handed down had its birthplace in Paradise. Granted also that it bore testimony to the world's creation—*as it did and does*. But tell me whence such testimony got the number of *seven*. The world was not created in seven days. The cycle of natural things was not in seven days. Six days was the eventful period. How is it that six days was not a week to all mankind? Whence came that arbitrary intercalation of the seventh day? What was the seventh day to those who, on your hypothesis, had nothing to do with the Sabbath, that they should add it without a shadow of necessity to the other six, and so destroy, if there were to them and all Gentile nations, no Sabbath, the beautiful symmetry and devout remembrances of the real birth-day of creation? I need not demonstrate the truer view of the subject. I will only say, Sir, that you yourself, every Saturday you have put forth your weekly journal to the public, have been furnishing (it seems unconsciously) a proof of the universality of the Sabbath. What will you say when I tell you, that ancient Heathen documents testify that this weekly division of time was interwoven with religious observances—that Hesiod and Homer, the most venerable uninspired poets of antiquity, call the seventh day, no less than the Hebrews, a *holy day*—and that subsequent poets and historians give the same significant testimony amongst nations, who would have been more disposed to desecrate that which the Jews called holy, than to have taken a lesson from their laws as to what they should revere.

But, before we dismiss this part of the subject, I must ask you to examine another page of history, because, whilst it affords, as I think, influential proof that the Sabbath was of primeval date, it has to my apprehension been tampered with by Paley. It occurs in the 16th chapter of the book of Exodus. We there read, that before the promulgation of the Mosaic ritual—before the writing of one single syllable of the Decalogue, the Lord was pleased to feed his people with a miraculous supply of food; which they were to gather every morning, and which was to suffice but for one day. On the sixth day, the people gathered twice the quantity, in evident anticipation of the Sabbath, and as it should seem, without any distinct issue of a general command; for the rulers of the congregation, who (if any ought to have known it) came and told Moses, evidently in surprise, inasmuch as Moses replied in explanation, "This is that which the Lord has said" (to him, undoubtedly—*see* v. 4, but not it seems to them) "*To-morrow is the rest of the Holy Sabbath unto the Lord*; six days ye shall gather it, *but on the seventh day which is the Sabbath*, in it there shall be none.....To-morrow *is the rest of the Holy Sabbath*." What Sabbath? The word itself signifies rest. What was the meaning of such expressions as these, to a people as yet in total ignorance of the Sabbatic institution, that the morrow was the *rest of the Sabbath*, and that the seventh day is the Sabbath. Paley would have us believe this the first authoritative announcement—the first indication of an institution that was to make the great machinery of social life stand still one whole day in every seven; and absorb, as some of that thrifty and not over toward race might have murmured "one seventh part of their property at one fell swoop."

I must do Paley the justice to notice that he strives to strengthen his cause by laying stress on the words, "See for that God has given you the Sabbath, therefore he giveth you on the seventh day the bread of two days." My simple reply is, that, in the first place, this no more explains what the Sabbath is, nor what constitutes it, on Paley's evident notion of it—a gift: and, in the second, that whether the Sabbath had been given from the beginning, or was then only for the first time made a day of grace and mercy—whether struggled for till it was practically extinguished in Egyptian bondage, or then granted, as an altogether unlooked-for boon, these words do not in the smallest degree decide. In one case, or the other, it was *giving* them the Sabbath. Whether invested or re-invested it was by God's own right hand.

On the whole, then, and to close this first point of our inquiry, I call on you, Sir, and on every honest and candid reader, to determine whether we have not sufficient evidence thus far, for the maintenance of the Sabbath, inasmuch as its Divine origin, whilst it assigns to it a super-human authority, distinguishes it from anything merely Mosaical and Jewish, and makes it an institution intended for all mankind.

This is my first argument in proof of the existence of a Divine command: and here, that I may not trespass on your valuable limits, I will stop. You will not oblige me to solicit space for my next communication, seeing that you have held me responsible for my reasons on the subject. It only remains that I subscribe myself, as before, Sir,

Your obedient servant,

AN ANTI-SUNDAY TRANSITARIAN.

Bristol, July 23, 1841.

[We should be sorry to interfere with our correspondent in his statement of his views, but we beg of him to be as concise as the nature of his argument will permit in any further communication with which he may favour us.—Ed. R. T.]

SUNDAY TRAVELLING ON THE GREAT WESTERN RAILWAY.

The following sensible letter on this subject appeared in the *Bath Herald* of last Saturday, signed "A Bathonian:"—

An address has lately been presented to the Directors of the Great Western Railway Company, signed by the Rev. Lewis Purbrick, Vicar of Chippenham, and several other parochial ministers of the neighbourhood (as repeatedly inserted in the Bath papers) "protesting against habitual Sunday travelling on the said railway," which practice they consider as a "marked and flagrant defiance of God's Holy Law," as a "Sabbath desecration," as "sinning with a high hand," &c., and calling for a discontinuance of the same.

I beg to state, that, as a member of the British public, and in no way deriving one single shilling from that "*present advantage*" which these reverend gentlemen insinuate is the only motive for continuing this "breach of the Divine law," I would very respectfully offer a few reasons for dissenting from the general principles maintained in their declaration.

In the first place, had not a reciprocal benefit been conferred on the projectors and the public, the legislature would not have sanctioned so formidable an undertaking as the Great Western Railway; that gigantic road was from the first *intended* to be traversed every day in the week, not only to afford a remuneration to the subscribers (with whom good faith will be broken as well as with the public if it be not so traversed), but also to give that facility for travelling thereby which is absolutely needful after the discontinuance of other conveyances. I give full credit to these gentlemen for the purity of their intentions, but I must (with all due deference to their sacred calling) think, that they have assumed too much, when they take on themselves indiscriminately to condemn all Sunday travelling as being a "defiance of God's Holy Law." I have no doubt that many of these divines are scantily provided for by their *professional* income, yet, it is probable, that any one of them could obtain a conveyance, in case a beloved parent at a distance was seized with palsy on the Sabbath. Some of these clergy have very ample incomes. Very easy it would be for such to order their carriage out; but what is a poor man to do? The clergyman might say, "I would not order my carriage but from necessity;" granted, but what law of God or man, what ordination service constituted him as the arbiter of what is, or is not, the work of necessity in others? If railway conveyance on the Sabbath be stopped, how is the less opulent man to reach the bedside of one whose spirit may be departing for its everlasting rest? These gentlemen in their well meant zeal, would cut off the possibility of fulfilling "God's Holy Law" in many other ways amongst the great majority of their fellow subjects; the living God levels his poor frail creatures by disease on the Sabbath as well as on other days; they are sometimes rendered helpless even in his own sanctuary; and his own sacred temple he will strike with lightning on that blessed morning. When Streatham church was so struck some few months ago, was it said that an immediate departure to London for engines, and assistance by railway, would be "sinning with a high hand?" Again, if the bodily disease of a sufferer at one of their villages required the superior medical advice which Bath affords, would it be called "Sabbath desecration," to send by railway for it? These are strong cases, but such do happen, and must be provided against, either by stages or otherwise, for those who cannot obtain other conveyances. Most proper would it be for these parochial ministers to exhort their congregations against *unnecessary* Sunday travelling, and against a waste of the Sabbath by inspections of the railway, the novelty of which will very soon die a natural death, as it has in this place already; let them not at the same time forget the words of the Bishop of Norwich, who, when it was suggested that a petition to the legislature should be presented against the delivery of letters on Sunday, most truly said, that "objectionable consequences might be anticipated even to the most religious individual from an unqualified adoption of such petitions;" but above all, let them remember the example of our blessed Lord himself, who could on any other day (had he chosen so to do) have cured the woman who for eighteen years had been bound by "a spirit of infirmity;" or the man "which had the dropsy," but it was his Almighty will to heal them on the Sabbath Day, and his revilers "held their peace."

Grand Railway Match against Time.—Mr. J. K. Brunel, the Engineer on the Great Western Railway, will shortly perform a match from Bristol to London, by the engine which is termed the "Hurricane," within two hours, for 1000*l*.—at as nearly as possible, sixty miles an hour.—*Chelmsford Chronicle*. [The performance is possible enough, but we hope the Directors will not be consenting parties to the trial.]

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GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Confident both in my premises, and in the deductions from them which I have submitted through your columns, I am content to see them assailed by the sanguine holders, and by the swarm of officials, being satisfied that the results of this great line, will be as I have stated. My positions were that this railway would cost, including its adititaments, and the expenses necessary for its development, within the next eighteen months, more than 7,000,000*l*., that the expense of working the line to Bristol would exceed 250,000*l*., or somewhat more than 2,000*l*. per mile, and that the weekly receipts also to Bristol would not exceed 10,000*l*. to 10,500*l*., for the average of the first two years.

First as to the cost.—The sum expended up to Christmas, 1840, as stated at the last meeting, was 5,288,043*l*. 17*s*. 2*d*. As however the heavier works on the line are those between Wootton Basset and Bath, which were in vigorous prosecution during the present half year, it cannot excite surprise that these works, together with the payments in arrear up to the 31st December, should have far exceeded the balance to be raised by shares or upon bond, as empowered by the Company's Act, amounting to 4,500,000*l*. in shares, and the usual 1-3rd by bond, or very nearly 6,000 000*l*.

As to statements made by any Chairman as to the finality of cost, I can only observe that such remarks are very unseemly, and not calculated to raise our respect for the judgment of such functionaries, or reliance upon any future statements proceeding from the same quarter. Of this the best proof will be furnished by the accounts for this and the following half-yearly meetings, which will disclose a vast further payment, and a very considerable arrearage—an arrearage which can no longer be concealed—to the extent of 500,000*l*., besides still further expenditure which is necessary, but which will not perhaps now be avowed—an expenditure much understated at 300,000*l*.

Next as to the expense of working this line.—In the statement first made I confess there is an error into which I was led by the vehement assertions of the extraordinary economy with which this line was worked, as compared with the Birmingham. I have since had opportunities of testing these statements, and have ascertained that there is grievous error; the expense of working this line being at least 2,500*l*. per mile all the way to Bridgewater. It is easy even for the uninformed in these matters to see how it must be so. The Birmingham, a line which has been in partial operation for five, and in complete operation nearly three years, has not been able, as shown in the last returns, to reduce the expenses below 40 per cent. upon their immense receipts, or about 2,810*l*. per mile expenses upon a receipt of 7,200*l*.. Now, adopting the present arrangement of the Great Western, of amalgamating all the lines worked by this Company into one, and taking the highest present receipts to be the average of the six summer months, and a moiety as the average of the winter season, we shall have a mean of less than 10,500*l*. per week, or a gross receipt per mile upon 170 miles of 3,200. That this sum may be exceeded by its own natural increase I hope will be the case, as on the Birmingham, South-Western, and other lines, but I trust that these statements, based upon incontrovertible facts, will lead those who are interested in forming only *great*, to correct, conclusions.

It is further asserted, that this line and its extensions can be worked with less expense than the Birmingham. How are the facts? To obtain their present receipt of 7,200*l*. per mile, the Birmingham trains travel 1,216 miles per day, whilst the Great Western, to obtain their receipt of 3,200*l*., are obliged to travel 1,819 miles in each day, as per present train bills, reckoning the down week-day trains—taking the Birmingham line at 112 miles, and the Great Western at 170. Thus the Great Western are obliged to expend 50 per cent. more in time, labour, and locomotive power than the Birmingham, to obtain a receipt of 3,200*l*. per mile, which, as compared to the Birmingham receipt, is as 4 to 9. In other words, whilst the Birmingham line, with an expenditure of 10, obtains a return of 90, it takes the Great Western (calculated by the miles travelled) 15 to bring a return of 40. That the results as here shown may be modified in practice to some extent is certain, else this line would be ruinous alike to all concerned with it; enough has been here shown to correct the unsound views and opinions entertained by those who are buoyed up by their hopes, or who mistake the crowds hurrying to Windsor and Reading, using only a small portion of the line at cheap fares in the summer, for a traffic which will pay a good dividend.

The views here given are not based upon any abstract principle of the amount of population, or of their greater or less use of this line, but upon *unquestioned and undoubted facts*. I repeat as the result of my information and inquiries, that the receipts will fall short of 12,000*l*. for the whole line, or about 3,660*l*. per mile, which is less than half the proceeds of the Birmingham, worked, as is shown, at a far less expense; and that upon these grounds it is manifestly impossible that any dividend of 5 per cent. can *fairly* be divided from *profits* for years to come.

I am, Sir, your obedient servant,
IGNOTUS.

[We have allowed the disputants full scope to set forth and enforce their several views, and here the discussion must for the present terminate. *Time* will determine which of them is right.—ED. R. T.]

THE MIDLAND COUNTIES' RAILWAY.

To the Editor of the Railway Times.

SIR,—I have observed several letters of late in your excellent journal reflecting on the Directors and attacking the Management of this railway; but generally concealed under such dubious language, and couched in such ambiguous terms, as would prevent the great mass from understanding to what railway they alluded, and which only those tolerably well versed in railway matters would clearly understand; I refer to a letter signed "G." and others.

Now, Sir, my object in writing this present letter is to ask for an explanation of this squeamishness, this false delicacy on the part of your correspondent. I confess it is beyond me to fathom it. Are not Railway Companies public bodies? are not the Directors of those railways public men? And are not the characters of public men, public property? Undoubtedly they are; then if the Midland Counties', or any other Company, is badly conducted, if the Directors are guilty of venal and corrupt practices, (which was more than insinuated in some of these letters,) surely it is the duty of every honest man, surely it is your duty as Editor of a public journal professing to watch over the interests of the railway public, openly to expose, and hold up to the scorn and detestation of the public, such conduct. But mark my words, I do not charge the Directors of this railway with any malpractices; I only wish by this letter to draw your attention and that of the public to the ineffectuality (if I may be allowed the expression) of these charges, couched in ambiguous and doubtful terms. For we know that human nature is inapt at appropriating such charges, is unwilling to believe itself attacked except when there is no escape, and although in some cases to

"Just hint a fault and hesitate dislike,"

may succeed, and "damning with faint praise" be more successful than open and direct attack—in the case of Railway Directors such insinuations are passed by "as the idle wind which they regard not."

I would, Sir, I again say, impress upon the minds of your correspondents both about this and other railways, the propriety, the expediency of pointing out to the public, who are not generally so well versed in these matters as to catch a hint, clearly and distinctly the railway that is mismanaged, and the Directors who misconduct themselves; and also the inefficiency of such attacks as contained in the letters of "G." and others, upon the "directorial public." I think it a false delicacy. To compare small things with great, it I, or I dare say any of your correspondents, were dissatisfied with the conduct of a minister, we should not be found attacking him by inuendo, carefully abstaining from mentioning his name, or even the country which he inhabited, we should not be found designating him by ambiguous terms, but openly and boldly speaking of him by name, as a corrupt or inefficient minister, as the case might be. Then why should not the same language be applied to the Director of a railway. They are both, I contend, public characters, the one responsible for the well-being and good management of a country; the other of a railway; and as such, are amenable to the public for their uprightness of conduct, and integrity of character, in their respective capacities and conditions of life. Trusting that you will agree with me in the spirit if not the terms of this letter, and that you will give it a place in your journal,

I am, Sir, a frequent reader of the *Railway Times*.
P. Z.

July 28, 1841.

[When *proofs* of malpractices can be given, we see no reason why the charge should not be made as boldly and unequivocally as possible. When proofs *cannot* be adduced, open attacks and covert insinuations are equally discreditable to those who make them.—ED. R. T.]

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—Having lived for nearly 30 years in the neighbourhood of the line selected by the Government Commissioners as the best for the railway communication with Scotland, viz. the one from Lancaster past Kendal and over the mountains to Carlisle, I have often wondered how any one can suppose a sufficient number of subscribers are to be found willing to enter into an undertaking offering such very slight inducements, the more particularly as our experience hitherto, as regards railway dividends, has been of the most disheartening kind, no greater proof of which can there be than the quotations weekly given in your paper, where all may see that of the 35 English railways, either completed or in the course of execution, no fewer than 14 are at a more or less serious discount. Besides, it must be known, or it may be known to all who will take up the Government Commissioners' Report, and follow it *carefully step by step*, from Lancaster to Carlisle, that the works along this line are of quite a gigantic kind, very like those on the Manchester and Leeds Railway, a continual succession of heavy excavations and embankments, of viaducts and bridges, of the very deepest cuttings in rock and long tunnels, such as might well be expected in a difficult country like this. Now, I happen to be a shareholder in the Manchester and Leeds Railway, and do therefore know to my sorrow that that railway has cost double the estimate or thereabouts, or 68,000*l*. per mile! I know, too, that the Summit Tunnel has cost more than double (80*l*. per yard forward!) what it was estimated to cost, or 108,000*l*. more than that estimate, the original contractor having paid a penalty of 3,000*l*. to escape from his contract!!!*

I therefore come to this conclusion, that the Government Commissioners' Report will be of no service to this line of railway unless the Government themselves will undertake the work, or some much less expensive method of constructing railways shall hereafter be found out. In the meantime, *so much nearer Scotland* are the railway lines completed on the East coast, that the stream of traffic has left the western parts of the kingdom and now passes by the North Midland and Great North of England

* "Tunnels of all engineering works involve the greatest uncertainty in the cost, and which on this line in particular *has exceeded all previous conception*."—See Manchester and Leeds Railway Report.

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lines of railway to Darlington and Newcastle, and thence to Scotland, and to such an extent has this taken place, that Kendal, Lancaster, and the towns on the Great North Road, are all *in alarm*, and are making the greatest endeavours to recover their lost traffic, receiving some *cold* assistance from the London and Birmingham, Grand Junction, North Union, and Lancaster and Preston Railway Companies, being those railway lines which will more or less suffer by this transfer of the Scotch traffic from the west to the eastern parts of the kingdom.

I am, Sir, your most obedient servant,

OBSERVATOR.

RAILWAY ADJUDICATIONS.

THE SHEFFIELD RAILWAY COMPANY *v.* GEORGE VENNER.

Insolvent Debtors' Court, July 29.—In this case Mr. NICHOLLS appeared for the Company, and Mr. COOKE, with whom was Mr. WOODROFFE, appeared for the insolvent. The Court was much crowded, and the hearing excited very considerable interest, it being a rare instance of an opposition in this Court by a Railway Company against an insolvent. The learned counsel (Mr. Nicholls) proceeded in the first instance to call the solicitors for the Railway Company who put in the record of the action by the Company against the insolvent, brought 25th January, 1841, which was brought in debt for seven Calls, to which the insolvent pleaded that he never was indebted, and upon which issue was joined. The cause was tried at Liverpool Assizes, when the Company obtained a verdict for 841*l.* 14s., costs 149*l.* 16s. which had judgment gone (what is technically called by lawyers by "default") would not have amounted to more than 10*l.* (the assignment of the shares to the insolvent was produced) dated 4th December, 1837.

The insolvent, on his examination, stated, that he had carried on business in Stockwell-street, Greenwich, that he had nothing to give up to his creditors except his book debts, the property he had formerly possessed having been taken under a deed in the lifetime of the insolvent's father in 1828. The object of the deed being to allow the insolvent's father 100*l.* a year out of the business during his life, and to the wife after the father's death (a copy of the deed was produced). An action was subsequently brought by the mother against her son (the insolvent) under which action the sheriff seized the entire of his property on the 22d March last. The amount he could not state. He had signed a deed conveying to his mother in February of the present year. The lease of the house had been valued at 110*l.*, and the fixtures at 42*l.*, which he had done at the "pressure" of his mother, he owing her 900*l.* which was due to her for nine years annuity, he saw, he said, that he was ruined by the Railway Company. He had carried on the business since he had been out on bail, but it was in her name. He contended that the Railway Company had no claim upon him, as he had taken the shares in trust, but he admitted that he had offered the Company 300*l.* to exonerate him—he considered that he had been victimised. He attributed his insolvency to the Company, by which his credit had been stopped. Among some witnesses who were examined, was Mr. Charles Vignoles, who stated on his examination that he was an engineer, and resided in Trafalgar-square, Charing-cross. He had been employed by her Majesty's Government, and had been appointed Engineer to the Company. There had been a great number of shares in the market, and had purchased, in 1837, a great number of the shares (1000), which was to obviate the breaking up of the Company, which had prevented the breaking up of the railway, &c.

Mr. Commissioner BOWEN asked, if any of the evidence was given at the trail?—The Judge said, it was an Equitable Case, and that evidence could not be gone into.

Several letters were put in and read, of resolutions by the Board of Directors, which took up considerable time in the reading of the shares. The insolvent had 20. At the meeting it had been agreed that proceedings should be taken against the defaulters, of which Lord Wharncliffe was the Chairman.

Mr. George Hudson proved the valuation of the lease and fixtures, and Sarah Venner, the insolvent's mother, confirmed her son's statement, and stated she had a bill of sale from the Sheriff of Kent.

Mr. Morris, officer for the county of Kent, proved the levy.

Mr. NICHOLLS addressed the Court, and contended that the insolvent had vexatiously defended the action, and that the evidence of Mr. Vignoles was not to be taken, he being an adverse witness and a servant of the Company.

Mr. Commissioner BOWEN said, a good many things might be produced in equity but not in a court of law.

Mr. NICHOLLS—The mother got everything, which was a friendly proceeding on her part—it was a preference. But should the Court think there is no ground for a reward, I hope it will give the Company the costs of the opposition.

Mr. COOKE—I think my learned friend has done a great deal for the Company by not praying a remand.

The insolvent was discharged.

CRAWFORD *v.* WILSON AND OTHERS.

Northern Circuit—Durham, July 27.—This was an action brought by the plaintiff to recover damages for an injury received by him while going as a passenger from Stockton to Sunderland in a railway carriage.

Mr. Knowles, assisted by Mr. Udall, conducted the case of the plaintiff, and Mr. Dundas, with whom was Mr. Watson, that of the defendants.

It appeared from the statement of the learned counsel for the plaintiff that the defendants are Directors and shareholders of the Durham and Sunderland Railway, which commences at a short distance from Durham, and terminates at a place called Haswell-bridge, where it is connected with other railways, one of which communicates with Stockton. The Durham and Sunderland Railway Company were incorporated by Act of Parliament, but they were not now sued in their corporate capacity, the place where the accident occurred not being a part of their line nor a branch or siding of it, but an extension of the line, belonging, in fact, to the Haswell Colliery Company, over which the defendants carried passengers for hire. In this respect they were, therefore, merely carriers at common law, liable to all the incidents of such an undertaking, one of which was that they undertook to carry the party who paid for his transit safely and without injury during the whole of the journey; but if from their neglect or default any injury did occur to such passenger, they were bound to make such compensation in damages as a jury in their judgment, under all the circumstances, thought right. It was under these circumstances, and not in their corporate capacity, that they were sued. They seemed determined, however, to raise the question whether they could be so sued or not, for they had put every species of plea upon the record which was calculated not only to raise that question, but to throw every obstacle possible in the way of the plaintiff. The plaintiff is a gentleman of fortune, residing at Silton-hall. He is the son of the late member of Parliament for the City of London. He was formerly in the army, and was greatly distinguished both for his mental and bodily powers. On the 3rd of November last he took a place by the railway, to be conveyed from Stockton to Sunderland. The passengers were conveyed in an omnibus from Stockton to a place called the Foundry, where they got into carriages on the Haswell Railway, and proceeded to Haswell-bridge, the terminus of that end of the Durham and Sunderland Railway. The Haswell Railway is at a much greater elevation than the other; so much so, that the carriages from Stockton arrive on the top of the bridge, beneath which the Durham and Sunderland Railway runs. To effect the junction the carriages are run down an inclined plane by the force of their own gravity in a north-west direction till they reach a point where a branch from the Haswell-road runs down an incline in a south-east direction into the Durham and Sunderland road. When the inclines run into each other, it is necessary to turn a switch, so as to direct the wheels into the one or the other of these lines as might be desired, the proper position of the switch being such as would direct the coal-waggon from the Haswell branch into the Durham and Sunderland road. The carriage in which the plaintiff came was run down the first incline, and passed the switch, where they waited for the train to come up on its way from Durham to Sunderland to take them onward. They had been standing there about three quarters of an hour, when, it being then between six and seven o'clock, and there being neither light, signal, nor bell, to give warning, a train of twelve loaded coal waggons, weighing together upwards of 40 tons, was discovered rapidly approaching on the same line, the switch not standing in a proper manner, so as to conduct the coal waggons down the line they should have gone, but so as to bring them directly on the carriages. The alarm was given to the two nearest carriages, and the passengers had just time to get out, and escaped unhurt; but before warning could be given to those in the carriage in which the plaintiff was, a fearful collision took place, by which the carriages were forced up the inclined plane, at the top of which two of the waggons got off the rails, and were overturned. When the plaintiff got out he was so mystified, that in answer to a question, he insisted that he was going to Stockton, while, in fact, he was on the road from that place. The extent of the injury he received did not appear at the time, but blood was upon his face. When things were put to rights he entered the carriage again, and was conveyed to the Sunderland station, when an omnibus received the passengers, but when it got on the rough road he was obliged to be taken out, not being able to bear the motion. A Mr. George Moon, a shipowner, of Sunderland, who knew him, conducted him to the town, and, surgical aid being procured, it was discovered that his cheek bone was broken and forced into the socket of the eye, and he had received a violent concussion of the brain, and was, generally speaking, shaken to pieces. He lay in a precarious and most helpless state till the end of December, when he was removed home, but soon after suffered a relapse, and found it necessary to return to Sunderland for the benefit of surgical and medical advice. From a strong man he was reduced to a state of great weakness, in which there was every probability he must continue to the end of his days, and from being a person of very vigorous intellect was reduced to comparative imbecility. One remarkable effect was produced, which would alone speak for the severity of his sufferings. At the time of the injury he had not a grey hair in his head; within a month after the whole head of hair was changed perfectly white, and still continues so. It might be thought, said the learned counsel, that after such an occurrence, the defendants would at least have tendered their aid towards his recovery, and have so far shown that they possessed the common feelings of humanity as to have inquired from time to time after his health and state; but no—no such inquiry was ever made, and when the plaintiff seeks compensation at their hands for an injury for which, indeed, money can never repay him, he is put at arm's length, he is set at defiance, and a doubt is pretended to be thrown upon the fact of his having ever existed. The learned counsel concluded his address by a powerful and eloquent appeal to the jury to mark the case by their verdict in the manner which it deserved.

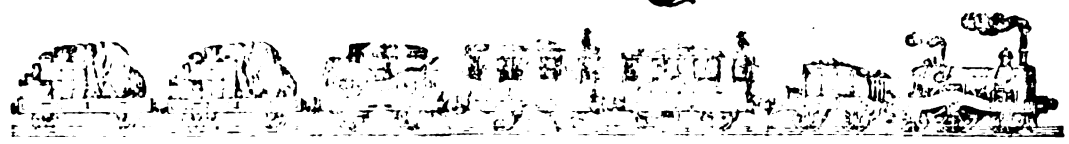
The necessary evidence being given to prove the case,

Mr. DUNDAS submitted to the Court that the plaintiff must be nonsuited, and contended that they were a corporation, and could be sued only in their corporate capacity. He read from the Act of Incorporation the several clauses constituting the Company, empowering them to purchase lands, make the railway, with bye-ways, side-ways, and all things necessary for their purposes.

Mr. KNOWLES replied, that the Act incorporated

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 188. Vol. IV.—No. 32.] SATURDAY, AUGUST 7, 1841. [Price, 6d.

MIDLAND COUNTIES' RAILWAY.—Notice is hereby given, That the General Annual Meeting of the Proprietors of the Midland Counties' Railway Company for the present year, pursuant to their Act of Incorporation, will be held at their Station, in Derby, on Saturday, the 14th day of August next, at 12 o'clock at noon, for the purpose of proceeding in execution of the said Act.

The Books which are kept at this Office for the registration of the Transfer of Shares in this Company, will be closed, in pursuance of the provisions of the Act of Incorporation from Wednesday the 4th to Saturday the 14th of August, both days inclusive.

By order,

J. F. BELL, Secretary.

Dated, Leicester, July 27th, 1841.

SOUTH-EASTERN RAILWAY COMPANY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven, or Ten Years, at the option of the Lender, and to grant mortgages of the rates and tolls of their undertaking, as security for the same, bearing Interest at the rate of 5 per cent. per annum, payable, half yearly, at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and the term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary, at the Company's Office, 10, Coleman street, London.

By order of the Board of Directors,

J. S. YEATS, Secretary.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE. The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £300 each, and for a term of not less than Three Years, and to grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing Interest at the rate of 5 per cent. per annum.

The above Loans are in substitution of others heretofore advanced to the Company for a term of years, the Debentures granted for which are now expiring.

Interest Warrants, for the whole term for which the Loan is made, payable half yearly, on the 1st January and 1st July, at the Company's bankers in London and Birmingham, will be delivered to the Lender with the Mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office in Waterloo-street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warneford-court, Throgmorton-street, London; or to Messrs. Laurence, Cazenove and Pearce, Auction Mart, London.

By order,

THOMAS KELL, Secretary.

Dated this 21st day of July, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—Notice is hereby given, That the Half-yearly General Meeting of Proprietors of the Birmingham and Derby Junction Railway Company will be held, in pursuance of the provisions of the Act of Incorporation, at the Waterloo Rooms, Waterloo street, Birmingham, on Tuesday, the 10th day of August, 1841, at Twelve o'Clock at noon, for the Election of Three Directors, in the place of the same number who will retire by rotation, and for other purposes.

The Chair to be taken at One o'Clock precisely.

HENRY SMITH,
Chairman of the Board of Directors.

Waterloo-street, Birmingham, July 7, 1841.

Extract from the Act of Incorporation, Section 93.—"And be it further enacted, that no proprietor of any share on which any call made shall be unpaid, shall at any meeting of the proprietors of the said Company be allowed to vote, either personally or by proxy, until the money called for in respect of such share shall have been fully paid."

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price: and to these points, as constituting the best data of value, T. Allsop has directed particular attention.

REMOVAL. TO COMMERCIAL and Other GENTLEMEN VISITING the METROPOLIS.—Mrs. WATSON, late of 59, Fleet street, respectfully informs the Public she has REMOVED to more spacious Premises, 31, Arundel-street, Strand, a situation long known for its quietude, while its proximity to the Theatres and easy access to every conveyance by land and water, form a no less important feature. Visitors will find the charges moderate, and the comforts second to none but their own homes.

Observe, 31, Arundel-street.

Terms—Bed, Breakfast, with attendance, 3s.

SURREY ASSIZES.—CROYDON RAILWAY.—An Extra TRAIN will leave the London Station for Croydon at 5 minutes past 8 o'clock every morning during the Assizes, commencing on Tuesday next, the 10th August.

The daily trains are as follow:—

FROM LONDON.	FROM CROYDON.
MORNING.	MORNING.
5 minutes past 9, 10, 11, and 12 o'clock.	5 minutes past 8, 9, 10, 11, and 12, and a quick train of first class carriages only at half-past 9.
AFTERNOON.	AFTERNOON.
20 minutes past 2, 3, 4, 5, 6, 7, 8, and 9.	20 minutes past 2, 3, 4, 5, 6, 7, 8, and 9 o'clock.
SUNDAY.	
FROM LONDON.	FROM CROYDON.
MORNING.	MORNING.
5 minutes past 9 and 10 o'clock.	5 minutes past 8, 9, and 10 o'clock.
AFTERNOON.	AFTERNOON.
10 minutes before 2 o'clock, and every half hour until 20 minutes past 9 o'clock.	10 minutes before 2 o'clock, and every half hour until 20 minutes past 9 o'clock.

R. S. YOUNG, Secretary.

ULSTER RAILWAY COMPANY.—In compliance with a resolution of the Directors this day entered into, I hereby give notice, that they have made a Tenth Call for the sum of Two Pounds Ten Shillings sterling on each and every Share of the Company's stock, payment to be made on or before the 1st day of September next to the Northern Banking Company, Belfast, or any of their branches, to Messrs. Boyle, Low, Finn, and Co., their agents in Dublin, or to Messrs. Brown, Shipley, and Co., of Liverpool.

Dated at the Railway Office, Belfast, this 1st day of July, 1841.

JAMES GODDARD, Chairman of the Directors.

In tendering the money as above, it will be necessary to state the number of each share on which the instalment is paid.

Interest at the rate of five per cent. per annum will be allowed to the 1st of September on all sums paid of this call in advance.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—Notice is hereby given, that the BOOKS kept at this office for entering the memorials of the Transfer of Shares in the Sheffield, Ashton under-Line, and Manchester Railway Company will be CLOSED, in pursuance of the Act of Incorporation, from the 16th to the 23rd of August inclusive.

By order of the Board.

JOHN PLATFORD, Secretary.

14, Piccadilly, Manchester, August, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—Notice is hereby given, that the Half Yearly General Meeting of the Sheffield, Ashton under-Lyne, and Manchester Railway Company, will be held on Monday, the 23rd day of August instant, at Twelve o'Clock at Noon, at the Cutlers' Hall, in Sheffield, in the county of York.—Dated this 4th day of August, 1841.

JOHN PLATFORD, Clerk and Secretary.

15, Piccadilly, Manchester.

YORK AND NORTH MIDLAND RAILWAY.—Notice is hereby given, That the Half-yearly General Meeting of Proprietors of Shares in the York and North Midland Railway Company, will be held, in pursuance of the provisions of the Act of Incorporation, in the Offices of the said Company, in Tanner-row, in the City of York, on Tuesday, the 10th day of August next, at 12 o'Clock at noon, precisely.

The Report of the Directors, and a statement of the Accounts, will be ready for the inspection of the Shareholders at 9 o'clock, a.m. on Tuesday, the 10th of August.

GEORGE HUDSON,
Chairman of the Board of Directors.

GEORGE BAKER,
Clerk to the Company.

York and North Midland Railway Office,
York, 21st July, 1841.

YORK AND NORTH MIDLAND RAILWAY.—Call of Second Instalment of £5 per Share.—The Directors of the York and North Midland Railway Company having in pursuance of the provisions of the Act, resolved to make a call of £5 per Share, payable on or before Wednesday, the 1st day of September next. Proprietors of £25 Shares in this Company are hereby required to pay on or before that day to any of the undermentioned bankers, the sum of £5, on each of their respective shares, viz.—

London—Messrs. Barnett's, Hoare, and Co.; Sir R. C. Glyn and Co.

York—City and County and Union Bank.

The Bankers have been instructed to charge interest after the rate of 5 per cent. per annum, on all sums paid after the 1st day of September next.

GEORGE HUDSON,
Chairman of the Board of Directors

GEORGE BAKER,
Clerk of the Company.

Railway Office, York, 4th August, 1841.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page 790*).

935. Do you suppose that a collision can take place, and that everybody concerned in the collision, either passengers or servants, can smother up the case so much as to prevent the possibility of its being ascertained how far the regulations have or have not been complied with?—Very easily, most unquestionably. Besides, collisions are not the only circumstances; there are a number of intermediate cases; it is as common as can be, for instance, that in moving about a station inconvenience and sometimes accident arises from a switch (which is part of the rail that moves to turn off into another line) being put wrong; it is as common as possible for the policeman stationed at that switch to declare, and for him to bring evidence, that he put it right a few minutes before; and we never discover the way in which it was put wrong. The Directors very often, in such cases, are obliged to decide apparently against the evidence, and to punish the man still for the accident, believing in their own mind that he had caused it. Now, if that were one of the cases which were to be punished by a penalty upon the Company, can it be supposed that the Company would use the same exertions to discover that there was anybody to blame?

936. Do you suppose that, because the Company would have to pay a 20*l.* penalty, in addition to any damage they might have now to pay, they would not be equally anxious to make those switchmen do their duty? They would be equally anxious to make the switchmen do their duty; but they would not be equally anxious to take such steps as to show to the Board of Trade that it was the fault of that switchman.

937. Is it of any importance to the Board of Trade or to the public to know the individual whose fault it was, if the Directors only take care to know it?—Then I would say, why not leave us to do it.

938. Suppose the Directors do not choose to exert their power to ascertain it, and that they are careless about it?—If they do exert the power, they are not careless about it; and if they are such a set of individuals as to be careless about it, you would not make them more careful by inflicting a penalty upon them if they are discovered.

939. Your proposition is, that they would be less careful?—My belief is, that they would be placed in this awkward dilemma: if they exerted themselves upon every occasion to discover the causes of accidents, they would be exposing themselves not only to penalties, but to fresh penalties and more stringent rules, and it would necessarily lead to their passing over many things which they now punish; and it would also have a bad effect in lessening the officers' authority over the men, because they would be in fear of a still higher tribunal, instead of being immediately answerable to the officers.

940. Take, for example, your present regulation as to the examination of the wheels of carriages, the tires, and so forth; there is, of course, some system upon which you act invariably as to that; will you state what that system is?—We make the contractors responsible for the result, and that we conceive to be the best as regards the tires of the wheels. As regards the carriages, we make a great many ourselves; the rest are made in such shops as can be brought under our inspection.

941. Will you explain in what way you ascertain from day to day that the wheels of the carriages are in working order?—There are persons whose business it is to examine that. With respect to that also, there is a positive suggestion that they should be examined every time they come in and go out; it is impossible.

942. Why is it impossible?—Because the carriages come in constantly, just in time to go out.

943. Is not there now sufficient examination to ensure safety?—Not every time they go out.

944. You do not allow them to travel a month or six weeks without examination?—No; but they have that constant regular examination which we in practice find sufficient.

945. What is that?—I cannot define it.

946. Is there no system by which every carriage is to be looked at, according to the number of miles it travels?—No, there is a man whose business it is to examine them, but as to pretending that he examines every carriage that comes in and every carriage that goes out, I should be deceiving the Committee if I stated that.

947. Mr. Labouchere—Who is that man?—A man belonging to the Company.

948. Is it left to his discretion to examine or not, as he may think fit?—Just the same as it is left to the discretion of any man to do his duty when he is set upon it.

949. Is he a man of a superior description?—He is a good carriage fitter.

950. Sir James Graham—Is the order that he should examine the carriage each time before the train starts?—No, certainly not.

951. What is the order to the man to whom you entrust this duty?—A trustworthy man is appointed thoroughly to examine the carriages, and to keep his eye upon them, but as to giving him a specific order to examine them every time they go in and out, we are practical men, and we know that it is of no use to give an order of that sort. The order is simply that he is to take care that the carriages are in good order, and it is his business to find out if they are not.

952. And, practically he does not examine them before each journey?—Certainly not.

953. Lord Granville Somerset—Supposing an accident happens to a wheel, that a tyre comes off, or a spoke breaks, do you not call upon that man to account for the accident?—If anything happens which he could have perceived, we should.

954. As a first step, should not you ask this person, whose business it is to take care that the wheels are in good order, how this happened?—Most decidedly we should.

955. Then, if he told you that he thought it was in good order when it went out, should not you say, "when did you examine this wheel last?" And if he told you that he had not examined it for six weeks or two months, should you be content with that?—Of course not.

956. Supposing that he said he had examined it within a week, would you be content with that?—It would depend upon circumstances. If it was a carriage upon a long train which had come from a distance, and which he ought to have examined, we should not.

957. If it was a carriage that had performed a great deal of work you would say a week was too long an interval between the examinations; if, on the other hand, it had done very little work, you would think that sufficient?—It might be a carriage that had not been out for a week. I would observe, that during this examination I have rather gathered that it has been assumed, that on the Great Western Railway we manage pretty well in these matters, yet we know it would be impossible to lay down a written rule that a man should answer for having examined it within two days. This is very good on paper, but it would be impracticable to carry out such regulations. We appoint in the first place, a man whose duty it is to look after those carriages and to see that they are in good order; but there is no particular time fixed for the periods at which he is to examine that carriage.

958. Sir James Graham—You say there is no rule binding upon any one at the terminus, which enjoins upon him the duty of looking at all the wheels of all the carriages before each journey?—Certainly not; it would be impossible to carry such a rule out.

959. And yet that is recommended by Sir Frederic Smith, is it not?—I so understand the regulation.

960. Why do you say it is impossible? If one man might not do it, more than one might do it?—Practically, it is impossible to trust a thing of that sort to a dozen men, because every man would say, "I did not examine it, because I thought so-and-so did." Although we get nominally less examination by trusting to one man, we get practically a much better one.

961. Can you fairly punish a man for any accident which happens upon any journey, if it is not the party's duty before each journey to make inspection?—If an accident happened which it was evident arose from want of examination of that carriage, and if upon inquiry of that man it did not appear that he gave sufficient attention to the carriages, he would be fined or punished in some way. But as for hoping that we could have a man who could answer for having examined every carriage before it went out, it is impossible. The only result of the attempt would be, that the men would swear that they had done so, and we should be unable to punish them at all.

962. Your arrangement is satisfied by occasional examination. Then if he only examines occasionally, how can you hold him responsible, at any particular time, for a particular accident?—For this reason, that that occasional examination we know by experience to be sufficient, and to be the most certain way of getting any examination. If we attempted to get more, we should not get it. We appoint a man whose duty it is to give that occasional examination. I do not mean to say that in one case of failure we should punish that man, but if by our knowledge and our daily seeing what is going on, we found that man was not doing his duty, I believe he would be fined or dismissed, or punished as circumstances justified. But as for defining exactly what is the amount of examination with which we should be satisfied, it is out of my power, and out of anybody's power.

963. Are you aware that, under the old mail coach system, no mail coach was allowed to leave London without close inspection of the wheels and axles, and all the important parts of the coach?—I am aware that there was intended to be a close inspection, and most likely there was; but there was not a close inspection at every stage that it came to, at every 10 miles. That arrangement of working the mail-coaches led, in practice, to this result, that a frequent cursory examination was more easily given, and led to better results, than occasional thorough examinations, and that is the case with railway carriages; they are not liable to sudden changes of state like a mail coach, which gets shaken upon the road, and gets a spoke loose, or gets the axle cracked, and requires that minute examination. But, from our experience of railway carriages, we find that a frequent cursory examination of them is much more likely to detect slight changes in the parts than occasional general ones, because such an occasional general examination of a railway carriage, to do it at all effectually, would require a few hours.

964. Then the result of your experience is, that in the examination of carriages upon railroads, the rule should be the converse of that upon turnpike roads; that slight occasional examinations, but frequent, are most conducive to safety on railroads, whereas constant daily complete examination of mail coaches was held to be the rule of safety?—If I were to answer that simply in the affirmative, I should be doing what I maintain is impossible, namely, generalizing in that manner. Taking into consideration all the circumstances attending the working of a railway, and we are, of course, very anxious indeed to ensure the carriages being in a good state, we find that mode of examination to be the best. With regard to the system of stage coaches, and the difference between the two, I would rather not attempt to draw a general distinction between them.

965. Lord Granville Somerset—Without defining precisely the amount of examination, do you not consider that some competent person at least should be held responsible by each Company for the proper maintenance of the carriages?—No, I do not think so, I think that each Company will adopt a certain system of arriving at that end; but as to a third party saying, "You shall appoint a man to do this, and he shall be responsible;" if a railway Company does not consider that the best way of obtaining the end, the law will not make it a good way. The law cannot make a man a trustworthy man, and although that arrangement might be very good for a Company which has 40 or 50 carriages coming in and going out every day, in a smaller Railway Company, where such a man would have very little to do during the day, it might be better that some person having other duties should also examine the carriages.

966. The proposition is not that any individual should be occupied in that alone, if that occupation would not suffice for his employment during the whole day; but is it not essential to the safety of the passengers that some person or other should be considered responsible for the carriages being in proper order?—That appears a very good mode of arriving at a certainty of the carriages being in good order; but I cannot take upon myself to say that it is always essential, and always the best way, that some one person should be responsible in that manner.

967. Supposing upon a railroad all the carriages are contracted for, would you rely upon the contractor and nobody else, for their being in a proper state for travelling?—No, I would not.

968. Upon whom, then, would you rely?—On the Great Western Railway I would appoint a man on purpose for it; if it were a small railway very likely it would be the duty of the inspector of the station; he is responsible also now.

969. Do not you think that a carriage should be examined sufficiently often for the public safety, by some responsible person?—Unquestionably, they ought to be examined sufficiently often.

970. Supposing railways were conducted upon a different principle, namely, that examinations should take place by the officers of the Company, but that all the reliance should be placed upon the contractor; do you think that would be satisfactory?—I think such

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conditions might be made with the contractor as would be satisfactory, just the same as with the mail coaches.

971. Would not that involve the contractor, having a person to inspect?—It would involve his being responsible, and taking such means as he thought best for securing it.

972. Mr. Labouchere—Are there any other points to which you wish to call the attention of the Committee?—I am almost ashamed to occupy the time of the Committee any further. I was referring to the impossibility of any central authority of the sort proposed, distributing all the regulations with anything like justice to the different Companies, because it would operate so unequally upon different Companies. It has been supposed that such a controlling authority could determine whether the police upon a line were sufficient, and that if they could, they ought to have the power to order accordingly. I was asked whether I knew a Company in which the workmen employed upon the line acted also as police. With respect to that, I dare say such an officer as would be appointed would not feel justified in allowing that system if it were adopted, and yet in the case of a Company, that is not a wealthy Company, but one of the smaller Companies, great saving is effected by adopting that system; and if it were given up, I think it very possible that no improved system of watching might be carried on; but that is, I know, regarded by the persons connected with the Board of Trade as a dangerous course; in such case you would probably compel them to appoint police, and thereby to incur great expenses.

973. Do you mean to state that there are any railways upon which the duties of the police are mainly performed by workmen, and not at all by policemen?—No, they have a night police; but during the day time what are called plate-layers, the men responsible for the state of the road, act also to a certain extent as police on the road.

974. Supposing one of the poorer Companies, under the pressure of financial difficulties, to reduce extensively, or altogether to do away, the policemen upon their railway, and to substitute workmen either altogether or in certain parts for policemen, do not you think such a state of things would be dangerous to the public safety?—No, and for this reason, that I assume of course that the Company have common sense, and know something of their own interests; and I know, from my own knowledge of the working of the thing, that long before they would have reduced their police to a state in which it would be justifiable for the public officer to interfere, they would have found that it was not profitable to do so, on account of the inconveniences arising from the want of proper watching on the roads, and from the want of proper communication of signals, and other causes.

975. Do not you think it possible that a Company in financial difficulties might yield to the temptation of effecting an immediate saving by reducing the police to a degree that would be inconsistent with the public safety?—I do not think so; but even if they did, no legal power could really compel that Company to expend the money which they could not afford to spend, in a beneficial manner; as I said before, I believe that the necessities and wants of the Company will compel them to keep a better police than you can possibly feel justified in enforcing by regulations, and therefore I do not think the case can arise of reducing it below that. If you suppose a company so utterly regardless of their duties (because I must say that both Directors and officers feel that they have duties to perform), if they were such a set as to do what is supposed, in order to save a few pounds in the current expenditure, they could easily evade any regulation that could be passed to compel them, if they do not choose to do it. You cannot fix the wages of the persons they are to employ; then how can you fix the qualifications of the persons they are to employ as police? They might to the letter obey the law, but you cannot compel them to obey it in the spirit. Their interest will operate far more strongly, because it is the case, fortunately, that on every point you can refer to, either as to police for the management of the line, or as to the maintenance of the way, the daily receipts are so closely connected with the daily expenditure, that you will find that their own interests, even in the case of the poorer Companies, will drive them to adopt as large an expenditure for beneficial purposes as you could be justified in compelling them to make by law.

976. Sir James Graham—Have not you stated that the real difficulty is, to strike the balance of expense in such a manner as on the one hand to incur any expense which is really necessary for the public safety, and on the other hand to avoid expense which, though apparently necessary is not really so?—I do not think there is any difficulty with the Companies in striking that balance.

977. Is not that the difficulty?—No; I stated that as a difficulty with any public officers, that I do not see where they are to draw the line, and to say, "Although that would conduce to the public safety, we cannot call upon the Companies to incur such an expense as this."

978. Is it not the honest endeavour of the Directors of a Company, and of the servants of a Company, to diminish the expense as far as they think safe, with a view of increasing the profits of the proprietors for whom they act?—Yes, but in going as far as they think safe, you will find that they stop very far short in the descending scale of where you would be obliged to stop in exercising a controlling power of that sort.

979. In striking the balance, you say that there is no difficulty on the part of the Directors of the Companies in so doing; is it not in human nature that they should have a strong leaning to reduce the expense, and increase the profits, in which they are in a manner interested?—They have a strong feeling that way, but the feeling is stronger of avoiding the risk consequent on reducing it too low.

980. The risk is contingent and speculative upon accident; the profit consists in the daily economy of avoiding expense which they think unnecessary; the one is, therefore, a remote motive, the other is a constant daily operation. Reflecting upon those circumstances, do not you think that in a matter entirely within their control they must be disposed to save expense, and to exercise a severe judgment with respect to any increase of expense necessary for safety?—I say most honestly, that I believe the fear of evil consequences operates more strongly than the desire to save, and that the desire to have a character with the public for accommodation and for safety, and for every other point which is likely to bring them traffic, is stronger with them, merely from motives of interest, than the mere desire to save upon these points; and the proof is in the result.

981. Even if that should be the liberal and wise view of the Directors and Managers, are not the proprietors disposed to urge upon the directing body economy to an extent which may not be consistent with safety?—I do not think they are; and I think I can refer to every public meeting which has taken place to prove that they are not. I never remember or heard of a case of the proprietors calling upon the Directors to stint any expenditure connected with the police, or connected with the safety of the line; and I do not think you can find a single instance.

982. Mr. Freshfield—Do you think that the motives to undue economy is likely to be more operative upon Railway Directors than upon stage-coach proprietors?—No.

Letter to the Right Hon. Lord Seymour, Chairman of the Select Committee on Railways.

Bristol, Saturday, 27 March, 1841.

My Lord,—I am informed that an erroneous impression has been created by that part of my evidence which relates to the examination of carriages; and that it is supposed that I meant to express an opinion that some examination of the carriages between each journey was unnecessary, and in practice unattainable. Although I never intended to advance such an opinion, yet, upon reading over the minutes of my evidence, and having my attention called to it, I perceive that my words admit of this construction, and therefore trust your Lordship will excuse my addressing this letter to you as the means of correcting my evidence upon this point.

The misapprehension, if it exists in the minds of the members of the Committee, must have been created by my not expressing properly the distinction, which I drew in my own mind, and referred to in my answer No. 963, between "a frequent cursory examination" and "an occasional general one," which, as I stated in the same answer, would require a few hours, and which, as I was going to explain at the time, would require that the carriage should be lifted off the wheels, to examine the bearings properly, and that each pair of wheels and axles should be turned round, to ascertain if they were bent or strained; that they should be cleaned, in order to be able to detect if any part was getting loose, and many other things which I could not enumerate. It was this description of complete examination which I had in my mind, when the questions, particularly No. 943, were put to me, and which I confounded (by using the same word) with the "constant regular examination," which, in my next answer, No. 944, I stated was practised, and which I referred to also in my answer No. 953, wherein I stated, that if any accident happened from a cause "which could have been perceived," the man appointed to look after the carriages would be "called to account;" and as, in nearly the last question put to me on this subject, No. 964, this distinction was drawn between the "frequent but slight examination" of a railway carriage, and the "daily complete one" of a mail-coach, I was not sensible of having confounded the two together.

With your Lordship's permission, I will now state more clearly and exactly than I did when replying to the questions put to me in different shapes by three different members of the Committee, the opinion which I meant to express, using the word inspection as distinguished from examination.

I consider that a general examination of a railway carriage, according to any routine that could be defined, and safely laid down as directions really to be followed, cannot be effected daily, and still less between each journey; but, that the same purpose is practically effected by a more frequent, but more superficial inspection, by which any change is almost sure to be detected; and I consider that such frequent inspection should be constantly kept up at one terminus, or at both if the journey be long.

That I have always entertained this opinion, is proved by the circumstance that I have myself introduced a system, peculiar, I believe, to the Great Western Railway, of having a pit or sunk passage between the rails, on the arrival and departure lines of the principal stations (as commonly adopted in locomotive engine-houses), to enable a man to walk under the carriages as the train is made up, and thus more easily to see the most important parts.

This inspection affords a sort of negative evidence only that nothing wrong is observed; but by its frequency in the hands of a trustworthy man, it affords more security in its result than any attempt at a periodical and systematic examination of all the parts of the carriage in detail, similar to that practiced with the mail-coaches, and which alone can afford positive evidence of the parts being perfect.

I trust your Lordship and the Committee will allow this explanation to be appended to my evidence.—I have, &c. I. K. BRUNEL.

James Chapman, Esq., called in; and examined.

983. Chairman—With what railway are you connected?—The North Union Railway.

984. What are the termini of the North Union?—Preston at one end, and the Liverpool and Manchester Railway at the other.

985. What length is the railway?—Twenty-two miles.

986. How long has it been opened to the public?—Nearly three years.

987. What situation do you hold in connexion with that railway?—I am Secretary, and general manager.

988. You have had your attention called to the 11th clause of the Bill now before Parliament?—I have.

989. With reference to the discretionary power there given to the Board of Trade, do you wish to make any observations to the Committee on the subject?—The North Union Company, and I believe all the others (certainly all that I am acquainted with), consider the clause as very injurious to their interest, and they think that it will inevitably divide the responsibility between their Boards and the Board of Trade, and they do not think that it will produce any increase of confidence on the part of the public. It will be injurious because it will make us liable to orders which, whether applicable or fitting to our respective cases or not, we must direct our men to obey implicitly. I dare not disobey an order that I should receive from the Board of Trade. And if, under any circumstances, there was a large expense attending obedience to those directions, we must bear it. As our relations stand at present with the Board of Trade, when any suggestions come to us from the Board of Trade there is a great anxiety and a great wish to attend to them and carry them out, if possible; if, however, they become orders, I cannot help thinking, and firmly believe, that that feeling would be changed. The Directors, I am sure, would feel it their duty to obey implicitly the orders they might receive, but they would, as a matter of course, divest themselves of any responsibility attending the result. The rules and regulations which we make for the government of our line, fit as closely as we can make them to the cases that we have under contemplation, but on sudden emergencies the Company's servants frequently break them on their own responsibility, because, in the first place, they have considerable experience, and they know very well that a blind obedience to such an order might occasion great mischief, and therefore they break them; that discretion to break an order is founded upon experience and a knowledge that they would be able to justify themselves; but if the orders of the Board of Trade are to be so dealt with, that is, if they are to be avoided or disobeyed whenever the

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parties carrying them out see fit, or whenever they think they have a good excuse for doing so, I apprehend they had better not be issued; while, on the other hand, if they are to be closely attended to and implicitly obeyed under all circumstances, it is easy to see that great mischief and danger might occur, the responsibility of which it would be unjust to place upon us. If, indeed, the orders were to be so very general in their nature as to have nothing special or particular in them, it is obvious that the Companies would have no great difficulty in concurring with and obeying them, but if made to apply closely by parties who (I speak it with great respect) cannot have the requisite knowledge to enable them to foresee and provide for the occurrences that are continually varying upon a railway, they must be accompanied by a dispensing power, in order to avoid dangerous results. If that dispensing power were to be exercised by the Directors, or even by the heads of the executive department next in authority to the Directors, there might be something in it; but I have been myself some ten or twelve years connected with railways, and I know that the emergencies are so sudden, that the power to dispense with the rules must be left with the engineman and switch-man: so that in fact, in this view of the case, the rule would be one which the Companies would be bound to obey if no inconvenience was likely to follow it, otherwise they would avoid it. With the permission of the Committee, I would go on and make some observations about the peculiar recommendations laid down in the 11th clause. If I assume that the six suggestions made by the officers in their Report are to become orders, then the first and second, which relate to time tables, would not be applicable at all to us; they would not suit our line at all. And with reference to that, I have a letter which, if I may be allowed to read it, I should be glad; it is from Mr. Booth since he returned to the county, showing how inapplicable such an interval of 15 minutes is. This letter I know to be Mr. Booth's handwriting, and it is as follows: "Dear Sir,—The Liverpool assizes are just now affording instances where the public convenience calls for those extra trains, which it is quite impossible to provide for in any system of time-table regulations. I have this moment received a despatch from Preston, informing me that the high sheriff and his retinue are coming from the north to Liverpool, and I have barely time to send off an express engine to bring on the train from Parkside. I had previously given orders for an extra engine to be in waiting tomorrow for the Judges, but at what hour they will come we know not. Not many days since the high sheriff, with a large retinue and 24 horses, requested a special train to move in the other direction, which was at once granted. I have thought that possibly these occurrences (not very important in themselves) might yet help to show the impracticability of any regulations issued from a distance being adapted to the varying emergencies of our railway traffic. Should you be detained many days, we shall be anxious to learn the probability of success, in what I think we may properly designate a good cause." If no train were allowed to start or to succeed another on any part of the line at an interval of less than 15 minutes, we should be thrown into inextricable confusion upon many occasions. For instance, when the Judges pass through our part of the country, I have always felt it to be my duty to offer their lordships a special train to go at their own time, whenever they think proper. We could not do so if that regulation were made.

990. Mr. Labouchere—Is the mention of 15 minutes in that clause compulsory, or is it merely in the way of limitation upon the discretion proposed to be given to the Board of Trade?—I believe it is discretional; but I think time ought not to be the measure of the interval at all, as it could be no guide whatever. It could not be any guide whatever, unless the speed of all the trains was uniformly alike. In fact, for such a regulation to be at all intelligible, it must be supposed that the relative distances of the trains can be preserved by an uniform rate of travelling, like those on the Blackwall Railway, where a continuous rope, to which the trains are attached, is the medium of application of the power. There you can keep the trains at an equal distance, but we cannot. The trains are frequently unequal in weight, which must necessarily make them unequal in speed, and besides the inequality in weight, there are many other disturbing causes which would make them at all times unequal in speed; and therefore time would not be any just measure of the interval to be preserved in any case. I believe that the effect of requiring always an interval of fifteen minutes would be to take away time from those trains that do want it, such as the second-class trains, heavy-goods' trains, and cattle trains and so on, and to give time to the first class and light trains, which do not want it. For these reasons I apprehend that the discretionary power of issuing regulations in these respects can be nowhere so desirably lodged as with the responsible and deeply interested Companies themselves, upon whom in almost all cases the greater part of the loss, damage, and obloquy of any mischance or any bad management always falls. There are other recommendations in the Report, one with respect to not allowing ballast waggons to remain on the line within a certain prescribed time of the trains passing; I know that it is the case with our Company, and I believe with all others, that all those waggons are forbidden to be upon the line within half an hour of the train time, under very heavy responsibility, and in such case the contractors for the maintenance are responsible for all the damage that may accrue, in the event of any, if their waggons are upon the line within half an hour of our trains; and I believe all the Companies do the same. Then follow some recommendations with respect to signals; those, it is suggested, should be as nearly alike as circumstances will permit; we concur quite in that. And again, that the carriages should have buffer springs, and also that in every train one carriage in four should be provided with a good and sufficient break. We do not object to that; in fact, we are far beyond that rule now. I should however, for the regulation of these points, still prefer the experience of the parties themselves, as the arrangements and precautions necessary for public safety and convenience must be better known and understood by them than they can by any possibility be by comparative strangers. I have already observed upon the responsibility that we are under at present. We are deeply responsible to public opinion, and I may add to law also. If, however, this clause passes, and afterwards is not left a dead letter altogether, but is put into active operation, I am persuaded that its effects will be alike mischievous to the Companies and to the public. It would create a divided responsibility, the respective shares of which cannot be defined, in lieu of the single one now existing, and which, after what has taken place before this Committee, I am sure will be much more deeply felt by us than even it has been yet, great as our anxiety has been. Besides, with very great respect to the officers employed (I am sure Colonel Smith is a gentleman I have the highest respect for), I think they cannot proceed safely with their present stock of experience and knowledge, and that when they shall have acquired that which might entitle them to advise the Board of Trade, they will assuredly come to the conclusion that general rules will not be applicable to all railways, long or short, with various gradients. Almost every railway requires some particular rule, only applicable to its own case. Any general rule made for all Companies, except in some few unimportant particulars, would in all probability be productive of great danger, if implicitly obeyed; while I submit that if the Companies are to have discretionary power to dispense with the rule of obedience when they see fit, it is almost a mockery to make or promulgate any rules whatever, if we are to obey them or not just as we think proper. There is another reason with which I would trouble the Committee, and that is, that I think every practical improvement which has taken place on railways has sprung from the officers of the railways themselves, and I believe that such a rule as is laid down in the 11th clause would damp and clog that very much; and I believe also that it may be safely doubted whether, if this power of interference with us had been made a condition with us at first (for I was one of the original proprietors of the Liverpool and Manchester Railway) these enterprises, opposed as they were by almost every one in the kingdom but those immediately concerned in them, I do not believe they would ever have been carried out. And finally, I think that public safety will not be increased by vesting in the Board of Trade an undefined discretionary power to issue such regulations as they may deem necessary; but that it is manifest that such a power, if really brought into operation, would have a contrary effect and tendency.

991. You have stated that you think it would be impossible for the Board of Trade, with any advantage, to issue any general regulations applicable to all railways?—I think it would be.

992. Are you aware of the resolutions which were passed at a general railway conference held at Birmingham, in last January, upon the subject of railways?—I am.

993. Were you present at that conference?—I was.

994. Were you a party to the resolutions then passed?—I was, I attended in my official capacity.

995. At that conference were not resolutions agreed to, of which the following is one—"That this meeting considers it desirable that there should be an uniform system of signals recognised and applicable to all railways, and they recommend that the following rules and regulations be submitted to the consideration of each Railway Company." Appended to that resolution were a series of rules and regulations proposed to be observed by enginemen, guards, policemen and others upon all railways, and also a code of signals recommended to be observed on all railways; was not that the case?—That was the case.

996. How do you reconcile the opinion you have just expressed, that it would be impossible to frame any general regulations applicable to all railways by the Board of Trade, with the circumstance just adverted to, that you were a party in the month of January to recommending the adoption of general regulations upon this subject to all railways?—With submission, I think I have hardly stated so much. I have said that general rules would not be applicable to all railways, long or short, with various gradients; that is, that a set of general rules so made would not be likely to be applicable to all railways. Those rules that were issued are very general, in fact they were a transcript pretty nearly of the rules that we observed on the Liverpool and Manchester, and North Union Railways. We run into the Liverpool and Manchester, and therefore we observe the same rules. The rules that were recommended for the consideration of the Companies were a transcript of those rules; they were merely recommended for consideration.

997. Was any distinction drawn in those rules between short and long railways, or were they all agreed to as applicable more or less to all?—No, but a door was left open for discretion, by stating plainly, as I think it was put, that they were submitted to the consideration of each railway, and each railway would naturally take such parts as were fitted to their peculiar line, and would reject others.

998. Still, does not the fact of the resolution which has been read, and the regulations which accompanied it, having been agreed to at that general meeting, and submitted to the consideration of all the railways, seem to imply an opinion on the part of the meeting that there were some regulations at least which it would be desirable should be adopted as a general rule upon all railways?—Some very general ones.

999. Are the rules and regulations which are appended to the resolution just read to you of a very general, or are they of a particular nature relating to signals?—I think they are very general, they are principally calculated to prevent collision.

1000. In the code of signals which is recommended to be observed upon all railways, are the regulations proposed of a very general nature, or do they enter into considerable detail?—I think they do not enter into much detail. If I remember rightly, there are only three signals.

1001. Are there not special signals by night, and others by day?—Yes; but they are for the same purpose. Of course the signals we use by day would not do for night, but they are for the same effect.

1002. Is your objection, then, to regulations being issued and enforced on the part of the Board of Trade, founded upon a fear that the Board of Trade would go too much into detail, or is it founded upon the opinion that it would be impossible that the Board of Trade should suggest any general rules, of any kind whatever, that would be applicable to all or almost all railways?—I think I have stated that the rules to be made must be very general, and have nothing special or particular in them.

1003. Do you think that the Board of Trade would act safely if they were to enter as much, and no more, into particulars, as is done by the general railway conference in the rules and regulations which they recommended for the adoption of all railways?—I do not think they could.

1004. Why not?—Because I do not think they know how.

1005. But supposing the Board of Trade, for the sake of argument, to be sufficiently instructed upon the subject, and supposing they had issued the identical rules and regulations which were issued by the general railway conference upon this occasion, do you think that that which was a wise step on the part of the railway conferrence would have been an unwise and dangerous one on the part of the Board of Trade?—If I could suppose that which is not, and which I think cannot be, I might answer in the affirmative.

1006. Then your objection is not to its being impossible that proper rules and regulations should be formed applicable to all Railway Companies, but it is founded upon the fear that the officers of the Board of Trade are not sufficiently acquainted with railway management to be able correctly to form an opinion as to what such rules and regulations should be?—Precisely. *(To be continued.)*

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PROCEEDINGS OF THE INSTITUTION OF CIVIL ENGINEERS.

March 2, 1841.

On a new form of Railway Chairs and improved Fastenings. By Charles May, Assoc. Inst. C. E.

At the suggestion of Mr. Cubitt, V. P., a series of experiments was instituted at the works of Messrs. J. R. and A. Ransome, of Ipswich, for the purpose of determining the most advantageous form of the chairs, and most secure mode of fastening them upon the sleepers of the South Eastern Railway. The result of these experiments has been to produce the cast-iron chairs, and wooden treenails as fastenings, which were exhibited at the meeting, and described by the Author.

In the event of a chair breaking, it is desirable that the fracture should occur in such a manner as to prevent any of the loose pieces being thrown into situations where they would interfere with the passing trains; to ensure this, the weakest part of these chairs is across the seat—they are, however, stronger in that part than any other chair now in use. In order to ascertain the proper relative proportion between the strength of the jaw and that of the seat, many experiments were made by varying the forms, and wedging the chairs, until they broke, sometimes in one and at other times in the other part; it was then easy to add so much strength to the jaw as would, without waste of metal, cause the fracture to take place invariably across the seat.

For the purpose of ensuring perfect accuracy of form, with a smooth internal surface, so that wedges of a uniform shape and size might be used, the chairs are cast upon metal cores; the joint-chair has an upper piece, overlapping the wedge, to keep the rail in a perpendicular position, and to prevent the end of it from being thrown up or forced away laterally, if the wedge should accidentally be removed. This form of chair was originally planned by Mr. John Harris, the engineer of the Stockton and Darlington Railway, where it has been in use above twelve months, giving perfect satisfaction. The rail is so placed in the intermediate chairs, that when it receives the pressure of the wedge, it is held firmly down on the seat, against the lower part of the jaw, and at the upper part against a slightly projecting rib, which bears against the neck of the rail.

The holes for the fastenings are so arranged as not to be in the same line; a large portion of the current expense of the maintenance of way on railroads arising from replacing the sleepers which have been split by the spikes being driven in the same line in the grain of the wood.

The mode of fastening adopted in this case is, to use treenails of dry English oak, compressed into two-thirds of their original bulk, by being forced under a fly press, into metal tubes, in which they are placed in a chamber heated to about 180°, where they remain sixteen hours: the pressure upon the body of the treenail (the head not being compressed) is sufficient to materially increase the specific gravity without injuring the fibre, or diminishing the strength of the wood, and it retains the form thus given until it has been driven into a damp sleeper, when the expansion is sufficient to fix it firmly.

The ordinary mode of fastening chairs with iron spikes has been found disadvantageous, because one blow too many causes a reaction, and frequently loosens them, whilst treenails may be driven to any depth, and the heads subsequently split with small wedges if necessary.

Rails should be 'keyed-up' so tightly as to ensure security, still leaving a large amount of surplus strength in the chair to resist any shock to which they may be exposed:—with wedges of varying dimensions, the chairs, which are frequently of unequal quality, and carelessly cast, are liable to be brought nearly to the breaking point, and to give way as soon as they are subjected to any additional strain. This has been avoided in the chairs and wedges under consideration, by giving them exact uniformity of dimensions.

The wedges adopted are of English oak, cut out of square timber, so formed as to drive equally well with either side to the rail, and compressed into five-sixths of their bulk, by the same process as issued for the treenails.

Many advantages will result from this form of chair and wedge, with the treenails for fastening; the time occupied in laying the rails is diminished; the holes for the fastenings may be bored in the sleepers by machinery, at a diminished cost, and greater accuracy of gauge obtained at the same time; the required inclination of the rail being given in the chair, no cutting away of the sleeper is necessary; the sole of the chair is fixed horizontally upon the surface of the sleeper, and all of them may be placed accurately in the same plane, thus bringing to bear upon the hitherto roughly executed details of railway engineering, those mechanical contrivances by which the cost is diminished, whilst the dependance upon the skill and attention of the workmen is avoided; at the same time insuring the accuracy of the line, upon which so large a portion of the economy of working a railway depends.

Specimens of the chairs, wedges, and treenails, accompanied this communication.

Mr. Cubitt observed, that two modes of preparing treenails had been hitherto adopted: one was, by forcing the wood through a steel die, in which case neither the form nor the diminished bulk was preserved, as on leaving the die it swelled nearly to its original size. The other was by passing the wood between rollers: this latter process had been found to cause permanent injury to the fibre of the wood, by crushing the capillary tubes, and consequently depriving it of much of its strength. To the mode of preparing the treenails under consideration, neither of these objections existed. He anticipated many advantages from the use of this form of chair, wedge, and fastening. They would certainly be cheaper even in the first cost than the ordinary chairs, fastened down by iron spikes. The usual calculation for a double line of rail was 880*l.* per mile for the chairs, wedges, and spikes. The cost of these chairs, with the compressed wedges and treenails, would be 786*l.* per mile. The price of the compressed treenails for railway purposes would be 5*l.* 10*s.* per thousand; that of iron spikes was 6*l.* 5*s.* per thousand. The wedges, 2¼ inches square, cost 2*l.* per thousand for each inch of their length, so that those for the joint-chairs, which are 8 inches long, average 16*l.* and those for the intermediate chairs, of 6 inches long, cost about 12*l.* per thousand. Each joint-chair, with wedge and treenails, costs 2*s.* 10*d.*; and the intermediate ones, with their appendages, 2*s.* 1*d.* each.

One great cause of expense on railways was the fracture of the chairs during the laying. He knew an instance where in a length of twenty miles of railway 180 tons of chairs had been broken, either by wedging or in driving down the spikes. This was in the ratio of one chair in ten. In the ordinary mode the oak wedges are driven home by a 14 lb. sledge hammer, whereas with the new chair the compressed wedges and treenails are driven by a light wooden mallet.

Mr. Pim remarked that the wood fastenings used for the chairs on the Dublin and Kingston Railway had been compressed by rolling. He considered the present plan much superior.

Mr. Vignoles corroborated the statement of the cost of chairs of the ordinary construction. On the railways of the north of England oak treenails had been used as fastenings for a considerable period. The plan now proposed presented many advantages, not only in the construction of the chairs, which appeared well designed and excellently cast, but in the form and mode of preparation of both the wedges and the treenails.

In answer to a question from the President, whether the compressed treenails could be applied with advantage in ship-building—Mr. Mills was of opinion they could be so employed, provided the fibre was not injured by the process. He believed that sound wooden treenails were better fastenings for ships than iron bolts, and quite as good as copper, whilst by their use the expense was materially reduced. Turned treenails of locust wood were at present preferred to all other kinds.

Mr. S. Seaward understood that, at the Royal Dockyards, treenails which were crooked as much as three times their own diameter were preferred to straight ones. He believed that the late Mr. H. Maudslay had constructed some machinery expressly for turning them crooked.

Mr. Hawkins remarked that the treenails were frequently crooked, because the rending caused them to follow the direction of the grain of the timber. Twenty-two years since, Mr. Annesley took out a patent for building ships without ribs. He used for fastenings, treenails compressed by being forced through steel dies, just before driving them into the planks, so that their expansion fixed them firmly in the planking. He built a vessel of very light construction, the sides of which were formed of five thicknesses of ¾-inch boards, held together by compressed treenails, without any ribs. It has proved very stiff and durable.

In reply to a question from Mr. Vignoles, whether the swelling of the compressed treenails in the ribs would not have the effect of preventing the possibility of the "but end" of a plank starting—Mr. Mills believed that such an event was of rare occurrence; treenails were subjected more to a lateral strain; they were frequently "backed out" after the planks had been fitted into their places; when the latter were properly bent they retained their shape, and had no tendency to spring out.

Mr. S. Seaward, in support of the opinion that leaks did occur from planks starting, instanced the "Marquis of Huntly," East Indiaman, which was injured in the Downs, by a collision with another vessel; she proceeded on her way to China, but during the whole voyage out and home forty extra men were employed at the pumps. On being taken into dock, it was found that the "but end" of one of the bow planks had started for 8 or 9 feet in length, and nothing but constant labour and attention had kept the ship afloat, at an additional expense of 7000*l.* to the owners.

March 9, 1841.

Description of a Bridge for a Railway crossing above a Turnpike Road, where the depth between the soffit of the Bridge and the surface of the Rails is limited to twenty-one inches. By John Pope, Grad. Inst. C. E.

This bridge was designed by Mr. W. Cubitt, V. P., to meet the conditions of a clause in a Railway Bill, which required that there should be a clear width of opening for headway through the bridge in every part, 30 feet wide by 20 feet high, whilst at the same time the height of the embankment limited the space between the under side of the bridge and the surface of the rails to 21 inches.

The railway is carried on three cast-iron girders, each 3 feet deep at the centre, diminishing to 6 inches at each end, with a bearing of 2 feet on cast-iron wall-plates, supported by brickwork abutments. The flanches of the girders are 8 inches wide, and the metal every where 2 inches thick. Balks of Memel timber, 12 inches square, are laid transversely, close jointed, their ends bearing upon the flanches of the girders: on these timbers the chairs are fixed, and the rails are laid. The whole depth employed is—

The flanch of the girder	2	inches
Thickness of timber balks	12	„
Depth of the rail and chair	6¼	„
Total	20¼	inches

One of the girders on each side supports the parapet wall in which it is completely encased, and being faced with cut stone, assumes the appearance of a flat camber arch, 3 feet in depth.

A detailed drawing, showing minutely the construction, accompanied this communication.

(To be continued.)

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LEEDS AND SELBY RAILWAY COMPANY —GENERAL MEETING.

On Monday, the Half-yearly Meeting of the Shareholders in this Company was held at Scarborough's Hotel, in Leeds, for the transaction of the general business of the Company. The advertisements convening the meeting also contained a notification that a resolution would be proposed, in conformity with the powers conferred upon the Company by an Act passed in the last session of Parliament for confirming an arrangement already made for leasing the Leeds and Selby Railway, and all the works belonging thereto, to the York and North Midland Railway Company.

In the absence, through indisposition, of John Gott, Esq., the Chairman of the Company, David William Nell, Esq., the Vice-Chairman, took the chair; and the meeting having been opened with the usual formalities, John Atkinson, Esq., the Law Clerk of the Company, read the Report of the Directors to the shareholders.

REPORT.

Since the last annual meeting a great and important change has taken place in the affairs of this Company, the effect of which has been to place the management of it for a term of thirty-one years in the hands of the York and North Midland Railway Company, who have accepted a lease of the entire undertaking for that term with power for them to purchase the undertaking at the original cost, securing to the shareholders of the Leeds and Selby, during the lease, a fixed rent of 17,000*l.*, which is equal to the payment of the interest on the borrowed capital, and a dividend of five per centum per annum on the shares. The circumstances which led to this arrangement were so fully explained to the shareholders at the Special General Meeting held for the purpose of submitting the proposal to the general body in October last that it cannot be necessary here to repeat them.

The Directors have now to report that the power which was not previously possessed for making the lease to the York and North Midland Company has since been conferred on the parties by an Act of Parliament passed in the last session—the performance of its terms having in the meantime been guaranteed by mutual bonds entered into by the Directors of the two Companies. Under that guarantee, the lease has in fact been acted on since the 9th of November last, and it now remains only to give to it that legal sanction which the recent act enables the shareholders to give.

With respect to the receipts of the latter half-year of 1840, the Directors had so far anticipated them by the order of an additional number of engines, coaches, and other necessary articles for the maintenance of an efficient establishment (the cost of which in the ordinary course of things would have been distributed over the present year), that when the agreement for transferring the management of the concern was made, it became necessary to apply those receipts to the payment of the debts thus incurred. The effect of this, however, while it prevented the payment of the usual dividend, was to increase by nearly the full amount of the cost that stock of engines, &c., which the lessees were to take and pay for at a valuation, and the produce of that valuation is now available to the purposes of the Company. The money arising from sale of the stock will be applied in the first instance to making up the deficiency appearing on the accounts up to 31st December, 1840, arising from the cause already named, and then to the discharge of the debt of upwards of three thousand pounds remaining on account of the construction fund, the balance being at the disposal of the shareholders; this balance will amount from 13,000*l.* to 14,000*l.* And the Directors recommend that this balance should be allowed to accumulate at interest during the lease, in order to form a fund which, by providing the means of resuming the trade at the end of the term (in the event of the York Company not purchasing the line), will secure the independence of the Leeds and Selby Railway at that time, and which, if not then required to be so applied, will be devisable as a considerable bonus among the shareholders.

The account for the last half-year shows a balance of 5,250*l.*, arising from the rent received from the lessees of the railway, and applicable to a dividend from which the Directors recommend a payment to be made of 2*l.* 10s. per share, for the half year ending 30th June, 1841. And in future the shareholders may confidently reckon on a like dividend of 5 per cent. per annum.

Thomas Charlesworth, Esq., moved that the report be adopted and printed for the information of the shareholders, under the direction of the Committee.

Joseph Sugden, Esq., seconded the motion.

Some discussion arose upon a suggestion of James Brooke, Esq., that the balance remaining in the hands of the Company after the sale of the old stock, and the payment of the floating debts, stated in the report at 13,000*l.*, should be now divided amongst the shareholders, instead of being put out to interest and allowed to accumulate during the lease of the Company's works, as recommended by the Directors. He said that many of the shareholders with whom he had conversed were favourable to that course.

The Chairman said, that if the course pointed out by Mr. Brooke were pursued, there would be considerable difficulty in raising the necessary capital (to purchase a stock of engines, &c.) to carry on the works, if at the end of the lease the York and North Midland Company should neither purchase the line nor renew the lease. The Leeds and Selby Company had already borrowed all the money authorised by its acts, and if this residue were now distributed, there would be no means of supplying the deficiency.

Mr. Brooke thought that at the end of the term, the then shareholders could apply to Parliament for further power to raise money, if such a power should then be required.

Mr. Atkinson observed, that if the whole of the 13,000*l.* were distributed, it would amount to little more than six per cent. upon the shares, but he thought that such a distribution would have the effect of causing the price of shares to fall more than twice six per cent. in the market. If the Company parted with this fund, it would be a most suicidal act; he did not think that under such circumstances Parliament would grant new powers to raise money; and in that case, if the York Company did not buy the line, it might be worth little more than old iron.

Mr. T. Charlesworth said, that that part of the report which he preferred to the rest, was that now under discussion, and that for the reasons stated by Mr. Atkinson. It appeared to him that this Company would be far better able to make a good bargain with the York Company if it retained this fund, than if it parted with it.

James Audus, Esq. said, that by retaining this fund, the Company might be kept independent of the money market for many years.

William Gatliffe, Esq. was also opposed to the distribution of this fund. He said that the Company had already borrowed 130,000*l.*, and that the creditors of the Company would be much more likely to call in their advances if no reserve were made.

Matthias Whitehead, Esq., considered that the proposal of Mr. Brooke would greatly depreciate the property of the Company.

Mr. Brooke said, that he had never moved an amendment in his life, and he would not do so on the present occasion. The shareholders were much indebted to the Directors for their services, and he wished affairs to go on pleasantly as heretofore. He had thought it only right to mention the subject. The report was then adopted *nem. con.*

Mr. Atkinson read the draft of the lease of the Leeds and Selby Railway to the York and North Midland Company, according to the terms originally agreed on. Our readers are aware that the lease is for a period of thirty-one years from the 9th of November, 1840, at a yearly rent of 17,000*l.*, payable quarterly, with a two months' credit upon each quarterly payment. The works and buildings are to be kept in the same state of repair as at present by the York Company, who are to be at liberty at any time during the lease to purchase the absolute property in the works, at the price which they originally cost, that is to say, on payment of the amount of the present stock of the Company, namely, 210,000*l.*, and such further sum as may be necessary to pay off the mortgages of the Leeds and Selby Company, which now amount to 130,000*l.*

Matthew Bloome, Esq., moved a resolution approving of the draft of the lease, and authorising the common seal of the Company to be affixed to that lease.

Obadiah Brooke, Esq., seconded the motion, and it was agreed to.

The Rev. C. Clapham moved, and James Brooke, Esq., seconded, that a dividend of 2*l.* 10s. upon the shares of the Company, to the 30th June last, be paid on the 17th August next, and that the transfer books be closed for fourteen days previous. Adopted.

Christopher Heaps, Esq., then moved "that the balance remaining in the hands of the Company after the sale of the old stock, and the payment of the floating debt, be put out to interest by the Directors, and allowed to accumulate during the lease, for the general purposes of the Company." Chas. Makins, Esq. seconded the motion, and it was agreed to.

On the motion of Samuel J. Birchall, Esq., seconded by W. Jackson, Esq., Thomas Davidson Bland, jun. Esq., Edward Ward, Esq., David Wm. Nell, Esq., and William Gott, Esq., the four Directors who retired by rotation were re-appointed. Thanks having been voted to the Directors and to the Chairman of the day for their services, the meeting broke up.—*Leeds Intelligencer*, July 31.

BOLTON AND PRESTON RAILWAY COMPANY—GENERAL MEETING.

The half-yearly general meeting of the Company of proprietors of the Bolton and Preston Railway Company, was held on Thursday week at the Swan Hotel, in Bolton; John Hargreaves, Esq., of Hart Common, Westhoughton, Chairman of the Board of Directors in the Chair.

P. Sinclair, Esq., Secretary, read the Report of the Directors, and the account of receipts and disbursements; and,

A. J. Addie, Esq., Engineer, read his Report on the state of the works. Since the partial opening of the railway, on the 4th of February last, to the 30th June, the total number of passengers conveyed by the Company amounted to 27,718 of whom 23,592 were railway passengers, and the total amount received for passengers and parcels was 2,387*l.* 3s. 5d. This, the Directors say, is satisfactory, and tends to confirm the belief which they have ever confidently entertained, that there would be ultimately an extensive business in passengers, as well as in coal and merchandise, upon this line.

After a conversation on the general affairs of the Company,

J. Lord, Esq., of Wigan, moved the adoption of the Report, which was seconded by H. H. Grounds, Esq., of Manchester, and carried unanimously.

The meeting then broke up.

LIVERPOOL AND MANCHESTER RAILWAY COMPANY—GENERAL MEETING.

Last week we gave a sketch of the proceedings at the late meeting, and an abstract of the official report. We now give that document entire.

REPORT.

The Directors, in submitting to the proprietors the result of their operations for the six months ending the 30th June last, have little to report beyond the usual statement of receipts and disbursements in the several departments of the concern. The receipts vary little from those of the corresponding period of last year, in the coaching department being about 700*l.* less, and in the merchandise department 1,100*l.* more.

The general depression under which the great mercantile and manufacturing interests have so long laboured, has been felt, if possible, with increased severity during the last half year. The temporary improvement which was experienced about Christmas was of short duration. After a few months, the previous stagnation returned, and has continued with little intermission to the present time. Were it not for this unsatisfactory state of our mercantile affairs, the Directors feel confident that the concern entrusted to their management would not merely have kept its ground, but that the aggregate receipts and net profit to the proprietors would have increased. But while the Directors are unable to report any important improvement in the aggregate receipts, they are happy to say that the disbursements have been considerably diminished, as compared with the corresponding period of last year, as will appear by the detailed statement which will shortly be read.

On the 1st of March last, the Manchester and Leeds Railway was opened throughout its whole length, both for merchandize and passenger traffic.

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This improved communication with Leeds and Hull, and with the great manufacturing districts of the West Riding of Yorkshire, may be reasonably expected to bring an accession of business to this Company. But the short period during which the Manchester and Leeds Railway has been completely opened, and the depressed state of trade and manufactures for the same period, make it impossible to form any very accurate estimate of the value of this extended chain of communication to the Liverpool and Manchester line. The Directors will endeavour, by affording every practicable dispatch, to attract goods along the new line of railway, rather than by the older and slower means of transit afforded by the canals; and, no doubt, where increased expedition is an important object, goods will now be sent the whole distance (except through the town of Manchester) by railway. The quantity so sent, up to the present period, has been comparatively small; what will ultimately be attracted to the railway, it is impossible at the present moment to judge. The Directors, therefore, are still unable to recommend to the proprietors any definitive step in reference to the proposed junction line between the Manchester and Leeds and the Liverpool and Manchester Railways.

A Statement of the Receipts and Disbursements for the half-year ending 30th June, 1841.

RECEIPTS.

Coaching department	£70,288	2	11
Merchandize ditto	53,075	16	5
Coal ditto	3,908	0	4
Total	£127,211	19	8

EXPENSES.

Bad debt account	£191	8	11
Coach disbursement ditto	10,972	6	6
Carrying ditto	13,930	10	10
Coal ditto	489	15	3
Cartage Liverpool ditto	97	5	10
Ditto Manchester ditto	1,959	15	1
Charge for Direction ditto	594	13	0
Compensation (coaching) ditto	5	4	0
Ditto carrying ditto	17	4	8
Coach-office establishment ditto	891	3	8
Engineering department ditto	848	15	0
Interest and rent, viz. interest	4,816	1	7
Less Cr. per Bank, &c., and balance to the credit of rent account	2,377	17	3
	2,438	4	4
Locomotive power ditto	15,289	13	9
Law disbursement ditto	195	1	5
Maintenance of way ditto	4,867	12	2
North tunnel disbursement ditto	796	13	3
Office establishment ditto	1,201	15	9
Police ditto	1,411	9	1
Petty disbursement ditto	70	0	0
Repairs to walls and fences ditto	1,291	11	8
Stationary engine disbursement ditto	665	19	7
Tunnel disbursement ditto	459	10	7
Tax and rate ditto	4,307	10	0
Waggon disbursement ditto	1,864	12	5
Total	£63,192	16	9
Net profit for half-year ending June 30, 1841	£64,019	2	11

Statement of Receipts and Expenditure on Capital Account, from the commencement of the Undertaking to 30th June, 1841.

THE TREASURER, DR.

To amount of joint capital in shares and loans	£1,435,085	0	0
Dividends not paid	1,804	17	7
Reserved fund and interest	4,322	6	4
Surplus in hand after payment of twenty-first dividend and first instalment of interest	8,772	14	5
Net profit for the half-year ending the 30th June, 1841	64,019	2	11
Total	£1,514,004	1	3

THE TREASURER, CR.

By amount of expenditure on the construction of the way and works	£1,434,725	1	2
Arrears on calls	179	15	6
In the hands of Moss and Co., bankers, viz.,—reserved fund and interest	4,322	6	4
Balance	60,932	4	10
Balance of book debts due to the Company	13,844	13	5
Balance	£1,514,004	1	3
From the foregoing statement of receipts and disbursements, it appears that the net profit for the six months is	64,019	2	11
To which must be added surplus balance from the preceding half year	8,772	14	5
Making a disposable fund of	72,791	17	4

The number of shares entitled to a dividend are, the old shares as heretofore, say ..... 7968 5/100 100*l.* shares.
New shares sold under the Act ..... 137 45/100 ditto
7968 *50l.* shares, equalling ..... 3984 — ditto
Making ..... 12090 100*l.* shares.

The Directors recommend a dividend of 5*l.* per share, amounting to 60,450*l.* and payment of a second instalment of the reserved interest to which the shares created before the opening of the line in September, 1830, are entitled as follows:—

On the 5,100 original 100*l.* shares, 1*l.* per share	£5,100	0	0
On the 5,100 first quarter shares (No. 5,101 to 10,200) 2s. per share	510	0	0
Total	£5,610	0	0

Which several amounts being deducted from the available fund as above, will leave a balance of 6,731 17s. 4d., to be carried to the next half-year's account.

CHARLES LAWRENCE, Chairman.

BLACKWALL RAILWAY—OPENING OF THE EXTENSION LINE.

THE extension line of the Blackwall Railway into the city was inspected by Sir Frederic Smith, on the part of the Board of Trade, on Thursday week, and was permanently open to the public on Monday last.

The railway itself is intended to form a complete communication between the city of London, the East and West India Docks, and Blackwall, one of its main objects being to induce the steamers to stop at the very splendid Brunswick Wharf at that place, and thereby prevent the fearful accidents which have constantly occurred in the crowded pool and higher parts of the river.

The railway was first opened from the Minories to Blackwall, in July of last year, and in the first year we are informed, from the Company's books, that the trains conveyed between two and three millions of passengers without accident.

The length of the railway from Blackwall to the Minories is three miles and a quarter; it is for about three quarters of this length a viaduct on brick arches. At the West India Docks it falls to the natural level of the land, and after passing under the main streets at Blackwall, rises again to the level of the Brunswick Wharf. At the Brunswick Wharf is the main terminus building, which is a very elegant piece of Italian architecture, the design of Mr. Tite, the architect of the New Royal Exchange. There are five intermediate stations, viz., the West India Dock Road from Poplar and its neighbourhood; the West India Dock gates from these docks; Limehouse, close to the church; White Horse-street; and Shadwell.

The railway crosses the Regent's canal and basin by arches of ninety-feet span, and the river Lea by an arch of ninety-six feet span; most of the other arches are about thirty feet in width.

The Bill for the extension from the Minories into the city was violently opposed by the corporation of London, from probably a mistaken apprehension that it would tend to encumber streets at its terminus in the city, but it finally received the Royal Assent in 1839.

The length of this branch to the point where it terminates is 1,000 feet, or about 330 yards. It crosses the Minories by a stupendous iron bridge, 66 feet span in the clear, and 18 feet from the surface of the street. The other main avenues passed over are Vine-street, Cooper's-row, and Crutched-Friars. All these are by brick bridges, and the last is an extremely oblique arch, sixty feet in width. The workmanship of this bridge has been greatly admired, and is fairly considered one of the finest pieces of brickwork of modern times.

The whole of this extension is roofed in; over the Minories-bridge with an iron roof, and the remainder is composed of timber, covered with slate and lead, lighted and ventilated by windows and skylights. The length of this roof, taking into account the station at the Minories, is certainly unparalleled in railway works, the total length of roofing being upwards of 1,500 feet.

The present terminus in London is a temporary building, the intention at first having been to bring the terminus to face Fenchurch-street, but it is now considered better that the line should finally terminate at Mark-lane, and application has been made for a new bill authorising the Company to exchange the property in Fenchurch-street for that between London-street and Mark-lane. Until these powers can be obtained, the present building will be used, and it is so placed and constructed that the works can be continued without interruption to the public uses of the railway.

This terminus building is approached from London-street and Fenchurch-street, and consists of a centre and two wings, the former containing the pay-office, and a bold wooden stair-case, leading up by three flights to the platform, which in this railway, contrary to the plan of all others, is in the middle. Each of the wings contains a staircase for the descent from the platform.

On ascending the staircase, the object of the long-continuous roof is apparent, for owing to the numerous trains (required sometimes to convey as many as 500 or 600 passengers at once) the platform occupies apparently nearly one-half of the whole extension into the city, and seems to be 500 or 600 feet long.

We are also informed that the roofing is intended to prevent annoyance to the neighbourhood from noise, and the running in of drains in inclement weather. This, however, leads to a remark on the mode of working this line, which is by fixed engines and a rope. The engines are double, of great power, and are erected at the Minories and at Blackwall, in both cases at some distance from the termination. At these points the carriages are detached from the ropes, and, as the railway ascends at both ends, they make this ascent by the momentum produced by their previously acquired motion. On returning, they descend these inclines by the mere effect of gravity, being started by a very slight push from the porters in attendance.

The cost of this railway has been perhaps greater in proportion than that of any other. The purchase of property on the extension line alone was estimated at the sum of 153,660*l.*; and it has cost, we are informed, very nearly that amount. The total cost of the whole railway will not be less than one million, raised by 24,000 25*l.* shares, debentures, and other means.

The present earnings are about 1,100*l.* per week on the average, but it is supposed that the amount will be considerably increased by the convenience afforded by the opening of the new line.

The shares are at a discount of about 9¼ per cent. This has been attributed by the Directors to anxiety about the success of the rope. The ropes at first were hempen cables, and they were found not to be able to resist the twist and strain to which they were subjected. Wire rope upon Smith's and other patents has been since substituted, and we believe this rope has never broken, but as it requires to be assisted by swivels to prevent twisting, these joints sometimes even now give way. No doubt, however, is entertained that the ingenuity of Messrs. George and Robert Stephenson, the very able engineers of this railway, will finally overcome all the difficulties alluded to. In the meantime, it is highly satisfactory to find that such accidents as may occur can lead to no injury of the passengers, and all that is likely to be produced by them is a little delay until the rope can be joined again. The work is considered by the scientific men of all countries as one of the most curious of the experiments of the present day.—(See also page 829.)

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—Contracts have been taken, and in some instances the works have been commenced for carrying on this line from its present terminus at Cirencester towards Stroud and Gloucester.—*Gloucester Journal.*

A Yankee gentleman, railing it, inquired what was the speed, and on being answered 40 miles an hour, replied—that if they didn't put on more steam, he'd "go a-head," and walk it.

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FATAL ACCIDENT ON THE TAFF VALE RAILWAY.

THE *Cambrian* of Saturday last contains a long account of the coroner's inquest on the body of Joseph Bently, an engine-driver, recently killed on the Taff Vale Railway. The following extracts from the evidence will sufficiently explain the cause of the catastrophe. We have adverted to the occurrence in another column:—

The first witness called was Robert Fuge, who being sworn, said,—I am a labourer, and live in the parish of Llantwit Vardre, in this county. I recollect Friday last, the 16th of July, and was walking down the fields between Maesmawr and Treforest, directing my course towards the latter place. Maesmawr and Treforest are in the line of the Taff Vale Railway, between Taff's Well and Newbridge stations. I should say the time was about half-past twelve to one o'clock at noon—can't say positively to a quarter of an hour. I had no watch, but am satisfied it could not be later. When about a field off, or something more, I heard the whistle of a down train, and immediately afterwards that of an up-train. I saw the up-train first; it was near Maesmawr, perhaps 400 or 500 yards. I cannot exactly fix the distance at this time; both engines were whistling, and I at first thought they were answering each other. I then saw the down-train approaching, but at a slower rate than the other. I then considered they would meet, and I accordingly ran forward, but the collision took place before I could possibly reach the spot. I saw them meet before I could get to the railroad. The concussion was great, and the engines appeared to be raised upon each other. I saw two men as if jumping off one of the engines in the air, but I don't know whether they were blown up, or jumping off, they were enveloped with steam and smoke. I made every haste to reach the spot where the accident occurred, and before I reached the engine I saw the policeman, James Gilbert, running down towards me. I went close up to the engines—they were together, and the tender of one driven up on the top of its own engine. On my passing the nearest engine, I saw a man as if jammed. I took hold of one of his hands and moved it. I observed that he was crushed and was kept fast to the boiler, part of the tender being upon him. This was the tender of the up-train, which was forced upon its own engine, therefore it was between the two engines, and prevented my going to it. I saw the deceased so fixed that it was impossible for me or any one to extricate him; he (deceased) opened his mouth twice, as if gasping, but did not speak. The first person I spoke to was one of the men of the down-train, who stated to me that he was on the down tender when the accident occurred, but had held on. This man and I immediately set about raking out the fire, and throwing water on it. I speak of the engine now of the down train not being able to get at the other, because of the tender being upon it. Several persons were soon after on the spot, among whom was Mr. Crawshay, of the Treforest Works, who was extremely active. I helped to remove the deceased to the public-house nearest the spot, in the parish of Llantwit Vardre, and am sure life was gone before the body was extricated from under the tender.

James Brittain was the next witness introduced. He said, I live in little Frederick-street, in the town of Cardiff, and am a fireman on the *Dinas* engine. I perfectly well recollect Friday last, the 16th of July instant. I was on that day at my usual occupation, and was on the tender belonging to the coal train which brings the coals down from the Dinas Colliery to the Cardiff terminus at the Glass-houses. On the up trip, in which the accident took place, we left the Cardiff station at 10 minutes past 12 o'clock at noon; we left the Glass-house terminus about 20 minutes before—that is before we left Cardiff station. We stopped at the station to take in water and oil the engine, as usual. The deceased, Joseph Bently, was the engine-driver.

CORONER—Did you make any former trips, as you term them, for coals to the colliery at Dinas on that day? If so, state how many, and the time of your departure from Cardiff?—We made two trips before; the trip in which deceased lost his life was our third trip.

CORONER—Explain your transactions of that day up to the accident?—First, I went to Joseph Bentley's house in the morning; this was about four o'clock. I then called deceased up, and proceeded to the engine-house by the Glass-houses (this is called the Cardiff terminus), and cleaned the engine, which is part of my duty. I waited for some time for the deceased, who came there at 10 minutes past 6 o'clock. This was much after our usual time. The engine (the *Dinas*) was then taken on to the line, which is about 200 yards distant from the engine-house, whence we immediately proceeded with empty trams to the colliery—that is the Dinas terminus. We did not stop anywhere on the line. Our usual and proper time to leave the Cardiff terminus is 6 o'clock. I cannot say what the time was when we arrived at the Dinas terminus, but our usual speed with the empty trams is about 18 to 20 miles an hour. I do not know exactly the true distance from the Cardiff terminus to the Dinas: it may be, I should say, about 16 miles. When we arrived at the Dinas we stopped to take in water and to oil the engine, as is usual for us to do every trip. We then returned with the full coal train, and again reached the Cardiff terminus. Their usual time here was about 8 o'clock. I am speaking to a few minutes; but being late on the up trip occasioned our not returning exactly to our usual time. I cannot distinctly say at what time we did arrive at the Cardiff terminus on our return of the first trip, but think about 9 o'clock. Cannot say positively; it may be a quarter to or after 9 o'clock. I had a watch by me, but did not look at it. We certainly ought to have been down by 8.

A JUROR—Did any one say anything to you in consequence of your being late on your return trip? Yes; George Ellis asked Joseph Bently, the deceased engine-driver, why he was so late. He (deceased) made a reply, but I do not know what it was. George Ellis is fitter of the engines. We then got the empty trams for the second trip. Do not know what time we left the terminus at the Glass-houses on the second trip. We waited, perhaps, 10 minutes or a quarter of an hour. We oiled the engine, but did not take in water. We do not usually wait long for the empty trams, because they are generally ready for us. We took in water this trip at a new tank near the Treforest Works, and proceeded up at our usual speed. We stopped at the tank perhaps 8 or 10 minutes, but made no other stoppage between Cardiff and Dinas. We here oiled and watered again: we here also stopped about 10 minutes or a quarter of an hour, and then returned with the full train of coals. I think we arrived at the Cardiff terminus with the coal train about half-past 11. We waited there as usual to take on the empty trams, which we did, and on our return from the Glass-house terminus to the Cardiff station to oil and water as usual, deceased, Joseph Bently, asked me to go and get him a little dinner. I got off the train at the bridge which crosses the Whitmore-lane at Cardiff, to fetch the dinner for the deceased, who said he should stop at the Cardiff station to take in water, &c., during my absence. I then cut across to the Queen's Head for the dinner, and waited there about 10 minutes.

FOREMAN—Was it usual for you so to do?—No; I only did it on this occasion. I then took the deceased his dinner to the Cardiff station; the whole time occupied from my getting off the train at the bridge to my arrival at the station with the dinner was about 20 minutes, as near as I can say. We started immediately for the *third trip* (this is the fatal trip), the deceased having got everything ready. I am satisfied we did not stop at Cardiff station more than 20 minutes; we were then *much behind our time*.

CORONER—Have the goodness to explain the time fixed for your several trips to depart from the Cardiff terminus at the Glass-houses?—Our first trip is at 6 o'clock in the morning. I do not recollect the precise time of departure of the other trips at this moment, but am sure there is a fixed time.

CORONER—Have you any instructions as to the various times of departure?—Yes, I had a printed card, on which was expressly laid down the times fixed for departures, but I have lost it—it was furnished me by Mr. Gregory, who is the Company's fireman and chief fitter of the engines. I had the card at the last alteration of the trains. Have been a fireman and stoker ever since the opening of the line to Merthyr, that is about three months. The card was given me on the 1st of July, about three weeks since. When I lost my card, I told the driver, Joseph Bently, the deceased, of it, and he showed me his. I did not ask Mr. Gregory for another. I was perfectly aware that the card regulated the time of departures of *all* the trains. It was the duty of the engine-driver to work the line, and not mine. The card fully explained all the signals and the full minutiæ of working the line, and when to stop. The deceased and I had worked together about three weeks or a month. He instructed me by his own card, mine having been lost. I have been wholly on the *Dinas* engine during that time. We have occasionally taken up mine, that is the red iron ore to the incline at the Navigation House. These trams are of a different description to the coal trams. There is now an express train for the red ore, distinct from us.

FOREMAN—You have shown you were considerably behind time starting from the Cardiff station on this the third trip; now, can you say about what was the time you left, that is, as near as you can guess?—I have already said about ten minutes to twelve at noon, but our regular time I believe to be a little after eleven, or earlier. Our speed on this trip was as usual about eighteen or twenty miles an hour.

CORONER—Tell us all you know about the accident?—I first saw the engine of the red ore train coming round the sharp corner or curve near the quarry above the Maesmawr Works. I did not hear or see her before I immediately ran to the break—this was the act of a moment. The curve is about 10½ miles distant from Cardiff on the line. [Foreman, to Mr. Bush—Could the engines here be seen so easily at this point, to prevent collision, as at other curves on the line?—Certainly not. The high projection of the land forming a rock at this point prevents it. The greatest distance the two trains could possibly have seen each other was 160 yards, that is, from the two extreme points of the curve.] The Coroner to witness Brittain—What distance do you think it was when you first saw the red ore train coming down at this curve?—It was about 100 yards, the projection of rock prevented my seeing her before; it was upon us immediately—there was no time to prevent the collision. I put on the break, and deceased shut off the steam, but being so momentary, it had but little effect. Shutting off the steam tends to stop the engine—the putting on the break has also a similar effect. I was on the tender, and held on the break as hard as I could, until compelled to jump off. The break belongs to the tender. There is also a break with the trams; a boy or young man, from 17 to 18 years of age, has the care of it; his duty is to attend to it. On the present occasion, I do not know whether he had put on the break to the trams or not, perhaps he was too frightened.

FOREMAN—Is it your opinion that the deceased, Joseph Bently, the engine-driver, could have jumped off the engine with the same facility and safety that you did off the tender?—I am of opinion that deceased had an equal chance with myself.

CORONER—Was all done that could be done with respect to shutting off the steam and putting on the break, and so on, as calculated, under circumstances, to check or retard the collision?—Yes, but it was of no avail. We first saw the chimney of the down train coming round the curve. By we, I mean the deceased and myself; and after having done all I could, I was instantly compelled to jump off. I was scarcely on the ground when the collision took place. Our tender was before the engine, which is our usual manner going up with the empty trams. It was impossible that the breaksman in

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the trams could see the chimney of the down train so soon *as I*, because the tender was as described, before the engine.

CORONER—Are there signals of danger, and signals to proceed, all being right?—Yes. The policeman holding out his right hand horizontally, signifies "all is right." The signal of danger is the waving a RED flag, of which every policeman is in possession, and always carries about him.

CORONER—Were you at all fearful of meeting the red ore train coming down?—Yes. The deceased and I had conversation about it. I asked Bently (the deceased driver), whether he thought that we had time to reach Newbridge before the red ore down empty train would pass. This took place at the Cardiff station, when he asked me what time it was. I said it was about ten minutes after twelve. Deceased replied, "We have plenty of time." I also understood that the deceased had otherwise been cautioned before leaving Cardiff. When we arrived at the Llandaff station, I again cautioned deceased, and begged of him to stop there and not go further. Llandaff station is the first on the line from Cardiff, and is between two and three miles. Deceased again replied, that we had plenty of time. There are three stations between Cardiff and Newbridge, viz., at Llandaff, Pentyrch, and Taff's Well. We were not cautioned at any one of the intermediate stations between Cardiff and the place of collision. There are two sidings or set-outs between Taff's Well and Newbridge, but we never had any occasion to go into them. I cautioned the deceased to whistle constantly along the line, and he did so. It is, however, not my province to interfere with the driver; he was my superior. I had no further conversation with the deceased until the collision.

CORONER (at the suggestion of Mr. Bush)—Did you show the deceased your watch at all?—Yes, both at the Cardiff and Llandaff stations. The deceased had no watch.

Frederick Hesketh was called, and said—I live near to the Whitmore-lane, in the town of Cardiff, and am an engineer or driver in the employ of the Taff Vale Railway Company. I have been in their employ ever since the line first opened, ten months ago. I am stationed on one of the engines of the passenger trains, between the station at Cardiff and the incline at the Navigation House. I did not witness the accident on Friday, the 16th instant; but I had conversation with the deceased, Joseph Bently, before he started from the Cardiff station. It was this—I told him at the engine-house, when he was taking in water from the tank, that he (deceased) was much behind his time. This was after I had arrived with the second down passengers' train. I called to the policeman, Lewis. This was ten minutes to twelve o'clock. I then told the deceased that he ought to have started at about a quarter past eleven, and he was therefore considerably *too late*, and said if I were him I would not go until the *down* iron ore train had come in with the empty trams, or he would certainly meet it. To this deceased said, "Oh, no, I have plenty of time; the red ore train has not got up yet." I replied, "Yes, she has, and is certain to be coming back before this time. It might be three or four minutes that this conversation occupied. Deceased then backed out, and proceeded to the Cardiff station. I did not see the fireman, but understood he was gone to fetch deceased some dinner. I then went to get my own dinner, and therefore did not see the deceased start from the station. The policeman, Lewis, must have heard my caution. This is all I know of the matter.

Thomas Lewis next followed.—He said, I am a policeman, in the employ of the Taff Vale Railway Company. I am living in Paradise-row, at the bottom of Crockherbtown, in the town of Cardiff. I well recollect Friday last, the 16th of July. I am stationed at the switch at the entrance of the Cardiff station. I knew the deceased Joseph Bently, he was driver to the "Dinas train"—this is a coal train. I saw him on Friday last, taking in water at the Cardiff tank; this was ten minutes before twelve o'clock. At this time I heard Hesketh, the last witness, caution him *not to start*, as it was too late. I also cautioned him, and on his afterwards leaving, showed him my chronometer time-piece, and told him he was an hour behind his time, and if he went on, the chance was he would meet the red ore train coming down. The deceased replied, I have plenty of time, as the red ore train would be half an hour at the incline. I then said, you had better stop at Llandaff or Taff's Well, and mind to keep whistling all the way. Notwithstanding my caution deceased proceeded, although I used all my persuasions to induce him to stop until the red ore train with the trams had come in. I turned on the switch to put him on the right line, considering that by prudence he might safely reach the Taff's Well station. I certainly did not like to take upon myself the onus or responsibility of shutting him off the line when I considered he might go on at least to Llandaff, and by caution to Taff's Well station. Deceased was perfectly sober and rational. My time of attendance at the Cardiff station is from six o'clock in the morning until six in the evening.

CORONER—Now, supposing the deceased, or in fact any other driver, had been so late that you considered he could not have reached Llandaff station without danger, would you have suffered him to pass?—No, not at any risk. I would then, and in such cases, have turned him off the line altogether, upon my own responsibility, rather than permit him to pass.

CORONER—Have you any particular instructions or printed rules and regulations, so as to guide you in your duty?—Yes, they are these: [The printed regulations for policemen, gatesmen, &c., embracing all the signals and other necessary information, forming and comprising altogether a strict and rigid line of discipline, under severe penalties, were then put in and read aloud to the jurors, who also looked over them.] If not in the power of a policeman or gatesman to read them, they were thoroughly explained to them by the Inspector. I well recollect the purport of these regulations without referring to the printed form.

A JUROR—Have you any other positive instructions from the proper authorities of the Taff Vale Railway, independent of those printed?—Yes, from our Inspector, and I am justified in exercising them whenever danger shall appear to me in any shape or form.

James Gilbert was sworn, and deposed thus:—I live at Treforest, in the parish of Llandwit Vardre, in this county. I am a policeman in the employ of the Taff Vale Railway Company. My *beat* is two miles and a quarter, from Treforest to Killoyle. Killoyle is just above Mr. Insole's coal works at Maesmawr. I well remember Friday last, the 16th of July. I went to the lower end or bottom of my beat at Killoyle, at half-past 12 o'clock at noon of that day. I had been for some time past expecting the up coal train with the coal trams which was at that time *a long while over-due*. I remained at the bottom of my beat for some time, expecting the *down* red ore train, and then returned again up the line towards Treforest. I had then *given up* the coal train, and considered, as it was so long overdue, that it was detained, and would not come up till after the red ore trains had passed Taff's Well, or arrived at Cardiff. I was aware of the coal train being late, because that train generally follows the red ore train. The up red ore train had gone up to the incline about an hour before, which was its right time. On my return towards Treforest, I stopped on the line at the upper end of the curve by the stone quarry. This was some distance from the bottom of my beat. When I reached the quarry I heard the down red ore tram train whistling. I then saw her coming, and held out my hand in a horizontal position, signifying the line was clear and all right. At the point I then stood above the curve I could not see very far down the line, whence I had returned in consequence of a projecting point. This was my usual place to wait. I am compelled to do so on account of the quarry, where trams take in stone. It is also my duty and practice whenever I expect a train, either up or down, to approach the furthest point I can, and there wait so as to meet it.

CORONER—Did you ever expect to see one train coming up and another going down the line at the same time?—No, Sir, certainly not. As soon as the down red ore train had passed me, I proceeded onward. I suppose she might have passed me 150 yards when I heard the collision. I did not see the accident, but immediately ran as fast as I could towards the trains, and passed them, for I was fearful of the passengers' train coming. I heard the collision distinctly, and the noise of the steam from both engines, but could not see the trains on account of the projecting point. I ran by the trains for more than three-quarters of a mile until I met the other policeman, and told him of the accident. He also ran forward to pass on the alarm so as to stop the passengers' train. I then ran back again towards the accident, and rendered every assistance in my power. On my return to the trains, the deceased, Joseph Bently, was not taken off the engine. There were a great many people by this time on the spot. I saw Mr. Francis Crawshay take the deceased off, assisted by some of his men. I stood by to keep the people back. Mr. Crawshay said if 50 or 100 men were wanted, they should be sent for—a great many of his men from the works were then present. After the deceased was extricated from the spot where he was jammed, Mr. Crawshay returned home, not liking to interfere with the trains until Mr. Bush, the Company's Chief Engineer should arrive.

A JUROR—How long have you been in the Company's service, and more especially on this beat?—I have been in the Company's service for some considerable time, and on this beat seven months. The coal train had been established about a month. When standing at the quarry I could not hear an up-train for half a mile, because there is the noise of Mr. Crawshay's works on the one side, and that of Maesmawr on the other. I cannot read, but understood thoroughly the time I had to expect the trains, both up and down. I always went to the furthest point I could in order to meet them, having first seen the line clear.

The room being cleared of all persons not on the jury, a verdict, after a lapse of about half an hour, was then given as follows:—

"We, the undersigned, having duly considered our verdict touching the death of Joseph Bently, are of opinion that it was occasioned by the collision of the two engines, called the *Merthyr* and *Dinas*, the latter of which he was the driver of, and that he was crushed between the tender of and the *Dinas* engine, and received injuries which caused his immediate death. It is also our opinion that the deceased was mainly the cause of the occurrence so fatal to himself, in not having obeyed the instructions given to him, and that his departure from which was the cause of the collision. We are also of opinion that the times for the departure of traffic trains from the termini should be strictly laid down and enforced, and the engine-drivers compelled to keep their fixed time. Our verdict therefore is—'Accidental death,' and we levy a deodand of five pounds upon the *Dinas* engine and tender, the property of the Taff Vale Railway Company."

(Signed) By the Jury.

The Jury earnestly recommend the Taff Vale Railway Company to place an extra policeman at the curve in the line where the accident took place, whose duty it shall be to remain there at the point, or at least 150 yards on either side, so that he may act in conjunction with the policeman at present on that beat.

ADDITIONAL TRAINS ON THE MIDLAND COUNTIES' RAILWAY.—We are glad to perceive that the Midland Counties' Company will start, on Monday next, additional and direct trains, to Coventry, Birmingham, Liverpool, and Manchester, without any delay taking place at Rugby, as hitherto; also an additional train (first class only) direct to London.

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ATMOSPHERIC RESISTANCE ON RAILWAYS.

We extract from the *Devonport Telegraph* the following report of a portion of the proceedings of the "British Association for the advancement of Science," whose annual meeting took place at Plymouth last week:—

Section G.—Mechanical Science.—July 29.—President—John Taylor, F.R.S., &c.; Vice-Presidents—Professor Urmeley, J. S. Enys, J. M. Rendel.

The PRESIDENT informed the members of the Section, that a Report would now be read, which had been prepared by Dr. Lardner, on the result of a series of experiments made by him at the request of the British Association, with a view to ascertain the mean value of railway constants.

Mr. RUSSELL then read the Report, which was of a very voluminous description, detailing the result of the experiments made by the Doctor most minutely, and containing most elaborate particulars of each. Mr. R., in going through the Report, condensed many of the most lengthened particulars, but ably elucidated whatever required the least explanation. It was first explained to the section, that a Report of this subject had, at the former meeting of the British Association, been presented, of which this was a continuation, many points remaining for further consideration, and with respect to which it was desirable that further experiments should be made. The first point which Dr. Lardner considers is, whether the presence of the engine and tender in front of the train had any effect in rendering the progress of the train less fast than if it were moved forward as by the foremost coach, if the resistance of the air was consequently greater. As a corollary from the first question, the second arose as to whether the *form* of the front of the train had any effect in connection with the resistance of the air—whether that resistance would not be so great if in form it be pointed like the bow of a ship. These points had been attended to by Mr. Brunel. In order first to decide this, an engine was reduced as nearly as possible to the power of the ordinary carriages, by detaching the pistons, &c., and any working part calculated to create any mechanical assistance differing from that of the ordinary carriage. The engine and tender were placed on an inclined plane on the Liverpool and Manchester Railway, and allowed to pass from their own gravity, the space being divided into distances of 110 yards. Two coaches were also allowed to descend in the same manner, and the general results were—the distance passed over by one 4,710 yards, and that by the other 4,577 yards, being a difference of 133 yards only. The weight of the engine and tender was 11.39 tons, and of the coaches 11.33 tons, a difference between both of only 9. The time occupied by one in the descent was 4 minutes and 29 seconds, and that by the other 4 minutes and 24 seconds. Thus, the difference in the run amounted to only 133 yards in a distance little short of three miles, with a difference in time only of a few seconds—a difference which might reasonably be supposed to arise in experiments made at different times, even with the same coaches. An experiment was also made with an engine and tender and railway coaches, the object being to discover whether square end coaches, or the ordinary locomotive engine, from its form, suffered the greater resistance of air. The engine chosen was called the *Fury*, which, with its tender, was put against two coaches, plus a train of four coaches, the one weighing 27.45 tons, and the other 27.45 tons. The distance run by one was 5,068 yards, that by the other 4,850 yards, being a difference of 218 yards, and rather in favour of the 6 coaches. An experiment was also made with reference to the form of the coach—whether the resistance would be less if the coach were shaped like a boat; the sharp end of the coach on this occasion consisted of two boards united in front at a vortex angle of 5.6, and at the base corresponding with the width of the engine. The ordinary shaped engine, and the pointed one both moved down the inclined plane, the result being nearly as possible similar. To remove all doubts, another experiment was tried on the Grand Junction Railway, when the general result was only a difference of 50 yards in a distance of eight miles. In order to find the result of the magnitude of the front carriage being independent of the magnitude of the whole train, an experiment was made, when a sort of wings were formed, extending from the front coach; this, however did not produce any very considerable effect, an effect certainly not in proportion to the increase of the frontage of the train. Now as it was thought that as in water each of a number of boats experienced a resistance of that fluid, which would not be so experienced were they to be all entirely connected with each other, the same principle might apply with reference to the train, an experiment was accordingly made, the coaches were connected by canvass passing along the space between them, forming the train into a single unbroken column. There were eight coaches so connected, and the general result of the experiment proved that the open spaces had no sensible effect with regard to the resistance. But, whereas the size of the front coach was productive of no considerable difference, a change in the entire bulk or volume of the whole train would be productive of very great difference. Another experiment made with eight coaches also clearly showed that the first carriage having cleared a passage through the air, did not consequently lessen the resistance against the others. Dr. Lardner, in the report, points out why this is the case, and gives a satisfactory reason why the resistance of the air is kept up. The wheels of the carriages, the Doctor states, produce vortices of air, and operate as fanners or blowers. In a train of eight carriages there are 32 eight feet wheels, each revolving four or five times in a second, these, therefore, operating to such an extent as blowers or fanners, create extensive currents of air which move by the side of the trains, and these successive currents explain the resistance of the air alluded to. But it was evident that the resistance depended upon the weight of the train and the bulk of the coaches. The Report then alluded to the doctrine of gradients, which some engineers oppose, and which others firmly adhered to, for while some are favourable to rapid ascents and descents, others are advocates only of a dead level. Of one system the Grand Junction Railway is a specimen, and the Great Western Railway is a specimen of the other. Dr. Lardner supports the system of ascent and descent. On an experiment being performed, as we understood, from Liverpool to Manchester, the following were the results:—

At the rate of one in	Ascent.	Descent.	Mean of the two.
— 177	22.25	41.32	31.78
— 265	24.87	39.13	32.00
— 400	26.86	36.75	31,16

Dr. L. proposes to prove that the descent and ascent nearly balance each other, and that the advantage of a dead level, as compared with a moderate gradience, is nothing. The Report concluded by stating, in opposition to opinions which had been entertained to the contrary, that resistance was not independent of speed, the degree of resistance was in proportion to the square of the velocity.

The PRESIDENT remarked, that the report just read was one containing the result of a series of experiments made by Dr. Lardner, at the request of the British Association, whose experience had not arrived at the point to which it had since attained with respect to railways. The subject would be taken up on a future occasion, when a paper would be read which had much reference to those matters; but he thought enough matter had been laid before them to enable him to call on several whom he saw before him who were well acquainted with the subject, and whose observations on any of the various topics alluded to in the report he should be very happy to hear. Before, however, any discussion took place, a vote of thanks was passed by the section to Mr. Russell, for the luminous way in which he had elucidated the report he had read.

Mr. GRANTHAM was not quite sure that any of the conclusions drawn by the author of the report just read was altogether satisfactory. The speaker also alluded to the subject of sharp curves, and said he thought them no serious impediments to railway trains.

Capt. J. N. TAYLER, C.B., said it was certainly a novel thing for a sailor to express opinions with respect to railways. He considered that the action of a fluid was similar to the action of the air. Sailors who had to convey a spar through the water always put the larger end foremost, else there would be a greater pressure of the water. Now, with the air, he considered the pressure the same. It also struck him that the difference alluded to had been caused by the engine rarifying the air, lessening the dense pressure and creating a vacuum. He believed the best mode for prosecuting experiments which might lead to most satisfactory results had not always been adopted.

Mr. RUSSELL explained the reason why curves had not so great an effect on the speed of the train. However straight the line might be, there was invariably a lateral motion in the train. The question was then naturally suggested, whether any difference in the speed would be occasioned by the curves being in one direction than in both directions. In a curve the train in every oscillation left the outer rail, and was driven back again; this was the reason, in his opinion, why the curves had not such an effect as to the speed of train as they otherwise might. With reference to the point, he did not think that the experiment could be said to have been successfully performed, unless they had been adjusted to the velocity of the train. Mr. R. illustrated this by a diagram; they could not expect an experiment to be conclusive, unless the anterior formation of of any train be exceedingly acute; yet, having a fair proportion to the velocity, he therefore could not believe that the position was entirely settled—that the former could have no effect on the speed. From such a slight modification as that made use of in the experiment, no result of importance could be obtained, and therefore a *priori* he did not believe the question settled.

Mr. RENDELL stated that undulatory motion referred to principally arose from the conical form of the wheels. He alluded to the pressure and resistance of the air, and stated that this on some occasions made a difference of half an hour in the speed of the London and Southampton Railway. If even they got a railway west of Exeter, it must be effected on those principles which were now becoming fashionable, that of gradience, safely worked and curves safely passed, and the velocity which would best satisfy those who had an interest in the railway, and please those who travelled, would be 25 miles an hour. It must be very gratifying to the local members of the Association to find gentlemen from railway counties favourable to the principle which could best suit this part. After a few words from Mr. Roberts,

Mr. H. CHATFIELD considered it extraordinary that no allusion had been made to the form of the after part of the carriage. Mr. C. confirmed the justice of the observations of Captain Tayler; and in allusion to the resistance of the wind, pressed on the attention of the section, that something might be tried in this place, the result of which might be important in connection with this subject.

The PRESIDENT, as we understood, intimated that this matter was entertained by the Committee.

Mr. RUSSELL believed, that the shaping the coaches to a certain length, and pointing them like a boat, would be attended with more expense than appreciable gain. The object, he believed, was to carry the greatest number of passengers with the least possible weight. Railway proprietors required what was advisable in practice rather than what was desirable in theory.

Mr. ROBERTS said, by a letter received by his firm, from Baden, he learnt that they had put at the point of the engine some kind of plough, to be used in the winter season, which had eminently succeeded? though the snow had been more than five feet thick it had entirely thrown it aside, and the train

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had passed along a distance of 11 miles without being delayed more than five minutes.

The PRESIDENT remarked, that there would be an opportunity of recurring to those matters to which the section had alluded.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—I have read with interest the letters that have from time to time appeared in your journal upon the extension of an Eastern or Western line to Scotland, a communication devoutly to be wished for, but from the present state of the share market, still far distant from realisation; for it is evident to any one who will consider the present price of shares in many of our leading railways, that if those which are paying a handsome dividend, and have been fairly tested by years of trial, bear not a proportionate price to their dividends, those that are purely speculative, like the extension lines alluded to, cannot, at present at least, find support with the monied interest.

The fact is, considering the millions embarked already in railways, the bulk of shares is still in comparatively few hands; and from some knowledge of Lancashire, I believe that from the continued depression of trade, and the immense sums locked up in railway shares, those who have always been foremost in supporting our railway and other national works, and through whose aid alone these extension lines could be carried out, are at the present time without the adequate means, and altogether unable to bear the brunt as they have heretofore nobly done, from North, South, East, and West, for such undertakings. If these premises are correct, then let us consider whether a line of country, either from Lancaster to Glasgow, or Darlington to Edinburgh, affords prospects of a cheap railway. If we are to judge from the reports, and your correspondents' statements, either line would be a very expensive one, with a scanty population, in comparison to the south. Then let us look to the probable traffic, and surely there we shall perceive each has to contend against steam-boats of superior class, low fares and economical travelling. (*viâ* Fleetwood to Glasgow travellers now go from London to Glasgow in 25 hours, and in first class carriages and chief cabin for 1*l.* 2*s.*); but supposing the railway secured the majority of passengers going north, (leaving goods out of the question, where water carriage can be so readily obtained,) I believe it would be found that the numbers would be comparatively small.

With such impressions, it might be supposed that I would put an extinguisher upon all attempts to connect the north and south,—not so, but I would urge here, as in Ireland, that we should bring down our wishes to our means, and rather attempt what could be done, than year after year strive after impossibilities, unless Government would assist, as it ought to have done from the first. Ireland was not content without her double line of rails, and everything in the expensive way of England; and where are her railways? So with the promoters of the extension lines to Scotland. Can no other mode then be chalked out? Let us look to the map. We shall there see a railway just formed from Carlisle to Maryport, an Act, I believe, obtained for extension to Whitehaven, and thence nearly a level line of railway of about 38 miles marked out by Mr. George Stephenson, along the coast to Rampside, in Furness, on the north side of Morecambe Bay, which, avoiding certain expensive works, there suggested, after the southern fashion, not throwing away money upon superior gradients and tunnels, and adopting a single line of rails, with turn outs and go-byes, this line might be constructed for 6,000*l.* per mile, if not less. At Rampside, a pier, it is stated, will be formed, from which steamers may ply hourly to Fleetwood, on the south side of the Bay, whence there is a continuous line of railway *viâ* Preston and Birmingham to London. The objection to this route is the embarking and disembarking, which is certainly not desirable; but as the railway runs now on the steam-packet wharf at Fleetwood, and will do the same at Rampside on the north side of the Bay, the delay and trouble would be but trifling. However, let us consider what would be thus secured—a railway to Carlisle, at a cost, including the 11 miles between Whitehaven and Maryport, of 300,000*l.*, whilst the cheapest line projected from Lancaster to Carlisle would cost a million or a million and a half. From Carlisle to Glasgow a similar principle should prevail; select the more favourable country, never mind curves, avoid expensive works, which only enrich the architect and contractor, and adopt a single line of rails, and London, Liverpool and Manchester may be connected with Glasgow and Edinburgh, not by the best possible railway communication, but by one offering facility of equal speed, and at one-fifth of the expense of those at present projected from either Lancaster or Darlington—and if poor shareholders are ever thought of in such undertakings, a prospect of a better dividend, and so much greater in proportion as the cost of construction is diminished; besides which, its construction would not take half the time of the extension lines proposed, an advantage which most of your shareholder readers will understand.

If, therefore, as I conceive, the ultimatum of such undertakings is to secure the object at the smallest possible cost, you can do much with your experience and practical knowledge to draw the public mind, especially as regards Ireland, to cheap single lines, and to show that by endeavouring to grasp too much we lose all.

Your obedient servant,
VIATOR.

London, August 5, 1841.

RAILWAY COMMUNICATION WITH SCOTLAND.

THE following appeared in the *Dumfries Times* of Monday last, in the form of a letter addressed to the Editor, and signed "S.":—

SIR,—In the last number of your paper, I observe the resolutions passed at the recent meeting of the Directors of the great English railways held at Liverpool, for the purpose of concerting measures for carrying into execution the line recommended by the Parliamentary Commissioners, from Lancaster to Edinburgh and Glasgow. The strenuous and persevering efforts you have all along made for securing the preference to the Nithsdale route have so identified your name with that line, that nothing short of a sincere wish for the public good could induce you to offer your services to support its rival; and, in common with many who have always been conscientious in favour of the Commissioners' line, I rejoice that you have the manliness to abandon the advocacy of a hopeless cause, and to stand forth to co-operate with the promoters of the only line which we have any chance of obtaining. I think it will hardly be maintained by those most conversant with railways as commercial speculations, that any line of railway beaween England and Scotland would yield an adequate return for the immense capital which the construction of it would involve; but it will surely be admitted, that if any line holds out a prospect of adequate revenue, that line must offer equal facilities to Edinburgh and Glasgow, and through them to the rest of Scotland. It is not to be expected that English railway speculators will embark capital in any project for connecting England and Scotland until the advantages likely to result from such a communication are submitted to them in detail. All the surveys hitherto made, as given in the Report and Appendix of the Parliamentary Commissioners, must be taken as mere pioneering and exploratory surveys, and as such must be insufficient for carrying conviction to the minds of those who are otherwise unacquainted with the country and its resources. The accessibility of towns and districts situated at some distance from the route must be proved by branch surveys, showing the physical obstacles to be surmounted, and schedules of the present and prospective traffic to and from each district, on which the Company may calculate. If local Committees were organised in the centre of every district to communicate with the principal Committee, and to obtain surveys and statistical information of the various branches required, we should shortly be in a condition to appeal to the English capitalists, or even to the Treasury, if that step should become necessary. Your exertions can do much in forwarding this, and from the observations with which you introduce the resolutions of the Liverpool meeting, I doubt not that your pen will be zealously and efficiently employed in this cause.

If you take the trouble to refer to the Appendix to the Commissioners' Report, you will find a section of the Nithsdale line through the Buccleuch estate, thus showing that the decision of the Commissioners was in no way influenced by the opposition of his Grace. No allusion to that opposition is found in the Report, and the preference given to the Beattock line rests on principles which his Grace's sentiments could not possibly affect. As I know that you would not willingly give currency to a vague and unfounded rumour, which might affect the justly acquired popularity of the Duke of Buccleuch, I am sure you will willingly remove the impression which your observations on the subject may have created, by giving insertion to these remarks.

RAILWAY PLEASURE TRIPS.

WE have great pleasure in informing our readers that arrangements are now completed for an excursive train of 1st and 2nd class carriages from Leicester on Thursday next, to visit the Derby Arboretum. The train it is expected will bring about 500 passengers, and will leave Leicester at one, and arrive at the Derby station at a quarter past two o'clock. Such is the march of steam, that our Leicester friends and *neighbours*, as we may now term them, will be enabled to pursue their avocations in the morning, and by partaking of an early dinner, will be enabled to visit us, and remain with us for six hours in the afternoon, and return to their homes to an early supper, after travelling 64 miles per railway for 5*s.* "Really this is prodigious!" as Dominie Sampson would say. We are informed, also, that a band will be in attendance, to enable the young and gay to maze the recreative dance.

On Monday, great numbers belonging to the Temperance Societies arrived in Derby, by railway excursive trains, principally from Birmingham, Tamworth, Burton, and Nottingham. After perambulating several of the principal streets in procession, they separated to view the various manufactories, &c. in the town; in the afternoon they visited the Arboretum, where nearly 2,500 partook of tea in the pavilion and lodges of those delightful grounds. Several hundreds from the town were also present, and it is computed that nearly 3,500 persons visited the Arboretum during the day. After tea, many eminent speakers addressed the assembled multitude upon the advantages of temperance. We understand that our visitors were delighted with their excursion. Large parties visited Kedleston Hall, and Mr. Strutt's Picture Gallery, with which they were highly pleased.—*Derby Reporter.*

NEWCASTLE AND SHIELDS RAILWAY.—It appears that the public is duly appreciating the accommodation afforded them by this useful and successful undertaking. The number of passengers continues to increase, and the trips to Tynemouth during the summer have procured for the Company a rich harvest. So great was the number anxious to be conveyed to Newcastle in the evenings on several recent occasions, that the convenience at the office at Shields was found inadequate for the public accommodation; but to meet a similar occurrence the Directors, with their accustomed spirit, have made a considerable addition to the office, and provided separate entrances for the different classes of passengers. This, combined with the trains running every half hour, or more frequently if necessary, may remove all fear on the minds of the public of future inconvenience being felt at the station at North Shields.—*Newcastle Journal.*

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Railway.	Miles opened.	No. of shares.	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	..	83†	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	60
—	—	.....	....	2	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	33	32	..	32	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	32
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	16
42	18	7500	100	62½	Cheltenham and Gt. Western	21	..	21½	..	21	21	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	26½*	26½†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
126	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	7½
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	8
46	....	18000	50	45	Edinburgh and Glasgow	43*	43†	..	..	..	..	38
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	5*	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	39½*	39†	..	..	..	..	..
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	35*	35†	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	27½*	26½†	..	..	..	..	26½
15½	....	6000	50	45	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	198
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	100	..	..	98
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	27½
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	25
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	85	..	84	84	83½	83½	94
—	—	25000	50	50	Ditto (*New Shares*)	..	58½	58½	58½	58	58	56½
—	—	37500	20	4	Ditto (*Fifths*)	9½	9½	9½	9½	9	9	9½
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	28½
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	200
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7068	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
..	..	....	..	..	.....	..	..	..	..	..	..	..

Length Railway.	Miles opened.	No. of shares.	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	..	..	161	160	..	..	160
—	—	25000	25	5	Ditto (*Quarter Shares*)	22⅜	23	..	..	22⅝	22⅞	22¼
—	—	31250	32	32	Ditto (*Thirds*)	53½	54	53¼	..	..	..	53½
—	—	.....	32	2	Ditto (*New Shares*)	..	..	23½	..	..	..	24½
4	3½	24003	25	25	London and Blackwall	15⅝	15⅝	..	..	..	..	..
46	37½	36000	50	50	London and Brighton	43	43½	43¼	42⅞	43	43	43
10½	10½	33000	avr.	13⅓	London and Croydon	12½	..	..	..	..	..	..
3½	3¼	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	17½	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38½	London and South-Western	53½	52½	..	52½	52½	52½	53
—	—	42000	5	1¼	Ditto (*Tenths*)	..	..	..	..	1½	1½	..
50	50	13000	100	70	Manchester and Leeds	..	20	..	..	..	..	..
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	56½
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
....	....	7800	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
40	....	7800	100	55	Maryport and Carlisle	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	64½	..	64	..	..	..	65
—	—	15000	50	40	Ditto (*New*)	..	..	32	..	..	..	32
21½	21½	15000	10	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
28½	15½	72000	50	30	Northern and Eastern	..	..	19½	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	81
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
....	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
....	....	28000	50	38	South-Eastern and Dover	..	..	18	..	..	..	18½
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
....	....	....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
23	23	6700	50	50	York and North Midland	75	..	76	..	..	..	..
200	—	6700	25	10	Ditto (*New*)	21½	21	22	..	..	..	..
..	..	....	..	..	.....	..	..	..	..	..	..	..
..	..	....	..	..	.....	..	..	..	..	..	..	..
..	..	....	..	..	.....	..	..	..	..	..	..	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	July 31	2,417½	£103 3 3	£81 0 2	£184 3 5	£2 0 11	£12 5 7	£200 16 11½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	July 31	....	1,096 7 2	389 5 6	1,485 12 8	4 18 6½	34 9 10	....	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	July 30	10,978	1,814 18 8	429 16 1	2,244 14 1	6 5 9	44 0 3½	895 16 2	31
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	Aug. 2	9,126½	636 16 9	36 16 7	673 13 4	6 12 8½	46 9 2½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	....	....	....	....	....	....	....	....	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	Aug. 1	8,768	293 17 4	39 4 10	333 2 2	3 6 3½	19 17 8½	611 6 7	16½
2,133,333 0 0	1,476,170 6 7	....	*Eastern Counties'	7	17½	Aug. 1	19,365	....	....	942 16 9	7 13 11	58 17 6½	862 7 1	..
883,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	July 31	14 033	1,026 8 8	236 18 10	1,263 7 6	5 5 3½	31 11 8½	405 0 0	..
....	....	....	†Glas., Pais., & Green.	9	22½	July 31	15,338	942 0 5	154 6 10	1,096 7 3	8 2 5	48 14 6½	....	..
1,957,800 0 0	....	13 0 0	Grand Junction	10	83	July 31	..	8,479 4 7	1,615 1 1	10,094 5 8	12 12 11½	88 10 11	10,303 17 2	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	Aug. 2	..	957 2 6	500 8 8	1,457 11 2	4 12 6½	32 7 9½	....	..
5,331,527 9 10	5,288,043 17 3	3 0 0	Great Western	12	118	Aug. 1	..	13,583 10 0	1,350 8 3	14,933 18 3	12 12 1	88 4 8½	6,420 11 9	56
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	13	31	Aug. 1	5,155	603 8 3	287 19 11	891 7 3	4 2 1⅔	28 15 0⅔	678 3 11	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20½	July 31	2,739	541 18 9	23 3 2	565 1 11	3 18 9	27 11 3⅔	....	..
1,832,375 0 0	1,410,000 0 0	10 5 0	Liverpool & Manchester	15	31	July 30	..	4,099 2 3	1,984 0 11	6,083 3 2	28 0 7⅓	196 4 7⅓	5,692 8 9	31
5,760,000 0 0	5,724,807 0 0	8 17 9	London & Birmingham	16	112½	July 31	..	15,772 17 5	2,823 18 8	18,596 16 1	22 4 7⅓	155 12 5	17,430 18 2	112½
800,000 0 0	807,659 13 4	....	*London & Blackwall	17	38	Aug. 5	57,524	....	....	1,098 13 4	44 16 10⅓	313 18 1	605 5 0	3¼
2,400,000 0 0	1,091,369 0 0	....	*London & Brighton	18	37½	July 31	8,917	1,743 9 8	62 6 0	1,805 15 8	5 13 7⅔	39 15 7	320 18 0	5½
741,000 0 0	557,902 9 5	....	London & Croydon	19	10½	Aug. 3	11,679	654 3 4	112 9 3	766 12 7	10 8 7⅓	73 0 3	796 6 2½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3½	Aug. 5	30,331	....	....	874 13 2	31 17 10	233 4 10	999 15 10	3½
2,540,100 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	Aug. 2	..	6,898 13 9	792 14 1	7,691 7 10	14 5 4½	99 17 9	7,628 14 10½	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm	22	5	Aug. 2	12,640	....	....	357 13 9	10 4 4½	71 10 9	....	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	July 29	..	403 9 6	201 17 7	605 7 1	8 2 11⅓	60 10 8½	521 8 0¼	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	July 26	..	3,315 11 9	1,712 17 5	5,028 9 2	14 7 7⅓	100 11 4½	1,010 2 10	13½
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	25	57	July 31	12,362	2,409 6 9	873 14 4	2,923 1 1	7 15 1⅓	51 5 7⅓	1,550 1 3	57
950,000 0 0	....	....	Newcastle & Carlisle	26	61	July 31	..	716 4 5	988 1 4	1,704 5 9	3 19 9⅔	27 18 9⅓	1,707 17 0	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	27	72½	July 31	..	3,593 17 7	1,064 17 1	4,658 14 8	9 14 1⅓	67 18 9⅔	2,454 6 11⅓	40
730,000 0 0	580,000 0 0	6 13 4	North Union	28	22	July 30	5,559	1,309 6 5	188 9 5	1,497 15 10	9 14 6	68 1 7⅓	....	..
1,200,000 0 0	358,912 14 10	....	Northern & Eastern	29	15½	Aug. 1	12,454	869 9 7	5 9 6	874 19 1	8 1 3⅓	56 8 11⅓	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	July 31	5,073	485 0 9	103 16 8	588 17 5	4 8 6⅔	20 19 10⅓	....	..
600,000 0 0	220,245 0 0	4 0	Ulster	31	8	Aug. 1	6,540	....	....	176 5 7	3 2 11⅓	22 0 8⅓	210 4 8	8
446,666 0 0	446,500 0 0	7 0 0	York & North Midland	32	23	Aug. 3	9,040	....	....	1,765 17 2	10 19 4⅓	76 15 6⅓	892 14 0	23

2. Toll to London and Birmingham 157*l.* 13s. 6d., to be deducted from gross receipts.

6. The cause of the decrease being so large this week is that *Monifieith Races* happen a week later this year.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 23*l.* 3s. 2d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The amount given in the table includes the receipts from the horse coaches from Hayward's Heath to Brighton. The divisor, therefore, is 46, although only 37½ miles of the railway are open, including the Shoreham branch of 5½ miles.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the table is exclusive of Brighton or Croydon toll.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal coat, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 5,028*l.* 9s. 2d. are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 16*l.* 3s. 0d.; horses, 6*l.* 18s. 0d.; dogs, 1*l.* 14s. 0d.; parcels, 193*l.* 15s. 3d.; cattle, 13*l.* 10s. 6d.; corn, 19*l.* 5s. 9½d.; heavy goods, 491*l.* 16s. 11d.; coal, 130*l.* 10s. 11d.—Total, 873*l.* 14s. 4½d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

H. B. Manchester.—*We have to acknowledge the courtesy of our correspondent, and to return thanks for the copy which he has been kind enough to forward of a work entitled the "Modern Sabbath Examined." So far as we have had time to glance at it, the book appears to be sensibly and judiciously written, and if necessary, we may hereafter give an extract or two from its pages. We quite agree with our correspondent that theological discussion in a journal such as this is to be deprecated, and assuredly we shall not encourage it. At the same time, it is but fair that, having challenged them to do so, the opponents of the views which he and we concur in supporting should have an opportunity of laying their arguments before the public.* Valeant quantum.

E. L. Bath, F. Bath, *and others*—*We cannot prolong the controversy further than to give the few "last words" contained in the present number. Our correspondent does us no more than justice in expressing an opinion that we have every disposition to steer an impartial course among the conflicting opinions of those who favour us with their communications.*

An Original Proprietor of the London and Birmingham Railway.—*Let the subject be mooted at the half yearly meeting by all means, when we have no doubt a satisfactory explanation will be given.*

A Midland Counties' Shareholder.—*What proof does our correspondent offer that he is really what he professes to be?*

S. C.—*The previous letter of our correspondent has unfortunately been mislaid. As a general rule we cannot undertake to return rejected communications.*

A Tourist.—*We quite agree with our correspondent that competition among coach proprietors ought to be encouraged rather than checked we noticed the subject last week; and he will find the particular case referred to in his letter, noticed elsewhere to day.*

A Workman.—*Quite enough has been said on the subject. Experience and not mathematics must settle the point. Our correspondent's letter, however, does him much credit, and we beg him to accept our best thanks.*

A Sunday Traveller's *letter is very much to the purpose, but we cannot allow a theological discussion to be prosecuted further than is necessary for the developement of the views of the party who is already in the field. The same answer to* C. D. *and several other correspondents.*

J. W. Torrington square.—*The system of Auditorship is certainly not carried so far as it might be, we believe it is merely nominal in the Company to which he refers.*

A Shareholder (Cambridge) *is referred to the note in the Traffic Returns. The amount did comprise the coach receipts.*

A Subscriber Manchester.)—*We would recommend for the one purpose* Fortune on the Funds, *or the works of* Fairman *and* Fenn, *on the same subject. These works will cost 6s., 11s., and 5s. respectively. For the other object, he should consult* Mr. Whishaw's *excellent work on Railways, the* Railway Times *for* 1838, 1839, *and* 1840, *and the Railway Map, published at the Office, 122, Fleet-street, corrected to* 1841;—*price a guinea.*

*** It is requested that in future all communications intended for the *Railway Times* be addressed, "To the *Editor*," and not to any individual by name, now or recently connected with the establishment.

THE RAILWAY TIMES.

SATURDAY, AUGUST 7, 1841.

Some particulars will be found elsewhere of a melancholy casualty upon the Taff Vale Railway, whereby one of the engine-drivers lost his life. Railway accidents have of late, fortunately, been of rare occurrence, and the one now referred to furnishes no further evidence that there is any danger inseparable from this mode of locomotion. Like almost all other accidents of the kind (perhaps it would be difficult to find one exception) it is clearly traceable to the negligence and inattention of an individual—he falling, as usual, a victim to his own recklessness. The evidence before the Coroner's jury (as well that part of it which want of space compels us to omit as that for which we have made room) proves most decidedly that the deceased had acted in a manner the most reckless, and perilled not only the property of his employers, but the lives of several of his fellow-servants. In so far the blame of the lamentable occurrence rests not with the Managers of the railway; but at the same time we cannot help thinking that there was a lack of sufficient superintendence over the practical working of the line at the period more immediately adverted to.

It appears, for example, that the deceased was late in the arrival of his train in no fewer than three instances during the day on which the sad catastrophe took place; and yet none of his *superiors* seem to have been at all cognizant of the fact, although undoubtedly on every well-managed railway a failure in punctuality, even for the first time, would subject the offender to rebuke if not to more unpleasant consequences. Not only is the deceased found to have been unpunctual in the arrival of his load, from circumstances which at the time he might not have been able to control, but it appears from the fireman's own testimony that he (the fireman) was absent in the middle of a journey for about twenty minutes, in order to bring the driver his dinner! Surely some one at the station where this occurred ought to have prevented or punished so gross a breach of duty on the part of the driver and his subordinate. The fireman says it was not usual for him to absent himself from his engine; but since to say anything else would have been to criminate himself, we do not feel disposed to place much reliance on the statement. What we are anxious to impress upon Railway Managements is, that there should be exercised such supervision over the conduct of the inferior servants of a Company, that it would not be necessary to inquire of *them* whether, in certain instances, they had transgressed or not. The fireman admits that on each of the three trips they were considerably behind their time—in one instance "*much* behind;"—and it is more than probable that finding in two cases that punctuality was apparently not very necessary, the man who has paid so awfully for his rashness was tempted to venture upon his third and fatal journey.

It was shown, too, by the fireman's testimony that the only breaksman with the carriages on the occasion of the collision, was "a boy or young man from seventeen or eighteen years of age." "I do not know," added the witness, "whether he had put on the break or not; *perhaps he was too frightened.*" The conjecture is natural enough; and why, except perhaps for the purpose of saving a few shillings per week in wages, the Managers of the Taff Vale, or any other Company, should commit to a raw youth a duty which above most others requires vigilance, decision, and presence of mind, we cannot imagine. If such were their motive, it has in this case proved to be a most injudicious economy. Far better would it be to have no breaks at all, than entrust their use to inefficient servants. In the one case, the driver knows that he has no one's exertions but his own upon which he can reckon; in the other, he looks for the assistance of his fellow servant, and is deceived. It is clear that upon such a railway as the Taff Vale, where but a single track of rails seems to be laid down, precautionary measures are far more essential than upon ordinary lines. We have no fault to find with the printed regulations of the Managers, as explained to the jury by Mr. Bush, the very efficient Engineer-in-Chief (but which we have not deemed it necessary to give); as far as theory goes, they are all that could be desired, but the best rules become in practice worse than useless, if means be not taken to see that they are rigidly and constantly observed. The jury in recommending in their verdict, that the regulations as to the starting of trains should be "*enforced*," appear to point at something of the kind, and we trust that on this and all similar undertakings, so salutary a piece of advice will not be without good effect.

The new Parliament will, it is generally supposed, assemble in a few days, but it is not likely that in the present state of political parties anything will be done for some time to come in the matter of the Railways' Regulation Bill, which was stopped last session by the dissolution of the House. It is fortunate that no detriment will result to railway interests, even should the scheme be indefinitely postponed. Our view of the proposed Parliamentary interference in railway affairs has always been, that the measure introduced last session, and the Act passed in the previous year, were as innoxious as could reasonably have been expected, much more so indeed than we, or we believe the great body of railway proprietors, had anticipated. It was unfortunate for the railways that so many accidents had occurred shortly before the introduction of the Bill of last session, as there can be no question that it was mainly owing to these casualties that Government were induced to meddle at all in the matter. The fears of the public were greatly, and not without reason, excited, and it would have been a dereliction of duty on the part of the authorities and of the legislature, not to attempt to find a remedy for the defects which were at that time so apparent. Whether good fortune or better management has produced the present more satisfactory state of affairs matters little to those who brought forward the Bill of Mr. Labouchere—*we* attribute it to the latter cause—for "the pressure from without" being removed, the parties now in office are not at all likely to persevere in any course that would have a tendency to bring down upon them an opposition half so powerful as that of the associated Railway Companies.

Nor is there, in our opinion, the smallest danger to be apprehended to the interests of railway proprietors from any change of administration to which the result of the late elections may lead. Sensible men of all parties are too much alive to the immense advantages of the improved means of internal communication which railways present, to desire in any way to impair their efficiency, and too grateful, we should hope, to the enlightened enterprise of those who have called them into existence, to interfere needlessly or injuriously with any pecuniary benefits which may ultimately accrue to them or their successors. There are bigots in all parties, and that some of the expectants of official power would be glad to find, or to make, a plausible pretext for dictatorial interference we are quite prepared to admit; but fortunately such persons are too few to in-

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fluence in any sensible degree the course of party policy. Probably, a change of administration would in so far be of service to Railway Companies; for anything—even a course of determined hostility—is preferable to the vacillating policy which in railway legislation, as well as in matters of more general interest, has characterised the present advisers of the Crown.

We are not of those who hold that every kind and degree of external interference must of necessity be injurious to the interests of those who have invested their property in railway speculations. On the contrary, we believe that a well regulated and properly defined control, would be beneficial to all parties—beneficial to the proprietors and acting Managers of railways, in keeping them up to their duty, and beneficial to the public as a necessary consequence of Directoral vigilance, and as inspiring a confidence in railway arrangements which the seemingly irresponsible functions of Boards of Direction are not at present supposed to create. Much, too, might be done in the way of preventing, or nipping in the bud, inconveniences and more serious evils to which, under other circumstances, the public might be subjected from the practices to which uncontrolled custom gives rise; and in any case, it can be no just ground of alarm to any Railway Board, striving conscientiously to do its duty, that a vigilant eye should be kept upon their movements by parties who may reasonably be supposed to be beyond the reach of sinister influences, and who are themselves in their turn subjected to the scrutiny of the Highest Court in the kingdom.

We have on previous occasions pointed out how, in our opinion, a Railways' Regulation Bill might not only be rendered not distasteful to the Companies, but be looked upon by them as a most potent and welcome auxiliary in the conduct of their daily business. An extension, for instance, of some of the provisions of Lord SEYMOUR'S Act would contribute in no small degree to the more efficient working of the system; and with a few simple additions which recent experience has pointed out, a measure so framed would probably answer every practical purpose upon which, *at present*, railway legislation can be brought to bear. Premature arrangements, such as compulsory clauses disagreeable to the Companies would entail, are of all things to be avoided in the present position of railway affairs. Much more will be done, if the active minds now anxiously labouring for the improvement and ultimate perfection of the system are left unimpeded by formal enactments which, in attempting to render the letter of the law stringent and comprehensive, deaden and neutralize the intentions of its framers, than by seeking to find remedies for every temporary or incidental evil which, after all, may be such only in seeming. Never were Railway Managements more on the alert than now to search out and secure whatever may have even the appearance of improvement on its face, and we should greatly regret if any hasty or ill-advised interference from without should interfere to damp their praiseworthy ardour in so good a cause.

THE half-yearly meeting of the Leeds and Selby Railway proprietors held last week will be found noticed in another column. Our readers are aware that a lease of this line has been granted under Parliamentary sanction to the York and North Midland Company on terms which we have no doubt will be found mutually beneficial. The facilities which the York Company possess of working the Selby Railway in conjunction with their own, must render the traffic considerably more productive than it possibly could be to any parties carrying on the business by itself; and on the other hand the proprietors of the leased line may think themselves fortunate, all things considered, in having guaranteed by so respectable a Company as the York and North Midland, the payment of 5 per cent. on their investments for a period of thirty-one years.

We were somewhat amused at a display of *foresight* which one part of the Directors' Report puts forth. It appears that there is at present in the Company's hands a disposable balance of 13,000*l.* or 14,000*l.*, which sum the Directors proposed, and the meeting sanctioned, should be allowed to accumulate at interest during the lease, in order to form a fund for the resumption of trade at the end of that term, should the York Company decline to renew their bargain, or in the interim neglect to purchase the line which it seems they have at any time the power of doing at cost price. It is certainly very commendable to "look a-head," but we think it would have been just as well to have taken in a less extensive prospect. We would have let the proprietors of thirty years hence provide for the emergencies of the time, as it is not likely that *they* will have incurred anxiety and risk such as the present shareholders have unfortunately had to encounter, and as they will at all events have enjoyed their 5 per cent. dividend for a long term of years, whereas the returns to the present holders have hitherto been little better than nominal. One gentleman present at the meeting took this view of the matter, and recommended that the balance referred to should at once be divided as a bonus among the existing proprietors. He was met, however, by a representation that, in that case it would be difficult, if not impossible, to raise funds for the purchase of a suitable stock of engines at the end of the 31 years, *should they be required*, and that the York Company might take advantage of their then position. For our own parts we should have no dread of either of the presumed evil consequences. Long before the thirty-one years have expired, there is every probability that the Leeds and Selby Company will have become extinct—by the purchase of the line on the part of their neighbours, and even if it should not be so, it is not very likely that the successors of the present shareholders would be deprived by any Parliament of an opportunity of turning their property to account, merely because those who sacrificed so much in calling that property into existence preferred their own interest to that of their descendants, and felt disposed to make as much of it as they could. It is to be hoped, too, that railway legislation will be somewhat better understood after the lapse of a quarter of a century than it is at present. On the whole we think it much better that the funds in hand—be they large or small—should under the peculiar circumstances of the line, fructify in the pockets of individual proprietors than in the joint purse of the body corporate.

IN the London correspondence of the *Dublin Monitor*—a journal generally well informed as to political movements—we find, under date of Tuesday last, the following paragraph:—

"The Tories are very industriously circulating a report that, as a proof of their good intentions towards Ireland, they intend, as soon as possible, to take up the measures introduced last session for a system of railways, and an effective and general drainage of Ireland. They also talk of their wish to turn their attention to the Holyhead and Chester Railway, and of adopting the Report of the Commissioners who surveyed Holyhead Harbour, and recommended its enlargement, with the intention of putting first-class steamers on the Dublin station."

The *animus* of the above, so far as regards the writer, is evident enough; but we, who in this journal have nothing to do with party strife, should be glad to find that the "report" referred to were in all respects correct. It matters not to us—nor would it matter much to the people of Ireland—what the motives might be that should lead to the encouragement of Irish railways under a "Tory" administration. It might probably be an earnest desire to benefit that unfortunate country, or possibly only a wish to outstrip their predecessors in the attainment of popularity, but in either case the result would be the same—namely, a source of unmixed good to the Irish people, and indirectly to every other part of the empire. It can never be forgotten that the present administration shamefully gave up the question of Irish Railways at the period when they were most assured of victory, and if their successors should carry into practice the schemes which Lord MORPETH and his colleagues have hitherto contented themselves with advocating in theory, a change of ministry will in so far militate nothing against "justice to Ireland." The views which this paper has supported in reference to railways for Ireland are too well known to require recapitulation. The *Railway Times* was the first journal which took upon itself the advocacy of the scheme recommended by the very competent Commissioners appointed to inquire into the question, and nothing has since transpired which does not in a tenfold degree confirm and illustrate the positions which we then advanced. If circumstances have recently transpired which render it politic that the system of Irish railways should be prosecuted under somewhat different auspices, our opinion of the excellence of the original plan remains unchanged, and it is only because we are anxious to see Ireland furnished with that which would contribute so much to her prosperity, that we would give in our adhesion to *any* feasible scheme for accomplishing so desirable an object.

As regards the other matter touched upon in the paragraph above quoted, we can only say that any Government would do itself credit by supplying facilities for the prosecution of a work which would tend so immediately to the public advantage as the construction of the Chester and Holyhead Railway. Sinister influences are, we are assured, at work in this instance as in others; but for our own part, we have no misgiving in regard to the ultimate triumph of the scheme which has been sanctioned by the approval of so high an authority as that of the Government Commissioners. The decision to which these arbiters came was, we believe, founded upon incontrovertible principles, and upon facts which hitherto have not been gainsayed, and until these are disposed of, we may take it for granted that the route preferred by the judges delegated by Parliament is upon the whole the best.

THE *Worcester Journal* states, that at a meeting held on Wednesday last of the Directors of the Worcester Chamber of Commerce, it was announced that the Birmingham and Gloucester Railway Committee had appointed a deputation to confer with the Chamber upon the subject of a branch to that

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city. The Directors resolved to refer the matter to the Railway Committee appointed some time since by the Chamber, requesting them to put themselves into communication with the Committee appointed by the Town Council. We are happy to find that this matter is in a fair way of being amicably arranged. The people of Worcester have to blame themselves that so much delay has already taken place in carrying into effect a scheme which promises to contribute more to the prosperity of their ancient city than any other improvement of modern times.

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We print in another page a copy of Lieut. Col. Sir Frederic Smith's Report to the Board of Trade upon the works of the Blackwall Extension Railway. We extract also from a Sunday contemporay (*The Observer*) some interesting particulars relative to the line generally. The article in question is defective however in one point, inasmuch as the name of Mr. Bidder is not once mentioned, although that gentleman has been associated with the Messrs. Stephenson in the engineering department, and as acting man is justly entitled to a considerable portion of the credit due to the successful prosecution of so important an undertaking. The general meeting of the Company is fixed for the 19th instant, which is somewhat earlier than usual, the Directors being no doubt anxious to explain with as little delay as possible the circumstances connected withthe charge brought against Mr. Alderman Humphery and that gentleman's recriminations.

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The Post-office authorities appear to be not unfrequently most unfortunate in their arrangements for the convenience and accommodation of the public, where the opening of a railway happens to render an alteration necessary in the old established routine. The changes consequent on the opening throughout of the Great Western line supply more than one illustration. In no fewer than three provincial journals of last Saturday do we find complaints under this head. The *Cheltenham Looker-On* states, that the morning mail has been rendered altogether useless to that town, as in consequence of changes made since the opening of the railway, the letter-box is now closed at a quarter past six in the morning, while it is open for the night mail as late as eleven o'clock, p. m.; "between which hours (our contemporary justly observes,) no correspondence can reasonably be calculated upon." The *Monmouthshire Merlin* says, that since the opening of the railway from London to Bristol, the mail from the metropolis arrives at the latter city at fifty-five minutes past twelve o'clock at night, and the Welsh mail which takes the Monmouth letters is not dispatched till six o'clock in the morning. "We do not see (adds the same journal) why the letters for Newport and South Wales should remain five hours at the Bristol Post-office, and deprive us of the advantage of transacting business, which might require more time to accomplish than the interval between the present hours of arrival and dispatch of the London mails." The *Berkshire Chronicle* says:—"The inhabitants of Newbury are about to suffer a a great inconvenience through an alteration in the time of closing the post-office—which under a new regulation is fixed to take place at a quarter before seven, and finally close at twenty-five minutes to eight. The necessity of this step is not easily accounted for, or the reason that letters should be sent to Swindon, a distance of 25 miles, when the direct road to London by Reading is so much nearer. We hope, however, that some arrangement will be made that the London bags may be forwarded *via* Reading, at a later hour."—We are aware how impossible it is to please all parties in arrangements of this sort; but surely, defects so glaring as those above pointed out might easily be remedied.

It would appear, however, that the districts embraced by the Great Western Railway, are not the only ones that are subjected to inconvenience by the Post-office arrangements. A highly respectable journal, the *Leeds Intelligencer*, in its publication of last Saturday, supplies the following facts, which certainly speak little in favour of Post-office efficiency:—

"The proprietors and readers of newspapers have great reason for dissatisfaction with the recent mail arrangements in this district. While the welkin rings with laudations about dispatch, and rapidity of conveyance, we are suffering under all the miseries of vexatious delay. Indeed, such is the inconvenience of the general arrangements at the Post-office, that we are compelled to sacrifice a large portion of our fair profits in hiring special conveyances to do the work which the law says we are entitled to have done by virtue of the payment of the stamp duty.

"The case of one newspaper is the case of all. A contemporary has sent us a copy of some remarks which he intends to publish on this subject, and with his permision we adopt them:—

"To secure the delivery of letters or newspapers in Glasgow and a great portion of Scotland, on Saturday morning, it is necessary that they should be posted in Leeds on Thursday evening before six o'clock!!! Thirty-seven hours between Leeds and Glasgow; and by railway too!!! Under the old mail coach system, if they were posted by one o'clock on Friday afternoon, they were delivered just as soon as they now are, though required to be posted nineteen hours sooner.

"To secure the delivery of letters or newspapers in Newcastle, Sunderland, and towns adjacent, on Saturday morning, it is necessary that they should be posted in Leeds on Thursday evening before six o'clock. Thirty-seven hours between Leeds and Newcastle! To secure a morning's delivery under the "old system" we had only to post at one on Friday afternoon.

"To secure a morning's delivery in York, and adjacent places, it is necessary to post at Leeds before six o'clock the previous levening; thirteen hours before delivery—though we have a railway direct to York, and the journey performed regularly many times a day in eighty minutes! Under the "old system" we could post up to two o'clock in the morning, and have the morning's delivery. Thus the "accelerated system" requires us to post letters from a place eighty minutes distant, full eight hours sooner than we did under the mail coach dynasty!

"The folly and absurdity of the arrangements we complain of will be more fully apparent when we state, that the mail bags for a great portion of the places we have above enumerated, are carried out of Leeds by a mail which leaves between six and seven in the evening; that they are deposited at the Normanton Railway Station just ten miles out of Leeds within twenty minutes after that mail starts from Leeds, *and that they are left there till six o'clock next morning*, when they are conveyed forwards to York and Newcastle by the mail which started out of London more than an hour after the said York and Newcastle letters started from Leeds!!!

"To secure a morning's delivery for letters and newspapers in Halifax, Holden-bridge, Todmorden, Rochdale, Oldham, Ashton, Manchester, Liverpool, and indeed all Lancashire, it is necessary that they are posted before six o'clock the previous evening! though we have a railway communication direct, which makes Manchester only two and a half hours distant. Under the old *regime* of "fast" mail coaches, we could post in Leeds up to twelve o'clock the previous night, and the letters were delivered in Manchester and the other places we have named, just as soon as they now are!! Dublin letters were, and are, also conveyed by the same mails; the Leeds box for letters was regularly open till ten at night; so that the merchants of Leeds and all sending letters are obliged to post them full four hours sooner under the 'accelerated' system than under the old one."

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The Northern and Eastern Railway will be further opened on Monday next, as far as the Harlow Road. It is believed that when this extension takes places several of the horse coaches will come upon the line. The *Essex Mercury* in alluding to this further opening says:—"Too much praise cannot be awarded to the exertions of all those concerned in the direction and management of this Company; and such is the good result of the judgment and expedition evinced, that the public may anticipate, somewhere about next September, to have a railway communication as far as Spelbrooke; and that the whole line to Bishop's Stortford will be completed in the course of the ensuing year."

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A correspondent intimates that Government, in order to make travelling between London and Dublin more expeditious, has given orders that a mail boat shall proceed to Dublin immediately on the arrival of the mail-bag from London by the Chester and Birkenhead Railway. Travellers desirous of availing themselves of this advantage, can do so by proceeding by the London and Birmingham Railway to Birmingham, booking at Birmingham per the Grand Junction Railway to Chester, thence to Birkenhead, or by the Chester and Birkenhead Railway, thus accompanying the mail-bags the whole way. The expense we are informed, is much the same as on the more circuitous route by Liverpool; and saving of 12 hours is in many instances effected in the journey by the Government arrangement occupying on the whole not more than 20 hours between London and Dublin.

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It appears, from the "Thirty-sixth Report of the Commissioners on the Caledonian Canal," just published, that Government has been unable to effect a transfer of the canal to a Joint Stock Company, as suggested by a Select Committee of the House of Commons, and noticed in this journal at the time.

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The following remarks appear in the *Liverpool Standard* of Tuesday, in reference to a law case reported in the *Railway Times* of last week. In the general spirit of our contemporary's observations we entirely concur:—

"On Thursday last an occurrence of an unusual nature was witnessed in the Insolvent Debtors' Court in London, viz.: an opposition to the discharge of an insolvent, on the part of a Railway Company, to whom he was indebted for calls upon shares. We do not wish to give additional publicity to the proceedings in question—ill-advised and objectionable as we believe them to be—and our only motive for alluding to them at all is to suggest to the Directors of the Company in question the extreme impolicy of thus flying in the face of public opinion, which is notoriously opposed to a stringent exercise of the great powers which Acts of Parliament confer upon such Companies.

"Of course it is quite proper that the payment of calls should be enforced from shareholders in arrear; but when the law has done its part, and its victim takes refuge in the Court of Bankruptcy or Insolvency, it is beneath a great public Company to display a vindictive spirit by opposing him there. At all events, they ought to be certain of their grounds before doing so, and not allow themselves as in the case before us, to appear in connection with a seemingly harsh proceeding, from which they reap nothing but the obloquy attached to it. We sincerely wish well to the railway in question, but we must express our conviction that the public mind must be conciliated towards it, before it will ever assume its proper position in the market, or the Directors be relieved from the painful task, which it must be, *to drive on an undertaking* by means of continued law proceedings against its shareholders."

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Mr. R. Stephenson.—The *Moniteur Belge* contains a royal ordinance by which the order of Leopold is conferred on Mr. Robert Stephenson, Engineer, of London, as a testimony of his Majesty's

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satisfaction with the improvements which he has made in locomotive engines—which improvements have turned to the advantage of the Belgian iron railways.

RAILWAY OFFENCES AND OFFENDERS.

We are glad to perceive that in some instances at least, a proper severity of punishment is inflicted upon railway offenders, and that a mistaken leniency is not *always* suffered to influence the conduct of those whose duty and interest it is to see the provisions of the law carried rigidly into effect —we mean the railway authorities.

Last week a man named James Smith, a miner, was charged before Mr. Gemmell, a magistrate of Ayr, with causing a disturbance on the Glasgow and Ayr Railway. It appears that Smith had refused to pay his fare, and had severely assaulted several of the Company's servants. The conclusion of the case is thus given in the *Ayr Advertiser* :—

"The evidence being closed, Mr. Reid, Agent for the Railway Company, craved that the law might be put in full force; *as under lenient sentences, hitherto, offences on the railway seemed to be on the increase.* Mr. Gemmell said, that he should be the more inclined to give weight to the representation of the Railway Company, through their Agent, that, in general, they craved clemency for offenders; but, in the present case, the outrage had been so flagrant, violent, and serious, that the maximum of punishment seemed barely sufficient for the offence. Were such conduct visited with light punishment, it would, in all probability, become less rare; and, if so, the most disastrous consequences would inevitably ensue. *Sentence of 5l. of a fine, or two months' imprisonment, was then passed.* The prisoner begged a more lenient sentence, as he had a wife and several children unprovided for; to which the Justice replied that such conduct as his, if tolerated, would soon leave hundreds of wives and families unprovided for; and he considered that sentence the most merciful, which, *by punishing one man served as an example to others, and thus proved a protection to thousands.*"

On the adjoining line, the Glasgow and Greenock, three men were recently fined in sums varying from 1*l.* 11s. to 2*l.* 5s. for trespass and obstruction of officers and it is stated in the local journal which reports the cases that "the Directors are determined to enforce obedience to the provisions of the Railway Act" for the future.

On the Manchester and Leeds line, a young scoundrel met in some measure with his deserts last week. The case is thus noticed in the *Halifax Guardian* of Saturday last:—

"On Thursday last, a lad named Philip Douse, from Ossett, was charged at the Wakefield police-office, before J. Holdsworth, Esq. M.P., with placing a piece of iron called a "chair," weighing about 28lbs., upon the rails of the Manchester and Leeds Railway, near Healey Mill. It appeared from the evidence of a lad named Joseph Holroyd, aged 14, that he, along with his younger brother, went with the defendant on the previous evening to the railway, and the defendant put the iron on the rails, and asked witness for some band to tie it; he did not give him any, but told him to come away, as he was doing wrong. Witness's brother, aged 13, corroborated this statement. They went away, leaving the iron on the rails. An engine-driver deposed that he was going on the up line, when he discovered the iron upon the down line. He immediately stopped the train, and took the iron off. It was fixed as firm as it could be, without being tied. They passed the down train at Cooper Bridge. Mr. Holdsworth, addressing defendant, said it was a most serious and awful offence, and he felt it his duty to punish him. He should fine him 5*l.* and costs, and in default of payment three months' imprisonment, and he hoped it would be a warning to him and others. The defendant was committed."

It is frightful to think of the consequences which, but for the vigilance of the engine-driver, might have resulted from the act of wanton mischief attempted by this lad. Mere imprisonment is too slight a punishment for such villainy; he ought to have a sound flogging administered every day during his term of incarceration.

A case of very inadequate punishment for trespass on the Greenwich Railway occurred at Union Hall police-court on Tuesday. A man named Ambrose was charged with walking on the line and refusing to leave it when remonstrated with, and warned of the risk he was incurring in case two trains should pass him at the same time in opposite directions. The fellow had the impudence to say, that if he were killed it would be nobody's fault but his own, and when a policeman began to remove him by force, he resisted to the great hazard of the Company's servant and himself; and yet for the double offence, Mr. Traill, the sitting magistrate, thought a fine of ten shillings sufficient! If the delinquent had met his death on the line, it would have been no more than he deserved, but how much should we have heard of the "Frightful Accident," and what effect would such an occurrence, however little it might have to do with the safe conveyance of the public, have had upon the property of the Company?

A different class of "railway offences" from any that we have hitherto had occasion to notice, has recently sprung up. It appears that some of the labourers employed in the construction of the Manchester and Birmingham Railway station at Manchester have "struck" for an increase of wages, and not content with refusing to work, have attempted by force to intimidate those of the men who may be better disposed. The conduct of these "turn-outs" is wholly unjustifiable, as they were receiving liberal wages. Of course it will, as in all such cases, do them a vast deal of present and permanent injury. One of them has been committed for trial for a violent assault on a fellow-workman, he having deliberately thrown a large stone which struck the prosecutor, and rendered him for a time senseless.

MIDLAND COUNTIES' RAILWAY.

To the Editor of the Railway Times.

Sir,—It appears by a letter in your paper of last week, signed "P. Z.," that the writer has seen certain letters in some of your former numbers, which he has understood to convey "dubious" and "ambiguous" attacks upon the management of the Midland Counties' Railway. "Dubious" and "ambiguous" indeed these attacks must have been, for though a *constant* reader of your paper, and possessing a considerable interest in the railway in question, *I* have seen nothing in the shape of attack which struck me as referring to this railway in particular. Your correspondent deals in literary quotations. I will give him one to chew the cud upon —"Qui *capit*, ille *facit*." In plain English, he that *takes* an ill-natured remark (couched in ambiguous language) as applicable to himself or another, is the person who *makes* it. In the one case he adopts it from a feeling that it is deserved, and in the other for the gratification of his spleen.

Your correspondent complains that the accusers do not speak openly. He says, that it is "more than insinuated" in some of the letters to which he alludes, that "the Midland Counties' Company is badly conducted," and that "the Directors are guilty of *venal and corrupt practices*," and he claims the performance of your duty "as Editor of a public journal professing to watch over the interests of the railway public, openly to expose and hold up to the scorn and detestation of the public *such conduct.*"

Now, Sir, though I have seen no such insinuations as these, I presume they have been made in a manner intelligible to "P. Z." It is not only unjust and discreditable, but it is dastardly in the extreme, to convey such sweeping imputations, either by inuendo as to the party charged, or by general language without stating the particulars of the charges. If the accuser knows any *facts* which can justify him in charging "bad management," "venality," or "corruption," against the Directors of this Company, let him come forward manfully and state them, either through the medium of your paper, or, if he is a shareholder of the Company, by attending the general meeting, which will now be held in a few days. But accusations so made, seldom rest upon any better foundation than the malevolence of the accuser, who appears to be "willing" enough "to wound," but marvellously "afraid to *strike*," and to have all the disposition, if he had only the courage, to be an assassin!

I am, Sir, yours, &c.

A MIDLAND COUNTIES' SHAREHOLDER.

Leicester, August 5, 1841.

RAILWAY LIABILITIES.

To the Editor of the Railway Times.

Sir,—One of the Directors of a railway in which I hold shares, has recently failed; and it is currently reported is indebted to the Railway Exchequer more than 2,000*l.* for arrears of calls, his brother Directors, or the Secretary, I know not which, having, it is said, taken the promissory notes of the party alluded to in payment of the calls as they became due. The dividend expected to arise from the estate is small, and a composition of 5s. in the pound has been offered to the creditors. Now in the event of this being accepted, a loss of some 1,500*l.* will fall either on the Secretary, the Directors, or the Railway Company generally, and the purport of this application is to know on whom the *loss will fall*; as I conceive, under the circumstances in question, the shares cannot be declared forfeited.

A CONSTANT READER.

Doncaster, 4th August, 1841.

Bristol and Exeter Railway.—An article having appeared stating, as was believed "on very good authority," that Taunton "had been resolved on by the Directors of the Bristol and Exeter Railway for its terminus," we have authority for stating that there is no foundation whatever for this, which is supposed to have originated with certain speculators in shares, and for an object that cannot be mistaken. The terms of the lease between the Directors of the Great Western and Bristol and Exeter Railways have been placed before the public, and there is no intention of making alteration in these. By this lease it may be seen that the completion of this great work to Exeter is fully provided for, and that all monetary considerations are founded upon the entire plan being carried out; indeed, so circumstantial is it, that even the periods may, with something like an approach to accuracy, be defined.—*Exeter Flying Post.*

Edinburgh and Glasgow Railway.—It is gratifying to observe the incessant exertions which are making everywhere on the line in the vicinity of this city to get this national undertaking completed. The magnificent entrance to our great tunnel is drawing to a conclusion, while the booking and other offices are all but finished. The landing and departing platforms are now getting very handsome sheds, with elegant cast iron supports set up; and the ground is clearing out for laying the permanent rails. Yesterday Mr. John Craig, the mineralogist, made a survey of the tunnel, in furtherance of the objects of the British Association, and proceeded right through it, in company with the very polite and spirited contractor, Mr. Marshall. Amongst many other geological specimens got in the journey, we saw perfect masses of the Nucula Tumida, Producta Scotia, Producta Martinii, Bellerophon Urii, and Apiocrinites, imbedded in a shale, above a two feet limestone, with many other interesting remains of a period long before the creation of man. — *Glasgow Constitutional*, Aug. 4.

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THE QUESTION OF SUNDAY TRAVELLING ON RAILWAYS.

LETTER III.

To the Editor of the Railway Times.

SIR,—In my last letter, I showed, by proofs direct and interential, that the seventh day was made a Sabbath from the beginning of the world. The conclusion is so plain, that I did not deem it needful to insist on it. What was done from the beginning was done for all mankind. If the blessing and sanctifying of the seventh day were primeval acts, the Jews have no right to monopolise the one, and we have no indemnity for the violation of the other.

I know but of one evasion of this self-evident conclusion; and this I am not at liberty to pass unnoticed. It may be alleged that my argument proves too much, since it involves two other ordinances, circumcision, and abstinence from blood, for neither of which, though they were both of ante-mosaical date, can I attempt to plead the same conclusion. I reply that for both these ordinances I should plead the same conclusion, if there were not something relative to both which forbids my doing so. Could it not be shown, either that these ordinances have been formally repealed, or that there was in them some restrictive peculiarity which gave them obviously a local or temporary character, their pre-existence to the Mosaic ritual would give them to this day an unquestionable authority. What is the fact? Of one an inspired Apostle, declares, "Behold I Paul say unto you, that if ye be circumcised, Christ shall profit you nothing;" of the other it can be demonstrated, that it had a temporary aspect. Through all time preceding the coming of the Lamb of God, it was an essential part of God's dispensation of mercy to fix human hope on the great principle of the atonement, and to write, in mystic characters it may be, but in characters he enabled the devout worshipper to read, the fundamental truth which Abel acted and Paul spoke, that "without shedding of blood is no remission." Hence blood was made sacred as the emblem of the soul's life or ransom; and till the real blood of atonement was actually shed, not an animal was to be slaughtered without a recognition of the great principle that blood was life. That blood has been shed. We have clearer tokens to look to. We see therefore in the prohibition, but one of those shadows, which were confessedly to disappear when the substance was revealed. This at least cannot be said of the Sabbath. Christ was not the object at which the Sabbath pointed. That it is typical I deny not, and that it is temporary I deny not. It has its antitype, and therefore its limits, or rather its consummation. But these are not yet. When the world has ceased to work, and to be weary, and want rest—when it needs no longer a respite to breathe freely and look upward—when other ordinances, now perpetual, shall have ceased for ever—the Fifth Commandment dying a natural death because parental relationships are no more; the Sixth, because man has become immortal; the Seventh, because "they neither marry nor are given in marriage;" the Eighth, because each is the property of all; the Ninth, because all know intuitively, even as they are known; the Tenth, because the fulness of God shall leave no space for covetousness—then, when sun and moon are lost in the light of the Lamb, and the Law forgets its trumpet amidst the harmonies of love, and the eye sees no temple, and mediation has done its work, and God is "all in all," then, when times' divisions are grown obsolete, no seventh day shall be distinguishable, for eternity shall be one blissful and changeless Sabbath. Till then the Sabbatic institution shall continue—a perpetual emblem, pledge and foretaste of the rest that remaineth—distinguishable from all that is local and exclusive—made a blessing from the very day when the visible universe was complete—the key stone of a glorious arch, not to be moved or shaken, till the whole fabric is to be dissolved for "the new heavens, and a new earth."

Our second argument then for the perpetuity of the Sabbatic law is founded on its nature, and demonstrable necessity; an argument co-eval, collateral, con-sequential with the first, having the same date, the same extent and the same conclusive issue.

"The Lord blessed the seventh day and hallowed it." What do these words imply? That there was one day on which, in an especial manner, the Great Source of happiness was pleased to smile. Six days bore witness to his bounty in creation, and saw hills and valleys gladdened beneath his wonder-working hand. But the seventh day was a better day, and saw better things: and told man, even in paradise, that God's natural gifts were not his best gifts. The day was blessed and sanctified. Blessing and sanctification were, in effect, identical. God's resting was no listless recoil from labour: and man's rest was to be no mere dull cessation from toil, but a time of lofty communings, and holy pleasures, and exercises of his higher nature, unincumbered with other duties. He never lived without God. But I could almost dare to affirm, that whereas on other days the Gracious Being made his presence sensible in the cool of the evening, on the Sabbath man spent the whole day before his blissful presence, and felt his soul overflow with the "fulness of joy." Blessing and sanctification went hand in hand in paradise. Will any fallen child of that first parent say that now it is otherwise: Does man's degenerate body need it less? Does his shattered spirit need it less? Or has the Benevolent Author of both relinquished any of those claims which benevolence itself must hold most sacred? Is there less need of a Sabbath now, when the ground is cursed through man's apostacy, and he must eat his bread in the sweat of his brow, not only amidst the thorns and thistles of nature's noxious exuberancy, but the smoke and din and pollution of factories pent in populous city, ground down beneath the necessities of commercial competition, body soul and spirit taxed and absorbed, than when the six days were spent in the peaceful labours and contemplative serenity of the garden of the Lord? Or, to drop comparisons, and to appeal to plain fact and common experience, will any sober rational man who does not deny the great truths of revelation, think a moment that piety can exist without a Sabbath? Why, not to go out into what may sound too like a lecture on divinity, I may refer to evidence given before a Committee of the House of Commons; and of all the evidence lay my finger on one single line, relating, not to spiritual, but mere bodily, necessities. Dr. Farr, one of the first physicians in this or any other age or country, pledged there his professional character to the declaration, that the most extensive research he had been able to make into physical nature had brought him to the conviction, that the Sabbatic law is stamped no less imperishably in the Decalogue, than it is on the constitution of man and beast; and that though, of course, no mere physical investigation could determine the precise amount or the particular times and seasons, much less day of suspension, there was wrought into the fabric and framework of organised life a necessity for periodical suspension even of healthful toil; and that the suspension actually ordained by the Sabbatic law, or its equivalent, could never in the long run be violated, without a present retribution. Such is the substance of his testimony, as a practical man, to the permanent obligation of the law of the Sabbath; and well do I remember how he enforced it practically on myself, when I applied to him some time since for his professional advice. One of his first searching questions was, "Do you keep the Sabbath?" I do not ask you, he said, whether you rest on our Sabbath. You have good reasons for working, then; and I bid you God speed. But do you observe the essential principle of the law? The answer was not satisfactory, and I came under the Doctor's rod. I have heard a confirmation of his testimony, which is not a little curious. A postmaster, said to be the first in the sister-island, was known to have long made it a standing rule that no horse should leave his stable for work on the Sunday. Some Anti-Sunday Transitarians, delighted with the report of this man's constant practice, were desirous of his evidence as a conscientious observer of the Sabbath. Great, however, was their surprise, when they found that the Postmaster repudiated all religious feeling on the subject, and gave as his simple reason that had found it essential to his cattle that they should have one day's rest in seven, and that he knew his own interest too well to let them be cheated out of it. Such is the substance of the testimony of two very competent witnesses in both cases, as to the physical necessity of the observance of the Sabbath. I might appeal to other evidence. I might call in witnesses whose very countenances would give proof of the necessity for a Sabbath. I might call in dying confessions of wretched criminals on the scaffold, whose departure from the paths of peace has been specifically attributed by themselves to the wilful loss of the Sabbath. But I will not, because I need not, dwell long on these premises. They are admitted by millions who seem lost to the conclusion. I will content myself with one sentence from an infallible testimony, and found one very simple question upon it. The inspired Psalmist tells us, "that the wicked shall be turned into hell, and all the *nations that forget God*.—Psalm ix. 17." I put it to the common sense of any intelligent man, whether forgetfulness of God, of his awful claims, and of his gracious nature, must not be the natural and necessary consequence of the loss of the Sabbath?

I know your reply. I will quote your own words. "We regard it as being beyond all other customs fraught with benefits, both spiritual and temporal to the human race, and would do all in our power to promote an earnest observance of it among all classes of men. But it is not on the beneficial uses of the day that the Anti-Sunday Transitarians take their stand, &c." Now, Sir, it is on the beneficial uses of the day that, for the present at least, I *do* take my stand; and I rejoice that, whilst urging a conclusion from which you have expressed your dissent, I can appeal to the premises you have here recorded; yes, and appeal to every one of those authorities, to whom you attach credence. Indeed, I am exceedingly loth to treat you as an antagonist, and declare once for all, that if my language assumes the tone of controversy, it is not for want of respect for your intention. But you must give me leave to stand a moment, not only on the beneficial uses of the day, but on your own distinct and emphatic assertion of them, and to ask what you would have me think of the laws of that Great Moral Government under which I live, if, for beneficial uses, to which we all concur in attaching such importance, there is no guarantee whatsoever in the Statute Book of Inspiration. You, Sir, would have a Sabbath. I do not trouble myself about its details. You and Paley, and every impugner of the Divine Command I ever heard of, who is not a wretched infidel, you would all have a Sabbath. You all feel its necessity. Has God then overlooked it? Has he left it to your wisdom? or the caprice of the multitude? or the convenience of men of the world? or the tender mercies of trade? Has the Great Lawgiver, who once declared his benevolent will on this subject, and, under a confessedly darker and less gracious dispensation inscribed, with his own finger, that all essential ordinance,—has this Great Lawgiver omitted, forgotten, neglected this precept? Has he guarded by positive laws for every other endowment of his subjects—life, property, honor, peace—yea, protected them by a special law, not from acts of violence alone, but from the unseen thought, the unuttered wish, that might prompt to social mischief? Has he condescended in so short a code of laws to such particular, circumstantial, and delicate provision for their well being; and can he have made this great and solemn, this wide sweeping, all comprehending all essential matter of the Sabbatic rest, a mere contingent on what you must significantly call, a "*worldly sort of issue*." I put the question to moral sense and natural reason to answer.

But the inevitable conclusion is made further imperative by the fact that not only has the Great

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Lawgiver, thus inscribed the Sabbath in his Statute Book, but his Divine Son, "the word" of his wisdom, has declared why he did so. Christ has told us expressly that "the Sabbath was made for man." Is it not amazing that Paley, or any other partaker of mortality, should abrogate his interest in so gracious an enactment, limit the tender mercies which are over all God's works, and ventured to assert before high heaven, and his fellows, that what Christ said was made for man, was for the Jews alone?

And what are the grounds on which the assertion is based? That the Sabbath is said to be "a sign" between Jehovah and his ancient people; and that in the reiteration of the fourth Commandment, it is urged upon the Jews that, because God had brought them out of bondage, they were to keep the Sabbath. These are the two special grounds which we are called on to accept as reasons why this blessed institution should be peculiar to the Jews. Now, I appeal again to plain good sense as to the sufficiency of the grounds.

As to the first, is it not manifest that every ordinance of God is a sign between himself and those who keep it? Is not baptism a sign? If all the world were baptised, as one day we hope it will be, will baptism cease on that account to be the sign and seal of a covenant? Or, taking the word sign, if you please, in a discriminative sense, and admitting that it was one special object of the Jewish ritual to distinguish that people from other nations, are we warranted in restricting Sabbath ordinances on this account? Is there anything more in point of fact in this or any other part of the devout recognition of God which is to be looked on as *exclusive* on this sole ground, that it was a sign? Supposing that, after patriarchal tradition had diffused the custom of a weekly division of time, and the making holy a seventh day, the growing apostacy of man, not liking, as St. Paul says, "to retain the knowledge of God's ways," made this, as well as other primeval ordinances, irregular, and uncertain, is there anything more in God's making again solemn revelation of it to the Jews, or even declaring its observance to be a discriminating sign, than is to be found in all other parts of revealed truth—anything, I mean, which is to make it exclusive, binding only on themselves, and absolutely confined to their national polity? Was not their worship of only one God an equally discriminating sign amidst idolatrous nations? And is not this virtually so put forth in the first letter of their great commandment "Hear, O Israel, the Lord *thy* God is one Lord?" Is this great truth in its nature peculiar, or intended to remain so, because then it marked one people from all the rest of the world? And is there any thing more in the Sabbath, as regards it being a sign? May it not be in all ages a sign, discriminating, whether as to nations or individuals, between those who honour God and those who honour him not? Is it not thus at this very day, a sign between our own nation and—to go no further—our infidel neighbour? And have not railway proprietors given in their several investments a hostage for their own personal observance of this sign?

And, as to the second alleged ground of exclusiveness, what right has any to plead that the Fourth Commandment was peculiar, because on its being a second time announced in the Book of Deuteronomy, a special reason was added why the Jews should observe it, when to the very next commandment, which we never dream of making peculiar, a reason equally special is annexed, "Honour thy father and thy mother, that it may go well with thee in the land which the Lord thy God giveth thee!" Any why should ingenuity be perverted in twisting the argument for the Jewish observance of the Sabbath from its plain and pathetic appeal in behalf of every subject of man's authority into a forced and inconclusive argument for the limitation of the ordinance? Can anything be more touchingly apposite as a motive for undoing heavy burdens on that day, than the allusion to their grinding bondage beneath their Egyptian taskmasters? "In it thou shalt not do any work, thou nor thy son, nor thy daughter, nor thy man servant, nor thy maid servant, nor thine ox, nor thine ass, nor the stranger that is within thy gates, that thy man servant and thy maid servant may rest as well as thou; *and remember, that thou wast a servant.*" Can anything, I say, be more conclusive as a moral motive with them? Can anything be more inconclusive as regards ourselves? Here then, Sir, I will close this second argument for the Sabbath. I have not deemed it needful to go out into particulars as to its beneficial uses, or the necessity for its observance; because I am not at present engaged with those who deny either. It *is* a most beneficial, blessed, indispensible privilege, without which man's body becomes wasted, his intellect impoverished, his soul starved of spiritual food—his best relationships, and most vital interests neglected and lost. Nor have I even so much as entered on another field of argument, the importance of the Sabbath for the maintenance of God's honour. That it is right and fitting that that honour should be maintained, that as Creator, Governor, and Lord of the Universe, solemn recognition should be made of his alienable prerogatives, that benefits, publicly conferred, should be publicly acknowledged, and allegiance, publicly due, be publicly professed, and that for this purpose there should be periodical suspension of the world's ordinary engagements, and a plain open, unequivocal demonstration of what the whole community owes in common, be thereby made by all in concert, is as plainly consonant with right reason, as it is demonstrably a principle in the Divine administration. Accordingly, the work of creation is no sooner complete than solemn pause is made before the machinery of life begins to play. Six days of work are succeeded by a day set apart, and the seventh day is hallowed by a prospective reservation. Time proceeds, man falls from righteousness and wanders into darkness. At length a special revelation is given him, and with this revelation the reserved day is marked with the emphatic word "Remember." Is not all this consistent in a Being who had so repeatedly declared, that he is jealous of his honour? Was it to be expected that he should leave his essential claim without some such reservation? Was it, to speak the language of human judgment, likely, that he should leave himself to be forgotten amidst the unbroken bustle of the world—business or frivolity? Does not the nature of things gather itself into a distinguishable necessity for the Sabbath in order that "the things that are of God" should be rendered unto God? I say, I have not pressed these premises; because, here again, I am engaged with those who admit the necessity of a Sabbath; but these premises lead to the same result. The necessity is two-fold, and both parties coincide. "Righteousness and peace embrace each other." Hallowing the Sabbath, therefore, and blessing it, are one and the same Act. I take the part taken by my Gracious Master, when he was pleased to declare that the Sabbath was made for man, and I am content to leave it to you, Sir, and to your candid readers, to pronounce whether without some positive and most unequivocal proof, we can a moment believe that such an institution, once established, has been abandoned by the law-giver? That proofs to this effect are pretended I deny not. We shall come to these in time. They may turn out on the scrutiny to be like others from the same quarter. At present, however, I give no verdict upon them. I only ask whether *till these proofs are substantiated* we can a moment believe the supposition above stated? whether the whole analogy of nature and grace is not against it? whether all we see and feel of man's present condition as a fallen, corrupt, worldly-minded creature on the one hand, and all we read of God's merciful and condescending remembrance of him on the other, do not render it the most improbable thing, and the most difficult (I had almost said impossible) for a devout mind without sinister bias, to anticipate that such a faithful Creator should leave such a creature without positive guarantee for what is so practically essential; and that not under dark mysterious parts of his dispensations, but when "the darkness is past, and the true light shineth?"

I will not trouble you further at present, but subscribe myself as before,

Sir, your obedient servant,

AN ANTI-SUNDAY TRANSITARIAN.

Bristol, July 28, 1841.

P.S. Since writing the above I have read your request that I would be as brief as the nature of the subject will admit. I can only say at this moment that, within these reasonable limits I will strive to be concise. But I must throw myself on your reasonable indulgence for what I honestly deemed necessary, in order to such a development of my views as you have publicly called on me to produce.

RAILWAY TRAVELLING ARRANGEMENTS, &c.

To the Editor of the Railway Times.

SIR,—Will you allow me a very brief space in your paper, in answer to two of your correspondents, who have commented upon remarks I have addressed to you. I have neither time or inclination for controversy, and shall only write a few lines in explanation. Allow me to say, that in what I *have* written, or *may* hereafter write, I have but one object in view; viz. the improvement of railway property as far as is compatible with the just claims of the public: and I am of opinion that this will be most certainly effected by the strictest investigation of Railway Management; and moreover, that within certain limits, the greater the advantages offered to the public, in that proportion will railways prosper: but this I say is within certain limits; and concerning the line to be marked out, I can readily conceive much difference of opinion will exist. The first letter I shall notice, is signed "P. Z." With almost all the writer's remarks, I cordially concur; that Railway Companies are public bodies; and Railway Directors public men, and amenable to public opinion; and that when such were censured or praised it was with the same principle, and with the same legitimate right, that we upheld or condemned any minister or ministers. But when your correspondent talks of "squeamishness," &c., I think he is somewhat too hasty in his conclusion. When I wrote on the "Free Ticket System," I had no distinct charge to bring forward. I had *strong reason* to believe that Directors and other officials travelled on their respective lines free of expense, when such journies were entirely unconnected with the business of the Company; and I asked you, Sir, if such was the case generally; and you manifested your opinion of the propriety of the inquiry, by calling the attention of your readers thereto, and stating your opinion, that it was a very general practice. I did not hesitate to condemn it strongly, as exceedingly unjust (if it were so); and you condemned it as much as, or more than, myself. And what has been the result? Why, that several of your correspondents have stated, that upon inquiry, they were *astonished* to find, to what an extent it is carried. I did not mean to attack one railway more than another, though I might be better acquainted with the proceedings of one more than another, but I wished to call the attention of the shareholders of *all railways* to such matters. You are well aware that what is essentially unjust, is frequently *practically* claimed as a right where a number are concerned, when not one of that number would claim it as an individual. The other correspondent who has honoured me by his notice is "Humanitas." This gentleman is evidently a wag. I wish though he had not mentioned the "double Welsh worsted hose and flannel nightcap;" for verily I have been longing for these luxuries ever since; and when he imagines me attired therewith, and seated by a "cheering fire," I might picture to myself, "Humanitas," when he commenced his letter to me, just alighted from a second class carriage, after experiencing the soothing effects of a north-easter during a long journey, his nose blue, his teeth chattering, and the whole inward man almost at zero; not having had the opportunity of "running up and down to warm himself" when the train stopped—

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an advantage possessed in the blessed times of coach travelling. But, Sir, to the point: I unhesitatingly admit there is much sound reasoning and talent in the letter of "Humanitas;" but I assure him, that though I am not so short sighted as not to be able to discern the value of numbers to the success of a railway, yet even this has considerable limit; for supposing the fares reduced in each class carriage, and thereby the number of passengers increased, it may still happen that the increase is not sufficient to cover the loss occasioned by the reduction, and so with other alterations. I write for *truth*, not *victory*. I offer any opinion which strikes me as correct; but I am not wedded to that opinion, and I am ready to abandon it directly I am convinced of its being erroneous. The remarks of "Humanitas," relative to the man in trade and his employers, and the general alteration effected by railway travelling, in almost all commercial transactions, are undeniable. I have written much more at length than I purposed, and must yet leave much unsaid. I have endeavoured to explain to each of your correspondents some of the points they have referred to. I know not whether either of them will think it necessary to touch upon them again; for myself I beg to say, that my time is too much occupied, and I am withal too indolent to renew the subjects at any length. I cannot write myself a "Director," as our friend "Humanitas" does, but I hope I am quite as much a "friend to decency and civilisation" as he is.

Yours obediently,

G.

August 3, 1841.

LONDON AND SOUTH-WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Nothing has given me more surprise as to railways than the depreciation in the value of South-Western shares, and I can only account for it by the readiness with which many persons give credence to absurd reports as to a reduction in the approaching dividend. A desire to prevent loss to my fellow shareholders incites me to request a corner in your paper of next Saturday, with a view of endeavouring to allay their fears, and thus prevent that sacrifice of property which sales at the present prices produce. There is no railway, in my opinion, which offers so many prospective advantages as the one I am advocating, and I am satisfied, that in the course of a year we shall see the shares quoted at 70*l.*, and in two years they will be worth 80*l.* I admit the temporary disadvantage occasioned by the Gosport branch not having been opened, and the consequent loss of four weeks' traffic during the best part of the season; but when this branch is opened, an immense accession will be made to the receipts. At present there are no fewer than ten coaches each way plying between Portsmouth and Southampton, *besides* six coaches each way between Portsmouth and London—all of which will be obliged to be withdrawn on the opening of the Gosport branch. Again, a large addition will be made to the traffic when the Docks come into operation; already, a steam vessel is despatched every month for Malta and Alexandria, carrying not only passengers, but beginning to be the medium of conveying Lancashire goods to Egypt. On the 1st of December the fine fleet of West India steamers for the purpose of conveying the mails begin their operations, and two of these vessels will be dispatched *from*, and two will arrive every month *at*, Southampton; and it appears almost certain that, as steam-boats will naturally supersede the sailing packets which convey the mails from Falmouth to every quarter of the globe, so will the number of the former taking Southampton as the port of arrival and departure increase. That the traffic has not been commensurate this year with the expectations of the proprietors who looked for an augmentation on the receipts of last year, I admit; but this is mainly to be attributed to the depression in trade which has existed over the kingdom. Thousands have been prevented by this cause from enjoying the recreation of travelling which they otherwise would have indulged in, and what road would have benefited more by a reverse state of things than that which leads to the lovely and romantic scenery of the Isle of Wight? Another advantage in prospect is the opening of the Paris and Rouen Railway, which will be the high road from England to Paris, and present by far the most eligible means of communication between London and Paris. Four steam boats have now commenced to ply between Southampton and Havre, but will not this number be much increased when the facility given by the opening of the Paris and Rouen Railway is in operation?

I have hitherto been speaking of the advantages this railway holds out in *prospect*: let us now consider the traffic as it is, and I think we shall have little ground for disappointment. The line most in estimation with the public is the London and Birmingham, and here let me assure your readers that I wish not to say one word in disparagement of that great undertaking; but taking it as one of the most prosperous lines, I wish to compare its receipts with those of the South-Western. For this purpose I give you the receipts of both since the 30th June.

	Southampton.	London and Birmingham.
Week ending July 3	£6,467 18 0	£16,673
" " 10	6,597 5 5	17,434
" " 17	7,338 3 1	18,820
" " 25	6,802 9 3	19,169
" " 31	7,691 7 10	18,996
Receipts for five weeks	£34,607 3 7	£90,092

It will be seen that that the receipts of the South-Western line are considerably more than one-third of the sum received by the London and Birmingham Company, whilst the latter railway has been opened two years longer than the former—during which period of two years the traffic had time to develope itself—but the London and Birmingham line exceeds in *distance* the South-Western by nearly one-third, and also *costs per mile* nearly 100 per cent. more. I therefore contend that taking these things into consideration, namely, calculating the great difference in the *cost per mile*, the difference in *length*, and the longer period during which the London and Birmingham line has been opened, the traffic of the South-Western is equal to that of the London and Birmingham. But I may be told the South-Western is what is termed a summer line, and therefore it is not fair to take the estimate from the receipts in July, which are generally the largest of any month. To this I reply, that I might have taken any month since April, and have exhibited the same result, and even were I to take the month of November, which must be the most *unfavourable* one to the South-Western, the result, though not the same, will not show so great a difference as might be imagined. The receipts during that month, were as follows:—

	South-Western.	London and Birmingham.
Week ending Nov. 1	£4,552	£14,622
" " 8	4,707	14,406
" " 15	3,540	13,196
" " 22	3,097	11,798
" " 29	3,140	12,064
	£18,236	£66,086

I now come to the subject mentioned at the outset of my letter, viz., the depreciation in the price of the shares caused, in my opinion, by reports of the approaching dividend being reduced to 25*s.* Now these reports proceed from nothing but the fears of the shareholders, for the determination of the Directors cannot be known. Therefore it is merely a matter of conjecture; but why should the dividend be reduced? If you estimate the expenses at 40 per cent., then make a calculation as to the duty, interest of money, &c., and taking into account the surplus at last dividend, there remains sufficient to pay 30*s.* per share, leaving a balance in favour of the Company of about 2,500*l.* Let any one try the calculation, and judge for himself. I ought to say, that in this estimate I also make allowance for the proportion of dividend to be paid on the "*tenths*." After what I have written, I dare say your readers will be surprised at the assertion I am about to make, which is that a dividend of 30*s.* will never be declared again! Yes, I am bold enough to prophecy this. I think I hear some one exclaim, how can this be? I mean that it will never be *so small again*. The Gosport line will be open about the 1st September, and I think I can almost promise the proprietors a dividend of 2*l.* per share, or at the rate of 8 per cent. per annum in February; and I have not the least doubt that when the prospective advantages I have alluded to, are in the course of time developed, the dividends will be at the rate of 10 per cent. I have been a shareholder from the beginning, and have held firmly through *good* and *bad* report. Even when the shares were at a heavy discount, I had the same faith as I have now in the ultimate success of the line. In conclusion, I urge upon my brother shareholders to *hold*. On no account sell at the present low price, for be assured, that in the course of next summer, you will be able to realise a very large advance on the present price.

I am, Sir, your obedient servant,

AN ORIGINAL SHAREHOLDER.

August 4, 1841.

CROYDON AND GREENWICH RAILWAYS.

To the Editor of the Railway Times.

SIR,—I have little inclination to maintain a controversy, for its own sake, or it would be easy to say much in reply to a writer under the signature of "Equity," whose leading idea seems to be a revival of the claim, to sow and reap where his neighbour has ploughed. But my notions of equity are so widely at variance with his, that it is impossible to bring about any agreement in our views whilst that idea prevails.

Between the opinions of a "Croydon Proprietor" or "Shareholder," and mine, there appears to be little essential difference; only that he unaccountably supposes me to be an advocate for high tolls; and that he objects to the principle of a remuneration increasing in direct proportion to the number of passengers, though I believe he does not object to a remuneration increasing in proportion to the increase of the traffic receipts, which, it is true, will not always be in the same proportion as the number of passengers.

I cannot boast of any influence with the Greenwich Railway Directors, and if there is any merit in my suggestion, it must be left to make its own way by the help of such friends as may be inclined to adopt it. I did not propose that scheme as the best imaginable, but as more simple, and perhaps more practicable than the other scheme of taking toll in the form of a definite proportion of the receipts from traffic passing over a trunk line, which on principle I prefer. The chief difficulty of the rent and small toll plan would consist in fixing a just amount of rent; for the gain from additional numbers of travellers would, at the halfpenny toll, be less than twenty guineas for every 10,000 persons.

I will now endeavour to give you some notion of the method pursued in computing the rate of remunerating toll on the per centage plan, though by no means confident of its embracing all the elements necessary for a true and just result—capable of being fairly applied as a universal rule.

The Greenwich and Croydon lines, as before, are taken for an example. It is assumed as an approximation to the truth, that the Greenwich line from London Bridge to Corbet's-lane has cost (in round numbers) 400,000*l.*, and the Croydon, 600,000*l.*; then, charging the Croydon Company with only half the cost of the Greenwich line, it is found that—

£200,000 in £1,000,000 the joint cost is	20 per cent.
and 1¼ mile of Greenwich line in the entire length of 10¼ is	16.6 "
	236.6

The average of which is ..... 18.3 per cent.

Now, on roughly testing the result which this would give in comparison with the actual result of the 3d. toll in the year ending July 4, 1840, the produce will be found something less; thus, from

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33,104*l.*, the total receipts, I deduct 2,832*l.*, the estimated amount of receipts from 95,696 local passengers at the supposed average fare of 7d. each, the remainder, 30,272*l.* at 18.3 per cent. will give 5,539*l.* instead of 5,932*l.* the actual toll.

The extra expense of widening the line, charged in full to the Croydon Company, will raise the rate to nearly 25 per cent., since the proportions with regard to cost of construction, will then be as 1,200,000 to 400,000.

These observations you will hardly think fit for publication; but I shall be glad if you can induce some skilful calculator to investigate the subject: for I am persuaded that it is possible to discover some formula which may be applicable as a general rule for the determination of the rate of tolls payable by one Company to another; and it will certainly be a great benefit to the railway world to have such a rule established on a sure foundation.

Yours, &c.,

MODUS.

July 29th, 1841.

RAILWAY TRAVELLING ARRANGEMENTS.

To the Editor of the Railway Times.

SIR,—There is a great grievance which I have often experienced in railway travelling, which it will be a kindness in you to notice, as it may tend to rectify the evil—I mean the deficient arrangements in regard to eating and drinking.

In April last I made a journey from London to Derby, and from Derby to Darlington. We had to wait ten minutes at the Hampton junction, but I could not get so much as a biscuit or a glass of ale, or the smallest morsel of anything whatever. If the Directors of the Birmingham and Derby line will not establish a regular refreshment room, they might at least allow some person to keep something for sale, which might refresh the weary traveller.

Next day I went on from Derby to Darlington, and will you believe it, Sir, I could not get any refreshment the whole way, although from 100 to 150 miles. It is true that they were about to fit up a refreshment room at York, but the idea of caring for the sufferings of the public meanwhile, never seems to have entered the heads of the Directors. I got a boy for sixpence to run and bring me a penny loaf from the town, or I should have been much more exhausted than I was.

Now, Sir, the same grievance does exist on the line from London through Bristol to Bridgewater, and thence by coach to Exeter. A friend of mine who travelled over it last week informs me that the journey occupied *twelve hours*, being an hour longer than the time advertised, and excepting a hurried glass of ale and a crust of bread and cheese at Bridgewater, he could get nothing the whole way.

Travelling in this way to persons in an enfeebled state of health is seriously dangerous, and a rest of ten minutes every 50 or 60 miles might easily be arranged with great comfort to the passengers, and no detriment to the Directors. The passengers would be far better pleased to be ten minutes later than to arrive faint and exhausted. At any rate I can answer for the old and sickly.

I am, Sir, your constant reader,

A TRAVELLER.

COACH ACCOMMODATION AT CIRENCESTER—GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—As a constant reader of your interesting journal, and one who fully appreciates the advantages conferred upon the public by railway communication, allow me to direct your attention to some circumstances in connection with Railway Management which I think require a little revision. I lately had occasion to visit Cheltenham, the journey from hence to that place being now accomplished as far as Cirencester by the Great Western Railway and the Swindon Junction line. Upon the arrival of the train at the latter town two coaches were in waiting to convey passengers to Cheltenham, a stage of 14 miles. For this distance the sum of 4*s*. 6d. for an outside place was demanded, this being also exclusive of a fee to the coachman. Having remarked that the charge was rather exorbitant, a fellow-passenger informed me that I should probably find *outside the gates of the yard*, a coach called the *Anti-monopolist*, the fare by which would be only 2*s*. 6d. I went in search of this conveyance, which was quite equal in its appointments to the others, and on requesting the coachman to convey my luggage from the station, I was surprised to observe that he met with considerable obstruction from the servants of the Company. In reply to my inquiries as to the cause of such extraordinary conduct, I was informed that no coaches were permitted to pass the gates excepting those belonging to Messrs. Dangerfield and Haines. Now, for anything I know to the contrary, Messrs. Dangerfield and Haines may be very exemplary men, but I am quite at a loss to conceive why the public should be fleeced to the amount of fifty per cent. to satisfy their demands. Does it not appear that the proprietor of the *Antimonopolist*, (of the two parties) has the greater claim to the support of the Company? and for this simple reason—that by his moderate charge he furnishes an inducement to the public to travel by the Great Western Railway to London, whereas it is well known at Cheltenham that many persons are in the habit of going to town *via* Birmingham, rather than be subjected to the imposition, as well as the irregularity of the coaches between Cheltenham and Cirencester. As it may possibly be supposed that the foregoing remarks have been made with a view to promote the interest of the proprietor of the *Anti-monopolist*, I beg to state that my knowledge of Mr. Fleischmann does not extend beyond the recollection of his good-humoured face and unassuming manners.

I am, Sir, your obedient servant,

VERITAS.

P.S. Perhaps I ought to add that the drivers of the coaches having the privilege of the *entrée* were *afterwards* very pressing in their entreaties to be allowed to convey persons to Cheltenham for *sixpence*, having discovered that the opposition had a good chance of its compliment of passengers. This generosity, however, only animates them at that hour at which the *Anti-monopolist* runs, viz., at 4 o'clock p.m.

London, August 2, 1841.

EDUCATION OF ENGINE-DRIVERS.

To the Editor of the Railway Times.

SIR,—I was very much surprised in reading your paper of the 31st July, at the remarks made by the engineer of the Great Western Railway (Mr. Brunel) in evidence given before the House of Commons, as to the want of necessity of engine-drivers to possess the rudiments of knowledge, reading, and writing; in fact he says, a man is the better for not being able to read his instructions, that they are only printed for the satisfaction of the public in cases of accident, and also that "he is not one to sneer at education, but would not give sixpence in hiring an engine-man because of his knowing how to read and write."

Whether the public will be satisfied, when the fact comes to be known, that printed instructions are a dead letter, only manufactured for the purpose of quieting them, and not intended to be acted upon, (for how can they if engine-men cannot read them?) when it comes to be generally known that engine-drivers who are intrusted with the lives of hundreds of individuals in the management of a highly scientific and complicated machine, are so ignorant as to be unable to write their own name, appears to me to be a question which perhaps may materially affect railway interests.

He likewise draws an analogy between them and private soldiers, affirming that the instructions must be delivered *orally* to be efficient; perhaps he would wish to assimilate railway servants still more with the army, and introduce the lash as a means of correction and punishment of derelictions of duty.

You are without doubt aware that a school has been established for the education of railway engine-drivers, at the Polytechnic Institution, at which are taught, not reading and writing, but the elements of physical science, the chemical nature of the principal bodies used or connected with steam-engines, in addition to a practical acquaintance with the construction of engines of various kinds, and locomotives in particular; also including practice on the road. I am a member of this class, and therefore feel somewhat interested in the subject.

I should be glad to be informed through your valued paper, as to whether the opinion referred to prevails generally among railway authorities, for if ignorance is a qualification for employment, there will be but little chance for us who have been attempting to acquire knowledge. I have been led to believe that the existing ignorance (which I never thought was so grose) of engine-drivers was a thing to be lamented, and that it was an evil which was likely to be remedied.

I am, Sir, your obedient servant,

ONE WHO CAN READ AND WRITE.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—I am glad to see a letter in your paper signed "Veritas," showing the amount of receipts for several weeks on the Manchester and Leeds Leeds Railway, and that they are increasing. The return of income for the week ending July 19th is 4,531*l.*, of which 1,928*l.* is for the carriage of goods, after deducting the toll to the North Midland Railway; but as the Railway Company are carriers on other lines of railway besides the North Midland, I should be glad if some of your readers can inform me whether the amount of toll paid to the York and North Midland, and the Hull and Selby, is also deducted. Of course, if it is not, it will make a material difference in the true amount received for merchandise.

I am, Sir, your obedient servant,

A CONSTANT READER.

Manchester, August 2, 1841.

MANCHESTER AND SHEFFIELD RAILWAY.

To the Editor of the Railway Times.

SIR,—Allow me, through your columns, to advise my brother shareholders to obtain, at the approaching half-yearly meeting, some definite information as to the progress of the works, and the state of the funds. It is, I believe, well understood that although three-fourths of the capital have been called up, little more than one-fourth of the road is even approaching to completion. More money, and much of it, will be required. The shares, however, are at a discount more ruinous than those of any other line, and the credit of the concern altogether at the lowest ebb. How then can loans be negociated—how can additional capital be raised? It seems to me that the works of the railway must very shortly be brought to a complete stand-still for want of money, and that the continuation of the *whole line*, is entirely out of the question. Surely it would be wise in the Directors to confine their energies to the Ashton portion, and then—unless prospects improve—to abandon the rest. The enormous cost of the three-mile tunnel never can be defrayed out of our miserable supplies, and therefore to persevere in it at all is only to throw so much money away. Let us learn wisdom by the experience of others. If the great traffic on the Manchester and Leeds road is insufficient to defray the heavy expense of carrying a railway through this difficult country, how can the smaller traffic on the Manchester and Sheffield Railway be expected to pay any interest at all—passing, as the latter does, through the worst part of the district in question, and requiring a three-mile tunnel?

I am, Sir, your obedient servant,

A SUFFERER.

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LONDON AND BLACKWALL RAILWAY.

(COPY.)

To the Right Hon. Henry Labouchere, M.P. &c.

Board of Trade, Whitehall, 29th July, 1841.

SIR,—I have the honour to acquaint you that in consequence of a notice dated the 30th ultimo, having been received from the Blackwall Railway Company, of their intention to open to morrow that portion of their line which extends from the present temporary western terminus in the Minories, to the intended permanent terminus in London-street, I have this day, accompanied by Mr. Routh, the chairman of the Company and Mr. Bidder, the Engineer, made an inspection of the portion of railway in question, and I have to submit the following report.

The total length of the Blackwall Railway, measuring from its eastern terminus at Blackwall, to the intended western terminus in London-street is 3¾ miles.

In the month of July, 1840, the railway was opened to the public from Blackwall to the Minories, being a distance of 3 miles and 900 yards; the length to be opened to morrow, although only 330 yards in length will save the greater proportion of the passengers the inconvenience of travelling over about 500 yards of narrow and crowded streets, between the Minories and London-street.

The line crosses the Minories obliquely, at an elevation of 18 feet above the level of the pavement of the footpath of the street; then over Cooper's row, and Crutched Friars, terminating (at a level of about 18 feet above the street) on the site of some old buildings which formed part of the eastern side of London-street.

Here the station-house has been erected facing the west side of London-street and the back of Mark-lane.

The first work of importance on the portion of the line which is now under consideration is the crossing of the Minories.

This has been effected by means of a covered and enclosed bridge, having a span of 63 feet, and being carried by six cast iron trussed girders, the average weight of each being about 15 tons.

It will be observed by the sketch which I enclose that the girders are of a judicious form, and well calculated for the object to which they are applied.

Either end rests on bed stones of Bramley fall, one foot eight inches in thickness, supported by a brick abutment, the average bearing on the wall being 2 feet.

I should have preferred a longer bearing on the abutments, and to have had the whole of the girders at each end resting on an iron plate, to prevent unequal pressure, but the girders have been some days in their position, and the work has been tested both by carriages running over and remaining at rest upon the bridge.

Vine-street is also crossed upon a girder bridge, but here the span is only 30 feet; with the exception of these two bridges the entire length of the Railway between the Minories and London street is carried on arches, the arch across Crutched Friars having a span of 53 feet 6 inches.

The whole of the extension line is roofed and enclosed on the sides; this arrangement, I understand, has been adopted not only with a view to the comfort of the passengers, and to ensure the trains running in and out when the wind is blowing strong in the opposite direction to their course, but also to promote the comfort of the inhabitants of the neighbourhood, by deadening the noise caused by the carriages passing over the rails.

The covering of the Minories-bridge is formed of corrugated iron, and of the remainder of the line of slates on light wooden frame-work.

Light is admitted by side windows, and by a skylight in the daytime, and at night this portion of the Railway is lighted by gas.

The rails weigh 56 lbs to the lineal yard, and rest on cast-iron chairs spiked to transverse wooden sleepers having bearings of 3 feet 8 inches and 2 feet.

The first gradient proceeding westward from the Minories, rises 1 to 250 for 505 feet, and the second 1 in 100 for 487 feet.

The carriages will be successively detached from the traction rope before reaching the Minories, and will run up to the new terminus by the impetus they will previously have acquired. They will descend by the force of gravity from the new terminus, and will be attached to the rope as heretofore, a few yards to the eastward of the Minories.

There is a breaksman and a powerful break to each carriage, so that there need be no apprehension of the carriages over-running the point where the rope is to be attached.

The works are, with some very unimportant exceptions, in a complete and very satisfactory state and apparently in good working order, and the station at the terminus is arranged with due attention to the convenience and safety of the passengers.

I do not find that there has been any such departure from the Act of Parliament for the Railway, as to require the notice of the Lords of the Council, and I am not aware of any objection to the Line being opened throughout to-morrow.

To give you an idea of the extent of traffic on this line, I enclose you the return of yesterday, by which you will perceive that there were no fewer than 7915 persons carried upon it.

I should not omit to state that the police on this railway are furnished from the Metropolitan Police Office, a system which the Company find extremely advantageous, as it gives them the means, in cases of emergency, of increasing the number of constables to any extent they may require.

I have, &c. &c.

(Signed) FREDERIC SMITH,
Lieut. Col. Royal Engineers,
Inspector General of Railways.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—While I see much to commend in your well conducted and useful journal, I must own I have often regretted seeing its pages occupied by most useless speculations upon the *probable* returns from different lines of railway, for, at the best, they are mere speculations in which the most fair and honest mind cannot obtain any very accurate means of pre-judgment. Treated, however, as I have seen these matters by some correspondents in your journal, those speculations have been extremely mischievous, for they have been obviously written either in a spirit of rivalry to exalt one undertaking, or to depress another; and it is to be feared, often times with more interested and less worthy motives.

Under these impressions, I rarely read such letters, the room of which I should gladly see occupied by suggestions for the improvement, in various ways, of this new and wondrous mode of conveyance, and I had passed over a letter under the signature of "Ignotus," in your last paper, until I happened to hear its contents the subject of discussion, since which I have read it, and your note appended. From your evident desire on all occasions to convey to your readers sound and correct materials for the exercise of their judgments, I reckon upon your affording me an opportunity, not of carrying on any merely speculative discussion, but of pointing out some positions in the letter of "Ignotus" so manifestly unfair and erroneous, that it is difficult not to question the integrity of the writer.

The foundation upon which most of his calculations rests is that, substantially, the Great Western line, of which alone he is treating, is 170 miles in length, whereas it is only 118. The Great Western shareholders have no concern whatever with the additional 52 miles, which they rent temporarily, with the view of increasing the value of the traffic on their own 118 miles, beyond the question, whether or not, in addition to such increase, those 52 miles will yield the rent given for them.

The first assumption I meet with, viz., that the expenses of working the line will amount at the least to 2,500*l.* per mile, for the whole distance of 170 miles, (425,000*l.* per annum) is so extravagantly absurd as not to require any specific notice.

"Ignotus" then states, that the London and Birmingham trains travel 1,216 miles per day, to obtain 7,200*l.* per mile, gross traffic, while the Great Western are obliged to travel 1,819 miles per day to obtain 3,200*l.* In what mode the respective items of 7,200*l* and 3,200*l.* are obtained does not appear. Inasmuch as the traffic on all the principal lines has progressively increased from the first opening to the present time, it is apparent that the only mode of arriving at the comparative traffic on different railways, with any degree of accuracy, is to take the receipts of each railway at a period at which each had been opened throughout just the same time. Your report of the last week's traffic on the Great Western, up to the 25th July, being the fourth week from the opening, is 14,196*l.* It is supposed that the Exeter and the Cheltenham lines produce from 1,500*l.* to 2,000*l.* per week, say 2,000*l.*, which would leave 12,196*l.* for the 118 miles of the Great Western, this is 5,374*l.* per mile. I have no means at hand of ascertaining the weekly traffic of the London and Birmingham line in the fourth week after its entire opening, but I see it was stated by Mr. Houldsworth, at the Manchester and Leeds meeting, that for the first three months the traffic on that railway averaged 8,900*l.* weekly. I will assume it to have been 10,000*l.* for the fourth week, in the hope of being on the safe side, which would be eqval to 4,642*l.* per mile. To render this comparison quite accurate, the week's traffic on the Great Western, ending on the 15th October next, should be substituted for that before taken, but it is probable that will not materially vary the result; for though *cæteris paribus*, there is not so much traffic in October as in July, so short a period as four weeks after an opening very imperfectly developes the permanent traffic on a line.

The result is, that instead of setting down as the basis for estimating the future net income of the Great Western Railway, as compared with that on the Birmingham line, a gross receipt per mile on the latter of 7,200*l.*, and on the former 3,200*l.*, the figures to represent the Birmingham receipts should be 4,642*l.*, and those to represent the Great Western receipts should be 5,374*l.*, assuming that the week's traffic on the latter ending 15th October will equal that ending 25th July. I hope and believe I have put the matter fairly, for I rejoice equally in the success of these grand undertakings.

To prevent all cavil about estimating the traffic of the Exeter and Cheltenham lines at 2,000*l.* per week, in the absence of any actual division of it, for the purpose of getting at the Great Western traffic, I beg to observe that if those lines yield 2,000*l.* per week, the Great Western Company has made provident bargains, independently of the collateral advantages which were the inducement to enter into them, even assuming that the Great Western gets no advantage in the working so great a distance as 170 miles, but incurs an expense of 10 per cent. in working them. The bargain would stand thus:—

Gross traffic on 52 miles at 2,000*l.* per week		£104,000
Deduct 40 per cent. expenses	£41,600	
Do. rent of Exeter line	30,000	
Do. estimated mileage	7,000	
Do. Rent of Cheltenham line	17,000	
		95,600
Clear profit per annum to Great Western ..		£8,400

"Ignotus" alludes to the unsound views and opinions entertained by those who mistake crowds hurrying to Windsor and Reading on a small portion of the line at cheap fares in summer, for a traffic which will pay a good dividend. I confess I have anticipated in this a source of disappointment on the opening of the entire line; but I see, on reference to July, 1840, the Great Western traffic was 6,001*l.* on 56 miles then opened; at *the same rate*, the whole distance of 118 miles should yield 12,644*l.* per week, which is sufficiently near the actual earning to afford a well-grounded confidence in as good

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a dividend at least upon the whole line, as any portion heretofore promised.

I remain, Sir, yours, &c.,
JUSTUS.

[We had intended to close this discussion, but cannot refuse insertion to the above, which is but one out of the many replies to "Ignotus" which have reached us this week.—ED. R. T.]

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I perceive the receipts on this line now amount to 15,000*l.* per week. As this has been obtained so soon after the opening, we may safely calculate on it as the very minimum of the future average. This would pay a very handsome dividend: say, yearly—

Receipt, 52 weeks at 15,000*l.*	£780,000
To Balance	£428,000
Rent of Bristol and Exeter	£30,000
Mileage ditto	8,000
Rent of Cheltenham	17,000
Expense of working whole line—38 per cent.	256,400
Balance	428,600
Total.....	£780,000
	£400,000
£3,200,000 loans at 5 per cent £160,000	
£5,000,000 shares at 8 per cent. .. £240,000	
Leaving a surplus of	28,600

I am, Sir, your obedient servant,
VERITAS.

Bristol, August 2, 1841.

FATAL COACH ACCIDENT.

ON Sunday afternoon last, the *Engineer* coach, which runs betwixt the Lancaster Railway terminus and Carlisle, when on its return from the latter place was upset on the road at a place called Cold Harbour, on the Shap-road, about four miles northward of Kendal. It appears that strong opposition now exists between the stage and mail coaches, as to which can arrive first in the various towns on the north road, in order to secure the greatest number of passengers. To effect this object, the horses are driven at a most rapid and dangerous speed. This was the case on the day in question, and the *Engineer*, having the lead of the mails, was proceeding at a tremendous rate, and on reaching the above place, the traces of the leading horse were forced from their fastenings, which caused a temporary check, when the coach, which was heavily laden with luggage on the roof, and carrying at the time four inside and nine outside passengers, began to swerve from one side to the other upon its springs. This dangerous motion was perceived by Mr. Hayward, farmer, of Hintlesham, Suffolk, who was returning from Scotland, and at that juncture was sitting behind the driver, and he immediately rose from his seat and leaped from the coach in a direction from the horses, when, his head came in contact with the ground, by which he was killed on the spot.

After this sad occurrence the coach proceeded onwards on the two right side wheels about 50 yards, when it went over with a tremendous crash, precipitating with great violence to the ground the whole of the passengers. Amongst these were two lake tourists, whose names have not yet transpired, who had the misfortune to be thrown under the coach in its fall, whilst the horses, still furious, contrived to drag the coach although upon its side, till they were arrested in their impetuous progress, when it was found that the two gentlemen, the lake tourists, were most grievously hurt. They were both afterwards removed in a conveyance to the Crown Inn, Kendal, where all surgical assistance was rendered them, but both still linger in an almost hopeless state.

The body of Mr. Hayward was removed to the Plough Inn, Selside, about five miles from Kendal. With respect to the other passengers nothing material occurred to them, with the exception of the shock from the accident.

Some years ago, a very dreadful coach accident occurred at a place called Hucks' Brow, a very steep ascent leading to Shapfell, and about four miles still further north from the place were Mr. Hayward was killed. There were three lives lost on that occasion, as the coach was descending the hill, and as many more persons very seriously injured. The proximity of the places to each other where these tragic scenes occurred, and the dreadful nature of them, are the engrossing topics of conversation about the neighbourhood at present.—*Globe*, Wednesday.

LONDON AND BRIGHTON RAILWAY. — The Brighton terminus of the London and Brighton Railway is now completed externally. All the works are on a magnificent scale, and the passengers' sheds and station vie with any works of a similar kind in the kingdom. The station is even larger than that at the London terminus of the Birmingham Railway in Euston-square; and the edifice forms a pleasing and prominent object from various parts of the town. It is in the Italian style of architecture, highly and tastefully ornamented, and has a colonnade running round it. We hear that the length of the journey between Brighton and London is to be reduced from four hours to three and a half.—*Brighton Gazette.*

LONDON AND BLACKWALL RAILWAY COMPANY.—Notice is hereby given. That the Transfer Books of this Company will be Closed from Monday, the 9th instant, until Monday, 16th instant, preparatory to the allotment of the New Shares. It is important that all outstanding transfers should be brought in on or before the 9th inst. for registration, in order that the allotment of the new shares may be made to the parties properly entitled to them.

By order of the Board,
J. WARMINGTON, Sec.

60, Fenchurch-street, Aug. 2, 1841.

LONDON AND BLACKWALL RAILWAY COMPANY.—NOTICE is hereby given, That the next Half Yearly General Meeting of the Proprietors of the Company will be held pursuant to the Act of Incorporation, on Thursday, the 12th of August Instant, at the London Tavern, Bishopsgate-street, at 11 for 12 o'clock.

W. ROUTH, Chairman.
J. WARMINGTON, Secretary.

Offices, 60, Fenchurch street,
August 4, 1841.

ANTI-DRYROT COMPANY, KYAN'S PATENT.—(From the *Inventors' Advocate*, July 3rd, 1841.)—Our attention has been directed to a statement in the Saturday Magazine, to the effect that it had been found "that the precipitate caused by Kyanization is soluble in salt water," and as such an assertion, if not contradicted is calculated to convey an impression against the use of this valuable preparation in the building of ships, we think it deserving notice. The opinions of some of the first chemists have been taken on the point in question, who, after submitting Kyanized materials to severe proofs, have found that the properties of bichloride of mercury after combination with albumen are completely altered, and that it is then insoluble in water. Professor Farady, Dr. Birkbeck, and Dr. R. Dickson, are among those who have publicly testified to the insolubility of the compound. Corrosive Sublimate, though one of the most virulent mineral poisons, becomes so innoxious when mingled with the albumen of the wood, that timber soaked in it is now safely used for trough casks, and other vessels to hold drinkable liquids.

TALACRE COAL AND IRON COMPANY.—£10 REWARD will be paid to any person who will deliver the original MINUTE BOOKS kept in London by or on behalf of this Company prior to October, 1839, and the Letter Book of the Company prior to the 3rd day of June, 1839.

W. H. ASHURST,
137, Cheapside, London, Solicitor for several of the Shareholders.

TALACRE COAL AND IRON COMPANY.—It is requested that any persons who have purchased or advanced upon shares in this Company, purporting to have had £50 paid upon account of them, and have been called "paid up shares," will communicate to Mr. W. H. Ashurst, Solicitor, 137, Cheapside, London, what shares they hold, and the circumstances and representations under which they were sold or pledged.

W. H. ASHURST,
137, Cheapside, London, Solicitor for several of the Shareholders.

NORTH MIDLAND RAILWAY.—Most expeditious and pleasant Travelling between ENGLAND and SCOTLAND.—LONDON TO EDINBURGH IN 27 HOURS, out One Night only in Railway Carriage.—The Public are respectfully informed, that on and after Monday, 2nd August, 1841, The *Chevy Chase* coach will leave Darlington at half-past Nine in the Morning, on the arrival of the London Mail Train, and arrive in Edinburgh by Twelve o'Clock the same Evening.

The London Mail Train leaves London for York and Darlington at Nine o'clock in the Evening. Time is allowed at York for Breakfast.

No change of Coach between Darlington and Edinburgh.

Passengers wishing to Sleep on the Road, may leave London by the 9 15 a.m. Down Train, and go on to Darlington, which they will reach at 11 p.m.

FARES.

London to Darlington—first class per railway	£3	10	6
Darlington to Edinburgh—inside coach	2	10	6
Total	£6	1	0
London to Darlington—first class per railway	3	10	6
Darlington to Edinburgh—outside coach....	1	11	0
Total	£5	1	6
London to Darlington—2nd class per railway	2	9	0
Darlington to Edinburgh—outside coach....	1	11	0
Total	£4	0	0

The *Chevy Chase* leaves Edinburgh at Half-past Five in the Evening, arriving in Darlington next morning, where an hour is allowed for breakfast, after which passengers may go on by railway to London, arriving there at Eleven o'Clock, p.m.

By order,
H. PATTESON, Secretary.

NORTH MIDLAND RAILWAY.—NOTICE is hereby given, That the Books which are kept in this office for the registration of Transfers of Shares in the Company will be CLOSED, in pursuance of the provisions of the Act of Incorporation, from Monday, the 16th day of August, until Thursday, the 26th day of August next, both days inclusive.

By order,
H. PATTESON, Secretary.

Offices, Warnford-court, Throgmorton-street,
London; 26th July, 1841.

NORTH MIDLAND RAILWAY.—NOTICE is hereby given, That the Tenth Half-yearly General Meeting of Proprietors of the North Midland Railway will be held in Derby, in pursuance of the provisions of the Act of Incorporation, at the Railway Station, Derby, on Thursday, the 26th day of August next.

The chair to be taken at one o'clock precisely.

GEORGE CARR GLYN, Chairman } of the Board
JAMES HUBBARD, Dep. Chairman } of Directors.
HENRY PATTESON, Secretary to the Board.

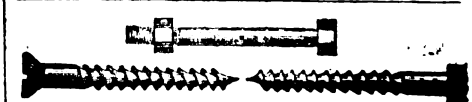
Offices, Warnford-court, Throgmorton-street,
London; 26th July, 1841.

LONDON GRAND JUNCTION RAILWAY COMPANY.—NOTICE is hereby given, That the August Half-yearly Meeting of the Proprietors of this Company will be held, pursuant to the Act of Incorporation, at the Company's offices, 68, Cheapside, on Wednesday, the 18th day of August instant.

The Chair will be taken at One o'Clock precisely.

T. EDWARDS, Deputy-Chairman.

Offices, 68, Cheapside, 3rd August, 1841.



T. H. RYLAND AND CO., OZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of
A 12-horse high-pressure engine, metallic piston, with or without boiler.
Two boilers, quite new, 18 feet by 4 feet.
Planing machine; works by hand, will plane 5 feet by 18 inches.

ON SALE.—TWO NEWLY-FINISHED SIX WHEELED LOCOMOTIVE ENGINES, with 12 inch cylinders, copper fire boxes, 5 feet driving wheels, and of the usual gauge.

The engines embody all the latest improvements in their valve-gearing and motions.

Canal Street Works, Manchester.

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LONDON AND SOUTH-WESTERN RAILWAY.—On and after Monday, 9th August, the Hours of Departure and the Fares will be as follows:—

DOWN TRAINS, FROM VAUXHALL.

	Morn.
To Southampton—Mixed	7
To Weybridge—Mixed	quarter-past 8
To Southampton—Mixed	9
To Woking Common—mixed	quarter-past 10
To Southampton—first class	11
To Weybridge—mixed	quarter-past 12
	Aftern.
To Southampton—mixed	1
To Southampton—goods	quarter-past 1
To Woking Common—mixed	quarter-past 2
To Southampton—first class	3
To Weybridge—mixed	three-quarters past 4
To Southampton—mixed	half-past 5
To Woking Common—mixed	quarter past 6
To Southampton—mail	half-past 8
To Southampton—goods	10

UP TRAINS, TO VAUXHALL.

	Morn.
From Southampton—mail	2
From Southampton—mixed	quarter-past 6
From Woking Common—mixed, three-quarters-past	7
From Southampton—mixed	9
From Southampton—goods	quarter-past 9
From Weybridge—mixed	quarter-past 10
From Southampton—first class	11
	Aftern.
From Southampton—mixed	1
From Woking Common—mixed	quarter-past 1
From Southampton—first class	3
From Weybridge—mixed	three-quarters past 3
From Woking Common—mixed	quarter-past 5
From Southampton—mixed	6
From Southampton—goods	8
From Weybridge—mixed	half past 8

The First Class Trains convey First Class Passengers only, excepting that accommodation will be afforded for a limited number of Servants in Livery. The fare will be 2*s.* each passenger; the fare for Servants in Livery 1*s.* each.

These Trains will not call at any Stations between London and Woking Common, but will take up and set down passengers at all the stations between Woking Common and Southampton.

The Mail Trains call at Kingston, Weybridge, Woking Common, and all Stations to the west of Woking Common. The Fares the same as the Mixed Trains for both First and Second Class Passengers.

The fare from London to Southampton by the Mixed Trains, will be 20*s.* first class; 14*s.* second class; and they will stop at Kingston only between Nine Elms and Woking, unless by signal, for passengers going to the west of Woking Common. These Trains from Southampton, will stop at Kingston only, between Woking Common and London, unless there are passengers to put down, except the first train in the morning, which will stop at all the stations as heretofore.

The short trains stop at all the stations.

ON SUNDAYS

The Trains will start as follows, and, with the exception of the Mail, stop at all the Stations.

DOWN.

	Morn.
To Woking Common—mixed	quarter-past 9
To Southampton—mixed	10
	Aftern.
To Woking Common—mixed	quarter-past 2
To Southampton—mixed	5
To Woking Common—mixed	quarter past 7
To Southampton—mail	half-past 8

UP.

	Morn.
From Southampton—mail	2
From Woking Common—mixed	quarter-past 9
From Southampton—mixed	10
	Aftern.
From Southampton—mixed	5
From Woking Common—mixed	quarter-past 6
From Woking Common—mixed	quarter-past 8

*** London time will be observed, and the doors of the Stations finally closed five minutes before the time of starting.

By order of the Directors,
A. MORGAN, Secretary.

August, 1841.

SHEFFIELD AND ROTHERHAM RAILWAY.—Annual General Meeting, 1841.—NOTICE is hereby given, That the Annual General Meeting of the Sheffield and Rotherham Railway Company will be held at the Sheffield Station, on Wednesday, the 11th day of August instant, at Twelve o'Clock at noon, pursuant to the Company's Acts of Parliament.

Dated this 2nd day of August, 1841.

THOMAS BADGER, Rotherham.
HENRY VICKERS, Sheffield.
Law Clerks.

N.B. It is proposed that the above meeting shall be held *pro forma* only, and be adjourned for transaction of business until after the North Midland Railway Company's annual meeting, advertised for the 26th August. Due notice will be given of the adjourned meeting, and in the meantime the transfer books will remain open.

LONDON AND COUNTY JOINT STOCK BANKING COMPANY.—At the Second Half-yearly Meeting of Proprietors held on Thursday, the 5th August, 1841, at the Company's premises, No. 71, Lombard-street,

EMANUEL COOPER, ESQ., in the Chair.

DIRECTORS.

Emanuel Cooper, Esq., Castle street, Southwark.
William Cory, Esq., Lambeth.
William Evans, Esq., Millbank.
Philip Frith, Esq., Thornton Heath, near Croydon.
William Hawes, Esq., Lambeth.
Swyn en Jervis, Esq., Whitehall-place.
John Cuthbert Joyner, Esq., Denmark-hill.
Philip Perring, Esq., Tavistock-square.
Alexander Rogers, Esq., Riches court, Lime street.
Richard Springett, Esq., Finchcox, Goodhurst.
Clement Tabor, Esq., Rayne, Essex.
John Wheelton, Esq., Myddleton square.

The following Report for the Half-year ending the 30th June, 1841, was read by the Secretary:—

REPORT.

The Directors have much pleasure in meeting the proprietors at this (the second) half yearly meeting of the Company.

The business of the Company continues steadily and rapidly to increase, and the profits of the half year are most satisfactory, as will be shown by the balance sheet, which has been duly audited, and will be read to the meeting by the Secretary.

The Directors have declared a dividend, at the rate of 5 per cent. per annum on the paid up capital of the Company, out of the profits of the half year, and carried forward the balance, which at the next annual meeting in February will, as usual, be at the disposal of the shareholders.

The Directors regret that the unexplained absence of Mr. Dighton has rendered it needful to declare the situation of the General Manager vacant.

It is due to Mr. Dighton to state, and will be satisfactory to the meeting to learn, that the effects of the bank are perfectly correct.

PROFIT AND LOSS ACCOUNT of the London and County Banking Company for the Half-year ending 30th June, 1841.

DEBTOR.

Current expenses, salaries, rent, &c., allowance for bad and doubtful debts, and rebate on bills not due	£8,647	4	3
Interest allowed on current and deposit accounts	4,034	17	5
Dividend, half-year, at 5 per cent.	1,829	18	1
Balance for the half-year to profit and loss new account	1,134	14	6
Total	£15,646	14	3

CREDITOR.

Gross profits	15,646	14	3

We, the undersigned, have examined the balance sheet, and compared the items it comprises with the several books and vouchers relating thereto, and have found the same to be correct.

THOMAS JAMES,
JONATHAN BARRETT,
JOSEPH HENRY WARTER.

London and County Bank, July 23, 1841.

The foregoing Report having been read by the Secretary, the following resolutions were severally proposed, and unanimously adopted:—

1. That the Report be received and adopted, and that it be printed for the use of the shareholders.

2. That the thanks of this meeting are due, and are hereby given, to the Directors, for their able management of the business of the Company during the past half year.

3. That the thanks of this meeting are due, and are hereby given, to the Auditors, for the clear and satisfactory Report they have made to this meeting.

4. That the thanks of this meeting be given to the Managers and other officers of the Company, for their zealous exertions during the past half year.

Signed, EMANUEL COOPER, Chairman.

The Chairman having left the Chair, it was unanimously resolved—

That the best thanks of this meeting be given to Emanuel Cooper, Esq., for his able and upright conduct in the Chair.

(Signed) WILLIAM HAWES.

Extracted from the minutes.

(Signed) R. P. NICHOLS, Secretary.

LONDON AND COUNTY JOINT STOCK BANKING COMPANY.—Notice is hereby given, That a dividend at the rate of 5 per cent. per annum on the paid up capital of the Company for the Half year ending the 30th of June, 1841, will be paid to the Proprietors either at the Parent establishment, 71, Lombard-street, or at any of the Company's branch Banks, on and after Thursday, the 12th day of August.

By order of the Board,
R. P. NICHOLS, Secretary.

71, Lombard-street, 4th August, 1841.

RAILWAY SLEEPERS. — Any quantity of capital Larch or Scotch Sleepers will be supplied by addressing Messrs. Scott Brothers, Exchange Buildings, Belfast, stating the number and size required.

August 6, 1841.

GREAT WESTERN RAILWAY.—LARGE SALE of RAILWAY PLANT, on CONTRACTS Nos. 5 and 6, near WOOTTON BASSETT, WILTS.—Mr. C. HUNT begs to announce that this extensive Sale (previously advertised) will take place on Monday, the 16th of August next, and following days. The Plant comprises a great variety, such as Waggons, Sleepers, Wheeling Planks, Wheelbarrows, Bridge Centerings, Leggings, Battens, Railway Bars of different descriptions, Chairs, Crossings, Blacksmith's Shop, Office, and Buildings, Blacksmith's tools, quantity of odd Timber, Pug Mills, Timber Carriage, &c. &c. &c.

N.B. Catalogues to be obtained of the Auctioneer, Wootton Bassett, a few days prior to the sale, which will commence each day at 11 o'clock.

In consequence of the great number of lots, the favour of an early attendance is requested. The first day's sale will be in Friday Street, Christian Malford.

Wootton Bassett, July 21, 1841.

GREAT WESTERN RAILWAY.—NOTICE is hereby given, That the next Half-Yearly General Meeting of the Proprietors of this Company will be held pursuant to the Act of Parliament, in Bristol, at the Bristol Station, on Thursday, the 26th August next, at 12 o'Clock, for the general purposes of business. The Chair will be taken at 1 o'Clock precisely.

CHARLES RUSSELL, Chairman.
ROBERT BRIGHT, Deputy-Chairman.

The Transfer Books will be closed on the 16th August, and will not be opened until after the said Half-Yearly General Meeting on the 26th.

Clause 125 provides that no person shall be entitled to vote as a proxy unless the instrument appointing him shall have been transmitted to one of the Secretaries of the Company at least five days before the meeting.

By order,
CHAS. A. SAUNDERS, } Secretaries.
THOMAS OSLER, }
Railway Offices, 2, Prince's-street, Bank, London.
Railway Station, Bristol.

BRITISH COLONIAL BANK AND LOAN COMPANY.—This Company was formed for the purpose of affording to capitalists a safe opportunity of availing themselves of the high rates of interest produced by the investment of money on landed securities in the Australasian Colonies; and though others plans were embraced in the original prospectus, this formed the leading, and has become the principal and almost the sole, object of the Company.

A capital of 100,000*l.* having been subscribed in this country, the Directors commenced the business of the undertaking by sending a Manager to Sydney, where he arrived last Christmas, and the Reports which the Directors have received since his arrival have satisfied them that the undertaking was founded upon a right principle, and that the advantages which they originally ventured to hold out to the shareholders may be more than realised, for the Manager has been enabled to the time of his last dispatches to advance, on mortgage of real estates, the whole of the funds which were put at his disposal, together with a considerable sum raised from shareholders in the colonies. In the selection of such securities he has secured the assistance of the Crown Surveyor and the Crown Solicitor, whose certificates of value and title upon each transaction have been transmitted to the Board.

The rate of interest obtained on these securities varies from 10 to 15 per cent., the average rate being 11 per cent.

The information transmitted to the Directors having satisfied them that much larger investments may be made with equal advantage, they propose to increase the capital of the Company by a further issue of 2,500 shares of 40*l.* each, at a premium of 2*l.* per share.

Two calls of 5*l.* each have been paid upon the present shares of £40, and another call of £5 has been made payable on the 12th of October next.

Persons taking the new shares will therefore pay £12 per share on subscribing, £5 on the 12th of October next, and the remainder in calls of £5 per share, which, by the deed of settlement can be made only at intervals of three months.

It is to be observed that the premiums which, in justice to the present shareholders, the Directors feel bound to charge on the new shares, will not be applied to the benefit of any individual, but will be added to the funds of the Company, and thereby increase the value of the shares.

Application for shares may be addressed to the Secretary, at the office of the Company, 13, St. Swithin's-lane.

By order of the Board,
HERBERT COMPTON, Chairman.

13, St. Swithin's-lane, August 4, 1841.

N.B. The half-yearly dividend of 6 per cent. on the colonial shares paid up in full may be received at the office of the Company on Thursdays, in every week, provided the particulars of such shares be left with the Secretary on the preceding Tuesday.

TO ENGINEERS OF LARGE BUSINESS.—To be LET a spacious Wharf and Large Warehouse-room, with Residence for Superintendent, and Cottages for Workmen at Rotherhithe; the Wharf has extensive privileges, or well suited to an Engineer requiring a large space of Ground, and a frontage of 235 feet next the River, with good approaches from the Land.

Apply to Mr. W. Woodward, 1, Furnival's Inn, between 12 and 2, if by letter, prepaid.

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LONDON AND BRIGHTON RAILWAY.—

ALTERATION of TIME from and after JULY 25th.—This railway is now open from London to Hayward's-heath, near Cuckfield, for the conveyance of passengers, parcels, horses, and carriages. The trains will run as under:—

Down Trains will leave the station at London-bridge at half past 9 and half past 11 a.m., and at half-past 1 and 5 p.m. A Down Train at 9 p.m., for Croydon only.

Up trains will leave the station at Brighton at 7 and 9 a.m., and at half-past 12 and half-past 4 p.m.

Sunday trains, down, will leave the Station at London Bridge at 8 a.m., and at 2 and half-past 5 p.m. A Down Train for Croydon only at 8 and half-past 9 p.m.

Sunday trains up, will leave the station at Brighton at 7 a.m., and at a quarter past 5 p.m.

Passengers will be conveyed by coach between Hayward's heath and Brighton, and the fares throughout from London to Brighton, or from Brighton to London, will be—for the first class carriages, 15s., and for the second class, 11s. Children under 10 years of age half price. The whole journey will be completed in four hours. Passengers will not be conveyed from Brighton to Hayward's heath unless proceeding by the trains. Fares to Croydon, first-class carriages, 2s.; second-class, 1s. 6d.

N. B. In order to insure conveyance between Hayward's-heath and Brighton, passengers for the whole distance must book their places on the preceding day at either of the following offices:—

Griffin's, Oxford-street, Green Man and Still; Hatchett's, Piccadilly; 41, Regent-circus; Spread Eagle, Regent-circus; Golden Cross, Charing Cross; George and Blue Boar, Holborn; Old Bell, Holborn; White Horse, Fetter-lane; Cross Keys, Wood-street; Spread Eagle, Gracechurch-street; or at the station, London-bridge; at all of which places parcels may also be booked; and in Brighton at the Blue, the Red, and the Spread Eagle coach and railway offices, Castle square.

Bills containing the time of departure from and the fares between the intermediate stations, the terms for conveying horses and carriages, with every other requisite information may be obtained on application at the terminus at London-bridge and Brighton; at the respective booking offices; or at the offices of the Company, 10, Angel-court, Throgmorton-street. By Order,

THOMAS WOOD, Sec.

July 24, 1841.

LONDON AND BRIGHTON RAILWAY.—

CROYDON TRAINS.—ALTERATION OF TIME on and after Sunday, July 25.

DOWN TRAINS

Leave London for Croydon at half-past Nine and half-past Eleven a.m., and at half-past One and at Five and Nine p.m.

UP TRAINS

Leave Croydon for London at half-past Eight and 28 minutes past Ten a.m., and at 28 minutes past Twelve, 58 minutes past Three, and 58 minutes past Seven p.m.

SUNDAY TRAINS DOWN

Leave London for Croydon at Eight a.m., and at Two, half-past Five and half-past Nine p.m.

SUNDAY TRAINS UP

Leave Croydon for London at Seven and 28 minutes past Ten a.m., and at 3 minutes past Seven and 43 minutes past Six p.m.

Fares.—First-class carriages, 2s.; second-class, 1s. 6d.

By order,

THOS. WOOD, Secretary.

10, Angel-court, Throgmorton-street,
July 24, 1841.

LONDON and BRIGHTON RAILWAY COMPANY.—

NOTICE is hereby given, That the next Half yearly General Meeting of the Proprietors of this Company, will be held pursuant to the Act of Incorporation, on Monday, the 9th August, 1841, at the London Tavern, Bishopsgate-street, at One o'Clock, precisely, at which meeting certain shares upon which the 8th and 9th calls remain unpaid, have been, in consequence thereof, declared forfeited under minutes of the Board of Directors of 19th November, 1840, and 6th May, 1841, will be submitted for confirmation of such forfeiture.

The Transfer Books of this Company will be closed 26th July, and remain closed until after the meeting.

JOHN HARMAN, Chairman.
THOS. WOOD, Secretary.

London and Brighton Railway Office, 10, Angel-court, Throgmorton-street, July 16, 1841.

THE BRIGHTON RAILWAY.—

The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times

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NORTH KENT RAILWAY, FROM GRAVESEND TO ROCHESTER.—

CAPITAL, £300,000 in 15,000 Shares of £20 each; deposit, £2 10s. per Share.

Prospectuses may be obtained and applications for Shares made at the Company's Office, 42, Lombard-street, until the 4th of August next.

GEORGE WALTER, Chief Superintendent.

NORTHERN AND EASTERN RAILWAY.—

Opening of the line to Harlow.—The Public are informed, that this Railway will be Opened to the Turnpike Road, near Harlow, on Monday, the 9th of August, and for the first fortnight the Trains will run as follows:—

DOWN TRAINS from London to Harlow.	UP TRAINS from Harlow.
Eight Morning.	Half-past Eight, Morning.
Half-past One, Afternoon.	Half-past Eleven, Morning.
Half-past Four, Afternoon.	Half-past Four, Afternoon.
Half-past Seven, Afternoon.	Half-past Six, Afternoon.
And on SUNDAYS.	
Half-past Nine, Morning.	Half-past Eight, Morning.
Half-past Five, Afternoon.	Half-past Three, Afternoon.
Half-past Eight, Afternoon.	Half-past Seven, Afternoon.

The fares to Harlow will be 2s., 1s. 6d., and 1s.; and to Roydon, 1s., 9d., and 6d.; in addition to the Fares now charged to or from Broxbourne, for First, Second, and Third Class Passengers respectively, making the whole Fares to or from London as follows:—

	1st Class.	2nd Class.	3rd Class.
London to Harlow	5s. 6d.	4s. 0d.	2s. 6d.
London to Roydon	4s. 6d.	3s. 3d.	2s. 0d.

Third Class Carriages will be run with the First and Last Trains only in each direction on Week-days, and with all the Trains on Sundays.

The Trains will continue to run between London and Broxbourne as usual.

WILLIAM BOURNE, Secretary.

Shoreditch, London, July 21, 1841.

MANCHESTER AND BIRMINGHAM RAILWAY.—

WANTED, a GENERAL SUPERINTENDENT, whose duty will be to take the entire management of the working of the line.—A liberal Salary will be given.

It is requested that application be made by letter *only* addressed to the Board.

By order of the Directors.

Manchester, 24th July, 1841; 43, Piccadilly.

ANDREW SMITH'S PATENT WIRE ROPES,

for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill wall, Poplar; and also of the following Agents:—

Robertson and Co., 12, Goree Piazzas	Liverpool,
Mathias Dunn	Newcastle-upon Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.
John M. Beatts, 14, Clement's-lane, High-street,	Dundee.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

THE ADELAIDE GALLERY FOR SALE,

in One Lot. Messrs. FOSTER and SON have the honour to announce to the scientific world, they are directed by the Managers of the Society for the Illustration and Encouragement of Practical Science, to Sell by AUCTION, at the Mart, on WEDNESDAY, August 11, at 12, in one lot, the highly interesting, rare, and valuable objects of Nature and Art, at the Adelaide Gallery. Half a million of visitors have experienced the pleasure of inspecting this celebrated exhibition; and the Managers, animated with the hope the public may still reap the benefit of their hearty endeavours to carry out the objects for which the Institution was founded, and on which the proprietary have expended more than Twenty Thousand Pounds, have resolved to submit all their property at the Gallery, and all the fittings in one lot. A few only of the more interesting objects can be here enumerated—Perkins's steam gun, the electrical eel, Sharp and Roberts's power loom, Perkins's celebrated machine for showing the compression of water, a high-pressure steam engine of three-horse power, several working models of steam and other engines, powerful air-pump, Galloway's rotary railway in operation, Pritchard's great achromatic compound microscope, a bi-scenes cope, Troughton and Sims's standard barometer, a variety of philosophical, electrical, chemical, optical, pneumatic, hydraulic, and hydrostatic machines, engines, and apparatus, cosmoramas, dissolving views, magnets, Chinese fireworks, an organ by Flight, and a vast variety of items curious and valuable; also all the fittings, fixtures, and effects belonging to the proprietary.

To be viewed ten days prior, by catalogues only, which may be had (at 6d. each) of the Secretary, at the Gallery; and of Messrs. Foster and Son, 14, Greek-street, and 54, Pall-mall. Particulars also of Messrs. J. C. and H. Freshfield, Solicitors to the Institution, Bank-buildings.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—

The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200. for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, 11 Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

TO RAILWAY CONTRACTORS, BUILDERS, and Others.—

To be sold by AUCTION, by Mr. BACON, on the North Midland Railway, near Higham, in the county of Derby, on the 18th and 19th days of August, 1841, about 160 Earth Waggons, equal to carrying two yards each, with 30-inch wheels; 150 tons of flat bottomed railway bars, 40 lbs. to the yard; large quantity of planking and barrows, two stone drags, three carts, quantity of quarry utensils, cranes, sheers, bars, pully blocks, lathe, blacksmith's tools, iron, &c. &c.; six horses, 40 sets of chain and two sets of shaft gearing.

The above materials are about four miles from Buckland Hollow on the Cromford and Erewash Canal.

The earth waggons, railway bars, carriages, cranes, sheers, and quarry utensils, to be Sold on the first day's sale.

Also, to be SOLD BY PRIVATE CONTRACT,

Two LOCOMOTIVE ENGINES, with 10-inch Cylinders, 4 feet 6-inch Coupled Wheels, and 18-inch Stroke, with Tenders complete, in good working condition.

To be seen at the North Midland Railway Works, Derby. Application to be made to Mr. BACON, of Alfreton; or to Mr. RICHARD TRUBSHAW, Higham, near Alfreton, Derbyshire,

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TO RAILWAY COMPANIES AND IRON MANUFACTURERS.—

LOSH, WILSON, and BELL beg to recommend to parties employing or manufacturing Rails their improved Machine for straightening them, in which by a simple and powerful application of the screw they are rendered perfectly even without being disfigured by hammer-marks.

For terms and description apply to the makers, Walker Iron Works, Newcastle.

26th July, 1841.

MALLEABLE IRON RAILS.—TO IRON MASTERS, RAILWAY CONTRACTORS, COLLIERY AGENTS AND OTHERS.—

The Great North of England Railway Company propose to sell by PRIVATE CONTRACT, the following quantities of Iron Rails and Chairs, viz:—

23 tons of 22lbs. Parallel Bar.
330 tons of 28lbs. of Flange Rail.
19 tons of 30lbs. of Flange Rail.

with 5870 Chairs, from 7 to 14lbs. each, suiting to the above Rails.

For further particulars apply to Henry Whitwell of Darlington, the Company's Resident Engineer.

Darlington, 14th July, 1841.

Just published,

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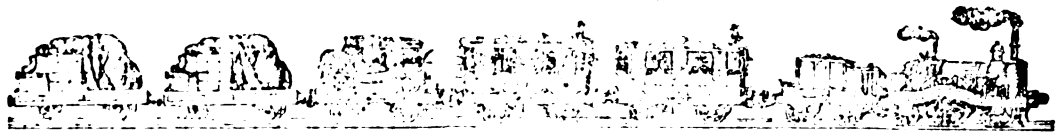
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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous.—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 189. Vol. IV.—No. 33.—Part I.] SATURDAY, AUGUST 14, 1841. [Price, with Part II., 1s.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £300 each, and for a term of not less than Three Years, and to grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing Interest at the rate of 5 per cent. per annum.

The above Loans are in substitution of others heretofore advanced to the Company for a term of years, the Debentures granted for which are now expiring.

Interest Warrants, for the whole term for which the Loan is made, payable half-yearly, on the 1st January and 1st July, at the Company's bankers in London and Birmingham, will be delivered to the Lender with the Mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent; and are to be addressed to the Secretary, at the Company's Office in Waterloo-street, Birmingham; to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warneford-court, Throgmorton-street, London; or to Messrs. Laurence, Cazenove and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 21st day of July, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY—NEW SHARES—THIRD CALL—£5 PER SHARE.—The Directors of the Birmingham and Derby Junction Railway Company having resolved that an Instalment of £5 on each of the New Third Shares in this undertaking, created under the provisions of the Act relating thereto, passed in the session of Parliament 3 Vict. cap. 51, payable on or before the 3rd day of September next, should be called for, Proprietors of such New Shares in this Company are hereby required to pay, on or before that day, to any of the undermentioned Bankers, the sum of Five Pounds on each of their respective New Shares.

BANKERS.

London—Messrs. Glyn, Halifax, Mills, & Co., Lombard-street.
Birmingham—The Birmingham Banking Company.
Manchester—The Manchester and Salford Bank.
Derby—Messrs. W. & S. Evans.
Burton-upon-Trent—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield—Messrs. Parker, Shore, and Co.

The Bankers have been severally instructed to charge Interest at the rate of £5 per cent. per annum, according to the provisions of the Act above referred to, from the 3rd day of September next, on all sums which shall be tendered after that day.

(Signed) HENRY SMITH,
Chairman of the Board of Directors.
(Signed) THOMAS KELL, Secretary.
Waterloo-street, Birmingham,
August 11, 1841.

BIRMINGHAM and DERBY JUNCTION RAILWAY.—ADJOURNED MEETING.—Notice is hereby given, That the Half-yearly General Meeting of Proprietors of the Birmingham and Derby Junction Railway Company, held in pursuance of the provisions of the Act of Incorporation, at the Waterloo Rooms, Waterloo-street, Birmingham, on Tuesday, the 10th day of August, 1841, was then adjourned, in consequence of the non-attendance of a sufficient number of Proprietors, as required by the Act, for the Election of Directors, to Thursday, the 26th day of August, 1841, at the same place, for the Election of Three Directors in the place of the same number, who will retire by rotation, and for other purposes.

The Chair to be taken at One o'Clock precisely.

(Signed) HENRY SMITH,
Chairman of the Board of Directors.
Waterloo-street, Birmingham, August 11th, 1841.

Extract from the Act of Incorporation, Section 93.

"And be it further enacted, That no Proprietor of any share, on which any call made shall be unpaid, shall at any meeting of the proprietors of the said Company be allowed to vote, either personally or by proxy, until the money called for in respect of such Share shall have been fully paid.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This Invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster row; Hyde & Co. and G. Bell, Fleet-street; Mann, Cornhill; and by all booksellers and Newsmen.

ROBINSON'S RAILWAY DIRECTORY for 1841, containing the Names of the Directors and principal Officers of most of the Railways in Great Britain, derived from authentic sources, price 1s. *Railway Times* Office, Fleet-street.

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Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

GREAT WESTERN RAILWAY.—Notice is hereby given, That the next Half-Yearly General Meeting of the Proprietors of this Company will be held pursuant to the Act of Parliament, in Bristol, at the Bristol Station, on Thursday, the 26th August next, at 12 o'Clock, for the general purposes of business. The Chair will be taken at 1 o'Clock precisely.

CHARLES RUSSELL, Chairman.
ROBERT BRIGHT, Deputy-Chairman.

The Transfer Books will be closed on the 16th August, and will not be opened until after the said Half-Yearly General Meeting on the 26th.

Clause 123 provides that no person shall be entitled to vote as a proxy unless the instrument appointing him shall have been transmitted to one of the Secretaries of the Company at least five days before the meeting.

By order,
CHAS. A. SAUNDERS, } Secretaries.
THOMAS OSLER, }
Railway Offices, 2, Prince's-street, Bank, London.
Railway Station, Bristol.

GREAT WESTERN RAILWAY TO BRIDGEWATER.—Messrs. WHITMARSH, ALEXANDER and Co., beg to inform the public, that all goods committed to their care, will in future be forwarded daily from the Castle and Falcon Inn, Aldersgate, *viâ* Great Western Railway, to Bridgewater, and thence by their waggons to Taunton, Exeter, Wellington, Tiverton, Southmolton, Barnstable, Bideford, and all intermediate and adjacent towns. Messrs. W. and Co., particularly request that all goods intended for their waggons, may be directed "by Whitmarsh and Co. from the Castle and Falcon," Aldersgate Street, to ensure immediate and direct transit.

Proprietors, { ALEXANDER & CLARE, London.
WHITMARSH & Co., Taunton.

P.S. Whitmarsh, and Co., have no connnection with any other house in London.

GREAT WESTERN RAILWAY.—LARGE SALE of RAILWAY PLANT, on CONTRACTS Nos. 5 and 6, near WOOTTON BASSETT, WILTS.—Mr. C. HUNT begs to announce that this extensive Sale (previously advertised) will take place on Monday, the 16th of August next, and following days. The Plant comprises a great variety, such as Waggons, Sleepers, Wheeling Planks, Wheelbarrows, Bridge Centerings, Leggings, Battens, Railway Bars of different descriptions, Chairs, Crossings, Blacksmith's Shop, Office, and Buildings, Blacksmith's tools, quantity of odd Timber, Pug Mills, Timber Carriage, &c. &c. &c.

N.B. Catalogues to be obtained of the Auctioneer, Wootton Bassett, a few days prior to the sale, which will commence each day at 11 o'clock.

In eodsequence of the great number of lots, the favour of an early attendance is requested. The first day's sale will be in Friday Street, Christian Malford.

Wootton Bassett, July 21, 1841.

FOR SALE.—A newly finished six-wheeled locomotive engine, 4 feet 8½ inch gauge, 12 inch cylinders, 18 inch stroke, 5 feet driving wheels, copper fire-box, brass tubes, with a new arrangement for regulating the fire, whereby the consumption of coke is very materially lessened. The working gear of this engine embraces all the most recent improvements, and is finished in the best style of workmanship.

For particulars apply to Isaac Dodds, Esq, Resident Engineer, Sheffield and Rotherham Railway, Sheffield.

HOTEL BY THE SEA.—To be Let a very desirable and highly respectable Family Hotel upon the sea coast, and within one stage of a railroad conveyance from London. The tap and stables are let off and may be had if wished. It contains fixtures, &c., all ready for an immediate continuance of a respectable connection.

Apply to Mr. Miller, Library, Hayling Island, near Havant, or Mr. Wm. Bromley, Solicitor, 3, Gray's Inn-square.

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EASTERN COUNTIES' RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the Proprietors of the Eastern Counties' Railway Company was held on Thursday, at the Company's Station, Shoreditch; HENRY BOSANQUET, Esq., in the chair.

The advertisement calling the meeting having been read, it was unanimously resolved, that the common seal of the Company be affixed to the Register of Proprietors, which was done accordingly in presence of the meeting.

The CHAIRMAN then said, it had frequently fallen to his lot to have the honour of addressing his fellow-proprietors in opening the proceedings at these periodical meetings. This was now the tenth time that he had had that pleasure, and he was almost afraid that his observations must, to some extent, savour of repetition. He had at first determined to refrain from any preliminary remarks; but as so many circumstances had occurred since the last meeting bearing upon the welfare of the Company, he trusted he should be pardoned if he briefly alluded to some of the more prominent of them, and to the present position of the undertaking. He would not anticipate the contents of the Report, but he was happy in being able to state, that notwithstanding the various difficulties which they had had to encounter, the contracts for the whole of the line as far as Colchester had been let, and the works were proceeding with rapidity. He had no hesitation in saying that about the date when he or his successor in the chair should have the pleasure of meeting the proprietors for the twelfth time, the 51 miles of railway from London to Colchester would be completed. (Hear, hear.) The meeting would as usual be held in August, and it was confidently expected that the line would be ready for traffic in September. Many charges had been brought against the Directors of this Company, and among other things it had been asked why they did not proceed faster with the construction of the line. The answer was obvious enough. Those companies that obtained their acts of incorporation in the years 1833, 1834, and 1835, were enabled readily to raise money by loan at an interest of 4 or 5 per cent., and thus to spare the pockets of the proprietors, and at the same time expedite their several undertakings. It was not so however with this Company, whose original act, dated from the session of 1836—a session celebrated for the passing of 40 other acts for similar undertakings, and involving the enormous capital of fourteen millions sterling, the greater part of which was expected to be supplied, and had in reality been supplied, so far as it was yet called up, by the enlightened and enterprising gentlemen of Lancashire. It was impossible that when money to so great an amount was required for other railways, the Directors of that Company should have been able to proceed so rapidly with the works as they themselves could have wished, or as those who had been placed in more favourable circumstances had been enabled to do. He need not say that another cause of the difficulties in which the Company had been placed, was the attacks to which they had been exposed out of doors—attacks, which at most inflicted only some temporary annoyance, so far as the Directors in their official capacities were concerned, but which tended to the injury, nay to the ruin, of the proprietors at large. The circulation of unfounded statements to the prejudice of the undertaking, and which must necessarily remain for a time uncontradicted, alarmed the timid and led them to sacrifice their property, while they prevented others from embarking their capital in it. The line, however, had within itself every element of success. It passed through a rich and populous district, the inhabitants of which were however, he regretted to say, but little acquainted with railways, and who instead of supporting and encouraging the Company, had thrown impediments in their path. This had been another cause of anxiety and delay; but he was happy to be able to state that a better feeling was rapidly gaining ground in the county of Essex, that the shares were getting into that quarter, and that the railway itself instead of being, as it once was, regarded with suspicion and treated with odium, was now the very thing which of all others, the inhabitants of the eastern counties were anxious to secure. (Hear, hear, hear.) He had recently been on a visit to Bristol—a journey, which, by means of railway facilities, was now accomplished in about four hours and a half—and he was delighted to find that the London morning newspapers were regularly upon the tables of the citizens of Bristol so early as half-past ten o'clock. The gentlemen of the west could thus anticipate in that as in other matters the gentlemen of the east, and accordingly they set a proper value upon railway undertakings; but he could never see any sufficient reason why the aristocracy of the east, and the inhabitants generally of a rich agricultural and commercial district, such as Essex—for it was a mistake to suppose that it was not commercial, and indeed it had long since been found that for the purposes of a railway, a good agricultural district was as valuable as any other—he could not see why these parties had so long remained blind to the benefits which such a railway as the Eastern Counties could not fail to confer upon them. He was happy, however, in stating again that this apathy was rapidly passing away. (Hear, hear.) A charge had been publicly made against the Directors of putting forth deceptive accounts of traffic. All other charges proceeding from the same quarter they had treated with contempt, but the accusation referred to was one of such a character that, as gentlemen, as men of honour, integrity, and purity of purpose, it was impossible to be silent. They had accordingly denied the charge on oath before the public, and now they had once more to deny it before the proprietors, before whom as a jury, they would place the strongest evidence, by the production of the balance sheet of traffic. He was happy to say that another balance sheet would also be laid before the meeting—he meant the balance sheet of accounts. They were all aware into what a state of almost inextricable confusion the accounts had some time ago been brought, but he had the satisfaction of informing the meeting that they had now been gone through from the commencement, and with the exception of a sum of 400*l.*, of which no traces could be found, they had been properly balanced. (Hear, hear, hear.) The Directors had stated, on oath, that the railway was producing a profit, and now they were prepared to prove it by facts and figures and by these they wished to abide. (Applause.) It had been alleged that upon the 17½ miles of railway now open, there was no traffic. The traffic was certainly not so large as they had good reason to believe it ultimately would be, and for this reason, that when small portions only of long lines were in operation, the traffic was not diverted out of its accustomed channels. When the line came to be opened 30 miles instead of 17½, they would find that in place of taking about 800*l.* or 900*l.* per week, they would take a much larger amount in proportion—*how* large he would not pretend to conjecture but leave the proprietors to go down the road and judge for themselves. At present the Company were in the position of the Lydian monarch, who was tantalized by the sight of fruits and water he could not touch; the traffic, however, was in existence, and the time would come when it *must* pass by the Eastern Counties' Railway. (Hear, hear.) Persons travelling from Ipswich, Beccles, Colchester, or any other town in the district, would not for the small saving of time which could be effected on a railway of 17½ miles, trouble themselves with the transference of luggage—for that was the main point—from the road to the railway; and so also parties travelling into the country—especially ladies—were loth to encounter a similar annoyance in passing from the railway to the road. Again, it was said that the large sum of 1,600,000*l.* had been expended on these 17½ miles, and that the line therefore could never pay, and this was the language held, not by proprietors but by the public, as on the occasion of the visit to Bristol already alluded to, he had occasion to ascertain. Now what were the facts? The estimates of Mr. Braithwaite and Mr. Locke had fixed at 2,300,000*l.*, the sum sufficient to carry the railway over the 51 miles between Colchester and the Shoreditch terminus—where, by the way, he was happy to see the proprietors assembled for the first time, upon their own soil and freehold—and as contracts had been let for the whole of that distance within the estimates, the sum there stated could not fail to be sufficient. This brought the cost of the line to 45,000*l.* per mile, including the London viaduct, an ample carrying establishment and every other item of expense. He need not remind the meeting of the enormous expense necessary to carry a railway through house property in such a locality as London. No sooner did a railway touch a neighbourhood, than everything rose in value; lawyers were on the alert, and the streets, became as if paved with gold, by gold alone to be purchased, in illustration of which he understood, that the Blackwall Railway had cost about 300,000*l.* per mile. Reckoning the cost of the Eastern Counties' line, exclusive of the London viaduct, namely, from Devonshire-street to Colchester, it amounted to only 34,000*l.* per mile, including a carrying establishment. The great drawback to an earlier completion of the line had been the want of money. If they could have secured a supply as fast as it might have been advantageously expended, they would have been much further advanced. One hundred pounds would frequently have been worth two hundred to them, for they had been compelled to purchase time, and occasionally they were unable to command even a shilling for the prosecution of the works; and where was the wonder when they were exposed to calumnies of every kind and ribaldry the most gross? (Hear, hear.) Had they been able to command an adequate supply of funds, the cost of the railway might have been less; but when they looked at the cost of the metropolitan lines, he thought they had no reason to dread a comparison, or to suppose that their railway was a preeminently expensive one. As he had already observed, it passed through a populous, fertile and wealthy district, and connected large and important towns, and he was quite sure that the day was not far distant, when this most important undertaking would rank, as it ought to do, among the most flourishing in the empire, doing credit to the enterprise which called it into existence and redounding to the private advantage of all—in a word, that as it was one of the greatest works in the kingdom, so would it prove one of the most lucrative. (Much applause.)

Mr. DUNCAN (Solicitor to the Company) then read, at the request of the Chairman, the following Reports:—

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DIRECTORS' REPORT.

The Directors have great pleasure in announcing to the proprietors, that since the last half-yearly general meeting, the whole of the contracts for the remaining works to Colchester have been let, including every expense for fencing, ballasting, and completing the permanent way: and that these contracts have been taken considerably below the estimates of Mr. Braithwaite and Mr. Lock, which have been already laid before the proprietors. The rails have likewise been purchased, as well as nearly all the other heavy articles of expenditure. There remain therefore the stations only to be contracted for, and for these the estimates are considered amply sufficient, and thus all doubt as to the railway being finished to Colchester within the estimates is at length completely removed.

The annexed Report from the Engineer will inform the proprietors of the details of the progress already made in the several contracts, and that no exertions are spared to push forward and complete the heavier portions of the works as rapidly as possible: and that the contractors, being all under engagements to complete the works by the end of the summer, the entire railway will be opened early in the autumn of next year. (Hear.) The heavy cuttings at Brentwood Hill, as well as some other considerable works between that place and Chelmsford, prevent the possibility of any partial opening of the line, until the whole is completed to Colchester; and it is deeply to be regretted that funds which would have warranted the commencement of the works at an earlier period, could not sooner have been placed at the command of the Directors. Other portions of the line which are comparatively light and easy of construction, will be proceeded with at such periods as to ensure their completion simultaneously with the more important divisions; and nothing has been omitted to be done which appears necessary to accomplish these important results, by the time stated; for which purpose the Directors have not hesitated to incur very considerable personal responsibilities. (Applause.)

The Directors have entered into a contract with responsible and experienced persons for the maintenance of way, of all the finished portion of the railway; and from the unusually low rate at which this contract has been let, the advantages have already become apparent, which the Directors have always stated would result from the very excellent and substantial manner in which the railway has been constructed, and from the heavy rails, and the admirable system of upper works which have been adopted. Several of the principal Railway Companies are now paying 50 per cent. more for maintenance of way under contracts far less comprehensive.

The accounts of the general receipts and expenditure for the last half year, are annexed to this Report. The traffic accounts are also annexed; and the Directors refer with great satisfaction to these, as showing in the most detailed manner possible, the whole receipts and disbursements connected with this department from the commencement, to the 4th July last, and which afford a highly favourable result as compared with other railways that have been partially opened for a similar or even a much longer distance.

The expense of maintenance of way (included as usual until the last half year in the cost of construction, as formerly stated); the local rates and taxes, which are only gradually levied; the depreciation fund requisite for the renewal of worn out stock; and every other item of expense which can be considered fairly chargeable to this account and now capable of being ascertained with tolerable accuracy have all been brought into the traffic account of the last six months. The unfortunate accidents which occurred on the railway soon after it was opened have occasioned likewise a very considerable charge, which has of course been carried against the traffic receipts. But notwithstanding all these deductions, there remains a clear balance of profit derived from the traffic on the line to the 4th July last, amounting to 14,444*l.* 17*s.* 8*d.* This amount is, agreeably to the Act of Parliament, applicable as a dividend among the proprietors, and is equal to about 5*s.* per share. It being however absolutely necessary to have the command of considerable funds in order to proceed with the works as rapidly as possible at the present time, the Directors, being anxious to postpone the remaining calls upon the shares as long as they can, are of opinion that in now declaring the above dividend of 5*s.* per share, on the shares registered to the proprietors on the 4th July last, the payment of this dividend should be postponed for six months, and be divided with the profits accruing during the present half year in the month of February next. (Applause.)

The expense of working the portion of the railway already opened, will be found extremely small compared with other partial openings of railways under like circumstances; and much credit is due to the officers of the Company, and to the system of management for this result. (Hear, hear.)

The completion of the railway as far as Colchester being now placed beyond all doubt, several influential parties possessing ample means, are preparing to make arrangements for further extensions of the line, and for the formation of branch railways communicating with other districts of the Eastern Counties: and the Directors anticipate being enabled to communicate when they next meet their proprietors, the gratifying fact of some important undertakings of this description being in a forward state. (Applause.)

Since the last half yearly meeting, the following Directors have resigned or become disqualified; viz—James Burt, of Manchester, Esq., Lawrence Heyworth, of Liverpool, Esq., William Gunston, and Henry Luard, of London, Esquires; reducing the present number of the Directors of this Company from twenty-two to eighteen. The Act obtained by the Directors in the last session of Parliament, authorizes them, if they think fit, not to fill up vacancies in the board, provided it be not reduced to fewer than twelve members; and acting upon this power the Directors have not filled up these vacancies: and if the proprietors approve and sanction this course, the Directors may from time to time take further opportunities of gradually reducing the number whenever it can be done without prejudice to the interests of the Company. (Great applause). The proprietors will, however, be aware, that they can themselves at any general meeting reduce and thus permanently fix the number of Directors of this Company at any number not less than twelve, by means of the powers obtained for them in this new act. If they are at any time disposed to exercise this power, the board can easily select a number of Directors, most willing to retire whenever it is thought their services can be dispensed with. But the board is of opinion, that the present number of resident London Directors cannot ever be conveniently and advantageously reduced; that some Directors in the Eastern Counties are desirable. And so long as the great proportion of the stock is held in Lancashire, and the proprietors consider it needful on this account, and from the great experimental knowledge of the management of railways in that county, to have the monthly boards and committees regularly attended by some of their Lancashire Directors, a number of the Lancashire proprietors must also continue members of the board. The proprietors will therefore decide for themselves as to the exercise of the above power on the present or any future occasion; only keeping in mind that their decision as to reduction of number of Directors is absolutely irrevocable.

The proprietors were informed in the last half-yearly Report, that the Directors had been advised that it was due to the interests confided to them, and requisite on public grounds, to take legal measures for the punishment of a series of gross libels, which had been inserted by the former Secretary of the Company, in the *Railway Times* newspaper. Proceedings were accordingly commenced to obtain a criminal information to be filed against that individual, and the printers and proprietors of the paper in question; and the Directors availed themselves of the opportunity of denying upon oath in express terms, the malignant and false imputations contained in these libels.

This having been done to the entire satisfaction of the Court of Queen's Bench, the Judges stopped the further proceedings by criminal information, ordering the printers and proprietors to pay the costs of the proceedings, and leaving the Directors to proceed by civil action, if they thought fit. (Applause.)

It will be seen from the complete re-statement of the traffic accounts, published with this Report, that, in reference to the observations of the Court, as to there being some ground for raising a doubt respecting the accuracy of these accounts, they have in truth been from the first strictly accurate in every particular, and that, when carefully perused, no misapprehension regarding them can arise.

The remedy, by civil action, as pointed out by the Court, the Directors would certainly have resorted to; but the late Secretary of the Company, the avowed author of the libels in question, having ceased to be the editor of the *Railway Times*, and the conduct of that paper being changed, and its libellous character discontinued, the Directors have thought it right not further to pursue legal proceedings in respect to these libels. (Much applause.)

ENGINEER'S REPORT.

To the Chairman and Directors of the Eastern Counties' Railway Company.

GENTLEMEN,—I have the satisfaction to state that since my last Report, the whole of the contracts have been let, commencing at Brentwood and terminating at Colchester; and although much time was lost in the execution of the necessary documents, and in obtaining possession of the different properties, yet the progress of the principal works (notwithstanding several weeks of unfavourable weather) has been such as to leave no doubt in my mind as to the completion of the line to Colchester in the month of September, 1842. (Applause.)

In obedience to your instructions, the periods for the performance of the several contracts have been so regulated, that only those portions of the heavier description of works which require the greatest time in execution have been commenced: an arrangement which will enable us to proceed vigorously with the remainder in the spring of 1842. The portion alluded to are as under:—

Contract 22—Brentwood Hill, West.—Since the commencement of this work, the contractors have prosecuted the cutting with vigour; 140,000 cubic yards have been run to spoil, being nearly one-third of the amount of cutting required to complete this the heaviest work, which leaves no doubt that the upper portion, to within 30 feet of the formation, will be finished, trimmed, and drained, before the winter months set in.

Contract 12.—Brentwood and Shenfield.—The excavators are proceeding at the west end of Shenfield Common, where about 40,000 cubic yards have been carried to spoil, and on the west side of Mountneyssing Hill, where about 8,000 yards have been carried into embankment. The Hutton-road and Chain river bridges will be commenced forthwith, material being now on the ground.

Contract 12 A.—Shenfield.—The embankment is complete for a length of 47 chains, and the cutting 28 chains. 152,835 cubic yards of earth have been excavated. No. 1 culvert has long since been completed. The Hutton turnpike-road bridge was also nearly completed; but in consequence of the contractors having used improper cement, it was found necessary to remove the arch which is now re-erecting.

Contract 13.—Mountneyssing.—The delay in obtaining material has rather retarded the earth-work. The Burnt House-lane bridge is now being carried up, which when completed will enable any quantity of earth to be tipped. 12,500 cubic yards have been run into the embankment, about 12 chains in length, and the cutting 8 chains.

Contract 13 A.—Margaretting and Ingatestone.—A small culvert has been erected which has enabled the contractor to run 14,500 cubic yards into embankment, 23 chains in length, and the cutting 27 chains.

Contract 14.—Margaretting and Widford Hill.—Nearly the whole of the earth work on the western side of the Widford Hill is complete, waiting only the finishing of the river bridge, which is proceeding satisfactorily; the contractors are also in possession of the East Hill at Margaretting, with which they will proceed immediately.

Contract 11.—Widford Hill, East.—The cutting on the eastern side of the hill has advanced to the turnpike road, where the bridge pit is now being excavated, which will be immediately followed by the masonry.

Contract 15.—Chelmsford and Springfield.—Is also progressing very satisfactorily. The foundations are now about to be commenced for the Can viaduct and the viaduct and bridge over Duke-street. The embankment has approached Bishop's Hall-road, where the bridge has been erected, and ready to receive it. The Chelmer river bridge has progressed but slowly, in consequence of shortness of hands, which is now remedied. The earth work generally, particularly the Chelmer embankment, has stood remarkably well, notwithstanding the inundations and continued bad weather.

Contract 23.—Boreham.—The foundations for the Mill Head bridge have been excavated, and are of an excellent description; about 2,550 cubic yards have been removed from the west side of the Boreham Hill; the further excavation is impeded by the erection of the bridge, but other parts have been commenced.

Contract 24.—Hatfield Peverell.—Progressing very rapidly: 7,466 cubic yards have been led into the west embankment, and 15,550 into the eastern. The foundations of the Mill Head bridge are also in a very forward state, and of a very superior condition. Toppinghoe Hall bridge is nearly completed, which will enable the western embankment to be carried on with vigour.

Contract 25.—Witham.—A very satisfactory commencement has been made since possession has been

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obtained; the river has been diverted, and the excavations for the foundations of the mill stream bridge are nearly out; and about 2,000 yards of earthwork have been excavated from Chipping Hill. The contractors have now possession of the eastern side of the Boreham Hill, which will proceed without delay.

Contract 27.—Kelvedon.—The quantity of earth excavated is 2,340 cubic yards, carried to the Blackwater embankment, which is now delayed by the erection of the river bridge, which will require much time, the foundations turning out but very indifferent. This is of comparatively little moment, there being more than ample time for the performance of this work.

Contract 29.—Stanway.—About 14,500 cubic yards have been excavated from the west side of the hill, of excellent material.

Contract 30 A.—Lexden.—About 14,000 yards have been carried into the Colne embankment, which has been somewhat retarded by a slip, which occurred after the heavy rains. The river Colne has been diverted, and the foundations for the viaduct are proceeding. One of the piers is carried up to the footing, another of the foundations had received the concrete, which I have had cause to remove, but which will be reinstated immediately.

Contract 30.—Lexden and Colchester.—Vince's Occupation Bridge is now building, but has not retarded the western excavation of the hill, 15,000 yards from which have been carried into the Colne embankment.

In all the above enumerated contracts, the requisite fencing and diversion roads have been made, and generally they are proceeding in a satisfactory manner.

The portion of the line opened between London and Brentwood, although the traffic has not been impeded, has been attended with several perplexities. The completion of the London terminus has been seriously impeded by the oposition of the parish authorities, which has caused great inconvenience, by compelling us to carry out the working of the travelling carriage and coaching traffic upon one side only of the station. This opposition has also entailed upon the contractor, the necessity of carrying up the terminal buildings in detached portions, which has been attended with great delay and inconvenience.

The works generally have given me no cause to doubt their stability and ultimate economy; the proof of which I may state is fully borne out by the sum at which Mr. Brown, the contractor for the permanent way, has undertaken to keep the line in repair, a sum actually lower per mile than upon any other of the leading lines in the kingdom, notwithstanding that on our line the upholding of the masonry is included. His maintenance extends over 15 miles of the line. The remaining portion commencing with the Gubbings embankment and extending to Brentwood has not been let; but although we have been troubled with repeated slips and subsidence on this portion of the line, we may now fairly consider these untoward circumstances nearly if not wholly at an end. Slips have also recently occurred in the cutting at Brook-street, and at the Nag's Head embankment, which were not apprehended, as that part of the cutting was executed by the contractor, Mr. Burge, under most favourable circumstances. These occurrences more than ever convince me of the propriety of the course taken of adopting slopes of 2 to 1; had the opposite plans frequently followed, of consulting what I consider a false economy been adopted, namely of constructing that part with slopes of 1 to 1, the consequences would in all probability have been extremely serious.

In conclusion, being fully aware that the determination of prosecuting for the present the heavier works only is regulated by the financial condition of the Company, I would not only suggest, but strongly urge that the greatest efforts be made to enable us to execute as much of the earthwork as possible during the present season, which would tend to obviate the difficulty that all lines are subject to, of being opened in a comparatively green state, so as to require continual packing, which although at the expence of the contractor for the first year creates much hindrance and interference with the daily working of the line. (Applause.) I have the honour to remain,

Gentlemen, your obedient servant,

JOHN BRAITHWAITE.

London, August 10th, 1841.

DR. BALANCE SHEET.—*Statement of Receipts and Disbursements to 4th July*, 1841. CR.

	Amount of deposits and calls made.	Arrears on Proprietors' shares.	Arrears on Forfeited shares.	Arrears on Company's shares.	Arrears on Total.	Amount of deposit and calls paid up.
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
To deposit 1 on 62,011 shares	62011	....	....	....	....	62011 0 0
1st Call 1 due 26th Nov. 1836	62,464	288 0 0	353 0 0	2725 0 0	3366 0 0	59098 0 0
2nd „ 1 .. 16th Oct. 1837 ..	62464	529 0 0	708 0 0	2825 0 0	4063 0 0	58402 0 0
3rd „ 2 .. 8th Mar. 1838 ..	124928	960 0 0	2062 0 0	6210 0 0	9232 0 0	115696 0 0
4th „ 2 10. 16th June	156160	1410 0 0	4805 0 0	7985 9 2	14300 9 2	141859 10 10
5th „ 2 10. 10th Oct.	156160	2592 0 2	5532 10 0	9575 0 0	17699 10 2	138460 9 10
6th „ 3 .. 14th Jan. 1839 ..	187392	3407 16 9	7152 0 0	11505 0 0	22064 16 9	165327 3 3
7th „ 3 .. 29th Apr.	187392	3515 19 5	7212 0 0	11505 0 0	22232 19 5	165159 0 7
8th „ 2 .. 30th Sept.	124928	2536 17 9	4808 0 0	7670 0 0	15014 17 9	109913 2 3
9th „ 3 .. 10th Jan. 1840 ..	187392	4285 10 10	7212 0 0	11505 0 0	23002 10 10	164389 9 2
10th „ 2 .. 17th Aug.	124928	13308 0 0	4808 0 0	7670 0 0	25786 0 0	99142 0 0
£23						
	1436219	32833 4 11	44752 10 0	79175 9 2	156761 4 1	1279457 15 11
Advances on future calls on 363 shares						726 0 0
1st instalment of £2 on debentures						111528 0 0
2nd „ 2 „						111406 0 0
3rd „ 2 „						5336 0 0
4th „ 2 6 8 „						4760 0 0
Interest on calls and bankers balances						2253 11 8
Rent of surplus properties						4297 13 7
Sale of surplus property						5545 12 10
Produce of old materials						7305 13 3
Loans						126674 15 9
Total						£1659351 2 10

	Disbursements. To 4th Jan. 1841.	Disbursements. From 4th January to 4th July, 1841.	Total disbursements.
	£ s. d.	£ s. d.	£ s. d.
By expenses incurred previous to obtaining the Act of Parliament	39171 13 7	....	39171 13 7
Land and compensation to owners, Solicitors' and Surveyors' costs, conveyancing, &c.	575208 13 1	83720 5 11	658928 19 0
Surveyors valuing land, &c.	4635 8 10	475 1 1	5110 9 11
Kelvedon and Bury surveys	....	1048 7 6	1048 7 6
Contracts for works	473556 11 5	56686 11 2	530243 2 7
Locomotive engines, waggons, trucks, tools, &c.	16899 19 3	765 18 7	17665 17 10
Rails, chairs, sleepers switches, spikes, screws coke, cartage, wharfage, labour, &c.	213711 4 7	34607 13 2	248318 17 9
Locomotive engines, carriages, trucks, horse boxes, water cranes, &c.	44805 5 6	10505 9 2	55310 14 8
Engineering, including Engineer's salary, staff, &c.	26157 5 8	2899 18 8	29057 4 4
Solicitors, for general business	14591 18 6	3332 16 2	17924 14 8
Advertising, printing, engraving, stationery, &c	3349 19 10	507 11 11	3857 11 9
Travelling expenses, taking traffic, settling land claims, &c.	3623 6 11	565 16 9	4189 3 8
Direction	10051 2 7	....	10051 2 7
Officers' salaries	8269 12 2	914 9 9	9184 1 11
Office expenses, rates, taxes, Liverpool office, &c.	7986 16 9	674 14 1	8661 10 10
Investigation of old books and account and formation of new set	1032 18 10	231 10 0	1264 8 10
Absconded clerks	911 3 2	....	911 3 2
Parliamentary expenses	3183 17 11	200 0 0	3383 17 11
Stamps for debentures	1091 14 10	3274 15 9	4366 10 7
Interest on debentures	....	2305 5 5	2305 5 5
Rates and taxes	3230 15 0	702 10 9	3933 5 9
Total	1451469 8 5	203418 15 10	
Balance (4th July)			4462 18 7
Total			16593351 2 10

Balance Sheet, brought forward to 9th August, 1841.

To Balance brought down from 4th July, 1841		£4,462 18 7
Further payments on account of—		
7th Call	60 0 0	
8th Call	40 0 0	
9th Call	139 10 10	
10th Call	740 0 0	
		979 10 10
Further payments on account of—		
2nd instalment Debentures	18 0 0	
3rd ditto	10,5940 0 0	
4th ditto	1,069 6 8	
		107,017 6 8
Interest on Calls, &c.		76 13 6
Rent on surplus properties		150 0 0
Total		£112,686 9 7

By Further payments on account of—	
Land and compensation	£11,265 11 5
Contracts and works	23,669 8 3
Engineering	1,452 19 1
Officers's salaries	97 1 8
Loans paid off	71,289 16 9
Solicitors' bills	160 0 0
Sundries	802 3 0
By Balance	3,949 9 5
Total	£112,686 9 7

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Traffic Department.—From 4th January, 1841, to 4th July, 1841.

Dr. RECEIPTS.	From 5th January, 1841, to 4th July, 1841.	DISBURSEMENTS	From 5th January, 1841, to 4th July, 1841.	Cr.
	£ s. d.	By Police Account	£ s. d.	
To Passenger traffic, tolls and rent, toll on coaches, parcels and cattle, and interest	17897 5 3	Salaries to Superintendent and Inspectors, Wages to Policemen and Clothing for Policemen	1149 10 2	£330 less last half-year than former half-year
		Locomotive Power. Coke, Oil, and Grease 2003 2 7		£480 ditto. ditto.
		Wages for Driving and Repairing Engines, Cleaning, &c. and materials for repairs.. 1320 7 1		£724 11 0 of £1320 7 1 is for repairs.
			3323 9 8	
		Conveyance Account. Wages to Guards, Porters, &c., and clothing, and repairing, and cleaning carriages	1314 7 10	£371 11 1 of £1344 7 10 is for repairs.
		Maintenance of way from January, 1841.....	1284 0 0	When the line was opened to Romford the carriages ran in one part upon piles and timber, and the railway could not be said to be completed until 5th January, 1840, and the first 12 months is reckoned from that date on 12 miles.
		Mileage duty to Government	867 9 11	
		Rates and Taxes.....	520 0 0	Applies chiefly to the Viaduct portion of the line, agreements having been made pending the Bill to pay the East London Water Works, and the Parishes the same amount as they received before the houses were pulled down.
		Clerk's Salaries.....	640 13 5	Including Audit and Station Clerks, and part of the Salaries of Manager, Sub-Engineer, Accountant, and Storekeeper.
		Printing, Books, Tickets, Stationery, &c.....	370 15 8	
		Miscellaneous Expenses at the Six Stations for Coals, Candles, Oil, Gas Light, &c., Office Expenses, and Petty Disbursements	284 17 7	Gas Light and Insurance form the principal part of this item.
			9785 4 3	
		Balance	8112 1 0	
	£17897 5 3		£17897 5 3	
		Extra Expenditure beyond above— Conveyance Department for Coaches, Omnibuses, &c.....	123 10 0	
		Casualty Account	2295 18 10	
Balance brought down.....	8112 1 0		2419 8 10	
		Balance carried down.....	5692 12 2	
1841.			£8112 1 0	
July 4. To balance brought down	5697 12 2			
Jan. 4. To balance	13382 5 0	Reserve Account for depreciation of Stock of Engines and Carriages—		
	£19074 17 8	From 20th June, 1839, to 4th July, 1840..... £2420		
		— 5th July, 1840, to 4th July, 1841 2210		
			4630 0 0	

Traffic Department.—From the Opening, 20th June, 1839, to the 4th January, 1841.

Dr. RECEIPTS.	From 20th June, 1839, to 4th January 1840.	From 5th January, 1840, to 4th July, 1840.	From 5th July, 1840, to 4th January, 1841.	Total.	DISBURSEMENTS.	From 20th June, 1839, to 4th January, 1840.	From 5th January, 1840, to 4th July, 1840.	From 5th July, 1840, to 4th January, 1841.	Total.	Cr.
	£ s. d.	£ s. d.	£. s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
To Passenger traffic	8079 17 7	7784 7 1	15402 4 6	31266 9 2	BY POLICE ACCOUNT, viz.,—					
Interest on loan account..	44 16 2	.....	133 3 0	177 19 2	Salaries to Superintendent and Inspectors, wages to policemen, clothing, and accoutrements.....	665 3 9	777 4 0	1480 2 1	2922 9 10	
					BY LOCOMOTIVE POWER ACCOUNT, viz.,—					
					Coke, oil, and grease.....	1286 19 0	1194 12 10	2483 0 0	4964 11 10	
					Wages to engine and firemen, engine-cleaners, &c.	658 18 8	611 17 4	906 2 0	2176 18 0	
					CONVEYANCE DEPARTMENT, viz.,					
					Wages to guards and porters, clothing, &c.....	560 4 11	504 12 1	830 0 5	1894 17 5	
					Mileage duty to Government	498 0 10	476 3 11	841 14 9	1815 19 6	
					Clerks' Salaries	304 18 9	272 5 11	381 7 0	958 11 8	
					Printing, books, tickets, stationery, &c.	124 9 10	134 11 1	57 0 0	316 0 11	
	8124 13 9	7784 7 1	15535 7 6		Miscellaneous expenses at the six stations, for coals, candles, gas lights, oil, furniture, &c.	32 19 10	82 6 0	76 4 1	191 9 11	
					Office expenses and petty cash	16 10 1	10 0 0	20 0 0	45 40 1	
					*Current expenses for working the line.....	4147 5 8	4063 13 3	7075 10 4	15216 9 2	
					Balance.....	3977 8 1	3720 13 11	8459 17 2	16157 19 2	
				£31444 8 4					£31444 8 4	
					Extra Expenditure beyond above— Conveyance department for coaches, omnibuses, &c.	.....	1329 9 2	1446 4 6	2775 13 8	
1841, January 4— To Balance brought down..	.....	.....	.....	£16157 19 2	Balance carried down	.....	.....	.....	13382 5 6	
									£161571 19 2	
To Balance after deducting the expenses incurred in coaching	.....	.....	.....	£13382 5 6	Reserve Account, for depreciation of stock of engines and carriages— From 20th June, 1839, to 4th July, 1840..... £2420					
					From 4th July, 1840, to 4th July, 1841..... 2210	.....	.....	.....	£4630 0 0	

* This current expenditure of the first three half years has, as stated in the past Reports of the Directors, not exceeded 51 per cent. of the Receipts.

Mr. Lawrence Heyworth said, he felt peculiar pleasure in rising to move that the Reports now read be received, adopted, and printed for the use of the Proprietors. A Report so satisfactory in every respect had never before been laid before the Proprietors; and, although always sanguine as to the results of this line, he was never so much pleased with its prospects as now. (Hear, hear.) He could say conscientiously that the Company had never before been blessed with so good a Direction, or with officers so efficient; and in retiring from his official duties, the discharge of which had been rendered comparatively easy, from the harmony which had characterised the proceedings of the Board, it was with great pleasure that he left the undertaking in the hands of men of honour, probity, efficiency, and good feeling, who, he doubted not, would speedily bring it to a satis-

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factory conclusion. (Hear, hear, hear.) Without entering into the various matters so well treated of in the Report, he begged to call the attention of the meeting to one of the items which showed that they had in hand a clear disposable balance of 19,074*l.*, against which there was set a sum of 4,000*l.* for what was called "depreciation of stock." This depreciation, however, was only imaginary, and highly culpable would the Directors be if it were otherwise. It would be a libel upon their excellent Manager to say that the stock was at all in a depreciated condition; and indeed it had been examined by competent judges, and found as effective now as it had ever been—he meant the engines and carriages. He hoped the meeting would not justify the principle of a reserve fund, which had found its way into some other Companies, and which was in reality but keeping a portion of their profits from the hands of those who were fairly entitled to them, and putting it into the pockets of posterity. If Railway Managements would keep up their stock as it always ought to be kept up, the costs could be defrayed out of the profits of the current half-year. (Hear, hear.) If there were a reserve fund to fall back upon, he feared Boards of Direction would become negligent. (Hear, hear.) He had every confidence in the present Management of this Company, but they might hereafter have others less worthy, and who might not look out with so much vigilance as they ought for new sources of traffic, if they found that the dividend of one year could be brought to the level of those that might have preceded it, by an application of the reserve fund. He looked upon the system of a reserve fund as vicious in principle, and injurious and inefficient in practice. Such a fund must of necessity be distributed some time or other as a *bonus* amongst the proprietors. He hoped therefore that the meeting would deal with the whole of the 19,000*l.* as their own money, for such it was. In conclusion, he begged to say that he retired from the Direction with regret, but was consoled by the reflection that those who were left behind were in every respect deserving of the confidence of the proprietors. (Applause.)

Mr. THEODORE W. RATHBONE, (Deputy-Chairman,) could confirm the statement of his friend Mr. Heyworth as to the excellent and highly efficient condition of the stock. He believed the engines were now in a better state than they had ever before been, and that if there were any depreciation at all, it was in the carriages. He would admit also that any Board of Management would be highly culpable who should allow their stock to become inefficient, and that they had no right to reserve any portion of the profits of present proprietors for the purpose of increasing those of their successors. He thought, however, that Mr. Heyworth's views as to a reserve fund, were somewhat erroneous. They might keep up the engines by repairing them, but a time would come when it would be false economy to keep repairing carriages, instead of supplying their place with new. Even in engines there would arise occasions for considerable outlay. Thus the tubes would become impaired, and could only be renewed at a cost of 80*l.* or 100*l.*, and it would, in his opinion, be unfair that future proprietors should be called upon to make good the deficiency which had partially arisen during previous years. The term "reserve fund," was perhaps an unhappy one. It was not a reserve properly speaking, but the setting aside of a sum from the profits of each successive half-year, sufficient to make good the wear and tear incurred during such half-year, although the money thus set aside could not then be applied to its intended purpose. It was true that at the commencement of railway proceedings there was no reserve fund established, but the plan was now adopted in almost every Company. He trusted that speedily, perhaps by next meeting, they would be able by careful investigation to ascertain the exact amount of depreciation that took place during each half-year, and then they would be able to set aside an equivalent in money and no more—not a per centage, but the exact sum required. It would be unfair to the then proprietors, and injurious to the credit of the Company, to have occasion to absorb a large proportion of the profits of any future half-year to make good the unavoidable depreciation now going on. Some of the Companies, perhaps, carried this principle too far, but he hoped that before next meeting they should be prepared with proof of what it was really necessary to set apart. (Hear, hear, hear.)

Mr. SWIFT (of Liverpool) briefly seconded the motion for the adoption of the Report.

Mr. HEYWORTH, after paying a compliment to Mr. Rathbone's experience in railway matters, contended that no large number of engines or carriages could require extensive repairs at one time, and that therefore the cost could be defrayed from the profits of any one half-year without sensibly affecting the dividend. He referred to the case of a railway where the reserve fund was 10,000*l.* to back up an amount of 20,000*l.*

Mr. PERRY complained that the Chairman had attacked the people of Essex for not supporting the railway. One great reason for their apathy was the fact that they had the means of water conveyance in great abundance. He had no doubt, however, that they would come forward at the proper time. [The honourable proprietor then referred to what he called the "great extortion" practised by a noble lord, and in a rambling address, the drift of which we could not exactly comprehend, touched upon various matters personal to himself, and totally irrelevant to the question before the meeting.]

The CHAIRMAN disclaimed all design of assailing the inhabitants of Essex. With respect to the claim of the noble lord referred to, it was included in the 2,300,000*l.* which it was believed would complete the line to Colchester.

The motion was then put, and carried unanimously.

Mr. DUNCAN explained, that by the Company's Act obtained last session they were empowered to reduce the number of Directors, as alluded to in the Report. On the 10th instant the Board had come to a resolution [which was read] declaring it inexpedient to fill up the vacancies now existing in the Direction, but it was necessary that such resolution should be confirmed by a general meeting. The learned gentleman then proposed a resolution to that effect.

Mr. HEYWORTH seconded it. His opinion was, that the executive ought to consist of a small number of individuals. The management was never in better hands than now, and he hoped the time would shortly come when the number could be reduced to the minimum of 12, allowed by the Act. (Hear, hear.)

Mr. ESDAILE called attention to the statement in the Report, that any resolution to reduce the number was irrevocable. He did not object to the reduction, but was anxious only that the matter should be duly considered.

Mr. DUNCAN said the reduction, if made at all, would be made permanently. It was for the meeting to consider whether it was desirable.

The motion was then carried unanimously.

Mr. SWIFT brought forward a motion authorising the Directors to apply the sum of 100*l.* in such way as they might think best to the religious instruction of the labourers on the line. If they had no higher motives, self-interest ought to induce the proprietors to do something for the improvement of a class of men, many of them not of the best character, whom they had collected together.

Mr. BEADEL seconded the motion.

A very lengthened discussion ensued, and was supported on both sides with great spirit, the speakers being loudly applauded by their respective partisans. We cannot, however, find room for more than the leading points.

Mr. HEYWORTH said, it was with great reluctance that he felt compelled to oppose the motion. The motives and object were most honourable and praiseworthy, but it was in direct violation of the Company's Act to vote away money for any such purpose. Let those who wished the labourers to be instructed supply the means from their own pockets. It would be unjust to absent proprietary to come to such a resolution. If this 100*l.* were granted, there would be no end to similar motions. Why not build a church at every six or seven miles, nay, why not appoint and pay a bishop? They had no money to spend, and if they had, they had no right to deviate in one iota from the Act.

Mr. SWIFT did not know in what way the money was to be applied. It might be to propagate Teetotalism, of which his friend Mr. Heyworth was so strenuous an advocate. It was not in direct violation of the Act, although it might be a fair subject for discussion whether it came strictly within its limits. As to absent proprietors, it was their own fault if they were not there. Something too, he thought, was due to the landowners, who had had a set of lawless men collected in their neighbourhood who stood much in need of moral and religious instruction.

Mr. RATHBONE in reference to absent proprietors said, he should be sorry to think that the parties from whom he held a large number of proxies, which he meant to use in favour of the motion if necessary, were hostile to a vote of 100*l.* for such a purpose. On the selfish principle of expediting the works, the money would be well applied. There were parties who, with a little assistance, would attend to the religious instruction of the men, whose character as a body was too well known. He had seen the good effects of similar efforts in other places. With regard to the legality of the vote they were compelled daily to travel beyond the strict letter of the Act. He did not know if it were strictly legal to build houses for their workmen, or at any rate to provide them with gardens, and yet who would object to such an application of the Company's funds? The hon. gentleman then referred to the late vote of the Birmingham Company for the erection of a church at Wolverton, and to the declaration of Mr. Glyn, the Chairman, that he should have regretted his re-election had the vote been refused. The Directors would not allow any sectarian bias to influence them in the appropriation of the money.

A PROPRIETOR would not apply the funds raised for secular purposes to those of a religious nature. Besides, the Directors should not build with one hand and pull down with the other. It was publicly reported that more Sabbath desecration was committed on the Eastern Counties' Railway than upon any other, as the labourers were frequently employed on that day to a late hour.

The CHAIRMAN emphatically stated that the Directors had done everything in their power to put a stop to the practice, and appealed to the Engineer-in-Chief in support of this assertion.

Mr. BRAITHWAITE confirmed it in every particular. The most strict injunctions had been laid upon the contractors, and the Directors had assisted in bringing offenders to punishment. None but works of necessity—such as pumping off water, or taking means to avoid accidents—were ever undertaken on Sunday, if the Directors could prevent it. He was sorry to say that the men themselves were too ready to fall into the practice.

Mr. J. ESDAILE having expressed an opinion that even cases of emergency ought not to be allowed to interfere with the sanctity of the Sabbath, said he wished the motion had been for a vote of 500*l.* Unless the Sabbath were respected, they could not look for a blessing on their work.

Mr. COPLAND, of Chelmsford, in a speech of considerable length, detailed the exertions which had been made by himself and other dissenters at Chelmsford, for the instruction of the men. He stated that the Church party had followed their example and appointed a Railway Chaplain, but hinted that a sort of jealous rivalry had dictated this movement, and was influencing the present proceedings of that party. Mr. Copland objected, he said, to the principle of the grant, not to its amount, and boasted that the Dissenters had undertaken the duty without hope of remuneration, which indeed they would not, he said, accept if it were offered to them. He thought the motion, if persisted in, would engender feelings of religious bitterness.

Mr. GIBBS (a Director) explained, that the 100*l.*

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now applied for had been placed at the disposal of the Directors about two years ago for the same purpose, but had not then been expended in consequence of the almost total suspension of the works shortly after that date. The honourable Director earnestly disclaimed, on the part of himself and colleagues, the sanctioning of Sunday labour, and the meeting appeared perfectly to exonerate the Board. A resolution of the Board peremptorily ordering one of the contractors to discontinue the practice, was subsequently read.] Mr. Grimsshaw said, he would not hold his seat at the Board, if he thought Sunday labour were encouraged or permitted. The present application, it was not likely, would be repeated, for in another year the line would be completed, and the men would return to their respective homes.

Mr. HEYWORTH referred to the proceedings consequent on the Birmingham vote, when at a subsequent meeting, a resolution was passed allowing every person who disapproved of the application of the money, to get back his proportion of it. [Mr. RATHBONE—Which nobody *did* claim back.] He then urged strongly the superior efficacy of the voluntary principle, and paid a high compliment to the exertions of Mr. Copland and his friends.

Mr. DUNCAN, having stated that the vote was perhaps not strictly legal, compared the result which the inculcation of sober and industrious habits among the workmen would produce, to the effect of pecuniary rewards offered to the men, for the speedier completion of the line. No one would object to the expenditure of many hundred pounds in rewards, if the works could thereby be pushed forward with greater expedition, and yet this proposed vote was precisely similar in principle, and differed very little in practice.

Mr. HEYWORTH suggested that an addition should be made to the motion, enabling any proprietor to receive back within a month his quota, if so disposed.

Mr. SWIFT assented, and the motion was altered with that object.

Mr. ANDERSON (a Director,) hoped that the Board, although receiving no remuneration, would pay the 100*l.* out of their own pockets, and put a stop to a discussion like the present. [This was met by cries of "No, no," from the meeting.]

Mr. COPLAND thought it unfair to put proprietors into a position to compel them to ask for their proportion of the money. He could not see how members of the Society of Friends, or even certain other sects of Dissenters, could continue to hold shares if such a vote as this were sanctioned. He then moved an amendment, to the effect that no sum of money be voted at that meeting for religious instruction, means having been already adopted with that object.

Mr. HEYWORTH seconded the amendment.

After some further discussion, the question was put, when there appeared,

For the amendment	28
For the original motion ..	29
Majority in favour of the grant..	1

A large number of gentlemen present did not vote either way. Mr. Duncan had been counting the hands held up, and when he found that the numbers were equal, he gave his own vote in favour of the original motion. The announcement of the result was received with hisses, and a good deal of confusion ensued. The whole of the Directors, with the exception of Mr. Wells, voted for the motion; and Mr. Wells subsequently stated, that he should have voted for the amendment (which would have made the numbers equal), if he had not understood that the Directors were not to take any part in the proceedings.

Mr. RATHBONE expressed his conviction that if a ballot were taken, the preponderance of votes would be greatly in favour of the grant. This was loudly denied by the opposite side.

Mr. HAMILTON (of Liverpool) said, he objected to the principle of the vote, but as he had a deep stake in the prosperity of the railway, and believed that religious instruction would be greatly for the benefit of the men, he would contribute the whole of the 100*l.* himself, rather than that any discord should arise among the proprietors.

This offer called forth the warmest acknowledgements from Mr. Rathbone, Mr. Heyworth, and others, but nevertheless many gentlemen appeared not to be satisfied. Mr. Hodgson and Mr. Cox (Directors) thought they could not accept Mr. Hamilton's liberal offer, as the vote had been resisted so strongly and on such grounds. Others insisted that the vote should not be cancelled. Ultimately the Directors consulted together, after which

The CHAIRMAN said, it was not the intention of the Board to appropriate the money at present, as it had been carried by so small a majority.

It did not appear whether Mr. Hamilton's proposed donation would be applied in place of the sum voted, but it seemed to be the general impression that it would be accepted. A vote of thanks was passed to Mr. Hamilton for his liberality.

The CHAIRMAN in concluding the business of the day said, he was glad to see so many new faces before him, not a few of them being from Essex. He would repeat that the Company's books showed clearly that the shares were being taken up by the inhabitants of that county.

Mr. HEYWORTH passed a high eulogium on the urbanity of the Chairman, of which they had had so many opportunities of judging, and moved a vote of thanks to that gentleman for his conduct that day.

Several PROPRIETORS simultaneously seconded the motion, and having been put by Mr. Rathbone, it was carried by acclamation amid great applause.

The CHAIRMAN returned thanks, expressing his sense of the kind co-operation of his colleagues, and referring in particular to the zeal and energy of the Deputy Chairman. He had already stated that at times they had been without a shilling in their coffers, but he was happy in being able to state that they had now an abundant supply. (Applause.)

The meeting then broke up.

[We understand that at the conclusion of he public proceedings the Directors met and unanimously resolved to pay the 100*l.* out of their own pockets.—ED. R. T.]

LONDON AND BIRMINGHAM RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly General Meeting of the Proprietors of the London and Birmingham Railway Company was held yesterday at the Euston Hotel, Euston Station; GEORGE CARR GLYN, Esq., in the Chair.

The advertisement calling the meeting having been read, it was unanimously ordered that the common seal of the Company be affixed to the register of shares, which was accordingly done in the presence of the meeting.

The minutes of the last half-yearly meeting, held in Birmingham, in February last, were next read and confirmed.

The CHAIRMAN then spoke to the following effect:—Gentlemen, it is again our pleasing duty as Directors to lay before you a Report of our proceedings during the last six months, and, I hope, and believe, that when that has been submitted to you, with the accounts which you already hold in your hands, you will agree with me in thinking that the result has fully justified the anticipations indulged in at our last meeting as to the satisfactory prospects of this great undertaking. I am happy, to say, gentlemen, that not only has there been an increase in our earnings during the past six months, but what is of no less importance, a decrease in the amount of expenditure by which these earnings have been secured. (Hear, hear, hear.) You are aware, gentlemen, that from the first it has been the anxious wish and constant aim of the Directors of this Company to keep down the amount of current expenditure, and I am happy to state that they have not been altogether unsuccessful. We may not be able to exhibit in figures so great an apparent reduction as some other companies, but you will bear in mind that the charges of working on this establishment have been from the beginning lower under many heads than in most other similar undertakings, and I venture to assert, that taking the whole of them together, they are at least as low as on any other line in the kingdom. (Hear, hear.) At the last meeting, gentlemen, you came to a resolution that the whole of the funded debt of the Company should be forthwith capitalized, and the Directors have since taken means for carrying that object into effect; so that this is the first half year in which a dividend has to be declared upon the entire capital of the Company. In making up our accounts we have pursued the plan which has already so often received your sanction, and the soundness of which I am sure it is not necessary that I should attempt to justify, namely, of setting aside a fund to meet the unavoidable depreciation of stock. I have been not a little surprised, gentlemen, when in conversation with some of my co-proprietors to hear two terms applied to this fund, which convince me that very considerable misapprehension exists as to its real character and objects. I have heard it described as a "reserved fund" and "rest." Now these words are totally inapplicable to it as it exists in this Company; the only way in which, from the mode in which it is applied, we can justly describe it, is to call it a "depreciation fund." The plan which we in this Company follow, and the plan which is virtually followed in almost every other Company, is to appropriate a portion of the profits of every half year to meet the depreciation which has taken place during that period in the value of the Company's stock—a depreciation which it is clear must be made good either from the profits of working, or defrayed from the capital of the Company. The course adopted in this Company is to set aside from the profits of every half year a certain per-centage on the capital originally invested in the purchase of stock, such as carriages and engines, and in the "capital" ledger to write off the amount of such per-centage against the locomotive capital. I may take blame to myself, gentlemen, for not having sooner given this explanation, but until I heard the term "rest" applied to the fund in question, I was not aware that its real nature was so far misunderstood. In referring to the reductions which have been effected in the current expenditure of the Company, I have the satisfaction of being able to assure the meeting, that they have not been carried out at the sacrifice of the permanent interests of the Company by impairing the efficiency of the establishment, nor at the expense of the accommodation of the public. (Hear, hear.) The convenience and comfort of the public have at all times formed the anxious study of the Directors, and it is but just to the officers of the Company to state, that during the last half-year we have not only had no complaints, but have received many pleasing proofs of the high estimation in which the arrangements of the line are held by the public at large. (Hear, hear.) Under these circumstances—after setting aside a sum for the depreciation of stock, and notwithstanding that the dividend has now, for the first time, to be declared upon the extra shares, I have much pleasure in telling you, and I am sure

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you will rejoice to hear, that an increased amount can now be paid with perfect safety to the permanent interests of the undertaking. (Much applause.) I candidly confess, gentlemen, that I had not expected so favourable a result after the creation of so considerable a number of new shares. I thought that if, during the first six months of the present year, we could keep up our previous rate of dividend it would be satisfactory, and as much as, under all the circumstances we could reasonably expect, but I am happy to say that we can safely recommend a dividend of 4*l.* 5s. More the Directors cannot conscientiously and with due regard to the true interests of the undertaking, recommend; less they would not wish to bring forward, since the proprietors have a right to receive to the utmost extent of their income, the due efficiency of the establishment being always carefully preserved. (Hear, hear.) I will not detain you further, gentlemen, except to allude to a report which has got abroad, and which I am happy to be able most distinctly to contradict. It is again in reference to the alleged condition of some of the tunnels upon the line. This is the second time that I have had occasion to allude to rumours of this kind, and now, as before, I can give them a most unqualified denial. I do not speak thus from information which has been obtained solely with a view to the meeting of to-day, for at every meeting of the Board a minute and careful statement of the condition of every tunnel upon the line is laid before them; and I affirm most positively that there is not the slightest insecurity in any one of them, or the least necessity for any beyond casual repairs. (Hear, hear, hear.) I feel obliged to the parties who sent me the information that such rumours were abroad, and I trust that after what I have said, they will henceforth be set entirely at rest. The Secretary will now read the Report of the Directors, after which I shall have much pleasure in giving any further explanation that may be required. (Much applause.)

The Secretary (R. Creed, Esq.) then read the Report, as follows:—

REPORT.

The Directors, referring to the depressed state of trade in the last six months, and to the unfavourable influence which it might have been expected to exercise on the operations of the railway, may be allowed to congratulate the proprietors on the satisfactory results which are exhibited in the accounts now before the meeting. They show that the receipts for the half year ending 30th June, were 382,452*l.* or 39,258*l.* more than in the corresponding half year of 1840, (although the latter had exceeded by 72,953*l.* the receipts for the June half year of 1839); that the cost of maintaining the road and working stock in an efficient state, and for conducting the general business of the Company, was 112,936*l.*; or 6,490*l.* less than in the corresponding half year; and consequently that whilst on the receipts there is an increase equal to 11*l.* 8s. 6d. per cent., there is a decrease on the charges equal to 5*l.* 18s. 6d. per cent.

The Directors, in the statement of accounts to 31st December, referred to several sums which were to be deducted from the outlay for capital. The necessary transfers having been since made, the amount on the debtor side of this account is reduced to 5,743,049*l.* 9s. 3d., subject to further reductions by 14,545*l.* charged for depreciation of stock in the present revenue account, and by the profit which may be realized on the sale of the reserved new 32*l.* shares.

The payments which the Company have yet to make on account of capital, are for unfinished works of the road and stations; for unsettled or disputed claims of landowners and other parties on the line, and for outstanding accounts of the Company's solicitors, for transactions antecedent to the opening of the railway, but the aggregate, when adjusted, will not be considerable.

The rents of buildings in progress, whether intended for the accommodation of the public, or for the occupancy of the Company's clerks and servants, will fully cover any additional charge for interest; and the cost of new engines and carriages, which may from time to time be required to keep up the working stock, will be met by the half-yearly allowance for depreciation.

The net balance of the revenue for the two last half-years, (deducting the dividend ordered at the General Meeting of the 12th of February), is 192,148*l.* 4s. being the sum applicable to the dividend now to be declared in the following proportions on the whole capital in shares, namely,

For six months, on a capital of .	£4,125,000
For three months, subject to a deduction of interest at 5 per cent. per annum, on the unpaid portion of the new 32*l.* shares . . .	1,375,000
	£5,500,000

The Directors recommend that a dividend be declared at the rate of 4*l.* 5s. per 100*l.* of the 4,125,000*l.* capital stock, and of 2*l.* 2s. 6d. for the 1,375,000*l.* leaving 4,116*l.* to be carried to the credit of the next account.

The Directors have to announce that the Bill for a competing line between Stafford and Rugby was rejected on the second reading, by a large majority of the House of Commons.

They have to report that arrangements are made between the London and Birmingham, and the Birmingham and Gloucester Companies, which they expect will give additional facilities to the traffic on the respective lines, when the Gloucester Railway is opened on the 17th instant, to the Birmingham station of this Company, and they are equally anxious on all occasions to promote the free transit of passengers and merchandise between the London and Birmingham, and connecting lines, being satisfied that in no way are railway interests more effectually promoted than by a due regard to the accommodation of the public.

Referring to the proceedings of the Harrow inquest in November last, the Directors have the pleasure to state that so much of the verdict is quashed as awarded a deodand.

The Directors have to report the resignation of Edmond Calvert, Esq., since the last general meeting.

(A.)—*Statement showing the Capital of the London and Birmingham Railway Company under the Powers of their several Acts, and how raised to the 30th June*, 1841.

DEBTOR.

1841.		£	s.	d.	£	s.	d.
June 30. To Shares							
25,000 £100 shares	£2,500,000, called £90	2,250,000	0	0			
25,000 25 shares	625,000, called 5	125,000	0	0			
31,250 32 shares	1,000,000, called 32	1,000,000	0	0			
42,968¾ 32 shares (New)	1,375,000, called 2	85,937	10	0			
124,218¾	£5,500,000				3,460,937	10	0
To Debentures.							
(1) On security of tolls to liquidate which the new £32 shares have been issued, viz.							
3 Wm. 4, c. 36.	835,000 0 0						
5 & 6 Wm. c. 55.	165,000 0 0						
(2) Do. of tolls and calls,—							
1 Vict. c. 64 .	289,062 10 0						
		1,289,062	10	0			
(3) Do. of calls not made—							
£100 shares	250,000 0 0						
25 shares	500,000 0 0						
		750,000	0	0			
					2,039,062	10	0
Total					£5,500,000	0	0

CREDITOR.

1883.		£
May 6.	By the amount which the Company are empowered to create by Act of 3 Wm. 4, c. 36	3,335,000
1835.		
July 8.	By ditto, 5 & 6 Wm. 4 c. 56.	165,000
1837.		
June 30.	By ditto, 1 Vict. c. 64	1,000,000
1839.		
June 14.	By ditto, 2 Vict. c. 39	1,000,000
	Total	£5,500,000

(B.)—*General Account of the Cash Receipts and Disbursements, for the Six Months ended 30th June*, 1841.

DEBTOR.

June 30, 1841.	£	s.	d.
To Balance, 31st Dec. 1840	97,061	6	4
Cash received,—			
Capital stock . . .	349,697	2	4
Revenue account . .	386,259	7	2
	735,956	9	6
Total	£833,017	15	10

CREDITOR.

June 30, 1841.						
By Cash disbursed.—						
Stock account, as per statement . .	75,997	7	1			
Do. Loan notes paid off	86,000	0	0			
	161,997	7	1			
Revenue account	364,780	18	7			
				526,778	5	8
By Balance,—						
In deposit at Stamp Office . . .	2,000	0	0			
On loan	198,000	0	0			
In Exchequer Bills	80,638	15	1			
Cash in hand	25,600	15	1			
				306,239	10	2
Total				£833,017	15	10

Statement of the Stock or Capital Account to 30th June, 1841.

DEBTOR.

				To 31st Dec. 1840.			1st Jan. to 30th June, 1841.			Total.		
				£.	s.	d.	£.	s.	d.	£.	s.	d.
To land and compensation....				721,566	14	3	14,421	3	2	735,987	17	5
To works of road and stations..				4,348,269	12	5	45,359	10	10			
Less on account of property (irrespective of the railway) on which the Company receive rent	£.	s.	d.									
	50,000	0	0							4343629	3	3
To locomotive stock,—Engines, tenders, tools, and implements				154,635	0	7	9,851	5	3			
Less proportion of depreciation fund £71,790....	21,722	16	3							142,763	9	6
To carrying stock,—Coaches, trucks, waggons, &c.....				195,310	5	0	2,893	9	4			
Less proportion of depreciation fund (as above)..	50,067	3	9							148,136	10	
o charges, viz.:—												
Obtaining Act of Incorporation	.....			72,868	18	10	.....			72,868	18	10

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Law charges, conveyancing, engineering, advertising, and printing, Direction, office expenses, salaries, and sundries			172,175	9	0			175616	9	6
Law charges, engineering, and sundries connected with capital stock, since paid						3,441	0 6			
To interest on loans previous to general opening, 17th September, 1838, and debenture charges			127,649	8	6	30	18 0	124.047	0	1
Less produce of sale of forfeited shares	3,633	6	5							
			5,792,475	8	7					
	£125,423	6	5	125,423	6	5				
Expended on stock or capital account			5,667,052	2	2	75,997	7 1	5,743,049	9	3
To balance								105,563	2	9
								5,848,612	12	0
Total (as above)			5848,612	12	0					
Add for property (irrespective of the railway) on which the Company receive rent			50,000	0	0					
			5,898,612	12	0					

CREDITOR.

				To 31st Dec. 1840.			1st Jan. to 30th June, 1841.			Total.		
				£	s.	d.	£	s.	d.	£	s.	d.
By calls on £100 shares				2249820	0	0	117	10	9	2249937	10	9
25 shares				124975	0	0				124975	0	0
32 (old) shares				745366	18	0	239732	16	7	985099	14	7
32 (new) shares							80744	0	0	80744	0	0
				3120161	18	0	320594	7	4	3440756	5	4
By loans on debentures				2125000	0	0				2125000	0	0
By loan notes				268844	6	4						
Less loan notes paid off	86000	0	0									
Do. transferred to property paying rent	50000	0	0							132844	6	4
	136000	0	0									
By loans in account				120909	5	4	20093	5	0	141002	10	4
By premium realised by the fractional scares on 450½ of the non-distributed new 32l. shares							9 009 10		0	9009	10	0
By produce of forfeited shares				3633	6	5						
Less transferred to the credit of interest charged to this account previous to general opening	3633	6	5									
				5638548	16	1						
	139633	6	5	139633	6	6						
				5498915	9	8	349697	2	4	5848612	12	0
Total (as above)			5848612	12	0							
Add for loans on account of property in houses			50000	0	0							
			5898612	12	0							

D.)—*Statement of Revenue Account from* 1st *January to* 30*th June*, 1841.

DEBTOR.

June 30, 1841.	£	s.	d.	£	s.	d.	Comparative per centage of charge on the gross amount of Traffic in the half years ended 30th June, 1841. £	s.	d.	30th June, 1840. £	s.	d.
To maintenance of way, (as per Abstract 1)				27913	0	8	7	5	11	10	7	5
Locomotive power (as per Abstract 2)				42930	10	9	11	4	6	11	0	0
Police charges, viz.—												
Wages	5384	9	6									
Clothing	570	10	0									
Signal flags, lamps, oil, &c.	318	4	0									
	6273	3	6									
Coaching charges (as per Abstract 3)	250007	14	10									
Merchandise charges, viz.—												
Salaries, wages, and incidental charges, horse hire, gas at goods' sheds, stores, and compensation for accidents and losses	1802	17	4									
Waggon repairs	1685	16	3									
	3488	13	7									
				34769	11	11	9	1	10	11	0	0
Stores charges, viz.—												
Salaries, wages, and disbursements				858	1	2	0	4	6	0	6	
General charges, viz.—												
Law proceedings	208	10	4									
Advertising	288	3	0									
Direction	1200	0	0									
Office charges and salaries of Secretary and Superintendent, and of their respective departments	3794	6	3									
Sundries, including travelling charges	974	9	5									
	6465	9	0				1	18	10	2	2	3
	112936	13	6				29	10	7	34	16	0
Parish rates	8009	5	0									
Government duty for mileage of passengers, (being 4l. 12s. 9d. per cent. on the passenger receipts)	12187	9	2									
	20196	14	2				5	5	7	5	11	7
Depreciation of locomotive and carriage stock	14545	0	0				34	16	2	40	7	
	147678	7	8									
Loan creditors, for six months' interest due on the 15th July, 1841, after deducting interest derived from Exchequer Bills, bankers balances, and 1,312l. 5s. 6d. rents	52243	1	2									
Rent of Aylesbury Railway, six months, (the charges of working the same included with the preceding sums)	1250	0	0									
To balance	181281	7	3									
	£382452	16	1									

CREDITOR.

	£	s.	d.	£	s.	d.	Rate of increase per cent. on the Traffic of the half-year ending 30th June, 1840. £	s.	d.
By traffic, viz.—									
Passengers	262893	2	6				4	16	7
Mails	7195	13	10						
Horses, carriages, and dogs	16970	3	0				9	8	4½
Parcels (less paid out to agents for delivery)	24670	17	2				21	10	1
				311729	16	6	6	1	5
Merchandise	67617	3	7				41	2	0½
Cattle	3105	16	0				223	1	0
				70722	19	7	43	8	4
				£382452	16	1	11	8	6

Detail of the Charges referred to in the foregoing Statement.

(ABSTRACT 1.)—Maintenance of Way and Stations.

Contract price for six months' repairs of the railway, including the locomotive power employed in ballasting				20,845 10 9
Extra work, viz.—				
Cleaning snow off the rails during the last winter months	£1,742	13	5	
Repairing slips, bridges, fences, and drains which are not in the contract	747	5	11	
Repairing side lines, turntables, points, and crossings	1,732	6	2	
				4,222 5 6
Engineers' salaries, wages of overlookers and timekeepers, office charges, &c.				1,249 0 2
Repairs of the Aylesbury Railway				328 8 6
Repairs of stations and of approach roads thereto, crossing gates, and signal posts				1,267 15 9
Total				£27,913 0 8

(ABSTRACT 2.)—Locomotive Power.

Engine drivers' and firemen	£3,691	14	4	
Coke	17,086	19	1	
Oil, hose-pipes, and fire-tools, pumping engines and supply of water at Birmingham	2,524	14	5	
Labourers and cleaners, and waste and oil for ditto	3,883	10	3	
				£27,186 18 1
Repair of engines and tenders, including painting				9,312 17 0
Superintendence, clerks, foremen, office charges, and sundries				4,082 8 11
Repair of buildings, gas and parish rates of this department				707 18 8
Cost of working the Aylesbury Railway				824 0 0
Stationary engine and machinery for working the railway between Euston and Camden stations				816 8 1
Total				£42,930 10 9

(ABSTRACT 3)—Coaching Charges.

Salaries of booking clerks and petty disbursements				2966 16 10
Wages of guards and porters	7558	3	7	
Clothing of ditto	778	17	3	
				8337 0 10
Gas at stations	1402	13	8	
Oil, coach grease, cotton waste, fuel, water, &c.	1512	14	6	
Stationery and ticket books	768	16	10	
				3684 5 0

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Horse hire, moving carriages at Wolverton			53 0 0
Compensation account for accidents, losses, &c.			1375 6 4
Coach repairs			8591 5 10
Total			£25007 14 10

(E.)—*Balance Sheet, June* 30, 1841.

DEBTOR.

To Calls	£3,460,937 10 0	
Less proprietors in arrear for calls 17664 13 8		
Less 1,258¼ new £32 shares not issued	2516 11 0	
	20,181 4 8	
	£3,440,756 5 4	
To loans on debentures, promissory notes, and in account with proprietors	2,448,846 16 8	
To premium realised on 450½ of the non-distributed new £32 shares	9,009 10 0	
		5,898,612 12 0
To out-standing accounts, 30th June, chargeable on revenue	77,133 6 0	
To reserved fund for depreciation of stock	14,545 0 0	
To disposable balance of revenue, 31st Dec., 1840	165,866 16 9	
To balance of revenue account (D), 30th June, 1841	181,281 7 3	
	347,148 4 0	
Less dividend ordered at general meeting, 12th Feb. 1841	155,000 0 0	
	192,148 4 0	
		283,826 10 0
		£6,182,439 2 0

CREDITOR.

By land, road works, carrying stock, and charges	£5,743,049 9 3	
Property paying rent	50,000 0 0	
		5,793,049 9 3
By stores account, stock in hand	61,827 14 7	
By out-standing accounts due to revenue	21,322 8 0	
By cash	306,239 10 2	
		389,389 12 9
		£6,182,439 2 0

Comparative Mileage of Passenger Traffic for the Half-Years ending 30th June, 1840, and 30th June, 1841.

	Number of passengers.	Miles travelled.	Average number of passengers per day.	Average number of miles travelled by each passenger.	Equal to the undermentioned number of passengers travelling the whole distance per day.
Half year ended 30th June, 1840.....	327,930	21,675,287	1,792	66	1,058
Half year ending 30th June, 1841.....	354,322	23,399,936	1,957¼	66	1,154

The Report was most favourably received.

A PROPRIETOR enquired how many new 32*l.* shares were still unissued.

The SECRETARY said, about 1600 and a fraction.

The CHAIRMAN, in answer to various questions, gave some further explanations as to the depreciation fund. He said the whole of that fund was at present applied to the cash account in the ledger, from which the carriages and engines had been paid for. To that account all new engines, carriages, and materials were charged, so that there was no balance in hand. It was a mistake to call it a reserve fund. This Company had no such fund in existence. It would be seen by looking at the accounts that the amount of the depreciation fund was written off the capital account. The capital of the Company, applied to a certain purpose, was lessened by payments made against it for that purpose.

Mr. JAMES HEYWORTH (of Liverpool) was satisfied that much misconception prevailed on this subject. He thought the plan adopted by the Liverpool and Manchester Company was preferable to that of this Company.

Mr. OMEROD had always considered that the only legitimate way in which capital could be raised was by the issue of shares or by loans, while here the Directors appeared to be applying a portion of the current profits to that purpose.

A PROPRIETOR said it appeared to him that the plan followed by the Directors was only another way of arriving at the results in which all concurred, namely, to provide, as far as possible, for the wear and tear of each succeeding period, out of the revenue of that period.

The CHAIRMAN said it was precisely so, and he could conceive a case in which serious inconvenience might arise, were a heavy expenditure for maintaining or renewing stock to fall upon the profits of a particular half-year.

Mr. THEODORE W. RATHBONE, (Director), said that although a Director of the Liverpool and Manchester Company, he did not approve of the plan which they adopted in regard to depreciation of stock; and speaking as an individual, he did not think that that plan would be long persevered in. It was a loose way of doing business. The plan was to leave to the head officer, Mr. Booth, the power of determining, from time to time, what new stock was necessary, and placing it to account of capital. Mr. Booth was a most competent and trustworthy individual; but he thought such a power ought not to be entrusted to any officer of however high standing. They should proceed upon some properly defined principle; and, in his opinion, the best plan was to make an exact valuation of stock, and a revaluation from time to time, so that they might be able to set aside just enough of their periodical profits to meet the depreciation which was discovered to exist, and no more.

Mr. HEYWORTH enquired how long the Liverpool and Manchester Company had pursued their present plan?

Mr. RATHBONE said, they had done so from the first.

Mr. HEYWORTH thought that their persisting in it for so long a period, was pretty strong proof that it had worked well. He had understood from the Chairman of that Company that it had answered well, and that it was not intended to alter it.

Mr. RATHBONE said, he had merely expressed his individual opinion.

Mr. J. B. BOOTHBY (Director) said, it had recently been found necessary, after a working of three years, to condemn 30 old carriages, and supply their places with new; and he thought it would be very unfair if the whole of the charges for these new carriages were thrown upon the present half-year, when the wear and tear had been incurred during the six previous half-years. The principle of a depreciation fund was, in his opinion, the only one which could fairly meet such a case. (Hear, hear.)

Mr. HEYWORTH said, he had recently enquired of Mr. Locke, the eminent engineer, whether supposing a stock of carriages to be put into a thoroughly efficient condition, the expense of keeping them so would not be pretty generally distributed over succeeding periods, and that gentleman had said, it would be so.

Mr. BOOTHBY said, it was precisely on the same principle that the depreciation fund of this Company rested. There were two modes by which the amount of depreciation in any given half-year could be provided for. The first was by exactly valuing the stock at the commencement and close of the period, and allowing for the loss; the other by setting aside a certain per centage upon the locomotive capital. The former method was tedious and troublesome, for their carriages were almost always in motion, now in London and then at York. The Directors of this Company had therefore presumed that an annual appropriation of 5 per cent. upon the value of the stock of engines and carriages, as standing in the Company's books, would meet the depreciation for the year. Of course it would require the experience of a few years to test whether the particular per centage fixed upon in this case was too high or too low, or just sufficient, and the Board hoped, that by the time when they had next the pleasure of meeting the proprietors, such results would be supplied as should enable them to set this point at rest. There had not been time, as this discussion was not anticipated, to prepare an exact valuation of the engines, but with respect to the carriage stock, he was able to say, that, after the most correct valuation which circumstances would admit of, the depreciation in carriages, trucks, &c., had been found to be somewhat greater than would be met by the sum set apart on that account. The amount of 50,000*l.* had been appropriated for carriage depreciation, and he was informed by the superintendant of that department that it would be barely sufficient.

Mr. HEYWORTH did not attach so much importance, as some did, to these periodical valuations. The principal point was to see that the stock was thoroughly efficient.

The CHAIRMAN perfectly concurred in that opinion. The only question was as to the means whereby that efficiency could be preserved. With respect to the opinion that stock should invariably be provided for out of capital, it was clear that a period must come when that plan could not be adopted, namely, when the whole of the capital which a Company were authorized to raise should be exhausted. Two modes only would then remain, either an annual or semi-annual appropriation of part of the profits or an application to Parliament for powers to raise a farther capital. As regarded the portion of the stock not particularly alluded to by Mr. Boothby, namely, the engines, he had learnt from the superintendent that the depreciation fund would not be too much for the wear and tear. For his own part, he could have wished that that fund had been larger at first; but considering the present efficient state of the carriages, which had always been their weak point, he trusted that the per centage set apart would be found sufficient to keep up that efficiency in the establishment which all parties had so much at heart. (Hear, hear.)

After some farther discussion,

The CHAIRMAN moved the adoption of the Report.

Mr. HEYWORTH said, he was greatly gratified, as he was sure the meeting at large was, with the general character and contents of the Report. (Hear, hear.) He was aware that in general it was exceedingly unwise in such a meeting as the present to differ from any recommendations put forth by the Directors, but there were times when such difference could not be avoided. In the present instance the difference was only one of 5*s.* He thought they could fairly divide 4*l.* 10*s.* out of their earnings, and he was satisfied that any per centage short of this would cause much disappointment to a large, he might say to the great, body of proprietors, for it had happened that before the official announcement of the net revenue of the Company, many of the shareholders had made calculations for themselves, and had arrived at almost the same results, and not only expected but claimed as a right a dividend of 4*l.* 10*s.* Nothing could be more remote from his intention, or he was sure from the intention of those

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whom he represented on this occasion, than to dictate to the Directors, but he was in possession of the wishes of shareholders to a very large extent, and he should not be doing his duty if he did not make these wishes and expectations known, and press upon the Directors and the meeting a compliance with them. Although he was of opinion that no question ought to be carried wholly by proxies, yet he thought considerable weight ought to be attached to them when they represented the views of so large and influential a body of proprietors as that which he had the honour to represent. He had in his possession no fewer than 340 proxies, which had been sent to him without solicitation on his part, many of them representing a large number of shares, and all of them entrusted to him with a view, if possible, to secure a dividend somewhat larger than that recommended to the meeting. Before he left Liverpool he had communicated with one of the largest shareholders in the Company, and that individual was satisfied from the calculations which himself and others had made, and the accuracy of which it appeared was now verified by the official Report, that a dividend of 4*l.* 10*s.* could safely be declared. He would repeat that he had no objection to any other part of the Report but that relating to the amount of dividend. He would therefore move as an amendment that the dividend be 4*l.* 10*s.*

Mr. OMEROD seconded the amendment.

Some conversation ensued as to the most convenient mode of putting the question. It was ultimately agreed that the Report should be adopted, and that Mr. Heyworth's proposition should thereafter be brought forward as a substantive motion.

The adoption of the Report was accordingly put and carried unanimously.

Mr. Heyworth's motion was then again brought before the meeting.

Mr. YATES inquired whether it was competent according to the Act, for a public meeting of proprietors to declare a dividend?

The CHAIRMAN said it was competent for the proprietors to declare a dividend, but it must be out of the ascertained profits of the undertaking. Now by approving of the Report, the meeting had approved of the principle of the depreciation fund, and unless that fund were trenched upon, it would not be practicable to declare a dividend of 4*l.* 10*s.* How far therefore, the declaration of such a dividend would be legal he was not prepared to state.

Mr. L. MOZLEY said, he perfectly concurred in the principle of a depreciation fund, but he could not see why in this Company's accounts it should be mixed up with capital. If he at all understood the working of a railway, it was, that certain parties were empowered to raise money for certain purposes, namely, to make the road and obtain the means of turning such road to account. When these ends had been effected, the capital account ought to be closed. Their duty then was to keep up the machinery in an efficient state from their current revenue. If farther capital were required for the construction of branch lines, or in consequence of an unexpected increase of traffic, more money might fairly be raised, but they were bound out of their current profits from half year to half year to keep their stock in repair, and these charges formed the cost of locomotive power. There was, however, in machinery a vitality, so to speak, which was constantly decaying, and it was their duty to provide against this inevitable result. How was this cost to be met? Certainly not out of capital, but out of the profits of the working, and it was but fair, as had already been said, that the profits of every half year should be charged with the depreciation, by means of which such profits had been obtained. (Hear, hear, hear.) Here then was the depreciation fund, but he could not see what possible connection it had with the capital account. (Hear, hear.) He should be glad to see in the books of the Company an absolute account opened for depreciation. (Hear, hear, hear.) If that were done, the time might possibly arrive when by the improvements daily taking place in machinery and from other causes, the wear and tear of stock would be less than at present, and then they might be able to dispense with adding the usual allowance, or part of it, which could be divided among the proprietors, like the rest of the earnings. By following the plan adopted in this Company they could never know exactly what their capital was. Looking at the figures now before him, he thought a good deal of mystery would be obviated if the two accounts could be kept distinct. (Hear, hear.) With respect to the amount of dividend, he thought it would be impossible to consent to an increase of the per centage recommended by the Directors without anticipating their future profits—a course fraught with the most disastrous consequences. (Hear, hear, hear.) He thought that when the Directors had given a subject like this their most mature consideration it would be very undesirable to disturb their proposition. (Great applause.) The Directors must have known the great anxiety which existed in certain quarters for an increase of dividend, and if they could safely have recommended such an increase he was quite sure they would have done so. (Renewed applause.) He thought the Directors deserved credit for meeting the parties half way, and it was gratifying to find that an increase of 5*s.* could be made without detriment or danger to the Company. (Hear, hear.) He had a strong opinion as to the right of proprietors to interfere in the management of their own affairs, but when they came to direct instead of to be directed, he thought the least they ought to do was to be prepared with figures and arguments such as would remove all doubts from the minds even of those who might in the first instance be opposed to their views. (Hear, hear.) He should be exceedingly sorry if his friend Mr. Heyworth should be compelled to use the proxies in his possession. The course pursued by the Directors was slow but sure, and would in the end be found to be the best policy. (Hear, Hear.) He could readily make allowance for the position in which Mr. Heyworth was placed, but he hoped that gentleman would not persevere in his motion. (Hear, Hear.)

Mr. RATHBONE said, Mr. Mozley had very clearly unfolded the true principles of the depreciation fund. He regretted that the Directors were not at present prepared with an exact valuation of the Company's stock, for it was only by this means that they could ascertain correctly what the amount set apart ought to be. He thought, however, that by the end of the next six months it would be found that the Directors had fixed upon a per centage pretty near the mark. Mr. Boothby had alluded to the difficulty of making a valuation. He (Mr. Rathbone) did not think that such difficulty was very great. In one Company, of which he had the honour to be Chairman, a careful valuation was made periodically by competent parties, the superintendent of the Birmingham line, whose qualifications were undoubted, performing this duty in regard to the engines. He was of opinion that this mode must ultimately be adopted in all Companies.

Mr. RAMSDEN thought it a most dangerous precedent for parties to send up proxies upon such a question as the amount of dividend, when they had not had an opportunity of hearing the Report, or seeing the balance sheet. (Hear, hear, hear.) He thought that those who were dissatisfied with the amount recommended by the Directors ought to have shown that the calculations upon which that recommendation was based were incorrect. (Hear, hear.) He was sure that it would have been as pleasant to the Directors to declare, as for the meeting to receive, a larger dividend, could it have been done safely. (Hear, hear, hear.) For his own part he did not see how 4½ per cent. could be paid without injury to the credit of the Company, when it should be found that they were dividing more than they had fairly earned. (Applause.) They should all have been glad had the dividend been 5*l.*, but when they were informed by gentlemen in whom they had the utmost confidence, and who had given this matter their most serious consideration, that 4*l.* was all that could possibly be divided, he trusted that whatever expectations some might entertain, the good sense of the present meeting, and of the proprietors at large should it be necessary to appeal to them, would not suffer any increased amount to be thrust upon them. (Great applause.)

Mr. OMEROD said, that from calculations made by himself and others, it appeared that after paying a dividend of 4*l.* 10*s.* there would still remain a balance of 6,000*l.* to be carried to the next half-year's account. This was presuming that no farther addition was to be made to the depreciation fund, which, in his opinion, was already sufficiently large.

Mr. BOOTHBY said, he held in his hand a letter from a large Lancashire proprietor, which would show the system of canvassing, that had been going on to obtain proxies. The hon. Director read the letter which was in effect, that a Mr. A. [the name was not publicly given] had called upon the writer to solicit his proxy for the purpose of *compelling* the Directors to declare a larger dividend. The writer had declined to give it, and such he said was his confidence in the Board, that in order to strengthen their hands, he begged to enclose his proxy to Mr. Boothby. [The reading of the letter elicited much applause.] Mr. Boothby proceeded to say that he himself held a considerable interest in the railway, and should have been glad if a larger dividend could have been declared, but he should be sorry to obtain a temporary advantage at the expense of the continued prosperity of the undertaking. (Hear, Hear, Hear.) Whence did it arise that the shares of the Birmingham Railway stood at a higher premium than any other railway or canal stock, as compared with the amount of dividend received? Whence was it, but because the public had confidence in the prudence and discretion of the Management, and knew they would not strain their dividends. (Much applause.) With respect to depreciation of stock, it was evident that for the first two or three years, when every thing was new, fewer repairs would be required than afterwards; and would it be just, that for these two or three years every farthing of profit should be divided, leaving the others to make good the heavier repairs, that as a matter of course would thereafter arise? He thought the per centage plan more simple than any other, but experience alone could decide what that per-centage ought to be. In this instance he thought it was pretty correct. (Hear, Hear.)

Mr. RATHBONE could corroborate the statement of his colleague as to the canvas for proxies. A very large number which had remained in his (Mr. Rathbone's) hands since the first formation of the Company had been withdrawn avowedly for the purpose of being entrusted to Mr. Heyworth on this very question. (Hear, hear, hear.)

Mr. HEYWORTH disclaimed all knowledge of the fact mentioned by Mr. Rathbone. He himself had not personally solicited one proxy, and he denied that the object of himself or of those with whom he acted was to compel the Directors to augment the dividend. He thought the wishes of absent proprietors ought to be expressed as well as of those who were present, and this could only be done by the system of proxies.

Mr. CHAMBERS said, the Directors enjoyed the full confidence of the proprietors, and their recommendation ought to prevail. It was not right that the votes of the meeting should be swamped by proxies. He thought Mr. Heyworth should put his proposition to the sense of the meeting, and if that were against him withdraw the motion. If Mr. Heyworth would not consent to this course, they must adjourn the meeting that the proprietors at large might have an opportunity of rallying round the Direction. (Great applause.)

Mr. HEYWORTH did not consider himself justified, whatever might be his personal feelings, in compromising the proxies. If he thought that the energies of the Company would be at all cramped by the declaration of a dividend of £4 10*s.* he would not for a moment persist in his motion, but he was quite satisfied that such would not be the case.

Mr. HODGSON (Director) could feel for the situation of Mr. Heyworth. He knew that in Liverpool a very strong opinion prevailed in favour of a dividend of £4 10*s.*, and probably this was attributable in some measure to a certain degree of mystification in reference to the depreciation fund. He would state his entire conviction that if the owners of the proxies had been present to hear the explanations that had been given that day, they would have given their votes against the object for

(For conclusion see page 849.)

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Railway	Miles opened	No. of shares	Amt. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	..	83†	..	..	..	..
48½	36½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9300	100	100	Birmingham and Gloucester	..	..	..	60	60	60	..
—	—	.....	....	2	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	31	31	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	1½	1½	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	31½	..	..	30½	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73¾	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	‖ 4000	25	25	Dundee and Arbroath	26½*	26½†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50¼	Durham and Sunderland	..	..	..	..	..	..	..
126	17½	64000	25	23	Eastern Counties'	7¼	..	..	7⅞	7⅞	7⅞	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	..
46	....	18000	50	45	Edinburgh and Glasgow	43*	43†	..	..	..	..	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	5*	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	39½*	39†	..	..	..	..	..
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	37*	37†	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	27½*	26½†	..	..	..	..	..
15½	....	6000	50	45	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	..
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	84	83	82	81	..	..	..
—	—	25000	50	50	Ditto (*New Shares*)	58	57½	56	56¼	56½	56½	..
—	—	37500	20	4	Ditto (*Fifths*)	9½	9½	8½	8¾	8¼	8¼	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	36	36	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7968	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
..	..	....	..	..	.....	..	..	..	..	..	..	..

Length Railway	Miles opened	No. of shares	Amt. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	..	160	..	159	..	..	
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	22½	..	..	..	
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	
—	—	.....	....	32	Ditto (*New Shares*)	23¾	..	23½	23⅛	..	..	
4	3½	24000	25	25	London and Blackwall	15½	..	15	15	..	..	
46	37½	36000	50	50	London and Brighton	43½	43	42½	42⅞	42½	42½	
10½	10½	33000	avr.	13½	London and Croydon	12½	..	..	12⅜	..	..	
3⅜	3⅜	20000	20	20	London and Greenwich	..	..	..	..	..	..	
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	5⅛	..	..	
77	77	36000	avr.	38¼	London and South-Western	52½	52½	52½	51½	51⅜	51⅜	
—	—	42000	5	1¼	Ditto (*Tenths*)	..	..	1½	1⅜	1⅜	1⅜	
50	50	13000	100	70	Manchester and Leeds	..	..	..	50½	52	52	
—	—	13000	50	30	Ditto (*New Shares*)	..	21	..	..	..	..	
10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	
40	....	7000	100	55	Manchester and Sheffield	..	..	..	..	..	..	
28	7	40000	50	47	Maryport and Carlisle	..	..	..	..	..	..	
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	
.....	.....	1940	25	25	Monkland and Kirkintilloch	..	58†	..	..	..	..	
61	61	30000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	
72⅜	72½	15000	100	100	North Midland	..	..	..	63½	64	64	
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	..	
—	—	15000	21⅜	10	Ditto (*Thirds*)	..	..	..	..	..	..	
28⅜	15½	7200	50	30	Northern and Eastern	..	..	..	..	..	..	
22	22	6329	75	75	North Union	..	..	..	..	..	..	
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	
—	—	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	
.....	.....	3000	50	2½	South Durham	..	..	..	..	..	..	
4000	12½	7½	50		Ditto (*New*)	..	..	..	..	..	..	
67	....	28000	50	38	South-Eastern and Dover	..	17¼	17⅜	17	..	..	
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	
.....	.....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	
23	23	6700	50	50	York and North Midland	..	..	..	..	..	..	
—	—	6700	25	10	Ditto (*New*)	..	..	..	..	..	..	
....	....	....	..	..	.....	..	..	..	..	..	..	
....	....	....	..	..	.....	..	..	..	..	..	..	
....	....	....	..	..	.....	..	..	..	..	..	..	

The Liverpool List had not arrived when we went to press.

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	....	..	£	£	£	£	£	£	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Aug. 7	..	1,168 5 0	303 11 8	1,471 16 8	4 7 5½	30 12 3½	....	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	Aug. 6	9,794	2,003 0 2	200 12 7	2,203 12 9	6 3 5½	43 4 2	1,018 10 0	31
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	Aug. 9	..	662 13 9	43 15 0	706 8 9	6 19 2½	48 14 4½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	....	..	....	....	....	....	....	....	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16¾	Aug. 8	15,023	460 17 11	33 11 10	494 9 9	4 18 4½	29 10 3½	401 19 4½	16¾
2,133,333 0 0	1,654,888 4 3	0 10 0	*Eastern Counties'	7	17½	Aug. 8	18,695	....	....	920 9 5	7 10 3½	52 11 11½	853 7 2	..
833,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	Aug. 7	13,991	1,002 16 2	256 19 8	1,259 15 10	5 4 11½	31 9 10½	....	..
....	....	....	†Glas., Pais., & Green.	9	22½	Aug. 7	15,290	923 15 7	120 13 9	1,044 9 4	7 13 11½	46 3 11½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	83	Aug. 7	..	8,917 5 6	1,686 1 8	10,603 7 2	13 5 8½	93 0 2½	10,860 19 8	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	Aug. 9	..	1,061 7 5	404 9 4	1,465 16 9	4 13 0½	32 11 5½	....	..
5,331,527 9 10	5,288,043 17 3	3 0 0	Great Western	12	118	Aug. 8	..	13,468 12 10	1,261 6 1	14,729 18 11	12 14 4½	87 0 7½	6,242 3 0	56
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	13	31	....	..	....	....	....	....	....	....	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20¼	Aug. 7	3,127	605 2 9	26 19 3	632 2 0	4 8 1	30 16 8	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Aug. 6	..	3,921 16 2	1,970 0 10	5,891 17 0	27 3 0½	190 1 2½	....	31
5,750,000 0 0	5,724,807 0 0	9 7 9	London & Birmingham	16	112¾	Aug. 7	..	16,383 11 8	3,004 17 0	19,388 8 8	23 3 6¼	162 4 11	19,056 10 6	112¾
800,000 0 0	807,659 13 4	....	*London & Blackwall	17	3¾	Aug. 12	62,082	....	....	1,192 0 10	48 13 1	340 11 8	734 12 6	3¾
2,400,000 0 0	2,008,930 8 0	....	*London & Brighton	18	37¾	....	..	....	....	....	....	....	....	5¾
741,000 0 0	557,902 9 5	....	London & Croydon	19	10¼	Aug. 10	13,074	763 8 0	116 5 7	879 13 7	11 19 4½	83 15 7	860 0 4½	10¼
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3½	Aug. 12	29,651	....	....	913 4 2	34 15 9½	243 10 5½	1,069 18 3	3½
2,540,100 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	Aug. 8	..	6,375 6 5	653 13 6	7,028 19 11	13 0 9½	91 5 8½	8,195 1 8½	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm	22	5	Aug. 9	12,794	....	....	360 8 3	10 5 11½	72 1 7½	384 10 11	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	Aug. 5	..	462 14 5	175 8 2	638 2 7	9 2 8½	63 16 3	541 0 7½	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	Aug. 2	..	2,892 18 4	2,167 3 3	5,060 1 7	14 9 1½	101 4 0½	1,070 13 1	13½
1,533,000 0 0	1,440,000 0 0	....	Midland Counties'	25	57	Aug. 7	121803	2,183 15 9	922 1 6	3,105 17 4	7 15 8	54 9 9½	1,886 2 1½	57
960,000 0 0	....	....	Newcastle & Carlisle	26	61	....	..	....	....	....	....	....	....	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	27	72½	Aug. 7	..	3,708 18 6	1,182 14 9	4,891 13 3	9 12 1½	67 4 9½	3,608 3 1½	72½
730,000 0 0	560,000 0 0	5 0 0	North Union	28	22	Aug. 6	5,553	1,336 0 8	179 14 7	1,515 15 3	9 16 10	68 17 11½	....	..
1,200,000 0 0	358,912 14 10	1 10 0	Northern & Eastern	29	15½	Aug. 8	119193	828 13 11	4 12 5	833 6 4	7 13 7½	53 15 2½	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	Aug. 7	6,397½	560 7 6	132 6 6	692 14 0	5 4 1½	36 9 1½	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	31	8	Aug. 8	6,598	....	....	178 0 4	3 3 5	22 5 0½	225 10 11	8
446,666 0 0	446,500 0 0	5 0 0	York & North Midland	32	23	....	..	....	....	....	....	....	....	23

2. Toll to London and Birmingham 193*l.* 3s. 3d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 26*l.* 19s. 3d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The amount given in the table includes the receipts from the horse coaches from Hayward's Heath to Brighton. The divisor, therefore, is 46, although only 37¾ miles of the railway are open, including the Shoreham branch of 5½ miles. The toll to the Croydon Company is not included in the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 5,060*l.* 1s. 7d. are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 30*l.* 19s. 0d.; horses, 8*l.* 2s. 6d.; dogs, 3*l.* 19s. 0d.; parcels, 211*l.* 1s. 6d.; cattle, 43*l.* 1s. 0d.; corn, 14*l.* 10s. 8½d; heavy goods, 507*l.* 15s. 7d.; coal, 102*l.* 12s. 8d.—Total, 922*l.* 1s. 6½d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

A Proprietor of the Birmingham and Gloucester Railway.—*The note to the Traffic Table was left out designedly. The arrangements for the conveyance of the mails are now completed.*

A Subscriber *in reference to the Great Western Railway is referred to our last week's number.*

Pro Bono Publico (*Liverpool*).—*We cannot bring charges against the engine driver upon the strength of anonymous statements. Our correspondent should communicate in his own name with the Engineer-in-Chief or Superintendent. If the man be really so unfit as our correspondent represents him to be, he ought unquestionably to be sent adrift at once.*

Uttoxeter.—*The toll is* not *included.*

A Subscriber *Bristol will perceive that we have availed ourselves of his communication. He has our best thanks.*

A Shareholder's *letter on the Manchester and Sheffield Railway we should be happy to insert at a less busy period, but probably the notice already taken of the subject will be sufficient to effect the object in view.*

Lancaster and Preston Railway.—*We have not received any report of the proceedings at the late meeting.*

P. Z.—*No good purpose could be served by inserting his letter.*

The same answer to Ignotus.

*** It is requested that in future all communications intended for the *Railway Times* be addressed, "To the *Editor*," and not to any individual by name, now or recently connected with the establishment.

*** The great pressure of the meetings compels us this week to issue an extra sheet, as we are unwilling to omit or abridge the very interesting details which these meetings supply.

THE RAILWAY TIMES.

SATURDAY, AUGUST 14, 1841.

THE half yearly meeting of the London and Birmingham Railway Company was held yesterday, and a full account of what transpired on that occasion will be found in another part of our journal. In all such cases, the grand point is the amount of dividend, and we are happy to find that in this instance there is an increase as compared with former periods, notwithstanding that in this Company, as in the Grand Junction, to which we have referred in a subsequent article, the dividend is for the first time spread over the entire capital of the Company. A divdend *nominally* at the rate of 8½*l.* per cent. per annum was yesterday declared; the *real* dividend, in respect of many of the shares, is much higher, for it will be borne in mind, that although only 90*l.* has been called for upon the original shares, and only 5*l.* upon the quarter shares, the dividend is paid as if the full amounts of 100*l.* and 25*l.* were respectively paid up. Another, and we think a better, arrangement exists with respect to the 32*l.* shares, both new and old; but to those parties who have retained their original holding, and taken up from time to time their due proportion of the subsequently created shares, the tangible result remains the same.

It will be seen from our report of yesterday's proceedings, that a strong attempt was made by certain Liverpool proprietors to induce the declaration of a larger dividend than that which the Directors had deemed it prudent to recommend. We are by no means partial to the system of keeping back large balances, for we think it has a tendency to lead Managements into temptations of various kinds; but on the other hand, it is extremely bad policy to "strain a dividend," as one of the speakers at the meeting expressed it, and we fear that the latter practice is much more common among joint-stock Boards than the former. Be this, however, as it may, we do not at all approve of the plan of collecting together a large number of proxies with a view to sway the decision of particular points, more especially as proxies are usually surrendered upon grounds far too light. They are oftentimes entrusted to an influential proprietor, more as a matter of personal compliment than any thing else, and thus the notions of one individual, however absurd or inconsistent, may come to control the good sense and enlightened views of large bodies of proprietors. We question whether the abolition of the proxy system altogether would not be beneficial. The clandestine mode in which proxies are frequently canvassed for, as well by Directors as by individual proprietors, is pregnant with mischief. If parties are not sufficiently interested in the settlement of an important question to give their personal attendance at the place of meeting, let them go unrepresented. In the particular instance referred to, it will be seen that the motion, for the support of which the proxies were intended, was ultimately, and as we think very properly, withdrawn.

We are glad to find that while the revenue of the Birmingham Company has been gradually increasing, the expenses of working have been considerably diminished. So good an example will not, we hope, be lost upon other Companies.

There are various other interesting points in the Report, and in the discussion to which it led, to which we have neither time nor space to allude at present. The arrangement with the Birmingham and Gloucester Company will, we make no doubt, prove mutually beneficial to the two Companies and advantageous to the public. It is gratifying to find that the scandalous verdict of the Harrow jury has been quashed, so far as any pecuniary infliction upon the Company is concerned. We should have been much better pleased had such an exhibition of ignorant prejudice and, we fear, personal pique as that verdict presented, never disgraced the records of one of the most ancient and most useful courts of enquiry in the realm.

THE Report of the Directors of the Grand Junction Railway Company, which with a notice of the proceedings at the late general meeting will be found elsewhere, bears very pleasing testimony to the continued prosperity of that great undertaking. A dividend for the half-year of 5*l.* 10*s.* per cent. has been declared, which although nominally less than some that have preceded it, is in reality greater, as this per centage is now for the first time divided upon the total expenditure of the company, the entire debt having been recently capitalised. This railway, in common with every other commercial speculation has, it appears, felt very sensibly the effects of the present extraordinary stagnation of trade, and yet the traffic for the past six months exceeds in the aggregate that of the corresponding period of last year. From a very valuable table laid before the meeting by the Chairman, it appears that this increase has arisen principally under the head of merchandise, there having been a slight falling off in the receipts from passengers—which is attributed in the Report mainly to the abstraction of a portion of the coach traffic by another Company, whose rivalry has now, however, ceased.

In his remarks subsequent to the reading of the Report, the Chairman adverts to the "astonishingly greater" number of passengers upon those railways where exceedingly low fares are adopted, as compared with lines where the charges are "high, or even moderate," and gives it as his individual opinion that some reduction might, under certain circumstances, be introduced with advantage upon the Grand Junction line. Few men have had better opportunities than Mr. Moss, or have profited more by them, of observing the various effects of railway arrangements, and we are glad to find him advocating the policy of low fares as a means of contributing to the augmentation of the Companies' funds. Mr. Moss, however, draws a very proper distinction between isolated lines, and lines such as the Grand Junction, which form but one link in a long chain of railway communication. No reduction of charge, even if very material, upon a line of 40 or 50 miles, would tempt passengers to a journey of four or five times that extent, the fares upon the other portions remaining as before. Nay, were the Grand Junction Company, for example, to carry passengers *for nothing*, very many of those who now travel over their line would not take one journey the more, for the fare of any *one* of the connected lines forms but an unimportant item in the travelling and town expenditure of passengers from the "far north." This, however, is no reason why a very different class of customers might not be secured to the Company, and if the suggestion of Mr. Moss as to the reduction of the *short* fares upon the Grand Junction line could be fairly carried into effect, there is little doubt that it would prove beneficial to all parties. The local traffic of many of the larger lines is still far from being developed to the extent which might reasonably have been anticipated, and indeed has, we fear, been too much overlooked in the anxiety of Boards of Management to secure an apparently more profitable trade—we say, *apparently* more profitable, for we are convinced that, with proper care, a species of intermediate traffic might be created which would gradually extend itself, and ultimately become, in proportion, more beneficial to the Companies than any other. Our sentiments in regard to fares are sufficiently well known to rescue us from any imputation of contending for what are called *high* charges, but at the same time we cannot conceal from ourselves that there is a great deal of mere *ad captandum* assertion brought forward upon this subject, in the advocacy of *low* fares upon *all* lines, under *all* circumstances. Fares may be too low as well as too high, and that which upon one line would bring the charges under the former head, might on another rank them under the latter. *Cheap* and *dear* are comparative terms, and nothing but experience in particular cases can determine what is the most beneficial limit. To generalise upon such a question will, in most cases, be found to be productive of mischief. We are glad, nevertheless, to see the results of the working, in this respect, of the several lines brought before the public, as some hints for the guidance of many Companies may be be deduced from the experience of one. We

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doubt whether Mr. Moss's suggestion as to *short* fares could legally be carried out—upon some lines it certainly could *not*—and there would be practical difficulties in the way of such an arrangement, which, however, might perhaps be overcome. It was, if we are not mistaken, upon this very line that passengers proceeding throughout its entire length might at one time save something in the fare, by taking out a ticket for an intermediate station, and then booking themselves from that station for the further terminus, instead of taking out at once a ticket for the entire distance. Intimately connected with the rate of railway fares is the present mode of levying the passenger tax, and if the alteration alluded to by Mr. Moss were effected, there is reason to believe that some of the poorer districts of the country would be considerably benefitted, and the Companies relieved from the pressure of a most unequal impost.

Into the other topics touched upon by Mr. Moss we need not minutely enter. His suggestion for the payment of quarterly dividends is not new. Several months ago Mr. CRAWSHAY, the Chairman of the Northern and Eastern Company, pledged himself at a public meeting of the proprietors to carry such a scheme into effect whenever the revenues of that line should suffice for the payment of dividends, which, we trust, will be at no distant day.

We are sorry to find that from some peculiarity in the Grand Junction Acts of Parliament, the Company is for a time—we hope only for a time—to be deprived of the valuable services of Mr. Moss. There is danger certainly to be apprehended from any plan which has a tendency to convert Boards of Direction into close boroughs, but it is the fault of the proprietors themselves if the eligibility of retiring Directors for re-election, according to the practice of the Companies in general, be so far abused; and on the other hand, we can imagine the occurrence of very serious injury to an undertaking from the effect of a prohibitory regulation, such as that under which the late Chairman of the Grand Junction Company has retired from the active duties of office.

Several changes are announced in the executive department of the Company, and without the smallest disposition to detract from the qualifications or meritorious services of the gentlemen who have resigned, we see no cause to fear that the Company's affairs will in any way suffer from the new appointments.

IT will be seen from an extract which we reprint from a provincial contemporary, that the "Company" associated for the prosecution of the Stafford and Rugby Railway project has been virtually dissolved. It appears that the getters-up of that notable scheme persevere nominally in their intention of still further annoying those who have already been so much harassed by their proceedings; but after so unequivocal a confession of weakness as their official manifesto implies, we have little fear that any further steps will be taken to expose themselves again to such an ordeal as that through which they have recently passed.

We have no wish to trample upon the fallen, else might we comment with some severity upon the address of Mr. EDWARD TOOTAL to those who for the last year or two have been furnishing the supplies for his very disinterested demonstrations. Its truthfulness and good taste we leave to the appreciation of our readers. If, as Mr. TOOTAL asserts in his speech, the approbation of the meeting were "a sufficient reward for all his exertions to promote the accomplishment of the Stafford and Rugby Railway," we take it for granted that he is prepared to refund the very handsome income which he has recently been receiving from the funds of the now defunct "Company." We are certainly somewhat surprised that so profitable a speculation—profitable we mean to such disinterested gentlemen as Mr. EDWARD TOOTAL—should have been given up without one more attempt to obtain for it the sanction of the legislature. *Another* parliamentary contest would have secured certain perquisites which, if we are not greatly mistaken, those parties will find it difficult to attain in another quarter, who for many months past have been doing all they could to work injury to railway interests generally, and to one or two lines in particular, for purposes which we do not care to characterize. As for the Stafford and Rugby project, we can only say—*Requiescat in pace.*

THE proceedings at the general meeting of the London and Brighton Railway Company, held on Monday, and of which a full report will be found in another part of our number of to-day, were altogether of a very satisfactory character. The opening of the whole line at so early a date as the 14th of next month must prove a matter of unmixed gratification to those who have invested their property in this important undertaking, as it cannot fail to be highly advantageous to the public. The magnitude of the works upon several portions of the line is such as to have led many persons—usually very competent judges—to pronounce them totally impracticable, and this at no very remote date, and long after the heats occasioned by the memorable contest before Parliament had had time to subside. So much the more credit, therefore, is due to the Engineer, and to the Directors, for the energy and ability with which the works have been prosecuted; and so much the more must it be a source of satisfaction to the proprietors, that although the estimates have been exceeded, it has not been in nearly so high a ratio as on many other lines where there has been far less excuse for errors in calculation, or ground for unforeseen and unexpected disbursements. As to the mode in which the works have been executed, there seems to be but one opinion; and we are glad to find, from the explanations given by Mr. RASTRICK, in answer to the very proper inquiries of one of the proprietors, that the effect of this very careful construction is likely to be felt most favourably in the future maintenance of the road. Economy is highly desirable in all undertakings of this description, and we wish it were studied much more than it generally is; but there is a false and deceptive, as well as a true and permanent economy, and it would be no difficult matter to point to lines of railway where the former has been attained at the expense of the future welfare of the undertaking.

We are most agreeably surprised to find that the traffic upon the portion of the Brighton line recently opened has surpassed all previous expectation. We confess we had some misgiving as to the result of the present partial opening, when we reflected upon the extraordinary competition which the horse coaches present, the comparatively high fares and moderate speed of the Company, and the inconvenience and annoyance which must ever attend the transfer of passengers from railway to road. That all these difficulties have not deterred the public from patronising the line to so great an extent as the Directors' Report makes known, is, as was remarked at the meeting in reference to another matter, as strong a proof as could be presented not only of the general estimation in which the line is held, but of the excellence of the Company's arrangements, and a pleasing omen of what is to be expected hereafter, when the drawbacks to which we have alluded shall no longer exist.

We regret to find that the unfortunate differences between Mr. ISAAC LYON GOLDSMID and his late colleagues of the Direction have not yet been brought to an issue. The matter is likely, it would seem, to be adjudicated upon by a legal tribunal, and need not therefore be more particularly referred to in this place, further than to express our deep regret that what appears to have been, and indeed is acknowledged by the very able Chairman of the Company to have been, an injudicious act of kindness on the part of the Board should have led to results which on every account are so much to be lamented. We would fain hope that the dispute may after all be amicably arranged, without prejudice to the Railway Company on the one hand, or detriment to the rights of an individual on the other.

Considerable discussion, it will be seen, arose out of the arrangements made by the Directors for the festival in honour of the partial opening of the line. It is a pity that any ground should have existed to lead even one proprietor to imagine that it was the desire of the Directors to draw invidious distinctions between the guests of the two days, and we trust that should any similar celebration be decided upon when the line comes to be opened throughout, means will be taken to avoid even the appearance—we are satisfied that in the present instance there was no deliberate intention—of instituting these "odious comparisons." If all cannot be accommodated at once, let all be served alike, and those who grumble then will meet with very little sympathy. At the same time we must agree with the Chairman in thinking, that the time of a public meeting—and we all know how valuable time is to gentlemen of the City—is very unprofitably occupied in discussing these minor points, to the oversight of far weightier matters. A few questions such as were put by Mr. PARSONS (who we trust will continue his exertions for the elucidation of railway accounts) would tend more to the benefit of shareholders at large than an hour's debate upon such topics as the conduct of a complimentary *fete*, with all the altercations and feelings of personal animosity or mortified vanity in which such discussions usually originate, and in which, in nine cases out of ten, they never fail to end.

WE give in another column the Report of the Directors of the Edinburgh, Leith, and Newhaven Railway Company, laid before their constituents at the late half-yearly meeting; and (according to the printed circular sent to us from the Company's office) "unanimously approved of"! We have no means of ascertaining at this moment the names of the parties present at the meeting, nor even the number; but that any considerable body of *bona fide* shareholders could "approve of" *such* a document passes our belief. It ought to have been at once scouted from the meeting. A very few words will satisfy our readers on this point.

The only account it contains of receipts and payments consists of TWO SOLITARY ITEMS, namely,

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"Received since last Report..£9,558 13 9
Expended ditto ditto..... 11,049 3 7½."

This is "cool" certainly! From what *sources* the first item has been received, or in what *manner* the second item has been expended, no particulars are given: and, for any thing that appears to the contrary, the one might have been derived *from the sale of the shareholders' own land and houses*, and the other might have been squandered *uselessly and lavishly*. At all events no information is given on these points which are of vital importance.

In their previous Report the Directors gave a pledge that this line of "one mile and a quarter" (*which has now been upwards of five years in progress*) should be completed at the latest by the 1st of May last; and yet the works are at this moment as unfinished as before!

"The Directors have *now* (!) settled the terms on which they are to obtain possession of the remaining property;" but what those terms are, or what the cost will be, they most carefully conceal, as though *that* were no business of the Proprietors.

They state that 24,000*l.* more will be required to finish their "mile and a quarter" Railway—that of this sum 10,453*l.* will be raised by calls in arrear (but which none but themselves affect to believe will ever be forthcoming)—and that the deficiency will be supplied by selling out the forfeited shares at 10*l.* *discount!* Now it is well known that the shares with *the full amount* paid up are unsaleable at any price, and that no man in his senses would take them at 10*l.* discount. In fact we are credibly informed that they have long since been hawked about without finding a purchaser, *for 5s. apiece*, with 19*s.* per share paid up!

These patterns of Directors allege that the "necessary amount of capital" to justify them in borrowing has been paid up. The Act of Parliament requires that at least 50,000*l.* shall have been paid up before they shall borrow. Now this sum has *not* been paid up, and therefore they have no right to borrow.

The Report furnishes no account of the amount of calls paid up, or of the amount of arrears, or of the number of shares outstanding or forfeited. In short, its object throughout appears to be to conceal all that should have been known: thus leaving this wretched concern involved in far greater mystery and obscurity, as to the real state of its affairs, than before. This much, however, is clear, that the shareholders will never derive one farthing of return from the capital advanced.

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We have much pleasure in drawing attention to the Report made by the Directors of the Eastern Counties' Railway Company to the shareholders, showing that the undertaking is gradually progressing, and that a completion of the line as far as Colchester may be reckoned upon as a certainty by the autumn of next year. We heartily hope that the expectations of the Directors may be realised. Much as the undertaking has been depressed in public estimation, there appears every probability that it will ultimately recover its position, and rank with the best trunk lines in the kingdom. The Report announces a change to have taken place in the Editorial management of this paper; we have to confirm the fact, and to assure our readers that while we shall certainly feel it our duty to comment upon the public conduct of every Railway Board, and praise their merits or condemn their faults, we intend to avoid all language which can be considered personally offensive.

A correspondent, whom we know to be practically acquainted with the subject, has sent us the following remarks (principally extracted from a late number of the *Sunday Times*) in reference to the salaries of railway officers. We have much pleasure in giving them still further publicity:—

"The labourer is worthy of his hire."—It has been our duty often to speak of the neglect of public servants; but it has ever been a pleasure to us to bear testimony to their attention. Whilst we see the favoured few in high offices, with prodigious incomes, doing duty by deputy, we cannot refuse to sympathise with the countless many who work hard, rise early, and go to rest late, and all this for a paltry pittance. The railway servants attend for a *great length of time*, and during *every day* of the week; the duty of many involves exposure to all sorts of weather, and frequently is attended with danger to life or limb. For all this the remuneration is pitiful in the extreme.* Salaries vary from 50*l.* to 100*l.* per annum; but the mass of men employed do not progress beyond the minimum. This is too bad. Amid the clerks (better paid in amount, but not according to ordinary classification) the evil is as great. *No set of men in England, who are recipients and depositaries of such sums of money* as they are daily and hourly, are PAID SO ILL. Many are paid only about 30*s.* per week, or 78*l.* per year, or 4*s.* 4*d.* per day for seven days; whereas a joiner or blacksmith's wages are 4*s.* 6*d.* to 5*s.* 6*d.* per day!! exclusive of overtime if he work after six o'clock at night, and extra pay if he work on Sunday. Men who take money from midnight till morning, as all clerks on night trains do, should be amply remunerated. It will be answered that there are valuable secretaryships, the happy holders of which realise from 500*l.* to 1,500*l.* per annum. We are not speaking of the luxuries of the few, but the wants of the many. We could easily prove, by a little statistical research, how shamefully the overworked servants of the rails are *rewarded* (!). But we deem it only necessary at present to call the attention of the Directors to the subject. *Few work well that are not paid well*; and if any duties should be adequately rewarded, surely it is those involving broken rest and injured health,—heavy responsibility, and probable danger. It is but common justice to give the labourer his hire:—let us whisper to the worldling that it is *common sense* too. If public duty is to be adequately performed, if speculators hope to find their offices free from defaulters, and the lives of their countless passengers remain (save by mere casualties) unendangered—the railway servants, including ALL those under 300*l.* a year, must be better paid. The continually accruing changes prove the reform we suggest is called for at once, and in all quarters. We trust it will be readily responded to.

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A Windsor correspondent supplies us with some additional illustrations of Post-office mismanagement, as adverted to in our last week's paper. It appears that letters dispatched from London to Windsor, before the existence of railways, used to be delivered in about 14 hours, whereas the time is now prolonged to 17 hours! Not long since the residents at Windsor had two posts in and out, which were tolerably convenient as to answering letters, however snail-like in their transit; but a recent Post-office change has deprived them even of this, and rendered the day mail from thence all but useless. The following abstract of the past and present arrangements will most clearly prove these positions.

Formerly letters received at 8 a.m. or at 1 p.m., could be answered till 3 p.m. or 9 15 p.m., now letters received at 10 a.m. or at 1 30 p.m., can only be answered at 11 0 a.m. or at 9 15 p.m—thus reducing the interval from the first delivery from 7 hours to 1 hour, and depriving parties of any reply to the second delivery till night! Well, may our correspondent exclaim that the Post-office is a century behind the age!

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It appears that the paragraph to which we recently referred, respecting the alleged abolition of fees to mail coach guards was not altogether correct. The scheme of substituting a fixed salary for casual gratuities was devised some two or three years ago, but as yet has been only very partially carried into effect. "Circumstances," says the notice which has appeared in contradiction of the original statement, "have hitherto prevented its general adoption." What these circumstances may be we are utterly at a loss to conjecture; they must be very important indeed, to justify the continuance of a practice which is unjust and annoying to all the parties concerned.

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The following appeared in several of the daily papers of Monday last:—

"A steam coach or, more properly speaking, a steam carriage, on an improved principle, and carrying sixteen persons, belonging to the General Steam Company, was on Saturday last tried on the road between the north eastern point of the Regent's Park and the Manor House at Tottenham. The carriage, which is an experimental one, has four transverse seats; each of which accommodates four persons; the boiler and apparatus are behind the seats; the conductor, or he who has the management of the carriage, sits on the front seat and guides it, and governs its speed by a sort of handle which rises from the footboard. The carriage left the York and Albany Tavern a little after four o'clock, and proceeded with a full load of scientific gentlemen to the Manor House, Tottenham; here it was turned round with perfect facility, by the conductor, and it returned to the York and Albany Tavern. The distance traversed is between eight and nine miles, it was traversed in rather less than half an hour The road undulates considerably, and there are some steep ascents; nevertheless, the speed up hill was good, certainly twelve miles an hour; on level ground it was fourteen; and on the descents sixteen or eighteen miles. The carriage was turned round when going at the rate of ten miles an hour. The conductor had a perfect command of the carriage, and caused it to pass between carriages drawn by horses, carts, &c., with which some portions of the road were crowded, without coming in contact with any of them, and with a facility of management that was surprising. The appearance of the carriage, and the rapidity of its motion, caused several horses to shy, but no accident ensued. There is no visible escape of steam, nor is there any annoyance of smoke. The trip was very satisfactory."

It is not a little remarkable that, though we hear so much of "satisfactory" *experiments* with these steam coaches, no progress appears to have been made in bringing them into practical and daily use. How is this? Are the "experiments" directed mainly against the pockets of the shareholders?

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It is stated in the Irish papers that a majority of the Grand Jury of the county of Kerry have signed a petition in favour of the Government plan of railways in Ireland.

—o—

We beg to call attention to an important case under the head of Railway Adjudications, in which the Birmingham and Gloucester Company were concerned.

* *Rate of Wages on a Cheshire Railway.*

Intermediate station keepers, 20*s.* per week, seven days attendance, very long hours, 2*s.* 10½*d.* per day.

Switch-keepers, 20*s.* per week, seven days attendance, from 5 a.m. to 9 p.m., 2*s.* 10½*d.* per day.

Policemen, 20*s.* per week, seven days attendance, from 5 a.m. to 9 p.m., 2*s.* 10½*d.* per day.

Guards, 24*s.* per week, seven days attendance, 3*s.* 5*d.* per day.

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RAILWAY OFFENCES AND OFFENDERS.

Our list this week is fortunately very light.

The first case is that of a mason, named Crowder, who was last week charged before the Leeds magistrates with an aggravated assault on Joseph Atkinson, a servant of the North Midland Railway Company. The prisoner went to the railway in a state of intoxication, when Atkinson, who was stationed at the entrance, refused to admit him. He went away for a short time and then returned, and after being again refused admittance, he struck at Atkinson,—in the first instance with his fist, and afterwards with an umbrella, the end of which he forced into his left eye. The man's conduct was excessively violent, and it was with difficulty he was secured. The facts of the case having been proved, he was fined 5*l.*, including costs, and in default of payment, sent for two months to Wakefield House of Correction. The judgment is a most righteous one.

A few days ago, before the Mayor and borough magistrates of Stockport, Henry Johnson was charged with trespassing on a part of the Manchester and Birmingham Railway at present unfinished, and in the hands of the contractors.

In stating the circumstances, Mr. W. Vaughan, as advocate for the Company, observed, that in consequence of many depredations on the Stockport Viaduct, and on the iron keys, pins, balls, and other materials unavoidably lying about; and also of the dangerous practice of young persons getting upon the battlements (a fall from which would be certain death) a fence of boards had been placed at the entrance of the viaducts on the Cheshire side. In addition to this, two constables were regularly employed by the Company in endeavouring to prevent these trespasses and thefts. On Sunday, the 1st instant, a number of boys came upon the line, pulling the pieces of timber about for their amusement, and the defendants went to the boarded fence above mentioned, and forcibly tore from it a piece of wood nailed as a mark for the plate layers. This he was carrying off when the constable, who was stationed near, pursued him, and took him into custody. The boy's mother hearing of this, raised a hue and cry, and followed the constables with a mob of 300 and 400 people, who commenced a violent attack upon him and rescued the prisoner. Luckily for the constable his fellow officer, Stewart, came to his aid, and saved him with great difficulty from the mob. Witnesses were then called, who proved these facts, and on the magistrates appealing to Mr. Murnane, the Superintendent of the station, he observed that the Company had been at a very great expense in fences, notice boards, and policemen, for the protection of this part of their property, and he expressed a hope that the bench would afford them due protection, as fromthe reports made to him, nearly all the depredations and trespasses were committed by mischievous boys of this description. The defendant was ordered to pay the amount of damages proved, together with costs amounting to 13s. 6d.

William Beech, the most active of the mob, was then brought up on a warrant for forcible rescue of the prisoner from the constable. The constable proved that in his peril he called upon the defendant to assist him, instead of which Beech struck him a violent blow on the face, which caused him to bleed very profusely, and snatched his prisoner from him, and enabled him to escape. Beech was ordered to find bail and keep the peace, and pay all costs.

NORTH MIDLAND RAILWAY.—RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

Sir,—Can I obtain a small space in your journal, to address a body of gentlemen, the Directors of the North Midland Railway, in whose official acts I am interested? It gave me pleasure to see that they are bestirring themselves to obtain a portion, a very large one as I hope it will turn out, of the Scotch traffic—and that they have established a route partly by rail and partly by coach, which makes it "easy and pleasant to travel between London and Edinburgh in 27 hours, with one night only in railway carriage."

I am not going to trouble you with my opinion on the relative merits of the east or west railway communication to Scotland, beyond this, that it *will be a considerable time before any railway is made in either direction.* In the mean time, as a correspondent of yours observes, so much nearer Scotland are the railway lines completed on the east coast, that the stream of traffic is leaving the western parts of the kingdom, and passing by the North Midland and Great North of England lines to Darlington and Newcastle.

I have no means of ascertaining the entire correctness of this statement, further indeed than that the traffic on the North Midland is very much increased, but it certainly seems to be highly probable, that the result he speaks of might be brought about to a far greater extent than has yet been the case, and that, whatever may be decided upon as to the east or west coast line of railway, *in the mean time*, that is to say *for several* years, the Scotch traffic might, by the combined efforts of all parties interested judiciously applied, be secured to the existing east coast railways, extending as they now do, in one uninterrupted link to Darlington, There should be a grand effort made to complete this line to Newcastle without loss of a day. But, in the interim, a well arranged system of coach accommodation begining at the terminus of the present lines of Northern railways, might do much. I am gratified to find that this must be the view taken by the North Midland Directors of the existing state of railway communication towards Scotland, and that, forming as their line does, such an important portion of that route which ought, in the present state of things, to obtain and secure the stream of traffic in that direction, they have addressed themselves to bring about such a desirable accession of business to their line. The public, I feel persuaded, only require due encouragement to adopt that route which is obviously the most direct and expeditious, and the parties interested in obtaining the traffic, should not be diverted from this their present object, by any discussion as to what may or may not be decided upon regarding the highly important but more distant undertakings—the east and west coast lines of railway to Scotland. Whichsoever line is fixed upon, it will require years to complete. This must be the case under the most favourable circumstances. *At present*, however, there is an uninterrupted line of railway *very far on the way* to Edinburgh, and the completion of the Great North of England would carry the east main lines of railway 60 or 70 miles further north than the west, which would put an end to all competition.

But *now*, let us secure to our lines all the business we can—"A bird in the hand is worth two in the bush."

I am happy to think the North Midland Directors are alive to the truth of this adage, and that they are preparing to profit by the disposition on the part of the public to travel between the two countries by that line of railway communication which, as *railways now exist*, affords the greatest facilities for convenience and despatch.

What may be the state of railway affairs four or five years hence, we can none of us say; but the intervening period is to be provided for, and for that space of time is the Scotch stream of traffic to take the East course or the West? It ought, if the North Midland Directors understand their duty, to fall into their line, and they must not fail to make the most of their present favourable position.

C. R.

SHEFFIELD AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

Sir,—I quite agree with your correspondent, "A Sufferer," whose letter appears in last week's *Railway Times*, that the Directors, or whoever have the management of this Railway, are proceeding in the most injudicious and unwarrantable manner, in attempting to carry on the works simultaneously on the whole length of the line. If they would be contented to make and open the portion from Manchester to Glossop *first*, there might be some chance of retrieving the concern from total failure. I make this remark in no ill-natured spirit, having every motive for wishing prosperity to the undertaking. I was first entrapped to become a *nominal*, and then compelled by law to become a *real* shareholder, to a considerable amount; and I should like to see my money not entirely thrown away, which I am sure it will be if the Company persist in their mad scheme of making the line throughout, without first trying the portion from Manchester to Glossop; for if that does not pay, we may be sure the whole line will not, and in the mean time all our money is lost instead of a part.

I perceive you have extracted from the *Liverpool Standard* some very proper remarks on a case in the Insolvent Debtors' Court, in which this Company have distinguished themselves by *opposing* the discharge of a shareholder who had been ruined by their law proceedings. Though the writer is evidently under the impression that this man was wittingly, and *bonâ fide*, a shareholder, he expresses a just indignation that he should be persecuted even beyond mere *ruin* by the Company; but what would he have said, if he had known that the poor fellow, like myself and many others, never intended to become a shareholder at all, and never supposed he was one, till the Company's *writ* made him aware of it!

I am, Sir, yours, &c.

A VICTIM.

NORTHERN AND EASTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—As a proprietor in this well-organized railway, I could not fail to notice the strong demonstration made by the constituency at this day's half-yearly meeting, against a contemplated departure from the well-understood range the Northern and Eastern was to be restricted to, in opposition to an adverse opinion entertained by a member or two in the Direction, who were strongly prejudiced against stopping at Bishop's Stortford, and so leaving to an auxiliary the extension of the line to Cambridge.

The Director who advocated most strongly this extension, by the Company disregarded entirely, the fact of *a weakened proprietary* and the *heavy drain* the calls of the current year on the purse-strings have proved; he might *possibly* have originated the notion of a surplus call in December or January to carry out a useless point during the Winter season, *at greater consequent costs.* The proprietary might at least, if any should be disposed to second the intention, have been permitted the option of volunteering such superfluous liberality.

It is ungenerous, seeing that they had in the exigence borne the heat and burden of the day as original subscribers, owing to the enormous number of shares forfeited, and which said Director would further harrass, by deluging the money market with said forfeitures, to create deficient funds, and *proportionately* diminish the nominal value of the shares extant.

It will be wise in the staff to reconsider this injudicious idea; prudent shareholders would be better satisfied with a moderate course than to see 3,000 shares forced into circulation to carry out a wild conception, to the principal of which they are totally opposed. Sir, your humble servant,

SCRUTATOR.

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LONDON AND BIRMINGHAM RAILWAY COMPANY—GENERAL MEETING.

(*Continued from page 843*).

which the proxies were obtained. (Hear, hear.) He (Mr. Hodgson), even as a Director, had at first thought that a dividend of £4 10s. could have been made, but on more minute investigation he was sensible of his error. The Directors were wholly in the hands of the proprietors.

Mr. OMEROD enquired, what was the number of Directors?

The CHAIRMAN replied 17.

Mr. OMEROD wished to know whether the Directors themselves considered *that* the best number for conducting the affairs of the London and Birmingham Railway.

The CHAIRMAN said he was scarcely prepared to speak to that point. It might occur that a gentleman presented himself of very great eligibility, if he might use the expression, but he had no hesitation in saying that he thought the principle adopted by the proprietors of limiting the number of Directors to 19 was a sound one. (Hear, hear.)

A PROPRIETOR enquired how the depreciation fund was invested.

The CHAIRMAN said it had been applied to replace capital. Had it not been so, the Directors would have had to issue so many more loan notes.

After some farther conversation,

The CHAIRMAN said, he should fail in his duty if he did not acknowledge the value of the remarks made by Mr. Mozely. He perfectly acknowledged the right, nay the duty, of proprietors to look into their affairs, and thought every deference ought to be paid to them by Boards of Management; but if proxies were to be used to force a certain course upon the Directors, they must be relieved from the responsibility. He was somewhat surprised at hearing the word "mystification" applied by his friend, Mr. Hodgson, to any part of the Company's accounts. He trusted that such a term would never be truly applicable, but if any means could be pointed out whereby they could remove the appearance of mystification, he would would pledge himself that before the next meeting such means should be adopted. (Hear, hear, hear.) They had shown the principle of the depreciation fund, and should be extremely obliged for any information as to the smallest possible improvement in carrying it into effect. (Hear, hear.) With respect to the dividend, the matter had certainly received the most anxious attention of the Board, and his friends and colleagues, Mr. Hodgson and Mr. Rathbone, had at first been in favour of a larger amount, but further examination had convinced them that it could not be accomplished with due regard to the best interests of the Company. (Hear, hear.) He trusted that Mr. Heyworth would not press his motion. (Hear, hear, hear.) Hitherto they had had united Directors and an united Proprietary, and he should be sorry if that harmony were now disturbed. (Hear, hear, hear.) The opinions upon which the proxies had been granted must have been formed before the full accounts were accessible, and he thought it scarcely just that under such circumstances these proxies should be used. (Hear, hear.) He himself was in possession of proxies which had been spontaneously forwarded from Lancashire, when it was known that an attempt was to be made to force an increase of dividend beyond that which the Directors believed to be right. (Hear, hear.) He completely exonerated Mr. Heyworth from the charge of having canvassed personally for proxies; but that a canvass had taken place was beyond question. The Lancashire gentlemen should recollect that they had received a very considerable *bonus* by the creation of new stock. (Hear, hear.) He would repeat that he certainly had not expected, and at Birmingham on the occasion of their last meeting no anticipations had been indulged in, that there would be *any* increase of dividend this half-year. He trusted the meeting would give the Directors credit for being anxious to secure a larger dividend for themselves as well as for their co-proprietors; but in fixing it at the sum recommended, they were satisfied that they were not foregoing, but only postponing its realization. (Great applause.)

Mr. HEYWORTH wished to know if the Directors were disposed to limit the depreciation fund.

THE CHAIRMAN could not answer that question without consulting his colleagues and the officers of the Company. They had too deep an interest in the dividend to wish to increase the depreciation fund unnecessarily. He did not think that the present per centage was too large.

[Mr. Heyworth was pressed by several proprietors to withdraw his motion, and he thereupon consulted with some of his Liverpool friends who were around him.]

Mr. MOZLEY was quite satisfied that the altered facts of the case as now explained would have led the proxies to concur in the Directors' recommendation. The honourable gentleman then strongly pressed upon Mr. Heyworth the propriety of consulting his own excellent judgment.

Mr. HEYWORTH said, he had no desire to embarrass the Direction, and as the dividend was so near what he and his friends desired, and no great principle was compromised, he would take upon himself the respensibility of withdrawing the motion.

[Loud cheers followed this announcement.]

Capt. PORTER begged to call the attention of the meeting to the schools recently erected at the Company's central station, at Wolverton. These schools were intended for the reception of 100 boys and 100 girls, but at present contained only 75 children, the whole of whom were supplied with books, &c., by the private munificence of the Directors. A fund was open for that purpose, and he hoped the proprietors would individually contribute liberally towards it. The care shown by the Directors for the comfort of the humblest of their servants, was most praiseworthy, and entitled them to the best thanks of the proprietors. (Hear, hear.) With the able assistance of the worthy Secretary, a Friendly Society had been established, which was carried on by a committee of the men themselves, under the patronage and guidance of the Chairman of the Company, and two of his colleagues. From this society the men received relief in cases of accident, and when he mentioned that out of 410 such cases, only 6 deaths had taken place, and that the whole sum expended was only 700*l*., or about 2*l*. per man, he thought it afforded clear evidence of the sobriety and good health of the men; for it was well known that wounds to which these men were particularly exposed, were difficult if not impossible of cure, when the sufferer's constitution had been previously impaired by dissipation and intemperance. (Hear, hear.) The smallest donation in aid of so excellent an object, would be thankfully received by Mr. Saville, at the Euston Station. The servants of the Company were greatly indebted to the Directors for the care they had extended towards them. In infancy they were admitted to school, in youth they would, if properly conducted, in all probability, receive employment, and in old age or sickness they would find support, if this fund were aided, as he hoped it would be, by the enlightened liberality of the proprietors. (Hear, hear, hear.)

The CHAIRMAN expressed his thanks, and those of his colleagues, to the gallant officer who had spoken so flatteringly of their exertions to promote the welfare of the Company's servants. In thus exerting themselves, the Directors considered they were only performing their common duties to the proprietors; for with the boon offered to the men, the interests of the undertaking were indissolubly bound up. The Company were now reaping the reward of their attention to the comfort of their servants, for notwithstanding the opening of so many new lines, and the competition which existed among the Companies to secure experienced men, this Company had contrived to retain almost all their efficient servants. (Hear, hear.) The schools, he begged to say, were scarcely yet open, and as to the Society, its establishment had proved a direct benefit to the Company, in relieving to a great extent the sick fund. (Hear, hear.)

Mr. HEYWORTH spoke at some length in favour of private liberality, as preferable to votes of money by Companies, and expressed a hope that henceforth in no railway Company would any grant be made for the building of schools or churches, or for any other object not strictly within the terms of their several Acts.

Capt. PORTER moved a vote of thanks to the Chairman and Directors, which was carried by acclamation.

The CHAIRMAN made an appropriate reply, expressing his acknowledgments for this continued mark of kindness and confidence.

The meeting then separated.

It was understood that the dividend would be payable at the expiration of ten days.

BIRMINGHAM AND DERBY JUNCTION RAILWAY COMPANY—GENERAL MEETING.

THE General Meeting of this Company took place on Tuesday last, at the Waterloo Rooms, Birmingham, for the election of Directors and other purposes, when the Report of the Directors for the last half year was read, and a statement of the accounts was laid before the meeting; but in consequence of the non-attendance of a sufficient number of proprietors to constitute a meeting for the purpose of electing Directors, an adjournment took place, as required by the Act of Incorporation, to Thursday, the 26th instant, at the same place.

On reading the Report, the CHAIRMAN of the Directors stated that, although they were of opinion that the results of the last half year were satisfactory as regarded the permanent prospects of the undertaking, and the receipts were greater than those of the corresponding half of last year, yet, as they were somewhat less than the receipts of the last half of that year, and the expenses were somewhat greater, and as the shareholders might feel disappointed on that account, the Directors proposed that the shareholders should appoint a committee from among themselves to investigate the state of the undertaking, and report to the adjournment of that meeting thereon. The Chairman stated also that the Directors were further induced to make this suggestion by the circumstance of a discrepancy between the amounts stated in the weekly returns of traffic which had appeared in some of the public papers, and the amount of the half year's receipts in the statement of accounts laid before the meeting, arising from an error in the office from which the returns were made out, by which the weekly amounts of traffic had been estimated, and that although this mistake did not in any way involve the accuracy of the books of the Company, nor affect the actual receipts, or the real state of the concern as shown upon the official half yearly statement of accounts laid before the meeting, yet the Directors had thought it right to call the attention of the meeting to the subject, and were anxious that the proprietors should, by an investigation of their own, be satisfied that it was merely an accidental circumstance.

After a conversation of some length, most of the proprietors present (including the largest of the shareholders) expressed themselves satisfied with the explanations then given as to the nature of the mistake alluded to, and did not require any further investigation; but the Directors continuing to press the adoption of their suggestion, for their own satisfaction, it was finally acted upon by the meeting, and five of the principal proprietors—Messrs. Crawshay, Routh, and Bordier, of London; Josiah Lewis, of Derby; and John Yate Lee, of Stivichall; all of whom except Mr. Bordier were present—were named by the meeting for the purpose.

The consideration of the appointment of Directors, and of the appropriation of the balance in hand to the purposes of a dividend, was then adjourned to Thursday, the 26th instant, at 12 o'clock, at the same place.—*Midland Counties Herald.*

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NORTHERN AND EASTERN RAILWAY COMPANY—GENERAL MEETING.

The Half-yearly General Meeting of the Proprietors of the Northern and Eastern Railway Company took place on Thursday, at the London Tavern, Bishopsgate-street; William Crawshay, Esq., in the chair.

The Chairman said, the first business before the Meeting would be to hear the Report, which he would now read. He then proceeded to read the following Report:—

REPORT.

Your Directors have the pleasure to advert to the further opening of the Northern and Eastern Railway to the Harlow road, being seven miles beyond the late terminus at Broxbourne, and although but a few days have elapsed since this extension has been available for public use, the traffic is already highly encouraging and cannot fail to confirm the confidence always expressed by your Directors that, as the Northern and Eastern Railway progresses towards its ultimate destination, its prospects will continue to brighten and the hopes of its proprietors be realised in proportion to the extent of their enterprise being completed.

There are now open and in use 22½ miles of railway, with sufficient means for the conveyance and accommodation of its passenger traffic, and it is confidently expected that in October next a further opening to Spelbrook will have been effected, and at this point though only two miles from the towns of Hockerill and Bishop's Stortford, the works must on account of the limited finances at the disposal of your Directors, be supsended until the spring, unless the confidence inspired by the increasing prosperity of that part of the railway already opened, will induce the proprietors to make some effort in aid of those which your Directors have made, for the furtherance and immediate progress of the works to the extent of the present Parliamentary limit, namely to Hockerill; and when it is borne in mind that such heavy responsibility has been incurred by the greater portion of your Directors, they trust that the appeal which they now make to you to aid them in putting the finishing stroke to the exertions under your present Parliamentary powers, will not be made in vain; and that there will be voted by the shareholders at this meeting assembled one further call in the present year, or very early in the next, beyond those which your Directors are warranted by the letter of the Act of Parliament in demanding from you; and this one additional call, if conceded and paid, will enable your Directors to make such engagements for the final completion of the present extent of the Northern and Eastern Railway, as will ensure it the enjoyment of the increasing traffic of the first spring months of the coming year of 1842.

In the last Report made to the shareholders, it was held out that the opening to the Harlow road would have taken place in last month, and though the exact letter of this hope has not been realised, owing to circumstances which your Directors can only regret, they are happy that under such disappointment as they experienced from their original contractors for this portion of the line, they have been enabled to redeem within a very few days the hope which they expressed.

The progress of the works beyond the Harlow road is so satisfactory, that little doubt remains as to the completion to Spelbrook being effected early in the month of October next, and as the land is paid for, and the contracts for the works are made up to that point, the actual cost of the railway and material of all kinds for its use and occupation is so far satisfactorily ascertained that no doubt can reasonably exist, that the Northern and Eastern Railway will be completed, as far as the present Acts of Parliament warrant its progress, for the cost before named of not exceeding 22,000*l.* per mile in the whole.

The gross traffic which has been enjoyed during the half year last past, has for the 26 weeks ending on the 27th June, amounted to 14,036*l.* or an average of 539*l.* 17*s.* per week, and this under circumstances of peculiarly disadvantageous occurrence, and other disadvantages against the repetition of which provision has been made, leaving nevertheless, as will be perceived by reference to the accounts, a balance in favour of the traffic account of 4,410*l.* 18*s.* 9*d.* and since that period the six weeks which have passed up to the week before the opening to Harlow, have shown a considerably increased average, amounting to 866*l.* per week, and there is every reason to hope that the increase after the opening to Harlow will be in proportion to the usual extensions of railways and highly gratifying to the proprietors.

The calling the attention of a proprietary of a railway to the traffic of a few days, or weeks, may lead to the entertainment of hopes which may not be realised, but on the contrary it is just that such party be possessed of the earliest information which can be had of any matter however trivial relating to their property; and with this view your Directors add, that the three days' receipts in this week since the opening to Harlow, exhibit an increase over the three corresponding days of the preceding week, of 114*l.*, or 266*l.* per week without the accession of one single coach at this point, which however, are expected to commence running to this station on Monday next.

Your Directors in calling your attention to the balance in favour of the traffic account, will be guided by your own decision in its disposal, and in your hands they now leave it.

The total payments of the Company, as will be perceived up to the present period, are 468,359*l.* 9*s.*, less 2,293*l.* 13*s.* 7*d.* in the bankers' hands, and the number of miles of railway completed and furnished, 22½ miles.

There is another point which your Directors as a body, leave also to your own decision and judgment; but they recommend now that the prospects of the railway are developing, and that the exertions of the gentlemen who so wholly devote themselves to its charge, are called upon so largely, that a sum of 600*l.* per annum be set aside as a complimentary consideration for their services, and as the conduct of the traffic and the working of the railway is a point whereon the best judgment of your Directors should be exercised and tendered to you, they beg leave to state, that after the last twelve months' experience, they are led to believe that the best interests of the railway and its proprietors have been studied by the appointment of three gentlemen of the general body of directors as a permanent and active committee attending constantly to the affairs of the Company, as though they were a private concern; and to this Committee do your Directors resign the complimentary acknowledgment of their services, and which has been recommended for your sanction; and it is proposed that you should authorize it to take date from the commencement of the half year now before your notice, and ending June 30th past.

Your Directors are not aware of any point of importance in regard to the present railway, which has not been noticed; but it is of the utmost importance to this Company to keep in view, and to move at the earliest possible period for powers for the extension of the line from Hertford to Cambridge, with the view of obtaining over their line the traffic of the Northern and Eastern part of the country generally, and they earnestly recommend to this meeting the adoption of such measures as will warrant the Directors in applying to Parliament at the earliest possible period; and it may not be irrelevant here to state, that although not any further communication of a decisive character has taken place as to the communication with the county of Norfolk, your Directors are alive to that subject, and will be prepared to avail themselves of every means which may be presented of advancing the interests of their shareholders in the Northern and Eastern Railway; and they conclude this Report with their repeated assurance of their desire to make every shareholder as fully acquainted with the present state and future prospects of the property entrusted to their care, as they themselves are; and with this object in view, they court every inquiry which their shareholders may be pleased to make, and tender all such information as they possess of the present state of their affairs, and the probable future prospects of the Northern and Eastern Railway, both of which they trust will be found to be more gratifying to those interested therein, in proportion to the investigation made.

Captain Ford moved that the Report now read be adopted, and printed and circulated amongst the shareholders.

Mr. Mercer seconded the motion.

Mr. Parker wished to know what was intended to be done about going to Ware, as he heard nothing about it in the Report.

The Chairman said that they had not the means in hand to go to Ware and Cambridge at one and the same time.

Mr. Shuter said he believed that it would put the shareholders to an additional expense to go to Ware and Hertford.

Mr. Roskell (a Director) said that was not the case; they had the Act, but they could not call the money up to go on with the line to Ware and Cambridge at one and the same time.

The Report was put, and adopted.

The Chairman said it was in the hands of the meeting to decide if they should go on to Cambridge or not: at present their powers under the Act of Parliament only extended to Bishop's Stortford.

Mr. Maynard (Solicitor to the Company) believed it would be to the interest of the Company to get to Cambridge as soon as they could.

Mr. Shuter said the cost already of the line had been to Bishop's Stortford no less than 600,000*l.*, and he thought it quite time enough for them to think of going further when their traffic receipts amounted to something like 1,500*l.* per week.

The Chairman would put it to the Proprietors what condition they would be in if they allowed the Eastern Counties' or any other Company to get on before them. The result would be that they would entirely lose the Norfolk circuit.

Mr. R. Wedgwood said the Directors appeared to be adopting a course which could have no other end than to feed the lawyers. It was first of all intended that the line should have gone on to Cambridge, and an act at the expense of 2,000*l.* was obtained for that purpose. Subsequently it was decided that it should stop at Bishop's Stortford, and now again they were to go on, and another Act was to be procured to enable them to go to Cambridge. He believed it was asserted on all hands, that for the line to stop at Stortford would be more profitable than if they went on to Cambridge, and therefore he saw no necessity for expending the money of the proprietors in further law expenses.

The Chairman—The original line to Cambridge was so bad we could not carry it out.

Mr. J. Bagshaw (a Director) said, this was a matter which required some explanation. It was true that an Act of Parliament was obtained, not merely for the purpose of going to Cambridge, but also for going on to York and to Yarmouth—but the funds of the Company were stopped, and the fact of others having taken upon themselves a rival line, made them stop short at Cambridge. Some persons for one cause and some for another, did not pay up the calls upon their shares, which became forfeited, and in such a state of things, they found themselves unable to go further than Bishop's Stortford. Since that period however prospects had greatly brightened, and the delay had resulted in their finding out a far better line for going on to Cambridge, than that originally contemplated. If therefore the Company were to expend an additional 1,500*l.* in going to Parliament for a new act, the line now selected would soon pay them ten times that amount. In his opinion, good had sprung out of evil, and the proprietors of the Northern and Eastern Railway were now with 7,200 shares of 100*l.* each, enabled to see their way clear, and by the re-issuing of the forfeited shares, they would be enabled to make their way on to Cambridge. The Chairman had told the Shareholders that the question was entirely in their own hands, as to whether they should go on or stop. He had no doubt that even if they were to stop at Bishop's Stortford, the railway would be a good paying concern, but he for one was anxious that they should secure the advantage of going further northward and eastward, as he was conceived it would pay still better.

Mr. Shuter inquired what the cost would be per mile between Bishop's Stortford and Cambridge.

Mr. Bidder (Engineer)—About 20,000*l.* per mile, or 500,000*l.* the whole distance.

Mr. Wedgwood said, even the last Report asserted that it would be more profitable to stop at Bishop's Stortford than to go on to Cambridge.

Mr. Kennard (a Director)—So it was under the old plan, but now we have ascertained that it will cost much less to go by the new line.

Mr. Masterman said, the former estimate was 700,000*l.* and now it was 200,000*l.* less.

The Solicitor to the Company said, to obtain a renewal of the Act to go from Bishop's Stortford to Cambridge, would not, in his opinion, cost more than 300*l.*

The Chairman denied the assertion of Mr. Wedgwood, that the last half-year's Report expres-

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ed that there would be more profit in stopping at Stortford than in going on to Cambridge, and read the Report in support of his statement. He hoped that law expenses incurred by previous Boards of Directors would not be heaped as a blameable offence upon the present. He would ask Mr. Wedgwood if he saw another rival Company come in and cut off the very traffic they anticipated upon their line, whether it would not be a great mortification to him. He would ask were they quietly to allow another Company to take their traffic along the Eastern Counties' Railway to points where they themselves ought to go. He did not mean to say, that they were at once to carry out the line, but at least they ought to make some demonstration.

Mr. MARTIN presumed that they must have a new Act altogether to go to Cambridge, as the old one had completely expired.

The CHAIRMAN said, the shareholders abandoned the shares themselves under the old Act, as they had no confidence in that line, and therefore, a new Act was indispensible.

Mr. SHUTER had good faith in the line paying well to Bishop's Stortford, and he did not see the necessity of going further with it until the returns were much greater than at present.

The SOLICITOR said, that there need be no fear about going on precipitately, inasmuch as the draft of the Bill must be laid before a special grand meeting of the proprietors, and be agreed to by them before it could go into the House of Commons.

Mr. SMALE said, he agreed with the Chairman that if there was likely to be a rival line, it was proper some demonstration be made, and he thought that might be effected by giving the necessary notices.

The CHAIRMAN observed, that in another part of the Report there was a reference to the balance on the traffic account of 4,110*l.* 18s. 9d., leaving it in the hands of the shareholders to deal with it as they thought proper.

Mr. MERCER said, he would move that it be added to the general account. Whilst the Company were in debt, he thought it highly improper that they should declare a dividend. He believed there was a rent of upwards of 2,500*l.* due for the last half year to the Eastern Counties' Railway for the use of their line, and when they got to Bishop Stortford, they must remember, it would be increased to 7,000*l.* per annum. He thought that to declare a dividend under such circumstances, would be a species of puffing which the Company did not want.

Mr. MAUBERT seconded the motion. He thought the debts of the Company, and the interest on the bonds, ought to be paid before they declared any dividend.

The CHAIRMAN could view this balance in no other light than profit, and he thought every shareholder had a right to claim it as such. If it went forth to the world that a body of proprietors should say, don't pay us a dividend upon our shares, it would look as if they could not pay. It might be out of order for him, as Chairman, to go thus far, but he claimed his right to give an opinion as a proprietor.

Mr. MARTIN said, he would move that the balance be divided.

Several shareholders seconded the amendment.

The CHAIRMAN said, it had been suggested by some of his brother Directors, that they should declare a dividend of 15s. per share, which would leave about 1,200*l.* in hand.

The question was put, and the amendment carried by a large majority.

It was then agreed that the day appointed for the receipt of the dividend should be the 1st day of September next.

Mr. MAUBERT said, he would now move, "that the Directors be authorised to take such steps as they may deem expedient to obtain the necessary Acts of Parliament, to enable them to continue the line to Cambridge." If the application to Parliament was put off for another year, there might be different regulations with regard to railways than at present existed, and they might not so easily obtain their Bill.

Mr. MERCER seconded the motion. He believed they would have much less difficulty in securing the line this year than if they were to put it off to the Session of 1842.

The CHAIRMAN thought it was most desirable that the Company should obtain the ground even if they sold it afterwards to another Company. So confident was he of the propriety of their doing so, that if the shareholders refused, he would be one of any six to go on and do so themselves.

The motion having been put and carried,

Some bye-laws suggested by the Board of Trade for the management of the Railway were read by the Secretary and agreed to by the meeting.

J. Bagshaw, Esq., R. W. Kennard, Esq., and W. Routh, Esq. the Directors who went out by rotation, were then unanimously re-elected as was also Capt. Dolphin in the room of Robert Crawshay, Esq., resigned.

Mr. JOHN WILLIAMS wished the attention of the shareholders to be called to a letter he had sent the Directors, asking for them to grant him their indulgence till the end of the year, to take up and pay the calls on the entire of his shares, together with 5 per cent. interest thereon. He should then be enabled to do so, as he was about to come into the possession of a large amount of money.

Mr. LAWRENCE said he would move that the indulgence be granted, which having been seconded,

The CHAIRMAN said he disclaimed the power of the meeting to do that which Mr. WILLIAMS asked. He had embarked in more shares than his means would allow him to take up and pay the calls upon, and if they allowed him the indulgence asked, every one of the persons whose shares were forfeited, would have a right to demand the same. All he had paid on 562 shares was 2,772*l.*, namely 3*l.* per share on 200 shares which was 600*l.*, and 6*l.* per share on 36 shares, 2,172*l.* He thought it was a deep injury to the other Shareholders that Mr. Williams should be allowed at any distant period, to take up 562 shares at par, with a set off also of 2,772*l.* upon shares, which were absolutely forfeited.

Mr. WILLIAMS said it was well known that he was a dealer in railway shares to a very large extent, and other things which were straight forward, honest, and useful, and thus he had sacrificed his capital. Amongst other speculations, the Northern and Eastern Railway Company had had from 14,000*l.* to 15,000*l* of his money to keep the concern afloat. He had done so upon the faith of Mr. Rowcroft the then Secretary, who was the organ of the Directors, that no more new shares should be issued, but which faith had not been kept. He had said to him "oh! the Company will take care of you."

Mr. BAGSHAW said, as one of the old Board of Directors, he must reply to the remarks of Mr. Williams tending to show that the Directors of the Company had broken faith with him. He had taken the private advice of an officer of the Board as the act and deed of the Directors themselves. It was true he heard the name of Mr. Williams spoken of very highly in the share-market, and the advantage that was likely to accrue from his taking up the cause of the Northern and Eastern Company; but he denied that the Directors pledged the Company to anything. It was true that the Secretary bore the authority of the Company in a measure, and under that circumstance he was willing to afford Mr. Williams every latitude that could be reasonably given to him; but he must deny that the Directors had broken faith with him.

Mr. WILLIAMS—I hold in my hand a receipt for 1333 Scrip shares, signed by Mr. Rowcroft, which I took upon the terms I have stated.

The CHAIRMAN—Were you then in a situation to make good the amount of such a large number of shares?

Mr. WILLIAMS—Yes, I was. I was then worth 100,000*l.*

The CHAIRMAN—And I believe you were also a large Proprietor in the Croydon Railway?

Mr. WILLIAMS—Yes; and I defy any one to say that I acted otherwise than in an upright and honourable manner. I maintain that, through Mr. Rowcroft, this Company has had upwards of 14,000*l.* of my money.

The CHAIRMAN said he must deny that; all the Company had had was 2,772*l.*

Mr. LAWRENCE thought that, from the indefatigable exertions and zeal of Mr. Williams in the cause of the undertaking, he was entitled to the kindness of the shareholders.

Mr. ROSKELL said, it was in reality a question of whether Mr. Williams should have 562 shares, deducting the 2,772*l.* or not; and he thought it was quite premature to agitate it until Mr. Williams was prepared to take them up.

The CHAIRMAN said, indulgences of a similar description had been granted twice before to Mr. Williams. The first was on the 2nd April, 1840, and the second in February, 1841.

Mr. LAWRENCE thought the Company could not do much harm in allowing the indulgence till the end of the present year.

The CHAIRMAN—If carried, I see no reason why all the other persons whose shares were forfeited, should not claim the same indulgence.

Mr. KINNARD said, as an old Director he must deny any participation of the Board in the arrangements made between Mr. Williams and Mr. Rowcroft.

Mr. MASTERMAN said, as Mr. Williams had been misled by an officer then in power, he thought he was fully entitled to be protected.

The motion was about being put, when

Mr. SHUTER said he should move as an amendment that the indulgence be not granted. He thought it unfair to the shareholders who paid up their calls if the motion should be carried. When he came into the concern he was under the impression that he should share its profits with about 4,200 shares, but it had now come to 7,200 shares, and this claim of Mr. Williams would tend to increase the number of shares, and decrease the respective profits on each.

Mr. WILLIAMS said, the Company would not now have been in existence but for his exertions, and the money he had advanced.

The amendment having been seconded by Mr. Collier,

Mr. MARTIN contended that no disadvantage could accrue to the Company by allowing Mr. Williams to take the shares at par. Indeed they ought to be glad to do it.

The question was here put, and the original proposition, granting the indulgence to Mr. Williams, carried.

Mr. WILLIAMS thanked the meeting for their kindness, and said, if not enabled to take up and pay his calls on the whole of the 562 shares he would not apply to them again. (Hear, hear.)

Mr. Maubert then moved, and Mr. Wedgwood seconded, a vote of thanks to the Chairman and the Board of Directors, which having been carried and duly acknowledged, the meeting separated.

BIRMINGHAM AND GLOUCESTER RAILWAY.—The *Cheltenham Journal* says, it is rumoured that this Railway is about to be transferred to the London and Birmingham Railway Company, who will engage to take passengers from Cheltenham to London at lower rates than those demanded by the Great Western Company from Cirencester. "The *Cheltenham Chronicle* affirms that in consequence of the high scale of charges on the Great Western Railway, the London and Birmingham Directors are likely to contract with the Directors of the Birminham and Gloucester Railway, for the purpose of conveying passengers to and from London to Cheltenham."—This seems most likely to be the correct version.

RAILWAY TRAVELLING.—A professional gentleman left Banwell on Saturday morning, after breakfast, passed by St. Paul's, in London, whilst the clock was striking twelve, dined and transacted business of importance in town, and returned in time to the Banwell station to reach home by the omnibus at tea-time!—*Bath Journal.*

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YORK AND NORTH MIDLAND RAILWAY COMPANY—GENERAL MEETING.

THE following is the Report submitted and approved of at the General Meeting held on Tuesday last. We must postpone a notice of the proceedings till next week.

REPORT OF THE DIRECTORS.

The Directors have the satisfaction to report that the gross receipts for passengers and merchandize traffic on the York and North Midland Railway during the first six months of the present year, amount to the sum of 31,656*l.* 10s. 6d. During the same period, the amount paid on account of the expenses of working and maintaining the line is, 12,014*l.* 12s. 6d.; and for the interest of debentures and notes 3,682*l.* 10s. 8d. leaving a balance of 15,959*l.* 7s. 4d. to the credit of the Company. The Directors recommend that a dividend be declared of 2*l.* 5s. per share, to be payable on and after the 20th instant; and that interest be paid after the same rate on the capital advanced in respect of the newly created half-shares. This will leave a surplus fund of 2,409*l.* 12s. 4d. to the credit of the traffic account to meet depreciation of stock.

It will be observed that the disbursements during the last half-year, on account of working the line, show a higher rate of per centage upon the amount of receipts than on former occasions; but the Directors believe that in this department the future expenditure will not materially exceed its present amount; for the proprietors need scarcely be reminded that the cost of working a line of railway does not vary in the same proportion, as the quantity of traffic may increase or diminish. That the traffic on the York and North Midland Railway has not yet reached its maximum, does not admit of a doubt; and consequently the proprietors may with great confidence anticipate a proportionate advance of future dividends.

The following detailed statements of the traffic during the half-year cannot fail to be interesting to the proprietors, as shewing the extent to which the various sources of profit have been developed by the opening of other lines since the last Report:—

	No.
Passengers—First Class	36,900
,, Second Class	51,925
,, Third Class	72,078
Total	160,903
Carriages	231
Horses	807
Cattle	1,773
Sheep	37,628
Pigs	2,084
Calves	944
	Tons.
Coal	16,530
Lime	2,337
Wool, rags, &c.	454
Fish	571
Grain	1,599
Iron, wood, and stone	899
Game, poultry, butter, and eggs	202
General merchandise	16,676
Total	39,268

With reference to the Leeds and Selby Railway, of which the York and North Midland Company are now the lessees, it affords the Directors peculiar pleasure to be able to report, that since the 9th of November last, when they entered into possession of that line, the receipts for traffic have fully equalled their expectations. After paying the rent and all expenses of working and management up to the 30th of June last, a surplus of 155*l.* 17s. 9d. remains to the credit of the Company on that account. When it is considered that the benefit of the Manchester traffic has been enjoyed only during the last three months, it is obvious that a very considerable profit will henceforward be realised by this undertaking, in addition to the important collateral advantages which it has secured to the lessees, as proprietors of the York and North Midland line.

The Directors subjoin the usual account of receipts and payments to the 30th of June last.

(Signed) GEORGE HUDSON, Chairman.

A General Statement of the Revenue Account from the 1st of January to the 30th of June, 1841.

INCOME.

	£	s.	d.
Balance as per last account, 14,255*l.* 5s., less dividend 11,725	2530	5	0
Passengers (160,903) parcels and mails	23289	3	1
Merchandise	8275	8	5
Rent of cottages	17	12	0
Hay	45	1	0
Interest allowed	29	6	0
Total	£34,186	15	6

EXPENDITURE.

				£	s.	d.
Policemen and porters' wages				1028	16	0
Wages to enginemen	1,406	12	6			
Cleaning and repairing engines	848	1	0			
Repairing carriages	138	12	8			
Wages for attending switches on the line	137	14	2			
				2531	0	4
Salaries of Resident Engineer and clerks in the coaching department				680	5	10
Salaries to clerks and porters in the merchandise department				306	2	1
Expenses for conveying passengers by omnibus to and from Bolton and Tadcaster, &c., oil, tallow, cleaning, waste, &c., coaching department				413	11	0
Expenses of engineering department for oil, tallow, cleaning, waste, and iron work				511	4	1
Mileage duty to Government				835	3	6
Coke				2375	18	0
Coals				39	11	6
Goods damaged				101	0	0
Taxes				769	11	11
Gas				166	11	6
Water				76	3	0
Clothing for policemen, guards, and porters				89	12	6
Advertising, printing, and stationery				354	1	0
Compensation for accidents				488	10	6
Direction				250	0	0
Maintenance of way				997	9	8
				12,014	12	6
Interest on debentures and notes				3682	10	8
				15,697	3	2
Balance				18,489	12	4
Total				£34,186	15	6

A General Statement of Receipts and Payments from the 11th of December, 1835, *to the 30th June*, 1841.

RECEIPTS.

	To the 30th Dec. £. s. d.	Since. £. s. d.	Total to June 30. £. s. d.
Certificates	39 16 10		39 16 10
Transfer fees	115 15 10	23 15 0	139 10 10
Interest	1887 6 9		1887 6 9
Forfeited shares	215 0 0		215 0 0
Unregistered scrip	176 0 0		176 0 0
Great North of England Railway Company	2636 17 3	2798 19 5	5435 16 8
Bricks	124 3 0	5 14 0	129 17 0
Debenture bonds	111500 0 0		111500 0 0
Promissory notes	31400 0 0	16500 0 0	47900 0 0
Cash received for calls	329337 7 0	69911 13 0	399249 0 0
			£566672 8 1

PAYMENTS.

	To the 30th Dec. £. s. d.	Since. £. s. d.	Total to June 30 £. s. d.
ontracts for works, labourers' wages, &c.	248922 5 0	12607 10 11	261529 15 11
Engineering and surveying from the commencement of the undertaking to the completion of the works	10556 19 2	202 5 0	10759 4 2
Law charges, including Parliamentary expenses, costs of witnesses, and the bills of solicitors for the several landholders on the line	12948 17 8	1923 6 1	14872 3 9
Direction	1874 0 0		1874 0 0
York and Leeds Railway	384 6 3		384 6 3
Advertising, printing, stationery, &c.	1426 18 5	85 5 6	1512 3 11
General expenses	4726 3 6	467 16 8	5194 0 2
Wharfage, rent of land, &c.	86 3 0	39 1 0	125 4 0
Land	48482 6 7	534 15 4	49017 1 11
Compensation	15000 0 0		15000 0 0
Old building materials	1105 4 0		1105 4 0
Copmanthorpe enclosure	211 10 6		211 10 6
Salaries to clerks	1618 3 6	135 16 8	1754 0 2
Tenant rights	1759 5 6	7 12 0	1766 17 6
Stone blocks	1259 0 0		1259 0 0
Anti-Dry Rot Company	1625 6 11	51 14 3	1677 1 2
Iron rails, chairs, pins, turntables, &c.	87943 4 11	10476 16 6	98420 1 5
Engines and tenders, carriages, waggons, &c.	28509 2 5	12040 12 0	40549 14 5
Cothing for policemen and porters	172 17 6		172 17 6
Carriage covers	161 4 0	279 5 0	440 9 0
Timber, wood sleepers, &c.	26513 2 0	884 3 6	27397 5 6
Insurance	120 10 0	21 11 6	142 1 6
Freight and carriages	3919 16 5	294 14 7	4214 11 0
Redemption of land tax	922 15 4		922 15 4
Coke	441 3 11		443 3 11
Police at Methley	129 7 2		129 7 2
York and Scarborough Railway	234 10 0	369 2 0	603 12 0
Interest on debentures	5254 16 9		5254 16 9
Railway Committee		30 0 0	30 0 0
Interest		363 2 4	363 2 4
Bricks		12 2 0	12 2 0
Balance in hands of the bankers			19536 14 10
Total			£566,672 8 1

August 6th, 1841, audited by us—JOHN HOTHAM,
GEORGE DODSWORTH,
JAMES RICHARDSON, Jun.

LEEDS AND SELBY RAILWAY.

Statement of Income and Expenditure from Nov. 9, 1840, to June 30, 1841.

INCOME.

1841.	£	s.	d.
June 30—Rent of spare land	8	12	6
Ditto of Hull Company for water	38	17	3

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Carriage of passengers	3966	6	8
Ditto..... goods	7026	5	2
Ditto..... coal	1981	12	1
Ditto..... lime	1091	16	5
Stauth dues on coal and lime, deducting labour paid	141	12	5
Discount from West, Pearson, and Co.	0	17	2
Total	£14,255	19	8
July 1—Balance brought down	£155	17	9

EXPENDITURE.

1841.	£	s.	d.
June 30—Rent from 9th November, 1840, to the 1st July, 1841, 7 months 22 days, at 17,000*l.* per annum.	10961	15	0
Bankers' interest and commission	81	9	0
Maintenance of way	832	18	2
Office establishment	175	2	2
Merchandise expenses	844	14	10
Coach disbursements	146	15	8
Rates and taxes	261	17	5
Duty on passengers	178	9	8
Police and stationmen	200	3	1
Compensation	29	5	10
Stationery	41	13	0
Leeds depot	11	9	7
Selby depot	14	8	7
Direction	250	0	0
Balance carried down	155	17	9
Total	£14,255	19	8

RAILWAYS IN GERMANY.

LETTER IV.

To the Editor of the Railway Times.

SIR,—Your insertion of my former letters on the above subject, and the influence they thereby exercised in Germany and [illegible], induce me to address you again at the present time. In my last notice of the Altona and Kiel Railway, I bade good night to the ill-digested scheme; the effect of what I stated in my letter of January the 27th, has been, according to what is said in Altona, "to prevent English capitalists from speculating in the undertaking." This I was glad to hear, for I am sure that what is not well supported at home, cannot be worth attention from abroad. The position of the Company is this;—less than 4000 shares out of 18,500, have been disposed of to private capitalists, and an attempt has been made to induce the corporation of Altona to take 4000 shares, and that of Kiel 2000, on a mortgage of part of their estates; but the king has refused permission to the former to dispose of its property in this manner, as it would be illegal; he has however allowed the latter to do so. Therefore, though it is said that 10,000 shares are taken, the fact is only 6000 are subscribed for; and this includes 200 shares which have been subscribed for out of a fund which exists solely for the relief of the poor; thus the railway is already numbered amongst the objects deserving of support from a poor-rate. I hear now that the two committees are about to send over a commission to England to try and induce our ironmasters and locomotive engine builders to invest capital in their undertaking. Let them be on their guard. Hamburg and Lubec still refuse support to it, as they would be quite shut out from any advantages from it. An excellent road has been recently opened between these two towns, and a great improvement in travelling has taken place, by the establishment of a good coach which makes the journey with regularity and dispatch. In point of charges, this road would successfully compete with an Altona and Kiel Railway.

Now a word on the Hamburgh and Berlin Railway. The self-appointed committee have succeeded, I believe, in collecting between 4000*l.* and 5000*l.*, and have consequently sent forth a large body of engineers to examine the country. These are not making a detailed survey, but are merely taking "flying levels," or a primary examination. They say already, that the country for the first 20 miles from Hamburg is very unfavourable, and that it will hardly be possible to pass it without gradients of 1 in 200, and quite impossible to do so with anything flatter than 1 in 300. Now it is evident to any one who has traversed the great sand plain, which extends from the base of the Saxon and Silesian hills, northwards, and which once formed the bed of a vast sea, of which the prevent Baltic is the only rapidly disappearing remains, that the entire country is eminently favourable for the construction of railways, and though gradients of 1 in 300 or even of 1 in 200 are certainly, as is said, "very practical," yet no one will assert that they are favourable for the full developement of locomotive power. That the strictest economy must be used, not only in the original construction of this railway, but also in the whole establishment and appliances, is quite certain; for the number of travellers of all sorts on the present most excellent road is but small, and though it would as usual be immensely increased, yet the proprietors may be assured that no probable extent of that increase will justify them in permitting the least extravagance. If, therefore, light works may be obtained with very easy gradients, they are bound to take care that the smallest possible consumption of locomotive power has been provided for, before they sanction any particular line, and that this may be done to a much greater extent than is asserted by these Berlin engineers, I have no hesitation in affirming. The Duke of Mecklenburg has given up his notion of having the railway carried by Schwerin, but insists positively that it shall be taken by Hagenow and Grabow. This is a considerable circuit, though not so great as in the former case. I have reason to believe, however, that the Hamburghers will refuse their support to any but the directest and cheapest line.

My impression is, that if the shortest and best line from Hamburg to Berlin were made, it would pay fair dividends; but I feel confident, that any departure from it would ruin the undertaking as a profitable speculation.

Before closing I must again caution capitalists against trusting themselves in the hands of this Berlin Committee. Though it is so much the interest of this Committee to procure hearty support from Hamburg, yet they are so very tenacious of any managerial interference, that they have hitherto refused the Hamburgers any advantages in this respect; and the latter have consequently declined to assist them to any extent. If this is their behaviour towards those whose interests are so closely united with their own, what would it be towards foreigners—and especially Englishmen, towards whom they entertain peculiar jealousy, for the good reason that they constantly feel their own inferiority whenever they come in contact with English talent? More will probably transpire in the course of the autumn, and if so I will report progress to you.

I remain, Sir, your obedient servant,

W. N.

London, August 7th, 1841.

LONDON AND SOUTH-WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Having already made a calculation as to what the approaching dividend will be, I fully agree with the opinion expressed by "An Original Shareholder," in your last week's paper, that there is no reason why it should not amount to 30*s.* a share, and leave a balance of upwards of 2,000*l.* to be carried to the next account. And having also watched the progress of other railways as well as this, and looking to the numerous advantages so well pointed out by an "Original Shareholder," which this line has over many others, I cannot but feel with him the greatest surprise, that the shares in this undertaking should be so far below even their immediate value, leaving out of view all its future prospects. But there is one part of an "Original Shareholder's" letter which will bear an inference contrary to the fact, and may perhaps give a little uneasiness to timid shareholders, or make others doubt the propriety of purchasing shares in this railway. The part of his letter I allude to is the following:—"That the traffic has not been commensurate this year with the expectations of the proprietors, who looked for an augmentation on the receipts of last year, I admit." What the expectation of the proprietor referred to may be, I do not know, but that the receipts have very considerably increased, will be seen by a comparison of those of this year with the last from the time of opening. That they have not increased more, may be attributed not only to the depression in trade alluded to by "An Original Shareholder," and so generally felt, but also to the unsettled state of the weather, which is well known to have a great effect upon pleasure travellers.

RECEIPTS.

1840.				1841.			
May 17*	£4,806	7	4	May 15	£5,500	8	2
24	4,068	0	4	22	5,814	19	0
31	5,188	14	9	29	7,005	1	8
June 7	6,278	8	6	June 5	6,506	14	9
14	6,226	10	5	12	6,175	12	11
21	6,159	17	1	19	6,805	9	11
28	6,432	13	0	26	6,563	0	9
July 5	6,054	6	8	July.. 3	6,467	18	0
12	6,279	17	3	10	6,307	5	5
19	7,628	14	10	17	7,308	3	1
26	7,283	1	6	24	6,802	9	3
Aug. 2	7,626	5	4	31	7,691	7	10
	£74,632	17	0		£79,070	10	9

The above shows an average weekly increase of nearly 400*l.*; and shows also that out of the 12 corresponding weeks there are only three of them in which the receipts of this year are less than those of last. With the increase that may be immediately expected in the traffic on the opening of the Gosport branch, I think, instead of despondency the shareholders have every cause for congratulation.

I am Sir, your very obedient Servant,

Also AN ORIGINAL SHAREHOLDER.

August 9th, 1841.

* The first week after opening the whole distance.

EDINBURGH AND GLASGOW RAILWAY.

To the Editor of the Railway Times.

SIR,—In a recent number of your journal, a Liverpool shareholder, in commenting on the letter of an Edinburgh shareholder, inquires whether we ought not to apply to Parliament for a fresh Act, if the present powers are not sufficient to carry out the wishes of the shareholders, as expressed in February last by their votes and proxies. I conceive there would be a much more desirable and less expensive course to be pursued if the Edinburgh party still remain fractious, either by gradually supplying their places with shareholders resident in Edinburgh whose less extravagant views will not allow them to run counter to the declared intentions of a vast majority of the proprietors, or the Board might remit to the Edinburgh Committee such powers only as would not interfere with the general working of the line. The very idea of two Boards sitting, each having equal powers of management and controul, seems on the outset so preposterous, that any body of sane men could entertain the thought of their existence appears to me impossible; a divided house must fall, and what is there in our railway that should require two Boards, two Secretaries, two Managers—a division of workshops;—in fact, a duplicate of all the most expensive and least exceptionable attendants of a finished railway? What shareholders want is economy and efficiency—not a multiplication of offices, and consequent mismanagement. It is apparent, that the real object and end of all these squabbles are the loaves and fishes, the

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patronage it will afford, and not the benefit of the railway. The shareholders have decided by a vast majority (4 to 1) that the patronage shall be vested in the Glasgow Board, and the Edinburgh minority are bound, both by duty and interest, to give way. Who are the proper parties to dictate in a joint stock body?—Surely not the minority. Then, why all this litigation and opposition? At the half yearly meeting about to be held, the Directors must explain to the shareholders the position in which they now stand. I am sure that the statements and correspondence published by the east-end Directors showed they were acting on a most unstable foundation. Their arguments only furnished reasons for supporting the west-end Board, and at the present meeting Mr. Leadbetter might have his hands as fully strengthened as before, (with the same objects in contemplation,) and I have every reason to believe that the non-resident shareholders, who are not biassed with any local prejudices, and best able to form a dispassionate judgment, will still (if called upon) give their cordial assent to the centralization principle.

Yours, &c.,
A MANCHESTER SHAREHOLDER.

August 11, 1841.

Do you not think we should have had less quarrelling if the number of Directors were reduced from 24 to 12?

BIRMINGHAM AND GLOUCESTER RAILWAY.

THE Board of Directors of the Birmingham and Gloucester Railway Company have forwarded the following resolution to the Directors of the Chamber of Commerce, at Worcester:—

"that this Committee regret that any misunderstanding should have arisen between the city of Worcester and the Birmingham and Gloucester Railway Company upon the subject of a branch line to the city; and being of opinion that a branch would prove advantageous both to the inhabitants of Worcester, and to the Company, they propose that a deputation from this Committee should confer with a deputation from the Chamber of Commerce on the most convenient line for both parties, and on the means of obtaining an Act also. That the Chairman, Mr. Sturge, and Mr. Tymbs, be the deputation from this Committee,"

At a meeting of the Town Council of Worcester, on Friday, it was explained that the Directors of the Chamber of Commerce had resolved to refer the matter to the Railway Committee appointed some time since by the Chamber, requesting them to put themselves into communication with the Committee appointed by the Town Council to watch the proceedings of the Company.

Mr. Alderman Edward Evans called the attention of the Council to the above proceedings of the the Chamber of Commerce; and having shortly detailed them, and read the resolution from the Board of Directors of the Company, remarked that he should feel the utmost confidence in any communication made with Captain Moorsom, the present Chairman of the Railway Directors, and, therefore, he should move—

"That a communication having been made by the Directors of the Chamber of Commerce containing a copy of minute of the Birmingham and Gloucester Railway Company proposing a conference on the subject of a line to this city—

"Resolved,—That the same be referred to the Committee of the Council appointed to watch the proceedings of the Birmingham and Gloucester Railway Company, and that they be requested to act therein as far as may be in concert with the Railway Committee of the Chamber of Commerce, and that the Town Clerk and Mr. Bedford be added to the Committee of the Council."

In the Chamber of Commerce it was the general feeling that nothing more should be done on the part of the deputation of the Chamber beyond listening to what the Directors might propose, and the Chamber gave them no authority for even offering an opinion; and for his own part he would agree to no proposition which should not first have the sanction of the citizens at large.

The resolution was agreed to unanimously.

PARIS AND ROUEN RAILWAY.—This great work is proceeding rapidly, under the superintendence of Mr. Locke; and we understand that 35 miles of the Paris end of the line will be opened early in the spring of next year.

PROCEEDINGS OF THE INSTITUTION OF CIVIL ENGINEERS.

(*Continued from page* 813).

Description of the Arched Timber Viaducts on the Newcastle and North Shields Railway, erected from the designs of Messrs. John and Benjamin Green; and on the application of the same system of construction to oblique and other Bridges, to the Roofs of Railway Stations, and to other large Buildings. By BENJAMIN GREEN.

The construction of viaducts and bridges forms so important an item in the cost of a railway, that the engineer is induced to devise new methods of completing his works with due regard to stability and durability, and at the same time with the least possible expense. Stone and brick have been the materials most generally used for bridges; cast-iron has been introduced where the heights were too low for the spans, in large arches, or in trussed beams where a certain clear space beneath was required, with only a limited height to the level of the rail. Timber, from its lightness, strength and cheapness, has been extensively used, but only in spans of limited extent, owing to the sole mode of its application being by framed trusses, upon the same principles as those usually employed for roofing.

These considerations induced Mr. John Green, as far back as the year 1827, to make a design and model for a bridge, with timber arches resting upon stone piers. In 1833 the plan was adopted, and in 1837 it was put into execution at the Ouse Burn Viaduct, where the construction was of great extent, and the cost was an important consideration.

The Viaduct is 918 feet in length, and 108 feet in height from the bed of the river. There are five arches, the versed sine 33 feet, and the radius 68 feet; three of them are 116 feet span each, and two are 114 feet each: two stone arches of 40 feet span each have been introduced at each end to give length to the abutments, and to prevent the embankments from being brought too near to the steep sides of the ravine. The piers are of stone: the springing stones for the three ribs, of which each arch is composed, are on offsets, within 40 feet of the top of the piers; cast-iron sockets are there bedded in the masonry, and secured so as to receive the feet of the ribs. Two of the piers are placed upon piles; the others are founded upon the rock: immediately beneath the centre of one of them an old coal-pit shaft was discovered, and close adjoining it the remains of the working of a coal seam; both were rendered secure by being filled up with grouted rubble masonry.

The ribs for the arches are composed of planks of Dantzic deal (Kyanized): the lengths vary from 46 feet to 20 feet, by 11 inches wide and 3 inches thick: they are so disposed, as that the first course of the rib is two whole deals in width, the next is one whole and two half deals, crossing the joints longitudinally as well as in the depth. Each rib consists of fourteen deals in thickness, bent over a centre to the required form, and secured together by oak treenails 1¼ inch diameter at intervals of 4 feet apart, each treenail traversing three of the deals. A layer of strong brown paper dipped in boiling tar is placed between the joints, to bed them and exclude the wet. Trussed framings and beams are secured upon the arched ribs; the platform composed of planks, each 11 inches wide by 3 inches thick, is spiked down and covered with a composition of boiling tar and lime mixed with gravel in laying on, forming a coating impervious to the wet; upon this platform the two lines of railway are laid, leaving a foot-path between them.

The centreing for turning the ribs was very light and simple, and as every convenience was afforded by having a railway with travelling cranes along the sides of the piers, a whole centre could be moved by twenty men from one arch, and fixed in another in one day.

The author then describes the construction of the Willington Viaduct, and that which has been erected by him at Dalkeith for the Duke of Buccleuch; giving the relative costs of the three structures which have been mentioned, and stone buildings of the same dimensions: whence it appears that in the Ouse Burn Viaduct there was an economy of 9000*l.* resulting from the adoption of this system.

He then shows the application of this system to the structure of oblique bridges, particularly where a certain clear space is required beneath, and the total height is limited: this is illustrated by a description of a bridge of 71 feet span, on the Newcastle and North Shields Railway, which crosses the turnpike road at Walker, and by one erected over the River Wear on the West Durham Railway.

He describes also the application of the same system to the extensive buildings and sheds of the Shields Railway Station; to churches and to private houses; in the latter the arched form is very advantageous in gaining space for the upper rooms, showing at the same time the economy resulting from the adoption.

The paper is illustrated by a series of nine elaborate detailed drawings, showing the application to every kind of construction.

NORTH KENT RAILWAY.—The projected railway from Gravesend to Rochester, *via* the Thames and Medway Canal, appears to be in considerable favour with the public, as we hear a large portion of the capital is applied for. The journey from London to Rochester and Chatham will be reduced to one hour and a-half, viz., from London to Blackwall by railway, 10 minutes; from Blackwall to Gravesend, one hour; and from Gravesend to Rochester, by new railway, 20 minutes. The survey from Rochester to Maidstone is proceeding through the valley of the Medway, crossing at Cuxton.—*Canterbury Journal.*

LONDON AND SOUTH WESTERN RAILWAY.—NOTICE is hereby given, that the next Half-yearly General Meeting of the Proprietors of this Company, will be held at the offices of the Company, at Nine Elms, Vauxhall, on Saturday the 28th day of August next, at one o'Clock in the afternoon precisely, and notice is also hereby given, that the books of the Company for the transfer of shares will be closed on Monday the 23rd of August, and remain closed until Saturday the 28th of August, both days inclusive, and such script tenths as shall not have been exchanged for certificates of registration on or before Saturday the 21st of August, will entitle the holders to no right to vote or share in any dividend which may be declared at such meeting.

By order of the Court of Directors,
ALFRED MORGAN, Secretary.

Nine Elms, Vauxhall, 6th August, 1841.

SOUTH-EASTERN RAILWAY COMPANY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven, or Ten Years, at the option of the Lender, and to grant mortgages of the rates and tolls of their undertaking, as security for the same, bearing Interest at the rate of 5 per cent. per annum, payable, half yearly, at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and the term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary, at the Company's Office, 10, Coleman-street, London.

By order of the Board of Directors,
J. S. YEATS, Secretary.

TO RAILWAY CARRIERS AND OTHERS.—As a General Receiving and Forwarding Agent.—A respectable person well acquainted with the merchants and trade of Leeds and neighbourhood, would be glad to do business for any carrier or private party who may honour him with their commands. To parties residing along the different lines of railway, an excellent opportunity is afforded them of doing their business at little expense, by addressing a line to Mr. C., care of Mr. T. W. Smith, Bank-street, Leeds.

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AT A MEETING OF LANDOWNERS on the Proposed Line of Railway by the West Coast to Scotland, held at Liverpool, on Wednesday, the 21st July, and which Meeting was attended by Deputations from the Liverpool and Manchester, the Grand Junction, the North Union, and the Lancaster and Preston Railways;

JOHN MOSS, Esq., Chairman of the Grand Junction Railway, was unanimously called to the Chair:—

It was Resolved—

1. That it is desirable to continue a Line of Railway by Lancaster to Edinburgh and Glasgow, *viâ* Carlisle and Beatock, so as to have one continuous Railway between the Capitals of England and Scotland.

2. That the present Meeting will use their best exertion to promote the formation of the said Railway.

3. That these Resolutions, having been signed by Col. GRAHAM, of Mosskhow, on behalf of the Landowners, and by the Chairman of the respective Railways here represented, be forthwith submitted to the Landowners interested in the Line, for their approval and signatures, and that Committees in the different Districts be organised, with the view of forwarding the project.

The Chairman having left the Chair, the thanks of the Meeting were voted to him.

CHAS. LAWRENCE, Chairman Liver. and Manches.
JOHN MOSS, Chairman Grand Junction.
THEODORE RATHBONE, Chairman North Union.
JOHN BURROWS, Chairman Lancaster and Preston.
W. GRAHAM.

At a MEETING OF GENTLEMEN in favour of the Projected Railroad from Lancaster to Edinburgh and Glasgow, *viâ* Carlisle and Beatock, held in the Town Hall, Carlisle.

JOHN DIXON, Esq., Mayor, was unanimously called to the Chair.

Resolved—

1. That this Meeting approve of, and Sign the Resolutions passed at Liverpool on the 21st of July last.

2. That a Committee be now formed for the purpose of laying before the Public the merits of the said Projected Railroad, of collecting and furnishing information thereon, and of obtaining the Assent and Signature of Landowners and others interested in the undertaking, to the Resolutions passed at Liverpool, on the 21st of July last.

3. That the Committee shall consist of a Chairman, Three Vice-Chairmen, and the following Members with leave to add to their number, and any Three a Quorum:—

Atkinson, Joseph, Esq., Carlisle.
Barnes, Thomas, Esq., M.D., Carlisle.
Brown, John, Esq., Carlisle.
Dobinson, William, Esq., Carlisle,
Dixon, John, Esq., of Kirklis, Mayor of Carlisle.
Dixon, Peter, Esq., Warwick Bridge.
Dixon, Thomas, Esq., Cuthwaite.
Featherstonhaugh, T., Esq., Kirkoswald.
Ferguson, Richard, Esq., Harker Lodge.
Ferguson, Joseph, Esq., Lowther-street, Carlisle.
Graham, Right Hon. Sir James, Bart., M.P. Netherby,
Graham, Fergus, Esq., Carlisle.
Goodenough, Rev. S., Prebendary of Carlisle.
Grant, Sir James, K.H. & K., St. A., the Hill.
Gilbanks, Joseph, Esq., Whiteield House.
Howard, Hon., Charles, M.P., Naworth Castle.
Howard, Philip H., Esq., M.P., Corby Castle.
Howard, Henry, Esq., Greystoke.
Hasell, E. W., Esq., Chairman of Quarter Sessions.
Hodgson, T. H., Esq., Clerk of the Peace, Carlisle.
Hodgson, W. N., Esq., Carlisle.
Hewit, George H., Esq., Burgh.
Huntley, Rev. James, Thursby.
Johnstone, Pepys, Esq., M.P., Moffat House.
Jardine, Sir William, Bart.
Irwin, Thomas, Esq., Calder Abbey.
Larmer, George, Esq., Carlisle.
Musgrave, Sir George, Bart., Eden Hall.
Marshall, William, Esq., M.P., Patterdale Hall.
Maclean, Major, Carlisle.
Mounsey, Robert, Esq., Castletown.
Mounsey, G. G., Esq., Carlisle.
Mounsey, Thomas, Esq., Carlisle.
Nanson, William, Esq., Carlisle.
Saikeld, Thomas, Esq., Holme Hill.
Stonholme, John, Esq., Morton Head.
Saul, George, Esq., Brunstock.
Scott, Thomas, Esq., Brent House.
Thomlinson, Joseph, Esq., Caraew.
Wilde, Major, Carlisle.
Wilson, Major, Evening Hill.
Wilson, Thomas, Esq., Nent Hall.

4. That Lord Lowther be requested to accept of the appointment of Chairman of the Committee.

5. That Colonel Graham be requested to act as Vice-Chairman, and that the other Two be hereafter elected by the Committee.

6. That this Committee be named "The Central Committee," and do now elect James Robert Grant, Esq., their late im Secretary.

7. That the Committee shall hold its Meetings in the Town Hall, Carlisle, every Saturday, at 3 p.m., and at such other time and place as shall be fixed by the Committee.

8. That in order to obtain Signatures to the Liverpool Resolutions, the Committee do urge Gentlemen in the different Towns and Districts, interested in the project, to form Local Committees, the Chairman of which shall be virtually Members of this, "The Central Committee."

9. That the Secretary be requested to make these Resolutions public, and upon his receiving intelligence of any Local Committee being formed, he shall transmit forthwith to their Chairman, copies of all papers containing information on the subject,

The Chairman having left the Chair, the thanks of the Meeting were unanimously voted to him.

JAMES R. GRANT,
INTERIM SECRETARY.

Railway Committee Room, Carlisle,
August 7th, 1841.

NORTHERN and EASTERN RAILWAY.—NOTICE is hereby given, That the Directors have this day made a Call of £5 on each Share of £50, payable on the 1st day of September next, and the shareholders are requested to pay the same to either of the following Bankers:—

London—Messrs. Masterman and Co.
Manchester—Sir B. Heywood, Bart., and Co.
Liverpool—Messrs. Heywood and Sons.
Cambridge—Messrs. Fisher and Sons.

Interest at the rate of £5 per cent. per annum will be charged on all sums which remain unpaid after the day above appointed.

Shareholders are requested to take notice, that each original share of £100 has been by the late Act of Parliament converted into two shares of £50 each, so that the call hereby made is equal to £10 per share on each of their original shares

Two certificates of £50 each will be ready for delivery in exchange for each former certificate on the 1st day of September next.

WILLIAM CRAWSHAY, Chairman.
WILLIAM BOURNE, Sec.

Shoreditch, London, Aug. 5.

NORTHERN AND EASTERN RAILWAY.—Opening of the line to Harlow.—The Public are informed, that this Railway will be Opened to the Turnpike Road, near Harlow, on Monday, the 9th of August, and for the first fortnight the Trains will run as follows:—

DOWN TRAINS from London to Harlow.	UP TRAINS from Harlow.
Eight Morning.	Half-past Eight, Morning.
Half-past One, Afternoon.	Half-past Eleven, Morning.
Half-past Four, Afternoon.	Half-past Four, Afternoon.
Half-past Seven, Afternoon.	Half-past Six, Afternoon.
And on SUNDAYS.	
Half-past Nine, Morning.	Half-past Eight, Morning.
Half-past Five, Afternoon.	Half-past Three, Afternoon.
Half-past Eight, Afternoon.	Half-past Seven, Afternoon.

The fares to Harlow will be 2s., 1s. 6d., and 1s.; and to Roydon, 1s., 9d., and 6d.; in addition to the Fares now charged to or from Broxbourne, for First, Second, and Third Class Passengers respectively, making the whole Fares to or from London as follows:—

	1st Class.	2nd Class.	3rd Class.
London to Harlow	5s. 6d.	4s. 0d.	2s. 6d.
London to Roydon	4s. 6d.	3s. 3d.	2s. 0d.

Third Class Carriages will be run with the First and Last Trains only in each direction on Week-days, and with all the Trains on Sundays.

The Trains will continue to run between London and Broxbourne as usual.

WILLIAM BOURNE, Secretary.

Shoreditch, London, July 21, 1841.

NORTHERN and EASTERN RAILWAY.—TO CONTRACTORS.—The Directors of this Company will meet at One o'Clock on Thursday, the 19th August, to receive tenders for the construction of a length of Timber Piling and Gearing, in Walthamstow Marsh. Plan and specification, with statement of quantities, to be seen at this Office on and after Monday, the 16th Instant.

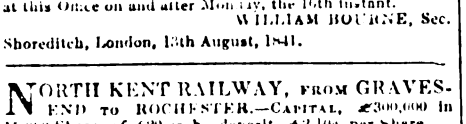
WILLIAM BOURNE, Sec.

Shoreditch, London, 13th August, 1841.

NORTH KENT RAILWAY, FROM GRAVESEND TO ROCHESTER.—CAPITAL, £300,000 in 15,000 Shares of £20 each; deposit, £2 10s. per Share.

Prospectuses may be obtained and applications for Shares made at the Company's Office, 44, Lombard street.

GEORGE WALTER, Chief Superintendent.



T. H. RYLAND AND CO., OZELL'S STREET, BROAD STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.
Two boilers, quite new, 18 feet by 4 feet.
Planing machine; works by hand, will plane 5 feet by 18 inches.

NEWCASTLE-UPON-TYNE & CARLISLE RAILWAY.—After Saturday, the 14th of August, the Trains will be arranged as follows:—

Leave Newcastle and Redheugh.	Arrive at Carlisle.
Mail Train,* Half-past 5 Morning	Quarter past 9.
Train,* 9 o'clock	Half-past 12.
Train,* Half past 11 o'clock	3 o'clock.
Mail Train, Half-past 2 Afternoon	Half-past 5.
Train,* 5 o'clock	Half-past 8.
Train, 7 o'clock for Haydon B.	

SUNDAYS.

Mail Train, 9 o'clock Morning	Quarter-past 12.
Mail Train, 5 o'clock Afternoon	Quarter-past 8.

Leave Carlisle.	Arrive at Newcastle and Redheugh.
Mail Train,* Half past 5 Morning	Quarter-past 9.
Mail Train, 10 o'clock	1 o'clock.
Train,* 12 o'clock	Half-past 3.
Train,* Half-past 2 Afternoon	Half-past 6.
Train, 5 o'clock	8 o'clock.

SUNDAYS.

Mail Train,* 9 o'clock Morning	Quarter-past 12.
Mail Train,* 5 o'clock Afternoon	Quarter-past 8.

N.B. The Trains distinguished by an * will stop at all the Stations, the others being Quick Trains will stop at the Stations only which are enumerated below.

The Fares by all the Trains will then be charged as follows:—

Newcastle or Redheugh to	Close Car. s. d.	Open Car. s. d.
Blaydon	1 0	0 6
Wylam	1 6	1 2
Stocksfield	2 6	1 10
Corbridge	3 3	2 3
Hexham	3 10	2 6
Haydon Bridge	5 3	4 0
Haltwhistle	6 10	5 4
Rosehill	8 0	6 0
Milton	9 0	7 0
Wetherel	10 6	8 0
Carlisle	11 0	8 6

Carlisle to	Close Car. s. d.	Open Car. s. d.
Wetherel	1 0	0 6
Milton	2 0	1 6
Rosehill	3 3	2 6
Haltwhistle	4 3	3 3
Haydon Bridge	5 10	4 6
Hexham	7 3	5 8
Corbridge	7 9	6 0
Stocksfield	8 9	6 9
Wylam	9 6	7 4
Blaydon	10 6	8 0
Newcastle or Redheugh	11 0	8 6

And to the Intermediate Stations in proportion.

☞ The doors will be closed Five Minutes before the time of Starting.

Seven Coaches run daily between Carlisle and Lancaster, passing through Penrith which is the direct route for the Lakes, for Preston, Liverpool, Manchester, Birmingham, and London. Steam Boats ply regularly between Carlisle and Liverpool; also between Carlisle and Belfast. Coaches depart for Maryport and Whitehaven, and for Annan, Dumfries, Ayr, Portpatrick, &c. Four Coaches run daily between Carlisle and Edinburgh, and also Four Coaches between Carlisle and Glasgow. Passengers leaving Newcastle by the half-past Eleven o'clock Train, will reach Carlisle in time for the Edinburgh, Glasgow, Dumfries and Portpatrick Mails and Coaches, arriving at Edinburgh or Glasgow the same night. Passengers leaving Carlisle by the Mail at night for Carlisle will arrive there in time for the Ten o'clock Train, and reach Newcastle at One o'clock in the day. Places may be secured at the Railway Station, Newcastle, by the Morning and Evening Mails and Post Coaches, for Lancaster, Edinburgh, Glasgow, and Places on these Lines of Road; also by the Mail and Post Coach for Annan, Dumfries, Portpatrick, &c.

By Order.

JOHN ADAMSON,
Clerk to the Company.

Newcastle-upon-Tyne, 4th August, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—NOTICE is hereby given, that the BOOKS kept at this office for entering the memorials of the Transfer of Shares in the Sheffield, Ashton under-Line, and Manchester Railway Company will be CLOSED, in pursuance of the Act of Incorporation, from the 16th to the 23rd of August inclusive.

By order of the Board.

JOHN PLATFORD, Secretary.

15, Piccadilly, Manchester, August, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—NOTICE is hereby given, that the Half Yearly General Meeting of the Sheffield, Ashton under-Lyne, and Manchester Railway Company, will be held on Monday, the 23rd day of August instant, at Twelve o'Clock at Noon, at the Cutlers' Hall, in Sheffield, in the county of York.—Dated this 4th day of August, 1841.

JOHN PLATFORD, Clerk and Secretary.

15, Piccadilly, Manchester.

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LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	Carlisle,	Shrewsbury,
Holyhead *via* Oswestry,	Carnarvon,	Lichfield,
Holyhead *via* Chester,	Alnwick,	Brackley,
Newcastle-on-Tyne,	St. Asaph,	Warwick,
Banbury,	Bangor,	Holywell,
Stratford-on-Avon,	Leamington,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Grantham	Peterborough
Atherstone	Harborough	Stamford
Buckingham	Kettering	Sleaford
Bourne	Lincoln	Shrewsbury
Brackley	Leamington	Spalding
Boston	Lichfield	Stratford-on-Avon
Banbury	Newcastle-on-Tyne	Thame
Deeping	Northampton	Thrapstone
Edinburgh	Newark	Wellingborough
Folkingham	Oundle	Weldon
Glasgow	Olney	Winslow.

From the

Spread Eagle, Gracechurch-street.	Spread Eagle, Regent's-circus.
Cross Keys, Wood street, Cheapside.	Griffin's Green Man and Still.
Swan with Two Necks, Lad-lane.	Golden Cross, Charing-cross; and the
George and Blue Boar, Holborn.	Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz. Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.		s.	d.
Not exceeding 15lbs. weight..	4	2	Not exceeding 28lbs. weight..	7	1
Ditto 16lbs. do. ..	4	7	Ditto 40lbs. do. ..	9	10
Ditto 18lbs. do. ..	4	9	Ditto 56lbs. do. ..	12	6

} including delivery. } including delivery.

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles), including the Driver, 10s. 6d. each pair.

THE CANTERBURY AND WHITSTABLE RAILWAY AND WHITSTABLE HARBOUR.

TO BE LET, for a Term of Seven Years, by Tender.—This undertaking has been finished upwards of Ten Years, and it is now in full work, and in a state of thorough repair and efficiency.

Whitstable is the port of the city of Canterbury; and the importance and value of the undertaking may be, in some measure, estimated by the fact that previously to the opening of the Harbour the shipping interest at Whitstable had been long in a dull state, but that from so late a date as the year 1835, the tonnage of vessels belonging to Whitstable has increased very nearly double. The quantities both of merchandize and passengers conveyed upon the railway connecting the harbour with Canterbury, is also notoriously upon the increase. But, in addition to the Harbour and Railway dues, there is a wide field for further profits, by means of the command and facilities which the possession of the Harbour and Railway affords for carrying on other trades and operations. It gives, for instance, the command of the coal trade of Canterbury and its vicinity; and it offers an opportunity of establishing an extensive timber trade. The want of a sawing machine has been long very much felt by builders and others in Canterbury and the neighbourhood, and machinery for that or other purposes might be connected with the stationary engines upon the railway line at a moderate expense, and the surplus steam power thus turned to a profitable account. Any erections for such purposes the lessee would be authorized to remove at the end of the term, subject to the option of the Company to take them at a valuation. There is also an early prospect of an immense increase in the importation of coals to Whitstable for conveyance upon the railway, in consequence of the junction of the South Eastern Railway with this, by means of a branch line from Ashford, which (according to the statement made on the part of that Company at a public meeting, lately held in Canterbury) will be completed before the expiration of the year 1843, and will open the shortest and most expeditious line of communication with the coal districts in the North, for the supply of the wide extent of South Kent.

Upon the whole, in addition to a steady and improving business in the ordinary routine of railway traffic, there is full scope for a person of spirit and enterprise, of active habits and with sufficient capital, to open an extraordinary source of profit, by the establishment of a commanding and extensive mercantile concern.

The terms of letting may be had upon application to Mr. CURTEIS, the Secretary to the Company, No. 10, Burgate-street, Canterbury, on or after the 24th of August instant, to whom tenders must be sent on or before the 17th of September next, sealed up and endorsed "Tender for the Canterbury and Whitstable Railway and Whitstable Harbour."

LONDON GRAND JUNCTION RAILWAY COMPANY.

—NOTICE is hereby given, That the August Half-yearly Meeting of the Proprietors of this Company will be held, pursuant to the Act of Incorporation, at the Company's offices, 68, Cheapside, on Wednesday, the 18th day of August instant.

The Chair will be taken at One o'Clock precisely.

T. EDWARDS, Deputy Chairman.

Offices, 68, Cheapside, 3rd August, 1841.

STAFFORD AND RUGBY RAILWAY COMPANY.

—At a General Meeting of the Subscribers to the Company, held at the Company's Offices, 23, Bond-street, Manchester, on Tuesday, the 10th day of August, 1841, pursuant to a Public Notice in that behalf from the provisional Directors of the said Company;

ROBERT GARDNER, Esq., Chairman of the Provisional Directors in the Chair.

The Directors' Report having been read, the following resolutions were unanimously adopted:—

On the motion of James Burt, Esq; seconded by Dr. Ashton:—

That the Report now read be received and printed for distribution, under the sanction of the Provisional Directors.

On the motion of George R. Chappell, Esq.; seconded by Richard Birley, Esq.:—

That it is not expedient to abandon the undertaking; but that, in pursuance of the recommendation of the Directors, the unexpended funds be distributed amongst the shareholders, and the further prosecution of the undertaking postponed.

On the motion of the Rev. Mr. Molyneux, seconded by P. F. Willert, Esq.:—

That the accounts of the Company be audited by John Hyde, Esq. and Edward Langworthy, Esq., who are hereby appointed auditors.

(Signed) ROBERT GARDNER, Chairman.

Thomas Ashton, Esq. having been called to the chair, the thanks of the meeting were unanimously given to Robert Gardner, Esq., for his conduct as Chairman.

THE REPORT.

The present meeting has been called by the Directory, under that clause of the subscribers' agreement which authorises the Board to call a general meeting of the subscribers, and provides, that the majority of the persons present at such general meeting (to consist of not less than 40 persons, holding in the aggregate 3,000 shares in the Company) should have full power to determine whether and upon what terms and conditions the undertakings should be abandoned, and the Company dissolved, and the affairs thereof wound up, and to make such provisions for those purposes as to such meeting should appear expedient.

It is not the intention of the Directors to advert to the circumstances attending the defeat of the Bill submitted to Parliament in the last session.

Looking at the present condition of railway property in general, and the unexampled depression under which the trade of this district is now labouring, they are of opinion, that it is not desirable immediately to renew the application to Parliament for power to construct the line. But, retaining their conviction of the value of a railway through the Trent Valley, and wishing, at the same time, to consult the convenience of the shareholders, they recommend that the unexpended funds of the Company be distributed, and that all further proceedings be postponed until a more favourable state of circumstances shall warrant the shareholders in authorising the prosecution of the undertaking. In the meantime, it will be satisfactory to the shareholders to be apprised, that no new expenses will be incurred, and that their liability will be determined, upon the receipt of their proportions of the balance of the Company's funds.

EDINBURGH AND GLASGOW RAILWAY.

—NOTICE is hereby given, That the Seventh Half-Yearly General Meeting of the Shareholders in the Company will be held, pursuant to the Act of Incorporation, in the Company's Office here, on Tuesday the 24th instant, at One o'clock.

Certain Shares, in consequence of the non-payment of several Calls due thereon, having been declared forfeited, under Minute of the Board of Directors of 1st Feb. and 8th and 22d June, 1841, the Declarations of Forfeiture will be submitted to the Meeting for Confirmation, in terms of the Act.

The Transfer Books will be closed on and after the 17th instant, till after the Meeting.

Proxies must be transmitted to, and received by, the Secretary, two days at least before the holding of the Meeting (Section 134), otherwise they will not give a right to vote at the Meeting. Blank Forms of Proxy may be had on application at this Office.

In terms of Section 137, the Proprietor of any Share, on which any Call shall be due, will not be entitled to vote in respect of such Share.

By Order of the Directors,

JOHN LEADBETTER, Chairman.

Edinburgh & Glasgow Railway Office, 7, North Queen-street, Glasgow, 9th August, 1841.

LONDON AND BRIGHTON RAILWAY.—ALTERATION of TIME from and after JULY 25th.

—This railway is now open from London to Hayward's-heath, near Cuckfield, for the conveyance of passengers, parcels, horses, and carriages. The trains will run as under:—

Down Trains will leave the station at London-bridge at half past 9 and half past 11 a.m., and at half-past 1 and 5 p.m. A Down Train at 9 p.m., for Croydon only.

Up trains will leave the station at Brighton at 7 and 9 a.m., and at half-past 12 and half-past 4 p.m.

Sunday trains, down, will leave the Station at London Bridge at 8 a.m., and at 2 and half-past 5 p.m. A Down Train for Croydon only at 8 and half-past 9 p.m.

Sunday trains up, will leave the station at Brighton at 7 a.m., and at a quarter past 5 p.m.

Passengers will be conveyed by coach between Hayward's heath and Brighton, and the fares throughout from London to Brighton, or from Brighton to London, will be—for the first class carriages, 15s., and for the second class, 11s. Children under 10 years of age half price. The whole journey will be completed in four hours. Passengers will not be conveyed from Brighton to Hayward's heath unless proceeding by the trains. Fares to Croydon, first-class carriages, 2s.; second-class, 1s. 6d.

N.B. In order to insure conveyance between Hayward's-heath and Brighton, passengers for the whole distance must book their places on the preceding day at either of the following offices:—

Griffin's, Oxford-street, Green Man and Still; Hatchett's, Piccadilly; 41, Regent-circus; Spread Eagle, Regent-circus; Golden Cross, Charing Cross; George and Blue Boar, Holborn; Old Bell, Holborn; White Horse, Fetter-lane; Cross Keys, Wood-street; Spread Eagle, Gracechurch-street; or at the station, London-bridge; at all of which places parcels may also be booked; and in Brighton at the Blue, the Red, and the Spread Eagle coach and railway offices, Castle square.

Bills containing the time of departure from and the fares between the intermediate stations, the terms for conveying horses and carriages, with every other requisite information may be obtained on application at the termini at London-bridge and Brighton; at the respective booking offices; or at the offices of the Company, 10, Angel-court, Throgmorton-street. By Order,

THOMAS WOOD, Sec.

July 24, 1841.

LONDON AND BLACKWALL RAILWAY COMPANY.

—Notice is hereby given. That the Transfer Books of this Company will be Closed from Monday, the 9th instant, until Monday, 16th instant, preparatory to the allotment of the New Shares. It is important that all outstanding transfers should be brought in on or before the 9th inst. for registration, in order that the allotment of the new shares may be made to the parties properly entitled to them.

By order of the Board,

J. WARMINGTON, Sec.

60, Fenchurch-street, Aug. 2, 1841.

LONDON AND BLACKWALL RAILWAY COMPANY.

—NOTICE is hereby given, That the next Half Yearly General Meeting of the Proprietors of the Company will be held pursuant to the Act of Incorporation, on Thursday, the 19th of August instant, at the London Tavern, Bishopsgate-street, at 11 for 12 o'clock.

W. ROUTH, Chairman.

J. WARMINGTON, Secretary.

Offices, 60, Fenchurch street, August 4, 1841.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet street, Middlesex.—Saturday, August 14, 1841.

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SUPPLEMENT TO

The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 189. Vol. IV.—No. 33.—Part II.] SATURDAY, AUGUST 14, 1841. [Price, with Part I., 1s.

LONDON AND BRIGHTON RAILWAY COMPANY—GENERAL MEETING.

The Half-yearly General Meeting of the proprietors of the London and Brighton Railway Company was held on Monday, at the London Tavern, Bishopsgate-street; John Harman, Esq., in the Chair. The attendance was very numerous.

The advertisement convening the meeting having been read, it was unanimously resolved, that the common seal of the Company be affixed to the register of proprietors which was accordingly done in presence of the meeting.

The Chairman then said, it afforded him the highest gratification to see on this occasion so large an assemblage of proprietors, for he was fully convinced that when the present position of the great undertaking in which they were all so deeply interested was explained, every gentleman would depart perfectly satisfied with its future prospects. A most important event had occurred since they had last the pleasure of meeting in that room, namely, the partial opening of the railway—he would say emphatically, a most important event, because the result of that opening must satisfy every one that when the line should be completed throughout its entire length, the traffic would be immense. (Hear, hear.) Not less gratified was he in being able to announce that such opening throughout would take place at no distant period, namely, as now proposed, on the 14th of next month. (Hear, hear, hear.) But to enable the Directors to accomplish what had been already done, he regretted to say, that they had been compelled to incur a somewhat larger expenditure than had been anticipated at the date of the last meeting. On that occasion he had stated upon data the most full and explicit which could then be obtained, that the line would be completed for about 2,070,000*l.*, but from a variety of circumstances, then unforeseen, a further amount would be required. Since the last meeting, as many of the proprietors were aware, there had occurred some exceedingly heavy slips upon more than one of the largest embankments on the line, and which he need scarcely say, had been a source of great anxiety to the Directors; and if they had not set about remedying the defects at the time, and with the vigour they did, even although some further expenditure had thereby been incurred, they would not have had it in their power that day to congratulate the proprietors and themselves upon the successful opening of so large a portion of the line. (Hear, hear, hear.) When they considered the gigantic character of many of the works upon the line—works which not long ago some had confidently pronounced to be wholly impracticable, and when they looked at the manner in which these and all the other works upon the railway had been executed—and upon this point he need only refer to the Report of Sir Frederic Smith, the Government Inspector, who had expressed an opinion that they were equal, if not superior, to any similar undertaking which he had inspected—when they considered these things, they would not feel surprised that some excess of estimates had arisen. Notwithstanding, however, all the difficulties that had interposed, and the unexpected sources of expenditure that had presented themselves, the Directors had the pleasure of stating that the railway would be entirely completed without the necessity of calling for further assistance from the shareholders. (Hear, hear, hear.) He had frequently been applied to by parties anxious to know if a further loan of something like half a million would not be required to finish the works, and he occasionally had no small difficulty in convincing such persons of what he would now repeat, namely, that no further capital whatever beyond the amount which the Company were already authorised to raise would be wanted. All the Parliamentary capital had been applied for, and nearly the whole of it had been received, for the arrears upon the shares amounted to little more than 12,000*l.* (Hear, hear.) When they looked at the magnitude of the works, the large number of shares, and the depressed condition of the money-market during almost the whole of the period in which the undertaking had been in progress, he thought no better evidence was required of the estimation in which the Brighton Railway stood with the public than the fact that the amount of instalments in arrear was so exceedingly inconsiderable. (Hear, hear, hear.) He would not anticipate the details contained in the Reports now to be laid before the meeting, but when these documents had been read, he should feel great pleasure in giving any further information or explanation that might be required, and he hoped and believed that such explanations would be considered satisfactory. (Much applause.)

The Secretary (Thomas Wood, Esq.) then read the following Reports:—

REPORT OF THE DIRECTORS.

Gentlemen,—On former occasions the Directors have only been able to meet the proprietors, with statements of what they believed would be accomplished in the construction of the works on this railway, but now they have the pleasure of reporting the fulfilment of the most important promise held out to them, by having opened the line as far as Hayward's Heath on the 12th of July last, between which place and Brighton the passengers are conveyed by coaches provided by the Company. The Directors refer with the utmost gratification to the Report of Sir Frederic Smith to the Board of Trade previous to the opening, in which he characterises the works on this portion of the line as highly satisfactory, and which Report, whilst it is calculated to give the fullest confidence to the public, reflects great credit on the perseverance and ability of Mr. Rastrick, the Engineer.

In partially opening the railway so shortly before the entire completion of it, the Directors were guided, not so much by the expectation of any pecuniary profit, as by the great advantage that would arise from initiating their officers and servants in the working of the line previous to the great influx of traffic that must pass upon it when it is opened throughout.

The traffic, however, has been considerably more than was anticipated. During the first week after opening the line 2,483 passengers were conveyed upon it, and the receipts amounted to 925*l.*, 5s. 9d. In the second week 3,219 passengers, and the receipts 1,220*l.* 17s. 3d. In the third week 4,367 passengers, and the receipts 1,590*l.* 2d., and in the fourth and last week, 5,297 passengers, and the receipts 2,140*l.* 15s. 10d., thus showing a gradual and satisfactory increase.

To this return the Directors look with pleasure, as it must strengthen the confidence of the proprietors in the ultimate success of the undertaking.

Every possible precaution has been taken to insure the comfort and safety of the public, and the Directors have deemed it prudent for the present, not to travel over the line at any great speed, but when the railway is finished, there will be no difficulty in performing the journey between London and Brighton within two hours. The arrangements for the conveyance of heavy goods and merchandise have been postponed till the final opening.

The remainder of the line from Hayward's Heath to Brighton is fast approaching completion, as will appear by the annexed Report of the Engineer, and will be opened to the public by the 14th of September next.

The traffic on the Shoreham branch has been gradually increasing during the last year, and as the arrangements for the carriage of coal are complete, a considerable revenue will be derived from this source, and more particularly when the main line is entirely opened, as great quantities will then be conveyed to the interior of the country.

The Directors must again, as in their last Report, call the attention of the Proprietors to the proposed railway from Worthing to join this branch, in the hope that it will meet with their support and co-operation as a most valuable auxiliary to the London and Brighton Railway.

Since the last general meeting, the widening of the Greenwich Railway for the reception of the Brighton traffic, from Corbett's lane to London Bridge, has been rapidly proceeding, and land has been bought for the enlargement of the station, the substructure of which is to be made by the Greenwich Company, and there appears every disposition on the part of the Directors of that Company to fall into, and adopt such arrangements, as will be mutually beneficial to all the Companies. The traffic of the Brighton and Croydon lines is conducted at the joint station, under the superintendence and direction of managers, in pursuance of the agreement which was submitted to the last general meeting. This arrangement has hitherto worked to the satisfaction of your Directors.

There are 35,201 shares registered in the books of the Company, upon which the sum of 12,455*l.* remains due in respect of the calls.

By a minute of the 6th of May last, the Directors declared 3,883 shares to be forfeited, since which the calls have been paid upon 2,830 of such shares, thus leaving 1,053 shares unpaid upon.

The following is a statement of the Receipts and Payments to the 31st June, 1841:—

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Dr. *General Abstract of the Receipts and Payments to 30th June, 1841.* Cr.

	Receipts to 31st Dec. 1840.	Receipts, 31st Dec. 1840, to 30th June, 1841.	Total Receipts to 30th June, 1841.
	£ s. d.	£ s. d.	£ s. d.
To calls—first Instalment ..	106,191 0 0	.. ..	106,191 0 0
„ Second ditto.....	105,528 0 0	.. ..	105,528 0 0
„ Third ditto	105,561 0 0	.. ..	105,561 0 0
„ Fourth ditto	105,453 0 0	15 0 0	105,468 0 0
„ Fifth ditto	175,645 0 0	135 0 0	175,780 0 0
„ Sixth ditto	280,187 0 0	1,061 0 0	281,248 0 0
„ Seventh ditto	173,555 0 0	2,115 0 0	175,670 0 0
„ Eighth ditto	160,610 0 0	13,120 0 0	173,730 0 0
„ Ninth ditto	157,947 0 0	167,083 0 0	325,030 0 0
	1,370,677 0 0	183,529 0 0	1,554,206 0 0
Loans upon mortgage bonds.....	164,510 0 0	272,352 0 0	436,862 0 0
Ditto, in account with sundries.....26,000			
Less repaid 20,000	26,000 0 0	.. ..	6,000 0 0
Interest upon calls in arrear.....	6,962 14 7	2,019 17 0	8,982 11 7
Fees upon transfers	710 11 10	96 10 0	807 1 10
Rents	188 7 1	150 0 0	338 7 1
Shoreham branch traffic account (as per statement).....	845 7 11	888 19 7	1,734 7 6
Total	1,569,894 1 5	459,036 6 7	2,008,930 8 0

	Payments to 31st Dec. 1840.	Payments 31st Dec. 1840, to 30th June, 1841.	Total Payments to 30th June, 1841.
	£ s. d.	£ s. d.	£ s. d.
By Land and compensation	371,603 2 2	15,122 5 7	386,725 7 9
Law, and Surveyor's charges thereon .	14,391 4 7	1,794 7 3	16,185 11 10
Parliamentary expenses, £4,740 0 11			
Transferred to London Joint station 1,000 0 0	4,740 0 11	40 10 0	3,780 10 11
Engineering and surveying	27,496 15 0	4 434 0 0	31,930 15 0
Contracts for works of road	833,681 3 8	243,589 10 10	1,077,270 14 6
Diversion of roads and extra works ..	58,888 13 6	23,169 1 2	82,057 14 8
Stations.....	13,827 1 0	28,696 3 8	42,528 4 8
London Joint Station.....	5,000 0 0	20,754 2 1	25,754 2 1
Rails, chairs, and pins	82,095 2 4	52,080 15 5	134,175 17 9
Stone sleepers.....	9,837 2 7	63 5 0	9,900 7 7
Wooden sleepers.....	24,358 7 11	1,993 15 9	26,352 3 8
Kyanizing sleepers.....	5,647 2 10	796 11 6	6,448 14 4
Locomotive engines and tenders.....	14,534 16 9	8,947 12 7	23,482 9 4
Carriages, waggons, trucks, and horse boxes.....	3,243 17 3	18,712 7 2	21,956 4 5
Direction	7,350 0 0	1,050 0 0	8,400 0 0
Law expenses	9,811 10 5	6,157 13 6	15,969 3 11
House, No. 10, Angel-court	4,147 2 4	47 10 11	4,194 13 3
Office expenses, comprising salaries, stationery, postage, & petty expenses	8,744 16 6	1,017 9 0	9,762 5 6
Advertising, printing, and engraving..	3,494 1 0	125 11 2	3,619 12 2
Travelling expenses	2,452 16 5	463 12 6	2,916 8 11
Incidental expenses	800 6 6	428 11 2	1,228 17 8
Police.....	6,422 19 9	1,259 11 0	7,682 10 9
Charges on mortgage bonds: viz.			
Interest.....	399 12 0	3,539 12 11	3,939 4 11
Stamps	800 0 0	1,600 0 0	2,400 0 0
Commission.....	533 10 0	1,102 9 0	1,635 19 0
Commission to country bankers and agents.....	1,244 4 2	299 18 7	1,544 3 9
Transfer stamps	75 0 0	.. ..	75 0 0
	1,515,620 9 7	437,286 7 9	1,951,906 17 4
		Balance of Cash	57,023 10 8
Total			2,008,930 8 0

SHOREHAM BRANCH RAILWAY AND WHARF.

Dr. *Traffic Account to 30th June, 1841.* Cr.

	£. s. d.	£. s. d.
TO COACHING ACCOUNT, viz.,—		
Locomotive repairs	304 7 4	
Coke for engines	946 10 0	
Wages of enginemen	660 14 6	
Government duty	439 10 11	
Carriage repairs.....	235 16 6	
Wages of guards and porters..... ..	506 3 4	
		3,093 2 7
TO CARRYING ACCOUNT, viz.,—		
Locomotive repairs	196 8 2	
Coke for engines	446 0 0	
Wages of enginemen	209 2 8	
Repairs of waggons and trucks.....	83 19 16	
Porterage and labour	653 12 5	
		1,589 3 1
TO KINGSTON WHARF, viz.,—		
Rent.....	580 0 0	
Insurance	11 10 5	
Profit and loss for bad debt	142 2 5	
Wages of clerks, labourers, porters, and petty expenses	861 18 9	
		1,595 11 7
TO GENERAL DISBURSEMENTS, viz.,—		
Coke and coals in store		566 1 7
Oil, cotton waste, and materials for repairing		185 19 4
Brighton Water Company for supply of water to engines.....		90 10 6
Maintenance of the permanent way.....		14 10 9
Salaries		954 8 6
Police wages		583 13 2
Clothing—police, guards, and engineers		110 0 6
Advertising and printing.....		800 9 6
Stationery and office expenses		120 5 10
Travelling and incidental expenses		93 4 6
Rates and taxes.....		102 4 8
		9,429 6 1
Balance		1,734 7 6
Total....		£11,163 13 7

	£. s. d.	£. s. d.
BY COACHING ACCOUNT, viz.,—		
For conveyance of 190,081 passengers		6,281 0 7
BY CARRYING ACCOUNT, viz.,—		
For carriage of merchandize.....		
On account of the Company.....	663 14 4	
On account of sundries	955 13 0	
		1,619 7 4
For carriage of parcels		26 5 4
BY KINGSTON WHARF, viz.,—		
For wharfage of goods on account of Company.....1,774 15 0		
Ditto ditto on account of sundries.....1,462 5 4		
		3,237 0 4
Total		£11,163 13 7

At the last general meeting the Directors stated that they expected to be able to complete the works with a suitable establishment for opening the line throughout, at a cost of about 2,070,000*l.*

By the accounts made up to the 30th June last, the gross expenditure of the Company was 1,951,906*l.* 17s. 4d., since which time a further sum of 92,935*l.* has been paid. The liabilities are 180,240*l.* and the amount now requisite to complete the line is estimated at 64,000*l.*, making a total of 2,289,081*l.* Of this sum the Directors have paid 2 044 841*l.*; they have at their bankers and lent out at interest, and unpaid on mortgage bonds tendered, 143,743*l.* 0s. 2d., they have due on calls 12,155*l.*; they have shares, which if sold at par, will amount to 39,950*l.*; they have land to be resold 80 000*l.*, making in the whole 2,320,989*l.*; thus showing sufficient means without the payment expectant from the South Eastern Company, or having recourse to the proprietors for further aid.

Having thus fully laid before the meeting the present position of the Company, the Directors must, in conclusion again congratulate the proprietors upon the result of the partial opening of the line, as an earnest of their anticipations as to the ultimate success of the undertaking.

JOHN HARMAN, Chairman.

REPORT OF MR. RASTRICK

To the Directors of the London and Brighton Railway Company.

Gentlemen,—On the present occasion of reporting to you the state and condition of the works of the railway, it will be unnecessary for me to enter into the detail of the works on each of the contracts, as heretofore, in consequence of the railway having been opened to the public, on the 12th of last month, from the junction with the Croydon Railway to Hayward's Heath, and it gives me great satisfaction to be enabled to report to you that the whole of the works on this portion of the line are in a very complete and satisfactory state of repair, and good working order, and have been so maintained with very little trouble. There are, however, still a few things to be done to finally complete the works between these limits, and these are as follow:—

On the Croydon station there are a few buildings that will require about three weeks to finish.

From Croydon up to the deep cutting at the north end of Merstham Tunnel, there is nothing worth mentioning, except the dressing-off the top slopes above the Star Inn; and as this is mostly clearly away at night, in order that the traffic on the line may not be interrupted, it probably will require a month to get the whole of this work finished.

The next work to which I wish to draw your attention, is the great embankment at Earl's-Wood Common on which a slip took place a short time previous to the opening of the railway. This slip is now quite firm and secure, and the trains pass over it.

Both the Merstham and Balcombe Tunnels are complete, except the northern entrances, and enclosing the shafts

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with fence-walls, all of which will be finished in about a fortnight. They are lighted by gas, and have a good and perfect ventilation.

At some of the stations on the line the booking offices are not quite finished, but a few weeks will complete them, as well as the palisading of the platforms. Certainly.

The stations where the conveniences for loading of horses and carriages are ready for use, are—London Bridge, Croydon, Red Hill, and Haywards Heath; and, in the course of a month, the same conveniences will be finished for Horley and the Three Bridges stations.

The only remaining work on that part of the line which is now opened to the public, of importance, is the Ouse Valley Viaduct.

The two lines of rails are now laid over this viaduct, and the workmen are employed in setting the coping and parapet in a manner not to interfere with the traffic.

It gives me great satisfaction, although it is hardly necessary for me to assure you that the whole of the works upon the portion of the railway now open to the public are in a good and complete state of repair, and that they have stood to their work without showing the least defect, as you must have had sufficient opportunities to satisfy yourselves.

I now come to speak of the works on that portion of the line from Haywards Heath to Brighton.

The cutting to the south of the station at Haywards Heath is rapidly approaching to completion. The tunnel is completed all through the hill, except the brickwork to the entrances.

The contract at the south end of this tunnel, on Contract No. 12, is not quite got out, but the contractor is employing a great force to finish it, as well as the deep cutting at Ford Hill, which are the only two works of any consequence remaining on this contract.

The whole of the excavations on Contract No. 13 are completed, and the great embankment is now finished, except the dressing off of the slopes. It is all battered, and one line of permanent rails is laid all through, and the other line is now being laid.

The Clayton tunnel and the culvert are completed all through, there remains only the finishing the entrances, which are now on hand. The greatest portion of the road, through the tunnel, is ballasted, and here we have been disappointed in receiving the rails from the manufacturer, a great portion of it would have been laid.

On Contract No. 14 the whole of the excavations are out, and it only remains to dress off some portion of the slopes near the Clayton tunnel. The tunnel in this contract is complete, and a double line of rails is laid all through it. One line of rails is laid up to Clayton tunnel, and there only wants about 1200 yards laid to complete the second line.

The works on Contract No. 16 are complete except the dressing and soiling of some of the slopes, a double line of rails is laid all through, and the line is now ready for use.

The booking offices and train roofs, with the approaches to the station, are finished, the turning tables are fixed, and it only remains to lay the rails in the approach to the station, and under the sheds, and put down the platforms for the passengers.

From what I have stated, it will appear that the completing of the excavations on Contract No. 12, and the laying of the rails on various parts of the line between Haywards Heath and Brighton, are the principal works remaining to be completed, so as to open the line to the public; and, as I hope we shall have an immediate supply of rails from the manufacturer, I anticipate much facility in opening the line all through to Brighton by the 12th day of September next.

The lower, or Coal station at Brighton, is now complete, with every accommodation for the coal and other traffic; and as the long dispute with the Trustees of the Shoreham Turnpike Road is now settled, the coal trade which has now commenced, will add very considerably to the revenue of the Company.

The bridge is now building at Shoreham Road to raise the Turnpike Road, and to form a free and uninterrupted passage between the railway and the wharfs at Kingston, and the Drawings and Specifications are preparing for the extension of the wharfs there, which are very much wanted for the accommodation of the traffic that must come upon the railway.

The Shoreham Branch Railway and all the works connected therewith, as well as the engines and carriages, are in good working order.

The men are steady, sober, and attentive, and not one man has been discharged from the Company's service in this department since the opening of the branch line in May, 1840, nor has any accident happened.

I have the honour to be, Gentlemen,
Your obedient servant,
(Signed) J. U. RASTRICK.

London, August 5, 1841.

The Reports were received with repeated marks of approbation.

The CHAIRMAN begged to state, that on Saturday last he had gone over the portion of the works from Hayward's Heath to Brighton, in company with Mr. Rastrick and other gentlemen, and he was fully satisfied that nothing but extremely bad weather could delay the opening of the whole line beyond the day mentioned in the Reports. A sufficient supply of rails had been received since the Report of Mr. Rastrick was drawn up, so that no inconvenience was likely to result on that score. He should now be happy to hear any comments that might be offered on the documents before the meeting.

After a pause,

Mr. PARSONS inquired whether the Directors were prepared with any detailed statement of estimates for the completion of the line. Last year something like a detailed statement of the various items then deemed necessary had been put into their hands, but on the present occasion the proprietors had nothing before them whereby they could judge of the reasonableness of the further sum required.

The CHAIRMAN thought if the honourable proprietor would compare the accounts now submitted with those which were presented at the last meeting, the items on which excess had arisen would easily be discovered. He might state that the greatest excess had been occasioned in finishing the contracts, and on account of extra works.

Mr. PARSONS said, he had compared the accounts, but did not clearly see where the excess had arisen, and he should have been glad had a more detailed statement been supplied.

The CHAIRMAN said, the accounts were made up to the 30th of June, in compliance with the Act of Parliament, but the Directors were always glad to give any more recent information that might be deemed desirable. They had stated in their Report the amount expended, and the further sum which would be required—and on this point he thought the excess was easily to be accounted for from the magnitude and nature of the works. Some of their embankments were, he believed, the largest that had ever yet been constructed, and unfortunately the materials had not always been of the best description. Then, they had constructed four lines of rails at each station, for the purpose of preventing accidents by enabling trains to stand out of the main line. Altogether, looking at the nature and prospects of the line, the Directors had thought it desirable not to hesitate incurring any reasonable outlay. (Hear, hear, hear.) They had no doubt that the current expenditure on repairs would thereby be rendered very small, and were of opinion that the first expense was the best. (Hear, hear, hear.)

Mr. PARSONS said, his object was to obtain the means of comparing one periodical statement with another.

Some desultory conversation ensued, arising, as far as we could understand it, from a misapprehension of some of the amounts stated in the Report, which was cleared up apparently to Mr. Parsons's satisfaction.

Mr. PARSONS inquired whether any contract was absolutely completed, as frequently heavy liabilities were found to exist when the contractors' accounts came to be settled.

Mr. RASTRICK said, the only contract absolutely brought to a close was the Shoreham branch. It was impossible finally to balance the accounts till everything was finished on the line. It could not be done satisfactorily till a railway had been opened 2 or 3 months.

Mr PARSONS was only desirous of knowing whether the Directors could tell within a few thousand pounds what the line would cost.

Mr. RASTRICK said, the quantity of work done by the contractors was measured every month; and although not very minutely, sufficiently so to enable an approximation to be made to the amount due to them.

Mr. PARSONS inquired whether any great excess was apprehended on the contracts.

Mr. RASTRICK replied, that at present no great excess was apprehended. They were now able, from the near approach of the works to completion, to judge pretty accurately of the final cost. On the occasion of the last meeting, it was almost impossible to arrive at so satisfactory a result. He might mention, that the nature of the works upon several parts of the line was such as almost to defy previous calculation. There was, for example, the embankment at Earlswood Common. They had worked upon it incessantly for two months, without advancing scarcely a yard; as fast as materials were put in they came out at the sides, so that nearly double the quantity of materials and amount of labour had been expended upon that part of the line than had previously been judged necessary. There was another difficult embankment on the north side of the Clayton tunnel. Originally a slope of 2 or 2½ to 1 had been thought sufficient, but ultimately it had been necessary to make it 9 or 10 to 1. There was a third embankment at Kemp's farm, which had occasioned no small difficulty and extra work; but he was happy to say that the heaviest works were now satisfactorily completed—that all the precarious parts had been got over, and that what remained to be done could be made a matter of very minute calculation.

Mr. PARSONS remarked, that upon many lines it turned out that a large expenditure was incurred after the works were nominally completed and the line itself open to the public.

Mr. RASTRICK said, there would be nothing of the kind on the Brighton line. In fact, it was because they were pursuing a contrary course that they had now to announce an excess on the previous estimates. Instead of leaving the extra works to be executed and paid for after the line was open, they had proceeded with them during the progress of the ordinary works. (Hear, hear.) The circumstance of having four lines of rails at every station had already been alluded to by the Chairman. Such an arrangement would afford great facilities and be the means of averting considerable danger in the daily working of the line. Thus, an express train could stop in perfect safety at a station, whereas on other lines all trains had usually to remain upon the main line. This arrangement had been effected while the other works were going on. At other places they had constructed platforms for the reception of horses and carriages—had made numerous sidings for the conduct of the coal traffic—had inclosed the stations, and done various other things which in general were not commenced until after the railway was opened. He was satisfied it would be found that when the Brighton line was opened on the 14th of next month, there would be very little more to do. (Hear, hear.) Then, they had a large stock of materials on hand. They had chairs in stock, and rails in stock, more than would be required for the main line, but which would be applicable to the further accommodation in sidings, &c., that might be required for the coal traffic that was expected. He would repeat, that 12 months after the line had been fully opened, it would be seen that there was extremely little to be accomplished, and that the cost of keeping it in repair would be unusually small. (Hear, hear.)

Mr. PARSONS thought the explanations of Mr. Rastrick very satisfactory, and he was glad that he had put the questions to that gentleman. (Hear, hear.) On some lines he found that an excess of 20 per cent. on the estimates was incurred, after they were open for public traffic, but he was happy to learn that it would not be so in the present instance. (Hear, hear.) As Mr. Rastrick had alluded to the stock of rails, he should be glad to know if they had rails enough paid for, or drawn for, to complete the line to Brighton.

Mr. RASTRICK said, they had a sufficient supply.

The CHAIRMAN said, they had put down 150,000*l.* under this head, which they thought would be more than enough to cover the expense. They had not laid very minute details before the meeting. No other Company did so under similar circumstances, and although the Directors had nothing to conceal, and were most anxious to afford every information in their power, they thought it might be dangerous to go minutely into items, while respecting these very items there were accounts to be settled. For example, reference had been made to the contracts, and it might be productive of serious consequences if the contractors were put in possession of all that the Directors might know or think in reference to them. In fact the Directors often knew more than they deemed it prudent to disclose, and this entirely because it might be turned to the prejudice of the Company. In corroboration of what had been said by Mr. Rastrick, he might state, that as the extra expenses

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arose they had been regularly discharged every month, so that they were now able to form a tolerably accurate judgment as to what further amount of expenditure would be required.

Mr. LEVY wished to know under what head in the accounts the grand entertainment which the Directors had given on the opening of the line was included. (Laughter).

The CHAIRMAN was glad this matter had been alluded to. The cost was put down under the head of General Expenditure. He had received several letters upon this subject, some of them anonymous, and others bearing the names of the writers, in which it was complained that the Directors and their friends had gone down the line and regaled themselves in a sumptuous manner, while the proprietors had been compelled to content themselves with bread and cheese. He could only say, that on many occasions when he had walked down the line—no later for example than last Saturday—he should have been glad to get even so humble a refreshment. He thought the man must be very narrow-minded indeed who could object to what the Directors had done on the occasion referred to. (Hear, hear). They had been anxious that the parties invited should have an opportunity of inspecting the works on the line, some of which were of a very interesting character, as for instance, the stupendous viaduct over the Ouse valley, which was not only a credit to the Company, but an ornament to the county. (Hear, hear).

Mr. LEVY did not complain of the amount expended, and would not have complained even had it been twice as large. Nor was he an anonymous letter-writer, for what he had to state he would at all times state boldly and openly. He complained that the money of the Company should have been expended upon parties who had not half so good a right to it as the shareholders. He thought it a great insult to the proprietors that strangers should have been preferred to them on such an occasion. (Hear, hear). For his own part, he cared nothing whatever about it, for when he travelled on such business as inspecting railway works, he always did so at his own expense. The Chairman's remarks were very evasive, and he thought a vote of censure ought to be passed upon the Directors for what they had done. (Laughter). It was very well for gentlemen to laugh, but the matter deserved to be gone into. Proprietors seemed to think that they should come to such meetings as these only to cry "hear, hear," but for his own part he thought they ought to look somewhat more into their affairs than shareholders were in the habit of doing. While on that subject, he would say that the mode in which Directors' reports were submitted was far from satisfactory. As they were now read, it was impossible to understand them. Items comprising thousands of pounds were hurried over, whereas Directors ought to be compelled to lay on the table a detailed statement of receipts and expenditure, so that proprietors might have an opportunity of examining it carefully and minutely.

The CHAIRMAN would repeat that he was not sorry that this short discussion had arisen, as some misapprehensions which had gone abroad, would now, he hoped, be removed. On the occasion of the first trip, very many of the shareholders went down the line, and very few on the second day. Had any great proportion of the second day's visitors been proprietors, he was satisfied that they would not have expressed any dissatisfaction with the arrangements made by the Directors. So far from the first company being composed exclusively of friends of the Directors or of strangers, many gentlemen now present knew that a great number of them were shareholders.

Mr. LEVY thought that circumstances only rendered the insult more pointed to the proprietors who were excluded.

The CHAIRMAN said they were compelled to confine the invitation to the largest shareholders on the Company's books.

Mr. GEORGE RENNIE, Jun., M.P. observed, that although honoured with an invitation for the first trip, he had not been able to go down the line until the second day, and for his own part he had nothing to complain of. (Hear, hear.) He had gone not for the purpose of partaking in the entertainment which had been alluded to, but to inspect the works, and he was glad that the Directors had managed the opening in so economical a manner. There was one matter of considerable importance which had not yet been alluded to at the meeting. Had any arrangement been come to with Mr. I. L. Goldsmid?

The CHAIRMAN replied in the negative. Mr. Goldsmid had commenced a Chancery suit against the Company, and since the last meeting had retired from the Direction. (Hear, hear.) The Directors had put in an answer to Mr. Goldsmid's Bill, and it was now for that gentleman to consider whether he would persist in his suit or not.

Mr. RENNIE presumed therefore that the Court of Chancery must settle the point in dispute?

The CHAIRMAN regretted that there was no alternative.

Mr. RENNIE enquired whether there was no medium measure. He was not sufficiently acquainted with the question to be able to offer an opinion on its merits, but he had heard from Mr. Goldsmid, that he was anxious to have the business arranged, and as he took it for granted that the Directors entertained similar feelings, he wished to know if some plan could not be devised for avoiding an expensive suit in Chancery. He was strongly opposed to going to law. (Hear, hear.) The most they could hope for from the Court of Chancery was an equitable decision, and he thought *that* could be obtained by less expensive means.

The CHAIRMAN said, the Directors would have felt extremely happy if the matter could have been settled by arbitration, but they were convinced that any arrangement of the kind was, under the circumstances, impracticable and impossible. The Directors did not feel themselves justified in consenting to a clause in a deed of conveyance which, whatever might be Mr. Goldsmid's friendly feelings personally towards the Company, might hereafter be put in force and turned to their prejudice. The circumstances out of which this difference had arisen were briefly these:—He (the Chairman) was one of the deputation of Directors who had conferred with Mr. Goldsmid, respecting the road which was now the matter at issue. They had agreed as to the price of the road, and every other preliminary, and (as fortunately was usual in that Company, where everything was committed to writing) the minutes of the Board bore testimony to these facts. It was not until three months afterwards that anything was said as to the passage of coal carts along the road in question. About that time the Directors visited Brighton, and took up their quarters at the Brunswick Hotel. One morning the Secretary was somewhat late in his attendance, and by way probably of excuse, stated that he had not been able to get any sleep till two o'clock in the morning, in consequence of the noise of the coal carts. Mr. Goldsmid, who was present, immediately took the alarm, and begged that a resolution might be passed prohibiting the passage of the carts along the road referred to, which was contiguous to his residence. The Solicitor of the Company, who was with the Directors at the time, informed Mr. Goldsmid most distinctly that such resolution would be of no avail, as it would be at variance with the Act of Parliament. The Directors, however—being anxious to oblige Mr. Goldsmid—passed such a resolution, with the full determination of carrying it out in spirit, honourably, as became honest men, but they could not consent to embody it in any formal contract, which might hereafter operate most injuriously to the undertaking. (Hear, hear.) This was the whole truth of the matter. The circumstances had frequently put him and his brother Directors into a most painful position, but now that Mr. Goldsmid had retired from the Board, they could treat with him as with any other landowner. If any other landowner had at the time come to them, and asked them to pass such a resolution as he had alluded to they would unquestionably have refused, but as they wished to be on good terms with Mr. Goldsmid, they consented, and now that gentleman turned round upon them, and wished to punish them for what was an injudicious act of courtesy and kindness.

Mr. RENNIE thought that an arbiter might nevertheless arrange the matter without much expense.

The CHAIRMAN said, that as the resolution adverted to was in the teeth of the Act of Parliament, the Court of Chancery could alone decide the point at issue. As to the expense, the greater part of it had already been incurred. The Directors had with much trouble put in an answer to the numerous questions of Mr. Goldsmid, and he thought that when that gentleman duly considered their answer, he would be glad to refrain from further proceedings. For his own part he had no dread of the result as affecting the Company. (Hear, hear.)

Mr. MAUBERT thought the matter should be left to the discretion of the Directors, who, he doubted not, would act in the way which they considered most conducive to the best interests of the undertaking. (Hear, hear.)

Mr. MAHON was sorry that one subject which had been brought forward that day had been touched upon so lightly—he meant the conduct of the Directors in reference to the entertainment on the opening of the line. On the 12th of July he (Mr. Mahon) wrote to the Secretary requesting to know the expense of the two days' entertainments separately, and intimating that he intended to found a motion upon such information at the next general meeting. The Secretary, in reply, stated that the letter had been laid before the Board, and that the writer might obtain every information "at the proper time." [The honourable proprietor here read the letters.] Now, he must object to such vague replies. He thought every proprietor had a right to have all questions as to the affairs of the Company fully answered, the more especially as at the half-yearly meetings there was no time to gain so much information as was desirable, and as many proprietors felt too timid to bring forward any motion that might appear to be an attack on the Directors. Without pleading to the charge of narrow-mindedness, alluded to by the Chairman, he must say that, in his opinion, the course pursued by the Directors furnished a very bad precedent. They had gone down the line with 250 friends, nay, had invited the whole of the officers of a regiment stationed in Brighton, and these parties they had regaled with champagne, whereas next day the shareholders were taken no further on than Hayward's Heath, and there had to put up with bread and cheese and ale. He thought such a proceeding was most invidious. The Directors of this Company did not stand alone in this contemptuous mode of treating their constituents, for from whatever cause it proceeded, it seemed to be ingrained in all Joint-stock Boards. Without dwelling further upon this point, he would move a resolution which he had purposely drawn up in a guarded manner so as not to give offence, and he trusted the gentleman who had introduced the subject would favour him by seconding it. The motion was as follows:—

"That the Reports and accounts now submitted be received, adopted, and printed, for the use of the shareholders; but this meeting cannot separate without deprecating the introduction of any practice into the management of the affairs of the Brighton Railway Company which may be construed to sanction entertainments given by the Directors, and particularly entertainments in which marked distinction may be drawn between the Directors, their friends and supporters, and the shareholders generally."

Mr. LEVY seconded the motion.

The CHAIRMAN said, with respect to the letter of the honourable proprietor, if the Directors were to answer in writing every question put to them, they would be compelled to keep half a dozen extra clerks on purpose, and then it could not be accomplished.

Mr. MAHON (interrupting)—Will you now state the cost of the entertainment?

CHAIRMAN—Certainly; it was 260*l*.

Mr. MAHON—A most exorbitant charge!

The CHAIRMAN did not think so. (Hear, hear.) The Directors had only invited two friends each, and of these very many were shareholders. The rest of the company consisted of shareholders, or

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of parties to whom the shareholders were under great obligations. (Hear, hear.) If after three years of labour cheerfully undergone for the sake of the proprietors, the Directors were to be blamed for so trifling a matter as the getting up of a little festivity, it would be to them the subject of much surprise and regret. For himself personally, he would gladly have avoided, if he could have done so with propriety, the labour inseparable from entertaining so large a company, and the anxiety consequent on conducting them safely over a line, then for the first time thrown open for the passage of trains. (Hear, hear.) So far from wishing to cast a slight upon any of the shareholders, the Directors would have felt the greatest pleasure in having the company of every one of them, but such an arrangement was, as they must be aware, totally impracticable. If the meeting entertained any degree of confidence in the Directors, they would not pass such a motion as that now before them. (Hear, hear, hear.) If they did *not* entertain such confidence, they ought to say so openly at once, and the Directors would retire. It was not, however, in reference to such petty things as these, that the confidence of the proprietors ought to be shaken. (Hear, hear, hear.) He regretted to be obliged to say, that at these periodical meetings, the time of the proprietors was too frequently occupied with such questions, to the exclusion of discussion upon matters of far higher moment. (Much applause.)

Mr. WALEY, after expressing his regret that the motion which he was now to bring forward had not been brought forward earlier, so as to be a substantive motion, moved as an amendment that the Reports be received, adopted, and printed.

Mr. PEARSON seconded the amendment, and said he was extremely sorry that the valuable time of the meeting should have been consumed upon so frivolous a subject. (Hear, hear, hear.) He himself was not one of those who made the first day's trip, and therefore had no particular personal reason to approve of it. At the same time, he thought these little privileges were justly due and ought cheerfully to be conceded to Directors, especially to Directors who had exerted themselves so zealously and successfully as the gentlemen now before the meeting. (Hear, hear, hear). It was not usual, and he hoped it never would become so, that every shareholder should be invited on such occasions, for the expense would be very great. Such a practice was not adopted in the Docks, or any other public companies, and he trusted that the motion now submitted would not merely be rejected, but by an overwhelming majority (Applause).

Mr. MAHON rose, but the meeting evinced unequivocal signs of impatience, and amid cries of "spoke, spoke," the honourable gentleman resumed his seat.

The CHAIRMAN then put the amendment, and subsequently the original motion. Only six hands were held up for the latter in one of the largest railway meetings at which we were ever present.

Mr. MAUBERT suggested that if the journey to Brighton were performed in three hours instead of four hours as at present, the traffic would be greatly increased. He thought this might be effected by stopping for a less time at the various stations. He had no doubt that if the speed were greater, instead of 2,000*l.* per week as at present, the receipts would be 3,000*l.* or 4,000*l.* The honourable proprietor also offered some suggestions as to the carriage of passengers' luggage.

The CHAIRMAN, after expressing the satisfaction which he and his colleagues at all times felt in receiving hints from the honourable proprietor, and stating that the suggestions now made would receive the best consideration of the Board, observed, that in his opinion a good deal of the traffic which they now had was to be attributed to the great care which was taken not to keep up a high rate of speed upon a line so newly formed. Many of the passengers consisted of families who would be afraid to venture on the line, were the speed, under present circumstances, very great. He had ascertained this, personally, from many of the frequenters of the line. Besides, as the line would be opened throughout in little more than a month, it would be a pity, he thought, to disturb the existing arrangements. (Hear, hear.) It would be recollected, too, that Sir Frederic Smith, in his Report to the Board of Trade, had stated that he had endeavoured to impress upon the Directors the propriety of travelling at a comparatively slow pace until the line was finally completed. He (the Chairman) had no doubt that within a very short period they would be able to accomplish the whole distance between London and Brighton in two hours. (Hear, hear.) If they were now travelling with empty or half-filled carriages, they could easily go at a greater speed, but fortunately this was not the case, as would be known to any gentleman present who, like him, had made the journey from Brighton that morning. On arriving at Croydon there was not a single vacant seat in the train, and as several persons were waiting for places they were obliged to hook on two additional carriages, so that the great length and weight of the train caused them to be 10 minutes beyond their time in arriving at London-bridge. With respect to any inconvenience that might have at first existed in the transference of luggage at Hayward's Heath, this had within the last few days been removed. As their arrangements got matured and the line fully opened and properly consolidated, he had no doubt that the public would have every reason to feel satisfied not only with the speed but with all the accommodations supplied. (Hear, hear, hear.)

Mr. WALEY begged to revert to the matter which had been mooted by his friend Mr. Rennie, namely, the dispute with their late Director, Mr. Goldsmid. He was satisfied (and he was sure the meeting were of the same opinion,) that no body of Directors could surpass those of the Brighton Railway Company in firmness and integrity of purpose, and for his own part he had the fullest confidence in their decisions. (Hear, hear, hear.) At the same time he thought they would be not a little assisted by an expression of opinion on the part of the proprietors relative to this unfortunate difference—a difference which had given rise to much unpleasant feeling, and which within his personal knowledge had deterred several intending speculators from embarking their property in the purchase of shares. He thought that if a certain number of persons were appointed to the legal position of the Lord Chancellor, who should be empowered to hear and decide upon the matter at issue, without any concession or comprise on either side, a great deal of needless litigation might be spared. Of course he did not mean that the Directors should have this invidious duty thrust upon them, but still he thought some such arrangement might be advantageously carried into effect.

The CHAIRMAN was sure that no person could be more anxious than the Directors were, that the matter should be settled by arbitration if it were at all practicable, but as Mr. Goldsmid insisted upon their doing that which by their Act of Incorporation they were not authorised to do, no private tribunal could interpose with effect.

Mr. PARSONS expressed his great aversion to an expensive suit, which could only benefit the lawyers. The time of the meeting ought not to be consumed in the discussion of legal questions. This was now taking place for the second time.

The CHAIRMAN said, the proprietors would have had just cause to complain if the Directors had yielded a point which, when the line was open, might have deprived them of this portion of their property altogether. The Directors took blame to themselves that they had ever placed themselves in such a position out of kindness to an individual. If, at the time when the resolution of the Board was passed, it had ever been imagined that such resolution was sought to be incorporated in the formal conveyance of the property purchased from Mr. Goldsmid, it never would have been passed. The Company's Solicitor had, as already stated, expressly and explicitly informed Mr. Goldsmid that the resolution would not be legally binding, and yet Mr. Goldsmid now sought to compel them to carry it into effect. He begged to add, that it was not the Directors but Mr. Goldsmid, who had resorted to the Court of Chancery; the Directors had merely acted on the defensive.

Mr. CASH thought it would be much better that this discussion should not proceed further. (Hear, hear, hear, hear.) The Directors were perfectly well acquainted with the sentiments of the proprietors on the subject, and it might safely be left to their discretion. (Hear, hear, hear.)

A PROPRIETOR inquired what arrangements had been entered into with the Greenwich and Croydon Companies in respect of toll.

The CHAIRMAN said, they had only to consider the Croydon Company in this matter, to whom they paid a toll of 1½d. per passenger per mile.

A PROPRIETOR wished to know if it was the intention of the Directors to retain the present rate of fares.

The CHAIRMAN said it was extremely probable that the fares would be lowered when the line came to be opened throughout. At present they had a very expensive piece of machinery to work between Hayward's Heath and Brighton. They thought it better to have it in their power hereafter to reduce the fares than to be compelled to raise them. (Hear, hear, hear.) Last week they had carried 6,000 passengers, which showed pretty clearly that even with the present fares, the public were disposed to patronise the line.

Mr. PARSONS hoped that the Directors would not reduce the fares very considerably, as the line was an expensive one. A comparatively high rate had been adopted on the London and Birmingham Railway, and answered well.

A PROPRIETOR inquired whether the Directors intended to open any station between London and Croydon.

The CHAIRMAN answered in the negative. That part of the line belonged to, and was under the management of, the Croydon Company.

Mr. PEARSON thought an amalgamation of the Croydon Company with the Brighton would be very desirable.

The CHAIRMAN said, they were not in a situation at present to entertain that question, but he should not feel surprised if on the occasion of the next meeting, or at some meeting convened specially for the purpose, such a suggestion should be brought forward. At present he had no doubt that from the good feeling subsisting between the Companies, arrangements which would contribute to the accommodation of the public would continue to be made. In all their proceedings they were sincerely anxious that the benefits to the two Companies should be mutual. (Hear, hear.) There was no doubt that the Brighton trains would abstract a portion of the Croydon traffic, but he did not see how that could under existing arrangements be avoided.

Mr. MAUBERT in rising to move a vote of thanks to the Chairman and Directors, expressed his opinion that even with the present rate of traffic upon the entire line, a dividend of 5 per cent. would be secured. (Hear, hear.) The proprietors were greatly indebted to the exertions of the Directors, particularly to the Chairman, who had made the affairs of the Company his especial business. (Hear, hear, hear.) He was satisfied that more work had been performed by the Directors of this line in the time than upon any other line in the kingdom. (Hear, hear.)

Mr. MAHON hoped it would not be considered inconsistent in him to second, which he did with great pleasure, the vote of thanks to the Directors. (Hear, hear, hear.)

The motion was put by Mr. Maubert, and carried by acclamation amid loud applause.

The CHAIRMAN expressed his great gratification at this mark of continued confidence on the part of the proprietors. Without the full confidence of their constituents, it would have been impossible to carry on such an undertaking, and as they knew each other better, he hoped and believed that himself and colleagues would continue to deserve, and then he was sure they would receive, so satisfactory an acknowledgment of their services. He had no

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doubt that it would be found at the next meeting, that all the statements made by the Directors that day had been realised. (Hear, hear, hear.)

Mr. Thompson, in a brief but highly eulogistic address, which was warmly responded to by the meeting, proposed a vote of thanks to Mr. Rastrick, the Company's Engineer-in-Chief.

The Chairman trusted he was not out of order in seconding the motion. No man had had more frequent opportunities than himself of witnessing the indefatigable zeal and splendid talents of Mr. Rastrick. Many difficulties had occurred in the prosecution of the undertaking, of which the proprietors at large could not be aware, and he had no hesitation in saying, that but for the skill and perseverance of their Engineer, properly supported as he trusted that gentleman had been by the Directors, these difficulties could not have been overcome. (Hear, hear, hear.) He had very great pleasure in seconding the motion, as a just tribute to one who, at no distant day, was destined to occupy a very prominent place in the very foremost rank of his profession. (Hear, hear, hear.)

The resolution was carried unanimously.

Mr. Rastrick, who was received with great cordiality, made an appropriate acknowledgement and the meeting separated.

GRAND JUNCTION RAILWAY COMPANY —GENERAL MEETING.

The half-yearly meeting of the proprietors of the Grand Junction Railway was held in the Cotton Sales Room, Liverpool, on Friday, August 6, for the purpose of declaring a dividend out of the clear profits of the undertaking, for the half-year ending the 30th of June, and the election of three Directors in the place of that number, who retire; John Moss, Esq., Chairman of the Directors, presided.

Captain Huish, general Manager and Secretary, read the Report as follows:—

REPORT.

The receipts on this line for the half year ending 30th June, 1841, the accounts of which will be laid before the proprietors, have been for

Coaching, conveyance of carriages, horses, mails, and parcels	£161,771	2	0
Conveyance of merchandise and live stock	46,738	2	0
Total	£208,509	4	0

exhibiting, as heretofore, an increase as compared with the receipt in the corresponding part of last year, notwithstanding the almost unparalleled stagnation of trade since the commencement of the present.

The revenue of the coaching department was kept down during a portion of the half year just ending, by an unnatural, and therefore only temporary, competition for Lancashire and London passengers on the part of another Company, but which is no longer felt; whilst the revenue for the merchandise department, (though still, but as the Directors believe only temporarily, affected to some extend by the same competition) is greater than in any previous half year.

The statement of the expenses will be found equally satisfactory, as they amount altogether only to £49 5s. per cent. on the receipts; though the proportion of goods to passengers producing those receipts is much greater than at any previous time.

The total expenditure including the toll to the Liverpool and Manchester Company has been 93,920*l.* 1s. 1d.

Upon the whole, therefore, the Directors feel, that they may justly congratulate the proprietors on the continued prosperity of the undertaking.

The net receipts of the half year, with the balance of 689*l.* 11s. 4d., carried over from the preceding half year, and the addition of 1,766*l.* 9s. 1d. from the fund reserved in January, 1840, to "meet times like the present) of commercial depression, which might reduce the income of any single half year," will afford a dividend of 5*l.* 10s. per cent. upon the total expenditure of the Company.

The dividend might have been 6*l.* per cent. if the balance of 8,804*l.* 7s. 4d., which a dividend of 5*l.* 10s will leave of the reserved fund, had also been appropriated, and if the Directors had adhered to the practice heretofore adopted of debiting or crediting (as the case might be) the half-year's receipts with the balance of a comparative valuation, by competent persons of the Company's moveable stock; since that balance for the past half-year is 2,396*l.* 17s. 7d. in favour of the account.

Stated in this the usual way, the account for the purpose of dividend, now, would have stood thus:—

Net receipt of the half-year, including balance from last	119	14	10	11
Balance of stock account	2	366	17	7
Reserved fund	10	570	16	5
	132	292	4	11
Dividend of 6 per cent.	132	198	0	0
Balance to current half-year	£94	4	11	

If the Directors had decided on recommending a dividend of 6*l.* per cent it would have been under the certain expectation, which they entertain, of a similar dividend for the current half year, besides reserving at the end of it a fund at least equal in amount to the 10,570*l.* 16s. 5d. now at the disposal of the proprietors.

The Directors, however, do not feel assured of the expediency of acting upon a comparative valuation of stock on all occasions when it may happen to show an improvement in value, although they would have considered it right so to do, as they have heretofore always done, if there had appeared any depreciation in value; on the present occasion they deem it more prudent (with reference to the increase of business which they hope they may safely reckon upon, and especially in the goods department), to carry over the present balance of profit on stock account for the service of the current half year, and the further improvement of the condition of the stock, leaving also the 8,804*l.* 7s. 4d. of the reserved fund for future appropriation.

The dividend, therefore, which the Directors recommend now to be made is 5*l.* 10s. per cent.

The net receipt from Sunday travelling is equal to 10s. 8d. per 100*l.* share.

The proprietors will not fail to bear in mind, that they are on the present occasion, for the first time, making a dividend on the Total Expenditure of the Company, and *that* out of the receipts of the first, which is always the least productive, of the two half-years, and that first half, moreover, happening to have been one during which the consequences of the extraordinary stagnation of trade have certainly been more seriously felt than could have been anticipated when they came to the resolution of capitalizing the entire debt of the Company, thereby creating a very large additional amount in respect of which dividends have now to be provided.

The Directors may mention as a circumstance bearing in a very important manner, as they think, upon the prospects of the undertaking (so far as the past is ever any guide with regard to the future), as well as justifying to a great extent their own former expressions of confidence in it, that whilst the amount of dividends actually paid to the proprietors for the first year after the opening of the line, June 1837 to 1838, was only 109,180*l.*; for the second, June 1838 to 1839, 150,667*l.*; for the third, June 1839 to 1840, 209,552*l.*; the amount for the year just ended, June 1840 to 1841, will be, less interest, 255,269*l.* This fact is very satisfactory, also, as showing clearly that although the nominal amount of dividend, namely per share, is not so great as on former occasions when the capital on which dividends were calculated was so much less, yet the actual divisible profits of the concern are greater than ever.

As connected with the subject of Traffic, the Directors may state further, that the receipts of the current half-year, so far as it has gone, exceed those of the corresponding period of last year, exclusive of the increase caused by the meeting of the Agricultural Society held in Liverpool last month.

It is gratifying to the Directors to be able to say, with regard to that event, that though the business of the week was so much extended as to add about 50 per cent. to the usual receipts, not a single accident occurred, nor (with the exception of some inevitable delay with a few of the trains on account of their being unusually heavy) did anything happen to cause inconvenience to the public, from whom the Board have not a single complaint; a circumstance which shows the immense advantages and facilities which railways are capable of affording upon any emergency. The Directors have not failed to acknowledge and reward the exertions of the different servants of the Company, to which these successful results may in a great measure be ascribed.

Upon the state of the line and works, (which the Directors have inspected throughout within the last few days,) no remark is called for, all being in perfect order.

Since the last general meeting the Directors have, pursuant to the power vested in them by Act of Parliament, filled up the vacancy caused by Mr. Unwin's retirement from the Board by the election in his place of Mr. Joseph Need Walker, of Liverpool.

At the present meeting three other Directors go out of office by rotation; and, as they are not now re-eligible, other gentlemen must be elected in their stead.

The three retiring Directors are Messrs. Moss, Sanders, and Heyworth.

The Board have to report, with regret, the recent resignations of Mr. Chorley the Treasurer, of Captain Cleather, the outdoor Manager and Assistant Secretary, and of Mr. Baddeley, the Superintendent of the locomotive engine department. The Directors have supplied these vacancies by the appointment of Mr. Goalen to the office of Treasurer, of Captain Huish to the office of Secretary and General Manager, and of Mr. Trevithick to the office of the Superintendent of the Engine Department. Efficiently as the duties of these several offices have certainly been heretofore performed, the Directors entertain a confident hope that they have succeeded in their anxious endeavours to provide for the future discharge of them with equal efficiency and as satisfactorily as heretofore. Mr. Goalen the Directors had only power, under the Act of Parliament, to appoint temporarily, submitting the appointment to the proprietors at the present meeting for confirmation or rejection; they cannot but express their opinion, however, that it will be judicious to confirm the appointment; since Mr. Goalen's long connexion with the Company, and especially the intimate acquaintance with their financial affairs which he must necessarily have acquired from his position as the late Treasurer's chief assistant, appear to them to point him out as the fittest successor of that gentleman. In Captain Huish, the Directors have every reason to believe that they have secured for the Company a valuable officer, and one who from his previous connexion with railway concerns will be found prepared at once for the able discharge of the varied and important duties now committed to his care. Of Mr. Trevithick, who has been in the Company's employ as Resident Engineer at Birmingham for some time, the Directors need only observe, that his appointment was suggested by Mr. Locke, upon whose responsibility (as the Company's principal Engineer) the conduct of this department of the undertaking has especially rested.

Before concluding their Report, the Directors would desire to bring under the consideration of the proprietors at large a subject which they regard as of great importance to the increased prosperity of the Grand Junction line, namely, the completion of the communication by railway with Scotland. That Scotland must, sooner or later, have the advantage of being connected with England by railway, appears to admit of no doubt; and it seems equally clear that a western route (as recommended by the Government Commissioners, after being favourably reported of by this Company's Engineer, Mr. Locke), is the proper one. Considering, then, that the Grand Junction line would form a not unimportant link of this national chain of improved communication, the Directors have felt it to be their duty on various occasions, and in various ways, to promote the great object in view. Very recently, they, with deputations from various other Railway Companies similarly interested, met a number of gentlemen from Scotland, and arrangements were then made for ascertaining the opinions of the influential landed proprietors along the proposed line, with a view to such ulterior measures as may be most expedient and practicable.

The Directors trust, they may feel justified on some future early occasion, in bringing this project more distinctly before the proprietors of the Grand Junction Railway for their support; at present their object is only to convey their own very strong opinion that it is of great importance indeed for Grand Junction interests that the Scotch traffic should be secured in a western route.

If it meet with the approval of the proprietors, the Directors will continue to pursue this object, in concurrence with other parties, as far as lies in their power.

JOHN MOSS, Chairman.

Liverpool, August 6, 1841.

Statement of Receipts and Expenditure on Capital Account, to June 30, 1841.

Capital £100 called on 10,400 shares	1,040,000		
50 ..... 10,918 half do.	545,900		
2 10s..... 17,624 qr. do.	44,060		
518 W. & C. shares at par....	51,800		
5,000 C & N. shares at 25*l.* each	125,000		
	£1,806,760	0	
Less sums expended by the late Liverpool and Birmingham and Birmingham and Liverpool Companies, in their application for Acts of Incorporation	£26,269	12	5
	£1,780,490	7	7
Loans (including those incurred by the Chester and Crewe Company)	492,557	0	0
Interest from Exchequer Bills, &c.	6,475	8	11
Sale of half shares refused.....	1,093	8	6
Sale of quarter shares refused	55	13	0
Sale of materials	1,877	19	6
Total	£2,282,549	17	6
Expended in—			
Engineering, surveying, parliamentary, legal, and general expenses; construction of line and works, stations, land and compensation, rails, chairs, &c.....	£1,624,517	19	4
Locomotive engines and tenders, and locomotive establishment—carriages, waggons, trucks, and horse boxes, (including Chester branch stock)	250,892	16	7
Purchase of W. & N. line.....	65,463	7	4
Purchase of C. & C. line.... £192,550 0 0			
Expended, June 30—works, &c. 64,921 16 9			
	257,471	16	9
Interest on loans previously to the completion of the line.....	22,270	18	3
Arrears of calls, viz.—			
On half shares £2,727 4 9			
First call on new quarter shares..... 27,022 10 0			
29,749 14 9			
Less W. & N. interest, not applied for..... 16 0 0			
	29,733	14	9
Balance with bankers	32,229	4	6
Total.....	£2,282,549	17	6

INCOME ACCOUNT.

Statement of Receipts and Expenditure of Half-Year ending June 30, 1841.

RECEIPTS.

Coaching	£161,771	2	0
Carriage of live stock.....	5,197	0	5
Carriage of merchandise	41,541	1	7
Carriage of merchandise	1,196	9	11
Toll on coals, &c.	752	14	5
Rent of cottages, &c.....	95	17	4
Sale of keys.....			
Interest on bank account, less commission, &c.....	2,110	12	0
Balance from last half-year.....	689	11	4
Total.....	£213,331	12	0

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EXPENDITURE.

	£ s. d.	£. s. d.
Coaching disbursements, viz. Wages of guards, conductors porters station-keepers and policemen, repairs of carriages, trucks and horse boxes, locusting post of carts, oil, grease, &c. for carriages, and duty on passengers	23,867 1 3	
Merchandize disbursements at Birmingham and stations on the line, including Liverpool and Manchester Company's charge for Liverpool and Manchester, commission to agents, repairs of wagons, and carriage of live stock expenses	11,517 8 4	
Locomotive Power, viz.—Engine and firemen's wages, wages of engineers, repairing, and cost of materials, including iron, tallow, oil, brass, timber, &c. 2,673 7 11		
Coke	8,239 6 5	
	2,912 14 4	
Maintenance of way	10,413 5 9	
Repairs of stations and cottages	722 15 5	
Office and general expenses at Liverpool, Manchester, and Birmingham, including insurance, advertising, and general disbursements	2,777 19 1	
Charge for Directors	432 12 0	
Engineering Department—Salaries, &c.	746 3 0	
Compensation	859 8 2	
Rates and taxes	3,076 3 2	
Rents	1,653 17 5	
Travelling expenses	149 15 1	
Law expenses	201 3 4	
Int. to the Liverpool and Manchester Company	8,129 14 10	
		93,950 1 1
Balance		£119 414 10 11

Summary of Stock Account to June 30, 1841.

Locomotive Engine Department— Valuation to December 31st, 1840	£109,215 6 8	
Expended in half year to June 30, 1841, including three engines and tenders for Chester stock	11,909 6 2	
	£121,124 12 10	
Valuation June 30, 1841	121,292 12 10	
Increase		£167 0 0
Waggon, horse box, and carriage truck department— Valuation to December 31st, 1840	£53,451 7 5	
Expended in half year to June 30, 1841	516 17 8	
	£53,968 5 1	
Valuation June 30, 1841	53,967 1 8	
Decrease		£1 3 5
Clock making department— Valuation to December 31, 1840	£1,842 14 5	
Expended in half year to June 30, 1841, Chester stock	4,398 3 9	
	£6,240 18 0	
Valuation June 30, 1841	4,790 19 0	
Decrease	£1,590 19 0	
		1,671 2 5
Increase		£165 17 7

The accounts were examined and approved, July 28th, 1841.

LEWIS POTTER,
N. D. BOND, } Auditors.

The CHAIRMAN then addressed the meeting as follows:—Having heard the Directors' Report read, I trust you are satisfied with it, though the dividend is not so large as I should have liked to see it, and indeed fully expected to see it. In the present state of the times, however, we have no reason to complain; one fact alone which has come under my observation leads me to this conclusion, namely, that there was a falling off in the revenue of this port of upwards of 500*l.* during the last half-year. We railway proprietors therefore must not wonder though we may regret) that we have not to congratulate ourselves on any large increase of revenue within the same period. After the explanation given in the Report I need not say more on this point. The period having arrived, when by the Act of Parliament I am no longer eligible to remain a Director of this Company, I will beg to lay before you a statement which I have felt much interest in looking at from year to year, and which I think you will feel equal interest in considering, and perhaps keeping up in future for yourselves. The paper which I hold in my hand gives an account of the cost of the railway (including the purchase of the Warrington and Newton, and Chester and Crewe lines), and of the stock, and also of the receipts and expenditure in each department, for each half year from the opening of the line, with some other particulars; it will enable you at a glance to form an idea of the progressive improvements which have at length resulted satisfactorily, I trust, to every proprietor. I have obtained the permission of my colleagues to give a copy of this paper to any proprietor who wishes it, and I will therefore now only mention one or two of the more striking facts which it exhibits. By it you will see that our concern opened the 4th July, 1837; since when, each half-year's gross receipts are greater than for the corresponding one of the previous year. In the year ending the 30th June, 1838, the coke used cost us 19,855*l.* on a receipt of 215,147*l.*, whilst the year ending 30th June, 1841, we earned 449,682*l.* with an expenditure of 18,311*l.* in coke, being a reduction of 50 per cent. when compared with the work done; nor do I feel ashamed to mention the fact that the Directors have never received in any one year the sum of 1,200*l.* voted to them, and during the last two years 820*l.* a-year is the whole sum paid to the fifteen Directors for their services. Now these are facts which my colleagues and I have great pride and pleasure in referring to on leaving the Direction; each proprietor will of course judge for himself, but for my part I doubt whether any Railway Director could show a more favourable statement of the affairs of his Company than this, and I have personally so much confidence in the Grand Junction Railway as an investment for capital, and such entire reliance also upon the gentlemen whom I leave behind me in the Direction, that I believe we may now, or at any future time, challenge comparison with the best of the other railways of the country, without apprehension as to the result of the comparison. As I have personally nothing to boast of when leaving the concern, except the actual, and I trust still progressively improving, condition to which our united exertions have brought it; and as that is explained in the paper I hold in my hand, I will not trouble you with any further observations as to the past; but I trust I may be allowed to call the attention of those who may form the Board, after the elections which are to take place at this meeting, and especially of my successor in the chair, to two points which have had the consideration of my colleagues and myself, but which I think are deserving of future mature consideration on some early occasion.—The first is, the rate of the passenger fares. By the returns which I have procured from authentic sources, it appears that on those lines where exceedingly low fares are charged, the number of passengers is not only, as might be reasonably expected, greater, but astonishingly greater, than on lines where high or even moderate fares are charged. On the Dublin and Kingstown Railway, for instance, and on the recently opened Glasgow and Greenock Railway, where the average charge is about 1d. per passenger per mile, the number of passengers is four times greater than on our line. I am quite aware that it would be impossible for us alone, by *any* reduction in rates, to increase the number of those passengers who use our line only as a link in a long chain of communication; there is no inducement to us to lower our *through fares*, unless our neighbours north and south will reduce theirs; and we have no claim upon them to do so, and indeed are bound to believe that they have fixed their fares at only a remunerating rate to themselves; but what I think we might advantageously do is, to reduce the *short* fares on our own line, so as to offer to the public the accommodation of it, as a means of transit from station to station, at a price which might induce them oftener to use it. The plan at present adopted upon our line and others, of charging one and the same uniform mileage rate upon long and short passengers, in my opinion, prevents very many of the latter class from using our line at all. With reference to this point, I may mention that there is good reason to hope that Government will alter the present mode of taxing railway traffic, by charging a per centage on the gross receipt, instead of, as at present, a fixed sum per passenger per mile; this will be a very great advantage to the public and to almost all the Companies. The other subject which I would desire to recommend to the further consideration of the Board, is the propriety of making our dividends more frequently than twice a year. With the exception of the goods' traffic, the business of a railway may be considered as an entirely ready money business, and therefore I do not see why we might not make dividends four times a year instead of twice; it would not be necessary to make up the accounts *to a point* oftener than we now do; we might divide 2*l.* 10*s.* or 3*l.* in the middle of November and May, reserving the residue of the net receipts for dividends at the usual half-yearly periods in February and August, on a full statement then of all the Company's accounts. I wish it, however, to be understood, that although I have personally a strong opinion upon both the points which I have mentioned, yet I am not prepared to press them by means of any resolution of the proprietors. I do venture, however, to recommend them to the serious and early consideration of the gentlemen into whose hands the conduct of the Company's affairs may fall after the present meeting. I will not detain you longer; but I cannot close my official connexion with the Grand Junction Railway Company, without expressing to you, individually and collectively, my most grateful thanks for the confidence you have placed in me from the commencement of the undertaking, and the personal kindness which upon every occasion you have shown to me; I retain a very considerable pecuniary stake in the concern, and, independently of that circumstance, can never cease to feel the deepest interest in its prosperity. There are some important matters, in the negociation of which I have taken perhaps, I may say, the leading part, and which I should certainly have been glad if I could have seen the final and satisfactory arrangement of, before quitting the service of the Company, although I have the most entire and implicit reliance in the gentlemen whom I leave at the Board; and as I can make the remark without subjecting myself to the imputation of any personal motives, since it cannot be made to bear upon myself, I do not hesitate to say that I think the proprietors would do well to avail themselves of any opportunity of modifying in the Company's Act of Parliament the clause which prohibits them from re-electing a retiring Director.

These remarks were received with loud cheers.

The following are the documents alluded to:—

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RECEIPTS AND DISBURSEMENTS OF THE GRAND JUNCTION

Date.	RECEIPTS. Coaching.	Live Stock.	Merchandise.	Coals.	Rents.	Interest.	Half-yearly Total.	Yearly Total.	DISBURSEMENTS. Coaching.	Duty.	Merchandise and Live Stock.	Rents to L. & M.	Locomotive Power. Wages.	Materials.	Total.	Coke.	Maintenance of Way.	Rates and Taxes.	Office and General Expenses.	Police.	Direction.	Law.	Compensation.	Engineers.	Fire Insurance.	Travelling.	Total disbursements.
1837.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
July 4 to December 31	116749	33	1840			900	119513		9211	5614	689		6427	4738	11165	8965	801	323	2339	618	460	65	642	1836	12	12	42752
1838.																											
January 1 to June 30	109903	3263	11965			503	123634	245147	10555	5011	5496	1527	6537	4724	11261	10890	2380	1559	2001	591	606		716	832	18	19	53365
1838.																											
July 1 to December 31	161410	2862	12731	36		935	178974		11842	7205	4607	788	11692	11652	23344	11528	14570	2811	2412	873	641	1132	178	901	116	4	8295.
1839.																											
January 1 to June 30	152223	4258	32482	256	262	1030	190511	369485	12400	6403	8648	1513	12303	10106	22409	13042	10075	1901	3187	861	548	975	1116	955	82	164	8428.
1839.																											
July 1 to December 31	187476	3607	35221	381	612	2296	229593		15526	8021	10074	1379	12308	12514	24822	13689	10316	2315	2857	1018	491	623	2560	830	58	12	94461
1840.																											
January 1 to June 30	165066	4451	37977	412	838	1488	210226	439819	14879	7012	11852	1593	12314	6540	18854	11762	10382	3231	3429	1294	419	300	251	915	448	26	86647
1840.																											
July 1 to December 31	188621	3009	40934	676	766	3031	237037		16072	7871	10843	1527	13424	6167	19591	9842	10348	2824	3795	1702	389	599	148	810	57	84	86502
1841.																											
January 1 to June 30	161771	5197	41541	1196	829	2111	212645	449682	15463	6530	11517	1684	13589	6884	20473	8479	10413	3506	3299	1876	432	201	839	736	201	151	85791

Cost from the Commencement to June 30th, 1841.

Land and compensation	£240,088	4	1		
Line and works, including rails and chairs	1,139,191	14	1		
Stations, coke sheds, and houses and cottages on the line	123,707	15	10		
Engineering, surveying, parliamentary, legal and general expenses	115,565	13	9		
Direction	3,610	19	0		
Interest on loans, previous to opening	22,270	18	3		
78 miles of road, cost	£1,644,435	5	0	— or Per mile, £21,082	10 0
Purchase of W. & N. line, 4¼ miles	65,463	7	4	— or 13,781	15 0
Cost of Chester and Crewe line (21 miles) to the proprietary 305,115*l.* 6*s.* 9*d*, or 18,815*l.* per mile; but cost the G. J. Co. by payment in shares, &c.	270,115	6	9	— or 12,862	12 8
N.B.—The above sum of 270,115*l.* includes 12,975*l.* 16*s.* 10*d.* of balances yet to be paid to the contractors.					
103¾ miles of road—total cost	1,980,013	19	1	— or 19,084	9 5
Stock of engines, carriages, trucks, waggons, &c.	250,852	16	7		
Merchandise stock	2,553	12	7		
Total cost of line and works	£2,233,220	8	3		
Equal to 21,525*l.* 3*d.* per mile, for the total length of 103¾ miles.					
Capital 10,400 £100 shares	£1,040,000				
10,918 50 "	545,900				
17,624 25 "	440,600				
1,036 W. & N. "	51,800				
5,000 C. & C. "	125,000				
				£2,203,300	0 0
Land unsold, and sundries to be received for the rails by supposed value				30,000	0 0
Total				£2,233,300	0 0

Mr. Lawrence Heyworth said, the subject most interesting to the meeting would most likely be the dividend. He observed, that the sum of 5*l.* 10*s.* was suggested by the Directors. It should be recollected, however, that though the Directors might recommend a dividend, it rested with the proprietors to fix what that dividend should be, and it was for them to consider whether they would not be justified in calling for a dividend of 6*l.* per share. He thought they would be justified. There was a reserved fund in the hands of the Directors which had been accumulating till it amounted, he believed, to about 8,000*l.* The only thing that could now hinder him from entertaining the opinion that this sum ought to be divided would be a statement that the stock was in a depreciated condition. They were told that every thing was in excellent order. Was every thing in good order? [The Chairman—Every thing is in excellent condition]. If every thing were in order, there was no cause for retaining a reserved fund. If there were any reason at all for a reserved fund, it was to meet a contingency like the present. It seemed, that the cause of the present depreciation was the state of trade, in which case it was likely the evil would be but temporary. Something was also to be attributed to competition, by which it appeared they were no longer affected. The next half year would, therefore, probably be better, and enable them to make up a dividend of 6*l.*, even if they divided that sum now. He did not see the advantage of a reserved fund, for it was plain that the money retained would, if divided formerly, have gone into the pockets of those to whom the railway then belonged, many of whom had sold out shares. The money that was earned in one half year belonged, at its termination, to those who then held shares, and they ought to be put in possession of it. He moved, that instead of 5*l.* 10*s.* per share, as recommended by the Directors, the dividend be 6*l.* per share; and, with that alteration, he moved the adoption of the report.

Mr. Crosthwaite asked the Chairman whether, supposing they divided 6*l.* now, they would be enabled to realize 6*l.* for the next half year?

The Chairman said, yes; but he did not think, when the stock was valued as it had been valued, that it was prudent to divide within 9*4l.* When they considered that they divided 6*l.* 10*s.* last half year and 5*l.* 10*s.* this half year, they would see that they had 12*l.* for the year.

Mr. L. Heyworth thought it would be proper, if possible, to divide to a farthing, for it would ensure complete accuracy, and compel the Directors to attend closely to the machinery and keep it in perfect repair.

Mr. Maxwell seconded Mr. Heyworth's motion.

Mr. Lewin Mozley said, as one of the Board, he could have no objection to the dividend being 6*l.* per share, if the proprietors determined it should be so; but the Directors had a duty to perform to themselves and the proprietors, and, after having given a recommendation for a dividend as near as possible to what they thought was best for the present and permanent good of the Company, if any evil arose from what might be determined at that meeting, they would not have themselves to blame. It was easy to conceive, that, by taking the reserved fund, they could make up a dividend of 6*l.* per share. They might take the whole of the reserve fund for that purpose, under the impression that they could go on next year. Granted that the stock had been kept up in a state of perfect efficiency, would any gentleman tell them that there was not a continual decay going on, a continual wear and tear which was gradually affecting the whole? No valuation of stock could possibly give a valuation which they ought to divide. In every well-regulated concern, the machinery should be kept up to the work, but, at the same time, such a per centage should be deducted from the profits as would secure a sum sufficient to meet any possible contingency, or they should continually add so much to the stock in new work as would keep it up in a perfect state. If new work were not continually

SUPPLEMENT
N.R.

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RAILWAY COMPANY.

Per centage on Receipts		Toll to L. & M.	Interest on Loans	Total Half-yearly Expenses.	Total Yearly Expenses.	Net Half-yearly Profits.	Net Yearly Profits	No. of Shares.	Equal to paid-up Capital.	Half-yearly Dividends per 100l. share.	Half-yearly Amount paid to Proprietors.	Yearly Dividends paid to Proprietors.
1 Year	Year	£	£	£	£	£	£		£	£	£	£
35½		80358	11288	69078		57445		10918 (95l. paid)	1037210	5 per cent	54590	
42½	39½	83188	11247	72230	135098	52704	110139	10918 (100l. paid	1091800	5 per cent	54590	109180
46½		110308	11559	105541		73433		10918 whole 10918 half 10l. paid ..	1200990	6 per cent	72058	
44½	45½	95455	10440	104957	210298	85844	159277	10918 whole 10918 half 20l. paid ..	1310160	6 per cent	78609	150667
41		13420	10259	118140		111453		10918 whole 10918 half 30l. paid ..	1419340	7 per cent	136118	
41	41	87715	10246	104998	223148	105318	216771	10918 whole 10918 half 30l. paid ..	1419340	7 per cent and bonus 15s	106999	209352
36½		13125	11015	110642		123895		10918 whole. 10918 half (40l. paid) 5000 quarter (25l. paid 175244 do. 2l. paid up div. on 25l. less interest on loans	2021120	6½ per ct. Less interest now paid by the quarter shareholders.	136118 11015 125103	
49½	38½	81300	11015	104355	215577	107719	234105	10918 whole. 10918 half (50l. paid) 5000 quarter (25l. paid 175244 do. 2l. 10s. paid div. on 25l. less interest on loans	2293 (00	5½ per ct. Less int. as above	121181 11015 110166	235269

added, there would be a gradual decay, which nothing but a fund would meet. There was shown this year an addition to the value of the stock which the outlay, since the preceding valuation, did not justify, and to divide that would be absurd. The Directors thought it most prudent to divide the clear gains of the Company. He recommended them to pause. They were a great company, and their concerns had exhibited a state of productiveness that was unparalleled, and he trusted they would proceed with that wise caution that would ensure a continuance of their prosperity.

Mr. LAWRENCE HEYWORTH recapitulated his reasons for desiring a dividend of 6l., and for wishing to do away with the reserved fund.

Mr. JOSEPH HORNBY said, the principal argument of Mr. Mozley had been the wear and tear of stock. He would ask the engineer if sufficient allowance were made for this in the valuation in his department?

Mr. LOCKE said, he had looked over the stock, and he did not believe that it had been improved to any such amount as that stated. He did not wish to have the stock valued at all. His object was to keep it in an efficient state. He had represented to the Directors his ideas on the last valuation of the stock, and he believed they had been in some measure influenced by his statements.

The CHAIRMAN said, the valuers were totally unknown to the Directors in all cases.

Mr. ELIAS MOZLEY said the proprietors ought to be satisfied with the dividend proposed, rather than draw the last shilling, and leave the Directors to be annoyed by sudden difficulty. If they divided six per cent., they would be dividing that which was not earned, and, in some measure, drawing upon posterity.

The CHAIRMAN would observe, that this was the first half year in which the stock had been valued beyond the preceding half year.

Mr. TURNER, seconded by Mr. JOSEPH HORNBY, moved the confirmation of the report as it originally stood. It was agreed that this should stand as the original motion, and that Mr. Lawrence Heyworth's motion shou'd be taken as the amendment.

The amendment was put, and after it the original motion. The original motion was declared carried, and the report was adopted.

Mr. TURNER, seconded by Mr. EDWARDS, moved that a dividend of 5l. 10s. be declared on each share, payable on and after the 18th August next. —Carried.

Mr. SWIFT moved that the seal of the Company be put to the book containing the names of the shareholders.—Agreed to.

The election of Mr. Goalen to the office of Treasurer was approved of and confirmed.

Mr. JOSEPH SANDERS said, he should be sorry if the observations he was about to make should create any discussion. He had always endeavoured to make peace, and had frequently made it his business to allay differences. The feeling which he had on that subject should not deter him, however, from an independent course of action. He had a duty to perform towards his friend Mr. Earle and himself. It would be recollected, that two years ago a discussion had arisen in that room respecting Mr. Earle, and that when the differences were at length adjusted, he (Mr. Sanders) had remarked that it would prove but a hollow truce. He was glad of the opportunity of saying that he was mistaken. Mr. Earle had vindicated himself, and his subsequent course had been such as to entitle him to the highest respect, for from Mr. Earle's resumption of his duties at the board, he had never met a man who had conducted himself with more nice and gentlemanly propriety. He hoped he now stood right with his friend—(Mr. Earle bowed assent)—and with the court of proprietors. (Cheers.) They were now called upon to nominate three Directors, and he had risen to fulfil the promise which he made that day twelve months, which was, that at the present meeting he would put Mr. Earle in nomination to fill one of the vacancies at the board. Mr. Sanders proceeded to speak in warm and strong terms of Mr. Earle's high qualifications for the office; of his great talents, untiring assiduity, and extensive knowledge of all relating to railways, which, Mr. Sanders said, he never knew equalled by any individual. He might say, that Mr. Earle had been self-willed and a little untractable; but of late he had mastered himself, and had been just the contrary. He had great pleasure in nominating Mr. Earle for one of the vacancies at the Board of Directors.

Mr. LEWIN MOZLEY seconded the motion. He said Mr. Earle possessed talents which would render his services of the highest value.

Mr. RIPLEY, seconded by Mr. JOSEPH HORNBY, proposed Mr. John Cropper.

Mr. JAMES HEYWORTH, seconded by Mr. E. ARNAUD, proposed Mr. Thomas Moss. Mr. Heyworth spoke at some length in favour of the gentleman whom he nominated, and said, to place him on the board would be, in some degree, like retaining the services of their esteemed Chairman.

A PROPRIETOR, seconded by Mr. TURNER, proposed Mr. Dudgeon.

The CHAIRMAN said, as respected their present proceeding, he hoped they would not allow anything which had passed on a former occasion to have any influence with them. There were arrangements pending which caused him the only regret upon leaving the board, but Mr. Earle would do his utmost to carry them out, and he felt the greatest confidence in him. Since the meeting to which allusion had been made, Mr. Earle and himself had worked together most amicably.

Mr. JAMES HEYWORTH spoke in strong terms of the great ability, zeal, and efficiency of Mr. Earle.

Mr. HARDMAN EARLE said he knew it was not customary for those who were nominated to the Board of Directors to address the shareholders previously to going to the poll, but he would with the permission of the meeting, take the liberty of saying a few words. Twelve months since he had had the gratification of replying to a vote of thanks, in which he was included with two other gentlemen. He remembered that his friend Mr. Mozley then singled him out, not for his merits, but he might say, for his demerits, and the observations of his friend were responded to in a manner which showed that his general conduct did not meet with disapprobation; and he was impressed with the feeling that the demonstration on that occasion might be considered a vote of oblivion. (Hear, and cheers.) A wish had been expressed by his friend Mr. Sanders and others that he should again take his seat at the board. The proposal of a fourth candidate, he could not but think, showed an objection to himself. He inquired the reason of that objection; he wished to know what it was, that he might at once meet it. He was told that there were reasons existing now which would not exist next year. He wished the reasons to be stated, that he might meet them publicly. He was told that there were some among the Directors who had objections. He knew, with certainty, that at least seven out of the fifteen were favourable to his return, amongst which seven he was gratified to reckon their esteemed Chairman. He might have given offence, for he discussed, he knew, with considerable energy of manner; but he never intended to give offence, and if he did so, the person whose feelings he unwittingly injured could not possibly feel more pain than he did himself when he became conscious of what he had done. (Hear, hear.) However, this could make no difference, for he should not be more agreeable twelve months hence than he was now. The Board of Directors was not a club or a dining-room; it was an assembly of men of business, and men did not always check their ardour when discussing points of business, and differences of opinion would necessarily arise. He promised, however, that he would, if elected, perform his duty zealously and faithfully. (Cheers.)

Mr. LAWRENCE HEYWORTH spoke briefly of the zeal and abilities of Mr. Earle, and said he was entitled to the utmost confidence of the shareholders.

It was recommended by several gentlemen,

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amongst whom was the Rev. Rector Brooks, that the votes should be taken by a show of hands, when, if the sense of the meeting appeared decidedly against any one candidate, the gentlemen who had proposed him should withdraw their motion. It appeared to be understood that this recommendation should be acted upon.

The show of hands was taken, first for Mr. Earle, in whose favour the display was very numerous. Mr. Dudgeon came next, but very few hands were held up in his favour. The show was very strong in favour of Mr. Cropper and Mr. Moss.

Several gentlemen now expressed a hope, that the mover and the seconder of Mr. Dudgeon would withdraw their motion.

Mr. TURNER refused to accede to this, and demanded a poll.

Mr. WILLIAM WALES said, as the feeling of the shareholders had been so strongly displayed, he thought it was excessively inconvenient that parties should persevere in calling for a poll. Many shareholders had come from a distance who would be thereby detained in Liverpool.

Mr. TURNER expressed his determination to try the result of a poll.

Mr. CHARLES LAWRENCE moved that the statement of the progress and condition of the railway alluded to by the Chairman should be printed and circulated amongst the shareholders.—Carried.

Mr. LEWIN MOZLEY moved, that the Chairman should quit the chair, and that Mr. Charles Lawrence should take his place. Mr. Moss having vacated the chair, and Mr. Lawrence having taken it, Mr. Mozley passed a high eulogium on the zeal and ability of Mr. Moss, and dwelt with great force and emphasis on his valuable services to the Company. He concluded by moving a vote of thanks to Mr. Moss.

Mr. JAS. HEYWORTH seconded the motion, which was carried by acclamation.

Mr. MOSS replied, and said, he was amply repaid by the testimony of approbation which he had just heard for his exertions of the last nine years, He had got to a time of life when he might retire from active duties, which, with their permission he would do.

Several gentlemen exclaimed, "No; we will have you in again next year."

The meeting broke up shortly after three o'clock, and the shareholders proceeded to give their votes for the respective candidates for the directorship.

Mr. Daniel Neilson and Mr. Highfield were appointed scrutineers, and it was decided that the poll should be kept open that day till four o'clock, and on Saturday till the same hour. The polling continued till four o'clock on Friday. It was resumed on Saturday morning, and continued throughout the day. At half-past three o'clock in the afternoon, it being evident that Mr. Dudgeon had no chance, the poll was closed. The numbers stood as follow:—For Mr. Moss 3,513, Mr. Cropper 3,136, Mr. Earle 2,914, Mr. Dudgeon 1,565.

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the Edinburgh, Leith, and Newhaven Railway Company was held at the Company's office, 11, South St. Andrew-street, Edinburgh, on the 29th ult., ERSKINE DOUGLAS SANDFORD, Esq., Advocate, in the Chair.

The SECRETARY laid on the table the London, Liverpool, Bristol, and Edinburgh newspapers, containing the advertisements calling the meeting conformably to the Act of Parliament, also the form of the circular sent to the shareholders.

The minute and Report of the last half-yearly general meeting was then read, after which the Directors submitted the following

REPORT.

The Directors herewith submit to the meeting an Abstract Balance Sheet, showing the Receipts and Disbursements for the six months ending the 30th day of June last.

In reporting the proceedings for the six months previous to the above date, the Directors expected to have been able to state, that the line from Scotland-street to Trinity had been completed. The whole of the land has been used, and the works are in a state of great forwardness; but circumstances, over which they could exercise no control, have occurred to prevent the final completion. First—The very severe frost at the commencement of the year superseded the whole of the mason work, and nearly the whole of the excavations, for two months. Second—A vexatious demand was made by the Company's Contractor, on Contract T. No. 1, which the Directors were compelled to resist; and as the contractor would not proceed with the works, they were under the necessity of taking them out of his hands. The most necessary measures were immediately adopted for re-letting this part of the work, but it was only within the present month that the Directors were enabled to do so.

The Directors have now settled the terms on which they are to obtain possession of the remaining property referred to in the last Report, and do not anticipate any further delay.

The quantity of work done since the last Report is—

Of earthwork cutting ..... 47,676½ cubic yards.
And of masonry ..... 19,804¾ do.
And the viaduct over the Water of Leith has been completed in a most substantial and satisfactory manner.

The work remaining to be done from Scotland-street to the sea is small; but from the nature of the soil, and the proximity of houses, will require more than usual care, to prevent damage; still there is no apparent reason why the whole of this part of the line should not be completed within the next two months, provided the necessary funds are obtained.

The Directors now beg leave to call the special attention of this meeting, and of the shareholders at large, to the following abstract, taken from the balance sheet of the Company's affairs:—

Received since last Report..	£9,538 13 9		
Expended ditto	11,049 3 7½		
The amount required to finish the line from Scotland-street to Trinity, and render it immediately available.....		£21,000 0 0	
To meet this, the Company have due, upon calls that may be relied upon....	£7,953 0 0		
And a security, which the Company hold, for	2,500 0 0		
		£10,453 0 0	
The amount of shares in the Company's hands which they propose to issue at 10l. discount.....		16,150 0 0	
			26,603 0 0

If these shares are either taken up by the shareholders or the public, the Engineers of the Company have reported without hesitation, that the line would be finished within the time specified, and recent calculations made by these gentlemen, show that a productive revenue, not inferior to what was anticipated, would at once be obtained.

The Directors intend to commence the tunnel between Scotland and Market-streets, as soon as the Edinburgh and Glasgow line is completed, which, it is expected, will be in about two months, anticipating that they will then be enabled to let the contract with advantage to the Company.

The above Report having been unanimously approved of, the Secretary read the circular calling the special meeting, and sent to the Shareholders.

The CHAIRMAN then stated, that the necessary amount of capital, required by the Act, before the Company could borrow, had been paid up, and the Directors in consequence proposed to take powers from this meeting to borrow in terms of the Act of Parliament, whereupon—

Alexander Robertson, Esq., moved, and was seconded by Alexander Munro, Esq.,—"That the Directors be authorised to borrow money in terms of the Act of Parliament, the requisite amount of capital having been paid up,"—which motion was carried unanimously.

The CHAIRMAN then stated, the Directors proposed to sell the shares now in the hands of the Company, which the meeting authorised them to do, upon the most favourable terms.

The thanks of the meeting were then cordially voted to the Chairman and Directors of the Company.

[Some remarks on this meeting will be found in our leading columns. The above account reached us from the Company's offices.—ED. R. T.]

ROBBERY AT A RAILWAY STATION.—On Sunday last, the office of the Leeds and Selby Railway, at Selby, was entered and robbed of 65*l.*, which was in bank notes and cash. The money was placed in the collecting clerk's drawer which was broken open. The keys of the office had been left in a coal house near the entrance of the office; and it is supposed that the robbery has been committed by some one acquainted with the premises.—*Leeds Mercury.*

NORTH UNION RAILWAY COMPANY—GENERAL MEETING.

(From the *Preston Pilot.*)

THE Half-Yearly Meeting of the North Union Railway Company was held on Thursday, August 5, in one of the large rooms used in the carriage building department, at the station in Preston. From the circumstance of the present being the first meeting held in Preston, during the time of the railway being worked, it was expected that there would have been a rather numerous attendance of shareholders resident in this district; such, however, was not the case, and we doubt not it is readily accounted for, by the fact of the report having been previously distributed among the proprietary, and its contents being so satisfactory as to permit the fullest confidence being placed in the gentlemen appointed to discharge the duties of the Directory. The meeting was advertised to commence at half-past 11 o'clock, but business was not proceeded with until 12, when Theodore Woolman Rathbone, Esq., was moved to the Chair. Among other gentlemen present, we observed, Charles Swainson, Esq., W. Calrow, Esq., W. Taylor, Esq., J. Winstanley, Esq., W. Garnett, Esq., Hardman Earle, Esq., Richard Earle, Esq., J. Ormerod, Esq., T. B. Addison, Esq., J. Addison, Esq., Rev. J. Clay, Rev. W. M. Farish, T. Higgin, Esq., S. Gorst, Esq., P. H. Fleetwood, Esq., Mr. Brown, Mr. Moore (surgeon), Mr. E. Harris, &c. &c.

The SECRETARY read the advertisement convening the meeting.

The CHAIRMAN then proceeded to say that he had great pleasure in congratulating the subscribers on meeting them for the first time on their own freehold. The Act of Parliament required that two half-yearly meetings should be held in each year; and it also gave power for calling general meetings. By one of its provisions it directed that a statement of the accounts should be sent to the shareholders, fourteen days previous to the holding of the half-yearly meeting, which, they were aware, had been complied with. This he deemed a very salutary provision, as it enabled shareholders to inspect the statements, and so come prepared to express their opinions on all matters relating to the management of the Company's affairs. He might next observe, a resolution had been agreed to, that the half-yearly meetings should be held alternately at Preston and Liverpool: why such an arrangement had not been earlier adopted, he had no doubt arose from the circumstance of the great bulk of the subscribers residing in and near Liverpool; the change however that he had named would be observed hereafter, and he felt sure that its adoption would give general satisfaction. The Chairman then made some few observations on the power given by the Act to declare dividends, after which he directed the attention of the meeting to the item of 1,263*l.*, set apart to meet the calculated amount of depreciation which will be incurred in the value of the Company's stock, before the next half-yearly meeting. Mr. Kennedy was the gentleman who had made the calculation, and of his great competency no one could entertain the slightest doubt. The London and Birmingham Company set aside as much as 10 per cent., to provide for a depreciation fund; that scale, however, was deemed too high by the Directors of the North Union, and they had accordingly preferred the plan they had adopted—that of being governed by the opinion of an experienced valuer like Mr. Kennedy He next adverted to that portion of the Report in which allusion is made to the serious responsibility and great amount of trouble incurred to the Company's servants by the agreement made with the Lancaster and Preston Railway Company, for supplying locomotive power, the remuneration for which was no more profitable than that of obtaining an old shilling for a new one, the consequence of which had been, that the Directors had felt themselves well justified in requesting that a fresh arrangement should be entered into at the termination of the present agreement; and as this had not met the approbation of the Lancaster Directors, it only remained for those of the North Union Company to say they must decline continuing the agreement beyond the expiration of the present year. This had been the determination come to; but he felt sure that he expressed with his own the desire of his fellow Directors, and the shareholders of the North Union Company, when he said they were yet prepared to enter into the consideration of a fresh agreement with the Lancaster Company, not only on fair, but the most liberal terms, and he trusted that Mr. Higgin, whom he saw present, would make the same known at Lancaster. The shareholders would perceive that an agreement had been made with the Preston and Wyre Company, for a further period of three years, on terms quite satisfactory to both parties, and he might then observe how

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very desirable it was that the most amicable feelings should be cultivated with that Company, through whose railway so great an amount of passenger traffic to the north was conveyed by the North Union line. He would only allude to one other matter—that of the meeting held a short time ago in Liverpool, at which a number of landowners most interested in the formation of a West Coast line of railways assembled, who, he was happy to say, gave every promise of warm support to such an undertaking, and made the most liberal offers of supplying land for the purpose; altogether, the meeting was of the most satisfactory character, and he hoped it would lead to no less satisfactory results.

The SECRETARY then read the following

REPORT.

In submitting to the proprietors the Report for the half year ending the 30th of June, the Directors congratulate them on the continued prosperity of the Company's affairs, and on the favourable comparison which the traffic of the present half year will bear with that of the corresponding period of last year, notwithstanding the great depression of trade by which all railway property has been for some time affected. The causes which have produced this depression, and the steady character of the traffic of the Company, are matters with which the proprietors are already familiar from several former reports.

A considerable increase will of course be found in some of the items of expenditure, as a result of the larger charges for maintenance and renewals, which always accompany increased traffic; and also in the cost of the expenses which, although they bear a fair proportion to that of former periods, do not absolutely exhibit the state of the affairs, the principal of which at the end of the year are 17,268/. 16s. Out of this amount the Directors propose to declare a dividend of 2/. 10s. each on the 6,250 shares, to be paid on and after August by warrants, which the Secretary will forward to the proprietors. The remaining 1,843/. 6s. is the carried to profit and loss account for the present half year, to form the sum at the credit of the reserve fund to meet depreciation of stock, which the proprietors were aware an amount of 1,000/. [illegible]

It is gratifying to the Directors to be enabled to state that the Directors of the Manchester and Leeds Railway Company, [illegible] other companies, have [illegible] and Lancaster and Preston Junction Railway Company, and thus establish [illegible] become three junctions, and thus establish [illegible] the great expenses attendant on the possession of this item by a Railway Company of [illegible] extent of traffic, will, it is hoped, [illegible] a prospect of [illegible] With the Lancaster Company the Preston and Wyre Railway contract had just been renewed, with [illegible] terms, for a further period of three years, on such terms, and it will, there can be no question, prove [illegible] benefit and arrangement [illegible] years. The Directors would [illegible] have been glad to [illegible] the Lancaster Company, but [illegible] prepared for such an [illegible] and carefully examined [illegible] of the present arrangement, and [illegible] satisfactory [illegible] of [illegible] year, at the end of [illegible] Company can [illegible] the experiment of [illegible] their own line.

The proprietors will be glad to learn that a strong desire [illegible] Lancaster Company [illegible] the Lancaster and Preston Junction Railway [illegible] the Lancaster Company [illegible] the Lancaster and Preston Junction Railway [illegible] the Lancaster Company [illegible] the extension of the Preston and Lancaster Railway [illegible] a Company [illegible]

The Directors [illegible] with the [illegible] entering the [illegible] [illegible] [illegible]

Directors. Mr. H. then wished to know whether any and what kind of proposition had been made to the Lancaster Company, and if so, by whom it had been declined?

The CHAIRMAN said, in reply, that the answer received from the Lancaster Directors on the subject of renewing the arrangement with the North Union Company, for the supply of locomotive power, was to the effect that they were not disposed to enter into any other arrangement that the one now made.

Mr. HIGGIN resumed his observations by saying that the answer returned evidently showed that no dissatisfaction had been experienced by the Lancaster Company. He might however just observe, that there had been no particulars furnished to the Lancaster Directors until Saturday last, whereas the Report was dated a week previous. He would add in conclusion his full conviction that the Lancaster Company were disposed to enter into an arrangement in the most liberal manner. After a few more observations the matter was dropped, on the understanding that both Companies would consult upon the subject of a fresh arrangement, and that little doubt might be felt of their coming to an agreement satisfactory to both parties.

The Chairman then put Mr. Addison's motion, which was carried.

Mr. WILCOCKSON briefly reminded the meeting, that the three retiring Directors were Mr. Joseph Hornby, Mr. Richard Earle, and Mr. W. Taylor, and as those gentlemen were all eligible to be re-appointed, he would move that they be severally re-elected Directors of the Company. Mr. W. then added a few observations in urging the necessity of effecting an amicable arrangement with the Lancaster Company.

Mr. HIGGIN seconded the motion, which was carried unanimously.

Mr. RICHARD EARLE returned thanks on his own behalf. His experience as a Director had not been great, but if the shareholders would kindly allow him to get through his apprenticeship, he would promise them the exercise of his best services in promoting their interests.

Mr. HARMAN EARLE acknowledged thanks on behalf of Mr. Joseph Hornby, who he said had been unavoidably kept from the meeting, by having to attend a municipal election held that day in Liverpool.

Mr. TAYLOR very cordially thanked the meeting for the renewed expression of confidence in his services, and he assured all present, that as he had done from the first opening of the railway, so he would continue to use his best exertions to increase its prosperity.

Mr. Garnett then proposed, and Mr. Hodgson seconded, a vote of thanks to the Chairman for his services, which Mr. Ruthbone acknowledged, and the meeting then separated.

STAFFORD AND RUGBY RAILWAY COMPANY—GENERAL MEETING.

ON Tuesday a general meeting of the subscribers and shareholders of this Company was held at their offices, Bond-street, Manchester, "for the purpose of considering and determining, in pursuance of the provisions of the agreement constituting the said Company, whether, and upon what terms, the same Company shall be dissolved, and the affairs thereof wound up; and to adopt such resolutions in the premises as to such meeting may appear expedient."

The meeting was fixed for twelve o'clock, but it was nearly half-past before the proceedings commenced. On the motion of a shareholder, whose name we did not learn, R. GARDNER, Esq., was called to the chair.

The CHAIRMAN said Mr. Wheeler would read the advertisement by which the meeting was convened.

Mr. WHEELER read the advertisement, as follows:—

"Notice is hereby given, that a general meeting of the subscribers will be held on Tuesday the 10th day of August next, at twelve o'clock at noon, at the Company's offices, for the purpose of considering and determining, in pursuance of the provisions of the agreement constituting the said Company, whether, and upon what terms, the same Company shall be dissolved, and the affairs thereof wound up; and to adopt such resolutions in the premises as to such meeting may appear expedient.

By order of the provisional Directors,
RICHARD FOSS, Secretary.

The CHAIRMAN said it was not necessary for him to enter into any explanation, nor make any observations on the present occasion, further than to assure the shareholders that the minds of the Directors were unchanged on the importance and advantages of the Stafford and Rugby line of railway, but such was the state of trade, and the present prospect of the times, that the Directors did not think it expedient to go forward with the undertaking at the present moment. Mr. Wheeler would, however, read the report drawn up by the Directors, and then leave the shareholders to judge for themselves.

Mr. WHEELER then read the following

REPORT.

"The present meeting has been called by the Directory, under that clause of the subscribers' agreement which authorises the Board to call a general meeting of the subscribers, and provides that the majority of the persons present at such general meeting (to consist of not less than forty persons, holding in the aggregate 3,000 shares in the Company,) should have full power to determine whether, and upon what terms and conditions, the undertaking should be abandoned, and the Company dissolved, and the affairs thereof wound up, and to make such provisions for those purposes as to such meeting should appear expedient.

"It is not the intention of the Directors to advert to the circumstances attending the defeat of the bill submitted to parliament in the last session.

"Looking at the present condition of railway property in general, and the unexampled depression under which the trade of this district is now labouring, they are of opinion that it is not desirable immediately to renew the application to parliament for power to construct the line. But, retaining their conviction of the value of a railway through the Trent Valley, and wishing, at the same time, to consult the convenience of the shareholders, they recommend that the unexpended funds of the Company be distributed, and that all further proceedings be postponed until a more favourable state of circumstances shall warrant the shareholders in authorising the prosecution of the undertaking. In the mean time, it will be satisfactory to the shareholders to be apprised that no new expenses will be incurred, and that their liability will be determined upon the receipt of their proportions of the balance of the Company's funds."

JAMES BURT, Esq., moved the first resolution:

"That the report now read be received and printed for distribution, under the sanction of the provisional Directors."

Dr. ASHTON seconded the resolution without remark.

The CHAIRMAN said if any gentleman had anything to say on the resolutions he would be most happy to hear him.

Mr. BAKER wished to know what responsibility attached to any of the shareholders if the resolutions read by Mr. Wheeler were adopted. In those resolutions it was proposed that the Company be not dissolved, although they were not to go on with the undertaking.

Mr. WHEELER explained, and said that the very act of a shareholder receiving back his money absolved him from all further responsibility, as by the deed of settlement it was necessary for the shareholders to meet previous to any session of parliament, in order to give the Directors authority to act with regard to any application to be made to the said parliament. The resolution was passed unanimously.

Mr. G. R. CHAPPELL moved the next resolution.

"That it is not expedient to abandon the undertaking; but that, in pursuance of the recommendation of the Directors, the unexpended funds be distributed amongst the Shareholders, and the further prosecution of the undertaking postponed."

In moving this resolution he did think it necessary the Directors should give some explanation why they did not wish to dissolve the Company. The Company had been at a very great expense in getting up plans and making surveys for the line, and if they were now to dissolve, and give up their right to these plans and surveys, any other Company might avail themselves of the result of their labours, and adopt all the plans and surveys which had been got up with such care and at so great an expense to the Company. These plans, by such an act, would become the property of any other Company that might be formed for carrying out the line. He did, therefore, think it was necessary to maintain the right of possession to these plans by keeping the Company together in its original state of formation—perhaps it would be but proper in him, as one of the Directors, to say a few words with regard to Mr. Tootal, to whom he was sure the shareholders were much more indebted than to any other man. It would be in the recollection of many gentlemen that when this Company was first formed, Mr. Tootal pledged himself that the expense incurred should not be more than five shillings on each share, and he (Mr. Chappell) was glad to say that that pledge had been fully redeemed. It was true they were defeated, and that defeat was accomplished by the shareholders of the Grand Junction line; for they well knew that if the Stafford and Rugby line was obtained, it would deprive them of an enormous traffic, which they would otherwise receive. Notwithstanding their defeat, he thought the best thanks of the Company were due to Mr. Tootal, for the very active, persevering, and economical manner in which he had conducted the affairs of the Company. (Applause.)

The resolution was seconded by Richard Birley, Esq., and passed unanimously.

On the motion of the Rev. Mr. Molyneux, seconded by Mr. P. F. Willert, John Hyde and Edward Langworthy, Esqrs., were appointed Auditors of the accounts of the Company.

EDWARD TOOTAL, Esq., rose to return thanks for the honour the shareholders had done him by the kind manner in which they had received the mention of his name. He was not prepared to address them on that occasion, however singular it might appear. He would, however, endeavour to speak the real sentiments of his heart, which, he would assure them, were still unchanged as to the importance of the undertaking He had been very peculiarly situated, both in his connection with the Stafford and Rugby and the Extension lines of railway. He had been personally brought into contact with an immense number of landowners, through whose land these lines were to pass, as well as with a very great number of members of Parliament, and although they had lost their undertaking, the Company had still maintained their honour with every gentleman with whom they have had the slightest dealings, during the whole of their proceedings. Indeed, there was not a single person with whom he came in contact that would not speak well both of the Company and himself. One thing he might say, and that with the most perfect confidence, that if he had served himself as he had served the Company, he would have been much better in his own circumstances, and if he had served his God as he had his brother shareholders in this undertaking, he might at least say he was a good Christian. He was aware of the great responsibility he had taken upon himself, and he was proud of the honour that day conferred upon him by the shareholders, in thus warmly expressing their feelings, and unanimously testifying their approbation of his efforts to promote the undertaking. He regretted exceedingly that he had not succeeded in accomplishing the object sought in the last campaign, but this failure was not attributable to any lack of exertions on his part, or the part of the Directors. There were many matters connected with their defeat, and the parties by whom they were opposed, but he did not think they were worth explanation at the present meeting. As the shareholders were aware, an undertaking of so extensive a nature must be attended with great outlay of money, yet he must say that everything was done that could be done to keep down expense as much as possible. He was not aware of a single case of dissatisfaction or complaint that was ever made by any person with whom he had to transact business, and that circumstance alone repaid him for the many sleepless nights he had passed, during his connexion with the directorship of this intended railway. It was, indeed, a consolation for him to know that the Company had left a good name behind them. In some of the railway papers (and he confessed he did not read those papers with as much interest as he used to do) he observed that at a meeting at Tamworth some time ago, Sir Robert Peel freely expressed himself in reference to this Railway and the obstacles that had been thrown in the way. Sir Robert Peel says "There have been few occasions on which your local and peculiar interests have been brought under the consideration of parliament; but when they have, I have not permitted either private avocations or public business to interfere with my attention to those interests which affected your local concerns. I may not have been successful—I allude now to the measure for the facility of communication by railways. The combination of powerful parties with railway companies and canal companies may have defeated the measures which I thought you were entitled to expect. (Cheers.) But at any rate it was not my fault. I gave, notwithstanding the pressure of public business, the utmost attention to them, because I thought the public interest would be advanced by them, and your local interests also promoted. In our late contests for this important line of railway, many remarks had been made by parties who might fairly be supposed to be capable of judging, and most of the opinions delivered were strongly in favour of our favourite project. He happened to have been in London on one occasion, where he met with Mr. Saunders, who was one of the most intelligent men connected with railways, and he, amongst others, very warmly expressed his approba-

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tion of the undertaking. This gentleman was examined before the committee of the House of Commons, which sat some time inquiring into matters connected with railways; and in a report of the proceedings of that committee Mr. Saunders is asked many questions by Lord Granville Somerset, and amongst other things in reference to the Stafford and Rugby line, he says:—"Take a case which was submitted to Parliament this year; a proposition to unite a portion of the Grand Junction with a portion of the London and Birmingham Railway, whereby it was presumed that a saving of nine or ten miles in distance might be effected; supposing the railway to have been formed, would it not have been in the power of the Grand Junction and the London and Birmingham Companies to have completely neutralised the accommodation which that shortening of the distance otherwise might have afforded to the public?—I do not think so; it is possible that, during a period of hostility between parties, they might be blind to their own interests, and they might act at that moment upon false views; but I think if that railway were made, it is so manifestly the object and so palpably the duty of the London and Birmingham Railway to get all the traffic they can upon their line, that they would immediately come to an arrangement which should bring to them that traffic, and that when it was brought to them they would conduct it in the best possible manner. I think that branch railways, come from where they may, must be looked upon as beneficial to the trunk railway. In the case of the Stafford and Rugby Railway, at the present moment, it is obvious that the London and Birmingham would rather receive all their traffic from the Grand Junction at Birmingham, and carry it along the whole line, than receive it partly at Birmingham and partly at Rugby; but the moment the line was made, which left it no longer a matter of doubt whether the Manchester, Liverpool, Wales, Ireland, and Scotland people would go by one line or the other, the London and Birmingham Company would instantly see that they must make arrangements to receive the traffic, and conduct it in the best style; I cannot conceive that they could take any other course. As to the result of the undertaking, had they been successful in their application to Parliament, he had no doubt it would have been a most profitable speculation, and would have realised at least 15 per cent. to the shareholders. Again he begged to thank the shareholders for the kindness they had that day shown him, and he assured them that their approbation was a sufficient reward for all his exertions to promote the accomplishment of the Stafford and Rugby Railway. (Applause.)

Mr. G. R. CHAPPELL said, he thought it ought to be known to the shareholders that, during the whole of the time this question had been before Parliament and the country, none of the Directors ever received a single farthing but their expenses.

Mr. RAWSON wished to know whether, in the event of a portion of the present Company joining themselves with other parties, the money received for the plans would go to them, or be divided amongst the whole of the present shareholders.

Mr. WHEELER satisfactorily explained this question by stating, that all or any moneys received for the plans of the present Company would be equally divided amongst the present shareholders.

Mr. TOOTAL said, that from some observations which fell from him, some gentlemen might be led to think that he would again exert himself in the formation of new Railway Companies, or in promoting their establishment, but he begged to assure them that no earthly consideration could induce him ever again to take any part in railway proceedings.

The CHAIRMAN said, as one of the Directors of the Company, he must tender his thanks to Mr. Tootal for the very active and unremitting exertions he had used in this undertaking.

Thanks were then voted to the Chairman, and the meeting separated.—*Manchester Chronicle*, Aug. 11.

RAILWAY ADJUDICATIONS.

THE QUEEN *v.* WALKER AND ANOTHER, AND THE BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

Midland Circuit, Warwick, 7th August, 1841.—This was an indictment against the Birmingham and Gloucester Railway Company for a nuisance. The bill was found at the January sessions, and having been removed into the Court of Queen's Bench by writ of certiorari obtained by the Defendants, it came down to be tried on the Civil side.

Mr. Serjeant Goulburn, Mr. Humfrey, and Mr. Daniel appeared for the Prosecution, and Mr. Hill, Q.C., Mr. Clarke, and Mr. Spooner for the Defendants.

It appeared that the Company had erected a bridge for the purpose of carrying their railway over Montpelier-street, at Highgate, near Birmingham, which street it crossed nearly at right angles. The 46th section of the Company's Act of Parliament provides "that where any bridge shall be erected by the said Company for the purpose of carrying the said railway over or across any public carriage road, the span of the arch of such bridge shall be formed, and shall at all times be and be continued of such width as to leave a clear and open space under every such arch of not less than 15 feet, and a height from the surface of the road to the centre of such arch of not less than 16 feet, and the descent under any such bridge shall not exceed one foot in 13 feet."

By the 48th section of the same Act it is provided that "whenever the said railway shall cross any public footpath not on a level, the said Company shall raise or lower the said footpath so as to preserve an ascent or descent, as the case may require, of not more than one foot in 13 feet."

The span of the bridge in question over the carriage way was 16 feet, being one foot more than the span mentioned in the Act, but about four feet less than the original width of the road. The Company had at first intended to obtain the required height of 16 feet under the arch by lowering the surface of the road, but at the request (as was stated) of some of the neighbouring inhabitants, who apprehended inconvenience from such a declivity, they had only lowered the road about seven feet, leaving a headway of 10 feet 8 inches.

When, however, the bill of indictment had been found against them, they excavated the road about five feet more, but not (it appeared) sufficiently by about six inches, to give the full height of 16 feet. This excavation rendered it necessary to build retaining walls of 96 yards in length, to support the footpaths on each side of the carriage way, the thickness of these retaining walls being an encroachment on the original width of the carriage way till they reached the bridge. At first no provision had been made for the footpaths, but subsequently the piers of the bridge had been cut through, and the footways had been carried through them, descending under the railway by steps, and ascending in the same manner on the other side.

Mr. Serjeant GOULBURN opened the case on behalf of Mr. Unett, the prosecutor, the proprietor of an estate in the neighbourhood, and contended that the Company were bound to preserve the road of its original width, and had no right to contract it by means of their bridge. That the width of 15 feet mentioned in the Act, was a provision only applicable to cases where the road had been originally of no greater width, or of less width than 15 feet, and was the minimum, not the maximum width which the Company were bound to leave. That the Company were not justified in lowering the surface of the road, but ought to have obtained their height of 16 feet from the surface of the road to the centre of the arch, by taking the railway across the road at a higher level. That with respect to the retaining walls, they were an encroachment upon the approach to the bridge, and were not justified by the Act; and, with respect to the footpaths, the Company had no right to contract their width where they were carried through the piers of the bridge, nor to carry them underneath the railway by means of steps.

Mr. Justice PARKE, on the counsel for the prosecution calling Mr. Hornblower, an architect and surveyor, of Birmingham, as the first witness, suggested that the case appeared to be a question of law upon the construction of the Act of Parliament, more than a question of fact, and inquired if the facts could not be agreed upon. It was ultimately arranged that Mr Hornblower's examination should be proceeded with as the shortest way of eliciting the facts which were proved by him to the effect above stated.

Mr. Justice PARKE then ruled, 1stly—That the Company were not bound to preserve the road of its former width, but had a right to contract it by means of the bridge, provided they left a width of not less than 15 feet. 2ndly—That the Company had a right to lower the surface of the road, in order to obtain a height of 16 feet under the arch; and that they might lower the road either before or after they had built the bridge. 3rdly—That the Company had no right to contract the carriage-way in its approach to the bridge by the retaining walls. 4thly—That the Company had not complied with their Act by carrying the footpaths under the railway by means of steps, but as this place appeared the most convenient to the public, and as the sloping of the footpath in lieu of steps would render it necessary to underbuild the houses, the Court would not compel the Company to alter the footpaths. That there was nothing in the Act to require the Company to preserve the footpath of its original width, in passing through the piers of the bridge.

At the suggestion of the Judge, and by the consent of the parties, a verdict was entered for the Crown, the Company entering into a rule to widen the carriage-way by pulling down the retaining walls and throwing them back into the footpath, and undertaking to lower the road still further, so as to leave a height of 16 feet clear from the surface of the road to the girders of the bridge.

The costs to be taxed by Mr. Hilditch.

WILLIAM ELKINGTON *v.* JOHN FERGUSSON AND ROBERT GRUNDY.

Warwickshire Summer Assizes, Aug. 6.—Counsel for the plaintiff, Mr. Balguy, Q.C., and Mr. Whitehurst; for the defendants, Mr. Humfrey. An action to recover 86*l.*, for services rendered by the plaintiff, a solicitor of Birmingham, as agent in that town for "St. George's Harbour and Railway Company." From the evidence adduced, it transpired that in 1835, Mr. Pimm, of Liverpool, suggested a scheme for improving the navigation of St. George's Channel, by opening an asylum harbour at a bay situated between Great and Little Orme's-head; and after the appointment of a board of Directors, the plaintiff performed certain services, as an agent of the Company, between the early part of 1836 and the month of September in that year, for which he claimed remuneration. The printed prospectus was handed in and partly read; the name of Mr. Elkington was therein mentioned as the agent for Birmingham. Mr. Pimm, being called, deposed that about the latter end of January, or beginning of February, 1836, he resided in Liverpool, and was appointed Secretary to the Company; that about the same time both the defendants were elected and acted as Directors; that from both of them witness received verbal instructions to employ Mr. Elkington, in reference to distributing prospectuses, ordering advertisements, selling shares, and opening an account with the Birmingham Banking Company; that both the defendants were present at a meeting which was held in London, in August, 1836, for the purpose of promoting the success of the speculation, during which time Mr. Elkington's bill for business done was received; that witness did not remember seeing either of the defendants acting as Directors after the month of May; that he was engaged before a "Select Committee of the House of Commons on Harbours of Refuge," in bringing evidence as to the utility of a refuge harbour in the Channel; that he was himself examined before that Committee, and actively employed in the service of the Company till the month of September; that Mr. Elkington, jun., was engaged in London about a week, in obtaining the co-operation of noblemen and gentlemen having property along the line of a railway, which it was intended should communicate with the harbour.

Several communications from Mr. Smith, the solicitor of the Company at Liverpool, and Mr. Pimm, the secretary, to Mr. Elkington were read, in which a variety of directions and information were given in reference to the affairs of the Company, such as the receipt of applications for shares from the plaintiff, the allotment of the same, the insertion of advertising notices and paragraphs in the local

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newspapers,—the expense of which formed part of plaintiff's demand. Mr. James Blackburn, clerk of the Banking Company at Birmingham, proved the opening of an account, by Mr. Elkington, for the Harbour Company; he also produced the Script-book, and several letters of allotment of shares, and stated that checks were drawn upon the bank occasionally and paid after they were countersigned by the plaintiff, as the person opening the account. Mr. Henry Elkington, son of the plaintiff, proved the repeated communications between his father and the Company, and extent of business transacted on their behalf, from Jan. to Sept. 1836.—This witness also deposed that when he was leaving London, after transacting the business alluded to in Mr. Pymm's testimony, he was desired by a meeting of the Directors, at which both the defendants were present, to forward to them his father's bill of costs.

Mr. HUMFREY, for the defendant, contended that Mr. Elkington gave credit to Mr. Pymm; and that the charges in the account delivered in by the plaintiff, were made upon too extensive a scale.

His LORDSHIP said that the items charged previously to the middle of March, could not be recovered, inasmuch as there was no evidence to prove that the defendants had acted as Directors before that period.

Verdict for the plaintiff, 40*l*.

THE QUESTION OF SUNDAY TRAVELLING ON RAILWAYS.

LETTER IV.

To the Editor of the Railway Times.

SIR,—My last letter showed that the Sabbatic institution is universal and perpetual, not only because ordained before the Jewish ritual, which was peculiar and temporary, but because its beneficial uses admitted by my opponents, are both so general as to repudiate all idea of exclusiveness, and so necessary as to render it inconceivable for them to have been withheld from the present dispensation, or to have been left by the Great Lawgiver to "the wisdom of the world."

It may be objected that this *à priori* argument is inadmissible because it proceeds on a supposed knowledge of what is to be expected from the Divine Governor. To the principle of the objection I fully subscribe. We cannot anticipate the divine conduct, because, to go no further, the finite cannot comprehend the infinite. But I deny the applicability of the objection to my argument. I have not in the sense of the objection argued, *à priori*, for I have simply followed the order of the Divine revelation, and asked whether without express warrant we were justified in the expectation that God would suspend, withhold, or omit a provision he had himself made for objects he had himself pronounced to be all-important under circumstances he had himself declared to be more full of grace and mercy. This is a legitimate and unpresumptuous argument. And it is not uncalled for. If the proofs for the perpetuity of the Sabbatic law were all direct, positive and plain; if they did not rest partly on inferential ground, and if there were nothing in Scripture that seemed at first sight to look the other way, such argument had been needless: my course had been clear. Every one knows it is otherwise. The course, therefore, I have pursued, is just and conclusive.

We proceed to the next point, *God has issued a law.* This law is either repealed or it is still in force. Now, there are, I confess, some things which, loosely taken, have the appearance of a repeal. These I shall not shrink from examining. But in order to that examination it is important that we be well aware what they involve, what, if interpreted as I contend they must be, they agree with, and what, if interpreted as you would interpret them, they disparage. I observe—

First—That the Sabbatic Law forms one commandment in a code which, as a whole, has never been repealed. That the Moral Law, of which the Decalogue is the compendium, is not repealed, I shall not argue at any length. Where we find its enactments specifically quoted as binding, by inspired Apostles writing under the present dispensation, the case is or should be clear enough. St. Paul, after a variety of evangelical precepts, thus sums up his epitome of social duties, "Owe no man anything but to love one another; for he that loveth another hath fulfilled the Law. For this thou shalt not commit adultery, thou shalt not kill, thou shalt not steal, thou shalt not covet, and if there be any other commandment, it is briefly comprehended in this saying, namely, thou shalt love thy neighbour as thyself." (Romans xiii 8, 9.) And again, "Children obey your parents in the Lord for this is right. Honor thy father and mother, which is the first Commandment with promise." (Eph. vi. 1, 2.) I shall have occasion to quote other passages by and bye; at present this is full warrant for my assertion that the Decalogue is unrepealed. It is no answer to say that these passages are a re-enactment of the moral law, and that till the Fourth Commandment be found amongst them it is not re-enacted. I affirm boldly that these passages are no re-enactment—that there is no such thing as re-enactment properly speaking, in the whole New Testament—that the Epistles are letters, not laws—that they incidentally refer to, incidentally enforce, always assume, what they do not plainly declare to be abrogated—but that they do not in any case assume the formality of law, and are not therefore to be judged of as if they did assume it. This will be more distinctly shown in my next letter; at present I bluntly affirm that the moral law is neither repealed, nor re-enacted, but assumed in the New Testament. Such a passage as that in the second of Ephesians, "Having abolished in his flesh the enmity, even the law of commandments contained in ordinances," is not opposed to my assertion. There is a sense in which the whole moral and ceremonial law is enmity or condemnation to all who fail, as all fail, to fulfil it; and in this sense, it is altogether abolished, "Christ being the end of the law *for righteousness* to every one that believeth." (Rom. x. 4—11.) But this is evidently not the sense of the word "law" in this passage; for the Apostle in speaking of those ceremonial enactments which were exclusive, which were the middle wall of partition between Jews and Gentiles, and which he calls Commandments of *ordinances*—these, he says, are taken away absolutely. The moral commandments, though taken away as a covenant remain, as he has elsewhere shown us, for a rule of life. This will further appear as we proceed. I observe, then—

Secondly—That the law of which the Decalogue is the compendium, is always spoken of as a whole. It is distinct and distinguishable from that ceremonial and civil polity, which was peculiar to the Jewish nation. It was separately issued—under circumstances of unexampled solemnity—written by the finger of God himself—written in stone, the emblem of perpetuity—and, when the tables containing it were broken, re-written in like manner; and, though a series of the most minute ceremonials had been enacted in the interim, without the introduction of a syllable of new matter, or a word of reference to the ritual. Moreover, the ordinance, of all others, the most characteristic of Jewish nationality, and which, if anything merely ceremonial, temporary, exclusive, could have been inserted—I mean circumcision—was neither inserted nor noticed, as if to imply that these laws were of more universal import and of longer duration. There was this distinctness in the Decalogue or moral law from what was national and peculiar—this totality of that code in itself, as thus distinguished. And this is traceable throughout. The Jews always so understood it. Christ speaks of it in this sense. He says, "Thou knowest the commandments;" quoting, in explanation, the six of the second table of the Decalogue. (Mark x. 19.) In exact conformity was his whole practice, when arguing or teaching. St. James, writing when all that had been ceremonial had "ceased to be obligatory," appeals to the "*royal law* according to the Scriptures"—speaks of being convinced of the law as a transgression—adds, that "whosoever shall keep the whole law and yet offend in one point is guilty of all;" and as if to leave no doubt as to what law he meant, quotes two consecutive commandments, the sixth and seventh, from the Decalogue. (James ii. 8, 9.) To the same precise effect St. Paul says, "He that loveth another hath fulfilled the law..... Love worketh no ill to his neighbour, therefore love is the fulfilling of the law." I will quote no more. The Decalogue being thus plainly in force, and thus plainly spoken of in its totality, I need scarcely urge—

Thirdly—That without most positive, unequivocal warrant and obligation, it can be nothing short of blasphemy to detach the Fourth Commandment from it. To blot what the unseen finger of the Great Lawgiver has written, can surely be no common crime, even though committed in ignorance: but to do this, in the case of the one law in the whole code before which he has written the word "Remember," is what a devout man may well recoil from with more than common horror, till he have the most clear and indisputable authority for so doing. I observe—

Fourthly—That the character of the Fourth Commandment, its position in the Decalogue, and the notice of it in the Holy Scripture, both as to Jewish and Christian times, concur to mark its indivisibility from the rest of the Decalogue. The character of the law is important. It has been boldly spoken of as ceremonial; and its ceremonial character has been asserted for its distinction from the rest. Now I flatly contravene the distinction. That there is in the Fourth Commandment what some call ceremonial, I dispute not. But that the great principle it embodies is ceremonial, I deny. That man should set apart one day in seven, rather than one in three, five, or fifteen, may be called, if people please, ceremonial or arbitrary. To me it seems that, if the world were created, as we know it was, in six days, there is an intrinsic propriety in creation resting, if at all, when God bade it rest; and that this day of rest should not be taken from the creative cycle, which would have disturbed the historic harmony of the arrangement, but be superadded to it as a distinct day set apart for special purposes; as also that it should be the seventh in order, rather than any other day, so long as creation and creative goodness were the great objects of commemoration. But if all this were ever so arbitrary, the great moral principle remains untouched. That creation *should* acknowledge creative claims, visibly, regularly, devoutly, is no mere thing of ceremony, or time, and place; but the natural result of the relationship between the creator and his works. It is, in the face of it, false to call the Sabbatic law a ceremonial one. As well might we call the law of marriage or parental duty, ceremonial. The vindication of what belongs to my neighbour may surely be called ceremonial, if the vindication of what belongs to God be so called.

But the structure of the Decalogue and the position of the Fourth Commandment in it, are remarkable. Analyse that wonderous code; it is ranged on two tables, divinely designated the *First and Second Commandments.* Now I ask you, Sir, to mark one or two features of both. The second table begins with the assertion of the parental relationship; the first, with that of the Great Father of all. I will not run out into fanciful analysis; it is plain, however, that the second, third, fourth, and fifth duties of the second table flow as naturally from the principle of love to man as our brother, related to us by ties of which the parental is the commencing link, as the second and third of the first table from love to him who has made us his children. It is also plain that there is no specific duty owing to man which one who respected the endowments of his neighbour, therein severally guarded, would not feel, on its being revealed to him, disposed to obey. And in like manner, one who really acknowledged from the heart that the Lord was his God, who did not corrupt his notions of him by carnal ideas and images, nor dare to think or speak of him with irreverent levity, must possess the essential principle of all holy obedience. But there is a precept superadded in each table, and the addition of which is not a

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little remarkable. In the second it might have seemed that, if love reigned so far as to bridle the conduct—in other words, if love *worked no ill* to his neighbour—the law was fulfilled, there was no need of further precept. But there is a further precept; and, what is stranger still, a precept that was virtually involved in the preceding; for Christ tells us, that he that hateth has committed adultery, and St. John says, that he that hateth his brother is a murderer. The same principle applies of course throughout; consequently the foregoing precepts, having an inward as well as outward force, had in point of fact forbidden all that the superadded precept forbade. Is the Tenth Commandment then superfluous? Is it not the key-stone of the arch? Will outward acts be withheld whilst the inner ones are not controlled? Will he who looketh to the heart be satisfied if they be? And will such acts be controlled without a positive law?

Now the same precise arrangement obtains in the first table. I will not say that abstinence from secular employments at any particular time, or for any definite periods, is in the most distant way involved in the other precepts of that table. But I do say, that from the general principles of knowledge, love, and reverence to God, which those other precepts inculcate, it would follow that some portion should be set apart from secular to holy purposes. The notion that every day may be a sort of Sabbath, is too absurd for refutation. Men cannot be lifting up holy hands in social worship, or listening to the words of life, whilst toiling from morn to night, in the treadmill of trade. A man must work whilst he works, or at all events we should not have steam engines or railroads. Everything is beautiful in its season. God's subjects can serve him in the counting-house, and in the church. But the services are distinct; and the Fourth Commandment marks the distinction. Man is to work for six days, and he is to rest on the seventh. Here, as in the parallel case, there is a special provision made by law, for what common sense and upright reason would seem to read in the foregoing precepts—a provision not only marking the portions in which the involved duty is binding, but making it clear and indisputable that it is binding. There is an equal need of clearness in both cases. However reasonable that if I am to keep my hand, I must keep my heart, from what belongs to my neighbour, we all know how often this duty is done by halves. And in like manner, however reasonable that if as a private individual and a member of society, I fear and love God, I must set apart stated periods for what fear and love require, there is a tendency to shrink from this, to be engrossed, in other things, or even to plead necessity for avoiding the plain dictates of God's service. The answer is, that the Fourth Commandment is no more superfluous in any sense, than the first. Man will not break off worldly engagements without a positive law. The treadmill will not stand still to let him, without some positive law. The carnal mind will bury itself in its native earth without a positive law. God will be defrauded of all his honours without a positive law, and without this identical law all this will take place. Without specifying authoritatively set apart and reserved to God by special sanction, the other precepts to have no other gods, to worship him in spirit, and to speak of his name as becometh so awful a one—all this will and must be lost amidst worldly businesses and pleasures. On this I will not dwell here. I have asserted already. I repeat it here to mark the force of the Sabbatic precept in the Decalogue, and how its position makes it an essential member of that indivisible code.

There are other considerations bearing on the same point, and with considerable force. The peculiar and reiterated emphasis laid every where by the inspired Prophets on Sabbath observance and desecration, would seem to mark God's estimate of the precept, and his jealousy for its infraction. These are at once so frequent, solemn, and familiar, that I will not swell this letter by quoting them. But I must, ere I conclude, lay some stress on the fact, that in those passages of prophecy which shadow forth the Christian dispensation, express mention is made of the Sabbatic law and its observances. In Isaiah, for instance, it is declared "also the sons of the stranger, that join themselves to the Lord, to serve him, and to love him, to be his servants, every one that keepeth the Sabbath from polluting it, and taketh hold of my covenant, even them will I bring to my holy mountain, and make them joyful in my house of prayer; their burnt offerings and their sacrifices shall be acceptable on my altar, for my house shall be called a house of prayer for all people." (Isaiah, lvi. 6, 7.) Now it is plain, *first*, that this passage must be one of the many which have obtained for Isaiah the name of the Evangelical Prophet, for the house of God was never a house of prayer for all people till "the middle wall of partition was broken down;" *secondly*, that the term burnt offerings and sacrifices are emblematical, since these ceased when the middle wall of ordinances was broken down, whilst believers, though scattered and strangers, were addressed without distinction as "an holy priesthood to offer up spiritual sacrifices" (1 Peter ii. 5.); and, *thirdly*, that the word "Sabbath" could not be emblematical, for the sabbath was an emblem of nothing but the eternal rest, and this prophecy bears manifest reference to the state of probation. The expression, "keeping the Sabbath," can only be taken in its *obvious* sense, for keeping Sabbath during the time of probation must mean, if it mean anything, abstaining from work. Here then is a direct proof, that among the precepts of the Decalogue which we have seen to be still binding, the Fourth is expressly spoken of in connection with Gospel times, and spoken of as particularly marking those, who heretofore strangers, were now joined to the Lord. I feel, Sir, that whilst entering on the elucidation of Scripture, I am in danger of passing the limits prescribed to me in your columns; else I should quote at greater length in illustration of this point. But another passage yet remains, of unanswerable significancy. Our blessed Lord, prophesying of that period when the rites and ceremonies of the Jewish ritual should be null and void, and prophesying to those who, unlike their infatuated fellow countrymen, should have clearly understood and clearly asserted that that they were so, makes express mention of the Sabbath as in force notwithstanding, "*Pray ye that your flight be not in the winter, nor on the Sabbath day.*" (Matthew 24, 20.) Into the reasons of this prayer I need not enter, even to speculate; all that belongs to us at present is plain and indisputable. The disciples who lived at the destruction of Jerusalem were perfectly emancipated from mere Mosaic obligations. I may almost say that the Acts of the Apostles open with a distinct practical disclaimer of Judaism, in the conduct of Peter touching things clean and unclean; and the Epistle to the Galatians proves, both doctrinally and practically, that mere ceremonial restrictions were amongst Christians set aside. The very Apostle of the Circumcision lived as a Gentile, and not as a Jew. (Gal. 2nd, 14.) How is it then, that in an instruction so important as that of Christ's prophesy before us, by obedience to which the Christians actually escaped from the devoted city, so seemingly gratuitous a notice should be taken of the Sabbath, if the Sabbath were nothing but a Jewish rite, and that notice so solemn as to make it subject of special prayer, and that prayer proceeding on the existence of restraints on locomotion?

I will conclude this letter by observing, *fifthly, that the peculiar character of the Christian dispensation seems to write a tenfold force on the Fourth Commandment, and to make its dissevereation from the Decalogue a peculiar offence.* Greater light and greater obligation may be called convertible terms in religious matters. The one will not be denied as regards the relation of Christianity to Judaism; the other must follow as a matter of course. Will any one argue, that if God claimed then one day in seven as his own, that it will not be a violation of all analogies that we give him less now? If the Fourth Commandment was so important in his view in the time of comparative ignorance, will it be deemed by him to be less so when he has shed upon us such light? The conclusion is inevitable; but it receives yet a further force from the peculiar advantages, the more abounding grace and love, of the gospel dispensation. Our service is no longer shadowy or burdensome; God promised in his new covenant to write his laws on our hearts. Does their being thus made pleasant render them less binding? Christ's yoke is called easy, and his burden light, not because its obligations are relaxed, or its essential principles dishonoured, but because the renovatory power of an Omnipotent Spirit will enable us to bear it, and feel honoured by bearing it. It is thus with all the moral law: and what read we here of the Sabbath? That God will not only bring those who keep it to his holy mountain, but *make them joyful* in his house of prayer.

On the whole then, were it permitted me to make a reverend application of a common expression, I would conclude this letter by saying, that in taking the Decalogue as we are bound to do, we must *take it without reservation "for good and all."* It is binding on us as God's law, and it is binding as a whole. Thus at least it appears so far, and thus it must be held till it can be shown by proof positive and unequivocal to be otherwise. Whether grounds sometimes urged to the contrary as regards the Fourth Commandment are valid, I propose to consider in my next communication; meanwhile I subscribe myself,

Sir, your obedient servant,

AN ANTI-SUNDAY TRANSITARIAN.

Bristol, August 9, 1841.

BRIGHTON AND CROYDON RAILWAYS.

To the Editor of the Railway Times.

SIR,—I cannot quite understand the Brighton Company's policy in not stopping between Croydon and London. If they stopped but twice they would hardly lose five minutes and still be able to accomplish, when they opened throughout, the whole distance to Brighton in two hours.

I should say stop at Sydenham, also at the point of departure from the Croydon Railway, a little beyond the Norwood station, especially as to the latter because, as it is, they have a man stationed there to attend the switches, and considerably diminish their speed in there changing from one to the other line.

The Chairman, at the late meeting, said they left the Croydon Company to bring them their intermediate passengers themselves; but how can they do so without great inconvenience to those passengers who, from the Croydon station to the Brighton Croydon station, will have a mile or so of common road to travel, and three times change their vehicles? Better sure than this would it be for them to take a Croydon train to London Bridge, and then retrace their steps by the Brighton Company's carriages, and thus lengthening their whole journey, if from Sydenham, say 12 miles, if they do not mind the extra shilling.

Can you enlighten at all on this point a subscriber to your paper, *ab initio*.

And your obedient servant,

Z. A.

London, August 11th, 1841.

SUGGESTED RAILWAY IN THE EAST RIDING.—A Correspondent recommends the construction of a railway on an economical principle and to be worked by horses, from the Hull and Selby Railway at the Howden station to Market Weighton, a distance of 8 or 9 miles. The line, he observes, is a perfect level, and the land of small value, so that the railway would cost very little; whilst it would be the medium by which many thousand acres of wold land not inferior to any in the kingdom would pour forth its corn, stock, and wool, to the markets of the West Riding, and by which coals, lime, bricks, draining tiles, and all goods required for the agricultural towns and villages would pass in return.—*Leeds Mercury.*

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YORK AND NORTH MIDLAND RAILWAY.—Call of Second Instalment of £5 per Share.—The Directors of the York and North Midland Railway Company having in pursuance of the provisions of the Act, resolved to make a call of £5 per Share, payable on or before Wednesday, the 1st day of September next. Proprietors of £25 Shares in this Company are hereby required to pay on or before that day to any of the undermentioned bankers, the sum of £5, on each of their respective shares, viz.:—

London—Messrs. Barnett's, Hoare, and Co.; Sir R. C. Glyn and Co.
York—City and County and Union Bank.

The Bankers have been instructed to charge interest after the rate of 5 per cent. per annum, on all sums paid after the 1st day of September next.

GEORGE HUDSON,
Chairman of the Board of Directors
GEORGE BAKER,
Clerk of the Company.

Railway Office, York, 4th August, 1841.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill wall, Poplar; and also of the following Agents:—

Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn.....Newcastle-upon Tyne
Joseph Bothway.....Plymouth.
John Thompson and Co.....Wigan.
J. T. Tregellas.....Truro.
Thomas Mooney and Son.....Dublin.
Coates and Young.....Belfast.
James Kibble and Co.....Glasgow.
James Gunn.....Leith.
John M. Beatts, 14, Clement's-lane, High street, Dundee.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

BRITISH COLONIAL BANK AND LOAN COMPANY.—This Company was formed for the purpose of affording to capitalists a safe opportunity of availing themselves of the high rates of interest produced by the investment of money on landed securities in the Australasian Colonies; and though others plans were embraced in the original prospectus, this formed the leading, and has become the principal and almost the sole, object of the Company.

A capital of 100,000*l.* having been subscribed in this country, the Directors commenced the business of the undertaking by sending a Manager to Sydney, where he arrived last Christmas, and the Reports which the Directors have received since his arrival have satisfied them that the undertaking was founded upon a right principle, and that the advantages which they originally ventured to hold out to the shareholders may be more than realised, for the Manager has been enabled to the time of his last dispatches to advance, on mortgage of real estates, the whole of the funds which were put at his disposal, together with a considerable sum raised from shareholders in the colonies. In the selection of such securities he has secured the assistance of the Crown Surveyor and the Crown Solicitor, whose certificates of value and title upon each transaction have been transmitted to the Board.

The rate of interest obtained on these securities varies from 10 to 15 per cent., the average rate being 11 per cent.

The information transmitted to the Directors having satisfied them that much larger investments may be made with equal advantage, they propose to increase the capital of the Company by a further issue of 2,500 shares of 40*l.* each, at a premium of 2*l.* per share.

Two calls of 5*l.* each have been paid upon the present shares of £40, and another call of £5 has been made payable on the 12th of October next.

Persons taking the new shares will therefore pay £12 per share on subscribing, £5 on the 12th of October next, and the remainder in calls of £5 per share, which, by the deed of settlement can be made only at intervals of three months.

It is to be observed that the premiums which, in justice to the present shareholders, the Directors feel bound to charge on the new shares, will not be applied to the benefit of any individual, but will be added to the funds of the Company, and thereby increase the value of the shares.

Application for shares may be addressed to the Secretary, at the office of the Company, 13, St. Swithin's-lane.

By order of the Board,
HERBERT COMPTON, Chairman.

13, St. Swithin's-lane, August 4, 1841.

N.B. The half-yearly dividend of 6 per cent. on the colonial shares paid up in full may be received at the office of the Company on Thursdays, in every week, provided the particulars of such shares be left with the Secretary on the preceding Tuesday.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.—NOTICE is hereby given, That in pursuance of a Resolution of the Board of Directors, Proprietors of New Shares, in the said undertaking, are required on or before Friday, the 20th day of August next, in addition to the Deposit of 1*l.* 10s. stipulated for at the Allotment of these New Shares, to pay into any one of the undermentioned Banks, the farther sum of 1*l.* 10s. as a First Call on each New Share held by them respectively, viz.:—

Edinburgh—Royal Bank of Scotland.
Glasgow.—Ditto.
Greenock.—Any of the Banks there.
Liverpool.—Liverpool Commercial Bank.
Lancaster.—Lancaster Banking Company.
London.—The Chief Officer of the London and Westminster Bank, Throgmorton-street.
Dublin—To Messrs. Labertouche and Stafford.
Londonderry—Branch of the Provincial Bank of Ireland.

Discount at the rate of 5 per cent. will be allowed on all payments made previous to the 20th August, and the Bankers have been instructed to charge interest from that date until payment

By order of the Board of Directors,
J. E. ERRINGTON, Manager.

Railway Office, Greenock, July 24, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—NOTICE is hereby given, That pursuant to the provisions contained in a certain Act of Parliament made and passed in the Sixth Year of the reign of his late Majesty King William the Fourth, and also another certain Act of Parliament made and passed in the Seventh Year of the reign of his late Majesty King William the Fourth, the tenth Half-Yearly General Meeting of the Birmingham and Gloucester Railway Company will be held at the Waterloo Rooms, Waterloo Street, Birmingham, on Friday, the 20th day of August, 1841, at Twelve o'Clock precisely.

Notice is also hereby given, That the BOOKS kept by the Birmingham and Gloucester Railway Company, for entering the memorials of the Transfers of Shares in that Company, will, in pursuance of the provision of the Acts of Incorporation, be CLOSED from Wednesday the 11th, to Friday, the 20th day of August, both days inclusive.

(Signed) C. R. MOORSOM,
Chairman of the Board of Directors.

Waterloo-street, Birmingham, July 27, 1841.

In one handsome 4to volume, with 17 splendidly-executed Engravings, including a Railway Map of the United Kingdom; Price £1 11s. 6d.;

THE RAILWAYS OF GREAT BRITAIN AND IRELAND, practically described and Illustrated by FRANCIS WHISHAW, Civil Engineer, M. Inst. C. E.

"This is one of the most striking and valuable works that have lately issued from the Press; the author handles his subject in that masterly style which proves his perfect acquaintance with the matters upon which he treats."—*Bath Chronicle*.

"Mr. Whishaw is a discriminating statistician, and has a thorough acquaintance with his subject."—*Athenæum*.

"No railway capitalist who studies his own interest will remain long without it; it is a work of immense labour and research, rich in original and authentic information, and embellished to profusion with splendid Engravings."—*Railway Times*.

"A faithful record of the rise and progress of the greatest modern result of the genius of man."—*Polytechnic Journal*.

"The completest view of railway statistics yet produced."—*Morning Chronicle*.

"A complete history of all the railways in the United Kingdom."—*Liverpool Mercury*.

"Full of sound practical information, derived from the fountain head itself."—*Observer*.

"A more complete and satisfactory account of the Railway System of Great Britain could scarcely be devised."—*Courier*.

"Here the practised engineering skill of the author manifests itself"—*Manchester Courier*.

"It may be looked upon as a rare and precious acquisition to the practically scientific literature of the country."—*Manchester Times*.

"It is not the mere opinion of a theoretic man, but the result of a practical and talented engineer."—*Plymouth Herald*.

"Such a work, the product of a practical man, is clearly entitled to the distinctive term 'national.'"—*Hereford Journal*.

"A text-book on railways for the next half century."—*Maidstone Gazette*.

"We know of no work which ought to be so favourably received in Scotland at present."—*Perth Courier*.

"Developing a depth of principle, and a breadth and variety of details of well-digested facts, which nothing in the history of railways at home or abroad can possibly rival, far less surpass."—*Dumfries Times*.

London: SIMPKIN, MARSHALL, and Co.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times

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NORTH MIDLAND RAILWAY.—Most expeditious and pleasant Travelling between ENGLAND and SCOTLAND.—LONDON TO EDINBURGH IN 27 HOURS, out One Night only in Railway Carriage.—The Public are respectfully informed, that on and after Monday, 2nd August, 1841, The *Chevy Chase* coach will leave Darlington at half-past Nine in the Morning, on the arrival of the London Mail Train, and arrive in Edinburgh by Twelve o'Clock the same Evening.

The London Mail Train leaves London for York and Darlington at Nine o'clock in the Evening. Time is allowed at York for Breakfast.

No change of Coach between Darlington and Edinburgh.

Passengers wishing to sleep on the Road, may leave London by the 9 15 a.m. Down Train, and go on to Darlington, which they will reach at 11 p.m.

FARES.

London to Darlington—first class per railway	£3	10	6
Darlington to Edinburgh—inside coach	2	10	6
Total	£6	1	0
London to Darlington—first class per railway	3	10	6
Darlington to Edinburgh—outside coach....	1	11	0
Total	£5	1	6
London to Darlington—2nd class per railway	2	9	0
Darlington to Edinburgh—outside coach....	1	11	0
Total	£4	0	0

The *Chevy Chase* leaves Edinburgh at Half-past Five in the Evening, arriving in Darlington next morning, where an hour is allowed for breakfast, after which passengers may go on by railway to London, arriving there at Eleven o'Clock, p.m.

By order,
H. PATTESON, Secretary.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, n Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, 5th Feb., 1841

TO RAILWAY CONTRACTORS, BUILDERS, and Others.—To be sold by AUCTION, by Mr. BACON, on the North Midland Railway, near Higham, in the county of Derby, on the 18th and 19th days of August, 1841, about 160 Earth Waggons, equal to carrying two yards each, with 30-inch wheels; 150 tons of flat bottomed railway bars, 40 lbs. to the yard; large quantity of planking and barrows, two stone drags, three carts, quantity of quarry utensils, cranes, sheers, bars, pully blocks, lathe, blacksmith's tools, iron, &c. &c.; six horses, 40 sets of chain and two sets of shaft gearing.

The above materials are about four miles from Buckland Hollow on the Cromford and Erewash Canal.

The earth waggons, railway bars, carriages, cranes, sheers, and quarry utensils, to be Sold on the first day's sale.

Also, to be SOLD BY PRIVATE CONTRACT,

Two LOCOMOTIVE ENGINES, with 10-inch Cylinders, 4 feet 6 inch Coupled Wheels, and 18-inch Stroke, with Tenders complete, in good working condition.

To be seen at the North Midland Railway Works, Derby. Application to be made to Mr. BACON, of Alfreton; or to Mr. RICHARD TRUBSHAW, Higham, near Alfreton, Derbyshire,

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TO RAILWAY COMPANIES AND IRON MANUFACTURERS.—LOSH, WILSON, and BELL beg to recommend to parties employing or manufacturing Rails their improved Machine for straightening them, in which by a simple and powerful application of the screw they are rendered perfectly even without being disfigured by hammer-marks.

For terms and description apply to the makers, Walker Iron Works, Newcastle.

26th July, 1841.

ON SALE.—TWO NEWLY-FINISHED SIX-WHEELED LOCOMOTIVE ENGINES, with 12 inch cylinders, copper fire boxes, 5 feet driving wheels, and of the usual gauge.

The engines embody all the latest improvements in their valve gearing and motions.

Canal Street Works, Manchester.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet street, Middlesex.—Saturday, August 14, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 190. Vol. IV.—No. 34.] SATURDAY, AUGUST 21, 1841. [Price 6d.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £ and each, and for a term of not less than Three Years, and to grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing Interest at the rate of 5 per cent. per annum.

The above Loans are in substitution of others heretofore advanced to the Company for a term of years, the Debentures granted for which are now expiring.

Interest Warrants, for the whole term for which the Loan is made, payable half yearly, on the 1st January and 1st July, at the Company's bankers in London and Birmingham, will be delivered to the Lender with the Mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent, and are to be addressed to the Secretary, at the Company's Office in Waterloo street, Birmingham, to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford court, Throgmorton-street, London; or to Messrs. Laurence, Casenove and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 21st day of July, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—NEW SHARES—THIRD CALL—£5 PER SHARE.—The Directors of the Birmingham and Derby Junction Railway Company having resolved that an instalment of £5 on each of the New Third Shares in this undertaking, created under the provisions of the Act relating thereto, passed in the session of Parliament 3 Vict. cap. 51, payable on or before the 3rd day of September next, should be called for, Proprietors of such New Shares in this Company are hereby required to pay, on or before that day, to any of the undermentioned Bankers, the sum of Five Pounds on each of their respective New Shares.

BANKERS.

London—Messrs. Glyn, Halifax, Mills, & Co., Lombard-street.
Birmingham—The Birmingham Banking Company.
Manchester—The Manchester and Salford Bank.
Derby—Messrs. W. & S. Evans.
Burton-upon-Trent—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield—Messrs. Parker, Shore, and Co.

The Bankers have been severally instructed to charge Interest at the rate of £5 per cent. per annum, according to the provisions of the Act above referred to, from the 3rd day of September next, on all sums which shall be tendered after that day.

(Signed) HENRY SMITH,
Chairman of the Board of Directors.
(Signed) THOMAS KELL, Secretary.

Waterloo-street, Birmingham,
August 11, 1841.

BIRMINGHAM and DERBY JUNCTION RAILWAY—ADJOURNED MEETING.—Notice is hereby given, That the Half yearly General Meeting of Proprietors of the Birmingham and Derby Junction Railway Company, held in pursuance of the provisions of the Act of Incorporation, at the Waterloo Rooms, Waterloo street, Birmingham, on Tuesday, the 10th day of August, 1841, was then adjourned, in consequence of the non-attendance of a sufficient number of Proprietors, as required by the Act, for the Election of Directors, to Thursday, the 26th day of August, 1841, at the same place, for the Election of Three Directors in the place of the same number, who will retire by rotation, and for other purposes.

The Chair to be taken at One o'Clock precisely.

(Signed) HENRY SMITH,
Chairman of the Board of Directors

Waterloo-street, Birmingham, August 11th, 1841.

Extract from the Act of Incorporation, Section 93.

"And be it further enacted, That no Proprietor of any share, on which any call made shall be unpaid, shall at any meeting of the proprietors of the said Company be allowed to vote, either personally or by proxy, until the money called for in respect of such share shall have been fully paid.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best rate of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

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BIRMINGHAM AND GLOUCESTER RAILWAY.—ALTERATION OF TIMES.—The public is respectfully acquainted, that the trains work to and from the London and Birmingham Railway station, where passengers and parcels are booked to all stations on the line, and also to Bristol and Bath.

The station at Camp Hill will be discontinued in future, except as a station for goods in and out of Birmingham.

DOWN TRAINS FROM BIRMINGHAM.

Departure.			Arrival in Gloucester.
12 45	a.m.	mail (a)	3 14 a.m.
3 10	..	mail a)	5 40 ..
7 15	..	with third-class carriages (b)	10 18 ..
9 30	..	mixed (b)	12 35 p.m.
12 15	p.m.	ditto (a)	2 52 ..
2 30	..	ditto (c)	5 5 ..
4 30	..	ditto (a)	7 5 ..
7 45	..	with third-class carriages (b	10 48 ..

UP TRAINS FROM GLOUCESTER.

Departure.			Arrival in Birmingham.
6 30	a.m.	with third class carriages (b	9 33 a.m.
8 15	..	mixed a)	10 50 ..
11 15	..	mixed (c)	1 50 p.m.
12 30	p.m.	mixed a)	3 5 ..
3 0	..	mixed b)	6 3 ..
5 0	..	with third class carriages (b)	8 3 ..
7 15	..	mail a)	9 45 ..
9 0	..	mail a)	11 30 ..

Only the Mail Trains run on Sundays.

(a) Calling at Bromsgrove, Droitwich, Spetchley, (Worcester, Ashchurch, (Tewkesbury,) Cheltenham.

(b) Calling at all the stations.

(c) Calling at Bromsgrove, Spetchley, (Worcester,) Defford, Ashchurch, (Tewkesbury, and Cheltenham.

By order,
GEORGE KING, Secretary.

AS ENGINE DRIVER.—Employment Wanted on a Railway, by a young man thoroughly acquainted with the structure of the Locomotive Engine, and its management; also with the rudiments of Mechanics; Steam, and its uses: and that part of Chemistry useful to the Practical Engineer. The Advertiser has obtained a Certificate of qualification from the Polytechnic Institution.

Applications, post paid, to be addressed Z. Z., care of the Publisher of the *Railway Times*.

TO ENGINEERS.—Applications by Letter, pre-paid, with stated terms for constructing a canal in the north of Europe, are requested to be made to Mr. Adolphus Lindgren, No. 1, Crown Court, Old Broad Street, London, before the 1st of September next.

PARIS AND ROUEN RAILWAY.—By the Seventh Article of the Statutes of the Company, the Fifth Payment of One-tenth of the Capital was due and payable on the 12th July, 1841.

The Shareholders are therefore requested to pay the Call of 25. per Share, together with interest, at the rate of 5 per cent. per annum, to either of the under-mentioned Bankers, viz.:—

London—Messrs. Stone, Martins, and Stones.
Liverpool—Messrs. Moss and Co.
Paris—Messrs. Jacques, Laffite, and Co.
Paris—Messrs. Charles Laffite, Blount, and Co.

By Order of the Board of Directors,
ADOLPHE THIBANDEAU, Secretary.

Office of the Company, Rue Basse du Rempart 32,
Paris, August 12, 1841.

CIVIL ENGINEERING TAUGHT FOR HALF-A-GUINEA PER LESSON.—In addition to the principles of Civil Engineering, which has now become so important and profitable a profession, the advertiser, an Engineer of many years standing, will for Fifty Pounds teach the mode of Designing and Manufacturing Machinery, so that the pupil will acquire a knowledge of turning wood and metal, and be enabled to draw and construct complete Steam Engines and other Machines. For this purpose they will be provided with tools, and beautiful models of Steam Engines and other Machinery, and persons desirous of being connected with Railways will find this a desirable opportunity.

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HULL AND SELBY RAILWAY COMPANY —GENERAL MEETING.

A GENERAL meeting of the shareholders was held on Saturday last, Henry Broadley, Esq., M.P., J. R. Pease, Esq., George Liddell, Esq., and several other Directors, were present; but the shareholders were not so numerous as on former occasions, the whole number not exceeding forty persons.

The CHAIRMAN, on opening the business of the meeting, said he was happy to find it unnecessary to offer any remarks on the condition of the Company; as it was clearly stated in the report before the meeting; and which he requested the Secretary to read, adding that many of the Directors being present they would be ready to give any required explanations.

Mr. PHILLIPS, Solicitor to the Company, having read the notice convening the meeting,

Mr. LOCKING, the Secretary read the following

REPORT.

In accordance with resolutions which were passed at the general meeting of proprietors held in February last, that a meeting should be held in the month of August, and that the intended Report should be circulated amongst the proprietors before such meeting, the Directors beg leave to present the following account of their proceedings during the past half year:—

Lord Seymour's Bill for the regulation of railways containing very stringent enactments supposed to be injurious to the good working and management of railways, your Directors thought it their duty to present a petition to the House of Commons against it. The Bill was subsequently referred to a Select Committee, who made a Report thereupon, in which they suggested the removal of the most objectionable clause; but the close of the session prevented further progress in it. Your Directors also presented another petition to Parliament in favour of an alteration in the mode of levying the passengers' proposing a per centage on the receipts instead of the unequal, and, as they think, unjust rate now paid; and it is believed this plan would have been adopted but for the reason above stated; it is, however, hoped the object will be accomplished in the ensuing session.

An application being made to Parliament by the York and North Midland Railway Company, for power to lease the Leeds and Selby Railway for a term of years, your Directors considered it to be important to obtain the introduction of a clause in the Bill, requiring equal charges to be made upon all goods, &c., in like circumstances; and they succeeded in their application, the clause forming a part of the Act which was passed.

Since the annual meeting in February last, an additional mail train has been put on the line, in compliance with a requisition from the Post-office authorities; but the time appointed is so inconvenient for the general traffic that your Directors entered into a correspondence with those authorities with a view to a better and more economical arrangement, but they are sorry to say without success; the remuneration to be paid for the conveyance of one of the mails has been settled by arbitration; the charge for the second is not yet fixed.

The deodands which were levied upon the engine, &c., when the accident occurred near Howden, have been quashed on an appeal being made against them to the Court of Queen's Bench.

An application was made by the Committee of the East Riding Agricultural Association, for a wool market to be held in the Company's warehouse; and your Directors being of opinion that such a market would not only be a convenience to the parties interested but beneficial to the railway, the request was at once acceded to; they have also consented to grant monthly tickets to parties residing on the line of railway, allowing them to pass as often as they think proper on the payment of one fare daily; this has been done as an experiment, and the Directors are not pledged to continue the plan if it be not found beneficial to the Company.

Agreeably to the resolution of the last meeting of proprietors, advertisements were issued that the Company would be ready to receive money on their bonds, paying 5 per cent. interest; and of the sum of 50,000*l.* authorised to be thus raised, 47,200*l.* has been already subscribed.

Although it has been throughout the anxious wish of the Directors to limit their expenditure as much as was consistant with providing that accommodation which increasing traffic might render necessary, nevertheless, in order to accommodate the Manchester carriers especially, they have agreed to erect five additional sheds, or warehouses, without which their business could not be carried on; and a fair and equitable rent, however, will be paid to the Railway Company for the occupancy of those buildings. An extra outlay has been caused by rails being wanted for additional sidings, and also in providing the requisite number of turn-tables, cranes, weighing-machines, &c., as well as two more locomotive engines, with coupled wheels, for the goods' trains. These circumstances, whilst they are highly encouraging as to their bearing on the future prosperity of the undertaking, necessarily make the total expenditure of the Company greater than was anticipated. The payments and liabilities to the present time somewhat exceed 600,000*l.*, whilst the amount of capital and loans is only 583,000*l.*

The general depressed state of the trade of the country, combined with a winter of unusual severity and a subsequent long continuance of very unfavourable weather, had the effect of preventing that increase in the traffic on the line which, at the commencement of the year, was very confidently anticipated; a considerable quantity of goods has, however, been conveyed by the rails, and your Directors are happy to state that arrangements have been recently completed with the Directors of the York and North Midland Railway which have already had the effect of causing all the goods that are sent by railway from Manchester, Sheffield, Leeds, York, &c., to come through to Hull in the same way; and when trade generally improves—a change which may be reasonably looked for at no distant period—our very moderate charges will no doubt have the effect of considerably increasing the receipts of the Company.

Your Directors have great pleasure in stating that the Dock Company most readily acceded to the request which was made to them to provide additional shed room on the west side of the Humber Dock, and it is not doubted that they will continue to furnish such further accommodation as circumstances may render necessary.

The number of passengers conveyed on the line between the 1st January and 30th June, without the slightest accident, was 88,068 of all classes, making a total of 198,046 in the first year of the railway being opened; the statement of the traffic account exhibits a balance of 4,069*l.* 10*s.* in favour of the Company, and your Directors therefore recommend that a dividend of 10*s.* per share shall be made payable on the 15th September next.

Since the last meeting the sum of 5,890*l.* has been received on account of unpaid calls, and it is reasonable to expect that a favourable opportunity may be presented ere long of obtaining payment of the sums yet due from the proprietors.

TRAFFIC ACCOUNT,

From 1st January to 30th June, 1841.

PAYMENTS.

Dividend paid		£3,537	0 0
Maintenance of way, &c.		1,686	3 10
Duty to Government		781	15 5
Coke, &c		1,141	10 8
Repairs of engines, tenders, carriages, wagons, &c.		1,974	13 7
Direction		180	0 0
Salaries to officers, clerks, &c.		1,061	16 5
Wages to police, station-house and gate-keepers, &c.		1,348	15 3
Ditto to guards, porters, &c.		789	4 11
Ditto to men at the Selby Bridge, &c.		140	10 6
Printing, stationery, &c.		79	16 3
Rents, rates, taxes, &c.		326	1 11
Sundry incidental expenses		291	13 10
Interest on loans, &c.		4,217	3 0
		£17,526	5 7
Yet to pay—Sundry bills	£2,504 4 4		
Dividends..	443 0 0		
		2,947	4 4
Balance		4,069	10 0
Total		£24,542	19 11

RECEIPTS.

Balance in hand from the former account—viz., Receipts	£15,128 12 4		
Payments	9,305 0 4		
		£5,823	12 0
Received from the coaching department		11,237	10 3
Ditto merchandise department..		3,577	12 10
Interest allowed by the bankers		42	0 0
		£20,680	15 1
Yet to receive—merchandise, mails, &c.		3,862	4 10
Total		£24,542	19 11
Balance		£4,069	10 0

CONSTRUCTION ACCOUNT.

From 1st January to 30th June, 1841.

DEBTOR.

Land, compensations, law charges, conveyances, &c.		£4,209	6 6
Payments to contractors for works on the line, sleepers, fencing, &c.		22,943	11 1
Engineering, surveying, platelayers, &c.		4,155	14 9
Rails, chairs, keys, &c.		11,362	11 3
Engines, carriages, waggons, horse-boxes, tools, stores, &c.		14,536	17 1
Interest on loans, &c.	£4,503 7 6		
Deduct, charged to traffic account	4,217 3 0		
		286	4 6
Direction		252	10 0
Total		£57,746	15 2
Balance brought down		£5,274	13 4

CREDITOR.

Balance brought forward from the last account		733	6 4
Amount received on account of unpaid calls		5,865	0 0
Interest on ditto		148	11 0
Land, re-sold, rents, &c.		425	4 6
Cash on account of loan		45,300	0 0
Total		£52,472	1 10
Balance carried down		5,274	13 4
Total		£57,746	15 2

GENERAL SUMMARY.

DEBTOR.

1838. Aug. 31.	To sundry payments to this day, as per account	£7,908	19 2
1838. Feb. 23.	Ditto, ditto	37,818	11 11
1839. Jan. 31.	Ditto, ditto	117,019	3 4
1840. Feb. 29.	Ditto, ditto	206,842	13 8
Dec. 31.	Ditto, ditto	148,115	3 10
1841. July 31.	Ditto, ditto	57,746	15 2
	Total	£575,451	7 1
	Balance	£5,274	13

CREDITOR.

				£	s.
1841. July 31.	By amount of capital	£400,000	0 0		
	Less unpaid, including calls on forfeited shares.	19,823	0 0		
				380,177	0 0
,,	Amount received on loan			133,000	0 0
,,	Ditto received on account of loan			45,300	0 0
,,	Interest on calls paid after due..			3,615	19 8
,,	Ditto allowed by the bankers ..			895	2 9
,,	Deposit of 1*l.* per share on three shares			3	0 0
,,	Subscription to the survey from non-shareholders			83	4 0
,,	Amount received from Bellevue-terrace houses resold			6,506	9 4
,,	Cash received for land re-sold ..			359	16 0
,,	Ditto from the Myton Commissioners towards the expense of a culvert			18	0 0
,,	Ditto for rents			18	7 0
,,	Balance			5,274	13 4
	Total			£575,451	7 1

The Report of the Resident Engineer, Mr. Gray, was also read. It was very satisfactory, stating that the number of workmen had been reduced, and the embankments consolidated. By using steam expansively in the engines, a great diminution had been effected in the consumption of coal. An additional water tank had been constructed at Hessle, and additional sheds had been erected for the accommodation of the Manchester traders, and in a short time the Hull terminus would be as complete in all its accommodations as the terminus of any other railway.

Mr. SEATON moved that the report be received and adopted.

Mr. BEAN seconded the resolution, which was carried *nem dis.*

The CHAIRMAN then repeated that if any of the shareholders wished to make inquiry, as most of the Directors were present, they would be glad to give every information in their power.

Mr. PULLEYN, of Leeds, expressed a wish to know if the dividend of ten shillings was to be paid out of the half-year's profits? He did not see how it could be afforded; the sum required would be 4,000*l.*, and there did not appear on the face of the traffic account a sum equal to the purpose.

Mr. HENWOOD explained—The long and the short of it was to be found in the cash and credits of the Company. 3,000*l.* were in the bankers' hands, and the outstanding accounts for goods, many of which has been got in since the end of June, when the estimate was made out, would make a sum larger than they should have to pay.

Mr. LIDDELL said, the gentleman seemed to think that they were making the dividend out of last year's balance. [Mr. Pulleyn assented.] Such was not the case; the dividend would be paid from the difference between the receipts and expenditure of this year's traffic.

Mr. MOOR, of Manchester, inquired whether the sum of 16,000*l.* in the construction account applied to the maintenance of the line during the half-year. He thought it a heavy amount.

The CHAIRMAN replied he was glad the question had been put, and explained that the addition of the expense of maintenance arose from a desire to make the railway complete. The works had been originally pushed on for the purpose of having the line opened at the prescribed time, and much of it had been required to be re-laid to render it permanent.

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Mr. Moor said, he was deputed by many shareholders in Manchester, who considered that the first half-year's dividend ought not to have been made; and he should be inclined to oppose a present dividend, as it would leave no provision for depreciation of stock. He did not think the Directors would do themselves or the shareholders any good by so doing. The property was still theirs, whether they divided it or not, and therefore he thought it would be better left for contingencies. He felt perfectly satisfied of the permanent success of the railway when its resources became fully developed, and had no doubt that by the transit between Hull and Manchester, the weekly receipts for goods only would shortly be increased to 600*l.* or 700*l.*

Mr. Carlill said, he thought it would be imprudent to make a dividend under the circumstances, as it appeared they had not sufficient funds to pay all that would be required of them—in other words, their debts exceeded their capital, on which account he should second a motion, if one were proposed, that there be no dividend.

The Chairman expressed his opinion that the resolution which had been carried for the Report's being received and adopted, included the payment of a dividend. They met under circumstances different from those of the last meeting, as they had had time to read and digest the Report, and he should consequently submit that a dividend was carned.

Mr. Gresham observed, in answer to an allusion to the expense of working the railway, implied in the remarks of Mr. Carlill, that in all undertakings of the kind the actual expense invariably exceeded the estimate, and sometimes doubled it. The cash of the working account should not be applied to the construction account, and therefore it was quite clear they had it in their power to pay a dividend of 10s. per share, and this dividend they ought to pay, for to many of the proprietors it was an object of some consequence, as they were not in a condition to forego it, and they certainly had a legitimate claim to receive it.

Mr. Henwood observed, that from the 30th June up to the present time there had been a great increase in coaching, as well as in the quantity of goods conveyed on the railway; and in his opinion they were only just starting, as it were. (Applause.) The shareholders were entitled to the dividend, which had been fairly earned.

Mr. Liddell agreed with Mr. Henwood. He thought their prospects better than ever, as they had come to an agreement with the lessees of the Leeds and Selby Railway, from which they had already experienced a great increase in their traffic returns. He thought with Mr. Moor that the last dividend was injudicious, but he did not see the same objections to one now, and would support the motion because there was good reason to expect that, in future, their expenses would be less and their receipts much greater.

Mr. Carlill inquired if the expense of supporting the bridge at Selby was included in the construction account.

Mr. Locking replied, it was.

Mr. Carlill hoped the cost of working the line would be reduced, as it was much greater in proportion to the receipts than that of the York and North Midland Railway.

Mr. Locking said, every possible care was used to prevent the expenditure being more than could be possibly avoided. The interest due on the loan was included in the account up to the 30th June.

Mr. Henwood remarked, that the expense of keeping the permanent way in repair had been greater than it would be in future, owing to the haste with which it was got ready for opening on the 1st July.

Mr. Moor said, it appeared that about 20,000*l.* more would be wanted, and he wished to know how it was to be raised.

Mr. Henwood observed, that the sum alluded to was virtually a loan already.

Mr. Moor then asked if all the steam tugs had been discontinued.

Mr. Locking said, they had.

Mr. Sidebottom then begged leave to move, that in compliance with the Report, a dividend of 10s. per share be made payable on and after the 15th of September, and that the book for transfers be closed from the 1st September till the 15th, to prevent the inconvenience always experienced when they remained open.

Mr. Carlill said, he considered the question now open to an amendment on the motion.

Mr. Phillips explained it was not, the dividend having already been adopted in the Report.

Mr. J. Foster said, he had examined the accounts for the year, and was convinced they would be justified in declaring a second dividend of 10s. a share. He had the greatest confidence in the Directors, and that they would suffer none to beat them in their exertions to benefit the proprietary. (Cheers.) He therefore seconded the motion.

The resolution being put, was carried by a large majority, and

The Chairman then closed the business of the meeting by thanking the shareholders for their attendance.

Mr. Henwood proposed a vote of thanks to the Chairman, which was seconded by Mr. W. H. Dikes, and carried by acclamation.

Mr. Broadley, after acknowledging the kindness of the meeting, expressed his conviction that the Directors would carry out the intentions and wishes of the proprietors to the utmost of their ability, being conscious that whilst they did so it was for their own individual benefit as well as that of others. Great savings, he felt convinced, would be effected; and as they had heard from Mr. Moor, it was probable their receipts for goods alone would increase to 600*l.* or 700*l.* a week. In fact the undertaking, as had been well observed by Mr. Henwood, was still in its infancy, and it must be gratifying to them to perceive the progress they had made within a few weeks past. Besides, they would recollect that the last half-year was the worst, that the winter was both long and severe, and trade worse than usual. Having surmounted these difficulties, the prospect before them was more pleasing, and of better promise. They might fairly calculate on several months to come being in their favour, and that next year they should be able to declare a much larger dividend. (Applause.) The Directors and shareholders then withdrew.—*Hull Times*, Aug. 11.

LONDON AND BLACKWALL RAILWAY COMPANY—GENERAL MEETING.

The Half-Yearly General Meeting of the Proprietors of the London and Blackwall Railway Company was held on Thursday, at the London Tavern, Bishopsgate Street; William Routh, Esq., in the Chair.

Great interest was attached to the proceedings in consequence of the promised explanations in the matter of the charges and counter charges made in the case of Mr. Alderman Humphery, M.P., late a Director of the Company. The large room of the tavern was crowded.

The usual preliminaries having been gone through,

The Chairman said, the meeting had been convened in the usual manner, and for the usual purposes; but for reasons, which he would by and by state, the Directors were anxious that he should, for the present, defer any remarks which he might have to make upon the Report or upon the general condition of the Company, in order that they might at once proceed to other business which was of the greatest interest and importance, not only to the Directors but to every gentleman present. In order that such business might come formally before the meeting the Secretary would now read the Report of the Directors.

The Secretary (J. Warmington, Esq.) accordingly read as follows:—

REPORT.

At the last half yearly meeting the Directors stated their expectation that the works on the extension line from the Minories to Fenchurch-street would be completed for traffic in the course of the month of June. The state of the weather, and some other circumstances, occasioned an unavoidable delay of four or five weeks in the opening, which took place on the 2nd of the present month.

The plan proposed by the Engineers of the Company for working the extension line has been attended with entire success. No impediment of any description has interfered with the perfect accomplishment of all that had been anticipated; and the Directors venture to state, without fear of contradiction, that as a work of science of a very high order, it needs only to be seen to be admired.

With equal confidence do the Directors regard it as a work of great utility to the public, and of advantage to the proprietors. In the arrangements of the terminus at Fenchurch-street, every attention has been paid to the convenience and comfort of passengers, and ample space, the want of which was much felt at the Minories station, is provided for any increased amount of traffic. All possible consideration has at the same time been given to the protection of the public, and to the prevention of annoyance to the neighbourhood.

The experience of a twelvemonth has done much towards bringing the working of the railway to a state of perfection; and if the peculiar mode of traction adopted on this railway yet admits some slight improvement, the Directors are able to state, as well upon the authority of their Engineers as from the most minute attention and anxious consideration they have themselves given to the subject, that the time is not remote when any existing defects will be entirely removed.

The adoption of the wire rope has been attended with complete success. It has never broken, although some portion has been in use for twelve months. In working the whole line with wire rope, care has been deemed necessary in watching the effects produced upon it, and the Engineers have therefore advised that it should proceed gradually; but they are satisfied that ere long the hemp rope will be wholly removed from the line, except so far as a small portion may be required to afford the necessary elasticity in starting the trains. When this is accomplished, a great reduction in the annual expenditure, as compared with the hemp rope, will be effected.

The association for the formation of a Company for running steam-boats between the terminus of the railway at Blackwall and Gravesend, in the establishment of which your Directors have taken the greatest interest, has been eminently successful in its proceedings. Three vessels have been built expressly for this station—namely, the *Railway*, the *Brunswick*, and the *Blackwall*—all of the highest character for accommodation and speed. In the last four months, during the greater part of which time only two of these boats were running, they have carried 140,500 passengers.

By starting from the Brunswick pier at Blackwall, steam-boats are able to make the passage each way in an hour and ten minutes with, and an hour and three quarters against, the tide; and by making six trips during the day with each boat, the owners are enabled, with benefit to themselves, to charge fares less by one-third than the boats which go up to London Bridge.

The advantages to be derived from this plan became at once obvious to the proprietors of those favourite boats the *Father Thames* and *Sons of the Thames*, who have accordingly made arrangements with the Railway Company for the use of the Brunswick pier, at which these boats now call on every trip, so that a communication between Gravesend and Blackwall is now kept up every half-hour during the mornings and evenings, and every hour during the middle of the day.

The great success which has attended the experiment of providing boats for the Brunswick pier station, entitles the Directors to urge the shareholders, in the strongest manner, to assist both in the prosecution and extension of the enterprise, by contributing towards the requisite capital, in the mode which has already been submitted to them.

The Woolwich trade has been in perfect operation, and during the last four months the numbers carried have been about 150,000.

With reference to steam-boat traffic, the following facts cannot be too often repeated, namely—

1st. That the distance from the centre of the City to the Blackwall Railway terminus in Fenchurch-street, is no further than to the steam wharfs at London Bridge.

2nd. That in going by the railway instead of the river, a saving is effected of, on the average, three quarters of an hour.

3rd. That the use of the railway will wholly obvi-

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ate the extensive damage to property, and loss of life, incurred by accidents from steamers in the Pool.

Much consideration has been given by the Directors to the subject of increased fares. But, although the present fares are unquestionably low, (perhaps lower than any other railway in England), the Directors would deprecate any increase, until the present rates have had a fair trial, with the advantages of the extension line.

The attention of the engineers has been directed to the preparations for an extensive goods traffic. Arrangements for the accomplishment of this very desirable object are now in a forward state, and will shortly be brought into operation.

The total receipts from passengers' traffic for the past year amount to 32,650*l.* 13*s.*

The Directors have called on the Engineers for a statement of the cost of the three most important items in the expense of working the line, viz. ropes, sheaves, and fuel; and from the information given by them, and the attention the Directors have themselves paid to the other outgoings, it appears to them that the weekly expenses, including rates and taxes, will not exceed 500*l.*

For the present it is probable that the working expenses will not be less than that sum; but as to the future, the Directors have the authority of the Engineers for stating that a considerable saving will be effected in many of the items. Any additional expense attending the carriage of goods, will, of course, depend on the extent of that description of traffic.

In conformity with the resolutions adopted at the recent special general meeting, held on the 16th of the last month, the proprietors have had shares in the new capital allotted to them, according to the numbers held by them in the original capital.

The half-yearly account, together with a general statement up to the 30th of June last, of the receipts and payments, is in the hands of the proprietors, and with the Report, would have been delivered sooner; but that the Directors fixed the meeting earlier than usual, being desirous that no time should be lost in affording an opportunity for explanations, rendered necessary by the recent discussions on the transactions of an ex-Director of the Company.

The Directors conclude this Report with the following general observations:

The number of passengers carried on the railway, during the year ending in July last, has been 1,864,756. It is clear, that a great increase to those numbers is necessary in order to realise the expectations which have been entertained by the shareholders and Directors.

It must be borne in mind that this railway was established mainly for the steam-boat traffic of the River Thames. Up to the present time the business of of the railway has arisen chiefly from sources which had either not been taken into account at all, or from which no such amount was expected as has been derived.

Until very recently no inroad had been made on the old modes of conveyance. Proprietors may be aware that not a single steamer has been displaced from the Pool; nor could it well have been expected, until the extension of the line to Fenchurch-street had been opened. And although the passengers taken by the three boats which have during some portions of the last four months confined themselves to the Brunswick Pier, amount to so many as 140,500, yet these form but a small proportion of the multitudes passing Blackwall to or from the London Bridge wharfs.

Sanguine expectations had been entertained by many that on the opening of the railway to the Minories, the bulk, if not the whole of the steam-boat traffic on the river would have immediately found its way to the Brunswick Pier. But time must be necessary for the accomplishment of so great a change. Habits have to be altered, and prejudices and conflicting interests to be overcome. Steam vessels have been long connected with the wharfs to which they at present resort; and this connection cannot be severed on the instant.

The decided advantages offered by the Brunswick Pier, in connection with the railway, have been demonstrated by the success of the steam-boats on that station, and the Directors entertain no doubt whatever, that the proprietors of steam vessels generally will soon be convinced that it is greatly to their interest, if not absolutely necessary for their self preservation, to proceed no further up the river than Blackwall: and, seeing that the traffic yet remaining to be made available to the railway is most abundant, the Directors continue to have unabated confidence in the complete success of the undertaking.

DR. *General Statement of Receipts and Disbursements to 30th June*, 1841. CR.

RECEIPTS.	To 31st Dec. 1840.	From 1st Jan. to 30th June, 1841.	Total.
	£ s. d.	£ s. d.	£ s. d.
To balance of last half-year's account	.....	3,857 7 9	.....
Calls	314,145 0 0	65,334 0 0	379,479 0 0
Loans on debentures	191,700 0 0	500 0 0	192,200 0 0
Temporary loans	75,700 0 0	45,500 0 0	121,200 0 0
Interest	3,139 0 0	329 8 7	3,468 17 7
Transfer fees	188 15 0	20 15 0	209 10 0
Property sold	.....	20,491 13 3	20,491 13 3
Sale of old materials, and rent of houses	10,862 5 7	4,915 10 1	15,777 15 8
Traffic	15,442 0 9	16,686 14 0	32,128 14 9
Wharfage	389 10 9	132 7 6	521 18 3
Balance	.....	17,986 17 7	.....
	£811,517 1 1	175,804 14 9	965,477 9 6

PAYMENTS.	To 31st Dec. 1840.	From 1st Jan. to 30th June, 1841.	Total.
	£ s. d.	£ s. d.	£ s. d.
By Act of Incorporation, engineering, surveying, and other preliminary expenses	52,718 12 11	10 10 0	52,729 2 11
Property purchased	391,669 13 7	93,785 17 1	485,455 10 8
Works	276,578 15 8	50,889 6 10	327,468 2 6
Carriages	9,500 0 0	4,000 0 0	13,500 0 0
Engineering	6,326 2 10	905 15 1	7,231 17 11
Surveying	3,172 6 5	100 0 0	3,272 6 5
Solicitors	12,309 15 0	.....	12,309 15 0
Interest on temporary loans	5,852 17 11	3,590 14 4	9,443 12 3
Stamps, commission, and interest on mortgage bonds	4,912 14 10	5,019 13 6	9,932 8 4
Conveyancing and vendors costs	19,138 19 9	3,446 7 8	22,585 7 5
Rates, taxes, and insurance	3,374 15 6	1,338 8 0	4,713 3 6
Direction	5,600 0 0	600 0 0	6,200 0 0
Office expenses, viz. furniture, rent, taxes, printing, stationery, salaries to Secretary and clerks, and contingencies	8,504 16 4	970 15 10	9,475 12 2
Advertisements	670 1 4	102 2 0	772 3 4
Stores	151 8 8	821 14 7	973 3 3
Mileage duty	1,031 10 8	584 15 9	1,616 6 5
Coals	1,420 7 6	31 18 0	1,452 5 6
Wages and salaries to Superintendent, station clerks, porters, conductors, enginemen, ropemen, wharfmen, signalmen, and carriage-repairers	4,323 16 0	5,028 11 10	9,352 7 10
East and West India Dock Company, rent, and wharfage	495 11 7	370 1 5	865 13 0
Printing and stationery	.....	88 8 2	88 8 2
Police	.....	1,049 11 8	1,049 11 8
Clothing	.....	14 2 0	14 2 0
Maintenance of way and sheaves	.....	1,290 13 10	1,290 13 10
Gas	.....	492 8 6	492 8 6
Passengers tickets	.....	202 8 3	202 8 3
Worming, serving, and repairing rope	.....	197 12 6	197 12 6
Cleaning boilers and machinery	.....	54 18 9	54 18 9
Miscellaneous expenses	207 6 10	517 18 2	725 5 0
	£807,659 13 4	175,803 18 9	983,464 7 1
By Balance		17,986 17 7	

N.B.—Several amounts have been paid since the half-yearly balance, and others remain to be paid for coals, rope, clothing, &c. which will appear in the next half-yearly account.

The CHAIRMAN said he would for the present waive every other topic introduced into the Report, for the purpose of at once coming to that paragraph in it which alluded to the transactions of an ex-Director of the Company. He was glad to see that gentleman now present, and could only regret that he was absent on the occasion when the matter was first mooted, because if the explanations which he hoped would now be given of his own conduct by the gentleman referred to, had been given then, and if the charges against his late colleagues, which he trusted would now be pressed, had then been brought forward, much obloquy would have been avoided and much mischief averted from the Company, which had damaged it at a time when it stood most in need of support. (Hear, hear.) As to the charges which had been brought against Mr. Alderman Humphery, he (the Chairman) had nothing to add to what had been stated at the late special meeting. On that occasion he (the Chairman) had in answer to questions, informed the proprietors that it had come to the knowledge of the Board that one of their number had sold shares which he did not possess, and that a discussion on the subject had taken place at the Board, which had led to the resignation of the party implicated in the transaction. This was all the information that he gave—this was all that he could give. It would be known to the meeting, that since that period Mr. Alderman Humphery had sent forth a paper reflecting upon the character of his late colleagues, in answer to which the Secretary had publicly pledged himself, that at this meeting the Directors would be prepared with an explanation. Such pledge he (the Chairman) would now renew, and he hoped and believed that when these explanations had been given, they would be deemed satisfactory. (Hear, hear.) It was, however, but an act of justice to Mr. Alderman Humphery, that he should first be heard, and he trusted that not only would that gentleman give an explanation of his own conduct, but that he was prepared to support the charges which he had brought against the Board. (Hear, hear, hear.)

Mr. WILLIAM CRAWSHAY begged to be allowed,

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before Mr. Humphery commenced his explanations, to state what had come within his own observation, as his name had been mixed up in the affair. He would state the whole transaction from first to last, in justice to himself and Mr. Humphery. A great deal had been published on this subject highly derogatory to the character of Mr. Humphery, but it had yet to be proved. It had been said that he had been speculating, not only in 100, but in many hundred shares, but as yet he had seen nothing but assertion in support of the charge. He had had no communication with Mr. Humphery subsequent to the late special meeting, and it was only as a simple act of justice that he now stood forward to state what had come within his own knowledge.

A PROPRIETOR (interrupting,) wished to know the name of the speaker.

Mr. CRAWSHAY gave the desired information, and added that he was a holder of 1,000 shares in the undertaking. Mr. Humphery had come to him, on a particular day, he forgot what—[Mr. Alderman HUMPHERY—On a Saturday.]—and signified a wish to purchase 100 shares, at 9 discount. He (Mr. Crawshay) had expressed his surprise at this, as the shares were then at 10 discount in the market. Mr. Humphery had offered him 1,600*l.* for these 100 shares, whereupon he represented to him that they could be had in the market for 1,500*l.* Mr. Humphery replied that he did not mind *that*, as he wanted the shares that day. He (Mr. Crawshay) then asked Mr. Humphery to put his offer into writing, which he immediately did, as he (Mr. C.) told him that he was not very well acquainted with transactions in shares, although he saw clearly enough that it was equivalent to giving him 100*l.* He asked Mr. Humphery whether he had any objection that the offer should be named to Mr. Routh (Chairman of the Company,) who was in the next room, and Mr. Humphery said he had not. Mr. Routh was accordingly called in, and shewn Mr. Humphery's handwriting, when Mr. Routh said that he too was little acquainted with the selling of shares, but that he would not part with any portion of his shares for stock-jobbing purposes. Ultimately he (Mr. Crawshay) declined to sell, as he thought it much better to be able to attend the general meeting without having altered his position in regard to the number of his shares, especially as it was likely that some little disappointment would be felt and expressed at the comparative smallness of the Company's earnings. He begged to state distinctly that Mr. Humphery had not made the least objection to putting his offer into writing, nor to informing Mr. Routh of the transaction. It had been said that Mr. Humphery had sold hundreds of shares, but he (Mr. Crawshay) had made every inquiry, and could find no trace of any such transaction, beyond what was supplied in the paper already referred to.

The honourable proprietor here exhibited the document, which, although without signature or date, was admitted by Mr. Humphery to be in his handwriting. The following is a copy of it:—

"I have sold 100 shares at 8 dis., say for 1,700*l.* I will buy of you 100 at 9 dis., and pay immediately 1,600*l.*, and will give you the call for 100 shares this day month, if you wish to have them back."

Mr. Alderman HUMPHERY said, he had to thank his friend, Mr. Crawshay, for what he had stated—[Mr. CRAWSHAY—Not at all.]—as it would have been difficult for him to have explained the transaction more fully. It was perfectly true that he had sold 100 shares, and he was ready to admit that if he had given the matter due reflection he should not have done it. It was, however, the first transaction of a similar kind in which he had been concerned, for he solemnly pledged himself that he had never before been engaged in buying or selling a single share. He had never trafficked in shares, notwithstanding it had been so alleged; and he should not have sold those which he did sell, had he not felt satisfied that it was the highest price he should ever be able to obtain for them. It had been said in print that he had been buying and selling, selling and buying from January to June, with a view to influence the market and to depreciate the property of the Company, but this was wholly unfounded. He had never held a share in any railway but the Blackwall, and he defied any person to prove that he had ever bought or sold beyond the extent stated. (Hear, hear, hear.) He had not read the account of the special meeting until his return to London from Dublin, when he found that several things had been stated to his disadvantage which were not correct. The Chairman was reported to have said, that when the transaction was discovered, a meeting of the Board had been called. Now no meeting had been *called* on his account, for Mr. Routh had been informed of the affair on Saturday, and the usual meeting of the Board was held on Tuesday. At that meeting the Chairman told his colleagues that one of the Directors had sold 100 shares. He (Alderman Humphery) at once admitted that he was the party, and a strong feeling was in consequence excited against him at the Board, which had induced him to tender his resignation. But that he had any wish or any intention to depreciate the shares of the Company he must totally deny. On the contrary, he had used every exertion to promote the prosperity of the undertaking ever since he had the honour of being re-elected by the proprietors last year. He had never done anything to injure the property, but rather everything to serve it, in proof of which he would read a note which he received from the Secretary, dated 16th October, 1840. [The honourable gentleman here read the note.] It was to the effect that it had been agreed at the last Board meeting—at which Alderman Humphery was not present—to issue a promissory note for 10,000*l.* in order to pay for the works and other expenses incurred, and the Alderman was requested to affix his signature to the document inclosed and return it by the bearer. He accordingly did sign it, and would he have done so, he would ask, if he had not felt an interest—and a very strong interest too—in the prosperity of the railway? Mr. Salomons, one of the Directors, in a letter which he had thought proper to publish, had stated that money had been raised on the credit and influence of some of the Directors. Now his (Mr. Humphery's name) was attached to the promissory note, [the other names were here read,] but he did not find the name of Mr. Salomons there.—

Mr. SALOMONS. For the very simple but sufficient reason that I was not then a Director.

Mr. CRAWSHAY would suggest that the matter of the promissory note should not be further gone into than was necessary to illustrate the interest which Mr. Humphery alleged he took in the undertaking. No good end could be answered by going into details. (Hear, hear.)

The CHAIRMAN was not aware that any inconvenience would arise from the fullest discussion on the subject. He would merely state that Mr. Humphery and the other Directors who had signed the note had ample security.

Mr. Alderman HUMPHERY doubted that fact.

Mr. SALOMONS would take upon himself to say, on the part of the Board, that Mr. Humphery should at once be relieved from any liabilities on that account, if he felt so disposed.

Mr. Alderman HUMPHERY was glad to hear it.

Mr. CRAWSHAY was aware that Directors of Railway Companies were obliged oftentimes to incur much personal liability in order to further the interests of their several lines. As Chairman of the Northern and Eastern Company, he himself was placed in a similar position, and although he cared not if the whole world knew it, so far as he was concerned, yet it might not be pleasant to those who had advanced the money to have the subject openly discussed in a public meeting.

Mr. Alderman HUMPHERY would not mention the names of the lenders in this instance. He had no security, and defied any one to show the contrary.

A PROPRIETOR said he had the security of the shareholders.

Mr. Alderman HUMPHERY did not believe that the shareholders were at all liable, or at all likely to relieve him or any other Director from what they had taken upon themselves in such a matter as this. Mr. Salomons had said that he would release him.—

Mr. SALOMONS.—And I say so again. (Hear, hear, hear.)

Mr. Alderman HUMPHERY would therefore not pursue this part of the subject further. It showed, however, that he had taken great interest in the undertaking, since he had rendered the whole of his property liable for it, and therefore could not wish to depreciate it. He would repeat that he had never trafficked in shares: What would they have said if he had bought 2000 shares at 4, 5, or 6 discount, and if he had borrowed of his bankers 30,000*l.* or 40,000*l.* to pay for them; what would they have said if he had thus cleared the market? Would they not have felt obliged to him? But if he had allowed these 2000 shares to ooze out at 2 or 3 premium, and thereby put from 2,000*l.* to 3,000*l.* into his pocket, they would have called him a clever fellow and not a jobber, because he had the money to pay for them. He thought it would be a good regulation if parties when they sold shares were bound to deliver them. He had seen in the *Times* lately, a notice of a case where a gentleman had agreed to deliver certain shares at 10 premium, trusting to a promise on the part of the Directors of the Company that the shares should be handed over to them, but the Directors subsequently refusing to do so, he was compelled to go into the market and purchase at 22 premium, in order to fulfil his contract. The resolution which the Directors had passed against him would imply that he had gone to the strong box of the Company and taken out of it shares belonging to some other person and sold them, whereas he had only delivered the 100 shares he sold—part his own, the remainder borrowed from a friend.

Mr. CRAWSHAY thought it was better to let the matter as to the sale of the shares rest where it was. If nobody had anything further to allege against Mr. Humphery than the sale of these shares, he thought the affair assumed a different complexion from what had been at first supposed. (Hear, hear.) He would repeat that there had been nothing underhand in Mr. Humphery's proceedings so far as these 100 shares were concerned, and he was sure that at the time Mr. Humphery did not consider that he was doing wrong.

Mr. Alderman HUMPHERY said, if he had thought there was anything wrong in the transaction, it was not likely he would have applied to the largest shareholder in the Company, nor allowed the matter to be mentioned to Mr. Routh. The Chairman had said he was bound to explain the charges he had brought against the Directors in his letter published in the *Times* of July 27.* Now, with respect to that letter, he would premise that he was much irritated when he wrote it; and would not any one under the circumstances have felt thus irritated when so offensive a resolution had been levelled at him? He had told the Chairman that he should not be present at the special meeting, and yet he was assailed in his absence. The Secretary in his published letter had said that he (Mr. Humphery) might have attended the meeting if he had chosen, for that he was in town while it was being held. He had never said that he should not be in town—as he did not intend to set out for Dublin till next day—but having parted with all his shares he had no longer any right to be present at the meeting. No sooner had the resolution been passed than papers of the worst description were forwarded to the most influential of his constituents in the borough of Southwark, accompanied by anonymous letters, and not only so, but paragraphs of a very hostile and offensive description taken from the London newspapers, had found their way into the whole of the Dublin papers to meet him at the Dublin Docks. (Laughter.)

A PROPRIETOR said, the meeting could not help *that*. Most likely these annoyances had originated in political hostility.

* See *Railway Times* of July 31.

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Mr. CRAWSHAY thought it was useless to go into such matters, unless the honourable gentleman was prepared to bring the charge of having acted so home to the Directors or shareholders. (Hear, hear, hear.)

Mr. Alderman HUMPHERY said, he had alluded to these matters merely to show the grounds for irritation which existed. To come however to the specific charges contained in his letter to the *Times*, he had said, and he would repeat, that the calls of Mr. Salomons and other Directors were in arrear. When he left the Board on the Tuesday previous to the special meeting, the arrears on calls were above 20,000*l.*, and Mr. Salomons was one of the greatest defaulters. Mr. Salomons had stated in his letter, that since he had been in the Direction no shares had been declared forfeited for non-payment of calls. He (Mr. Humphery) did not say there had, for Mr. Salomons had not been a Director for more than six months; but he would appeal to some of the older Directors whether shares had not been confiscated while Directors' calls were in arrear. Mr. Salomons had said that the calls due at the time of the meeting were inconsiderable in amount, and that none of them were on shares held by the Directors. The last call of 2*l.* 10s. per share, was declared in February, and made payable on the 2nd of March; and it might be that a good deal of arrears had been paid up on the day of the late special meeting to which Mr. Salomons referred, as no doubt the Directors apprehended that he (Mr. Humphery) might retaliate when he knew that such a resolution had been passed; but he would assert, without fear of contradiction, that on the day when he left the Board the arrears amounted to 20,000*l.* (Cries of "Name, name.") He could not name the parties. (Cries of "Oh, oh.")

The CHAIRMAN said, Mr. Humphery referred to the total arrears due by the proprietors at large. (Hear, hear.)

Mr. Alderman HUMPHERY resumed.—Mr. Salomons had insinuated that he (Mr. Humphery) had not spoken the truth—(hear, hear, from Mr. Salomons)—but let the paper which was on the table of the Board at the time referred to be now produced, and he would vouch that Mr. Salomons' name would be found there with others. With respect to the charge which he had brought against one of the Directors, of having received "out of the Company's funds 500*l.* for alleged services and expenses;" and his conduct in that matter was, he would contend, the cause of the hostility shown to him—he had very little to say. When he (Mr. Humphery) first joined the Direction, the gentleman referred to was Chairman, although he had since resigned that office. The money voted to him was alleged to be for valuable services rendered to the Company, during the passage of their Bill through Parliament. that gentleman having taken great interest in the matter. He might deserve the grant—he had never said anything to the contrary—but he had contended that it ought to have been paid out of the fees voted to the Directors, and not out of the Company's funds; and he had said further, that the Directors generally ought not to have accepted such fees until operations had actually commenced. The number of Directors was subsequently reduced from 24 to 16, and he (Mr. Humphery) was ousted. He was not certain whether the 500*l.* was paid while he continued at the Board, but the matter had been discussed, and, as he had already stated, the part which he had taken on the occasion had excited all this hostility towards him.

Mr. CRAWSHAY would appeal to the honourable gentleman's experience as a member of Parliament, whether during the progress of a Railway Bill through the two houses of legislature, costs might not be incurred and money expended wisely and judiciously, the particulars connected with which it might not be expedient to discuss in such an assembly as this.

Mr. Alderman HUMPHERY would not have presented himself there that day had he not been conscious of his own purity and integrity. There could be no doubt that in the cases alluded to, money was often expended, and it had been said among members of both Houses of Parliament—(hear, hear, —but for his own part, he had neither directly nor indirectly participated in such expenditure. (Hear, hear.)

Mr. CRAWSHAY would unhesitatingly state, that the exertions of Mr. Robertson—for he was the gentleman alluded to—had been extremely great. (Hear, hear, hear.) He was satisfied that not only had the 500*l.* voted to him been expended for the benefit of the Company, but many other hundred pounds out of his own pocket, honestly, boldly, and expediently. (Hear, hear, hear.) The grant was well deserved, and as a proprietor he would request that Mr. Robertson would take no notice whatever of such charges. (Much applause.)

Mr. Alderman HUMPHERY said, he had never insinuated that the vote was not well deserved. (Cries of "Question, question," and considerable confusion.) He had no alternative but to enter into these matters, as he had been called upon by the Chairman to do so.

The CHAIRMAN said, he had only told Mr. Humphery to say what he pleased. When Mr. Humphery had concluded, he (the Chairman) would refresh his recollection upon one or two points upon which he seemed to be somewhat forgetful. (Hear, hear.) There was one point upon which he might take that opportunity of setting the meeting right. Mr. Humphery had stated, that he had advocated the payment of the 500*l.* out of the Directors' fees—thereby insinuating that others had been opposed to such a proposition. Now he would state most distinctly, that it *was* paid out of the Directors' fees, and moreover that there never was the slightest intention of doing otherwise. (Much applause.)

Mr. Alderman HUMPHERY said, it unfortunately happened that he had not in his possession the vouchers which would confirm his statements.

The CHAIRMAN said, the whole of the Company's books had been brought there on purpose, and might be examined by any gentleman. (Hear, hear, hear.)

Mr. Alderman HUMPHERY said, the books could not be examined in that place. Let them be examined by parties unconnected with the Company, and he was convinced that what he had stated would be borne out by them. There was no doubt a feeling of disappointment on the part of the shareholders at the depression of their stock, more especially as last year the Chairman had promised them a dividend of 10 per cent., but he would repeat that such depression had not been occasioned by him, and that he had never had but one transaction in their shares. There was but one other point to which he would allude, and that was, that since his opposition to the 500*l.* vote, proper attention had not been paid to him by his late colleagues—that in fact he had been treated very ill. In proof of this he would mention that when the plan for the Extension viaduct was brought before the Board by the Engineers, he immediately saw that it could not be carried out. (Laughter.)

Mr. CRAWSHAY (interrupting) thought it was useless entering into engineering details. If there were defects in their works, the Engineers were responsible.

Mr. R. STEPHENSON (Engineer) said he was prepared to make a statement on the subject, when the honourable gentleman had concluded.

Mr. Alderman HUMPHERY resumed, and amid manifest signs of impatience on the part of the meeting, proceeded to say, that it had originally been intended to cover in the Extension viaduct with wood. He (Mr. Humphery) had informed the Engineers that by the Act of Parliament no woollen fencing could be used between the Minories and Fenchurch-street, and he had almost been knocked down for saying a word against the plans of the Engineer. The Engineer afterwards proposed to support the roofing of the viaduct upon iron columns, the interstices being filled up with brickwork. He (Mr. Humphery) had told him that by building a 9-inch brick wall in cement the cost of the pillars might be saved. (Cries of "question, question.") The Engineer had said it could not be done, and he was told not to interfere with details.

The cry of "question" here became so general that the Chairman was obliged to interfere, and to request that Mr. Humphery might not be interrupted, as time would thereby be saved.

Mr. Alderman HUMPHERY resumed.—What was the result? Why, that the iron columns had been contracted for; but with the exception of the bridges crossing streets, they had never been used. A letter had been sent by Mr. Stephenson to the Chairman, occupying, he believed, two sheets of paper, but of this letter only one paragraph had been read before the Board in the presence of him (Mr. Humphery) and without his sanction, and even without any previous intimation being given him. That paragraph was to the effect that if he (Mr. Humphery) interfered in details, the engineer must resign his situation. ("No, no," from the Directors.) The reading of the paragraph was evidently intended to excite a bad feeling against him in the minds of his brother Directors, and accordingly he had never been treated well from that time, but nevertheless the viaduct was constructed in the way he had recommended. He would say again, that he had always felt and would continue to feel a strong interest in the Blackwall railway, and he believed that by good management it might be rendered productive to the proprietors. Good management, however, was indispensable, and upon that point he *could* say much if he pleased. (A laugh.) The time would come when the proprietors would know who were their best friends.

Mr. FERRERS (Director) thought Mr. Humphery would do well to tell all he knew in reference to the management of the line, instead of insinuating what he *could* say. (Hear, hear, hear.)

Mr. Alderman HUMPHERY said, he would explain what he meant. The railway had cost about a million sterling, which was supposed to be, and ought to have been, expended for the benefit of the proprietors and the public. He found, however, that the East and West India Dock Company were the only parties likely to reap the advantage. The Dock Company owned the wharf at Blackwall, and all the buildings upon it belonged to that body, not to the Railway Company. The Dock Company could at any time render the railway useless (laughter) for although the Railway Company had a lease of the wharf, they had no lease for the shipment of passengers or goods. He would repeat that the railway had been constructed for the benefit of the Dock Company, and it behoved the shareholders to examine into the matter.

Mr. CRAWSHAY enquired whether Mr. Humphery had been in the habit of pressing these matters upon the attention of the Board.

Mr. ALDERMAN HUMPHERY said, he had always been stopped, when he broached the subject. ("No, no," from the Directors.) In conclusion he would repeat that if he had reflected, he would not have sold the 100 shares. (Hear, hear, hear.) He did not think that any harm would result from the transaction, and he did not believe even now that any harm *had* resulted from it. Who the parties were who had sold at 8 or 9 discount, let their own consciences tell—

Mr. SALOMONS and Mr. FERRERS complained that Mr. Humphery in making that remark had looked towards the Directors as if insinuating that *they* had acted in the manner represented.

Mr. Alderman HUMPHERY said, his observations were directed towards the meeting generally. It was somewhat remarkable that the present meeting had been called on a day when he was known to have business elsewere, (the opening of Parliament.) Doubtless this was unintentional on the part of the Directors. Once more he would state solemnly that it had never been his wish to depress the Company's shares, and if unwittingly he had done any wrong he should be happy to do everything in his power to repair it. (Applause.)

MR. GEORGE RENNIE, jun., M.P., said, as the disagreeable duty had devolved upon him at the previous meeting of moving the vote of censure upon the last speaker, he wished to explain that he had

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no feeling of personal hostility towards Mr. Humphery. It was against the Director and not against the man that the vote was levelled, and he should be happy to find that the accused could clear himself of the charges imputed to him. Whether he had done so on the present occasion must be left for the meeting to determine. Mr. Humphery admitted that he had sold 100 shares, and he did not pretend to say that he had them in his possession at the time. He (Mr. Rennie) had certainly been led to believe that the number of shares sold was much larger than 100. Mr. Humphery said it was not, and he was bound to believe him. The principle however was the same, whatever might be the number. The explanations of Mr. Humphery were now before the meeting. He (Mr. R.) was sorry that he was unable to remain to hear the further proceedings which might transpire in reference to them. From what he knew however of the Directors, he had no doubt that their answers to the charges brought against them would be highly satisfactory. He would repeat that his only object in bringing forward the question was to vindicate the character of the Board, and when it was considered how much property was entrusted in this country to the hands of Directors, he thought they could not be too regardful of their honour. (Hear, hear, hear.)

[The honourable proprietor here left the room.]

The CHAIRMAN would not trespass upon the meeting with more than a few words. In the first place, he would assure Mr. Alderman Humphery that in fixing that day for the meeting, they knew nothing of any appointment which he might have. They had convened the meeting at the earliest possible period, being anxious that the matters in question should be investigated and settled. With respect to the statement of Mr. Humphery, that no special meeting of the Board had been called when the transaction in shares was discovered, he (the Chairman) was not aware that he had ever said that such meeting had been called. He had been informed of the transaction on Saturday, and if the Board had not had to meet on the following Tuesday in regular course, he certainly should have felt it his duty to cause a special meeting to be convened. As to the promissory note of which Mr. Humphery had spoken so much, he could only repeat that the security was most ample in the future calls and surplus property of the Company; and he might take that opportunity of informing the proprietors that, after a full and most careful investigation of such surplus property, it had been found that the undertaking could be fully carried out, without any further call for capital. (Hear, hear, hear.) He was the more anxious to make this statement, as he knew that rumours to the contrary were abroad. Mr. Alderman Humphery had said that he (the Chairman) knew that he would not be present at the late special meeting. He certainly had heard him say so on Tuesday, but that was all he knew respecting his intentions. As to the anonymous letters, he would distinctly disclaim for himself, and he believed he could do so for his colleagues, all participation in that business, or even knowledge of it, till that day. (Hear.) Every gentleman had private or political enemies, and this was sufficient to account for the annoyance to which Mr. Humphery had been subjected. He trusted that any farther vindication on that point was unnecessary. (Hear, hear.) With respect to the arrears of calls on Mr. Salomons' shares, it was proper that that gentleman's position with respect to the Company, should be explained. About eighteen months or two years ago, Mr. Salomons being of opinion that the undertaking would ultimately prove a very beneficial one, had been desirous of investing a considerable amount in it, and there being, as the proprietors were aware, 760 unallotted shares, Mr. Salomons had offered to take them at 2 premium. The Directors thinking it much more desirable that the shares should pass into the hands of an influential and wealthy individual like Mr. Salomons, than that they should be thrown upon the market, accepted the offer, with this clear and distinct understanding however, that Mr. Salomons should pay the calls at his own convenience. It was true that Mr. Salomons, at the time alluded to, had not paid his calls upon those shares, but had made arrangements for so doing. (Hear, hear, hear.) Mr. Esdaile, and other gentlemen in the room, could confirm most fully this statement. (Hear, hear, hear.) He believed that Mr. Humphery was not acquainted with this arrangement as to Mr. Salomons's shares. As regarded the 500*l.*, it had been paid, as he had already stated, out of the fees of the Directors. There was no necessity for the appointment of a Committee to examine the books, for they were open to the inspection of any proprietor, and had been so inspected by several after the last meeting. As to the propriety of the grant, he had taken some pains to examine into that point, and he was satisfied that it was a very inadequate payment for the services rendered. (Hear, hear, hear.) He might add, that on the passing of the Company's last Bill, the Directors being aware that Mr. Robertson had incurred considerable expense in the business, had requested to have a statement of the amount furnished to them in order that it might be paid, but Mr. Robertson had declined the proposal. (Hear, hear, hear.) In short, he could not speak too highly of the services which that gentleman had rendered to the Company. (Much applause.) In regard to the private letter from Mr. Stephenson, the Engineer, he believed it was to the effect, that if he were to be held responsible for the working of the Extension line, his plans of construction must not be interfered with. He believed farther, that this letter arose out of propositions made by Mr. Humphery, and probably by other members of the Board. How far the Directors were justified in following out the schemes of Mr. Stephenson, rather than of individual members of the Board, it was for the meeting to decide. (Hear, hear, hear.) Mr. Humphery said the wharfs were the property of the Dock Company. Unquestionably it was so, but as the Railway Company rented them at 600*l.* per annum on a lease for ever—

Mr. Alderman HUMPHERY (interrupting, and apparently surprised)—For ever?

The CHAIRMAN—Yes, for ever! And as this lease was ratified by an Act of Parliament, he thought it was coming as near as possible to absolute and entire possession. (Hear, hear, and much laughter.)

Mr. Alderman HUMPHERY wished to know if the Railway Company could make use of the wharf, charging wharfage.

The CHAIRMAN said, of course the wharfage of goods was not included in the annual payment of 600*l.*, but as respected the wharfage on passengers, the rate was fixed by the two Companies together, the Dock Company incurring the expenses of maintenance, and the Railway Company receiving one-third of the returns. In the interest of 7 per cent. paid on the cost of constructing the buildings, the expense of maintaining them—even to a pane of glass—was included. No doubt the construction of the railway would be an advantage to the Dock Company, but as their goods must pass along the railway, and the Company could charge their own price for such transmission, it seemed as if there would be some profit resulting from this source, and as they had not yet secured it, he was happy to see that Mr. Alderman Humphery had so good an opinion of their prospects. ("Hear, hear," and laughter.) He did not know that he had left any charge unreplied to, but one thing he would state generally, and he did so most unequivocally and distinctly, namely, that Mr. Humphery had never been treated by his colleagues with the slightest disrespect. Discussions were occasionally carried too far at Railway Boards as in other places, and it was sometimes the duty of the Chairman to interfere, and as far as possible to preserve order. That duty had devolved upon him, and he had endeavoured to perform it impartially. As far as giving preference to the opinions and plans of the practical and responsible officers of the Company over those of individual Directors, he must plead guilty to the charge. He had always given and should always continue to give such preference. (Hear, hear, hear.) There was one point in Mr. Humphery's letter to the *Times*, to which he would briefly allude. Mr. Humphery has stated that he had been voted out to make way for Captain Routh, the son of the Chairman. It certainly had been the opinion of the Board that the services of a young and active man like Captain Routh would be very valuable, and none had expressed that opinion more strongly than Mr. Humphery. (Hear, hear, from Mr. Humphery.) He (the Chairman) felt the appointment to be a compliment highly flattering to himself, and he believed that hitherto the Directors had not had cause to repent the step they had taken, nor the proprietors either. (Much applause.) It was not correct however that Mr. Humphery had been ousted to make room for Captain Routh. A ballot had been taken, and the lot had fallen on Mr. Humphery, but he hoped this was no just ground for complaint either against the Directors or Captain Routh. (Renewed applause.) Mr. Humphery had argued as if the resolution of censure had emanated from the Directors, but such was not the case. It would be in the recollection of those who attended the special meeting that the Directors had urged that meeting not to pass such vote, because they thought the party accused ought first to have an opportunity of vindicating himself if he could. Mr. Humphery had admitted that he had acted thoughtlessly in disposing of the shares, and as he had said that his transactions had been limited to 100, the Directors, although they felt that a cloud had from this unfortunate occurrence been brought upon the prospects of the line, would not feel disposed to object should it be the pleasure of the present meeting to rescind the vote of censure upon Mr. Humphery. The security for Mr. Humphery's personal liabilities was, he would again repeat, most ample, but as Mr. Humphery had, in common with other Directors, thrown himself into the gap, the proprietors were so far under an obligation to him. (Hear, hear, hear.)

Mr. STEPHENSON begged to be allowed to say one word. He would admit that the original design was to support the roofing of the Extension viaduct upon iron columns, but that intention had been abandoned, not in consequence of any remonstrance or representation on the part of Mr. Alderman Humphery, but on the statement of Mr. Tite, the Architect, that such construction would be contrary to the provisions of the Building Act. He had never heard Mr. Humphery speak of the iron pillars, and assuredly it had not been in consequence of anything said by him that the alteration of plan had been carried into effect. Mr. Tite might have received the suggestion from Mr. Humphery—(a laugh)—and he would leave the parties to settle it between them. Mr. Humphery had been uncandid enough to conceal one thing, namely, that when he (Mr. Stephenson) exhibited his plan of a double roof, Mr. Humphery had opposed it and pronounced it impracticable. The roof, however, had been so constructed, and the proprietors might inspect it for themselves. On the occasion last referred to, Mr. Humphery had treated him in a most uncere-monious, most uncourteous, most ungentlemanly way. Nevertheless, he had not threatened in his letter to the Chairman that he would retire; he had merely claimed his protection against such treatment on the part of an individual Director. (Hear, hear.) He never had submitted, and he would never calmly submit, in any Company, to be so treated. (Applause.)

Mr. WARD thought the explanations of the Directors most satisfactory. (Hear, hear, hear.) They had perfectly vindicated the confidence reposed in them, and he thought the meeting ought to mark their sense of what had transpired. (Great applause.)

The CHAIRMAN said if there had been any doubt as to the high principles of honour upon which the affairs of the Company had always been conducted, he might triumphantly have appealed to many gentlemen in the room who had formerly occupied seats at the Board. (Hear, hear, hear.) He did not deem it matter of reproach that they had incurred personal liabilities on behalf of the Company. (Hear, hear, hear.)

Mr. J. WHISHAW had heard with great satisfac-

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tion the explanations given by the Chairman, more especially, as he came into the room with a somewhat different feeling. Even on the showing of Mr. Alderman Humphery himself, the charges against the Directors could not be made out. Mr. Humphery did not venture to say that the arrears of 20,000*l.* were due solely upon the shares of the Directors, for in fact, they were spread over a constituency of 500 or 600 persons. With regard to the vote of 500*l.* he thought the Directors had acted most properly and rightly. They had paid it out of their own fees, over which the proprietors had no control, but even if it had come out of the general funds of the Company it would have been well applied. (Hear, hear.) As to the insinuation that some of the Directors had sold shares at 9 or 10 discount—

The CHAIRMAN trusted that Mr. Alderman Humphery would disclaim all intention of imputing such conduct to the Directors.

Mr. Alderman HUMPHERY. I do. (Hear, hear, hear.)

Mr. SALOMONS as a Director and a very large shareholder, would state most distinctly that neither directly nor indirectly had he ever bought or sold a share since his first connection with the Company. (Hear, hear.)

Mr. WHISHAW, after a few farther remarks, moved the following resolution :—

"*That this meeting having heard the explanations of Mr. Alderman Humphery, with reference to the charges and insinuations made by him against the Directors, in a letter published in the* Times *of July 27th last, and the answer made thereto by the Directors, is of opinion that they are completely exculpated from such charges and insinuations.*"

Mr. WARD seconded the motion.

Mr. LEVY thought the Chairman's explanation very satisfactory, but he had omitted to notice the charge against Mr. Salomons, of not having signed the promissory note.

The CHAIRMAN said, Mr. Salomons had himself stated the reason, namely, that he was not at that time a Director. He begged to say, however, that since that time it had been found desirable to raise more money on the personal responsibility of the Directors, and Mr. Salomons had come forward most liberally. (Hear, hear.)

Mr. Alderman HUMPHERY said, the charge he had brought against the Directors was that some of them had not paid their calls. This was so far admitted, and yet the Directors were now passing a resolution exculpating themselves, without saying one word in respect of the forfeited shares. He would advise them to take care what they were doing, for the proceedings of that day would go forth to the public.

The CHAIRMAN said, the Directors were passing no resolution whatever. If it was the opinion of the meeting that they were exculpated from the charges and insinuations brought against them, the meeting had a right to express that opinion. (Hear, hear, hear.) He thought, however, that all farther discussion on the subject had better be avoided. (Hear, hear, hear.)

Mr. WARD said, the resolution purposely avoided entering into details. For his own part he might object to the word "exculpated," for he did not think that the Directors had ever been *in*culpated. (Hear, hear, hear.)

The resolution was then carried *nem. con.*

The CHAIRMAN said, a vacancy had occurred in the Direction, in consequence of Mr. Humphery's retirement. There were many old Directors with whom the present Board would feel great pleasure in acting, but they thought it best, considering that such charges had been brought against them, to leave the appointment entirely with the proprietors.

In answer to a question it was stated that, according to the Act, the vacancy must be filled up.

Mr. Crawshay was proposed, but that gentleman declined on the grounds that he had already been a Director of the Company; that his partner, Mr. Routh, whose zeal and talent could not be surpassed, had now a seat at the Board; and that his other avocations did not leave him leisure for the office.

Mr. LEVY, after expressing his regret that a longer notice had not been given to the Proprietors, proposed Mr. Richard Lambert Jones; but that gentleman declined the honour.

The CHAIRMAN said, if he might venture to suggest a name, it would be that of the gentleman who had brought forward the motion that had led to so much discussion that day—he meant Mr. Geo. Rennie, jun. (Hear, hear.) His only motive for doing so was, that that gentleman had on previous occasions pretty freely criticised the proceedings of the Directors, and therefore the Proprietors might safely trust their interests to his vigilance. (Hear, hear, hear.)

Mr. CRAWSHAY thereupon proposed Mr. Rennie, and the motion having been seconded by Mr. Corner, was carried unanimously.

The CHAIRMAN said, they had come at last to the consideration of the Report. This was a case in which they must look forward, not backward. The Directors had stated in their Report that they had unabated confidence in the capabilities of the line, and so it was. They had stated that they had been somewhat disappointed in the extent of steam-boat traffic which had come upon the line, but when they saw the advantages which the Company's wharf presented—when they knew what benefits had already accrued to those who were availing themselves of these facilities—and when they observed the stream of traffic which in omnibuses and steamers was daily passing their doors, they were still of opinion that the undertaking was intrinsically a good one, and that it would be found to be the interest of all parties to patronize it. (Hear.) It would be idle to enter into a detail of all the causes that had hitherto interfered with a larger influx of traffic. There was the irregularity inseparable from the opening of a new railway, and especially a railway so constructed. Then the steam-boat proprietors had all of them their fixed engagements, and there was much prejudice to overcome, and on the whole it was scarcely to be expected that the traffic should suddenly be diverted into totally new channels. (Hear, hear.) It had ever been the opinion of the Directors that until the line was opened to Fenchurch-street their prospects could not be fairly developed, and accordingly the returns had improved since the opening of the Extension, although he was bound to say that a much greater improvement must take place before the line could truly be said to answer their expectations. It was in the power of the proprietors at large materially to assist in the developement of traffic. Many of them might have an interest in steam-boat Companies, and if they could persuade them to give the wharf and railway a fair trial he had no doubt that the result would be advantageous to all parties concerned. (Hear, hear.) In proof of what had already been effected, he might state that although only 3 out of the 18 steam-boats to Gravesend used the Brunswick wharf, these three since the extension of the line to Fenchurch-street, had carried about a third part of the whole traffic. Hear, hear, hear.) That the steam-boat traffic might be greatly increased there could be no doubt. The Directors and their friends had already embarked 24,000*l.* in these three steam-boats; but although they were receiving a satisfactory return on the money invested, they did not deem it prudent to engage themselves further. He would state distinctly, that until a constant and regular communication was established with Greenwich, and with places lower down the river, the capabilities of the line would not be fairly known. It was possible that other steam-boat companies might join them, and it was possible that the railway proprietors might themselves embark further in the steam-boat speculation, although the Directors had given it their most serious consideration whether it was prudent to make enemies by embarking in the Margate trade themselves. The Directors had always been anxious to treat the existing steam-boat companies without hostility or jealous rivalry, and they believed that these companies would be consulting their own interests by availing themselves of the facilities offered by the railway. At the same time, so essential was it that the traffic of the line should be fully unfolded, that it seemed desirable the Directors should be armed with powers to extend their steam-boat operations. (Hear.) He was not aware that there were any other points in the Report to which it was necessary that he should advert, except perhaps to the expenses of working the line. The proprietors would see that the rope had been a source of very considerable expense, and that the wages of the men formed likewise a somewhat large item. The Directors had accordingly found it impossible to produce a revenue account that could be at all depended upon, because so many of the expenses during the first year ought legitimately to have been charged to capital, as was invariably the case in other Companies. At the same time they thought it would be satisfactory to the proprietors to know the probable amount of their future outgoings, and as these included principally the rope, sheaves and fuel, the Directors had instructed the engineers, Messrs. Stephenson and Bidder, to investigate these points, and from the Report of these gentlemen and the personal inquiry of the Directors, they were satisfied that for the future the expenditure would not exceed 500*l.* per week. Mr. Stephenson indeed anticipated a considerable reduction of that sum, against which would have to be placed the extra cost incurred in the transmission of goods. With regard to the extent of goods traffic that might be carried, the Directors see no difficulty in attaching to each train one or two trucks containing from 4 to 5 tons of goods each. Supposing that but one truck went with each train, and contained only 4 tons, the number of tons carried per day would amount to 400. The Directors, however, did not hold out the prospect of any such amount of traffic. There could be no question that the Dock goods and the steam boat goods would be transmitted by railway, but as for groceries, spices, silks, and other commodities, the extent to which they would come upon the line would depend upon the facilities afforded for their transmission to and from the terminal stations. This was a matter that was occupying the anxious attention of the Engineers and Directors, and he hoped that before many months, the result of their labours would be seen, and would prove satisfactory to the proprietors. There could be no question that they could carry goods at half the present cartage charges, but against that reduction was to be placed the convenience to the merchant or consumer of receiving his goods at his own door instead of having to send for them to Fenchurch-street. Under the present circumstances of the Company, the Directors did not consider it prudent to propose the declaration of any dividend. After defraying the charges incurred, there was a sum of about 7,000*l.*, which although not now proposed to be divided, would form a fund for the augmentation of future dividends—a course which the Directors thought better than if they had, on the one hand, placed the whole of the year's charges against capital, or on the other recommended the immediate division of the balance in hand. (Hear, hear.) Before he sat down he had to express his own thanks and those of his colleagues, for the kind manner in which their conduct had that day been regarded, and he begged to state that any farther information as to the state or prospects of the undertaking would be most readily supplied. (Applause.)

A PROPRIETOR enquired if any calculation had been made by the Directors, as to the rate, per ton, at which goods could be carried.

The CHAIRMAN said, no accurate calculation had yet been made. He believed the present cartage charges were about 6*s.* or 7*s.* per ton.

Mr. STEPHENSON said, the additional expense of haulage for the conveyance of goods would be so imperceptibly small, that it might be regarded as nothing. The only cost to the Company, therefore, would be that of porterage at each end of the line.

The CHAIRMAN said, under these circumstances,

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the best way would be, first to ascertain the cost of porterage, and then to add as much profit as the nature and extent of the trade would justify.

The Report of the Directors was then unanimously adopted.

Mr. STOCK, in a complimentary address, moved the cordial thanks of the meeting to the Chairman and Directors, for their zealous exertions to promote the best interests of the Company.

Several Proprietors seconded the motion, which was carried unanimously.

The CHAIRMAN made an appropriate acknowledgment.

Mr. LAURENCE thought it due to the Engineers, Messrs. Stephenson and Bidder, that the best thanks of the meeting should be given to them for their successful completion in so able a manner of so remarkable a work, especially as this was the first time the proprietors had met since the line had been finished. (Hear, hear, hear.) He proposed a vote to that effect.

Mr. CRAWSHAY seconded the motion.

The CHAIRMAN said, he never had felt greater satisfaction in putting any motion. It was only necessary to go over the new works to appreciate the ability with which they had been constructed. As to the traffic, the proprietors might be disappointed or not, but there could be no doubt that the Engineers had done their part most ably.

The motion was then carried unanimously amid applause. Messrs. Stephenson and Bidder had previously left the room.

Mr. CRAWSHAY proposed that the proprietors should dine at Blackwall that day fortnight in honour of the completion of the line. Each gentleman to pay for himself, and the Directors to be invited, a special train being provided for the company.

The Directors expressed their readiness to be present on so gratifying an occasion, and several of the principal proprietors put down their names for the dinner. The meeting then separated.

LONDON GRAND JUNCTION RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the Proprietors of the London Grand Junction Railway Company, was held on Wednesday, at the offices of the Company, Cheapside; WILLIAM CASH, Esq., in the Chair.

The advertisement calling the meeting having been read, it was unanimously resolved that the common seal of the Company be affixed to the register of shares, which was done accordingly in presence of the meeting.

After a few introductory remarks by the Chairman,

The SECRETARY (Mr. Ayres), read the following

REPORT.

GENTLEMEN,—Nothing having arisen since the last general meeting tending to the resuscitation of this undertaking, the Directors have only to submit to the proprietors the following statement of the receipts and expenditure of the Company during the last half year:—

RECEIPTS.

To balance as per last statement	£4,144	8	0
Cash received for interest on monthly balances and deposit account to 31st December, 1840	5	6	11
Cash received on account of the second call	458	16	0
Total	£4,608	10	11

DISBURSEMENTS.

By paid for advertising	£15	6	4
Petty cash	5	0	0
Printing and newspapers	5	0	6
Rent half-year	15	0	0
Salary of Secretary	30	0	0
Interest to Brewers' Company	154	13	6
Solicitor's charges from April, 1839	400	0	0
Total	£624	0	4

The CHAIRMAN said, the proprietors were aware that the Directors had been compelled to adopt legal proceedings against a considerable number of shareholders who had not paid up the second, and even against some who had not paid the first call. This would account for the comparatively large item in the account under the head of Solicitor's charges. He begged to add, that in all the cases the Directors had been successful, with the exception of two trifling ones, of which one was still undecided, and the other it had been deemed prudent to compromise. It was right to state that the Solicitor's bill comprehended other business, and that the charges were perfectly satisfactory to the Directors. The principal actions in which the Company had been concerned were those against Messrs. Ginston, Freeman and Graham.

Mr. STANTON thought it was customary for defendants to pay all costs when the decision went against them.

The SOLICITOR (Mr. Sutton, jun.), explained that all the actions referred to were defended. In the case against Mr. Freeman the decision in the Court of Common Pleas had been against the Company, but in consequence of the summing up of the learned judge, it had been deemed advisable to apply to the twelve judges, who had accordingly issued a writ of *venire de novo*, on which Mr. Freeman paid the calls, but the costs which were necessarily heavy had to be defrayed by the respective parties. In the other cases alluded to, the costs had been less, as the parties had abided the event of the writ of error.

Mr. STANTON inquired whether Mr. Graham had paid the whole of the calls.

The SOLICITOR answered in the affirmative.

Mr. STANTON wished to know whether the interest payable to the Brewers' Company was still accruing.

The CHAIRMAN said, the amount stated in the accounts had been due at Michaelmas last, but had only been paid within the last six months, which brought it into the present balance-sheet. The Directors considered that the claim for interest ceased with the last payment.

Mr. STANTON asked if there were claims for interest from any other quarter.

The CHAIRMAN was not aware that there were.

Mr. STANTON inquired if the liabilities of the Company amounted to any large sum.

The CHAIRMAN replied that they did not. At a meeting some time ago, it had been rather a matter of complaint that the Directors had apparently done so little, and in consequence they applied to Mr. Rastrick, the engineer, who submitted to them certain plans. One of these, for the construction of a tunnel under the streets—(a laugh)—had been laid before a late meeting, who had disapproved of it, and the matter had been dropped. Mr. Rastrick had subsequently stated that an open cutting could be substituted, but the Directors had not deemed it prudent under all the circumstances to take any further steps in the matter. Mr. Rastrick's bill, which however was not a large one, was still to be paid.

Mr. STANTON thought the Directors had done quite right in not proceeding further at present, as it was now well ascertained that short lines of railway did not pay.

Mr. EDGELL inquired in what position the Company stood in respect of the land for the purchase of which they had agreed.

The CHAIRMAN said, the land reverted to the original owners if the Company could not carry out the line.

Mr. EDGELL presumed that the period after which such reversion took place was at the end of the seven years allowed for the completion of the railway?

The CHAIRMAN said, there had been special arrangements entered into with the land proprietors, which arrangements terminated in June, 1840. They had had no further negociations with these parties, so that the land might be considered as having already reverted to the prior possessors.

Mr. EDGELL inquired what sum had been forfeited in consequence of the inability of the Company to fulfil their obligations.

The CHAIRMAN said, the amount was about 15,000*l*.

Mr. EDGELL had noticed that the arches erected some time since on the premises of Mess. Cubitt of Gray's Inn lane, had recently been pulled down, and he presumed therefore that all idea of proceeding with at least that portion of the line was abandoned.

The CHAIRMAN said, they had no alternative. They had not received sufficient encouragement. The state of the times, and the discovery already referred to, that short lines did not pay, had dispirited the shareholders and rendered them unwilling to pay their calls.

Mr. EDGELL enquired whether some intimation had not been made to the Directors, of an intention on the part of others to construct a line to run into the London Grand Junction.

The CHAIRMAN said, they had had several such applications. Negociations had been commenced with the Corporation of London for the construction of the railway in connection with the new street to Clerkenwell, but these had ended in nothing. They had had applications also from the promoters of a scheme to be called the London and Manchester Direct Railway, the Engineer of which was Mr. Remington, the original Engineer of this Company, but these too had failed. It had also been suggested, that a line projected by Mr. Gibbs should join this railway at Bagnigge Wells, pass on *via* Islington and Hornsey, to the Northern and Eastern at Tottenham, and thence to Manchester. It had been found, however, that Mr. Gibbs's levels were all different from those of the London Grand Junction line, and on that account, as well as on others, nothing had resulted from the negociation.

Mr. EDGELL enquired, what the liabilities of the Company amounted to.

The CHAIRMAN said, the Brewers' Company certainly did not appear satisfied, but the Directors thought that they had already had more than enough of the Railway Company's money, and would resist any farther claim, against which they conceived they had a good defence. There were certainly no other claimants but the Brewers' Company.

Some conversation ensued upon this point, but ultimately it was deemed prudent not to enter into details, as the matter would probably go before a court of law.

The CHAIRMAN said, the proprietors might rest assured that the Directors would not incur any considerable expense without calling a meeting of the shareholders.

Mr. EDGELL said, the fact that the Directors had for the last year or two kept the expenses down in so remarkable a degree, was the best proof that could be given of their earnest desire to study economy as far as they possibly could. (Hear, hear, hear.)

Mr. PERKINS then moved that the Report and Balance Sheet be received and adopted.

Mr. STANTON seconded the motion, which was put and carried unanimously.

The CHAIRMAN announced that the Solicitor had most kindly offered, free of charge, the use of a room in his offices in Basinghall-street, for the transaction of the Company's business. (Hear, hear.) The Directors intended to avail themselves of this handsome offer, and to give up their present offices at Michaelmas next. The Secretary would attend in Basinghall-street every Saturday from 12 to 4 o'clock, to afford to proprietors any information as to the state of the Company that might be required. It was but justice to the Solicitor to state, that for the last two years he had charged nothing for his valuable services in the affairs of the Company, restricting himself entirely to the bare charges for professional work done. (Hear, hear.)

In answer to questions, it was stated that the Company could not legally become defunct till July, 1843, unless a special Act of Parliament were obtained, which would entail more expense upon the Company than the course now being pursued.

The SECRETARY (in answer to questions from Mr. Edgell,) stated that the total number of registered shares was 9,360, of which the full amount of calls had been paid on 7,605 shares. Of the remainder, 1,510 had been declared forfeited, and

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upon 245 the calls were in arrear. Upon 10 of these, however, it was expected that the calls would ultimately be received. The rest were principally in the hands of one defaulter, whose previous connection with the Company was well known, and as the Directors hoped that before the expiration of the Company's powers, they would be able to render the party amenable to the law, they did not consider it prudent to forfeit his shares at present.

On the motion of Mr. Perkins, a vote of thanks was unanimously passed to the Chairman and Directors.

The CHAIRMAN, in acknowledging the compliment, expressed the determination of himself and colleagues to adhere to the same system of rigid economy which had recently been pursued.

The meeting then broke up.

YORK AND NORTH MIDLAND RAILWAY COMPANY—GENERAL MEETING.

THE Tenth Half-yearly General Meeting of this Company was held in the Board Room at the station, Tanner-row, York, on Tuesday week last; GEORGE HUDSON, Esq., in the Chair.

After Mr. Baker, the Secretary, had read the advertisement calling the meeting, he read the Report, which will be found in the *Railway Times* of last week.

The CHAIRMAN said, in moving that the Report be received and adopted it was unnecessary to make any observations to that meeting but those of congratulation on their signal success. The shareholders of the York and North Midland Railway had now received a tenth of the money which they had advanced. The total sum which they had expended out of their capital was about 539,000*l.* Gentlemen would observe that there were a few items put to the credit side which could not be considered capital—such as interest received on calls, amount of transfer fees, &c. He was justified in stating that the probable amount of their expenditure would not exceed 600,000*l.* He was equally confident that the income would materially increase. They had received this half year 1,200*l.* a week, or nearly so. He had no doubt that during the coming year the receipts would exceed 1,600*l.*, very probably 1,700*l.* per week. The receipts during the past week would be as near 1,900*l.* as possible. It was gratifying to look at the success which had attended that Company. Their expenses, however, were not so satisfactory as they were the last half year. The last year, upon a receipt of 24,000*l.* the expenses were about 7,000*l.* During the present half year, upon a receipt of 31,700*l.*, their expenses were 12,000*l.* There was one item of nearly 500*l.* which had been given as compensation for accidents, which it was hoped would not occur again; and there was also a number of bills at Christmas time, which they could not get in at the other half year. Still, it was gratifying to know that the expense of the whole year, taking the two half years together, was not more than 34 per cent. He did not think that with their present receipts it would average more than 32 per cent. Respecting the Leeds and Selby Railway, it must be gratifying to know that there was a profit in the working of that line, and he thought that by Christmas the profit would be increased. The result of the statement of the sums received since last June perfectly justified him in the opinion which he had advanced. Every circumstance would conduce to render them satisfied with the success of the undertaking; and they could only wish and hope that other similar undertakings were in an equally prosperous condition. If that were the case, he had no doubt but they would be able to carry on their line of railway to Scarborough. This was a matter of the utmost importance to the Company. The number of passengers would be then materially increased in the upper part of their line. Great facilities would be afforded to the public; and the plan was well worthy the consideration of gentlemen who had capital to embark.

After some discussion the Report was unanimously adopted.

Ald. MEEK said, everything was now arranged, and they were in possession of the Leeds and Selby line as lessees. The management of that line devolving on the Directors of the York and North Midland Railway, they had consequently an increase of duty, an increase of responsibility, and an increase of capital to manage. Every business man, while he looks to his business being transacted by another, will feel disposed to give that other party such compensation as his services justly entitle him to for the work which he does. The York and North Midland Board of Directors had now to manage the Leeds and Selby line, which would greatly increase their duties; they received 500*l.* per annum for the management of the York and North Midland line; he proposed that they should receive a similar sum for the management of the Leeds and Selby line. When they took into consideration the prosperous state of these two lines, and the great care which had been taken of their interests by the Chairman and Directors, they were fully entitled to the sum which he proposed. It was due to the Chairman to state, that he had devoted a considerable portion of his time to the interests and benefit of the Company; to an extent which perhaps no other Chairman had done. The other Directors had also discharged their duties faithfully. He therefore proposed that the sum of 500*l.* per annum be set apart for them out of the profits of the Leeds and Selby Railway, as a remuneration for the management of the undertaking.

Mr. PEASE, of Darlington, seconded the motion.

The CHAIRMAN said, he felt obliged for the kind and friendly manner in which he had been spoken of by Mr. Meek, and more particularly because no person was more competent to judge of his exertions than that gentleman. Respecting the Leeds and Selby line, he felt that he had got for the Company one of the best bargains which they ever had. He had no doubt but if they met that day twelve months, they would have a large surplus on that line, not less than 120*l.* per week.

Mr. ROWNTREE—If the resolution had been to propose that 1,000*l.* a year be given to the Directors for the management of the concerns of the Company, he should have responded to it; he could not, however, but think that it would have been better to have distributed that amount somewhat differently from what was proposed. If they passed the resolution in its present shape, it might probably be made the groundwork of another advance with reference to greater traffic.

The CHAIRMAN said, he should be satisfied for the two concerns to be amalgamated, if the Directors thought proper.

The motion was then put to the meeting and carried unanimously.

The CHAIRMAN—The next motion is that the Directors be authorised to borrow on mortgage the sum of 55,833*l.* pursuant to the provisions of the amended Act passed in April last. The next call will be to pay back this money, or part of it. We do not intend to make any other call upon the new shares.

The motion was unanimously agreed to.

Alderman MEEK said, he knew a good deal about Directors, and the duties which they had to perform. He begged to propose a vote of thanks to the Directors of the York and North Midland Railway, especially the Chairman, for their able and efficient services in managing the two lines. The shareholders he had no doubt appreciated their services, and he could speak of them as being men of business, and well calculated to discharge their duties efficiently.

Mr. ROWNTREE said, he had pleasure in seconding the motion.

The motion was put to the meeting by Alderman Meek and carried unanimously.

The CHAIRMAN said, it devolved upon him to return thanks for the kind manner in which they had acknowledged the services that the Directors and himself had rendered to the Company. To every person placed in a public position, or having the management of a public undertaking, it was satisfactory to have the confidence of those whose money was entrusted to them. They had had difficulties to contend with like all other Railway Companies: but the confidence which had been reposed in them had lightened those difficulties very much, and had enabled them to go forward boldly in the promotion of their undertaking. It was very desirable that they should extend their line further north. If any feasible scheme should be proposed, they would not hesitate to call the shareholders together and submit that scheme to them. They had derived great benefit from the opening of the north line. They had already received nine per cent. while the line had only been opened three months; and it was fair to expect a much larger dividend. If they could get the line down to Newcastle, it would be of the utmost benefit to the Company. A scheme existed whereby it was supposed they could get on to the north. If they did that, the prosperity of their undertaking would be unassailable. He had only once more to thank them for the vote which they had passed.

Mr. PEASE, of Darlington, said, it was of importance that that line of railway should be carried forward to Scotland by the east coast. The Report of the Government Commissioners was in favour of the west side of the island: but he did not know whether their measures were before Parliament for adoption or not, or what steps the Board had taken to endeavour to secure traffic coming on the east coast.

The CHAIRMAN said, he had lately attended a meeting at Newcastle, at which many persons were present connected with different railways, and a resolution was passed, but no money was raised, and that seemed to be the main point on which the success rested in a railway undertaking. He was sanguine enough to think, by the united efforts of three or four Railway Companies, that they should be able to extend the line further to the north.

Mr. PEASE, of Leeds, said, the time occupied between London and Edinburgh was now twenty-six hours and a half. If the railway was continued to Newcastle at least two hours would be gained. As to the probability of its being continued, the Act of Parliament of the Great North of England Company extended as far as within 13 miles of Newcastle. If they could carry the line throughout there would be a continuous railway from Derby to Newcastle; and by keeping to the east coast they would take in Sunderland, North and South Shields, and other towns, where there were already railways established, which would come into this line.

Mr. PEASE, of Darlington, said, the money would have to come from the legislature to make the railway on the west side of the island. He wished them to press upon the Government the necessity of letting that money come to this side of the country for making a railway to Scotland. If the money was to come out of the national purse, it had much better be expended on this side of the island, where there was a far greater probability of income than on the other, which had been recommended in the Report. It was all-important to them that the railway should be on this side of the country; and the present was the proper juncture in which to attend to it.

The CHAIRMAN said, they might rely on the Directors doing all they could to promote the object.

Mr. PEASE, of Leeds, said, they would be exceedingly glad to co-operate in extending the line.

The CHAIRMAN said, he saw no difficulty in raising the required capital if three or four large Companies combined.

The business of the meeting was then declared at an end.

LANCASTER AND PRESTON JUNCTION RAILWAY COMPANY—GENERAL MEETING.

THE annual meeting of the shareholders was held on Monday, August 9th, in Lancaster, and was numerously attended; GEORGE BURROW, Esq. in the chair.

The SECRETARY read the

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REPORT

Agreeable to the Act of Parliament incorporating this Company, the annual general meeting of the proprietors was held on the 26th June last, but the period to which the half year's traffic accounts are made being then so near 6th July, the Usefulness of such general meeting was questioned to this day, in order that the statement of the receipts and expenses of the second half year's traffic might likewise be submitted to the shareholders.

It will be observed by the subjoined account that the receipts for the last half year are not so great as the preceding one, but the fact that there is always much more travelling in the autumn than in the spring of the year, together with the unusually depressed state of trade, sufficiently accounts for this circumstance.

The Directors have much pleasure in stating that the local traffic on the line between Lancaster and Preston, and places adjacent to the railway, has considerably increased during the past half year.

The amount of the carriage of goods may appear small, but it should be borne in mind that the present receipts under that head are toll, and consequently net profit to the Company.

Referring to the annexed accounts of receipts and expenses of the traffic during the last half year, the Directors recommend that a dividend of 1*l.* 6*s.* per share be paid on the whole shares, and 12*s.* 7*d.* per share on the three quarter shares, which will be equal to 5*l.* per cent per annum on the paid up capital, and also leave a surplus of 1,616*l.* 12*s.* 4*d.* in the hands of the Company as a reserve fund.

The commissioners appointed by Government having reported that the best line of railway communication between England and Scotland was from Lancaster and Carlisle to Edinburgh and Glasgow, the landowners on that line and various other parties having local interests connected with the formation of that railway, are taking active measures to promote the prosecution of such an undertaking.

The North Union Railway Company have given notice of their intention to discontinue the arrangement with this Company for the joint working of the locomotive power on the 31st December next, alleging that the amount of remuneration they derive from this Company for undertaking the management of that department is not sufficient, although that amount has from time to time been settled according to the award of a referee mutually appointed by the two Companies.

It is with continued pleasure that the Directors are able to report that not a single passenger has sustained injury on this railway from accidents, or otherwise, since the opening, although upwards of 150,000 passengers have been conveyed on the line.

The Directors have to report that they have entered into a contract for the maintenance of this railway for a term of seven years, which they expect will be found to work well, and economically for the interests of the Company.

It has been found necessary to forfeit ten whole shares, belonging to Mr Peter Hart.

According to the Act of Parliament, three Directors, Messrs. Eastwood, Fearnside, and Preston, went out of office at the annual general meeting, held in the month of June last, the same gentlemen at that time were re elected, subject to the approbation of this meeting.

Statement of Capital Account, June 23rd, 1841.

DISBURSEMENTS.

To Balance due the Bank as per last report	£ 169	5 6
Works	4,0	11 0
Land, including compensation to tenants	1,098	11 7
Law, including references, conveyances, Parliamentary expenses, counsels, fees, stamps, and other law charges	615	7 9
Surveying	70	3 0
Engineering	1,1	5 6
	10	8 2
Deputation and travelling expenses	201	0 0
Directors	2	7 9
Furniture	265	16 8
Advertising	45	8 7
Office expenses, including salaries, rents, taxes, stationery and postages, &c.	10,4	0 3
Rails and chairs	8,2	14 2
Interest on mortgages to 1st July, 1840	9,5	11 7
Carriages	8,2	11 3
Locomotive engines		
Interest paid to brokers for advances prior to 1st July, 1840, and for calls paid in advance	201	18 5
Bank commission and stamps	151	2 5
Balance of petty cash book	26	11 4
Total	£87,129	2 6

RECEIPTS.

By cash on account of calls	£64,5	16 9
Ditto sale of reserve and shares	2	0 0
Interest of calls in arrear, after deducting interest paid to the bank for advances	34	17 3
Balance	21,5	6 6
Total	£87,129	2 6

Previously expended as per Report of 1839	£5,5	0 3
Ditto Ditto 1840	43,2	19 3
Ditto Ditto 1841	12,0	12 0
Ditto Ditto 1840	1,2	4 0
Expended as per Report of 1841	78,9	5 8
Total	£125,299	1 2

Traffic Account, for the half year ending the 6th of July, 1841.

DISBURSEMENTS.

To Tr & c. Disbursements, including wages, salaries, office and station expenses, repairs of carriages, oil, grease, stationery, advertisements, insurance, and law expenses	£1,185	16 8
Compensation account	16	7 0
Locomotive power	1,4	7 5
Rates and taxes	7	8 0
Duty to Government	5	11 10
Direction and Secretary	2	0 0
Interest on loans	2,5	0 0
	6,2	10 11
Balance	9,2	2 9
Total	£15,432	13 8

DISBURSEMENTS.

By Balance as per last Report	£1,0	13 0
Coaching department	1,1	15 2
Merchandize and toll	7	1 4
Interest and rents	6	4 2
Toll	£15,432	13 8

Audited by
GABRIEL COULSTON.
6th August, 1841. SAMUEL PRESTON.

After the Report was adopted, the Chairman spoke to the following effect:—Gentlemen, having laid before you a Report of our proceedings during the last year, we are now able from the near approach of the works to completion, to judge pretty accurately of the final cost, and I have likewise to state, that on purpose to complete the different stations and other works upon the line, and to pay off some outstanding accounts, a further sum of 25,000*l.* will still be required; consequently it will be necessary to make another call of 5*l.* per share upon the old shares some time in the course of the autumn, and I hope that will be sufficient for all that is required to complete the undertaking. I have only to add, that should any gentleman have a question to ask we are always glad to give any information that may be deemed desirable.

Mr. KNIGHT said, Mr. Chairman, with your permission I would remark that after putting the dividend into one pocket it certainly is rather unpleasant to take 5*l.* out of the other, but I hope we may now take it for granted that another call of 5*l.* per share will finally complete the line, including everything, stations, carriages and engines.

The CHAIRMAN—It is my candid opinion, without any doubt whatever, that another call of 5*l.* will be quite sufficient to complete the whole establishment throughout, including everything.

Mr. KNIGHT—It certainly is some satisfaction to know that another call of 5*l.* will be sufficient, for it appears quite evident that the estimate of an engineer at the outset is no criterion whatever with respect to railways. I admit that the expense of the line may be considered very reasonable in comparison with others, but I believe Mr. Locke's estimate was from 250,000*l.* to 330,000*l.*; and another call of 5*l.* will increase the capital to 115,000*l.* and upwards, which will be an excess of 100,000*l.* at least above Mr. Locke's estimate. That appears a considerable sum in a short line of 20 miles. I do not mean to say that our line is an exception to others, but I am quite convinced it would give much more satisfaction to shareholders if engineers would come a little nearer the mark in their estimates, for I believe there is an impression on the minds of shareholders in general that they have been rather misled by the estimates of engineers, which has caused a considerable degree of ill-feeling in many cases.

The CHAIRMAN—There certainly appears to be a considerable excess above the original estimate but after taking into consideration the extra expense with respect to the purchase of land and other property which was not calculated upon in the estimate, the excess will not be so much as it appears to be, and I have no doubt whatever that the railway will still be completed rather under 22,000*l.* per mile, and I think the proprietors must be aware that from the first it has been the anxious wish and constant aim of the Directors to use every economy in their power to keep down the amount of expenditure.

Mr. KNIGHT—I am fully aware, Sir, that the excess has arisen from circumstances over which the Directors had no control, and from the remarks which I have been induced to make with respect to that, I would beg leave to be understood, that I have no fault whatever to find with the Board of Directors, who I am certain are intitled to the utmost confidence of the proprietors. Perhaps I may now be allowed to ask when the agreement terminates with Mr. Hargreaves for carriage.

The CHAIRMAN—In August next year, or by giving three months notice.

Mr. KNIGHT—I believe, Sir, that a considerable number of the shareholders have been much surprised and disappointed with respect to the amount of toll. I suppose a considerable increase may be expected during the winter, but since the commencement it has only averaged about 20*l.* a week. In consequence of that, if Mr. Hargreaves intends to continue on the line, I hope he will make a more liberal offer to the Company next time, for it is generally supposed that he has made the better bargain of the two. (Hear, hear.)

The CHAIRMAN—The amount of carriage certainly may appear to be small, but it must be recollected, that being altogether for toll, there is no expense to the Company whatever, except the use of the railway.

Mr. KAY said, Mr. Chairman, I would beg leave to suggest, that in future a copy of the Report should be sent to the shareholders sometime previous to the half-yearly meetings, which plan has been adopted by other Railway Companies and found to be a great advantage and a saving of expense, particularly to shareholders at a distance, as they will then be more able to judge whether it will be necessary to attend or not.

The CHAIRMAN—The honourable proprietor's suggestion shall not be lost sight of, as the Board are anxious to accommodate the shareholders as far as lies in their power.

Mr. KAY—On looking over the Report it appears to me that the Directors are now making a greater dividend than the profits of the last half year will admit of. I must confess that I cannot exactly see my way with respect to that.

The CHAIRMAN—If Mr. Kay will examine the Report a little more minutely, I think he will be fully convinced that the dividend now declared after paying all expenses, and the interest on loan accounts is taken entirely from the profits of last half-year, notwithstanding the almost unparalleled stagnation of trade since the commencement, and still leave a small addition to the reserved fund, which is considered quite sufficient for every purpose required.

Mr. KAY—I am sorry to hear that the North Union Company have given notice of their intention to discontinue the agreement for the joint working of the locomotive power, and I think it would be very desirable to effect an amicable arrangement with that Company if it can be done without sacrificing our own interests.

The CHAIRMAN—We have not the remotest wish that anything should occur to intercept the good understanding that has hitherto subsisted between the two Companies. We are fully aware that they have derived a clear profit of 1000*l.* per annum by the late agreement, and we sincerely regret that the language used in the Report of the North Union Company can only be understood as intending to convey a censure on the Lancaster Directors; but we are still disposed to enter into any arrangement on fair and liberal terms; at the same time we feel justified in declining to enter into any agreement that may not appear to be satisfactory, and a mutual advantage to both parties.

Mr. KAY, after passing a high eulogium on the Board, proposed a vote of thanks to the Chairman and Directors, which, after being seconded, was put and carried by acclamation, amid loud applause.

The meeting then broke up apparently highly satisfied with the Report.

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Rail.	Miles opened	No. of shares	Am. of Share	Amt paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liver-pool.	Length Rail.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liver-pool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..	112½	112½	25000	100	90	London and Birmingham	160	..	160	..	..	..	160
.....	..	650	25	25	Ballochney	..	..	83†	..	..	..	..	—	—	25000	25	5	Ditto (*Quarter Shares*)	..	22½	..	..	..	..	22⅝
48½	38½	6300	100	100	Birmingham and Derby	..	44	..	45	..	..	..	—	—	31250	32	32	Ditto (*Thirds*)	53½	53⅜	..	..	53½	53½	53⅝
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..	—	—	.....	32	2	Ditto (*New Shares*)	23⅛	23⅛	..	..	24¼	24¼	24⅛
51	51	9500	100	100	Birmingham and Gloucester	..	60	..	..	..	..	61	4	3½	24000	25	25	London and Blackwall	..	14	..	..	..	..	..
—	—	.....	....	2	Ditto (*New*)	..	..	..	..	..	..	..	46	37½	36000	50	50	London and Brighton	43½	43¼	43½	44½	44⅜	44⅜	43½
76	33	15000	100	60	Bristol and Exeter	..	..	..	32	..	..	32	10½	10½	33000	avr.	13⅓	London and Croydon	12⅛	..	..	12	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..	3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..	—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	17⅜	17⅜	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	32	—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	5⅞	6	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	16	77	77	36000	avr.	38⅞	London and South-Western	..	52	..	52½	52¼	52⅛	52¼
42	18	7500	100	62½	Cheltenham and Gt. Western	31½	..	..	30½	..	..	..	—	—	42000	5	1¼	Ditto (*Tenths*)	..	1¼	1½	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..	50	50	13000	100	70	Manchester and Leeds	..	..	..	..	56	56	52
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..	—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..	10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	55
....	....	4000	25	25	Dundee and Arbroath	26¾*	26¾†	..	..	..	..	..	40	5	30000	70	40	Manchester and Birmingham	19½	19⅜	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..	40	....	7000	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..	28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	7⅞	7⅞	..	..	7⅞	57	57	10000	100	100	Midland Counties	..	82	80	80	..	..	81⅛
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	7⅛	..	..	..	8	—	—	10000	25	15	Ditto (*Quarter Shares*)	..	19	..	19½	..	..	19⅛
46	....	18000	50	45	Edinburgh and Glasgow	43*	43†	..	..	..	..	43	.....	.....	1940	25	25	Monkland and Kirkintilloch	..	58*	..	..	..	..	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..	61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..	—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
.....	....	5000	20	17	Edin., Leith, & Newhaven	5*	..	..	..	..	..	..	7	7	2100	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
.....	.....	1960	25	25	Glasgow and Garnkirk	39½*	39†	..	..	..	..	..	72⅜	72⅜	15000	100	100	North Midland	..	64¼	..	64	65	65	65
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	37*	37†	..	..	..	..	..	—	—	15000	50	40	Ditto (*New*)	31⅜	32	31½	..	31½	31½	32⅛
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	27¼*	26½†	..	..	..	..	26½	—	—	15000	21⅜	10	Ditto (*Thirds*)	..	..	9	..	..	..	9⅛
15½	....	6000	50	45	Gosport	..	..	..	..	50⅛	50⅛	..	28⅜	15½	7200	50	30	Northern and Eastern	..	20⅜	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	198	22	22	6329	75	75	North Union	..	..	..	..	..	..	81⅛
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	98½	19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..	—	—	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..	25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..	—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	82⅛	82	82	82	81⅜	81⅜	82⅛	.....	.....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	25000	50	50	Ditto (*New Shares*)	56⅜	56⅜	56½	56⅜	56½	56⅛	57	—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
—	—	37500	20	4	Ditto (*Fifths*)	8⅛	..	8⅜	8⅜	8⅛	8⅛	8⅜	67	....	28000	50	38	South-Eastern and Dover	..	..	16⅜	..	..	..	17⅜
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	35½	..	..	..	..	..	27	27	8000	100	100	Taff Vale	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	29	15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..	....	.....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
29	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	23	23	23	6700	50	50	York and North Midland	..	..	77½	77½	77¾	77½	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	197	—	—	6700	25	10	Ditto (*New*)	..	22	22	22	..	..	23
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46½	..	..	.....	..	..	.....	..	..	..	..	..	..	..
—	—	7168	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..	..	..	.....	..	..	.....	..	..	..	..	..	..	..
..	..	.....	..	..	.....													.....							

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Aug. 14	2,576	£107 10 10	£127 10 5	£235 1 3	£2 12 3	£15 13 5	£217 3 9	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Aug. 14	..	1,177 18 8	261 19 2	1,439 17 10	4 13 11	32 17 6	1,245 4 8	38½
1,266,666 0 0	1,266,000 0 0	....	Birm. & Gloucester	3	51	Aug. 13	..	1,949 14 11	228 3 2	2,177 18 1	6 4 3	43 9 9	907 3 10	51
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	Aug. 16	8,669	571 19 0	33 8 2	605 7 2	6 1 6½	42 10 3	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Aug. 15	56,248	....	....	1,547 0 1	36 16 8	257 16 8	....	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	Aug. 15	10,161	331 17 7	59 15 4	391 12 11	10 17 7	65 5 7	390 4 9	16½
2,133,333 0 0	1,654,888 4 3	0 10 0	*Eastern Counties'	7	17½	Aug. 15	19,922	....	....	947 6 0	7 14 0	54 2 8½	853 7 2	..
833,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	Aug. 14	13,527	985 1 3	265 3 10	1,250 5 1	5 4 2½	31 5 1½	....	..
....	....	....	†Glas., Pais., & Green.	9	22½	Aug. 14	15,266	924 18 7	150 4 6	1,075 3 1	7 19 3¾	47 15 8½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	83	Aug. 14	..	8,747 4 6	1,520 11 3	10,267 15 9	12 17 4	90 1 4½	10,860 19 8	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	Aug. 16	..	1,083 11 3	368 8 4	1,451 19 7	4 12 2½	32 5 3†	....	..
5,231,527 9 10	5,288,043 17 3	3 0 0	Great Western	12	118	Aug. 15	..	13,073 14 5	1,508 6 1	14,582 0 6	12 6 1½	86 3 1½	6,242 3 0	56
533,333 0 0	460,000 0 0	3 0 0	Hull & Selby	13	31	Aug. 15	5,283	647 17 3	276 17 1	924 14 4	4 5 2½	29 16 7	905 15 9	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20½	Aug. 14	3,730	699 4 0	29 0 4	728 4 4	5 1 4½	35 9 5½	....	..
1,332,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Aug. 13	..	3,806 2 5	1,842 16 8	5,648 19 1	26 0 4½	182 2 5½	6,027 7 7	31
5,750,000 0 0	5,724,807 0 0	9 7 9	London & Birmingham	16	112½	Aug. 14	..	15,237 11 5	2,654 15 10	17,892 7 3	21 7 9½	149 14 6½	18,191 13 7	112½
900,000 0 0	807,659 13 4	....	*London & Blackwall	17	3½	Aug. 19	65,625	....	....	1,256 0 7	51 5 3½	358 17 3½	734 12 6	3½
2,400,000 0 0	2,008,930 8 0	....	*London & Brighton	18	37½	Aug. 19	10,538	....	....	1,984 3 11	6 3 2½	43 2 8½	205 12 11	5½
741,000 0 0	557,902 9 5	....	London & Croydon	19	10½	Aug. 17	15007½	880 6 11	125 7 9	1,005 14 8	13 13 8½	95 16 1½	860 0 4½	10½
993,500 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3½	Aug. 19	30,874	....	....	939 13 8	35 15 11½	250 11 7½	....	3½
2,540,100 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	Aug. 15	..	6,548 12 5	626 12 6	7,175 4 11	13 9 1	93 3 8½	7,481 10 7½	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm.	22	5	Aug. 16	12,230	....	....	342 16 9	9 7 4	68 11 4	401 5 3	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	Aug. 12	..	404 9 10	207 9 1	611 18 11	8 14 10	61 3 10½	550 1 9	10
2,500,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	Aug. 9	..	3,342 11 5	1,739 19 8	5,082 11 1	14 10 5	101 13 0½	1,142 2 7	13½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties'	25	57	Aug. 14	11413½	2,061 8 8	793 10 5	2,854 19 1	7 3 1½	50 1 8½	1,810 12 2	57
950,000 0 0	....	....	Newcastle & Carlisle	26	61	Aug. 14	..	775 2 4	1,076 12 5	1,851 14 9	4 6 8½	30 7 1½	2,145 8 8	61
3,000,000 0 0	2,929,696 18 0	....	North Midland	27	72½	Aug. 14	..	3,642 18 2	1,253 7 9	4,896 5 11	9 12 3½	67 6 0½	3,608 3 1½	72½
730,000 0 0	560,000 0 0	5 0 0	North Union	28	22	....	....	....	....	....	....	....	....	..
1,200,000 0 0	358,912 14 10	2 10 0	Northern & Eastern	29	15½	Aug. 15	13,866	1,046 8 1	7 5 11	1,053 14 0	9 14 2⅜	67 19 7½	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	Aug. 14	6,005	564 17 3	97 10 3	662 7 6	4 19 7½	34 17 2⅜	564 3 11	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	31	8	Aug. 15	7,808	....	....	208 14 8	3 14 6½	26 1 10	226 15 1	8
446,666 0 0	446,500 0 0	10 0 0	York & North Midland	32	23	Aug. 16	9,512½	....	....	1,838 16 4	11 8 4½	79 18 11	925 12 5	23

2. Toll to London and Birmingham 174*l.* 4s. 0d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,900*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 29*l.* 0s. 4d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The amount given in the table includes the receipts from the horse coaches from Hayward's Heath to Brighton. The divisor, therefore, is 46, although only 37⅜ miles of the railway are open, including the Shoreham branch of 5½ miles. The toll to the Croydon Company is not included in the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 5,082*l.* 11s. 1d. are the receipts after deducting the toll to the North Midland Company, and exclusive of receipts from carriage of mails.

25. The receipts for goods, &c. include, carriages, 30*l.* 14s. 0d.; horses, 12*l.* 3s. 0d.; dogs, 5*l.* 11s. 0d.; parcels, 135*l.* 19s. 1d.; cattle, 16*l.* 10s. 0d.; corn, 13*l.* 12s. 6d.; heavy goods, 453*l.* 6s. 0d.; coal, 75*l.* 14s. 10d. — Total, 793*l.* 10s. 5d.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

We feel much obliged to two different correspondents at Lancaster for their attention. The Report has, however, reached us in the meantime from another quarter.

A Manchester Man [illegible] *is informed that we shall believe in the reasonableness of the Extension scheme when we see it, but not before. We do not quarrel with our correspondent's estimate of the virtues of the gentlemen whom he names; but he has his opinion and we have our's.*

Tenax has our best thanks.

P. Z.—We shall at all times be glad to hear from our correspondent, but on further reflection he will admit that controversies of the kind referred to may be carried too far.

Utilitas.—We certainly have seen nothing hitherto in the summer meetings of the various Companies to justify the assumptions of our correspondent. We do not think that proprietors were ever before so much alive to the necessity of efficient and economical management.

We feel obliged by the note dated from Portman place, and shall be glad to hear again from our correspondent.

R. R. and various other correspondents have our best thanks. We how to deserve their good opinion.

A Subscriber Waterford.—We believe so.

F. M. Clifton.—The case alluded to has already been noticed in this journal. His remarks, too, on the inadequate pay of certain railway servants have been anticipated.

Sunday Travelling on Railways.—The 5th letter on this subject is unavoidably postponed till next week; as are also our Railway Law Cases, and the letters of Humanitas and other correspondents, all of which are in type.

We tell Ignotus once again that we cannot allow the matter to proceed further. Besides, another week will throw new light upon several of the points in dispute.

Brighton Railway.—Our correspondent, Consilio, should give the Directors time. We have no doubt that they are quite as anxious as others can be that the approaches to the Brighton terminus should be as convenient as possible, but these things are not done in a day, as witness the approaches to the terminus at Birmingham. We see from the Brighton Gazette of Thursday last that the local authorities are about to take some steps in this matter.

In reply to a party who writes to us from Essex, we shall not publish what he calls his "address." For the same reason we will not allude to him by name.

Manchester and Birmingham Railway. We regret that we cannot find room for An Absentee Proprietor this week, and next week would be too late. We shall be glad to hear from him after the meeting.

Fair Play Blackwall Railway.—The cases are not at all parallel. The communication against a highly honourable gentleman is malicious and cowardly in one who has not the courage to sign his name to his letter. We can, however, guess pretty accurately from what source it proceeds.

Traffic omitted last Week.

LONDON AND BRIGHTON RAILWAY.
Account of Traffic from 6th to 12th August, 1841.

MAIN LINE.

Passengers, 4,761 ..... Amount, £1,780 9 0

SHOREHAM BRANCH.

Week ending the 9th August, 1841.

Passengers, 4,734 ..... Amount,	£160	0 8
584 tons of goods	59	17 9
Total	£219	18 5

NEWCASTLE AND CARLISLE RAILWAY.
For the week ending August 7, 1841.

Passengers and parcels	£329	15 1
Goods	1,007	1 7
Total	£1,336	16 8

DUBLIN AND KINGSTOWN RAILWAY.
Traffic for the week ended August 8, 1841.

Passengers, 43,419 .... Amount, £1,110 11 4

ARBROATH AND FORFAR RAILWAY.
Traffic for the week ending August 7, 1841.

Passengers, 3,304 ..... Amount,	£145	11 2½
Goods	82	19 0
Total	£228	10 2½

*** It is requested that in future all communications intended for the *Railway Times* be addressed, "To the *Editor*," and not to any individual by name, now or recently connected with the establishment.

THE RAILWAY TIMES.

SATURDAY, AUGUST 21, 1841.

THE interest excited by the recent disclosures in connection with Mr. Alderman HUMPHERY and the London and Blackwall Railway Company, has induced us to make room for a very full report of the proceedings at the general meeting, which took place on Thursday last.

It will be for our readers, after carefully perusing that report, to pronounce how far the respective parties have succeeded in self-vindication. For ourselves, we must say, that Mr. Alderman HUMPHERY has been placed in a very unenviable position. The fact of his having offered to purchase 100 shares, with the option of having them demanded back within a month, thus giving it the character of a jobbing transaction, is fully admitted; but the imputation of trafficking in shares for purposes of gain, or to depreciate the stock of the proprietors, is not at all borne out. We call the attention of our readers to the full and candid statement of Mr. CRAWSHAY, the possessor of a thousand shares, who says—"he could find no trace of any such transaction." A unanimous vote of confidence followed the Chairman's exposition; such a mark of the feelings of their constituents must, under all the circumstances, be peculiarly grateful to the members of the Board.

Allusion was made incidentally to the corrupt practices which are supposed occasionally to influence the members of the legislature in granting or withholding Railway Acts. Whether honourable gentlemen are open to the influences of direct, undisguised, palpable pecuniary bribes, we will not take upon ourselves to decide; but if from selfish motives of any description, they seek to throw obstacles in the way of great national improvements, they are scarcely less culpable than if they at once pleaded guilty to an "itching palm." That impediments *must* have been offered to useful railway undertakings, the accounts of too many Companies abundantly testify. Take, for example, the instance of a Company whose meeting was held last week, and in whose accounts stands an item of 72,868*l.* 18s. 10d. as a charge for "obtaining the Act of Incorporation!"

With regard to the Blackwall Railway itself, we are sorry to find that hitherto the traffic has not come up to the anticipations of its promoters. There are many reasons why the traffic of a line so peculiarly circumstanced in every respect as the Blackwall Railway is, should not speedily have its capabilities fully developed. We trust, however, that the great exertions of the Directors to secure a profitable trade, will at no distant day be crowned with complete success, and that the line may take the same high rank as a pecuniary investment, which it now holds as a work of genius and science. If it do not, we are satisfied that it will not be the fault of those to whom the management of the Company's affairs have been, and have every prospect of hereafter being, entrusted.

IT will have been seen from the report which we published last week of the proceedings at the late Eastern Counties' meeting, that considerable discussion arose relative to a grant of 100*l.* towards the promotion of the religious instruction of the labourers employed in the formation of the works. The question has been brought before other Companies, and indeed was incidentally alluded to at the meeting of the Birmingham proprietors yesterday week, when Mr. JAMES HEYWORTH, the brother, we believe, of the gentleman who opposed the grant at the Eastern Counties' meeting, took occasion to express a hope that votes of the kind referred to, would no longer be brought before railway bodies. The controversy which ensued upon the vote of the Birmingham Company towards defraying the expense of building a church at the Wolverton station, where so many of the Company's servants are congregated, must likewise be fresh in the recollection of our readers, and altogether it appears as if the opponents of such grants were determined to omit no opportunity of bringing their views fully before the public, and of making a stand for what they deem to be a point of consistency and duty. Far be it from us to despise or disregard the conscientious scruples of the parties so acting. The importance of the object aimed at is fully admitted on all hands, and we know that some of those who are most strenuous in opposing these corporate benefactions are individually the most active, both as regards person and purse, in contributing to the religious and moral improvement of a class of men whose welfare is acknowledged to be the legitimate care of the railway public. The only difference of opinion which exists is in respect of the best mode of supplying the means for carrying out so praiseworthy an object, the one party contending for the superior efficacy of the voluntary liberality of individuals, the other arguing that the Companies in their corporate capacity have a duty imposed upon them of providing in that capacity for the instruction of the multitude whom they have called together and from whose labours they expect to reap a pecuniary advantage. The amount of contribution cannot be a matter of the smallest moment, and indeed, the question was discussed at the Eastern Counties' meeting avowedly as one of abstract principle. A donation of 100*l.* by such a Company as the Eastern Counties', or of 1,000*l.* by the London and Birmingham, cannot for an instant be supposed to have excited so strong a feeling of opposition as was displayed in both cases, had it been a matter of pounds, shillings, and pence, and nothing more.

We confess that for our own parts we are always glad to find such propositions as those which the Directors of the two Companies above named have done themselves the honour to support, brought before meetings of railway proprietors, albeit we will yield to none in anxiety to confine Boards of Management, and bodies of proprietors within the limits of their legitimate powers. In truth, we cannot see how such an application of a Railway Company's funds can be deemed, as some appear to deem it, inconsistent with the spirit of the several Acts of Incorporation. A fairer exercise of the powers conferred by the legislature cannot, in our judgment, be imagined. This is more especially the case in regard to a provision for the instruction of those who may be called the permanent servants of a Company; and if proof were wanting of the beneficial results which follow and flow from such arrangements, it would be found in the very gratifying statements made at the recent Birmingham meeting, from which it appears that the care of the Directors of that splendid work, for the physical

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and moral and religious benefit of the subordinates on the line, has been repaid by the good conduct of the parties thus advantaged, and by their attachment to their several situations, in spite of the attractions held out in other quarters. Even as respects the temporary servants, if we may call them so, of a Railway Company, namely, the much neglected class of "navigators" or excavators, sound policy would dictate the employment of any means having a tendency, however remote, to raise them in the scale of social conduct; for most assuredly would such elevation contribute not only to the benefit of the individuals themselves, but to the advantage of their employers. On this ground, therefore, if upon no other, ought the Companies to exert themselves in so good a cause, and so far we apprehend would they be confining themselves within the limits of their Parliamentary privileges, for they would be but adopting means to work out, directly or indirectly, the prosperity of their respective undertakings. This point was well put by Mr. DUNCAN, at the Eastern Counties' meeting, when he appealed to the opponents of the grant, whether they would not cheerfully contribute, and whether they would not be legally and morally justified in contributing, to the payment of pecuniary rewards to the workmen, so that the completion of the line could thereby be expedited. The desired object, Mr. DUNCAN argued, was accomplished by a system of religious and moral discipline, which taught the men that sobriety and industry were their own reward, and the effects of which could not fail to be sensibly felt in the prosecution of the Company's business. Pecuniary rewards might possibly, in certain cases, be more speedy or more apparent in their operation, but assuredly, their results would be neither so extensive nor so permanent as those arising from steady and settled habits of self-respect, as inculcated in the religious instructions of these "Railway Chaplains."

Looked at in another light, the expenditure of a portion of a Railway Company's funds in providing the means of religious instruction for the labourers on their works is not merely justifiable, but becomes incumbent upon them as a duty—and this view of the matter was briefly and incidentally taken at the late meeting. When large bodies of men, many of them of violent habits, are brought together into one spot, it surely is due to the permanent residents that their temporary neighbours be kept as much as possible under control, and if this can be effected by moral power rather than by mere physical force, it is the interest of all parties that the fitting means should be resorted to, as extensively as circumstances will permit. The disgraceful scenes of dissipation, and of absolute outrage in a vast variety of shapes, that are constantly to be witnessed during the progress of every extensive railway work, must be well known to all who have had the misfortune to be brought into contact with them. The legislature has thought it fit that the Companies should contribute to the maintenance of order in the locality of such assemblages, by the payment of a certain number of additional constables, and why should not the Companies themselves voluntarily assist in organising what we may call a moral police among a class of men who stand so much in need of all the restraints which can possibly be imposed upon their lawless conduct?

We fear there is not unfrequently a good deal of sectarian jealousy and bitterness at the bottom of this opposition to railway grants for religious purposes. Pity it is, that unworthy feelings like these should be suffered to intrude themselves into matters of so much moment. If we wrong the parties by these suspicions, we shall most deeply regret it; but really the language used, and the manner occasionally exhibited on such occasions, seem to favour the notion that certain individuals would rather that religious instruction should be withheld altogether than that it should be presented under the auspices of a sect holding opinions differing from their own. We make no particular allusion in this remark to the recent meeting; but certainly it *did* seem strange to us that the exertions of a body of Dissenters (who unquestionably are entitled to the best thanks of the community for their "labours of love,") should have been held up and magnified, in proof, at it were, that no grant of money was requisite for the provision of further religious teaching. Surely there was room and scope enough for the benevolent efforts of all parties; and if the strictness of Dissenting principles, and a regard to consistency, will not suffer one sect to avail themselves of pecuniary aid when such aid is spontaneously and gratefully tendered to them, why should it be ground for complaint that others are less scrupulous? The answer would probably be, that no objection was made to the course which such other parties might deem it proper to pursue, but that they had no right to tax their neighbours for the prosecution of their peculiar plans. So far this reasoning is conclusive, and we should regret to see the power of a majority converted into a means of wounding the conscience of even a solitary shareholder; but we cannot perceive how the anticipated evil could possibly arise, if the mode proposed at the Eastern Counties' meeting, and actually carried into practice in the Birmingham case above alluded to, were adopted—namely, of allowing every one who dissented from the proposed application of the money to withdraw his quota of the contribution. This is in effect rendering it as much a matter of voluntary donation, as if the proprietors were individually to put their hands into their own pockets. We take it for granted that the principal object aimed at in opposing such votes is to ease the consciences of the objectors, and this being so, the proviso referred to appears fully to answer the purpose. It will have been noticed that at the London and Birmingham meeting Mr. JAMES HEYWORTH carried his hostility to the principle of corporate grants so far as to deprecate even the building of schools, or the encouragement of benefit societies among the servants employed upon the several lines. This seems to be straining the matter overmuch, for the effect of such institutions could readily be shown to be—not indirectly and remotely, but clearly and immediately—auxiliary in no trifling degree to the successful working of a railway, considered merely as a pecuniary investment. Religious scruples may dissent from the building of a church, or (to take the extreme case imagined by Mr. LAWRENCE HEYWORTH), the appointment of "a Bishop," but surely no shareholder can object to, or withhold his assistance from, a fund for the relief of the physical wants, or the promotion of the physical comforts of those whose lives are exposed to no inconsiderable peril in the prosecution of their daily avocations, and in pursuit of his individual gain.

In the particular case of the Eastern Counties' Company the conduct of the Directors in volunteering to make good from their own private means an amount equal to the sum voted by the proprietors, has been that of men anxious to forward a good work, and at the same time to preserve the harmony and unanimity so necessary for the full development of the enterprise in which they are embarked. We have not the slightest doubt that if a poll were taken of the shareholders at large, in that or in any similar undertaking, a very large majority would be found for such a grant as that to which, by a solitary vote, the meeting of last week came. At the same time it showed good taste and a proper judgment not to press the matter, although we are glad that the poor workmen will not be the sufferers. Nor ought the very liberal offer of Mr. HAMILTON of Liverpool to pass altogether unnoticed, and yet we can add nothing to the force of the simple fact, as recorded in our report of last week. The circumstance that Mr. HAMILTON found himself compelled to oppose the grant, sanctioned if not recommended by the Directors, throws additional lustre upon his very handsome proposal. Mr. HAMILTON has shown that as far as *he* is concerned, it is really and truly a question of principle, and not the mere saving or expending of a few score pounds. We sincerely wish that such individuals were far more numerous than they are.

LAST week we published the Report of the Directors of the York and North Midland Railway Company, approved of by the proprietors at their recent half-yearly meeting, and to-day we give a brief notice of the further proceedings. The extraordinary development of traffic upon this line we have on previous occasions taken an opportunity of bringing before the public, and other interesting details on the same point will be found in the official document referred to, and in the Chairman's subsequent address. We are happy to find, too, that although the working expenses of the line are somewhat higher than during the previous half year, they are still such as may challenge comparison with those of any Railway Company in England. Taking the two half years together, it appears that the expenditure of the Company has not exceeded 34 per cent. on the gross receipts, and confident expectations are entertained that in future the cost of working will be still further reduced. There is in one item in the accounts—and a similar item we are sorry to say has this half year appeared in the accounts of other Companies—which we sincerely hope there will be no occasion hereafter to repeat. It is this—"Compensation for accidents, 488*l.* 10*s.* 6*d.*"—a sum sufficiently large of itself, but we venture to say not representing a tithe of the loss which the accidents in question have indirectly inflicted upon the revenue of the Company. The occurrence of one horrid casualty such as took place uopn the York and North Midland and other lines, leaves behind it an impression, on the minds of a considerable portion of the public, which it will take months, nay years, of the most careful management wholly to efface.

It is satisfactory to find that thus far the working of the Leeds and Selby line, which the York Company hold on lease, has not disappointed the expectations under which the arrangement was effected, and to which we adverted at some length a few weeks ago. Other arrangements of a general kind are, it seems, in the course of settlement with another Company, for mutual convenience in the conveyance of traffic, and as these become more extended the advantage to every Company partaking in them will be sensibly promoted.

The history of the York and North Midland

Company presents a very cheering lesson to the shareholders in unfinished lines, the stock of which may be at a ruinous discount in the market—always supposing that such lines are intrinsically good, and that the depression of their shares arises from some of the influences to which this species of property is peculiarly exposed, and which at times are as unaccountable as they are absurd. Previous to the opening of the line, the York and North Midland shares stood very low indeed on the Stock Exchange, but no sooner did the public actually *see* what they might previously have fully satisfied themselves of, namely, that the traffic upon the line was certain to be very large, than the Company's stock was eagerly sought after, until now it occupies a very proud position among the shares of the few lines which have reached a premium. From all that we can perceive, the public have in this instance judged wisely at last, and we trust and believe that their confidence in the capabilities of the line will be found not to be misplaced.

Some conversation took place at the meeting on the subject of a railway route to Scotland. We are glad to observe that this matter is attracting the serious notice of the existing Companies and of individuals, and we hope that no effort will be spared to press the question earnestly upon the attention of the new Parliament. It reflects but little credit on a British legislature that impediments should be thrown in the way of such works rather than encouragement and assistance held out to their enterprising promoters. In the mean time the Companies may do much to anticipate the facilities which an unbroken chain of railway communication between the capitals of the two countries would present. A very sensible letter on this subject appeared in our number of last week, urging upon the Directors of the North Midland Railway the policy of encouraging as far as possible the use of their own, and the neighbouring lines, for the accommodation of the northern traffic. Whichever route may finally be adopted, and whatever facilities the legislature may be pleased to extend, the construction of an east coast or a west coast line must, even were the necessary funds secured, be a work of time, and it is a pity that in the interim the public should not be accommodated, and the Railway Companies benefitted, as far as the existing means will admit.

THE following appears in the *Carlisle Journal* of Saturday last:—

"An important step has been taken towards securing the line of Railway from Lancaster by Carlisle to Glasgow and Edinburgh. At a meeting held in this city on Saturday last, at which the Mayor presided, a Central Committee was formed to collect and furnish information, and bring the project fairly before the public. The Committee is composed of the most wealthy and influential gentlemen in this district; and we believe the prospects of the early formation of a Company, with sufficient capital to carry the great undertaking into effect, are most flattering. The landowners alone nearly the whole of the line are understood to be favourable and ready to aid the scheme; and it cannot be doubted but Government itself will be ready to give every assistance in its power to the great national work.

"To Carlisle, and the wide district around it, the formation of this railway is of the very utmost importance. If it be not brought by this route, there is little doubt but a line will be formed by the East Coast, and thus place Carlisle in a nook or corner from which she may never be able to extricate herself. It thus becomes the bounden duty of every man connected in any way with this district, to exert every nerve in pressing forward the line now projected. In doing so, while he secures his own interest and that of his neighbours, he is also securing that line which the Government Commissioners have declared to be the best for the interests of the public at large."

A large and influential Committee of gentlemen, chiefly landowners between Lancaster and Penrith, was formed at a meeting held in Kendal on Monday last, for co-operating with the Central Committee at Carlisle, and the most unanimous and energetic spirit is displayed in that district to forward the great work. We expect to be favoured with the resolutions passed at the meeting in Kendal for publication in our next number.

WE have heard very little of late as to the proposed railway in Cornwall, but it would seem from an abstract which has recently appeared of the first and second Reports of the Select Committee on West India Mails, that the case of Falmouth is not yet quite hopeless. Now is the time for the Cornish people to exert themselves. By the first Report it appears that the Committee have resolved that, notwithstanding the port of Dartmouth has been recommended by the Admiralty Committee for the arrival and departure of the West India mail packets, they are not prepared to recommend the selection of that port. They state their opinion that no disadvantage is likely to arise to the public from the continued use of Falmouth, whether by the present packets or the larger class that are to be employed, until the merits of the other ports have been ascertained. Hence, considering it doubtful whether the public would derive any material advantage by the removal of the West India mail packets from Falmouth, they consider it would not be proper to incur the expense of providing accommodation for the establishment necessary for the performance of the service in any other port. In the second Report the Committee submit to the House a statement furnished by the Admiralty of the actual distance a steam-vessel would have to traverse from each of the principal ports to Barbadoes and back from Samana (in Hayti). The distance to Barbadoes from the Lizard is stated to be 3,425 miles, from Falmouth 3,440, from Plymouth 3,475, from Dartmouth 3,497, from Portsmouth or Southampton 3,590, from Bristol 3,570, from Milford, 3,490, from Liverpool 3,537, and from Bantry Bay 3,237. The distance from Samana to the Lizard is 3,545 miles, to Lundy Island 3,592, to Milford 3,600, to Cape Clear 3,402, and to Bantry Bay 3,420.

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IT would seem that neither of the paragraphs which have been going the round of the papers in reference to the fees of the mail guards, was altogether correct. Mr. Wallace, whose exertions in the cause of Post-office reform are well known, writes to the Editor of the *Scotch Reformers' Gazette* as follows:—

"Every mail guard in the three kingdoms, receives weekly pay from the Post-office; but owing to the anomalous mode of apportioning the amount, by that most lag-a-bag of all public departments, and owing to the intermixture of full-paid servants with part-paid ones, in the very same district, and even on the same line of road sometimes, the passengers by this public national conveyance are in ignorance which guards are fully paid, and which are only partially, and thus have no security against being taxed by both.

"I moved, during the early part of last Session of Parliament, for a return of these mail guard annuitants—and one was accordingly made; but so thoroughly mystified, by the mode it was framed, as to render it perfectly unintelligible, and consequently utterly useless, after the trouble of making it out had been incurred, as well as the expense of printing it.

"I have moved for and obtained an order of the House, for an amended return, which should now be ready, and when the House meets, I will move that it be printed. When this is done, you shall receive a copy, which I hope you will print in full, and, by so doing, show the reckless manner in which the Post-office department has diminished the proceeds of penny postage."

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THE following appears in the Irish papers under the signature of "An Old Traveller," in reference to a paragraph which originally appeared in this journal, and was thence copied into the Dublin papers. It was in respect of certain new arrangements for travelling between London and Dublin. The writer alluded to says:—

"The fact is, under the new regulation for the line of packets referred to from Liverpool, the travelling public have *gained* a considerable *loss*: for, instead of taking your seat, as formerly, in London, at 8 30 p.m., and arriving comfortably, in the *same seat*, at Liverpool, at 7 the following morning, in time for the packet, you now have the delight of changing your seat and your luggage four different times—very pleasant indeed of a dark winter's night. First, London and Birmingham Railway to Birmingham, Grand Junction to Crewe, Chester and Crewe to Chester, and Chester and Birkenhead, and arrive in Dublin in 21 hours at soonest. Contrast this with my last trip from London. I left town at 9 30 a.m., went all through to *Liverpool without change*, arrived at 6 30 p.m., started in the evening mail packet at 7 10, and was safely landed at 6 30 a.m. next morning, just 21 hours. Where, then, is the gain to the public by the great change so blazoned forth in all the Dublin papers?"

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THE *Northern Times* states, that the voting papers placed on the church and chapel doors of Northallerton on Sunday last show, that several persons resident in various parts of the county of Durham, who are shareholders of the Great North of England Railway Company, are making claims to enable them to vote for members of Parliament for the North Riding of the county of York, the said railway passing through the township and parish of Northallerton, and also traversing upwards of forty miles in the said North Riding. This is rather a novel claim; we doubt whether it will be allowed; and yet why should it not?

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THE following case is noticed in the Scotch papers, and bears not very remotely upon the duties and liabilities of Railway Companies:—

"An action was brought before the Small Debt Court, Perth, on Wednesday last, at the instance of Mr. Dallas, Mills of Avoch, near Inverness, against the proprietors of the *Princess Royal* coach, which runs between Perth and Inverness, for damages in the following circumstances:—The plaintiff was booked at the Star Hotel, coach office, as passenger to Inverness, on the 21st of July. In the bills which were posted up in the coach-offices and inns, the *Princess Royal* was announced to start from the George and Star Hotel mail-coach offices, Perth, every lawful morning, at half-past five o'clock;" and on the morning alluded to the coach left the Star Hotel at a quarter-past five, but the plaintiff was present at the Star Hotel office eight minutes before the half hour, when he found the coach had left that office. It was proved, however, that he was put on his way to reach the George Inn before the half-hour, had he been acquainted with the localities, but which he did not reach until the coach had started, which was stated by a witness to be three and a half minutes past the time advertised. Mr. Sheriff Barclay held that the bill put out bore the terms of the contract between the coach proprietors and the public, and that the coach ought not to have left either of the offices before the half-hour; and he added that the plaintiff, although it had been proved that he could have made up to the coach at the George Inn, was not bound to run, and, it may be, overheat himself, before he made up to it, so as to obtain his seat. Mr. Barclay decided for three guineas of damages, with costs of suit."

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A SUGGESTION which has repeatedly been made in this journal was a few days since brought forward by a Coroner's jury, and we trust will be generally acted upon. Its importance will be best understood from the following paragraph, which we extract from the *Morning Post* of Thursday last:—

"A Coroner's inquest was held at the Sussex County Hospital on Tuesday evening, before F. H. Gell, Esq., on view of the body of Ambrose Brooker, aged 14, who was employed on the London and Brighton Railway, near Hayward's Heath. Deceased, on the previous Thursday morning, was driving some earth waggons to the tip, and whilst in the act of unhooking a chain his foot slipped, and he fell across the rails. The wheels of two waggons passed over his right leg, and nearly severed it from his body. The wound bled profusely, and an hour elapsed before a surgeon could be procured. As soon as he arrived, he placed a tourniquet round the leg, to stop the effusion of blood. The deceased was immediately placed in a cart, and conveyed to the hospital, eleven miles distant. On his arrival at the institution he was nearly dead from the loss of blood. The House Surgeon, Mr. Whitehouse, immediately resorted to a transfusion of blood into his veins, which had the effect of so completely resuscitating him that he was in a fit state in about three hours to undergo the operation of amputation of the leg below the knee, which was successfully performed, and the deceased appeared to be doing well, and conversed cheerfully with his friends. The next morning, however, a reaction, consequent upon loss of blood, took place; the patient gradually sunk under it, and on Sunday morning he died. The House Surgeon said, this was the second case which had been lately received where death had ensued from not stopping the hemorrhage, *and he suggested the propriety of Railway Directors having a supply of tourniquets at the station-houses, observing that he should be happy to instruct any person how to use them.* The jury returned a verdict of "Accidental death," and then drew up a recommendation (to be forwarded, through the Coroner to the Directors of the Railway Company), to the effect that in consequence of the above inquiry, they recommended the propriety of the Company providing tourniquets to be kept at their several stations and depots, and of causing one or more of their servants to be instructed in the use of them."

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NORTH MIDLAND RAILWAY.—We have received in the course of the week several letters, which we regret we cannot publish in full, in reference to the approaching meeting of the North Midland Railway Company. One Correspondent says he understands that it is the intention of the Directors to recommend a dividend without deducting the sum of 12,500*l.* interest on debentures, merely because such interest does not become due till 15 days after the 30th June, the period to which, by Act of Parliament, the accounts are made up. Our Correspondent strongly deprecates such a course. Another correspondent wishes some brother proprietor to enquire, as he himself cannot be personally present, why the half-yearly meetings are not held in the second week in February and the second week in August, as directed by Act of Parliament: also to enquire if the London Agency Offices in Warnford Court continue to be necessary for the well working of this Company. He is of opinion that if the Directors practise economy they will dismiss half of the salaried officers, and reduce the salaries of *some* others, for at present the cost in this respect is, he says, *twice* as much as on the Grand Junction Railway.

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CLARENCE RAILWAY.—A meeting of the proprietors of this Company adjourned under circumstances fully reported in a recent number of this journal, was held on Tuesday, at the George and Vulture Tavern, Cornhill, but our reporter was told, on applying for admission, that the business to be transacted was of a private nature, and that therefore his presence could not be permitted.

RAILWAY OFFENCES AND OFFENDERS.

THIS week we have to record two cases of transgression on the part of railway servants.

Richard Major, a gate-keeper in the service of the London and South-Western Railway Company, was fined 2*l.* and costs by the magistrates of Southampton, for having negligently omitted to open a gate at a spot where the railway crosses a street on a level. Fortunately no accident occurred. In default of payment, the prisoner was very properly sent to prison for a month.

A porter, named Mitchell, employed on the Glasgow and Paisley Joint line, was last week fined 1*l.* for a violation of the Company's regulations in shifting a pair of points, and pushing a waggon from a side line out upon the main line when a train was due.

On Tuesday, two cabmen were fined 10s. by the magistrates of Union Hall police court, for non-production of their badges. The prosecution was instituted by the Directors of the London and Brighton Railway. One of the men refused to pay the penalty, and was sent to prison for five days. It was stated that at the opening of the Brighton Railway, the public were exposed to constant depredations on the part of the coachmen and cabmen who brought passengers to the London terminus. Frequently luggage was left in the vehicles, which was carried away and never heard of afterwards. In consequence of the losses sustained by passengers in the manner described, the Directors issued instructions to the effect that the numbers of all public conveyances which came to the London terminus should be taken down, as well as the number of the badges worn by the drivers, so as to render it a matter of little difficulty in the event of a passenger forgetting his luggage, in a coach or cab, to find the driver afterwards. It was farther stated, that since the above plan had been adopted no losses of the kind had been sustained, and when a parcel now happened to be left by accident it was speedily recovered for the owner. The arrangements are very judicious, and cannot fail to give satisfaction to the public.

WE learn from the *Worcester Chronicle* that a few nights ago, through the negligence of John Lies, a night policeman on the Birmingham and Gloucester Railway, a cow was suffered to get on the rails, where she lay down, and the 11 o'clock mail train passing soon afterwards, she was killed on the spot, being mangled in a most dreadful manner. In consequence of the obstruction thus caused the first carriage was thrown off the line, and the whole train was detained an hour and a half. The offender will have to answer for his conduct before the Bromsgrove magistrates. So defective is the fencing upon most lines of railway, that it is surprising more accidents of this kind do not occur.

EASTERN COUNTIES' RAILWAY.

To the Editor of the Railway Times.

SIR,—Is it not surprising after an elapse of two years since the partial opening of the Eastern Counties' Railway, there should yet be as many flys and omnibuses upon the road from Stratford to London; and all as well filled, *or very nearly so*, as previous to the opening of the railway? This, I think, is unparralleled in railway history.

Surely it would be a libel to say, that it was the *stirkishness* (calves they cannot always be) of the inhabitants of this portion of the county of Essex. I have been amongst them myself for the last ten years, and have always observed them as ready and willing to introduce any improvements of the day as any other portion of her Majesty's subjects. I fear it arises from the lack of accommodation on the line. The inducements at present are very *meagre*; if you do wish to go to town by rail, you may go *once within the hour*, and not always *that*, if you should have sufficient nerve to *venture through Angel-lane*, in order to reach the station. It is true, that after the first opening of the line they ran short trains from Stratford, and found it would not do, but then the line was only open to Devonshire-street, and it was not likely that any one was going there, and then be obliged to pay for another conveyance into the city. The case is now widely different; the line is open to Shoreditch, within five minutes walk of the heart of the City; and the North Eastern Company's trains passing every hour, who, I have no doubt, from their apparent willingness to oblige the public (*vide* their recent arrangements for passengers going from Stratford to Broxbourne and *vice versa*,) would be readily induced to enter into arrangements with the Eastern Counties' Railway Company to take up and set down passengers at the junction, thus together would give *two* journeys *each way* within the hour. Establish a booking-office somewhere near the Broadway in Stratford, have an omnibus ready to run the passengers up to the junction to meet the trains, and bring away the down passengers.

This would be something like "go a-head," and if it did not add 300*l.* or 350*l.*, at the least, per week to the receipts of the Company, and drive two-thirds of the old traps from the road, then my name is

WHISTLE BINKIE.

Stratford, Essex, August 17, 1841.

SOUTH-EASTERN RAILWAY.—On Thursday, the Chairman, the Secretary, and several of the Directors of this railway, accompanied by Mr. Wright, the Resident Engineer, surveyed the line between Dover and Folkstone, and expressed themselves highly satisfied with the progress of the works. The works at the Warren, near Folkstone, are nearly completed, and the other portions of the line in this quarter are proceeding rapidly.—*Dover Chronicle.*

SOUTH-EASTERN RAILWAY.—Great activity prevails on that portion of the line to be first opened to the public. The Medway Viaducts are complete, and the earthwork carried beyond them, rendering the long embankment of the Medway Valley from Penhurst to Barden very nearly filled up, enabling the ballasting now to be going forward and the permanent road then to be laid. The bridges are just about completion, and the Bletchingly tunnel, above three quarters of a mile in length, cannot take three months to finish; the very favourable soil of it renders it easy and safe to work, and it is entirely free from water; these are features highly important on an item of expenditure—always great and often most ruinous.

ACCIDENT ON THE GREAT WESTERN RAILWAY.—An accident occurred on the evening of Sunday last to one of the clerks of the Great Western Railway Company, named Walker, at the Southall station. It appears that upon one of the up-trains leaving Southall, the unfortunate young man (who is only 20 years of age) rode on the steps of one of the second class carriages a short distance, when, jumping off at the time the train had attained considerable velocity, he was thrown down by the impetus thus given to him, and unfortunately his right foot falling upon the rail, the whole of the hind carriages passed over it, and completely cut off half of the limb, severing it between the toes and the instep.

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RAILWAY TRAVELLING ARRANGEMENTS —THE METROPOLITAN RAILWAYS.

To the Editor of the Railway Times.

Sir,—Allow me to call in the valuable aid of your journal towards the promulgation of a system that would, I think, be beneficial to all Railway Companies with a London terminus, especially to the Brighton Railway, as it would draw off many from the northern watering places who, as residents of the midland counties, in the present state of things find them so much more easily approachable than our southern coast, and who, if once brought to London, would seek Brighton, *par excellence*, and greatly benefit that railway in particular, as well as assist the railways that brought them to the metropolis.

I would propose booking offices from which omnibuses should start for Brighton trains immediately after the arrival of the trains adjacent to such offices, so that in fact the passengers would almost step from one railway to the other. To wit,

From Great Western Railway, calling at office close to Euston-square station, allowing half an hour between those points, and three quarters of an hour further for London-bridge. This omnibus to enter Regent's Park at Pine-apple Gate on the western side, and go round to the north by Macclesfield Gate, leaving the Park by Park-square. The next omnibus to enter as the foregoing, but turn to the right by Hanover Gate, and leave the Park on that side of Park-square.

An omnibus from North Eastern Railway station in three quarters of an hour to London-bridge.

One from Blackwall Railway every twenty minutes before the starting of a Brighton train.

From the Southampton Railway no conveyance, as excepting from a very short distance down the line, no person would come north and east to proceed afterwards in the almost opposite direction, south.

This system would also be more convenient for passengers from London residing anywhere north of Oxford-street, than the present offices in Piccadilly and Regent's-circus; but I would still continue these for the use of the other part of the community.

Keeping thus as few links in the chain of communication broken as is possible, the traffic on these railways would be probably much increased.

I am, Sir, your obedient servant,

A CONSTANT READER.

London, August 14, 1841.

RAILWAY TRAVELLING ARRANGEMENTS — THE NORTHERN RAILWAYS.

To the Editor of the Railway Times.

Sir,—In your paper of the 7th instant, is a letter from a correspondent, in which a complaint is made that at the York station in April last, no refreshments could be had. That evil is remedied now, for there are *two* refreshment rooms. The idea of a second refreshment room is excellent, as by such an arrangement persons in circumstances to whom economy is necessary, and honourable, may be accommodated. But that which might be considered judicious and benevolent, is converted into insult towards the parties to be benefited. Suspended to an iron rod projecting from the wall, is a board with letters on both sides with this inscription—

SECOND CLASS REFRESHMENT ROOM, AND FOR SERVANTS.

The object evidently is to throw a stigma on persons travelling in the second class, as unfit to associate with gentlemen, and not worthy to eat and drink in the refreshment room. So not contented with inflicting the actual misery of carriages in which the currents of air pass through without interruption, destroy the comfort and endanger the health, the Directors of the Great North of England Railway and of the North Midland and York Railway must superadd insult on the second class travellers to drive them into the first class.

At many great inns there is attached a subordinate house, generally called the tap, and there can be no objection to such a subordinate room at a railway station, but even on behalf of servants, I protest against this gratuitous insult. If they travel with their masters they will be sent to the more economical room; and if they travel at other times, their humble means as well as taste will induce them to go to it: but why should they be thus publicly held up to contempt?

I am, &c.

A FIRST CLASS TRAVELLER.

WEST DURHAM RAILWAY.

To the Editor of the Railway Times.

Sir,—You will much oblige an old subscriber by obtaining from any of your correspondents in the north, some information as to the real state of the West Durham Railway, the London subscribers having been kept by the Directors in utter ignorance of their proceedings until very recently called upon by a most extraordinary circular to subscribe further capital (the original shares being paid up), under a vaguely implied threat that the railway, which is alleged to be nearly complete, must otherwise be abandoned to the claimants upon it.

I am, Sir, your obedient servant,

AN OLD SUBSCRIBER.

London, 13th August, 1841.

HULL AND SELBY RAILWAY—THE LATE MEETING.

To the Editor of the Railway Times.

Sir,—As a shareholder who was unable to attend the general meeting of the Hull and Selby Railway Company, I am desirous of expressing my great disappointment and regret at the confused statement of the "Traffic Account," which the Directors have presented with their Report. I believe they have done all in their power to make the result more satisfactory to the proprietors, and we must wait in patience for an improvement in the traffic to afford us better dividends. But the facts of the account ought to have been presented in a different and far clearer shape, for at present it is impossible to determine the proportionate amount of the several charges on the traffic. It appears that the actual receipts in the half-year amounted to 18,677*l.* 7s. 11d., and the expenses to 12,256*l.* 6s. 11d., or *nearly* 66 *per cent.*, but in the latter amount is included the lump sum of 2,504*l.* 4s. 4d. for "sundry bills yet to pay." Various sums are previously named under the head of "maintenance of way, government duty," &c. &c.; but these items are valueless, whilst no division is made of the large item of 2,504*l.* 4s. 4d. I hope, therefore, that the Directors will forthwith furnish the proprietors with a proper subdivision of this amount, so that the per centage charge of each item may be ascertained and compared with that upon other railways. In no other way can we see in which department the expense is so heavy as to cause the disproportionate total of 66 per cent. expenses upon the receipts.

I am, Sir, your obedient servant,

R. R.

London, August 16, 1841.

RAILWAY ADJUDICATION.

MORRIS *v.* PRESTON AND WIRE RAILWAY COMPANY.

Lancaster Summer Assizes, August 12.—This was an action to recover damages for the amount of work done by the plaintiff for the Railway Company; and also for the value of certain materials procured of him by the said Company.

Mr. KNOWLES conducted the case for the plaintiff, and Mr. Cresswell for the defendants.

The learned counsel for the plaintiff said that his client was a contractor for the making of a portion of the Preston and Wyre Railway, and some difficulties being met with in that portion, the line was altered, and the Company were bound to pay the plaintiff for this unfinished portion. A number of materials had also been prepared by the plaintiff, which had been used by the Company, and he now sued for the loss occasioned thereby, amounting altogether to the sum of 4,000*l.*

Mr. Frederick Kemp—I am a land-agent at Bispham, and a Director of the Preston and Wyre Railway. Mr. Landmann was at first principal engineer. After that Mr. G. Stephenson and Mr. R. Stephenson were principal engineers on the works. When the making of the railway had proceeded some difficulties were met with near Kirkham, where the plaintiff was contractor. [The contract was here read.] Some difficulties were met with in 1839, in Kirkam Car. Mr. George Stephenson came down to inspect the place. A deviation was then recommended. A meeting was subsequently held at Preston, and Mr. Stephenson recommended Mr. Morris to contract for the altered line. I was ordered to purchase the land for the deviation. Some work had then been performed on the original line by Mr. Morris, but this had to be undone. I understood that Mr. Morris was to be paid for the work which had to be undone. The line was opened in September last, and the Directors passed over the deviation.

Mr. Routh examined—Said that he was the Resident Engineer on the line. Was present when Mr. Stephenson and other persons met over the Kirkham case. The difficulty was occasioned by the sinkage being greater than had been anticipated. Mr. Stephenson recommended a deviation at Kirkham, which recommendation was adopted. The Company got of Mr. Morris upwards of 4,300,000 bricks, a quantity of waggons, sleepers, and other materials. It was stated at the meeting at Preston, that Mr. Morris should be paid for such deviation.

Cross-examined by Mr. CRESSWELL—On account of the great expense of completing the original line, it was for Mr. Morris's advantage that the deviation should be made.

Mr. Warton examined—Was the assistant of the plaintiff during the execution of these works. 17,000 cubic yards includes all the work done, and 13,000 cubic yards of work undone. There was also a large eight foot culvert, making which would be worth about 500*l.*

The learned JUDGE thought that this case should be heard elsewhere, as it was a case of details.

Mr. CRESSWELL said, that they wished for his lordship's opinion on a point of law, and he could not arrive at an opinion until the whole of the details were before the Court.

Mr. Warton cross-examined—13,000 cubic yards were removed from the old line, and were necessary for the making of the new deviation. A conversation here ensued between the learned Judge and the Counsel engaged in this case, which resulted in the parties deciding that all the matters of detail should be left to arbitration, with the exception of the number of sleepers supplied by the plaintiff to the Company.

Mr. KNOWLES, for the plaintiff, said that the conduct of the defendants was unworthy of the character of a great Company. They refused to pay the plaintiff on account of a legal squibble. He contended that his client was entitled to the payment for the number of sleepers mentioned in his client's bill.

The learned Judge in summing up, said that he congratulated the jury on this knotty case being at length brought to a point. The only question for the jury to consider was the number of sleepers supplied to the defendants.

Verdict for the plaintiff for the amount of goods sold—for 1,326 sleepers, and for the amounts agreed to by the defendants—632*l.*

For the other counts, the learned Judge decided in favour of the defendants.

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THE BLACKWALL RAILWAY.

We gave on Sunday week an account of this extraordinary work, which the enterprising spirit of the commercial men of the country has ushered into existence. Independently of the advantages arising from the general application of the railway, the necessity of diminishing the number of steam-vessels permitted to proceed up the river, to the great danger of human life, and the great confusion of business in the Thames, strikes the corporation as matter of most important and immediate inquiry.

The Lord Mayor and Corporation are, as conservators of the river Thames and waters of the Medway, about to commence great alterations in the whole arrangement of the vessels and craft, as well as in the regulation of minor obstructions and nuisances, to which the great highway of the commerce of the metropolis is subjected. One of the principal points to which the attention of the Conservancy Courts—which are now to be constantly occupied in devising and carrying into effect river improvements with as much activity as some of the great committees have used in planning and perfecting street improvements—is to be drawn, is the prevention of the excessive crowding of the river. By a prohibition, affecting the nearer approach to London than Blackwall, the object would be completely answered in the opinion of those who have been appointed to examine the general state of the Thames within the corporation jurisdiction.

By the extension of the Blackwall Railway into Fenchurch-street, passengers are conveyed from the river Thames at Blackwall into the very heart of the city in the brief space of ten or twelve minutes. To all travellers on the river below Blackwall, the railway offers a safe and rapid conveyance, instead of the now slow, intricate, and perilous navigation; the choked-up river, particularly in these times, when so many craft and shipping are in motion, and the numerous accidents daily happening in the Pool, the result of the crowded state of the river, the enormous increase of steam vessels and the speed at which they are propelled, all combine to render any mode by which the navigation of the Thames may be relieved, an important object.

It has often been suggested that the loss of life and destruction of property caused by steam boat collisions in the port of London can only be prevented by the means of a stringent legislative enactment. The Lord Mayor and Corporation certainly are not prepared to advocate any extreme measure by which the right to travel on our great river highway shall be denied to steam vessels; but it is suggested to those who travel by steam, that they may themselves protect the lives and property of those engaged in a precarious calling on the river Thames, by embarking and disembarking at Blackwall.—*Observer.*

MIDLAND COUNTIES' RAILWAY COMPANY—GENERAL MEETING.

(From the *Leicester Journal.*)

The General Annual Meeting of the Proprietors of the Midland Counties' Railway was held last Saturday, the 14th instant, at the Board Room at Derby, at noon. There was a numerous attendance of Directors and proprietors, many of whom came from a considerable distance.

The Chairman of the Company, T. E. Dicey, Esq. presided, and was supported by the following Directors:—Sir W. Heygate, Bart., E. B. Farnham, Esq., M.P., Messrs. Rathbone and Heyworth, of Liverpool; Horsfall, Hanny, and Youle, of Nottingham; Fox, of Derby; and Taylor, Burgess, Hackett, T. Macauley, and Shaw, of Leicester.

The Solicitors to the Company, Mr. Leeson, of Nottingham, and Mr. Colin C. Macauley, of Leicester; and the Secretary, Mr. John F. Bell, were in attendance.

The procedings commenced by the Secretary's reading the advertisement, &c. by which the meeting was convened, in conformity with the Act of Parliament, after which

Mr. C. C. Macaulay read the following Report:—

REPORT.

At the last general annual meeting, when the Directors announced the opening of the whole of the line of railway, which had then but lately taken place, they could scarcely do more than express their continued confidence in the anticipations they had formed of the extent of the traffic and the ultimate success of the undertaking. More than a year has now elapsed since the entire opening of the line, and the Directors have the satisfaction of finding that the traffic has increased during that period in a greater degree than they could have ventured to calculate upon, the average amount per week in the month of July in the present year being more by 1,255*l.* 12. 10d. than the weekly average for the same month last year. The experience of other railways has universally shown that the first year's traffic forms no criterion of what it may eventually become, and the * progressive development of sources of traffic which were not included in the original calculations, as well as the increase that has already taken place in those which were, leave no reasonable ground for doubting that a considerable improvement has yet to take place in the existing revenue of this railway; especially when it is recollected that during a greater part of the past year the trade and commerce of the country have been suffering under an extraordinary depression.

The condition of the road during the first few months after the opening required the greatest attention on the part of the Directors and the officers of the Company in the engineering department. From the number of heavy embankments, and the almost unexampled state of the weather, which was peculiarly unfavourable to that species of road in its new state, it was not to be expected that this line would be free from accidental slips of ground, and indeed it is somewhat surprising that under such circumstances cases of this nature were so few in number, and attended with so little permanent damage. The Directors however can now state with confidence, upon the authority of a highly eminent Engineer unconnected with the Company (Mr. Cubitt), who has lately made at their request a most careful examination of all the works, that the whole railway is in a perfectly satisfactory state, and in point of soundness, strength, durability, and facility in travelling, equal to any line in the kingdom.

The only accident involving any material amount of expense in its reparation, is the fall of a part of the viaduct at Crow Mill, near Leicester, and it has been referred to arbitration between the Company and the contractor, but is not yet decided, whether any and what part of this expense shall be borne by the Company.

The period stipulated in the original contracts for the maintenance of way having expired, the Directors have entered into contracts for keeping the whole of the railway in repair, at mileage rates quite amongst the lowest at which any Companies have been able to make contracts of this description, thus affording a gratifying proof of the sound and satisfactory manner in which the works on this railway have been executed.

From casualties in the passage of trains this line has not been altogether exempt, but the Directors are happy to be able to state that in no case has a life been sacrificed, or material injury been sustained, on the part of any person travelling on the railway. The Directors, however, regret to say, that on one occasion two of the Company's servants lost their lives by a collision of trains, which took place near Derby in the night of the 8th of January, by the freezing of the engine pumps from the extreme severity of the weather, and a fog so dense as to render the night signals invisible. In this case the coroner's jury imposed a deodand of 200*l.* but the Directors feeling conscious that no real blame was attributable to the Company or to their regulations, though it right to remove the inquisition into the Court of Queen's Bench, where it was set aside.

The general state of the railway does not call for any more minute observation. Such of the stations and other works as were not in a perfectly finished state at the time of the last annual meeting, have since been completed, and the Directors believe that in all the arrangements, and in the working of the line, the expectations and requirements of the public have been most satisfactorily answered. The only exception of which the Directors are aware is the Rugby station, where, notwithstanding the large sums that have been expended in providing amply for the convenience of the public, and in adopting the precise mode of communication pointed out by the London and Birmingham Company at this important place of junction, complaints are still made of the insufficiency of the arrangements. This has been a source of great disappointment to the Directors, after the unlooked for expense which has been already incurred; but alterations are in progress by which they hope to remedy every reasonable ground of dissatisfaction.

* The following is a statement of the average traffic per week during every month from July, 1840, to July, 1841, inclusive—

In July, 1840, the traffic averaged per week	£1,592	16	3
August	1819	16	8
September	1874	3	2
October	1857	4	0
November	1377	6	2
December	1300	18	4
N.B. During a considerable portion of the months of November and December the communication was interrupted by the accident to the Crow Mill viaduct.			
January, 1841	1615	18	7
February	1638	19	0
March	2001	7	3
April	2283	8	0
May	2642	10	0
June	2818	12	6
July	2904	2	4

The Act which passed in the session of 1840, for enabling the Company to raise an additional sum of money, requiring the order of a general meeting specially convened for the purpose, as the authority for the exercise of its powers, such meeting was held on the 15th of September last, when the arrangement which was approved of at the last annual meeting for the allotment of shares under that Act, was formally sanctioned. The sum of 150,000*l.* being the amount authorised to be raised by shares, was all speedily subscribed for in quarter shares, according to the above-mentioned arrangement, and has been added to the capital of the Company, and the remaining 50,000*l.* has been raised by loans.

After making up the accounts at the close of the half-year ending on the 31st of December, the Directors issued a statement of the receipts and disbursements on the revenue account for that half-year, with the reasons upon which they decided not to declare a dividend at that time. The regular payments for interests and salaries for that half-year amounting to a great proportion of the balance then in hand, became due the day after that to which the accounts were made up, and the Directors, therefore, after mature deliberation, judged it most expedient that they should be made out of that balance, so as to ensure the permanent advantage of commencing every half-year with a clear account; as they considered the delay of six months in the declaration of the first dividend to be a much less evil than to perpetuate a state of account which, though sanctioned by precedent, they could not but think in some degree fallacious. The Directors, however, have now the pleasure of declaring, out of the clear profits of the undertaking, a dividend of 2*l.* 10*s.* per share on the 100*l.* shares, and 12*s.* 6*d.* per share on the quarter shares for the past half-year.

The audited statements of account, with particulars of the receipts and disbursements to the 1st of July, are submitted to the meeting.

The Directors hoped, and had every reason to believe, that the increase of capital which the Company obtained last year would have proved sufficient to cover every expense to which capital is applicable. But though the estimates and calculations of the additional amount then required, were made and investigated with the utmost care, the Directors regret to have to state that a further deficiency still remains to be provided for, arising principally from the invariable tendency which the expenditure actually incurred in putting a railway into full operation, has to exceed the amount of previous estimates, however carefully made and apparently ample. The Directors now find that it will require a further addition of 110,000*l.* to meet these extra demands on the Company. Of this sum by far the greater part consists of items, the exact amount of which could not have been ascertained except by actual experience. For instance, the additional supply of engines, carriages, warehouses, wharfage-room, and other matters connected with the coaching and carrying departments, which the gradual developement of the traffic has shown to be necessary; and the great extra cost attending the restoration and perfect completion of the railway, (especially between Leicester and Rugby,) in consequence of the subsidence of the banks occasioned by the unprecedented state of the weather during the first winter after the opening of the line. In these two heads of expense considerably more than half the total amount is comprised, and the Rugby station alone has, by reason of the additional requirements of the London and Birmingham Company, added more than 7,000*l.* to the former estimates. Under these circumstances, it will be requisite that an application should be made to Parliament for a further increase of capital, and the Directors propose to take that opportunity of soliciting some amendments of the Company's present Acts, which they believe to be in accordance with the views of the proprietors. Amongst these, they propose to apply for clauses for granting power to diminish the number of which the Board of Directors is at present obliged to consist.

The Directors take this opportunity of stating that it is their intention in future to hold the general meetings of the Company half-yearly instead of yearly.

At the commencement of the present year this Company was engaged in a Parliamentary opposition which the Directors cannot pass unnoticed. The project for an extension of the Manchester and Birmingham Railway by the formation of a line to proceed by way of Tamworth to Rugby, which had been already twice brought before Parliament, and on both occasions defeated, was again revived; and acting on the determination so strongly expressed by the general meeting in 1839, while the last contest was in progress, the Directors did not hesitate to join the London and Birmingham Company, and other parties injuriously affected by the measure, in a strenuous renewal of the opposition. The secession of the Grand Junction Company from the ranks of the opponents, obtained, as it had been, by an arrangement glaringly adverse to the interests of the public, and establishing at once the very system of monopoly which the promoters of the scheme professed it to be one of their main objects to destroy, proved anything but a source of strength to their new allies. The saving of distance too between London and Manchester, which formed the only other argument of even a plausible nature in favour of the Bill, was, in furtherance of the same arrangement, dwindled down from 12¾ to 8½ miles in the whole journey. The conflict on this occasion in Parliament was but of short duration, and the result was decisive, for the Bill was rejected on the second reading in the House of Commons by a majority of 60, the numbers being 154 against the Bill, and 94 in favour of it! The utter inutility of the scheme for any purpose of public benefit, and indeed its unjust and injurious tendency with regard to public, independently of private interests, were so completely exposed, that the revival of it on any future occasion may, it is confidently anticipated, cease to be looked upon with any degree of apprehension. Before quitting this subject, the Directors think it right to observe, that the opposition against a measure of this nature has always been materially aided by the argument, that, if carried, it would present an insuperable bar to the formation of a line

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which would confer a real benefit upon districts at present unprovided with railway communication. A line of railway in a direct course from Manchester, or rather from Macclesfield, by way of the Churnet Valley to Derby, would supply the link most wanted in the chain of communication between the eastern and north western parts of the kingdom. While the advantages of such a line, not only in a public point of view, but as an auxiliary to that of the Midland Counties', are too well known to require argument, the Directors of this Company firmly believe that it would not be productive of injury to any of the existing railway interests. They have thought it right, for the last two years, to be prepared with the requisite Parliamentary documents, and they hope that the time may not be far distant when a more favourable state of the monied and commercial affairs of the country may cause them to become available.

The Directors are happy to say that the circumstances which formed the only topic of an unpleasant nature in their Report of last year have long since ceased. The differences which then existed with the Birmingham and Derby Railway Company having been many months ago amicably adjusted, the Directors would be doing an injustice to their own feelings, and they are sure to those of the proprietors at large, if they alluded further to the subject than by saying that they hope and believe that such a state of things will never be renewed. It is necessary, however, to ask for the sanction of this meeting to a deed which has been prepared for the total cancellment of the agreement between this Company and the North Midland Railway Company, which was partly rescinded by Parliament last year, but so rescinded that the remaining parts have become useless, if not burthensome, to both Companies.

Mr. Dicey, Mr. Oakes, Sir William Heygate, Mr. Dawson, Mr. Hannay, and Mr. Heyrick, go out of office at this meeting, in conformity with the provisions of the Act, but are all re-eligible.

Statement of Capital Account, to the 30th June, 1841.

To Receipts—	To 30th June, 1840. £ s. d.	From 1st July, 1840, to 30th June, 1841. £ s. d.	Total. £ s. d.	By Disbursements—	To 30th June, 1840. £ s. d.	From 1st July, 1840, to 30th June, 1841. £ s. d.	Total. £ s. d.
Original shares 1,000,000				Land and compensation	209,624 14 4	18,617 17 1¼	228,242 11 5¼
Forfeited 12,075				Engineering	12,163 16 9	1,295 18 11	13,459 15 8
	987,925 0 0		987,925 0 0	Works of roads and stations	933,804 18 8¾	149,622 18 2	1,083,427 16 10¾
Quarter shares 150,000				Locomotive stock, viz.,—			
Arrears 12,075				Engines, tenders, tools, and implements	32,382 4 7¾	31,366 2 4	63,748 6 11¾
		137,345 0 0	137,345 0 0	Coaching stock, viz.,—			
Loans on debentures	330,035 0 0	52,965 10 0	382,990 10 0	Coaches, trucks, horse-boxes, &c...	14,601 8 5	17,335 3 11	31,936 12 4
Loan notes		6,000 0 0	6,000 0 0	Merchandize department, stock, waggons, cranes, &c...	1,572 14 0	3,909 5 8	5,481 19 8
Profit on sale of shares		1,991 11 0	1,991 11 0	Police	1,208 2 11	801 11 0	2,009 13 11
Land and materials resold	3,462 6 6¾	1,312 16 10	4,775 3 4¾	Advertising and stationery	1,874 16 11	480 6 0	2,355 2 11
Interest on calls in arrear, interest and profit on Exchequer bills and banker's balances	9,544 19 1		9,544 19 1	Office charges	4,141 15 11¼	356 19 0	4,498 11 11¼
				Law charges	1,745 8 3	145 6 2	1,890 14 5
Total	1,330,967 5 7¼	199,407 17 10	1,530,375 3 5¼	Conveyancing	7,560 6 4	962 16 1	8,523 2 5
				Parliamentary expenses	17,253 15 7	2,890 17 0	20,144 12 7
				Debenture charges	2,451 1 0	404 14 5	2,855 15 5
				Commission and interest	2,510 7 9	1,445 0 9	3,955 8 6
				Sundries	3,746 17 3¾	289 19 10¼	4,036 17 1¾
				Charges previous to general opening, viz., obtaining Act of Parliament, interest on debentures, direction, rates and taxes, &c.....	48,213 14 9		48,213 14 9
					1,294,886 3 7	229,924 16 5	1,524,781 0 0
Audited July 26th, 1841,				By balance			5,594 3 5¼
J. CRIPPS, Auditor				Total			1,530,375 3 5¼

Mr. Ormerod, of Manchester, moved that the Report just read be received and adopted; and in so doing he craved leave to congratulate the shareholders on being about to receive their first dividend, the amount of which also was gratifying, being at the rate of *five per cent.* He trusted that, as the dividend for the first year since the Company's affairs had been satisfactorily tested, had been so fair, other and succeeding ones would be still fairer.

Mr. Burton, of Liverpool, seconded the motion.

Mr. Jessop said, that before voting for the adoption of the report, he should like to have some explanation relative to the circumstances connected with certain coke ovens, at Riddings. It was his opinion, backed by legal advice, which he had taken, that the Company had erected ovens where they had no legal right to do so. They had deprived him (Mr. Jessop) of a right of road or property there, and had given to one person a monopoly of the coke trade. He (Mr. Jessop) had offered to supply the Company with coke 20 per cent. cheaper than they now paid.

The Chairman stated, that as far as any question of title was concerned, the Directors must refer to the legal advisers. He for one had no doubt it was a title they could safely rest upon. With respect to the coke, the fact was, that when the line was first opened from Nottingham to Derby, they were compelled to give 50s. per ton. In January, 1839, they purchased coke at 28s. At the general opening, in July, 1840, they gave 33s.; last September, 28s; and since then something less. The Company had reason to suppose, that by coking for themselves, they could do it cheaper on their own premises, and they certainly had a right to do for themselves every thing relating to their own business, and for their own accommodation, if they deemed it expedient or profitable. In the first instance, they were forced to pay 50s. Now, Mr. Jessop did not come forward with any offer for a year afterwards, and subsequent to the period when new arrangements had been made on the subject. They certainly had no wish to favour any particular Director.—The erection of buildings for making the coke cost 4,000*l*; and for the occupancy of these Mr. Silverwood paid 150*l*. a year rent; the terms for the coke were 16s. on the spot; carriage more, at 3d.; so that now 19s. was paid for what originally cost 50s., and very recently 28s. Mr. Jessop's questions implied (and every body knew what was meant by them) that an undue profit was made by one of the Directors, in fact, the Deputy-Chairman, Mr. Oakes; but it was not so. The truth of the matter was, that Mr. Oakes supplied the coal at 5s. 1½d. per ton, while Mr. Jessop's price for the same coal was 6s.

Mr. Jessop remarked, that the Company had entered into three years' contract, for the bulk of the supply, with Mr. Oakes, and they would only take from him (Mr. Jessop) such small quantities as suited their convenience, therefore he was perfectly justified in charging the same, or a higher price.

Mr. Roberts, of Manchester, thought that these questions of detail should be arranged and determined by the Directors alone; it was their peculiar province. Mr. Jessop had no right to entertain the proprietors with a narrative of his pretended individual grievances. If such matters were brought before the general body of the proprietary, there would be no prospect of bringing the business of the day to a close.

Captain Watts remarked, that he should not like to stifle any discussion, and that Mr. Jessop had every right to bring the question before a general meeting.

The Chairman was also of opinion that every proprietor had a right to bring before the Board any matter relative to the interests of the Company.

Another Proprietor asked whether the Chairman would state what they now gave for coke? If Mr. Jessop could supply it cheaper, let him do so, and the Company reap the benefit.

The Chairman said, that at the time the contract was entered into there was no possibility of obtaining the article on more advantageous terms. If they could get it cheaper now they would be most happy and ready to do so.

Mr. Roberts remarked, that the only effect of Mr. Jessop's complaint would be, that the Directors had acted unfairly, and that they had abused the confidence of the proprietary.

A long and desultory conversation then took place, in which Captain Watts, Dr. Shaw, the Chairman, and Mr. Jessop took part; it was put an end to by the reading of the correspondence with the Butterly Company (Mr. Jessop and his partners) who, it appeared, had offered to supply the Company with coke, but only on terms higher than those for which the Company itself manufactured the article.

Captain Watts then addressed the Proprietors, congratulating them on the satisfactory nature of the Report in all points except in the one wherein there was an intimation that another pull upon their purse was contemplated. As regarded the dividend, he was quite contented with 5 per cent.; the fact was he had only expected 4 per cent., and the surprise was an agreeable one; although he was quite aware that a part of it arose from the surplus of the last half-year. The prosperity of the Company was evidently progressive; and on a comparison of the concerns of the divers railroads, there was no doubt that those of the Midland Counties' Railway would be more and more prosperous. There were merely one or two things he should remark on, and those not by way of censure, but merely of advice: he saw a charge of 1,263*l*. for engineering; which ought not, he thought, to be placed to the capital account. Then again, he saw that three quarters' salaries for clerks and officers, &c. were charged.

The Chairman here interrupted the somewhat diffusive speech of the eloquent and gallant Captain, by the information that it had appeared advisable to the Directors to pay the salaries for three quarters of the year out of the profits of the last half-year—the salaries had all been paid up to the first of July, 1841.

Captain Watts resumed, and added that there was a suggestion in the report which gave him unmixed satisfaction, and it would be participated by the vast majority of shareholders in this, and every other similar concern—he meant the prospect of a reduction in the number of the Directors. It was a vast and paramount advantage in every undertaking that satisfaction should be given to the proprietors; and in almost every railway company in the kingdom there was a feeling that the number of Directors should be diminished. Every body was laughing at their numbers, so that the sooner they were reduced the better. In applying to parliament, he would recommend that they should not ask for any definite number—let the proprietors fix that. The

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gallant Captain illustrated this point by imitating Don Quixote's squire in the volubility and pertinency of the proverbs which he lugged in by the head and shoulders, beginning with "Too many cooks spoiled the broth," &c. &c. He trusted that, by and by, the Midland Counties' Railway would be got into most excellent working order. Under all the circumstances, he was quite satisfied with its present condition, and they had all reason to be gratified with the circumstances of the present, and the prospects for the future. He begged leave to second the adoption of the report, (which by the by, some one had previously done.)

Here a discussion ensued as to the form in which the accounts had been presented to the meeting, and whether they included the liabilities of the Company, in which Mr. W. Paget took the most prominent part, and as it was explained that the additional money required was to meet the liabilities, which were not included in the present accounts.

Several proprietors expressed their great satisfaction that the gross liabilities were no larger.

Dr. SHAW stated, that in the 110,000*l.*, which they proposed asking authority to raise they included every future liability they expected would be incurred till the whole work was thoroughly finished. They had sundry available property, which with that sum would be more than ample enough to cover every thing in the way of outlay or claim upon the Company. In the most liberal calculation of these demands they only amounted to 105,000*l.* but it had been thought better to extend the estimate to 110,000*l.*

Captain WATTS thought it would be better to ask leave to raise 120,000*l.* at once; he had extensive experience in all these concerns, and well knew the fallacy of all estimates of expense.

Mr. PARSONS, of Blidworth, said that the Report was anything but satisfactory to him, and it was, he thought, equally objectionable to the large majority of the proprietors present. It did not supply several items of account which it was absolutely necessary they should know in order to arrive at a correct understanding of the actual posture of their affairs; for instance, in the report and statement they had heard, and which he for one, did not pretend to understand, there was not a word mentioned of any debt; they were given to understand that the works were all completed, and that contracts had been entered into for every thing. Yet they were asked to assume that the report contained all that it was proper for the shareholders to know. The revenue account was not at all satisfactory; the last half-year's returns were less than those of the preceding term. He felt that the prospects of the Company were cheering; but unless the most careful economy was practised they would become continual borrowers instead of receivers. He thought the proprietors should be allowed an opportunity of inspecting the details of the accounts, and examining the vouchers; they were not dealing with hundreds *or* thousands, but with hundreds of thousands, and millions. The speaker commented upon several items, and said that he had within the last few days gone over to Leicester to inspect accounts, see vouchers, and examine books. But, to his great surprise, these facilities were refused to him. He was of opinion that access to the accounts ought to be allowed to proprietors. The utmost latitude of information should be afforded on this point, and the strictest distinction observed in the accounts between salaries and other charges, which in the statement before them seemed to be all jumbled together. He wanted particularly to know how the servants of the Company were distributed, and how their salaries were apportioned. No accounts would ever be satisfactory to him in which these matters were not carefully discriminated. He was content with the prospects of the Company; every one should be well paid, but there should be no waste. The engineering charge ought to have been put to the revenue account, together with certain other items which he specified. (Here the Chairman attempted to correct some mistatements.) He would not be interrupted; if any one had any reply to make to his observations, let him or them do so when he had finished. The accounts not having been made out in the form he specified, prevented a fair calculation being made of the per centage on receipts and expenditure.

The CHAIRMAN said that Mr. Parsons was arguing upon his own mistatements; if he would allow them to be corrected as he had uttered them, it would save much time and trouble.

Mr. PARSONS resumed, and added, that the application to Parliament did not appear by the statement to be either required or justified. That document showed a balance in their favour, and could they then go and ask for leave to borrow *ad libitum*. He did not think it was worth while to go to Parliament and ask leave to reduce the number of the Directors, when the proprietors already had the power of doing that in their own hands. The motion with which he intended to conclude, had been sanctioned by many Railway Companies; and the Act of Parliament gave loanholders the power of inspecting the accounts; it also enacted that any proprietor might, fourteen days before the general meeting, examine the accounts. He trusted he had said nothing that could be construed into a reflection upon any one connected with the Company. Mr. Parsons concluded by moving as an amendment (and he did not expect that any opposition would be offered to it by the Directors, as they must be desirous of convincing the Company that everything had been done for their interest)—that a Committee of five proprietors be appointed to examine the accounts.

Mr. TAILOR, of Nottingham, seconded the amendment. He stated that he had accompanied Mr. Parsons to Leicester to inspect the books and vouchers. He did not blame Mr. Bell, the Secretary, for not imparting the information required; it was Mr. Macaulay, the Solicitor, who prevented that gentleman from showing the documents; and he complained that Mr. Macaulay's conduct in so doing, was uncourteous and ungentlemanly. (Murmurs.)

Mr. BELL stated that if he had supposed at the time that the gentlemen would have been satisfied with what they now asked for, he did not think he should have refused it, but to comply with the demand they then made he must have produced for their inspection every book, voucher and document in the office. Mr. Bell was proceeding to explain further, when

Mr. MACAULAY interposed, and said, that he took upon himself the responsibility of having advised Mr. Bell to act as he had done. He (Mr. Macaulay) treated the epithets which had just been applied to him with utter contempt. He would explain what had actually occurred on the subject, and would then leave the Company to judge whether the charge of uncourteous and ungentlemanly conduct attached to him or to the person who had made it. Mr. Macaulay stated that on Thursday last, only the day but one before the meeting, Mr. Parsons and his friend came to Leicester and made their demand of Mr. Bell, who immediately came to him for advice. He found, on inquiry of Mr. Bell, that he had already shown them the account which the Act of Parliament required should be open for the inspection of shareholders fourteen days previous to the meeting. Anything beyond that Mr. Bell would not have been justified in showing them, without an order from the Directors. In the absence of the Directors, Mr. Bell, as the Secretary, and himself, as the Solicitor of the Company, had no choice in the matter. It was not for them to take upon themselves to grant what the Act did not require, and if the parties wished for anything more, they had had ample opportunity of applying to the Directors, who, it was well known, met once a fortnight; but instead of this, they apply at the last moment to an individual officer of the Company, who would have been justly amenable to censure if he had gone beyond the requirements of the Act of Parliament. This was the advice he gave to Mr. Bell, and he took upon himself to say, that if Mr. Bell had acted in such a case upon his own authority, or if he (Mr. Macaulay) had advised him to do so, they would have been both unworthy to fill any longer the offices they held under the Company. (Cheers.)

The CHAIRMAN said that, as a Director, he should be quite willing to grant the information asked for; but, as a shareholder, he thought it would be unadvisable, as it would discredit the Company by showing a distrust of the Directors. The accounts had been thoroughly investigated, and regularly audited. He then put the amendment.

Mr. COX said, he should support the original motion, as the amendment, if carried, would deprive them of a dividend for some years to come. The sum wanted must be appropriated from the profits of the Company, unless they went to Parliament for permission to raise it.

Mr. MATHER, of Liverpool, earnestly deprecated the amendment; and would recommend the Directors, if it were passed, to resign at once, and in a body. It was the most unheard of proceeding. (Assent.)

Captain WATTS considered that the mover and seconder of the amendment, after having thus ascertained the sense of the meeting, ought to withdraw it. No beneficial result could be obtained by it. He would, however, take the liberty of suggesting, that every reasonable information should be afforded to those who sought it even although it might be only to gratify individual curiosity; on the other hand, however, it should be borne in mind that to make revelations of the progress of business, was frequently indiscreet and prejudicial.

Mr. Parsons and Mr. Tailor then withdrew their amendment.

Mr. ROBERTS considered that the amendment had been altogether uncalled for, and that the space occupied in discussing it had been a shameful waste of their time. He also considered that the application of the mover and seconder of that amendment to inspect the books and vouchers was altogether unjustifiable, and a presumption on their part; and that their conduct there that day had been discreditable to them. The report was most satisfactory in every respect; more satisfactory than any report that had ever been made by any board of railway Directors. He had no local predilections to influence him; no acquaintance with any one there to bias him; he had no interest in any question of coke, or right of way or property to prejudice him. (Laughter.) He would never be a party to creating and sustaining a Board of Controul; he would never say to a Board of Directors, "we cannot trust you; we look upon you with suspicion"—he would rather recommend them, if such a system was ever likely to obtain, to resign in a body and simultaneously. For his part, he would always assert that the Directors, and the professional men who enjoyed the confidence of the former, should be cordially thanked, instead of being insulted as they had been that day. The explanation that had been given on every subject of inquiry had been highly gratifying, and it showed the minute and conscientious attention that was paid to the interests of the proprietary. There was not even a quarter's salary due to their officers; every thing had been paid out of the profits. He made a point of analyzing the accounts weekly, and regularly and carefully compared them with others; and he thought the accounts and returns of the Midland Counties' Railway were, in their proportion, superior to those of every other like concern. He congratulated the Directors on the prosperous state of their affairs, and complimented them on their skilful management, and the happy prospects of the future.

A question was asked by Mr. W. PAGET relative to an item of 447*l.* 5s. 11d. for sundries, travelling charges, &c., whether it referred to the travelling expenses of distant Directors?

Mr. BELL stated that a very small portion of it consisted of the travelling expenses of distant Directors—it was about 25*l.*

Mr. ROBERTS thought that inquiry into such small matters was paltry in so vast a concern;

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in his opinion such meddling was odious and unworthy.

Mr. W. Paget remarked, that he considered the 1,200*l.* a-year, allotted to the Directors, ought to cover their travelling expenses.

Messrs. Rathbone and Heyworth of Liverpool said, that being Directors living at a considerable distance, and therefore not being able to take any active part in the management, they had declined any participation in the 1,200*l.* a year. They considered moreover that no Company was ever so fortunate as the present in its Board of acting and managing Directors.

The original motion was then put and carried unanimously, with the exception of Mr. W. Paget, of Loughborough.

Captain Watts moved that the proceedings of the Directors were highly satisfactory to, and were approved of by, the meeting.

Mr. Mather heartily seconded the motion, which was carried *nem. con.*, and with cheers.

Mr. Roberts then moved that the meeting do approve of the application to Parliament for liberty to create funds to meet contingent demands, and also for the other purposes mentioned in the Report which they had adopted. Those propositions he supported, as he was perfectly satisfied with the reasoning of the Report, and the correctness of the calculations of the Directors and the Engineer. He was not disposed to restrict the Directors to any precise sum to be raised, nor would he lay down the means by which it should be raised, whether by loan, shares or quarter shares. These were matters of detail altogether within the competence of the managing body. He would remark, that their present dividend was not exactly 2½ per cent., but rather 2¾ per cent.; their shares were at par at 92; and this ought to be known, because in the share market the tendency had not been so upward or favourable as the condition and prospects of the concern merited; this was because there were more sellers than buyers. Whatever sum might be raised, he felt assured that it would be beneficial to the Company's capital, and necessary to meet and extend the growing concerns of the railway. Mr. Roberts again stated that he had compared the progress of this railway with the largest Companies, and he was from his examination convinced that no family could invest its money with better returns, or with a surer dependence, than in purchasing the shares of the Midland Counties' Railway. Any person who could do without his capital for ten years, and in the meantime live upon his income, had now a sure and excellent opportunity of investment, with all the advantages that must eventually accrue when the concern had expanded its marvellous capabilities, enriching itself and the country arround it. (Cheers.) Even at the present time, the Company stood unrivalled in having expended so small an outlay on so vast a line, while its business was equal in proportion to the very largest concerns. If the Directors only made such Reports as the present, at every succeeding half yearly meeting, he should be more than satisfied. The actual charges were only 43 per cent., and respecting the economy of its management, comparing this with the outlay on the largest railways, he was sure it at least equalled them. He was happy to say that they had manifested the same spirit of economy even in the small coke business that had been adverted to.

Mr. Marriott of Kibworth seconded the motion.

Mr. Parsons said, he did not intend to offer any amendment, although in his opinion no statement had been produced to justify the application to Parliament, or to satisfy the proprietors of its necessity or expediency. With respect to Mr. Roberts' imputations he flung them back upon the utterer; would any one deny him the right of looking after his own interests?

Mr. Roberts, in reply, observed that Messrs. Parsons and Tailor were quite out of order in their application to the Secretary to examine his books and papers, and they might think themselves lucky in escaping a vote of censure. (Here something like symptoms of a row were manifested, Messrs. Roberts, Parsons, Tailor, and Mr. Paget all speaking together, and with much animation.) There was no ground for finding fault, and that everybody was conscious of. He had a right to censure the application for books and papers, and should continue to do so.

Mr. Rathbone said he fully concurred in all that his brother Directors had done, and urged the propriety of going to Parliament to ask for further powers. When those powers were obtained, the Directors would consult the proprietors as to whether they should make any, and what use of them. (Cheers.)

Mr. Ormerod suggested that while the Directors were applying for this power, they should ask for authority to raise as much as would cover all they could by possibility require—as future law expenses would be avoided, and the necessity of ever going to Parliament again would be obviated. No one could foresee the extent to which the traffic of the Company might be carried; besides, although such a power were granted by the Legislature, it could not be used without the direct sanction of the proprietary body. Continued applications to Parliament were costly processes; and he made the suggestion in a spirit of economy, and as reposing the fullest and most unqualified confidence in the ability and prudence of the Directors. Had this measure been resorted to before, there would have been no occasion for it now.

Mr. Heyworth entirely concurred in the suggestions of the preceding speaker.

The motion as put was unanimously carried.

Mr. Gurney moved that Mr. Dicey, Mr. Oakes, Sir Wm. Heygate, Mr. Dawson, Mr. Hannay, and Mr. Heyrick, be re-elected Directors.

Mr. Roberts seconded the motion.

Mr. Jessop asked whether Mr. Oakes were not disqualified, on account of his being concerned in a contract with the Company.

Mr. Macaulay pointed out that the disqualification only existed until a re-appointment took place. The re-election was like that of a member of Parliament taking office under the Crown. The analogy held throughout. He was only disqualified until re-elected—until the proprietors had an opportunity of pronouncing upon the contract; and not during the period such a Director held the contract.

Mr. Gossett, of Leicester, and Captain Watts concurred in Mr. Macaulay's interpretation of the spirit and letter of the clause.

The Chairman then stated, that the next business was to order that the deed with the North Midland Company be executed, which was ordered.

Captain Watts suggested that the number of the Directors, to be limited by the new Act, should not exceed twelve; there was a general feeling throughout the country on this point.

Mr. Heyworth and Mr. Rathbone thought that it would not be advisable to fetter the proprietors with any definite number. The proprietors ought to have a check upon the Directors by adding to the numbers whenever they pleased, or wherever they thought a new principle of management would be profitable.

It was suggested that half-yearly general meetings should be obligatory on the Directors, instead of as now discretionary with them; that the proprietors should pronounce the dividends, and that the accounts should be sent to each proprietor a certain number of days before each general meeting—it was ultimately agreed that all these propositions should be deferred until the next general meeting, the Directors in the interim undertaking to take them into consideration, and to report upon them at that time.

Mr. Heyworth congratulated the meeting on the unanimity which had been manifested upon every question—particularly on the latter suggestion which must necessarily be followed by every railway in the kingdom.

Mr. Cox moved, and Mr. Chrslyn seconded a vote of thanks to the Directors and to the Chairman for his conduct in the Chair.

The Chairman returned thanks, and exonerated Mr. Oakes from any the remotest shadow of a suspicion attaching to his uprightness as a Director from any inuendoes that had been flung about that day. Mr. Oakes was his Deputy-Chairman, and without his assistance and advice, he should really be at a loss to act. He was most zealous in every matter brought before them, and he had no hesitation in saying that his local knowledge, and clear and unbiassed judgment was inappreciable.

The meeting then separated.

LONDON AND BIRMINGHAM RAILWAY —THE LATE MEETING.

To the Editor of the Railway Times.

Sir,—As a shareholder who was not present at the meeting of the London and Birmingham Railway Company, held on the 13th instant, I have read with the utmost surprise, the report of what then took place, as given in your publication of Saturday, as regards the depreciation fund. I had supposed that this fund was tangible and existent, and I cannot see how I could have come to any other conclusion, when at the August meeting of 1840, a large amount was abstracted from it to make up the dividend, and most formally replaced to it again last February; and, again, if not existent, why has its total amount been so regularly kept before the shareholders at every half-yearly meeting? This matter ought not to be lost sight of, and as an absent shareholder, I must always consider myself indebted to Mr. Mozely for the clear exposition which he gave of the principles which ought to be attended to in respect to the proper mode of stating the accounts of a railway as regards, first, its capital, and secondly, its revenue and expenditure.

With respect to Mr. Heyworth's motion, that the dividend should be 4*l.* 10*s.* per share, a strange misconception appears to have prevailed at the meeting. Any such motion would have been illegal, and it would not have been competent in the Chairman to have put it to the meeting. The Act of Parliament, by which the affairs of the Company are bound to be regulated, declares that no dividend shall be made but from the ascertained profits of the Company; and if any proprietor is of opinion that a higher dividend could be obtained from the profits than the Directors proposed, his first motion must be for an inquiry into the statement of accounts, and if those are found to justify an increase of dividend, it well then, but not before, be competent for him to submit a motion that such increase be made. Any other proceeding than this, would, on application to the Lord Chancellor by any shareholder or party having lent money to the Company, at once be quashed, and the expenses of the application be made payable by the Company. It is true that in August last year, a dividend was made of more money than had been earned by the Company for the previous six months, 20,000*l.* having been taken from the surplus fund, or depreciation fund; but the shareholders were under the impression that such fund was tangible and existent, in fact, set aside to meet such a contingency, otherwise they never could have sanctioned such a proceeding. Now they are told that no such fund exists, and the sum set aside for the half-year just ended, can no more be deemed a portion of the nett earnings, than any other item of the expenditure.

I am, Sir, yours, &c.

H. H.

William Tierney Clark, Esq., Engineer, Hammersmith Bridge, and George Burge, Esq., Herne Bay, Kent, contractor, started from London on Tuesday for the suspension bridge, Peath, Austria, to inspect the coffre dams now erecting for the piers of the suspension bridge, the largest in Europe. The dams contain upwards of 200,000 cube feet of timber each, the water 40 feet deep, and the ice in the winter season 15 feet deep, the current running 9 miles per hour. It is believed to be the most hazardous undertaking ever attempted in any country. The trial dolphin driven last summer stood the test of the ice and other

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pressure to the surprise of the natives. There have been near 100 English workmen and 200 natives employed for the last 18 months. The first and second dam are nearly closed, and a large quantity of stone ready for the piers. This is the first instance of an English engineer and contractor performing at so great a distance (near 1,500 miles.) The works are for Baron C. Sina, and have for their object to connect the towns of Pesth and Buda.

GREAT WESTERN RAILWAY TO BRIDGEWATER.—Messrs. WHITMARSH, ALEXANDER, SPENCER & Co., beg to inform the public, that all goods committed to their care, will in future be forwarded daily from the Castle and Falcon Inn, Aldersgate, *via* Great Western Railway, to Bridgewater, and thence by their waggons to Taunton, Exeter, Wellington, Tiverton, Southmolton, Barnstable, Bideford, also to Langport, Somerton, Castle Cary, Bruton, Wincanton, Stalbridge, Sherborne, Yeovil, Crewkerne, Ilminster, Chard, Axminster, Lyme, Charmouth, Bridport, Beaminster, South Petherton, Martock, Stoke-under-Ham, and all intermediate and adjacent towns.

Messrs. W. and Co., particularly request that all goods intended for their waggons, may be directed "by Whitmarsh and Co. from the Castle and Falcon," Aldersgate Street, to ensure immediate and direct transit, they having no connection with any other house in London.

Proprietors, { ALEXANDER & CLARK, London. / WHITMARSH and SPENCER, Taunton.

Also W. and Co.'s Vans to and from the Castle and Falcon (*via* South Western Railway, from the Andover-road Station,) through Salisbury, Wincanton, Sherborne, Yeovil, (with branches to Bridport, Beaminster, Crewkerne, Chard) Ilminster, Taunton and Barnstaple.

Dated August 16th, 1841.

GREAT WESTERN RAILWAY.—Notice is hereby given, That the next Half-Yearly General Meeting of the Proprietors of this Company will be held pursuant to the Act of Parliament, in Bristol, at the Bristol Station, on Thursday, the 26th August next, at 12 o'Clock, for the general purposes of business. The Chair will be taken at 1 o'Clock precisely.

CHARLES RUSSELL, Chairman.
ROBERT BRIGHT, Deputy-Chairman.

Clause 123 provides that no person shall be entitled to vote as a proxy unless the instrument appointing him shall have been transmitted to one of the Secretaries of the Company at least five days before the meeting.

By order,

CHAS. A. SAUNDERS, THOMAS OSLER, } Secretaries.

Railway Offices, 2, Prince's-street, Bank, London.
Railway Station, Bristol.

YORK AND NORTH MIDLAND RAILWAY.—Call of Second Instalment of £5 per Share.—The Directors of the York and North Midland Railway Company having in pursuance of the provisions of the Act, resolved to make a call of £5 per Share, payable on or before Wednesday, the 1st day of September next. Proprietors of £25 Shares in this Company are hereby required to pay on or before that day to any of the undermentioned bankers, the sum of £5, on each of their respective shares, viz.:—

London—Messrs. Barnett's, Hoare, and Co.; Sir R. C. Glyn and Co.
York—City and County and Union Bank.

The Bankers have been instructed to charge interest after the rate of 5 per cent. per annum, on all sums paid after the 1st day of September next.

GEORGE HUDSON,
Chairman of the Board of Directors
GEORGE BAKER,
Clerk of the Company.

Railway Office, York, 4th August, 1841.

EDINBURGH AND GLASGOW RAILWAY.—Notice is hereby given, That the Seventh Half-Yearly General Meeting of the Shareholders in the Company will be held, pursuant to the Act of Incorporation, in the Company's office here, on Tuesday, the 24th instant, at One o'Clock.

Certain shares, in consequence of the non-payment of several Calls due thereon, having been declared forfeited, under Minute of the Board of Directors, of 1st Feb. and 8th and 22nd June, 1841, the Declarations of Forfeiture will be submitted to the meeting for confirmation, in terms of the Act.

The Transfer Books will be closed on and after the 17th instant, till after the meeting.

Proxies must be transmitted to, and received by, the Secretary, two days at least before the holding of the meeting (Section 134), otherwise they will not give a right to vote at the meeting. Blank forms of proxy may be had on application at this office.

In terms of section 137, the proprietor of any share, on which any call shall be due, will not be entitled to vote in respect of such share.

By order of the Directors,
JOHN LEADBETTER, Chairman.

Edinburgh and Glasgow Railway Office,
7, North Queen-street, Glasgow,
9th August, 1841.

BRITISH COLONIAL BANK AND LOAN COMPANY.—Office, 13, St. Swithin's-lane, City.
Capital, £1,000,000: 25,000 shares of £40 each.

DIRECTORS.

Sir HERBERT COMPTON, Chairman.

George Fife Angas, Esq.
Robert John Bunyon, Esq.
Col. Sir Wm. Gossett.
M. A. Goldsmid, Esq.
Sir Joseph de Courcy Laffan, Bart.
Sir Francis Shuckburgh, Bart.
William Sloane, Esq.
James Stewart, Esq.
John Shewell, Esq.
Thomas Teed, Esq.

Bankers.—Commercial Bank of London, 3 Moorgate-street, Bank.
Solicitors.—Messrs. Adlington, Gregory, Faulkner, and Follett.

This Company was formed for the purpose of affording to capitalists a safe opportunity of availing themselves of the high rates of interest produced by the investment of money on landed securities in the Australasian Colonies; and though other plans were embraced in the original prospectus, this formed the leading, and has become the principal and almost the sole, object of the Company.

A capital of 100,000*l.* having been subscribed in this country, the Directors commenced the business of the undertaking by sending a Manager to Sydney, where he arrived last Christmas, and the Reports which the Directors have received since his arrival have satisfied them that the undertaking was founded upon a right principle, and that the advantages which they originally ventured to hold out to the shareholders may be more than realised, for the Manager has been enabled to the time of his last dispatches to advance, on mortgage of real estates, the whole of the funds which were put at his disposal, together with a considerable sum raised from shareholders in the colonies. In the selection of such securities he has secured the assistance of the Crown Surveyor and the Crown Solicitor, whose certificates of value and title upon each transaction have been transmitted to the Board.

The rate of interest obtained on these securities varies from 10 to 15 per cent., the average rate being 11 per cent.

The information transmitted to the Directors having satisfied them that much larger investments may be made with equal advantage, they propose to increase the capital of the Company by a further issue of 2,500 shares of 40*l.* each, at a premium of 2*l.* per share.

Two calls of 5*l.* each have been paid upon the present shares of £40, and another call of £5 has been made payable on the 12th of October next.

Persons taking the new shares will therefore pay £12 per share on subscribing, £5 on the 12th of October next, and the remainder in calls of £5 per share, which, by the deed of settlement can be made only at intervals of three months.

It is to be observed that the premiums which, in justice to the present shareholders, the Directors feel bound to charge on the new shares, will not be applied to the benefit of any individual, but will be added to the funds of the Company, and thereby increase the value of the shares.

Application for shares may be addressed to the Secretary, at the office of the Company, 13, St. Swithin's-lane.

By order of the Board,
HERBERT COMPTON, Chairman.

13, St. Swithin's-lane, August 4, 1841.

N.B. The half-yearly dividend of 6 per cent. on the colonial shares paid up in full may be received at the office of the Company on Thursday, in every week, provided the particulars of such shares be left with the Secretary on the preceding Tuesday.

TO RAILWAY CONTRACTORS, BUILDERS, BLACKSMITHS, AGRICULTURISTS AND OTHERS.—To be Sold by Auction by Mr. C. Gillard on Friday and Saturday, the 27th and 28th days of August, 1841, on the Birmingham and Derby Railway at Kettlebrook near Tamworth, the following valuable railway materials—comprising 40 earth waggons with 24in. wheels, about 45 tons of temporary iron rails, principally flat bottomed 32lbs. to the yard, 50 wheelbarrows, stone drays, timber carriages, cranes, quarry utensils, oak, ash and other planking, blacksmiths tools, new and old iron, about 60 sets of horses gearing, 5 new gates and posts, and numerous other effects.

The waggons, rails, wheelbarrows, cranes, quarry utensils, &c., will be sold on the first day.

Sale to commence each morning at 11 o'Clock.

The above materials are lying on the banks of the Coventry canal.

Handbills descriptive may be had at the Castle Inn, Tamworth; Herald Office, Birmingham; Staffordshire Advertiser Office, Stafford; and at the office of the auctioneer, Bird Street, Lichfield.

TO RAILWAY COMPANIES AND IRON MANUFACTURERS.—LOSH, WILSON, and BELL beg to recommend to parties employing or manufacturing Rails their improved Machine for straightening them, in which by a simple and powerful application of the screw they are rendered perfectly even without being disfigured by hammer-marks.

For terms and description apply to the makers, Walker Iron Works, Newcastle.

26th July, 1841.

LONDON AND BRIGHTON RAILWAY.—Open from London to Hayward's-heath, from thence per coach to Brighton.

Daily Trains Down to Brighton.—Morning, half past 9, half past 11. Afternoon, half-past 1, and 5 o'clock.

Daily Trains Up to London.—Morning, 7 and 9. Afternoon, half-past 12 and half-past 4.

Sunday Trains, Down to Brighton.—Morning, 8. Afternoon, half-past 5.

Sunday Trains, up to London.—Morning, 7. Afternoon, quarter past 5.

Fares.—First Class, 15s.; Second Class, 11s.; Children under ten years, half-price.

The Trains stop at all the intermediate Stations, if required, to set down or take up passengers.

As only a limited number of passengers can be conveyed throughout, from London to Brighton, places must be secured by booking them the day previous at the principal booking-offices. On the day of departure places can be secured only at the London-bridge Station, in the event of the limited number not being full. A Daily Down Train, at 9 p.m. for Croydon only, and on Sundays a Down Train, for Croydon only, at 8, and half-past 9, p.m. Fares to Croydon—First Class, 2s.; Second Class, 1s. 6d.

By Order,
THOMAS WOOD, Sec.

August 18, 1841.

WEST LONDON RAILWAY COMPANY.—Notice is hereby given, that the next Half-Yearly General Meeting of the Proprietors of the West London Railway Company will be held pursuant to the provisions of the Act of Incorporation at the Office of the Company, No. 11, Abchurch Lane, in the city of London, on Wednesday, the 8th of September next, at One o'Clock precisely, for general purposes.

And Notice is also hereby given, that the said meeting will be made special to determine upon rescinding, altering, or varying the first and second resolutions passed at the Adjourned Special General Meeting of the said Company on the 5th of April last, for raising the further sum of £40,000, by the creation and issue of 20,000 new shares of £20 each, at the price of £2 per share; and also to determine upon raising the monies authorised by the amended Act to be raised or any part thereof by the creation and issuing of such, and so many new shares of £20 each bearing such a annual interest for such time, and with such priority over the present shares in the undertaking, as the Proprietors at such meeting shall think proper; and also to fix the price at which such shares shall be issued, the amount of calls upon such shares shall be issued, the amount of calls, and the time or times when the same shall be paid, and to give certain orders and authorities to the Directors of the Company in their respect, and for other purposes.

WILLIAM MORGAN, Chairman.

Office, 11, Abchurch lane, August 17, 1841.

SIR WILLIAM BURNETT'S PATENT for the Preservation of Timber, Canvas, Cordage, Cotton, Woollen, &c. from Dry Rot, Mildew, Moth, and premature Decay.—The value of this discovery has been amply proved in Her Majesty's Dock Yards and elsewhere. Official reports and specimens of wood, canvas, and other articles, may be seen at the office. The process is simple, inexpensive, and perfectly innoxious in its use; as applied to ship building it purifies bilge water, and retards oxydation of metals. By the process green wood may be rapidly seasoned.

The Patent Material may be purchased or licenses for tanks granted to noblemen, gentlemen, builders, upholsterers, pianoforte makers, sail makers, and others. When for the purposes of trade on very advantageous terms to the licensee. Timber of all dimensions, planking, canvas, cordage, ships' sails, awnings, rick cloths, tents, and all other articles of linen and woollen manufacture, are received for preparation at the Proprietors' waterside premises, Copenhagen Wharf, Britannia Bridge, Limehouse.

Particulars and terms may be obtained on application at the Office, or by letters, post paid, addressed to the Secretary, 4, Castle court, Birchin-lane, Cornhill.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill wall, Poplar; and also of the following Agents:—

Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn.....Newcastle-upon-Tyne
Joseph Bothway.....Plymouth.
John Thompson and Co.....Wigan.
J. T. Tregellas.....Truro.
Thomas Mooney and Son.....Dublin.
Coates and Young.....Belfast.
James Kibble and Co.....Glasgow.
James Gunn.....Leith.
John M. Beatts, 14, Clement's-lane, High-street, Dundee.

This rope has been in use for standing rigging in her Majesty's navy, and in a great number of merchants' ships for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is to all appearance as good as when first applied.

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AT A MEETING OF LANDOWNERS on the Proposed Line of Railway by the West Coast to Scotland, held at Liverpool, on Wednesday, the 21st July, and which Meeting was attended by Deputations from the Liverpool and Manchester, the Grand Junction, the North Union, and the Lancaster and Preston Railways;

JOHN MOSS, Esq., Chairman of the Grand Junction Railway, was unanimously called to the Chair.—

It was Resolved—

1. That it is desirable to continue a Line of Railway by Lancaster to Edinburgh and Glasgow, *via* Carlisle and Beatock, so as to have one continuous Railway between the Capitals of England and Scotland.

2. That the present Meeting will use their best exertion to promote the formation of the said Railway.

3. That these Resolutions, having been signed by COL. GRAHAM, of Mosskrow, on behalf of the Landowners, and by the Chairman of the respective Railways here represented, be forthwith submitted to the Landowners interested in the Line, for their approval and signatures, and that Committees in the different Districts be organised, with the view of forwarding the protect.

The Chairman having left the Chair, the thanks of the Meeting were voted to him.

CHAS. LAWRENCE, Chairman Liver. and Manches.
JOHN MOSS, Chairman Grand Junction.
THEODORE RATHBONE, Chairman North Union.
JOHN BURROWS, Chairman Lancaster and Preston.
W. GRAHAM.

At a MEETING OF GENTLEMEN in favour of the Projected Railroad from Lancaster to Edinburgh and Glasgow, *via* Carlisle and Beatock, held in the Town Hall, Carlisle.

JOHN DIXON, Esq., Mayor, was unanimously called to the Chair.

Resolved—

1. That this Meeting approve of, and Sign the Resolutions passed at Liverpool on the 21st of July last.

2. That a Committee be now formed for the purpose of bringing before the Public the merits of the said Projected Railroad, of collecting and furnishing information thereon, and of obtaining the Assent and Signature of Landowners and others interested in the undertaking, to the Resolutions passed at Liverpool, on the 21st of July last.

3. That the Committee shall consist of a Chairman, Three Vice-Chairmen, and the following Members with leave to add to their number, and any Three a Quorum:—

Atkinson, Joseph, Esq., Carlisle.
Barnes, Thomas, Esq., M.D., Carlisle.
Brown, John, Esq., Carlisle.
Dobinson, William, Esq., Carlisle.
Dixon, John, Esq., of Knells, Mayor of Carlisle.
Dixon, Peter, Esq., Warwick Bridge.
Dixon, Thomas, Esq., Calthwaite.
Featherstonhaugh, T., Esq. Kirklewath.
Ferguson, Richard, Esq., Harker Lodge.
Ferguson, Joseph, Esq., Lowther street, Carlisle.
Graham, Right Hon. Sir James, Bart., M.P. Netherby.
Graham, Fergus, Esq., Carlisle.
Goodenough, Rev. S., Prebendary of Carlisle.
Grant, Sir James, K.H. & K., St. A., the Hill.
Guibanks, Joseph, Esq., Whitefield House.
Howard, Hon., Charles, M.P., Naworth Castle.
Howard, Philip H., Esq., M.P., Corby Castle.
Howard, Henry, Esq., Greystoke.
Hasell, E. W., Esq., Chairman of Quarter Sessions.
Hodgson, T. H., Esq., Clerk of the Peace, Carlisle.
Hodgson, W. N., Esq., Carlisle.
Hewit, George H., Esq., Bargh.
Huntley, Rev. James, Thursby
Johnstone, Hope, Esq., M.P., Moffat House.
Jardine, Sir William, Bart.
Irwin, Thomas, Esq., Cader Abbey.
Larmer, George, Esq., Carlisle.
Musgrave, Sir George, Bart., Eden Hall
Marshall, William, Esq., M.P., Patterdale Hall.
Maclean, Major, Carlisle.
Mounsey, Robert, Esq., Castletown.
Mounsey, G. G., Esq., Carlisle.
Mounsey, Thomas, Esq., Carlisle.
Nanson, William, Esq., Carlisle.
Salkeld, Thomas, Esq., Holme Hill.
Stubholme, John, Esq., Morton Head.
Steel, George, Esq., Brunstock.
Scott, Thomas, Esq., Brent House.
Thomlinson, Joseph, Esq., Cardew.
Wilde, Major, Carlisle.
Wilson, Major, Evening Hill.
Wilson, Thomas, Esq., Nent Hall.

4. That Lord Lowther be requested to accept of the appointment of Chairman of the Committee.

5. That Colonel Graham be requested to act as Vice-Chairman, and that the other Two be hereafter elected by the Committee.

6. That this Committee be named "The Central Committee," and do now elect James Robert Grant, Esq., their Interim Secretary.

7. That the Committee shall hold its Meetings in the Town Hall, Carlisle, every Saturday, at 1 p.m., and at such other time and place as shall be fixed by the Committee.

8. That in order to obtain Signatures to the Liverpool Resolutions, the Committee do urge Gentlemen in the different Towns and Districts, interested in the project, to form Local Committees, the Chairman of which shall be virtually Members of this "The Central Committee.

9. That the Secretary be requested to make those Resolutions public, and upon his receiving intelligence of any Local Committee being formed, he shall transmit forthwith to their Chairman, copies of all papers containing information on the subject.

The Chairman having left the Chair, the thanks of the Meeting were unanimously voted to him.

JAMES R. GRANT,
INTERIM SECRETARY.

Railway Committee Room, Carlisle,
August 7th, 1841.

NEWCASTLE-UPON-TYNE & CARLISLE RAILWAY.—After Saturday, the 14th of August, the Trains will be arranged as follows:—

Leave Newcastle and Redheugh.		Arrive at Carlisle.
Mail Train,*	Half-past 5 Morning	Quarter past 9.
Train,*	9 o'clock	Half-past 12.
Train,*	Half-past 11 o'clock	3 o'clock.
Mail Train,	Half-past 2 Afternoon	Half-past 5.
Train,*	5 o'clock	Half-past 8.
Train,	7 o'clock for Haydon B. ..	

SUNDAYS.

Mail Train,	9 o'clock Morning	Quarter-past 12.
Mail Train,	5 o'clock Afternoon	Quarter-past 8.

Leave Carlisle.		Arrive at Newcastle and Redheugh.
Mail Train,*	Half past 5 Morning	Quarter-past 9.
Mail Train,	10 o'clock	1 o'clock.
Train,*	12 o'clock	Half-past 3.
Train,*	Half-past 2 Afternoon	Half-past 6.
Train,	5 o'clock	8 o'clock.

SUNDAYS.

Mail Train,*	9 o'clock Morning	Quarter-past 12.
Mail Train,*	5 o'clock Afternoon	Quarter-past 8.

N.B. The Trains distinguished by an * will stop at all the Stations, the others being Quick Trains will stop at the Stations only which are enumerated below.

The Fares by all the Trains will then be charged as follows:—

Newcastle or Redheugh to	Close Car. s.	d.	Open Car. s.	d.
Blaydon	1	0	0	6
Wylam	1	6	1	2
Stocksfield	2	6	1	10
Corbridge	3	3	2	3
Hexham	3	10	2	6
Haydon Bridge	5	3	4	0
Haltwhistle	6	10	5	4
Roschill	8	0	6	0
Milton	9	0	7	0
Wetheral	10	6	8	0
Carlisle	11	0	8	6

Carlisle to	Close Car. s.	d.	Open Car. s.	d.
Wetheral	1	0	0	6
Milton	2	0	1	6
Roschill	3	3	2	6
Haltwhistle	4	3	3	3
Haydon Bridge	5	10	4	6
Hexham	7	3	5	8
Corbridge	7	9	6	0
Stocksfield	8	9	6	9
Wylam	9	6	7	4
Blaydon	10	6	8	0
Newcastle or Redheugh	11	0	8	6

And to the Intermediate Stations in proportion.

☞ The doors will be closed Five Minutes before the time of Starting.

Seven Coaches run daily between Carlisle and Lancaster, passing through Penrith which is the direct route for the Lakes, for Preston, Liverpool, Manchester, Birmingham, and London. Steam Boats ply regularly between Carlisle and Liverpool; also between Carlisle and Belfast. Coaches depart for Maryport and Whitehaven, and for Annan, Dumfries, Ayr, Portpatrick, &c. Four Coaches run daily between Carlisle and Edinburgh, and also Four Coaches between Carlisle and Glasgow. Passengers leaving Newcastle by the half-past Eleven o'clock Train, will reach Carlisle in time for the Edinburgh, Glasgow, Dumfries, and Portpatrick Mails and Coaches, arriving at Edinburgh or Glasgow the same night. Passengers leaving Edinburgh or Glasgow by the Mail at night for Carlisle will arrive there in time for the Ten o'clock Train, and reach Newcastle at One o'clock in the day. Places may be secured at the Railway Station, Newcastle, by the Morning and Evening Mails and Post Coaches, for Lancaster, Edinburgh, Glasgow, and Places on these Lines of Road; also by the Mail and Post Coach for Annan, Dumfries, Portpatrick, &c.

By Order,
JOHN ADAMSON,
Clerk to the Company.

Newcastle-upon Tyne, 4th August, 1841.

SOUTH-EASTERN RAILWAY COMPANY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven, or Ten Years, at the option of the Lender, and to grant mortgages of the rates and tolls of their undertaking, as security for the same, bearing Interest at the rate of 5 per cent. per annum, payable, half yearly, at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and the term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary, at the Company's Office, 10, Cornhill-street, London.

By order of the Board of Directors,
J. S. YEATS, Secretary.

NORTH KENT RAILWAY, FROM GRAVESEND TO ROCHESTER.—CAPITAL, £300,000 in 15,000 Shares of £20 each; deposit, £2 10s. per Share.

Prospectuses may be obtained and applications for Shares made at the Company's Office, 42, Lombard-street.

GEORGE WALTER, Chief Superintendent.

THE CANTERBURY AND WHITSTABLE RAILWAY AND WHITSTABLE HARBOUR.

TO BE LET, for a Term of Seven Years, by Tender.—This undertaking has been finished upwards of Ten Years, and it is now in full work, and in a state of thorough repair and efficiency.

Whitstable is the port of the city of Canterbury; and the importance and value of the undertaking may be, in some measure, estimated by the fact that previously to the opening of the Harbour the shipping interest at Whitstable had been long in a dull state, but that from so late a date as the year 1835, the tonnage of vessels belonging to Whitstable has increased very nearly double. The quantities both of merchandize and passengers conveyed upon the railway connecting the harbour with Canterbury, is also notoriously upon the increase. But, in addition to the Harbour and Railway dues, there is a wide field for further profits, by means of the command and facilities which the possession of the Harbour and Railway affords for carrying on other trades and operations. It gives, for instance, the command of the coal trade of Canterbury and its vicinity; and it offers an opportunity of establishing an extensive timber trade. The want of a sawing machine has been long very much felt by builders and others in Canterbury and the neighbourhood, and machinery for that or other purposes might be connected with the stationary engines upon the railway line at a moderate expense, and the surplus steam power thus turned to a profitable account. Any erections for such purposes the lessee would be authorized to remove at the end of the term, subject to the option of the Company to take them at a valuation. There is also an early prospect of an immense increase in the importation of coals to Whitstable for conveyance upon the railway, in consequence of the junction of the South Eastern Railway with this, by means of a branch line from Ashford, which (according to the statement made on the part of that Company at a public meeting, lately held in Canterbury) will be completed before the expiration of the year 1843, and will open the shortest and most expeditious line of communication with the coal districts in the North, for the supply of the wide extent of South Kent.

Upon the whole, in addition to a steady and improving business in the ordinary routine of railway traffic, there is full scope for a person of spirit and enterprise, of active habits and with sufficient capital, to open an extraordinary source of profit, by the establishment of a commanding and extensive mercantile concern.

The terms of letting may be had upon application to Mr. CURTIS, the Secretary to the Company, No. 10, Burgate-street, Canterbury, on or after the 24th of August instant, to whom tenders must be sent on or before the 17th of September next, sealed up and endorsed "Tender for the Canterbury and Whitstable Railway and Whitstable Harbour."

HARTLEPOOL DOCKS AND RAILWAY.—To be sold by auction, on Thursday, the 26th day of August inst., precisely at four o'clock in the afternoon, at the house of Mr. Sotheran, King's Head Inn, Hartlepool, Messrs. SOTHERAN, Auctioneers, ten Shares of £100 each; and ten shares of £25 each, in the Hartlepool Docks and Railway Company.

The above undertaking is allowed to be one of the best in the Kingdom, and a dividend of £8 per cent. has just been declared.

The Shares will be offered in one or more lots as may be determined upon at the time of Sale

Further information may be obtained, on application to Mr. George Wilkinson, Solicitor, Durham.

Durham, August 14th, 1841.

To Railway Contractors, Builders, and others.—Railway Plant.

By J. B. LOCKE, on Wednesday, Thursday, and Friday, the 1st, 2nd, and 3rd September next, by direction of Messrs. Samuel Patteson and Co. in consequence of the completion of their railway contracts.

THE Whole of their RAILWAY PLANT, consisting of about 200 tons flange-bottom rails, from 25lb. to 35lb. per yard; a large quantity of sleepers; 80 earth waggons, 2½ yards each, 4ft. 8in. gauge, 2ft 6in. wheels, 3in. axles, eight carts, an excellent four wheel stone lurry, 20 sets horse geers, three capital piling engines, complete, a large quantity of centerings, timber, smith's tools, &c., &c.. The above are on view at the works, on the Manchester and Birmingham Railway, at Edgeley, near Stockport.—Also an excellent crane, suitable for the erection of bridges, viaducts, &c. with transverse motion, single, double, and treble geering, blocks, and chain complete, capable of lifting 10 to 15 tons, now standing near the station in Fairfield-street, Manchester. The above properties will be found well worth the attention of railway contractors, or persons undertaking any works of magnitude.

For particulars, application to be made to Messrs. Samuel Patteson and Co., Manchester; Mr. John Worsley, on the premises, at Edgeley; or to Mr. J. B. Locke, the auctioneer, 84, King-street, Manchester, by whom, as also by the printers of this paper, catalogues will be furnished one week previous to the sale.

Manchester, 14th August, 1841.

ON SALE.—TWO NEWLY-FINISHED SIX WHEELED LOCOMOTIVE ENGINES, with 12 inch cylinders, copper fire boxes, 5 feet driving wheels, and of the usual gauge.

The engines embody all the latest improvements in their valve gearing and motions.

Canal-street Works, Manchester.

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BRISTOL AND EXETER RAILWAY.—NOTICE is hereby given, that the next Half-Yearly General Meeting of the Proprietors of this Company will be held, in pursuance of the Act of Parliament, at the White Lion Hotel, in the city of Bristol, on Thursday, the 2nd of September, at Eleven o'clock.

The chair will be taken at Twelve o'clock precisely.

FREDERICK RICKETTS, Chairman.

Shares in arrear do not entitle the holders to vote.

The Transfer Books will be closed on Monday, the 23rd of August, and not be re-opened until after the said General Meeting on the 2nd of September.

By order of the Board of Directors.

J. B. BADHAM, Secretary.

Office, 30, Broad street, Bristol, August 13, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

HULL AND SELBY RAILWAY.—At a General Meeting of the Proprietors of the Hull and Selby Railway, held pursuant to notice, in the Court of Requests Room, Mansion House, Hull, on Saturday, August 14th, 1841,

HENRY BROADLEY, Esq., M.P., in the Chair,

The following resolutions were unanimously passed,

Moved by Mr. Herbert Seaton; seconded by Mr. William Bean,—

That the Report now read be received and adopted.

Moved by Mr. Edward Sidebottom; seconded by Mr. John Foster,—

That in conformity with the recommendation of the Directors, contained in their Report a dividend of Ten Shillings upon each share in the capital stock of the Company be now declared, and that the same be payable (subject to the directions of the Act of Incorporation) on or at any time after the 15th day of September next, and that the Transfer Books be closed on the 1st September for fourteen days.

HENRY BROADLEY, Chairman.

Moved by Mr. Henwood; seconded by Mr. W. H. Dikes—

That the thanks of the meeting be presented to Henry Broadley, Esq., M.P., for presiding on the present occasion, and for his conduct in the chair.

TO RAILWAY CONTRACTORS, BUILDERS, SMITHS, and Others.—SALE of Railway Materials, &c. at Long Bridge, near Northfield, six miles from Birmingham, near the Worcester Turnpike Road.—JOHN SODEN has received instructions from Mr. W. Ridler, Railway Contractor, to submit to Public Competition, the whole of his valuable Stock of Railway Materials and other Effects, on Tuesday and Wednesday, the 14th and 15th of September next, consisting of about 150 tons of flat-bottom wrought iron rails, weighing from 40 lbs. to 48 lbs. per yard; 50 very excellent and extra strong railway waggons, capable of carrying 2½ yards of earth, 4 feet 8½ inch gauge, equal to new, and fit for immediate use; about 150 railway wheelbarrows, in capital repair; several hundred feet of planking, from 12 to 20 feet long; quantity of deal baulk and other timber, in lots; 2 capital timber carriages; 5 excellent 6 inch carts; 1 covered spring ditto; from 30 to 40 sets of good trace horse tackle and thiller ditto; 20 or 30 sets of wheels and axles, in good working condition, and a quantity of wrought iron axles; 2 sets of smiths' tools, comprising bellows, anvils, vices, screw tackle, &c. &c.; complete sets of blowing tackle, levers, bars, hammers, drills, &c.; timber tow chains; 2 capital two-knife chaff machines and chaff box; lot of cast iron pedestals; several tons of cast and wrought iron, 2 superior useful cart mares, 6 years old; 1 ditto, 4 years old; very excellent well-built modern gig, and very handsome double-bodied phaeton, nearly new, and other effects.

The proprietor would be willing to treat with parties for the sale of the Iron Rails and Waggons by Private Contract, any day not later than the 1st of September, of which if effected due notice will be given. A liberal credit will be allowed if required, to purchasers of above £20, upon good and approved security.

Catalogues of particulars will appear in due course, and may be had on application at the Angel Inn, Coleshill street, Birmingham; of the Auctioneer, Coventry; or of the proprietor, upon the premises.

Sale to commence each morning at Eleven o'Clock.

TO PARENTS AND GUARDIANS.—Wanted as an Apprentice, a respectable Youth, age from 14 or 15 upwards, in an Engine Manufactory Establishment, who would make himself generally useful in the practical part. Drawing and moderate premium required.

Apply A. B., at Mr. Rastale's Newspaper Office, Ebury-street, Pimlico.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holywell,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on-Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the
Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.	
Not exceeding 15lbs. weight..	4	2	
Ditto 16lbs. do. ..	4	7	including delivery.
Ditto 18lbs. do. ..	4	9	
Ditto 28lbs. do. ..	7	1	
Ditto 40lbs. do. ..	9	10	
Ditto 56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

NORTH MIDLAND RAILWAY.—Most expeditious and pleasant Travelling between ENGLAND and SCOTLAND.—LONDON TO EDINBURGH IN 27 HOURS, out One Night only in Railway Carriage.—The Public are respectfully informed, that on and after Monday, 2nd August, 1841, The *Chery Chase* coach will leave Darlington at half-past Nine in the Morning, on the arrival of the London Mail Train, and arrive in Edinburgh by Twelve o'Clock the same Evening.

The London Mail Train leaves London for York and Darlington at Nine o'clock in the Evening. Time is allowed at York for Breakfast.

No change of Coach between Darlington and Edinburgh.

Passengers wishing to Sleep on the Road, may leave London by the 9 15 a.m. Down Train, and go on to Darlington, which they will reach at 11 p.m.

FARES.

London to Darlington—first class per railway	£3	10	6
Darlington to Edinburgh—inside coach	2	10	6
Total	£6	1	0
London to Darlington—first class per railway	3	10	6
Darlington to Edinburgh—outside coach....	1	11	0
Total	£5	1	6
London to Darlington—2nd class per railway	2	9	0
Darlington to Edinburgh—outside coach....	1	11	0
Total	£4	0	0

The *Chery Chase* leaves Edinburgh at Half-past Five in the Evening, arriving in Darlington next morning, where an hour is allowed for breakfast, after which passengers may go on by railway to London, arriving there at Eleven o'Clock, p.m.

By order,

H. PATTESON, Secretary.

MIDLAND COUNTIES RAILWAY.—At the Fifth General Annual Meeting of the Proprietors of the Midland Counties Railway, held in pursuance of the provisions of the Act of Incorporation, at the Station, in the town of Derby, on the 14th day of August, 1841,

THOMAS EDWARD DICEY, Esq., Chairman of the Board of Directors, in the Chair,

The following resolutions were agreed to:—

Resolved,—That the Common Seal of the Company be affixed to the Register of Proprietors.

(The Seal was affixed accordingly, in the presence of the Meeting.)

Resolved,—That the Report of the Board of Directors now read, with the statements of Account annexed, be received and adopted.

The Report communicated the declaration by the Directors of a dividend of £2 10s. on each £100 Share, and of 12s. 6d. on each £25 Share, payable on the 30th instant.

Resolved,—That the proceedings of the Directors during the past year, upon the several matters alluded to in the Report, are highly satisfactory to, and approved by this Meeting.

Resolved,—That this Meeting approves of the course which the Directors propose to pursue, in applying for an Act of Parliament for a further increase of Capital to meet the extra demands on the Company.

Resolved,—That Mr. Dicey, Mr. Oakes, Sir William Heygate, Bart., Mr. Dawson, Mr. Hannay, and Mr. Heyrick, be re-elected Directors of this Company.

Ordered,—That the Deed which has been prepared between this Company and the North Midland Railway Company, for determining and making void the Covenants contained in the agreement between the two Companies, dated the 20th day of March, 1838, be executed by this Company.

(Signed) T. E. DICEY, Chairman.

Mr. Dicey having left the Chair, it was Resolved,

That the best thanks of this Meeting be given to Mr. Dicey, for his very able and efficient services as Chairman.

TUESDAY'S SALE OF VALUABLE YOUNG, SEASONED CART HORSES.

To Brewers, Distillers, Factors, Corn and Coal Merchants, Contractors, and Wharfingers, also the Nobility and Gentry.

TO BE SOLD BY AUCTION, by MR. DIXON at his Repository, Barbican, on Tuesday, August 31st 1841, commencing at Twelve o'Clock, precisely.—About Twenty-three fine-shaped, active, powerful, seasoned Cart Horses, the genuine property of Mr. G. Holding, that have been employed on the Red Hill contract on the Brighton Railway, and sold in consequence of the contract being nearly completed.

They are about 15 hands 3 inches high, remarkable for their power and activity,—mostly young, and really as fine a lot of Cart Horses as ever were submitted to public sale.

Colours.—Bays, Greys, Roans, and Chesnuts, comprising some very handsome Match Teams.

On view, and catalogues had two days before the sale.

A great variety of New and Second-hand Carriages of every description always on private sale at this establishment, remarkably cheap.

WEST OF ENGLAND DRAUGHT HORSES.

TO BE SOLD BY AUCTION, by MR. DIXON, at his Repository, Barbican, on Friday, September 3, 1841, at Twelve o'clock, precisely, Thirty five fine shaped, active, powerful, seasoned Cart Horses, and Thirty-five Sets of Harness, the property of an extensive Carrying Establishment, sold in consequence of the extension of the Great Western and branch Railways.

Colours, Blacks, Browns, Greys, Roans, and Chesnuts.

The above valuable well-selected Stock of fine seasoned Cart Horses are worthy the immediate attention of Brewers, Distillers, Corn and Coal Merchants, Wharfingers, Innkeepers, Contractors, &c. being in excellent condition, mostly young and sound, just from constant work, and positively without exchange or addition.

On view and catalogues had two days before the Sale.

A great variety of new and secondhand Carriages, of every description, always on Private Sale at this Establishment, remarkably cheap.

THE BRIGHTON RAILWAY.—The Official Map and Section of this line is now published price 3s. on a large sheet coloured; folded in a cover 4s.; on linen for the pocket 6s.; and on rollers 5s. 6d. The extent of country, with all the railways shown in depth on this map, is from 30 miles north of the Thames to the English Channel, and it embraces in width a district of 54 miles.

Published by J. R. Jobbins, 3, Warwick Court, Holborn; R. Tyas, 8, Paternoster-row. Sold by J. Weale, and J. Cross, Holborn; Litts, Royal Exchange, and at the Office of the Railway Times

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 191. Vol. IV.—No. 35.] SATURDAY, AUGUST 28, 1841. [Price 6d.

BIRMINGHAM AND DERBY JUNCTION RAILWAY—TENDERS FOR LOANS ON MORTGAGE.—The Directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money, in sums of not less than £ each, and for a term of not less than Three Years, and to grant Mortgages of the Tolls and Works of their Undertaking as security for the same, bearing Interest at the rate of 5 per cent. per annum.

The above Loans are in substitution of others heretofore advanced to the Company for a term of years, the Debentures granted for which are now expiring.

Interest Warrants, for the whole term for which the Loan is made, payable half yearly, on the 1st January and 1st July, at the Company's Bankers in London and Birmingham, will be delivered to the Lender with the Mortgages.

The Tenders are to express the sums, and the term of years for which they are proposed to be lent, and are to be addressed to the Secretary, at the Company's Office in Waterloo street, Birmingham, to H. Patteson, Esq., at the Office of the North Midland Railway Company, No. 6, Warnford court, Throgmorton-street, London, or to Messrs. Laurence, Cazenove and Pearce, Auction Mart, London.

By order,
THOMAS KELL, Secretary.

Dated this 21st day of July, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY—NEW SHARES—THIRD CALL—£5 PER SHARE.—The Directors of the Birmingham and Derby Junction Railway Company having resolved that an Instalment of £5 on each of the New Third Shares in this undertaking, created under the provisions of the Act relating thereto, passed in the session of Parliament 5 Vict. cap. 51, payable on or before the 3rd day of September next, should be called for. Proprietors of such New Shares in this Company are hereby required to pay, on or before that day, to any of the undermentioned Bankers, the sum of Five Pounds on each of their respective New Shares.

BANKERS.

London—Messrs. Glyn, Hallifax, Mills, & Co., Lombard-street.
Birmingham—The Birmingham Banking Company.
Manchester—The Manchester and Salford Bank.
Derby—Messrs. W. & S. Evans.
Burton-upon-Trent—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield—Messrs. Parker, Shore, and Co.

The Bankers have been severally instructed to charge interest at the rate of £5 per cent. per annum, according to the provisions of the Act above referred to, from the 3rd day of September next, on all sums which shall be tendered after that day.

(Signed) HENRY SMITH,
Chairman of the Board of Directors.
(Signed) THOMAS KELL, Secretary.

Waterloo-street, Birmingham,
August 11, 1841.

SOUTH-EASTERN RAILWAY COMPANY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven or Ten Years at the option of the Lender, and to grant mortgages of the rates and tolls of their undertaking, as security for the same, bearing Interest at the rate of 5 per cent. per annum, payable, half yearly, at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and the term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary, at the Company's Office, 10, Cowman street, London.

By order of the Board of Directors,
J. S. YEATS, Secretary.

NORTH KENT RAILWAY, FROM GRAVESEND TO ROCHESTER.—CAPITAL, £ in 15,000 Shares of £ each, deposit, £2 10s. per Share.

Prospectuses may be obtained and applications for Shares made at the Company's Office, 42, Lombard street.

GEORGE WALKER, Chief Superintendent.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. AILSOP, 28, Cornhill, and 2, Bedford Row, Russell street. T. Ailsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Ailsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

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Published at the *Railway Times* Office, 122, Fleet street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster row, Hyde & Co. and G. Bell, Fleet-street, Mann, Cornhill, and by all booksellers and Newsmen.

ROBINSON'S RAILWAY DIRECTORY FOR 1841, containing the Names of the Directors and principal Officers of most of the Railways in Great Britain, derived from authentic sources, price 1s. *Railway Times* Office, Fleet-street.

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RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Railway Times Office, and Hyde and Co., Fleet street.

Just published.

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

YORK AND NORTH MIDLAND RAILWAY—Call of Second Instalment of £5 per Share.—The Directors of the York and North Midland Railway Company having in pursuance of the provisions of the Act, resolved to make a call of £5 per Share, payable on or before Wednesday, the 1st day of September next. Proprietors of £25 Shares in this Company are hereby required to pay on or before that day to any of the undermentioned bankers, the sum of £5, on each of their respective shares, viz —

London—Messrs. Barnett's, Hoare, and Co.; Sir R. C. Glyn and Co.

York—City and County and Union Bank.

The Bankers have been instructed to charge interest after the rate of 5 per cent. per annum, on all sums paid after the 1st day of September next.

GEORGE HUDSON,
Chairman of the Board of Directors
GEORGE BAKER,
Clerk of the Company.

Railway Office, York, 4th August, 1841.

THE CANTERBURY AND WHITSTABLE RAILWAY AND WHITSTABLE HARBOUR.

TO BE LET, for a Term of Seven Years, by Tender.—This undertaking has been finished upwards of Ten Years, and it is now in full work, and in a state of thorough repair and efficiency.

Whitstable is the port of the city of Canterbury; and the importance and value of the undertaking may be, in some measure, estimated by the fact that previously to the opening of the Harbour the shipping interest at Whitstable had been long in a dull state, but that from so late a date as the year 1836, the tonnage of vessels belonging to Whitstable has increased very nearly double. The quantities both of merchandize and passengers conveyed upon the railway connecting the harbour with Canterbury, is also notoriously upon the increase. But, in addition to the Harbour and Railway dues, there is a wide field for further profits, by means of the command and facilities which the possession of the Harbour and Railway affords for carrying on other trades and operations. It gives, for instance, the command of the coal trade of Canterbury and its vicinity; and it offers an opportunity of establishing an extensive timber trade. The want of a sawing machine has been long very much felt by builders and others in Canterbury and the neighbourhood, and machinery for that or other purposes might be connected with the stationary engines upon the railway line at a moderate expense, and the surplus steam power thus turned to a profitable account. Any erections for such purposes the lessee would be authorized to remove at the end of the term, subject to the option of the Company to take them at a valuation. There is also an early prospect of an immense increase in the importation of coals to Whitstable for conveyance upon the railway, in consequence of the junction of the South Eastern Railway with this, by means of a branch line from Ashford, which according to the statement made on the part of that Company at a public meeting, lately held in Canterbury, will be completed before the expiration of the year 1843, and will open the shortest and most expeditious line of communication with the coal districts in the North, for the supply of the wide extent of South Kent.

Upon the whole, in addition to a steady and improving business in the ordinary routine of railway traffic, there is full scope for a person of spirit and enterprise, of active habits and with sufficient capital, to open an extraordinary source of profit, by the establishment of a commanding and extensive mercantile concern.

The terms of letting may be had upon application to Mr. Curtis, the Secretary to the Company, No. 10, Burgate-street, Canterbury, on or after the 24th of August instant, to whom tenders must be sent on or before the 17th of September next, sealed up and endorsed "Tender for the Canterbury and Whitstable Railway and Whitstable Harbour."

ON SALE.—TWO NEWLY-FINISHED SIX WHEELED LOCOMOTIVE ENGINES, with 12 inch cylinders, copper fire boxes, 5 feet driving wheels, and of the usual gauge.

The engines embody all the latest improvements in their valve gearing and motions.

Canal-street Works, Manchester.

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BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly General Meeting of the proprietors of this Company was held at the Waterloo Rooms, Waterloo-street, Birmingham, on Friday the 20th instant, to receive the Report of the Directors, and for the transaction of other business.

There was a very numerous attendance of proprietors.

Captain C. R. MOORSOM, R.N., Chairman of the Board of Directors, having taken the chair,

Mr. KING (the Secretary) read the notice convening the meeting, as also the Reports and minutes of the last half-yearly meeting of proprietors, held on the 23rd of February.

The minutes having been confirmed, and the common seal of the Company affixed to the register of proprietors,

The CHAIRMAN read the Report of the Directors, as follows:—

REPORT OF THE DIRECTORS.

By the statement of accounts which accompanies this Report, the proprietors will perceive that there is a profit on the half-year's traffic to the 30th of June, of 5,085*l.* 16s. 2d. independent of the amount due by the Postmaster-General for the conveyance of the mails, which cannot at present be stated with certainty, in consequence of the award not having been made until the twenty-ninth day after reference, instead of within twenty-eight days, as required by the Act for the conveyance of the mails on railways; and, in accordance with the provisions of which Act, it has become necessary to appoint a new umpire. But taking the amount which had been awarded, (and which it is fair to presume will not be reduced), 4,268*l.* 8s. 9d. will be added to the receipts; and as the charges upon that part of the traffic are already included, the profits will also be increased by the above amount, making a total sum of 9,354*l.* 4s. 11d.

Upon a revision of the revenue accounts which were laid before the meeting on the 23rd of February last, it appears that a sum of 1,897*l.* 4s. 8d., which was expended in the purchase of copper fire boxes (to replace those of iron, which had altogether failed,) and also of new brass tubes, was placed to the account of revenue. There is also a further sum of 449*l.* 10s., which has arisen under precisely the same circumstances, standing to the charge of locomotive power in this half-year's account (in the sum of 1,450*l.* 11s. 7d.). Both these charges the Committee consider ought more properly to have been placed to the charge of the capital stock of the Company. Should the proprietors agree with them in this opinion, the accounts for the half-year ended the 31st of December will show (instead of 611*l.* 13s. 11d. against the traffic) a balance in its favour of 1,285*l.* 10s. 9d.; and which, added to the profits of the half year ended the 30th of June, (together with the 449*l.* 10s. just mentioned, and presuming the amount for the conveyance of mails to be correct, will give a total amount of profit of 11,089*l.* 5s. 8d.—subject, however, to a deduction for the depreciation in the value of the stock consequent on its working.

It is the practice with some Railway Companies to set apart each half year a portion of their income, for the purpose of renewing the stock, as it may from time to time become necessary. This plan the Committee recommend to be followed, as correct in principle, and rendering the charges from this cause in each half year more equal. The Committee, however, have not considered it necessary, upon this occasion, to have an estimate made of the depreciation that has accrued to the 30th of June last; but they purpose, at the end of the current half year, that a complete valuation shall be taken of the carrying stock.

Having given the subject their most careful consideration, the Committee are not prepared to recommend a division of the profits at this time.

The Committee are proceeding with such arrangements as they believe will add considerably to the traffic in goods; and are prepared to act as carriers, should such a course be found desirable.

The connection of the tramway with the station at Gloucester will be completed by the 23rd instant.

The junction with the London and Birmingham Railway is formed, and the Birmingham and Gloucester trains commenced running to and from the Company's station on Tuesday last, the 17th inst., an arrangement for that purpose having been entered into for one year, by which the London and Birmingham Directors have agreed to provide such accommodation as is required by this Company, upon fair and reasonable terms.

The Committee, after a full consideration of the subject, have added two trains throughout, and discontinued the four between Cheltenham and Gloucester.

The condition of the way and works has received the earnest attention of the Committee, the cost of the maintenance of way has been considerably reduced, and the Committee trust that they shall be able, at no very distant period, to enter into satisfactory arrangements for the performance of this work, at a fixed rate per mile.

The locomotive department is also undergoing a thorough revision. The expenses, compared with the work performed, have been diminished. At the same time the Committee cannot hold out the expectation of any considerable further reduction under this head during the current half-year.

The Committee have found it necessary to separate the offices of Superintendent and Secretary, and have appointed to the latter office Mr. George King. That of Superintendent is not yet filled up.

The system of auditing the accounts, which was the subject of discussion at the general meeting in February, and also at the special general meeting in May, has been undertaken by two of the Directors not on the Committee, who will make their own report to the proprietors.

The principal laid down for the audit requires that the following facts should be ascertained:—

"First—That the sums expended have been applied to the purposes for which they were intended.

Second—That where more money has been spent than the estimates contemplated, an explanation shall be called for.

Third—That the amount accounted for, together with the balance, corresponds with the receipts.

Fourth—That the system of the office secures the observance of the following checks, viz.:—

1.—That the items under each head of expenditure were duly authorised by the Directors or other competent authority.

2.—That the payments made were due, and duly authorised,

3.—That the payments were made to the parties entitled, and were duly receipted.

The Committee suggest that the proprietors should name the auditors at each general meeting; and they are of opinion, that it will be found most convenient in practice that this duty be undertaken by members of the Board not on the executive Committee.

The following Directors go out by rotation at the present meeting, and are re-eligible:—Mr. Samuel Bowly, Mr. William Fox, Mr. D. Ledsam, and Captain C. R. Moorsom, R. N.

C. R. MOORSOM, Chairman.
A. W. DANIEL
JOSEPH GIBBINS
CHARLES STURGE
H. B. TYMBS.

August 19, 1841.

BALANCE SHEET, June 30th, 1841.

CAPITAL ACCOUNT.

DEBTOR.	£	s.	d.
To 9,500 shares 100*l.* each	950,000	0	0
Less by shares forfeited and calls in arrear	17,532	16	4
	932,467	3	8
To Instalments on scrip	26,445	0	0
Three and a half years' interest on tram-road shares, at six per cent.	5,725	0	0
Rent of houses and land belonging to Co.	586	16	8
Mortgage debentures	315,130	0	0
Loan account	17,124	0	0
Birming. Banking Company account current	8,284	0	7
Balance in account with revenue	14,954	15	3
Total	£1,320,716	16	2

DEBTOR.	31st Dec., 1840. £ s. d.	30 June, 1841. £ s. d.	Total. £ s. d.
By Engineering	38,987 0 4	4,030 6 5	43,017 6 9
Parliamentary expenses	22,248 10 5	369 8 11	22,618 19 4
Land	138,512 7 10	4,696 1 6	143,208 9 4
Surveying and conveyancing	14,040 8 6	2,129 11 5	16,169 19 11
Compensation	13,969 10 3	814 16 2	14,784 6 5
Law charges	3,290 18 11	203 15 9	3,994 14 8
Works	783,456 6 3	79,521 13 0	862,977 19 3
Stock	51,680 18 11	13,371 5 10	65,052 4 9
Tram-road shares	35,000 0 0		35,000 0 0
Cheltenham and Great Western Railway Company, on account of works, &c., on line between Cheltenham and Gloucester	80,025 0 0	16 7 6	80,041 7 6
Deputation expenses	3,647 12 5	155 3 5	3,802 15 10
Direction	3,340 15 9	300 0 0	3,640 15 9
Advertising	1,393 16 0	150 7 9	1,543 3 9
Furniture and fixtures	665 11 3	12 0 0	677 11 3
Office charges and salaries	8,338 9 11	936 17 10	9,275 7 9
Stamps, &c., for debentures	1,984 15 3	36 6 6	2,021 1 9
Police establishment	1,151 1 10		1,151 1 10
Rates and taxes	91 15 3	174 5 7	266 0 10
Incidental expenses	325 12 2	21 13 0	347 5 2
Redemption of land tax	970 11 8	1,973 18 10	2,944 10 6
Freight and charges	26 9 5	68 5 6	94 14 11
	£1,203,147 12 4	£108,982 4 11	
Petty cash			25 4 10
Advances for engineering and other purposes			1,542 10 11
Interest due 31st December			7,019 3 2
Total			£1,320,716 16 2

REVENUE ACCOUNT.

DEBTOR.	£	s.	d.
To Passengers	28,051	7	10
Parcels	1,272	18	1
Horses and carriages	912	14	0
Goods	3,610	14	4
Rent	98	6	6
Mails (4,268*l.* 8s. 9d.)			
	£33,946	0	9

CREDITOR.	£ s. d.	£ s. d.
By maintenance of way, salaries of resident engineers, inspectors, &c. &c., and incidental expenses, being chargeable to revenue		524 19 7
Locomotive Power, viz.,—		
Salaries	357 12 9	
Wages of engine drivers, stokers, cleaners, oil, tallow, and other stores	4,328 11 4	
Coke	4,001 1 1	
Repairs of engines and tenders	1,450 11 7	
		10,137 16 6
By Coaching and Carrying, viz.,—		
Salaries of clerks, booking clerks, &c.	1,069 9 6	
Stationery	265 11 2	
Advertising	40 15 6	
Wages of inspectors, guards, porters, and police at stations	2,494 17 2	
Clothing for ditto	371 11 0	
Gas, coal, oil, grease, and other stores	545 14 0	
Rent of office at Worcester	15 0 0	
Road police and gatekeeper's wages and clothing; signal lamps, flags, stores, &c.	1,080 18 8	
By Repairs of Carriages, Waggons, &c., viz.—		
Salaries	80 0 0	
Wages to coachmakers, fitters, smiths, labourers, &c., for repairs and inspection	310 9 11	
Materials and stores expended in repairs	272 8 2	
Stationery	1 11 2	
	664 9 3	
		6,548 6 3
Omnibus expenses		1,503 1 3
Mileage duty		1,740 13 9
Compensation		415 6 4
Interest on mortgage debentures, due 30th June		7,988 5 11
Parish rates		1 15 0
Balance		5,085 16 2
Balance		£33,946 0 9

REVENUE IN ACCOUNT WITH CAPITAL.

DEBTOR.	£	s.	d.
To Amount received, as per account	£33,946	0	9
Less due from sundries	1,337	9	9
Total	£32,608	11	9

CREDITOR.	£ s. d.	£ s. d.
By Balance	611 13 11	
Amount of disbursements	28,860 4 7	
Stores on hand	3,352 5 3	
	32,824 3 9	
Less liabilities unpaid	15,170 7 3	
		17,653 6 6
Balance		14,954 15 3
Total		£32,608 11 9

The Chairman, in continuation, observed, that the report which he had just read to the meeting, though it appeared before them as the report of the Committee, and as such was signed by their names, was also approved of by the Board of Directors, specially convened for that purpose.

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DANIEL LEDSAM, Esq., one of the Auditors appointed at the last general meeting, read the following Report, as the result of their examinations:—

REPORT OF AUDITORS.

In conformity with the request of the Committee, as stated in their special Report of 20th of April last, we undertook the examination and audit of accounts, on the principle stated in the Report of the Committee now before the meeting; and have verified the statement of general capital account, and amount of current receipts and disbursements.

We have received from the Superintendent and from the Engineer-in-Chief their respective statements, in elucidation of the excess of expenditure over the estimates of 1839, to which our attention has been directed; and after a careful examination of the same with the books of the office, we beg to present the statements herewith, marked A and B, shewing the various items of excess have arisen, the principal of which have been in the works department, and expenses incurred that could not have been foreseen.

It is satisfactory to us to have it in our power to report that the books of the Company enable us to trace every transaction connected with the above expenditure.

DANIEL LEDSAM, JOHN FRANCIS, } Auditors.

Birmingham, August 18, 1841.

[A.]

General Summary, and Comparative Statement of Estimate of February, 1839, and Expenditure to 31st March, 1841.

	Estimate of February, 1839.	Expenditure, including ascertained and estimated Liabilities.	Excess on estimate.	Diminution.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Land	147,446 4 10	166,434 0 0	18,987 15 2	
Land tax not estimated		3,670 0 0	3,670 0 0	
Works	667,704 0 0	890,146 10 7	220,442 10 7	
Line between Cheltenham and Gloucester	60,000 0 0	142,480 0 2	82,480 0 2	
Tramway	1,000 0 0	3,000 0 0	17,000 0 0	
Parliamentary expenses	2,000 0 0	20,248 0 0		88 0 0
Surveying and conveyancing	14,000 0 0	17,162 2 8	2,762 2 8	
Law charges	1,783 0 0	3,280 18 11	1,497 18 11	
Compensation no estimate		14,240 0 0	14,240 0 0	
Preliminary Engineering expenses £3,000 0 0				
General office charges 3,000 0 0				
Direction 3,440 0 0				
	14,090 0 0	16,067 4 9	977 4 9	
Stock	100,000 0 0	89,253 18 8		10,746 1 4
Depots	20,000 0 0	23,105 0 0	3,105 0 0	
Interest on Debenture stamps no estimate		13,809 11 8	13,809 11 8	
Parliamentary expenses no estimate		1,151 1 10	1,151 1 10	
Permanent way rails no estimate		8,009 0 0	8,009 0 0	
Sundries no estimate viz.:				
Advertising £1,444 17 5				
Incidental expenses 295 5 2				
Parliamentary Agents 657 11 3				
Rates and taxes 102 10 6				
£2,501 4 4		2,501 4 4	2,501 4 4	
	1,053,514 4 10	£1,459,203 13 2	£401,523 9 8	£10,834 1 4
Excess on estimate	401,523 9 8			
	1,455,037 14 6			
Less	10,834 1 4			
	£1,459,203 13 2			

Estimated Cost of Worcester Branch	£40,000 0 0
Estimate of February, 1839	1,053,514 4 10
Total	£1,105,514 4 10

In reference to the first item in the account which he had read, Mr. Ledsam stated that there were certain portions of land, houses, &c. included in this amount, which would reduce the excess of 18,987*l.* 15*s.* 2*d.* to about one-half. The excess on the estimates for the line between Cheltenham and Gloucester arose from a variety of causes, and from the necessity of constructing works not contemplated. The total excess was 401,523*l.* 9*s.* 8*d.*, and in their investigations as to how it had arisen, they had classed it under the following heads:—

[B.]

Sundry expenses incurred which were not contemplated in the early stage of the Company.

Land tax redeemed	£3,670 0 0
Excess of cost on the line between Cheltenham and Gloucester, in consequence of the Company having to construct it to make the whole line	82,980 0 2
The insufficiency of the tramway	17,000 0 0
Interest on bonds and debenture stamps	13,809 11 8
Parliamentary expenses before the opening of the line	1,151 1 10
Permanent way rails	8,009 0 0
Sundries, viz.—Advertising, incidental expenses (printing, &c., and rates and taxes	2,601 4 4
Sums stated by the Engineer to have been paid for expediting the works earlier than the contracts had provided for	52,724 0 0
Compensation to parties along the line for injuries, commutation of bridges, side cuttings, &c.	14,240 0 0
Total	£199,984 17 7

Mr. LEDSAM added, that it would be satisfactory to the meeting to know that the books were in that state that any individual could at once verify any particular item in the accounts.

The CHAIRMAN said, that he had now to direct the attention of the proprietors to the general statement of the accounts of the Company. They would there find that the capital account showed a balance of 5,085*l.* 16*s.* 2*d.*, and how that balance, added to other items, produced a certain sum of 11,089*l.* 5*s.* 8*d.* already explained in the Report. Perhaps the meeting would permit him to make one or two observations connected with the Reports just read, before he called upon them to adopt the Report of the Auditors or Committee, or to take such other course as they might think proper to adopt. And, first of all, he would direct their attention to the subject of maintenance of way. It was the practice of all Railway Companies, for the first 18 months after their opening, to charge the maintenance of way to the capital account—a practice which had therefore been followed; but the Directors thought that the revenue account might be fairly charged with the permanent staff, which was shown in the small item of 300*l.* odd. They had been told in the Report that the cost of maintenance of way had been reduced—and that reduction was shown in the paper which he held in his hand, to have been from 320*l.* in the quarter ending the 31st of March, to 280*l.* per mile per annum for the quarter ending the 30th of June—the average being 300*l.* for the half year. The highest amount under this head appeared to be 920*l.*, and the lowest 123*l.*, per mile per annum. They had found it necessary, as was also stated in the Report, to revise the system of management of the locomotive department, and the result was, that a considerable expense would have to be incurred to put it in a fit state to work at the speed of other lines. The main feature was, that the 4-feet wheels of their locomotive engines had not been found sufficient to carry the passenger trains at the required speed. They therefore proposed to substitute 5-feet wheels for those of 4-feet diameter which were now in use, but they would retain the 4-feet wheels for the engines on the Lickey incline, and also, perhaps, for the conveyance of goods when the traffic in this department justified them in putting on a separate train. This was an important point, connected as it was with the question of depreciation, and that again connecting itself with a matter not less important which they would be called upon to decide that day—he meant the question of dividend. Arrangements with respect to the carrying of goods were in negociation with the Grand Junction and Birmingham and Derby Companies; but some difficulty, which he hoped they would be able to get over, having been experienced in working the goods through the London and Birmingham station, they were still obliged to send them from the Camp Hill station. The Directors had not made up their minds that they ought to place themselves in direct competition with the carriers; and when they considered the investigation that the subject had undergone before a Committee of the House of Commons, and the diversity of opinion which existed in the public mind respecting it, the proprietors would agree that the greatest caution should be used before they departed from the system which they had hitherto acted upon by becoming absolute carriers in direct competition with others. They did not, however, refuse such traffic as was presented to them. With respect to the question of a depreciation fund, which was one of great importance, he was not aware that at any of the railway meetings hitherto held the subject had been thoroughly elucidated; yet as the proprietors must all be aware that the component parts of the carrying stock of the Company would wear out in varying portions of time—some perhaps in five, and some in twenty, years—it became a question in what manner it should be replaced. It was customary with some to place the cost of wear and tear against the revenue of the half year in which it took place, but that mode was in his opinion inconvenient, as there might be but little occasion for the fund in some years, while in others heavy expenditures would burst upon them, when their dividends could not be sustained. He thought, therefore, that the most prudent course to adopt—and one which every man adopted in managing his own affairs—was, to assign for the formation of the fund a portion of the profits of each half year, to be applied, so far as it went, to meet any contingencies that might occur. This plan he strongly recommended the proprietors to act upon. On the subject of audit, it would not, perhaps, be necessary for him to say much, but he would direct attention to the distinction to be made between the investigation which had been gone into by Mr. Ledsam and Mr. Francis with respect to past transactions, and that system of audit by which the future accounts of the Company were to be brought under purview, and reported to each meeting specifically; more particularly in connection with the recommendation that the Auditors should for the future be nominated from gentlemen in the Direction, but not in the responsible executive Committee. In the Report read at the last half-yearly general meeting, it was stated that an experiment was proposed to be made in the system of management, to which the concurrence or approval of the proprietors was not then asked, by which five gentlemen were appointed a Committee, each taking a separate department and individual responsibility, such an arrangement being in strict conformity with the Act. That experiment had gone on to the present period; and, for himself, he could state most unequivocally, that the results had answered his fullest expectations. He held in his hand a few particulars connected with the working of the railway, which, although he could not vouch for their accuracy with that certainty which he could have liked, would, nevertheless, be found to approximate sufficiently to the actual state of things, and would probably prove interesting to the meeting. Although he believed no material error pervaded the details of the statement, he hoped in future to be able to submit it in a more comprehensive and accurate form. The Chairman then read the following—

Statistical Particulars, to 30th June, 1841.

Miles run by engines	134,747
Ditto Ditto, Lickey incline	5,000
General average cost per mile	1s. 11¼d.
General average coke	48¼ lbs.
Miles run by trains with passengers	97,704
Average time of journey	2h. 45m.
Rate per hour including stoppages	19 miles.
Ditto ditto, excluding stoppages	23¼ ditto.
Number of passengers conveyed	158,830
Number conveyed of first class	37,780
Ditto second class	89,059

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Ditto.....third class	32,011
Average fare of all classes per mile.....	2¼d. a-head.
Average earnings of short trains between Cheltenham and Gloucester, per mile....	4s. 8¾d.
Ditto long trains between Birmingham and Gloucester, per mile	7s. 0¼d.
Average number of passengers by mail trains on Sundays	96
Average number on week days by mail trains	116
Average cost per mile of maintenance of way (per annum).....	£300
Lowest average rate ditto	£123
Highest average rate ditto.....	£920
Average cost of first quarter of 1841.....	£320
Ditto of second quarter.....	£280
Number of persons employed for fortnight ending 31st March, 1841	886
Ditto for fortnight ending 24th June, 1841 ..	719

The Chairman, in continuation, observed, that he believed the trains on the average had been about nine minutes behind the time assigned to them in the time tables. Whether that delay was the result of the engines not being well worked, or how much it resulted from mismanagement at the stations in not getting the trains off at the appointed time, he was not prepared to say. The proprietors would, however, see from this that the Directors were endeavouring to carry out the system which had been suggested at the last general meeting, by which he hoped to be able to put his finger without trouble on every or any point of mismanagement. (Hear, hear.) The Chairman concluded by saying that he would be happy to answer any questions which proprietors might wish to put to him.

Mr. K. Baker, of Cheltenham, begged to know what was the amount of the contemplated alterations in the wheels.

The Chairman could not tell, for this reason, that they knew not how many they would require to have altered. They were about to put the wheels to one engine, in order to ascertain how it worked.

Mr. Baker—Could you afford any approximate idea as to the amount.

The Chairman—Probably the improved wheels would first be applied to nine engines.

Mr. C. Sturge (Director)—And the wheels will cost not less than 100*l.* each engine.

The Chairman—These, I feel persuaded, are not the only alterations which the locomotive engines will have to undergo, though I cannot state particulars.

The Rev. Riland Bedford inquired the amount of the sum intended to be placed to the depreciation account.

The Chairman said, he was unprepared to make any estimate of the amount in the present state of the Company's affairs. The London and Birmingham Railway, which was perhaps a good guide in such matters, had determined to set aside 10 per cent.; they had hitherto taken it from the cost of the carrying stock, but he thought it best for them to have the stock valued at the end of the half-year, and then place the depreciation as a per centage on that valuation, from which they might fairly start. What that per centage should be, was a question which could only be answered by experience. Hitherto the experience of no railway afforded the means of saying what per centage should be set apart for depreciation of stock, and railways would be found to differ much in this respect.

Mr. Bolton Peel begged to know whether there was any probability of an improvement in the working of the Lickey incline. There were great complaints respecting it, and many individuals had told him that they were altogether unable to get up that part of the line. He made the inquiry in order that the impression which had gone abroad might, if erroneous, be corrected.

The Chairman said, that Mr. Peel might probably have heard of some isolated cases of delay in getting up the incline; but he believed the Lickey had been fairly worked on the whole. On Monday, however, they proposed trying a different engine on the Lickey, to ascertain how it worked compared with those at present in use. He could assure the honourable proprietors that no attention would be wanting on the part of the Directors to have this important part of the railway worked in the best possible manner.

Mr. G. Whateley had heard a great many persons express their satisfaction at the manner in which the incline was worked.

Mr. Homer added, that he frequently attended at the station to see the trains come in, and he rarely found them more than nine or ten minutes, the time stated, behind.

The Rev. Mr. Bedford—Do I understand that the maintenance of way costs 17,000*l.* a year?

The Chairman replied, that according to the amount stated, it would certainly be at that rate, but he had no idea that that rate was to continue. The actual maintenance of way, distinct from the finishing of new works, would be something like 7,000*l.* for the half year.

Mr. Daniel remarked, that there had been a gradual reduction under this head every week, and there was every reason to believe that as the embankments acquired solidity a considerable reduction would still be made.

Mr. Baker saw no reference to the subject in the Report, but wished to know what were the intentions of the Directors with respect to the Worcester branch.

The Chairman need not remind Mr. Baker that the question to which he referred was a complicated and difficult one. The probability was, that by-and-bye they should get into a better position with the influential parties in Worcester, and he could only say for the Directors of the Company that they were most anxious to have the whole question fairly considered, with a view of getting a branch made best calculated to promote the interests of the Birmingham and Gloucester Company, and, as they believed, equally calculated to forward the interests of the inhabitants of Worcester.

Mr. W. R. Lloyd, of Birmingham, here observed, that one of the most important considerations was the deficiency in the revenue from carriage of goods from what might reasonably be expected, the late returns showing only about 200*l.* per week. He had made particular inquiry, and ascertained that a large proportion of this traffic arose from goods which formerly had not come by this route, but had gone by way of Stourport and in other directions, such as Manchester goods for South Wales and the West of England, and wool from Gloucestershire, and southward, for the Yorkshire and Leicester markets. The actual amount of traffic between Birmingham and Gloucester, on the canal and river Severn, amounted to nearly 1,400 tons weekly; and if the facilities which the railway afforded were properly carried out, there was reason to expect that the whole would come along the line and yield a revenue of 700*l.* In this calculation he did not take into account a large proportion of goods going to and from Worcester, and Bristol and the West of England. With these remarks, he would respectfully urge upon the Directors to give their earnest consideration to the best means of affording additional facilities for receiving and delivering goods at each terminus of the railway. They could not expect that the carriers would assist them, and it was necessary that the greatest publicity should be given of the facilities which the line afforded in order to induce the public to avail themselves of it.

The Chairman was glad that Mr. Lloyd had given him an opportunity of repeating what he had already stated—namely, that the Committee were proceeding with such arrangements as they believed would add considerably to the traffic in goods; and he had explained that this subject was connected with arrangements between the Grand Junction and the Birmingham and Derby Companies and their own. Mr. Lloyd, was, however, in error in stating that the average amount for the conveyance of goods reached 200*l.* per week. He would wish for some explanation from that gentleman in reference to the 1,400 tons which he stated passed between Gloucester and Birmingham by canal.

Mr. Lloyd said it was the total quantity of goods and merchandise carried by canal independently of iron.

Mr. Chance—Does it include coal and corn?

Mr. Lloyd—Not coal.

Mr. Chance—Nor corn?

Mr. Lloyd—Corn, certainly.

The Chairman—I am glad to find that there is such an abundant mine for us to draw from.

A Proprietor—If we can draw from it with profi.

Mr. Geach had one question to ask, and being but a small shareholder, he would have wished that some person more important than himself had put it. In doing so, he had first to offer his thanks to the Directors for the very clear manner in which the accounts had been made out. They were given in such a way that any one could perfectly understand them. It showed that the Directors were anxious to give the proprietors full information, without caring whether it told against themselves, or against the engineer, or any one else. The accounts, however, led him to ask a question. It appeared by the estimate accounting for excess of expenditure, that the sum stated by the engineer to have been paid for expediting the works earlier than the contracts had provided for was 54,724*l.* Here was a large sum expended to get the railway opened somewhat sooner than it otherwise would have been, and although it had now been in operation twelve months, it appeared that the total sum received amounted to only 33,946*l.* 0*s.* 9*d.* He wished therefore to know whether it was on the deliberation of the Directors themselves that the sum had been paid, or whether the engineer took upon himself to do it, or to recommend the Directors to do it?

The Chairman replied that the question related to transactions which had occurred before his connection with the railway, and which he was not therefore competent to answer. There were, however, Directors present who would doubtless be able to give the information required.

Mr. C. Sturge explained that the Directors had been furnished with the estimates of the engineer as well as of the engineer-in-chief, and they would not have incurred the expense for expediting the works had not the expense appeared to them to be less than the interest of the capital already invested.

Mr. Daniel also explained that the Directors acted at the time on the best calculation that could be made between the disadvantages arising from a late opening of the line and expediting the works, and they adopted the alternative of paying an additional sum.

Mr. Geach—It appears that 54,000*l.* has been paid for this purpose on the recommendation of the engineer, and it appears that up to the 30th of June a profit of 14,900*l.* has been made; and allowing the revenue account after the opening of the railway to have been charged say 10,000*l.* for interest on loans instead of charging that amount to capital, and supposing the opening to have been deferred till the 30th of June, there would have been a saving of about 30,000*l.*

The Chairman was about to put the question for the approval of the Directors' Report, when

Mr. Baker said, said he believed the present was the proper time to move an amendment. Before making the remarks which he was about to submit, he wished it to be understood that he had the highest possible confidence in the present acting Directors of the Company, and more especially in their respected Chairman, who, in the short time he had been with them, had done so much for the interest of the undertaking. He was sorry that his friend, Mr. Tartt, whom he represented, was not present; but if they would permit him to read an extract from a letter addressed by that gentleman to their Chairman, it would explain the views he entertained as to the propriety of the amendment which he intended to move. Mr. Baker here read the extract referred to, in which Mr. Tartt proposed that a Board of three proprietors should be appointed as auditors, to be chosen in the same manner as the Directors, and enjoying the same consideration, but not receiving equal emoluments, as their attendance would not be so frequent. The minutes of the Directors, as well as the accounts, were to be open to them, and any alteration in the management or expenditure, or any projected outlay, should be made the subject of a communication or a conference with the Committee of Directors. The latter, however, were to be left free to pursue their own course; but in case of any ultimate difference of opinion, the proposed Board to have the power of bringing the subject before a general or special meeting of proprietors. To show (added Mr. Baker) that Mr. Tartt was not singular in the view he took of the question, he begged to read an extract from the *Railway Times*, of the 6th of June last, in which a correspondent suggested the appointment of Boards of Auditors, with powers similar to those to which he had already adverted. The writer added, that "if shareholders would not take the trouble to look into their affairs; if they continued to give way to the demand for 'confidence' so frequently made, and which it was wonderful how any set of gentlemen could ever deign to make, they must expect to have thousands lent, and thousands lost, and they would deserve it." Another correspondent in the same paper, for July 3, concluded a long argument to the same effect in the following pithy words:—"No man had a right to ask for such confidence; no man who properly valued himself would ask for it." Everything indeed tended tended to show the necessity, on the part of the proprietors to look after their interests; parties who were totally unconnected with them, and who would report fearlessly as to the real state of the case. Mr. Baker concluded by moving, as an amendment, the appointment of a Board of Audit and Control, constituted upon the principle which he had explained.

The Chairman said, with respect to the observations made regarding himself, he could not help saying that he felt in some degree annoyed by them, inasmuch as he had enjoyed the cordial co-operation of every Director since his appointment as Chairman; therefore he could not consent to be singled out and separated from the gentlemen with whom he had so cordially, amicably, and pleasantly acted, and with whom he hoped to continue long to act in the same way. He had great pleasure in the correspondence which he had had with Mr. Tartt, whose letter had been quoted, and the whole of whose letters were those of a gentleman and a man of ability. He regretted

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his absence very much on the present occasion, not because his opinions had not been well and ably explained by the gentleman who had taken his place, but because they should have known his own sentiments on the important questions which arose out of a discussion. In order, however, that the meeting might understand the bearing of the motion before them, he would ask the mover a question or two:—"The Board you propose to appoint is called a Board of audit or controul!"

Mr. BAKER—That is the objectionable word.

The CHAIRMAN—Of course the gentleman who put on paper so vast an alteration in the very principle of the Act of Parliament must have carefully discussed the matter with others before he arrived at his conclusion. In the progress which his mind must have undergone he must have worked out his principle in all its details. Therefore he regretted that Mr. Tartt was not present to answer for himself. He (the Chairman) would suppose that a Board of Controul was appointed. He would suppose that they found, from the transactions recorded in the minutes of the Committee, that an impending expenditure of a vast amount was about to burst upon the proprietors, as was the case last May,—what, he asked, was to prevent any one of the Board of Controul from buying and selling shares? and as such they would not have the responsibility in doing so which attached to Directors. The only guard which they had against such transactions was the individual honour of the men whom they selected to transact their affairs. It therefore behoved them to be cautious when they selected to fill so important and responsible a trust. The Chairman afterwards referred to the differences of opinion which would be found constantly to arise between the executive Committee which now managed the affairs of the Company, and the proposed Board, leading to interminable disagreements, and constant appeals to general and special meetings. The Chairman concluded by reading the motion proposed by Mr. Baker.

After some conversation, it was resolved to put the resolution for the adoption of the Report in the first instance, Mr Baker's proposition to come afterwards, as a substantive resolution.

Mr. SHAW then moved the adoption of the Auditors' Report, but before the Chairman had an opportunity of putting it to the meeting, another discussion arose in reference to one or two items of excess over the estimated expenditure, as appeared in the statements furnished to the meeting by the Auditors. Satisfactory explanations having been given on the points in dispute, the motion was carried unanimously.

The CHAIRMAN next submitted the resolution for the reception of the Directors' Report, with the statement of accounts annexed.

Mr. GEACH wished to make a remark on the resolution before the meeting, although he did not intend to found a motion upon it. He believed it was stated at a former meeting by the Engineer, now present, that he had not exceeded the estimates for the performance of the works, when, according to the accounts now laid before them, there appeared an excess over estimate of 401,000*l.*; and an excess for things which could not be contemplated of 169,000*l.* independently of this, however, there remained a balance of 200,000*l.* over the estimates, besides 54,000*l.*, which they were all agreed had been expended rather injudiciously. He wished to know how this was to be accounted for.

Captain WILLIAM MOORSOM, the Engineer, in replying to Mr. Geach's observations, said, that one great difficulty which he had in explaining was, that he had not seen the figures in the Auditors' Report till half an hour before he entered the meeting; and although he had refrained from any observations on the principle of audit, in reference to Mr Baker's remarks, in consequence of feeling that his position of engineer was one that rather precluded him from expressing his opinions abstractedly, as a proprietor, still as the audit statement, as it then appeared, was not intelligible to him, he should take the opportunity of stating that he fully concurred in Mr. Baker's principle of audit. As respected the question put by the honourable proprietor, he would observe, that the estimates of 1839, comprised for works a total sum of 760,000*l.*; the auditors' statement showed an excess of 229,000*l.* The most reasonable explanation which he could give of this excess, under the shape and as it there appeared, was, that various items were included in it which were not included in the estimates. For example, the sum of 27,000*l.* was included in the excess which had been paid for stock and materials now either in permanent use on the line or which would be available for the permanent purposes of the Company; that a further sum of 54,000*l.* had been found on examination of the contracts (which numbered somewhere about 1,600) to be necessary, and was apportioned, to the best of his judgment, after examining the different prices, in expediting the works, as compared with the prices of similar works before any greater expedition was desired. It was in vain for any Director to say that estimates to a less amount than 54,000*l.* had been given of what would be the probable amount of incurred expense in consequence of increased expenditure, because his (Captain Moorsom's) letter of the 25th of November, 1839, had distinctly pointed out that he could not foresee the result of the entire changes of contract which must ensue; and hence his recommendation was given against the increased expenditure, owing mainly to this circumstance, and to the belief that the result would not be to expedite the works to the extent contemplated. There was also an item of about 7,000*l.* for ships, which was wholly unforeseen in the estimates of 1839; and out of the sum of 142,000*l.*, which had been paid for the line between Gloucester and Cheltenham, the sum of 44,000*l.* was included in the above excess of 200,000*l.*, but was also not contemplated in the estimate made in 1839. The statement which he gave to the auditors accounted for a total excess in the engineering department altogether of 270,000*l.* over the estimates of 760,000*l.*; but when his statement came into the general account of the Auditors, the figures were almost necessarily changed, in order to comprise various other items expended either in other departments or under other controul than his. For example, the sum of 106,000*l.* which formed part of the above stated excess in the Auditors' roll, had been expended in the engineering department, but without any certificate—and indeed without any knowledge of his, although no doubt properly expended under the direction of the Directors. At the last meeting he had stated that the excess on the various items would not exceed 10 per cent., but from further investigation it appeared that the real excess was about 7 per cent.

Mr. SHAW said, it appeared from all he could collect from Captain Moorsom, that no satisfactory explanation could be given for the large amount of excess. And what was more, he believed there was no possibility of getting at such an explanation as would bring satisfaction to their minds, so long as they were without a dividend. All he hoped was, that in future in the expenditure of money, they would enter into no contracts but what could be completed for the amount agreed upon. It was unfair to call upon the Engineer to give explanations about money that had been expended without his knowledge. If they had anything like the traffic of other railways, they would not ask for these explanations, which he believed could do them no good; and if they employed a dozen of the cleverest of their proprietors for twelve months to examine the accounts, he believed they would be totally unable to give any explanations that would prove satisfactory to their minds, unless their shares got up to par. The proposition before the meeting for the appointment of a Board of Audit and Controul, was in his opinion one calculated to lead to entire confusion.

The CHAIRMAN—The motion before the meeting is for the reception of the Directors' Report.

Mr. CHANCE—I beg at once to propose its adoption.

Mr. Haines seconded the motion, which was carried.

The CHAIRMAN—We understand that this approval of the Report involves the transference of certain sums from revenue to capital. The next question therefore for the meeting, in order, is that relating to the election of the retiring Directors, or any other course in reference to them that you may think proper. The Chairman read the names of the Directors who retired, viz.: Mr. S. Bowly, Mr. William Fox, Mr. D. Ledsam, and himself (Capt C. R. Moorsom.)

It being suggested that the names should be put separately, Mr. Bowly was then proposed and re-elected.

On Mr. Fox's name being put to the meeting, it was explained that he resided at Plymouth, but that his mercantile establishment was at Gloucester.

Mr. GREEN said that they had Directors at Birmingham, Worcester, and Gloucester, and it appeared to him that Cheltenham was a proper place to have a Director also; and as the Act provided that there should be twelve, he begged to propose Mr. Baker in lieu of Mr. Fox.

The motion was put and carried.

DANIEL LEDSAM, Esq., and the Chairman, were afterwards proposed separately, and re-elected unanimously.

The CHAIRMAN called attention to the next business in order—the election of auditors.

Mr. BAKER said, that the mere fact of Mr Green having proposed him as a Director had not altered his opinion as to the propriety of choosing Auditors out of the general body. It must be thought be a greater satisfaction to the Directors themselves, to have parties totally unconnected with the office to undertake the duty.

The CHAIRMAN replied, that he considered the plan proposed as altogether theoretical, and one that could not be carried out practically.

After some further discussion upon the subject, the Chairman put the motion to the meeting.

Mr. WEEDON of Gloucester moved as an amendment, that Messrs. Ledsam and Francis, together with Mr. Baker, be appointed Auditors, on the principle laid down in the Directors' Report.

The motion was seconded by Mr. Shaw.

Mr. MOORE—You omit of course all power of a Board of Control.

Mr. WEEDON—Certainly.

Mr. MOORE—I am glad to hear it; I never heard anything more absurd in my life.

Mr. J. W. WHATELEY—A Board of Control would sound something like controlling the Directors themselves, and without the responsibility which attached to the latter. The system would lead to eternal quarrelling, and constant appeals to successive meetings.

Mr. BAKER, seeing that the feeling of the meeting was decidedly against him, here intimated his willingness to withdraw the resolution; but several proprietors objected to this course, the amendment was put from the Chair, and unanimously adopted. The original resolution was afterwards put and negatived.

Mr. HAINES moved that the best thanks of the meeting be given to Messrs. Ledsam and Francis, for their valuable services as Auditors.

The resolution was seconded, and carried with acclamation.

Mr. CARRINGTON here introduced the question of Sunday travelling, with the view of having two additional trains put on the line on that day, for the accommodation of the public, and moved a resolution to that effect, which was seconded by Mr. Aston.

The proposition was met by an amendment moved by Mr. Chance, and seconded by Mr. Haines, that it was not expedient to discuss the subject of Sunday travelling at the present meeting.

The amendment was carried by a large majority, and Mr. CARRINGTON gave notice that he would introduce the subject at the next general meeting.

Mr. Shaw having been called to the chair,

Mr. HAINES proposed that the best thanks of the meeting be given to the Chairman, for the valuable services which he had rendered to the Company.

Mr. CHANCE, in cordially seconding the resolution, said he felt satisfied under their Chairman's superintendance the proprietors would derive all the advantages of which the railway was susceptible—more they could not expect.

The resolution having been carried with acclamation,

The CHAIRMAN expressed his acknowledgements for this expression of confidence, which he would endeavour to deserve; but they would allow him to say, while he felt grateful for the vote just passed, he could only receive it as coupled with a similar expression towards his four colleagues; for, since he had acted with them, no gentlemen could have devoted themselves more zealously to the interests of the Company than they had done, and it was only by their co-operation that he could have deserved the compliment which he had just received.

The meeting then separated. The resolutions appears in our advertising columns.

[ADVERTISEMENT.]

BLACKWALL RAILWAY.

To the Editor of the Railway Times.

SIR,—Observing in your last publication a report of a meeting of the shareholders of the Blackwall Railway Company wherein it stated the wire rope had not broke. I feel bound in justice to myself as a ropemaker to correct that statement. The facts are as follow. On the 27th of March last I agreed with the Directors to put on two coils of Warm Registered Rope, and if they did not break all the rest of the hempen ropes that are to be supplied, at the same time, I would not make any charge for them. The result has been that most, if not all the others have broken, wire included, on the 17th and 20th of this month (and mine not once, although about one inch smaller in circumference, *consequently much cheaper.*) They have been running about five months. Such are facts that cannot be denied, and I hope you will make known to the public through your next valuable publication.

I remain, dear Sir, your most obedient servant,

JAMES J. FROST.

Ropery, Sun-Tavern-fields, August 25, 1841.

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NORTH MIDLAND RAILWAY COMPANY—GENERAL MEETING.

THE half-yearly General Meeting of the proprietors of the North Midland Railway Company was held on Thursday at the Derby station; GEORGE CARR GLYN, Esq. in the Chair.

The attendance was very large.

The proceedings having been opened with the usual formalities, the minutes of the last meeting were read and confirmed.

It was then unanimously resolved, that the common seal of the Company be affixed to the register of proprietors, which was done accordingly in presence of the meeting.

The CHAIRMAN then spoke to the following effect:—Before, gentlemen, I call upon the Secretary to read the Report prepared by the Directors, I am anxious to say a very few words for the purpose of relieving the Directors and the officers of the Company from one of the foulest imputations ever cast, or which it is possible to cast, upon public men—imputations which, if they could for one moment be sustained, would render my colleagues and myself totally unworthy of the confidence which it has hitherto been our pleasure to enjoy. I allude, gentlemen, to certain charges contained in an anonymous letter, and if the writer of that letter is now present, I trust he will come forward boldly as a man, and substantiate, if he can, his accusations. The letter, gentlemen, to which I refer, was addressed to an original holder of a considerable number of shares residing in Liverpool, and was calculated, and I have no doubt intended, to defame and damage not only the executive officers of the Company, but also the Directors. It charged us with nothing less than having entered into a conspiracy to defraud you, the shareholders in this undertaking. I have long moved in commercial life, and know how essential it is that those who are placed in the responsible position which my colleagues and myself have the honour to fill, should stand forth to the world entirely unsuspected; and I trust, gentlemen, that in this instance you will do us the justice to clear us from these unfounded and scandalous allegations. (Applause). If I speak warmly upon this subject, it is because I feel warmly, and because if I did not think that I could satisfy you of the groundlessness of the imputations which it is sought to fix upon us, I would not for one moment continue to occupy my present position in this Company. We are charged with having shown an undue degree of favour to the owner of a particular colliery upon our line—with having attended to his interests to the disregard of yours—with having lent ourselves to a system of deception—in short, with having promoted the pecuniary advantage of that individual at the expense of your pockets, and our own character. In adverting to this charge, it is necessary, gentlemen, that I should briefly explain the mode of conducting the mineral traffic upon this line. I need not tell you that that traffic is still in its infancy, notwithstanding that you will see from the statement of accounts now in your hands, that the receipts from this source during the last half-year have been very considerable. As yet, this species of traffic has scarcely been developed, our revenue arising from a few individuals,—I may say, principally, and almost solely, from one individual; and it is in reference to that individual that we have been attacked. It has been alleged, that we have fixed our rates of carriage so as unduly to favour him, and that we have not even seen that these rates were exacted. With regard to the second part of the charge I might, if it were necessary, appeal to the officers of the Company; but, gentlemen, the Company's books speak for themselves, and they are at all times open for your inspection and scrutiny. (Applause.) I may add, that even had any inaccuracy occurred—which however, I am far from admitting—such inaccuracy would form no just ground for charges of deception and fraud, as against the Directors, for their orders have, as you will readily believe, been most peremptory; and these orders, I assert most unequivocally, have at all times been rigidly and without prejudice or partiality, carried out. (Hear, hear, hear.) With regard to the amount of charge, the rate for the conveyance of minerals has been fixed at 1½d. per ton per mile, including the locomotive power—a rate infinitely higher than is imposed upon the neighbouring lines. But, gentlemen, we do not stop there; we have also a station dues' rate, which, confessedly as an experiment, has been fixed at 3d. per ton. I do not think that the traffic can be worked at so high a rate either of tonnage or station dues, but having been so fixed, is it right, is it fair, is it manly, that without any inquiry having been made as to the real facts of the case, we and those who are acting under us, should have been so calumniously, so wantonly assailed? (Applause.) The rates, gentlemen, are the same to all—the same to Mr. Stephenson—for he is the party pointed at—as to Lord Fitzwilliam, Mr. Hunlock, or any other coal proprietor on our line of road. (Hear, hear, hear.) I trust we may now leave the matter in your hands. I should not have alluded to the subject at all, for such underhand imputations usually carry with them their own refutation, (hear, hear, hear,) but knowing that the charges were made to a gentleman of the highest respectability, connected with a town where so deep an interest is taken in the prosperity and proper management of this and similar undertakings, I thought it right to make these few remarks. I believe that the competition which some of the new lines have called into action—of the results of which I can give you no better proof than the fact, that the price of coke has thereby been reduced from 40s. to 25s.—believing that such circumstances may, in the minds of some, have engendered feelings which might lead to a repetition of the charge, I have thought it best thus publicly and distinctly, and I hope for ever, to set the matter at rest. (Hear, hear, hear.) I trust the meeting will pardon me for touching upon a subject, which, to a certain extent is personal to the Directors themselves, and I have no doubt we shall receive at your hands that acquital from even the suspicion of malpractices, which as men acting honourably and conscientiously we feel that we deserve.

The hon. gentleman sat down amid much applause.

The SECRETARY (Henry Patteson, Esq.) then read the Report of the Directors as follows, printed copies having previously been placed in the hands of the Proprietors:—

REPORT.

IN laying before the Proprietors their present Report, the Directors will briefly allude to the more material circumstances which have occurred since the last Half-yearly General Meeting.

The accounts of income and expenditure for this period, leave a sufficient surplus, including that of the last half-year, to warrant the Directors in recommending a dividend of 2*l.* per share upon the one hundred pound shares, and of 1*l.* upon those of fifty.

In this account is comprised every item of current expense, including interest upon loans and such repairs of the permanent way as have become chargeable during the past year.

The contractors for works having now left the line, the cost of keeping the whole permanent way in repair will henceforth become a regular charge upon the revenue of the Company. And the Directors have satisfaction in stating, that owing to the substantial manner in which the line has been constructed, they have been enabled to contract with responsible parties for these repairs on very favourable terms.

The traffic of this line is steadily improving in all its branches (although hitherto checked chiefly by the distressed state of the manufacturing districts), and is now placed so far beyond doubt, that the Directors feel no hesitation in recommending the Proprietors to divide so nearly the whole amount of the profit already realized. They are the more induced to adopt this course by a comparison of the weekly receipts between the 30th June and the present time, with those of the same period last year, by which it appears that an increase of about 6½ per cent. upon the traffic has taken place; and although this may be considered as the natural effect of the second year's traffic, it is reasonable to presume that the same relative proportion will be maintained during the remainder of the year.

The Directors wish to draw the attention of the proprietors particularly to one important fact attending this comparison, viz:—that this increase in the receipts does not involve any additional outlay or expense to the Company, which proves that although the North Midland Line with its various combinations, cannot with the smallest traffic, be effectually worked without a certain establishment, an increase will not entail the necessity of additional expense, even if that increase, as may be fairly anticipated, should greatly exceed the present amount.

The increase in goods and mineral traffic is gradual and certain, and arrangements are now in progress to develope to the fullest extent these important sources of revenue.

The cost of locomotive power is 14½d. per mile.

All the works on the line, including the tunnels, are in the most efficient state, and when the station at Normanton (now erecting at the joint expense of this and the Manchester and Leeds and York and North Midland Companies,) is completed, little more will remain to be done.

In conformity with the intimation given by the Chairman at the last meeting of proprietors, the Directors have instituted the most rigorous scrutiny into the expenditure and management of every department of the establishment, for which purpose a Committee of three of their most active members was appointed, with instructions to report to the Board. The result of the investigation will lead to some reductions perfectly consistent with the efficient working of the line, and as the duties of the Engineering staff are now nearly completed, the saving on the whole will be considerable. The Directors being fully sensible of the importance of strict economy and the due application of the resources of the Company have adopted the Report of their Committee, and are preparing to carry it out as speedily and efficaciously as possible.

In conformity likewise with the recommendation of the Secretary in his Report to the Sub-committee, the Board have determined forthwith to close the offices in London, and to concentrate the whole establishment at Derby.

The opening of the Great North of England line has undoubtedly proved very advantageous to the North Midland, but as the railway communication northward terminates at Darlington, the Directors have been extremely anxious that the accommodation by coaches should be improved, and they are happy to state that satisfactory arrangements are now made by which the public are conveyed the whole distance from London to Edinbro' in 27 hours. This, however, is not sufficient, the completion of the line from Darlington to Newcastle is of the utmost importance, and measures have been taken to promote this object in conjunction with the other railway companies interested in the extension, which the Directors trust will be seconded by the earnest and zealous co-operation of the proprietors of the North Midland Railway.

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STATEMENT OF CAPITAL ACCOUNT TO 30th JUNE, 1841.

Dr. Cr.

	To 31st December, 1840.	Since.	To 30th June, 1841.		To 31st December, 1840.	Since.	Total to 30th June, 1841.
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
To payments before Act was obtained	41,349 12 3	.. ..	41,349 12 3	By cash received for calls on 100*l.* shares	1,465,330 0 0	5,895 0 0	1,471,225 0 0
Land and compensation	370,105 9 8	6,270 15 1	376,376 4 9	50*l.* shares	562,575 4 8	19,520 0 0	582,095 4 8
Works—road	1,660,418 16 5	21,827 7 3	1,682,246 3 8	Sundry payments on account—Arrears of 100*l.* and 50*l.* shares	.. ..	4,330 15 3	4,330 15 3
Works—stations	238,898 7 6	19,913 18 9	258,812 7 6	Premium on 50*l.* shares	5,666 10 0	.. ..	5,666 10 0
Permanent way rails, chairs, sleepers, &c.	330,768 4 3	10,545 0 6	341,313 4 9	Deposit on third shares and advance on future calls	.. ..	97,556 13 4	97,556 13 4
Engineering salaries to Engineers, clerks, office expenses at Chesterfield, &c.	48,824 14 6	2,692 16 9	51,517 11 3	Interest, (balance of interest account, less 794*l.* 9s. 5d.	6,286 2 9	.. ..	5,491 13 4
Surveying and land valuing	7,688 14 0	61 8 6	7,750 2 6	Loans on debenture bonds	750,000 0 0	28,000 0 0	778,000 0 0
Hire of police previous to opening line	2,439 14 7	.. ..	2,439 14 7	Money on loan—less paid off, 10,460*l.* 0s. 0d.	137,960 0 0	.. ..	126,900 0 0
Waggons, trucks, implements for contractors, &c.	8,222 5 10	.. ..	8,222 5 10	Materials resold	1,392 5 9	478 4 0	1,870 9 9
Law charges for general purposes	20,994 0 11	1,055 0 0	22,049 0 11	Rent of cottages	367 8 0	.. ..	367 8 0
Direction	7,500 0 0	.. ..	7,500 0 0	Dearne and Dove Canal Company, for works executed by the North Midland Railway Company	3,471 2 2	.. ..	3,471 2 2
Miscellaneous charges	8,040 8 11	1,262 18 7	9,303 7 6	Midland Counties R. Co. ditto	.. ..	5,000 0 0	5,000 0 0
Advertising printing &c.	2,958 7 5	383 7 10	3,281 15 3	Manchester and Leeds R. Co. ditto	.. ..	1,738 13 4	1,738 13 4
Office charges—London and Leeds previous to opening line	8,460 1 0	.. ..	8,460 1 0	York and North Midland R. Co. do.	.. ..	1,366 0 0	1,366 0 0
Parliamentary and law charges	4,181 5 1	290 0 0	4,471 5 1	11,254*l.* 9s. 5d.	2,932,478 13 4		
Stamps on debenture bonds	4,020 0 0	6 17 6	4,026 17 6	Deduct as above	11,254 9 5		
Interest on debenture bonds	47,060 7 5	.. ..	47,060 7 5				
Locomotive stock—engines, tenders, implements, &c.	121,171 6 6	23,308 2 0	144,479 8 6				
Coaching stock—1st, 2nd, and 3rd class carriage bodies, trucks, horse boxes, &c.	39,704 12 8	6,226 6 9	44,930 19 5				
Stores stock on hand, less this amount re-charged storekeepers 6,883*l.* 15s. 2d.	6,883 15 2	.. ..	.. ..				
Stock of road and stations, furniture for stations, notice boards, signals, &c.	1,596 0 9	3,456 11 7	5,052 11 7				
Three per cent. Consols—security for Government duty	1,000 0 0	.. ..	1,000 0 0				
	2,929,626 18 0	1,427,19 11 1					
Deduct as above	6,883 15 2	.. ..	.. ..				
	2,922,813 2 10	142,219 11 1	3,065,032 13 11				
Cash at the disposal of the Company	.. ..	.. ..	20,976 15 11				
			3,086,005 9 10		2,921,224 3 11	164,785 5 11	3,086,009 9 10

STATEMENT OF REVENUE ACCOUNT TO 30th JUNE, 1841.

Dr. Cr.

To maintenance of way	.. ..	1,902 6 8	By balance of account to 31st December, 1840			31,786 17 3
Locomotive power, including wages, salaries, coke, oil, tallow, waste, &c., expenses of pumping engines, repairs of engines, &c.	.. ..	17,558 19 6	Cash received for passengers, parcels, mails, horses, carriages, and dogs			65,915 12 5
Coaching account, including superintendence, salaries of clerks, wages of porters, guards, and police, clothing, stores, &c.	14,127 5 3	.. ..	for conveyance of goods			18,081 0 4
Coach repairs	2,625 17 10	.. ..	Minerals			4,436 2 9
		16,753 3 1	Cattle			550 3 0
Accident account	.. ..	259 15 9	for station dues on goods and minerals			300 0 0
Police wages, &c.	.. ..	580 9 9	Contingent receipts due from other Companies and interest according to existing agreements			4,800 3 9
Goods department, salaries, wages, &c.	.. ..	1,553 10 9				
Stores department, salaries, wages, &c.	.. ..	1,119 14 7				
Office charges, including salaries of Secretaries and clerks, rent, taxes, stationery, and petty charges	.. ..	1,860 4 4				
Direction, to 31st December, 1840	.. ..	1,000 0 0				
Advertising and printing	.. ..	756 15 8				
Rates and taxes, (amount actually paid	.. ..	1,147 4 5				
Government duty	.. ..	3,681 3 10				
Loan creditors, six months interest on 750 (000*l.* debentures	18,750 0 0	.. ..				
Interest on loan notes	1,251 8 6	20,001 8 6				
Sheffield and Rotherham Railway Company	.. ..	3,000 0 0				
Amount of accounts between this Company and the Sheffield and Rotherham Railway, from 11th May, 1840, to 30th June, 1841	8,791 15 1					
Less paid as above	3,000 0 0	5,791 15 1				
Balance	.. ..	47,825 7 7				
		125,469 19 6				129,869 19 6

The Report was most favourably received.

The CHAIRMAN, in moving that the Report be adopted, expressed his readiness to give any further information that might be required.

A PROPRIETOR wished to know if the charge for locomotive power comprised coke and wages.

The CHAIRMAN said it comprehended every thing connected with that head, including repairs of engines.

A PROPRIETOR enquired the cost of maintaining the permanent way.

The CHAIRMAN said the line had been contracted for in two portions, the one at 201*l.* 15s., the other at 224*l.* per mile. This would amount in the whole to about 16,600*l.* per annum.

Mr. ALSTON said there was only one word in the Report to which he objected. It was stated that the Secretary would "forthwith" fix his permanent residence at Derby. He could have wished that some date had been specified, and he should by and by bring forward a motion that the removal be not deferred beyond the 1st of October next. (Hear, hear.) It had been promised at the February meeting that the Secretary should, during the ensuing six months, be much at Derby. He wished to know how many days he had passed there during the interval.

The SECRETARY said he really could not tell, as he had kept no record of them.

Mr. ALSTON said, the principle had been recognised that a railway could not be duly managed at a distance of 136 miles, and with all deference, he must say, that, in his opinion, the proprietors had tolerated the practice too long. (Hear, hear, hear.) With respect to the anonymous letter to which the worthy Chairman had alluded, it had his most entire contempt, and, he doubted not, the contempt of the meeting, and he thought the best way to treat such productions was to despise them. (Applause.) As, however, honour and character were the dearest possessions of a gentleman, he could sympathise with the Chairman's indignant repudiation of so gross a calumny. (Applause.) But while he was ready to defend the integrity of the Directors, and to commend their praiseworthy zeal, it was but right that the proprietors should enquire whether any practical improvement could be introduced into the operations of the Company. When he looked at

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the great cost which had been incurred in the construction of and the line, at the small amount of their present traffic—small, comparatively with what they had anticipated, and what they might ultimately realise—when he looked too at the protracted non-residence of some of the officers of the Company, whose presence on the spot was so essential to the proper conduct of the business of the line, he thought that the appointment of a Committee emanating from the Directors—a Committee for example of six Directors and six proprietors—to examine and consider if any and what saving could be effected in the current expenditure of the Company, would be attended with the best effects. The past expenditure they could not recall, but they might perhaps be able to devise some means of keeping down the future. Such a Committee might revise the rates and charges on the line, so as to suit them to the wants of the district, and see that the whole machinery of management was without loss of time removed to Derby. (Hear, hear, hear.) Without daily personal attention on the spot to details, talent and genius were of little avail. He had stated his views to the Chairman, but as that gentleman deemed the appointment of a committee under present circumstances undesirable, he would not press the matter. (Hear, hear.) The Directors might have committed some errors of judgement (and who did not?), but he had the fullest confidence in their zeal, ability, and integrity, and although he would fearlessly point out what he thought defective in detai's, they should have his most decided support. (Applause.) One of the principles which should guide Directors in their character of legislating for the public was the consideration that the new mode of conveyance had superseded all others, and it was their duty to see that it was not rendered too expensive to a large class of the population. Economy in conducting the business of a railway was also of the highest importance, for even where error had been originally committed, a great deal might be done by vigilance to repair it. He thought much good would result if the accounts were periodically audited, not by Directors, but by two Proprietors. The principle of auditors was a sound one. If, moreover, as in the Grand Junction Company, a list of the shareholders were sent round with the Directors' Reports it would be very satisfactory, taking care that their designations were added, which was not the case in the Company referred to. Such an arrangement would enable the Proprietors to communicate with each other. He was of opinion, too, that it would be well if the accounts went more into detail as to the per centage of the various items of charges, as was done in the London and Birmingham and Grand Junction Companies.

The CHAIRMAN said, it was too early for them to compare the per centage of one-half year with that of another, as the line had not been opened much more than a year.

Mr. F. MARTINEAU said, there was nothing in the Report or Balance-sheet respecting a fund to meet the depreciation of stock, and the Company had not as yet been called upon to bear the full cost of maintenance of way. If his calculations were correct, the sum now proposed to be applied to the purpose of a dividend would be cut down by about 10,000*l.* if the full and necessary allowance under the two heads to which he had alluded, were made. According to the information which they had just received, the cost of maintaining the road for six months would be 8,000*l.*, whereas the sum actually expended for that purpose during the last half-year was only 2,000*l.* A further payment of 6,000*l.* would therefore accrue during every future half-year. Then as to depreciation of stock—he was not aware upon what principle this item was determined, but if it were taken at 5 per cent. upon the original cost, it would amount for the half-year to 4,735*l.*, which added to the 6,000*l.* already noticed, reduced their profits by upwards of 10,000*l.* (Hear, hear.) If he were correct in his conclusions, he begged to inquire of the Directors if they had fully considered the subject—if they had considered that it was easier to declare a dividend than to make a call—if they had considered the present state of the money market, and that they were declaring a dividend not out of the profits of the past half-year, but by anticipating the produce of the future, and apparently on no better grounds than a supposition that the traffic during the next six months would increase. The apologetic tone of the Report, in reference to this point, seemed to indicate that the Directors themselves were not quite satisfied with the course recommended. He was sure that it was a course which, as prudent commercial men, they would not follow in their own business, namely, to declare a dividend to their partners on the mere expectation that such business would increase. He quite agreed with the last speaker, that the Directors ought to be supported, but he thought the scheme of declaring a dividend to the extent mentioned in the Report was not wise, and he trusted that it was not too late even now for the Directors to reconsider the subject.

The CHAIRMAN would not trespass on the meeting further than briefly to notice the principal suggestions which had been thrown out by the last two speakers. With respect to the Secretary, it would be satisfactory to the proprietors to know that since the last meeting that gentleman had spent more than half his time at Derby. (Hear, hear.) As regarded his permanent residence, there could be little difficulty in fixing it by the period specified by his friend Mr. Alston. He would confess he felt glad that the appointment of a Committee had not been pressed; for although he was not one of those who thought Directors should be too fastidious in such matters, and although he fully admitted that circumstances might arise which might render the interference of the shareholders in the manner suggested, not only expedient, but essential, yet he put it to the meeting, whether immediately after the whole subject had been investigated by a Committee of the Directors and the whole establishment revised, and while they had scarcely yet had time to carry the recommendations of such Committee into effect, it was desirable that a further investigation should be set on foot. (Hear, hear.) He said nothing as to the construction which the public might put upon such an appointment, as implying want of confidence in the Directors, for *that* point concerned the proprietors alone. The Directors had made great research, and incurred considerable odium through the late investigation, and he trusted the meeting would not impose a repetition of it. (Hear, hear.) As regarded Auditors, the meeting was aware that there was no reference to them in the Act, but if the proprietors desired it, the Directors could have no objection to the appointment. He fully valued the principle of a depreciation fund, and was of opinion that no Company could proceed safely without making some such provision; and from his own experience in another Company he thought 5 per cent. a pretty fair apportionment—certainly not too large. But having made that admission—and he was the more anxious to make it because a time must speedily arrive in this Company, when any calculations as to dividend must be modified by such a charge—having granted this, he must be permitted to doubt how far it was desirable to deviate from the invariable practice of other companies, in not commencing a depreciation fund during the first year of working. The half-year had been carefully and minutely charged with every expenditure incurred for repairs, and their stock was at present almost as good as new. He thought therefore any deduction on this score from the profits was premature. (Hear, hear.) He would assure the meeting that the subject had received the most anxious consideration of the Directors, and the statement made in the Report was purposely guarded. With respect to the anticipated increase of traffic, the Directors did not build their hopes on suppositions but on figures that were before them; and the experience of the last few months fully warranted them in looking forward to a very large increase. (Hear.) If they could not in some measure fairly speculate on an increase sufficient and more than sufficient to meet the full charge of maintaining the road, they would be the very reverse of sanguine in regard to the undertaking—they would in fact be saying that they were hereafter to work the line with next to no profit at all. There had been a gradual and steady increase of traffic, and he doubted not that this very gratifying progress would continue. (Hear.) Mr. Alston had suggested the revision of the rates by such a Committee as had been recommended, so as to adapt them to the requirements of the district. It was not for him (the Chairman) to say whether they already had on the Direction sufficient local knowledge to adjust these charges satisfactorily and with the greatest benefit to the Company, but as a notice of motion on this subject had been given at the last meeting, they would probably have it discussed that day; and if any facts justifying an alteration were adduced, he was sure that the Directors were not so wedded to any particular scale that they would hesitate to change it for a better. Did Mr. Martineau intend to move any amendment in regard to the amount of dividend?

Mr. MARTINEAU said he did not. He had full confidence in the Directors and would support them. He had only been anxious that the meeting should know distinctly what they were doing, namely dividing an amount which they had not fairly earned. (Cries of "No, no.)

Mr. NEWTON (a Director) said, the additional sum for maintenance of way would be more than met by the savings arising from carrying the recommendations of the Committee of Directors into effect. He was a member of that Committee, and after a most searching inquiry, the conclusion to which they came was, that a saving of about 14,000*l.* per annum might be effected. It was right to state that the whole of that amount would not be a constant and permanent annual saving, because part of it was an expense on capital which would soon have died of itself, but at all events, the saving next year would be 14,000*l.* (Hear, hear.) This would meet the additional expenditure for maintenance of way, not merely for the half year, but the whole year, so that the Company could not be considered as likely to be in a worse position then than now.

The CHAIRMAN was extremely anxious that no misconception should exist upon this point, and that there might be no room for future disappointment. A moiety of the proposed saving of 14,000*l.* accrued on capital, and Mr. Martineau's remarks applied wholly to revenue, so that the expected reduction in expenditure could not fairly be set against the certain increase. Nor had the recommendations of the Committee yet been carried out in all respects; but that a very considerable and permanent saving was effected was beyond a doubt. He thought it might amount to about 5,000*l.* or 6,000*l.* per annum.

Mr. BOWER enquired, how much of the balance in hand would be required to pay the dividend recommended in the Report.

The SECRETARY said, about 45,000*l.* out of 47,845*l.* in hand.

Mr. BOWER wished to know how the balance of 2,000*l.* was invested.

The CHAIRMAN said, the whole had been most profitably employed. The revenue received had been applied to capital, so as to obviate the necessity of more rapid calls on the instalments still due on the shares. The Directors would have been guilty of a dereliction of duty, if they had put out the receipts at a low rate of interest, and then pressed for further calls. (Hear, hear, hear.)

Mr. MARTINEAU enquired, if the item in the accounts of "contingent receipts due from other Companies, and interest accruing according to existing agreements," was a yearly receipt, and to be considered as a permanent source of income.

The CHAIRMAN said, it would appear in the balance sheet every half-year, but would vary in amount accordingly to the quantity of work done by this Company for the Birmingham and Derby and other Companies.

A PROPRIETOR thought the Report stated that the recommendations of the Committee had already been carried into effect, whereas a recent explanation of the Chairman seemed to suggest a different conclusion.

The CHAIRMAN said, the Report stated that the

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Directors were "*preparing* to carry out the recommendations of the Committee as speedily and efficaciously as possible." A saving of about 7,000*l.* on the engineering or capital account would soon have taken place of itself. There would be a saving of about 6,000*l.* on the permanent establishment, if the Committee's Report were fully carried out. They had already done so to some extent, but in cases where reduction of salaries or dismissal of officers was concerned, some time must necessarily elapse. He wished the meeting not to be too sanguine as to the amount of saving, and therefore he should say it would be about 4,000*l.*

A PROPRIETOR said, he had seen a letter in the *Railway Times* stating positively that the saving would be 14,000*l.*

The CHAIRMAN said, the facts were precisely as he had stated them. He did not know who was the writer of the letter referred to, but unquestionably he was in error as to a permanent saving to such an amount.

A PROPRIETOR inquired if the capital of the Company would be fully sufficient to meet all the liabilities.

The CHAIRMAN—Decidedly; it would be ample. The Directors had seen no reason to change the calculations laid before the last meeting.

The PROPRIETOR presumed, therefore, that the whole of the 22,000 new shares had been taken up?

The CHAIRMAN said, they had—with a very trifling exception.

Mr. JACKSON inquired if the calls had been paid on the shares of Mr. Parker, lately a Director.

The CHAIRMAN said, there were shares standing in Mr. Parker's name on which arrears had accrued. The value of the shares was, however, quite sufficient to guarantee the Company against loss.

Mr. JACKSON had understood that the shares were in the hands of the Sheffield and Rotherham Banking Company.

The CHAIRMAN, after deprecating discussions of this kind, said, the legal title to the shares was in the Company, and whoever might hold them, the calls must be paid. (Hear, hear, hear.)

Mr. BRANCKER (of Liverpool) inquired if there would be any objection to publish a list of the names of all the Company's officers from the highest to the lowest, at every station on the line, commencing with Derby, and specifying the amount of salary received by each. There seemed to be duplicate officers, as for example, one Secretary at Derby and another at Leeds, and the same with regard to storekeepers. (Hear, hear.) He thought the publication of such a list would afford proprietors the best means of judging whether economy was observed.

The CHAIRMAN said, there were duplicate offices, and one part of the Committee's recommendations had reference to that point. Would it not excite feelings of a disagreeable character—would it not, in fact, be unkind to print such a list? Even now any proprietor might receive the information in writing, but if once printed, it would, most likely, find its way into the public newspapers. (Hear, hear, hear.)

A PROPRIETOR said, it was difficult to obtain such information when it was asked for at the office.

The CHAIRMAN said, that if, on any occasion, a proprietor had the smallest difficulty in obtaining information, and would address a note to him, or to his friend Mr. Huddard, the Deputy Chairman, such information should speedily be supplied.

Mr. STOKES inquired what was the cost of coke per ton.

The CHAIRMAN said, the Company dealt with several parties. That supplied by Stanfield and Briggs cost 15*s.* 6*d.*, that by Earl Fitzwilliam 15*s.*, reduced within the last few days to 12*s.*, and that by George Stephenson and Co., 14*s.*

In answer to questions, it was stated, that the places whence these supplies were derived are on or near the line, and that the article is delivered on the line at the point nearest the particular manufactory.

A PROPRIETOR said he saw nothing in the Report relative to the Leeds and Selby line.

The CHAIRMAN said it would be recollected that authority had been given to the Directors to lease the Leeds and Selby line in conjunction with the York and North Midland Company, if it should appear desirable. By a subsequent arrangement, it had been agreed that the York and North Midland Company should lease the line alone, a sub-arrangement having been entered into with that Company relative to the traffic. The terms were highly beneficial, and the Directors had thought it better to pursue this course, as more simple, and incurring less risk.

Mr. BRANCKER inquired where the coals carried on the line were weighed.

Mr. R. STEPHENSON (Engineer) said they were invariably weighed in the Company's yard and by the Company's servants.

Mr. BARTON inquired up to what period the interest on debentures had been calculated.

The CHAIRMAN said the proportionate amount of interest was calculated for every half-year.

After some further conversation the Report was adopted unanimously.

Mr. VICKERS then brought forward the motion alluded to by the Chairman. He commenced by stating that the expense of working the line having amounted to three millions, and the earnings of the past half-year, excluding the balance previously in hand, and allowing for the increased expenditure which would hereafter be chargeable, being not much more than 1,600*l.* it was of great importance that some means should be devised for increasing the traffic, and he thought no better plan could be proposed than a reduction of fares. His own opinion as to the policy of low fares was very decided, and the little experience which they had yet had on the matter he thought bore out his views. He held it as an incontrovertible maxim, that in fixing the rate of charge to the public, the cost of constructing the line should be totally left out of consideration, the only object being to settle the fares at such a rate as would render the railway most productive. It was argued in Lancashire that because a line had cost 50,000*l.* per mile, its charges ought therefore to be higher than those of a line which had originally cost less, but this was altogether a fallacy. The case of the Liverpool and Manchester line might at first sight seem to militate against the policy of low fares, although he begged to state that the charges upon that line were still as low as any in England. At first the fare upon the railway in question had been 5*s.* from Liverpool to Manchester, and that arrangement worked well for about two years, when the proprietors becoming impatient for an increase of dividend added a shilling to the fare. There followed a slight increase in the amount of the Company's receipts, but it was impossible to say what the increase would have been as the traffic of the district developed itself, had the original fares been retained. The experience of America, and the continent also, was, he thought, very conclusive, as to low fares. The steam-boats which formerly plied between New York and Albany at a fare of 5 dollars could not exist, but now the fare had been reduced to 1½ or 2 dollars, they paid a handsome dividend. The case of railways in this country was equally in point. On the Edinburgh and Dalkeith line, the number of persons daily carried at 2*s.* or 1*s.* 6*d.*, was only 40; when the fare was reduced to 6*d.*, the number of passengers rose to 800. The largest railway receipts per mile were those of the Dublin and Kingstown Company,* and yet the fares of that Company were the very lowest. These were short lines, but there was a long line—the Newcastle and Carlisle—where the same results had followed a reduction of fare. At first, it was thought that that line would return no dividend, but the fares having been considerably reduced, it was now, he believed, paying well. The experience of the Belgian railways was very remarkable; the receipts from the first class fares formed but 5 per cent. of the gross income; of the second class 9 per cent.; of the third 32; and of the fourth 54. On the Manchester and Bolton line the fares for the first class had at one time been for the first 2*s.* 6*d.* for the second 2*s.* and the third 1*s.* These charges were reduced respectively to 2*s.*, 1*s.* 6*d.*, and 1*s.*; and in six weeks the number of passengers increased from 26,000 to 35,000, and the receipts from 1901*l.* to 21,000*l.*

Captain PORTER enquired at what period of the year the change took place.

Mr. VICKERS said it was in July, so that any advantage from that cause would have been in favour of the higher fares. When the fares were raised to their former level, the passengers and receipts fell back to their old proportions. On the Leeds and Selby—a line in the vicinity of their own, almost in the same county—repeated alterations of fare had taken place. In 1837, when the fares were 5*s.* and 3*s.* the number of passengers carried was 70,625; in 1838, when the fares were lowered to 4*s.* and 3*s.* the number was 90,607. This, he thought, was strong presumptive evidence that a reduction of fares on the North Midland line would be beneficial. The result of their own working further confirmed this opinion. They had reduced the fares from Chesterfield to Sheffield, for the line at that point presented a very circuitous route. The fares on that district were now about ¼*d.* a mile—the lowest in England—and the consequence had been that the aggregate receipts had risen in six months from 58*l.* to 285*l.* They ought to look practically at the character and requirements of the district. It might possibly be for the interest of the Lancashire proprietors, that the fares upon the North Midland Railway should not be reduced, for it might be to their advantage to keep up high fares upon the Grand Junction line—and yet the Chairman of that Company had at the late general meeting given his voice in favour of low fares from the intermediate stations. The number of passengers on the North Midland Railway, in May last, was, first class, 603; second class, 1,264; third class, 1,230. The third class fares were then raised, and the numbers in June stood thus; —first class, 745; second class, 1728; third class, 3,659. They had thus, it appeared, succeeded in driving some of these third class passengers into the second class, but he doubted if the ultimate result would be advantageous. The fares upon the railways in connection with the North Midland, were too high; and it would be greatly to the benefit of all parties, he thought, if they were reduced. However, to begin with themselves, he would move that after the 1st of October next, the fares on the North Midland Railway be reduced to 2½*d.* per mile for the first class, and 1½*d.* for the second. The charges were at present 3*d.* and 2*d.* respectively. He would not interfere with the third class fares, as those had recently been raised, avowedly by way of experiment, otherwise he should have liked to propose that the fares be 2*d.* 1½*d.* and 1*d.* for the several classes.

The motion having been seconded,

Mr. BARTON inquired if it were not the case, that the raising of the third class fares had increased the receipts from that class from 50*l.* to 150*l.* per week.

The CHAIRMAN replied in the affirmative. He hoped that the proprietors would give this subject their most serious attention, before they decided upon it, as nothing could be more difficult or was more to be deprecated than a return to old fares, after a reduction had once taken place. He quite agreed with the honourable proprietor that in most cases it was wholly untenable to regulate the amount of fare by the original cost of construction, although in peculiar localities such an element might fairly be taken into account. The principal circumstance, however, which regulated the amount of charge, was the extent of competition, and this was precisely the reason why the Chesterfield fares had been reduced, the route by the railway being so circuitous as compared with the road, that low fares only could attract passengers to the line. They had raised the third class fares, and although they still saw in that class many parties who ought to go by the second—(a laugh)—the result had been, as referred to by Mr. Barton, highly satisfactory. (Hear, hear.)

* This is a mistake.—ED. R. T.

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They had carried fewer passengers, but they had received more money. It was somewhat remarkable that the experiment had succeeded best from Mr. Vickers's own town, Sheffield. There had been a falling off at particular stations, but *that* was readily traceable to local and temporary arrangements. He would admit that the character of the population and the nature of the traffic must be taken into account in fixing the rate of charge upon particular lines. It would be preposterous to argue that because the London and Birmingham Company for example, succeeded with a fare of 3¼d. per mile that scale would be the most advantageous for the North Midland Company, but in looking at the charges of the various Companies he found that the North Midland fares were by no means the highest. They were lower than the London and Birmingham, lower than the Great Western, and lower than the South-Western. They were the same as the Grand Junction, within a fraction of the same as the Birmingham and Derby, lower than those of the Birmingham and Gloucester—a district very similar to their own—the same as the Manchester and Leeds—a Company who, it would be allowed, did not take up questions loosely—and considerably lower than the Great North of England. He thought, therefore, that for the present, and while the third class experiment was proceeding, there was no necessity for any general alteration. (Hear, hear, hear.)

Mr. VICKERS said his only object was to obtain the largest amount of revenue. (Hear, hear, hear.) He should be glad if the experiment now going on should lead to that result.

Mr. R. STEPHENSON said his sentiments had at one time been in favour of very low fares, but he had seen occasion to modify them very considerably. (Hear, hear.) He found that the most profitable scale of charge depended so much upon the local peculiarities of each individual line, that it was impossible to lay down with safety rules that should be generally applicable. The North Midland line had several peculiarities, one of which was that though it passed through a large population, that population was widely scattered, and if by means of low fares such population could be attracted to the line it would be highly advantageous. The through traffic, however, was regulated on a different principle, and here he might observe, in passing, that the Newcastle and Carlisle—the only long line, the example of which Mr. Vickers had adduced in support of his views—had scarcely any through traffic. If they could retain the through fares and reduce the intermediate, he had no doubt the experiment would answer, but they had not power to do so. With respect to Belgium, the income of the railways there depended very much on local traffic. He had within a month returned from that country, where he had had an opportunity of inspecting all the railway accounts, and he must say that all that he had seen only tended to confirm his previous impressions. (Hear, hear.) When a change of ministry took place in Belgium about eighteen months ago, the fares on the railways were reduced contrary to the opinion of those practically conversant with the details, and what was the result? Why, that they were now about to raise them again, for they found that in no one month had the low fares realised so much as those which, although still low, were high comparatively. (Hear, hear, hear.) This proved, he thought, that it was unwise to lower the charges beyond a certain point. He thought the North Midland third class fares were at first too low. They had since been raised, and although the number of passengers had certainly been diminished, it should be remembered that the Government tax was saved—a clear proof that the present mode of levying that tax was highly injudicious, and detrimental to the public revenue. (Hear, hear, hear.)

Mr. BRADLEY thought the intermediate fares ought to be reduced, even if the through charges were preserved as before. Coaches still contrived to exist from Leeds to Barnesley, Sheffield, and other places. The example of Belgium was not one in point, because in that country they had no other means of conveyance.

The CHAIRMAN begged to set the honourable proprietor right; they had in abundance the cheapest of all conveyances—water conveyance.

Mr. BRADLEY said, it might be so, but still there did not exist in that country the same spirit of enterprise which distinguished the coach proprietors of England, and which led to so much beneficial competition. It was true, as had been remarked, that many gentlemen now present in the room had that day used the third class, when they could well have afforded to pay for a superior class. (Laughter.) He was not one of them, but perhaps it was the fineness of the morning that induced them to do so. (Renewed laughter.) He was of opinion, that on occasions of this kind every shareholder ought to pass along the line free. (Cries of "No, no.") This would lead to a large attendance at the periodical meetings. He was glad to see so many gentlemen present that day, but he thought it absurd, that they should have to take from one pocket in the shape of fare, and put it into the other in the shape of dividend. He had a motion to make on that subject.

Mr. HUDSON (Chairman of the York and North Midland Board), hoped that after the very convincing remarks of the Chairman and Mr. Stephenson, Mr. Vickers would consent to withdraw his motion. (Hear, hear.) The object of that gentleman was avowedly to increase the revenue of the Company, and as the plan pursued by the Directors had so increased it, they ought to await the further effects of the experiment. (Hear, hear, hear.) He had long been of opinion, that the original third class fares on the North Midland line were too low, and he had made his views known to the Directors. At 1d. per mile they did not pay; at 1½d. they were now receiving a larger amount of profit. As to the Leeds and Selby line, it was not the fares only but other circumstances of a local character that had caused the fluctuations referred to. He thought the matter might safely be left in the hands of the Directors who were anxious—as all Directors of course were (a laugh)—to increase the revenue of their Company, more especially when its condition was not very flourishing. In March last, the third class fares on the York and North Midland line had been raised, and the result had been so satisfactory, that some of the Directors who at first had deemed the step inexpedient and hazardous, were now fully convinced of its propriety. (Hear, hear.) They could not alter their scale of charges to meet the views of every little town. They must look at the question in a general light, and as they were bound to serve all parties alike, he thought it highly imprudent that any change should be made for the present. (Hear, hear.) He thought the Directors had acted most judiciously in raising the third class fares, and that they were fully entitled to the thanks of the proprietors for their conduct in that particular. (Hear, hear).

Mr. BOWER said, the Company of which the last speaker was Chairman had driven all the coaches from the road, and having done so, were now treating the public in such a manner, that the working population breathed forth curses against them. [The honourable proprietor here entered into certain personalities for which he was called to order by the Chairman and the meeting. His manner and provincial pronunciation, while they rendered it difficult to understand him, seemed to afford amusement to the meeting at large.]

Mr. HUDSON, with some warmth, and contrary to the expressed wish of several proprietors who thought such vindication needless, defended the Directors of the York and North Midland line. The first class fares were 2¾d., the second 2d., and the third 1½d., so that there could be little ground for any imputation of ill-usage or exaction from the public in reference to charges. (Hear, hear, hear.)

Captain PORTER hoped the question would be left with the Directors, in whom the proprietors had the greatest confidence. Unless they were acting in this matter in conjunction with the other railways with which they were connected, a reduction of fares would do little good. These statistical details could not be allowed to weigh against the plain fact that every railway was at this moment increasing its fares. As to the increase which had taken place on the Liverpool and Manchester, he thought it was attributable to the extension of the line into the town of Liverpool. The opinions expressed at this meeting would as usual have due influence with the Directors, and *there* perhaps it would be as well to leave it. (Hear, hear.)

Mr. VICKERS intimated, that if the show of hands were against his motion, he would not for the present press it further.

The CHAIRMAN did not anticipate that even the show of hands would be in favour of the honourable proprietor's proposition; but even if it were so, he (the Chairman), as holding a large number of proxies, should feel himself bound to demand a ballot.

Mr. VICKERS would for the present withdraw his motion, (applause), reserving to himself the right of bringing it forward on a future occasion, should circumstances seem to require it.

Mr. BRADLEY then introduced his motion relative to the free passage of proprietors along the line, for the purpose of being present at the half-nearly meetings of the Company. [This gave rise to a long discussion, but want of space compels us to content ourselves with a very brief summary.]

The CHAIRMAN said the Directors had received a memorial on the subject, their answer to which was that the proprietors must decide for themselves. There was no precedent for the course recommended, and moreover it was virtually enabling those who lived on or near the line to put something into their pockets at the expense of their more distant co-proprietors. (Hear, hear, hear.) They had no right to favour a peculiar section of proprietors. It was certainly most desirable that these periodical meetings should be as fully attended as possible, but he hoped and believed that the proprietors felt, apart from the amount of fare, a sufficient interest in the undertaking to lead them to attend, and it was a remarkable fact that the North Midland meetings had always been best attended by parties residing at a distance. (Hear, hear, hear.)

Capt. PORTER thought there would be an actual out-going, were these free passage tickets granted, since the government duty had to be paid.

Mr. VICKERS said no duty would be payable under such circumstances.

The CHAIRMAN said if tickets were issued, the duty must be paid, and if there was any Board who acted differently, he would advise them to keep themselves out of the way of the Commissioners of Stamps.

Mr. VICKERS inquired if duty were payable on the free tickets made use of by the Directors.

The CHAIRMAN said, it was not. Pass tickets were used and not the ordinary tickets.

It was farther argued by several gentlemen, that the plan proposed would, if adopted, lead to interminable confusion, as it would be difficult, if not impossible, to identify at the several stations the *bona fide* shareholders—that with equal reason might a London proprietor, coming to a meeting at Derby, ask the Company to pay his guinea fare over the London and Birmingham line, as a Leeds proprietor seek to be excused from the payment of the eighteen shilling fare on the North Midland—and that it was unjust to distant shareholders who did not wish to come to the meetings at all that the receipts of the Company should be deprived of this source of income. Several proprietors wished Mr. Bradley to withdraw his proposition, but that gentleman persisted, remarking that if he stood alone he would have it put to the vote, not as a matter of personal or individual saving but as one of principle, and as likely to effect the end which he had in view—of rendering the half-yearly meetings fully attended—as fully as the meeting that day—for he was satisfied that the more this was the case the better would the affairs of the Company be attended to. The motion was then put when there appeared 17 for it, and a very large number (at least 100) against it. It was therefore declared to be lost.

Mr. ALSTON said the promise made by the Chairman, and tacitly acquiesced in by the Secretary, that

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the latter gentleman should remove permanently to Derby by the 1st of October, relieved him from the necessity of bringing forward any motion on the subject. He would therefore pass on to another matter respecting which he had a proposition to submit, but before doing so, he wished most clearly to express his conviction that the supposition apparently entertained by one of the previous speakers that the Lancashire shareholders might have views in reference to the fares on this line inconsistent with the welfare of the North Midland Company was totally unfounded. A more honourable and high-minded body of men than the Liverpool proprietors did not exist, and railway interests were deeply indebted to them for their enlightened and enterprising support. (Hear, hear, hear.) The honourable proprietor then went into the subject of appointing auditors, observing that he would not have brought forward the question if it could fairly be construed into the slightest suspicion of the integrity of the Directors. It was, however, a business-like mode of proceeding, and he had no doubt would have a favourable influence on the public. He then adverted to the publication of a list of the proprietor's names, and concluded by proposing a joint motion to the effect that two auditors be periodically appointed, and that a printed list of the names and addresses of the shareholders be annexed to the half yearly Reports, as forwarded to the several proprietors.

Mr. BRANCKER was about to second the motion when,

The CHAIRMAN said he himself should have much pleasure in doing so. The appointment of auditors was a novel question, but as none of his colleagues appeared to object to it, and as from a document just shown to him it appeared to be done on the Grand Junction line, he, personally, could have no reason to oppose it. As to printing the list of proprietors, he thought it would be a very great convenience. (Hear, hear.) Even now any proprietor had a right to demand such a list, on offering to pay for the expense of writing it out. The proposed addition of the designation would be an improvement on such lists as usually sent round in London Companies.

A PROPRIETOR inquired if the number of shares held by each proprietor was proposed to be specified.

Mr. ALSTON, and the meeting generally, at once protested against any such course.

Mr. BARLOW thought as the number of Directors had been reduced, and as many of the proprietors might not know who really were at present Directors, it would be desirable that their names should be prefixed to the Report, as was done in the Midland Counties Company.

The CHAIRMAN said, there could be no difficulty in that respect. While on this matter he begged to state, that although the number of Directors had been reduced, the amount shown in the present balance-sheet as having been paid to them, was the same as before. This arose from the circumstance that this payment was always half a-year in arrear, so that the sum now shown was for the last six months of last year. One of the recommendations of the Committee had reference to the reduction of the number of Directors, and that part of it had been carried into effect. (Hear, hear.)

A lengthened conversation followed as to the parties who should nominate the auditors. Mr. Alston and others thought it should be entrusted to the Directors to choose any two of the proprietors. It was contended, on the other hand, that the proprietors in public meeting assembled should have the privilege of appointing them, and the names of Mr. Alston and Mr. Brancker were proposed for the ensuing six months. Mr. Alston expressed his readiness to serve, but perhaps he might not be present at the next meeting. It was further argued that, in the event of one or both of the auditors dying or becoming insolvent in the interval between two meetings, the auditorship might be rendered virtually null, unless the Directors had the power of filling up the vacancies. Ultimately it was agreed that the right of nomination should be vested in the Directors, and the motion having been amended to that effect, was carried unanimously. It was understood that the Directors would communicate on the subject with the gentlemen above named.

Mr. BARTON enquired if there was any thing further to pay for land.

The CHAIRMAN said all the purchases had been made, and with one or two exceptions hardly worth mentioning, had been paid for. There might be some few cases of compensation, but not to any extent.

Captain PORTER referred to a suggestion which he had thrown out at the last London meeting, to the effect that Mr. Glyn, the Chairman of this Company, Mr. Houldsworth of the Manchester and Leeds, and Mr. Hudson of the York and North Midland should meet and arrange regulations for the conduct of the traffic on the three lines. This had been done, and he had been told by Captain Lawes, than whom no man could, from his practical knowledge and daily engagements on one of the lines be better able to judge, that nothing more satisfactory than these regulations could have been devised. The gallant proprietor then proposed in very complimentary terms, that the best thanks of the proprietors be given to the gentlemen above named for their arduous and successful exertions in this matter.

The motion having been seconded by Captain RAMSAY, R.N., was carried by acclamation.

The CHAIRMAN, in returning thanks, said, the Directors were always anxious to preserve a good understanding with the Companies with whom they were so closely connected, and he was happy to say that almost every point had now been arranged to the satisfaction of all parties. (Hear, hear.) There was one peculiar point of union among them, and which was alluded to in the last paragraph of the Report, namely, the great advantage which would result from the completion of a line of railway from Darlington to Newcastle. There were only 6¼ miles for which Parliamentary sanction had not been received, and although the question was a very delicate one, measures were under the consideration of the Companies, which would probably tend to effect the object in view.

Mr. HUDSON, in acknowledging the vote of thanks, paid a high compliment to the straightforward conduct and zeal and talent of Mr. Glyn. He then adverted to the extension of the line to Newcastle, which he described as of great importance to the North Midland, the York and North Midland, and the Manchester and Leeds Companies. Some might have a predilection for a West coast line to Scotland, but if this little bit of 6¼ miles were made the route would be virtually determined. He had little doubt that, by co-operation, the three Companies could raise the money, and probably a scheme with that object would at no distant day be submitted to them. It would bring a great increase of traffic to the lines, and render it permanent. If the Great North of England Company should be unable to complete the whole of the line for which they had received Parliamentary powers, there would be 19¼ miles to construct, which could be done for about 500,000*l.*, but if the whole of the Great North of England line were made, there would remain, as stated by the Chairman, only 6¼ miles to complete the chain of railway communication from London to Newcastle, and these 6¼ miles might be made for 200,000*l.*

A vote of thanks to the Chairman and Directors was then carried by acclamation, and suitably acknowledged, and the meeting separated, many of the proprietors proceeding to inspect more minutely the commodious and magnificent station where the meeting was held.

RAILWAY ADJUDICATION.

SHILLIBEER *v.* THE GREENWICH RAILWAY COMPANY.

Home Circuit, Croydon, August 23.—The plaintiff in this action sought to recover compensation for having been compelled, under the circumstances stated, to walk along the railway, there not being sufficient light and protection to prevent the accident, that he had fallen upon the iron rails, and had thereby injured himself severely.

The defendants pleaded firstly, not guilty, and secondly, that the plaintiff had been warned that it was dangerous to walk along the railway, but that he had persisted in doing it, and had brought the accident upon himself.

Mr. PLATT and Mr. PETERSDORFF were for the plaintiff, and Mr. THESIGER and Mr. WALLINGER for the defendants.

The case on the part of the plaintiff was, that on the 15th of March he started by the half-past nine o'clock night train from Greenwich, and when they arrived at about half the distance, near the Blue Anchor road, a signal of accident was given, and the train was stopped, and it was found that the preceding train had broken down, that the engine was lying across the rails, and that it was impossible to proceed. The whole of the passengers alighted from the train, and some of them attempted to get down into the Blue Anchor-road by means of a flight of steps made for the purposes of the railway, but they found the door at the bottom fastened, and they were then compelled to walk along the line, and at one portion of it over Bermondsey-street, where there is a descent in the gravel-way of a foot, the plaintiff and eight or ten others fell down, and he received a very severe injury upon the leg. From the evidence of the medical person who was called, it appeared that at one time the plaintiff's life was endangered from the very serious character of the wound. The plaintiff had applied to the Company for some recompense for the injury, but they took no further notice of the application than to refer him to their solicitor. On behalf of the defendants, the conductors of the trains and some other persons connected with the Company were called, and they attempted to make out that when the obstruction was discovered the passengers were were requested to sit quietly, but that they refused to do so, and were very violent, and began to kick the doors of the carriages. They were at length compelled to let them out, and they were then told that they might go down the steps into the Blue Anchor-road, and that the fares would be returned on the morrow; but that, instead of consenting to this, the whole of the passengers insisted upon walking along the line to the London station, and when the conductors attempted to prevent them they threatened to knock their heads off; and one elderly gentleman, who was represented to be an M.P., declared he would bring the matter before "the House." The defendant's evidence, however, was not very conclusive, and although the witnesses swore positively that an offer was made to the passengers to get into the Blue Anchor-road by means of the staircase from the railway, there was no attempt to show that the door at the bottom had been unlocked, and it appeared pretty clear that if the passengers had been ever so minded to do so, they could not have got away from the railroad by this means. It was also proved in the course of the case that when the plaintiff arrived at the station in London, in great pain and suffering from the injury, and requested to be allowed to sit down for a short time, it was refused, and he was compelled to depart immediately, and it did not appear that the fare he had paid was ever returned to him.

Mr. THESIGER, in his address to the jury, said that in this case he could not see how the Company could be made liable for what had occurred. Every one must be aware of the advantages of this mode of conveyance, and it was the interest of the Directors of undertakings of this description to protect the public, and in the present case it was clear that the detention of the train arose from unavoidable accident, and if the plaintiff and other passengers had attended to the directions that were given them no accident would have occurred.

Lord Chief Justice TINDAL having addressed the jury, they returned a verdict for the plaintiff—Damages, 25*l.*—*Morning Post.*

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	6800	25	25	Ballochney	..	83†	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	60
—	—	.....	....	2	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	32	31½	..	32	32	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	6¼	6¼	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	17½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	26¾*	26¾†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	..
46	....	18000	50	45	Edinburgh and Glasgow	42*	42†	..	..	..	..	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	5*	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	38*	39†	..	..	..	..	..
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	37*	37†	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	26*	25†	..	26	..	..	25½
15½	....	6000	50	45	Gosport	..	..	..	..	51½	51½	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	201
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	100½
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..‡
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	78	78½	79	80	80½	80½	80
—	—	25000	50	50	Ditto (*New Shares*)	55	55¼	54⅞	55⅞	55¼	55¼	55¼
—	—	37500	20	4	Ditto (*Fifths*)	7⅞	7⅞	7⅞	8	8⅛	8⅛	7⅞
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	35½
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	195½
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..‡
—	—	7668	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	93½‡
..	..	....	..	..		..	..	..	..	..	..	..

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	..	162	..	..	..	..	..
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	..
.....	....	.....	32	2	Ditto (*New Shares*)	..	..	..	..	..	..	24‡
60	4	24000	25	25	London and Blackwall	..	..	15	15	15½	15½	..
46	37½	36000	50	50	London and Brighton	45⅛	45	44⅞	45	44⅞	44⅞	..
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	..	..	..	..
3¾	3¾	20000	20	20	London and Greenwich	..	8¼	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	17½	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅛	London and South-Western	..	52½	..	..	53	53	..
—	—	42000	5	1½	Ditto (*Tenths*)	..	..	..	..	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	56
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	24	24	..
10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	55½
40	5	30000	70	40	Manchester and Birmingham	..	20¾	20½	..	..	..	21½
40	....	7000	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	79	..	77½	77	..	..	..
8	—	10000	25	15	Ditto (*Quarter Shares*)	19½	..	..	..	..	..	19⅜
42	....	1940	25	25	Monkland and Kirkintilloch	..	58†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72¾	72¾	15000	100	100	North Midland	..	..	65	65	..	..	..
—	—	15000	50	40	Ditto (*New*)	32	32	..	..	..	..	..
—	—	15000	21⅜	10	Ditto (*Thirds*)	9¼	..	9¼	..	..	..	9⅜
28¾	15½	7200	50	30	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	78
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	—	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
.....	.....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	38	South-Eastern and Dover	17½	..	..	..	..	..	..
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
.....	.....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
23	25	6700	50	50	York and North Midland	..	75¾‡	..	..	..	..	..
—	—	6700	25	10	Ditto (*New*)	21½	..	..	..	..	..	22
....	....	....	..	..		..	..	..	..	..	..	..
....	....	....	..	..		..	..	..	..	..	..	..
....	....	....	..	..		..	..	..	..	..	..	..

‡ Ex. Div.

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Aug. 21	2,647	£107 8 10	£115 10 6	£222 19 4	£2 9 6½	£14 17 3	£216 8 10½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Aug. 21	..	1,047 6 10	252 2 11	1,299 9 9	4 4 8	29 12 9	1,329 12 10	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	51	Aug. 20	9,120	1,941 3 11	241 18 4	2,183 2 3	6 2 3½	42 16 1½	832 0 3	81
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	Aug. 23	9,718½	627 15 9	33 2 9	660 18 6	6 15 11¼	45 11 7½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Aug. 22	50,941	....	....	1,254 11 7	29 17 4½	209 1 11	....	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	....	....	....	....	....	....	....	....	16½
2,133,333 0 0	1,654,888 4 3	0 10 0	*Eastern Counties'	7	17½	Aug. 22	21,134	....	....	1,020 18 5	8 6 8	58 6 9	609 3 6	..
883,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	Aug. 21	29,927	1,407 1 10	214 16 8	1,621 18 6	6 15 1½	40 10 11½	949 13 8	..
....	....	....	†Glas., Pais., & Green.	9	22½	Aug. 21	25,667	1,266 14 1	121 9 3	1,388 3 4	10 5 7½	61 13 11	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	83	Aug. 21	..	8,612 1 0	1,699 8 0	10,311 9 0	12 18 5	90 9 0¼	9,736 8 2	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	Aug. 23	..	998 7 5	487 7 6	1,485 14 11	4 14 3½	33 0 3½	....	..
5,331,527 9 10	5,877,120 7 8	3 0 0	Great Western	12	118	Aug. 21	..	13,649 0 11	1,483 5 7	15,132 6 6	12 7 4	86 11 4½	5,805 13 11	56
533,333 0 0	460,000 0 0	2 0 0	Hull & Selby	13	31	Aug. 21	5,647	643 11 10	383 9 5	1,027 1 3	4 14 7½	33 2 7½	....	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20½	Aug. 21	3,097	564 15 6	33 0 11	597 16 5	4 3 3½	29 3 2½	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Aug. 20	..	4,144 7 1	2,021 8 10	6,165 15 11	28 8 3½	198 17 11	6,337 3 7	31
5,750,000 0 0	5,724,807 0 0	9 7 9	London & Birmingham	16	112½	Aug. 21	..	15,196 2 0	2,880 9 8	18,076 11 8	21 12 2½	151 5 4½	16,864 13 9	112½
800,000 0 0	983,464 7 1	....	*London & Blackwall	17	3½	Aug. 26	63,724	....	....	1,220 10 11	49 16 4	348 14 4½	954 7 0	3½
2,400,000 0 0	2,008,930 8 0	....	*London & Brighton	18	37½	Aug. 26	9,624	2,013 14 10	93 9 1	2,106 3 11	6 4 7½	43 12 3	158 0 5	5½
741,000 0 0	557,902 9 5	....	London & Croydon	19	10½	Aug. 24	14,803	883 2 8	124 11 10	1,007 14 6	14 10 6½	101 13 9	782 13 7½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3½	....	..	....	....	....	....	....	....	3½
2,540,100 0 0	2,283,837 18 0	7 14 3	London & South-West.	21	77	Aug. 22	..	6,068 10 4	693 14 9	6,762 5 1	12 16 3	87 13 9½	6,566 10 2	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm	22	5	Aug. 23	12,627	....	....	347 13 0	9 18 7½	69 10 7	378 6 3	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	Aug. 19	..	409 14 11	194 9 9	604 4 8	8 12 7½	60 8 5½	495 4 5	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	Aug. 16	..	3,920 2 9	1,746 18 9	5,667 1 6	16 3 9½	113 6 7½	1,086 1 8	13⅜
1,533,000 0 0	1,520,375 3 5½	2 10 0	Midland Counties'	25	57	Aug. 21	12,039	1,917 11 7	885 15 4	2,803 6 11	7 0 6	49 3 7½	1,601 8 2½	57
950,000 0 0	....	....	Newcastle & Carlisle	26	61	Aug. 21	..	792 19 11	1,055 2 10	1,848 2 9	4 7 6	30 12 6	1,778 0 2	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	27	72½	Aug. 21	..	3,538 11 2	1,317 9 5	4,856 0 7	9 10 7	66 14 1½	3,168 11 11½	72½
730,000 0 0	560,000 0 0	5 0 0	North Union	28	22	Aug. 20	5,791	1,294 1 9	194 6 2	1,488 7 11	9 13 3½	67 13 1	....	..
720,000 0 0	358,912 14 10	2 10 0	Northern & Eastern	29	15½	Aug. 22	14578½	1,083 16 2	7 1 1	1,090 17 3	10 1 0½	70 7 6½	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	Aug. 21	7,075	638 18 11	130 4 2	769 3 1	5 15 4½	40 7 7½	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	31	8	Aug. 21	6,719	....	....	180 14 4	3 4 6⅔	22 11 9½	201 10 5	8
446,666 0 0	446,500 0 0	10 0 0	York & North Midland	32	23	Aug. 23	9,510	....	....	1,822 8 6	11 6 4½	79 4 8½	838 5 5	23

2. Toll to London and Birmingham 158*l.* 9s. 10d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 33*l.* 0s. 11d. from goods, &c. is for toll only.

15. Ten pe cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 40 per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The amount given in the table includes the receipts from the horse coaches from Hayward's Heath to Brighton. The divisor, therefore, is 46, although only 37½ miles of the railway are open, including the Shoreham branch of 5½ miles. The toll to the Croydon Company is not included in the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50*l.* discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 5,667*l.* 1s. 6d. are the receipts after deducting omnibus charges, and payments to other Companies.

25. The receipts for goods, &c. include, carriages, 46*l.* 12s. 0d.; horses, 36*l.* 0s. 0d.; dogs, 8*l.* 4s. 0d.; parcels, 219*l.* 4s. 11d.; cattle, 46*l.* 11s. 0d.; corn, 8*l.* 6s. 5d; heavy goods, 445*l.* 7s. 11d.; coal, 75*l.* 9s. 1d.—Total, 885*l.* 15s. 4d.

27. The divedend includes a sum of 31,786*l.* earned previous to the last half-year.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Manchester and Leeds Railway.—*In the notes to our Traffic Table of last week there was an error in reference to the receipts of this railway, which we have much pleasure in correcting. The note should have stood thus:—"5,500. This and all the net receipts after deducting working charges and provision for the interest and including receipts from coal for six weeks."*

A Railway Engineer. *(With a slight curtailment, next week.*

Edinburgh, Leith, and Newhaven Railway.—*The "Statement of the affairs" has been received by a few Parliamentary members, in type, but must stand over till next week.*

The circular from Birmingham has (as requested) been withdrawn.

A Subscriber, Northwich.—*We have not had time this week to make the requisite inquiries, but will do it before next publication, and correct the error, if error it be.*

A Constant Reader (Hunstanton).—*Many thanks.*

Cornish Railway.—*We feel much indebted to Captain W. S. Moorsom, the able Engineer of the Birmingham and Oxford Water Railway, and trust he will grant us permission to publish his letter.*

We are compelled to defer notices of the Birmingham and Derby, Edinburgh and Glasgow, Hull and Yarmouth, Shrewsbury, and Chester Railway meetings. Our correspondent's report, a most quaintly written one, which is in type, must be deferred till next week. Then we shall publish a Supplement, in order to clear off arrears.

Traffic omitted last Week.

NORTH UNION RAILWAY.

Traffic for the week ending August 14, 1841.

Passengers, 5,859	Amount,	£1,231 1 5
Goods and Coal		198 5 1
Total		£1,429 6 6

*** It is requested that in future all communications intended for the *Railway Times* be addressed, "To the *Editor*," and not to any individual by name, now or recently connected with the establishment.

THE RAILWAY TIMES.

SATURDAY, AUGUST 28, 1841.

THE importance of the various topics discussed at the half-yearly meeting of the North Midland Railway Company, held at Derby on Thursday last, would justify us, if justification were required, in devoting so large a portion of our space to a full report of the proceedings. We earnestly call the attention of our readers to that report, and to the official documents which accompany it, as the most gratifying proofs which could be given of the gradual and steady progress of a highly important undertaking, and of the increased interest which railway proprietors are beginning to take in the discussion of questions bearing so closely on their prosperity. The traffic of the North Midland Railway has hitherto fallen very materially below the expectations which were originally entertained, but we see no cause whatever to despair. The line possesses in its local position, and in connection with neighbouring lines, almost every element of success; and we have no doubt that its resources will rapidly be developed.

We are almost sorry that the able Chairman of the Company condescended to notice the venomous effusion of a nameless slanderer of the Board. As was remarked at the meeting, we think it is the better way to treat such exhibitions of malice with the silent contempt they deserve. All who know any thing of the private or public character of Mr. GLYN, must be well assured that he would not for one moment countenance or connive at any act unworthy of a high-minded and honourable man.

A CASE was tried at Croydon on Monday last, in which compensation was sought, and recovered, from the Greenwich Railway Company, for an injury received by one of the passengers on their line. We give elsewhere a notice of the proceedings, from which it appears that on a certain occasion, in consequence of a preceding train having got off the rails, one of the evening trains was unable to proceed more than half way, and the passengers having alighted, and walked along the railway towards the London terminus, several of them stumbled and fell by reason of an unexpected irregularity of surface, when one of them, named SHILLIBEER, was seriously injured. For this injury he now appeared to claim compensation, and, after a good deal of somewhat conflicting evidence, the jury awarded him damages amounting to 20*l*.

This decision involves considerations of some importance, not only to the Greenwich Company but to other Companies, and likewise to the public. Nothing will contribute more to general confidence in this mode of conveyance than a knowledge that redress is to be obtained through the legal tribunals of the country for any abuse of the large powers with which Railway Companies have of necessity and for the benefit of the community been entrusted; while on the other hand such abuse will not unfrequently be prevented when those who might be tempted to outstep the bounds of propriety and justice perceive that they will be held responsible for their acts, and that, aided by the strong arm of the law, the humblest individual may resist with success the oppression of the most powerful corporation. In the consciousness of having "a giant's strength," the tyranny of "using it like a giant' is too generally overlooked, and hence the necessity and excellent effect of occasional appeals to a power which not even the most gigantic can withstand.

We would not be understood as making particular reference in these general remarks to the case of the Greenwich Company. On the contrary, we are not quite satisfied that they have not in this instance been somewhat harshly dealt with. Were it not for some collateral circumstances of seemingly trifling importance, to which we shall presently allude, we should say at once that the decision of the jury was matter of regret. It is not pretended that the breaking down of the train, which was the primary cause of the accident to the plaintiff, arose from any misconduct on the part of the Company's servants; nor can it reasonably be expected that on the occurrence of an unforeseen impediment like that referred to, and in the confusion which must thence arise, the convenience or comfort of the passengers can be so carefully studied as it ought to be, and would be, under ordinary circumstances. Neither is it to be supposed that the officers of the Greenwich Company could contemplate the necessity of a large number of persons walking along the line on foot, so that particular attention might have been paid to the "portion of it over Bermondsey-street, where there is a descent in the gravel-way of a foot," and where, in consequence, "the plaintiff and eight or ten others fell down." If there be "sufficient light" for the passage of the night trains along the railway, it seems scarcely to be a reasonable ground for complaint that, as set forth in the plaintiff's declaration, there was not "sufficient light" to enable him and his companions to perceive the inequality of the permanent way. It is true that the officers of the Company, if they found that the plaintiff and the other passengers *must* pass along the railway on foot, might have sent some person who was acquainted with the line to guide their steps—and indeed the neglect of such a precaution might have been attended with consequences which we shudder to think of. Only imagine the breaking down of a train on this side of the Corbett's-lane junction, early some dark night during the approaching winter when the Croydon and Brighton trains are in full operation, and then fancy the circumstance of a score or two of persons being pent within the narrow retaining walls of the Greenwich viaduct, while a train is seen approaching in either direction, and these persons being unable, in the agitation of the moment, to tell upon which track of rails it is proceeding. The sacrifice of life would without doubt be awful, and we very much question whether under such circumstances the officers of the Company would not be considered as implicated in the affair much beyond a mere reprimand for neglect of duty. The fact is, that on no pretence whatever ought the passengers to have been allowed to walk along nearly two miles of the line. There appears to be some doubt as to whether they could or could not have readily got off the line near the very spot where the stoppage took place. A flight of steps, it appears, leads from the viaduct into a public road, but the witnesses for the plaintiff stated that they "found the door at the bottom fastened," and that in consequence they were *compelled* to walk along the line. The officers of the Company, on the other hand, while they did not (according to the report of the case in the columns of our contemporaries) "attempt to show that the door at the bottom had been unlocked," swore that the passengers *insisted* upon walking along the railway, and threatened personal violence if any attempt were made to prevent them. We readily admit that it would have been folly in a few of the Company's servants (for there could only have been a few present at the spot) to have attempted to *force* off the line so large a number of persons as seem to have been in the train, and that if they *would* persist in exposing themselves to danger, none but themselves ought to be blamed for what might have happened to them; but we cannot bring ourselves to believe that if the means of egress from the railway had been supplied by the opening of the door "at the bottom" of the flight of steps referred to, and if the probable consequences of walking along the line had been pointed out to them, any number of persons would have been so foolish as to have "insisted" upon exposing themselves to hazard. The inference which we draw from these considerations is, that the door was *not* opened, and herein the servants of the Company were to blame. If the usual means of unfastening it were not at hand, there would have been little difficulty in effecting the object in another way.

But the most serious charge against one at least of the officers of the Company is a charge of gross inhumanity, and we regret extremely that we should have occasion to notice any such

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in connection with a Railway Company. "It was also proved [says the report] in the course of the case, that "*when the plaintiff arrived at the* STATION IN LONDON, *in great pain and suffering from the injury, and requested to be allowed to sit down for a short time, it was refused, and he was compelled to depart immediately!*" Here is a most grave charge proved on oath in a court of justice, and if the Directors of the Company have not by this time taken steps to punish the person who could have so far forgotten what was due to a fellow-creature in distress, we have no hesitation in saying that they have rendered themselves parties to the scandalous misconduct of their subordinate. There can be no difficulty in bringing the matter home to the offender, for the scene of the transaction is very distinctly set forth. We have very little doubt that this fact had great influence with the jury in the decision to which they came. Unfortunately the innocent suffer for the guilty, and the shareholders of the Company generally are made answerable for what we would fain believe was but the act of an individual—an exhibition of that "insolence of office" against which the most vigilant Directors cannot at all times guard, although they may at all times mark their sense of it, when, as in this case, the circumstances are laid fully and indubitably before them.

Are, however, the Directors themselves quite free from blame in this business? We think not. "The plaintiff [says the report] had applied to the Company for some recompense for the injury, *but they took no further notice of the application than to refer him to their Solicitor.*" This surely was not the course which under the circumstances ought to have been adopted. Highly respectable as is the legal adviser of the Greenwich Company, we all know that lawyers look upon these matters in a different light from other people—nay, that they have a direct interest in doing so. In cases of this kind a much more extended and generous view of circumstances ought to be taken than mere professional duty can be supposed to dictate. The Directors might at least have shown the plaintiff that they sympathised with him for the pain to which he had been put, and that though it might have been impossible for them or their servants to prevent the occurrence, they were willing and anxious as far as lay in their power to repair its effects. But no; they apparently satisfy themselves with a cold and formal reference to their Solicitor! The plaintiff's life, his medical attendant swore on the trial, had been "endangered from the very serious character of the wound," but the Directors do not appear even to have offered to pay the doctor's bill. The plaintiff may possibly be a poor man (for we know nothing of the case beyond what appears on the face of the newspaper report), yet the Directors seem indisposed to allow him "*some* recompense" for his loss of time. They refer him to their legal adviser, and the chances were ten to one that the plaintiff would not have had the courage to pursue the matter further. We trust that it was not any hope of *such* a termination to the case which led to the mode in which the plaintiff's application was treated. If the *amount* of recompense were the subject of dispute, we think a better arbiter than *any* merely professional man, might have been found among the Directors themselves. We cannot see what benefit the Directors could expect from resisting the claim. Even had the plaintiff lost his case, the expense of trouble of an action must surely go for something; as things *now* stand, how much more will the Company have to pay than if they had given the man "*some* recompense" in the first instance, and how much odium have they incurred? We have heard of cases of a similar kind in which claims of ten pounds have been resisted, and after all, the parties have been glad to compromise the matter by paying hundreds! Far be it from us to wish the Companies to submit tamely to extortionate demands—and we know that they are daily exposed to such demands—but in cases like this of personal injury to the public, we are strongly of opinion that a *liberal* consideration of the circumstances is on all accounts greatly to be desired; and we are happy to know that in almost every instance Railway Managements have acted upon these views. As a matter of policy, were there no other inducements, it is to the interest of the Companies to pursue such a course. Juries entertain a very natural and, under certain limitations, a very commendable feeling in favour of the weak against the strong, and (what they generally consider as synonimous) in favour of individuals against public Companies, and when appeals like these are made to them for redress it very rarely happens that they err on the side of inadequate compensation.

THE Half-yearly General Meeting of the Proprietors of the Edinburgh and Glasgow Railway was held at Glasgow on Tuesday. We have received a full account of the proceedings, but in the present crowded state of our columns, it is quite impossible that we could give more than a very brief abstract. We prefer, therefore to postpone its publication till next week. A great part of the proceedings and Report has reference to the late unfortunate disputes, in connection with the two Committees.

OUR space will not allow us to do more than to call the notice of our readers to the reports of the meetings of the Great Western and Birmingham and Gloucester Railway Companies, which will be found in another part of this day's paper. They are both exceedingly interesting. We shall probably have occasion to revert to them hereafter.

THE adjourned General Meeting of the Proprietors of the Birmingham and Derby Junction Railway Company was held on Thursday, at Birmingham, when the Report of the Committee of Investigation, appointed at the previous meeting on the 10th instant was read, and was, we are informed, of a very satisfactory nature. We shall give a more detailed notice of the proceedings in our next.

THAMES HAVEN DOCK AND RAILWAY.—The half-yearly meeting of the proprietors of the Thames Haven Dock and Railway Company was called for yesterday, but after the lapse of an hour and a half beyond the hour advertised, only five or six proprietors were present, and these not being sufficient to constitute a legal meeting, the proceedings were adjourned for seven days.

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MR. WALLACE has placed on the books of the House of Commons, a notice of motion for Tuesday next, "to call the attention of the House to a return now upon the table, respecting the appointment and employment of mail coach and railway guards by the Postmaster-General; and to move that an humble Address be presented to her Majesty, praying her Majesty will be graciously pleased to withhold her Royal Assent to the appointment of a successor to the present Postmaster-General, and thereby facilitate the placing of that important branch of the public service under the management of Commissioners, in accordance with the recommendations of several Parliamentary Committees and Royal Commissions, as well as the declared opinion of a large majority of a late House of Commons, which sanctioned the above recommendations by passing a Bill for the purpose of placing the said office under the management of a body of Commissioners, in like manner as all other revenue departments are placed."

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IN the House of Commons on Thursday night the following members were appointed "to consider whether any and what improvement can be adopted in the mode of conducting private business:"—Sir George Grey, Mr. Labouchere, Sir Robert Peel, Lord Stanley, Mr. Loch, Lord Granville Somerset, Mr. Aglionby, Mr. Greene, Sir John Yarde Buller, Sir James Graham, Mr. Ellice, Mr. Estcourt, Sir Edward Knatchbull, Sir Thomas Fremantle, Mr. Ewart, Mr. Pendarves, Mr. Wilson Patten, Mr. William Miles, Sir William Heathcote, Sir George Clerk, and Sir Robert Ferguson:—Power to send for persons, papers, and records: five to be the quorum:—Power to report observations and opinion from time to time.

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THE last portion of the Birmingham and Gloucester Railway, from Camp Hill to the London station, was opened on the 17th instant, thus closing the last link of the chain from Gloucester to Darlington and also to Lancaster.

We understand that on Monday last, Captain W. S. Moorsom, the Engineer-in-Chief of the line, made an interesting comparative trial on the Lickey incline, with one of Mr. Bury's heavy goods' engines, and the American locomotive *Philadelphia*. We hope to be favoured with the details.

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MR. ALDERMAN HUMPHERY has addressed the following letter to the Editor of the *Sun* evening newspaper:—

"SIR,—As the words I used at the Blackwall Railway Meeting seem to be viewed erroneously, I desire it to be expressly understood, that I did not mean to convey an impression, or to insinuate that money was expended among Members of Parliament, for I know of no such circumstance; but that I had no doubt a great deal of money was laid out for expenses incurred in soliciting Members to support or oppose the passing of Railway Bills, as was suggested by the question proposed to me at the meeting.—I am, Sir, your obedient Servant,

"JOHN HUMPHERY."

"Southwark, Aug. 21."

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IN our report of the recent meeting of the London and Birmingham Railway Company some particulars appeared of a "Friendly Society" established among the Company's servants. We have since been favoured with a copy of the last Report of the Committee, submitted to and approved of by the members, and we have much pleasure in laying it before our readers, and in recommending its objects to the attention of Railway Managements and railway proprietors generally. It is as follows:—

"The Committee feel much satisfaction in being able to congratulate the members of the Railway Friendly Society, at their first annual meeting, on the prosperous condition of the Society's affairs. Although established not more than nine months, *the accounts show a balance of* 504*l.* 11*s.* 7*d.* *at*

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the Society's great, other power the expenses of management, the medical certificates, and distributing 213l. 10s. 2d. in allowances to sick members, and in payments at death. Deducting from this balance the London and Birmingham Railway Company's liberal donation of 200*l.*, the fines received from the coaching and placed partners, and the subscriptions of honorary members, there will remain about 200*l.*, as the net accumulation of premiums or profits, on the Society's transactions.

"This favourable result warrants the Committee in recommending that the pledge given to the members to reduce the monthly contributions, as soon as experience justified such a measure, should now be redeemed.

"The trustees and treasurer concur with the Committee in opinion, that the adoption of a uniform rate of contribution, entitling all members to equal benefits, without reference to age, is the mode of reduction by which the greatest boon will be conferred. It is therefore proposed that in future each member pay a monthly contribution of two shillings and sixpence, and be entitled to an allowance in sickness of eighteen shillings per week, for the first six months, and nine shillings per week for the second six months, and to ten pounds at death.

"In recommending the substitution of a uniform rate of contribution for the graduated scale now in use, the Committee desire to guard against the improvidence of those who might be disposed to contribute for an inadequate allowance in sickness, and to place within reach of the older members, the highest allowances guaranteed by the Society, without taxing their limited means beyond what may be easily spared.

"Convinced that no other modification of the existing rules could be so beneficial as that now proposed, the Committee earnestly hope that the members generally may view the subject in the light in which it has appeared to them.

"In pursuance of a resolution passed at a Special General Meeting of the Society, the Committee have engaged the services of medical men at all the stations on the line, on very favourable terms. It is pleasing to know, that the benefits conferred by the Society's arrangements in this respect, as well as in others, have removed the groundless suspicion, with which it was at first regarded, and convinced all that the sole object of its promoters, was the good of those whom it was professed to serve."

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THE *Northampton Mercury* states, that not many years ago it was sometimes necessary for the inhabitants of that town to order fish the day before it was wanted, that the fishmonger might have an opportunity of sending to London for it. Such, however, is the facility that the railway has afforded of importing fish into the town, that they have it supplied fresh twice a day, Sundays excepted. "We never saw (adds our contemporary,) such immense quantities of salmon exhibited for sale as during the present summer. One fishmonger sold on Saturday last 1,160 lbs. of large and small salmon, the former at 10d. per lb., and the latter at 8d. Many others sold large quantities."

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WE alluded last week to the generally defective state of railway fencing, and we now give from a Derbyshire paper another illustration of the fact. It appears that one day last week the London mail train, which ought to have reached Chesterfield at twelve minutes past four, did not arrive until near seven o'clock. The delay was occasioned by two horses having strayed on the Birmingham line; and the engine coming in contact with them was, together with several of the carriages, thrown off the line. The animals were killed, but we are glad to learn that none of the passengers or officials sustained any very serious injury.

RAILWAY OFFENCES AND OFFENDERS.

LAST week, as we learn from the *Stirling Journal*, a girl of the name of Johnstone was brought before the Sheriff at Falkirk, charged by one of the Slamanan Railway Company's policemen with having placed two stones on the top of the rails, with the intention of throwing the engine and passenger train off the line. It appeared on examination that the girl had wished to try whether the engine would "ding off the stones, or the stones the engine and train." Fortunately, however, the engine crushed the stones, and passed over them without doing any harm; but the girl is likely to stand her trial before the Circuit Court at Stirling, as an example to others who may be inclined to make experiments which endanger the lives of travellers. It is difficult to account for these exhibitions of wanton mischief, but girl as she is, we trust that the offender in this instance will be dealt with as she deserves.

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On Tuesday week, a porter named Blackmore, employed on the Birmingham and Gloucester Railway at the Cheltenham station, was taken before the local magistrates at the instance of the Directors, for being "drunk and disorderly." He was fined 20s, with 5s. costs.

GREAT WESTERN RAILWAY COMPANY—GENERAL MEETING.

THE half-yearly General Meeting of the proprietors in this undertaking, was held at their station at the Bristol terminus on Thursday last. The large room was crowded by shareholders, including many from a great distance.

At one o'clock the Chair was taken by

CHARLES RUSSELL, Esq. M.P. for Reading, who in addressing the meeting said, that since the Directors had the pleasure of meeting the proprietors in February last, their most anxious attention had been directed to the completion of the line. Many difficulties had arisen; still the hopes of the proprietors had been realised, and the entire line between Bristol and London was opened in the month of June last. (Cheers). He congratulated the proprietors in that Company, he congratulated the inhabitants of Bristol, on this their most important occasion. The undertaking had its origin in their enterprise, spirit, and foresight, and the result, he trusted, would afford them ample compensation in the improvement of their town, and in the placing it in that position which it ought to occupy amongst the first commercial cities of the kingdom. The difficulties which the Company had to contend with were very great, particularly in an engineering point of view. There was scarcely any line which presented such engineering difficulties as were to be overcome in the first 15 miles from Bristol to London. Who that had travelled through that part of the country, could ever have conceived it possible to carry a railway through the hills and valleys, through which, nevertheless, Mr. Brunel had been able to conduct one of the most perfect and level railways? (Hear.) He knew the cost had been very great, and it was impossible it should not be so, but they knew they had got something for their money; they had got a railway universally admitted to be the most perfect in the kingdom. They had obtained a railway combining the objects of increased speed, greatest comfort, perfect security and durability. (Cheers.) The consequence was they were enabled to work their line much more cheaply, and escaped a risk incurred by almost every other line, namely, that of competition. The Directors regretted to be obliged to apply to the proprietors for power to raise an additional sum of money; that necessity had arisen not from any reluctance on the part of the Directors to afford the proprietors full information at former meetings, or from their not having taken care in forming the estimates, but in expenses and difficulties in forming the line, which no human foresight could foretel, and which the experience of other railways proved had existed also in their cases. He was desirous of adverting to this, because it had been stated that he, at the last meeting of the proprietors, gave a pledge that the money the Directors were then empowered to raise, would be sufficient to complete the undertaking, and gentlemen had been thrown out, of the impropriety of making such pledges. He gave no such pledge or such assurance; on the contrary, he used at the meetings, on being pressed on the subject, what he was in the habit of using on such occasions, and had said no man in his senses could pledge himself to estimates on such a subject. All that he said was, that the money would be sufficient to open the line. He limited himself by that expression, because he knew there were outstanding accounts, the final adjustment of which with the contractors had to be made. But if the amount of the expenditure had exceeded their estimates, the amount of their traffic had been also larger than they expected. The dividend declared at the last meeting was, on the profits of the whole year 1838, the dividend now to be declared would be out of the profits of the last six months—profits realised from a broken and incomplete line, and after every shilling of interest had been paid. He would ask, what railway in the kingdom could show such a result? The receipts for the last week were 15,000*l.*, and for the week preceding exceeding that, and the average for the last month nearly amounted to that sum. He would ask what other railway could show such a result as that, and it should be recollected that the whole traffic in goods and passengers had not yet nearly come. (Cheers.) If the traffic continued to increase, as it has hitherto done, the most sanguine expectations would be realised, and could not fail to give the supporters of the undertaking unmingled satisfaction. A wish had been expressed that the number of the Directors should be reduced, and the Board had determined to reduce the number to 18. The subject had received much deliberation from the Board, and they had come to the conclusion that they could not exercise a proper control over a line of, at present 170, and soon to be, 200 miles, with less number than 18, and that it would not be safe to make a greater reduction at present. He hoped the proprietors would in this see that the Directors were anxious to promote the interests of the undertaking, and desirous of acceeding to the wishes of the shareholders. (Hear, and cheers.)

The SECRETARY (T. Osler, Esq) then read the following

REPORT.

The Directors have now the satisfaction to record the completion of the Great Western Railway for traffic—an event which naturally renders the present meeting by far the most interesting to all who have embarked their property in aid of the undertaking.

In consequence of the strong desire expressed by the proprietors that the benefits of the summer trade on the whole line should be secured to the Company, every effort was made by the Directors to hasten the works, amidst many and serious difficulties; and the proprietors will not fail to recognise the success of those exertions, when they recollect that 12 months were stated, at the August meeting of last year, to be the probable period for the completion of the railway for traffic, whereas it has since been accomplished within 10 months—the line between Hay Lane and Chippenham having been opened on the 31st of May, and the whole line from London to Bristol on the 30th June.

The statements of revenue, in the past half year, continue to shew a gratifying result, the receipts being 187,78*l.* 16*s.* 2*d.* to the 30th June last. 650,537 passengers were conveyed for an aggregate number of 15,587,798 miles.

It must be borne in mind that the place to which the trains were running during that period, was perhaps, in every respect, the least favourable for any accession of traffic to the line.

Although nearer in distance to Cheltenham, the country roads from Hay Lane to Cirencester were in such bad repair as to be almost impassable, and consequently the whole of that branch of traffic continued to join or leave the railway at Farringdon Road until the line became finished to the town of Cirencester on the 31st May.

The same cause very greatly affected even the direct

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Bristol and Bath traffic, and prevented any material increase of income from the more remote or collateral trade. Indeed, if the Directors had not decided to take the Bath and Bristol coaches into their own hands, under an agreement with the coach proprietors, at the time they did, it would probably have been impossible to secure their running to Hay Lane, while the roads, for some miles from that station, were permitted to remain in the condition so much and so justly complained of by every passenger.

The expenses, in proportion to the revenue, have again diminished.

The amount for the half year, to 84,380*l.* 0*s.* 7*d.*, being 44.935 per cent. on the receipts. It is proper to state, that this comprises a considerable sum expended in wages, &c., on the new establishment which was training for the whole extension of line to Bridgewater and to Cirencester, and also embraces several items which relate more directly to the traffic realised since the 30th of June.

The four terminal stations instead of two—the high price of coke—and the heavy charge of maintenance of way on wew line, opened last winter, have also unavoidably contributed to keep up the charges under their respective heads in the expenditure, especially as contrasted with other Companies, where the whole line has been long opened, their operations consequently more matured, and their supply of fuel obtained at a more reasonable cost than it has been hitherto on this railway.

The result of the half year shows a net income of 103,400*l.* 15*s.* 7*d.* as profit on the working of the line, which is to be added to a sum of 1,177*l.* 14*s.* 8*d.*, realised from the agreement already referred to with the stage coach proprietors. The Accounts show that those profits, with the undivided balance of last half-year, will provide a total sum of 110,330*l.* 14*s.* 6*d.* to be applied first to the liquidation of all interest paid to the 30th June, viz. 63,950*l.* 16*s.* 8*d.*, and next to the dividend on capital stock.

In February last the first dividend at the rate of 3 per cent. per annum was made from the accumulated profits of portions of the line during two years and a half.

The Directors now recommend the same dividend to be declared from the profits realised almost exclusively in the last half year, and still only from a portion of the whole line, worked under many disadvantages.

A dividend of 19*s.* 6*d.* on the original share, 15*s.* on the half share, and 1*s.* 2½*d.* on the fifth share for the half-year to the 30th June last, declared payable on the 25th September, amounting to 45,375*l.*, will leave an undivided balance of 1,004*l.* 17*s.* 10*d.*

The receipts of the line since the opening from London throughout, both to Cirencester and to Bridgewater, afford the best guarantee of the future prospects of the Company. The increase which has been going on almost from week to week, cannot fail to be most satisfactory, especially when it is considered that an average of 14,844*l.* 11*s.* per week has been received in four successive weeks within the short space of two months from the opening of the line, although a great portion of traffic still remains to be diverted from the direct line of road between Exeter and London, which will come to Bridgewater.

The continuation of the railway from Bridgewater to Taunton, is proceeding with expedition, and the Directors understand that preparations are made for immediately commencing the works for the extension of the line beyond that town towards Exeter.

The Directors feel convinced that the great augmentation of traffic which has been experienced on every line after the first few months of completion, will be realised on this railway. The sources of income also in the conveyance of parcels, merchandise, and cattle, are, from many circumstances, scarcely yet developed.

With respect to the works of the line, the Directors think that they shall best convey information on that subject to the proprietors, by reading to them Mr. Brunel's Report addressed to the Board.

The Directors having now made a very close investigation into the expenditure of the Company, since the line has been opened, and having required from the Engineer the fullest details of all outstanding debts, which could only be ascertained with accuracy after the works were so far completed, desire to communicate to the proprietors, upon this occasion, the result of that examination.

The statements which have from time to time been required for the information of the proprietors during the progress of the works, have for the most part, and of necessity, been estimates of probable cost—in some cases before the work was commenced, and in others, where little or no advance had been made at the time. The Directors had always felt that they must encounter one of two evils, either to decline giving the information required, which nothing could justify, or to furnish it in the best state they could obtain it, with a knowledge that nothing but the actual completion of the works could finally test and prove its accuracy. In the mean time, new works have been found necessary to carry on the traffic which had not been contemplated in the former estimates; increased expenditure has been unavoidable for slips and other contingencies; and money has been paid for the expediting of works to anticipate the summer traffic of the line.

In the last Report it was stated that the Directors would require to provide the locomotive stock and plant of waggons, engines, &c., for the Bristol and Exeter, and for the Cheltenham and Great Western Union Railways, as well as to build a large engine establishment and workshops at Swindon, and coke ovens at Bristol. They find also an increase of space and building necessary for the merchandise business at Paddington as well as at Bristol.

Taking into account every expense incurred, or which may now be considered as necessary for the completion of the works, including locomotive engines, carriages, &c., for the Great Western line, after bringing to credit the surplus land and stock and premises, and the materials used in constructing the works, the Directors find that the sum of 6,150,000*l.* will be required independently of 150,000*l.* for the plant to work the two lines under lease to this Company.

The Directors regret that the expenditure should have exceeded their former estimates, but they feel assured that it has been quite unavoidable, and that the character of the works has fully justified the outlay, although the amount of cost was not, and for the reasons assigned could not be accurately foreseen.

To meet these additional wants the Directors would strongly recommend the issue of loan notes, in preference to creating at present any new stock in shares, as the value of the undertaking will be better appreciated, when the public are satisfied of the ultimate cost, and perceive that the traffic is adequate to pay a dividend proportionate to the expenditure of the Company.

In the mean time it may be stated, that although these accounts show an increase of 550,000*l.* to the permanent capital of the Company, that amount will not be altogether required for some months, inasmuch as it embraces a provision not only for the final settlement with all the contractors, but for payments for some works not yet commenced, as well as for engines, &c., which will not be delivered to the Company for some time.

The vote also which was passed at the last meeting for a temporary loan on the stock and land of the Company, will contribute to postpone the necessity of raising the whole sum, until after the repayment at all events of a portion of it shall have taken place, from the re-sale of that property.

In compliance with the instructions conveyed to the Directors by a resolution of the last half-yearly meeting, they considered it their duty to seek the necessary powers from Parliament for altering the constitution of the Board of Management, with a view to a reduction in the number of your Directors. They were fortunate enough to obtain that power, by means of a clause in the Bristol and Exeter Amendment Act of last session, without incurring the expense of applying for a separate Act.

The Board having given to the subject their best attention, are of opinion that the number of Directors may now be reduced to eighteen, with a proportionate reduction of the sum appropriated to its remuneration, the number annually retiring by rotation being four and five alternately.

If that course shall be sanctioned by a resolution of the proprietors at this meeting, the Directors are prepared to give effect to it.

The usual Accounts are furnished with this Report for the information of the proprietors.

CHARLES RUSSELL, Chairman.

ENGINEER'S REPORT.

GENTLEMEN,—As anticipated at a former meeting, I have no longer, on this occasion, the duty to perform of reporting to you upon the state or rate and progress of unfinished portions of the line, the whole extent between London and Bristol having now for some short time past been open to the public.

Every exertion had been made during the whole of the past twelvemonth to meet the wishes of the proprietors, and to insure the completion of the entire line in the month of June last, so as to secure the benefit of the summer season upon the commencement of our traffic. I am happy to say that, notwithstanding several serious difficulties which occurred towards the completion of the works, and which threatened to cause very considerable delay, this object has been attained, and nearly to the fullest extent which I think could have been anticipated by the most sanguine amongst you.

If the whole line has not been opened to the public early in June, as hoped for by some—one-half of the portion then remaining between Wootton Bassett-road and Bath was opened to the public on the last day of May—and the most inconvenient part of the coach travelling thereby avoided, while the remaining length was completed by the end of June; during the same periods also the Cheltenham and Great Western Union Railway and the Exeter Railway, leased by this Company, have been opened to the public.

The several principal works occurring on these portions of the line, thus recently completed, have been constantly referred to in the successive half-yearly Reports, and are therefore well known to you; they constitute, with the portion of the line between Bath and Bristol, by far the heaviest and most difficult part of the whole.

The heavy clay embankments in the neighbourhood of Wootton Bassett, the long and very lofty embankments and the rock cutting between Chippenham and the Box Tunnel, the Box Tunnel itself, the cuttings and other works in the Box Valley, and the diversion of the canal and the retaining wall at the eastern entrance into Bath, have all been works of considerable difficulty, and have, at various times, given rise to numerous exaggerated reports as to the impossibility of completing the line within the period anticipated. The first mentioned of these, namely, the clay embankments in the neighbourhood of Wootton Bassett, did certainly at one time, during the last half-year, threaten to offer a serious and tedious impediment, and nothing but the most vigorous measures has enabled me to overcome these difficulties. The deepest part of one of these embankments which had been partly formed during the wet season, and before the precaution had been fully acted upon of forming such earthwork only during dry weather, continued to slip to such an extent, and so rapidly, that it became evident that all ordinary means of making up these continued settlements were quite inefficient, and would not enable us to complete this portion of the line, or to render it secure, within any reasonable or even any certain or definite time; under these circumstances I recommended, and with the sanction of the Board adopted, the plan of securing it with piles, an expensive and laborious operation, but which, I am happy to say, enabled us to complete it most substantially, and sufficiently early to open this part in the month of May. At other points some fresh difficulties also occurred, but the whole have been overcome. These operations have unavoidably entailed much heavier expenses, both in the purchase of land and additional works, than were contemplated when it was first determined to adopt more than ordinary means for expediting the works, and the amount to which it is now found necessary to raise the permanent capital of the Company is, from this as well as many other causes, much greater than had till very lately been expected; it is to be remembered, however, that this amount is now intended to include, not merely the increased outlay above referred to, but also the capital requisite for the establishment of the engine-house, machinery, and other works at Swindon; the first cost of the coking establishment at Bristol, although this last may be redeemed should the Company enter into a contract, such as has always been proposed, by which the contractor for the coke should take the establishment on his own hands, reimbursing the Company the original outlay. It includes, also, many additions which have already been made, or which are now found necessary to the accommodation, for carrying on the increasing trade of the Company, as well as the whole of the stock required for working the lines, about fifty miles in length, leased by the Company, all which items were not included in the former calculations, and which, taken together, form an aggregate amount not much short of 400,000*l.*, but to give a clear and satisfactory Report upon all these causes of difficulty and sources of expense would have required more time and a more detailed and methodised arrangement, and history of the progress of the various portions of the works, than I have been able, or than could be conveniently be prepared so shortly after their completion, and while still engaged in winding up and settling with the various contractors; but if it meets with your approval, I should wish to avail myself of an early opportunity of submitting to you a general, full, and detailed Report of the progress of all the works, and of the circumstances connected with them from the commencement of the undertaking; a statement which is the more called for, for the satisfaction of yourselves and of the proprietary, as well as for my own, from the

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circumstance that (until lately) more incorrect Reports have been constantly circulated, and more erroneous impressions generally adopted concerning this undertaking, than such works have been generally subject to.

The actual position and prospects of the Company, as promising as those of any Railway Company in England, must, I think, be highly satisfactory to the proprietors. And, as regards the works and construction of the line, I shall for the present merely observe that I trust the circumstance of our having been enabled to open each successive portion, and particularly the last portions, immediately after their completion—and to accommodate the public with a great number of trains, and travelling at much higher speed than has been usual at the opening of other great lines, without any accident, or even delays, beyond those unavoidably incidental to new arrangements over such a very extensive line—I trust this circumstance will be considered by you and the proprietary as fair presumptive evidence in favour of the stability of the works, and the principle upon which they have been constructed, while, in point of expedition, or economy of construction, so far as was consistent with their stability I have no fear of the results of a full and fair comparison with other similar undertakings; and I firmly believe that a full review of the circumstances attending the progress of the works, and an impartial consideration of a statement of the nature and extent of the works which have been actually necessary, and the mode and cost of their execution, will afford satisfaction to the proprietary, and will convince them that their interests have not suffered so far as they have been entrusted to my hands.

I am, Gentlemen, your obedient servant,

I. K. BRUNEL.

August 23, 1841.

General Statement of Receipts and Payments to 30th June, 1841.

RECEIPTS.

	£	s.	d.	£	s.	d.	£	s.	d.
Amount received on account of capital—									
Calls on whole shares	1,624,453	0	0						
Advances on future instalments	18,830	0	0						
				1,643,283	0	0			
Calls on half shares				1,199,598	12	9			
Call on fifth shares				144,482	0	0			
							2,987,365	12	9
Amount received on debentures				2,071,624	13	4			
" on loan notes, &c.				917,691	18	0			
							2,989,316	11	4
" for registration fees, &c.							1,852	16	6
" for rents, &c.							425	10	1
Amount for balance of coaching revenue to 30th June, 1841				110,330	14	6			
Deduct the balance of interest paid in last half year, after allowing for all interest received				63,950	16	8			
							46,379	17	10
Total							£6,025,340	8	6

PAYMENTS.

	£	s.	d.	£	s.	d.	£	s.	d.
Expenses before the Act to October, 1835, as per statement				89,197	11	3			
Payments to 31st December, 1835	£4,422	1	5						
" to 30th June 1836	92,512	9	6						
" to 31st December, 1836	258,470	13	4						
" to 30th June, 1837	316,509	3	9						
" to 31st December, 1837	659,073	17	5						
" to 30th June, 1838	578,592	4	1						
" to 31st December, 1838	617,687	7	9						
" to 30th June, 1839	479,634	2	3						
" to 31st December, 1839	626,408	12	5						
" to 30th June, 1840	701,601	14	2						
" to 31st December, 1840	875,130	19	11						
				5,198,846	6	0			

Payments from 31st December, 1840, to 30th June, 1841.

Land and compensation	6,303	17	1						
Contracts for works, stations, &c.	381,256	6	7						
Permanent way, including labour and materials	93,500	15	10						
Locomotive engines, carriages, &c.	87,679	7	1						
Engineering, surveyors, &c.	9,957	3	5						
Advertisements, printing, &c.	1,024	7	1						
Travelling expenses	449	4	9						
Land valuers, purchasing land	1,669	6	11						
Law charges conveyancing and costs of title	3,823	6	9						
Stamps for debentures	421	9	6						
Office expenses, Direction, salaries, &c.	2,991	5	5						
				589,076	10	5			
							5,877,120	7	8
Total							£148,220	0	10

Revenue Account from the 1st January to the 30th June, 1841.

DEBTOR.

	£	s.	d.	Per centage on traffic.
To maintenance of way between London and Chippenham, and Bristol	17,859	7	8	9 511
To locomotive account, viz.—				
Coal, coke, repairs, wages to drivers, firemen, &c., oil, tallow, and all other incidental expenses	30,704	12	7	16·351
To Carrying Account, viz.:—				
Wages to guards and conductors, police, messengers, and porters, clothing, repairs of carriages, oil, tallow, &c.	17,685	5	0	9·451
Disbursements for repairs and alterations of stations, &c.	421	12	0	·225
Compensation, returns, and allowances	2,8	7	10	·1,88
Government duty for mileage	6,7	0	8	3·580
Rates and taxes	2,5	18	3	1·255
To General Charges, viz.:—				
Superintendents' and clerks' salaries, advertising, printing, stationery, and sundries, including travelling expenses	8,231	16	7	4·384
Total expenditure	84,480	0	7	44·935
Balance, being net profit	103,400	15	7	
	£187,780	16	2	

CREDITOR.

	£	s.	d.
By Passengers, mails, &c.	155,207	5	6
Merchandise	23,871	8	10
Parcels	8,089	13	5
Carriage of timber and materials for the line	563	12	10
Warehouse rent	48	15	7
Total	£187,780	16	2

General Revenue Account.

DEBTOR.

	£	s.	d.
To Balance of interest paid to 31st December, 1840	49,844	5	4
Amount of first dividend at the rate of 3 per cent. per annum, ordered by the proprietors to be made payable on the 25th March, 1841	45,375	0	0
Balance carried down	5,752	4	3
Total	£100,971	9	7

CREDITOR.

	£	s.	d.
By Balance of former account to 31st December, 1840	100,971	9	7
By Balance brought down	£5,752	4	3
Profit of stage coach account	1,177	14	8
Balance of revenue account, being net profit for the half year ending 30th June, 1841	103,400	15	7
Total	£110,330	14	6

General Abstract of Expenditure—Half-Yearly Statements.

	Half-yearly Statements to 31st Dec. 1840.			To 30th June, 1841.			Total.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Expenses before the Act	89,197	11	3	..	..		89,197	11	3
Land and compensation	714,219	19	2	6,303	17	1	720,523	16	3
Contracts for works	3,046,173	5	8	381,256	6	7	3,427,429	12	3
Permanent way, timber contract, iron rails, screws, felt and other materials, draining tiles, tanks, tools, lighterage, cartage, and labour	832,551	14	1	93,500	15	10	926,052	9	11
Freehold premises in Prince's-st.	19,680	4	5	..	..		19,680	4	5
Locomotive engines, carriages, &c.	299,221	1	3	87,679	7	1	386,900	8	4
Engineering, surveyors, &c.	129,901	19	7	9,957	3	5	139,859	3	0
Advertisements, printing, &c.	2,840	15	9	1,024	7	1	3,865	2	10
Travelling expenses	3,978	0	2	449	4	9	4,427	4	11
Land valuers, purchasing land	14,859	3	11	1,669	6	11	16,528	10	10
Law charges, conveyancing, and costs of title	51,992	2	9	3,823	6	9	55,815	9	6
Stamps for debentures	9,935	16	6	421	9	6	10,357	6	0
Parliamentary expenses	29,104	5	4	..	..		29,104	5	4
Maps, plans, &c.	1,578	4	1	..	..		1,578	4	1
Office expenses, salaries, Direction, postages, &c.	39,688	1	7	2,991	5	5	42,679	7	0
Experiments of Mr. Wood and Mr. Hawkshaw	3,201	11	9	..	..		3,201	11	9
	5,288,043	17	3	589,076	10	5	5,877,120	7	8

Mr. HOVENDEN, rose to move the adoption of the Report, and in so doing felt it to be his duty to make a few remarks. He by no means rose as the thorough-going supporter of the Directors, but having read the Report, he felt justified in moving its adoption. There were one or two points which he thought ought to have been mentioned in the Report, and on which the Directors ought to afford some information. There was one point in particular, that relating to the expenditure. He was not finding fault with the total expenditure, or saying that it was not justified. The Directors had the same interest with the proprietors; they were men of business, and from their situation must possess a knowledge of the necessary expenses which the proprietors could not possess. He did not say there had been any extravagance or want of consideration, but he could not give the Directors the same unqualified approbation as to the estimates. The Chairman had very properly said that no man in his senses could state the expenditure with confidence, yet the Directors had once or twice expressed much confidence on that head. (Hear.) All that they had done up to December last had met with the confidence of the proprietors, and they could therefore hardly inquire into more than had been done since. However, the Directors had said on former occasions that the line would be completed for five millions. They now asked for half a million more. He blamed the Directors for having on former occasions given their estimates too readily, but he thought in their present Report that they had fallen into the opposite extreme of caution. They told the proprietors, now that they wanted an additional sum of 500,000*l.*, but they did not pledge themselves that that would be sufficient. He thought that now the line was open that the time was come for the Directors to be able to form a correct estimate of the total expenditure, and that they should be able to inform the proprietors if the 500,000*l.* now asked would be sufficient or if they should require 50,000*l.* or 100,000*l.* more. That was the question he wished to put; were the Directors prepared to state that what they now asked would be sufficient, or if not, would they state what sum in addition would be?

The CHAIRMAN said, the Directors had given the Proprietors their deliberate opinion in the Report, but they could give no pledge. As the best test of his own opinion, he might state that he had not sold a single share, but had increased them. And he contemplated still further doing so, but he did not think it right to go into the market and purchase, whilst he was in possession of information not communicated to other shareholders. (Cheers.) Beyond that he could give no pledge. Mr. Brunel was about to give a full and distinct account and that should be laid before the proprietors as soon as possible.

Mr. HOVENDEN—This is hardly an answer to my question.

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The CHAIRMAN—I can go no further.

Mr. HOVENDEN—The time is come when the Directors ought to be prepared to pledge themselves to some amount. I blame the Directors for not using sufficient caution on former occasions, but now when they do rise there is no reason for it. I do not understand the Directors not being able to tell us if they shall want 500,000*l.* or 100,000*l.* more. It must be in their power, and they ought to say so.

The CHAIRMAN—We have given the information as far as can be founded upon facts; the rest must be but matter of opinion.

Mr. HOVENDEN—There is an observation in Mr. Brunel's report, as if he himself were not confident that the sum asked for would cover the whole expenditure.

The CHAIRMAN—Our information is chiefly derived from Mr. Brunel; he is present, if you will put your questions to him, he will answer them.

Mr. HOVENDEN—I wish to ask if he has got an account which enables the Directors to give the Proprietors a pledge which may be depended on.

The CHAIRMAN—I can only express my own conviction, that the sum asked for will be sufficient.

Mr. HOVENDEN—If Mr. BRUNEL will say so also as a man of business, I am satisfied.

Mr. BRUNEL—I do not know exactly what is meant by the word pledge; I will give my opinion on what it is founded. Every account with the contractors which is closed has been examined and compared by my assistants and myself, and those contracts in which the accounts are not closed, I gave notice to have delivered in by a certain time. I have had nearly all of them, I believe all, with one exception, and I have made out my own and my assistants. In those contracts in which the accounts are not closed, the estimates are made from the balances, and they are not large, so that no large excess can now arise upon the expenditure of the line.

Mr. HOVENDEN—That is the very gist of the question; what will be the excess?

Mr. BRUNEL—I have no idea of any.

Mr. HOVENDEN—Should you consider 50 or 60,000*l.* a large excess?

Mr. BRUNEL—I should.

Mr. HOVENDEN—Have you taken into account all the remaining works?

Mr. BRUNEL—All that the Directors have in contemplation for the next year; I have not taken into account another station at Paddington, if the traffic should require it.

Mr. HOVENDEN—Mr. Brunel's answer, as I understand, is this, that the contractors accounts which areclosed, are all paid up; with regard to those not closed, the estimates are not considerable; and on asking him if he thinks 50 or 60,000*l.* would be so, he says it would be.

Mr. BRUNEL said such was his meaning, and he would just add, that he had no wish to use any reserve, or to avoid giving an answer to every question.

Mr. HOVENDEN, then expressed himself satisfied on that point, and then proceeded to ask another question, namely, what proportion the receipts of the branch lines bore to the main lines.

After a lengthened discussion, in which the Chairman expressed a doubt of the prudence of answering the question, and several gentlemen had been heard, some asking for the information, and some adopting the view of the Chairman,

The CHAIRMAN said, the Directors had no wish to conceal the statement from the proprietors. The average receipts on the branch lines for the first two months were 1,601*l.* per week, and for the last four weeks 1,839*l.* (Cheers.)

Mr HOVENDEN said, he had now great pleasure in moving that the Report be received and adopted.

Mr. ENGLAND called the attention of the shareholders to the large amount of capital already raised, namely, 6,250,000*l.*, in addition to which, the Directors now asked for 550,000*l.* more.

Mr SAUNDERS, the Secretary said, Mr. England was mistaken in his figures. The only way to get a correct statement was from the printed documents, which made the total amount of paid up capital hitherto received from all sources, shares, loans, &c. 5,980,000*l.*

Mr ENGLAND said, he had no faith in those documents.

The CHAIRMAN—They are taken from the account books.

Captain DAY then seconded the resolution that the report be received.

On this, another long debate ensued, but chiefly on topics before discussed, in the course of which Mr. Saunders, the Secretary, stated that the locomotive power was supplied on the Great Western lower than on the Grand Junction, or any other line. The resolution was ultimately carried, with one dissentient, Mr. Crosthwaite, who formally protested against it and the subsequent resolution, empowering the Directors to raise the additional sum named in the Report. The resolutions for reducing the number of the Directors to eighteen, and the usual votes of thanks were passed unanimously, and the meeting broke up.

SHEFFIELD AND MANCHESTER RAILWAY COMPANY—GENERAL MEETING.

THE usual half-yearly meeting of the shareholders in this undertaking was held on Monday, in the Cutler's Hall, Sheffield, when the attendance was tolerably numerous. JOHN PARKER, Esq., M.P., Chairman of the Board of Directors, took the chair, supported by most of the Directors.

In opening the business,

The CHAIRMAN briefly adverted to the difficulties the Directors had had to contend with from the want of money, the depressed state of trade having rendered it impossible for many shareholders to pay the calls. As he understood there was likely to be some discussion on the Report, he would say that it was the wish of the Directors that everything should be brought fully and fairly before the public, and if any gentleman could suggest measures that would tend to expedite and benefit the undertaking, no one would rejoice more sincerely than himself.

Mr. STEVENSON, one of the Solicitors of the Company, then proceeded to read the Report.

Mr. HARDER asked whether a resolution had not been passed this day twelve months, that each proprietor should be supplied with a copy of the accounts eight days before the meeting.

A SHAREHOLDER said, a promise had been made that the accounts should be furnished, but the period of eight days was not specified. It was promised that they should be laid on the table at the place of meeting, in good time in the morning. It was impossible to make any substantial objection from merely hearing the Report read.

The CHAIRMAN said, he must set himself right on this subject. He made a pledge that the wishes of the proprietors should be complied with. He had but come down from London to attend this meeting, and his first inquiry was, whether what he had promised had been done—and he was sorry it had not.

It was explained that some of the Directors had understood the promise to be—that copies of the accounts should be prepared to hand about in the meeting. This had been done, and a number of written copies of the accounts were now handed out to the shareholders.

Mr. WADDINGTON said, that at the last meeting the apology was that the Directors had been prevented from meeting, by the Sheffield Directors being stopped in a snow-drift, and that had been accepted as a sufficient apology.

The CHAIRMAN said, he agreed with the gentleman who made the objection that what he had promised ought to have been done, and when he came down from London he was very sorry to find it had not.

Mr. BRADLEY said, he should be glad to second a resolution that the accounts should be placed in the hands of the shareholders a week before the meeting.

The accounts were then read by the Secretary.

Mr. STEVENSON stated, that some of the landowners had said, they would take shares for the value of their land, and some shares had been allotted to such parties. But there were some of them on whose lands the Company had not yet commenced operations, with whom some difficulty might be found, and who were now not willing to take shares, as they had at first offered.

Mr. ELLISON said, there had been 120 shares held for such persons, but they were now 100.

Mr. S. BUTCHER then moved, and Mr. T. ELLIN, jun., seconded the adoption of the Report.

Mr. DIXON adverted to the falling off in the produce of the earlier calls.

The CHAIRMAN said, the explanation of that was, that persons had at first paid up their calls pretty well, but as the undertaking proceeded, they became worse and worse. If Mr. Dixon's remark was necessary as to the earlier calls, it was more necessary now.

A SHAREHOLDER asked how many shares had been already forfeited.

Mr. STEVENSON replied 219 had been forfeited at the last meeting, but of these 50 had been re-issued at par.

Mr. DIXON—So that there remain 169 of such forfeited shares on hand!

Mr. STEVENSON—Yes; but there are 466 more which the Directors have declared forfeited, awaiting the decision of this meeting.

A SHAREHOLDER—What sum has been paid on them?

Mr. STEVENSON said, no calculation had been made of the sum paid; but on the worst, 5*l.* or 7*l.* 10*s.* per share had been paid.

Mr. T. SMITH said, he believed the average was about 10*l.* per share.

The CHAIRMAN said, the average paid on the 219 declared forfeited at the last meeting was 9*l.* 14*s.* 1½*d.*

Mr. HARDER—As there were so many forfeitures that the Company had 635 forfeited shares on hand, he thought those who wished to pay should not be called upon so rapidly.

Mr. DIXON wished to know how many shares o the original 7000 issued were considered good.

The CHAIRMAN said, Mr. Sykes was prepared to state on how many shares the calls had been paid.

Mr. DIXON—But how many good shares are standing on the books?

The CHAIRMAN took it for granted that all on which the calls were paid were to be considered good, and some no doubt were good on which the calls had been only partially paid.

Mr. DIXON said there seemed to be a great falling off. Calls had been made amounting to 72*l.* 10*s.* per share, yet had produced a comparatively trifling sum.

Mr. SYKES was ready to give such information as he possessed. It would then be for the shareholders to draw their own conclusion.

Mr. ELLISON said the Directors would not recommend the forfeiture of any shares while there was any probability of the calls being paid.

Mr. WADDINGTON asked the Directors, having gone through the share list, were they not capable of giving the meeting an idea as to the number of shareholders who were likely to pay on the shares they held!

Mr. SYKES said 3700 of the shares might be fully and fairly calculated on. Of the remainder, some might be good, but he was not competent to say how many.

Mr. PERRY said, their great difficulty was the depressed situation of the concern in the estimation of the public. If steps could be taken to place it in its proper light, they would find less difficulty.

Mr. WADDINGTON said, the accounts presented were to the 30th June. He asked when they were signed by the Auditor!

Mr. PLATFORD—On the 10th August.

Mr. WADDINGTON—Did any of the Directors examine the abstract before it was signed?

Mr. PLATFORD—The Manchester Directors did.

Mr. WADDINGTON—When were the checques drawn and paid to the parties whose receipts were forged by Mr. Thomson? The reason of this question is, that it is stated in the Report that Thomson has been discharged, and prosecuted for forgery. When were the cheques, the receipts for which he forged, drawn, and paid to the parties; that, for instance, of Green's, for chairs? He urged that question now, because if the accounts were not correct, they could not be adopted, but must be sent back to be amended.

Mr. PLATFORD—Green's was paid on the 30th July.

Mr. WADDINGTON—Then why should the accounts state Green's to have been paid before the 30th of June! Mr. Waddington also referred to several other items.

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Mr. PLATFORD—Those were the defalcations of Mr. Thomson.

Mr. BLAKE—The Directors signed the cheques, and gave them to Thomson to pay to the parties. In the books, therefore, the amounts are stated to have been paid at that time, though it subsequently appeared the money was not paid.

Mr. WADDINGTON said he wished to have the information from the Secretary.

A DIRECTOR said it was useless to put questions to the Secretary relative to a period for which he was not responsible.

Mr. WADDINGTON—Then who is responsible?

Mr. BLAKE—Mr. Waddington is as much responsible as any one else.

The CHAIRMAN interposed, and said, that as Mr. Waddington had been one of the Directors, he need not be so warm.

Mr. WADDINGTON put several other questions as to several other cases where the Directors had issued cheques for payment, but the money not having been paid by Thomson, they had had to pay them over again.

Mr. PERRY remarked, it was clear all this arose from the books being written up as they would be, on the supposition that Thomson had regularly paid the money, and the Directors had not thought it necessary since to alter the books. It must appear in the books next half-year as a loss, unless made good by Thomson's sureties.

A DIRECTOR remarked, that the Directors could not do otherwise than as they had done. They could not assume Thomson's guilt till it had been proved before a jury, which had taken place only a few days before.

Another DIRECTOR remarked that one of the parties, whose signature Thomson had forged, would not swear it was not his, the resemblance was so great.

Mr. WADDINGTON said, his object was to ascertain whether the accounts produced were real accounts of the disbursements of the Directors, or whether they included sums not actually paid. As to his share in the accounts, he would remark that they were made up to the 30th June, and he ceased to be a Director on the 23rd of June. The accounts were made up on the 9th of August, and on the 10th they were signed, when it appeared that 4*l*. and odd, not paid till the 30th of July, for rails and chairs, were included. If the accounts had been made out in a proper manner these sums would have been put down to Thomson's defalcations, and not to payments for rails and chairs. Referring to the Act of Parliament, he found that when the accounts were not properly made out to the satisfaction of the shareholders, it was their duty to send them back to be revised. That was now his object, and according to the Act, he should move for the appointment of a Committee of five inspectors, each holding not less than twenty shares, to examine the accounts. If they permitted the accounts to pass in their present shape, they recognised the principle, that if an officer forged receipts to any amount, the money was still to be entered in the accounts as duly paid. There appeared to be some misconception as to the cause of his retirement. His reason was, that there was not a sufficient supervision over the officers and servants of the Company. He had repeatedly called the attention of the Directors to the situation in which they were placed, the Secretary having it in his power to cause serious loss to the Company, by misappropriating its funds, if he thought proper. He was placed in a painful position, but he thought it his duty to move for this Committee. He would never shrink from performing his duty, whatever odium or misconception it might bring upon him. He was incapable of appearing there with any other object than to put the railway in the position it ought to occupy in public opinion—as possessing merits which, if the works were carried on economically, would make it a most important line of communication between two great hives of industry, and that would ultimately remunerate handsomely those who had embarked in it. After the statement of Mr. Sykes that there were only 3,000 of the shares that he could pronounce good, it was plainly impossible to carry out the undertaking, unless its other shares passed into the hands of persons who could pay the calls, and this could only be done by rendering the shares marketable. The only way to gain the confidence of the public, and to obtain support, was to show that the line would remunerate the shareholders for their outlay. He moved, therefore, that a Committee be appointed to investigate the accounts, of which an abstract had been exhibited, to investigate the state of the works, and the prospects of the railway, and to report to an adjourned meeting their opinion of the best mode of carrying the undertaking to its completion.

Mr. PLATFORD said, he found in the books, annexed to two of the entries which Mr. Waddington had objected to, amounting to 450*l*., the initials "D. W.," showing that Mr. Waddington had inspected the vouchers, and passed them as correct.

Mr. WADDINGTON said, the gentlemen who had instructed the Secretary to volunteer this explanation, might have been more candid. When the vouchers and the book were compared, one gentleman inspected the vouchers, and put his initials to them, intimating that they were correct, while another inspected the book, and put his initials to the entries, there showing not that he had inspected the vouchers, but that his colleague had done so.

Mr. PERRY lamented that their time should be lost in discussing a point really of very small importance. They must avoid divisions among themselves, for they would have enough to do in completing the undertaking. It would need a long pull, and a strong pull, and a pull altogether; and if Mr. Waddington would allow the Report and the Accounts to pass, he should then be glad to second his motion for a Committee, and would state his reason for doing so. Though the Accounts might not be strictly correct, the circumstances out of which it had arisen had been sufficiently explained.

Mr. ELLISON said, they could not put down the amount of defalcation until it was found how farther loss might be made up.

In the course of some further conversation on this point, the Chairman remarked, that the motion of Mr. Waddington was not seconded.

Mr. BLAKE said, when a gentleman gave his clerk a cheque to pay an account, he entered it as paid, but if it appeared some time after that it was not paid, still the original entry must remain, and the account be rectified by other entries. Mr. Waddington now spoke as if all the cause of his displeasure with the Directors had arisen from the accounts made up on the 9th of the August; but when he retired from the meeting of Directors on the 23rd of June, he said, with all the warmth and action which he had to-day shown but felt so capable of exhibiting—"Gentlemen, I will meet you at the half-yearly meeting." Therefore it was plain Mr. Waddington's objections did not arise from the 9th of August, but from the 23rd of June.

Mr. WADDINGTON said, there were other matters which he had not wished to go into, but he was now compelled. He wished to spare the feelings of gentlemen, and not to enter upon matters which he should be sorry to do. That was the reason of his saying that he should be with them on the 23rd of August.

The CHAIRMAN wished to remind the meeting of the position in which it stood. Mr. Waddington had moved an amendment, and had stated his grounds for it. An irregular conversation had since taken place, and if he had called gentlemen to order earlier, he should, perhaps, better have performed his duty. He now asked if any gentleman seconded Mr. Waddington's motion?

Mr. WADDINGTON merely wished to refer to one line in the letter he wrote to the Chairman, on the 14th of June. In that, he said it was his opinion that, by retiring from the Direction previous to the meeting, he should be better able to explain everything.

Mr. PERRY again urged the withdrawal of Mr. Waddington's amendment; to be again proposed, omitting that part relating to the accounts, as a substantive motion.

Mr. WADDINGTON therefore withdrew it.

Mr. COLLIER referred to the item in the accounts of 4000*l*. paid on account of calls. He understood from this, that if the call on him was for 100*l*. and it was not convenient for him to pay more than 50*l*. the Directors would take 50*l*. on account. He thought this was establishing a bad precedent, and he had not been aware that such a system was acted on. He wished to know what the Directors meant to do in future, for the report was silent as to their view of the mode of carrying out the undertaking. Several contracts were approaching their completion, but nothing was said about taking measures to let others. It was evident that funds were wanted, and he apprehended, the shares at the disposal of the Directors would have to be issued at great disadvantage, probably as much as 40 per cent. As they had accommodated persons unable to pay the whole of their calls, he wished to know if they had gone further and accepted bills in payment of calls?

Mr. T. J. PARKER said, bills had been taken in some few cases, but they had been exceptions, and always accompanied by an undertaking signed by the shareholder, that the bills were not to be considered as payment, and reserving the right of the Company to forfeit or to sue for the full amount of the shares, and declaring that the bills were taken solely for the accommodation of the shareholders.

Mr. BLAKE: A person having paid bills could not sell his shares, and the bills lay in the Bank till they became due.

Mr T. J. PARKER added, that in the case of persons who could not pay the whole, but had paid part of their calls, the Directors had thought it more prudent to secure part of the money than to run the risk of losing all. It went to improve the value of shares if they should be forfeited, and those who paid part got no receipt for the money till they had paid the whole.

Mr. BOULTBEE said, when the 219 shares were declared forfeited, the average amount paid on them was stated in the report. He thought the same thing should now be done.

Mr. ELLISON said, the gross amount was 4,450*l*., or 9*l*. 10*s*. 6*d*. each.

In answer to the question, what the expenses of the Direction consisted of, it was explained that the working Committee met every week, and the Board of Directors once a month. Their meetings were held at Ashopton or Glossop, to which the Directors had to travel from Sheffield or Manchester; and their allowance for chaise-hire was 1*s*. per mile.

A SHAREHOLDER remarked that the sum, in addition to the allowance to the Directors, was very large; and considering the state of the Company, the utmost economy should be exercised.

Mr. BRADLEY asked for a list, showing how much each call ought to have produced, how much it had produced, and the deficiency. [Such a statement was shown him, but it was not read aloud. It was remarked that the abstract of accounts supplied the means of arriving at this information.]

Mr. W. JACKSON said no doubt they would have to go to Parliament again for an Act to raise more money—and then he hoped they would also reduce the sixteen Directors to nine. This had been done by the Sheffield and Rotherham Railway Company, with the best effect. He begged to ask of what kind were the third class carriages which they had ordered? Had they seats?—(No.) Then he most decidedly disapproved of them. They must pay some deference to the working classes if they wished to succeed in things of this kind. There was no truth more clear than this. They would find that the third class carriages of the North Midland took most money. He was sorry they thought of imitating the third class carriages of the Leeds and Manchester, which conveyed the people as they carried pigs. He thought the third class carriages of the North Midland answered well. Respectable persons would not resort to them, and yet they made the people somewhat comfortable. They must pay respect to the lower orders. It was a point on which much depended.

Mr. E. Unwin moved, and Mr. Sidebottom seconded, the next resolution, as to the printing of the accounts.

The Engineer's Report, which had been omitted before, was now read by the Resident Engineer, (Mr. Gee.)

A SHAREHOLDER inquired when the additional power was supplied to the engines.

Mr. GEE—About three months ago.

Mr. COLLIER—Was it intended to work east and west from shaft No. 5.

Mr. GEE—Yes.

In answer to other questions it was stated that the Etherow viaduct, in consequence of the delay that had prevented its commencement, could not be completed in less than about twelve months. Nearly 50,000*l*. had already been spent upon the tunnel.

Mr. PERRY requested that it might be explained how the money had been spent upon the tunnel. He believed that not more than about 7,000*l*. was spent upon the driftway of the tunnel.

The CHAIRMAN said, nearly the whole had been spent upon the necessary surface works, engines, waggons, cottages, stables, sheds, &c.

Mr. GEE remarked that, in addition to what had been executed of the drift way, about half a mile of the line at the east end had been formed. He read the items of the expenditure as follows:—Engines, sheds, and fixtures, 10,025*l*.; observatories and station sheds, 600*l*.; cottages, &c., 3,700*l*.; surface road, 1,517*l*.; walls, 55*l*.; materials, timber, &c., 8,180*l*.; labour done in excavation, 22,047*l*., of which about 3,300*l*. was for the eastern, and 3,875*l*. for the western drift.

Mr. PERRY said he was one of those who became a proprietor unintentionally, but when he found that he was a proprietor, and must remain one, he set about making the best of the thing. He went over the works several months since, and again about one

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month ago, and if many other proprietors would do the same, he thought they would hear fewer gloomy anticipations The great matter was, this tunnel; and some intelligent persons had told him that it could not be executed in less than seven or ten years, and that, instead of 50,000*l.*, it would cost 300,000*l.* Yet they had one-fifth of the drift-way now done for 7000*l.* The shafts were three-fourths sunk, so that that they had but one-fourth more of the shafts to sink, and then the drift would proceed rapidly. He was convinced the tunnel would be completed at a sum near it, if not within the estimate. It was necessary that this work should be pushed on. At present, many persons who had paid 25*l.* or 35*l.* per share, thought it would be better to abandon that than lose more by going forward. When they saw that it was to their interest that the undertaking should go forward, they would pay more readily. He moved that the Report of the Resident Engineer be printed and circulated.

The motion was seconded by Mr. BRADSHAW, and carried.

Mr. WADDINGTON, in moving for the appointment of the Committee, said, there were several matters which he wished to leave for their consideration. He would not state them, for he did not wish to say anything to prejudice the railway. As one of the Directors, he had not shrunk from liabilities, and to expedite its business he had undertaken burdens in the way of guarantees, which perhaps he ought not to have done. He was therefore particularly anxious that it should be conducted in a way that he thought would rescue it from the low condition in which it stood. He would not enter upon any statement of figures, unless the motion were opposed, in which case he must enter into a statement which he thought would induce the meeting to grant the Committee. He moved that a Committee be appointed to investigate the state and prospects of the works and the finances of the Company, and to report to an adjourned meeting. It appeared that on a large proportion of their shares, the calls could not be recovered, and therefore, before carrying forwards the work, they should know the position in which they stood, and what would be required for its completion.

Mr. PERRY seconded the motion. He was sure that if such a Committee were appointed of the respectable and intelligent men he saw around him, its effect would be to disabuse the public mind relative to the undertaking. One great subject of distrust was the tunnel. They had made calls to the extent of 72*l.* 10*s.* on each share, yet they had only been able to complete six miles; and it was asked if, upon one-seventh of the work they spent two-thirds of the money, how could the undertaking ever be completed! In answer to this, it would be for the Committee to show that the works executed were within the estimated amount, and that the rest would also be completed within the estimate. About the share list, there seemed to be a good deal of uncertainty, and it was desirable that it should be fully revised in order that the shares of those who could not pay up might be forfeited, and the shares re-issued to other parties, thus making them available for the prosecution of the work at as small a sacrifice as possible. There were many reasons why they should, if possible, avoid going to Parliament for another act. Since their act was obtained, a number of standing clauses had been resolved upon, which every railway, applying for a new act, was compelled to receive, and which might cause them some considerable embarrassment. He urged, therefore, that they should endeavour to execute the line under the present act, and he did not concur in the desponding view of their prospects which many were inclined to take. He was satisfied that a close investigation would enable them to produce such a report as would materially alter the public feeling with regard to the undertaking, and would enable them to re-issue the forfeited shares at a sacrifice not greater than the sums received on them. It was desirable, too, that they should have an opinion as to the funds that would be required during the next two years. He thought that about 100,000*l.* a year for two years, would put the line in such a position that they would be able to complete it in the third year; and this sum he thought there would be no difficulty in obtaining it if they revised the share list. If they could once see day-light through the tunnel, and the large viaduct in a forward state, he thought they would have no difficulty in filling up the list. He hoped that by that time the embarrassment of trade would be in some degree removed, and that there would be no material difficulty in making the shares available at a sacrifice not much exceeding the amount received. For these purposes, in order to set the undertaking right with the shareholders and public, he was anxious that a committee should be appointed. Suggestions had been made that they should stop at Glossop, and that that would be as much as they were able to do; but he thought that they ought at once to show that that was not for a moment contemplated. (Cheers.) He should be glad to find the ground broken beyond Glossop. A reference to the estimates would show that that portion would be of little comparative expense, and that the work from Glossop to the tunnel would cost only 32,000*l.*, or little more than 4,500*l.* a mile, while other parts would average 35,000*l.* He wished to put an extinguisher upon the idea that they were going to stop short, and for this purpose, he wished to see the ground broken between Glossop and the tunnel. He hoped the Directors, as the additional amount required would be so small, would consider it advisable to take the course he suggested. He looked forward at some future day to an extension of this line to Leeds, by Penistone, Barnsley, and Normantown, which might be done at litle expense. He was anxious that the work between Glossop and the tunnel should be undertaken, in order that the people in that part of the country might see that they meant to complete the work, and then they would be assisted. The Leeds and Manchester line, a length of 60 miles, cost two millions and a half, while the additional line which he suggested, would diminish the distance to Leeds by 10 miles, and might be made at half the expense. Thus, he thought they might secure a considerable share of traffic; and for this purpose, it was desirable that they should show their determination to complete the line according to the Act. (Cheers.) He hoped that Committee would appoint the Committee, which he had more pleasure in proposing, because he was sure the management of the Directors could not suffer from the closest investigation. (Cheers.)

Mr. ELLISON, as one of the Directors, though he had not taken a very active part, thought it right to express his concurrence in the motion which had been made. (Cheers.) He was sure there was nothing the Directors had done which they need hesitate to expose to the closest scrutiny, and he was satisfied that the best results would arise from this resolution. He hoped it would pass unanimously.

Mr. SYKES, as a Director, felt bound to express his opinion in favour of the resolution.

Mr. W. JACKSON disapproved of the motion. He was convinced that the Directors had consulted the best interest of the shareholders, and had exercised the utmost economy throughout. He regretted that the Manchester end had not been commenced long ago, and the tunnel lost sight of until the completion of the line to Glossop. He did not think the Committee could be productive of any advantage, for there could be no doubt at all they would have to raise more money, and that no doubt might be done when the line was completed to Glossop.

Mr. COLLIER thought the appointment of the Committee would seem to imply that something was wrong—and would intimate a want of confidence in the Directors. They were well aware of the embarrassments of the undertaking, which arose from want of funds, but those funds would be forthcoming when they made an opening to Glossop. If they then realised, as was expected—he would not say 6½—but 5 per cent., it would bring their shares into the market, and put them in possession of capital. The Directors had now acquired much experience, and were in fact railway men, and it would be very injudicious to appoint a Committee of inexperienced persons to supervise their proceedings. He thought the worst news they had heard was, that the delay of the viaduct would postpone the opening of the line for twelve months.

Mr. W. FISHER, after apologising for making any remark, on account of the small share he had in the undertaking, objected to the motion, as casting a reflection on the Directors. He could not divest himself of the idea that the objections made to the report partook rather of a factious character. The Directors could not anticipate a man's committing forgery, but the misfortune having arisen, they made the best of it, and, in his opinion, the accounts were made up in a business-like manner. He thought that there was something factious in the exceptions taken to the accounts, and that to appoint a Committee to prepare the report desired, would be to intimate that the Directors were not competent to do it.

Mr. BRADSHAW supported the motion, but disclaimed all idea to throw discredit on the Directors. He thought that the Committee would elicit valuable information.

Mr. HOYLAND objected, that to appoint this Committee would be like setting aside the Directors, and he knew not why it should be done, if they had done nothing amiss.

Mr. BRADSHAW asked, if the present state of the railway was not a reason for enquiry, without imputing blame to any?

The CHAIRMAN said, as they were now engaged in a regular debate on a specific motion, it was necessary that gentlemen should confine themselves to the rule of speaking only once each.

Mr. BELL objected to the Committee, but would be glad to know how the Directors meant to complete the railway. Calculating the good shares at 3700, and the sums received on forfeited shares, they could not count on more than half a million.

Mr. BUTCHER said, they had power to borrow 133.000*l.*

Mr. BELL apprehended the line could not be completed under a million.

Mr. PERRY disclaimed all idea of casting any reflection on the Directors; his object was merely to elicit information, which he was convinced would benefit the undertaking in the opinion of the public.

Mr. WADDINGTON disclaimed all factious motives, and in proof that he was incapable of being actuated by them, said, that when he could no longer act with the Directors he retired. Nor need it be a raw committee, for though he could not act on it himself, he hoped the shareholders would secure the services of Mr. Perry, a Director of the Dublin and Kingston Railway, and of other intelligent and respectable gentlemen among the shareholders. He anticipated, as the result of the enquiry, a report that would satisfy the public that this line was one of the most tangible and healthy in the kingdom, if it were only developed.

In answer to the question, if any revised estimate had been made, the CHAIRMAN said, the original estimates were by Mr. Vignolles, and they had been confirmed by those of Mr. Locke, his successor. So far as the works had been effected, the estimates had been verified by experience; and he asked of what other railway could the same be said? Having had the estimates thus made by two of the best engineers, and confirmed by experience, he did not see what would be the use of calling in another engineer to prepare a further estimate. Such a course would only be to throw away a considerable sum of money.

Mr. JACKSON asked if each member of this Committee was to have 100*l.* a year. (Laughter.)

The CHAIRMAN said, before he put the question, he must remark that, in point of law, this Committee must be inoperative, for it was not a proceeding authorized by the Act of Parliament, and, therefore, could be merely a conventional thing. If the proprietors chose to support it, let them do so. He should not say a word for or against it. To him it was perfectly indifferent. If gentlemen thought it would do good, let them appoint it. If they thought it would do no good, it would be useless to appoint it. The Act would give its recommendations no validity until they should be adopted by the proprietors. The Directors would in no degree be bound to follow its advice, further than they would be disposed to attend to any suggestions from whatever quarter, that might appear likely to be beneficial to the undertaking. The proprietary was the last resort, and before the recommendations of the Committee could be operative in point of law, they must receive the sanction of the body.

The question was then put to the vote, and the motion lost by a majority of 32 to 14.

Mr. BRADSHAW then moved that the Report and the abstract of accounts should be furnished seven days before each half-yearly meeting.

Mr. GAINSFORD apprehended there would be no difficulty in complying with this as to the accounts, but the Report must remain in the knowledge of the Directors, subject to their discretion up to the time of the meeting.

The motion was altered, so as to include only the accounts, which are to be obtained by any shareholder at the offices of the Company a week before the meeting.

Mr. HARDER seconded the motion, which was carried.

The CHAIRMAN then read over the numbers of the shares which were declared forfeited; and Mr. Bradley moved that the forfeiture be confirmed.

The motion was seconded by Mr. PERRY.

Mr. COLLIER said, unless the names were given the shareholders could not judge of the propriety of this course, and must vote, depending entirely on the Directors.

The CHAIRMAN said, at the last meeting the names were given; but it was intimated that this was an undesirable and unnecessary exposure of the affairs of individuals. Of course, it was entirely a question of confidence, and must still be so, even if the names were given, as the shareholders could not investigate each case as the Directors had done.

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A SHAREHOLDER said, if they heard the names, some individuals might be known to whom they should object.

The names were then read over, but without the residences.

Mr. WADDINGTON said, he had alluded to his personal responsibilities on behalf of the Company. He was happy now to say that Mr. Tromeley, his successor, had come forward to relieve him of those liabilities.

The declaration of the forfeitures was then confirmed.

Mr. W. JACKSON moved, and Mr. E UMWIN seconded the motion, that the Directors should be authorised to dispose of the forfeited shares at such price as they should think fit

In answer to a question whether they could be issued in half shares, the Chairman said not without a new act.

It was next asked, whether the parties taking shares could be assured of a dividend of five per cent. before the old shareholders, as had been done by other companies?

The CHAIRMAN intimated that this might be done by way of loan.

In answer to Mr. Bell, Mr. JEE said that the weekly expenditure had been about 200*l.*, but would now be less, as they were now supplied with all the material they should want.

Mr. BELL thought they should not separate without some definitive resolution, and he moved that, as it appeared from the statement of the Directors, that half a million was all the capital they could depend upon, it was not desirable at present to proceed with the works east of Glossop.

Mr. ELLISON said, that would be to put a stop to all they had done.

Mr. PERRY said, this was a disposition which he apprehended, and which would be most prejudicial to the undertaking. It would be to throw away the 50,000*l.* spent upon the tunnel, and would ruin the concern. The apprehension of this had induced him to come from his home to attend the meeting, and it gave him great concern to hear such a motion from so respectable and intelligent a gentleman. He urged the importance of the Directors taking some decisive measures to set that idea at rest for ever. Let them at once break ground beyond Glossop, for the expense between that place and the tunnel would be very trifling. If they could only get beyond the tunnel, they would take the Sheffield traffic from the tunnel to Manchester. The seven miles from Glossop to the tunnel would cost only 32,000*l.* and including everything would not exceed 70,000*l.*. To all short of that, would betray a want of confidence in themselves most prejudicial to the undertaking. He had been endeavouring to prepare a short resolution, as the meeting had not assented to the appointment of the Committee, that Mr. Locke should be requested to make a report of the work executed, and its cost, compared with the estimate; and also of the work to be done with its estimated cost, and the time necessary for its completion.

Mr. BELL said, if that Report were to be made to a general meeting, he would withdraw his motion.

Mr. BRADLEY seconded the motion of Mr. Perry, and regretted to find that Mr. Jackson was disposed to stop at Glossop.

Mr. JACKSON said that Mr. Bradley had misunderstood him. His idea was that they should have completed the line to Glossop, before they spent money on any other part. He expressed a hope that the portion of the line in operation might be completed by next midsummer, in order that it might obtain a part of the summer traffic to the western coast.

Mr. PERRY asked if the completion of the line to the tunnel would not facilitate the viaduct at Dinting, and

Mr. GEE replied that it would.

Mr. Perry's motion was then put to the vote, and carried.

Mr. SYKES said, that on the 29th August, 1838, at the general meeting, the shareholders voted 1,000*l.* a-year to the Directors. He was sure that was done with the best intention, but it had not been realised—for instead of its being a matter agreeable to the Directors, it had been nothing but matter of discord. He was of opinion that the work would be better done without than with it. He therefore proposed, that the resolution to which he had referred be rescinded.

Mr. S BUTCHER seconded the motion, but under the impression that the proprietors would negative it at once. He thought that the Directors were amply worthy of what they received.

Mr. COLLIER said, this was a very generous proposition, but though the Company needed economy, they ought not to be niggardly. He did not know why sixteen Directors should quarrel about 1,000*l.*, if they gave 1,000*l.* to them; and it was for the shareholders to consider whether the work was likely to be well attended to if the grant was discontinued.

Mr. ELLISON said, as the subject had been brought before the shareholders, he must say, that 1,000*l.* appeared to be a very large sum, and he thought it ought to include travelling and other expenses of the Direction. Since this money was granted he had attended badly—not half so well as before—and he should have as much pleasure in rendering his services without receiving sixpence, as if paid for them It would meet his views if it were understood that the 1,000*l.* should include the travelling expenses of the Directors.

Mr. HOYLAND asked, was there no intention, on the part of one or two of the body, to put themselves forward as managing Directors. He should object to such a thing, and hoped it would not be submitted to; but he believed some such measure was in contemplation.

Mr. ELLISON did not know whether Mr. Hoyland supposed that he had any such ambition. He would not undertake it for the whole 1,000*l.*

Mr. TURNER said, as Mr. Sykes had alluded to a difference of opinion among the Directors, he might explain that the question was whether each was to have one hundred, whether he worked or not, or whether it was to be applied at the discretion of the Directors, and divided among them in proportion as they attended to the work. The opinion of the solicitors was taken, and they decided that each Director must have his 100*l.*, whether he attended a meeting or not. Whatever sum the proprietary might grant to the Directors, he thought it ought to be divided according to the decision of the majority.

Mr. T. J. PARKER said, that at present the money was to be divided as the Directors thought fit, but required that they should all concur, and for some it had been so, but one or two Directors dissenting, the majority had no power to enforce their decision against them.

Mr. PERRY thought, to divide it equally without regard to the attendance of Directors, would be a bonus on neglect. He had been a member of several boards, where the rule was to divide the sum granted by the number of attendances £1,000 a year was more than he knew of being granted to any other direction. It appeared the expenses of the direction had amounted to 8,000*l.* He should think 1,000*l.* a year sufficient.

Mr. TURNER said the money had been divided according to the attendance, till a proposition was made to have Managing Directors, and that being rejected, a Director said he should claim his proportion, and sent in a bill for his 100*l.* The solicitors of the Company gave it as their opinion that it must be so.

Mr. WADDINGTON—It was not me, gentlemen. (Laughter.)

In reply to Mr Bradshaw, Mr. ELLISON said that the expenses of the Direction were about half the amount of the allowance.

Mr. SYKES said, in moving the present resolution, he had been actuated by a desire to save the money of the proprietors, and to do away with a bone of contention among the Directors. If the allowance were taken away, he could answer for himself that he should act for the benefit of the undertaking to the best of his ability, and he trusted that others were prepared to say the same.

Mr. W. BUTCHER said many of the observations which had been made were new to him. He had been a member of the Direction from the first, and when he had not attended he had never received the money.

Mr. ROWBOTHAM wished to ask whether it was proposed to appoint Mr. Waddington and Mr. Sykes, Managing Directors, the one with 600*l.* and the other with 800*l.* a year? If that were the case, they would save nothing.

The CHAIRMAN said, it was for the proprietors to decide whether they would make any allowance to the Direction or not. He would not condescend to say a word on the subject. He hoped it was not a matter of importance either to the proprietors or to the Directors what precise amount might be fixed. As to the particular question which had been asked, gentlemen could hardly expect the Directors to answer questions as to every motion that might be made at the meetings of the board.

Mr. COLLIER inquired whether Mr Perry would make a motion that the allowance to the Direction should be 1000*l.* a year, to be distributed according to the attendance of each member? But if the allowance were to be 1,000*l.* he thought it should include expenses.

Mr. PERRY proposed, as an amendment, that the 1,000*l.* should include the expenses of the Direction, and that the surplus should be divided among the Directors in such manner as the majority might determine.

Mr. SYKES agreed to adopt the motion as thus altered.

The CHAIRMAN thought that propositions of this sort came better from the other side of the table than from Directors.

Mr. APPLEBY said, if there was any blame in the matter, it belonged to the Solicitors, for the Directors had divided the money according to their construction of the resolution, until the Solicitors had given a contrary opinion.

In answer to the question as to what had been done with the money, Mr. Turner said that none had been divided since that opinion had been given.

Mr. T. J. PARKER said, the opinion of the solicitors was not asked till the Directors had failed to agree. There had been mooted among them another manner of dividing it, and then the Solicitors were called upon for their opinion whether, under the resolution and against the wish of one Director, they could divide it as they thought fit. The difficulty might be obviated by the proprietors giving the power to a majority of the Directors to decide upon the division.

Mr. PERRY said this rendered his motion necessary, and on being put to the vote it was carried.

Mr. PERRY being informed that the salary of the chief engineer was 750*l.* a-year, suggested to the Directors whether, as they had an able resident engineer, its expenditure might not be diminished.

In answer to Mr. Bradshaw, it was stated that the charge for auditing the accounts was 10*l.*

The CHAIRMAN again referred to the question put by Mr. Rowbotham, whether it had not been proposed to appoint Mr. Waddington and Mr. Sykes managing Directors. He might now state, that there had been a proposition as to the appointment of managing Directors, but without reference to the names of any particular persons.

Mr. T. A. WARD moved a vote of thanks to the Chairman.

Mr. WADDINGTON seconded the motion expressing his sense of the deep interest which the Chirman had in the undertaking, on account of the immense benefit it would confer upon his constituents.

The motion having been carried by acclamation,

The CHAIRMAN begged to acknowledge the kind forbearance of the proprietary; for it must be obvious to every gentleman knowing his occupations, that he could not be fully acquainted with the details of the business, or prepared to answer every question put to him. He had stated this last summer to the gentlemen who had invited him to accept the chair, on account of the position that he occupied as the representative of this borough. He accepted in provisionally, under a feeling that events might render attention to it incompatible with his other duties; and he had since found that had there been a probability of his occupations in London continuing to confine him there, the holding of this situation would have been incompatible with the performing of those duties, for it was impossible that any man who was Secretary of the Admiralty, could be anything but Secretary of the Admiralty. It had been his intention, therefore, if events had made it probable that he should continue in that office, to request that this might have been confided to the hands of some other person. Since he had the honour of presiding at their meeting at Easter, he had not been able to attend a single meeting, and he had intimated to several of his friends, that it would be necessary for him to resign; but at present it did not seem that that necessity would arise, for in all probability, said Mr. Parker, smiling, I shall be able to apply more time to the performance of my duties as your Chairman. (Laughter.) You all understand what I mean. (Laughter and cheers.) I need do no more than again express my obligation for your forbearance towards me; for since I came down on Saturday, it has been quite impossible for me to make myself acquainted with the details of the business, since Easter, and to be prepared to answer the questions which, as your Chairman, I am bound to do.

The meeting separated about four o'clock.

FOR SALE.—A newly finished six-wheeled Locomotive Engine, 4 feet 8½ inch gauge, 12 inch cylinders, 18 inch stroke, 5 feet driving wheels, copper fire-box, brass tubes, with a new arrangement for regulating the fire, whereby the consumption of coke is very materially lessened. The working gear of this engine embraces all the most recent improvements, and is finished in the best style of workmanship.

For particulars apply to Isaac Dodds, Esq., Resident Engineer, Sheffield and Rotherham Railway, Sheffield.

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BIRMINGHAM AND GLOUCESTER RAILWAY.—At a late hour of the General Meeting on the 24th August, the following resolution was passed:—"That Mr. Gibbins, not having any longer the confidence of the proprietors be requested to withdraw his name from the list of Directors."

Not the slightest intimation was made to me before the meeting of the intention to bring forward any such motion; and from the very vague statement by which it was preceded, and the refusal of the party from whom it emanated to make a specific charge, I was precluded from doing more than state that I had never taken any advantage of my position as a Director in the purchase or sale of shares. This I again assert; and further, that I have always used my best endeavours to promote the welfare of the undertaking; and I had, therefore, every reason to expect that such a motion would not have been entertained. Of the number of proprietors present very little more than one-fourth expressed any opinion either way, and of those who did I am led to believe that some did not clearly understand the bearings of the case.

I have ascertained since the meeting, that the transaction alluded to, and upon which the resolution was founded, was a contract I made at the solicitation of the party, bearing date the 24th December, 1840, to deliver twenty shares at 2/ discount on or before the end of March this year. Into the transaction I court the strictest inquiry.

The number of my shares in the Birmingham and Gloucester Railway is 199, the same as at the beginning of the year. I have taken my proportion of quarter shares, and have purchased at a premium upwards of 200 more, so that at the present time I hold 199 shares and upwards of 400 quarter shares, a sufficient stake to secure my best services.

JOSEPH GIBBINS.

Birmingham, August 23, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—TENTH HALF-YEARLY GENERAL MEETING OF THE COURT OF PROPRIETORS.—At a General Meeting of the Birmingham and Gloucester Railway Company, held in pursuance of the provisions of the Acts of Incorporation, at the Waterloo Rooms, Waterloo street, Birmingham, on Friday, the 20th day of August, 1841; Captain C. R. MOORSOM, R. N., in the Chair,

It was resolved—

1.—That the common seal of the Company be affixed to the register of proprietors.—[The seal was affixed accordingly.]

2.—That the Report of the Auditors now read, be received and adopted, and entered upon the minutes.

3.—That the Report of the Committe now read, and the accompanying accounts, be received and adopted, and entered upon the minutes.

4.—That of the following Directors, viz., Samuel Bowly, Esq., William Fox, Esq., Daniel Ledsam, Esq., and Captain Constantine Richard Moorsom, R. N., who go out of office (by rotation) at the present General Meeting, Samuel Bowly, Esq., Daniel Ledsam, Esq., and Captain Constantine Richard Moorsom, R. N., be re-elected; and that Anthony Kington Baker, Esq., be re-elected in the place of William Fox, Esq.

5.—That Messrs. Ledsam, Francis, and Baker, be appointed Auditors of the accounts of the Company for the next twelve months, upon the principle laid down by the Committee in their Report.

6.—That the best thanks of this meeting be given to Mr. Daniel Ledsam and Mr. John Francis, for their Report as Auditors.

7.—That Mr. Gibbins, not having any longer the confidence of the proprietors, be requested to withdraw his name from the list of Directors.

8.—That the sum of 600*l.* be placed at the disposal of the Directors for the ensuing twelve months.

9.—That the thanks of the proprietors be given to the Directors, for their zealous and valuable services.

The Chairman having quitted the chair,

Resolved unanimously—

That the thanks of the meeting be given to the Chairman, for his able, courteous, and impartial conduct in the chair.

Mr. Ellins gave notice, that at the next Half yearly General Meeting he intends to bring the question of additional trains on Sundays again under discussion.

CHESTER AND BIRKENHEAD RAILWAY.—Wanted an active and intelligent person to fill the office of Station Inspector at Birkenhead, his principal duties will be to attend the departure and arrival of trains, to Superintend the Porters, Omnibuses, and Parcel Department, and to make himself generally useful in the office. Salary £100 per annum.

Testimonials as to ability and character to be addressed to Mr. Jones, the Treasurer, at the Company's Office, Birkenhead, previous to the 11th September.

SHEFFIELD AND ROTHERHAM RAILWAY.—ADJOURNED ANNUAL GENERAL MEETING, 1841.—NOTICE is hereby given, That the Adjourned Annual General Meeting of the Sheffield and Rotherham Railway Company, will be held at the Sheffield Station, on Thursday, the 9th day of September next, at 2 o'clock at noon, (by adjournment from the 11th day of August instant), for the transaction of business, pursuant to the Company's Acts of Parliament.

The Books for the Registry of Transfers of Shares will be closed from the 4th to the 14th of September, both inclusive.

Dated this 27th day of August, 1841.

THOS. BADGER, Rotherham,
HENRY VICKERS, Sheffield, } Law Clerks.

TO ENGINEERS, FOUNDERS, MACHINE-MAKERS, STEAM-SHIP BUILDERS, &c.—FOR SALE, an Extensive and Valuable MANUFACTORY for the construction of Steam-Engines, Boilers, General Machinery, Chain Cables, Anchors, Foundry Goods, Forged Goods, and General Blacksmith Work, well known as the FOOTDEE IRON-WORKS, Aberdeen.

These Works occupy nearly Four Acres of Freehold Ground, at a very moderate feu-duty or ground-rent, and are situated at Footdee, in the populous city of Aberdeen, within 300 yards of the Harbour Quay.

The Engines, Boilers, and Machinery of several of the large class of Steam-ships have been wholly constructed and fitted up at these Works, which afford unusual facilities to parties engaged in that branch of business, and such as exist in few other establishments in the United Kingdom. The Foreign and Coasting Trade of the port of Aberdeen is very extensive, and has rapidly increased for several years past, whilst the Steam Trade to London, Hull, Leith, Inverness, Orkney, Shetland, &c., is carried on to a very considerable extent.

Immediately adjoining the Iron-Works, and belonging to the same Proprietors, is an extensive ROPE, SAIL, and FELT WORK, which will also be disposed of, either with or without the Iron-Work, as may be agreed upon.

To a party desirous of engaging in the Building and Equipping of Steam or Sailing Vessels, the construction and repairing of Steam-engines, Sugar-mills, and General Machinery, these Works, from their local situation and peculiar facilities within themselves, will be found particularly well adapted.

The whole of the Buildings are substantial, commodious, and suitable for the respective trades carried on within them. The Machinery is of the first class, and in excellent order, the whole having been erected at considerable expense.

In the mean time, the work will continue to be carried on in all its branches, and orders executed as usual.

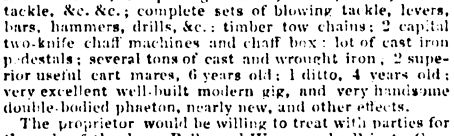
A Plan and Specification of the Premises have been printed, which may, with all particulars and futher information upon the subject, be had upon application to Messrs. Johnston and Farquhar, Solicitors, London; John Jopp, Esq., W.S., Edinburgh; or Messrs. Jopp and Shand, Advocates, Aberdeen, in whose hands the Title Deeds of the Property are.

TO RAILWAY CONTRACTORS, BUILDERS, SMITHS, and Others.—SALE of Railway Materials, &c. at Long Bridge, near Northfield, six miles from Birmingham, near the Worcester Turnpike Road.—JOHN SODEN has received instructions from Mr. W. Ridler, Railway Contractor, to submit to Public Competition, the whole of his valuable Stock of Railway Materials and other Effects, on Tuesday and Wednesday, the 14th and 15th of September next, consisting of about 150 tons of flat-bottom wrought iron rails, weighing from 40 lbs. to 48 lbs. per yard; 50 very excellent and extra strong railway waggons, capable of carrying 2½ yards of earth, 4 feet 8½ inch gauge, equal to new, and fit for immediate use; about 150 railway wheelbarrows, in capital repair; several hundred feet of planking, from 12 to 20 feet long; quantity of deal baulk and other timber, in lots; 2 capital timber carriages; 5 excellent 6 inch carts; 1 covered spring ditto; from 30 to 40 sets of good trace horse tackle and thiller ditto; 20 or 30 sets of wheels and axles, in good working condition, and a quantity of wrought iron axles; 2 sets of smiths' tools, comprising bellows, anvils, vices, screw tackle, &c. &c.; complete sets of blowing tackle, levers, bars, hammers, drills, &c.; timber tow chains; 2 capital two-knife chaff machines and chaff box; lot of cast iron pedestals; several tons of cast and wrought iron, 2 superior useful cart mares, 6 years old; 1 ditto, 4 years old; very excellent well-built modern gig, and very handsome double-bodied phaeton, nearly new, and other effects.

The proprietor would be willing to treat with parties for the sale of the Iron Rails and Waggons by Private Contract, any day not later than the 1st of September, of which if effected due notice will be given. A liberal credit will be allowed if required, to purchasers of above £20, upon good and approved security.

Catalogues of particulars will appear in due course, and may be had on application at the Angel Inn, Coleshill street, Birmingham; of the Auctioneer, Coventry; or of the proprietor, upon the premises.

Sale to commence each morning at Eleven o'Clock.



T. H. RYLAND AND CO., OOZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin: and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

Planing machine; works by hand, will plane 5 feet by 18 inches.

GLASGOW, PAISLEY, KILMARNOCK AND AYR RAILWAY.—TENTH CALL OF £5, MAKING £50 PER SHARE.—NOTICE is hereby given, that the Directors of this Company, at their Monthly Meeting held 4th August, 1841; Resolved, in virtue of the powers vested in them by the 112th section of the Act of Incorporation, to make a Tenth Call of £5 per Share, payable to their account, at one of the under-mentioned Banks, on Wednesday, the 15th day of September next. Shareholders are consequently required to cause the amount due on the number of Shares registered in their name, to be paid accordingly.

Interest at the rate of 5 per cent. will be paid on all sums deposited in advance, and the same rate of interest will be chrrged on all arrears after that date.

JAMES M'CALL, Chairman.

Railway Office, Glasgow, 16th Aug. 1841.

BANKS APPOINTED TO RECEIVE PAYMENT.

Glasgow—The Glasgow Union Bank.
Ayr—Ditto, ditto, Branch.
Edinburgh—Sir Wm. Forbes and Co. for ditto.
London—Messrs. Jones, Loyd and Co. for ditto.
Leeds—The Leeds Banking Company for ditto.
Liverpool—Messrs. Moss and Co.
Manchester—Messrs. Wm. Jones, Loyd and Co.

ULSTER RAILWAY COMPANY.—In compliance with a Resolution of the Directors, this day entered into, I hereby give NOTICE, That they have made a Tenth Call for the Sum of Two Pounds Ten Shillings sterling, on each and every Share of the Company's stock: payment to be made on or before the 1st day of September next, to the Northern Banking Company, Belfast, or any of their Branches: to Messrs. Boyle, Low, Pim, and Co., their Agents in Dublin; or to Messrs. Brown, Shipley, and Co., of Liverpool,

Dated at the Railway Office, Belfast, this 1st day of July, 1841.

JAMES GODDARD, Chairman of the Directors.

In tendering the money as above, it will be necessary to state the number of each Share on which the instalment is paid.

Interest, at the rate of 5 per cent. per annum, will be allowed to the 1st of September on all Sums paid of this Call in advance.

TAFF VALE RAILWAY.—The appointment of Secretary to this Company being about to become vacant by the resignation of their present Secretary, the Directors are ready to receive the applications of gentlemen desirous of becoming candidates for the situation.

Applications, stating full particulars of the age, qualifications, and former employment of the applicants, accompanied by the necessary testimonials, to be addressed to the Directors before the next Board Meeting at Cardiff, on the 8th day of September.

By order of the Board,

JOSEPH BALL, Secretary.

Railway Office, Cardiff, August 26, 1841.

TO RAILWAY DIRECTORS, ENGINEERS, CONTRACTORS, &c.—THOMAS HARGREAVES, Timber Merchant, &c., Tunstall, Staffordshire Potteries, begs to intimate to parties purchasing English Oak, Tree-nails, and Wedges, used in the construction of Railways, and so highly recommended by the Institution of Civil Engineers, that from the extensive and well seasoned stock of Oak planking of all dimensions he possesses, together with the aid of steam power and experienced workmen in their conversion, he is enabled to furnish supplies to any extent at the shortest notice, and on the most reasonable terms, to any part of the kingdom.

Orders, with dimensions and quantity required, will be promptly attended to by addressing a line as above.

TO ADVERTISERS.—A Prospectus, Specimen, and Terms of Advertising in that popular and widely circulated annual, the Hull, Yorkshire, Lincolnshire, Midland, and Northern Counties ALMANACK AND DIARY for 1842, may be had gratis, on application to the publisher, Joseph Noble, 23, Market-place, Hull; Mr. F. D. Lewis, newspaper and advertisement agent, 2, Birchin-lane, Cornhill, London; Mr. Sutherland, 12, Calton-street, Edinburgh; or Mr. Cumming, bookseller, Dublin.

N.B. Sent postage paid to any part of the United Kingdom.

BRITISH IRON COMPANY.—Full Reports of the proceedings at the Two Meetings of Proprietors of this unfortunate concern, held during the past week, are published in the Mining Journal, Railway and Commercial Gazette, of this day, Saturday, August 28.

The MINING JOURNAL is published at two o'Clock every Saturday afternoon, at the Office, No. 37 New Broad-street, City, price Sixpence, and may be had of all Booksellers and Newsvenders in Town and Country; containing original papers on Geology, Mineralogy, and Metallurgy; combining therewith reports of the proceedings of public Companies, Correspondence from the English and Foreign Mining Districts, sales and purchases of ores, prices of metals and materials, prices of English and foreign funds, shares in mines, railways, joint stock banks, canals, &c., London Gazette, and much original and interesting scientific intelligence, &c.—forming an invaluable record of very occurrence relating to

MINES, RAILWAYS, JOINT-STOCK BANKS, &c.

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SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.

Report of the Directors to the Shareholders in the above Undertaking, submitted to a General Meeting of Proprietors at the Cutlers' Hall in Sheffield, on the 23rd day of August, 1841;

JOHN PARKER, Esq., M.P., in the Chair.

The Directors have to congratulate the shareholders that, during the last half year, the works along the line of railway between Manchester and Gossop have been proceeding with great vigour, and they are now arrived at a very advanced state, a detail of them will be given by the Engineer.

It being the intention of the Directors, as stated by them in their last Report, to open, in the first instance, that portion of the line extending from Manchester to the Mottram and Hyde Turnpike Road, they have directed the Engineer to drive on the works on that part of the line with all the expedition the nature of them will admit of, but, as the two most difficult parts, the Arnwick and Tame Valley embankments, consist of long embankments, the material to compose which had to be brought at a long distance, the works of these parts have occupied a considerable time, as only a limited number of men could be employed at once, but the difficulties have been greatly obviated by employing relays of men night and day.

The time originally fixed for opening the above portion of the line was to September next, and the Directors are happy to say that that period will not be much exceeded, although nearly a month in the latter end of June and the beginning of July was lost, in consequence of serious quarrels between the English and Irish labourers, the elections which attracted the attention of the workmen, and the continued bad weather about that period.

Considerable delay having arisen in obtaining possession of the land, on which to place the piers of the Tame Valley Viaduct, the Directors have been under the necessity of suspending operations until the matters requiring adjustment were finally settled, but this difficulty, they are now happy to say, has been overcome.

The Directors, at the recommendation of the Engineer, have ordered engines of a powerful description, which are contracted to be ready for delivery on the line on the 1st of September, they have also ordered first class carriages, similar to those on the Grand Junction Railway, second class, similar to those on the Grand Junction and Greenock line; and third class, much of the same kind as those used on the Manchester and Birmingham Railway, and the whole of the carriages are contracted to be finished and delivered at the same period as the engines.

The Directors have to report, that they have had great difficulty in obtaining the payment of calls, and have, consequently, in several instances, though with great reluctance, been compelled to resort to legal measures in order to obtain payment.

During the past half year, the Directors have found it requisite to make a call of £10 per share, payable in May last, and another of £7 10s. per share, payable on the 1st of September next.

After a careful revision of the share list, the Directors have concluded to recommend 20s. shares for forfeiture, and, having taken the preliminary steps required by the Act, now submit the same to the proprietors for confirmation. The amount paid up on these shares average £9 19s. 6¾d. per share.

In the present depressed state of trade, the Directors have been anxious to relieve the shareholders as much as possible, and have concluded to open the railway, in the first instance, with a single line only, though the railway will be, in all other respects, finished for a double one, and have made such arrangements for the passing stations as will be sufficient for the accommodation of the public during the half being laid to economy, consistent with the interests of the undertaking. They have also made arrangements for renting from the Manchester and Birmingham Company a portion of the station, offices, and warehouses now in the course of erection at the Manchester terminus, near Bank Top, which arrangements will be to the interests of both Companies, and a great accommodation to the public.

The rates fixed upon for stations are as follows:—Fairfield station, at the head of Gorton Reservoir; Ashton station, at Cotton Brook; Dukinfield station, at Dukinfield Hall; Newton and Hyde station, at Newton Green; Godley Bar station, at the terminus on the Mottram and Hyde Road.

On the 28th June last, the total amount expended on the undertaking amounted to £ 231,526 19s. 8d., as contained in the abstract of accounts now produced.

The Directors have to report, that, since the last meeting Mr. D. Wadkington has resigned his seat in the Directory, and, according to the powers vested in them by the Act of Parliament, they have elected Mr. A. W. Thorneley, of Godley, in his place.

The Directors regret, that, in consequence of the misconduct of their late Secretary, Charles Dixon, they have been compelled to dismiss him from their service, and to institute against him a prosecution for forgery.

ABSTRACT OF ACCOUNTS.

1841.				£.	s.	d.
June 30						
To cash received for the deposit				1752	10	0
To amount on 1st call of £ 5 per share				13, 0	0	0
,,	2nd	2½s.	,,	1	10	0
,,	3rd	5	,,	2	0	0
,,	4th	5	,,	2,0	0	0
,,	5th	10	,,	3, 0	0	0
,,	6th	5	,,	1,0	0	0
,,	7th	10	,,	3, 0	0	0
,,	8th	10	,,	2,0	0	0
,,	9th	10	,,	1, 0	0	0
,,	calls in advance			2,0	0	0
,,	account of calls			4,100	7	6
,,	for rents			513	17	4½
,,	interest			3,468	16	7
,,	deductions and allowances			137	4	6
To balance due to bankers				5,104	3	8½
Total				£231,526	19	8

1841. June 30.	Expenditure to Dec. 1840.			Expenditure from Dec. 1840, to June, 1841.			Total.		
By—	£.	s.	d.	£.	s.	d.	£.	s	d.
Law charges, &c	1401	2	7	215	16	0	1616	18	7
Engineering, &c	16891	0	8	887	9	3	17778	9	11
Land and compensation	56829	17	10	1154	3	0	6984	0	10
Works	98575	3	4½	1140	1	7	11815	4	11½
Rails and chairs	...	...		3622	6	6	3622	6	6
Expense of purchase	2,0	16	5	244	8	2	2284	4	7
Direction	5631	14	0	354	3	0	5985	17	0
Expenses of direction	1873	16	6½	374	5	2	2248	1	8½
Secretary's travelling expenses	165	16	4	..	..		165	16	4
Expenses of deputations	256	16	2	8	14	3	365	10	5
Advertising	1699	17	8	184	17	0	1884	14	8
Printing and stationery	559	12	7	76	17	10	636	10	5
Salaries	2961	6	0	164	13	0	3125	19	0
Office expenses	901	15	4	73	11	6½	1067	6	10½
Petty charges	215	6	2½	37	11	4½	252	17	6¾
Rent, commission	312	11	10	114	18	6	427	10	4
The Manchester Royal Infirmary subscription	..	..		10	10	0	10	10	0
Calls on shares held for landowners	3445	0	0	2420	0	0	7865	0	0
							251526	19	8
By balance brought down due to bankers							5104	3	8½

(Signed)

THOMAS PEET, Accountant.—Aug. 14, 1841.

J. PARKER, Chairman.

To the Directors of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company.

Gentlemen,—It again becomes my duty, for the information of the shareholders, to lay before you a Report of the progress of the works since the last general meeting of the proprietary:—

No. 1, or ARDWICK CONTRACT.—The principal work here is the embankment. 118,000 cubic yards of earth have been put in during the last six months, and it requires now about 50,000 cubic yards to complete it. The permanent road is laid from 20 chains east of the junction with the Manchester and Birmingham Railway, for a distance of two miles and 50 chains. The masonry on this contract is nearly finished, the two last bridges being in hand, and the remainder completed with the exception of a few parapets. The spoil cutting at "Tram Dogs" will be finished in a short time—only a few thousand cubic yards are in it remaining, which will easily be put out by the large force at present employed there. The favourable nature of the strata in this cutting has proved highly advantageous in the working a bed of sand and gravel, suitable for ballast, running nearly the whole depth in the bottom, so that the permanent road will be laid upon it as soon as the superstratum of marl shall have been removed.

No. 2, or NEWTON CONTRACT.—A considerable length of the permanent road has been laid on this contract, amounting altogether to nearly two miles, so that only one and a quarter miles remain to be completed. The whole of the masonry, including the viaduct over the river Tame, is completed, a few of the parapets only excepted, which will soon be placed out of hand. About 10,000 cubic yards of earth is required to complete the Tame Valley embankment, which quantity will bring it home to the viaduct. The material is being supplied from the Newton Wood cutting.

No. 3, or HATTERSLEY CONTRACT.—The whole of the masonry, with the exception of the tunnel at Hattersley, and the Harewood viaduct, is finished, and the earthwork in a very forward state. Owing to a quantity of water being met with at Hattersley, the tunnel there has not progressed very rapidly. The contractor, however, has proposed to extend the open cutting, and thus to shorten the tunnel, a proposal to which there seems no reason to object. The retaining walls opposite to Harewood Lodge are finished, and the viaduct there has been commenced.

No. 4, or ETHERSTOW VIADUCT.—The difficulties thrown in our way by the lessee of the land are now surmounted, and the matter settled. The viaduct, consisting of nine piers and abutments—the centre one being 60 feet span, has been set to Messrs. Smith and Hattersley, who will lose no time in carrying the work actively into execution.

No. 5, or GAMESLEY CONTRACT.—The two shaft sinkers at each end are steadily progressing, and there now remain about 1000 cubic yards in the cutting. The bridge for carrying the railway over the Botany road is finished, and that for carrying the Gamesley Turnpike-road over the railway is in hand, the piers being all up to the springing level, and the arches in the course of erection.

SUMMIT TUNNEL.—The driftways at the western face are now 661 yards from the entrance, and those at the eastern face, about 80 yards. The total depth of all the shafts was 866 yards, of which 626 have been completed, leaving 240 still to sink. The quantity of water, at one period of the year, rendered it advisable to increase the size of the boilers at three of the shafts. A sufficient amount of additional power has thus been obtained, which will enable the shafts to be carried down to the bottom without delay.

In conclusion, I have to observe, that, as it is your wish to open the line from Manchester to the Mottram and Hyde road as soon as possible, I think it may be accomplished in October next, should favourable weather prevail. We have certainly been delayed more than a month with this portion of the works, by the late wet season, and the unfortunate disagreements between the different classes of men employed on the line, which, at one time, brought the works to a stand; but I am happy to state that we are now steadily progressing.

Arrangements are making to prepare accommodation at the different passenger stations, for the amount of traffic that may be expected upon the line.—I am, gentlemen, your obedient servant,

ALFRED S. JEE.

Dinting Vale, August 21st, 1841.

Moved by Samuel Butcher, Esq.; seconded by Thomas Ellin, Esq., master cutler—

That the Report of the Directors now read be received, and printed for distribution amongst the shareholders.

Moved by Edwin Unwin, Esq.; seconded by John Sidebottom, Esq.—

That the abstract of accounts now produced be also printed for circulation amongst the shareholders.

Moved by James Perry, Esq.; seconded by W. P. Bradshaw, Esq.—

That the Report of the Resident Engineer, now read, be printed and circulated with the Report of the Directors.

Moved by David Waddington, Esq.; seconded by James Perry, Esq.—

That the declaration of forfeiture made by the Directors of the following shares in the Company, being 467 in number, be now confirmed, viz.—

45 shares numbered from 1204 to 1242 inclusive, and		
	6234 — 6243	,,
52 shares numbered from 1488 — 1527		,,
	6214 — 6253	,,
	1248 — 1269	,,
10 shares numbered from 1848 — 1857		,,
45 shares numbered from 2008 — 2052		,,
	6194 — 6238	,,
10 shares, numbered from 4787 — 4796		,,
10 shares, numbered from 1 — 10		,,
40 shares, numbered from 6520 — 6559		,,
20 shares, numbered from 2137 — 2156		,,
50 shares, numbered from 1557 — 1606		,,
	2078 — 2087	,,
	6664 — 6673	,,
25 shares, numbered	5966	
from 5967 — 5990		,,
	4979 — 4992	,,
50 shares, numbered from 1773 — 1822		,,
8 shares, numbered from 6104 — 6111		,,
101 shares, numbered from 2314 — 2414		,,
	5461 — 5560	,,
	5668 — 5672	,,
	6540 — 6639	,,
	6642 — 6641	,,
466 shares	4827 — 4836	,,

Moved by W. P. Bradshaw, Esq.; seconded by M. Ellison, Esq.—

That at all future half-yearly meetings, the abstract statement of the accounts of the Company be furnished, at least seven days before such meetings, respectively to all shareholders who may apply at the offices either in Manchester or Sheffield.

Moved by William Jackson, Esq.; seconded by Edwin Unwin, Esq.—

That the Directors of the Company be authorised and directed to dispose of the shares, of which the forfeiture has this day been confirmed, by sale, as provided in the Act, and for such price as they may think fit.

Moved by James Perry, Esq.; seconded by William Bailey, Esq.—

That Mr. Locke be requested to make a Report of the portion of the works executed, and the cost thereof, as compared with his original estimates; also the extent of works remaining to be done, the estimated cost, and the probable time requisite for their completion.

Moved by John Sykes, Esq.; seconded by James Perry, Esq.—

That the resolution of the 28th of August, 1838, which gives £1,000 per annum as remuneration to the Directors, be rescinded, and that in lieu thereof, the sum of £1,600 be now voted to the said Directors; out of which sum all travelling and other expenses shall first be paid, and the remainder distributed amongst the twelve, in such manner as a majority of them shall determine.

Moved by T. A. Ward, Esq.; seconded by D. Waddington, Esq.—

That the best thanks of this meeting be tendered to John Parker, Esq., M.P., for his able and impartial conduct in the Chair, and for his constant and zealous regard to the general interests of the Company.

TO RAILWAY COMPANIES AND IRON MANUFACTURERS.—JOSH. WILSON, and BELL beg to recommend to parties employing or manufacturing Rods their improved Machine for straightening them, in which by a simple and powerful application of the screw they are rendered perfectly even without being disfigured by hammer-marks.

For terms and description apply to the makers, Walker Iron Works, Newcastle.

26th July, 1841.

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LONDON AND BRIGHTON RAILWAY.—Open from London to Hayward's-heath, from thence per coach to Brighton.

Daily Trains Down to Brighton.—Morning, half past 9, half past 11. Afternoon, half-past 1, and 5 o'clock.

Daily Trains Up to London.—Morning, 7 and 9. Afternoon, half-past 12 and half-past 4.

Sunday Trains, Down to Brighton.—Morning, 8. Afternoon, half-past 5.

Sunday Trains up to London.—Morning, 7. Afternoon, quarter past 5.

Fares.—First Class, 15s.; Second Class, 11s.; Children under ten years, half-price.

The Trains stop at all the intermediate Stations, if required, to set down or take up passengers.

As only a limited number of passengers can be conveyed throughout, from London to Brighton, places must be secured by booking them the day previous at the principal booking-offices. On the day of departure places can be secured only at the London-bridge Station, in the event of the limited number not being full. A Daily Down Train, at 9 p.m. for Croydon only, and on Sundays a Down Train, for Croydon only, at 8, and half-past 9, p.m. Fares to Croydon—First Class, 2s.; Second Class, 1s. 6d.

By Order,
THOMAS WOOD, Sec.

August 18, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

BRISTOL AND EXETER RAILWAY.—NOTICE is hereby given, that the next Half Yearly General Meeting of the Proprietors of this Company will be held, in pursuance of the Act of Parliament, at the White Lion Hotel, in the city of Bristol, on Thursday, the 2nd of September, at Eleven o'clock.

The chair will be taken at Twelve o'clock precisely.

FREDERICK RICKETTS, Chairman.

Shares in arrear do not entitle the holders to vote.

The Transfer Books will be closed on Monday, the 23rd of August, and not be re-opened until after the said General Meeting on the 2nd of September.

By order of the Board of Directors.
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, August 13, 1841.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad street, City; 69, Princes-street, Leicester-square; Manufactory, Mill wall, Poplar; and also of the following Agents:—

Robertson and Co., 12, Goree Piazzas	Liverpool,
Mathias Dunn	Newcastle-upon-Tyne
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.
John M. Beatts, 14, Clement's-lane, High-street,	Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom; but reference is particularly made to the London and Blackwall Railway, where it has been in use upwards of twelve months.—"It gives entire satisfaction, and has never broken."—*Vide extract of the Tenth Report, Thursday, 19th instant.*

CIVIL ENGINEERING TAUGHT FOR HALF-A-GUINEA PER LESSON.—In addition to the principles of Civil Engineering, which has now become so important and profitable a profession, the advertiser, an Engineer of many years standing, will for Fifty Pounds teach the mode of Designing and Manufacturing Machinery, so that the pupil will acquire a knowledge of turning wood and metal, and be enabled to draw and construct complete Steam Engines and other Machines. For this purpose they will be provided with tools, and beautiful models of Steam Engines and other Machinery; and persons desirous of being connected with Railways will find this a desirable opportunity.

Address, A. B., Queen's Library, Portman-place, Edgeware-road.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

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Spread Eagle, Gracechurch-street.
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HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

		s.	d.	
Not exceeding	15lbs. weight..	4	2	
Ditto	16lbs. do. ..	4	7	including delivery.
Ditto	18lbs. do. ..	4	9	
Ditto	28lbs. do. ..	7	1	
Ditto	40lbs. do. ..	9	10	
Ditto	56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

NORTH MIDLAND RAILWAY.—Most expeditious and pleasant Travelling between ENGLAND and SCOTLAND.—LONDON TO EDINBURGH IN 27 HOURS, out One Night only in Railway Carriage.—The Public are respectfully informed, that on and after Monday, 2nd August, 1841, The *Chevy Chase* coach will leave Darlington at half-past Nine in the Morning, on the arrival of the London Mail Train, and arrive in Edinburgh by Twelve o'Clock the same Evening.

The London Mail Train leaves London for York and Darlington at Nine o'clock in the Evening. Time is allowed at York for Breakfast.

No change of Coach between Darlington and Edinburgh.

Passengers wishing to Sleep on the Road, may leave London by the 9 15 a.m. Down Train, and go on to Darlington, which they will reach at 11 p.m.

FARES.

London to Darlington—first class per railway	£3	10	6
Darlington to Edinburgh—inside coach	2	10	6
Total	£6	1	0
London to Darlington—first class per railway	3	10	6
Darlington to Edinburgh—outside coach....	1	11	0
Total	£5	1	6
London to Darlington—2nd class per railway	2	9	0
Darlington to Edinburgh—outside coach....	1	11	0
Total	£4	0	0

The *Chevy Chase* leaves Edinburgh at Half-past Five in the Evening, arriving in Darlington next morning, where an hour is allowed for breakfast, after which passengers may go on by railway to London, arriving there at Eleven o'Clock, p.m.

By order,
H. PATTESON, Secretary.

TO WOOD MERCHANTS.—Wanted to purchase a few thousands of Larch Railway Sleepers, delivered at Elsmere Port, near Liverpool, before November next, for which cash will be paid on delivery. The size of Sleepers are nine feet long, 10 × 5 at small end, thus exclusive of bark. Applications to be addressed to 100, at the Office of the *Railway Times*.

WEST OF ENGLAND DRAUGHT HORSES.

TO BE SOLD BY AUCTION, by MR. DIXON, at his Repository, Barbican, on Friday, September 3, 1841, at Twelve o'clock, precisely, Thirty five fine shaped, active, powerful, seasoned Cart Horses, and Thirty-five Sets of Harness, the property of an extensive Carrying Establishment, sold in consequence of the extension of the Great Western and Branch Railways.

Colours, Blacks, Browns, Greys, Roans, and Chesnuts.

The above valuable well-selected Stock of fine seasoned Cart Horses are worthy the immediate attention of Brewers, Distillers, Corn and Coal Merchants, Wharfingers, Innkeepers, Contractors, &c. being in excellent condition, mostly young and sound, just from constant work, and positively without exchange or addition.

On view and catalogues had two days before the Sale.

A great variety of new and secondhand Carriages, of every description, always on Private Sale at this Establishment, remarkably cheap.

TUESDAY'S SALE OF VALUABLE YOUNG, SEASONED CART HORSES.

To Brewers, Distillers, Factors, Corn and Coal Merchants, Contractors, and Wharfingers, also the Nobility and Gentry.

TO BE SOLD BY AUCTION, by MR. DIXON at his Repository, Barbican, on Tuesday, August 31st 1841, commencing at Twelve o'Clock, precisely.—About Twenty-three fine-shaped, active, powerful, seasoned Cart Horses, the genuine property of Mr. G. Holding, that have been employed on the Red Hill contract on the Brighton Railway, and sold in consequence of the contract being nearly completed.

Twenty fresh, young, powerful Cart Horses; a brown Gig or Saddle Horse; and a brown long-tailed Pony, being a portion of the well-known valuable stock of Messrs. C. and J. Tanner, the old established Bath and Bristol Coach Carriers. Sold in consequence of part of their business being conducted on the railway.

They are about 15 hands 3 inches high, remarkable for their power and activity,—mostly young, and really as fine a lot of Cart Horses as ever were submitted to public sale.

Colours.—Blacks, Browns, Bays, Greys, Roans, and Chesnuts, comprising some very handsome Match Teams.

On view, and catalogues had two days before the sale.

A great variety of New and Second-hand Carriages of every description always on private sale at this establishment, remarkably cheap.

To Railway Contractors, Builders, and others.—Railway Plant.

By J. B. LOCKE, on Wednesday, Thursday, and Friday, the 1st, 2nd, and 3rd September next, by direction of Messrs. Samuel Patteson and Co. in consequence of the completion of their railway contracts.

THE Whole of their RAILWAY PLANT, consisting of about 200 tons flange-bottom rails, from 25lb. to 35lb. per yard; a large quantity of sleepers; 80 earth waggons, 2½ yards each, 4ft. 8in. guage, 2ft. 6in. wheels, 3in. axles, eight carts, an excellent four wheel stone lurry, 20 sets horse geers, three capital piling engines, complete, a large quantity of centerings, timber, smith's tools, &c., &c.. The above are on view at the works, on the Manchester and Birmingham Railway, at Edgeley, near Stockport.—Also an excellent crane, suitable for the erection of bridges, viaducts, &c. with transverse motion, single, double, and treble geering, blocks, and chain complete, capable of lifting 10 to 15 tons, now standing near the station in Fairfield-street, Manchester. The above properties will be found well worth the attention of railway contractors, or persons undertaking any works of magnitude.

The first day's sale (Wednesday, 1st September) will consist of timber, &c. The second day's (Thursday, 2nd September) will consist of the earth waggons, sleepers, iron rails, piling engines, centres, iron work, chains, smiths' tools, and other materials immediately connected with the construction of railways. On the third day (Friday, 3rd September) will be sold the remaining miscellaneous property, including horses, geers, carts, &c.—The sale will commence on each day at eleven o'clock.

The crane will be sold at Fairfield-street Station, in Manchester, on Thursday morning, 2nd September, at ten o'clock precisely, previous to the sale at Edgeley.

Parties leaving Manchester by the trains at half-past ten o'clock will be conveyed by railway from the Stockport Station to the place of sale.

For particulars, application to be made to Messrs. Samuel Patteson and Co., Manchester; Mr. John Worsley, on the premises, at Edgeley; or to Mr. J. B. Locke, the auctioneer, 84, King-street, Manchester, by whom, as also by the printers of this paper, catalogues will be furnished one week previous to the sale.

Manchester, 14th August, 1841.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street (facing Saint Bride's Church), in the Parish of Saint Brides' Fleet street, Middlesex.—Saturday, August 28, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 192. Vol. IV.—No. 36.—Part. I.] SATURDAY, SEPTEMBER 4, 1841. [Price, with Part II. (Supplement), 1s.

SOUTH-EASTERN RAILWAY COMPANY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven or Ten Years, at the option of the Lender, and to grant mortgages of the rates and tolls of their undertaking, as security for the same, bearing Interest at the rate of 5 per cent. per annum, payable, half yearly, at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and the term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary, at the Company's Office, 10, Coleman-street, London.

By order of the Board of Directors,
J. S. YEATS, Secretary.

TAFF VALE RAILWAY.—The appointment of Secretary to this Company being about to become vacant by the resignation of their present Secretary, the Directors are ready to receive the applications of gentlemen desirous of becoming candidates for the situation.

Applications, stating full particulars of the age, qualifications, and former employment of the applicants, accompanied by the necessary testimonials, to be addressed to the Directors before the next Board Meeting at Cardiff, on the 8th day of September.

By order of the Board,
JOSEPH HALL, Secretary.

Railway Office, Cardiff, August 26, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENTH HALF-YEARLY MEETING.—At the Half-Yearly General Meeting of this Company, held at the White Lion Hotel, in the city of Bristol, on Thursday, the 2nd of September, 1841,

FREDERICK RICKETTS, Esq., in the Chair.

It was resolved—

Moved by Thomas Fussell, Esq., and seconded by T. W. Hill, Esq.—

1st. That the Report of the Directors now read be received and adopted, and that they be requested to send a copy thereof to every proprietor.

Moved by C. A. Saunders, Esq., and seconded by V. F. Horenden, Esq —

2nd. That Mr. Brunel enjoys the undiminished confidence of the proprietors of this Company, and is entitled to their warmest thanks for his professional skill, integrity and zeal in their service.

Moved by Edward Divett, Esq., M.P., and seconded by C. B. Fripp, Esq —

3rd. That the notices of forfeiture issued by order of the Directors, as to 209 shares in this Company, specified in the list of numbers now read, be confirmed; and the same are accordingly forfeited to this Company.

Moved by A. K. Baker, Esq., and seconded by Henry Bush, Esq.—

4th That the best thanks of the proprietors be given to the Directors, for their able and zealous management of the affairs of this Company.

FREDERICK RICKETTS, Chairman.

The Chairman having quitted the chair, it was

Resolved by acclamation—

5th. That the cordial thanks of this meeting be given to Frederick Ricketts, Esq., for his able and judicious conduct in the Chair.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200 for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half yearly at the Bank of Messrs Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors.
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

LONDON AND BRIGHTON RAILWAY.—Open from London to Hayward's-heath, from thence per coach to Brighton.

Daily Trains Down to Brighton.—Morning, half past 9, half past 11. Afternoon, half-past 1, and 5 o'clock.

Daily Trains Up to London.—Morning, 7 and 9. Afternoon, half-past 12 and half-past 4.

Sunday Trains, Down to Brighton.—Morning, 8. Afternoon, half-past 5.

Sunday Trains up to London.—Morning, 7. Afternoon, quarter past 5.

Fares.—First Class, 15s.; Second Class, 11s.; Children under ten years, half-price.

The Trains stop at all the Intermediate Stations, if required, to set down or take up passengers.

As only a limited number of passengers can be conveyed throughout, from London to Brighton, places must be secured by booking them the day previous at the principal booking-offices. On the day of departure places can be secured only at the London-bridge Station, in the event of the limited number not being full. A Daily Down Train, at 9 p.m. for Croydon only, and an up train from Croydon at ¼ past 8 a.m. and on Sundays a Down Train, for Croydon only, at 8, and half past 9, p.m.; ditto ditto, 7 a.m. Fares to Croydon—First Class, 2s.; Second Class, 1s. 6d.

By Order,
THOMAS WOOD, Sec.

August 18, 1841.

LONDON AND ERIGHTON RAILWAY.—NOTICE.—SUNDAY TRAINS.—The Train from London to Horley, and intermediate stations, at 2 p.m., and from Horley to London, and intermediate stations, at 6½ p.m., will be DISCONTINUED on and after the 5th instant. By Order,

THOMAS WOOD, Secretary.

10, Angel-court, September 1st, 1841.

LONDON AND BRIGHTON RAILWAY.—The entire Line of this Railway will be OPENED to the Public for the Conveyance of Passengers, Horses, and Carriages, on Tuesday, 21st inst.

Due notice will be given of the Times for running the Trains, and of the Fares to be charged.

By Order,
THOMAS WOOD, Secretary.

10, Angel court, Throgmorton-street,
September 3, 1841.

TO BE SOLD BY PRIVATE TREATY, A QUANTITY OF RAILWAY MATERIALS, consisting of about 120 Tons of Wrought Iron Flange Rails, weighing 43lbs. per yard; Four Portable Cranes, on carriages, with wheels two feet six inches in diameter; Two Lifting Cranes; 100 Earth Waggons, with wheels two feet six inches in diameter, and about 30 Sets of Wheels, two feet six inches, with three inch axles.

The above are now lying close to the Barnsley Canal.

For Particulars and Price apply to Mr. Wm. Shaw, Porto Bello House, near Wakefield.

MANCHESTER AND BIRMINGHAM RAILWAY.—The Half-yearly General Meeting of Proprietors was held, pursuant to advertisement, at the York Hotel, in Manchester, on Thursday the 26th day of August, 1841, at twelve o'clock at noon:

THOMAS ASHTON, Esq., Chairman of the Board of Directors, in the Chair;

When it was moved by Mr. H. Newberry; seconded by Mr. J. Bradshaw, and resolved—

That the seal of the Company be affixed to the register of proprietors now produced.

The seal was affixed accordingly, in the presence of the meeting.

The Directors' and Engineer's Reports were then read, after which—

It was moved by Mr Richard Birley; seconded by Dr. Lyon, and resolved—

That the Report of the Directors be adopted; and that the same, with the Report from the Engineer, and the statements of account now produced, be printed for circulation among the proprietors.

It was moved by Mr. M. S. Meyer; seconded by Mr. George Holt, and resolved—

That the half-yearly accounts, up to the 31st of July last, having been produced as required by the Acts of Parliament, and being deemed satisfactory, be and the same are hereby allowed and passed,

It was moved by Mr. Joseph Hornby; seconded by Mr. David Price, and resolved—

That Messrs. Robert Ogden, H. T. Worley, Leo Schuster, Bulkeley Price, and J. P. Westhead, who this day retire from the Board of Directors by rotation, be and they are hereby re-elected Directors of the Company.

THOMAS ASHTON, Chairman.

The business of the meeting having terminated, John Bradshaw, Esq. was called to the chair, when it was

Moved by Mr. Joseph Hornby; seconded by Mr. D Price, and unanimously resolved—

That the best thanks of the meeting be given to Mr. Ashton, for his very satisfactory conduct in the chair.

JOHN BRADSHAW.

AYLESBURY RAILWAY COMPANY.—NOTICE is hereby given, That the HALF-YEARLY GENERAL MEETING of the said Company will be held at the Euston Hotel, Euston Grove, London, on Thursday, the 9th day of September next at Twelve o'Clock at noon, pursuant to the Act of Incorporation of the said Company. The Chair will be taken at One o'Clock precisely.

Given under my hand, this 27th day of August, 1841.

THOS. TINDAL,
Deputy-Chairman of the Directors.

TO RAILWAY DIRECTORS, ENGINEERS, CONTRACTORS, &c.—THOMAS HARGREAVES, Timber Merchant, &c., Tunstall, Staffordshire Potteries, begs to intimate to parties purchasing English Oak, Treenails, and Wedges, used in the construction of Railways, and so highly recommended by the Institution of Civil Engineers, that from the extensive and well seasoned stock of Oak planking of all dimensions he possesses, together with the aid of steam power and experienced workmen in their conversion, he is enabled to furnish supplies to any extent at the shortest notice, and on the most reasonable terms, to any part of the kingdom.

Orders, with dimensions and quantity required, will be promptly attended to by addressing a line as above.

STONES FOR SALE.—Any quantity of excellent "Whin Stones" (specimens of which, dressed and undressed, may be seen at the Office of John Dingwall, Esq., 8, Token House Yard, London) for building, paving, and other purposes, will be supplied on application to Messrs. Scott, Brothers, Exchange Buildings, Belfast.

TO ENGINEERS AND OTHERS.—TO BE SOLD, Several highly finished LATHES, 9, 6, and 4 feet in the bed, with Self-acting Slide Rests, screw cutting, gearing, &c., complete.

For Particulars apply to, or address, prepaid, J. Wood, and D. Fisher, Engineers, &c. 2, High-street, Lambeth.

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LONDON AND SOUTH-WESTERN RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly General Meeting of the proprietors of the London and South-Western Railway Company was held on Saturday last at the terminal station, Nine Elms, Vauxhall, and was well attended. WILLIAM CHAPLIN, Esq., Deputy-Chairman of the Board, presided, and in opening the proceedings explained that the Chairman (Mr. Garnett) was temporarily absent on the Continent with his family, and craved the indulgence of the meeting for himself in this his first essay at Chairmanship.

The advertisement calling the meeting was then read, after which the minutes of the previous meeting were read and confirmed.

The SECRETARY (ALFRED MORGAN, Esq.) next read the Report of the Directors, as follows:—

REPORT.

THE Directors of this undertaking, at the Fourteenth Half-yearly General Meeting of its proprietors, report the following statement of the finances of the Company to the 30th June, 1841:—

Capital Account, 30th June, 1841.

RECEIPTS.

On calls	£1,449,761	5	0
Ditto Gosport branch	265,470	0	0
Loan on debenture bonds	630,100	0	0
Profit on shares	21,807	10	3
Interest	3,295	8	4
Balance	49,638	16	4
Total	£2,420,172	19	11

PAYMENTS.

Expenditure on raising the capital, procuring Acts of Parliament, &c.		£ 41,917	12	0	
Land and compensation, law charge for conveyancing, valuing, &c.		298,567	17	4	
Works comprising cuttings and embankments, bridges, culverts, stations, temporary buildings, fencing, draining, &c.		1,164,472	6	6	
Iron rails, chairs, and sleepers		343,521	14	5	
Waggons, implements, tools, and stores		65,727	18	2½	
Engines and carriages		149,724	10	11	
Surveying and engineering		32,973	6	3½	
Salaries and wages, rent and taxes, printing and stationery, postage, travelling, Directors, and other incidental expenses		29,723	19	2	
Debenture bonds, stamps, and brokerage		3,765	13	5	
GOSPORT BRANCH.					
Parliamentary and law expenses	9,397 15 7				
Land and compensation, surveying and valuing	51,677 7 6				
Surveying and engineering	6,301 6 6				
Interest	9,594 2 7				
Works in progress, and materials	225,802 19 6				
		302,773	11	8	
Total		£2,420,172	19	11	

Revenue Account from 1st January to 30th June, 1841.

CREDITOR.

Balance of last account	8,422	7	6		
Traffic from 1st January to 30th June	122,766	9	7		
Pier dues	250	5	11		
				131,439	3	0
DEBTOR.					
Maintenance of way and works	10,305	13	0		
Locomotive power, viz.—coke, oil, cotton, waste, repairs of engines and tenders, men's wages, repairing, engine-drivers and coke fillers; also salaries of Superintendents	21,009	13			
Carriage and general traffic expenses:—Repairs of carriages, trucks, and horse boxes, cleaning and oiling carriages, clerks' salaries, guards and porters' wages, printing, stationery, advertisements, insurance, and other incidental expenses	20,742	12	9		
Police	1,731	9	7		
	53,849	9	3		
Mileage duty	3,710	9	9		
Rates and taxes	2,612	10	7		
	6,323	0	4		
				60,172	9	7
				71,266	13	5
Deduct interest on debenture bonds				15,638	5	0
Balance for dividend				£55,628	8	5

The Monthly Traffic during the Half-year ending 30th June, 1841.

Passengers.		Amount. £	s.	d.
30,785½	January	12,119	12	3½
28,910	February	11,214	18	10½
41,441½	March	14,459	3	2
50,443½	April	18,574	6	7
65,921½	May	26,537	11	8
63,958	June	28,556	11	10
281,460	Total receipts	111,462	4	5
	Due for goods	9,827	0	6
	„ mails	1,477	4	8
		£122,766	9	7
	Pier Dues	250	5	11
	Gross Total	£123,016	15	6

By the statement, which is now placed before the proprietors, it will be seen that the traffic for the half-year ending 30th June, amounted to 122,766*l.* 9*s.* 7*d.*; of this sum 19,727*l.* 10*s.* 11*d.* accrued from the carriage of goods and live stock; and the remaining 103,038*l.* 18*s.* 8*d.* from passenger and general traffic.

The entire line from London to Southampton having only been opened in May, 1840, it is impossible to present the proprietors with a comparative statement of the receipts of the corresponding half-year at any previous period. The half-year ending the 31st December last, produced a receipt of 144,166*l.* 2*s.*, and as the autumnal half-year is always the most productive on those lines of railway whose revenue chiefly arises from passengers, there would probably be found in this general fact alone sufficient to account for the difference. Other causes, however, have operated to lessen the receipts of the last half-year,—one of which is the opening of the Great Western line to Bridgewater. Those proprietors who anticipated a reduction in the receipts of this line from that opening, have now the opportunity of judging how far those receipts are likely to be permanently affected. The Directors believe that, in their own estimates of traffic, they have not calculated upon more of the western trade, than from the geographical position of the respective lines they are legitimately entitled to. There can be doubt that, during the construction of the Great Western Railway, this line enjoyed more than its share of that traffic, but the Directors are satisfied that the wide stretch of country lying between the Great Western Railway and the southern sea coast, as well as that coast itself will supply to this line all the traffic which has been calculated upon in the statements they have heretofore made to the proprietors, and they will deem it their duty to cultivate that traffic by every means in their power.

The general depression which has existed in every branch of trade, combined with an unfavourable season, furnishes another ground for the reduction in the receipts during the past half-year. The Directors, however, do not allude to these circumstances with a view to account for the less receipts of this half-year as compared with the last; that is sufficiently accounted for by the general experience on all railways, of the comparative value of the two half-years.

The Directors have to regret the non-completion of the Gosport branch. They were in expectation that this portion of the line would have been opened to the public at the end of the past month, and preparations for it were made accordingly. Owing however to one of those casualties to which all great works are liable, the final completion of that part of the line has been deferred.

The following Report of Mr. Locke will best explain the cause of the delay.

To the Directors of the London and South Western Railway Company.

GENTLEMEN,—Although you are already aware of the failure which took place a short time since in a portion of the Fareham Tunnel, and of the delay in the opening which it produced, I beg to lay before you the following short explanation, which may enable the proprietors to judge more correctly of the extent of the failure, and of the probable time required for its reparation.

The tunnel is upwards of 600 yards in length. It passes on the north side of the hill through beds of yellow and red clay, such as are usually found between the chalk and tertiary formation, and then enters the blue clay (similar to the London clay) through which it continues to the southern side of the hill.

The failure occurred on the north side, where the coloured beds of clay exist, just at a period when the last or junction length of earth was being removed for the brickwork, and such was the weight of the slip and so immediate its effect, that notwithstanding every effort of the miners, the ground fell from the surface and carried with it a portion of the brickwork that had already been built. The thickness of the work was three feet.

From subsequent examination, it appeared that the inverted arch and part of the side walls remained good—the arch requiring to be re built for a distance of nearly forty yards. The most vigorous measures for repairing the work night and day, and will be continued until the work is completed, which I expect will be accomplished in three weeks.

It is not easy at present to state the exact cause of the failure, but in reinstating the work it is very probable that some discovery will be made by which to ascertain it. There can be no doubt that the soil of the worst possible description, and the brick work more than ordinarily thick; and it is easy to imagine that during the actual progress of such a work, any slip in the ground acting on two unconnected faces of brick-work, might so displace the arch as to render it incapable of sustaining much weight; whilst on the other hand, had the brick-work been united, there would not, in all probability, have been space enough to allow the earth to get into motion so as to produce a slip. This view leads to the conclusion that if the last length of brick work had been completed before the earth gave way, it is more than probable that the slip and consequent failure would not have occurred.

The delay is to me a subject of great regret. It is the first time during the several openings we have had on the main line, in which we have exceeded the period fixed for completion; and although this circumstance may not form a justification for the present delay, it may, I trust, be pleaded in palliation.

I am, Gentlemen, your obedient servant,
(Signed) JOSEPH LOCKE.

London, 27th August, 1841.

From the accounts it will appear, that after paying the interest on the debenture bonds of the Company, there will remain the sum of 46,955*l.* 16*s.*, which, added to 8,422*l.* 7*s.* 6*d.* remaining from the former account, and 250*l.* 5*s.* 11*d.* received for pier dues, make together 55,628*l.* 8*s.* 5*d.*, out of which the Directors recommend a dividend at the rate of 30*s.* per share.

On previous occasions, the growing importance of Southampton as a packet port has been pointed out; it continues to increase in that importance, and while it becomes a much more frequented place, as a point for the departure and arrival of travellers, its resident population is also greatly augmented, the late census showing an increase of 40 per cent. on that of 1831.

The docks are rapidly progressing towards completion.

The construction of a line of railroad from Paris to Havre, the port of France opposite to Southampton, has always been a much desired object with the Directors of this Company. It is known to most of the proprietors that the capital for that line, as far as Rouen, is subscribed, and that the works are in full operation, having been for the most part contracted for by English contractors, and the whole being under the engineering guidance of Mr. Locke. In addition to this, the surveys of a line from Rouen to Havre are now being made, by order of the French Government, who are determined to effect the prolongation of the railway to that highly important place, which is, in fact, the port of the French metropolis. The completion of this chain of communication between England and Paris cannot fail to bring with it great advantages to this undertaking.

As regards the working and management of the line, the Directors have great reason to be satisfied. The increased efficiency of the locomotive power, and the consequent regularity of the trains, cannot have escaped the observations of those who have travelled by the railway. This improvement, effected as it has been under great disadvantages, (the workshops, owing to the late fire, being under reconstruction) affords to the Directors the strongest assurance that under the same active management, the recent improvements will be permanently maintained.

The Directors entertain the same confidence in the gradual and steady improvement in the receipts of the line, and they will continue to use every means in their power to secure the permanent prosperity of this railway.

By order of the Court of Directors,
ALFRED MORGAN, Secretary.

The CHAIRMAN said such was the Report, and he trusted it would meet with the approbation of the meeting. No doubt some of the proprietors would wish to ask a few questions in elucidation of the details and figures in the Report, and his colleagues and himself would feel much pleasure in answering them; but previously he would beg to be allowed to make a very few remarks. They all knew, and had all participated in, the anxiety which had been felt during the formation of the South-Western Railway, but such anxiety might now, he thought, fairly be considered as at an end. The parent line had been opened throughout its entire length for upwards of a year, and they had just heard from the Report of their Engineer-in-Chief,

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that the branch line to Gosport would be ready for traffic in about three weeks. The traffic, too, upon the main line might be deemed tested, and the experience of the past furnished them, he thought, with every ground of hope and confidence for the future. (Hear, hear.) To descend, however, somewhat to details:—and first, as to the locomotive department. They were all aware that the opening of the line to Woking was amongst the first essays at railway working in the south, and from the small number of houses that were at that time engaged in the manufacturing of locomotives it was extremely difficult to obtain a supply of efficient engines. Of those which had been furnished to this Company, the least that could be said was, that they were not fortunate in their working—indeed, some gentlemen present might recollect that on the occasion of the very first public trip to Woking, one of them became disabled. This had been one great cause of the defects which had existed in this department; and another cause was, that until the line was opened throughout to Southampton they had experienced a want of proper workshops during their partial openings. It would be admitted, however, that since that time very considerable improvement had taken place. (Hear, hear.) Mr. Locke had lent the Directors his powerful aid; and surrounded as that gentleman, in common with every other individual eminent in his profession, was with men of talent and activity, he had been fortunate enough to secure the services of a most efficient officer in Mr. Gooch, who had been appointed to superintend the locomotive department, and was ably qualified for the duties that devolved upon him. Mr. Martin, also, their Resident Engineer and Superintendant; Mr. Stovin, their Superintendant of traffic; and the other officers of the Company, enjoyed the entire confidence of the Directors, and he felt proud to say that the returns of the arrivals of trains during the last few months did great credit to the energy and zeal of all their servants, and showed the now efficient state of the Company's arrangements. (Hear, hear, hear.) It would be satisfactory to the proprietors to know that although there had been a decrease in the receipts during the last six months, there had been no increase in the ratio of cost of working and managing the line, but on the contrary a decrease, that being only 43 per cent. and a fraction upon the gross earnings. (Hear, hear, hear.) The regularity of the trains had, moreover, been greatly improved. In the months of January, February, and March of the present year, there had been in the whole 1080 arrivals at the termini. Of these 949 had been within time; 81 ten minutes late; 23 twenty minutes; and 27 thirty minutes. In April, May, June, July, and part of August the arrivals were 2374, of which no fewer than 2221 were within time. (Hear, hear, hear.) In short, regularity was now the rule, irregularity the exception. The strictest discipline was kept up in every department, and he trusted and believed that the excellence of the present arrangements would soon bring the line into higher repute. (Applause.) As to the state of the line, it was notorious that the South-Western Railway passed through a difficult country, and, notwithstanding that the cost of construction was on the whole not so large as that of some lines traversing a comparatively level route, yet with so many embankments, and embankments of such a character, time was evidently required for the subsidence and perfection of the works. Some little odium had been cast upon them in the public journals, but he had the satisfaction of stating, which he did with much confidence, that the South-Western line was at the present moment as smooth and safe as any railway in the kingdom. (Applause.) They had been told that with such gradients as theirs, a high rate of speed could not be attained. The speed he was happy to say was already 27½ miles an hour, and Mr. Locke was in hopes that it might be still further increased. (Hear, hear, hear.) He wished to say a few words as to the terms of the contract for maintenance of way. It had been said that these terms were too high, but it should be recollected that they involved an outlay of 28,000*l.* for additions and improvements, which experience had shown to be necessary and desirable, such as flattening slopes, and widening embankments at particular points. If that sum were deducted from the total amount of the contract, the cost of maintenance would be found not to exceed 275*l.* per mile, and moreover, it should be remembered, that instead of having to pay at once the 28,000*l.* referred to, it was spread over a period of ten years. (Hear, hear.) So much for the road, with the condition of which he hoped the proprietors felt satisfied. With respect to the financial position of the Company, he was sorry their old acquaintance Mr. Nathan was not present today, as that gentleman, in common with others, appeared to hold some erroneous notions in reference to the dividends that had from time to time been paid. It had been said that the last dividend was paid out of capital arising from calls; and as a call had been recently made, the same might be said of the dividend now to be declared. A few days subsequent to the last meeting his friend Mr. Nathan called upon him in the city to obtain explanations upon some points connected with the Company's affairs, and having received them, he said, "Now, Mr. Chaplin, as to the dividend. I know that it was paid out of the call, although I said nothing about it at the meeting." (Hear, hear, and laughter.) Now, as many other gentlemen of intelligence entertained the same impression, it was right that the real circumstances should be explained. The fact was, that the Directors had to receive a sum of 173,695*l.* upon the Gosport shares, and upon the new tenths, but in order that the produce of the daily traffic might not be idle, it was applied to the purposes of capital, so that they might keep off to the latest possible period the calls which otherwise must have been made much earlier. (Hear, hear, hear). The money applicable to the purposes of a dividend, namely, the net earnings of the line, had been applied to the purposes of the call, and now they would have the call wherewith to pay the dividend. When the affairs of Messrs. Wright, the late bankers of the Company, became embarrassed, the Directors had been written to by some of the Lancashire proprietors to know if 90,000*l.* received from the working of the line had not been placed in the hands of Messrs. Wright, and had become involved in the ruin of their establishment. The answer of the Directors was, that but for the application of the income in the way which he had pointed out, such an occurrence might have taken place. (Hear, hear, hear). In short, what the accounts professed to do, they fulfilled honestly and unequivocally. (Applause).—Much had been said on the subject of the traffic. Every one knew that the trade of this railway was a season trade, and that it was exposed to peculiar fluctuations. In their first year's experience, it was impossible to ascertain the requirements of the several stations, and this would account for what some parties had complained of, namely, that too much time was spent on the journey by stopping at so many points. The case of the South-Western Railway was very different from that of the London and Birmingham, which formed the route to Liverpool, Manchester, Leeds, York, and other manufacturing and commercial towns, as well as to Scotland and America; and yet, comparing the number of departures on the Birmingham line from May, 1840, to May, 1841, with the number on the South-Western, it appeared that there had been 7,000 more departures from Nine Elms than from Euston-square. (Hear, hear.) If therefore they looked at the pressure on particular trains, they would not feel surprised that a good deal of time was occasionally consumed on the road. The parties who frequented the South Western Railway were not principally commercial men with their watches in their hand, and punctual to a minute, but ladies with children and bonnet-boxes, who require and I hope receive every attention—(a laugh)—so that it was really wonderful that, under such circumstances, so little delay occurred. (Hear, hear.) Particular stations were thronged on particular days, and at first some inconvenience had been experienced, but the Directors hoped that such arrangements had now been made as would give the residents on and near the line increased accommodation, at the same time that the long trains would not be impeded. Already the mixed trains performed the journey to Southampton in 3 hours and 20 minutes, and the fast trains in 2 hours and 50 minutes, and he was of opinion that those Companies which went faster than *that*, really deserved a good name. (Hear, hear, hear.) The intermediate traffic, although it had proved for some time an incumbrance showed the resources of the locality, and being our own legitimate trade, is not liable to innovation by competing lines. They had heard much respecting the point of starting of the West India mails. A great deal had been done in favour of Southampton, but the exertions of the proprietors were still wanted to counteract the exertions of others. The meeting were aware that a Board of four or five gentlemen had been investigating this subject. That Board, he had reason to know, was now at Bristol, and he trusted that every gentleman present to day, and that the proprietors at large, would use all the power and influence they possessed in favour of Southampton. (Hear, hear.) The evidence taken before the House of Commons, strongly bore out the merits of Southampton; and in conjunction with the facilities which would be presented by the docks—which he was happy to say were making rapid progress—he hoped its attractions would be irresistible. (Hear, hear.) He trusted that their friends at Bristol and Liverpool, some of whom might be present to-day, would bear with him if he dwelt somewhat on the merits of Southampton. These gentlemen expatiated on the extent of their commercial transactions, and on the correspondence to which such transactions necessarily led, but as London was the main-spring of the commerce of the whole kingdom, it was but reasonable that its convenience should be first looked to. A friend had kindly furnished him with data, from which it appeared that in three years the trade of London in sugar and coffee was three times more than that of Liverpool, five times more than that of Glasgow, and six times more than that of Bristol—thus show-

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ing where the trade and consequent correspondence were principally fixed. Then as to passengers—he had already made a comparison between Nine Elms and Euston Square; but even Liverpool, the great centre of business in the provinces, could not equal Southampton—for whereas the number of passengers from Liverpool to London, in the year 1840, was 92,494, and from Manchester 53,000, the number from Southampton was 100,083. (Hear, hear.) He trusted the meeting would agree with him that there was sufficient merit in the port of Southampton to ensure the preference of the Government—a port notorious for an increase of Custom-house duties; for in three months of the present year, as compared with a corresponding period of last year, there had been an increase of 124,000*l.* (Hear, hear.) In fact, it only required that the flood-gates of trade should be thrown open, to enable Southampton to take its proper position among English ports. At present French silks, for example, were not admitted into the port—that privilege being confined, he believed, to London, Dover, and Dublin. He trusted that the meeting would use their influence with the Parliamentary represen tatives of Southampton, and in other quarters, to obtain for it the justice it deserved. The great desideratum was to have the mail-packets filled with passengers, and whence could these be obtained in so large numbers as from London? He had had experience in the transmission of her Majesty's mails, and he could assure the meeting that had it not been that the conveyances were popular, very little beyond empty honour would have been the result. If the mail packets were not well patronised by the public, more money would be required for the carriage of the mails. One of the reasons adduced for the selection of Dartmouth as the port of arrival and departure was, that it could not be used as a port of refuge, as it was not applicable to sailing vessels, and that therefore the steam packets would not be incommoded, but have an opportunity of performing their evolutions undisturbed. The importance of railway communication was well understood, and it was said that a railway would be made from Dartmouth to Exeter, a distance of 30 miles, through a very difficult country. It happened, however, that the railway was not yet completed even to Exeter, and if it were, could capitalists be found insane enough to make a railway through 30 miles of such a country merely to unload a mail packet once a fortnight, when they were told by the advocates of Dartmouth themselves that no other species of trade could find its way thither? (Hear, hear.) He sincerely hoped that the Southampton Docks would receive from the shareholders in the railway the support they deserved. As he had already said, great progress was making in their construction. He was at Southampton a few nights ago, and saw no fewer than one hundred coal fires to supply light to the workmen, and he understood that day and night, as many as 1,800 men were busily engaged. (Hear, hear.) To show the facilities which the South-Western Railway presented, he might mention that on Saturday, the 14th of August, the *Tagus* Oriental steam-packet, arrived at Southampton at 9 o'clock in the morning, and by 2 o'clock the same day, the private letters were received in London at Lloyd's, whereas the public letters which had been taken to Falmouth, were coolly delivered on Monday morning. (Hear, hear.) He would again express a hope that the meeting would use their best endeavours to promote the interests of the Dock Company, as thereby they would be but consulting their own. With respect to the fares on the railway, they had been the cause of much anxiety, and had led to a good deal of discussion among the Directors. He had already said that the trade was a season trade, and exposed to fluctuations, and such a trade was evidently more expensive to manage than when the supply was steady and uniform. The Directors had arranged the trains so as to give every advantage to the districts near London, and they trusted that their through charges were, everything considered, within reasonable limits. (Hear, hear.) The "minimum of price" and the "maximum of numbers" were fine-sounding phrases, but they were little else. The reductions in postage had been appealed to. Now the notable projectors of that scheme had never calculated on the increased expense which would be incurred, and he had no hesitation in expressing his belief that had the experiment been undertaken by an individual it would long since been abandoned. There was however the public purse to fall back upon, and the consequence had accordingly been that an additional 10 per cent. of assessed taxes had been imposed. The Directors of the South-Western Railway had no public purse to support them, for he took it for granted that what the proprietors wanted was not new shares but a dividend. (Hear, hear.) If the Directors had erred they had erred on the safe side. Time would determine what rate of charge was the most beneficial both to the Company and the public; and although he had seen Algebraical solutions of what ought to be the rate (laughter), it was time and experience alone that could be relied upon. The worthy Chairman, who had previously apologized for trespassing on the time of the meeting and had been unanimously requested to proceed, then thanked them for the patience with which they had listened to one who was unused to public speaking, and sat down amid much applause.

Mr. SAINTSBURY (Secretary of the Southampton Dock Company,) congratulated the meeting that having met there as men of business, they had received from a man of business, so business-like an address; and here he might be permitted to say, that the success of the railway could have disappointed the expectations of none, while it had surpassed the hopes of many. He was connected with the Dock Company, and should have greatly regretted the absence from that meeting of a gentleman who was much better able than himself to do justice to the merits of that great undertaking; but the Chairman had so ably performed the task, that it would be superfluous to enter at any length into the subject. As a proprietor in the South-Western Railway he was glad to find that the prospects of the two undertakings were now seen through the same medium. Far be it from him to say that this had not always been the case, but now it seemed to be more clearly discovered that their prosperity would be mutual, and he had no doubt that united they could not fail to succeed. As he had already remarked, the past success of the railway had come up to the reasonable expectations of all. It had not been like another railway which he was acquainted with, which though a great work of art, had proved —he should be sorry to say, a magnificent delusion, but—certainly a great disappointment. As regarded the future prospects of the South-Western Railway, they must depend very greatly on the docks, and he did not despair of seeing a time when, as was at one time prophesied by the gentleman now presiding over that meeting, a dividend of 13 or 14 per cent. would be realised. It had been said that this was a summer line, and so it was, but the opening of the docks would render it independent of mere pleasure-seekers. Look what docks had done to the Blackwall Railway. The summer traffic on that line, which at that season was undoubtedly a pleasure line, averaged about 63,000 passengers per week, and yet in winter, when it could not be supposed that there was much pleasure in a trip to Blackwall, the number did not fall below 30,000, thus proving that it was the docks which caused the Blackwall Railway to swarm with passengers; and so it would be with the Southampton. It was quite true that a roving Commission had given the preference to Dartmouth, but a sitting Commission of the House of Commons had decided that Dartmouth would not do. Dartmouth, as alluded to by the Chairman, was a port that none but steam-vessels could reach, and he should be glad to know what the consequence would be if one of the mail packets before reaching the port should become disabled in her machinery? (Hear, hear.) As to Bristol there was no cause for alarm. Government had entered into a contract with the West India Packet Company for the conveyance of the mails for 10 years, leaving to the Company the right of fixing upon any port for their arrival and departure, but with this proviso, that such port be in the English Channel, and Bristol might therefore, as regarded this matter, be in Barbadoes. If Southampton could obtain the traffic for ten years, there was no good reason why it should not retain it for ten centuries. (Hear, hear.) The Chairman had alluded to the Custom-House duties at Southampton. The sum of 124,000*l.* might have struck some as being a large increase in three months, but how much more so did it appear when the total amounts of these two periods was considered? Such an increase might be insignificant to London or even Liverpool—it would probably make about as much difference as it would to the revenue of this Company if he were to come from Southampton to London in a second-class carriage instead of a first—but that it was an extraordinary increase for Southampton would be clear, when he informed the meeting that the whole duties for the three months of last year were only 34,000*l.*, while for the three months of the present year they amounted to 158,000*l.*, being an augmentation of about 370 per cent. (Hear, hear, hear.) He felt deeply indebted for the kind manner in which the Docks had been spoken of. He was happy to be able to announce that the water would be let into the docks in November next, and that they would be opened for shipping in December; and the Mail Packet Company had already made arrangements for starting from Southampton. (Hear, hear, hear.) They had all heard that a good man struggling with difficulties was a spectacle worthy of the gods. He supposed the same might be said of a good undertaking, but he had the gratification of knowing, that as regarded the Southampton Docks the struggle was now past. (Hear, hear.) The success of the Docks was so essential to the increased success of the railway that in promoting the success of the former the proprietors of the railway were promoting their own interests. (Hear, hear, hear.)

Mr. SNOW said, the statement, as it regarded the Dock Company, was most satisfactory. He had great pleasure in moving the adoption of the Report as read by the Secretary.

Captain RAMSAY, R.N., said, it had been stated in the last Report, that the cost of maintaining the permanent way would be 12,000*l.* every half-year, whereas in the accounts now submitted the item was only 10,305*l.*

Mr. LOCKE (Engineer-in-Chief) explained that the whole expense of maintenance did not devolve upon the Company till May last—the contractors for a portion of it having, as usual, to keep it in repair for a certain period after the opening.

Captain RAMSAY saw nothing put down for Direction. Was this charge included in the "Incidental Expenses"?

The CHAIRMAN answered in the affirmative.

Captain RAMSAY inquired how much of the balance in hand would be required to pay the dividend recommended in the Report.

The SECRETARY said, about 55,500*l.*

Captain RAMSAY said no allowance had been made for depreciation of stock.

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The CHAIRMAN said, they were still daily adding to the stock, and until it was completed it was useless to set apart any sum for depreciation.

Mr. KEET inquired what expense would be involved by the failure of the Farcham tunnel.

Mr. LOCKE said, the extra cost would be from 10,000*l.* to 15,000*l.*; but whether that would ultimately fall upon the Company or the contractor was yet to be determined. He was of opinion, that by the terms of the contract, the loss would fall upon the contractor; but he had no hesitation in saying, that this was a case which ought to be *liberally* dealt with.

Mr. KEET hoped that it would not happen in this Company as in some others, where the work was pronounced satisfactory by some subordinate, and then the risk and loss fell upon the Company.

Mr. LOCKE said, it had not been, and would not be, so in this Company.

The CHAIRMAN said, the nature of the contract would, he thought, throw the onus on the contractor; but as the soil was extremely bad, it must be a matter for future consideration how he was to be dealt with.

Mr. LYNN could not account for the extraordinary difference between the amounts of mileage duty paid during the last two half-years respectively. Last half-year it was 7,309*l.*, while this half-year it was only 3,710*l.*—a difference for which the decrease of traffic would not account.

The CHAIRMAN apologised for not having, as he intended, noticed this matter. The duty was paid according to calender months, and the Company were allowed about a fortnight to adjust it, so that the duties for June, for example, might perhaps not be paid till August, so that the June month which was most productive of passengers would in that case not appear to bear the proper set-off in duties. There were six payments in summer and six in winter, so that it sometimes happened that one half-year was charged too much, and the following half-year too little. For a similar reason, the rates and taxes were charged in the present balance sheet more than they ought to be, as the Directors had considered it best to state the sum actually paid during the six months than to put forward any suppositious figures or calculations of proportion. (Hear, hear, hear.)

Mr. SNOW enquired if any arrangements had been made for the settlement of the amounts of parish assessments.

Mr. BIRCHAM (Solicitor to the Company) replied that until recently the Directors had deemed the parish charges satisfactory. It happened, however, that the parish of Mitcheldever in Hants, had imposed an enormous rate, against which the Directors had no alternative but to appeal. It was felt that no decision at the Quarter Sessions at Winchester was likely to satisfy either party—not the Directors, certainly, if the rate were not greatly reduced, and probably not the parish if it were. A case had therefore been agreed upon, and now stood for argument in the Court of Queen's Bench. Appeals had been lodged against ten other parishes, an arrangement having been entered into on both sides that the result of the Mitcheldever case should determine all the rest, without further litigation or expense.

Mr. KEET asked if any progress had been made in the redemption of the land tax.

The CHAIRMAN said, the arrangements had all been completed, and the necessary agreements signed, sealed, and delivered. (Hear, hear.)

Mr. BLOUNT, in seconding the adoption of the Report, described it as of a very satisfactory character. The honourable proprietor then spoke of the inconvenience of being obliged to state the numbers of the shares held, before the bankers would receive the amount of calls. He also complained that although (from absence in the country,) he was only three hours behind time in paying a particular call, he had been charged with interest.

Mr. KEET also complained that upon calling at the Company's offices for certain certificates on the very day after, which according to a circular sent to each proprietor, they could not be obtained he was informed that they were not ready.

The CHAIRMAN said, there was a pressure of particular business at the period referred to. They had lately added to the strength of this department, having probably hitherto carried economy somewhat too far.

In answer to questions, it was stated that there were on hand about 180 shares, or 1,800 tenths, and that from 600 to 700 scrip tenths were not registered.

A PROPRIETOR inquired if there were any objection that a list of the proprietors names should be published as had been done for some time in the Grand Junction Company, and adopted a few days ago by the North Midland.

The CHAIRMAN said, it was not a usual practice. (General cries of "No, no.")

Mr. PARSONS inquired whether the next meeting would be held prior to the termination of the option which the holders of Gosport shares had to receive 5 per cent. interest, or participate in the general dividend.

Mr. BIRCHAM said, the option remained until six months after the opening of the line to Gosport, and as by the Act, the winter meeting must be held in February, the option would not have expired before the next meeting.

Mr. SAINTSBURY begged to say one word on that sentence of the Report which stated that the increased efficiency of the locomotive power, and the consequent regularity of the trains, could not have escaped the observation of those who had travelled by the railway. He was a traveller about once a fortnight, and could bear testimony to the great regularity which now prevailed, although it had not been so at first. He frequently held his watch in his hand, and it was perfectly astonishing to witness how exactly to a minute the trains arrived at the several stations at the hours specified in the time-tables. Within the last three months he had seen but one instance of irregularity, and that was an arrival too early at Woking, where they remained until the proper time for starting. It was important that it should go forth to the public that punctuality was now strictly observed; and coming not from the Executive of the Company, but from that side of the table, he trusted the statement would have due weight. (Hear, hear, hear.)

The motion for the adoption of the Report was then carried unanimously.

Mr. LYNN then proposed a motion for the payment of the dividend mentioned in the Report.

Mr. KEET seconded the motion, which was put and carried unanimously.

It was stated that the dividend would be paid on the 29th September.

The CHAIRMAN begged to call the attention of the meeting to a matter very closely connected with their interests. They were all agreed that the traffic of the railway was in a progressive state, and they knew also that originally they had not had too much space at the London station. A wharf and extensive buildings in front of the London terminus had lately been for sale, and the Directors, looking at the probable increase of traffic from the Jamaica mails, and knowing that the limits of the present wharf were far from ample—feeling, also, a strong interest for their children who should succeed them in the property, and consulting the true and permanent interests of the Company, and not a time-serving policy, were very desirous of purchasing the property already referred to. They were anxious, however, first to consult the proprietors; and a gentleman had accordingly purchased the property for 7,000*l.*, giving the Company the option of taking it at that price. The rent would pay a fair interest during the present lease, and form a handsome reversion. The Directors would be glad to hear the sentiments of the proprietors on this point.

In answer to questions, it was stated that the property referred to was the wharf and buildings in in front of the railway adjoining their own property—that it extended to 450 feet—and was freehold. The present lease to Mr. Francis had about forty years unexpired.

It was further stated, that the gentleman who had purchased the wharf was Mr. Ambrose Humphrys, one of the Directors, who was willing either to retain it, or to resign it to the Company at the cost price.

This liberal offer elicited from the meeting strong marks of applause.

Mr. KEET hoped the Directors would consider the propriety of having a few steam boats of their own.

The CHAIRMAN said, they thought it desirable to have their own business on the best possible footing, before they meddled with any other. (Hear, hear.) He might state, however, that they had adopted sound and efficient measures to cultivate the steam boat trade from Plymouth, Torquay, and other parts of Devonshire and Cornwall.

Mr. SNOW thought the purchase of the wharf property very desirable. The present river frontage was much too small, and there was little doubt that water-side property at Vauxhall would become more valuable when the Southampton Docks were completed, now that the communication between the two waters was so easy. He concluded by moving a resolution authorising the Directors to purchase the property.

Mr. LYNN seconded the motion, which was carried unanimously.

Mr. LANCASHIRE briefly moved, that the cordial thanks of the meeting be given to the Chairman of the meeting for his able conduct that day, and to the Board of Directors generally.

The motion was seconded from several parts of the room, and having been put by the proposer, was carried by acclamation amid great applause.

The CHAIRMAN expressed the pleasure which this vote afforded to his colleagues and himself. He trusted that if their past conduct had been approved of, so would their future; for nothing could reward or delight them more than the good opinion of their constituents.

The meeting then broke up.

BIRMINGHAM AND DERBY JUNCTION RAILWAY COMPANY—ADJOURNED GENERAL MEETING.

ON Thursday last the adjourned general meeting of the proprietors of this Company was held at the Waterloo rooms, Waterloo Street, Birmingham, for the purpose of transacting the usual business of the half-yearly meeting, and of receiving the Report of the Committee appointed on the 10th instant, to investigate and report on the several matters then referred to them. Many of the principal proprietors were present, and the meeting was numerously attended,

HENRY SMITH Esq., Chairman of the Board of Directors, having taken the Chair, stated, that the meeting was an adjournment of the annual meeting which had been held on the 10th of August. In addition to the usual business, the proprietors would have to elect three Directors in the room of those gentlemen who retired by rotation from the Board. At the meeting held on the 10th instant, the proprietors were aware that a Report by the Directors was read, and that in consequence of the result of the half year's working of the line, and of other circumstances the Directors requested that a Committee of Investigation might be appointed by the proprietors themselves, to investigate generally the state of the concern and its management, and to report on these and the other matters specified in the minute drawn up at that meeting. After that business had been transacted, the meeting adjourned to this day. He had now to inform them that the gentlemen who were then appointed a Committee, had given great attention to the investigation of the matters which they were requested to inquire into, and he hoped that they would be able to state that they had received from the Directors, and more especially from the different servants of the Company, all the assistance which could be given to facilitate their investigations. He had then expressed, and had

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since endeavoured to carry out what he knew to be the wish of the Board of Directors, that that investigation should be full and complete; whether the result had proved satisfactory or not, it was not for him to anticipate. The Directors had however given instructions to the different servants of the Company to facilitate, in every possible manner, the investigations of the Committee, not only into the manner of keeping the books and accounts of the Company, but to expose in the plainest manner the existence of official working. This information he hoped the Committee had in every instance received; and it now only remained for him to observe, that he had been requested by the Committee to say that they had given the greatest attention in their power to the investigations of the various matters referred to them, and that they had completed it so far as to enable them to lay before the proprietors a Report, which he trusted would prove a satisfactory one; but he was instructed at the same time to say, that in consequence of being unable to derive from Mr. Robert Stephenson all the information which they hoped to obtain from him, owing to his numerous and important occupations there were some inquiries which they were desirous to continue still further, and they therefore hoped to be permitted to carry on the investigation, and with the view, should they think it necessary, of reporting again to a future meeting. So far as the Directors were concerned, he, (the Chairman), had the satisfaction of saying, that the suggestion fully met with their wishes. They courted the most rigid investigation, and he believed they would be able to show the propriety of all the expenditure which had been incurred in carrying on the affairs of the Company. They likewise hoped, that whilst completing the undertaking, as some financial difficulties might possibly arise, the Committee would afford them the advantage of their advice and assistance. If the proprietors concurred in the request of the Committee, he could only say, that it would be most satisfactory to the Directors. He would now request the Committee to allow their Report to be read to the meeting.

The common seal of the Company having been first affixed to the register of proprietors,

Mr. CARTER, the Company's Solicitor, by request of the Committee, read their Report, which will be found in our advertising columns.

The CHAIRMAN said it was not for him to express any opinion which he might have formed on hearing the Report read. Of course so far as it reflected (and he could not doubt that it did so justly) on the conduct of certain officers of the Company, he could not help expressing his regret at the circumstances out of which that reflection arose—a regret which he was sure was deeply felt by the parties themselves. It would, however, now be for the proprietors to say what proceedings should be founded on that Report.

The Rev. RYLAND BEDFORD inquired whether the item of 2,220*l.* for the mails was paid for conveying them from Birmingham to Derby, or only from Hampton to Derby?

The CHAIRMAN—The amount is for the whole distance.

The Rev. Mr. BEDFORD wished for some explanation in reference to the much larger sum which it appeared the Birmingham and Gloucester Company received for the conveyance of the mails.

The CHAIRMAN replied that the amount had been settled by arbitration, a mode of adjustment which was resorted to whenever a difference of opinion occurred, and that the Gloucester Company conveyed two mails, whereas this Company conveyed but one.

Mr. BAKER would be glad to know whether the sum of 2,220*l.* contained any arrears of the past half-year.

The CHAIRMAN said that no portion of the 2,220*l.* belonged to arrears of the former half-year.

It having been moved and seconded that the valuable and satisfactory Report of the Committee of Investigation be entered on the minutes and circulated amongst the proprietors, and that the Committee be requested to continue their investigations, and report, if necessary, to a future meeting, the Chairman inquired whether any gentleman had any remarks to make before he should put the resolution to the vote.

A conversation at some length, between the Rev. Ryland Bedford, and the members of the Committee took place, explanatory of the present estimate of traffic as compared with former Reports.

Mr. BEDFORD observed—They must all feel greatly obliged to the Committee for the trouble they had taken; but there was one great point which he would wish to bring to their minds, and it was this—that as the traffic had not yet turned out as they anticipated, the only way to meet it was to reduce the expenses. He would take the London and Birmingham Railway, on which he found the expenses to average from 32 to 40 per cent., while on the York and North Midland and the North Union Railways, both of them shorter lines than their own, the expenses of the former averaged only 32 per cent., and the latter 36 per cent.

Mr. CRAWSHAY said, that the Committee had entered into a communication with the Chairman of the York and North Midland Company as to all expenses, and it was very true that those expenses were much less than their own. Only yesterday he had a communication with Mr. Hudson, with whom he went through every item of expense, and he had found that in many particulars, salaries especially, larger sums were paid on the Derby line, and no one could doubt the efficiency with which the affairs of the York and North Midland Railway were conducted. He expected to receive two or three other comparative estimates of the expenses of other Companies, when he would be in a better position for forming an opinion upon the subject; but in the meantime he had the satisfaction of saying, that the locomotive expenses on their own line were very moderate.

Mr. LEWIS (of Derby) said, there was another point in which the Derby Company stood higher in apparent expenses than the York and North Midland Railway, but which could be explained in this way, that the maintenance of way did not extend over a period of six months, the Contractors being under engagements to keep the line in repair for a certain period after its construction.

Mr. BEDFORD thought it was satisfactory to the proprietors to know the amount that would be required for completing all the works, as they would not be called upon unexpectedly to advance the sum named by the Committee.

After some further inquiries by Mr. Bedford in respect to certain forfeited shares, and the mode in which the works had been contracted for, upon which points satisfactory explanations were given, the resolution for the adoption of the Committee's Report was put to the meeting and carried unanimously.

The CHAIRMAN said, that the next part of the business would carry them back to what would be the regular course of proceeding at the first meeting. At that meeting a report from the Directors of the proceedings, with a statement of the accounts for the last half-year, was laid before the proprietors, and it was now for them to state whether they approved and confirmed that Report. The Chairman concluded by submitting a motion upon the subject for the approval of the meeting, which was unanimously adopted.

The adoption of this Report and statement of accounts was followed by a resolution, stating, that under present circumstances it was not desirable to make a dividend, but that the balance of 6361*l.* 2s. 5d. be carried on to the credit of the revenue account.

On the proposition being put for the re-election of the three Directors who retired from the Board, the Chairman took the opportunity of explaining that it was the wish of Mr. William Beale to retire from the Direction. Mr. Beale had been with them since the commencement of the undertaking, he had rendered most efficient and valuable services to the Proprietors from his experience, and general knowledge of the trade of the district, but unhappily his state of health was such as to put it out of his power to perform those duties which attached to him as a Director, and which it would be painful to him to feel that he did not discharge. The Chairman begged to suggest on the part of the Directors, in the room of Mr. Beale the name of Mr. Josiah Lewis, of Derby, who was then present, and whose accession to the Board would he was satisfied, be received by the proprietors and Directors with great satisfaction, the residence of that gentleman at Derby affording him an opportunity of promoting the interests of the railway. The election of Mr. Lewis, and the re-election of the Chairman and Mr. Walker having been carried unanimously.

Mr. LEWIS, in expressing his acknowledgments for the honour conferred upon him, said that while he did not underrate the importance of having a Director living at Derby, the end of the line at which the greatest competition arose, yet he could not undertake the duties, unless it was clearly understood by the Shareholders that he should not be expected o attend all the weekly meetings of the Board. He would attend as frequently as his own concerns permitted him, but such services as he could render by looking to the interests of the Company at Derby, he would freely give to the proprietors.

Mr. ROUTH seeing Mr. George Stephenson present, said he was very anxious to know what his opinions were with regard to the mineral traffic of the line.

Mr. STEPHENSON stated his conviction, founded now on experience, that the trade in coal, coke and lime must be most extensive. He certainly had expected it would have earlier become more extensive, but the absence of sufficient stations, and the high tolls of the Oxford Canal Company had much retarded it. His best exertions were being used to promote the trade on this railway in minerals, and would be continued.

A resolution, authorising the Directors to raise the said additional capital required to complete the railway having been passed,

Mr. BEDFORD said, he had one more question to ask, and he promised that it should be the last. He asked Mr. Stephenson whether it would not be a great benefit to the Derby Company to carry on their line to Warwick, and thence to Stratford, to get into the Stratford and Morton Railway.

Mr. STEPHENSON replied that it certainly would.

Mr. CRAWSHAY—What would it take to do it?

Mr. STEPHENSON—From ten to twelve thousand pounds a mile. If that line was carried out, it would be sure to be carried on to Oxford.

The business of the meeting being declared at an end,

Mr. BAKER proposed a vote of thanks to the gentlemen composing the Committee of investigation, for their very valuable attention to the interests of the Company.

The resolution having been seconded, was carried with acclamation.

Mr. ROUTH, in acknowledging the vote of thanks, said, that he knew he was only speaking the sentiments of the gentlemen who acted with him, when he assured the meeting that they went into the inquiry with an anxious wish to conduct it for the interests of the Company, and he felt bound to say that in prosecuting those inquiries they had received the zealous and cordial assistance not only of the Directors, but of every officer of the Company. There were many other points upon which it was the anxious wish of the Directors that they should prosecute their inquiries, and for himself he could say that he would have no objection to do so, believing as he did that good would result; every thing they had seen in the course of their investigations having confirmed the Committee in the opinion, that the Directors were in every respect worthy of the confidence of the proprietors, he considered those gentlemen equally entitled to their thanks, and begged to be permitted to propose that the best thanks of the meeting be given to the Chairman and other Directors for their zealous attention to the interest of the proprietors.

The resolution having been carried with acclamation, was acknowledged by the Chairman, after which the meeting separated.

The resolutions will be found advertised in another column.

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EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.

To the Editor of the Railway Times.

SIR,—I am instructed by the Directors of the Edinburgh, Leith, and Newhaven Railway Company, to send you the enclosed statement issued to the shareholders, which the Directors consider will be a very sufficient answer to the extraordinary, and certainly unfounded statements made in your paper of the 14th instant.

I am, Sir, your most obedient servant,

ALLEN GEORGE FIELD.

Statement by the Directors of the Edinburgh, Leith, and Newhaven Railway Company, in regard to the present position of the affairs of the Company.

In calling upon the Shareholders to relieve them from their present difficulties, by adopting the proposals submitted in their last Report, of taking up the forfeited shares of the Company's stock at 10*l.* discount, the Directors feel themselves bound to show to their constituents, the effect which the doing so, or the not doing so, will have upon the undertaking.

The Directors have all along been exceeding embarrassed in their operations by the want of the necessary funds, and to this cause must, in a great measure, be imputed the delay in the completion of the works, which might all along have been pushed on at a much more rapid rate, had they been assured of the supplies necessary to meet the consequent demands. During the last half-year the sum expended on the works has amounted to 11,049*l.* 3s. 7d., while the amount received from calls has been only 9,538*l.* 13s. 9d., and the Directors are now placed in such a position that unless immediately assisted, and that to a very considerable extent, they have no alternative, but to put a complete stop to the progress of the contractors. Their engineer reports that the amount of work remaining to be done under the current contracts, and to finish the line to the foot of Scotland-street, will require about 24,000*l.*, while at present the Directors have barely the means at their command of meeting the pay Bills for the current month; and the whole available funds, from arrears of calls, and from the call which has still to be made, cannot be estimated at more than 10,453*l.*

In this situation of matters, it appears to the Directors that the only chance of inducing the shareholders to come forward with assistance, is, in the first place, to show them that the adoption of the proposed plan will produce such an amount as will really enable them to complete that portion of the line in progress; and next, that, when completed, such a return may be reckoned upon as will be a fair inducement to make the required effort; and they are happy to say that they consider themselves able to give a satisfactory answer on both points.

In regard to the first, it may be sufficient to refer to the abstract of the Report, which has just been circulated among the shareholders. The completion of the line, as there and above stated, will require 24,000*l.*, an amount which is taken from a Report made by Mr. Grainger, at their request, to which they beg to refer for further particulars.

And to meet this expense, there is the amount of the arrears of calls, and other available funds, as before	£10,453
And the amount which the sale of 1,615 forfeited shares, at 10*l.* discount, will produce, viz.	16,150
Total	£26,603

There can be no doubt, therefore, that if the proposal is heartily gone into by the shareholders, there will be ample funds to complete the line to the foot of Scotland-street.

But, supposing the line to be thus far completed, the important question remains, what is the probable return which may be expected? To ascertain this, in such a form as would be satisfactory, the Directors instructed their Secretary to put himself in communication with Mr. Grainger, and to procure from him certain calculations upon the subject; and the result will now be submitted:—

On being informed of what was wanted from him, Mr. Grainger suggested, that, as some considerable time had elapsed since any means had been taken to ascertain the actual passenger traffic on the roads leading from Edinburgh to Trinity, Newhaven, and Granton, it would be desirable to obtain a return on the subject as at the present time. This suggestion was adopted, and proper persons were accordingly stationed at the two points most favourable for this object, under the superintendence of the Company's Assistant Engineer. They commenced on the morning of Monday the 9th, at 6 o'clock, and continued till 8 o'clock at night, and the same on Tuesday and Wednesday, when their report was ordered to be given in. It was afterwards considered by Mr. Grainger, however, that it would be more satisfactory if extended to Saturday evening; and they were accordingly again set to work, but commencing at 7 o'clock, a. m., and continued till 9, p. m. The result of the enumeration is as follows:—

Monday, coach and foot		10,920
Tuesday,	do	10,480
Wednesday	do	9,080
Thursday	do	9,983
Friday	do	8,015
Saturday	do	9,231
Total		58,609
Average		9,767
Being, of coach passengers	1,046	
do foot ditto	8,719	
		9,767

Proceeding on the returns thus obtained, Mr. Grainger was requested to give an estimate and calculation of what he considered might safely be taken as the probable traffic on the railway:—On that part of the line from Scotland-street to Trinity, now in progress. But, at same time, to add what, in his opinion, it would be—supposing the whole line to Market-street completed, including the tunnel; and supposing a good landing pier, or the proposed harbour at Trinity, to be built at the northern terminus, and a connection made with the Glasgow Railway at Market Street. The following is the calculation which he has made on the given data:—

Supposing the line open only as far as Scotland-street, he considers that only *one-ninth* of the passengers ought to be reckoned on to go by the railway. The daily average, as before, is 9,767—one-ninth of which is 1085, which, for 313 days, is 339,605 persons; of these, say,—

80,000 1st class, at 6d., is	£1250
259,605 2nd class, at 3d., is	3620
Together	£4870
Deduct, for expense of working the line, &c.	1950
And there remains a profit of	£2920

without reckoning on anything for goods.

Supposing, again, the whole line from Market-street to Trinity to be completed, Mr. Grainger considers that the proportion likely to go by railway may safely be raised to one-seventh of the former average, for 313 days.

One-seventh of 9,767, is 1,396 daily, or per annum, 436,635	
Of these, say 100,000 of 1st class, at 6d., is	£2,500
336,635 of 2d class, at 3d., is	4,207
And add for goods, say 8,000 tons, at 1s. 6d.	600
Together	£7,307
Deduct, for expense of working the line	2,923
And there remains a profit of	£4,384

Supposing, lastly, that a good landing pier or harbour was built, and that a connection was formed with the Edinburgh and Glasgow Railway, Mr. Grainger is of opinion that the proportion of passengers may very safely be raised to one-sixth of the average.

One-sixth of 9,767, is 1,628 daily, or per annum	509,564
Of these, 120,000, 1st class, at 6d., is	£3,000
389,565, 2d class, at 3d., is	4,869
And add for goods in this view, 40,000 tons, at 2s.	4,000
Together	£11,869
Deduct, for expense of working the line	4,749
And there remains a profit of	£7,120

The Directors consider that, in all these cases, the number of passengers per railway might have been assumed as likely to be considerably greater than has been done, but they prefer taking the figures as given by Mr. Grainger, whose opinion must have more weight with the shareholders, than any which they might have presumed to offer. Even on the data given, however, the prospects of the concern appear, to say the least of it, to hold out considerable encouragement to proceed, while to stop short now, would be to incur a total loss of all which has been already expended, besides the risk of incurring heavy damages at the instance of the contractors.

It will be seen that the free return from the line from Scotland-street alone, is estimated at 2,920*l.*, which would yield a dividend of 3 per cent. on the capital paid up and expended. In the event of the tunnel being formed, and the railway consequently completed to Market-street, it would require, as nearly as can be calculated, about 25,000*l.* additional, and the return would be 4,384*l.*, equal to 4 per cent. on the capital: and in the event of a good landing pier being formed at Trinity, and a connection made with the Glasgow Railway, taking only the same average, the return would be no less than 7,120*l.*, or about 7 per cent. to the shareholders, while all experience goes to prove that the traffic, in such an event, would be enormously increased, and that the dividend to the shareholders, would be as great, as the most sanguine of the supporters of the undertaking could desire.

Such being the prospects of the undertaking, the Directors have resolved to make a last effort, to induce the shareholders to support them in the present emergency, by instructing their Secretary to proceed to London and Liverpool, for the purpose of calling the shareholders together, and explaining to them fully the position in which they are placed.

The Directors are now in a condition to borrow money, under the authority of the Act of Parliament, but in the present critical condition of the undertaking, and until at least that portion of the line now in progress is completed and in operation, it is in vain to expect that a sufficient loan can be obtained in the market, and the only plan which occurs to the Directors, as likely to be successful, is that of offering to the shareholders the forfeited stock at 10*l.* discount, or borrowing from them, in place of the public, the necessary amount of funds. By the former method, the shareholders would obtain an immediate return of 3 per cent. on the whole number of shares held, with the prospect of an ultimate increase, by the latter they would receive 5 per cent. interest on the loan as a preferable debt, with a fair prospect of a respectable dividend on their original shares.

Should, therefore, the views above submitted, and the statements which will be made by the Secretary, induce the shareholders to adopt one or other of the plans suggested, there is nothing whatever to prevent the line from Scotland-street being completed and put in operation before mentioned. But should the present effort be unsuccessful, and the return of the Secretary be accompanied by the refusal of the shareholders to aid in the way suggested, the Directors have no alternative but immediately stop the progress of the works, the effect of which will of course be, that the whole expense already laid out will be lost, and the stock rendered altogether valueless.

By order of the Board.

HENRY INGLIS, Dep. Chairman.

A. G. FIELD, Secretary.

Edinburgh, 14, St. Andrew-street, 16th August, 1841.

A CARLOW correspondent, in noticing a recent case of danger and delay on a railway occasioned by the difficulty of turning the engine and *tender*, recommends the adoption of engines (such as those used upon the Dublin and Kingstown Railway) upon six wheels, and carrying their own fuel and water. He is of opinion that more especially upon *short* lines this arrangement would be found highly satisfactory.

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since endeavoured to carry out what he knew to be the wish of the Board of Directors, that that investigation should be full and complete; whether the result had proved satisfactory or not, it was not for him to anticipate. The Directors had however given instructions to the different servants of the Company to facilitate, in every possible manner, the investigations of the Committee, not only into the manner of keeping the books and accounts of the Company, but to expose in the plainest manner the existence of official working. This information he hoped the Committee had in every instance received; and it now only remained for him to observe, that he had been requested by the Committee to say that they had given the greatest attention in their power to the investigations of the various matters referred to them, and that they had completed it so far as to enable them to lay before the proprietors a Report, which he trusted would prove a satisfactory one; but he was instructed at the same time to say, that in consequence of being unable to derive from Mr. Robert Stephenson all the information which they hoped to obtain from him, owing to his numerous and important occupations there were some inquiries which they were desirous to continue still further, and they therefore hoped to be permitted to carry on the investigation, and with the view, should they think it necessary, of reporting again to a future meeting. So far as the Directors were concerned, he, (the Chairman), had the satisfaction of saying, that the suggestion fully met with their wishes. They courted the most rigid investigation, and he believed they would be able to show the propriety of all the expenditure which had been incurred in carrying on the affairs of the Company. They likewise hoped, that whilst completing the undertaking, as some financial difficulties might possibly arise, the Committee would afford them the advantage of their advice and assistance. If the proprietors concurred in the request of the Committee, he could only say, that it would be most satisfactory to the Directors. He would now request the Committee to allow their Report to be read to the meeting.

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EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.

To the Editor of the Railway Times.

Sir,—I am instructed by the Directors of the Edinburgh, Leith, and Newhaven Railway Company, to send you the enclosed statement issued to the shareholders, which the Directors consider will be a very sufficient answer to the extraordinary, and certainly unfounded statements made in your paper of the 14th instant.

I am, Sir, your most obedient servant,

ALLEN GEORGE FIELD.

Statement by the Directors of the Edinburgh, Leith, and Newhaven Railway Company, in regard to the present position of the affairs of the Company.

In calling upon the Shareholders to relieve them from their present difficulties, by adopting the proposals submitted in their last Report, of taking up the forfeited shares of the Company's stock at 10*l.* discount, the Directors feel themselves bound to show to their constituents, the effect which the doing so, or the not doing so, will have upon the undertaking.

The Directors have all along been exceeding embarrassed in their operations by the want of the necessary funds, and to this cause must, in a great measure, be imputed the delay in the completion of the works, which might all along have been pushed on at a much more rapid rate, had they been assured of the supplies necessary to meet the consequent demands. During the last half-year the sum expended on the works has amounted to 11,049*l.* 3s. 7d., while the amount received from calls has been only 9,538*l.* 13s. 9d., and the Directors are now placed in such a position that unless immediately assisted, and that to a very considerable extent, they have no alternative, but to put a complete stop to the progress of the contractors. Their engineer reports that the amount of work remaining to be done under the current contracts, and to finish the line to the foot of Scotland-street, will require about 24,000*l.*, while at present the Directors have barely the means at their command of meeting the pay Bills for the current month; and the whole available funds, from arrears of calls, and from the call which has still to be made, cannot be estimated at more than 10,453*l.*

In this situation of matters, it appears to the Directors that the only chance of inducing the shareholders to come forward with assistance, is, in the first place, to show them that the adoption of the proposed plan will produce such an amount as will really enable them to complete that portion of the line in progress; and next, that, when completed, such a return may be reckoned upon as will be a fair inducement to make the required effort; and they are happy to say that they consider themselves able to give a satisfactory answer on both points.

In regard to the first, it may be sufficient to refer to the abstract of the Report, which has just been circulated among the shareholders. The completion of the line, as there and above stated, will require 24,000*l.*, an amount which is taken from a Report made by Mr. Grainger, at their request, to which they beg to refer for further particulars.

And to meet this expense, there is the amount of the arrears of calls, and other available funds, as before.....

And the amount which the sale of 1,615 forfeited shares, at 10*l.* discount, will produce, viz. .....

Total .....

There can be [illegible] posal is [illegible] there will [illegible] the foot of [illegible]

On being informed of what was wanted from him, Mr. Grainger suggested, that, as some considerable time had elapsed since any means had been taken to ascertain the actual passenger traffic on the roads leading from Edinburgh to Trinity, Newhaven, and Granton, it would be desirable to obtain a return on the subject as at the present time. This suggestion was adopted, and proper persons were accordingly stationed at the two points most favourable for this object, under the superintendence of the Company's Assistant Engineer. They commenced on the morning of Monday the 9th, at 6 o'clock, and continued till 8 o'clock at night, and the same on Tuesday and Wednesday, when their report was ordered to be given in. It was afterwards considered by Mr. Grainger, however, that it would be more satisfactory if extended to Saturday evening; and they were accordingly again set to work, but commencing at 7 o'clock, a. m., and continued till 9, p. m. The result of the enumeration is as follows:—

Monday, coach and foot	.....	[illegible]
Tuesday,	,, ...	[illegible]
Wednesday	,, ...	[illegible]
Thursday	,, ...	[illegible]
Friday	,, ...	[illegible]
Saturday	,, ...	[illegible]
Total		[illegible]
Average		[illegible]
Being, of coach passengers		1,046
,, foot ditto.....		4,724
		[illegible]

Proceeding on the returns thus obtained, Mr. Grainger was requested to give an estimate and calculation of what he considered might [illegible] taken as the probable traffic on the railway [illegible] that part of the line from Scotland-street [illegible] now in progress. But, at sometime to [illegible] in his opinion, it would be—supposing the [illegible] line to Market-street completed, including [illegible] nel; and supposing a good landing pier at the [illegible] posed harbour at Trinity, to be built at [illegible] terminus, and a connection made with the [illegible] Railway at Market Street. The following is the [illegible] calculation which he has made on the above [illegible] data:—

Supposing the line open [illegible] street, he considers that only [illegible] sengers ought to be reckoned [illegible] way. The daily average, [illegible] ninth of which is [illegible] 339,605 persons; of these [illegible]

50,000 1st class, at 6*d.* [illegible]
289,605 2nd class, at 3*d.* [illegible]

Together .....
Deduct, for expense of [illegible]

And there remains [illegible] without reckoning [illegible]

Supposing again [illegible] street to Trinity [illegible] siders that the [illegible] may safely be [illegible] average, for [illegible]

One [illegible]
Of these [illegible]

And [illegible]

Total [illegible]

---

been assumed as likely to [illegible] than has been shown by Mr. [illegible] figures as given by Mr. [illegible] must have more weight [illegible] any which they might [illegible] on the data given, [illegible] concern appear, to [illegible] considerable [illegible] stop short now, [illegible] which has been [illegible] incurring heavy [illegible] contractors.

It will be seen, [illegible] from Scotland [illegible] which would [illegible] capital paid [illegible] [illegible] [illegible]

MARYPORT AND CARLISLE RAILWAY COMPANY—GENERAL MEETING.

The general half-yearly meeting of the proprietors of the Maryport and Carlisle Railway Company was held on Friday last at Aspatria, when the following report was read to the gentlemen assembled, and unanimously agreed to. We greatly rejoice at the prosperous condition of this spirited project, which has had many difficulties to contend with since its commencement, but which now, we rejoice to say, bids fair to triumph over every adverse circumstance with the most distinguished success. The details of the report are of the most flattering description, and can leave no doubt on the minds of all reasonable men that the undertaking will, at an early day, increase in profit to the proprietors, and prove highly contributive to the advantage of the important district through which it runs.

REPORT.

The traffic for the six months ending 30th of June last amounts to		£2,334 19 2
Namely, for coal traffic	2,130 11 0	
passengers	182 9 3	
parcels and goods	71 18 11	
The cost of maintaining		1,153 4 3
This deducted from gross receipt leaves net profit on the six months		£1,181 14 11
The traffic is regularly increasing, and the proceeds of the last month of this period give an annual rate of		£7,000
Deducting cost of maintenance		2,500
Leaves an annual profit of		£4,500

During the first two months of the past half year the coal trade of this coast has been ususually dull; and, though from the facilities afforded by the railway to shippers from the Vale of the Ellen, Maryport has enjoyed a much larger larger portion of the export than would otherwise have fallen to its share, the trade in general is far below the reach even of its former importance.

A powerful additional locomotive engine, of 6 coupled 4½ feet wheels, and 14 inch cylinder, has been built by Messrs. Tulk, Ley, and Co., of Lowca Works, and applied to the purposes of the traffic. By this engine upwards of fifty waggons of coals have been brought to the shipping in one train. And, though this is a visible indication of the importance of the coal traffic of the portion of way now open, yet no satisfactory return can be expected until the whole line is completed through to Carlisle.

With this impression, the Directors think it necessary to accelerate the remainder of the work by all the means in their power.

The Carlisle contract, a distance of 4¾ miles, has been let to an able and experienced contractor, at a lower rate than former contracts, and the excavations are now being carried on at a very rapid rate.

Tenders have been received for the contract from Dalston to Wigton (6½ miles), and it will be forthwith let. These contracts are to be completed within 18 months.

On the remaining contracts, between Wigton and Aspatria, 9 miles, there is a greater portion of earthwork than on the other contracts, and which will require a longer time for the completion of the excavations. This part of the work will be undertaken as soon as the plans and specifications are settled, and proceeded with so as to ensure the completion of the whole line within the time prescribed by the Act of Parliament.

Whilst this important undertaking is thus rapidly progressing, it is not too much to expect that shareholders in arrear will now pay up their subscriptions, without giving the Directors the trouble either of enforcing the payment of such arrears or of forfeiting the shares.

The Directors also feel their confidence much strengthened by the way in which the loans to the Company are made by the public, as nearly the whole sum which the Company is authorized to borrow is already subscribed, and the works consequent thereon are progressing with rapidity. Hence the shareholders may look forward to receive, ere long, a handsome return for the capital they have invested.

(Signed) F. L. B. DYKES, Dep. Chair.

—*Whitehaven Herald*, August 21.

FATAL ACCIDENT BY FIRE ARMS UPON A RAILWAY.

On Friday, August 20, an accident occurred at the Stockport station of the Manchester and Birmingham Railway, which has been attended with fatal consequences to a gentleman much respected in the neighbourhood of Liverpool. It appeared that a party of sportsmen, consisting of Mr. W. Redfern and Mr. Storey, of Manchester, and Mr. James Fish, of Moss House, Roby, near Liverpool, were on their return home from a grouse sporting tour on the Derbyshire Moors, at Castleton, bringing with them indisputable trophies as to the extent of their success. They proceeded to the station, and were booked for the six o'clock train. Their luggage, dogs, and game, having been regularly deposited in the boot, they were about to enter the third class carriage, two of them, Fish and Storey, carrying three double barrelled guns. The porters, however, acquainted them that they did not permit luggage in the third class carriages, particularly fire arms, and requested they would allow them to be placed with their other luggage in the boot. This they obstinately refused to do, treating the subject as something laughable; and being withal somewhat elevated either by the success of their sport or the effects of wine. The porters called to their assistance Mr. Murnane, the superintendant, who being desirous of enforcing the rules and regulations of the Company, remonstrated with the party upon the impropriety of their refusal, and in particular the manifest danger of attempting to take fire arms into a carriage amongst a crowd of 60 or 100 passengers. At length they conceded, and gave up their fowling pieces to Richard Yeomans, one of the porters, who proceeded to put them into the boot, under the seats of the second class carriages, the muzzles being towards him, and Mr. Fish being immediately behind him. As he was in the act of pushing one of them by the barrel, another in the boot immediately went off, striking and dreadfully shattering the upper part of the porter's left arm, passing through the right hand of Mr. Fish, and entering his right thigh and groin. The porter was immediately taken bleeding to the Infirmary, and the part injured having been cut away, all unfavourable symptoms have disappeared. Not so with Mr. Fish; his wounds were of a more serious character, and he was conveyed in a helpless state to the private residence of the nearest surgeon, which was that of Mr. W. Rayner, Heaton-lane, where he had the advantage of immediate and constant attention. It is satisfactory to know that the unfortunate gentleman, prior to his removal, stated that whatever might be the issue of his injuries the matter was purely accidental. Mr. Redfern then informed the porter that the other barrel of the same gun was loaded, at the hearing of which, the passengers manifested considerable alarm; whereupon Mr. Murnane insisted that the owner, to avert a repetition of the lamentable occurrence which had just taken place, should instantly discharge it, or be amenable to the law for his improper and unaccountable temerity. Mr. Redfern, who expressed his regret at the accident, at once complied, subsequently admitting his knowledge that the gun was loaded when they entered the station. The confusion that necessarily prevailed may be imagined; and the consequence was that the departure of the train was delayed four minutes beyond the regular hour. Mr. Redfern, however, was detained until the last train, in order to explain the part he had taken in this lamentable affair. It is supposed that the fowling pieces must have been on "half cock;" but however we regret the accident, we cannot but deprecate in the most unmeasured terms the conduct of these gentlemen presenting themselves at any railway station with a loaded double barrelled gun, without having taken any precaution to prevent its accidental firing. The friends of Mr. Fish were made acquainted with the nature of the accident with all possible dispatch; and on the followlowing day his wife, accompanied by some other part of his family, came from Liverpool. A considerable portion of the shot was extracted in the course of the night of the misadventure and during the succeeding day; but owing to untoward circumstances, the symptoms which presented themselves were not so favourable as to induce the surgeon on Saturday evening to say that the patient was out of danger. On the contrary, during Sunday, we were informed that Mr. Fish became gradually worse, approaching to a state of delirium. On Monday those symptoms had seriously increased—the door knockers were muffled that the patient might be disturbed as little as possible—Mrs. Fish was permitted to abide in the house, in order to render every possible solicitude to her suffering husband—and considerable anxiety was manifested by his medical attendant and those by whom he was surrounded, for the safety of his life. In the course of the night it was evident that the skill of the surgeon would be of no avail; and the unfortunate gentleman expired about four o'clock on Tuesday morning in the presence of his wife. The following day an inquest was held on view of the remains, before W. S. Rutter, Esq., the coroner of the district, and a respectable jury, at the Cotton Tree public-house, when, after the examination of Yeomans, the wounded porter, James Kerfoot, another porter, also W. Redfern, one of the party, and Edward Kenyon, a cabman, the above facts were proved. It also appeared that the deceased, some time before entering the station, observed to Redfern, that one of the guns was undischarged. He, however, carried that, which turned out to be his own, not having fired a shot throughout the day, and Redfern's; and they were given at length to the porters, when the accident occurred. The deceased had unfortunately indulged for some days back in an immoderate use of ardent spirits, so much so, that he had become ill and nervous. The evidence of the surgeon was somewhat curious. He said the injuries were not sufficient to have caused the death of a person of good constitution. The deceased, in his opinion had died of *delirium tremens*, occasioned by the shock from the accident, but he could not swear it. *Delirium tremens* might, with such a constitution, have come on without such an accident. None of the shots had penetrated the flesh about three quarters of an inch. They were of a superficial character, and the wounds were fast healing up. After some hesitation, the doctor stated definitely that the shock of the accident was more likely to have superinduced *delirium tremens* than anything else. Having died of exhaustion, the result of *delirium tremens*, and the latter being the result of the accident, the accident was the first cause of death. A verdict to the above effect was returned, attributing to the accidental discharge of the contents of the gun into his body as the cause of death. By the request of the jury Redfern was reprehended by the Coroner for having allowed a loaded gun to be taken to the station. The body of the deceased was removed the same evening from Stockport to the place of interment in Liverpool. The family are highly respectable, and the melancholy accident has occasioned great grief among them.

NORTHERN AND EASTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—In the statements of the Northern and Eastern Railway traffic from 15th September to 31st December, 1840, made in the report dated 18th February, 1841, the earnings from the opening of the line are given at 5,257*l.* 4s. 8d. No account of expenses whatever was given, but at the debtor side of the account, there is an amount stated as borrowed of capital, viz., 6,324*l.* 19s. 8d.

As neither of these amounts appears in the traffic account made up to the 30th June, and no mention is made of the profit or loss incurred to 31st of December, perhaps some of your correspondents can state why the dawning of this undertaking is to be hidden from the eyes of the vulgar.

As no account of the expenses incurred from 15th September to 31st December, 1840, appears, who furnishes the supplies of coke, oil, &c., and from what source did the salaries, wages, &c. come?

I am, Sir, your humble servant,

VIATOR.

London, 30th August, 1841.

Carrying Fire-Arms upon Railways.—In consequence of the melancholy accident from the discharge of fire-arms at the Stockport Railway Station (an account of which appears in another part of this day's *Railway Times*), the subject of passengers carrying loaded fowling pieces upon the Manchester and Birmingham Railway has been discussed by the Directors of that Company, and they have come to the resolution that no person, the military excepted, will be permitted to travel upon the above line with guns, unless they have been previously examined by the Company's servants. An order to this effect was issued on Tuesday.

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RAILWAY ADJUDICATIONS.

Liverpool Summer Assizes, August 17.—Chas. Thomson, aged 36, a very respectable looking man, was charged with having feloniously passed a receipt for money, with intent to defraud the Sheffield and Manchester Railway Company.

Mr. Brandt and Mr. Hutton appeared for the prosecution; Mr. Shaw for the defence.

The prisoner was secretary to the Sheffield and Manchester Railway Company. An account of 447*l.* was due to Messrs. Mawdsley, of Liverpool, for advertising. The prisoner drew that amount from the Directors, but remitted only 347*l.* An acknowledgment was transmitted, and Thomson, it was alleged, had altered the word "three" into "four."

John Dalton, one of the Directors of the Sheffield and Manchester Railway Company, stated, that in September, 1839, the prisoner was in the employ of the Company as secretary. They had an account with Gore and Son, of Liverpool, for advertising. On September 25th a meeting of the Directors was held at Glossop, and Gore and Son's account was brought forward by Mr. Thomson, and ordered to be paid. A cheque was drawn for the amount on the District Bank of Manchester and Liverpool. The cheque was handed over to Mr. Thomson. Witness and Mr. Sykes signed the cheque, and the body of it was in the handwriting of the prisoner. It was handed to him, and his duty was to send it to the party in whose favour it was drawn. The receipts of parties were usually pasted in the voucher book. (The receipt from Messrs. Gore was produced). The letter r in the word four, the witness thought, was like the writing of Mr. Thomson. The word altogether was like the general character of his hand.

Mr. Cunningham, cashier to the District Bank, stated, that on the 26th September, 1839, the prisoner presented the cheque for payment. It was paid, 100*l.* being given in cash, and a letter of credit for 347*l.*, payable to Messrs. Gore and Son, of Liverpool.

Thomas Kerrison, clerk to Messrs. Mawdsley, (Gore and Son,) proved, that, in September, 1839, the Railway Company owed them 447*l.*, and that they, in that month, received a remittance of 347*l.*, which was acknowledged. The letter of acknowledgment was handed in. Mr. Kerrison showed, that the word "three" had been altered to "four." A letter from Mr. Thompson, which accompanied the letter of credit, was read. It set forth the total sum remitted, namely, 347*l.*, and that some of the accounts for advertising in other papers having come in, the balance was retained till another audit of the board, he would call and see Messrs. Mawdsley (Gore and Son) respecting the accounts. Mr. Kerrison stated, that he had never any conversation with Mr. Thompson on the subject of the letter.

Mr. James Mawdsley stated, that he was a partner in the firm of Gore and Son; there were more than two partners. Mr. Thomson called a month or two after the letter alluded to arrived.

Cross-examined.—Did not arrange that Mr. Thomson was to pay the deficient 100*l.* by an acceptance. Mr. Thomson proposed that mode, but it was not acceded to. He (Mr. Thomson) then proposed to pay by instalments. He (Mr. Mawdsley) agreed to that.

By Mr. Brandt.—Mr. Thomson stated, that the Directors were displeased that he had given such extensive orders for advertisements, and he would therefore pay the residue out of his own pocket. That was the reason why he (Mr. Mawdsley) acceded to the proposal to pay by instalments.

Mr. Shaw took several slight objections to the form of the indictment, none of which were entertained. He then addressed the jury at some length in favour of the prisoner.

The jury retired at twenty-five minutes past three o'clock, and after a brief consultation, found the prisoner *Guilty*.

Sentence deferred.

August 25.—The prisoner was brought up for sentence.

The Clerk of the Crown having asked whether he had anything to say why sentence should not be passed upon him,

The prisoner, with tears in his eyes, replied as follows:—I admit the justness of the verdict, and can assure your lordship that at the time of doing it, I had not the most remote intention of fraud. It was an unfortunate speculation in railway shares that made me do it. I had several gentlemen in court on the day of my trial to show that up to the time in question I had borne an unblemished character. I have nothing more to say, but throw myself on your lordship's merciful consideration, for the sake of my wife and children, who, on account of my sin and folly, are thrown helpless on the world.

His Lordship passed sentence on him in the following terms:—You have been convicted, on clear evidence, of the crime of forgery. The receipt was forged in fraud on those who employed you. I have no doubt of the truth of what you state, that you would have received a good character from several gentlemen, because no one would have held the situation you did without having such a character. But that character makes nothing in your favour. On the contrary, it shows that that character was maintained to outward appearance while your principles were of a different hue. You say you contemplated no fraud, and that unsuccessful speculations led you to commit the act, but I believe no clerk commits such an act without having some such excuse—that is, he hopes to have gains, that no losses will be sustained, and that at some future time, he will be able to save harmless those who suffer. I cannot let such a circumstance have any weight in this instance. The crime of forgery is of so dangerous a nature to the property of such numerous persons, is accompanied with so much of fraud, so much of concealment, and, in your case, so much of treachery that I feel myself bound to put in force the whole sentence of the law. It is with great regret I hear you have a family; but the only question I could entertain is, between a sentence of transportation for a long term of years, and a sentence of transportation for the whole of your life. I think an example ought to be made in a case of this sort. I feel it to be the duty of the court to show that it contemplates with that degree of reprobation which is due to cases of forgery and fraud repeatedly committed, for such was your case, and to the prejudice of those who confided their interests to your care. The sentence of the court is, that you be *transported* to such place beyond the seas as her Majesty, by the advice of her privy council, may be pleased to direct and appoint, *for the term of your natural life*.

The prisoner, on hearing the sentence, sunk down in a fit and was removed with some difficulty.

SHEFFIELD, ASHTON, AND MANCHESTER RAILWAY COMPANY, v. TOWNSEND AND OTHERS, EXECUTORS.

Liverpool Assizes, August 25.—This was an action brought by the Directors of the Sheffield, Ashton, and Manchester Railway, against the three defendants, as executors of John Townsend, deceased, to recover the sum of 300*l.*, with interest, being the amount of three calls on twelve shares in the railway, held by the deceased. Two of the defendants suffered judgment to go by default, the third pleaded full administration of the effects of the deceased, and that no funds remained to pay the demand. It was proved, however, by the cashier of the Sheffield and Hallamshire Bank, with which the deceased did business, that at the time of his death there was a balance of 1,800*l.* in his favour. Evidence was tendered of other property belonging to him, but this was deemed sufficient, and the jury, under the direction of his lordship, found for the plaintiffs—Damages, £311 5s. 6d.

WALKER v. THE LONDON AND BLACKWALL COMMERCIAL RAILWAY COMPANY.

Sheriffs' Court, August 27.—This was a claim for compensation, amounting to 4,800*l.*, made by the proprietor of the Duke of Cumberland's Head public-house, against the above Railway Company, under the 51st section of 6 & 7 Wm. IV., cap. 23, which requires the Company to purchase dwelling-houses and shops within 50 feet of the railway, in the event of such property being deteriorated in value by the construction of the railway.

Evidence having been given in support of the claim.

The Jury, under the direction of the Under-Sheriff, found "that the claimant was not entitled to have his premises purchased by the Railway Company, the whole thereof not being within 50 feet of the said railway."

MARTINEAU v. COLE AND ANOTHER.

Liverpool Assizes, August 27.—This was an action to recover a sum of 817*l.* 19*s.*, being the value of a number of shares in the North Midland Railway, sold for the plaintiff.

Mr. Cresswell and Mr. Crompton for the plaintiff; Mr. Knowles, Mr. Wilson, and Mr. Hoggins for the defendants.

It appeared that in 1836 a person of the name of Bault had commenced business as a sharebroker in Liverpool. He was introduced by a person of the name of Hutton to the defendants, who are sharebrokers in London, and began to do business with them, it being agreed that the commission should be equally divided between them. It August, 1836, Mr. Bault entered into a partnership with a person of the name of Addison, and communicated this fact to Messrs. Coles and Mullens, who expressed themselves satisfied with the arrangement. Mr. Bault had stated to the defendants that he did not intend to do business on his own account, but as a broker merely, and would always give the defendants the names of his principals, if they wished it. They in return expressed their opinion that this would be unnecessary, unless in cases where stamps would be required. On this basis a good deal of business was transacted between the parties. In the beginning of the present year, the plaintiff employed Bault and Addison to sell the shares now in question. They were finally disposed of through the defendants to parties in London, and the money paid. The plaintiff repeatedly applied to Bault and Addison for the amount but in vain, and they finally became bankrupt. It was now alleged that the business relations subsisting between Bault and Addison on the one part, and the defendants on the other, constituted a partnership, and that the defendants were liable for the amount.

It was finally agreed that the matter should be turned into a special case, for the opinion of the Court above, and subject to this a verdict was taken for the plaintiff for the amount claimed.

SHARP AND OTHERS v. GREAT WESTERN RAILWAY COMPANY.

Liverpool Assizes, Aug. 31.—This action was brought to recover a balance of account for goods sold and delivered. The plaintiffs are John Roberts, Thomas B. Sharp, and John Sharp, survivors of Thomas Sharp, engine manufacturers, of Manchester, who claimed from the Directors of the Great Western Railway Company a balance of the amount charged for ten locomotive engines. The defendants pleaded that they had not promised, as alleged, that they had paid, and that they had a set off to a greater amount than that claimed.

Mr. Cresswell and Mr. Yates appeared for the plaintiffs; and Mr. Wortley and Mr. Watson for the defendants.

Mr. Cresswell stated, that in the year 1839 the Directors of the Great Western Railway contracted with the plaintiffs to manufacture for them ten locomotive engines, which amounted to upwards of 20,000*l.*, and it was for the recovery of 662*l.* on those engines that the present action was brought. The contract was dated 21st May, 1839. The engines were to have seven feet driving wheels and tenders, according to drawings. The engines were to be delivered at certain dates. Each engine was to be subject to a trial of 1,000 miles, and Sharp, Roberts, and Co. were to be liable to any breakage which might take place in such trial,

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arising out of defective materials or workmanship. These trials were to take place within a month of the delivery of each engine. If the engines were not so tried within a month there was an end of all responsibility on the part of the manufacturers. The price of each engine was to be 1,850*l.*, and of each tender 452*l.* In the contract provision was made that the fire boxes were to be of copper, 7-16ths of an inch thick, The engines were delivered from time to time: the Tiger on the 15th May, 1840; the Leopard, 7th June; the Panther, 24th June; the Lynx, 14th September; the Stag, Greyhound, Vulture, Hawk, Falcon, and Ostrich, at other dates; and each underwent its trial of one thousand miles in a proper manner, one of the plaintiffs' men superintending the trials. It appeared that Mr. Brunel was the engineer for the railway, and Mr. Gooch attended to the engines. No complaint was made respecting the engines till after the Company had been pressed for payment of the balance. The plaintiffs received letters from time to time from Mr. Gooch, stating that their engines did very well, that the last was the best; and he was sorry he had not ordered the Hawk to be made with a division in the box, &c. Four months after the Hawk had performed her trial of one thousand miles, a complaint was made that her crank-axle had turned out a bad one, and that the wheel had got out of truth a little. It was alleged that various measures had been tried to remedy the defect in the wheel, and ultimately the crank was sent back. The plaintiffs pressed for the payment of their balance. On the day after Mr. Gooch had, according to the request of the plaintiffs, pressed for payment, Mr. Brunel wrote to them, finding fault with the engines, saying the fire-boxes were all wrong; that they were below the specified thickness; that one of the partners ought to go over and inspect them; that, as they were made of insufficient copper, that he considered the transaction a little discreditable, and was compelled to give notice that he should hold them responsible. Mr. Cresswell said he should prove that the copper was good; that it was bought from a respectable manufacturer, and was of the specified thickness. The complaint had been made nine months after the engine was tried, and if the copper was then found thinner than specified it was probably because some chemical effect had been produced on it by the coke used. He would prove that the ten engines had been delivered and tried according to contract, and that they had all been received by the Company.

The contract having been read, a witness was called who proved the delivery and trial of the engines, that they were in good working order; and that the Company "took to them."

Mr. Wortley, in reply to a question from the Judge, said that he contended that the plaintiffs had not performed their contract: first, that they had not used the best copper for the purpose; and, next, that they had not put in proper rivets: they ought to have put in copper rivets, and they had put in iron rivets.

Mr. Cresswell said the copper, it was evident, had become thinner from use. As to the rivets, he had never heard a word about them till that moment.

Mr. Wortley said they had not made the discovery till the last week.

Mr. Cresswell said, if the defendants were prepared to go into evidence on the subject of the copper, he was ready to meet them on the subject of the rivets.

His Lordship thought the evidence as to the copper was inadmissible, and Mr. Wortley declined to go into evidence touching the rivets. A verdict was taken for the plaintiff, damages 662*l.*

VIGNOLES *v.* THE RIGHT HON. T. LEFROY.

Liverpool Assizes, Aug. 30.—This, which was a Special Jury Case, came on this morning. The declaration was for work and labour done as a civil engineer, also for money paid by the defendant on an account stated. The defendant pleaded, in the first place, that he did not promise as stated, and secondly, that he had paid all that was due. The plaintiff, in his replication, denied this, and on both pleas issue was joined. Mr. Dundas, Mr. Martin, and Mr. Watson were counsel for the plaintiff; Mr. Cresswell, Mr. Wortley, and Mr. Cleaseby for the defendant.

Mr. Dundas, in opening his case, said that he had the honour to attend before the jury that day on the part of a gentleman probably not unknown to them as a civil engineer of the highest reputation, and as a man of great skill and experience in his profession. His skill and genius it was that planned and achieved the North Union Railway, the Midland Counties Railway, and the Dublin and Kingstown Railway; and he (the learned counsel) referred to these works only as a sample of what had been done by his client. That gentleman (Mr. Charles Blacker Vignoles), was a suitor in this court for between 5,000*l.* and 6,000*l.*, for services performed by him as a civil engineer to the Great Central Irish Railway, and for disbursements and expenses in the course of those services. The defendant was the Right Hon. Thomas Lefroy, a gentleman of distinction at the Irish bar, a member of Parliament for the University of Dublin, and a person respectably connected in the county of Longford, of which his son was at the time in question the representative in Parliament. The defendant was sued by the plaintiff as a Director of the Railway Company; and it would be proved to the entire satisfaction of the jury that he was a Director in the year 1836, and continued to be so during the whole of the time that Mr. Vignoles was employed, presiding over the meetings of the Committee, and acting throughout with intelligence and assiduity. He (Mr. Dundas) did not mean to say that the defendant was the only person liable on the contract. Mr. Lefroy was one of the most active of the Directors; it was with him that the plaintiff most frequently came in contact; and if Mr. Vignoles succeeded in recovering against him, the defendant would have his remedy against his co-Directors. In 1836 there was a great deal of speculation afloat on the subject of railways, both in England and Ireland. Many persons, some from public motives, and some undoubtedly from private motives, interested themselves in the formation of different lines. In Ireland there was a strong feeling that a railway, which should cross the centre of the island, would be very advantageous to that country, as it would open up its internal communications and resources, and extend its commercial relations with England and Scotland, as well as with the United States of America. Some gentlemen of respectability in the county of Longford, and in the neighbouring counties 30 or 40 miles from Dublin, contemplated a railway from Dublin to Sligo, a distance of 120 or 130 miles. These gentlemen formed a provisional Committee, issued a prospectus, and appointed Mr. Vignoles their engineer on the 4th of June, 1836. At the request of the Committee, Mr. Vignoles commenced his survey as early as possible, in order that, if possible, an application for incorporation might be made to Parliament in the session of 1837. Dispatch was requisite, and Mr. Vignoles, as was well known to the Directors of the contemplated Great Central Irish Railway, having at the time other engagements in this country, sent over a number of persons in his employ to commence the survey. At the head of this party was Mr. Nimmo, a young man who had been under the plaintiff for about 18 months. Mr. Vignoles followed shortly after, and from time to time continued to superintend the operations and to advise the Committee, until he had completed his survey and made his report. Some difference of opinion had arisen in the course of the survey as to the most desirable terminus; Mr. Lefroy and Mr. Vignoles differed in opinion; but when the report of the engineer was sent in, it was adopted by the Committee. Considerable difficulties had to be encountered in the drawing out of a line, as the Ordnance map of Ireland had not then been issued, and there was a want of good local maps. With the exception of one or two canals, also, no levels had been found. About this time there was a notion in Ireland that a royal commission would be sent down to regulate the formation of railways in Ireland. This was eventually done. Mr. Vignoles was anxious to become the engineer to this Commission, and it was conceived by some of the members of the Provisional Committee of the Grand Central Irish Railway that it would be to the advantage of their Company if he were no longer appear as their engineer, but that Mr. Nimmo should have the nominal appointment. Mr. Lefroy was one of the Directors who concurred in this opinion. The idea was, that it would be greatly to their advantage if their line were adopted by the Commission; and to have at head quarters a person in the situation in which Mr. Vignoles stood to them was likely to lead to that adoption. It was expresly agreed, however, that though Mr. Nimmo should be Mr. Vignoles' representative, the operations were still to be under the superintendence of Mr. V. Mr. Nimmo, never having had any independent occupation of the kind in his life, was too young a man to have the sole conduct of so vast an undertaking as this, and he was to receive advice and instructions in all things from Mr. Vignoles. And not only was such the understanding, but such was the actual mode of proceeding from the day in question. Though Mr. Vignoles was no longer, in name, the Engineer of the Company, he was, with their knowledge and consent, carrying on their work as before. After the plans had been agreed upon, little of course remained to be done, except going over the selected line more particularly and preparing plans, sections, &c., for deposit in the office of the clerk of the peace and for the House of Commons. He (Mr. Dundas) should show, by an extensive correspondence between Mr. Nimmo and Mr. Vignoles, that they were in constant intercourse and communication as to the line. Unfortunately for the plaintiff, however, Mr. Nimmo was now dead, and they were deprived of that means of proving that Mr. Vignoles had been throughout the superintending power. The whole work having been done, and well done—for no fault was ever found with it—the only remaining question was that of payment. The charge made was 40*l.* a mile for 126½ miles; for such was the length of the three lines agreed upon, namely, from Dublin to Athlone, Kells, and Longford. This would amount to 5,060*l.*, and the Jury would find, by the evidence of competent persons, that this was a reasonable charge. The full extent of line explored was nearly 400 miles; but it was only for 126½ miles that Mr. Vignoles sought to charge. There was on the record a plea of payment; but he (the learned counsel) was at a loss to understand what the defendant meant by it. The only money ever paid to the plaintiff was the sum of 500*l.*, which was put to his credit when he went over to Dublin in June, 1836. If it could be shown that Mr. Nimmo had received any money, as an agent acting under the plaintiff, Mr. Vignoles would be ready to allow for it.

Sir J. Murray said, that at the meeting of the Provisional Committee, in September, Mr. Vignoles distinctly resigned and relinquished the situation of Engineer to the Company. On his cross-examination the witness admitted that Mr. Lefroy had presided at some of the Committee meetings.

Colonel H. Jones proved that the amount charged by Mr. Vignoles, for his surveys for the Royal Commission, was 16*l.* per mile, including 4*l.* per day for his personal superintendance, and including also trial surveys.

A considerable number of engineers and surveyors, assistants and pupils of Mr. Vignoles, were called to prove the work done, The witnesses estimated the value of their services at the period in question, when there was a very great demand for surveyors, at from one guinea and a half to three guineas a day, exclusive of expenses, which were put down at 10s. 6d. a day. Mr. Giles, a gentleman who had been engaged in surveying and constructing several lines of railway, amongst others the Newcastle and Carlisle, the London and Southampton, and the London and Brighton, said he thought that the assistants and pupils called had not overestimated the value of their services. He

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him-self, at that period, [illegible] to say—was not too much. The charge for superintendence, of five guineas a mile on the line deposited was also reasonable. The whole charge of 40*l.* a mile, considering the extent of exploratory surveys and the particular period, was a very reasonable and just one. Mr. Brunel the Engineer of the Great Western Railway, gave similar evidence. On his cross-examination by Mr. Cresswell, Mr. Brunel said that the Parliamentary estimate of the Great Western was 2,500,000*l.*; the cost was about 6,000,000*l.*

Mr. Cresswell, on the part of the defendant, submitted that there was no evidence of any contract entered into between the defendant and the plaintiff. It appeared from the prospectus, a copy of which he held in his hand, that this was an inchoate speculation—that there had been no Company formed, nor no shares allotted. The defendant, therefore, was not at that time a partner in any co-partnership, for none at that time existed, and any engagement that was made by any person at that time was clearly with a view to a prospective engagement by the constituted Company, and when that Company was constituted, the defendant did not become a shareholder. He (the learned counsel) should add a few facts to the case, and when this had been done, it would be sufficient to show that the plaintiff had no claim on Mr. Lefroy. As soon as the shares had been allotted, it then became manifest that the defendant intended to have no pecuniary interest in the contemplated undertaking, although he was willing to give it all his countenance and support, and in the same way as any other member of Parliament would be ready to do, in a scheme in which his constituents were interested. Mr. Lefroy explicitly declined, when asked to become a shareholder. This was a town which was celebrated for great enterprises; but he (Mr. Cresswell) should be very cautious in giving any of them his countenance and support, if he must, for so doing, run the risk of being ruined. Mr. Lefroy had done no more than he the learned counsel) might be called upon to do by any of his constituents; he merely gave his countenance and support to what he might consider a project beneficial to those whom he represented in Parliament; but it was plain that he did not join in it as a shareholder, for the 18th of June was the date of his letter declining to take shares, and the shares were allotted on that day. Mr. Cresswell then referred to the account Mr. Dundas had given of the resignation of Vignoles, as Engineer of the Great Irish Central Railway, and said that if any gentleman could have acted in the way alleged, it was a very discreditable thing. If, however, such a transaction had occurred, not one iota of the blame could be attributed to Mr. Lefroy. But it would be distinctly shown in evidence, that Mr. Vignoles had actually resigned his situation as Engineer to these Directors, and strongly advised them to take Mr. Nimmo in his stead, offering to give him all his advice and assistance—that the plaintiff then became surveyor to the Royal Commission—that Mr. Nimmo carried on the work on the Great Central Irish Railway survey, in his own name, and that all the plans were lodged in his name.

Mr. Dundas replied in a very animated speech. He contended that the interests of morality and justice would be as well served by a verdict for Mr. Vignoles, as for his more wealthy client. The plaintiff had devoted his own great abilities and time, as well as the talents and services of a great body of his assistants and pupils, to the services of the Company, of which the defendant was a leading Director, and when he came to ask for payment, it was refused, and responsibility was attempted to be shuffled off. Mr. Dundas, to vindicate the character of the plaintiff in the agreement respecting his nominal resignation of Engineer to the Company, pointed out that at the time Mr. Vignoles became surveyor to the Royal Commission (which was in December 1837, as had been proved by Col. Jones all the actual work in the surveying of the Great Central Irish Railway, had been completed. With respect to the letter to Messrs. Young and Murdock, stating the balance due to be 3,481*l.*, he (the learned counsel) had only to remark, that his client was ready to admit the receipt of 2,443*l.*, if it were admitted that this sum had been paid to Mr. Nimmo as his agent, and that there was still due to him the balance there named.

As it was now 20 minutes to eight o'clock, his Lordship left it to the jury to say whether he should then proceed with his summing up, so as to finish the cause that night, or whether they would prefer an adjournment until morning. The jury chose the latter alternative, and the Court adjourned.

Aug. 31.—His Lordship proceeded to sum up. The first question for the jury, he said, was, whether Mr. Lefroy employed Mr. Vignoles, and whether the work which he performed was done on the credit given to Mr. Lefroy either alone or as one of a number of gentlemen. If he had proceeded on the credit of Mr. Lefroy, another question would remain: during how long were the services given on the credit of Mr. Lefroy? and lastly, had the plaintiff received sufficient compensation for his services, and if not, how much more he was entitled to? The commission having decided against the Central Railway, no company was ever formed; therefore, one matter of inquiry was, who was it who had employed Mr. Vignoles? and who was to pay him for his services? for unless they thought he did this work entirely on his own responsibility, which was not very probable, he must be paid by somebody; and the question was, who did they consider to be his employers? If they should think Mr. Lefroy was one of his original employers, then the important question arose as to what time he was the engineer of the Company. His Lordship proceeded to a recapitulation of the more important facts of the evidence, making such remarks as he deemed necessary on its tendency.

The Jury retired at ten minutes to eleven o'clock. They returned at one, and delivered a verdict to the effect, that the defendant was originally liable, and the plaintiff went to work upon such liability of the defendant; that the plaintiff ceased to be the engineer on the 31st of September, 1836, on the appointment of Nimmo, and that after that time the work was done by Nimmo; that the plaintiff had not been paid the value of the work done by him previous to the 31st of September, and that he was entitled to the further sum of 1,980*l.*: further, that the plaintiff was not employed to do any work as engineer preliminary to a second application to Parliament. A verdict was accordingly taken for the plaintiff for 1,980*l.*

RAILWAY COMMUNICATION WITH SCOTLAND.

[From the *Carlisle Patriot.*]

We are happy to observe that the exertions of the Provisional Committee formed for the promotion of the projected line of railway from Lancaster through Carlisle, &c. to Glasgow and Edinburgh are fairly and promptly met by corresponding exertions elsewhere.

On Saturday last the usual Committee meeting took place at the Town Hall, when a very gratifying communication was announced from Lord Lowther accepting the office of the Chairman to the Provisional Committee, and leaving the appointment of the two vice-Chairmen to the Committee.

Letters approving the objects of the Committee were also received from the Duke of Hamilton, the Marquis of Queensberry, and Lord Douglas; and it was intimated that, although the Duke of Buccleugh was largely interested in property on other lines of railway, his Grace would not offer any opposition to the proposed undertaking.

A letter was also received from Mr. John Marr, Clerk to the Commissioners of Supply for the county of Lanark, stating that a meeting of that body, at which Lord Belhaven presided, had cordially approved of the line of railway proposed. And a letter was read from the Directors of the North Union Railway confirming the conduct of their Chairman at Liverpool, and promising the Provisional Committee their cordial co-operation.

Very influential local Committees have been formed, and in compliance with their request copies of the resolutions of the Provisional Committee here have been forwarded to Committees at Edinburgh and Glasgow; means have also been taken to promote the objects of the Provisional Committee at Preston in connection with the Lancaster and Preston Railway; and at Penrith. We are happy to be able to announce that the project has been well received wherever it has been mooted; and the high patronage which has now been secured for the undertaking can hardly fail to secure its ultimate success.

COACH ACCIDENTS.

Friday evening, August 27, the down Hastings mail, driven by Joseph Meppom, and full inside and out, had just passed through Pratt's-bottom Gate when it ran over an old woman seated on the road and quite drunk. The four horses and the coach all passed over her, but wonderful to say, without apparently hurting her, excepting a slight blow in the forehead, probably from the drag chain under the coach. She was lifted up by one of the passengers, and William Johnson, the guard, but being too drunk to walk, was placed on the grass at the side of the road. The mail then proceeded some two miles further, the night being at that time remarkably clear and fine, when the coachman called to the guard to blow his horn, as some waggons were in front. The guard blew and the waggons drew quite on their own side of the road, but, whether by pulling the wrong rein, from nervousness at the late accident, or by a sudden shying of the horses, the mail dashed against the hind wheel of the first waggon—Barnett's Tunbridge van—which it hurled against the hedge, and then ran full tilt into a wain of hay belonging to Mr. Cheessup, when it providentially locked the wheel and ran the splinter bar under the shafts of the waggon, or otherwise it must have infallibly gone over and the loss of life or limb might have been frightful. The shock of the encounter against the first waggon hurled the coachman from his seat and the wheels passed over his body. The guard also, who was in the act of springing down, was thrown to the ground and the wheel passed over his fingers and grazed his leg, besides the great shock of the fall. He, however, sprang instantly up, and with great presence of mind and activity, got to the horses' heads just at the moment of running into the second waggon, and held them till assisted by the waggoners. The poor coachman rolled over once and moaned piteously, but never spoke a word. A medical gentleman from Hastings (Mr. Duke, we believe,) was in the coach, and had him immediately conveyed to the Polhill Arms, near which the accident happened, but human aid was unavailing, and he died very shortly after. None of the passengers were hurt except one gentleman, whose knee was slightly cut and bruised against the wheel. Too much praise cannot be accorded to William Johnson, the guard, who, despite of hurts and bruises, exerted himself much in getting the mail disentangled from the waggon, and one pair of the horses being once more put to the coach, with what broken harness remained, and by tying the splinter bar to the pole, managed to get the mail down to Riverhead, to which place the passengers preferred walking, and from whence the letter bags and passengers were forwarded in post chaises.—*Globe.*

On Monday last, as the York and Harrowgate coach was leaving the latter place, it had only just passed the Granby Corner, when the axletree broke, and the coach was upset. The coachman was severely bruised. No lives were lost. Several of the passengers were much injured, amongst whom the Rev. Mr. Abney had his ankle dislocated.—*Leeds Mercury.*

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Railway.	Miles opened.	No. of shares	Am. of Shares	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	83†	..	..	..	..	..
48¾	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	60
—	—	.....	....	2	Ditto (*New*)	..	..	..	..	..	..	..
76	33	13000	100	60	Bristol and Exeter	..	..	..	..	..	..	32
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
15	15	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	—	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
82	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
78½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	26¼*	26¾†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	8¼	..	..	..	..	8
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	8¼
46	....	18000	50	45	Edinburgh and Glasgow	42*	42†	..	..	..	..	36¼
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	61
....	....	5000	20	17	Edin., Leith, & Newhaven	5*	..	..	..	..	..	—
....	....	1960	25	25	Glasgow and Garnkirk	38*	39†	..	..	..	..	7
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	37*	37†	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	26*	25†	..	..	..	..	25½
15½	....	6000	50	45	Gosport	..	53	..	..	51½	51½	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	201
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	100½
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	63
118	118	25000	100	65	Great Western	83	81½	80½‡	80‡	..	..	80¼
—	—	25000	50	50	Ditto (*New Shares*)	56½	56½	55½‡	55½‡	55½‡	55½‡	56
—	—	37500	20	4	Ditto (*Fifths*)	8½	8½	8⅝	..	8⅝	8⅝	8⅝
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	36½
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	27
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	15½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5130	100	100	Liverpool and Manchester	..	..	..	..	..	..	196
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46¼
—	—	7468	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	93½
..	..	....	..	..	.....	..	..	..	..	..	..	..

Length Railway.	Miles opened.	No. of shares	Am. of Shares	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
112¼	112½	25000	100	90	London and Birmingham	162½	..	160‡	..	..	..	159
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	22½	22½	22½
—	—	31250	32	32	Ditto (*Thirds*)	..	..	53	53½‡	..	..	53½
—	—	.....	32	2	Ditto (*New Shares*)	24	..	24	..	24½	24½	24½
60	4	24003	25	25	London and Blackwall	16	15½	..	..	..	..	..
—	—	....	6¼	2½	Ditto (*New*)	..	..	5½	6	..	..	..
46	37½	36000	50	50	London and Brighton	47	46½	46⅝	46⅝	46½	46½	46⅝
10½	10½	33000	avr.	13⅔	London and Croydon	13½	..	13½	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	7⅞	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅝	London and South-Western	54½	54	..	52½	52½‡	52½‡	53½
—	—	42000	5	1¼	Ditto (*Tenths*)	..	3	..	..	..	..	1⅝
50	50	13000	100	70	Manchester and Leeds	59	58	..	..	60	60	58
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	54½
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	21
40	....	7000	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	76‡	75½‡	75½‡	75⅝
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	18½‡	..	..	..	19
....	....	1940	25	25	Monkland and Kirkintilloch	..	58†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	..	65‡	..	..	..	67
—	—	15000	50	40	Ditto (*New*)	32½	..	..	..	..	..	33
—	—	15000	21½	10	Ditto (*Thirds*)	..	..	10	..	9½	9½	9⅝
201	28⅔	15½	7200	50	30	Northern and Eastern	..	..	..	..	..	..
100½	22	22	6329	75	75	North Union	..	..	..	..	..	80
..	19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..
27½	..	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..
63	25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..
80¼	—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..
....	....	....	3000	50	2½	South Durham	..	..	..	..	..	..
..	..	....	4000	12½	7⅞	Ditto (*New*)	..	..	..	..	..	..
36½	67	....	28000	50	38	South-Eastern and Dover	18	..	17½	..	17	17	18
..	27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
..	....	....	....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
196	23	23	6700	50	50	York and North Midland	74½‡	..	..	75½‡	75½	75½	74
46¼	—	—	6700	25	10	Ditto (*New*)	21½	..	..	..	26	26	20
93½	..	..	....	..	..	.....	..	..	..	..	..	..	..
..	..	....	..	..	‡ Ex. Div.	..	..	..	..	..	..	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Aug. 28	2,456½	£98 17 2	£107 0 7	£205 17 9	£2 5 9	£13 14 6	£248 5 7	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Aug. 28	..	1,108 11 7	305 8 9	1,414 0 4	4 13 0½	32 11 3¾	1,108 15 2	38½
1,266,666 0 0	1,320,716 16 2	....	Birm & Gloucester	3	51	Aug. 27	7,875	1,749 12 10	266 9 4	2,016 2 2	5 12 4½	39 6 8½	830 3 5	51
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	Aug. 27	7,441	565 10 6	27 8 7	592 19 1	6 16 3	40 17 6	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Aug. 29	48,711	....	....	1,151 16 6	27 8 5¾	191 19 5	....	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16¾	Aug. 29	..	336 13 10	56 12 10	393 5 9	3 18 3	23 9 7	392 0 11½	16¾
2,183,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	7	17½	Aug. 29	20,363	....	....	980 10 11	8 0 1	56 0 7½	542 7 4	..
833,000 0 0	699,544 18 4	2 8 0	†Glas., Paisley, & Ayr	8	40	....	....	....	....	....	....	....	....	..
....	....	....	†Glas., Pais., & Green.	9	22½	Aug. 28	17,022	1,206 13 10	106 8 1	1,133 1 11	8 7 10½	50 7 2½	....	..
1,967,800 0 0	....	11 0 0	Grand Junction	10	83	Aug. 28	..	8,154 15 5	1,636 7 11	9,791 3 4	12 5 4½	85 17 8¾	9,568 18 10	83
1,000,000 0 0	814,530 12 7	....	Great North of England	11	45	Aug. 30	..	971 10 11	614 16 7	1,586 7 6	5 0 8½	35 5 0½	....	..
5,331,527 9 10	5,877,120 7 8	3 0 0	Great Western	12	118	Aug. 28	..	13,098 8 6	1,550 1 1	14,648 9 7	12 7 5	86 10 11½	6,082 2 1	56
533,333 0 0	460,000 0 0	2 0 0	Hull & Selby	13	31	Aug. 28	5,750	639 12 1	372 11 3	1,012 3 4	4 13 3¼	32 13 0	803 8 11	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20½	Aug. 28	3,159	563 13 6	29 10 1	593 3 7	4 2 8	28 18 8	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Aug. 27	..	4,043 13 9	1,937 10 7	5,981 4 4	27 11 3	192 18 10	6,315 4 5	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	16	112¾	Aug. 28	..	15,116 7 9	3,097 17 0	18,214 4 9	21 15 5¾	152 8 4	16,340 10 8	112½
800,000 0 0	983,464 7 1	....	*London & Blackwall	17	3¾	Sept. 2	66,446	....	....	1,268 10 6	51 15 6½	362 8 8¾	875 19 9	3½
2,400,000 0 0	2,008,930 8 0	....	†London & Brighton	18	37½	Sept. 2	10,435	2,249 9 11	230 11 5	2,308 0 11	7 9 0⅔	50 3 5½	156 16 5	5½
741,000 0 0	557,902 9 5	....	London & Croydon	19	10½	Aug. 31	128874	688 4 0	122 19 2	811 3 2	11 0 8½	77 5 0⅔	762 1 0½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3½	Sept. 2	32,745	....	....	1,008 11 10	38 4 7½	267 12 5⅔	1,002 18 3	8⅔
2,540,100 0 0	2,283,837 18 0	7 14 8	London & South-West.	21	77	Aug 29	..	6,664 19 5	777 9 1	7,442 8 6	13 16 1½	96 13 1	7,111 6 11½	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm	22	5	Aug. 30	13,017	....	....	356 9 0	10 3 8	71 5 9½	363 6 8	5
778,116 16 8	777,956 13 2	3 0 0	†Manchester & Bolton	23	10	Aug. 26	..	408 5 6	205 13 5	613 18 11	8 15 4½	61 7 10¾	560 2 8½	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	Aug. 23	..	3,189 9 1	2,047 18 9	5,237 7 10	14 19 3¾	104 14 11½	1,162 0 2	13½
1,533,000 0 0	1,540,375 3 5½	2 10 0	Midland Counties'	25	57	Aug. 28	12388½	1,992 4 11	935 1 8	2,927 6 7	7 6 8⅔	51 7 1½	2,002 19 9	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	26	61	Aug. 28	..	810 14 7	991 2 7	1,801 17 2	4 4 4⅔	29 10 9½	1,976 15 9	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	27	72½	Aug. 28	..	3 556 13 7	1,339 1 8	4,895 15 3	11 11 7½	81 1 6	3,287 19 5½	72½
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	Aug. 27	5,635	1,242 14 3	185 17 1	1,428 11 4	9 5 6½	64 18 8½	....	..
720,000 0 0	354,912 14 10	5 0 0	Northern & Eastern	29	15½	Aug. 29	13194½	1,034 10 7	5 15 4	1,040 5 11	9 11 9	67 2 3	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	Aug. 28	5,821½	588 16 1	98 5 2	686 1 3	4 15 3⅔	33 8 5⅔	....	..
600,000 0 0	220,245 0 0	4 0 0	Ulster	31	8	Aug. 29	6,790	....	....	179 8 10	3 11 6	22 8 7½	203 12 9	8
446,666 0 0	446,500 0 0	9 0 0	York & North Midland	32	23	Aug. 30	10,074	....	....	2,006 6 7	12 9 6½	87 4 7⅔	1,004 6 9	23

2. Toll to London and Birmingham 160*l.* 4s. 6d., to be deducted from gross receipts.

4. For six days.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169¼ (118¼+18+33.)

14. The 29*l.* 10s. 1d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The amount given in the table includes the receipts from the horse coaches from Hayward's Heath to Brighton. The divisor, therefore, is 46, although only 37½ miles of the railway are open, including the Shoreham branch of 5½ miles. The toll to the Croydon Company is not included in the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, but the dividend is on the capital invested in the main line only, an 1 is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 5,237*l.* 7s. 10d. are the receipts after deducting omnibus charges, and payments to other Companies.

25. The receipts for goods, &c. include, carriages, 341*l.* 15s. 0d.; horses, 161*l.* 18s. 0d.; dogs, 5*l.* 2s. 6d.; parcels, 233*l.* 14s. 7d.; cattle, 48*l.* 8s. 6d.; corn, 18*l.* 0s. 7d.; heavy goods, 499*l.* 10s. 9d.; coal, 78*l.* 11s. 9d.—Total, 985*l.* 1s. 8d.

27. The dividend includes a sum of 31,780*l.* earned previous to the last half-year.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

A Shareholder of the Midland Counties' Railway Company, *will find his query answered if he will look at the report, which we published the week before last, of the proceedings of the General Meeting.*

A Lover of Truth.—*We did not say that the profits of the line he alludes to are at the rate of 5l. per cent.; we only published the report of the Directors, in which the dividend is stated to be at the rate of 5 per cent.*

Checkmate, *in reference to an advertisement, can only appear as such.*

Mr. Bernard of Cardiff *has our best thanks.*

An Old Engine Driver.—*When our correspondent has "entered more into detail" we shall be better able to judge whether the matter is "worthy of public notice," at present we see no reason to interfere.*

We have much pleasure in complying with the request of two correspondents who wrote to us from Glasgow on the same subject. They will see that the alteration has been made as suggested.

The northern correspondent who addresses our publisher by name need be under no apprehensions. He may rely upon the most inviolable secrecy.

Sunday Travelling.—*The sixth and last letter of* An Anti-Sunday Fanaticism, *if possible in our next.*

A Subscriber, *at Shrewsbury, may procure the book he wants at our office in Fleet-street, for one shilling.*

London and Blackwall Railway.—*In answer to an Intending Shareholder, we beg to say that the dinner proposed by Mr. Cruchley at the late meeting did not, we are told, come off on Thursday last as proposed—a circumstance which we attribute to anything rather than to a want of will to show a mark of respect to the Directors. Certainly, they fully deserve it, and we trust that the scheme will not be allowed to fall to the ground.*

The letters of F., Wotton, and others, on the Great Western Railway, Verax, Humanitas, &c. are in type, and shall appear next week.

North Midland Railway.—A Shareholder (*Liverpool*) *must give his name and address before we can pay any attention to his application.*

Edinburgh, Leith, and Newhaven Railway.—*The letter of Messrs. Handyside and Wilson in reference to a statement in the Report of the Directors shall appear next week.*

Edinburgh and Glasgow Railway.—*We have to-day devoted so much space to the affairs of this Company that we have not room for the "Journal" of the Edinburgh Directors. Before the note of a Lancashire Proprietor reached us, we had noticed its subject.*

Mr. Duffield (*Sunderland.*)—*Our correspondent can scarcely do wrong in investing his money on mortgage in any of the principal lines. The debenture holders are sure to be safe whatever may befall the share-holders.*

A Subscriber (*Scarborough.*—*We understand that our correspondent has been answered privately from the Company's offices.*

*** We publish to-day another Supplementary Sheet, for the purpose of getting rid of the large number of meetings that at present press upon us. We now hope to be able to dispense with these extra issues for some time to come.

Traffic omitted last Week.

DUNDEE AND ARBROATH RAILWAY.

Traffic for the week ending August 22, 1841.—Passengers 321*l.* 6*s.* 3*d.*; parcels 13*l.* 11*s.* 1*d.*, goods 50*l.* 12*s.* 6*d.*—Total 385*l.* 12*s.* 11*d.*

GREENWICH RAILWAY.

Traffic for the week ending August 28, 1841.—Passengers 30,5—; Amount 94*l.* 5*s.* 6*d.*

THE RAILWAY TIMES.

SATURDAY, SEPTEMBER 4, 1841.

A REPORT of the proceedings at the General Meeting of the London and South-Western Railway Company will be found in another part of our present number. The meeting was of a very gratifying character, and the explanations and elucidations offered by the gentleman who so ably presided on the occasion, must afford satisfaction to the proprietors in looking forward to the future prosperity of the undertaking.

The part of the Company's proceedings, during the last six months, in which the public are most deeply interested, has reference to the greater punctuality in the arrival of the trains. The South-Western Railway had for some time the unenviable notoriety of being one of the most irregular lines in the kingdom. The peculiarities of traffic, alluded to by Mr. CHAPLIN, may in some measure account for, but cannot justify, so systematic a course of unpunctual arrivals as lately marked this line, and without doubt disgusted many of its best patrons. We are happy to find, however—and, in addtion to the Evidence given by Sir FREDERIC SMITH, before the Committee on the Railways' Regulation Bill, the statements made on this point at the meeting are confirmed to us from other quarters—that a most decided improvement has been discernible during the last few months, and we trust will continue to be observed. To nothing but the most culpable carelessness can any cause of complaint on this score be ascribed, after a line has been opened sufficiently long to have a due system of discipline introduced among the officers and servants of a Company. In this, as in most other points, the greatest of all lines—the London and Birmingham—presents an excellent example for imitation. We had occasion, within the last few days, to travel upon that line, and were both suprised and delighted with the extreme regularity of arrival at the several points, and with the admirable and expeditious manner in which the business at the stations was conducted, without any of that confusion or appearance of bustle so frequently to be observed under similar circumstances. So much for the enforcement of a system of order, the results of which have elicited the commendation of even unwilling witnesses!

It will be seen that the Gosport line, the completion of which has been impeded by an unfortunate failure of a portion of one of the tunnels, is expected to be ready for traffic in about a fortnight from this time. There can be no doubt that this branch, virtually connecting the important and flourishing town of Portsmouth with the metropolis, will contribute essentially to the success of the parent undertaking. The shares of the branch line are held, it will be remembered, under somewhat peculiar circumstances, the proprietors having the option, at any time within six months after its opening, to continue to receive from the funds of the South-Western Company, 5 per cent. on their investments, or to take their chance of a dividend from the joint earnings of both lines. There will, we presume, be but few who will not accept the terms of a dividend.

We rejoice to find that the new docks at the further terminus of the line are rapidly advancing towards completion. That undertaking was for a long time under a cloud—from what causes we will not stop to inquire—but has at last apparently surmounted all its difficulties. We are heartily glad of it, not only for the sake of the proprietors, but because, as was well urged at the meeting, such an auxiliary cannot fail to be of the utmost service to the railway. Whatever may be the final decision in respect of the mail packet station, there can be no question that the local position of the port of Southampton will attract a very considerable trade to the new docks—the accommodation presented by which will, we understand, be very great.

The very handsome and liberal conduct of Mr. HUMPHRYS, one of the Directors, in surrendering to the Company what we cannot but think a most advantageous purchase, ought not to pass altogether unnoticed, contrasting as such conduct very pleasingly does, with that of some Railway Directors of whom we have heard, who have re sold to their constituents a small portion of particular properties for more than the whole had originally cost. Mr. HUMPHRYS has entitled himself to the best thanks of his co-proprietors—and for the example they set, to the thanks of the railway public at large.

It is curious and amusing to observe how the same matters are sometimes regarded at different railway meetings. Take for instance the proposed publication of a list of proprietors' names. It will have been seen from our report of last week, that the subject was brought forward by an influential proprietor at the late North Midland meeting, and that the motion for publication having received the warm sanction of the intelligent Chairman, was unanimously adopted by the meeting. No sooner, however, was a similar proposition suggested at the South-Western meeting than it was as unanimously scouted! We cannot, we confess, see that much practical benefit would be likely to result from the proposed publication. It is true that a holder, or intending purchaser, of shares, might have his confidence in the merits of a line increased, if he knew that men of accuteness and foresight were his partners, but unless he could tell what was the extent of their several holdings—and *this* is on all hands disclaimed—very little stress could be laid upon the appearance of particular names in the list, as a proprietor might hold one share or one hundred. Take again the case of a depreciation fund. At the late Eastern Counties' meeting, a gentleman deeply interested in railway property deprecated the establishment of any such fund, and his sentiments were seemingly sympathised in by a considerable section of the meeting; while one proprietor at the North Midland meeting, and another at the South-Western, severally expressed their regret that a depreciation fund had not been set on foot, and in both cases the Directors accounted for the omission. We are glad to find, however, that whatever differences of opinion may exist upon minor points, railway shareholders at large seem growingly alive to the importance and absolute necessity of good management in the conduct of their affairs. The very pertinent questions put at the North Midland meeting, as alluded to in this part of our last week's number, and the pains taken at the South-Western, on Saturday, to explain various points upon which misconception had arisen, are clear proofs that both proprietors and Directors are becoming impressed with a due attention to their several duties. Long may such feeling exist, and widely and rapidly may it extend! There is still large room for improvement.

WE regret to find from the report of the Edinburgh and Glasgow Railway meeting, which we give elsewhere, that the unfortunate and most unseemly disputes among the members of the Board of Management are still as far as ever from being settled—indeed that recent events have only tended still further to inflame them. We had hoped that the good sense of that section of the Board, of whose views so large a proportion of the shareholders have formally signified their disapproval, would have induced them to give up a point which they cannot retain without

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prejudice to the interests of the undertaking, nor even persist in striving to secure except at the expense of the pockets of their fellow proprietors, and with a disregard of public decency which will redound neither to their official nor their private honour. An appeal to the House of Lords is now spoken of, and if the shareholders are fools enough to suffer it, by all means let the lawyers make a harvest of the Company! We really had imagined that the natives of the North, proverbial as they are for shrewdness and prudence, would not have looked calmly on and seen their property squandered on "interdicts," "interlocutors," and other technical manifestos, when common sense so clearly pointed out what process it would be most conducive to their own interests to adopt. The legal gentlemen have, as a matter of course, a great deal to say on both sides; and their respective clients are clamorous in the assertion of their real or imaginary rights, and loud in their complaints of the trickery and treachery of their opponents. Meantime, the shareholders should ask themselves this simple question,—*Who will have to pay for all these very edifying exhibitions—the squabbling Directors or the long-enduring constituents?* It is very well for Directors to decide their quarrels at other people's cost; but if as some allege this is merely a case of *Edinburgh* v. *Glasgow*, let Edinburgh and Glasgow, or those who take upon themselves to champion the rival cities, pay from their own pockets for the luxury of going to law, and not throw it upon the shoulders of the shareholders of the Edinburgh and Glasgow Railway, who care not one straw for local disagreements, and are only anxious that their property should be so managed as to be rendered as largely and as speedily productive as it is possible to make it.

Whatever may be the legal interpretation of those clauses of the Company's Act, out of which this dispute has arisen, the bare fact that there can be *a doubt* whether there are not at present three separate, independent, self-acting, executive bodies, having equal and similar, though undefined, powers and functions, *beyond the limit or control of the shareholders at large*, ought to be sufficient to convince all reasonable men that the sooner some alteration is effected in the constitution of this triune Board the better. To think of carrying on the traffic of a railway under a responsibility so divided and consisting of so many jarring elements is preposterous in the extreme; and one can only wonder that even the construction of the line has not been greatly impeded by the peculiar constitution of the Direction. That *some* hindrance must have occurred we make no doubt, and if to this cause and the jangling now going on, be attributable the delay in the opening of the line beyond the day originally anticipated, the belligerents have much to answer for.

The simplest, the cheapest, and the most effectual way of setting the matter at rest, is an application to Parliament for amended powers. One of the Edinburgh Directors had the assurance to say at the meeting, that his friends and himself would resist such an application to the utmost of their ability. We trust the proprietors will take care that *their* property is not used to oppose their wishes and inflict damage on their undertaking. Why do not the shareholders at large at once call upon the Directors to resign *en masse*, and then reappoint such of them as will act harmoniously together, and with any new members that may be introduced? Should any of the Directors be shameless enough to retain his seat, after a requisition from (we shall suppose) nine tenths of the proprietors, his motives and objects would be pretty clearly developed. We call on the *English* shareholders in particular, who can have no local bias in the matter, to rescue this important undertaking from its present anomalous position. We care not where the seat of government be fixed—whether at Edinburgh or Glasgow; but that the government itself should be one and undivided, is so self-evident an axiom, that we are surprised it can in practice be for one moment disputed. On no account should the earliest possible opportunity of applying for an amended Act be neglected. Unopposed, such an Act would cost much less than the interminable litigation into which the Company has been cast; and without an Act of Parliament these contentions, if amicably arranged to-morrow, might in less than six months break out again and burn more fiercely than ever.

As regards the line itself, we are glad to find that it will very shortly be completed and open to the public. The works, we are informed by parties who have personally inspected them, are well constructed, and if the statement of the Chairman as to the total expected disbursements should prove correct, will have been made cheaply. The plan proposed to be adopted of fixing for the present *permanent* stations at those points only where the traffic is certain, is most judicious. A contrary course has entailed much inconvenience and expense upon many Companies, and has already led to the abandonment of several stations, and will yet lead to the shutting up of more.

The estimation in which the proprietors regard the undertaking may be judged of from the fact stated by the Chairman, that in less than a month after the call last made became due, nearly the whole amount was paid up. Let them get rid of intestine broils, and the proprietors will have nothing to fear and very much to hope!

We insert elsewhere a "Statement" issued by the Directors of the Edinburgh, Leith, and Newhaven Railway, preceded by a note from the Secretary of the Company, wherein it is announced that the Directors consider the said document to be "a very sufficient answer to the extraordinary and certainly unfounded statements made" in an Editorial article which appeared in the *Railway Times* of the 14th instant. Brevity seems to be, in the opinion of the Managers of the Edinburgh, Leith, and Newhaven Railway, the soul of official documents, and therefore we have perhaps no right to expect that our "certainly unfounded" statements should have been specifically pointed out and refuted; but in order that our readers may the more easily judge for themselves, we will here briefly recapitulate them.

We "stated," in the first place, that the balance *sheet* (what a misnomer!) of the Company, as laid before the proprietors in the Report emanating from the offices of the Directors, was comprised in two lines. Was there anything "unfounded" in *this* statement, or anything "extraordinary" in the circumstance that we, who had over and over again complained of the scantiness of ordinary financial expositions, should denounce as a piece of cool assurance—as an insult to the understanding of the proprietors—as a disgrace to the parties who issued it—*such* a document as that upon which we commented? Was there anything "extraordinary" or unreasonable in the expectation that the Directors would have condescended to state the sources whence their income was derived, or the mode in which it had been expended? If the Managers of other Companies which are in a comparatively flourishing state consider themselves bound to comply with the provisions of their Acts of Incorporation, and to furnish an annual or semi-annual detail of their financial position, we should be glad to know by what peculiar privilege the Directors of a concern which they themselves declare to be virtually insolvent are absolved from a similar duty.

We "stated," in the second place, that a railway extending to the extraordinary length of *one mile and a quarter* had been five years in progress, and that at the present time it was no nearer completion than at the period of the previous Report, when the Directors distinctly pledged themselves that it should be finished at the latest by the 1st of May last. We drew no inference from the non-fulfilment of the official promise—we made no remark upon the "statement"—was the statement itself correct, or was it "certainly unfounded"?

We complained, in the next place, that while the Directors announced that they had "*now* (!) settled the terms on which they are to obtain possession of the remaining property," they had not thought it worth while to inform the proprietors what those terms were, or what the cost would be. Was there anything "extraordinary" or "unfounded" in *that*—beyond the extraordinary *courage* of the Directors in putting off their constituents with such vague generalities, and the *very* extraordinary—we believe we might say the unparalleled—patience of the proprietors in submitting to it for one moment, instead of doing as we are told by the Directors' circular they *did* do, "unanimously approving of the Report."

It is needless to go through the remainder of our "extraordinary and certainly unfounded statements."* We said then, and we say again most distinctly, that a more unsatisfactory document never issued from a Board-room, and *that* is saying a great deal. The Directors of the Edinburgh, Leith, and Newhaven Railway (the very name is false) may take our word for it, that shareholders are not to be so easily satisfied as they would seem to imagine. If they expect that shares which may be had any day in the market for a few shillings a-piece are to be taken up at 10*l*, they must tell the world a good deal more than they have yet deigned to do "in regard to the present position of the affairs of the Company." Their prospects, even on their own showing, are not very bright, and they will not be rendered more so by the issue of such Reports as that which has given occasion for these few remarks.

We have referred to the management of this Company not from any wish to damage it in public estimation by "extraordinary" or "unfounded" statements, but out of a sense of duty to the proprietors, who are now called upon for further contributions, and in our vocation as the upholders of the real and permanent interests of the railway system, which such proceedings as those thus very cursorily alluded to are so much calculated to injure and destroy. Much more might have been said, but for the present we forbear. The Directors have no reason and no right to charge us with giving publicity to "unfounded" statements to their prejudice, or the prejudice of their under-

* Since the above was in type, we have been in personal communication with a friend of the Directors in reference to our so called "extraordinary and unfounded statements," and the only *fact* which it would seem we have mis-stated is, that the Directors have *not* raised 50,000*l*. Their friend assures us, that they have raised 52,000*l*. More shame to them, say we, that with such means at their disposal, the works have not progressed further and faster,

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taking. We have prnted in full their own official "statements" with such comments as the case seemed to require. If our inferences have not been borne out by facts, or if our arguments have been unsupported by the contents of the documents themselves, then we are in error, and the public will judge accordingly; but we beg it to be distinctly understood that we have made no "statements"—we have merely offered a few observations upon those of the Directors.

We shall probably return to this subject.

The above was in type, and intended for insertion last Saturday. Since that time the following notice has been sent to us, which we insert precisely as we received it, merely premising that we have no confidence whatever in these *private* meetings, from which the press is excluded. It would seem as if certain questions had been "answered to the satisfaction of the meeting." Why not give the shareholders at large and the public generally the means of determining *how* satisfactory these answers are to be considered?—

"At a meeting of the shareholders of the Edinburgh, Leith, and Newhaven Railway Company, held in London within the George and Vulture Tavern, St. Michael's Alley, Cornhill, on the 1st day of September, 1841.

"Present, Messrs. Pearson, Paine, Rougemont, F. Barnard, Deacon, Nicholas, Ward, Curling, Getting, and proxy held by Mr. Pearson for Mr. Goodeve.

"GEORGE ROUGEMONT, Esq. in the Chair.

"After hearing the Secretary from the Board in Edinburgh, to whom several questions were put, and answered to the satisfaction of the meeting,

"It was unanimously resolved,—That the shareholders present are of opinion that the recommendation contained in the statement issued by the Directors on the 16th day of August, 1841, *should be carried into effect*.

Signed "GEORGE ROUGEMONT, Chairman,
"ALLEN GEORGE FIELD, Secretary."

THERE are one or two points in connection with the Dublin and Drogheda Railway meeting (for a notice of which we are indebted to an Irish contemporary) to which we would very briefly call attention.

In the first place it gives us much pleasure to find that the works of the line are proceeding very satisfactorily. Every essay in railway-making in Ireland possesses peculiar interest; and although we see no reason to modify in the smallest degree the opinion we have so frequently expressed of the total inadequacy of "private enterprise" to the requirements of that country, we rejoice to think that the formation of even one line, such as the Dublin and Drogheda, will be so far a boon to the public, and we hope and believe a benefit to the proprietors also.

It will be seen that the example set in this country, in the formation of Railway Friendly Societies, is about to be followed on the Drogheda line. The remark of the worthy Chairman of the Company, that the moral effect which some little consideration for the welfare of the labourers employed in their service would produce, would be highly to their interest, is most just. It would appear that the society in question is to cease with the completion of the works; but doubtless a similar one will be organized for the benefit of the permanent staff of the Company when the line comes into operation.

A novel power is possessed by this Company, as explained by Mr. MAHONY their legal adviser, namely, of splitting up the 100*l.* shares of the Company into small shares, say of 10*l.* each. Mr. MAHONY strongly recommend the Company to avail themselves of this power, so as to apportion these fractional shares among the small farmers and others of contracted means in the vicinity of the line, in order to make them feel a direct interest in the prosperity of the undertaking. The scheme is an excellent one, and we trust will be carried out. The purchase of a hundred pounds' share is totally beyond the reach of many an individual of the class referred to, who may nevertheless feel well-disposed towards the railway.

We are sorry to perceive that the Directors are about to have recourse to the plan of paying interest on calls. It is, as we have long since shown, fallacious in principle and has proved utterly inefficient in practice. The Directors state in their Report that "this plan has been advantageously adopted by *several* railway companies in England." We should be glad to have *one* such instance pointed out to us.

WE understand the Devon and Cornwall Railway case is steadily preparing, in the hands of the Committee of the county, who will lay their Report before the county as soon as the members return. Should the county meeting resolve to promote and support the undertaking, the intention will be carried out that the landowners shall be individually addressed, in order to make such conditional agreements for the appropriation of their lands for the line as will exhibit proofs of their support, and appreciation of the advantages which the railway will give to their properties. When the subject has been thus carefully prepared, and the present commercial distress becomes less, the whole project will, it is expected, be submitted to the public.

There is one feature which we could wish to see added to the present position of the parties, and that is, a cordial understanding and co-operation between the inhabitants of Plymouth and the people of North Devon and Cornwall. To attempt to carry two lines in the present day through such counties as Devon and Cornwall would most likely end in the failure of both. Each party—one for Plymouth and the other for Cornwall and Falmouth, will probably think its own case the best; but if, as we have some reason to suppose, a united line not seriously prejudicing the interest of either, could be agreed upon, it is certainly the most sensible course to unite operations, and with such union we should have no doubt of their common success.

IN our advertising columns appears a statement in reference to the proposed line of railway to Scotland *via* Lancaster and Kendal, which cannot but be of considerable interest to all who are anxious to see the benefits of an improved mode of communication such as railways present, as widely and as speedily extended as possible. Lord LOWTHER has accepted the Chairmanship of the Central Committee, and from his Lordship's influence with the new Cabinet, there can be no question that the choice of the Committee has been most judiciously fixed. Important co-operation is, we understand, promised from other influential quarters, and altogether the prospect is most encouraging.

We would again earnestly urge upon all concerned the desirableness of pressing this subject upon the attention of the Legislature. We would fain hope that the new Parliament will consider this matter in a different light from that in which it was regarded by their predecessors—that they will look upon it, as it really is, as an important national undertaking, in which the community at large are most deeply interested. A very few facilities, which the Legislature might extend without the smallest prejudice to parties or individuals, would do much towards the accomplishment of this great work; and why these facilities were withheld, after the steps taken to have the preferable route pointed out, it puzzles us to conjecture. Very many persons are of opinion that a line, such as either of the proposed railway routes to Scotland, ought to be entirely undertaken at the public expense; but without going so far as *that*, we do think that the very least the Legislature and the Government can do is to afford every facility in their power to parties who may feel disposed to embark their property in the venture. We have seen how in the case of the competing lines to the Welsh coast, a resolution of the House of Commons—good, under ordinary circumstances, we freely grant—could not be dispensed with; albeit, it was proved that no detriment could thereby arise to any of the interests connected with the execution of the project; and such being the case, the new Parliament will differ very materially from the old, if any consideration is extended towards the Scottish Railways. We trust that it will so differ, and that means will be speedily devised for carrying out a scheme, which will certainly prove advantageous to the public, and which we have not the slightest doubt will ultimately become liberally remunerative to its promoters.

A VERY interesting Report in connection with the Birmingham and Derby Railway, will be found in our advertising columns. It will be seen that a most extraordinary discrepancy exists between the actual receipts of the railway and the amounts furnished by the officers of the Company, and published from week to week in our columns. We readily acquit the Directors of any attempt at wilful falsification, but we must say, that nothing short of gross carelessness on the part of the superior officers of the Company can at all account for *mistake* after mistake of a character so likely to be looked upon as purposely committed. It is quite clear that the offices of the Company require revision—indeed, the Committee appointed at the previous meeting hint this pretty plainly—and we trust that no time will be lost in establishing matters upon a more satisfactory basis. The proprietors of the Company will naturally infer that Directors who have omitted so common a duty, as looking to the efficiency of the executive staff, are by no means the best qualified parties to preside over the affairs of an undertaking, which is admitted on all hands to require *more than ordinary* energy and good management to render it productive. We learn from the Report, that the Directors have voluntarily surrendered their usual allowance—an act highly creditable to them, considering the embarassed position of the Company—but which, taken in connection with the unaccountable error to which we have referred, affords another proof that unpaid services are not always the cheapest in the end.

IT gives us great satisfaction to learn that the inhabitants of Brighton are about to show their sense of the benefits which the railway is certain to confer upon their town, by inviting the Directors to a public dinner on the occasion of

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the opening of the line throughout, on the 14th instant. This is as it should be. We could wish, indeed, that the residents of districts, the prosperity of which is likely to be promoted by the formation of railways, would assist them in a more tangible shape than they generally do, but these complimentary notices are nevertheless not without good effect. The completion of the Brighton line, in a manner so rapid and so able, entitles all connected with it, to every mark of honour and respect which can be conferred upon them.

A VERY interesting and gratifying sight was exhibited on Monday morning last in the arrival at the Euston-square station of a large number of the members of the Birmingham Mechanics' Institution, who had availed themselves of the facilities presented by the railway for a trip to the metropolis. A special train had been provided for the occasion, the Directors of the Railway Company having most liberally reduced the charges to the rate of 18s. per passenger *both ways*. The number of passengers was 473.

We have the satisfaction of knowing that the appearance of the parties was in the highest degree creditable, and their general demeanour most unexceptionable. It had been previously arranged that they should visit the Colloseum Regent's Park, the Zoological Gardens, the Royal Gallery of Practical Science, the Exhibition of the Society of Arts, and the United Service Museum in Whitehall; and we are informed by friends who had an opportunity of witnessing the conduct of the strangers in these several localities, that nothing could have been more proper, or could more completely have given the lie to the calumnious assertion that the lower orders (as they are called) of English society are behind their brethren of the Continent in a proper appreciation of public exhibitions of art.

Excursions of the kind referred to, are, we are happy to see, becoming very general. We learn from the *Midland Counties' Herald*, that a party consisting of about 100 members of the Birmingham Athenæum, made a second excursion on the Derby line of railway on Tuesday last. Although during the whole of the forenoon the weather was most unfavourable, and marred considerably the enjoyment of the party, yet it cleared up in sufficient time to enable many to visit Keddleston Hall, and the extensive and beautiful scenery around it. The evening was spent in the Derby Arboretum, and the party returned to Birmingham the same night, much gratified, on the whole, with the day's excursion. It is the duty, and we are sure will be the delight of Railway Managements to *encourage* similar excursions by every means in their power. Nothing has so direct a tendency to elevate the manners and morals of a people as a well-regulated association with their compatriots at a distance.

—o—

THE only petition for a Railway Bill which has yet been presented to the House of Commons, during the present session, is from the London and Greenwich Company. It has been ordered to lie on the table.

—o—

MR. FRENCH had given notice that he would move on Tuesday last for a Committee of the whole House on Irish Railways, but in consequence of the adjournment the motion was necessarily deferred. We understand that recently the counties of Clare, Limerick, and Cork, and the cities of Limerick and Cork, have unanimously adopted petitions to the legislature in favour of the scheme of Irish Railways. A very sensible article on this subject from a correspondent will be found in a subsequent collumn. The "Bill for the making and maintaining of public railways in Ireland," has just been published, but in the present crowded state of our columns we cannot find room for its verbiage. We shall have frequent opportunities of noticing its substance.

—o—

MR. EWART has placed on the books of the House of Commons for Tuesday night next, a notice of the following proposed resolutions; but in consequence of recent political events it is more than probable that the motion will be postponed:—

"1. That it is expedient that Committees on Private Bills should be approximated, more nearly than they now are, to judicial tribunals, and exempted, as much as possible, from all motives of local and personal interest: And that the responsibility and efficiency of Committees of this House in general would be promoted by diminishing the number of members composing them.

"2. That, with a view of attaining these objects, the number of members composing Committees on opposed Private Bills be reduced to seven.

"3. That such seven members be appointed by the Committee of Selection, after the second reading of such Bills.

"But that, previous to such appointment, the Committee of Selection do ascertain from each of such seven members that he is willing to serve, and that he is, neither through his constituents nor himself personally, interested for or against the Bill in question:

"And that, in case he is unable to serve, or is interested as aforesaid, the Committee of Selection do appoint some other member to serve in place of him.

"4. That the Committee of Selection appoint no member to serve on more than one such Private Bill Committee at a time."

—o—

IN the *Sun* newspaper of Monday last a correspondent writes as follows. We suspect that if all similar "experimental trips" were faithfully reported, this one would not stand alone:—

"On Thursday morning last a new steam carriage, built by a Company of gentlemen at the west end of the town, started on an experimental trip from London to Hastings, where they arrived in the afternoon, a mile from Hastings, when unfortunately the boiler burst. The carriage was brought into the town of Hastings, and on Friday it was repaired, and on Saturday morning the party left Hastings on their return to London. In descending the long and steep hill, within one mile of Sevenoaks the skid or drag-chain broke, and they descended the hill at the rate of 63 miles per hour, and fortunately reached the bottom of it undamaged in person, although in the descent they every moment expected to be dashed to pieces. On their attempting to proceed up the opposite hill into Sevenoaks, it was found impossible, the whole of the machinery being broken and out of place. With the assistance of ten horses it was conveyed to the Crown Inn, at Sevenoaks, where it remains much damaged."

GLASGOW AND AYRSHIRE RAILWAY.—The seventh half-yearly meeting of the proprietors of the Glasgow and Ayrshire Railway was held on Monday, James M'Call, Esq. in the Chair. The Report of the Directors was unanimously agreed to with this slight addition:—"That the number of Directors instead of being fixed at twelve, as recommended, should be any number, not below nine, and not exceeding fifteen, as the shareholders might see fit." The works remaining to be erected, it is stated in the Report, are limited in number and extent. The Directors are, in the whole, much satisfied with their experience during the last year of the passenger traffic, and recommended the meeting to declare a dividend out of the profits of the Company's credit of 12s. pershare.—*Glasgow Cour.*

RAILWAYS IN IRELAND.

"Soon shall thine arm unconquered steam afar,
Drag the slow barge or drive the rapid car,
Or on wide waving wings expanded bear
The flying chariot through the fields of air."

DR. DARWIN.

How little did the imaginative author of the above lines contemplate the prodigious advantages likely to arise from the use of steam in the present day. That this mighty abridger of time and space has entirely revolutionized the commerce of our own country is now generally admitted. But extraordinary as are the advantages that have resulted from the use of the steam carriage in England, they are as nothing when compared with what it promises to do for Ireland, and as public attention is now most anxiously directed to the extension of railway conveyance in the sister kingdom, it may be advisable to examine the most interesting of the facts which bear on the subject. We shall thus place this great national undertaking in a clear point of view, and it will at once be seen that its importance has been in no shape overrated by the philanthropic and wealthy individuals who are so actively engaged in furthering the plan. It is in the first instance proposed to construct a continuous line from Dublin to Limerick by Holy Cross, the expense of which, acccording to Mr. Vignoles' abstract of the Railway Commissioners Report, will be considerably under one million three hundred thousand pounds, the capital to be raised by the Act of Parliament. But the direct route, as well as separate items of expense, will be best understood by taking this portion of the abstract as it has been put forth officially:—

	Miles.	
Entrance into Dublin	1¾	£60,389
Inchicore to Celbridge	9	125,797
Celbridge to Rathangan	24	176,610
Rathangan to Maryborough	19½	126,700
Maryborough to Holy Cross	37¾	233,734
		£723,230
Holy Cross to Tipperary	13	70,718
Tipperary to Limerick	22¾	159,914
	127¾	£953,862
Carrying establishment		127,250
		£1,081,112
Contingencies, 10 per cent.		108,111
Commissioners' estimates		£1,189,223*
Surplus		110,777
Total		£1,300,000

Let us now examine what is likely to be the result of this outlay. In the first place it opens a communication from sea to sea, so that a direct route is opened with America from portions of our island that formerly presented a very dangerous and uncertain passage. But its value in developing the internal resources of Ireland are so great as almost to defy description. Vast districts of that fruitful portion of the country that border the river Shannon will at once be brought into cultivation as a market will be found for their agricultural produce, and the ready means of transit which will thus be afforded must of necessity protect the inhabitants of particular districts from the extremity of want at periods when an abundance of food could readily be procured in other parts of the island. A very important feature in the proposed line is its connection with the Shannon, as this river washes the shores of the following ten counties—Galway, Tipperary, Clare, King's County, Leitrim, Roscommon, Longford, Westmeath, Limerick and

* It may at first view appear that the sum named here as the entire outlay for more than 127 miles of railway, and the connecting works, is much too small from the experience of other Companies, but this arises from the peculiarly favourable nature of the ground recommended in Mr. Vignole's able Report.

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Kerry. These counties are abundant in population, and susceptible of great improvement by an increased attention to agriculture, mining, and manufactures generally. It may be right to add, that for a distance of 60 miles from the sea to the proposed junction with the railway, the Shannon presents a fine estuary, without bar or other impediment whatever, and with a flood of full 20 feet up to the very verge of the railway, so that the largest vessels would receive and deposit their freights without the usual transfer to smaller craft.

When the great arterial line of rail is completed, extraordinary advantages will be derived by the formation of cheaper branches diverging into the mining districts, as Ireland is rich in mineral treasures to an extent far beyond what the public have ever estimated. Some late surveys prove that both in copper and lead ores the Irish mines surpass those of this country, and that there are good markets for their produce if they possessed but the means for conveyance and capital to work them.

It is, however, in her manufacturing industry that Ireland will be ultimately most benefitted. The first spur to her national improvement will be given by the railroads increasing the value of agricultural produce; and that advantage will be instantaneous, affecting the British agricultural labourer as well as those of the sister kingdom. But the copper and lead which are found so abundantly in Ireland will give birth to a variety of manufactures far beyond what the most sanguine lovers of their country could have contemplated in their day-dreams of philanthropy. Some notion of the value of Irish mining property may be gleaned from the fact, that a single Company has employed more than 2,000 families, consisting of at least 17,000 individuals; but the great bar to the progress of manufactures in Ireland has been the want of a sufficient supply of coals, an evil which will be entirely obviated by facilitating internal communication.

In concluding this brief notice of the advantages that Ireland is likely to derive from the introduction of an efficient system of railways, through her rich but hitherto unproductive districts, it is gratifying to see that party spirit has in no instance ventured to raise its hand against the promoters of this great and good work. Truly may the commencement of their labours be said to constitute an era in the history of Irish amelioration, and the base-stone of future prosperity, of a country which has been justly designated as the brightest jewel in the British crown.

C. F. P.

GLASGOW AND GREENOCK RAILWAY—PRESENTATION—On Tuesday evening last, Mr. John Cook Alcroft, superintendant of the locomotives on the Glasgow, Paisley, and Greenock Railway, was presented with an elegant gold watch and appendages, valued at 40*l.*, by the workmen under him, the guards upon the line, and a few other friends, as a mark of the high estimation in which he is held by them, both in his official and private character. The watch bore the following inscription:—Presented to Mr. John Cook Alcroft, superintendent of the locomotive department in the Glasgow, Paisley, and Greenock Railway, by the men employed on the line, and other well-wishers, as a mark of their esteem. Glasgow, 24th August, 1841." The presentation took place in Mr. M'Liver's Railway Tavern, Clyde-place; James Halliwell, Esq., in the Chair, Mr. James Andrew, croupier. About 60 gentlemen sat down to supper on the occasion, and the evening was spent with the greatest harmony and good friendship. The health of Mr. Alcroft was of course drunk with the greatest cordiality, and a variety of other toasts, prefaced by appropriate addresses, were given, and warmly responded to by the meeting.—*Scotch Reformers' Gazette, August 27.*

THAMES HAVEN DOCK AND RAILWAY COMPANY.

THE Adjourned General Meeting, which should have been held yesterday, was again adjourned *sine die*, in consequence of the non-attendance of the requisite number of proprietors. The following is the Report which it had been intended to submit to the meeting:—

REPORT.

The Directors have been unremitting in their exertions since they last met the proprietors, but they are obliged to add with regret, that they have as yet made but little progress. The difficulties, which on former occasions have been explained, still impede them; while on the one hand they can state with confidence, that in proportion as the project has become known, and its merits attracted discussion, the utility, feasibility, and eventual success of the speculation are acknowledged, yet on the other, the distaste for all speculation, however safe its promise, has increased with the public and commercial difficulties of the times.

It is well known that all enterprise has been checked by the uncertainty and apparent instability of public affairs for many months past, and the prospects of the Company have been clouded only in common with those of other bodies of similar character. The Directors are convinced that it is to these causes that their continued disappointment can be fairly attributed; nor do they entertain any doubt that when the commercial horizon becomes brighter, and business in general has been restored to a vigorous and healthy state, the shares in the Thames Haven Railway will be regarded as a safe and beneficial investment. Other circumstances have certainly assisted to impede their operations. They had calculated upon receiving large support from the proprietary of the Eastern Counties' Railway, whose interests are so obviously identified with the interests of this Company, that it is difficult to account for the indifference with which they have viewed its tardy progress, unless the commercial difficulties of the times have prevented from affording as promptly as could be wished what lays in their power to advance the interest of this Company.

The coal owners in the north have been equally remiss in coming forward to promote subscriptions; and this is the more unaccountable in them because they have publicly admitted the large benefits which they would derive from the reduction and uniformity of price to which the Thames Haven Railway and Dock would assuredly lead. The slow motion of large bodies is proverbial; it must therefore be the work of patience to overcome the hesitation and timidity of the coalowners, but it cannot be doubted, that with them, as with the proprietors of the Eastern Counties' Railway, self interest will soon produce its effects.

The Directors believe also, that a better state of commercial affairs will induce the proprietors and inhabitants at Margate, Herne Bay, and Ramsgate, to follow up their good and expressed opinion of this undertaking by taking shares in the Company—the Directors of the Margate Pier Company and the Commissioners of the town having held meetings and passed resolutions in its favour. The Directors have spared no trouble, nor will they shrink from similar exertion hereafter to gain the confidence and co operation of the public, in a scheme which they honestly believe to be of not less importance to the community, than to the individuals who have individually embarked in it; but they cannot hope, without being powerfully seconded by those whom they represent, to realise very speedily the splendid results which greater energy must infallibly secure.

While they have thus felt it their duty to explain the difficulties of their position, the Directors rejoice to say they see no cause whatever to distrust the soundness of the prospect, nor the accuracy of the calculations on which it is founded. On the contrary, they daily find greater cause to be satisfied that whenever the funds of the Company are so increased as to enable them to proceed, it will soon prove itself to be at once the most important and the most profitable line of railway in the United Kingdom.

WEST DURHAM RAILWAY.

To the Editor of the Railway Times.

SIR,—In reply to "An Old Subscriber," I beg to inform him that the West Durham Railway is in this predicament. By their second Act the Company are *compelled* to make their railway either under or over the highways which it intersects. In defiance of the express provisions of the Act, the Directors have made the railway to pass the highways *on the level*. The consequence is, that the Company are at the mercy of any landowner or individual, who can compel them to make the railway either *under* or *over* the highways which it intersects. But this cannot be done without entirely altering the levels of the whole railway, besides involving the Company in endless litigation with landowners. This evil the Directors and their Solicitor were fully aware of. I would recommend "An Old Subscriber" and his suffering brethren to come into this neighbourhood, and inquire what probability there is of any quantity of coals passing on the West Durham Railway. I do not deny that there is a large tract of coal in the district; but what is the quality of the coal? Let "An Old Subscriber" apply to Messrs. Bulmer and Gillan, parliamentary agents, in Parliament-street, London, for a copy of the evidence given by Christopher Tennant, before a Committee of the House of Lords, on the passing of the first Act for making the West Durham Railway, and he will learn that that gentleman honestly confessed the coal in the district was of the second rate quality and order. Now, that sort of coal is not, under the present circumstances of the trade, worth working—that is to say, it is profitless, owing to the prodigious quantities brought into the market. * * * For the comfort and satisfaction of "An Old Subscriber," I must tell him that a landowner in this neighbourhood intends to apply in due time for a mandamus against the Company.

I am, Sir, yours, &c.

AN OBSERVER.

Bishop Auckland, 26th August, 1841.

[We have omitted a few passages of our correspondent's letter. It would not be *safe* to give it entire.—ED. R. T.]

EASTERN COUNTIES' RAILWAY.

To the Editor of the Railway Times.

SIR,—In answer to a correspondent in your paper this week, I am not surprised that people should prefer an omnibus direct from Stratford to the Bank, instead of going first by railway to Shoreditch, at about the same expense, and then having a full five minutes' walk afterwards to arrive at the same place.

But I *am* surprised at the low price of the Eastern Counties' shares, which are only worth 8*l.*, when the Directors announced in their Report they could give 5*s.* dividend per share. I believe the Directors speak truth, and if at this unfavourable period of the Company's affairs, they could give yearly above 6 per cent. on cost of shares, what may we expect at a more advanced period. If the Company is receiving 900*l.* a week, and very little of the traffic is taken from the road, I think the prospect most cheering. I understood very few of the *long coaches* are discontinued, that there *were* 50 coaches in and out, and now there are 46, which latter is as much as were on the road between Liverpool and Manchester before their railway was open. Is this account correct? For reasons above stated, I do not expect *much* increase in the business for the first three or four miles from London.

I am, Sir, yours, &c.,

W.

August 21, 1841.

EASTERN COUNTIES' RAILWAY.—At a late meeting of the Eastern Counties' Railway Company, the Chairman expressed his belief that the whole of the line to Colchester would be opened in the course of another twelvemonth, and the present appearance of the works justifies that belief. The viaduct over New Street, Chelmsford, is completed, and the embankment from Springfield having been connected with it, is now carrying on in the Town Field. In about a fortnight the houses in Duke Street, standing on the intended line, will come down, and shortly after the viaduct across that street will be commenced. Further on the workmen are engaged in preparing to throw a bridge over the Can, and the embankment which is to join it from Cherry Garden Lane is being carried on with considerable effect. The work is also going on well at various points between Chelmsford and Colchester. At Hatfield, there is a valley of considerable depth, over part of which the embankment has already been formed.—*Essex Mercury.*

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SAFETY IN RAILWAY TRAVELLING.

Self-acting Apparatus for obviating Collisions on Railways. By CHARLES BERWICK CURTIS, Esq., of Acton, Middlesex.

Fig. 1.

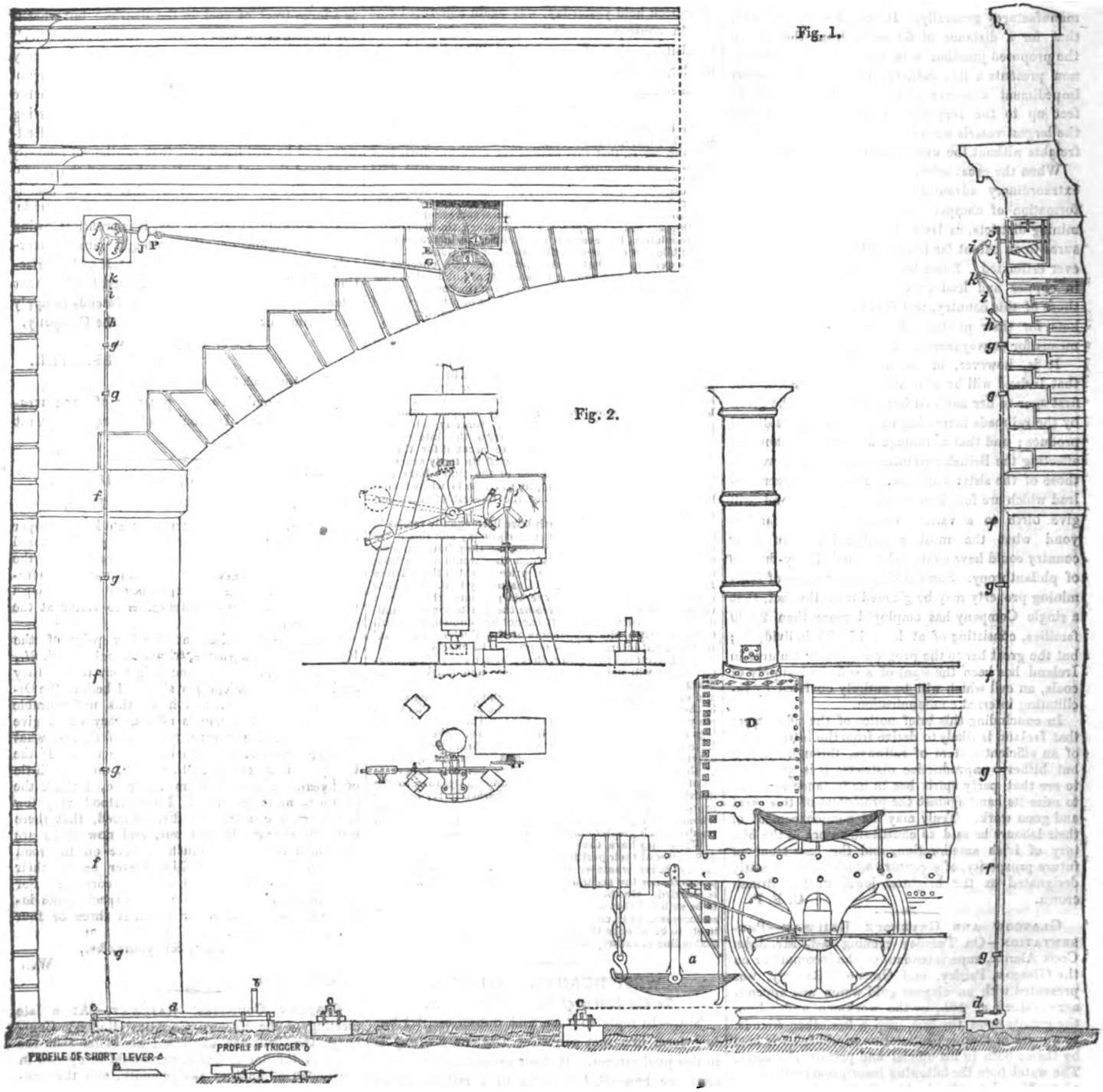


Fig. 2.

THIS patent was granted on the 19th of January, 1841, and the following particulars, taken from the specification, as enrolled, will, with the engraving, show the nature of the invention.

The methods comprised in the patent, are intended to be carried into effect by means of self-acting apparatus; the distinguishing character of which is, that at every time when a train travels along that part of the railway, where any such apparatus is situated, so as to pass by that apparatus, the same will exhibit a signal immediately on the train so passing by, and will continue to exhibit the signal without alteration in its appearance, so long as there will not have been sufficient time for the said train to have advanced far enough along the line beyond the apparatus, to permit of any succeeding train to follow after the said first mentioned train, and the signal so exhibited will give information to the driver of any such succeeding train which may happen to come up in sight of the apparatus that he is to stop and not proceed; and which apparatus, after having so exhibited such signal, then, in due time, begins to withdraw the same gradually from full view by the motion of suitable wheelwork, and whilst so withdrawing, the said signal is caused to change its appearance in some marked manner, in order to give information to the driver of any train which may happen to arrive within sight of the apparatus whilst the signal is so exhibiting in its changed appearance, that such train may proceed slowly, but not at full speed; and the said apparatus, also, after having so exhibited the signal in its said changed appearance, wholly withdraws the signal from view, or withdraws the same into an inactive or resting position, and then the motion or action of the apparatus ceases; and it continues in its inactive or resting position until another succeeding train passes, and the signal in its said inactive or resting position, serves to inform the driver of any such succeeding train which may happen to arrive in sight of the apparatus when in that state, that he may proceed at full speed without risk of collision with the preceding train.

Fig. 1, represents an apparatus fixed to a bridge which crosses the line, or at the entrance of a tunnel.

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C C line of railway.

D locomotive engine, to show the manner in which the action is communicated to the apparatus.

e Piece of wood attached to each side of the engine.

b Curved lever-arm, or trigger, or camb, fixed upon a horizontal axis (*d*), which extends sideways, in order to reach towards the side pier of the bridge, which axis is sustained by suitable bearings set upon a sleeper of wood or stone.

c A short lever extending horizontally from the axis (*d*) towards the face of the pier.

f Upright rod, joined to the end of lever (*c*), and carried up the face of the pier.

g g Guides fixed to secure the rod (*f*).

h An oblique link, connecting the upper end of the rod (*f*) with the lower end of the lever (*i*), being bent in the form of (*i*) a goose-neck, whereof the fulcrum is sustained by a centre-pin in a bearing-bracket (*k*) fixed in the wall.

j Three arms radiating from the centre arbor of an apparatus of wheelwork, with liberty to slide backwards and forwards thereupon, and kept out to its working position by means of a curled spring; the arms are furnished at the extremities and on the outer face with short pins.

HHK Box or screen fixed on the face of the bridge, partly or wholly over the arch, placed in a horizontal line, or nearly so, with the centre arbor of the three arms (*j*), projecting a short distance from the wall; coloured in three compartments, black at top, green in the middle, and red at the bottom, the red and black being about one quarter each of the surface, and the green taking up the intermediate space.

F Is a signal at the end of a lever *n*, *p*, G, having its bearing at *p*. The signal consists of a rim of iron, enclosing two pieces of coloured glass, the top piece being red, and forming about one-third of the surface, and the lower part being green, and forming the other part. On the top of the rim, a round plate or pointer, painted white, is fixed by a strong wire, cranked so that it shall work freely through a groove cut in the front of the box HHK, and traversing over the face of the box.

G Is the end of the lever to which the signal F is fixed.

J A counterpoise to balance the signal F.

L The round plate, or pointer.

N The position of the lamp for night-signals, in front of which signal F falls.

p The bearing or fulcrum upon which the lever, *n*, *p*, G works.

n Is the point of lever (*n*, *p*, G) acted upon by the pin upon the three arms (*j*).

r The guide to secure the end of the lever.

s The stop for the end of the lever (*n*, *p*, G).

The action is as follows:—

Upon an engine passing the spot where such apparatus is fixed, the piece of wood, *a*, strikes in a glancing direction the trigger or camb *b*, which depresses it about 1¼ inch, turning by that depression the arm *d*, and raising the short lever *c*, which forces up the rod *f*, and by means of the oblique link *h*, drives out the lower end of the bent rod or gooseneck *i*, which drives the head of the same against the centre of the three arms *j*, and presses them back upon the arbor of the wheelwork. The end of the lever *n*, *p*, G, is held in its resting position, or behind the screen or box by one of the pins at the extremity of the three arms *j*. As soon, therefore, as the arm is pressed in, the pin is withdrawn from its hold, and the lever *n*, *p*, G, being free, falls by its own weight, and exhibits the glass-field signal F, below the screen, in front of the lamp at night, and draws down the white painted plate or pointer from the compartment painted black, to the front of the red compartment at the lower part of the screen.

The wheelwork now begins to be in action, and that arm of the arms (*j*), which is next in rotation moves slowly round without at first having any intercourse with the lever *n*, *p*, G; at length it arrives at the point of contact, and then commences to press down the short end of the lever, and the signal F rises gradually behind the boxing, withdrawing the red portion of the signal from before the lamp, and carrying the pointer over the red compartment of the screen on upon the green compartment, showing by degrees an altered appearance of the signal during the day, or a green light during the night, and the white plate or pointer continues to traverse the green compartment, and the signal diminishes at the upper *limb*, still showing for night a green light until the signal arrives at its resting place, carrying the white plate or pointer on upon the black compartment, and then being withdrawn entirely from view, discloses the lamp in its regular white colour. The action of the wheel-work is now arrested, and remains at rest till the passing of the next train.

The notice which the apparatus exhibits to drivers of trains is as follows: The signal, after being released by a preceding train, remains exhibited motionless for about 3½ minutes, and it consumes about half a minute for the wheel-work, when it begins to operate, to raise the lever so far up as to withdraw the red portion of the signal, or conceal one-third of its area, and to raise the white plate or pointer from the red compartment on upon the green. A driver, therefore, arriving at the spot and observing the whole of the signal visible, and the pointer upon the red, or the red light at night, is informed that the preceding train has passed less than four minutes ahead of him, and that it is dangerous to proceed. If upon his arrival he observes that one-third of the signal is withdrawn into the screen, and the pointer upon the green, or the green light at night, he is informed that the preceding train is more than four minutes but under ten minutes ahead, and that he must check his speed, and go cautiously; but, if on arriving at the spot he finds that there is no signal visible, (the pointer being on the black compartment, or a white light at night,) he may drive at his usual speed without risk.

NOTE.—The periods of time here specified are only mentioned by way of example; they can be adjusted as circumstances require.

Fig. 2, represents a mode of applying the same or similar apparatus to the signals commonly fixed at the top of poles or masts, which are made to revolve on a pivot at the foot, and sustained in a vertical position by a fixed collar, so as, by turning the pole one-quarter round, a circular signal on the upper part is exhibited; but when turned back again through that quarter of a circle, then the circular signal will be exhibited edgeways, and an oblong signal immediately beneath the circular signal, crossways thereto, will then be exhibited in lieu.

The self-acting apparatus for producing these changes may be made on the same construction as in fig. 1, except as to the strength and force of wheel-work and lever with its counterpoise, which must be much stronger, and will require that the maintaining power be weight, and not a spring. The lever, in place of having the signal itself at the long end, as in fig. 1, has a heavy weight fixed upon it, which is allowed, as soon as the short end of the same (which is acted upon as in fig. 1,) is freed from the holding of the pin, (of arms *j*, fig. 1), to fall at once. The lever is mounted on a horizontal axis from which a bevil tooth sector or quadrant ascends so as to work into the bevil teeth of a sector or quadrant fixed on the pole below the collar which supports it; then, by the falling of the lever, the pole is drawn round one quarter. The wheel-work begins, as in fig. 1, to travel round until it reaches the point of the lever in the opposite direction to that end having the weight, and gradually presses it it down, and raises the weight, and causes the bevil wheels to act one with the other, and draw the pole round again to its former or resting position. A lamp with distinguishing colours may be equally applied to this mode.

The indications made to drivers of engines or conductors of trains in the two latter modes, do not vary from those mentioned with relation to fig. 1.

[There is another mode of effecting the same object, which we have not thought it necessary to describe.]

THE *Bristol Journal*, in referring to this invention, says:—

"Having recently been witness of an escape from a collision on a railway, which, had it taken place, must have been destructive of human life, it was with pleasure that we perused a small pamphlet, just published, descriptive of a very simple invention to prevent such accidents, for which Charles Berwick Curtis, Esq., of Acton, Middlesex, has secured a patent right. This patent, the pamphlet informs us, was granted in January last; the following particulars, extracted from the specification, may suffice to explain the nature of the invention, which is more clearly illustrated by an engraving annexed. 'The apparatus is self-acting. Its distinguishing character is, that—at every time when a train travels along that part of a railway where the apparatus is fixed (on a bridge for instance) it will exhibit a signal, without alteration in its appearance, so long as there will not have been sufficient time for the said train to have advanced far enough along the line beyond the apparatus to permit of any succeeding train to follow after the first mentioned train; and the signal so exhibited will give information to the driver of any succeeding train which may happen to come up in sight of the apparatus, that he is to stop and not proceed; and which apparatus, after having so exhibited such signal in due time, begins to withdraw the same gradually from full view by the motion of a suitable wheelwork, and whilst so withdrawing, the said signal is caused to change its appearance in some marked manner, in order to give information to the driver of any train which may happen to arrive within sight of the apparatus whilst the signal is so exhibiting in its changed appearance, that such train may proceed slowly, and not at full speed; and the apparatus, also, after having so exhibited the signal in its changed appearance, wholly withdraws the signal from view, or withdraws it into an inactive or resting position; and then the motion or action of the apparatus ceases; and it continues in its inactive or resting position until another succeeding train passes, and the signal in its said inactive or resting position serves to inform the driver of any succeeding train which may arrive in sight of the apparatus when in that state, that he may proceed at full speed without risk of collision with the succeeding train.' The figures and working of the apparatus are very clearly described in the engraved plate; after an inspection of which, its nature and object may thus be concisely explained. 'The apparatus is attached to a bridge: When a train passes, a disc, or fan, as the inventor calls it drops; the conductor of a train following will know by the disc not being restored to its former position, that another train is just before. The time required to restore the disc is sufficient for the previous train to be out of danger, and at night a light will be exhibited in the disc. The expense we understand will not be great, and we would earnestly call upon the proprietors of railways, so many of whom are now about to assemble at their half-yearly meeting, to press the invention on the notice of their Directors, or managing Committees. The more the Directors attend to the safety of their passengers, the more traffic their railway will be sure to command."

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BRISTOL AND EXETER RAILWAY COMPANY—GENERAL MEETING.

THE Half-Yearly Meeting of the Proprietors of this Company was held on Thursday, at the White Lion, Bristol; F. RICKETTS, Esq., in the Chair.

The proceedings having been opened in the usual way, the SECRETARY, (J. B. Badham, Esq.) read the following Reports.

DIRECTORS' REPORT.

Your Directors have the satisfaction of congratulating you upon the successful opening of a considerable portion of your line of railway.

The 33 miles to Bridgewater, as well as the Weston Branch, have been in active operation for nearly three months; and although the responsibility of managing the traffic has devolved to the Great Western Company during the lease, it will not be the less gratifying to you to know, that not a single accident attended with personal injury to any passenger has taken place.

No separate account of the traffic upon the Bristol and Exeter line has been published: but your Directors have good reason to believe that it fully equals the expectations heretofore formed of it, and that it steadily increases both in passengers and goods

On the 28th of April last a fire broke out in Temple Meads, which for some hours threatened destruction to the whole of the stock of timber belonging to this Company; but by great exertions, and the assistance of the public authorities, a considerable part was saved. The loss to this Company would, however, have been severe, had not the timber been fully insured.

The contracts for the works between Bridgewater and Taunton have been undertaken by respectable contractors, on such conditions as fully justify the favourable anticipations of your Directors, both as to the cost of that portion of the line, and the practicability of opening it for public traffic next summer.

Contracts are preparing for the tunnel at White-Ball hill, and some other heavy works beyond it, and will be advertised soon after the present meeting.

For the general state of the works, your Directors refer to Mr. Brunel's Report.

The Act of Parliament sanctioned by you in March last, and which extends the period for purchasing lands, received the Royal Assent on the 21st of June.

The subjoined Accounts will show you that the amount received for debentures up to the 30th of June, was 88,310*l.*

On the 31st ultimo it exceeded 130,000*l.*, and tenders continue to come in regularly.

The sum received to the 4th March for forfeited shares, allotted and sold, was about 70,000*l.* It now amounts to upwards of 83,000*l.*, leaving only 440*l.* in arrear.

The arrears on calls to the 30th of June amounted to 11,215*l.*; they are now reduced to about 8,000*l.*, and for a part of this sum security has been taken; but there are still a few shares, the proprietors of which have failed to fulfil their engagements; and some others, which, for the security of the registered proprietor in paying up the calls, your Directors have likewise declared forfeited.

The numbers of 209 shares will accordingly be submitted to you for confirmation of forfeiture.

Arrangements have been made for the immediate disposal of them on terms advantageous to the Company.

The account of receipts and expenditure to the 30th of June, shows that a balance of 28,122*l.* 7s 4d. was then in the hands of your bankers, and the receipts having kept pace with the expenditure, the amount remains nearly the same.

Your Directors cannot close this Report, without offering to you their cordial congratulations upon the present highly prosperous and encouraging state of your undertaking.

Your Register is most respectable, the perfect security offered to capitalists is attracting tenders of loans from all parts of the United Kingdom, and many of the more recent shareholders are paying in advance the full amount of 100*l.* per share.

FREDERICK RICKETTS, Chairman.

MR. BRUNEL'S REPORT.

GENTLEMEN,—Since the last Half yearly General Meeting, the line between Bristol and Bridgewater has been opened to the public, and in my Report upon the general progress of the works, I shall confine my observations to those now in progress, or preparing for execution, upon the remainder of the line between Bridgewater and Exeter. Of this portion, a distance of about eleven miles, extending from the station in the former town to the proposed station at Taunton, is in active progress.

Of the five contracts into which the work is divided, and which are all let, by far the heaviest work is in contract No. 2, C., and this is in a very forward state. The terms of the contract require its completion, ready for receiving the permanent way, in the middle of May next.

The last of these contracts, that next to the town of Taunton, already in a very advanced state, is to be completed by the end of the present year, and the others are required to be finished at different periods, not extending beyond the month of May. The contractors are at present proceeding satisfactorily, and there appears no reason whatever to anticipate any difficulty in the fulfilment of their several contracts.

We may, therefore, fairly calculate upon commencing the laying of the permanent way in the beginning of the year 1842, and consequently, as ample time has been allowed for the performance of the several works, there can be no reason to doubt that this further portion of the line will be opened to the public about the month of July next.

With respect to the line beyond Taunton, I have been engaged, as directed by you, in carefully reviewing the line generally, and setting out those works, including the tunnel at White Ball Hill, which are likely to occupy the most time, with the view to their being immediately let by contract, and commenced.

To enable detached parts of the whole to be thus put in hand, it is of course necessary to set out exactly and definitively the intermediate and connecting portions, and I have been, and am at present, most anxiously engaged in examining carefully the ground, and revising every part of the line, so as to reduce the cost of its construction to the lowest possible amount; and as the ultimate cost depends more upon the care and attention devoted to this preliminary operation than upon any subsequent attempts at economy, I feel sure that the time bestowed upon it is well and profitably expended. The contracts for the extension of the line for about eight miles beyond Taunton, to a point upon the Exeter Turnpike-road, at Bream's Bridge, could be ready for letting in a few weeks, and the works might be completed very soon after the opening to Taunton, should it be considered desirable to do so.

The tunnel which will not be more than 1,200 yards in length,—a cutting at a short distance north of Cullompton,—the crossing and diversion of the Culm, below Cullompton, and two or three bridges over the Ex, near Exeter, not in themselves at all formidable, are the works which I would more particularly recommend to be immediately commenced, as requiring time, and the expense of which will be materially reduced, by ample time being allowed for their completion.

The tunnel will of course require the longest time, and this I should hope to be prepared to let by the end of the present month, and the other works successively within a few weeks after; so that in the following Spring, if the circumstances of the Company should warrant the immediate and vigorous prosecution of the works of the whole line, no time will have been lost; while the expenditure in the meantime upon the early stages of these the more important works will have been comparatively small.

I am, Gentlemen, your obedient servant,
I. K. BRUNEL.

Bristol, 1st September, 1841.

Statement of Receipts and Expenditure, 30th June, 1841.

RECEIPTS.

Amount of 10 calls on 15,000 shares			
42 unallotted,			
Less on forfeited shares 14958			
viz.: per last account..... 3835			
Since..... 167 4002			
10,956 shares at £60 per share.....		£657,360 0 0	
Amount received on said forfeited shares, before forfeiture, viz.—			
Per last account.....	£37,867 10 0		
On the additional forfeitures.....	3,320 0 0		
	£41,187 10 0		
Amount received for shares allotted or sold.....	83,234 0 0		
		124,421 10 0	
		£781,781 10 0	
Deduct arrears, viz.—On 5th call, 10 shares at £5 .	£50		
On 6th call, 63 at 5 ..	315		
On 7th call. 168 at 5 ..	840		
On 8th call, 211 at 10 ..	2110		
On 9th call, 311 at 10 ..	3110		
On 10th call, 479 at 10 ..	4790		
.....		11 215 0 0	
		770,566 10 0	
Amount of deposits in anticipation of calls.....		7,225 16 3	
Amount of loans on the Company's debentures.....		88,310 0 0	
Amount received for certificates of registration.....		227 10 0	
Total		£866,829 16 3	

EXPENDITURE.

	Total to 31st Dec. 1840.	This Half-Year.	Total to 30th June, 1841.
	£ s. d.	£ s. d.	£ s. d.
Parliamentary expenses, including Parliamentary agents and fees to counsel, solicitors' bills, witnesses, canvassing, taking road traffic, hire of Committee rooms, and all law charges and disbursements to the time when the Act of Parliament received the Royal Assent	18,592 1 10	....	18,592 1 10
Engineering, including survey of the whole line, plans and sections, maps, professional evidence in Parliament, and all other expenses and disbursements in this department up to and since the time when the Act was obtained	6,429 11 8	....	6,429 11 8
Travelling expenses, before and since the passing of the Act, and country agency employed in relation to the line generally	3,659 7 9	188 13 6	3,848 1 3
Printing, advertising, stationery, bookbinding, and various incidental expenses in Bristol and London, from the first projection of this undertaking	5,992 4 0	710 14 3	6,702 18 3
Ascertaining and setting out the line..	5,005 1 8	439 0 8	5,444 2 4
Purchase of land, compensation for damages, surveying, valuing, and law expenses, in the conveyance of the land to the Company	98,516 5 10	14,545 11 7	113,061 17 5
Purchase of machinery, implements, utensils, tools, maps, plans, &c., for use on the line and at the Engineer's office including cost of the alterations and repairs at the office in Coronation-road, furniture, and disbursements ..	4,636 0 2	487 4 11	5,123 5 1
Payments to the contractors for work executed on the line under the several contracts	389,159 17 7	60,750 10 1	449,910 7 8
Salaries in the engineering and surveying department, and to draftsmen ..	28,700 11 6	1,921 12 9	30,622. 4 3
Office expenses, Direction, salaries, office furniture, rent, postage, and carriage of parcels	12,586 7 0	493 17 0	13,080 4 0
Law expenses in London and Bristol, in procuring new Acts of Parliament.....	3,024 17 9	....	3,024 17 9
Law charges connected with the general Direction of the Company's affairs	5,912 6 6	1,150 10 6	7,062 17 0
Permanent way	44,836 11 4	103,634 3 8	148,470 15 0
Interest paid to shareholders and on debentures	9,704 10 7	14,012 1 4	23,716 11 11
Debenture stamps.....	....	667 13 6	667 13 6
	£636,705 15 2	199,001 13 9	835,707 8 11
Balance in the hands of the bankers and Secretary		£28,122 7 4	
Amount deposited with the Treasurer of the county of Somerset, pursuant to section 95 of the Act of Incorporation.....		2,500 0 0	
			30,622 7 4
Total.....			£866,329 16 3

FREDERICK RICKETTS, Chairman.
J. B. BADHAM, Secretary.
ROBERT FLETCHER, Public Accountant.

Mr. FUSSELL moved that the Reports be received and adopted.

The motion having been seconded,

Mr. CARLISLE rose to put a question to the Engineer. He said, that he found the amount paid to the Contractors was 449,910*l.* allowing 20,000*l.* of that to have been expended westward of Bridgewater, left about 430,000*l.* expended between Bristol and Bridgewater. He should like to know how it occurred that that sum was so much larger than the original estimate.

Mr. BRUNEL explained, that contracts were taken at certain amounts, and that circumstances occurred in the course of the works which varied them. The payments were made at schedules of prices, and it must be perfectly in the recollection of Mr. Carlisle, from his having been formerly in the Directory, that circumstances frequently occur which increase or diminish the cost. There had been cases where the contractors had entered into heavy contracts and the actual certified amounts would not cover his weekly

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payments; and under those circumstances advances had been made to the contractors.

Mr. CARLISLE—A great deal had been said on the subject of the statement that 35*l.* per share would carry the Company to Bridgewater. That not proving to be the case was materially accounted for when they found the contracts amounted to 430,000*l.*, when they were originally stated to be 210,000*l.*; that would make the difference between the 35*l.* and the 60*l.* per share. He could not understand how the difference in the contracts should exist to that extent, unless there was a material alteration in the cutting in contract.

Mr. BRUNEL—As to that there was a report laid before the Directors, and it was determined to reduce the gradient on that part of the line where it was very steep, and the cutting was consequently increased.

Mr. CARLISLE—The advance was something like 50 per cent.

Mr BRUNEL—If you draw that inference, and thereby lead others to do so, as to the whole of the works, you are exceedingly mistaken.

Mr. RUSSELL intimated that the most rigid control should be exercised over the Engineer.

The CHAIRMAN said that the Directors themselves were large shareholders, and it was their own interest as well as their duty that the most rigid economy should be practised.

Mr. DIVETT said, that with reference to the estimate of 35*l.* a share being sufficient to carry them to Bridgewater, he did not recollect that it was ever made. He himself never believed it could be done.

Mr. BERNARD said, that the statement was made officially.

Mr. C. B FRIPP thought it very hard that the proprietors should bring a charge against the Directors, of their want of providence, and their having no control over the expenditure of the Engineers. There was a mode of constructing a line by doing it cheaply, and without reference to the accommodation of the public, which would prove in the end a very dear one. There was another method of using the very best materials, and giving the greatest accommodation to the public, which if obtained, would prove at last the most rigidly economical. The general accusation of the Directors being under the control of the Engineers was not a fair one, and he believed it could not be substantiated. He had seen repeated instances where the Engineer had not followed up his own judgment in consequence of the contrary opinion held by the Directors; and that was a strong proof that they were not under his control. The case which Mr. Carlisle had alluded to, of an extra expenditure, stood thus—that the contracts were taken with certain gradients, and the works set out with certain slopes; it was afterwards deemed expedient to make the gradients flatter, and that very greatly increased the cost of the earth work. Contracts were frequently worked before a considerable portion of the operations were ascertained; culverts and things of that kind, it was impossible to include in the first estimate. When fair allowances were made for such works, and the rebuilding of the bridges, he did not see that there was any ground for complaint. He did not think the Directors could be fairly charged with lavish expenditure. (Hear, hear, hear.) With regard to the estimate of 35*l.* for the completion to Bridgewater, the subject had undergone such complete discussion at previous meetings, that it was not necessary further to notice it. He thought that Mr. Brunel's own report furnished very strong intimation of his desire to finish the work with the greatest economy; and from the greater degree of attention which they were likely to receive from Mr. Brunel, he was convinced they would find a great difference in the construction of the future works.

A PROPRIETOR inquired what was the cost of the line from Bristol to Bridgewater.

Mr. C. B. FRIPP said, he had taken great pains in anticipation of that question, in order to ascertain that, and after apportioning the expenses which had been incurred, throwing them very heavily on the Bristol and Bridgewater portion of the line, he found that it would be as nearly as possible 880,000*l.*, including of course the cost of the addition necessary to join it with the Great Western, and which made it tantamount to 36½ miles in length, being at the rate of 25,500*l.* per mile.

Mr. DIVETT observed, that assuming that to be correct, and that the other part of the line would cost as much (they had reason to believe that it would cost less) the whole line to Exeter would be completed under the sum which they originally asked Parliament for power to raise.

In reply to a Proprietor,

Mr. FRIPP observed, that the sum mentioned did not of course include any station necessary when the line reverted to the Bristol and Exeter Company.

Mr. BERNARD rose to propose a series of questions which he thought required to be answered. The proprietors were in a situation to prevent a very large outlay in the expenditure on the remainder of the line. With the example of the Great Western Company before them, and knowing that the Engineer was the same for both lines, he thought they should be very cautious. It was possible that the Great Western Company might work their own line, and this at 10 or 15 per cent. less than they now did, by which means they would put all the difference into their own pockets, and the Bristol and Exeter shareholders would have to put their hands into their pockets for a very large additional outlay, in order to bring their line into as good a condition as the Great Western. (Hear, hear.) Mr. Bernard then referred to the opposition in which he had always found himself to the Directors, and remarked on the error in formerly estimating that 35*l.* per share would finish the line to Bridgewater. He thought they ought not to take the Great Western line as an example of construction, but rather that of the Grand Junction. He believed Mr. Brunel was the most talented Engineer in England, but they all knew that he was body and soul wrapt up in his determination to construct the best line of railway that was ever travelled on. (Hear, hear.) As the Company were just now beginning to tunnel through what he might call the Somersetshire Alps, he would recommend that the whole estimates should be re-considered, and that if possible they should confine themselves to the gradients which were laid before Parliament. He should not divide the meeting on the Report but would recommend that the course adopted by the North Midland Company should be adopted here, namely, that of appointing Auditors, whose duty it should be to report to the shareholders on the circumstances of the Company. Mr. Bernard then read a series of questions, to which he requested replies from Mr Brunel. Previous to the answers being given, a Proprietor asked the present number of shares held in Manchester and Devonshire, whether they bore the same proportion they did on a former occasion to those held in Bristol.

Mr. BADHAM—Yes, with this difference—that within the last two months we have a great number of west country holders from the neighbourhood of Plymouth, Devonport, and the lower part of the country. I have no less than ten transfers from that part of the country this morning—(cheers)—and all of them professed with the intention of paying up 100*l.* per share. (Loud cheers.)

Mr. BERNARD said, the reply was certainly very satisfactory. He would wish to know the total loss on the forfeited shares.

Mr. BADHAM said the account was not finally made up, but he believed it would be about 115,000*l.* So that instead of the capital being 1,500,000*l.*, it would be about 1,400,000*l.*, which, with the 500,000*l.* the Company were authorised to borrow on debentures (and the loans were coming in very fast every day) good judges believed would carry the Company to Exeter.

Mr. BERNARD then commenced putting the questions which he had announced, to Mr. Brunel, but that gentleman declined answering them, unless allowed to do so without interruption, from which he should not be free if Mr. Bernard was allowed to interpose remarks on the answers he might be able to give. A warm discussion ensued, and it was eventually determined that Mr. Brunel should have a copy of the questions, which he would severally answer.

The first question related to the cost of stations. Mr. Brunel replied, that there had been no calculation of the cost; but it must be evident to all who had passed along the line that this item was but trifling.

Q. What was the original estimate of the cost of the line to Bridgewater?—A. The first estimate was the Parliamentary, which did not contain any separate estimate for the line to Bridgewater. That estimate was 1,500,000*l.*, and the rateable portion for Bridgewater would be about 650,000*l.* A revised estimate which had been given about a year and a half since, stated 820,000*l.* was the probable cost.

Q What are the gradients between Bristol and Bridgewater, and what were the gradients originally proposed?

A. The gradients proposed in the Parliamentary estimate were 30 feet per mile for the Ashton cutting; after mature deliberation, at a time when it was at all events probable that Bridgwater would have been the terminus of the line, it was determined to alter the gradients to 26 feet per mile. Mr. Bernard had incidentally mentioned that the Great Western Company might save 10 or 15 per cent. by having favourable gradients; and this he thought a sufficient reason for the alteration [illegible]. The difference of the expense was, he believed, 24,000*l.* No alteration had been, he thought, made in the Pile Hill cutting, and beyond Ashton no alteration was made to the best of his recollection.

Q. What is the number of cubic feet of earth removed between this city and Bridgewater?—Mr. Brunel observed that Mr. Bernard had answered the question himself on his paper—he had there written that the estimate was one million cubic feet, whilst the actual amount removed was 2,500,000 feet.

Mr. BERNARD wished to know if that was a correct statement.

Mr. BRUNEL could not undertake to say. He was aware that the quantity of earthwork was necessarily increased by the alteration of the gradients and the increased slopes at Ashton; besides this they were compelled, in order to escape the opposition of the Trustees of the Bath Roads, to engage to pass that road in a particular way, which obliged them to cut much deeper.

Q. Has the whole line to Exeter been set out?—The greater part had been, and the remaining portion was being accurately surveyed by himself, in order that the best line may be taken to within five yards.

Q. Have the original gradients been maintained in the contracts from Bridgewater to Taunton?—He was afraid not. The formation of the Chard Canal since the line was originally set out, on the level proposed for the railway, had compelled them to alter the gradients, in order to pass over or under the canal.

The remaining questions referred to the probable cost of the remaining portion of the line; the original estimates for ballasting, and the number and elevation of the bridges beyond Bridgewater. With regard to the bridges, Mr. Brunel said, that the elevations had been altered, and with respect to the remaining questions he would make a few general observations, and he trusted his explanations would be satisfactory, although he had not been able to furnish them off hand with the figures, which he could have done had he been put in possession of the questions a day or two before the meeting. He thought it strange that neither Mr. Bernard nor other gentlemen, who appeared to be anxious for details at the different meetings, had ever applied to him for information out of court.

Mr. BRUNEL then proceeded, having answered the questions proposed by Mr. Bernard to the best of his power, he would here remark, that with respect to the general question of gradients, he had uniformly acted on the principle, that unless it was palpable that the expense would be comparatively trifling and the advantage great, he had never recommended any alteration, and he could safely affirm that he had been especially anxious on account of his connexion with the Great Western line, not to advise any increase of outlay for the benefit of that Company. He could safely appeal to the Directors of the Exeter Railway on this point, that where the interests of the two lines could by any possibility clash, he had invariably advocated the interests of the Exeter line. With regard to the cost of the remaining portion of the line he felt exceedingly averse to give an answer, had he the necessary figures at hand, which he had not; he would as a mere matter of opinion state, that the expense of the latter portion would be less than the cost of the line to Bridgewater, for this reason; at the time the first contracts were let, the contractors were at a premium, whilst at the present time they had the benefit of great competition. He did not mean that now they should get the contracts executed at a loss, but it was well known that two or three years ago the contractors were at very heavy expenses which they had not now to meet, and the works being certainly not more difficult, there was reason to expect a diminution of expense.

Mr. BERNARD wished to know whether Mr. Brunel could furnish the estimated cost of the contracts between Bridgewater and Taunton?

Mr. BRUNEL said, that it would be extremely imprudent to do so. In that room were doubtless several contractors, and it would hardly be advisable to mention the estimate of the engineers as to the probable cost of works.

After a few words from Mr. Hovenden,

Mr. BRUNEL said, that it would be impossible to give an estimate of the probable cost of the line which could be satisfactory. If he estimated the cost at two millions, the public would say, "your engineer says two, and the cost therefore will be three millions." (A laugh.)

Mr. BERNARD asked if Mr. Brunel could prepare an estimate against next meeting?

Mr. BRUNEL said, that he could do so if required, but he had a very strong feeling of the impolicy of estimating works not yet commenced.

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Mr. TYRRELL said, that although their Engineer had declined to give an estimate, he had virtually done so; he had told them the expense of the remaining portion of the line would be certainly not more than the part already completed. If so, the total cost would be 1,993,000*l.*, or less than the Parliamentary estimate.

Mr. BRUNEL said, that they had had early proof of the impolicy of his furnishing any estimate. Mr. Tyrrel had certainly wrongly stated his observations, and no doubt to-morrow, or at all events next week, the recollection of present proprietors would be, that he had given an estimate to the effect stated by Mr. Tyrrell. What he really said was that in his opinion the forthcoming contracts would be executed at a cheaper rate than those between Bristol and Bridgewater; but circumstances may arise which would defeat that expectation.

Mr. BERNARD said that Mr. Brunel had answered his questions in a straightforward manner, but he wished to know whether that gentleman could inform him as to the increased amount of the earthwork, and to the cause of that increase?

The CHAIRMAN here interfered. He thought it was now time to bring the first resolution before the meeting.

After a few words from Mr. Bernard, in explanation of the course he had thought proper to pursue,

Mr. CARLISLE asked the Secretary a question respecting the non-payment of 10*l.* per share on a number of the forfeited shares which had been allotted to different parties; but on Mr. Badham's explanation that with the exception of 15 shares the property of deceased persons, all the preliminary sums of 10*l.* per share had been paid. Mr. Carlisle expressed his perfect satisfaction.

Mr. HOVENDEN said, that the Report of the Directors, and the statement of their Engineer were so satisfactory, that he regretted that he had not the pleasure of seconding the first resolution, he would, however, briefly express his satisfaction at the statement of Mr. Brunel, that in his opinion, the remaining portion of the line would not be more expensive than that already formed.

Before the resolution was put Mr. Gravatt, late assistant Engineer rose, and commenced a discussion of a personal nature in opposition to Mr. Brunel, for which we have not room. At the recommendation of the Chairman, however, the resolution was unanimously passed.

Mr. GRAVATT afterwards addressed the meeting at great length, charging Mr. Brunel with mismanagement in the conduct of the Company's affairs; and a motion was made recommending the dismissal of that gentleman from the service of the Company. This motion was seconded by Mr. Gravatt himself, in a lengthened speech, and several amendments were made, having for their object the reference of the affair to the decision of the Directors; which amendments were, however, severally withdrawn, the movers and seconders expressing themselves satisfied on Mr. Gravatt's own admissions, that there was no reason why the matter should be further entertained by the Board.

Mr. SAUNDERS, of the Great Western Railway, addressed the meeting on behalf of Mr. Brunel (who from a feeling of delicacy had left the room as soon as his conduct was likely to be the subject of discussion), and on the withdrawal of the previous amendments proposed one to the effect, that Mr. Brunel enjoyed the undiminished confidence of the proprietors, and was entitled to their warmest thanks for his professional zeal, integrity, and skill, in their service.

The amendment was put to the meeting, and carried amidst loud cheering, there being, we believe, but three hands held up against it.

The forfeiture of 209 shares was then confirmed, and after the transaction of some routine business, the meeting concluded at half-past 5, having commenced precisely at 12 o'clock.—Abriged from the *Bristol Standard* (2nd Edition), September 2.

EDINBURGH AND GLASGOW RAILWAY.—At the Seventh Half-Yearly General Meeting of the Shareholders of this Company, held pursuant to the Act of Incorporation, in the Company's Head Office, Glasgow, on Tuesday, the 24th August, 1841, at One o'Clock.

JOHN LEADBETTER, Esq., in the Chair.

After the advertisement calling the meeting had been read; the minutes of the last General Meeting of Shareholders confirmed; and the Seal of the Company affixed to the Register of Proprietors, the Report of the Directors and Balance Sheet were read. The following Resolutions were then proposed, seconded, and passed. Mr. Cadell, for himself and other Edinburgh Directors, dissenting, and Mr. M'Neill protesting, as stated in the Report.

Moved by Wingate, Esq.

"That the Report and Statement of Accounts, now read, be received, approved of, and circulated among the Shareholders."

Moved by Bailie Robertson, seconded by Thomas Richardson, Esq.

"That the meeting, while they regret to learn that the progress of the works has been so materially retarded by the unfavourable state of the weather, are gratified to hear of the great exertions that have been made to complete them, and at the prospect of the line now being so soon opened for traffic, and that a vote of thanks be given to the Directors for their services."

Moved by Alexander Ronaldson, Esq., seconded by John Learmonth, Esq., of Dean.

"That the Resolutions of the Board of Directors, declaring the forfeiture of 185 shares, as per signed list, be now confirmed; and that the Directors be authorised to dispose of the said shares at such times and in such portions as they may consider best."

Moved by William Nicol, Esq., Liverpool, seconded by John Galbraith, Jun., Esq.

"That the Directors be instructed to provide in the next Act of Parliament a remedy for the defects in the constitution of the Company, which are pointed out in the Report, and which have given rise to the differences between the General Board and the Edinburgh Committee, respecting their powers; and in particular providing, that no powers shall be vested in, or exercised by any Committee, except in matters specially referred to them by the General Board, and also that the number of Directors be reduced to the extent recommended in the Report."

Moved by William Balfour, Esq., and unanimously agreed to:—

"That the thanks of the meeting be given to the Chairman for his conduct in the Chair."

JOHN LEADBETTER, Chairman.

RAILWAY COMMUNICATION WITH SCOTLAND—RAILWAY FROM LANCASTER TO EDINBURGH AND GLASGOW.—At a Meeting held at the White Hall, Kendall, on Monday, the 16th August, 1841,

JOHN WAKEFIELD, Esq., Banker, in the Chair.

It was Resolved,—I. That a Committee be formed, to be called The Kendal District Railway Committee, for the purpose of co-operating with "the Central Committee," at Carlisle, in furthering the Railway recommended by the Government Commissioners, from Lancaster to Edinburgh and Glasgow.

Resolved,—II. That the following Gentlemen (with power to add to their numbers) be constituted such Committee:—

The Hon. H. C. Lowther, M.P., Lowther.
Alderman Thompson, M.P., London.
George William Wood, Esq., M.P. for Kendal.
James Machell, Esq., Mayor of Kendal.
George Wilson, Esq., Dallam Tower.
John Wakefield, Esq., Sedgwick.
Richard Fothergill, Esq. Bridge House.
Arthur Shepherd, Esq., Shaw End.
James Thompson, Esq., Lambrigg.
Hornby Roughsedge, Esq., Fox Ghyll.
Edmund Hornby, Esq., Dalton Hall.
Charles Standish, Esq., Standish.
George Warden, Esq., Wansfell Holm.
J. Waithman, Esq., Yealand.
G. H. Gardiner, Esq., Birthwaite.
James Gandy, Esq., Heaves Lodge.
J. H. Wilson, Esq., The Grange, Sussex.
J. Brancker, Esq., Croft Lodge.
J. Harrison, Esq., Hundhow.
W. Wilson, Esq., Netherfield.
John Gandy, Esq., Kendal.
Isaac Braithwaite, Esq., Kendal.
George Braithwaite, Esq., Kendal.
Roges Moser, Esq., Kendal.
William Whitwell, Esq., Kendal.
Thomas Harrison, Esq., Kendal.
George Gibson, Esq., Kendal.
Robert Benson, Esq., Park Side.
Jacob Wakefield, Esq., Kendal.
G. B. Crewdson, Esq., Kendal.
Joseph Banks, Esq., Kendal.
John Whitwell, Esq., Kendal.
John Jowett Wilson, Esq., Kendal.
Thompson Bindlost, Esq., Kendal.
Wilson Marriott, Esq., Kendal.
C. Ll. Braithwaite, Esq., Kendal.
Thomas Robinson, Esq., Kendal.
John Thompson, Jun., Esq., Kendal.
Mr. Cornelius Nicholson, Cowar Head.

Resolved—III. That the following be the standing officers of this Committee:—

President.—John Wakefield, Esq., Sedgwick House.

Vice-Presidents.—Thomas Harrison, Esq. / William Whitwell, Esq.

Secretary.—Mr. C. Nicholson.

Resolved,—IV. That a Sub-Committee be appointed for the purposes of Correspondence and obtaining "Consents" of Landowners (who shall from time to time report progress to the General Committee), and that the following be such Sub-Committee.

Ex-officio—The President, Vice-Presidents, and Secretary.

George Gibson, Esq.	Wilson Marriott, Esq.
J. J. Wilson, Esq.	C. Ll. Braithwaite, Esq.
John Whitwell, Esq.	Thomas Robinson, Esq.

N B.—Those Gentlemen named on the General Committee, who were not present at the Meeting, have, on being subsequently applied to, severally acquiesced in their appointment. CORNELIUS NICHOLSON, Secretary.

August 28, 1841.

LONDON AND CROYDON RAILWAY.—SUNDAY TRAINS.—On and after SUNDAY, the 5th day of September, the HALF HOUR TRAINS will be DISCONTINUED, and the following Trains only will run, viz.:—From London, morning, five minutes past nine and ten o'clock; afternoon, twenty minutes past one o'clock, and twenty minutes past every hour, until twenty minutes past nine o'clock From Croydon, morning, five minutes past eight, nine, and ten o'clock; afternoon, twenty minutes past one o'clock, and twenty minutes past every hour, until twenty minutes past nine o'clock.

R. S. YOUNG, Secretary.

LONDON AND CROYDON RAILWAY COMPANY.—NOTICE is hereby given, that the next HALF YEARLY GENERAL MEETING of the PROPRIETORS of this Company will be holden at the London Tavern, Bishopsgate-street, within the City of London, on Tuesday, the 7th day of September next ensuing. The Chair to be taken at One o'Clock precisely.

WILLIAM ARTHUR WILKINSON, Chairman.

The Books for entering memorials of the transfer of Shares will be closed from the 31st August to the 7th of September inclusive. R. S. YOUNG, Secretary.

205, Tooley-street, August 23rd, 1841.

TO RAILWAY COMPANIES AND IRON MANUFACTURERS.—LOSH, WILSON, and BELL beg to recommend to parties employing or manufacturing Rails their improved Machine for straightening them, in which by a simple and powerful application of the screw they are rendered perfectly even, without being disfigured by hammer marks.

For terms and description apply to the makers, Walker Iron Works, Newcastle.

26th July, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—At the Half-yearly General Meeting of the Proprietors of the Birmingham and Derby Junction Railway Company, held at the Waterloo Rooms, Waterloo Street, Birmingham, on the 26th of August, 1841, by adjournment from the 10th of August, 1841, under the provisions of the Act of Incorporation, for the election of three Directors, in the place of the same number who will retire by rotation, and for other purposes,

HENRY SMITH, Esq., Chairman of the Board of Directors, in the Chair.

The common seal of the Company was affixed to the Register of Proprietors.

The following Report, presented by the Committee appointed by the Proprietors assembled at the General Meeting, held on the 10th of August, 1841, was read, and the subjoined resolutions were unanimously agreed to.

REPORT.

Birmingham, 26th August, 1841.

In compliance with the resolution of the half yearly meeting, held on the 10th instant, we have proceeded upon the investigation then referred to us, and we have associated with us in the enquiry Colonel Blane, and Messrs. W. Mayo and J. L. Prevost, Shareholders in the concern, who, from various circumstances, were enabled to afford us valuable assistance.

We have been attended also by Mr. Smith, the Chairman of the Company, and Mr. Samuel Beale, one of the Directors; by Mr. George Stephenson, a considerable Shareholder, and a freighter on the line; by Mr. R. Stephenson and Mr. Birkinshaw, the Engineers; and Mr. Carter, the Solicitor of the Company.

Our first object was to investigate the circumstances under which so large a discrepancy exists between the published weekly returns of traffic of the last half-year and the actual receipts, and in connection therewith to examine the method in which the books are kept, and their efficiency for showing from time to time the actual state of the concerns of the Company.

We have much pleasure in reporting that we are entirely satisfied with the system on which the books are kept, and are convinced that they afford the means of detecting the existence of any error which may at any time creep into the accounts.

It appears that the difference alluded to is £1,989 18s. 8d., arising from errors in making out the weekly statements of the goods traffic during the half-year, those of the passenger traffic being quite correct.

The principal error is in amount £915, and arises from credit having been taken in the weekly returns for the toll on coke and other articles consumed and used on the line. It further seems that the quantity of coal as reported in the weekly returns was calculated upon an estimate of five tons per waggon, though the quantity was only four tons; and that though the weekly returns from the London and Birmingham Company of the through goods, being calculated upon the whole distance, and therefore including the toll upon such part of the Birmingham and Derby as they passed over, the tolls upon such traffic on the Birmingham and Derby were included in our own station returns, and consequently appeared twice in the weekly reports. There are various other sources of error, all of them showing an equal degree of negligence and want of proper thought on the part of the agent managing that department.

We further find that the same system of error exists in the weekly returns for the month of July, showing a difference in the month of £150 4s. 10d. over the actual receipts; but since that time the weekly returns have been correct.

It does not appear to us that any pecuniary loss has been sustained by the Company in consequence of these errors, but they afford conclusive evidence of a want of attention to system, which, added to the want of activity on the part of some of the servants of the Company, must have very

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there is abundant proof of the neglect of check on the part of the superior officers, which cannot in any way be satisfied.

We were informed by the Directors that they had adopted measures with a view to prevent the recurrence of errors of the same description, and for their more certain and speedy discovery if they did occur, and that they had always intended to re-model the whole system of traffic management as soon as the new line was completed, but that their recent investigation had satisfied them that this ought not to be delayed, and that they intended forthwith to proceed to make the changes which circumstances had shown to be necessary.

We then proceeded to examine the financial position of the Company, and the Directors submitted to us accounts to show that to pay the sums still due upon the old line, the whole expense of completing the line into Birmingham, and for providing the stock of engines and carriages necessary for the most extensive passenger and goods' traffic, so as to put the line with all its stations in a state of the most complete efficiency, a sum not exceeding £[illegible] would eventually be wanted, beyond the sums of £[illegible] raised by shares, and £[illegible] raised by debentures. This estimate is founded upon accounts and explanations given to us by Messrs. Stephenson and Birkinshaw.

We are directed by the resolution of the meeting to report our opinion as to the most eligible mode of raising the funds necessary for this purpose; but as we find that the present resources of the Company afford the means of opening the double line into Birmingham, completing the station, and making the communication with the connecting lines of railway there, we do not feel it necessary to say more upon this point at present than to recommend that the proprietors should authorise the Directors to take steps for an application to Parliament in the ensuing spring, for powers to raise the additional capital above stated, before which time the opening of the new line will have materially assisted in developing the resources of the Company.

We have further, in compliance with the instructions given us, examined the state of the share list, and of the arrears now due thereon. The proprietors are aware that 72 of the original shares of £100 each were forfeited in 1838, and they have not been re issued; the proprietary, therefore, consists of 6,728 shares of £100 each, and of 6,800 nominally of £33 6s. 8d. each, which were issued at £25.

The sums remaining due on the 10th of August upon the 6,728 shares of £100 each amount to £3,810, and the Directors have taken the steps necessary to bring these claims to a settlement. Upon the first £10 call on the new shares, which amounted to £68 000, the only arrears are £3,068 18s 8d; and upon the second call of £5, amounting to £34,000, which was due on the 6th May last, there is an arrear of £11,230; and the Directors appear to us to be taking the most judicious means of realising these funds.

Interest has in all cases been charged.

We further proceeded to consider the present prospects of the Company, inquiring, as this inquiry did, the effect that was likely to be produced by the opening of the direct line into Birmingham.

We found that the traffic in the year 1838 was, on the first application to Parliament, estimated at—

£47,021 for passengers, including the carriage of the mail, assuming the number at 145,645.	
26,221 for goods, assuming the quantity at 32,360 tons.	
4,719 parcels.	
2,043 agricultural produce.	
1,310 cattle.	
£80,314	

Up to the present time no agricultural produce and but little cattle have been carried on the line, nor can any facilities be afforded for this kind of traffic until the direct line is opened into Birmingham, and proper station accommodation is provided.

During the year ending the 30th June last, the income from passengers, parcels, and mails, has amounted to £43,052, being £8,667 less than the estimated traffic from that source. The goods have, in the same time, yielded an income of £13,478, being about one-half of the estimated traffic. Carriages and horses have produced an income of £1,820, which was not included in the Parliamentary estimate.

The total revenue of the past year has thus been up to the 30th June last	£58,350
And in 1840, the month of July and the three first weeks of August produced on the local traffic a revenue of £7,686 10s. 8d., while the corresponding period of the present year has produced £9,080 11s. 11d., showing an increase of 17 per cent.; and if the same rate of increase should be found to extend itself over the remainder of the year, the result would be an addition at the rate of £14,384 per annum to the receipts, without calculating upon any part of the benefit which must necessarily arise from the advantages of the direct line into Birmingham when opened.	
With respect to these advantages, we have most anxiously and attentively investigated the details laid before us by the Directors, who estimate that the three stations to be opened between Nether Whitacre and Birmingham, upon the direct line, must produce at least £20 each per week, making in the year	3,120
That the traffic of Tamworth, Atherstone, Coleshill, and the adjoining districts, which are now all of them about ten miles further from Birmingham by the railway than they are by the turnpike road, but will be brought to an equal, and some of them to a less, distance, will produce an increased in-	
That the shortened distance of ten miles upon the present traffic between Birmingham and Derby must produce an increase of at least 10 per cent. upon the passenger traffic of £36,881, being	3,688
That, as in the case of all other railways, there will be a progressive increase in the passenger traffic, arising from the better knowledge and appreciation of the facilities which the railway affords, equivalent to at least	5,000
The increased charge now obtained for carrying the mails has only affected twenty-one weeks of the past year, and an addition must therefore be made to the future annual revenue of	2,855
That there will be an increase in the goods traffic of	18,200
The expectations of this increase are founded chiefly on the following considerations:—	
That the trade between Birmingham and Hull, and the Eastern Coast of Scotland and Germany, is not yet touched.	
That for the trade between Gloucester, Bristol, Cheltenham, and the West, to Derby, Nottingham, Sheffield, Leeds, Bradford, York, and Hull, the railway communication is not yet completed.	
That the trade between Birmingham and Nottingham, Newark, Leicester, and the Eastern Districts, is not yet developed in any considerable degree.	
That a considerable traffic is now commencing between Nottingham and the East, and Liverpool and the towns on the line of the Grand Junction Railway, Chester, North Wales, &c.	
That the traffic between Birmingham and Sheffield, Leeds, Bradford, &c. although become already important, is regularly increasing.	
Taking all these sources of trade into consideration, it is estimated that an increase to the present goods traffic may be expected of at least 1,000 tons a week when the direct line is finished, and all the communications are completed which are necessary for the development of the trade.	
And taking an average charge at 7s. per ton, a yearly amount is given as above estimated.	
That the quantity of coal carried on the line, which is now about 600 tons per week, will be increased to 2,000 tons per week, being 1,400 tons in excess of the present quantity, which, even at the lowest average rate of toll, will produce upwards of	16,250
That there will be an increase of 300 tons per week in the quantity of coke, which, at equally low tolls, will produce	3,250
That there will be an increase of 100 tons per week on the quantity of lime, which, at the same toll, will produce	1,125
Total gross	£113,498

From which deduct—		
Interest of borrowed money	£17 833	
Present working expenses	32,000	
Estimated increase of expenditure for increased traffic, office establishment after completing the line, &c., as estimated by the Directors, and by Mr. Robert Stephenson and Mr. Birkinshaw	3,060	
		52,893
Leaving a net income of		£60,605

With respect to the increase which is anticipated in the mineral traffic, the Committee have received a Report from Mr Robert Stephenson, upon the assurances in which they rely, and from which they are led to the conclusion that the increase here stated may be calculated upon.

It will be seen that the Directors' estimate in both cases falls short of former statements submitted to the proprietors, especially that for the mineral traffic. But we are aware that the Directors have thought it right to act under the influence of extreme caution; and, as far as the details submitted to us can guide our judgment, we feel justified in reporting, that neither the estimate for goods nor that for the mineral traffic can be in the present instance considered as over-rated; and in the estimates affecting the increase of the passenger traffic, which we have tested by the experience of the increase constantly taking place in all other railways for the first four years after their opening, and also by the increase which is actually taking place in our own, we have as little hesitation in stating it as our opinion that the different sources of increase are not over-rated.

The completion of the line and its various communications is, of course, necessary for the development of the full traffic upon this as well as upon every other line of railway. But it is evident that the opening of the direct line, which will at once relieve the Company from the burthen of the toll to the London and Birmingham Railway, at the present rate equal to more than 1 per cent. upon the whole capital of the Company, will also immediately produce a very important effect upon the passenger traffic; and it is clear that it will place the Directors in a situation to afford facilities for the transmission of goods and minerals, for the want of which the trade hitherto has been completely crippled, and that a very early increase of the traffic must be the result.

For these reasons we have felt most anxious about the early opening of the direct line; and we have the pleasure to report that the contractors are now in possession of the whole of the land, that the station is in a state of considerable forwardness, and that the Engineers inform us that both lines of rail will be open for traffic by the end of the year; and we are bound to express our own belief, founded upon the present rate of progress, that this may easily be accomplished.

On the other points referred to us, we have to report, that we find that the coke has all been delivered at Derby, and at prices varying from 16s. 9d. to 20s. per ton; and we find that it is the opinion of Mr. R. Stephenson that some little reduction in the price may be expected; and that for the future there will be a saving to the Company, by the use of a better quality than was last year procurable.

The item of £371 11s. 3d. charged as for agency, has been explained to our entire satisfaction, and is, in fact, made up of various payments connected with the delivery of goods.

We have also had before us an account of the salaries now paid to all the parties in the employ of the Company. Many of these appointments are now on the eve of ceasing, by reason of the present advanced state of the works on the direct line and station; others must necessarily cease at Christmas; and such changes in the general arrangement and establishment as are necessary, will, of course, be brought under the notice of the Directors on their early consideration of the whole subject.

We fully rely upon their anxiety for the welfare of the Company, and upon their intention of doing all that justice to the proprietors requires; and we do not think it necessary to do do more than to observe, that the best consideration we have given to the subject convinces us, that in the original establishment of Railway Companies, salaries generally were arranged with reference to the exertions and labour of a Parliamentary contest, or of other circumstances that have long since ceased, and that they were, consequently, fixed upon a higher scale than the nature of the annual service seems otherwise to justify.

The account of the current disbursements, is still under inquiry; in the meantime it appears to us that the different items have been charged to revenue and capital in the usual way. The proportion of the expense of the Direction, which is usually charged to revenue while the road is still incomplete, has been voluntarily given up by the Directors, for which act of forbearance we feel that they are entitled to the best thanks of the shareholders; but we observe that the sum of £1,700, the dividend on the new shares issued for the construction of the direct line into Birmingham and the station there, has been carried to the revenue account.

It was, perhaps, prudent to engage to pay the same dividend upon these shares as was paid upon the original capital, to induce parties to take them. But as it is a payment on account of capital not actually raised, and to be applied to objects from which the revenue account is not yet deriving the least benefit, it appears to us to be incorrect to charge it to that account, and that on the contrary the payment most decidedly ought to be charged to capital.

Taking this view of the case, the balance of the revenue account to the 30th June, is £6,361 2s. 5d.

In conclusion, we have much pleasure in reporting, that in the course of our inquiries we have received every assistance and facility from the Directors; that they have acted throughout with the most perfect candour; and have been ready on every point to meet our wishes, expressed as these have on all occasions been for the welfare of the concern.

WILLIAM ROUTH,
JULIUS BORDIER,
WILLIAM CRAWSHAY,
JOHN YATE LEE,
JOSIAH LEWIS,
CHARLES C. BLANE,
J. L. PREVOST,
WILLIAM MAYO.

RESOLUTIONS.

Resolved—That the common seal of the Company be now affixed to the register of proprietors.

Resolved—That the Report from the Committee of Proprietors which has now been read, be entered on the minutes and printed, and that a copy be sent to each proprietor; and that the Committee be requested to complete the investigation of the matters referred to them, and to report—if they shall think it necessary—to a future meeting of the proprietors.

Resolved—That the Report of the Directors read to the meeting of proprietors on the 10th instant, now laid before this meeting, and the statement of accounts thereto annexed, be approved and confirmed, subject to the alteration suggested by the Committee, as to the sum of £1,700 which has been charged to the revenue account; and that the proceedings of the Directors be approved and confirmed.

Resolved—That under present circumstances no dividend be declared, but that the surplus revenue, amounting, with the addition of £1,700 referred to in the preceding resolution, to £6,361 2s. 5d., be carried on to the credit of the revenue account.

Resolved—That the Directors be empowered to apply to Parliament in the ensuing session, for powers to raise the additional capital required.

Resolved—That Mr. Henry Smith and Mr. Joseph Walker, Directors retiring by rotation, in accordance with the provisions of the Act of Incorporation, be re-elected Directors of this Company; and that Mr. Josiah Lewis, of Derby, be elected a Director of this Company, in the room of Mr. William Beale, who from ill health declines offering himself for re-election.

Resolved—That the thanks of the proprietors be given to the gentlemen who have formed the Committee of Investigation, for their valuable services.

Resolved—That the thanks of the proprietors are due to Mr. Smith the Chairman, and to the Board of Directors, for their attention to the interests of the Company.

(Signed)
HENRY SMITH, Chairman.

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NORTH MIDLAND RAILWAY COMPANY.—Tenth Half-Yearly General Meeting of the Court of Proprietors.—At the Tenth Half-Yearly General Meeting of the North Midland Railway Company, held at Derby, in pursuance of the provisions of the Act of Incorporation.

GEORGE CARR GLYN, Esq., in the Chair.

The Secretary read the advertisement convening the meeting, and stated that a sufficient number of Shareholders were then present to constitute a meeting.

The Secretary read the proceedings of the last meeting.

The Chairman moved, that the common seal of the Company be affixed to the register of proprietors.

The seal was affixed accordingly in the presence of the meeting.

The Secretary read the Report.

Resolved, that the Report now presented to the meeting be adopted and printed for circulation among the proprietors, and that a dividend upon the net profits of the Company's revenue up to the 30th of June last be now declared of 2*l.* per share upon the 100*l.* shares, and 1*l.* per share upon those of 50*l.*

The following resolution was moved by Mr. Alston, and seconded by the Chairman, and adopted unanimously:—

That the Accounts presented to the Half-Yearly General Meeting be in future examined, and signed by two Auditors to be appointed by the Directors previous to such Accounts being exhibited to the Proprietors, and that a list of Proprietors with their respective addresses be annexed and circulated with the printed proceedings after each Half-yearly meeting.

The following resolution was moved by Captain Porter, R.N, and seconded by Captain Ramsey, R.N.—That Mr. Hubbard be requested to express the best thanks of this meeting to George Carr Glyn, Esq., the Chairman of the North Midland Company, H. Houldsworth, Esq., M.P., Chairman of the Manchester and Leeds Company, and George Hudson, Esq., Chairman of the York and North Midland Company, for their kindness in meeting according to the suggestion made at the last North Midland meeting for the purpose of arranging the working of the three lines to the greatest advantage Mr. Hubbard then put the resolution to the Meeting, and it was unanimously adopted.

Mr. Bradley proposed, and Mr. Vickers seconded, a motion that free tickets along the North Midland line of railway should be given to proprietors attending the half-yearly meetings.

This proposition was, upon a show of hands, negatived by a large majority.

Mr. Birchall proposed, and Mr. Hudson seconded, a vote of thanks to the Chairman and Board of Directors. Carried unanimously.

26th of August, 1841.

PARIS AND ROUEN RAILWAY.—CONTRACTS FOR WORKS.—The Directors are now ready to receive Tenders for the Construction of the Works necessary for this Railway between the Bridge now building across the River Seine, near Oissel, and the terminus at Rouen.

The Contract includes all labour and materials for the formation of the cuttings, embankments, bridges, culverts, fencing and other works; and the ballast sleepers, pins, and other materials necessary for laying, forming, and entirely finishing the permanent road. The Company will provide the land, iron rails, chairs, and wooden keys. The contractor will be required to provide every other thing whatever.

The plans, sections, specifications, &c.. may be seen at the Company's offices, 52, Rue Basse du Rempart, Paris, and information may also be obtained from Mr. Locke, the Company's Engineer, at his office, 20, Adam-street, Adelphi, London.

All Tenders must be delivered at the Company's offices, No. 52, Rue Basse du Rempart, Paris, before 12 o'clock on Tuesday, the 28th September, after which time no Tender will be received.

A Security will be required.

By order of the Board,

A. THIBAUDEAU, Sec.

September 1st, 1841.

TO TIMBER MERCHANTS, RAILWAY CONTRACTORS, HOUSE-BUILDERS, &c. &c.—VALUABLE WOOD on the Estate of Aboyne, in Aberdeenshire, for Sale.

The following valuable Woods, belonging to the sequestrated Estate of the Marquis of Huntly, are to be sold by private bargain:—

First, the Queenshill, either in one or in five different lots, as delineated on the lithographed plans of the woods. This plantation consists of about 268 imperial acres, and contains by a minute and particular survey, 39,762 trees, or 479,324 cubic feet of timber, besides 34,000 spars.

Second—Part of the Newhill, containing 2,358 trees, or 44,652 cubic feet of timber, and 526 spars.

It may confidently be stated that these plantations, now offered for sale, contain some of the finest specimens of Scots Firs which are to be found in any part of Scotland.

The woods are situated within a short distance of the Dee, which is an excellent floating river, and thirty miles by land from Aberdeen, which is the nearest seaport.

Further particulars may be learned on applying to Donald Lindsay, Accountant, 56, George-street, Edinburgh, Trustee on the Sequestrated Estate of the Marquis of Huntly; Walter Duthie, W. S., 6, Great King Street, Edinburgh; David Walker, Land Surveyor, Aberdeen; or Thomas and Newell Burnett, Advocates, Aberdeen.

John Strachan, ground officer at Aboyne, will show the woods upon the ground.

Edinburgh, 27th August, 1841.

DUBLIN AND DROGHEDA RAILWAY COMPANY.—At the General Half yearly Meeting of the Shareholders of the above Company, held at the Northumberland Buildings, on Thursday, the 26th August. 1841:—

The Reports from the Directors, the Auditors, and the Engineer having been read.

It was moved by John Parkes, Esq.; seconded by Miles O'Reilly, Esq., and

Resolved—That the report now read be received and printed—that the half-yearly statement of the accounts, as audited, and the Engineer's report, be appended thereto, and circulated for the information of the Shareholders.

Moved by John Betty, Esq.; seconded by P. Mahony, Esq, and

Resolved—That the registry of the Proprietors of this Company, as now prepared, be sealed in the presence of this Meeting, and be received and adopted as the registry of the Company.

Moved by Francis Purcell, Esq.; seconded by James Doyle, Esq., and

Resolved—That the best thanks of this Meeting be presented to H. B. W. Darley and John Parkes, Esqrs., for their services as auditors of the last half-yearly accounts.

Moved by Captain Cottingham; seconded by H. Mooney, Esq., and

Resolved—That Francis Purcell and Fred. C. Ferguson, Esqrs., be requested to audit the accounts previous to their exhibition at the next half yearly meeting.

Moved by Thomas Brodigan, Esq.; seconded by Richard Wright, Esq., and

Resolved—That in the opinion of this meeting it is desirable that a Friendly Society, under the sanction of the Friendly Societies' Act, be formed for the benefit of the labourers employed during the progress of the railway works, insuring them, on the payment by them of a certain monthly sum, the advantages of a certain allowance to any subscriber while unable to work, in consequence of any accident happening to such person while actually employed on the works; as also to the wife, parents, or children of any subscriber, a certain sum in the event of a death happening in consequence of an accident as aforesaid. That the Directors be authorised to take such measures as they may deem advisable to carry out this resolution, and to insure to them the advantages held out by such society.

Passed unanimously.

Moved by A. S. Ball, Esq.; seconded by E. S. Walker, Esq., Manchester, and

Resolved—That the cordial thanks of the meeting be given to Mr. John Macneill, for his valuable services as Engineer to the Company.

Moved by Captain Cottingham; seconded by Francis Purcell, Esq., and

Resolved—That the best thanks of the meeting are due, and are hereby tendered to the Directors, and particularly to the Managing Directors, for the judicious and zealous manner in which they have hitherto conducted the affairs of this Company.

G. A. HAMILTON, Chairman.

Mr. Hamilton having left the Chair, and Mr. Brodigan having been called thereto, it was moved by E. S. Walker, Esq., and

Resolved that the best thanks of this meeting are due, and are hereby given to G. A. Hamilton, Esq., not only for his conduct in the Chair to day, but also for his valuable services to this Company from its first establishment.

THOMAS BRODIGAN, Chairman.

GUARANTEE SOCIETY, for providing SECURITY for Persons in SITUATIONS of TRUST, where Sureties are required, on payment of an Annual Premium.

DIRECTORS.

Thomas Attree, Esq.	G. Palmer, Esq.
David Cannan, Esq.	Major Prosser, F.G.S.
James Colquhoun, Esq.	James Row, Esq.
William Croft, Esq.	G. Scovell, Esq.
James Law Jones, Esq.	G. E. Shuttleworth, Esq.
John F. Maubert, Esq.	Henry Vaughan, Esq.
Lieut.-Col Moody, R. E.	B. G. Windus, Esq.

Standing Counsel, R. Ryder Dean, Esq.

Solicitors, Messrs. W. & S. COTTON, No. 76, Basinghall Street.

This Society presents to the Public (and particularly to Bondsmen) the following advantages.

1.—No individual need hereafter incur the responsibility of becoming security for the integrity of another.

2.—Individuals who are already surety for the fidelity of others, may immediately protect themselves from loss, by insuring with the Society.

3.—The expense and painful obligation of obtaining approved Sureties, or of replacing them when removed by death or otherwise, will be altogether obviated.

4.—All risks attending irresponsible sureties will be removed.

5.—The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are surety, will be avoided.

Also to Agents, Travellers, and Clerks holding, or being desirous of holding, confidential and responsible situations, the Guarantee Society presents immediate facilities, where for a moderate Premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London.

(By order,)

THOMAS DODGSON, Secretary.

GREAT WESTERN RAILWAY TO BRISTOL and BRIDGEWATER.—Messrs. WHITMARSH, ALEXANDER, SPENCER & Co., beg to inform the public, that all goods committed to their care, will in future be forwarded daily from the Castle and Falcon Inn, Aldersgate, *via* Great Western Railway, to Bristol, and thence by their Fly Waggons from Mr. Shurmers's Warehous, 13, Temple-street, to Shepton Mallet, Bruton, Wincanton, Bourton, Mere Hindon, Gillingham, Shaftesbury, Stalbridge, Milborn Port, Sherborne, Castle Cary, Lydford, Kempton, King Western, Butleigh and Somerton; and from Bridgewater, to Yeovil, Crewkerne, Ilminster, Chard, Axminster, Lyme, Charmouth, Bridport, Beaminster, Honiton, South Petherton, Martock, Stoke-under-Ham. Also, to Taunton, Exeter, Wellington, Tiverton, South Molton, Barnstaple, and Bideford, and all intermediate and adjacent towns.

Messrs. W. and Co., particularly request that all goods intended for their waggons, may be directed "by Whitmarsh and Co. from the Castle and Falcon," Aldersgate Street, to ensure immediate and direct transit, they having no connection with any other inn or receiving-house in London.

Proprietors, { ALEXANDER & CLARE, London. / WHITMARSH and SPENCER, Taunton.

Also W. and Co.'s Vans to and from the Castle and Falcon (*via* South Western Railway, from the Andover-road Station,) through Salisbury, Wincanton, Sherborne, Yeovil, (with branches to Bridport, Beaminster, Crewkerne, Chard) Ilminster, Taunton and Barnstaple.

Thirty-five Cart Horses, Waggon Harness, &c.

TO BE SOLD BY AUCTION, by MR. DIXON, at his Repository, Barbican, on FRIDAY, September 10, 1841, commencing at One o'Clock precisely, Twenty-four Short-legged, Firm, Powerful, Active Waggon Horses, and Two Sets of Road Waggon Harness, the genuine known good stock of Messrs. Alexander and Clare, that have been working their Taunton Waggons, from the Andover-road Station, on the South Western Railway, sold in consequence of them being now forwarded to Bridgewater, *via* the Great Western Railway.

Eleven remarkably fine, powerful, young, seasoned CART HORSES, the property of Mr. John Sloss, of Chippenham, being the last portion of his valuable Stock that have been employed on the Corsham contract of the Great Western Railway, and sold in consequence of it being completed.

Colours—Blacks, Browns, Bays, Greys, Roans, and Chesnuts.

☞ The above lots of fine, young, seasoned Cart Horses, are worthy the attention of Brewers, Distillers, Wharfingers, Town Carmen, Carriers, Agriculturists, and all other persons wanting active, powerful draught Horses for immediate work, as they are without exchange or addition, and positively for unreserved sale.

On view, and Catalogues had, two days before the sale.

A great variety of New and Second hand Carriages, of every description, always on private sale at this establishment, remarkably cheap.

THE COURT OF ASSISTANTS OF THE GOVERNOR AND COMPANY OF COPPER MINERS IN ENGLAND hereby give Notice, That they will sell on Thursday, the 14th day of October, now next ensuing, at their Offices, in Old Broad Street.

One Thousand Tons of British Grain, Refined, and Common Tin; in blocks, ingots, and bars in barrels, in Lots of not less than Two Tons, deliverable from their warehouses in London, Liverpool, and Bristol, or from their Smelting Works at Pensance and Truro.

The Sale to commence at Twelve o'clock precisely.

Catalogues will be issued in due time, containing Particulars and Conditions of Sale, which will be delivered on and after the 14th day of September next, either at this Office, or by the Company's Brokers, Messrs. Short and Mahony, No. 1, Newman's Court, Cornhill.

The Public Sales of Tin by the Company will henceforth be held quarterly, viz. in January, April, July, and October, and the quantity put up will be regulated by the average quarterly consumption.

N.B.—The Company binds itself not to make Sales of Tin, during the quarter, beyond the quantity advertised.

Office of the Governor and Company of Copper Miners in England, Old Broad Street, London.

12th August, 1841.

FOR SALE.—A newly finished Six-wheeled Locomotive Engine. 4 feet 8½ inch gauge, 12 inch cylinders, 18 inch stroke, 5 feet driving wheels, copper firebox, brass tubes, with a new arrangement for regulating the fire, whereby the consumption of coke is very materially lessened. The working gear of this engine embraces all the most recent improvements, and is finished in the best style of workmanship.

For particulars apply to Isaac Dodds, Esq., Resident Engineer, Sheffield and Rotherham Railway, Sheffield.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph, Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street (facing Saint Bride's Church), in the Parish of Saint Brides, Fleet-street, Middlesex.—Saturday, September 4, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 200. Vol. IV.—No. 38.] SATURDAY, SEPTEMBER 18, 1841. [Price, 6d.

SOUTH-EASTERN RAILWAY COMPANY.—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven or Ten Years, at the option of the Lender, and to grant mortgages of the same, bearing Interest at the rate of 5 per cent per annum, payable, half yearly, at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and the term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary, at the Company's Office, 10, Coleman-street, London.

By order of the Board of Directors,
J. S. YEATS, Secretary.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, 1a Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

NEW STEYNE HOTEL, BRIGHTON, (opposite to the Chain Pier,) S. BACON, having entered upon the above Hotel, begs leave to apprise the Nobility and Gentry, he has considerably extended and improved its accommodations. The Coffee Room, with a commanding sea view, has been much enlarged. The Apartments are spacious and convenient—the Bed Rooms lofty and airy, presenting every comfort for families and gentlemen, and by uniting moderate charges with strict attention hopes to receive those favours which it will ever be his study to merit.

N.B. Excellent Stabling, Coach Houses, &c.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, TINNING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad street, City; 63, Princes street, Leicester-square; Manufactory, Mill wall, Poplar, and also of the following Agents —

Robertson and Co., 12, Goree Piazzas Liverpool.
Mathias Dunn ..... Newcastle-upon-Tyn
Joseph Bothway ..... Plymouth.
John Thompson and Co. ..... Wigan.
J. T. Tregellas ..... Truro.
Thomas Mooney and Son ..... Dublin.
Coates and Young ..... Belfast.
James Kibble and Co. ..... Glasgow.
James Gunn ..... Leith.
John M. Beatte, 14, Clement's-lane, High street, Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom, but reference is particularly made to the London and Blackwall Railway, where it has been in use upwards of twelve months.—"It gives entire satisfaction, and has never broken."—*Vide extract of the Tenth Report, Thursday, 19th instant.*

NORTH KENT RAILWAY, FROM GRAVESEND TO ROCHESTER.—Capital, £300,000 in 15,000 Shares of £20 each; deposit, £2 10s. per Share.

Prospectuses may be obtained and applications for Shares made at the Company's Office, 42, Lombard-street.

GEORGE WALTER, Chief Superintendent.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating Intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster row; Hyde & Co. and G. Bell, Fleet-street, Mann, Cornhill; and by all booksellers and Newsmen.

ROBINSON'S RAILWAY DIRECTORY for 1841, containing the Names of the Directors and principal Officers of most of the Railways in Great Britain, derived from authentic sources, price 1s. *Railway Times* Office, Fleet-street.

Just published, a new Edition of ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Railway Times Office, and Hyde and Co., Fleet-street.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by all booksellers.

GREAT NORTH OF ENGLAND RAILWAY COMPANY.—At the 11th Half-yearly General Meeting of the Proprietors, held pursuant to their Act of Incorporation, at the Company's Office, Darlington, the following Resolutions were agreed to by the Meeting.

G. H. WILKINSON, Esq. in the Chair.

1st.—That the Common Seal of the Company be affixed to the Register of Shareholders, now produced.

2nd.—That the Report of the Directors, now read, be adopted.

3rd.—That a Dividend of £1 2s. 6d. per share on 9095 shares be now declared, and be made payable on the 1st of November next, and be then paid to the Proprietors of such shares as shall have fully paid up all arrears of Calls and Interest.

4th.—That this Meeting do now adjourn to Tuesday, the 5th day of October, 1841.

G. H. WILKINSON.

Great North of England Railway Office,
Darlington, September 7th, 1841.

LONDON AND BRIGHTON RAILWAY.—Open from London to Hayward's-heath, from thence per coach to Brighton.

Daily Trains Down to Brighton.—Morning, half past 9, and half past 11. Afternoon, half-past 1, and 5 o'clock.

Daily Trains Up to London.—Morning, 7 and 9. Afternoon, half-past 12 and half-past 4.

Sunday Trains Down to Brighton.—Morning, 8. Afternoon, half-past 5.

Sunday Trains up to London.—Morning, 7. Afternoon, quarter past 5.

Fares.—First Class, 15s.; Second Class, 11s.; Children under ten years of age, half-price.

The Trains stop at all the intermediate Stations, if required, to set down or take up passengers.

As only a limited number of passengers can be conveyed throughout, from London to Brighton, places must be secured by booking them the day previous at the principal booking-offices. On the day of departure places can be secured only at the London-bridge Station, in the event of the limited number not being full. A Daily Down Train, at 9 p.m. for Croydon only, and an Up Train from Croydon at ¼ past 8 a.m. and on Sundays a Down Train, for Croydon only, at 8, and half-past 9, p.m.; and an Up Train from Croydon at 7, p.m. Fares to Croydon. First Class, 2s.; Second Class, 1s. 6d.

By Order,
THOMAS WOOD, Sec.

August 18, 1841.

BERDOE'S VENTILATING WATERPROOF for rendering every description of Woollen Cloth, &c. thoroughly impervious to rain, *without confining perspiration*, or imparting any objectionable property whatever. After more than three years' extensive and most successful trial, public attention is again invited to this invention, and which is confidently recommended to Travellers, and all who are exposed to the rain. Many of the principal Railway and other public Companies have already adopted it for their servants' clothing.

W. B. also invites especial attention to his well-known and much approved

WATERPROOF CODRINGTON FROCK,

a light and gentlemanly garment, adapted for general use at all seasons, and described by those who have tried them as the most convenient and valuable protection from the weather ever invented. Also his

WATERPROOF SHOOTING JACKET,

made from a new, very strong, and much approved material, manufactured for this express purpose.

The above made only by

WALTER BERDOE, TAILOR, &c., 69, CORNHILL,
(Eight doors from Bishopsgate-street.)

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

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SHEFFIELD AND ROTHERHAM RAILWAY COMPANY—GENERAL MEETING.

The Annual General Meeting of the Sheffield and Rotherham Railway Company was held (by adjournment from the 11th of August) at the Sheffield station, on Thursday, when a very considerable number of the proprietary were present; Mr. Wm. Vickers, the Chairman of the Board of Directors, took the Chair.

The common seal of the Company having been affixed to the registry of shares,

Mr. Badger read the Report, which expressed the regret of the Directors that the annual meeting should have been delayed for so long a period (it having been held *pro forma* only on the 11th of August), in consequence of the inability to obtain from the North Midland Company, according to the understood and recognised principles of accounts, a statement of the half year's traffic, until the preceding day. There was (the Report also stated) great difficulty in separating the amount of the traffic of the local and North Midland trains, inasmuch as a portion of the Company's receipts appeared in the general balance of profits arising from traffic of all kinds, in the general account. The depressed state of trade affected the general, but more particularly the local traffic. The number of passengers conveyed by the local trains during the six months ending 30th of June, 1841, amounted to 148,623; by the North Midland trains 65,171, making a total number of 213,794. The total sum received for traffic during the same period was 10,093*l.* 3s. 2d.; the total outlay being 4,240*l.* 9s., and leaving a balance of 5,852*l.* 14s. 2d. The Directors recommended the declaration of a dividend upon the original shares of 1*l.*; and upon the new shares (on which 7*l.* 10s. per share is paid) of 5s. 9d., being after the rate of 8 per cent. per annum. This would leave a balance of 702*l.* 14s. 2d. to carry to the reserved fund, and making the amount of that fund 2,995*l.* 6s. 10d. The Directors went on to observe that they thought it to be incumbent on them to draw the attention of the proprietors to any project which had for its object the increase of the traffic of the undertaking. In a former Report, the Directors had with that view called attention to the project for establishing a line of railway from the neighbourhood of Swinton to Doncaster, and they begged to state, that, in order to remove all apprehension upon the subject, an application would be made to Parliament during the next year. The Directors felt themselves bound to call the attention of the shareholders to the project, which was one deeply affecting their interest. By the new Act of Parliament, three Directors retired by ballot. The ballot had taken place, and the gentlemen who had to retire were Mr. Pitt, of Barnsley, Mr. Chambers, of Masbro', and Mr. S. Jackson, of Sheffield; and in place of those gentlemen three other Directors would have to be elected.

Mr. Henry Vickers read the general account of the Company.

The Chairman said that some of the proprietary might, perhaps, regret that the traffic had not increased to a greater extent than it had. The traffic upon the short line had decreased; upon the long line it had increased, but only in a slight degree. The traffic of goods upon the long line had considerably increased. Under these circumstances the receipts were considerably less than those of the preceding half year, but not so as to make it manifest to the Directors that when trade becomes in a more flourishing state, that the decrease of income would continue. It was a matter of regret to the Directors that hitherto they had not been able within fourteen days of the 30th June, or the 31st of December, to obtain from the North Midland Company a statement of accounts to enable them to make up the accounts regularly within a few days of that time. But from what passed between themselves and the officers of the North Midland Company, a promise was made by the latter, that the accounts should be kept for the future in such a state that they (the Directors) might go and examine them by their own books, as was the case last year. They could not be made from the books, but it had been agreed that the accounts should be examined by vouchers, and if any errors were found on either side, either party should be debited or credited with it as the case might be. The depression which the shareholders were aware was acting generally upon the public, was acting peculiarly upon the North Midland and the other railways in the commercial parts of the country; but he hoped at least that before that day six months, there would be a removal of the depression, and that the change we had had politically—(question)—would do good to the Company, by producing a more extended traffic. At any rate they had this remote consolation, that they could not be much worse; we were in so bad a state that we could not well be worse, and he sincerely hoped that during the next half year the traffic would increase. If any shareholder wished for any further explanation of any matter alluded to in the Report, the Directors would be most happy to give it.

Mr. Booth asked a number of questions respecting the reserved fund, and the outstanding demands against the Company, which in the abstract of the accounts were left blank.

Mr. Henry Vickers entered into a number of statements in answer to the queries of Mr. Booth, in the course of which, he stated that the present outstanding claims might be estimated at 450*l.*, to which sum an addition would certainly have to be made, inasmuch as the North Midland had made a claim upon this Company for the broken carriages in the late lamentable accident in which the engineer and stoker were killed, of upwards of 400*l.* He was afraid this Company would be liable to the greater portion of the demand, but he thought not the whole; what the proportion would be he could not tell; but by his advice the Directors had not recognised the entire claim, on account of the servants of the North Midland Company being in some degree to blame in the accident. But supposing them to establish the whole of the claim, the outstanding claims upon the reserved fund of 2,995*l.* would be about 900*l.*

The Chairman then entered into a rather lengthened explanation of the difficulties of making out the statements of the accounts in the manner desired by Mr. Booth. The substance of the explanation was this, that the amount of their own local traffic was a gross sum, out of which their outgoings had to be paid, while the sum received for the North Midland traffic was net profit—that no separate account of the locomotive power furnished to the North Midland Company could not be kept distinct from their own—that from the gross amount of the North Midland traffic they had to deduct various expenses, and also the interest for the outlay of money at the station by both Companies, and that they had then to calculate the proportion which they had to receive.

Mr. Henry Vickers also entered into an explanation to the same effect.

Mr. Booth alleged that the explanation was somewhat mysterious, and that the Directors might, at any rate, give them a separate statement of the total traffic upon their own line.

Some further discussion ensued, in the course of which, the Chairman and Mr. Chambers explained that they had three kinds of traffic, namely, their own independent traffic, the passenger traffic between Sheffield and Masbro', which was their own, after deducting an allowance for the use of the North Midland carriages, and a proportion of the passenger traffic for the longer distances.

Mr. Booth said, he did not imagine that the discussion would have been protracted to such a length, and he would bring it to a close by proposing that the Report should be adopted, printed, and circulated among the shareholders.

The resolution was unanimously adopted.

Mr. S. Jackson moved that a dividend should be declared in conformity with the recommendation in the Report. He thought 8 per cent. was a handsome dividend, and that they could not safely have a greater without seriously trenching upon the casualty fund.

Mr. James Wilkinson seconded the motion.

Mr. Blackwell thought they might safely declare a dividend of 10 per cent., which would leave a reserved fund of 1,500*l.*, and moved an amendment that they should do so.

Mr. Wilson, of Wakefield, seconded the amendment.

A discussion ensued upon the amendment, in the course of which, the mover and seconder of the amendment, Mr. Ingleson, Mr. M'Turk, and others contended that a dividend of 10 per cent. would leave a sufficient reserved fund—that the casualties, and wear and tear of carriages and machinery, should be defrayed out of the income of future half years, and that those who were shareholders now ought not to be taxed to supply deficiencies at a future time.

Mr. Jackson, Mr. Booth, Mr. Badger and others, contended that they could not, with a due regard to the interests of the Company, divide more than 8 per cent., which was a handsome return upon their capital, and that if a greater dividend were declared, there would be a falling off in future dividends, which would lower the present high character of the undertaking in the eyes of the public.

The Chairman said, he should have advocated a dividend of 9 per cent. had it not been for the probability of the addition to the reserved fund.

On the question being put from the Chair, the original motion was carried by a large majority, only thirteen hands being held up for the amendment.

A discussion next arose upon a suggestion being made by the Chairman, that the meeting should place the sum of 250*l.*, which would be a mere trifle from the reserved fund, in the hands of the Directors, to be expended by them, in making the necessary preliminary inquiries, previously to applying to Parliament for an Act to authorise the making it a railway from the neighbourhood of Swinton to Doncaster, which railway he thought would materially benefit this railway, by bringing a large additional traffic upon it. He said the Directors wished to calculate the traffic between Sheffield and Doncaster, during the ensuing race week, the general traffic having been calculated.

The Rev. Mr. Watkins and others, dissented from the proposition, on the ground that it would be throwing the money away, as the projected line of railway could not possibly answer, that if it benefitted any Company it would benefit the North Midland more than this—that the North Midland should be left, if thought proper, to take the matter up, and that, moreover, any interference on the part of the Sheffield and Rotherham Company might pledge them hereafter to support the project, however impracticable it might turn out.

The Chairman and Mr. Henry Vickers stated in reply, that a respectable and intelligent coach proprietor in this town had expressed a confident opinion that the projected railway would pay 5 per cent., and that the traffic in grain alone, between Sheffield and Doncaster every week, amounted to 100 tons, not an ounce of which now came upon their line, and that the railway would certainly be made at some time or other. In the course of the discussion it was proposed that 100*l.* should be voted for the object stated by the Chairman, but on the motion being put, it was negatived, only sixteen hands being held up in its favour.

The Chairman said, he certainly should think he would be neglecting his duty if he did not agitate the matter at their future general meetings, until his proposition was adopted.

Mr. Henry Vickers called the attention of the meeting to a proposition which was made at the last half yearly meeting, for allowing the nine Directors the sum of 300*l.* annually, as a remuneration for their services, and which was adjourned to the present occasion as being a question which ought to come before a yearly meeting rather than a half yearly one.

Mr. Roberts thought the remuneration only a fair and reasonable one, considering what was done by other Companies, and more especially the prosperous condition of their own affairs; and he accord-

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ingly moved that the proposition should be then adopted.

Mr. HAMMOND seconded the motion.

A tedious discussion arose upon the question, in the course of which, the Rev. Mr. Watkins, Mr. M'Turk, and others, expressed their disapproval of the principle of remunerating the Directors of railways and other public companies, and one which ought not to be followed by this Company. In reply to this, it was argued that as other railway companies (even those which are not in a prosperous condition, and who had only the Directors to thank for their want of success) granted an annual remuneration to their Directors, it would be a reflection to refuse it in this instance, that such remuneration had a tendency to promote the prosperity of companies, by securing a regular attendance of Directors, and that as most of the Directors of this Company are tradesmen, they ought not to be expected to devote so large a portion of their time, as was consumed by a proper and conscientious discharge of their duties, for nothing.

Mr. M'TURK contended, (in opposition to the opinions of the Solicitors,) that the shareholders had not the power to order such an appropriation of their funds, and that the shareholders were annually *bored* by the introduction of this subject. In the course of the discussion, it was proposed by Mr. JENKINSON that the Directors should have nothing.

We did not observe who seconded the motion.

Mr. BLACKWELL proposed that the Chairman should receive 100*l.* annually, and the rest of the Directors nothing.

The CHAIRMAN declined received that sum, observing that he had no objection, on his own part, to serve the Company to the best of his ability for nothing, though he did not think it right to expect others to do the same. The motion, therefore, fell to the ground.

Mr. BOOTH disapproved of the allowance of 300*l.* per annum to the Directors, as he thought there was a danger of its tempting parties to use means to obtain appointments as Directors. He proposed that a piece of plate, to the value of 20*l.*, should be presented to each of the nine Directors, and that 100*l.* should be voted for division among the three gentlemen who act upon the joint Committee of this Company and the North Midland, and whose duties are much more arduous than those who form a part of the ordinary Board.

Mr. HENRY THOMAS seconded Mr. Booth's motion.

On Mr. Jenkinson's amendment being put, only one hand was held up for it; and the original motion was carried by a large majority.

Mr. WILSON suggested that the Report should be placed in the hands of the shareholders at the same time as the accounts, previously to the annual meetings.

The CHAIRMAN said, that if the Report were printed they would never get persons to attend the meetings.

Mr. SPENCER thought that in order to prevent disappointment for the future, a specific motion had better be entered upon the books relative to the printing of the accounts. He therefore proposed that the accounts should be printed and supplied to the shareholders on application at the Company's offices in Sheffield, six days before the annual meetings.

The CHAIRMAN said he hoped the Directors would be able to send the accounts to the shareholders in future; and several gentlemen thought the meeting had better rest satisfied with the assurance given, and not pass any specific motion upon the subject.

Mr. S. JACKSON thought if they passed a motion they would have the strongest argument on which to rest the necessity for a punctual settlement of accounts with the North Midland Company.

Mr. BLACKWELL seconded Mr. Spencer's motion, which was unanimously adopted.

The meeting then proceeded to the election of Directors—Mr. TYAS, of Barnsley, proposing that Mr. S. Jackson, Mr. G. W. Chambers, and Mr. George Knowles, should be appointed.

At the close of the election the numbers were as follows:—

Mr. S. Jackson	725
Mr. Chambers	537
Mr. Bradley	471
Mr. Knowles	434
Mr. Wheatley	269
Mr. Ingham	183
Mr. Blackwell	160

Thanks having been voted to the Chairman, the meeting broke up about half-past three o'clock, having occupied more than three hours.—Abridged from the *Sheffield Mercury*, Sept. 11.

GREAT NORTH OF ENGLAND RAILWAY COMPANY—GENERAL MEETING.

THE Eleventh Half-Yearly General Meeting of the Proprietors of the above Railway was held, pursuant to the Acts of Incorporation, at the Company's Offices in Darlington, on Tuesday, September 7. The attendance of shareholders was numerous; G. H. WILKINSON, Esq., in the Chair.

The CHAIRMAN opened the business by calling upon the Secretary, Captain O'Brien, to read the advertisement calling the meeting; which was done accordingly. The Chairman moved, that the common seal of the Company be affixed to the register of shareholders now produced.

The motion was seconded by a shareholder, and carried.

Captain O'BRIEN (the Secretary) then read the following

REPORT OF THE DIRECTORS.

GENTLEMEN,—The proprietors are aware that since the last Ordinary general meeting the railway has been opened for general traffic. It has been examined, and fully approved of, both as to the formation of the road, regulation of the working, by Sir Frederic Smith, Inspector-General of Railways, and others, have the satisfaction of stating that every thing previous to that has been then—and that has since successfully taken—to insure to the public both comfort and safety. Third class carriages have been attached to some of the trains, to accommodate the local traffic, and the scale of fares fixed so as to enable all classes, according to their means, to avail themselves of the facilities afforded of travelling on the railway. Arrangements have been made for the conveyance of merchandize, &c., and considerable quantities of goods are now passing the line. The traffic on coals has been large, and a great increase may be anticipated, when, by great facilities, has been conveyed, the demand for home has also been considerable, and both promise to prove most important items of traffic.

When last the Directors met the shareholders, the coal trade had been opened under very favourable circumstances, during the summer months, however, as might have been expected, the sales fell off. At York and Acne the trade had to contend with great difficulties, from the large reduction in the price of river borne coals; but these difficulties are now being gradually overcome, and as the winter approaches the Directors every reason to expect a large increase at these places, as well as at all the other stations along the line of railway. There has been a steady increase in the weekly receipts, and though it is impossible to come to a satisfactory conclusion as to what the ultimate traffic on the line may prove to be, from so short an experience of its working, the Directors trust, judging from the great increase on every portion of the railway, that the Great North of England Railway will fully realise the expectations of its projectors.

The statement of the revenue account which accompanies this Report, shows a balance on the same to the 30th of June of 11,021*l.* 16*s.* 9*d.*, independent of what is due to the Postmaster-General for the conveyance of mails, the rate of which has not yet been decided upon, but on the other hand no charge has been made for the maintenance of way, nor for depreciation of the Company's stock, nor for rates and taxes. The minute ante of way has been included in the capital account, under the head of contra work, the Directors having followed the example of other railways, which have merged this charge into that outlay of capital which year after year is spent, as until that time, at least, has elapsed, the embankments and the cuttings traded, and therefore the expense of keeping them up properly, belongs to the maintenance of the line, at the end of the first year the repairs become of an ordinary description, and will then become a charge on the revenue account. The Directors have not thought proper to introduce into the revenue account an estimate of depreciation of the Company's stock, however correct in principle, or advisable it may be to do so at a future period, as it was thought would be a matter of difficulty to make a correct estimate now, and a valuation unnecessary after so short a period of working.

The rates are limited, as arrangements connected with them are still pending, and until completed it would be unadvisable to estimate them.

A profit amounting to 11,021*l.* 16*s.* 9*d.*, being shown by the statement, the Directors recommend that a dividend of 1*l.* 2*s.* 6*d.* per share be declared on 9,000 shares, being for the quarter of a year during which the railway has been open for general traffic at the rate of five per cent per annum on the amount of shares issued. That this dividend be payable on the first of November next, and be then paid to the proprietors of such shares as shall have fully paid up all arrears of calls and interest.

The Directors having stated so much that must be gratifying, have now to enter on a less pleasing task, viz. the forfeiture of shares. So long as the formation of the line was in progress, they deemed it prudent to avoid forfeiting shares, though they repeatedly and most urgently called upon proprietors in arrear to make good their engagements. But the time having now arrived when a profitable return has been realised, the Directors consider it only just that those who have borne the expenses of the undertaking, by paying up their calls, shall benefit by a dividend, more especially as the latter class of proprietors have been subjected to heavy additional charges, in raising the money which ought to have been paid by the former, and without which the whole undertaking must have been abandoned. They have, therefore, this day declared all shares forfeited upon which all calls have not been paid up. This declaration of forfeiture being made, a special general meeting will be convened, under the provisions of the Act, for confirming the same, to be held three months after the notices of forfeiture are issued.

Hitherto the Directors have deferred entering with the proprietors on the question of execution of the portion of the line between Darlington and Newcastle, in the county of Durham, having deferred them from its prosecution until that between Darlington and York was completed; but the advantages desirable from a continuous railway communication to Newcastle have become so palpable, not only to the Great North of England Railway Company, but to all the other Railway Companies with which it is connected, that a meeting of the Directors of the railways between Darlington and Rugby, and of the Manchester and Leeds, the Brandling Junction, the Durham Junction, and the Newcastle and Carlisle Railways, has been held, in order to obtain such decision as to that arduous and important undertaking possibly have been attained by the unanimous exertions of the Companies. The first object was that meeting to set yet a definite measure to be adopted before the proprietors, but the Directors have not since been idle, and it is well calculated to attain the desired result, as soon as it presents itself with ease to advance and the work may be begun as soon as the proprietors of the Companies united to have given their assent. It does not rest with the shareholders of the Great North of England Railway in any further outlay of capital. The exclusive responsibility and expense of formation will be removed from this Company, and divided among several, whereas, the advantages to the proprietors of the Great North of England Railway, when completed, will be as great as if the original line from Darlington to Newcastle had been carried out. The proprietors may depend upon the Directors keeping a strict watch over their interests in any arrangements arising out of this proposal, and the plan to be adopted will be placed before the proprietors at an adjournment of this meeting, when, having all the details before them, they will be in a position to decide. (Applause.)

REVENUE ACCOUNT,

From January the 4th to March 31st, 1841.

EXPENDITURE.

To Cash paid for expenses	£1,196	17	5
Balance carried down	2,250	18	3
Total	£3,412	15	8

INCOME.

By Cash received for coal, dues, merchandise, &c.	3,412	15	8
Total	£3,412	15	8

EXPENDITURE,

From March 31st to June 30th.

To Locomotive account, including salaries, wages, oil, coke, repairs &c.	1,218	0	10
Coaching account, including superintendence, wages of clerks, porters, police, guards, &c.	903	8	7
Carriage and waggon account, including repairs, wages, &c.	171	4	4
Merchandise account, including wages, &c.	66	10	9
Coal account, including expenses of the depots, wages &c.	315	19	4
Stores account, wages, &c.	46	9	0
Compensation account	5	0	0
Miscellany	49	2	3
Commission	7	17	0
Loan creditors (three months interest)	4 245	9	9
Balance carried forward	11,021	16	9
Total	£18,496	18	7

INCOME.

From March 31st to June 30th.

By Balance brought down	2 255	18	3
Passengers, horses, carriages, dogs, and coach parcels	9 892	8	11
Merchandise and cattle	2 556	16	10
Coal dues	3 710	9	3
Interest	85	5	4
	£18 490	18	7
By balance brought forward	£11,021	16	9

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General Statement of Income and Expenditure for the Half Year ending 30th June, 1841.

RECEIPTS.

	To 31st Dec. 1840.	To 30th June 1841.	Total.
	£ s. d.	£ s. d.	£ s. d.
Received on calls and payments in advance	464322 2 1	105326 18 10	569649 1 8
Rent of land and premises, the Company's property	543 2 5	210 0 0	753 2 5
Interest on calls, &c.	6110 17 3	2283 7 1	8394 4 4
Loans on Company's debentures, &c.	327433 12 3	60876 16 0	388310 8 3
Incidental receipts	298 3 4	547 12 5	845 15 9
Company's notes discounted by Treasurer	..	21000 0 0	21000 0 0
Balance	..	8195 7 5	8195 7 5
	798707 18 1	198440 1 9	997147 19 10

DISBURSEMENTS.

	To 31st Dec. 1840	To 30th June 1841.	Total.
	£ s. d.	£ s. d.	£ s. d.
Parliamentary expenses	11625 9 7	500 0 0	12125 9 7
Engineering, surveying, &c.	17143 2 0	124 4 5	17267 6 5
Law charges and arbitrations	20066 11 9	772 0 4	20838 12 1
General disbursements	7726 17 1	193 15 3	7920 12 4
Printing, advertising, and stationery	3720 15 9	199 6 2	3920 1 11
Direction	3454 1 3	378 0 0	3832 1 3
Deputations and travelling expenses	1402 17 7	470 7 2	1883 4 9
Salaries, agencies, &c.	13419 9 11	2887 3 11	16306 13 10
Office rent and furniture	775 7 10	161 3 9	936 11 7
Land and compensation &c.	171834 8 5	10753 19 6	182588 2 11
Stamps, &c	1487 18 7	86 1 1	1573 19 8
Contracts including bridges	389297 18 11	83400 5 4	472698 4 3
Ditto for materials	123435 14 9	47722 5 7	171157 0 4
Interest and commission	28472 17 8	13294 6 3	41767 3 11
Locomotive engines	22062 11 0	14305 14 0	36368 5 0
Passenger carriages	2550 0 0	3423 10 0	5973 10 0
	818475 17 1	178672 2 9	997147 19 10

REPORT OF THE ENGINEER-IN-CHIEF, R. STEPHENSON, ESQ.

Since I received instructions from you to report on that portion of your line remaining unexecuted between Darlington and Newcastle, I have examined the surface of the country carefully, with the special view of ascertaining how far I could feel justified in recommending the immediate construction of this important and only remaining portion of your original undertaking.

During this examination, I have studiously kept in view the great importance of extending your line northwards to Newcastle with the least possible expense, and from the knowledge I have of your feelings in this respect, I know that in making this an element in all my considerations, I was acting in strict conformity with your wishes.

In my former Report upon the executed portion of your line between York and Darlington, I had occasion to observe on the remarkable facility which the face of the country offered for the attainment of excellent gradients with works of small magnitude.

A similar remark will not, however, apply generally to the distance between Darlington and Newcastle, as I soon found on a cursory examination of the ground with your Parliamentary plan and section in my hand.

After crossing the Stockton and Darlington Railway, the line may be described as generally following the course of the river Skerne to a little beyond Great Aycliffe. Here it diverges from the course of the river, crossing a tract of rather elevated and rough country to Chilton and Thrislington Gap. At the latter place the line follows the course of the valley leading towards Croxdale, where an abrupt rise of the country takes place.

Here the formidable part of the section from Darlington commences, and continues without interruption for several miles. Indeed a very small part of the remaining distance to Newcastle can be deemed of an ordinary character.

In the high tract of country, near Croxdale, your Parliamentary section exhibits an excavation which would yield on a moderate calculation, upwards of one and a half million of cubic yards. This great work is succeeded by an embankment over the Shincliffe Valley of upwards of 100 feet in height, and more than one mile in length, and containing nearly three millions of cubic yards. This is again succeeded by a very large excavation or tunnel through the bold promontory on which one part of the city of Durham is situated, called Gilligate-Moor; and then the line shortly encounters the valley of the Weir, which is crossed at an elevation of 140 feet, involving another embankment of 800,000 cubic yards From the crossing of this river just alluded to, the excessive and costly character of the works gives place to another much more moderate, yet, upon the whole, exceeding the average of the already executed portion of your line.

I may at once state, that I am fully aware of several proposed alterations in the course of this route, by your late engineer, Mr. Storey; but notwithstanding the improvements of which the line in this district may be susceptible, by slight modification both in the direction of the line and in the system of gradients, originally applied to the sections, I cannot bring my mind to recommend you to adhere to it. The inordinate quantity of cutting and embankment which is concentrated within a few miles, and confined to two or three points, is such as would certainly occupy several years to execute, even though an unusual degree of dispatch were brought into operation. When I add to this circumstance the fact, that in the course of my experience it is in such works as are here contemplated, by far the larger share of contingencies which the engineer cannot controul or anticipate, have their source, I feel persuaded that I am amply justified in strongly urging upon you the propriety of instituting further inquiry on the most advisable means of avoiding this expensive part of your undertaking, without involving the abandonment of all the advantages which the completion of the one through this district of country would contribute to that section which is now in such successful operation between York and Darlington. Having, I believe, fairly estimated the obstables which present themselves in carrying out your original plan, and feeling satisfied, after much deliberation, that the completion of your line to Newcastle, where it would unite with the line to Carlisle, is the only step now remaining to be taken to establish the eastern route to Scotland, I turned my attention to the attainment of a more economical route than the one I have briefly described. I was naturally led to consider how the exercise of your own powers, in conjunction with portions of existing lines, would tend to the accomplishment of the object in view; and it affords me much satisfaction in being able to lay before you a proposal which appears to me to combine not only economy in execution, but what is of equal importance—a speedy completion of this link of railway communication.

I regard its prompt completion of great importance, not merely to the Great North of England Railway (whose revenue it would, beyond all question, immediately augment) but also to those railways which are now in operation between the Rugby Station of the London and Birmingham Railway, and Darlington.

I do not rest this importance so entirely as some appear to do on the early establishment of a line which is looked upon as a rival to that which has been projected through Westmoreland and Cumberland I would rather rest the case solely on the importance of securing an uninterrupted railway communication with the thickly populated districts of Newcastle, Sunderland, Shields, Hartlepool, Stockton, and Darlington.

In the traffic of all these places your extension may be made to participate, as well as in that of the whole of Scotland, which you will obtain through the medium of the Newcastle and Carlisle Railway.

At the present moment an active intercourse is maintained between Newcastle, Shields, and Stockton, by the Brandling Junction, the Durham Junction, and the Clarence Railways, with an interval of eight or nine miles of travelling by coach or omnibus.

An attempt has been made to fill up this interval by parties who have deposited plans under the title of the Northern Union Railway Company. This design contemplates joining the Great North of England line, near Shincliffe, thus establishing at once an uninterrupted communication between the Great North of England Railway and Newcastle, through the medium of the Durham and Brandlington Junction Railways.

This project, if the parties promoting it were able to carry it out, appeared to me at once to relieve the Great North of England from prosecuting that portion of their line which abounded in formidable engineering difficulties. I proceeded without delay to examine the plans and sections of the Northern Union Railway, and also the country over which it is proposed to pass, and I found, that by the introduction of occasional steep gradients, not however exceeding 30 feet per mile, that a very good communication might very shortly be opened between the Great North of England Railway and the towns of Newcastle, Carlisle, Gateshead, Shields, and Sunderland.

On satisfying myself that the proposed line might be executed at a moderate cost, I had sections made of the Great North of England Parliamentary line between Darlington and Shincliffe, for the purpose of determining how far the cost originally contemplated might be reduced by the introduction of similar gradients to those proposed on the Northern Union Railway.

The result has been, that you may reckon with the utmost confidence, in extending your line from Darlington to Shincliffe, at a cost of certainly not less than 20,000*l.* per mile. The character of the works on the proposed Northern Union are somewhat similar to those on this portion of your own line, and will incur nearly the same cost per mile in execution.

As this line may be regarded as a substitute for your own from Shincliffe to Newcastle, I would suggest that steps be taken for aiding in the application to Parliament which is to be made next session, the necessary plans and sections having been deposited last March.

This proposed substitution of another line for that portion of your original project which was likely to involve serious outlay, strikes me as being so feasible that I cannot hesitate in recommending it to your attentive consideration. It may be thought that I overrate the importance of this link of railway to the north, but I would ask those who doubt its importance to consider for a moment the influence which its completion to the populous districts already frequently mentioned, and also the Newcastle and Carlisle Railway, is calculated to exercise on the whole of the capital invested in railways between Darlington and Rugby. When this is fairly and impartially considered by the proprietors of these railways, it is reasonable to suppose that they will rise unanimously to urge the continuation of the line forthwith. This feeling on the part of the different Railway Companies has already given demonstrations of its existence, and I am glad to learn is likely to lead to a union of efforts, which if carried on with judgment and proper spirit, cannot fail in the accomplishment of the object in view.

Before concluding, it is necessary that I should briefly mention the only two objections which I have heard urged to the proposal now submitted to your consideration. First, that much difficulty and confusion are likely to arise from the line between Darlington and Newcastle being in so many hands; and secondly, that the communication to Newcastle will be very indirect. To the first, I would reply that all difficulty in this respect would be obviated by leasing the intermediate lines to the Great North of England Company as far as the Brandling Junction at Brockley Whins, thus placing the working in one Company: and to the second I have to observe, that the distance to Newcastle is only increased five miles, while much greater accommodation is given to the whole of the population of Shields and Sunderland, from both of which places a considerable traffic must be derived. So far, therefore, from this method of concentrating the traffic being an objection, I believe it will be found a positive benefit both to the public and all the Railway Companies concerned. I have not had an opportunity of going minutely into the estimate of cost of your line from Darlington to Shincliffe, nor of the line from Shincliffe to the Durham Junction, but I have no difficulty in stating most confidently, from the calculations and examinations I have already made, that it cannot exceed, nor even equal, 20,000*l.* per mile, and the works are such as may easily be executed within two years. I would but add, that exclusive of the immense reciprocal benefit which which will immediately accrue to all the railways thus brought into union with each other, the local traffic alone as it at present exists is sufficient to repay a remunerating interest on the outlay.

(Captain O'Brien was frequently, while reading the above Reports, interrupted by the applause of the shareholders.)

Mr. Oxley (a Director) stated some important facts in support of the establishment of the northern line. The railways south of the Great North of England had all benefited more or less since the opening of the latter, and if Companies felt the advantage of a line opening to so small a space as Darlington, it was only reasonable to suppose that they would feel still further the increased value in their property, by extending the line to Sunderland, Newcastle, and Gateshead. Mr. Oxley proceeded:—"If property at a distance from this important district has been increased so much in value, how much greater will the value be to us on the part of our line already executed. I am sure I am speaking within bounds, taking for my guide what has been already effected on the southern lines, when I tell you that we shall certainly have an increase on our line already executed of from 700*l.* to 1,000*l.* per week. I am not at all stating that which is not borne out by facts, because it is well known that, if the line be carried on to Newcastle, it decides the question whether the extension to Scotland is to take place on the east or the west side of the country. (Hear, hear.) We know that there are important, wealthy, and influential parties at work on the other side of the country; that they are making great efforts to carry on the line on the western side of the kingdom. It is only by a vigorous and energetic movement that we can be expected to arrest the progress of that scheme. There is no doubt that the extension of our line has great advantages over that projected on the other side, inasmuch as by an expense of 500,000*l.* we shall have advanced as far north to Scotland as they will by an expenditure of five millions." He then stated what had taken place at an important meeting of railway proprietors, held the day previous at York. He said—"We had deputations present at the meeting from all the railways south of us as far as Rugby, including representatives from the Leeds and Manchester Railway. We had also present deputations from the northern railways, from the Newcastle and Carlisle Railway, from the Durham Junction, the Brandling Junction, and other Companies interested in carrying this undertaking out; and I do not hesitate to say that it was one of the most important meetings that has taken place in the north of England, whether with respect to numbers or wealth; a body of gentlemen not likely to stop short of

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carrying out the works which they have now undertaken. The carrying out of the plan at present proposed is dependant on the interests of this Company being fairly and properly considered, and the expenditure which shall have taken place being taken into consideration, and an equitable arrangement made. I do not hesitate to declare that you may confidently rely on your Board of Directors to watch your interests in this matter. The principle of the plan contemplated appears to be this—that a new Company shall be formed; that they shall issue shares to the extent of 500,000*l.*, that the interest payable on these shares shall be guaranteed in certain proportions by the different Companies at the rate of 6 per cent. per annum for ten years; and that the Company shall take up the railway from our connection with the Stockton and Darlington Railway, and pursue it till they reach the railway already in existence, which will form part of the way of our line to Newcastle; the route to be continued by means of the Durham and Brandling Junctions; the direction they will follow will be to Shincliffe, a distance of above 15 miles. After that they will lean a little to the east, and afterwards communicate with the Brandling Junction. I have stated the principle proposed very generally—the question was referred to various Boards of the different respectable Companies for their consideration and approval. An adjourned meeting will take place on the 27th instant, when the various reports of the several Boards will be brought forward, and something like a decision arrived at, that may be laid before the proprietors of each Company.

The Report of the Directors was then received, and a dividend declared of 1*l.* 2s. 6d. per share, payable on the 1st of November next. In the course of conversation it was stated, that the expense of the whole line from Darlington to York would be about 1,050,000*l.*

The meeting was then adjourned to Tuesday, the 5th day of October next.

ULSTER RAILWAY COMPANY—GENERAL MEETING

[Abridged from the *Northern Whig*, September 11.]

THE usual Half-yearly Meeting of the Proprietors of the Ulster Railway was held on Thursday last, in one of the waiting rooms at the Belfast terminus. On no former occasion was the attendance of shareholders so numerous.

Mr. JAMES GODDARD having taken the Chair, opened the proceedings by reading the following

REPORT.

The Directors, in meeting their constituents at the end of another half year, feel themselves justified in congratulating the Company on the present state and prospects.

The Railway between this town and Lisburn has now been in operation for two years, and the experience of that period has fully borne out the anticipations of the Directors as to the amount of traffic to be expected on that section of the line. It will be observed on looking at the statement of traffic, that the number of passengers during the last half year, has scarcely equalled that of the corresponding months of last year. The falling off, in this particular, is also, other attributable in the opinion of the Directors, to the circumstance, that passengers coming from considerable distances, by coaches, feel very great inconvenience in transferring themselves and their luggage to another vehicle—an inconvenience which the advantage of quicker travelling over so short a distance as eight miles is not sufficient to counterbalance. The number of passengers conveyed on the railway from the 1st of March till the 31st of August, inclusive (excluding one week, commencing 19th July and ending 25th July was 176,299

And during the Maze race week the number was 18,503

Being a total during that half year of 194,802

The amount received from passengers during that period was £5,185 3 0

And for parcels it was 154 12 4

The gross receipts for traffic thus amounted to £5,339 15 4

The Directors feel happy in drawing the attention of the Company to the fact that during the same period, while they have maintained the works in the most perfect efficiency, they have been able to effect, at the same time, a considerable reduction in the expenditure, under the head of "Working the line." The saving of fuel, a most important item of expenditure, to which the Directors referred in their last report, has been successfully carried out, under the judicious conduct of your Manager; and, as will be seen by the statement of accounts, the system of economy as far as practicable, consistently with safety to the interests of the shareholders and to the public, has been introduced into other departments of the concern.

The amount chargeable to the traffic account, for working the line, during the last six months, as appears by the annexed statement is 2,708*l.* 6s. 11d.; and when this is deducted from the gross amount of traffic given above (say 5,339*l.* 15s. 4d.), there appears a net profit, on the working of the last half year, of 2,631*l.* 8s. 5d., being a greater amount by 490*l.* 6s. 8d. than the Directors were able to report for the corresponding period of last year.

The Directors, therefore, feel warranted in recommending to the Company to declare a dividend of 4s. 6d. per share out of the above amount of profits. This will be at the rate of upwards of 5 per cent., on the amount chargeable for the completion of the section of the line now at work, and leaves 290*l.* 14s. 11d. to be added to the "Reserved Fund,"—a fund, it will be observed, entirely independent of the wear and tear fund, mentioned in the statement annexed.

The Directors cannot conclude the observations respecting the already open section of the line, without calling the attention of the Company to the perfect safety with which their traffic has been hitherto carried on. Even during the week of the Maze races—when, as the great bulk of the proprietors are aware, there was a very great concourse of passengers—not the slightest accident occurred, either to the passengers or to any of the Company's servants, except one. It is with regret that the Directors state, that one collision was fatal; but they must at the same time, make it known, that it occurred neither through any defect of the Company's regulations, nor from any default of your officers but entirely from the unfortunate young man's own imprudence.

With respect to the state of the works between this town and Lisburn, and of the working stock, engines, carriages, &c., as well as for an account of the progress made on the extended line to Portdown, the Directors beg leave to refer to the Engineer's Report, which is annexed.

Deeply impressed with the conviction, that, in concerns of this nature, economy is to be strictly pursued, in the original formation, as well as in the working of the line, in order to secure due advantages to the shareholders, but assured at the same time, that there is a false and deceptive economy, which, however beneficial it may at first appear, proves ultimately disadvantageous and disastrous, the Directors, in every thing they have done, have used their best exertions to secure what appeared to them the true interests of the Company. In the course of their labours, the Directors have not felt it to be their duty to accept offers for work merely because the money price asked happened to be the lowest. Other circumstances have uniformly been taken into their consideration of tenders, so as to insure, as far as in them lay, that the interests of the Company should not be sacrificed. The conduct of the Directors, with respect to certain contracts, having been lately brought under the notice of the proprietary body, by a circular dated "Lurgan, 16th July, 1841," and signed "John Hancock," they feel themselves called on to put the whole facts of the case referred to fully and fairly on the face of their Report.

In the month of October last, the use of iron knees or stays, for the purpose of securing the longitudinal wooden bearings on the cross or transverse sleepers, was suggested to the Directors by the Manager. In conformity with the usual practice in such cases, the Committee of Directors, on the 22nd of October last, resolved,—"That offers for the supply of the requisite quantity of iron knees or stays for the line be solicited from houses in Belfast." In obedience to that resolution, circulars were addressed to several houses in Belfast, who were likely to make tenders for the work. The following tenders were received in consequence:—One from Messrs. Coates and Young, offering to supply the requisite quantity at the rate of 22s. 6d. per cwt., another from M'Adam, Curell, and Co., at the rate of 22s. per cwt.; one from John Devenport, at the rate of 21s. per cwt.; and two others, from other parties at the rate of 23s. 4d. per cwt. These tenders were considered by the Board of Directors on the 26th November last, when it was agreed to take one half of the required quantity of knees from Messrs. Coates and Young, and the other half from Messrs. M'Adam, Curell, and Co., provided those parties agreed to supply those quantities at the rate of 22s. per cwt. This, it will be observed, was not, in fact, an acceptance of the tenders of these parties, but a varying of the terms upon which they offered to supply the Company. The offer of these varied terms by the Company to Coates and Young, and M'Adam Curell, and Co., had not been legally accepted by these parties, when, at a meeting of the Directors, on the 24th of December last, a letter was received from Mr. John Hancock, of Lurgan, requesting the Chairman to put the following notice upon the books —

"We, the undersigned, being two Directors of the Ulster Railway Company, do hereby give notice, that on the next Board day after the 24th inst., we will move to have two duly qualified proprietors elected Directors, in the places of Messrs. Wm. Coates and John Curell, who have become disqualified by being lately concerned in certain contracts for iron, under this Company.

(Signed) "JOHN HANCOCK.
"HENRY CUPPAGE."

At a meeting of the Committee of Directors, on the 31st of the same month, Mr. Coates and Mr. Curell declined accepting the contracts for iron knees, as appears by the following minute:—

"Mr. Coates and Mr. Curell, in consequence of a clause in the Act of Parliament, prohibiting a Director from accepting a contract under this Company, decline accepting the contracts for iron knees, as offered to Coates and Young, and M'Adam, Curell, and Co., on the 26th of November last."

It was, therefore, resolved—"That our Manager be directed to take such steps for obtaining the article in question as may be most expedient, at a price not greater than that offered to the parties above mentioned." Such being the state of facts, the Directors, at their next meeting, on the 7th January, 1841, after the fullest discussion of the merits of Mr. Hancock's motion resolved (that gentleman alone being a dissentient, Mr. Cuppage having voted with the majority)—"That, under the existing state of circumstances, this Board is of opinion that Messrs. Coates and Curell are not disqualified from voting or acting at any meeting of Directors of this Company." Subsequently to the time of passing this resolution, Mr. Godwin, in obedience to the resolution of the 31st December, purchased the iron knees that were required for the Company's use, and he procured part of them from Messrs. Coates and Young, and the remainder from M'Adam, Curell, and Co. The matter was never again, however, brought under the notice of the Board by Mr. Hancock; and the Directors, whose interests in all things connected with the railway, are completely identified with those of the Company at large, did not, and do not, think, that they would have been acting so as to promote the interests, and consult the general welfare, of the shareholders, if they had deprived themselves of the able assistance and valuable counsel afforded by Messrs Coates and Curell, as members of the Board.

As the period for the opening of the line, as far as Portadown, is approaching, the Directors have been employed in making the necessary preparations for carrying on the increased traffic which may then be expected. The stations at Lurgan and Portadown, which it is at present deemed expedient to erect, have been contracted for; and that for Lurgan will be in a sufficient state of forwardness for the purposes of the Company, by the time the line will be open to that town.

In preparing the plans of these stations, care has been taken to make them sufficiently commodious for the commencement of the trade, without running the risk of unnecessary outlay, in making extensive erections; but at the same time to arrange them so that any addition which an increase of traffic shall call for, may be readily made to them. Waggons also, for the conveyance of heavy goods, are in course of construction. The Directors have, after much anxious inquiry and discussion, and after frequent communications from influential bodies of the proprietors, resolved upon starting a third class open carriage, afford ing at least as much accommodation as is given in a similar class of carriages on any of the English lines. The obtaining of the wheels, and other necessary portions of the iron work, from England, has delayed the starting of this new class, but the Directors hope to make an experiment with it on the Lisburn section some time before they will be ready to open any further portion of the line.

The Directors are happy to be able to state, that the necessary notice has been forwarded to the Board of Trade, preparatory to opening the line as far as Lurgan, in the first week of October next; and they entertain the strongest confidence, that they will be able to open all the way to Portadown by the 1st of November, agreeably to Mr. Dargan's contract.

In order to secure the greatest amount of accommodation to the public, and, at the same time, guard the interests of the shareholders, the Directors are anxious to settle rates of fare, when the whole line is opened, upon some equitable principle, and on as moderate a scale as possible. In this matter much must be confided to discretion, inasmuch as they cannot appeal to the experience of any other Company in Ireland, similarly situated, for their guidance. It is quite possible that the experience of a few months' actual working may bring to light circumstances to affect the rates of fare, which speculation never could have foreseen; and the Directors must be prepared to take advantage of all such circumstances.

The following, as the proprietors were informed in the Directors' Report, in March last, are the names of the gentlemen who now retire from the Board in rotation, agreeably to the Act of Incorporation, and whose places it is necessary that you should this day fill up, viz.:—William Steen, John Kane, William Gray, William Coates, Thomas Walkington, James B. Boyd, and George Scott.

There is only one other topic to which the Directors deem it necessary to advert,—that is, the state of their finances. In the annexed statement of accounts, the proprietors are furnished with a full detail of all the receipts and expenditure, distinguishing those of the half-year now brought to a close, from those of the period from the formation of the Company to the 28th of February last.

The last occasion on which the shareholders were brought together, viz., on the 1st April, was for the purpose of confirming the forfeiture previously declared by the Directors, of 1,607 shares; of that very large number, only 16 were actually sold, the others having been all redeemed by the proprietors in whose names they stood. The entire number of shares which have been forfeited for non-payment of calls amount to 1,287; and although there may be some, the Directors do not expect that any considerable number will be added to it.

(Signed) JAMES GODDARD, Chairman.

Statement of the Expense of Working the Line from Belfast to Lisburn, from 1st March till 31st August, inclusive.

						£	s.	d.
Maintenance of way						230	15	7
Engine repairs						108	18	8
Carriage repairs						26	14	8
Salaries of booking clerks, and wages of mechanics, guard, engine-drivers, police, and porters						762	1	6
Oil and grease						97	9	0
	Tns	cts.	qrs.	lbs.	£	s	d.	
oke	343	17	0	15	586	11	10	
On hands, debited to new account	30	0	0	0	49	10	0	
	313	17	0	15				537 1 10
Miscellaneous expenses, for gas at stations, printing, stationery, coals, candles, and								

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petty disbursements	146	6	1
Usual allowance for wear and tear of engines and carriages, carried to credit of that account	470	0	0
Proportion of remuneration to Directors, Managers, Auditors, and Secretary's salaries, say one-third, chargeable to Belfast and Lisburn section of line	230	0	0
Salaries and wages due	49	0	0
Total	£2,708	6	11

ENGINEER'S REPORT.

In obedience to the resolution of the last meeting of proprietors, I have the honour to present to the Company the following report on the "state of the railway;" and, in doing so, it may be proper, first, to notice that section of the line between Belfast and Lisburn, now open to the public.

The excavations and embankments on this portion of the line, with the exception of the slip in the Farm-hill cutting, are in good condition, and have shown no symptoms of giving way; and I do not anticipate any further expense in Farm-hill beyond what will be incurred in the removal of the present slips, and the adjusting of the slopes of the cutting, and which will, probably amount to 200*l.*

The permanent way, and the other works on the line, are in good condition, and have, so far fully borne out the anticipations which were entertained at the commencement of the undertaking, as to the advantages likely to arise in laying the line on longitudinal bearings of timber.

The whole of the locomotive engines are in excellent condition, and have required very little repair since they have commenced running. I attribute this circumstance, in some measure, to the elasticity of the longitudinal bearings of the permanent way, and to the vigilance exercised in this department of the works.

The present cost, per mile, for locomotive power on this line, including the repairs and maintenance of engines, cost of fuel, drivers' and firemen's wages, porters, &c., amounts to about 11¼d. per mile. I believe this to be exceedingly low, as compared with other lines; and I do not think it possible that the expenditure in this department can be further reduced.

I annex, for the information of the proprietors, the average daily consumption of coke for the last half year; and, also, that for the corresponding period of the year previous:—

	Tons.	Cwts.	qrs.
From 1st March, 1840, to 1st August, 1840	2	7	0
Ditto ditto 1841, ditto 1841	1	13	3
Daily saving	0	13	1

This saving has been brought about, in some measure, by regulating the blast of the engine to the work, or load to be conveyed, but principally by insisting on economy and vigilance on the part of the drivers and firemen.

The bridges, and other buildings on the line, are in good condition.

The following statistical account, in reference to the working of this portion of the line, for the last six months, may not be uninteresting to the proprietors, as it will enable them to compare the different items with other lines, similarly circumstanced:—

Miles run by engines	18,415
Cost of locomotive power, per mile	11¼d.
Consumption of coke, do.	35·75lbs.
Rate of travelling per hour, including stoppages	20 miles.
Rate of travelling per hour, exclusive of stoppages	25
Number of passengers	194,802
Average fare per mile for second class	4–5d.
Average fare per mile for first class	1 3–5d.
Maintenance of way, per mile	£50

I now refer to the state and progress of the works on the extended line from Lisburn to Portadown.

The principal part of the earthwork on this section is nearly complete, and from the favourable nature of the material in the cuttings, I do not expect that any slips or casualties of that kind will occur; and as most of the principal embankments have had time to consolidate, there is little inconvenience to be apprehended from their slipping or sinking.

About eight miles of the permanent way are already laid, and I may mention, in this place, that from the increased scantling of the timber, and also the increased weight and improved make of the rails, as compared with the line to Lisburn, I anticipate a reduction in the expenditure for maintenance of way, as well as increased steadiness in the motion of the trains.

The whole of the bridges on the line are nearly completed, and are substantially and well built.

From the forward state of every department of the works, I may venture to state that the line will be ready for opening to Lurgan in the first week in October, and to the Portadown terminus early in November next; but much will depend, in this matter, on the favourable state of the weather.

I think it right to take this opportunity of bearing testimony to the energetic and skilful manner in which the contractor, Mr. Dargan, has executed the several works on this part of the line, and to the readiness which he has, at all times, shown in meeting the views and wishes of the Directors.

(Signed) JOHN GODWIN.

STATEMENT OF ACCOUNTS.

DEBTOR.

	Total to 1st Sept.		
Advertising and printing	£982	19	4
Travelling expenses	580	16	1
General expenses	9,950	1	8
Engineering and surveying expenses	2,912	0	11
Act of Parliament	2,668	6	7
J. Anderson, contractor for goods shed	900	0	0
Transfer stamps (to be repaid)	40	0	0
Law charges	5,223	4	8
William Dargan	68,002	0	0
Kyanizing timber	940	10	0
Timber	22,743	16	0
Iron rails	29,255	15	2
Iron screws, bolts, &c.	3,205	0	6
Tools, utensils, &c.	381	13	11
Land and compensation	42,308	13	8
Buildings	12,021	7	10
Working the line	2,708	6	11
Engines, carriages, and waggons	13,844	2	7
Constructing the line	47,429	18	8
Working the line (new account)	0	10	0
Northern Banking Company	1,335	3	3
Total	£267,524	7	9

CREDITOR.

	Total to 1st Sept.		
Deposit	£11,994	0	0
Hugh Wallace	11	5	0
Board of Works	20,000	0	0
First dividend	198	2	6
Second ditto	240	12	6
Third ditto	720	9	0
First call	22,838	0	0
Second ditto	21,772	0	0
Third ditto	25,620	0	0
Fourth ditto	25,200	0	0
Fifth ditto	25,147	10	0
Sixth ditto	29,897	10	0
Seventh ditto	24,892	10	0
Eighth ditto	24,892	10	0
Ninth ditto	16 472	10	0
Tenth ditto	5,810	0	0
Interest account	5,146	14	7
Rent and produce	15	4	8
Reserved fund	555	3	0
Register fees	48	10	0
Isaac Woodville	20	0	0
John Williams	20	0	0
Guest and Co.	5,536	9	10
Traffic	5,339	15	4
John Lynn	135	11	4
Total	£267,524	7	9

Mr. HUGH MONTGOMERY moved the first resolution:—

That the Report and statement of accounts which have been read be received, adopted, and printed, along with the proceedings of this day, for circulation among the proprietors.

The motion was seconded by Mr. S. G. Fenton, J.P.

Mr. JOHN HANCOCK, J. P. (Lurgan) moved an amendment, and a very long and somewhat angry discussion followed. Mr. Hancock had previously issued the following circular:—

To the Shareholders of the Ulster Railway Company.

Lurgan, 16th July, 1841.

GENTLEMEN,—A difference of opinion having arisen between my brother Directors and myself on a subject of great importance, and one, in my mind, virtually affecting the prosperity and well-being of the Ulster Railway Company, I feel compelled, however reluctantly, to lay the case before you, merely premising that in so doing I am not am actuated by any personal feeling, but solely by a desire that the proceedings of the Directors should be strictly legal, and above suspicion.

The question on which we are at issue is, whether a Director of the Company, contracting for or participating in any work to be done for the Company, can retain his office at the Board; or, in plainer terms, whether the same individual should be both Director and Contractor—buyer and seller.

The Act of Incorporation provides—

"That no person holding any office, place, or employment, or being concerned or interested in any contract under the said Company, shall be capable of being chosen, or, being so chosen, of continuing a Director of said Company."

And, further—

"That any person who shall be elected a Director of said Company, or Chairman, or Deputy-Chairman, of the said Directors, shall at any time subsequently to his election, accept, or continue to hold, any other office, or any place of trust or profit under the said Company, shall, either directly or indirectly, be concerned in any contract for any article to be used or consumed by the said Company; or shall offer to take, and succeed in taking, or shall participate in any manner in any work to be done by the said Company, or shall at any time cease to be a proprietor of 20 shares in the said undertaking, every such person shall thereby become disqualified from rating or acting at any succeeding meeting of such Directors, this office shall thereupon become vacant."

The facts of the case are as follow:—

In the month of November last, a large quantity of what are termed "iron-knees," amounting in value to about 1,000*l.*, were wanted for the railway; and in consequence of a circular issued by the Manager, three tenders were received; and on the 24th of November last, the Board of Directors, passing over the lowest offer, agreed to give the work, in equal shares, to the two Directors who had sent in the other tenders. I remonstrated against this proceeding, as being an infringement of the law and policy of the Act of Incorporation; and gave notice, that on the 7th January, 1841, I would move to have two duly qualified persons appointed Directors, in place of these gentlemen who became disqualified by accepting contracts. The Committee of the Directors seemed to feel the force of this objection, and endeavoured to evade it, by passing the following resolution, at a meeting held on the 31st December:—

"Mr. Coates and Mr. Curell, in consequence of a clause in the Act, prohibiting a Director from accepting a contract under the Company, decline accepting the contract for iron-knees, as offered to Coates and Young, and M'Adam, Curell and Co., on the 24th instant."

Resolved—"That our Manager be directed to take such steps for obtaining the article in question as may be most expedient, at a price not greater than that offered by the parties above-mentioned."

Whatever steps the Manager may have taken, the same quantity of iron-knees, originally contracted for, were furnished by the same parties, at the same price, and have since been paid for by the Company.

At the meeting, on the 7th January last, a long discussion arose on my motion; but in consequence of the proceedings of the Committee, on the 31st December, the Directors came to the following resolution:—

Resolved,—"That, under the existing state of circumstances, the Board is of opinion, that Messrs. Coates and Curell are not disqualified from voting and rating at any meeting of the Directors of said Company."

As I was not satisfied with this decision of the Board, I submitted a statement of the case to the Solicitor-General, and here subjoin his opinion:—

"If a valid contract was entered into between the Company and any of the Directors, it is plain that the Directors, so entering into the contract, vacated their offices; and the question therefore is,—was there a valid contract or not? If there was any such valid contract, I think that a subsequent rescinding of it would not restore the Directors to the office previously vacated by them. The written tender made by the Directors, Curell and Coates, was not accepted; but a parole tender appears to have been made, by which each was to have half, at a specified price, and this tender was accepted by the resolution of the 24th November, 1840. Although this acceptance of a parole offer, by Curell and Coates, might not bind them to the contract, for want of a note in writing, signed by them; yet, it might be binding in the Company, if the resolution signed by them was such as would satisfy the Statute of Frauds, and also, the enactments of the Railway Act. The resolution does not appear to be signed by any one; and I conceive that, under the 105th section, a contract to bind the Company should be signed by three Directors, and counter-signed by the clerk; and I think, that if the resolution of the 24th November has not been so signed, there has not been any valid contract binding the Company; and, as for want of a note in writing, signed by Curell and Coates, there was no valid contract binding on them, then there would not be any valid contract at all, and their office would not be vacant. If, on the other hand, the parole offer of Messrs. Coates and Curell was accepted, by a resolution signed, as directed by the 105th section, then I think the contract was such as to bind the Company, on which Coates and Curell might sue, though they were not themselves bound: and in that case they would have vacated their office of Directors.

"If Messrs. Curell and Coates are disqualified, I think they cannot be of the number making up a quorum, or constituting a majority, under the 104th section, and any acts done in such cases would be invalid; but I think, that, if there was a quorum exclusive of them, and also, a majority exclusive of them, the acts done at such meeting would not be rendered illegal or invalid by their presence. I believe it is the habit of the Directors who approve of the resolutions on each day, to attest them by their signature. If no such signature takes place, it might be matter of evidence whether the requisite number of legal Directors were present at and sanctioned the resolution.

"I think that, under all the circumstances, the best course to adopt would be to bring the matter before the next general meeting, and not, in the mean time, to throw any doubt on the validity of the proceedings.

"Although there should not be any valid contract with Curell and Coates, yet, if they are participating in the work to be done for the Company, I think they would, under that part of the 103rd section, vacate their offices as Directors; and I think that, if they make the knees with the understanding that the Company was to buy them, and that the Company accordingly did buy, it would be a participation in the work.

"RICHARD MOORE."

This being the advice and opinion of an eminent lawyer, I will follow his directions, and lay the whole matter before the shareholders, at the General Meeting in September, when I hope to be able to prove, that the firms of which Messrs. Coates and Curell are partners, made the knees with an understanding that the Company was to buy them, and that the Company actually did buy and pay for the same; and that, consequently, in the opinion of the Solicitor-General, Messrs. Coates and Curell have vacated their office. It appears evident to me, that it cannot be for the interest of the Company, that Directors should also be contractors. How can it be expected that a manager or other servant of the Company, appointed by the Directors, would condemn work executed by his

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masters? How can you have competition when it is known that the lowest offer is passed over for the purpose of giving the work at a higher price to Directors?

Under these circumstances, conscientiously believing that the course adopted by the Board is fraught with the most injurious consequences to the Company, I feel that I would be betraying the high trust with which you have honoured me, did I not bring the matter under your notice; and, by a timely warning, enable you to record a deliberate vote, on a subject of such importance; and it is for you now to say, whether you will entrust the management of the affairs of the Company to Directors, who, although disqualified by extensive participation in the works executed by the Company, have continued to act in defiance of the law.

In order to save your time, I have made this statement as succinct as possible, but will be most happy to afford any further information on this subject, to any shareholder who may wish for it

I have the honour to be,
Your faithful representative,
And very obedient servant,
JOHN HANCOCK, J.P.,
Director of the Ulster Railway Company.

Mr. JAMES G. BELL seconded the amendment.

Mr. BELL said, that Mr. Hancock's amendment was not levelled against Messrs. Coates and Currell, personally, but against the violation of a public principle. He regretted the view which the meeting appeared to take of the question, and was sure that it would not raise the Company in the eyes of the English public, with whom the character of Irish Companies generally, was held at a very low estimate already, on account of their jobbing.

Mr. WALLACE wished to state a fact which had come to his own knowledge, and was, perhaps, not unknown to other shareholders—namely, that the very thing complained of was by no means uncommon in other public bodies. For instance, Mr. Boyd, of Belfast, was at once a member of, and a contractor for, the Belfast Ballast Board, the laws of which corporation were much more stringent than those of this Company, inasmuch as they affixed a penalty of 100*l.* to each offence in violation of their provisions.

Mr. ALLEN said, there was scarcely a railway in England or Scotland where the thing was not in practice.

Mr. W. BRAZELEY (Manchester)—May I ask the gentleman (Mr. Allen) to name any English Railway Company in which Directors are permitted to accept contracts?

Mr. ALLEN said, his information was, that the practice was general.

Mr. CURELL instanced Mr. Tayleure, of Liverpool, who was largely interested in the Liverpool and Manchester Railway.

The amendment was then put from the Chair, and negatived by a large majority; and the original motion passed, with a few dissentient voices.

Mr. GEORGE FERGUSON proposed the next resolution—

That a dividend of 4s. 6d. per share be now declared, out of the clear profits of the last half-year; and that the same be payable, on and after the 1st day of October next, to each proprietor who shall not at the time of payment, be in arrear on account of any call heretofore made."

Mr. GRAY seconded the resolution, which passed unanimously.

Mr. JAMES BRISTOW moved the third resolution—

That this meeting tenders to the Board of Directors its warmest thanks, for the unwearied attention which those gentlemen have uniformly paid to the welfare of the Company generally, and in particular, that this Company hereby expresses its conviction that, in the course which the Directors pursued, in reference to the iron knees which have been purchased from Messrs. Coates and Young, and Messrs. M'Adam, Currell, and Co., for the use of the railway, they have consulted the true interests of the Company.

Mr. JOHN DUNVILLE seconded the motion.

Mr. HANCOCK, after some observations, proposed the following amendment—

It appearing to the proprietors, that Messrs. William Coates and John Currell are partners in firms who have made iron knees for the Ulster Railway Company, and that they are thus participating in such work, contrary to the Act of Incorporation,—Resolved, That the above named gentlemen in consequence of having done such work, are disqualified from voting or acting as Directors

Mr. BELL seconded the amendment, which was put and negatived, and the original resolution was adopted.

Mr. EDWARD WALKINGTON moved the fourth resolution—

That the sum of 525*l.* be placed at the disposal of the Directors, as remuneration for their services during the past year.

Mr. WALLACE seconded the motion, which was passed.

Mr. BRISTOW, in the absence of Mr. Fenton, presented a petition, signed by the Rev. J. L. M. Scott, Hu. Montgomery, James Bristow, S. G. Fenton, John Charley, Dr. Thompson, Jones A. Smith, J. Douglass, John M'Entire, James M'Entire, Robert Workman, and Arthur K. Miller, praying the Company not to continue their sanction of making the Sabbath a day of traffic. The memorialists stated, that they could not approve of the attacks which had been made, in certain quarters, upon the Company, in reference to this subject; and that they had reason to fear, that such attacks had tended to prejudice, rather than serve, the cause they had at heart, by exciting the tempers and wounding the feelings of the proprietors. Mr. Bristow moved,

That the memorial now read be referred to the new Board of Directors, with authority to adopt such measures on this subject as may appear expedient, after having given this matter their most serious consideration.

The CHAIRMAN then put the question, and the motion passed unanimously.

The CHAIRMAN stated, that when a motion of this kind was first negatived, the amount of traffic on the line averaged about 50*l.* each Sunday. This may have influenced the decision of the meeting. For the last six months, however, the average had only been about 14*l.* 17*s.* By and bye, when the line was opened to Portadown, and the mails were probably carried by the Company, it would be impossible to accede to the motion.

Mr. SCOTT would join his brother shareholders in a respectful memorial to the legislature, against all Sunday carrying of mails.

Mr. HANCOCK had been entrusted with the votes of several proxies, and he must insist on having an opinion recorded upon the following motion:—

That we are decidedly of opinion, that any Director participating, in any manner directly or indirectly, in any work to be done for the Company, is, *ipso facto*, disqualified, and ought not to take a part in the future proceedings of the Board.

Mr. GRAY seconded the resolution.

The motion was put and negatived, on a division, by a majority of 541 to 102.

Mr. GRAY moved,

That we recommend to the Directors the propriety of selecting seven from the Board as a Committee of Management, five to be a quorum, to whom may be intrusted the general control and management of the railway—the remaining fourteen being honorary Directors only.

Mr. JOHN WORKMAN seconded the motion.

Mr. GREER understood, that what Mr. Gray proposed was the actual practice in the Company, at present. There was a Committee of seven, which met weekly. He would not think it advisable to deprive themselves of the counsel of the other fourteen, for the sake of saving a few paltry pounds.

Mr. ALLEN said, the change would only save about 120*l.* a year. Still, he must admit, that he had always found small Boards more efficient than large.

The motion was put, and negatived.

A ballot was then taken for seven Directors, to serve in the room of seven others, vacating in the usual rotation. The numbers stood as follow:—Mr. William Steen, 624; Mr. John Kane, 624; Mr. J. B. Boyd, 609; Mr. Thomas Walkington, 592; Mr. G. Scott, 542; Mr. William Gray, 496; Mr. Coates, 470. These gentlemen (those vacating) were re-elected. The other members proposed were, Mr. John Charley, Mr. J. G. Bell, Mr. John Dunville, and Mr. J. Workman.

On the motion of Mr. ALLEN, Mr. Dunville was called to the chair; and thanks having been returned, on the motion of Mr. C. Dobbin, seconded by Mr. T. M'Cammon, to Mr. Goddard, for his attention to the interests of the Company, as well that day as on all former occasions, the meeting separated.

THE LATE FATAL ACCIDENT ON THE NORTH UNION RAILWAY.

[From the *Manchester Courier*, September 11.]

ON Thursday morning at ten o'clock, a highly respectable jury met at the Railway Hotel, Euxton, to inquire touching the death of the Rev. Robert Ivy. Richard Palmer, Esq., of Preston, presided as coroner.

The jury having been sworn, the coroner briefly addressed them, begging that they would go through the inquiry patiently, deciding upon the evidence alone, and dismissing from their minds any reports they might have heard as to the cause of the accident.

The Rev. Giles Hoyle, independent minister of Staley-bridge, deposed that he knew the deceased. He was an independent minister and resided at Duckenfield. He was about 55 years of age.

Robert Sargeant, labourer, of Euxton, deposed that he was employed on the railway. On Tuesday, at a little before one o'clock, he was going to his work. He was about 200 yards from the station at Euxton, on the Preston side, when an engine drawing a number of empty waggons passed by him towards the station, and directly after he heard a tremendous smash. He did not hear any whistle before he heard a smash. Witness turned to the station house, and when he got there he saw Thomas Nixon, the keeper of the station, lying down against the wall on his side. His foot was almost off. There was an old man, named John Arnold, lying a piece off the station door. Witness also saw two more people four or five yards from him, and a woman much hurt near them. He also saw a gentleman ying dead some distance down the line. Witness also noticed the pieces of a coach; it was smashed all to bits. He had not seen the coach before. Some of the fragments were in the middle of the road, and part on the pavement alongside. One horse was in the road dead, about ten yards from the station. Another was lying a considerable distance further down the line towards Wigan. The engine stopped opposite to where the last horse laid. The engineer's name is George Holland. *When the engine passed witness it was going at the rate of* 30 *miles an hour, the usual speed.* One of the horses was betwixt the two lines of rails, and the other was fast upon a break on the Euxton side of the railway. Witness passed the gates about four minutes before the accident; he could not say whether they were closed. He did not see any flag flying, or any person at the station. The engine was travelling tender first. *The engineer had a good deal of steam up, and a considerable quantity issued from the chimney.* It was raining very hard and the morning was rather misty. When witness was at the gates he did not see or hear any engine coming. They can generally, when on the line, hear the engines when two or three miles distant.

Mr. James Johnson deposed that he was agent to Mr. Pearson, of the colliery, at Ince. On Tuesday at a little before one o'clock, witness was on the tender of the *Asa* engine. There were seven empty waggons attached to the engine. They, with the engine, were the property of Messrs. Thomas Pearson and Co. Witness acted as breaksman to the engine. They were travelling on the North Union line towards Wigan. When within 30 or 40 yards from the Euxton station gates, witness observed a grey horse with his fore feet about the middle of the two lines of rails. It appeared to witness that the horse was floundering as it could not get on. Witness could not see the coach on account of the excavation. The engineer called out "My God, Johnson, here is the coach." Witness put the break on, and the engineer reversed the motion of the engine instantly. His name is George Holland. Witness was greatly confused. He thought they would be all lost together. He could not recollect what occurred afterwards until the engine was stopped. *He is positive the engine was not going faster than* 14 *miles an hour, and he did not think more than* 12. He got the break fast down. They stopped the engine in less than 140 yards after witness saw the horses. They could not

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have stopped in that short distance had they been travelling at a greater speed. He had measured the distance. The engine weighed about 13 tons; the tender (half full of water) 5 tons, and the waggons averaged 43 cwt. each. When the engine stopped witness and the engineer got off and ran towards the station to give assistance. The first person he saw was the deceased. He was about 40 yards from the station, between the two rails on which the waggons had travelled. He was lying on his face. Witness got hold of him: he was not quite dead, but senseless. His foot appeared dreadfully mangled. Witness thought he had no chance to survive, and left him, to attend to other coach passengers. It appeared to witness that the deceased had fallen from the coach between the buffers and chains, and then to have fallen (after being dragged some distance) upon the rails. When witness returned to the station he found the fragments of a coach in front of the building. There was also the seat of a coach in one of the waggons, and a coach wheel on the buffer, on the hinder part of the engine. The tender was before the engine. Witness saw the grey horse very distinctly. There was no breaksman on the waggons. The horses were afterwards found on the centre of the railway, between the two lines. The deceased was between the two rails leading to Wigan. Witness saw no flag hoisted —or any men, or anything about the station. The whistle was not sounded when they saw the horse. *The steam was very low.* The regulations of the Company do not require engineers to sound the whistle on passing Euxton station. Witness knew that an engine could be seen from the turnpike road full 50 yards.

Mr. C. E. Paton deposed, that he resided in Manchester, and was engaged in the Manchester trade as a manufacturer. On Tuesday he came by coach from Rawlinson station. He sat on the box seat. Just as they got on the railway line the coachman said, "Why, the devil has left the gate open." Witness turned round and saw a train advancing. Witness said, "We are all dashed to pieces," and in an instant he felt the shock. He remembered nothing more: he had spectacles on, and being near-sighted he did not notice any gate. It was raining, but witness did not carry an umbrella. He had not seen the engine, or heard the steam, before he got to the station, and he heard the coachman make the remark. The engine was then 10 or 15 yards from them. Witness did not see the concussion, as it was on the coachman's side. The engine was coming down the line towards the coach. The coach was drawn by three horses, the first of which was an iron grey. When the coachman spoke the first horse was on the line. Witness cannot tell whether the coachman endeavoured to stop the horses. One lady behind witness carried an umbrella in such a way as to obstruct the coachman's view of the railway. Witness did not think that in case the coachman had pulled up when he saw the engine, that the accident would have been avoided. It was a wet drizzling morning.

George Holland deposed that he was an engineer in the employ of Messrs. Pearson and Co., of the Ince Colliery. On Tuesday morning he was driving the *Asa* engine on the North Union line. When he got within 30 and 40 yards of the gates at the Euxton station, he saw the station-keeper come out of the house and run. His name is Thos. Nixon. Witness immediately said to Mr. Johnson, who acted as breaksman, "I believe there is a coach coming." Witness could not see whether the gates were open or shut. He immediately reversed, and turning round saw the gate-keeper get hold of the first horse, a grey one. The horse either knocked the gate-keeper down or out of his sight. Witness then saw the horse break away from the coach, and spring over the line. This happened before they came in contact with the coach. The tender was before the engine, and witness saw the tender buffer knock the hind horses across the line. The first waggon of the train then caught the hind wheel of the coach, and drove it against the wall of the station-house. Three of the waggons were thrown off the line. When witness saw the gatekeeper had caught hold of the grey horse, it was through the gate, and about two yards from the rails. Witness stopped the engine as soon as he could. It had got past the station. Witness then got off, and, turning back towards the station-house he saw the deceased lying nearly dead, 30 or 40 yards down the lane. Witness tried to lift him up, but could not. He then called out for assistance, and some men came and got him up to the side near where the luggage is discharged from the trains. Witness left him only just alive, his had was hurt, and there was some blood on his face. Witness saw the gatekeeper lying by the side of the station-house. Witness had no time to put on the whistle. He had not an unusual quantity of steam on. It is not usual to sound the whistle before arriving at the Euxton station. Witness produced the rules of the Company. From the line, owing to an embankment, carts or coaches cannot be seen on the turnpike-road. It would take 100 or 120 yards to stop an engine going at the rate of fourteen miles an hour. Witness turned the steam off directly he saw the station-keeper run. Witness had not his regular fireman, but Mr. Johnson had frequently gone with witness, and was an experienced man. Witness frequently drove the tender first. There is a rule against it. He could not have seen better if the engine had been first. The gates of the Euxton station are sometimes closed and sometimes open when trains pass. The gates are not on the line, but on the turnpike-road. The coal trains are not allowed to travel faster than fifteen miles an hour, but the Company do not employ any person to take an account of the time.

Mrs. Battersby, the landlady of the Railway Hotel, proved the gates at the station to have been open five minutes before the accident occurred, and spoke to seeing the leading horse gallop by the house at the time of the accident.

Mr. John Pollard, surgeon, of Chorley, spoke to the nature of the injuries received by the deceased. Death was produced by the shock given to the nervous system resulting from the fracture.

Mary Nixon, the wife of the gatekeeper, deposed that her husband, after going to look out, so as to see that nothing was coming along the line or turnpike road, went into the kitchen to get his dinner. He had scarcely sat down when he heard the coach coming. He immediately ran out. It was his duty to have closed the gate. Witness saw the train coming towards the coach, and knew what was about to happen. She heard, but did not see the collision. Her husband had since had his leg amputated. He told her he had been thrown down by the horses.

Mr. Part, the Solicitor to the Company, said he was anxious on the behalf of the parties whom he represented, to state that the gate-keepers on the line had great difficulty in keeping the gates closed, as several persons, including gentlemen whose names appeared in the commission of the peace for the county, had threatened to pull them down, alleging that the Company had no right to obstruct the turnpike-road.

The Coroner said, that evidence of that nature was immaterial to the inquiry.

The whole of the depositions were then read over.

The Coroner charged the jury, observing that it was their peculiar province to find by what means the deceased had come by his death. According to the evidence which was produced before them, it did not appear that any blame could be attached to the engineer in charge of the train, as he had done all in his power to stop the train the moment he saw the horses drawing the coach upon the line. It was much to be regretted that the gatekeeper had not seen the coach and engine advancing, in time to have closed the gates, as it was admitted even by his wife that it was his duty to have put the gates to. The jury would, therefore, consider whether such a degree of blame was attached to him as to warrant their returning a verdict of manslaughter against him. It was not sufficient for them to say it was a simple case of neglect, as gross negligence must be proved before they could be justified in finding a verdict of manslaughter.

The jury, after a short deliberation, returned a verdict of "Accidental death."

ACCIDENT ON THE BRISTOL AND EXETER RAILWAY.

On the arrival at the Bridgewater terminus, on Saturday last, of the four o'clock afternoon train from Bristol, the engine which brought down the train was employed, after the passengers had left the carriages, in removing the train from the down line to the other. To effect this transfer it is necessary to remove the carriages from the station to a point on the line about 150 yards distance, where proper means are provided for transferring carriages from one line of rails to the other. Between that point and the station is a crossing for coaches, &c., over the rails; the engine had already transferred some carriages from the down to the up line, and was returning for others, with its tender in front, when, on arriving at the crossing, the *Exquisite* stage-coach, with passengers for Exeter, was in the act of passing over the rails. The tender struck the fore part of the coach, which it shivered to pieces. The hind wheels, with a part of the body of the coach, were forced off the line by the violence of the shock, and fell over, while the passengers were scattered about in every direction. The horses, from the complete smash of the coach, were liberated, and escaped with but little injury. Six persons are more or less injured. Mr. Burford, of Bristol one of the passengers, was removed to the Clarence Hotel, where he is suffering under a concussion of the brain, and other internal injuries. His head was so far jammed under one of the wheels of the tender, that he could not be extricated until the engine was backed; another inch and his skull would have been crushed to atoms. Johns, the driver of the *Exquisite*, and Hatchwell, the respectable and well-known coachman to the Sheriff at our Assizes, are both seriously mangled. The other passengers have escaped with some serious bruises; but Ann Gore, a poor old woman of 73, who had just crossed the railway, was caught by the falling coach, and is not expected to survive. She was taken to the Bridgewater Infirmary, when it was found that both bones of one leg were broken close to the ancle joint, a considerable portion of the skull laid bare, and a frightful contusion over one of the temples. She has continued, with slight intermissions, in a high state of delirium, and cannot be expected to recover. In the present condition of some of the sufferers, it would be improper to make any remarks on the cause of this accident; but from a careful inspection of the spot, and from the evidence of some bystanders, we cannot learn that the least blame can be justly attached to the driver of the engine.—*Sun.*

RAILWAY FROM CARMARTHEN TO SWANSEA.

On Monday last, pursuant to notice, a meeting was held in the Town Hall, for the purpose of taking into consideration a plan for furthering the above named very desirable object. After waiting some time, it was proposed by W. Long Wrey, Esq., and seconded by Mr. Samuel Tardrew, that T. T. Webb, Esq., our much respected Mayor, should take the chair, which he accordingly did, and stated to the meeting that they were there for the purpose of considering the propriety of a railway from Swansea to Carmarthen; such a railway might be advantageous to the town, and he would be glad to hear a feasible plan proposed, and the sense of the meeting could be taken on the subject.

The meeting was very flat, nor thirty respectable people being present at any time, and altogether displayed that lethargic apathy for which the inhabitants of Carmarthen are so rapidly becoming notorious. We regret this neglect, as we are convinced, that unless something be done, this town will in a short time become nothing but a salubrious residence for decayed half-pay officers; and trade, commerce, and all the vital energies of a well-conducted community will be utterly and irrevocably banished from among us.—Abridged from the *Carmarthen Journal.*

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RAILWAY ADJUDICATION.

ASSESSMENT OF THE MANCHESTER AND BIRMINGHAM RAILWAY.*

New Bailey, Manchester, August 12.—This was an appeal by the Manchester and Birmingham Railway Company against a poor-rate made for the township of Ardwick.—Mr. Greene appeared for the appellants, and Mr. Duck for the respondents.

The notice of appeal being admitted, Mr. Duck put in the rate-book, and called Mr. Benjamin Goodwin, one of the overseers of Ardwick, who deposed that the rate had been allowed by the magistrates on the 10th of June. The assessment on the Manchester and Birmingham Railway was 1020*l.*; the gross value was 1200*l.*—the usual reduction, 15 per cent., being made; the rate, at 2s. in the pound, was 102*l.* In laying the rate, they consulted with Mr. Thomas Lings, who told them that the part of the railway in Manchester paid a guinea a yard; the length in Ardwick was 1511 yards, but upon Mr. Lings's recommendation they assessed it at 1200*l.*; in Manchester there were 280 yards, and the gross assessment was 300*l.*

In cross-examination by Mr. Greene, the witness said they had acted altogether on information and belief; they had no other grounds to go upon. He did not know that the overseers were entitled to inspect the books of the Company, and send surveyors on the railway. He did not know what were the gross receipts of the Company, nor their disbursements, nor the probable cost of insurance, repairs, tenants' rates, and taxes.

Mr. Duck said, that having proved the rate, it was now for his friend to show that they were overrated.

Mr. Greene contended that his friend was bound to go on to show that the rate was a correct one, and that it was laid on the principles required by the Act of Parliament.

Mr. Maude said the magistrates had not the power enjoyed by the quarter sessions of questioning the whole rate, if laid upon a wrong principle; all they could do was to amend a particular assessment. Therefore, it was sufficient to put in the rate.

Mr. Greene said he had various objections to the rate. He should show that this railway could never be let to a tenant at anything like 1020*l.* a year, which his learned friend would have to contend. He would first show what were the gross receipts and disbursements of the railway, from July, 1840, to July, 1841, and then what were the deductions which undoubtedly ought to be made if it were let to a tenant. If the whole line were in operation, the income would be considerably greater, and according to the rule in *the King v. the Barnbridge Gas Company*, the rating was to be levelled all throughout the line. This railway was only open as far as Heaton Norris, the whole extent being 9279 yards, of which 1511, or about one-sixth, were in Ardwick. The gross receipts from July, 1840, to July, 1841, had been 17,111*l.* 5s. 10d.; the receipts for the two half-years being 8444*l.* 12s. 6d., and 8,666*l.* 13s. 4d. The disbursements for the same period, including wages, and the actual current expenses of carrying on the establishment were 9129*l.* 15s. 8d., leaving a difference of 7981*l.* 10s. 2d. In addition to this, the Company claimed five per cent. interest on their outlay of capital for carriages, and so on; the cost was 19,749*l.*, and the interest on this sum, 987*l.* Engines on this or any other railway were not expected to last above three years; of course, a person renting the line would expect to pay a less rent on this account; and a person would be called to prove that the average annual repair of engines was one-third the original cost. Six engines were employed; and the engineer would prove that this was the proper number; for while two were in work, it was proper that there should be two spare ones to supply them. One-third the original cost of all engines employed would amount to 3016*l.* For the renovation of carriages and waggons, one-ninth the original cost was required—966*l.* The maintenance of way was reasonably calculated at 300*l.* a mile, or 1,581*l.* for the whole line. These deductions amounted to 7,150*l.*, which taken from 7,981*l.* 10s. 2d., left 831*l.* 10s. 2d. In addition to that, before they could estimate the yearly rent to be paid by a tenant they must deduct 100*l.*, at which the Manchester station was assessed to the poor-rates, which was of course a tenant's disbursement. Considering the danger attending the use of engines, a tenant would expect a profit of at least 20 per cent. on the 831*l.* 10s. 2d., which would be 166*l.* 6s.; adding this to the last item of 100*l.*, and deducting it from 831*l.* 10s. 2d., it would leave 565*l.* 4s. 2d. as the rent which ought to be paid by a tenant for the whole line to the extent now open. Were the line open through, they should expect to pay a great deal more, because the receipts would be far greater, while the cost of engines, &c., would not be much increased. To the sum of 9,129*l.* 5s. 8d. his friend could make no objection, those being the actual disbursements for carrying on the line. With regard to the sum of 19,749*l.*, on which they claimed interest for the capital they had laid out, it might probably be objected that the capital thus laid out was almost sufficient to carry on the whole line, and ought not therefore to be allowed for carrying on this short distance. It would also be a question for the court whether the allowance for the renovation of the engines was fairly fixed at one-third the original cost, but when a tenant knew that his stock in trade would be continually lessened and destroyed by the very act of working on the railway, becoming as it were part of the railway itself, he would of course take that into the account of the rent he was to pay. It was a very different case from a man renting a warehouse in which to deposit goods; he of course merely paid for them being left there. The same question would arise as to the renovation of the carriages and waggons; it would be matter of evidence that 1-9th the original cost was a fair allowance for the annual wear and tear. The cost of maintaining the line, 300*l.* a year, was undoubtedly a thing which a tenant would have to pay, and would take into account. A person had contracted to do it at that price, but he would state that it cost him a great deal more. The assessment of 100*l.* to the Manchester poor-rate was of course a tenant's payment, and ought to be deducted from the whole line; and 20 per cent. upon the net receipts, 831*l.* 10s. 2d., was only a fair interest for a tenant. He should prove, by persons to be called, that this enormous assessment of 1,020*l.*, ought to be reduced to 82*l.* 0s. 3d. It would not then be for his friend to show that they had gone on a better principle of rating than that described by Mr. Goodwin, of going from one neighbour to one another for information. The Company were bound by their act to keep books, which would be put in evidence, to which the overseers had access, and surveyors had undoubtedly a right to go and examine the line, and thus get the very best information. Instead of that the overseers seemed to fancy that railways were so exceedingly profitable that they had nothing to do but assess them at a pound a yard; and probably Mr. Goodwin would have applied the same rule to any other railway. But his friend must show a better principle of rating than that. Mr. G. concluded by calling Mr. James Hilton.

Mr. Duck said he would not put his friend to put the proof of all these figures; he would take them for granted, for they were not in a position to dispute their correctness. The only confidence he required was the return of the gross amount of tonnage received upon passengers up to this time. The Company were required to keep an account of all passengers, goods, and merchandise, carried for their own profit, and a separate account showing the amount which would have been received by the railway if they were carried by other parties. He also wanted the account of the sum actually received.

Mr. Greene said, they could not produce the first account alluded to, for this reason, that no other parties but the Company had traded upon the line.

Mr. Maude—But are you not bound to put up a notice what you would allow them to do so for?

Mr. Duck said, if the Company had not given notice of the tolls being reduced, they must be taken at the highest amount allowed to be charged by their Act of Parliament, which was 2d. a mile for each passenger.—Mr. D. then cited the 225th and following clauses of the Company's Act, which required notice of the reduced tolls, if such reduction were made, to be painted on boards, and exhibited at the stations. If this notice had not been given, they were entitled to take it—that the tolls had not been reduced below the amount authorised by the Act.

Mr. Greene said, the readiest answer in the world to that argument was, that his friend was referring to a part of the Act which related to the Company letting off the line to other parties as carriers. But they had not let it to any person whatever; and they surely ought not to be called upon to pay for it. Besides, he could show that at the maximum rate of toll fixed by the Act, no person could possibly have benefitted by carrying on the line. And surely they were not to be charged more than they could possibly make.

Mr. Maude said, the question was whether they could dispute that to be a fair rate of toll which they themselves fixed.

Mr. Duck said, he would admit the accuracy of all the figures given in by his friend, also of the return of passengers, which were stated at 604,700 for the year. The tonnage upon these passengers, at 2d. a mile each, would amount to 24,370*l.* 7s. 2d. for the whole line, or about 4,000*l.* for the part in question. He then quoted the 6th and 7th Wm. IV., and considered that the proper mode of making this assessment would be by taking this amount of tonnage, and deducting from it only such expenses as were necessary to keep the railway in a condition to command a certain rent; and that all the other disbursements sought to be allowed ought to be set off against the profits of the Company's trade as carriers, not against the tonnage which came to them as proprietors of the railway. The proprietors, in respect of the outlay of capital made upon the land for the purpose of bringing it into its present condition as a railway, were entitled to charge a certain tonnage, which the legislature considered would be an equivalent to them for bringing the railway into a state fit for use; it was therefore, in effect, the annual profit of the land in its present improved state. If the Company, in addition to this, chose to take up the trade of carriers, and to furnish their own locomotive power, carriages, and waggons, then they were authorised by the Act to make certain other charges, not as tonnage, but as common carriers' charges; and it was against the charges that they were authorised to make in this way, that the disbursements for carriages, engines, police, servants' wages, and everything that did not actually belong to keeping up the permanent way, were to be set off. They were willing to deduct 20 per cent., the amount fixed in the King v. the Oxford Canal Company for tenants' profits, from the gross receipts, also 800*l.* per mile for keeping up the permanent way, the expense of collecting the tolls, and the poor rate chargeable on the line; and in the assessment that had been made, they had allowed, on a very liberal scale, for outgoings of that description.

Mr. Greene contended that this view of the case was extremely unreasonable. Had the Act fixed a shilling as the limit of the tonnage, and the Company had not been able to get more than a farthing, would it have been fair to charge them after the rate of a shilling? The two classes of accounts directed to be kept by the Act, to which his friend had referred as supporting his view, were for the information of the overseers in case the Company thought proper to let the traffic on any part of the line. His friend contended that they were bound to give notice of the reduction of the tonnage, if such took place; but this was not necessary unless other parties were carrying on the line. It was extremely unfair to take the extreme rate of tonnage fixed by the Act; as well might it be argued, from a private Act of

* This case has been in type for several weeks, but always unavoidably postponed to make room for matters of more pressing interest.—Ed. R. T.

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Parliament which restricted a person from letting his land at more than 30*l.* an acre, that it was necessary all let at that rent. The distinction drawn by his learned friend between the expenses which he allowed and those which he said ought not to be allowed, was entirely unfounded; for was it not obvious that a tenant must take all these disbursements into account in estimating his rent. Suppose the case of a person leasing the traffic on a common highway from the Government, or from any other party, would not the nature of the road, and its effect on the vehicles, enter into his calculation?

Mr. MAUDE had little or no doubt that the principle laid down by Mr. Duck was a correct one. Before the railway was formed it could only be rated as common farming land: how it was formed, or at what expense, was no question for the overseers, but simply what it would let for, and in how far it was beneficial to the proprietors. Their only measure of this was the tolls the Company was authorised to ake. The receipts consisted of two separate items, which the Act contemplated, by requiring two sets of accounts,—the charge for passing along the line, which the Act limited to 2d. a mile, and the charge for the expense of conveyance.

Mr. GREENE begged pardon, but there was not the slightest proof of the Company receiving a farthing beyond 2d. a mile; the respondents ought at least to have shown that, if they could do so.

Mr. MAUDE said they had a right to make these charges, and it must be assumed, as they occupied their own property, that it was beneficial to them in both ways. The Company were estopped from denying that the tonnage was lower than 2d., because they had not given the legal notice of the reduction. The expense of the carriages and locomotive power ought to be set off against the profits of their business as carriers, and this principle being laid down, they would have no difficulty in agreeing about the facts. He had little or no difficulty in giving this opinion, believing that it was the plan on which all the railways were assessed.

Mr. DUCK said the principle being admitted, he believed the amount of their assessment would be considerably under the mark.

RAILWAYS IN BRAZIL.

(From the *Journal de Commercio*, Rio de Janeiro.)

THE following Report from the Committee of Agriculture, Commerce, Industry, and the Arts, respecting the Memorial of the Imperial Brazilian Railway Company, was read and approved of. This Company was formed under a decree of the 4th of November, 1841, whereby exclusive privileges were granted to it for a period of eighty years.

"1st. That the Brazilian Government purchase four thousand shares of the Company, equal to 500,000*l.*, one-fourth of the capital to be raised.

"2nd. That the shares of the Company shall not be liable to any embargoes, mortgages, or judicial seizures whatever, and shall be guaranteed in time of war.

"3rd. That for a period of five years all the steam-carriages, machinery, and every kind of utensil for the use of the railway imported by the Company, shall be admitted free of all duty.

"Considering the magnitude of the undertaking, and the immense advantages attendant thereon to the Brazilian empire, the Committee deem the enterprise as one which well deserves the exclusive privilege for eighty years granted by the Government, as also that it is entitled to every reasonable pecuniary support.

"But as the 1st and 3rd clauses of the Memorial affect the interests of the public Treasury, more particularly the 1st. to the extent of 500,000*l.*, the value of four thousand shares, the Committee deem it judicious, in so important a matter, previous to making its final decision, that the Government be referred to, in order that every information may be granted to the Chamber and the Committee for their better guidance.

(Signed) "RAMIRO.
"FERREIRA PENNA."

"Chamber of Deputies, July 5th, 1841."

So deplorable are the roads within the fertile provinces through which the railroad is to pass, that it is stated on the evidence of the Government statistics, the actual expenses incurred yearly in transporting the various kinds of merchandize to Rio de Janeiro for exportation amount to ten thousand contos and upwards, a sum of money considerably above the capital required to construct the railroad.

The undertaking is so popular that four thousand shares are already subscribed for, in addition to the same number which the Brazilian Government show every disposition to purchase, in furtherance of the interests of the empire. Not the slightest calculation appears to exist with reference to the shares being disposed of out of the country, as the funds are confidently expected to be raised among the Brazilians themselves.

BIRMINGHAM AND DERBY RAILWAY.

To the Editor of the Railway Times.

SIR,—Your very pertinent remarks respecting this railway have drawn my attention to the subject, and I confess have occasioned me much pain, as I have been a proprietor from the commencement.

On examining the different Reports from the beginning I really am astonished to think how it could be possible for any set of gentlemen to be so decidedly mistaken in all their assertions, calculations and prognostications as these Directors appear to have been! It really would appear to be almost impossible to point out one single instance in which they have been correct! Well may Mr. E. T. Moore, Sir Oswald Mosley, and even Mr. W. Beale, retire from the Directory. There remains but one point left for this affair to turn out one of the most complete failures in Railway history, and that is, for the new or direct line into Birmingham not to pay the interest of the outlay. The Directors' Report stated it would pay 10*l.* per cent., but then they did not know that 80,000*l.* more would be wanted, but asserted that the money raised would be quite ample. It is only from past experience that we can arrive at anything like accuracy for the future, and judging from the many past transactions, I would assert that the new line, considering the separate terminus, will prove more disadvantageous to the Company in a pecuniary point of view than if they had continued to pay the London and Birmingham Company for going round. It is now proved beyond a doubt that a railway from Birmingham to Derby ought not to have been attempted, and that to endeavour to interfere with the Midland Counties in going to Hampton-in-Arden or Rugby was still more incorrect in *every point* of view. It seems impossible to account for men falling into the error of supposing the line would produce 120,000*l.* annually by opening before the Midland Counties' line, which, according to their Report would be the case, from "*a calculation carefully prepared from the Stamp-office, and other authentic sources!*"

In the beginning of the Report for June, 1838, it is stated that their land purchase included twenty acres at Derby, for the purpose of a general terminus, and that a portion of the same would be to be disposed of to the North Midland and Midland Counties' Companies. Now, in the last Report we read of a charge made by the North Midland for "the station accommodation at Derby," and no where does there appear to be any account of land being re-sold.

It is very natural for interested sub-Committees to make the best of a bad matter, but really the statements about 2,000 tons of coal per week to be expected, amounting to 16,250*l.* additional, &c. (after what has been heretofore so falsely, though confidently predicted, and since acknowledged to be disappointments,) appear to my now incredulous ears quite laughable, and what no one can believe until it actually takes place. Mr. Stephenson even, in answer to Mr. Routh, stated that "he certainly had expected it would have earlier become more extensive, but the absence of sufficient stations, and the high toll of the Oxford Canal Company, had much retarded the traffic in minerals!"

No doubt the vote of thanks to the Directors was most *cordially* given and most *thankfully* received, after the reading of the proper remarks about the "*want of activity on the part of some of the servants of the Company, and the abundant proof of neglect of check on the part of the superior officers, which cannot in any way be justified!*"

I am at a loss to know how the Directors can apply to Parliament so soon again for 80,000*l.* without calling a special meeting for the purpose of considering the subject after *due notice*. The recommendation of a sub-Committee certainly is not a notice, and I for one, had I known of such an intention, would have attended the meeting and endeavoured to have prevented Messieurs the Solicitors, from having another good picking out of this poor goose. Why not endeavour to do as other lines have done—raise the money on loan notes, even at 6 per cent., which most likely will be obliged to be given on the renewed debentures; as to creating new shares at 50 or 60 discount, it is frightful to contemplate!

Some of us poor *little* proprietors would have felt more obliged to the *large* proprietors composing the sub-Committee, if they had condescended to have stated how all parties happened to be so completely out in so short a time and so short a line, as 80,000*l.*; and how it happens that the paltry dividend of 10s. per share is withheld from us, when a just demand made for too long-standing arrears might have fully covered the difference, particularly as the new third shares were to be entitled to a share of the dividend expressly on account of their being called upon within seven months from the meeting held in August, 1840.

I remain, Sir, your constant reader,
AMICUS.

September 13, 1841.

THAMES HAVEN DOCK AND RAILWAY.

To the Editor of the Railway Times.

SIR,—Allow me to ask,

1st, If the Thames Haven Railway and Dock is not a bad or doubtful speculation, how is it that it meets with no support from the public?

2dly, If it is to produce such an immense increase of traffic to the Eastern Counties' Railway, why does not that Company come forward, and further the prosecution of the railway in question, in hopes a higher remuneration may be given to their own proprietors?

3dly, If the Directors of the Eastern Counties' Railway fear recommending the Thames Haven Railway to their proprietors, as a means of furthering and securing the hope of dividends till some "more convenient season," how is it the Directors themselves individually do not render every assistance in their power? How is it they do not take shares, and further the knowledge of the undertaking? If they were shareholders in the Thames Haven, how much more readily might they not expect their own proprietary to follow in their own steps?

4thly, Why or how is it the name of *one* railway Director has never appeared in the Direction of the Thames Haven Railway? Out of twelve they surely might, if the speculation were to be so profitable, have had *one* railway capitalist to further the concern.

Lastly, If the Dock and Railway are really to confer blessings alike on the poor and the rich, if they are to prevent loss of life, to further trade and commerce generally, why do not those to whom these are of the first importance (the merchant, the speculator, and even the philanthropist), however trivially support and interest themselves in its favour?

These are observations I have been led to make with reference to this Company, which has for five years been seeking public support, and should like much to have a clear reply, either from your own pen or that of some of your able correspondents; meantime I beg to subscribe myself yours,

Your obedient servant,
HUGH HUGHES.

Kensington, 31st August, 1841.

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WEST LONDON RAILWAY.

To the Editor of the Railway Times.

SIR,—Oblige me with a small space in your valuable paper in reference to the above undertaking.

I do not like the proposal to stop at the Uxbridge road, nor do I think the shares will be taken. They say 10,000*l.* will do it, but we must bear in mind that though 9,000 shares were applied for, in order to complete the *whole* line, only 2,800 were paid upon, and why should we expect more will be when the object is to go *half way*, and the traffic cannot be much.

The following plan has suggested itself to my mind, and if submitted to the Great Western Railway Company, might command attention, as we know their original wish was to adopt our line.

On a moderate computation, we have 5,000 good shares; now, say the Great Western Railway Company create 10,000 Great Western shares of 5*l.* each, giving us two shares for every one we now hold, and a credit of 1*l.* per share, that will leave the estimated sum 40,000*l.* to complete the line and pay the pressing debts, and will be 2*l.* per share for the old shares, which we assume as their value by the price at which we issue the new.

I am decidedly of opinion that unless some assistance is rendered us by the great railways, we must sink, for we have poor and apathetic shareholders, and a Board so deficient in number as to be unable to carry any measure.

I am, Sir, your most obedient servant,

A SHAREHOLDER.

9th September, 1841.

MIDLAND COUNTIES RAILWAY.

To the Editor of the Railway Times.

SIR,—A report is in circulation that the Directors of the Midland Counties Railway Company, no doubt with a view to reducing expenses without infringing on the convenience of the public, have been induced to take off the line one train per day of the 3rd class carriages, and contemplate the same thing with a train of the 2nd. If it has been done as an experiment, it would seem it has been successful, judging from the revenue produced; and it is a very reasonable inference it will increase, so much so as to attract the attention of the monied world, and instead of being, as it now is, at a ruinous discount (without cause), will command a very considerable premium. Take 2,900*l.* per week (which is about the average from the 1st July to the 31st December), it leaves 75,400*l.* against 56,900*l.* for the preceding six months, with a balance in hand of 3,300*l.*; thus enabling the Directors to divide at the rate of 6 per cent. per annum, allowing 50 per cent. for working, which I have reason to believe to be near 10 per cent. over the mark. If this state of things be not such as to cause exultation on the part of the proprietary, it ought to cause them to pause selling at the present very great discount. But my object in writing to you was to enquire if the information above alluded to is correct; and if you cannot, perhaps some one of your numerous readers may be kind enough to do so, for a judicious reduction on the expenditure is so very much to be desired.

I am, Sir, your most obedient Servant,

A PROPRIETOR.

Liverpool, 16th September, 1841.

GREAT WESTERN RAILWAY.

A correspondent of the *Glasgow Constitutional*, under the head of "Notes during a trip in August, 1841," thus speaks of the Great Western Railway.

"Got on by coach from Cheltenham to Cirencester, the station of the Great Western Railway. Fare by coach, three shillings and sixpence. I may say I had never seen a railway before. The Great Western Railway, in all its details, and its conduct, is one of the most splendid works in England, and the most creditable to the spirit and enterprize of its people. It is indeed a noble work, and sincerely do I trust that the shareholders may reap a full reward. The station houses, how chastely beautiful,—the refreshment houses, how tastefully fitted up! The rails are laid nearly all the way on great logs of wood, and eight feet asunder, giving a feeling of the most perfect security; while the smoothness with which the carriages dash along, always at the rate of thirty, and frequently at forty miles an hour, tend to lull passengers into dreamy slumber. The carriages, too, are quite *unique*, and a man may stand erect in them, with his hat on, although he be six feet high. They are, in fact, most comfortable little parlours. In the carriage we occupied there were eight seats, but betwixt the half of them there was a door, with silk curtains to shut up when people wish to be alone. Nothing wanting to render the establishment complete, except a cooking apparatus, which could very easily be connected with the engine,—and a centre passage from thence, through all the carriages, for the waiters, is a work which would not require great art in either the planning or construction. Were such a line extended through the whole county, we have no doubt this would be done;—at present it is not necessary, from the rapidity with which it is traversed. What a fine thing it would be to be killing two dogs with one stone in this way—coolly taking dinner, and moving on while doing so, at the rate of thirty-five or forty miles an hour."

CONTINENTAL RAILWAYS.

THE third section of the railway from Berlin to Frankfort on the Oder, passing through Dessau and Rosslau to Koswig, has been opened to the public. All the portions of the line which traverse the duchies of Anhalt-Dessau, Anhalt-Coethen, and and Anhalt-Bernberg are thus completed.

The official Gazette of Breslau announces that the King of Prussia has authorised the construction of a railway from Breslau to the frontiers of Saxony, passing through Leignitz and Goertletz.

M. Pereyre, Director of the Versailles Railway, applied to the Council-general of the department of the Eure for aid in the extension of the railway from Versailles to Chartres. The expenses he estimates at twenty millions of francs. The mode of guaranteeing interest would not suit, connected as the new line would be with the two old lines to Versailles. But if government would lend eight millions for fifteen years without interest, and if the two departments of Seine and Oise, and Eure and Loire, would consent to give eight hundred thousand francs each, payable in annuities of 100,000 francs each year for eight years, together with the free grant of the ground to be occupied by the railway, then the Versailles companies would undertake to complete in four years the line between Versailles and Chartres. The Counsel General discussed this offer. Two of its members abstained from voting one way or the other. The rest unanimously voted that the department should give a million of francs to the railway in yearly payments of one hundred thousand francs each year for ten years. But the payment and the annuity is only to commence from the period of the opening of the railway. It was required, too, that the town of Chartres should pay one-fifth of the yearly one hundred thousand francs. The municipality of Chartres immediately engaged to do this.

A workman on the Versailles railway was nearly caught by a train on Saturday last, and his attention was so much taken up by it that he did not perceive another coming in the opposite direction. He was evidently about to be placed between the two trains, which would have been a position of much danger, but, with great presence of mind, he laid himself flat on the ground longways between the rails, and the trains passed without touching him.

We have received from a correspondent, now travelling on the Rhine, some particulars relative to the Belgian railways, which cannot fail to interest our readers. That part of Germany has already been brought very near to London by the steam navigation, and at a very cheap rate; but the continuation of the railway from Liege to Cologne will, in a short time, add materially to the rapidity of the communication. From the latter place to Aix-la-Chapelle the line will be opened in a few days; though two years will probably elapse before the part of the line from Aix to Liege is completed, that not having been begun so soon as the other, and there being much greater difficulties to surmount. The terminus of the Ostend line at Ans, near Liege, is on a very high level, and it is now in the course of being brought down to cross the river Meuse, near the town, by inclined planes. It will afterwards follow the pretty and romantic valley of the Verder to Verviers, crossing the river no less than six or seven and twenty times, and the road six times, by very handsome bridges, as they promise to be from the piers that are already constructed, of very good looking stone, which is found almost close to the spots where it is wanted. There are nine galleries, as the French called them on the Simplon, through projecting masses of rock, round which the river flows, so that in many places there is a very handsome bridge on each side of the entrance to the tunnel. This will be a most beautiful road to travel on the rails, and the railway, with its bridges, stone embankments to the river, &c., will also form a most interesting object to those who travel by the post road, both in point of picturesque appearance, and as being worthy of notice in an engineering point of view. From Verviers the road runs in a different direction to that followed by the post road.—*Brighton Gazette.*

COACH ACCIDENT.

ON Monday evening about eight o'clock, as one of the coaches which is occasionally employed in the temporary absence of the omnibus which takes passengers for the railway, from Huddersfield to Cooper-bridge station, was on its way from the latter place and when near Whitaker-bridge, one of the axles gave way, and the wheel coming off, the coach was thrown over and several persons much hurt. Mr. Townly, of Huddersfield, accountant, was severely shaken and internally hurt; a weaver belonging to Taylor Hill, near Huddersfield, and who was on his return from a visit at York, was thrown violently off upon a heap of stones, with his leg bent up under him, and a heavy person falling upon him, he sustained a very severe compound fracture of the leg, just above the ancle; he was immediately conveyed to the Huddersfield and Upper Agbrigg Infirmary, where the greatest attention is being paid to him. From the severity of the injuries amputation is deemed necessary, to which the patient will by no means consent. He is, under such circumstances, as well as can be expected; but his medical attendants consider the final results to be very precarious.—*Halifax Guardian.*

RAILWAY TO SCOTLAND.—The Central Committee continue to prosecute their labours with diligence and energy. At the weekly meeting on Saturday last, numerous letters were read from influential parties, approving of the line. The Duke of Buccleuch has intimated that he will offer no opposition. The consent of nearly the whole of the proprietors through whose property the line passes in Westmorland has been received. As far as the inquiry has extended in Scotland, the result is similar; and the project now wears the most favourable appearance. The Directors of the Lancaster and Preston Railway promise to use their utmost endeavours to promote the line; and in a very short time we expect to see the scheme fairly launched before the public. The talent and skill shown by Mr. Larmer in selecting the present line, we hear spoken of in all quarters; and we trust he will yet reap the advantage of his labours. On the Eastern side most strenous exertions are being made to continue the line from Darlington to Newcastle; and therefore it behoves all who feel an interest in the prosperity of the west, to leave no stone unturned to secure to themselves the benefit of railway communication to Scotland by Carlisle.—*Carlisle Journal*, Sept. 11.

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length of Railway.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	82†	..	..	..	..	..
....	....	680	25	25	Ballochney	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	59½	58	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	....	....	2	Ditto (*New*)	..	29½	..	29½	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	26*	26†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	7½	..	..	7½
26	17½	64000	25	23	Eastern Counties'	..	7⅛	..	7½	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	40
46	....	18000	50	45	Edinburgh and Glasgow	41½*	41½†	..	..	..	..	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	5*	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	38*	38†	..	..	..	..	..
51	40	12500	50	45	Glasgow, Paisley, & Ayrshire	36*	36†	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	26*	25½†	..	..	..	..	..
15½	....	6000	50	50	Gosport	..	..	..	51½	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	200
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	99½
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
....	....	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	27
—	—	100000	100	90	Great North of England	..	..	..	..	..	..	65
74	45	25000	100	65	Great Western	78⅜	79	78⅜	78⅛	77⅜	77⅜	..
118	118	25000	100	50	Ditto (*New Shares*)	54½	55½	55½	54⅝	54⅜	54⅜	56
—	—	25000	50	50	Ditto (*Fifths*)	..	8	8	8	7⅜	7⅜	..
—	—	37500	20	4	Hull & Sel., or Hull & Leeds	..	..	..	..	..	..	40
31	31	8000	50	50	Lancaster and Preston	..	..	..	..	..	..	27½‡
20½	20½	5000	50	42	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
....	....	5000	37½	19	Leeds and Selby	..	..	..	..	..	..	..
20	20	2100	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
31	31	5100	100	100	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
—	—	7768	50	50		..	..	..	..	..	..	..
..	..	....	..	..		..	..	..	..	..	..	..

Length Railw.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu	W	Th.	Fri.	S	Liverpool.
112½	112½	25000	100	90	London and Birmingham	..	159	..	..	158	158	..
—	—	25000	25	5	Ditto (*Quarter Shares*)	22	..	..	22	..	..	..
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	..
—	—	.....	.....	2	Ditto (*New Shares*)	10½	..	10½	10½	..	..	..
33	33	24000	25	25	London and Blackwall	..	..	..	4½	4½	4½	..
—	—	....	....	6½	Ditto (*New*)	..	..	..	4½	..	..	..
46	37½	36000	50	50	London and Brighton	46	45½	..	45½	46	46	45½
10½	10½	33000	avr.	13⅜	London and Croydon	13⅜	..	..	13½	..	..	..
3⅜	3⅜	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	5½	5½	..	..	..
—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅛	London and South-Western	50½	51	..	..	51	51	..
—	—	42000	5	1¼	Ditto (*Tenths*)	..	..	..	2⅜	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	..
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
10	10	6201	125½	95	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
40	....	7800	100	55	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	75	76	75½	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	18½	..	..	..	..
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	57¼†	..	..	..	..	..
....	....	1940	25	25	Monkland and Kirkintilloch	..	..	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	65	65	..	..	..	..
72⅜	72⅜	15000	100	100	North Midland	31½	31½	31⅜	..	..	..	..
—	—	15000	50	40	Ditto (*New*)	..	..	9⅛	9⅞	..	..	..
—	—	15000	21⅝	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
32½	26½	7200	50	30	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	..
19	19	2800	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
—	—	3000	50	2½	South Durham	..	..	..	..	..	..	..
....	....	4000	12½	7½	Ditto (*New*)	16½	..	17	..	16½	16½	..
67	....	28000	50	88	South-Eastern and Dover	..	..	..	..	..	..	..
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	5	Thames Haven	..	..	..	..	..	..	..
—	—	....	....	25	Wishaw and Coltness	40*	40†	..	..	75	75	..
....	....	.....	.....	50	York and North Midland	75	..	..	..	..	..	..
23	23	6700	50	50	Ditto (*New*)	..	..	..	..	..	..	..
—	—	6700	25	10		..	..	..	..	..	..	..
....	....	....	....	..	‡ Ex. Div.	..	..	..	..	..	..	..
....	....	....	....	..		..	..	..	..	..	..	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of last Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Sept. 11	1,916½	£79 5 11	£91 12 3	£170 18 2	£1 18 0	£11 7 11	£204 10 7	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm & Derby Junct.	2	38½	Sept. 11	..	1,128 16 6	261 12 9	1,390 9 3	4 11 0½	31 17 2½	1,264 7 1	38½
1,266,666 0 0	1,320,716 16 2	....	Birm & Gloucester	3	51	Sept. 10	8,807	1,941 2 9	241 8 3	2,182 11 0	5 17 8	41 3 8½	868 13 0	31
499,999 0 0	456,063 10 1	....	Chester & Birkenhead	4	14½	Sept. 13	7,132	561 11 3	48 10 2	610 1 5	5 17 8	41 3 8½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Sept. 12	41,080	....	....	926 17 6	2 12 0½	18 4 6¼	....	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	Sept. 12	6,370½	255 10 7	49 15 1	305 5 8	22 11 4¼	154 9 7	267 10 8	16½
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	7	17½	Sept. 12	21,620	....	....	1,048 13 1	8 11 2½	59 18 5½	612 16 10	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	8	40	Sept. 11	12,694	921 10 6	227 8 10	1,148 19 4	4 15 8½	28 14 5½	942 12 3	..
....	....	....	†Glas., Pais., & Green.	9	22½	Sept. 11	13,495	844 11 2	130 19 6	975 10 8	7 4 6¼	43 7 1½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	83	Sept. 11	..	8,640 8 1	1,626 1 1	10,266 9 2	12 17 3⅜	90 1 1½	9,686 0 9	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	11	45	Sept. 13	..	1,135 7 1	389 2 6	1,524 9 7	4 16 9½	33 17 6¼	....	..
5,331,527 9 10	5,877,120 7 8	3 0 0	Great Western	12	118	Sept. 12	..	12,871 18 4	1,629 15 5	14,501 13 9	4 11 6¼	85 13 7½	7,363 16 5	56
533,333 0 0	460,000 0 0	2 0 0	Hull & Selby	13	31	Sept. 11	5,155	617 11 3	375 14 3	993 5 6	4 11 6¼	32 0 9½	735 12 1	..
488,000 0 0	390,000 0 0	5 0 0	Lancaster & Preston	14	20½	Sept. 11	2,932	540 11 9	25 9 6	566 1 3	3 18 10½	27 12 3†	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Sept. 10	..	3,513 3 0	1,859 4 3	5,372 7 3	25 4 4½	176 10 6¾	5,833 8 4	31
5,750,000 0 0	5,724,897 0 0	9 8 10	London & Birmingham	16	112½	Sept. 11	..	15,058 18 11	3,076 19 0	18,135 17 11	21 14 9½	152 3 7¾	16,639 17 7	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	17	3⅜	Sept. 16	64,698	....	....	1,235 12 5	47 1 5	329 9 11½	735 3 0	3½
2,400,000 0 0	2,008,930 8 0	....	*London & Brighton	18	37½	Sept. 16	9,962	2,042 0 10	100 13 1	2,142 13 11	6 13 1	46 11 7¼	134 8 8	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	19	10½	Sept. 14	12,707	670 8 2	78 4 2	748 12 4	10 3 8½	71 15 11	728 5 8½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3⅓	Sept. 16	32,538	....	....	995 14 4	37 18 7½	265 10 5½	930 1 6	3½
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	21	77	Sept. 13	..	5,931 15 3	594 2 11	6,525 18 2	12 2 1	84 15 0½	6,643 17 3	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm	22	5	Sept. 13	12,283	....	....	339 11 3	9 14 0½	67 18 3	341 16 10	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	Sept. 9	..	406 9 10	200 15 9	607 5 7	8 13 6	60 14 6¾	594 3 10	10
2,599,000 0 0	2,523,508 19 6	....	Manchester and Leeds	24	50	Sept. 6	..	3,126 12 4	1,947 10 1	5,074 2 5	14 9 11½	101 9 7¾	1,093 6 3	13½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties'	25	57	Sept. 11	10,962	1,991 16 4	956 17 9	2,948 14 1	7 7 9½	51 14 7½	2,022 13 5	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	26	61	....	..	....	....	....	....	....	....	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	27	72½	Sept. 11	..	3 198 15 4	1,873 15 7	5,072 10 11½	9 19 2½	69 14 6	3,226 1 8¼	72½
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	Sept. 10	4,907	1,135 14 0	171 16 9	1,307 10 9	8 9 9½	59 8 8	....	..
720,000 0 0	358,912 14 10	5 0 0	Northern & Eastern	29	26½	Sept. 12	14,259	1,144 9 3	7 15 0	1,152 4 3	6 6 7½	44 6 3†	....	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	Sept. 11	4,246	414 16 3	74 8 3	489 4 6	3 13 6½	25 14 11½	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	31	8	Sept. 12	6,104	....	....	163 1 10	2 18 2½	20 7 8½	180 15 6	8
446,666 0 0	446,500 0 0	9 0 0	York & North Midland	32	23	Sept. 13	9,536½	....	....	1,897 10 10	11 15 8½	82 10 0½	869 1 9	23

2. Toll to London and Birmingham 163*l.* 15s. 8d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 25*l.* 9s. 6d. from goods, &c. is for toll only.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The amount given in the table includes the receipts from the horse coaches from Hayward's Heath to Brighton. The divisor, therefore, is 46, although only 37⅜ miles of the railway are open, including the Shoreham branch of 5½ miles. The toll to the Croydon Company is not included in the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of which has been issued at 50 per cent. discount,

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 5,074*l.* 2s. 5d. are the receipts after deducting omnibus charges, and payments to other Companies.

25. The receipts for goods, &c. include, carriages, 421*l.* 9s. 0d.; horses, 22*l.* 4s. 6d.; dogs, 6*l.* 13s. 6d.; parcels, 217*l.* 2s. 8d.; cattle, 78*l.* 12s. 6d.; corn, 7*l.* 0s. 8d; heavy goods, 428*l.* 4s. 10d.; coal, 94*l.* 10s. 1d.—Total, 956*l.* 17s. 9d.

27. The divedend includes a sum of 31,786*l.* earned previous to the last half-year.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Y's peculiarity is somewhat mysterious.

Ulster Railway.—*We should have had much pleasure in making the corrections pointed out by a Belfast correspondent, had we been able to find room for more than a mere sketch of the proceedings.*

A Constant Reader and Shareholder.—*We, in common with our correspondent, have a very high opinion of the talent and zeal of the gentleman referred to, and are sure the proprietors at large duly appreciate his services, but we doubt if the present be the fittest time, or a public journal the proper medium, for bringing forward in the first instance such a matter as that to which our correspondent refers.*

The Patent Propellers for Steam-Boats *do not come within the scope of our paper.*

Justice, *who complains without cause, as we think, of what he calls the uncourteous terms in which the improvements of Mr. John Gray were spoken of by one of our last week's correspondents, falls himself into the inconsistency of abusing his opponent. If our correspondent will come to facts, we shall with great pleasure give him a hearing.*

West-London Railway.—*Mr. White requests us to correct an error in the report of his remarks at the meeting of the West-London Railway Company, held last week. Instead of saying that the Great Western Railway Company had at one time offered to guarantee to the Kensington Canal Company an amount of traffic to the extent of 30,000l. a year, Mr. White wishes it to be understood that they had offered to guarantee the carriage of 30,000 tons. The difference is, of course, very material.*

A Railway Proprietor *may rest assured that when the invention is fairly put to the test we shall not fail to report the result. We cannot, however, give publicity to a scheme however plausible, the merits of which have not got been practically proved.*

A correspondent, *who adopts the very appropriate signature of* Invest sua gratia parvis, *wants a question which we leave to the decision of those who are more conversant than we can pretend to be with points of form. He says:—*

"In your report of the Croydon meeting, it is stated, that 'Mr. B, in order to get rid of any formal difficulties as to disposing of the original motion, would move *the previous question.*'

"'The previous question was then put, and carried nem con.'

"It appears that the original motion was thus considered as got rid of.

"I beg to ask what 'the previous question' is understood to be? If, as I conceive, 'the previous question' is, 'that that question, namely, the original motion, be now put?' then it follows that in this case, where the original motion was not put, the previous question was not *carried*, but *negatived*. If this point be, as in some cases it may be, important, the sooner you put people right about it the better, and even if it be trivial, it is as well to be correct even in trifles."

A correspondent, C. M., says—"Can any of your readers inform me what has become of the Steam Conveyance Company for running Steam carriages on Common Roads, under Sir James Anderson's patent? There was a meeting at Freemason's Hall about a little time ago but I am not aware of the result, and I see that a steam-carriage has lately been started on common roads apparently not by the Company."

Edinburgh and Glasgow Railway.—*We really cannot find room this week for the long statement of the Edinburgh Directors (of which a second copy has been sent to us), but we will see what can be done with it next week.*

A Well-Wisher (Torfaen) *is assured that we have no prejudice whatever against the line referred to. The delay was wholly unavoidable.*

The Liverpool Shareholder who has written to us twice on matters connected with one of the northern lines is informed that we have made inquiry, and find that although there is some foundation for the statement made in his first letter, the inference which might be drawn from it (not by our correspondent certainly, who appears to view the matter in a proper light), would be wholly erroneous and unjustifiable. Our correspondent will, therefore, we doubt not, excuse us if we do not at this moment publicly agitate the question, the more especially when we assure him that there is not in reality the smallest ground for complaint or alarm.

Croydon Railway.—*The letter of J. P. on what he deems the mis-management of the affairs of this Company shall be given next week.*

Manchester and Leeds Railway.—*The notice forwarded from Manchester of the General Meeting held on Thursday did not reach us in time to allow us to do the proceedings justice. We have thought it better therefore to postpone the report till next week.*

We have nothing to do with the Talacre Coal and Iron Company. *It appears, however, to furnish a remarkable specimen of joint-stock jobbery. This to a correspondent who wishes us to correct a report in the Sunday paper.*

Templeton's Mathematical Tables for Practical Men.—*A copy of a very excellent work published by Simpkin and Marshall under this title, has been sent to us. We strongly recommend it.*

*** It is requested that in future all communications intended for the *Railway Times* be addressed, "To the Editor," and not to any individual by name, now or recently connected with the establishment.

THE RAILWAY TIMES.

SATURDAY, SEPTEMBER 18, 1841.

We give in another part of this day's number as full an account as we can find in the local journals of the inquest held on the body of the unfortunate gentleman killed by the late accident on the North Union Railway. It will be seen that the jury have returned a verdict of "Accidental Death," without imposing any deodand on the Company, or even conveying a censure upon any one of the Company's servants. We confess that we are very much opposed to the infliction of deodands, which in nine cases out of ten impose upon the innocent many, a punishment which ought to be directed against a guilty individual, and therefore we are by no means sorry that in this instance the Company has escaped a pecuniary mulct. At the same time we doubt whether, under all the circumstances, something more than the simple verdict to which we have referred ought not to have been returned. It is the practice with at least one of the metropolitan Coroners to discourage all inquiries into the collateral circumstances of cases that come under his cognizance; and, in general, this rule may be both politic and humane, when family arrangements and personal feelings are likely to be brought under discussion, but in instances of railway accidents it is far otherwise. In the latter case, nothing but the most searching inquiry into all the concomitant circumstances can satisfy the public, and ought not to satisfy the Companies themselves. We are sorry, therefore, that the inquiry in the North Union case was not prosecuted somewhat further, had it been only to convince the public that there was nothing to keep back or conceal.

There can, we think, be no doubt whatever that the unfortunate accident was attributable to the inattention of the gate-keeper, NIXON, who, although he has already suffered severely, ought not, in our opinion, to be allowed to escape the penalty of his neglect of duty. It would seem as if the coroner, in summing up the evidence, had drawn a distinction between "a simple case of neglect" of duty, and a case of "gross negligence," telling the jury that if they conceived NIXON to have been guilty of the latter, they would be justified in finding a verdict of "Manslaughter." The jury, however, seem to have thought NIXON guilty of the lesser fault, or perhaps altogether guiltless, and it is not for us to carp at their decision; but we should be glad to know what *more* gross negligence could possibly be brought home to any servant of a Railway Company, or to any offender whatever, than the fact of having left a line exposed (as it is admitted NIXON did) to the intrusion of common-road vehicles.

The discrepancy in the evidence of the witnesses cannot be overlooked by our readers. The witness, SARGEANT, swore that the train, at the time of the collision, was proceeding "at the rate of 30 miles an hour, *the usual speed*," whereas the engine-driver was "positive the engine was not going faster than 14 miles an hour, and he did not think more than 12!" Again, the witness, SARGEANT, deposed that the "engineer had a good deal of steam up, and a considerable quantity issued from the chimney;" while the engine-driver himself affirmed, that "the steam was *very* low!" How are these discrepancies to be reconciled?

We gather from the evidence that a portion of the traffic of this line is conducted by other parties than the immediate servants of the Company. The engine-driver was, it appears, "in the service of Messrs. PEARSON & Co., of the Ince Colliery;" and not only was the breaksman not in the employment of the Railway Company, but he was not even usually engaged in the duty which on this occasion he had taken upon himself. We cannot conceive anything more fraught with mischief than such an arrangement as this, where the parties employed in working a line of railway are, or appear to be, under the control of different masters.

The primary cause of the mischief was, as we remarked last week, the crossing of the railway by a common road on a level. A more dangerous practice could not be invented; and we are glad to find that not only is it being discouraged by Parliament, but that the Companies themselves are becoming sensible of the manifold inconveniences which result from such an interference with their customary operations. If further proof were wanting of the dangers alluded to, it would be found in the fact that, since the occurrence of the North Union accident, an almost identical casualty has taken place on the Bristol and Exeter line, happily, however, unattended with loss of life. On some of the Northern lines, we regret to say that the crossing not merely of highways by railways, but of one railway by another, is far from uncommon. We are surprised that a greater number of accidents do not arise from this cause, and attribute it rather to good fortune than to anything else; for with the utmost caution that can possibly be observed, it must at times be next to impossible to guard against the occurrence of danger.

The Croydon Directors are so impressed with the dangerous impediments which such crossings create, that they are now, at considerable expense, sinking one of the common roads, in order that it may pass *under* the line, instead of crossing it on a level as at present. That this alteration is a most judicious one in a neighbourhood and upon a line where the passage of vehicles is very frequent, will be seen from the following statement made by a correspondent of the *Times* in reference to the same railway:—

"A few days since I drove three ladies in a four-wheeled chaise through Dulwich to Lewisham, and on arriving at the Sydenham station, where the public road crosses the railway, I stopped to inquire of a man in the employ of the Croydon Company whether I might safely pass over. He instantly flung open the gate, and I passed over the railway. Behind my chaise was a donkey-cart with two women; and scarcely had my horse reached the middle of the line before we heard a train rapidly approaching. We passed over safely, but in order to get the donkey-cart over five or six men rushed on the line, and by main force pushed it across, and then closing the gates, just saved themselves by a rapid flight from being crushed. I immediately remonstrated with the men, but they re-

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plied, that 'they wished to *oblige* the public,' *and were quite ignorant of the times of the trains passing by.** This train, I should add, was a Brighton train, not stopping at Sydenham, and passed at the rate of near 30 miles an hour. We were only saved by 'the skin of our teeth.' Ten seconds later and we should have been inevitably smashed to atoms!"

The only safe mode of proceeding in cases where highways must of necessity cross railways on a level is to keep the gates across the road constantly locked, unless when a vehicle is about to pass over. Had this been done in the present instance, it is quite clear that the accident could not possibly have occurred, and herein was NIXON, the servant of the Company, greatly blameable. It would seem, indeed, from the statement of the Company's Solicitor, that the "gatekeepers on the line have great difficulty in keeping the gates closed as several persons, including gentlemen whose names appear in the commission of the peace, have threatened to pull them down, alleging that the Company have no right to obstruct the turnpike road." If ever there was a case calling for the interference of a Company, it surely is such a one as this. It is of course not without legislative sanction that the railway has been allowed to cross these same "turnpike roads," and it is for the Directors to show the law-dispensing and law-breaking squires that an Act of Parliament is not to be over-ridden at their caprice or in reference to their prejudices. Now that an accident *has* occurred, we take it for granted that the gates at this point will be kept closed, and we trust that on the occasion of any future threats to "pull them down," whether by "gentlemen whose names appear in the commission of the peace," or by offenders of less note, the Directors will be prepared to vindicate their own privileges, and to prove that the safety of the public has not been entrusted to unworthy hands.

A VERY important question was mooted, and (so far as that undertaking is concerned) decided, at the recent general meeting of the proprietors of the Ulster Railway Company, namely, whether it is proper that a party shall be at one and the same time a Director of a Company, and a contractor for work or articles which such Company may require. Into the details of this individual case, we need not minutely enter. The statements which we give elsewhere, from both sides, will enable our readers to judge pretty accurately of the facts of the case, and with the personal or local feelings which led to the decision above referred to, we have nothing to do. There may be peculiarities in the position and circumstances of this Irish line, which render it expedient that the two apparently very active and useful Directors pointed at in the proceedings of the meeting, should not at this moment retire; but when we find the proprietors negativing by a majority of more than five to one, the proposition that a participation in the work done for a Company ought to disqualify for a seat at the Board, we think it right to express very briefly our own sentiments upon the general question thus brought forward.

Our opinion, then, is most strongly and decidedly opposed to any participation, direct or indirect, on the part of any member of a Board of Management in the profits derivable from supplying his co-proprietors in a railway with articles in the way of trade. It is not so much that we fear the positive commission of acts of favouritism and jobbing to the profit of particular persons and the prejudice of the rest, as because, however pure the Directors may individually and collectively be, the public at large will be prone to judge otherwise, and because the official conduct of Railway Directors, like the chastity of the Roman dame, ought to be not even suspected. If Directors are disposed to abuse their powers by turning them to purposes of individual gain apart from the welfare of the general body, they can find or make a thousand occasions of doing so, let the clauses of an Act of Parliament be as prohibitory as you will. Much, therefore, must after all depend upon the personal character of the parties selected for office—whether they are men of strict integrity and trustworthiness, not merely keeping themselves clear from charges of positive, tangible, gross, misconduct, but acting invariably in a spirit of honour which would make them spurn even the appearance of evil—or whether on the other hand they are men who would consider themselves "pure in their high office" if they contrived to escape the censure of their colleagues or their co-proprietors—men, for example, who would not themselves make an extortionate gain of a Company, but would not scruple to throw a "good job" in the way of a friend, and to wink at that friend's short-comings—men who, if too "honourable" to regulate their own holdings by the proceedings of the Board-room, would just hint in another quarter how the transactions of the Stock-exchange might at particular periods be turned to account—men, in short, who would seek office and cling to it, not for the sole purpose of promoting the prosperity of the undertaking committed to their care, but for the furtherance of other objects totally distinct from such prosperity, or, it may be, diametrically opposed to it. Such being the case, it may seem a matter of small moment whether Directors are or are not in so many words restricted from certain acts; for while it is possible, nay, we should hope by no means rare, that the majority of a Board shall hold the balance as evenly between one of their colleagues and the proprietors at large as between the latter and a stranger, so nothing can prevent a corrupt Board from indulging in corrupt practices; if they cannot job openly they will job covertly—if they cannot do it directly they will do it indirectly—if they cannot do it by themselves, they will do it by means of accomplices. There is, however, to be taken into consideration the inference which may be drawn by the public at large from placing a member of a Board in a position which *bad* men *might* turn to account; and this brings us back to the main ground upon which we disapprove of Contractor-Directors, namely, the desirableness, the policy, nay, the absolute necessity, if their Management is to be creditable and efficient, of preserving the purity of the members of a Railway Board not merely unspotted but unsuspected.

The *law* of the case we are not now called upon to discuss. In the Ulster Railway Act there appears to be a prohibitory provision, which, however, in the present case, means were found to evade; and here we would remark, that such evasions are calculated to impress the minds of the public at large much more strongly with an idea that favouritism is intended, than if the provisions of the statute were openly and boldly set at nought, and the violation avowed and justified on the ground of expediency or otherwise. We believe a similar clause is to be found in almost all the English Railway Acts; and notwithstanding the assertion of one of the speakers at the Ulster meeting—an assertion, however, which when called upon to give specific instances, he could not support—to the effect that there was scarce a railway in England or Scotland where the practice complained of was not carried on, we trust that the spirit as well as the letter of such clauses is in this country very generally acted upon. In one Company, if we mistake not, where an article of consumption is occasionally supplied by one of the Directors, a re-election of that gentleman takes place after a contract has been concluded with him, in a manner somewhat analogous to that of a member of Parliament on accepting office. This course of proceeding is we have no doubt, in strict conformity with the requirements of the Company's Act of Incorporation, and equally satisfied are we that no undue advantage is taken by the individual Director referred to, or by his colleagues, of his position with respect to the undertaking, but still, we must repeat our opinion, that it is much better to avoid such a combination of apparently clashing interests and duties, as the very names of Director and Contractor—of the party supplying an article, and the party deciding upon its merits—seem to point out. Little beyond empty fame is to be secured by an honourable and conscientious man from a seat at a Railway board. If he value such distinction more than the pecuniary results likely to be derived from a business connection with a particular Company, let him by all means remain in office, and give up his other ties, but do not let him attempt to occupy a position where honour and interest seem (although it may be but in seeming) to point different ways.

IT would seem that certain of the City Solons are again doing all they can to annoy, and obstruct the operations of, the Blackwall Railway Company. It is already known to our readers, that the extension line of this Company, from the Minories to Fenchurch-street, is wholly covered in, and in fact presents the appearance of a large and elegant shed, the trains being impelled in one direction by gravity, and in the other by the impetus previously acquired. The roofing-in of this part of the line has, of course, the effect of deadening the noise of the carriages, and is moreover highly conducive to the comfort of the passengers. It appears, however, that a sapient body, known by the designation of "Commissioners of Sewers," have taken offence at this erection, and at one time actually went so far as to indict the Company for a nuisance, dangerous to the public health, but the Grand Jury before whom the matter was brought had more sense than Messieurs the Commissioners, and at once threw out the Bill; and these same Commissioners are now, it is said, about to commit a trespass upon the line, for the purpose of having the question tried! We are not the advocates of rough measures, but really the ignorant audacity of these Jacks-in-office deserves but very little courtesy or consideration at the hands of the railway authorities; and we should scarcely be sorry if, on the occasion of the contemplated trespass, the most active of the intruders found reason to have something else to carry to a court of law, beyond the question of erecting an enclosed viaduct.

Never was there a more unfounded or hypocritical pretence than that the construction of the Blackwall Railway, or any part of it, has been, or can be, prejudicial to public health. In fact, it is not one of its least merits, so far as the public are concerned, that this line has opened up and purified a district abounding

* This surely cannot be the case.—ED. R. T.

with every element of disease; and this consideration alone ought to have made the City people pause, before they commenced the course of active hostility which, although happily it was ineffective, entailed so much trouble upon the Directors and so much cost upon the Company.

In proof of the change of feeling which has come over the most prominent of the *quondam* opponents of the railway, we cannot do better than quote a sentence from an article in the *Times* of Thursday, in which the circumstances above noticed are detailed:—"It is whispered" (says our contemporary) "that the inhabitants of Portsoken ward, who at first complained so bitterly of the establishment of a terminus in the Minories, have been by use so far reconciled to it, that they are now actually enraged at its removal to the immediate neighbourhood of Fenchurch-street." This is extremely likely to be the case. The inhabitants of Portsoken have *felt* the benefits arising from the railway, and they are "enraged" that they should to a certain extent be hereafter shut out from them. It is consolatory to the Directors to know that even their opponents now acknowledge the soundness of their views; but if a succession of bigots is thus to spring up, when are the labours and anxieties of the Board of Management to have an end?

We have great pleasure in giving publicity to the following scheme for facilitating the process of "booking through" on connected lines of railway by means of a clearing house. We understand that a plan upon the principle therein explained is on the eve of coming into operation upon the lines more immediately referred to in the article. The benefits of such an arrangement will be felt as well by the public as by the Railway Companies, and admit of an extension much beyond what appears to be contemplated at the first outset. We are convinced that it is only necessary that the system should be in action for a short time to ensure all that is expected from it. The following is the scheme:—

With the view of affording increased facilities to railway travelling, and of simplifying at the same time the business of lines in connection with each other, having their common terminus in London, at the Euston station, and on which the practice of "booking through" prevails, it is proposed that the several lines should, as respects the booking-through process, be treated as a single line; that the adjustment and audit of accounts connected with the settlements of the separate interests of the respective Companies, should be conducted in a clearing house, common to all, and of which the control and management should be arranged between the parties interested in it, on principles of mutual accommodation and equity.

The result of the adoption of the proposed system will be, that passengers may be as easily booked by single tickets, from a given station on any one of the connected lines, to a station on any other of these lines, as they now are between stations on one and the same line, the details being few and simple which are required for an arrangement so important for the public accommodation. These details are as follows:—

1. The station for the clearing house being determined, and a Committee of Directors and a clearing clerk appointed, the associated Companies will have to fix the booking-through stations on the respective lines.

2. The clearing house is to supply to each Company, forms of the necessary tickets, books, and classified statements, which may be required: uniformly being indispensable.

3. Returns are to be sent daily to the clearing house (according to a prescribed form) of the tickets issued with their progressive numbers, and the number of passengers booked, specifying by what trains, their destinations, respective fares, and the gross amount thereof.

4. The clearing house on the other hand is to send a daily return to each Company in a form which may be easily checked, of the sums due by and to such Company, for each day's operations.

5. The collected tickets are to be sent daily to the clearing house, and when examined, to be returned to the Company from whose stations they were issued.

6. Returns of all excess fares connected with the booking-through are to be made to the clearing house, and no claims for return fares which may be connected with the booking through are to be allowed (except in cases which admit of no doubt) without the previous sanction of the clearing house. Proper vouchers to be sent to the clearing house in all cases of returned fares.

7. Each booking through station is to be provided with bags, under lock and key, which are to be designated "clearing house bags," one key to remain with the station clerk, the other with the clearing house clerk.

8. Balances of accounts between the respective booking-through Companies to be liquidated weekly.

9. The principle of clearing, as well as the details of it, are understood to apply equally to passengers, parcels, carriages, and horses, and where necessary to merchandise.

10. A skeleton map of all the northern lines, and the principal places with which they communicate, to be furnished by the clearing house to each booking-through station.

It is presumed that the expense specially chargeable for the establishment of a clearing house will be more than covered by the saving which the adoption of the system would effect in the booking and audit offices of the several Companies. If it should be established at the common terminus of all the northern lines in London (which appears the more desirable, as the payment of balances will, with few exceptions, be made to the Company at that terminus, and more tickets collected there than at any other station), an arrangement may be made by which the expense common to all may be at once defined, and the proportion of relative charge to each Company be regulated by the amount of its relative receipt.

It is understood that such returns as it may be necessary for the clearing house to furnish to the several Companies, are to be supplied to them on application to the clearing clerk.

A STATEMENT of the income and expenditure of the turnpike trusts in England and Wales, which has been printed by order of the House of Commons, will show, in reference to those counties which are more or less intersected by railways, how the income of those trusts for the year 1839 was affected. In Bedfordshire, the total income in 1839 amounted to 12,599*l.*, and the total expenditure to 12,914*l.*, leaving a deficiency of 315*l.* In Berkshire the total income was 18,362*l.*, and the expenditure 17,151*l.* In Buckinghamshire the income amounted to 14,828*l.*, and the expenditure to 16,199*l.*, leaving a deficiency of 1,361*l.* In Cambridgeshire the total income was 15,123*l.*, and the expenditure 14,525*l.* In Cheshire the income amounted to 50,854*l.*, and the expenditure to 52,015*l.*, leaving a deficiency of 1,161*l.* In Derbyshire the income amounted to 40,997*l.*, and the expenditure to 42,800*l.*, leaving a deficiency of 1,803*l.* In Durham the income amounted to 32,612*l.*, and the expenditure to 32,204*l.*, leaving a surplus of only 408*l.* In Essex the income amounted to 31,460*l.*, and the expenditure to 31,729*l.*, leaving a deficiency of 269*l.* In Gloucestershire the income was 78,339*l.*, and the expenditure to 81,594*l.*, leaving a deficiency of 3,255*l.* In Hampshire the income amounted to 26,957*l.*, and the expenditure to 27,972*l.*, leaving a deficiency of 1,021*l.* In Kent the income amounted to 61,721*l.*, and the expenditure to 60,964*l.* In Lancashire the income amounted to 148,822*l.*, and the expenditure to 139,288*l.* In Leicestershire the income and expenditure were respectively, 25,250*l.* and 23,772*l.*, and in Lincolnshire 31,274*l.* and 38,574*l.*, leaving a deficiency in the latter county of 2,300*l.* In Middlesex the deficiency amounted to about 2,418*l.* In Northamptonshire the deficiency was no less than 4,443*l.* In Oxfordshire the income was 23,680*l.*, and the expenditure 22,006*l.* In Shropshire the deficiency of income was about 2,595*l.* In Somersetshire there was a surplus of 578*l.* In Staffordshire the income amounted to 58,128*l.*, and the expenditure to 59,752*l.* In Surrey the income was 61,000*l.*, and the expenditure 63,578*l.*, leaving a deficiency of 2,578*l.* In Warwickshire the income was 28,685*l.*, and the expenditure 28,384. In Worcestershire the income amounted to 42,824*l.*, and the expenditure to 35,820*l.* In Yorkshire the income amounted to 201,438*l.*, and the expenditure to 199,107*l.*, leaving a surplus of 2,331*l.* Thus, of the above twenty-four counties there are no fewer than twelve in which the income was exceeded by the expenditure. These statements furnish a curious addition to the history of railway travelling and its effects in this country.

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ANOTHER example of the defective condition of railway fencing is supplied by the *Berks Chronicle* of last Saturday. It appears that on the night of Sunday, the 5th instant, a valuable horse, and a donkey, the property of Mr. Hathway, of Tockenham, near Wootton Bassett, strayed upon the line of the Great Western Railway, and one of the night trains coming by in the dark struck both animals and passed over them. The horse's head was severed from his body, and his bowels protruded; the donkey was also cut and maimed very dreadfully. The death of both must have been instantaneous. The engine-driver, slackening his speed, told the policeman stationed at some little distance that he was fearful two men were killed, yet so little alteration did it make in respect of the train's movement, that the passengers were ignorant of any unusual occurrence.

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AN alteration has recently taken place in the route of the mail through Dorchester, to and from Exeter. Instead of proceeding by way of Salisbury, as formerly, the mail is forwarded to the Southampton terminus of the Southampton Railway, and goes thence, *via* Ringwood, Wimborne, and Blandford, to Dorchester. This alteration will not materially affect the time of arrival of the mail either on its up or down journey. By the recent arrangements made in the alteration of the mails, letters, &c., for the following places, are forwarded either *via* Exeter in the morning, or *via* Salisbury in the evening, ac-

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cording to the hour at which they may be posted:—Bristol, Bampton, Bath, Bridgewater, Bradford, Calne, Chippenham, Collumpton, Devizes, Glastonbury, Marlborough, Melksham, Pewsey, Shepton Mallet, Somerton, Tiverton, Trowbridge, Wells, Wincanton, Wiveliscombe. For the following places the letters, &c., are forwarded *via* Exeter only:—Cross, Ilchester, South Petherton. For the following places the letters, &c., are forwarded *via* Honiton in the morning, and Salisbury in the evening:—Chard, Crewkerne, Shaftesbury, Sherborne, Yeovil, Ilminster, Taunton, and Wellington. A bag for Salisbury will still be made up at Dorchester, and forwarded by cart either from Blandford or Ringwood.

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We find from the *Carlisle Journal*, that on Monday week, a special train was set apart by the Directors for the accommodation of those persons in the neighbourhood of Carlisle who wished to visit Newcastle, and return on the same or the following day at the low rate of 7*s.* 6*d.* for both journies. At six o'clock the train started, consisting of fifteen carriages, and containing about 360 individuals from Carlisle, Scotby, Wetheral, and Brampton, and reached Newcastle at ten o'clock, A.M.

Some few of the parties returned the same night, but the majority did not return until the latest train on Tuesday, which was extended to 18 carriages for their accommodation.

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The Newcastle and Carlisle Railway Company have recently raised their fares about 20 per cent. This is the only long line, the example of which, in reference to *very* low fares, was alluded to by Mr. Vickers, of Sheffield, in his speech at the late meeting of the North Midland Railway Company.

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One day last week, as we learn from the local journals, the Great North of England Railway Company sent from Darlington 40 tons of fish (chiefly herrings), part of which would be in Billingsgate market at six o'clock next morning!

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Sir Frederic Smith, Inspector-General of Railways, has, we understand, reported favourably on the London and Brighton line, which will positively be opened throughout on Tuesday next.

The official announcement of the times of starting, &c. will be found in our advertising columns.

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During the present week active operations have been in progress for taking down the unsightly structure, late the offices of the Greenwich Company, at the Tooley-street terminus of the line. The premises had never been roofed in!

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In another column will be found a letter from Mr. Hawkshaw, the able and intelligent Engineer of the Manchester and Bolton Railway, in reference to a paragraph which we copied last week from a provincial journal. It will be seen that the propensity of the newspapers to exaggerate the details of "Railway Accidents" is far from being allayed.

RAILWAY OFFENCES AND OFFENDERS.

Last week, as we learn from the *Essex Mercury*, an injury was inflicted upon one of the passengers the Eastern Counties' Railway, by a stone thrown from one of the bridges across the line. The passenger had his head cut by this wanton act, and the occurrence no sooner was made known to the Managing Director, Mr. Hall, than immediate measures were taken, and a reward of two guineas offered, to get hold of the offender. It was ascertained that the stone had been thrown out of mere wantonness by a boy, who was immediately taken into custody for the purpose of being properly dealt with by the Ilford Bench of Magistrates. Applications were made not only by the friends of the boy but by the injured party himself, for a lenient course—but the Company were of opinion that the duty they owed to the public forbade them to act in any other way than to follow up the charge, and to leave it to be dealt with according to magisterial discretion. It is not stated what amount of punishment was inflicted, but we trust that it was what, under ordinary circumstances, might be termed "severe." [We have since learned that a fine of 5*l.* was imposed, and in default of payment, imprisonment for seven days.]

A much more serious case is recorded by the same journal, but here again the punishment is unfortunately not specified. "Two men (says our contemporary) had placed some wood across the rails purposely, by which the waggon train was thrown off; but, fortunately, no injury occurred to any person. The railway constables apprehended the delinquents, and they were taken to Chelmsford, and punished by the magistrates with a commensurate term of imprisonment." What the "*commensurate* term of imprisonment" may have been, we cannot tell; but sure we are, that *no* term of imprisonment can be *more than commensurate* with such a diabolical act of deliberate scoundrelism.

The two men, George Boardman and Robert Rangill, who were last week remanded for further examination on the charge of having embezzled various sums of money belonging to the Liverpool and Manchester Railway Company, (as noticed in the last number of the *Railway Times*,) were again brought up before D. Maude, Esq., and C. J. Walker, Esq. It will be recollected that the defendants were carters in the employ of the Company, and were allowed to receive the money for carriage from the different warehouses in the town. When it was discovered that they were much behind in their accounts they were questioned by the cashier, Mr. Wilson, and admitted that they had appropriated various sums of money to their own use, but said they would return them or work out the amount. A great number of cases of a similar description were afterwards made known, and the men were then apprehended. The court ordered their liberation, no further evidence being adduced to support the charge of felony. This case (says a Manchester contemporary in giving it) clearly shows the want of some better arrangement on the part of Railway Companies and carriers to protect them against similar impositions.

A man named Bryant, was charged at Marylebone Police Office, on Thursday, with having robbed a fellow-passenger by the Birmingham Railway, of 200*l.* The case was not made out, and the prisoner was discharged. It is somewhat singular that a woman having so much money in her possession should have travelled in a second class carriage—yet so it was!

An apparently respectable person, named Chapman, was fined ten shillings by the same magistrate on the same day, for smoking on the platform of the Great Western Company's station at Paddington. The magistrate (Mr. Long,) "wished it to be distinctly understood, that any future complaints relative to an infringement of the Company's rules and regulations, would be visited with the full penalty."

RAILWAYS AND THEIR FUTURE RIVALS.

To the Editor of the Railway Times.

Sir,—It has occurred to me that one thing more than anything else has tended to depress railway prospects to their present unaccountably low value, and that is, the impression which seems to prevail in the minds of many persons who have not thoroughly investigated the matter, that in this age of invention some scheme less costly and equally advantageous may be propounded to supersede railway travelling, such as steam coaches, electricity, or galvanism, applied to locomotives on common roads. It requires, however, but little calculation to prove that the cost of running such machines would be far greater on a common road than on the rail, besides the danger and utter impossibility of running at an equal rate of speed. It is possible in the course of invention some moving power preferable to steam may be brought to bear upon locomotives, but this, instead of superseding railway conveyance, will greatly add to its efficiency and cheapness, in diminishing the present heavy working expenses. Whatever improvements of this sort are invented will add greatly to the value of railway property, and tend to make it more difficult than at the present time for common roads to compete with them. Some parties, however, who seem bent upon depressing railway stock, are continually puffing up those schemes of running locomotive carriages on common roads. No later than last week one of your contemporaries inserted a minute account of a gentleman connected with the Bank of England having invented a moving power, which he applied to a Bath chair, by which he came backward and forward from London and St. Alban's every morning in an incredibly short space of time, and then adding that he could travel from London to Liverpool at the rate of 20 miles an hour, for the sum of *seven pence!* It is unnecessary to say, that when this story was probed it turned out a complete hoax upon your contemporary's gullibility.

I am, Sir, yours, &c.,
A CONSTANT READER.

Liverpool, August 31, 1841.

THE SAFETY VALVE.

To the Editor of the Railway Times.

Sir,—Having read a short time since Mr. Stephenson's valuable work on "Locomotive Engines," and having been struck by the defects of that most important instrument, the "Safety Valve," I beg to offer a few remarks, which may perhaps be turned to some practical purpose.

Searching through several of Nature's contrivances, I at last hit upon the oyster, and the immense strength shown by that animal in keeping its shell closed: which shows that a spring might easily be applied so as to move through a *very* short distance to open the valve to its utmost extent; and perhaps this would be the most convenient mode of repairing the chief defect of the spring, viz., its increased resistance, as it undergoes compression; but in applying it to my valve I would have it fixed in such a manner as to *lengthen* and not compress the spring on opening the valve. To remedy another fault in the common safety valve, viz., that as it opens a smaller surface is presented to the direct action of the steam, I would not have the seat of the valve as is usual, horizontal, but at some convenient angle to the horizon—so that as the valve rises a greater portion will be continually presenting itself to the direct action of the steam.

I am, Sir, yours, &c.,
FUNNEL.

Sept. 1, 1841.

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THE QUESTION OF SUNDAY TRAVELLING ON RAILWAYS.

NO. VI.

To the Editor of the Railway Times.

SIR,—I have shown that every assignable reason for the establishment of a Sabbatic law, as well as every circumstance connected with its establishment, leads us to the belief that it was intended for all mankind; and that these reasons apply with augmented force as time rolls on. I have also shown that certain passages of the New Testament, sometimes cited as a repeal, are inconclusive. I cannot better sum up this part of our inquiry than in the language of an author you deservedly respect. Bishop Horsley says, "To the general question, what regard is due to the institution of a Sabbath under the Christian dispensation? the answer is plainly this, neither more nor less than was due to it in the patriarchal ages before the Mosaic covenant took place. It is a gross mistake to consider the Sabbath as a mere ritual of the Jewish Church deriving its whole sanctity from the Levitical law."*

If then the Sabbath be thus perpetual, it remains for us to determine how it is to be kept? and when? where and what is the law regarding it?

These questions carry me again to your own authority. Bishop Horsley goes on to remark, "The religious observance of the seventh day hath a place in the Decalogue among the very first duties of natural religion." The conclusion is plain. The fourth commandment is no more Jewish, than any other of the ten. The fourth commandment continues, like the rest of the Decalogue, not as a part of the Mosaic covenant, but a standing declaration of God's will concerning us. The fourth commandment is the law of the Sabbath.

All that remains then, is the simple question, why do we not obey it to the letter? We have no more power to modify, than to abridge or annul it. What is our warrant for transferring its observance to another day—in other words, for quoting the law of the Sabbath-day as applicable to the first day? The solution of this question will complete my response to your challenge.

I have three things to demonstrate—that we have authority for the transfer—that there are manifest reasons for its being made—and that the essentials of the law are not hereby invaded.

1. *We have authority for the transfer.*—This, it will be seen, consists of two parts, the relinquishment of the obligation, as regards one day, and its authoritative enforcement as regards the other. For the one part I need say little. Unless it can be assumed, that under the Christian dispensation we are to have two Sabbaths, the systematic devotion of the first day of the week to those precise objects for which the seventh was set apart, involves, if it be established, all we have to prove. I say this in consideration of those who think that the seventh day was not included by the Apostle among "the Sabbath days" (Col. ii. 16). Those who think it was, cannot call me to defend my non-observance of it. It will be seen also, that the transfer, if made at all, was in all probability, a very gradual one. The great principle of the law being the same, whether obeyed on its original day or any other, and those amongst whom the gospel was first preached being proverbially pertinacious of national customs, it might be expected that such a change would be gradually developed, and that concession would be made, in this as in other matters, wherever it could be made without prejudice to what was essential. Of such concession we have decisive evidence in the direction to the Gentile converts (Acts xv. 28), Paul's circumcision of Timothy (xvi. 3), and the whole affair of his appearance in Jerusalem (xxi. 20-27). We have to look, therefore, for decisive but gradual indications of the will of God. Such indications we find.

The two greatest events which, spiritually considered, the world has ever seen—I mean the resurrection of Christ and the Pentecostal opening of the Christian dispensation, took place on the first and not on the seventh day of the week. This was a suspension of foregoing analogies. It might have been expected, that as the seventh day was made in paradise the day of special blessedness—had seen the imprisoned human family delivered from the ark—had witnessed the emancipation of Israel from Egyptian bondage—and borne testimony, thorugh so many ages, to God's covenant mercies in the sanctuary, these two events, the very foundation stones of all Christian faith, would have taken place on that day also. God ordained it otherwise, as if to identify devout commemoration hereafter with another day. Again, it was prophesied that God would, in the latter day, make those who kept his Sabbath joyful in his house of prayer: but Christ for the first time revisits his disciples on the first day of the week, making, as the historian significantly tells us, "the disciples glad when they saw the Lord;" and his subsequent recorded visits to them collectively, occur again and again on the first day of the week (see Mark xvi. Luke xxiv. John xx.) So, as we have observed, the Comforter descends on the assembled Apostles on the first day of the week, as if further to identify that day with the promise. Accordingly the first day became henceforth to the Apostles, then inspired, their special day of holy convocation. I will not trouble you with proofs; this is notorious and undisputed. The non-existence of any injunction amongst the Apostolic writings gives no shadow of ground for cavil as to the real transfer here involved. We have before proved that the Sabbatic law was binding. The transfer is all we have now to do with. These holy convocations were authoritative. St. Paul enjoins converts not to forsake the assembling of themselves together. (Heb. x. 25.) The fourth commandment remained unblotted in the Decalogue, which was constantly quoted as a standing rule of life. The Jewish dynasty with all its rites had been long doomed, and was left to fall. The ceremonial Sabbath died, shall I say a violent death, when the holy city was laid waste; but holy day was still kept on the first day of the week. The disciples were called by "a new name" to distinguish them from the ceremonial Israel; and their Sabbath, in like manner, was called by a new name. Christians met henceforth to worship Christ on "the Lord's Day." In due time the transfer became practically developed. Ecclesiastical historians bear testimony to it with one collective voice. "I assert it," says our Bishop Andrews, "on my credit, that there is not an ecclesiastical writer in which it is not to be found."*

I go on to observe—

2. *There are reasons for the transfer.*—The old day had become inappropriate. It not only did not agree with the great event to be commemorated, the birth-day of the "new heaven and the new earth" God had promised; but it was otherwise disqualified, if I may so speak, for such appropriation. The Sabbath is essentially a day of jubilee. Its rest is not mere rest. Physical relief is but the foundation stone, fair and solid, but nothing else. From this all shoots heavenward, and becomes lustrous accordingly. There is a beautiful moral symmetry in the Sabbatic institution. God rested from his six days work, and complacently blessed what he had made: man is to rest from his six days work, and to realise that blessing. The wheels of trade are to be stopped, that the "still small voices" may be heard. They are to be stopped the whole day, that its echoes be not broken. But there was a greater work than creation to be wrought, a work so stupendous that the former was to be forgotten in comparison, (Isaiah lxv. 17), a moral universe in which an incarnate God should be the "sun of righteousness." The first creation was so glorious, that "the sons of God shouted for joy" to see it: of this the mystery is so deep, and the rapture so intense, that the angels stand still and silent, desiring to look into it. This is the work the Christian Sabbath was to celebrate. But this work could not be celebrated on the original day. The day agreed not with it; the work was not complete. The voice had not gone forth, "Let there be light." Hell seemed to have triumphed. "The life of men" was in the grave. Faith's hopes were buried with him, and there was a sealed stone upon them. This was the last day of the original Sabbath. It showed that nature's glories had set in night. I put it to the heart of every devout believer in Christ, whether the seventh day could henceforward be the holy Sabbath unto the Lord.

Every way we look on this subject, we read the same great truth. Christ's resurrection made a new epoch. Old things past away—the veil of the temple rent in twain—a new and living way opened for all mankind to the very holy of holies—sacrifice and burnt offering at an end for ever—circumcision abolished—God's covenant mercies no more confined to one family—the spirit promised to write the moral law on fleshly tables of man's heart—a new order of things established in the spiritual world, and an order so distinct from all that went before, that it was death for even faith to cling to what was vanishing away. Was it not fitting that the Sunday of all the week should be lit up with a new radiance? Was it not fitting that an ordination still needful as ever, should, whilst continued, bear witness to the change? Was it not fitting that, as Bishop Horsley has well observed, a new protest should be made, against Judaism, as well as Atheism, now that to retain Judaism was nothing less than to fall from grace?

Such reasons being manifest for the transfer of the Sabbatic rest, we need not be surprised that even in Jewish prophecies it had been darkly foretold. The 118th Psalm, to go no further, is, as we can now read it, in point. The Psalmist had been speaking on the 19th verse of public worship, the great characteristic of the Sabbath-day. In the 22nd verse he says, "The stone which the builders refused is become the head of the corner." Who is really meant is indisputable: Christ applied the passage to himself, as did Peter to him afterwards. (Acts iv. 11). The Psalmist goes on to say, "this is the day that the Lord hath made, we will rejoice and be glad in it." Now what day this despised stone was made the head of the corner we have already seen; and it is this day, emphatically, on which jubilee is to be kept.

I will not multiply superfluous proofs. I have duced these to illustrate, rather than to justify the transfer, and to strengthen by moral arguments, the conviction that there was a real transfer. There are reasons for the institution being changed: *there were none for its extinction.* We should positively invert the whole order of God's arrangements of mercy, could we strike out such an institution from the Christian covenant.

I observe,—

3. *The essential character of the Sabbatic law is not damaged by the transfer.*—The fourth commandment reserves to God one day in seven; that day is still reserved. The fourth commandment marks the provision God has established for purposes which are apt to be lost in the secular labours of our earthly life: this provision is still preserved, and secured to the same objects. The fourth commandment bids us undo heavy burdens which physical nature was never made to bear continuously: we are still under the same obligation, to "let the oppressed go free." The fourth commandment bids us commemorate God's creative goodness; we still commemorate it. The inspired motto of the Christian Sabbath has been just quoted, "this is the day which the Lord hath made." Its superinduced connection with the blessed Saviour's second birth is no real infringement of the principle of the law. It is in perfect keeping with the whole tenor of Church history. The old economy, I might say the Old Testament, is in like manner every where spiritualized by the Gospel. The bounties of creation are all types of better things. The sun, the stars, the rock, the river, are all so many images appropriated to Christ. The beautiful 65th Psalm is a prophetic mirror, reflecting in the gifts of nature, the blessings of his grace. It is not unseemly, therefore, that we read the brighter in the darker. Nor is

* First Sermon on Mark ii. 27.

* Bishop Andrews on the Commandments.

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it a solitary instance. We sing old David's songs in all the churches of Christendom. No one thinks of turning our Sabbath harmonies to discord because these ditties were first written for Jewish harps and hearts. Nor is the objection that we celebrate creative goodness on the wrong day admissible. There are state reasons why kings' birth-days are not always kept by nurses' reckonings. Nature's birth-day may be royally kept, though "that which was made glorious hath no glory in this respect, by reason of the glory that excelleth." There is a sublime analogy in all this. "Whatsoever things were written aforetime, were written for our learning." Translate Jewish letters into Christian ones, and the heart finds itself at home. "We are come to the general assembly and church of the first-born." The promise is perpetual, it is still "to you and to your children." And the law, the moral law, is perpetual; and both are but parts of a magnificent whole. Live on the one and you will live after the other. Neglect the one and the other will come to nought. And the fourth commandment is part and parcel. It cannot be severed without something worse than mutilation. It has special promises connected with it that we cannot do without. It remains an essential member of the Christian code. You have no possible right to call it "Commandment fourth with the principal part left out."

I have thus, sir, answered, as I trust, your challenge as to the Divine Command. I really know not how a devout and reasonable man can put together what has been brought under review without feeling that the Sabbatic law is still as binding as ever. This has been the simple object of my efforts; and in pursuit of this object I have been less anxious to accumulate all the arguments which might be urged, than to present, in distinct order and due proportion, the great substantial proofs. I shall be prepared, if needful, to substantiate what I have advanced. I could easily present an array of authorities enough to make a reflecting man tremble ere he spake flippantly or acted presumptuously as regards the Sabbath.

Ere I forget, however, the word authority, I must add a remark or two. Had those members of the Church of England you have referred to, held the opinions you have supposed them to hold, they had sinned grievously against the pledge they had given of their better faith. The Church bids them read the fourth commandment *as a part of God's law*; and they have both subscribed a declaration that this was sound and good, and either read this law, or been present when it was read before the people, accordingly. I know not how men can eat something more than the church's bread, and stand forth the while as impugners of the fourth commandment. This is, of course, their business. There is something, however, which belongs to me. Whatever their arguments, their authority is good for nothing. Be they Archbishop or Archdeacon, or but simple parish priests, the collective wisdom, and I must add, collective integrity of their own church is against them; and the church's voice finds an echo throughout the great collective body of the Church Catholic. As regards one of them, however, I must yet detain you a moment. The Archdeacon gets hard measure. You, Sir, quote him as your authority, yet elude one half at least of his verdict. He says, "the assembling on Sunday for Divine worship and religious instruction, is a law of Christianity, of Divine appointment, the resting on that day longer than is involved in such worship and instruction is a human ordinance, *binding nevertheless on the conscience* of every individual of a country in which a weekly Sabbath is established for the sake of its beneficial purposes." And he even goes into some close reasoning, to show that there were in the peculiar circumstances of Apostolic times, grounds sufficient for the non-appearance in the Apostolic writings of a distinct ordinance on the subject. Paley leaves you thus, practically, in the precise predicament to which my arguments reduce you. He says, God's law binds you one half, and conscience the other. It is plain that Paley must no more be quoted than Horsley, for what you call a "worldly sort of issue." Conscience admits no such thing as a worldly sort of issue; and conscience, I need not say, were there no written ordinance, is law.

I might ask what Paley could mean by resting longer on the Sunday than is necessary for worship and instruction. The times of detention will of course vary, whether from the prescribed rules of the service or the prolixity of the preacher. Those of attendance must also vary by the individuals own sense of the need of "line upon line, and precept upon precept." Am I to suppose that the Archdeacon contemplated a "sliding scale of duties?" But I will not indulge pleasantry on such a subject. I must solemnly protest against the absurdity of such an arrangement. Had not Paley declared the whole day's rest to be binding on conscience, I should have wondered how so acute an observer of men and things could have thought a moment of public worship as a standing rule of social life, without an authoritative suspension of all secular business. On this subject I will not repeat what I have elsewhere urged. I grieve to see that you, Sir, seem disposed to make the experiment. It must fail, were it even lawful; but the law of God forbids it. I recur to it only to say, that even Paley does not sanction it.

I have now redeemed my pledge, and will not trespass longer on your limits. I leave a thousand matters of detail, because I am not called on to offer them; and feel bound to respect the limits you have prescribed. What you say about our proposed treatment of Jews and Sabbatarians shall be gravely answered when I have reason to look on it as anything beyond a joke. At present I content myself with responding to your challenge. I trust that "the Divine command" is satisfactorily vindicated. I am not answerable for all the incidental difficulties it may involve, still less for all the crudities or scrupulosities its advocates may deduce from it. Its interpretation demands discretion as well as docility. I believe that the conscience is likely to be enlightened, as it is responsive to God's claims; and that "if the eye be single the whole body will be full of light." This, however, is beyond my purpose. The Sabbatic law is before us all. In its broad essential lines it is binding as ever. It is not more authoritative than necessary. God will not dispense with it. Man cannot do without it. He who obeys it—I say it not with Pharisaical formality, but with the obedience of the heart—launches on an ocean of happiness, exhaustless, interminable. He who impugns it, breaks it in his own conduct, or "teaches men to do so," plunges into a gulph from which "modern toleration" cannot save him. Whether you, Sir, will devote your useful columns, or those for whom you write their beautiful machinery, to purposes at once so unwarrantable and disastrous, I must leave to other consciences, and to the grace and mercy of our common Lord. That you may not do so, is the sincere and not unfriendly desire and prayer of

Sir, your obedient Servant,

AN ANTI SUNDAY TRANSITARIAN.

Bristol, Aug. 28, 1841.

RAILWAY DIRECTIONS, &c.

To the Editor of the Railway Times.

SIR.—In your last Saturday's paper I observe a reply to my letters on second class carriages, from your correspondent "G.," and I hasten to assure him, through your indulgence, that if my waggery has been too freely used, it was not in the least my intention to wound the *amour propre*, of one, who, from the style of his letter, is both a good man, and a gentle, and, therefore, is as much a friend of decency and civilization as I am; and while I declare that my assumption of this characteristic was by no means intended as a set off against any want of it in him, by throwing his heart or manners into the shade, which he seems half to imagine it was, I must still remind him, that there is a vast difference between being a friend *of* decency and civilization, and a friend *to* the same. That he is a promoter of improvements I can well believe, but I cannot as readily admit that one who sets the moral injunction, "to do unto others as you would they should do unto you" aside, to suit his worldly views of gain, or who advocates a cruel system, (for cruel I still call it) merely because he does not see the present remedy, (and a remedy there always is for every thing if diligently sought for,)—I say I cannot quite admit, that such a one, though loving civilization quite as much as myself, is either quite as much a friend to it, or quite as much a promoter of it. The application of a proper remedy for the prevention of first class passengers choosing a seat among their inferiors in the second class carriages, for the saving sake, and which I do not admit, as I said before, will ever be a common practice, is matter rendering this a longer letter than I would impose on your good nature the insertion of in your paper. It is my maxim to do, and advocate the doing, on all occasions, the right—the humane—and the decent thing, and then to trust afterwards to the remedying any trivial injury to myself by the so doing. This is what I call being a true friend to decency and civilization. My friend "G." has unequivocally declared his desire to write for truth alone; and the very handsome way in which he acknowledges the force of my arguments is the best proof of his sincerity, and, such being the case, I the more readily undertake to set him right upon another point in his last letter, referring to the free ticket system, as he calls it, on which I feel sure I can speedily convince him of his errors.

Much has been said by people both ignorant of the duties of a Director, and envious of their temporary power, of their overpaid services, of their too great number, and, of their privilege of travelling gratis along their lines. I propose to deal with each of these in as short a way as this letter will admit of.

1st. It is certain that the salary of Directors, if set at 100*l.* per annum, which is about the average, is a very limited reward for the arduous services of a gentleman; by arduous, I do not altogether mean positively laborious, (though from the passing of the bill to the final opening of a railway, they indeed are so), but for the loss of time, or of other gain he is obliged to forego, in favour of those duties.

Directors, it should be remembered, are—or ought to be, at any rate—men highly respectable in society. Their position, therefore, requires that they should be adequately remunerated for the loss of their time, and for the advantages of their education. The position they occupy in the good opinion of the world, and the reputation they enjoy, is to the former the surest guarantee of their fitness to be entrusted with the concerns of a Company by whom millions are to be disbursed. If, through a mean consideration of economy, the salary now given to Directors were curtailed, it is obvious to every discerning mind, that the result would be, that the situation would not be worthy the consideration of a man of character or position in society, the consequence of which would be, an abandonment of his duties or his retirement from his board. In the former case the business of the Company falls into the hands of a limited *clique* of persons, not always the best portion of the Board, who find it to their account, by pocketing his *fines*, to render their constant attendance; and thence arise those little backslidings which but too often degenerate into *jobs*, where a small section of a body obtains the entire controul over a large mass of money. In the latter case, of his resignation, it is equally obvious that the office of a Director would be wholly unworthy the notice of gentlemen whose education and integrity ought always to procure them better employment, and that, therefore, the direction would gradually become filled by a class of men of a LOWER GRADE in society, and whose position in the estimation of the public would fail to render to the proprietary *that confidence* on which the security and well-being of such undertakings are entirely based. Men not absolutely what the world, alas, calls dishonest, but whose moral guidance does not recognize the turpitude of a *job*, and who, throughout their lives, had made their interests their only guide, would

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attain the supremacy, at any rate, if it were worth the while of the better class to continue in the Direction, it *could only be* through a system almost equally destructive of the welfare of the Company—namely, that of their laying themselves out to be Directors to many other similar concerns. The danger of such a division of their labours (to say nothing of the total impossibility of their doing their duty conscientiously, if conflicting interests should arise between the several Companies) is too palpable to require comment.

2ndly. As to the *number* of *Directors* which has been so carped at. With this subject I propose dealing precisely after "G.'s" recommendation, who is for "taking human nature as we find it, and legislating accordingly." It is an old and equally well-approved maxim, that no government is so good as that of a despotism, under a single head, *if*, (how much depends on *that* if!!!) it be possible, always, to ensure the dominion of a truly good and wise man. From the patriot king down to the Chairman of a private Company of Directors, this truth is *admitted*; but, such *is* human nature, that, we are, few of us, even wise or virtuous enough to be able to divest ourselves of prejudice in the choice of such rulers, were they easy to be found, which they are not: but when once installed what becomes of the affairs of the concern if he retires or dies? Can such another be immediately found? The plan is visionary—the consequences would be fatal. The same argument applies exactly to the danger of suffering the power of the many to fall into the hands of a small clique subservient to the Chairman of a Company. The fewer the Directors, the easier he can obtain entire control, and the more temptation does there exist for resorting, with impunity, to malpractices. There is always in every such society a large section, who from interest, indolence, or incapacity, make the Chairman's opinion the rule of their guidance; and it is human nature, when we find ourselves in absolute power, to do things which we should otherwise have questioned our right to do, and thus abuses ever creep into Governments, and would become established but for the vigilant eye of opposition. In all Boards there are a number of men who from public or private calls of business cannot always attend their meetings, and these amount to about *one-third* of the whole Direction. If, therefore, one-third be deducted from the number, is it not a fact that, if the Board is constituted of only six or eight, for instance, the Chairman's party—having a point to gain, and understanding each other—can always outvote the opposition? On the other hand, there are always a few out of all large numbers who, from their position in society and their natural rectitude of conduct, are not only enemies to all jobbing, but fearless in the expression of their opinions, and determined in their opposition. One brave man has been known to stay an army; and so may one conscientious one frequently restrain a body of Directors who are being drawn along towards the prosecution of undue practices. Such a man (one who will bell the cat, in fact,) is the nucleus around which the opposition will readily congregate, and to such oppositions all societies are deeply indebted. No Direction, having the disposal of a million of money, should be composed of a less number than twelve, Fifteen would to *me*, as a proprietor, be a better guarantee of the safety of my property. Out of the number 12, any Chairman may reckon, on occasions, on four personal adherents. If, then, four are usually absent, and the remaining four are in opposition—which of course in a Board is not a systematic one—the Chairman's vote decides the question; still, with four in the opposition, a determined man, conscious of a good cause, does not despair of success; and, if he fail, he has at least acted as a check; but if the opposing party be only two or three, by the number of Directors being reduced, few men would feel any hope of carrying a point against the Chairman's party. The greater, therefore, the number of Directors, the greater is the *security* of the concern. And is *this* a consideration to be overlooked, for the sake of a paltry annual saving?

The third and last subject I have to advert to, is what "G." calls the free-ticket system. I think I have above established it as a *fact*, that it *is* dangerous to entrust the powers of a Board to the keeping of a clique few in number; and if so, it is clear that it must be a matter of the highest importance that the many (to be useful) should be intimately acquainted with *all* the details of their profession, as subjected to their jurisdiction at their Boards. Now, Sir, I am led to this conclusion by a remark very common among those who would arrogate to themselves the whole power—that "too many working men at a Board does not *hasten* business." Granted—first as to the *too*, which being a truism speaks for itself; secondly as to the haste: but I deny that there can hardly be too much of *anything* that is *useful* (at all events it is better than too little of it), and I most unequivocally protest against any argument which recommends *haste* versus *prudence*. I never knew of an ill-drawn agreement or ruinous one-sided arrangement between two parties, that was not the result of *haste*. It has been haste which has rendered it a matter of doubt whether some of the best speculations in the world will ever repay the original projectors. Begotten in haste, reared in haste, and ending in *ruin*, is but too often the biography of such *otherwise* profitable undertakings. No one better knows the value of a hurry than a rogue: a wise man should always be distrustful of the motives of those who recommend *great haste*: they are seldom dictated by honesty, never by prudence. Now, Sir, let me ask of "G." how it is possible that a large section of a Board should ever become acquainted with all the details of making, working, and maintaining a stupendous work like that of a railway, with all its complication of expenses—of buildings, machinery, iron-works, carriages, &c., together with the examination of all contracts for works and materials, and the supervision of the duties of clerks, policemen, engine-drivers, guards, and porters, and be competent to direct or detect these latter, without being constantly on the line? Nothing but real *practical experience* can ever make a man master of his business. The soldier is taught his manual and platoon; the surgeon walks the hospital; the secretary begins as a clerk; the lawyer, by engrossing deeds he does not understand; in fact, one practitioner is worth three theorists in any profession. It will be remembered that Directors being gentlemen not dependant for their livelihood on their salary, have other duties which call for their time and attention as well; and not being paid sufficiently by the proprietors to render it a matter of *obligation* their adapting the chief part of their time to railway management, cannot, of course, afford to neglect their private affairs in studying to comprehend the various details they are afterwards called on, at their meetings, to discuss and to legislate upon, and therefore few are the opportunities offered them of travelling on the line.

If there be a fault more glaring than another in the constitution of Boards in general, it is precisely *that which* "G." would, by what "O. Z." calls his "squeamishness," increase rather than diminish the ill effects of, namely, the want of a sound practical knowledge of their profession by Railway Directors, and which can only be attained by a constant and attentive personal examination of everything connected with the business of the working of a line, either in or out doors. Instead, therefore, of lamenting the *injustice* of Directors travelling free over the line, even when on their private affairs, if "G." would quietly sit down and turn his wits to the invention of any practicable bye-law which could render it *imperative* on Directors to travel twice a week, at the very least, along the whole line,—nay, even if it went to the paying them something extra for so doing, I am *confident* he would confer the greatest possible benefit on these undertakings, not with a view of encouraging Directors personally to direct (for it is always understood that, except in very extreme cases, no one interferes with the working officials), but, for the purpose of reporting to their Boards the result of their observations, and tendering their suggestions, valuable only when locally taught them by experience. The next advantage (and a mighty one it is too) is the knowledge, on the part of all the sub-officials, that the eyes of the Directors are constantly supervising all their actions with well instructed scrutiny; and the *more* of these eyes that are on them, or the oftener used, the *less* likelihood does there exist of accident or disaster along the line. This is the case in the military profession more particularly, where the highest example of exactness and punctuality is shown, as attained chiefly by the practice of the officers residing among, and constantly watching over and encouraging by their example, those placed in subjection to them. A Director of a railway must indeed be a *sad idle fellow*, and most terribly *bothered* to kill time, if he can find many days in the month to be travelling up and down the line for *pleasure*: and if he did so, the loss to the Company would be trivial in comparison with the advantages rendered it in the knowledge and experience he gains by so doing—for a man must indeed belong to the family of Dunderheads (not a few of whom, by-the-bye, *do* fill the situations of Directors) not to gather, at each such trip, a certain amount of useful information; besides, it will be recollected that, but for this privilege, very few Directors would pass, three times in the year, down the line on *bona fide* delegated business from the Board.

Thus, Sir, I would endeavour to show that, if any expedient could be hit on, not only for *inducing* the Directors constantly to be on the line, or for residing near it, but to *oblige* them even to pass over a portion of it at least five times a week, the greatest possible service would be rendered to the public in the way of insuring greater security and attention to travellers, and a better promise of prosperity to the proprietors. It is the want of the responsibility that would then attach to a Director if any grievance went unredressed or any malpractices were resorted to by the officials, that is *most* to be lamented; for all will exclaim, on such occasions, "thou canst not say I did it;" and a whole hecatomb of clerks, policemen, and porters, are, *with little compunction, offered up to appease the public indignation*, and to save the reputation of the Chairman of the Board.

I remain, Sir, your obedient servant,
HUMANITAS.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Founded on the Report and proceedings of the Great Western Railway of 20th inst., I beg to send you the subjoined calculations as to its future receipts and profits, showing (notwithstanding its increased capital) that dividends may be expected for the current half-year equal to six per cent. per annum, which for the following year or years will amount to 10 per cent. per annum, exclusive of profits on leases of its branches, which may be reckoned to produce two per cent. per annum in addition.

The said 10 per cent. would require an average receipt of 117*l.* per mile per week on the 118½ miles, and this, I trust, will be deemed moderate, being much less than the annual average of the only two lines worthy at present to be placed in comparison with it, viz. the Liverpool and Manchester and the London and Birmingham, their averages being respectively 134*l.* and 165*l.* for 12 months, ending June 30, 1841.

With respect to working expenses, they are taken at 35 per cent. pursuant to the opinion of the Secretary, expressed at the last meeting, who then explained that the result recently, rather less than 45 per cent., would in the first instance be brought below 40 per cent., and subsequently, not exceed that of the London and Birmingham already reduced below 35 per cent.

Since the entire opening of the line, the weekly increase of traffic has been relatively greater and more rapid than was ever before produced by transition from partial to entire opening, and affords a most satisfactory answer to the apprehensions of many—that the average receipts per mile at the London end would not be equalled by the average of the whole line when opened.

A striking proof to the contrary of such appre-

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hension is afforded by the receipts of last week, which (deducting 2,000*l.* for the branches of 51 miles) gives a result of 111*l.* per mile per week for the 118¼ miles; whereas for the corresponding week in August, 1840, it was only 92*l.* per mile per week, on the 63 miles at the London end then in operation.

The traffic in merchandise, &c., has not yet reached 9*l.* per mile per week. It may be reasonably anticipated that this will speedily amount to 20*l.* to 30*l.*, being moreover less liable than passenger traffic to diminution during the winter months.

If by possibility the recent addition to the capital of 550,000*l.* should ultimately prove insufficient, it will be found on the same data that for every 100,000*l.* borrowed in addition thereto, the effect would be either to diminish the dividend of 10 per cent. per annum in the proportion of three shillings and fourpence per cent. per annum, or such additional 100,000*l.* (still to yield the 10 per cent.) would require an increase of traffic of rather less than 150*l.* per week. Thus, allowing for argument's sake, that the capital were carried to 6,400,000*l.*, either the dividend of 10 per cent. must be reduced to 9*l.* 16s. 8d. per cent., or an increase of traffic would be required to 13,985*l.* instead of 13,835*l.* per week.

It is to be regretted that the practice of withholding from you the proper separation of the weekly traffic on the main line and branches respectively, should still be persisted in. What good motive can exist for this mystery? As to the statement at the last meeting that it would not be "prudent" to disclose it—why would it not be so? This was left entirely unexplained, and appears to defy conjecture! The want of this reasonable information necessarily places your weekly calculations (compelled as you are to use the divisor of 169¼ instead of 118¼), in a disadvantageous point of view. Yours respectfully, F.

Bath, August, 1841.

Calculation for Half-Year ending 31st December, 1841.

Traffic 169¼ miles, week ending—			
"	" 4th July	£11,902	
"	" 11th "	12,826	
"	" 18th "	13,823	
"	" 25th "	14,196	
"	" 1st August	14,933	
"	" 8th "	14,729	
"	" 15th "	14,582	
"	" 22nd "	15,182	
8 weeks realised			£112,123
3rd October, 6 weeks, estimated at 14,500*l.*			87,000
31st October, 4 " "		13 000	52,000
26th Dec. 8 " "		10,000	80,000
Total			£331,123
Working expenses reduced for this half-year to 40 per cent.			132,458
Interest as per last report		£63,950	
Further borrowed 350,000*l.*		8,750	
Half-year		£72,700	
Rents and mileage—			
Cheltenham, per annum	£17,000		
Bristol and Exeter	30,000		
Do. mileage, suppose	13,000		
Total	£60,000		
Half-year		30,000	235,158
			£95,965
Dividend on 3,025,000*l.* at 3 per cent.			90,750
Surplus			£5,215
Calculation to apply subsequently to 31st December, 1841, capital on shares			3,025,000
Borrowed			3,275,000
			£6,300,000
118¼ miles at 118*l.* per mile per week—			
Per week			13,953 10
			£725,542
Per annum		£258,940	
Working expenses 35 per cent.			
Interest at 5 per cent. on 3,275,000*l.*		163,750	
			417,690
Balance			307,852
Dividend on 3,025,000*l.* at 10 per cent.			302,500
Surplus			£5,352

More than equal to interest, or an additional £100,000, if by possibility required to be borrowed—

Dividend as above		10 per ct.
Add profit on leases—		
Now opened	51 miles	
Preparing to Taunton	11¼ do.	
	62¼ miles.	
Calculated at £1,000 per mile, equal to further		2 per ct.
Together		12 per ct.
Weekly receipts about		£13,958 10 0
Suppose to arise from—		
4 months at	£16,500 per week.	
4 ditto	14,359 ditto	
4 ditto	11,000 ditto	
	41,859 per week.	
Average		£13,953 per week.

GREAT WESTERN AND MANCHESTER AND LEEDS RAILWAYS.

To the Editor of the Railway Times.

SIR,—I cannot help drawing attention, through the medium of your paper, to the Report presented at the meeting of the Great Western Railway Company last week, as another proof of a practice, too common, alas! with the Directors of these great undertakings. It seems the cost of this "splendid line," as they choose to call it, is now fixed at six and a quarter millions, but who can say even *that* will be sufficient? The Chairman very prudently declined to give any pledge this time, and all the Engineer could say, was, he did not believe it would be exceeded. But let us see what the Chairman said about the cost, at the previous half-yearly Meeting, in answer to a question by Mr. Barnard. These are the words as reported in the *Railway Times*: "The Chairman said there would be no *increase of the present capital*; the estimate *did* include the Locomotive Power. In fact, the entire line of road would be made for the money already got." The last revised estimate at that time was 5,750,000*l.* The Chairman has had a little more experience, which has evidently made him more cautious in making promises, than he was at that time.

When the London and Birmingham line had been finished upwards of three months, the outlay was then stated to be 5,018,816*l.* Since then it has gradually increased to its present amount, 5,724,807*l.* as by Report, February, 1841. If we suppose the additions to the present outlay on the Great Western to be no more in proportion in the same period of time, the cost of this line by midsummer, 1843, will be close upon seven millions. But if we consider that the splendid station of the Birmingham Company at Euston Square, was finished at the time just named, while the Great Western has not at present any London station at all fit for a great Company's station, there is little doubt there must be a further addition to the capital on this account, (indeed it was hinted at), which would swell the gross outlay to something over seven millions. What traffic can pay for such an outlay, I leave the public to determine.

We, in this part of the country, are apt to point at the Manchester and Leeds Company, as an instance of extravagant expenditure, but the Great Western people may now keep them in countenance, for the cost per mile will be about the same on both lines. The traffic on the Leeds line is now 100*l.* per mile per week, while that on the Great Western is about the same, after deducting the tollage and expense of working the branch lines; yet the shares of the former Company are 14 discount on 70*l.* while, strange enough, those of the latter are quoted at a premium. I am not a proprietor in either, but feel an interest in these matters, and can subscribe myself with truth,

A CONSTANT READER OF THE "RAILWAY TIMES."

Manchester, August 31st, 1841.

GREAT WESTERN, AND BIRMINGHAM AND GLOUCESTER RAILWAYS.

To the Editor of the Railway Times.

SIR.—I propose to show that the proverb "Kissing goes by favour," is as true in railway business as in Love's affairs. My proof shall be the contrast of the Great Western, and Birmingham and Gloucester Railways—the one undertaking standing very high in public estimation, and the other equally low.

The data of my calculation will be, as to capital, the last Report of the two Companies, and for traffic their published weekly returns.

First, as to capital. The Great Western Company state that their capital will be 6,100,000*l.* independent of 150,000*l.* for the plant of the two lines which they lease—6,100,000*l.* for 118 miles will give a total cost per mile for this railway of 51,699*l.*

The Birmingham and Gloucester capital is altogether 1,500,000*l.* which for 53 miles will give a total cost per mile for this railway of 28,301*l.*

The cost of the Birmingham and Gloucester Railway per mile, is therefore a little more than one-half the cost of the Great Western Railway.

A minute's reflection will make it clear that to form a correct judgment of the relative value of railway undertakings, two things are required to be known: 1st, the cost per mile, and 2nd, the receipts per mile of the railways to be compared; gross receipts are most fallacious, and indeed, good for nothing, unless taken in connexion with original cost.

But having obtained these two items, it is almost impossible to err in forming a correct opinion. For example, if one railway has cost per mile 50,000*l.* and another 25,000*l.* and if the traffic on the first is 100*l.* per week, and on the other 50*l.* it is manifest that having reference to the original cost, and assuming the cost of working to be equal, the value of a share in each undertaking would be precisely the same, and would produce the same per-centage, although the gross receipts of the one line would be double those of the other.

Keeping these general observations in view, we will pursue our comparison between the Great Western, and Birmingham and Gloucester Railways. The original cost of each per mile we have before stated; we will now refer to the traffic, and which I have taken from the last four numbers of the *Railway Times*:—

Great Western Receipts.

	Total weekly Receipts.	Receipts per mile per week.
July 31	14,196 11 5	£84 1 3¾
August 7	14 933 18 8	88 4 8¾
August 14	14 729 18 11	87 0 7¾
August 21	14,582 0 6	86 3 1¾
Total		£345 9 8¾
Average per week per mile for the four weeks		£86 7 5

Birmingham and Gloucester Receipts.

	Total weekly Receipts.	Receipts per mile per week.
July 31	£2021 5 8	£39 12 7¾
August 7	2244 14 1	44 0 3¾
August 14	2203 12 9	43 4 2
August 21	2177 18 1	43 9 9
Total		£170 6 10
Average per week per mile for the four weeks		£42 11 8¾

These figures show that, with a slight fractional difference, the returns of the Birmingham and Gloucester Railway per mile per week, are just one-half those of the Great Western, and it follows that the one line, costing only half the amount of the other, the real value of shares in the two undertakings is precisely equal. In the estimation of the public, however, the shares are not of equal value, but on the contrary those of the Great Western are at 15 or 16 premium, whilst those of the Birmingham and Gloucester are at 40 discount, being a difference of 55 or 56 per cent. Can there be a clearer demonstration of the truth of the proposition with which I set out, and that if kissing did not go by favour, either the shares in the Great Western Railway would fall, or those in the Birmingham and Gloucester Railway would rise so as to equalize the price of the two. Whether the rise or the fall should take place I do not pretend to determine. Your's &c. WOTTON.

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GREENWICH AND CROYDON RAILWAYS —THE TOLL QUESTION.

To the Editor of the Railway Times.

SIR,—In pursuing an inquiry with a view to establish a principle, it is highly conducive to a sound result that the inquirers should not only be so far disinterested as to be open to conviction, but they should be able to appreciate and ready to acknowledge the force of their opponents' arguments; and such an one I take your correspondent "Modus" to be.

Though the plan he suggested, of a fixed rent and a small toll *per capita*, may appear to him more simple in form than a toll taken in a definite proportion of the receipts from traffic passing over the trunk line, it is by no means so easy to arrange, because no amount of rent could be fixed upon as a remunerative toll which would not be continually at variance with the toll justly due, in consequence of the great fluctuations to which all traffic must be subject; and as "Modus," on principle, prefers a definite proportion of the receipts, I will endeavour to find out, if possible, a universal rule for fixing the proportion.

If cost be made the scale of the division, then an amalgamation of interests, as well of profits as of charge, must be the basis. This is precisely the case in every railway undertaking; some part of the line will absorb more capital than another part, and the greater amount of capital so absorbed receives a greater share in the division of the profits than there is received on the capital absorbed in a like distance on the less expensive portions of the line. On this principle the Greenwich Company would be entitled, in respect to its comparative distance, to a larger share of the *net income* of the Croydon Company; because for that distance a greater capital has been advanced than for a like distance in the Croydon line: but on this principle it also follows, that if the Greenwich Company seek a share of these profits in proportion to the capital it has contributed, it must subject to a similar distribution all the profit otherwise derivable from its own portion of the joint railway. Let us then ascertain the capital mutually contributed. I understand "Modus" to say, let one half of the cost of the railway between Corbett's lane and the London terminus be set down to the account of the Croydon Railway. If the Croydon Company have half the use of this portion of the Greenwich Railway, there could be no objection thereto. Care, however, must be taken, that it is only charged with half the capital expended in the construction; and if any interest arises out of this expenditure (such as unappropriated land, rent of arches, footpath, &c.), the Croydon Railway would be entitled to half of all such interest.

On the principle of cost, the expense incurred in making the new viaduct, say 150,000*l.* (not 200,000*l.*, for the sum laid out by the Greenwich Company on the station is solely for its own use) must be added, not to the Croydon Company's half, but to the whole Greenwich outlay; and this whole outlay must be equally apportioned between the Greenwich Company and the Croydon Company, otherwise this latter Company would be paying for the new line, as well as for the old one which they can never use. I anticipate the plea that the new line is made exclusively for the Croydon traffic, and ought therefore to be paid for by that Company; but when it is remembered that the insufficiency of the old line for the united traffic of the Greenwich and Croydon Companies was the real and sole cause of this additional outlay, the cost of the new viaduct cannot be charged exclusively to the Croydon Company any more than to the Greenwich Company, but must be apportioned as the rest of the Greenwich outlay.

By this mode of operation a partnership in the profits of half the Greenwich Railway thus transferred and in the profits of the whole of the Croydon Railway, is effected, and this joint profit will have to be apportioned to each Company according to the amount of capital respectively contributed by them. Objections will always arise to such an adjustment. The terminal railway might be in a position to say to the auxiliary, as is the case with the Greenwich Company, "My neighbourhood is so populous, that I expect the profit made up of what each passenger pays over my distance of the line will remunerate me better than a share of the general profits in proportion to the capital I have contributed." And the auxiliary might on the other hand say, "I have so few passengers passing over your trunk compared with the rest of my profitable business, that I do not choose to yield a large share of my own proper profit for the small advantage I should have in passing my few passengers over your line, I would rather pay a toll per passenger." When, however, two parties agree that such an amalgamation of interests, or, in commercial terms, such a partnership would be mutually advantageous it becomes a just rule of division. Whether "Modus" on the part of the Greenwich Company would consider such a partnership desirable or not, I pretend not to divine, as I cannot enter into the secrets of the Greenwich policy, or into the imaginary prospects of its Directors with respect to the Croydon toll; but as a Croydon proprietor I can tell him I have no affection for such an alliance, except so far as respects the passengers going over the Greenwich portion of the line, because I feel persuaded the Croydon line has resources in itself as well as in conjunction with the Brighton and Dover Railways entirely independent of the Greenwich Railway, and of the London Bridge terminus; for these reasons, therefore, I sincerely hope the Croydon proprietors will never consent to any such partnership.

Having thus solved the problem of the proportions of the profit due as toll for the use of the trunk on the principle of cost, the next problem is —what proportion of the fare should be paid for its use in respect of distance? I can conceive nothing fairer than that of giving up to the trunk or terminal Company all that is paid by the public for the distance travelled upon it—first deducting the cost of carrying. What that cost may be cannot readily be determined, but I think it may be so closely approximated as to remove all dispute on that point. I think the Croydon Directors estimated that it would be about one quarter of the fare. Now, if they would be willing to consider it at that rate in any negociations they may have on the subject of toll with the Brighton and Dover Companies, they manifest their sincerity at least, if not their accuracy.

But there is another rule which, though not founded on the "eternal fitness of things," it may be expedient to adopt for the present difficulty. I will only propose it, and leave others to adopt, refute, or reject it, as they may like best:—

Ascertain the cost of the Greenwich Railway, between Corbett's Lane and London Bridge, including the new viaduct and station.

Deduct from this sum the cost of the station and value of the vacant land.

Divide the remainder—and consider the moiety thus obtained as the capital contributed by the Greenwich Company to the Croydon Railway.

Ascertain the cost of the Croydon Railway.

Let the sum received on passengers passing over both the Croydon and Greenwich Railways, after deducting the *traffic charges*,* be divided between the two Companies in proportion to the cost of each.

I am, Sir, Your obedient servant,
INVESTIGATOR.

RAILWAY GRANTS FOR RELIGIOUS PURPOSES—THE BIRMINGHAM VOTE.

To the Editor of the Railway Times.

SIR,—I observe in the account of the Eastern Counties' Railway meeting, held on the 12th ult., the following passage:—

"Mr. Hewett referred to the proceedings consequent on the Birmingham vote, when at a subsequent meeting a resolution was passed, allowing every person who disapproved of the application of the money to get back his proportion of it."

(Mr. Ratcliffe—"Which nobody did claim back.")

* Traffic Charges—including much more than cost of carrying.

It will be recollected that the above passage refers to the grant of 1,000*l.* of the Company's funds towards building a church at Wolverton.

Now, I feel assured that the gentleman who made the assertion that no one did claim back his quota, will regret that his information has not been more accurate, when I state that I have before me a list of fifty proprietors, holding in the aggregate from one to two thousand shares, who *have* claimed back their proportion of the 1,000*l.* I have reason to suppose that others have also applied for their quota beside the above.

I must express my full concurrence in many of the sentiments of the Editor of the *Railway Times*, enforcing the obligation to attend to the moral and intellectual condition of the workmen and their families congregated about these great undertakings. Never should it be forgotten that in bringing together so many elements of good or evil we are incurring a heavy responsibility. If our best efforts are not used to repress the evil and encourage the good, if we neglect the education of their children—and are regardless about their social condition or spiritual welfare—as we sow so we must expect to reap, and the fruit will be bitter indeed.

Whilst, however, thus anxiously desiring the welfare of those in our employ, many of us do not think that these objects can be suitably attained by the expenditure of the corporate funds for the purpose.

When *a capital raised by Act of Parliament for the specific purpose of a trading Company and limited to that express object*, is diverted to any other use, however excellent may be the proposed application, in our opinion the just and legitimate course of proceeding is abandoned for doubtful expediency. This is not a mere abstract principle which we contend for, but a question of vast practical importance.

Whenever a Company assumes the office of almoner, on behalf of its shareholders, whenever it enters on the province of the philanthropist, it not only narrows the stream of private liberality, but it quits the safe and neutral ground on which persons of conflicting opinions and discordant views on many points have agreed to embark together; it being the very condition implied by their common union, that whilst they comply with the terms of the Act of Parliament, their private views as to all philanthropic purposes, and as to all religious observances, *shall be let alone*.

Especially, then, is it a departure from that safe and neutral ground, and even from common justice, to seek to apply the funds of such a Company to the support of any one set of religious opinions, when these views are held only by a part of its proprietors. Neither is the difficulty obviated by giving to proprietors the option of applying for their share of the trading capital thus diverted from its legal channel. The distinction so made betwixt shareholders is invidious, and ought never to exist. Not a few have already felt hurt by such a proceeding, but it is to be hoped that none have purchased a character for "liberality" by the support of what they cannot approve. Had the question been calmly considered at first in all its bearings, the discussions would have been foreseen which have arisen, and which will, it is to be feared, create the most serious dissentions whenever introduced at our meetings.

I would therefore earnestly press upon those who are interested in these desirable objects to leave the very short time which we have for conference with the Directors to the really necessary business of the day—(for experience proves that it is quite little enough for the proprietors to obtain information on the state of their concerns)—and make their appeal to individual benevolence among the shareholders. I have never yet known such appeals when on right grounds fail in being most liberally answered.

Thus will our business be conducted without those interruptions to its harmony which will assuredly follow the attempt to carry out right objects by what many think to be wrong means.

Whilst in our corporate character we thus dismiss them from our consideration, I sincerely desire that our private exertions may increase, and our efforts

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be united, for the spread of the Gospel, the extension of education, and the encouragement of habits of morality, temperance, and forethought, amongst our dependants and their families.

EDWARD SMITH.

Sheffield, ninth month 7, 1841.

MANCHESTER AND BOLTON RAILWAY.

To the Editor of the Railway Times.

SIR,—In the last week's *Railway Times* there is a statement copied from a local paper, entitled "Narrow escape on the Bolton Railway," which from its great exaggeration I have thought it right to notice.

Without affirming that "nothing did occur," and that "nobody was to blame," which would not perhaps be greater in extreme than the statement referred to; I beg leave to say that no loaded waggon or any other obstruction was left on the line upon which the engine was coming, and that the other part of the statement that the engineman and fireman jumped off when the train was at speed, and that the engine was stopped by obstacles thrown on the rails so as to enable another engineman to jump on, are equally untrue, as the train was conducted to the station by its proper engineman and fireman, a service they would not have been very fit to perform, had they jumped off as described.

The origin of the whole is, that some men were turning a waggon on a turntable that was on an adjoining and parallel line of railway, and had it at the moment at right angles to the line of rails on which the train was coming, and so near as to to bring the engine buffer into contact with the end of the waggon buffer, at right angles to the waggon.

The position of the train and the waggon was such that there could not be, and there was not, any danger to the train or passengers. Bnt I am not, on this account, attempting to justify the waggon being so left, for it is the duty of railway companies, so far as it lies in their power, neither to endanger their passengers nor to alarm them. The engine man, to enable the men to turn the waggon, had stopped the train, or nearly so, and it appears he alighted for a moment, which is the only foundation for the assertion that the train was abandoned.

JOHN HAWKSHAW.

Office, New Bailey-street, Salford, 13th September, 1841.

THIRD-CLASS CARRIAGES—NORTHERN AND EASTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Since I last addressed you I have heard, that the want or absence of seats in the third-class carriages is not peculiar to the Midland Counties' Railway, but is the custom on all railways on which there are third-class carriages; that, in fact, their having seats is the exception, and not the rule, as I supposed in my previous communication upon this subject.

That it is an evil imperatively calling for removal—or, at all events, amelioration—the following, which I had from a gentleman travelling on the Northern and Eastern Railway, and an eye witness, will, I think, prove.

He said, that in coming from Broxbourne he observed the third-class carriage was so full that the people appeared unable to turn either to the right or to the left; when (to his amazement) he observed an excavator, a strong and powerful man, presented himself for admission; the passengers remonstrated but to no purpose; the policeman opened the door, and he laying hold of the handles on each side, actually wedged himself in—although, as the gentleman said, with great difficulty, inasmuch as the carriage was filled, even then, to a much greater amount than it would legitimately contain.

This must be done by the Directors for the purpose of deterring people from travelling by them; for the expense of having an additional carriage can be little or nothing, inasmuch as many are to be seen at the different termini unused and unappropriated.

I thought it necessary to address this explanation to you, as my mentioning the Midland Counties' in my last might possibly be taken for a cavilling at that individual railway, whereas my complaint was against the system which, I regret to find, is much more general than I imagined.

I am, Sir, yours, obediently,

P. Z.

PARIS AND ROUEN RAILWAY.—CONTRACTS FOR WORKS.—From the Bridge now building across the Seine, at Oissel, to the terminus at Rouen.

The Directors hereby give notice, that the time for delivering the tenders named in the advertisement of the 1st instant, is extended from 12 o'clock, 28th September, to the same hour on the 22nd October, 1841, until which period Tenders will be received at the Company's offices, Rue Basse du Rempart, No. 52,

By order of the Board,
ADOLPHE THIBAUDEAU, Sec.

Paris, September 13th, 1841.

GREETHAM RAILWAY STATION.—TO RAILWAY CONTRACTORS, COLLIERY AGENTS, BUILDERS, JOINERS, CARTWRIGHTS, BLACKSMITHS, FARMERS, AND OTHERS.—To be Sold by AUCTION, at Greetham Railway Station, near Stockton-upon-Tees, in the County of Durham, on Tuesday and Thursday, the 28th and 30th September, 1841, and following days, Mr. MERRYWEATHER, Auctioneer.

A large quantity of timber, plank, deals, iron railing, &c. &c., belonging to Mr. THOMAS HUTCHINSON, consisting of 160 excavating earth waggons, 15 000 sleepers, suitable for pit props and colliery purposes, 400 tons of best malleable iron railing, 9 piling engines and 11 rams; 1 portable crane with power to raise 5 tons, 1 ditto smaller, 1,000 feet of Memel and American timber, of different lengths; 1,000 feet of Memel 3-inch plank, 1,200 feet of American ditto, 800 feet of ¾ and ¼ inch boards, 500 feet of oak, birch, and larch timber, 1,000 feet of Scotch deals and slabs, 150 excavating barrows, centres from 1 foot to 30 feet span, poles with wheels for horse roads, switches for crossings, piling windlasses and chains, guy ropes, blocks and scaffolding poles, wood and metal pumps, forced ditto, moulding hammers, hacks, pinches, bellows, anvils, and blacksmiths' tools of all descriptions, 6,000 fire bricks, 60 feet of boreing rods, brick tables, rullies, barrows, stock brick ditto, 2 clay mills, moulds, troughs, iron screens, levers and poles, matts, thistles, spars, cross-cut and hand saws, top screws, taps and dies of various sizes, clappers, 10 ton of round and flat iron, 20 dozen of new shovels and spits, 5 dozen of wood shovels, masons' riddles, hods, cement casks, scaffolding poles, bags of hair, round and square ovens, kitchen grates, a large quantity of windows and doors, fire grates, oil casks, cement ditto, tubs, pails, creels, large scale beam, iron scales and triangles, grindstone and frame, 2 casks of tar, a large quantity of new bed-ticking, 2 road waggons with broad and narrow wheels, 3 coop carts, 1 long ditto, harness for 80 horses, 2 cottages, built with deals and covered with tiles, with ovens and pots; wood-built stabling 240 feet long.

Sale to commence each day at 12 o'Clock.

TO ENGINEERS, IRON FOUNDERS, AND RAILWAY CONTRACTORS.—WANTS A SITUATION AS FOREMAN.—The advertiser has had considerable experience in Turning and fitting Railway Wheels, Axles, Turntables, and all description of Carriage Work. The most unexceptionable testimonials of character and competency can be produced.

Apply by letter, A. C., No. 1, King-street, Manchester.

IMPORTANT SALE of FORTY FINE CART HORSES, Newport Docks, Monmouthshire.—Mr. E. LEYSHOW has received instructions to Sell by AUCTION, on Thursday, the 23rd of September, at 12 o'Clock precisely, on the premises of the Docks, FORTY fine, well-known, good CART HORSES, fine shaped, fresh, young, and powerful, being a portion of the valuable acknowledged superior Stock of Messrs. Rennie and Co., Contractors. They are from 15 to 17 hands high—colours, Greys, Roans, Bays, Blacks, and Chesnuts—remarkable for their symmetry and power; the whole of them being young and sound, and to be sold in consequence of that portion of the work where employed being nearly completed.

Also, Thirty Sets of HARNESS, in good condition.

The Auctioneer has great pleasure in recommending the above Stock, as a finer set of Horses was never submitted for public sale.

A Bloody or a Bloodless Cure, or extraction or no extraction, is now the question? Will Toothache Patients, or a discerning Public, any longer submit to that horrid and dangerous operation of extraction, when a permanent cure is at length afforded by the GREGORIAN PASTE. Caution—This wonderful preparation, the manufacture of the inventor himself, is found genuine only at the Patent Medicine and City Depot, 68, Fleet Street; 6, Cornhill; 57, Pall-mall; and Mr. Sanger's, 150, Oxford-street. Beware of spurious imitations in the City and West-end, and copy the address, 68, Fleet-street.

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This Society presents to the Public (and particularly to Bondsmen) the following advantages:—

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5. The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are surety, will be avoided.

Also to Agents, Travellers, and Clerks holding, or being desirous of holding, confidential and responsible situations, the Guarantee Society presents immediate facilities, where for a moderate premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London.

By order,
THOMAS DODGSON, Secretary.

THE COURT OF ASSISTANTS OF THE GOVERNOR AND COMPANY OF COPPER MINERS IN ENGLAND hereby give Notice, That they will sell on Thursday, the 14th day of October, now next ensuing, at their Offices, in Old Broad Street,

One Thousand Tons of British Tin, the Property of British Mining Adventurers, and lying at the Miners' Smelting Works, at Trereife House near Penzance, and at Truro House in Truro.

Best Granulated Tin, 20 tons, in lots of 1 ton each—deposit, £10 per lot.

Tin Plate Grain Tin, 90 tons, in lots of 10 blocks each—deposit, £20 per lot.

Refined Tin, 370 tons, in lots of 10 blocks each—deposit, £20 per lot.

Common Tin, 370 tons, in lots of 10 blocks each—deposit, £20 per lot.

Ingots (assorted sizes), 50 tons, in lots of 2 tons each—deposit £20 per lot.

Bar (in brls. of 4 cwt.). 100 tons, in lots of 10 barrels each—deposit, £20 per lot.

PROMPT 14TH JANUARY, 1842.

No Interest or Discount.—Deposits to be paid on Saturday, 16th October.

The Sale to commence at Twelve o'clock precisely.

Catalogues, containing Particulars and Conditions of Sale, will be delivered either at this Office, or by the Company's Brokers, Messrs. Short and Mahony, No. 1, Newman's Court, Cornhill.

The Public Sales of Tin by the Company will henceforth be held quarterly, viz. in January, April, July, and October, and the quantity put up will be regulated by the average quarterly consumption.

N.B.—The Company binds itself not to make Sales of Tin during the quarter, beyond the quantity advertised.

Office of the Governor and Company of Copper Miners in England, Old Broad Street, London.

12th August, 1841.

Thirty-two very Superior Cart Horses.

TO BE SOLD BY AUCTION, by MR. DIXON, at his Repository, Barbican, on FRIDAY, September 24, 1841, commencing at One o'Clock precisely, about Twelve valuable young, fine-shaped, powerful CART HORSES, with their Harness and Nosebags, the genuine valuable property of Mr. Jackson, of Pimlico, that have been employed on the Brighton Works of the Greenwich Railway Company; sold in consequence of having completed the part they have been employed on. Twenty remarkably fine-shaped, fresh, young, powerful Cart Horses, being the first portion of the excellent Stock of Mr. Peter Houghton, of Batheaston, have been employed on the Box Ashby Contract of the Great Western Railway, and sold in consequence of his having completed it.

Colours—Bays, Blacks, Browns, Roans, and Greys.

☞ The above lot of young valuable seasoned Cart Horses, are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been purchased at great expense for the above Contract, and are now in remarkable fine working condition.

On view, and Catalogues had, two days before the sale.

A great variety of New and Second hand Carriages, of every description, always on private sale at this establishment, remarkably cheap.

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LONDON AND BRIGHTON RAILWAY.—This RAILWAY will be OPENED on TUESDAY next, 21st SEPTEMBER, THROUGHOUT from London to Brighton, for the Conveyance of Passengers, Parcels, Private Carriages and Horses.

HOURS OF DEPARTURE AND TIME TABLE.

Distance.	DOWN TRAINS. London to Brighton.	DAILY, EXCEPT SUNDAYS.							SUNDAY TRAINS.				FARES.							
		9½ A.M.	10½ A.M.	1½ P.M.	2½ P.M.	3½ P.M.	4½ P.M.	7 P.M.	8 A.M.	10½ A.M.	7 P.M.	10 P.M.	Passengers.			Carriages.		Horses.		
		Mixed Train.	1st Class Train.	Mixed Train.	Mixed Train.	1st Class Train.	Express Train.	Mixed Train to Croydon.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train to Croydon.	1st Class.	2nd Class.	Children in 2nd Class.	Four wheels.	Two wheels.	One Horse.	Two Horses.	Three Horses. If belonging to one Party.
Miles.		H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	*London	9 45	10 45	1 45	2 45	3 45	4 45	7 0	8 0	10 45	7 0	10 0	....	....	....	....	....	....	....	....
3	*New Cross	9 53	....	1 53	2 53	....	....	....	8 8	10 53	7 8	....	....	....	....	....	....	....	....	....
10¼	*Croydon	10 15	11 8	2 15	3 15	4 8	....	7 30	8 30	11 15	7 30	10 30	2 0	1 6	1 6	12 6	10 0	10 0	15 0	20 0
13¼	Godstone Road	10 26	....	2 26	3 26	....	....	....	8 41	11 26	7 41	....	3 6	2 4	1 8	....	....	....	....	....
14½	Stoat's Nest	10 31	....	2 31	3 31	....	....	....	8 46	11 31	7 46	....	4 0	2 8	2 0	....	....	....	....	....
19½	Merstham	10 45	....	2 45	3 45	....	....	....	9 0	11 45	8 0	....	5 0	3 8	2 6	....	....	....	....	....
21½	*Red Hill	10 51	11 35	2 51	3 51	4 35	....	....	9 6	11 51	8 6	....	5 6	4 0	2 8	15 0	12 0	12 0	18 0	24 0
25½	*Horley	11 3	....	3 3	4 3	....	....	....	9 18	12 3	8 18	....	7 0	5 0	3 4	17 0	14 0	14 0	21 0	28 0
29½	*Three Bridges	11 15	11 56	3 15	4 15	4 56	....	....	9 30	12 15	8 30	....	8 0	5 6	3 8	20 0	16 0	16 0	24 0	32 0
33½	Balcombe	11 27	....	3 27	4 27	....	....	....	9 42	12 27	8 42	....	9 0	6 4	4 4	....	....	....	....	....
37½	*Haywards Heath	11 38	12 15	3 38	4 38	5 15	....	....	9 53	12 38	8 53	....	10 6	7 0	4 8	25 0	20 0	20 0	30 0	40 0
43½	Hassock's Gate	11 54	....	3 54	4 54	....	....	....	10 9	12 54	9 9	....	12 6	8 0	5 6	....	....	....	....	....
50½	*Brighton	12 15	12 45	4 15	5 15	5 45	6 30	....	10 30	1 15	9 30	....	14 6	9 6	6 6	32 0	25 0	25 0	38 0	50 0

N.B No Passengers will be conveyed from London to New Cross, or from New Cross to London.

Distance	UP TRAINS. Brighton to London.	DAILY, EXCEPT SUNDAYS.							SUNDAY TRAINS.				FARES.							
		6½ A.M.	8½ A.M.	10½ A.M.	11½ A.M.		2½ P.M.	4 P.M.		7½ A.M.	4 P.M.	7 P.M.	Passengers.			Carriages.		Horses.		
		Mixed Trains.	Express Train.	1st Class Train.	Mixed Train.	Mixed Train from Croydon.	1st Class Train.	Mixed Train.	Mixed Trains from Croydon.	Mixed Train.	Mixed Train.	Mixed Train.	1st Class.	2nd Class.	Children in 2nd Class.	Four wheels	Two wheels.	One Horse.	Two Horses	Three Horses. If belonging to one party.
Miles.		H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	*Brighton	6 45	8 30	10 45	11 45	....	2 15	4 0	....	7 45	4 0	7 0	....	....	....	....	....	....	....	....
7	Hassock's Gate	"	....	..	12 3	....	....	4 18	....	8 3	4 18	7 18	2 0	1 6	1 0	....	....	....	....	....
12¼	*Haywards Heath	7 21	....	11 9	12 21	....	2 39	4 36	....	8 21	4 36	7 36	3 6	2 6	1 8	12 6	10 0	10 0	15 0	20 0
17	Balcombe	7 35	....	....	12 35	....	....	4 50	....	8 35	4 50	7 50	4 8	3 4	2 4	....	....	....	....	....
21½	*Three Bridges	7 46	....	11 31	12 46	....	3 1	5 1	....	8 46	5 1	8 1	6 0	4 0	2 8	15 0	12 0	12 0	18 0	24 0
25	*Horley	7 56	....	....	12 56	....	....	5 11	....	8 56	5 11	8 11	7 0	4 8	3 4	17 0	14 0	14 0	21 0	28 0
29½	*Red Hill	8 10	....	11 53	1 10	....	3 23	5 25	....	9 10	5 25	8 25	8 6	5 6	3 8	20 0	16 0	16 0	24 0	32 0
31	Merstham	8 17	....	....	1 17	....	....	5 32	....	9 17	5 32	8 32	9 0	6 0	4 0	....	....	....	....	....
36	Stoat's Nest	8 30	....	....	1 30	....	....	5 45	....	9 30	5 45	8 45	10 6	7 0	4 6	....	....	....	....	....
37½	Godstone Road	8 34	....	....	1 34	....	....	5 49	....	9 34	5 49	8 49	10 8	7 4	4 8	....	....	....	....	....
40½	*Croydon	8 42	....	12 18	1 42	2 45	3 48	5 57	7 0	9 42	5 57	8 57	11 8	8 0	5 0	26 0	21 0	21 0	32 0	42 0
47½	*New Cross	9 5	....	....	2 5	3 5	....	6 20	7 20	10 5	6 20	9 20	13 8	9 0	6 0	....	....	....	....	....
50½	*London	9 15	10 15	12 45	2 15	3 15	4 15	6 30	7 30	10 15	6 30	9 30	14 6	9 6	6 6	32 0	25 0	25 0	38 0	50 0

THE EXPRESS AND FIRST CLASS TRAINS will consist of First Class Carriages only, except that two compartments of the leading carriage will be reserved for Servants in attendance on their Employers, at Second Class Fares. THE EXPRESS TRAIN will stop no where on the line to take up or set down Passengers, and no Private Carriages or Horses will be conveyed by it.—THE FIRST CLASS TRAINS will stop at First Class Stations only (designated in the above Table by Capital Letters) but they will take Private Carriages and Horses belonging to Passengers in the Train only from London to Brighton, or Brighton to London.—THE MIXED TRAINS will consist of both First and Second Class Carriages; they will all take up and set down Passengers at every Station on the Line; and Carriages and Horses will be conveyed by them to and from all the Carriage Stations marked thus *.—A Carriage with First Class Coupées will be provided for the accommodation of Families, or Parties engaging them.

CHILDREN under Ten Years of age in the First Class Carriages will be charged Second Class Fare—those in the Second Class Carriages as shown in the Table. No charge is made for Infants in arms.—PRIVATE CARRIAGES AND HORSES must be at the Stations Twenty Minutes before the time of departure. They will be conveyed to and from the intermediate Carriage Stations by the Mixed Trains only; but they will be conveyed throughout by every Train except the Express Train.—Passengers riding in their own Carriages pay Second Class Fare. Grooms in charge of Horses will have seats in the Coupee attached to the Horse Box, also at Second Class Fares.—Carriage Trucks, and Horse Boxes, are kept at all the Carriage Stations, but to prevent the possibility of disappointment, it is requisite that notice should be given the day previous at the station where they will be required.—DOGS will be charged Two Shillings and Sixpence for the whole, or any part of the journey; but they will not, on any account, be permitted to be taken into any of the Company's Carriages.

LUGGAGE.—Passengers are particularly requested to have their name and destination legibly marked on their Luggage, and to have it deposited in or upon the Carriage in which they are riding. The Company will not hold themselves responsible for Luggage, unless it is booked and paid for according to its value; when a receipt will be given for it, which must be produced when the Luggage is received from the Company's servants.

Passengers will be allowed to take with them a certain quantity of Luggage free of charge; such Luggage must, however, in all cases, be personal Baggage, and not Merchandize ..... viz..... First Class Passengers..... 84 lbs. Second Class ditto ..... 56 lbs.

Overweight will be charged as follows.. In the Express and First Class Trains .... One Shilling for any excess up to 28 lbs., and at the same rate for any further excess. In the Mixed Trains ..... Sixpence ditto ditto ditto

OMNIBUSES ply for every Train between the London Bridge Station and the following Coach Offices, viz.:—Griffin's, and Green Man and Still, Oxford-street; Hatchett's, Piccadilly; 41, Regent circus, (Spread Eagle, ditto, (Golden Cross, Charing cross; George and Blue Boar, Holborn; Old Bull, Holborn; White Horse, Fetter lane; Cross Keys, Wood street, and (Spread Eagle, Gracechurch street, from Paddington, both by the New road and by Oxford-street; and at Brighton to and from the Railway Station. Fare 6d.

PARCELS may be booked at any of the above offices marked thus ..; the charge for which, including delivery, will be as follows:—

One Shilling for any weight under..... 28 lbs.
Two Shillings from ..... 28 to 84 lbs.
Three Shillings from ..... 84 to 112 lbs.
} And at the rate of Three Shillings per cwt. of excess.

but this does not include the charge of Twopence for Booking.

POST HORSES may be had at the London Bridge Station, to convey Carriages to or from any part of London, at a charge of 10s. 6d., including the Post Boy; and at the Brighton Station, to or from any part of Brighton, for 5s.; and Hove or Kemp Town for 6s., including all expenses. They may likewise be had at any of the First Class Stations, by giving notice the day previous at the Station where they will be required, specifying the hour.

SHOREHAM BRANCH.—HOURS OF DEPARTURE.

	DAILY, EXCEPT SUNDAYS.						SUNDAY TRAINS.					FARES.		
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	1st Class	2nd Class.	3rd Class.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	s. d.	s. d.	s. d.
From Brighton	7 30	9 0	11 0	†1 0	2 45	†4 30	†7 0	9 0	†2 30	4 15	5 45	7 30	1 0	0 9	0 6
	A.M.	A.M.	NOON.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M	P.M.	P.M. 8 30	1 0	0 9	0 6
From Shoreham	†8 0	†10 15	12 0	†1 45	†3 30	6 0	8 0	10 0	†3 30	5 0	†6 30				

All the Trains on the Shoreham Branch are Mixed Trains, calling at the Intermediate Stations of Hove, Portslade, Southwick, and Kingston, to take up and set down Passengers. The Trains marked thus † are intended to meet the Trains to and from London.—CHILDREN under ten years of age in the First Class Carriages will be charged Second Class fare, those in the Second Class pay Third Class fare. No abatement for children in the Third Class Carriages, and no charge for Infants in arms.—No Smoking will be permitted at the Stations, or in any of the Carriages.—NO FEES or gratuities are allowed to be received by any Servant of the Company; and it is hoped the Passengers will assist the Directors in enforcing this regulation, as every Servant so offending will be instantly dismissed. (By Order) THOMAS WOOD, Secretary.

10, Angel court, Throgmorton street, London, September 15, 1841.

N.B.—The doors of the Booking Offices at all the Intermediate Stations will be closed Five minutes before the time mentioned above, after which no Passenger can be booked for the Train then starting, and no Tickets will be issued after that time till the Train then arriving shall have left the Station.

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RAILWAY COMMUNICATION WITH SCOTLAND—RAILWAY FROM LANCASTER TO EDINBURGH AND GLASGOW.—At a Meeting held at the White Hall, Kendall, on Monday, the 16th August, 1841,

JOHN WAKEFIELD, Esq., Banker, in the Chair.

It was Resolved,—I. That a Committee be formed, to be called The Kendal District Railway Committee, for the purpose of co-operating with "the Central Committee," at Carlisle, in furthering the Railway recommended by the Government Commissioners, from Lancaster to Edinburgh and Glasgow.

Resolved,—II. That the following Gentlemen (with power to add to their numbers) be constituted such Committee:—

The Hon. H. C. Lowther, M.P., Lowther.
Alderman Thompson, M.P., London.
George William Wood, Esq., M.P. for Kendal.
James Machell, Esq., Mayor of Kendal.
George Wilson, Esq., Dallam Tower.
John Wakefield, Esq., Sedgwick.
Richard Fothergill, Esq. Bridge House.
Arthur Shepherd, Esq., Shaw End.
James Thompson, Esq., Lambrigg.
Hornby Roughsedge, Esq., Fox Ghyll.
Edmund Hornby, Esq., Dalton Hall.
Charles Standish, Esq., Standish.
George Warden, Esq., Wansfell Holm.
J. Waithman, Esq., Yealand.
G. H. Gardner, Esq., Birthwaite.
James Gandy, Esq., Heaves Lodge.
J. H. Wilson, Esq., The Grange, Sussex.
J. Brancker, Esq., Croft Lodge.
J. Harrison, Esq., Hundhow.
W. Wilson, Esq., Netherfield.
John Gandy, Esq., Kendal.
Isaac Braithwaite, Esq., Kendal.
George Braithwaite, Esq., Kendal.
Roges Moser, Esq., Kendal.
William Whitwell, Esq., Kendal.
Thomas Harrison, Esq., Kendal.
George Gibson, Esq., Kendal.
Robert Benson, Esq., Park Side.
Jacob Wakefield, Esq., Kendal.
G. B. Crewdson, Esq., Kendal.
Joseph Banks, Esq., Kendal.
John Whitwell, Esq., Kendal.
John Jowett Wilson, Esq., Kendal.
Thompson Bindloss, Esq., Kendal.
Wilson Marriott, Esq., Kendal.
C. Ll. Braithwaite, Esq., Kendal.
Thomas Robinson, Esq., Kendal.
John Thompson, Jun., Esq., Kendal.
Mr. Cornelius Nicholson, Cowan Head.

Resolved—III. That the following be the standing officers of this Committee:—

President.—John Wakefield, Esq., Sedgwick House.

Vice-Presidents.—Thomas Harrison, Esq. / William Whitwell, Esq.

Secretary.—Mr. C. Nicholson.

Resolved,—IV. That a Sub-Committee be appointed for the purposes of Correspondence and obtaining "Consents" of Landowners (who shall from time to time report progress to the General Committee), and that the following be such Sub-Committee.

Ex-officio.—The President, Vice-Presidents, and Secretary.

George Gibson, Esq.	Wilson Marriott, Esq.
J. J. Wilson, Esq.	C. Ll. Braithwaite, Esq.
John Whitwell, Esq.	Thomas Robinson Esq.

N B.—Those Gentlemen named on the General Committee, who were not present at the Meeting, have, on being subsequently applied to, severally acquiesced in their appointment. CORNELIUS NICHOLSON, Secretary.

August 28, 1841.

TO CONTRACTORS. — WILSONTOWN, MORNINGSIDE, AND COLTNESS RAILWAY. The WILSONTOWN, MORNINGSIDE, and COLTNESS RAILWAY COMPANY will be forthwith ready to receive Tenders from Contractors for making, forming, and completing their Railway, which extends from the terminus of the Wishaw and Coltness Railway in the County of Lanark to the road leading from Whitburn by Longridge to Wilsontown in the County of Linlithgow.

The length of the Railway will be Nine miles, and will be let out for Contract in Two Lots.

On the 20th of September current, working plans, sections, and specifications will be in the hands of the Clerk of the Company, 36, Miller-street, Glasgow, and with Mr. Macneill, the Engineer of the Company, 9, Whitehall-place, London, and lie there for inspection till the 15th October next. And tenders will be received by the Clerk of the Company at any time between these dates inclusive.

In the mean time intending offerers wishing information as to the locality to enable them to inspect the proposed line of Railway, will obtain such and any further particulars on application either to the clerk or Mr. Macneill.

The Company do not pledge themselves to accept of the lowest offer, and will not be liable to claims from persons whose offers may not be preferred.

September 10, 1841.

ON SALE.—TWO NEWLY-FINISHED SIX-WHEELED LOCOMOTIVE ENGINES, with 12 inch cylinders, copper fire-boxes, 5 feet driving wheels, and of the usual gauge.

The engines embody all the latest improvements in their valve gearing and motions.

Canal-street Works, Manchester.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holywell,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on-Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.	
Not exceeding 15lbs. weight..	4	2	
Ditto 16lbs. do. ..	4	7	including delivery.
Ditto 18lbs. do. ..	4	9	
Ditto 28lbs. do. ..	7	1	
Ditto 40lbs. do. ..	9	10	
Ditto 56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

NORTH MIDLAND RAILWAY.—Most expeditious and pleasant Travelling between ENGLAND and SCOTLAND.—LONDON TO EDINBURGH IN 27 HOURS, out One Night only in Railway Carriage.—The Public are respectfully informed, that on and after Monday, 2nd August, 1841, The *Chevy Chase* coach will leave Darlington at half-past Nine in the Morning, on the arrival of the London Mail Train, and arrive in Edinburgh by Twelve o'Clock the same Evening.

The London Mail Train leaves London for York and Darlington at Nine o'clock in the Evening. Time is allowed at York for Breakfast.

No change of Coach between Darlington and Edinburgh.

Passengers wishing to Sleep on the Road, may leave London by the 9 15 a.m. Down Train, and go on to Darlington, which they will reach at 11 p.m.

FARES.

London to Darlington—first class per railway	£3	10	6
Darlington to Edinburgh—inside coach	2	10	6
Total	£6	1	0
London to Darlington—first class per railway	3	10	6
Darlington to Edinburgh—outside coach....	1	11	0
Total	£5	1	6
London to Darlington—2nd class per railway	2	9	0
Darlington to Edinburgh—outside coach....	1	11	0
Total	£4	0	0

The *Chevy Chase* leaves Edinburgh at Half-past Five in the Evening, arriving in Darlington next morning, where an hour is allowed for breakfast, after which passengers may go on by railway to ondon, arriving there at Eleven o'Clock, p.m.

By order,

H. PATTESON, Secretary.

SOUTH-WESTERN, GREAT WESTERN, CIRENCESTER, BRISTOL AND BRIDGEWATER, AND BRIGHTON RAILWAYS.

In connexion with the above Lines of Railway, Places can be secured by

MAILS AND COACHES,

TO

Falmouth,	Farnham,
Devonport,	Milford Haven,
Plymouth,	Carmarthen,
Exeter,	Brecon,
Taunton,	Abergavenny,
Weymouth,	Ross,
Dorchester,	Monmouth,
Bridport,	Hereford,
Poole,	Aberystwith,
Honiton,	Cheltenham.
Ilminster,	Gloucester,
Salisbury,	Abingdon,
Andover,	Oxford,
Portsmouth,	Lewes,
Petersfield,	Worthing,
Godalming,	Horsham,
Guildford,	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood-street, Cheapside.
Swan-Two-Necks, Lad lane.
George and Blue Boar, Holborn.
Universal Office, Regent Circus.
Golden Cross, Charing Cross.
Griffin's, Green Man and Still, Oxford-street.
And at the Offices of Horne and Chaplin at the several Stations.

Parcels forwarded by every train; and if for 8½ p.m. Mail Train, are received at the above Offices until ½ past 7 for the above places, and to all parts on the several lines of Railway, viz.:—

Bristol, Bath, Swindon, Farringdon, Reading, Windsor, Southampton, Winchester, Basingstoke, Farnham, Chertsey, Kingston, Brighton, Reigate, &c.

HORNE & CHAPLIN, Proprietors and Agents.

Omnibuses to and from every Train—Fare 6d.

Heavy Goods and Merchandise conveyed from the several Branch Offices, and Hambro' Wharf, Thames-street, to most parts of the south and western railways.

LONDON AND GREENWICH RAILWAY.—NOTICE is hereby given, That the Transfer Books of the second and third Capital will close on Monday, the 20th instant, and continue shut until Thursday, the 30th instant; and that the half year's Interest, at the rate of five per cent. per annum, will be paid at this Office (Tuesdays and Saturdays excepted) on and after the 30th instant, from 10 till 4 o'clock.

By order of the Board,

J. Y. AKERMAN, Secretary.

Office, 37, Canterbury-square, Dean-street, Tooley-street; September 11, 1841.

STUDENTS IN GEOLOGY, MINERALOGY OR CONCHOLOGY, can be supplied with an extensive assortment of specimens to illustrate these interesting branches of science, or with Elementary Collections, carefully arranged and described, at 2, 5, 10, 20, to 50 Guineas each, by J. TENNANT, Mineralogist to Her Majesty, 149, Strand, London.

J. Tennant, being an Importer and Manufacturer of ornamental works of Art, in Italian Alabaster, Marble, Bronze, and Derbyshire Spar, for the drawing-room, library, and dining-room, begs to submit to the inspection of the nobility and public a great variety of figures, busts, groups, vases, obelisks, candlesticks, inkstands, mosaic tables, watchstands, &c.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 196. Vol. IV.—No. 40.] SATURDAY, OCTOBER 2, 1841. [Price, 6d.

GREAT NORTH OF ENGLAND RAILWAY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of the Great North of England Company, are prepared to receive Tenders for Loans of Money on Debenture Bonds in sums of not less than £100 each, for three, four, five, six, or seven years, for which interest at the rate of £5 per cent per annum will be paid half yearly at Messrs. Prowette and Fowlers, Bankers, London.

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By order,

W. O'BRIEN, Secretary.

Great North of England Railway Offices, Darlington; September 21, 1841.

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By order of the Board of Directors,

PETER SINCLAIR, Secretary.

Bolton, 25th September, 1841.

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London, 20th September, 1841.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

We resume the publication of the Parliamentary Evidence, which has for some time past been interrupted by the press of the meetings. We do this for the purpose of laying before such of our readers as have not an opportunity of seeing the official Reports, many curious facts and opinions; while to those who have such opportunity, their re-publication in our columns will afford a ready means of future reference. The witness under examination in the following extract is Mr. Chapman, of the North Union Railway :—

MINUTES OF EVIDENCE.

(*Continued from page* 812).

1007. But you think it would be advantageous to the public if proper rules and regulations were framed, which should be enforced, under proper limitations and with proper discretion, upon all Railway Companies?—If they could make rules applicable to each particular case, perhaps it might be so; but I think that each particular railway requires a particular set of rules.

1008. How do you reconcile that opinion with the opinion you before expressed, that the general railway conference took a wise and prudent step in recommending those rules and regulations to be circulated among all the Companies for the adoption of all railways indiscriminately?—Because the rules suggested at that meeting are very general.

1009. Do not those rules comprise regulations as to the nature of the lights that are to be exhibited by night as signals on railways, and the nature of the flags that are to be exhibited on railways by day, and the various regulations that are to be observed with regard to those signals, and with regard to whistles as signals upon engines, and various other subjects of the like description?—They do; they were thrown out for the consideration of other Companies, being those which we use, and being what answers our purpose; but I do not believe they would answer every other Company's purpose. For instance, on the Great Western, I am quite sure that in some respects they would not do.

1010. If that was the case you must be of opinion that the general railway conference went too far in recommending those signals as fit to be adopted on all railways?—Not too far in recommending them for consideration, which is all that was done.

1011. Was not an opinion decidedly expressed by that meeting that there should be an uniform system of regulations and signals recognised as applicable to all railways?—There was an opinion expressed that such a thing should be submitted for the consideration of the Companies.

1012. But, besides that, are not these words to be found in the resolution that was agreed to at this meeting in which you concurred: "That this meeting considers it desirable that there should be an uniform system of regulations and signals recognised as applicable to all railways"?—That is the form of the resolution, but it was coupled with a statement that they were thrown out for the consideration of the Companies. That meeting could not presume to make regulations to bind all the Companies.

1013. Still, although the meeting, in suggesting particular rules and regulations, did merely submit them to the consideration of each Railway Company, did they not express an unqualified and decided opinion that there should be an uniform system of regulations and signals made applicable to all railways?—Most undoubtedly, with the reservation, as a matter of course, that whatever was not applicable to the Great Western, or to any other railway, they would not adopt it; but so far as might be consistent with the nature of the case itself, no doubt they were recommended to have them uniform.

1014. Do you think that it would be desirable to attain that object as near as may be by an uniform system of regulations and signals made applicable to all railways?—I do not see any objection as to signals—for instance, we have hitherto had a red light or a red flag as a warning of danger. I think it would be very wrong to go and change the colour, for the sake of changing, and make green the warning. So far as uniformity goes in matters of that sort, I think it would be desirable.

1015. Do you know, as a matter of fact, whether at this time, upon all railways, there is an uniform system of regulations and signals?—I think there is considerable uniformity—more than one might have expected.

1016. Is the same code of signals which is employed upon your line employed upon the Grand Junction, and upon the Liverpool and Manchester, and upon the Lancaster and Preston, and upon the Preston and Wyre?—I think it is. Perhaps I may be permitted to observe, that the Grand Junction may, under some circumstances, want more than we do; if they do, I have no doubt they have it.

1017. But you think there is no essential difference between the signals upon those lines?—I think not.

1018. If there was any difference, do you think that would be a source of danger?—I should think that if there was any difference which might be a source of danger it would not exist a week, it would be changed in a week, for most of the Directors are acquainted with each other.

1019. Does not this expression of opinion on the part of the general railway conference that it would be desirable that there should be an uniform system of regulations and signals recognised as applicable to all railways, and the communication of this resolution to all the Railway Companies seem to imply, that, at that time at least, there was some diversity of practice on the different railways, that was injurious to the public safety?—I think it does, and I believe such to have existed then and to exist now, but I do not apprehend that those differences are very essential.

1020. Lord Sandon—You mean that the differences that now exist you think are not very important?—The differences in the signals, I think, are unimportant.

1021. Lord Granville Somerset—Do you approve of Mr. Booth's opinions with regard to the propriety of running any risk for the purpose of forwarding special trains, rather than not forward special trains?—I do not quite recollect Mr. Booth's opinion.

1022. Mr. Booth, in the letter you have read, seems to think it an important fact to communicate to this Committee that, if the regulation with regard to the interval of 15 minutes between the starting of trains were strictly to be attended to hereafter, he could not send the sheriff of the county either backwards or forwards with his 24 horses at the particular moment when the sheriff might wish to go backwards or forwards?—I do not apprehend that he has quite gone the length of saying that.

1023. Perhaps you think that that particular instance is not of much importance in comparison with the safety of the passengers generally?—I think Mr. Booth in giving that instance states in his letter that he does not attach much importance to it, but he puts it as an instance where he could not comply with the regulation without inconvenience.

1024. Do you think the personal convenience of the sheriff of the county, with regard to arriving a little sooner, or starting a little sooner or a little later from one particular point to another, of so much importance as a sound regulation for the general safety of the passengers?—I do not think so.

1025. Do you think that particular instance ought to weigh in the slightest degree with the decision of the Committee upon this point?—That is for the Committee to judge of.

1026. What is your own opinion, you having the direction of an important railway, as being a means of communication to a very extensive district?—Do you agree with Mr. Booth in thinking that the trivial advantage of forwarding any person, however high his station in society may be, at a particular moment, for his convenience, ought rather to be considered than the general safety of the public by whom the railway is used?—Certainly not.

1027. Do you think that there ought to be proper regulations observed, so far, at all events, as the safety of the public is concerned?—I think there can be no doubt of it.

1028. Do you think the safety of the public is or is not concerned in having a proper interval between the trains?—No doubt, a proper interval of space.

1029. How can you measure space otherwise than by time, so far as railway communication is concerned?—I think it impossible to measure it by time.

1030. You think that two trains may go off, one immediately after the other; that is to say, supposing you allow half a mile interval, you think it is of no importance how long the interval should be?—No, I do not quite think that.

1031. What is your idea of what may be safe for trains with regard to their succeeding one another?—Our rule is at least 10 minutes, but we do not pretend to carry that 10 minutes all the way along the line, because we cannot.

1032. Do you mean to say that you arrange your trains so as to run within 10 minutes of each other ordinarily?—No; our trains are at much greater intervals than that; but there are two lines which join into ours, and which two lines we work and find the locomotive power for them.

1033. What two lines do you work?—The Lancaster and Preston Junction line, and the Preston and Wyre line, and hitherto we have compelled the Preston and Wyre line to come into our station 10 minutes before the train from Lancaster, and the Lancaster train to come in 10 minutes before ours departs.

1034. Then your plan is, that there shall be a 10 minutes' interval between the arrival of one train and the departure of another?—Yes, and I think there should.

1035. What are the arrangements at this moment with regard to one train succeeding another upon your line?—An hour and 25 minutes is the smallest interval, except in the evening, when we are obliged to send an engine very shortly after the four o'clock train without any carriages. It is merely to bring the London mail down; it goes to meet the London mail. The Grand Junction engine brings the London mail to Parkside, and our own engine takes it on from thence to Lancaster. The up and down mails in fact cross each other; at least, the down mail engine crosses the engine that goes to fetch it.

1036. But you have a double line?—We have.

1037. What do you mean by "crossing"?—The engine that goes to fetch the London mail goes out very shortly after the 20 minutes after four train.

1038. How soon after that 20 minutes past four train does this supplementary engine succeed it?—There is a positive direction that it is not to leave the station till five o'clock; an interval of 40 minutes.

1039. And practically it is about 40 minutes?—It is about 40 minutes; it goes as nearly as possible to a minute. But although that engine starts 40 minutes after the other, by the time it gets to Parkside it is within 10 minutes of the other.

1040. It goes so much faster?—It has not to stop anywhere, and it goes so much faster.

1041. What is the velocity with which that engine is supposed to go?—We order them to go very moderately, and we wish them to do so, but we find that they do not. An engine by itself will run very fast; you cannot run an engine without load slowly.

1042. What is the time that you think moderate for that particular purpose?—He is directed to take an hour or an hour and a quarter.

1043. What is the distance?—Twenty-two miles.

1044. Then he ought to arrive at Parkside by six o'clock?—Thereabouts.

1045. At what o'clock ought the 20 minutes past four train to arrive at Parkside?—It should arrive at Parkside about 25 minutes past five, or half-past five, we consider it in good time if it is there at half-past five.

1046. So that if your orders are carried out, there ought to be an interval of half an hour between that single engine and the preceding train?—There should be.

1047. Do you think that ten minutes, upon the average, would be a safe interval to elapse between one train succeeding another, supposing both trains to go at the same speed?—I think perfectly safe.

1048. Supposing a fast train to go after a slow one, would you think it then safe?—That is a case that I have never seen; we send the slow trains after the fast ones.

1049. But supposing a fast train were to start after a slow one, would you think 10 minutes then a safe interval?—I would not, because the fast train would inevitably come up with the slow one.

1050. Are you aware of what Mr. Booth said in his evidence before this Committee, about the practice upon the Liverpool and Manchester, of the fast trains coming after the slow ones; and that if the slow ones cannot get out of the way, of their waiting, and subsequently passing them?—Yes.

1051. Is it your opinion that, however fortunate they may have been upon that railway, in point of avoidance of accidents, that that is perfectly consistent with safety?—I think it is.

1052. Upon what grounds do you think so?—If a man is running a fast train after a slow one he is doubly watchful, and I never knew an instance of a man under such circumstances running into it; it has never happened upon our line; and I think that he would naturally look a-head and see that the slow train had got into a siding before he attempted to pass.

1053. Is the engineman or the conductor of the slow train generally aware when a fast train is coming after him?—He is generally.

1054. He must know the arrangements with regard to all the trains that can in any way interfere with

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him?—Yes, the enginemen get acquainted with the whole course of the trains.

1055. Do you mean to say that they get acquainted with them, as people get acquainted with things, by accident, or according to their own wishes; or is it a part of their duty to get acquainted with them, and do you take pains to make them acquainted with those matters?—It is not my duty to make them acquainted, but it is the engine-master's duty to do it, and on our line I know that he does it; there is a table for starting—there are tables stuck up in various parts of the engine-shop, and those men know them perfectly well, indeed they cannot avoid knowing it.

1056. Mr Labouchere—When you say there is a table for starting, you do not mean for starting from the original station merely, but applying to all the stations?—No, I mean merely the original station, I do not think it would answer upon so short a line as ours to have time tables for the intermediate stations. As far as the public are concerned we tell them, "You must be at such a spot if you mean to take a train by such a time;" at the same time we always name a time at which it is possible that the train can be up there.

1057. You have no time tables upon your line except as applying to the stations from which the trains start? To the stations from which they start, and to Parkside, the southern terminus of the line: there we branch out to Liverpool on the one hand, and to Manchester on the other, and our carriages are taken on by the Liverpool and Manchester trains, and therefore we are obliged to work tolerably accurately to them.

1058. Chairman—You were understood to say that the contractors for maintaining the road are liable to a penalty if their waggons are on the road within half an hour of the passing of a train?—They are.

1059. Therefore, for that purpose, some time must be fixed upon?—They know habitually the time at which a train passes every part of the line, upon a short line. They say, "The train will be here at 10 o'clock; we must take care to have everything out of the way." Half an hour is a large margin upon a short line; our whole transit is only an hour.

1060. Lord Granville Somerset—You say, that your junction with the Grand Junction trains, and the Liverpool and Manchester trains, forces you to keep your time?—It does, at Parkside.

1061. Do you mean that you are afraid, if you did not keep your time, that there would be collisions?—No, it is not for that, because there would be less chance of collision if the time were not kept exactly. By keeping our time, it frequently happens that three or four trains are all up together at Parkside, and it is clear that if we were to lose our time the number would be lessened by one train; but it is for the convenience of the public.

1062. Then you do not consider that want of exactness at Parkside would lessen the public safety?—No; but if we were not tolerably exact, we could not carry on our business.

1063. Then whether or no the public safety is promoted by exactness as to time, practically you are obliged to be exact?—We are.

1064. Do you find any difficulty in keeping your time for that length of 22 miles?—No

1065. Then where would be the difficulty upon longer lines, where there may be five or six stages of 22 miles each, in keeping time?—I do not know that there would be any.

1066. Would not the general convenience of the public be much promoted by the exactness of arrival and exactness of departure?—So far as I know the practice upon other lines, I believe they are as exact as possible.

1067. From the experience and attention you have paid to these matters, do you see any inconvenience in laying down a general rule that the proper time of arrival at stations should be adhered to strictly?—That rule does exist.

1068. Throughout?—I think it does.

1069. Would there be any difficulty in keeping a register of the arrival and departure of the trains at the stations?—None, I apprehend; I believe such is kept.

1070. That is one of the general rules that you would not object to having laid down?—I should not object to it, except if it was to be accompanied by a penalty.

1071. Why should you object to the enforcement of what you conceive to be a good general rule?—An engine may break its connecting rod, and it may be stopped from any other circumstance; and then if a penalty was to follow, I should object to it.

1072. Mr. Labouchere—Does not that answer imply that the penalty would be enforced without any regard to circumstances, or any exercise of discretion?—If the penalty is not to be enforced it would be no penalty.

1073. Are you aware whether, in the Bill before Parliament, the penalty is one which it is discretionary with the Board of Trade to enforce or not, according to the circumstances, or is it one which any common informer might sue for and recover from the Railway Company?—I am not exactly aware of that.

1074. Do not you think it would make a very material difference whether it was the one or the other?—No doubt it would.

1075. Lord Granville Somerset—Supposing that the law upon any matter is broken by unavoidable accident, is it the habit in this country to punish parties so violating the law by unavoidable accident?—I think not.

1076. Why should you suppose that in the case of an engine rod breaking, or any other unavoidable accident which prevented the arrival of the train at the proper time, the penalties would be exacted?—I have not supposed that they would.

1077. Lord Sandon—You entertain an unwillingness to be put in the position of defendants in case of any delay, even although you were convinced that upon a proper explanation of the circumstances, the penalties would not be inflicted?—Yes.

1078. You conceive that it would expose you to a great deal of vexation and loss of time in the management of your business, if upon every delay that happened, you were bound to show that you were not culpable in the delay?—It would put us to extreme inconvenience.

1079. Would it not involve the transcribing a great number of documents and a great deal of correspondence?—It would be continually so; I should almost despair of being able to do the business. I am sure we must have a much larger establishment.

1080. Mr. Labouchere—Supposing, for instance, this discretionary power were exercised in this manner, that all the Railway Companies were required to transmit periodically to the Board of Trade accounts of the manner in which the time-tables were observed by the trains; and supposing that it was only in case of a Railway Company very frequently, and very greatly, departing from the rules thus laid down, and proving that irregularity was not the exception, but almost the rule, upon such a railway, that interference took place, do you conceive that, under such circumstances, there would be any practical inconvenience of which any Railway Company would have a right to complain? I think there would be a great deal of trouble attending it.

1081. You mean the trouble of making the returns?—Yes.

1082. You have said that you keep, and that every well-managed Railway Company does keep, a register of the manner in which their time-tables are observed by their servants?—I believe they do.

1083. But you think it would be an excess of trouble periodically, at stated intervals, to transmit a copy of the register to a public department?—There would be trouble attending it.

1084. Would it be more than the trouble of the clerk in copying out those returns?—I do not think the trouble very important.

1085. Lord Sandon—How many items would you have upon your line of 22 miles every day?—I think last summer we had 38 trains, in and out, daily to Preston.

1086. How many stations are there upon your line?—We have none that we consider stations, except Parkside, Preston, and Wigan.

1087. How many stations would you have in the time-table?—Preston and Parkside and Wigan.

1088. Then you would have to transcribe 76 items for every day?—Yes; it would be a very great mass of figures.

1089. Mr. Labouchere—But you do actually keep this account, as it is?—Yes.

1090. So that the labour would be nothing but mere copying?—No, there would be no compilation.

1091. Chairman—Merely filling up a table?—Merely so.

1092. Mr. Greene—Have not you more stations than those you have named?—We do not consider Exton, and Standish, and so on, as stations; they are stopping places where we take up passengers, but we have nobody there that would keep a register of time.

1093. But they are stations?—They are stations; but I considered the question as applicable to stations where we keep a register.

1094. Are they not the same sort of stations as some of those upon the Grand Junction?—No, they are not upon the same scale.

1095. But still they are stopping places connected with large towns?—Yes, they are stopping places connected with large towns, but it would be a very troublesome operation, and a very expensive one, to make us keep a register at all those places.

1096. Lord Sandon—Then, when you say that there will be no difficulty in keeping the time at the stations, you omit all your stations but the termini?—Yes.

1097. But if you were to have at every station upon your line a time-table kept, at how many points should you have to keep one?—I think six, besides the termini.

1098. Mr. Labouchere—Do you happen to know whether, upon all well-regulated lines of railway, time-tables are kept, and the times of arrival noted at all the principal stations?—Yes.

1099. Lord Sandon—In that case you would have eight times 38 entries to return daily upon one short line?—Not quite so, for some of those 38 trains do not proceed south, although they come into our station; as, for instance, the four or five which are worked daily from Fleetwood come to our station, but they do not proceed south, but still they form part of the 38.

1100. But it would not be very far short of the number involved in the question?—It would not; there would be a very considerable mass of figures every day to enter.

1101. In the course of a quarter you would have a pretty considerable volume to make out?—Yes; and more, I think, than would be read.

1102. Lord Granville Somerset—You state that your opinion is, that there should be a certain interval of 10 minutes between the starting of each train and its successor? I think it is advisable.

1103. And that a quick train should never come after a slow train, if it can possibly be avoided?—If it can possibly be avoided.

1104. Your general practice, you say, is to have a longer interval than that?—It is.

1105. Taking the case of the special train for the sheriff, what reason should there be for their starting sooner than a quarter of an hour after any preceding train?—Had I been on the spot, I certainly should not have let it start till ten minutes or a quarter of an hour after.

1106. Do you conceive that a train which is unknown by the preceding train ought to have a greater interval before it starts, than a train which is known to be about to start?—The engineman who would have taken the preceding train to the sheriffs' or Judges' train would know well enough before he went away that there was a train to follow him immediately.

1107. Do you think it would be the duty of your superintendent, then, to inform him of such a circumstance?—Certainly it would, if the thing was not so palpable that he would need no information.

1108. Looking at the impediments along the line, the workmen, and so forth, what security have you, with regard to those special trains, for getting such impediments out of the way?—If we have occasion to send a train immediately after another, the guard who goes with the first always warns by a flag, which we have on purpose, that there is a train coming after. That has arisen from a particular circumstance, which, if it did not take up too much time, I would explain. The train is a continuous one from Lancaster to Liverpool and Manchester, divided at Parkside. The rule is, that the Lancaster part of the train is to come into Preston ten minutes before our proper time of starting. Now it has occurred that the Lancaster train has not arrived at all. Then we must go away at our time, or else our Preston passengers will be in the same dilemma as those from Lancaster. Then we send away our engine; and it has sometimes occurred that the Lancaster engine has arrived almost before ours was out of sight. We then let him go on immediately; perhaps keep him a minute or two, to give him a little water, or something of that sort, and then he goes on; but he knows what is before him, and the guard of the other train which went first has a flag to signify to the people along the line that the Lancaster train is coming up after him.

1109. And that flag would do for any extra train whatever?—Exactly, in the same way.

1110. Do you then see any practical difficulty in keeping an extra train till an interval of a quarter of an hour has expired; if no other difficulty arose from such a regulation as that, would that of itself be any difficulty?—It would be a positive difficulty in the case of the Lancaster train, because the Lancaster carriages have to go on to Liverpool and to Manchester by the Liverpool and Manchester trains from Parkside.

(To be continued.)

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RAILWAY COMMUNICATION WITH SCOTLAND.

THE following letter appeared in a recent number of the *Scotsman*, a well-conducted Edinburgh journal:—

SIR,—Notwithstanding the publication of the Report and Appendix of the Parliamentary Commissioners, containing the mass of information to which they refer the public for the decision given in favour of Clydesdale and Annandale, as the most eligible route for a railway communication between England and Scotland, it would seem from the numerous letters and paragraphs weekly appearing in the public journals, that that decision had not been unanimously acquiesced in. The extensive, severe, and impartial investigation which led to the preference might well satisfy the unbiassed public, but as many influential individuals, from local predelictions or other causes, were induced at an early stage of the inquiry to advocate the superior pretensions of other lines, I respectfully request the indulgence of a place in your columns for a few observations on the subject, whilst I endeavour to reconcile the avowed objects of all parties, as expressed in the resolutions passed at their various meetings, with the decision of the Parliamentary Commissioners.

Amongst other resolutions passed at a great public meeting, held in Glasgow on the 8th March, 1839, it was resolved—

That the formation of a great trunk railway between England and Scotland, for the speedy conveyance of passengers and goods, is imperatively called for by the extensive intercourse which at present exists between the two countries—by the still more extensive intercourse which is certain to grow up if new facilities of communication are afforded—and by the disadvantageous position in which the northern part of the United Kingdom will be placed, if it were not fully to share in the recent improvements in internal intercourse now generally introduced into England.

That it appears to this meeting essentially necessary that the line of railway between England and Scotland should be laid out, so as to afford the most direct communication (having reference to local population and suitable levels) between the manufacturing and mercantile districts of Lancashire and Lanarkshire.

At a numerous meeting, held within the Hopetoun rooms, Edinburgh, on the 9th of July, 1839, for promoting the line by Galashiels, Melrose, &c., to Newcastle, it was resolved—

That this meeting are of opinion that Scotland cannot, for a long series of years, maintain more than one railway, in connection with the south, and that any line which is now to be executed ought, as far as practicable, to be made to suit the exigencies of Edinburgh and Glasgow, and of the kingdom generally; and also to form a means of communication with the west as well as with the east parts of England. They are therefore of opinion, that a railway passing through the interior of the country will command a greater amount of traffic, prove a better investment of capital, and be in all respects more beneficial for the interests of the country at large, than a railway along the sea-coast, &c. &c.

On the 22nd July, 1839, the promoters of the east coast line held a public meeting at the Royal Hotel, Edinburgh, and resolved—

That this meeting is deeply impressed with the necessity of connecting Scotland with England by railway. That such railway ought to be one which should be of the greatest advantage to Scotland generally, and to Edinburgh in particular—which will also secure the most rapid, sure, and uninterrupted communication at all seasons, and give the greatest accommodation to the largest body of the population; and that any line laid down on this principle deserves the support of all classes as a great national undertaking.

However zealous and sanguine the promoters of these competing projects may have been, up to the time when the Parliamentary Report laid bare their comparative pretensions, it does not appear that anything implying dissent from the Commissioners' decision has yet been done, if we accept the newspaper paragraphs emanating from the advocates of the east coast line. The sections of the lines by Galashiels and Kelso, as given in the Appendix to the Parliamentary Report, are certainly not of a character to induce railway speculators to embark in such a project; and when the formidable nature and extent of the engineering difficulties they exhibit, are taken in connection with the other disadvantages for a main trunk line which this route presents, we cannot, surely, be surprised that it was laid aside by the Commissioners.

The line from Glasgow by Cumnock and Dumfries is now abandoned by all parties, and indeed could never have been seriously thought of as an only line for connecting England and Scotland. An east coast line would still be indispensable; and even both would fail in realizing one of the greatest objects in view, inasmuch as the passengers from Edinburgh and the east coast of Scotland would still be unable to get to the great manufacturing district of Lancashire except by a very circuitous, and therefore expensive route. If the slightest pretence for competition still remains, it must be between the line from Carlisle by Beattock to Edinburgh and Glasgow on the one hand, and from Newcastle by Berwick to Glasgow through Edinburgh on the other. I shall, therefore, in the following remarks confine myself to these two.

At the very threshhold of this investigation, the question very naturally suggests itself, "Will the present or prospective traffic between England and Scotland justify the immense outlay of capital necessary for constructing an adequate line of railway? Many have, doubtless, conscientiously advocated such a project who never seriously entered into the consideration of this indispensable element of the question. On looking over the final estimates of the English lines already executed, it will be found that the average cost of their formation exceeds the enormous amount of 36,000*l.* per mile. It is true that several railways have been made at a less cost than this; and if the railway system is to be generally adopted as the medium of communication between distant parts of the country, it is necessary (and I firmly think it is probable) that means shall be discovered whereby a reduction to a very great extent shall be effected in the constructive department of them; but we must not conceal from ourselves that, from their very complicated nature, they must always involve an immense outlay of capital. As regards the line under consideration, we cannot safely calculate that the future constructive economy just alluded to will enable us to complete a railway between England and Scotland for a less sum than 15,000*l.* per mile; but I consider that there exist such favourable peculiarities in the line adopted by the Commissioners as may justify us in assuming that this sum will cover the expense of its construction; but in order to raise even this capital it will be necessary for the promoters of any line to prove, from the existing, or reasonably anticipated traffic, that a fair return for the outlay can be realised to the shareholders.

From London we have already an uninterrupted railway communication to Darlington on the east, and to Lancaster on the west. Several projects were submitted to the Commissioners for shortening the distances between London and each of these, but as the success or failure of such suggested improvements do not vitally affect our immediate object, the argument will be more intelligible by omitting them and confining ourselves strictly to the country north of Darlington and Lancaster; and here we find, from the Commissioners' Report, that to complete the communication, a line will have to be formed from

	M. C.		
Lancaster to Edinburgh by Carlisle	171 11		
Branch to Glasgow	34 60		
Total railway to complete this route	205 71	at 15,000*l.* per mile..	£3,037,637

EAST COAST LINE.

From Darlington to the Edinburgh terminus of the Edinburgh and Glasgow Railway	149 52	at 15,000*l.* per mile..	£2,244,750

Showing a difference in favour of the East Coast line, of £792,937

We thus see that if the engineering works constituted the only, or chief point of comparison, the fairness of the decision given by the Commissioners might well be questioned; I shall presently endeavour to show however, that the cost of construction does not constitute the chief element in this contrast. Let us suppose both lines completed, and the whole traffic between England and Scotland confined to each line for one year; it is sufficiently plain that the difference of the total receipts will be equal to the saving which would result to the travelling community by the adoption of the line showing the smallest amount of expense in travelling.

Before proceeding further with the comparison, it is necessary that we determine the towns and districts of England to which it is most desirable that Scotland should obtain cheap and easy access; and I think it will hardly be denied that these are, 1st, the great manufacturing and commercial districts of Lancashire and Staffordshire, with the towns of Manchester, Liverpool, &c., and 2nd, London. It is doubtless true that in the present state of communication between England and Scotland, a considerable amount of intercourse exists between Edinburgh and the east of England; but the proportion, when compared with that carried on to Lancashire and the west generally, is too inconsiderable to affect the present argument very materially.

The Commissioners have fixed upon Manchester as a centre for the Lancashire district; but as the great longitudinal and transverse trunk railways intersect each other at Newton on the line from Manchester to Liverpool, I consider the latter a more suitable point for diverging to the various places where business is likely to lead the traveller. A corresponding, and equally eligible point on the Eastern route is not so easily found, but we may assume York as the most convenient. Carlisle on the one side, and Newcastle on the other, may serve as the corresponding foci of their respective districts and London will be common to both.

Now, let two passengers start from Edinburgh for Newton (the assumed centre of Lancashire), one by Newcastle and the other by Carlisle. The former will have to travel from

		Time at 20 miles per hour	Rate per mile	Total expense for each passenger
	m. c.	hours		£ s. d.
Edinburgh by Newcastle, York and Manchester, to Newton...	281 30	14	2d.	2 6 10
And the latter from Edinburgh by Carlisle to Newton	210 0	10½	2d.	1 15 0
Making a difference in favour of the route by Carlisle of.....	71 30	3½		0 11 10

But let two passengers start from Glasgow for the same destination, and the comparison will stand

	Distance	Time at 20 miles per hour	Rate per mile	Total expense of journey
	m. c.	h. m.		£ s. d.
Glasgow by Edinburgh, Newcastle, York, and Manchester, to Newton.....	327 30	16 22	2d.	2 14 6
Glasgow by Carlisle to Newton	213 30	10 40	2d.	1 15 6
Saving by Carlisle route	114 0	5 42		0 19 0

Taking the passenger traffic, by land and water, between England and Scotland at 200,000 per annum, and equally divided between Edinburgh and Glasgow; the proportions given in the following tables may be considered a fair approximation of the respective numbers having occasion to visit the various destinations we have assumed; and on the supposition that the whole will travel for one year by each line, we shall have 100,000 passengers from

GLASGOW BY THE EAST COAST LINE.

	Number of Passengers.	Distance.	Time at the rate of 20 miles per hour	Rate per mile.	Total expense of travelling.
		mls. chs.	hs. min.		£. s. d
To Newcastle	5000	165 62	8 17	2d.	6907 5 10
Carlisle ..	5000	227 52	11 23	2d.	9485 8 4
York.....	10000	240 2	12 0	2d.	20002 1 8
Newton ..	60000	327 30	16 22	2d.	16367 10 0
London ..	20000	459 11	22 57	2d.	76522 18 4
Total from Glasgow to England...	100000				276605 4 2

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As the population of Edinburgh and the east coast of Scotland bear less of a manufacturing character than that of Glasgow and the west coast, it is probable that the proportion having occasion to go to Newton will be less, and to York greater, than we have assumed for the Glasgow moiety; take therefore the passengers from

EDINBURGH BY THE EAST COAST LINE.

	Number of Passengers.	Distance.	Time at the rate of 20 miles per hour	Rate per mile	Total expense of travelling.
		mls. chs.	hs. min.		£. s. d.
To Newcastle	60000	119 62	5 59	2d.	5958 15 0
Carlisle ..	40000	181 52	9 5	2d.	6055 0 0
York.....	100000	194 2	9 42	2d.	16166 15 0
Newton ..	45000	281 30	14 4	2d.	10515 12 6
London ..	35000	413 11	20 39	2d.	12087 0 0
Total from Edinburgh to England	100000				254215 2 6
Glasgow to England as already given..	100000				276603 4 2
Total between England and Scotland by eastern route	200000				530820 6 8

BY WESTERN ROUTE FROM GLASGOW.

To Newcastle..	5000	162 64	8 8	2d.	6 8 6	6 8
Carlisle	30000	100 74	5 3	2d.	4205 4	2
York.....	100000	257 4	11 51	2d.	19754 3	4
Newton	60000	213 30	10 40	2d.	10668? 10	0
London....	200000	408 10	20 24	2d.	68020 16	8
Total from Glasgow to England....	100000	....	....	....	203451 0 10	
EDINBURGH.						
To Newcastle.	60000	159 34	7 58	2d.	7971 5 0	
Carlisle....	40000	97 44	4 53	2d.	3251 13 4	
York.....	100000	233 54	11 41	2d.	19472 18 4	
Newton	45000	210 0	10 30	2d.	7875? 0 0	
London. ...	35000	404 60	20 14	2d.	11815? 1 8	
Total from Edinburgh to England....	100000				227497 18 4	
Glasgow to England by the same route	100000				203451 0 10	
Total between Scotland and England by the Western route	200000				430948 19 2	
By Eastern route	200000				530820 6 8	
Excess of expenses in carrying on the traffic between England and Scotland by the Eastern line					102128 12 6	
From which deduct interest at 5 per cent. per annum on 791,857*l.* the amount of the difference in the cost of construction in favour of the Eastern line					39646 17 0	
Leaving an annual saving in favour the Western of					62481 15 6	

The saving here shown is deduced from the false assumption that *all* the passengers from Scotland would travel by the East Coast line in the event of its being made. I think it will hardly be denied that even this saving would justify the preference for which I contend; but I shall presently endeavour to prove that this sum, when more closely examined, will be found to fall far short of the actual benefit derivable from the West line—as may at a glance, be seen, when we consider that the present intercourse between Glasgow and England is carried on by sea to Liverpool, and thence by the existing railways to London, at a far less cost, in both cases, than could possibly be attained by an eastern route. It would therefore follow, that with the exception of the passengers going to Newcastle, the whole of the Glasgow traffic would still continue to flow through its present channel (viz. by water to Liverpool) even if the East Coast line *alone* were made.

I have hitherto argued this question on the assumption that *both* lines are attainable. This course was essential to the mode of comparison we have adopted, and I trust I have, even in this view, sufficiently demonstrated the superiority to be greatly in favour of the route by Carlisle; but if we take the more rational view of the matter, and assume that only *one* line can be made and maintained, we shall have little difficulty in showing that the advantage already proved, would increase to an overwhelming amount.

The distances from Edinburgh and Glasgow to the central points in England hitherto taken, will, by the respective routes, be as follow:—viz. from

Glasgow to.....	Newcastle.	Carlisle.	York.	Newton.	London.
	M. C.	M. C.	M. C.	M. C.	M. C.
By West line	162 64	100 74	237 4	213 30	408 10
East line	159 62	227 52	240 2	227 30	459 11
In favour of West line	+2 78	126 58	+2 78	+114 0	+51 0

Edinburgh to.....	Newcastle.	Carlisle.	York.	Newton.	London.
	M. C.	M. C.	M. C.	M. C.	M. C.
By West line	159 34	97 44	233 54	210 0	404 60
East line	119 62	181 52	194 2	281 30	413 11
In favour of or against the West line.....	39 52	+84 8	-39 52	+71 30	+8 31

The difference of distance here shown, are, with two exceptions, in favour of the west line, proving the comparative amount of accommodation they would afford to be—

The whole passenger traffic between England and Scotland	200,000	
Passengers from Edinburgh to Newcastle..	5,000	
Do. do. to York	10,000	
Total in favour of East Coast line....	15,000	15 000
Total in favour of the line by Carlisle and Lancaster	185,000	

For the verification of the distances given in the foregoing tables, I refer you to the Parliamentary Report; and although the number of passengers on which these calculations are founded has been arbitrarily assumed, for want of precise data on the subject, still, if the proportions into which I have divided the whole number is considered a fair approximation, the comparison I have attempted to draw will still hold good, even if the aggregate number should, on stricter investigation, be found to fall short of what I have taken.

After the able and impartial Report of the Commissioners, the arguments contained in the foregoing pages may seem a work of supererogation; but as I have reason to know that, notwithstanding all that has hitherto been said and written in confirmation of the conclusive reasoning of the Commissioners, there are not wanting individuals of considerable influence who still cling to the east coast line, I have been induced to place the subject before them in the present light, with the view of proving from the resolutions of all parties who have manifested any solicitude to promote the common object, that all the benefits which each of them professed to aim at can be realised by the route from Edinburgh and Glasgow, by Beattock and Carlisle, to Lancaster, *and by it alone*. If I have succeeded in demonstrating this to their satisfaction, it is surely not too unreasonable to expect that they will now come forward to co-operate with the promoters of the only line which the public have any chance of obtaining. Such a step will be perfectly consistent with the former resolutions (as I have attempted to show); and whilst the united efforts of all parties will go far to secure to the public so important and beneficial a measure, it will also follow that, even if Treasury aid should be found indispensable, a memorial supported by so numerous and influential a party will secure the favourable consideration of Government, when petitions emanating from a mere section of their number would have little chance of obtaining the object of their prayer. The recent meeting held at Liverpool on this subject, attended as it was by the Directors of the Grand Junction, Liverpool and Manchester, North Union, and Lancaster and Preston Railways, together with the representatives of the landowners in the south-west of Scotland, holds forth the cheering assurance that the benefits of the wealth, experience, and energy, which characterise these powerful bodies will not be withheld from the northern promoters of the undertaking under consideration, providing a corresponding degree of zeal is manifested by them.

Before concluding my observations, it may not be improper to direct the attention of the promoters of the intended communication, to the retarding influence of any hesitation on the part of proprietors or others who may be locally interested in the adoption of particular sections of the main route, where alternative lines are pointed out in the Reports or plans of the Engineers. A little reflection may serve to convince them of the unreasonableness of expecting, at this early stage of the inquiry, and until the country is more minutely examined, any positive assurance of the precise course, beyond a general indication of the route recommended. If the owners of property along any apparently eligible line of country are led to entertain opinions favourable to a particular course, let them convince the promoters of the general line of the superiority of that course over any other that may be brought into competition with it. This can only be done by means of surveys and statistical information; but to withhold their countenance from the chief object until these subordinate details are fixed, can only serve to retard the main project, without advancing the minor one.

I am, &c.,

F.

Edinburgh, August 30, 1841.

SOUTH-WESTERN RAILWAY EXCURSION.

On Monday (as announced in the *Railway Times* of last week) in consequence of an arrangement having been made with the Directors of the London and South-Western Railway, upwards of 300 persons proceeded by special train to Southampton, for the purpose of an excursion by water round the Isle of Wight, to return the same evening. Precisely at a quarter before seven o'clock in the morning the train, composed of upwards of twenty carriages, left the terminus at Nine Elms. At the Woking station they were joined by upwards of 100 more persons, who were anxious to embrace the opportunity thus afforded to visit that delightful island. The Leviathan train arrived at Southampton at nine o'clock, where crowds of persons were assembled, who loudly cheered them as they alighted from the carriages, and the voyagers immediately embarked on board the *Grand Turk*, steam vessel, which was waiting to receive them, and proceeded on their voyage. They passed through the Needles, and thence up the British Channel, and round St. Helen's to Spithead, returning to the pier at Southampton about five o'clock. The weather was most propitious, and enabled them to have a distinct view of the places most worthy of note in the island. An hour having been allowed to collect the party, they started on their return to London about six o'clock, and reached Nine Elms terminus at nine o'clock, having performed the journey of upwards of 220 miles by land and sea in the short space of fourteen hours. The whole of the company expressed themselves highly gratified with the excursion, which, by the liberality of the Directors, they had been enabled to do at a very trifling cost (20s.) to each person.

Railways in Russia.—A joint-stock company in England has obtained the Emperor's permission to make an iron railway from Moscow to St. Petersburgh, and will begin its operations perhaps this autumn, but certainly in the spring. Five years are allowed to complete the whole line, which will be thirty-three miles longer than the common road between Moscow and St. Petersburgh, because it is to pass through to Bybinsk, in the government of Yaroslaw, on the right bank of the Volga, that town carrying on the most extensive corn trade with St. Petersburgh. All the vessels laden with the produce of the south, which come up the Volga to the north, must stop here.—*Midland Counties' Herald.*

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THE LATE ACCIDENT ON THE GREAT WESTERN RAILWAY.

A correspondent of the *Times* gives the following account of the late accident on the Great Western Railway:—"Having seen in the *Times* of this morning an account of the accident which happened to the up mail train from Bath on Wednesday morning, and which account is not in any particular correct, being one of the passengers by that train, I should not have intruded myself on your attention, but I feel that I am bound not to allow the public to be kept in the dark, which is apparently the wish of all persons concerned with railways. I do not confine my observation to this in particular, but whenever an accident happens, they strive to their utmost to keep it as secret as possible, and on this occasion I think there is considerable blame attachable to the Directors. I don't know whether it arises from parsimoniousness, or whether it is an oversight, but if the suggestion I am about to make had been adopted on this occasion, I have no doubt this accident would have been prevented, and those who have suffered and will suffer for the remainder of their lives, would have escaped unhurt. It is the practice during the day that a policeman is stationed at certain distances, who, before the train reaches him, and until it has passed him, holds out his hand in token all is right. Now, if that is necessary by day, how much more so is it by night? I noticed the whole way up there was no policeman until we arrived at Slough. In case anything should be wrong, you are not able to see it or know it, unless you are informed of it, wherever there is any embankment, there ought to be men employed to walk by the side of the rail, in order to ascertain whether any slip has taken place before the train passes, and also afterwards, in order that they may give information to the train which is coming, to stop, or not to proceed at a greater rate than four or five miles an hour—this only applies to embankments, and these men ought to be on duty day and night. Had this precaution been taken, this fearful accident would not have happened, by the slip in the embankment being discovered previously to the train coming up. Your informant says that we had two engines, and that there was one placed in front, and the other behind. He is right as far as to there being two engines, but they were both in front, or I cannot doubt there would have been very few, if any, left to tell the melancholy tale, for had that been the case all the carriages must of necessity have been smashed; it was owing to their both being in the front that prevented the carriage I was in sharing the same fate as the others. We arrived at Chippenham about ten minutes before two o'clock, and having put out some passengers, we had not proceeded more than three miles when I was awoke by being nearly knocked off my seat, and the sound of a most terrific crash. On looking out of the window, I shall never forget the sight I beheld—the other carriages, which were before us one within the other, like a telescope,; and what with the great monster roaring, the groaning of the poor sufferers, and the stillness of the night, it was a most dreadful and horrifying scene—the cries for help and the moans were terrific. It was fortunate the first engine remained on the line, or we must have all gone over the embankment. After being let out by the guard, we rendered all the assistance that we could in extricating our fellow-travellers from their perilous situations. One gentleman had both his legs broken and his hip dislocated. Another told me he thought some of his ribs were broken. So much was he injured he was obliged to be laid on a portion of one of the carriages. A third had his ancle dislocated; another his face dreadfully cut, and he informed me that he was fast asleep and knew nothing of it until he was awoke and found himself immured in wood and a portion forced into his mouth. The guards were all of them more or less injured, their legs cut and bruised; one was saved by the letter bags; another had a most narrow escape of his life; he was in the first carriage, and was dragged out of a small hole; the second carriage had run right into the first, and the wheels of the second were on the floor of the first, and had the carriage gone three or four inches further the wheel would have either taken his head off or smashed it. Fortunately there were but few passengers, or it might have been attended with considerable loss of life. After rendering every assistance in our power, the first engine was sent to Wootton Bassett for assistance, and the engine returned with two medical men, who paid every attention to the sufferers. The engine was then despatched to Swindon for some carriages, and after being detained for nearly three hours we started. The gentlemen whose legs were broken were taken out and left at Wootton Bassett, under the care of the surgeons who had come with the engine; the rest, at their own request, were taken on to London. When we left the place the engineer took the precaution to go very slowly over the embankment; we were therefore detained three hours, which would have been nothing had our fellow-travellers escaped. I observed, also, on my way up a luggage train, in which the passengers are placed next the engine—now, if any accident should happen to the engine, all who should have the misfortune to be there would for a certainty be killed by the tremendous weight which is following them. Why are not the passenger-trucks put behind instead of before the luggage-truck? I must remark that I never saw men who were suffering themselves behave better and kinder than the conductor and guards on the occasion.

LONDON AND BIRMINGHAM RAILWAY —THE BEECHWOOD TUNNEL.

[From the Proceedings of the Institution of Civil Engineers].

An Account of the Repairs done to the Beechwood Tunnel, upon the London and Birmingham Railway, September, 1840. *By Thomas M. Smith, Grad. Inst. C. E.*

THE tunnel is built of brick, is 302 yards long, and passes through strata consisting of alternate layers of rock and marle, abounding in springs of water; it was completed at the latter end of the year 1837; that winter being of unusual severity, many of the bricks were partially destroyed, owing to their containing lime, upon which the weather acted. Mr. Robert Stephenson first contemplated applying a coat of cement throughout the inside of the arch, but it was apprehended that it would not adhere, in consequence of the constant dripping of the water.

No positive steps were, however, taken until the effects of the winter of 1839-40 had so injured the brickwork as to render further delay dangerous; it was then resolved to line the whole length of the tunnel with an interior brick arch, 9 inches thick, so as to support and insure the stability of the old work.

For the purpose of executing the work with facility, all the trains of carriages were diverted upon the down-line through the tunnel, and for a quarter of a mile at each end; no up-train was allowed to pass upon the single line while a down-train was in sight: a hoarding was then erected between the lines of railway throughout the length of the tunnel, to protect the workmen, and to prevent the building materials from interfering with the trains.

The internal casing of brickwork, 9 inches thick, of English bond, was then carried up one side to the height of 4 feet 9 inches above the springing; a course of York paving, 4½ inches thick, was at this point bonded into the old work, and the new work was securely attached beneath the stone bond course by iron wedges, and regular half brick toothings were inserted, at intervals of 2 feet 3 inches apart, in chases cut into the old work; by these precautions the new work was secured from being detached, and from falling upon the passing trains.

One side being finished throughout its entire length, the trains were turned upon the up-line, and the same mode of proceeding followed with the other side. A series of bearers, 6 feet apart, were then placed over head, and a close flooring laid so as to serve for scaffolding for the workmen, and to prevent the building materials from falling upon the rails. A pair of ribs were then raised upon each bearer, and keyed with a strut, 7 inches below the crown of the arch; the supporting stays were fixed, the laggans laid upon the ribs, and the brickwork of the arch was constructed in English bond throughout the whole length, and on both sides of the tunnel, simultaneously, to within 2 feet of the crown; a moveable centre, 2 feet 3 inches long, was then introduced, and the arch was closed in with two half brick rings.

The whole of the work was done with blue hard burnt Staffordshire bricks, laid in cement and sand, in equal proportions, for the side walls; for the arch, up to within 15 inches of each side of the crown, two-thirds of cement, and one-third of sand; the two rings for keying up the centre or crown were laid entirely in cement, without any mixture of sand.

Previous to commencing the new work, a series of chases were made in the old wall, which, when closed in front by the lining arch, formed drains, 4½ inches square, terminating in the culvert beneath the centre of the railway, and conveying thither all the water, which would otherwise have separated the new from the old brickwork.

This work was finished, and the scaffolding removed, within the short space of forty days, by Messrs. Grissell and Peto, under the direction of Mr. Robert Stephenson, and the immediate superintendence of Mr. Dockray.

This communication was accompanied by a drawing showing the details of the scaffolding, and the mode of construction.

COACH ACCIDENTS.

As one of the mails was proceeding down Huckbrow, near High Barrow Bridge, about nine miles from Kendal, on Sunday last, the drag not being used, the coach over-ran the horses, and owing to the rapidity they were going at, two of them fell and were killed. The coach was also overthrown, but, we are happy to say, none of the passengers were seriously injured.—*Whitehaven Herald.*

A dreadful accident happened near Liege last week. It appears that the railway station is three miles from the town, and that the usual conveyance is an omnibus 20 feet high. In consequence of the shameful overloading of one of these vehicles, there being from 25 to 30 passengers, besides an unusual proportion of luggage, the gigantic vehicle was completely *renversé* in descending the hill one mile from its destination. There were 12 persons wounded, but the most severely injured was an English lady, the Hon. Mrs. Ives, who received a wound in the head, and whose courier is likely to be a cripple for life. A French gentleman had his leg broken. An action has been commenced against the proprietors, and the damages laid at 20,000 francs.—*Belgian Journal.*

On Monday last, as the Brighton and Winchester coach was passing through Storrington, the horses took fright at some bundles of wood near a feltmonger's yard, close to a stream, which caused the horses to start to the opposite side of the road, throwing the coach over. Two of the passengers were precipitated into the stream, but fortunately escaped with the ducking only. No other injury was sustained by the passengers beyond the wetting and the fright. The coachman was thrown off the box and fell on his back close to the wheel, but happily without being hurt.—*Sussex Agricultural Express.*

On Wednesday afternoon the Southend coach when turning the corner of Warley-lane, on its way from the railway station into Brentwood-street, was accidentally upset, owing, it is supposed, to the perch bolt having broken. Mr. Whale, the driver, was much cut in the face, Mr. Phillips, of Rochford, had his ribs broken, and a Mr. Harridane, of Wycombe, Bucks, sustained a fracture of the collar-bone. There were ten or twelve passengers outside, and a female inside, all of whom, with the above exceptions, escaped serious injury.—*Chelmsford Chronicle.*

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EDINBURGH AND GLASGOW RAILWAY—THE SQUABBLES AT THE BOARD.

The following is the letter of Mr. Rathbone to which we alluded last week:—

To the English Proprietors of the Edinburgh and Glasgow Railway residing in Liverpool and the neighbourhood.

Gentlemen,—Having consented, when the Company was first incorporated, to act as a Director of the Edinburgh and Glasgow Railway, and thus to represent at the Board in some degree the interests of the numerous body of English shareholders residing in this part of Lancashire, it is right now to make known to you without delay that I cannot consent to remain much longer in that situation, for reasons which I will shortly state; and thus give you the earliest opportunity of either selecting some one in whom you may have confidence to recommend to the Board, or leaving the selection of a successor entirely to the Board, as you think best.

You will be so good as to bear in mind that it was my strong wish never to have undertaken this responsibility, and that I retired from the Provisional Committee, and sold my shares, purposely to avoid it, but having been elected, whilst absent from home, by the general meeting, and urged to act simply as a corresponding member of the Board, and with a clear understanding of the absence of all responsibility for *personal* attendances, I agreed to purchase a qualification, and make this experiment.

I have ever since, by means of numerous communications with the Secretary and Engineer, as well as the Chairman and other members of the Board, and by being regularly furnished with copies of all the minutes, had the opportunity of making known, what appeared to me the results of experience on the leading English railways, and my own views founded upon them as to the execution of this important undertaking; and although I have not had the opportunity of urging these personally, my letters have always received from the Board such friendly candid attention and consideration that this has been quite unnecessary, and I have found great interest and pleasure in every part of my connexion with this Company. The completion of all the works, and the opening of the railway, are now near at hand, and I think those who are competent to form an opinion will be satisfied that the plan of upper works, as to which so much discussion and difference of opinion has existed amongst engineers, is that exhibiting decidedly the best and most satisfactory results of any that has yet been tried; the other machinery, particularly the locomotive engines,* (a source of such enormous unnecessary expense and trouble on several of our principal lines) of the most perfect description yet produced; and the execution of everything, and proposed system of working the railway, highly creditable to Mr. Miller, the executive officer in both these departments, and to the activity and exertions of my colleagues in the direction.

The proprietors are however already aware that certain members of the Board contend that the majority of the Board and of the Court of Proprietors have not, under the Act of the Edinburgh and Glasgow Railway, that supreme unlimited authority over the minority, which it has always hitherto been considered essential to good management, consistency, and uniformity of proceeding on railways should exist; and that these individuals have resorted to legal proceedings to prevent the Board of Directors from carrying into effect the resolutions of the general meeting of proprietors. Unfortunately, the Court of Session appears to take the same view of the Act (which is copied from the original London and Birmingham, in the whole course of the proceedings of which Company no attempt of the kind was ever thought of) as these individuals, but whilst prohibiting the Board from appointing Committees, or performing acts, which may in any way infringe upon the functions and duties exclusively belonging to the Committees named in the Act, the judges of that Court are unable to point out in any way the nature and limits of these functions and duties, and it having been found equally impossible to have them settled by any mutual understanding amongst the Directors, the Board obviously cannot discharge its ordinary and urgent duties, without constant risk of infringing the interdict of the Court of Session, by interference with some of these undefined functions of the Committees thus named in the Act. The decision of the last general meeting to apply immediately for an amended Act of Parliament is therefore one of the propriety and urgent necessity of which it would scarcely seem possible to question, whatever view may be taken of the proper constitution of the Company, and it is earnestly to be desired that no time should be lost in having the Company placed, by the authority of Parliament, in the position in which all others have hitherto considered themselves, and, for the sake alike of the proprietors and the public, that a concentrated instead of a divided and conflicting management should be rendered practicable.

With the prospect however of opposition to this application, and a Parliamentary contest, in which the votes of the Scotch members of the Houses of Parliament being divided, it may be essential to have those of the English secured by active and possibly prolonged attention to the Bill in London, I cannot but feel that the time has arrived when I may fairly request the proprietors to appoint some one in my place, who may be willing to undertake duties (both in this respect, and in that of personal attendances at a Board, where something more than suggestions and written communications will, I fear, now be desirable,) for which I can no longer hold myself responsible.

I have for some years past done all in my power to promote the interests of the proprietors, without a selfish motive of any description, even that of being myself a large holder of stock, neither seeking nor having ever received *one farthing* compensation, either pecuniary, or in patronage or privilege of any description, for a good deal of time and trouble employed in their service, and I am sure they will at once feel that I am fully warranted in taking, and that it is due to them to take the above step; instead of allowing myself to remain responsible for duties involving the alternative of absence from home and unreasonable interruptions of other pursuits, or imperfect discharge of such duties at a time when the interests confided to me might suffer in consequence very serious detriment.

I had transmitted my resignation to the Chairman previous to the last general meeting, to which I wished it communicated, but at his request and that of the Board, I have consented to remain a member until the opening of the line at the end of this month, when I will endeavour to pay a final visit to it and to colleagues from whom I shall separate with warm feelings of regard and respect, and when my influence shall be used to induce the Board to comply with any suggestion you may have transmitted as to my successor.

Your proxies, you will bear in mind, will then remain entirely in the hands of the Chairman, to whom your undertaking owes much; and where, in my opinion, you will best consult your interests by continuing to deposit them.

I am, Gentlemen,
Your most obedient servant.
THEODORE W. RATHBONE.

Allerton Priory, 13th Sept., 1841.

The following letter on this subject has appeared in the Liverpool papers:—

To the Members of the Edinburgh Committee of the Edinburgh and Glasgow Railway.

Gentlemen,—In reply to your laboured statement respecting the unfortunate dispute now pending between you and the Directors of this respectable Company, I merely wish to put the following simple questions to you:—

By whom are the Directors appointed? I say, by the shareholders.

To whom are the Directors responsible for the due discharge of their duty? I say, to the shareholders.

By whom are the members of the Committees in Edinburgh and Glasgow appointed? I say, by the Directors.

To whom are these Committees, thus constituted, amenable? I say, to the Directors.

Thus, it appears you, as members of the Committee, have, under your Act of Parliament, only the power to act so far as the Board are sanctioned by the said Act, and no one thing can be done without the consent of a majority of the Directors in general Board assembled.

If, therefore, the English shareholders are to be subject to the caprice of any one or more member or members of these Committees, or even of one or more Director or Directors, acting in either capacity, appealing to the Court of Session of Scotland for redress on all occasions, when the majority of the Board, but, more particularly, a large majority of the shareholders in general public meeting, has decided against the opinions so expressed by the said individuals, the sooner such law is altered to assimilate to English practice the better.

In order, however, to put a stop to all this unfortunate, I may say unmeaning, cabal about trifles, which is, most decidedly, in direct opposition to the common practice in all our public institutions in this country, I would recommend every shareholder to be prepared to mark his disapprobation of the opinions of those individuals acting so hostilely to the true interests of this highly valuable concern, and, on the day of election for Directors, effectually prove to them how powerless are their arguments when put in opposition to common sense and universal custom.

A LANCASHIRE SHAREHOLDER.

Liverpool, September 25, 1841.

A FAREWELL TO THE ROAD.

We extract the following very clever piece of writing from the *Brighton Herald*, as a pleasing variety to the less imaginative matters of which our journal usually treats. It will doubtless awaken many a reminiscence in the breasts of not a few of our readers:—

"Ichabod! Ichabod! the mighty are fallen."

Alas! that ever the day should come when Castle-square should be cadless and coachless; when the stroke of twelve at noon should not be the signal for every soul who can see beauties in a perfect four-in-hand to transfer himself to its vicinity; when its ample space should no longer be filled with half-blood teams, covered with rich trappings, prancing and curvetting and showing their rounded limbs and glossy skins in the sun; when the far-reaching whip should cease to be flourished aloft in triumph or cracked in the full exuberant spirit of the road! Alas, that the day should come when four-in-hands should be reckoned amongst the things of the past, and take their place with the broad wheeled wains of our ancestors; when the *Age* and the *Times* should not be the fastest-going things on the road, but be as much out-stripped in the race of time as the laziest carrier's cart that ever crawled along the surface of the earth!

Yet all this is come to pass, and we are not old men. We have seen Castle-square a mere desert at twelve o'clock; we have beheld it stripped of that mighty corps of coachmen, porters, cads, and ostlers, that long exercised in it the sway of power; we have turned the corner of the Blue without having the breath squeezed out of our body; we have passed the narrow straits of the Red without having our corns trodden upon; we have doubled the Spread Eagle without breaking our shins over heaps of luggage. Nay, more; we have not heard one jest, not seen one practical joke played off, not smiled at one sally of humour or exhibition of character in that most fertile of all places for jests, comicalities, and practical jokes; all has been "dull, flat, and unprofitable."

What! and are we doomed never again to see a

* One half of these are on the plan of which I think quite the most favourable, the other on one which claims very high authority in its favour, or at least has done so, until very recently.

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well-horsed coach drive up; never to go down to meet a friend, to shake him by the hand before he is yet off, seek after his luggage, and look on whilst he nods good bye to his fellow-passengers, or perhaps gets a gentle squeeze of the hand from some fair traveller who has beguiled the journey with pleasant looks and merry tongue? Shall we never again rescue him from that busy scene, and, amidst settlings, and salutations, and hurry and bustle, hurry him off home, to plague him ourselves with eager questions as to all the incidents of travel that have diversified his journey, when he started, whether he dined on the way, and what was the state of the roads and the character of his fellow-passengers?

Shall we never again do so? And shall we never ourselves mount at our own door with the importance of one about to encounter the perils and fatigues of 50 miles' travelling, take our seat amidst the nods of relatives and friends who crowd the window and the door-way to see us off? Shall we never more try to catch the glance of some eye, brighter than the rest, or watch to the last moment the motion of some hand which still beckons when all others have ceased? Shall we never again receive the admonition of some dear old lady to wrap ourselves well up, and mind not to go to sleep on the road, and be sure to write home our safe arrival?

And, when all this is over, shall we never again enjoy the luxury of a good start; see the bounding steeds once more put into their paces with a skill that seems marvellous; feel the quick motion of the coach as it lightly rolls along; hear the sharp sound of the horn, the chinkling of the harness, and look round us to see what friends are waiting to give us a parting nod, or what curious neighbours are taking a peep at us through their blinds? And when we have cautiously threaded the crowded streets, with many a shout to clear the way—when we have exchanged houses and shops, and smoke and noise, for the high road—when the free country opens upon us with its far spreading beauties—its hedgerows between which we roll—its trees beneath which we pass—its flowers that we smell—its many sweet sounds that strike with so welcome a note upon our town-attuned ears—when we are fairly *en route*, and our coachman pauses awhile to lift his hat, and wipe his brows, and pull on his gloves, and having taken an easier seat, flourishes his whip, and puts his horses into a smart gallop—when we are full in the enjoyment of all these pleasures, and are told its for the last time, who shall charge us with weakness if we allow a feeling of regret to pass through our mind, and pause before we join in the cry that "bygones are bygones?"

We cannot destroy the past, nor can we forget the many pleasant hours we have passed on the outside of a coach, the acquaintances we have formed, the civilities we have received, the snug *tête à têtes* we have had, the stories we have heard, and the jokes we have laughed at. Will all the books that were ever written supply us with the stores of knowledge we have acquired upon the coach box—the running comments upon men, things, and manners, that have flowed from the mouth of a good-natured coachman? Who could tell us so accurately to whom that mansion belonged, what kind of a man the owner is, how far his estate runs, his pedigree and whole family history? Who besides would take the trouble of informing us that the man who has just passed us is the best farmer in the neighbourhood, or the greatest rogue, or the most honest or most wealthy man? Who besides could enlighten us as to the merits of every house of entertainment on the road, and recommend such-a-one's ale, or warn us against another's brandy and water?

And then what become of the many pleasant scenes through which the stage-coach has borne us—the smiling country village, with its little garden-plots, and groups of young urchins playing before them, who suspend their game to shout at us as we pass and send forth a merry laugh as our friend the coachman, in the indulgence of his humour, makes a sharp cut at some young rascal who ventures too near his wheels? And what will the village and small country town do without its daily visitor, that so regularly drew up before it, bringing the parcel, the paper, the letter, or the little budget of news that was to set up the *quidnuncs* for the next twelve hours?

Who will offer to us the humble but sweet field-flower? What sturdy young rascals will follow us many a mile for the sake of a few halfpence? What way-side cottage will hold forth its temptation to us in the shape of some home-made wine or far-renowned cake? Shall we not miss all these accompaniments of travel, and with them the many rural sights and sounds with which they were mixed up—the singing of birds—the lowing of cattle—the distant shouts of the labourer as he pursues his labour, even the shrill crow of the dunghill cock, as with stately gait he "struts his dames before?"

What, above all, is to compensate us for the loss of the convivial cigar, whose warmth has cheered us—and fragrance lulled us through many a long mile?

In the progress of the world towards perfection, we are obliged to resign many pleasures; and we may be allowed to drop a passing regret over their departure even whilst we gratefully hail their successors. We have passed too many pleasant moments on a coach-box not to give up our seat without one word of farewell—we have too often admired the stirring sight of a well-horsed four-in-hand not to see it disappear without regret—we have too many reminiscences of old friends of the road, with their oddities and peculiarities—their dry sayings and queer stories, not to give them one shake of the hand at parting. We are entering on a new stage: let us part on good terms with the old actors, many of whom played their part well and took us safely and soundly over many a barren mile of road. We may be happy in our deliverance from the too importunate solicitations of porters, and cads, and mail-guards,—our pocket bleeds at the thought of them!—but to pass from the rich variety of Castle-square into the monotonous, cold, formal keeping of policemen and laced officials, who have no acquaintance, form no friendships—never think of nodding or looking knowing—don't know what a joke is—have high ideas about dignity of office, and would sacrifice all the kindly virtues at the shrine of "order." We shall never more have the privilege of selecting a favourite coach or boasting of getting in 20 minutes before our friend on the opposition—never more be talked of as "a jintlemun vot always vent by the crack coach"—nay we shall never hear the pleasant sound of a *v*, or catch the jolly outline of a coachman's rubicund visage. We shall not be able to jump into our favourite seat by right of custom—we shall have no welcome—never hear more the stirring sounds—"Now, Sir, we're off directly," "Tom, throw up the gentleman's coat," "fine morning, Sir, beautiful roads," "had some rain up at Clapham last night," and many other oft-repeated phrases. We shall never have the excitement of catching the coach up, of arriving just at the moment of starting, or of being whirled off whilst in the very act of thrusting our arm into our great coat. No—all the hurry and bustle at the coach office will be exchanged for the dull routine of the station-house. One is of no consequence in a railroad—every body is reduced to the same level—there is no forming a connection with a train—it has the same regard to a man who goes the first time as to one who has been all his life; there is no solicitation, no patronage, no thanks—every thing is done by rule, by mechanism. You feel you are dealing, not with flesh and blood, but with some new body into which humanity does not enter—a monster-creature of mighty power, but no heart—a company, that offers you greater advantages than could any individual, but does it out of no regard to your simple self, but for some other monster, called the Public, of which you are so insignificant an atom that whether you go with it or hold aloof from it is all the same—in the casting up of the great account, you will not be noticed.

Thus and therefore is it that, in bidding farewell to the stage, we do it with all kindness and no little sorrow.

BRISTOL AND EXETER RAILWAY.

We have read with some attention Mr. Gravatt's letter to the shareholders of the Bristol and Exeter Railway Company, to which we referred in our notices to correspondents last week, and without at present pronouncing any opinion upon the matters at issue between that gentleman and Mr. Brunel, we have no hesitation in saying that the statements made in the pamphlet are deserving of the serious and *instant* attention of Mr. Gravatt's co-proprietors, as will be seen from the extract which we subjoin. We presume, that some notice will be taken of Mr. Gravatt's letter by the Directors, in which case we may have occasion to enter more fully into the subject. It is right to state that the letter is written with moderation and good temper, virtues very rarely seen under such circumstances:—

Gentlemen,—The Report of the 2nd September, 1841, is now in your hands: you have the events of the last meeting full in your memory, and you have a tolerable account of what passed at that meeting in more than one of the Bristol newspapers; only the noise and confusion which prevented you from hearing me, prevented also the reporters from taking down the figures I gave.

You also witnessed the attempt I made to be heard, that I might expose the extraordinary misstatements put forth by Mr. Brunel, Mr. Fripp, and Mr. Badham, at that very meeting. Waiving all more personal matters (though gross injustice will never be, in this country, considered merely a personal matter between the injurer and the injured) I will repeat the statements made to the great body of the shareholders by Mr. Fripp, Mr. Brunel, and Mr. Badham.

Mr. Brunel, having premised that he should be careful in his answers, stated that the difference between 210,000*l.*, at which he admitted the contracts between Bristol and Bridgewater were *let*, and the 430,000*l.* which it was admitted they had cost, arose from the circumstance that at a time when it was, at all events, probable that Bridgewater would have been the terminus of the line, it was after mature deliberation determined *to reduce* the gradients; and that, as it had been mentioned that the Great Western Railway had saved 15 per cent. on the expense of working the line by flattening their gradients, he thought that a sufficient reason for the alteration which had been sanctioned by the Directors, who, before the alteration in the contracts, had had a report from him on the subject.

He also stated, that it had been found necessary to increase the slopes of some of the cuttings. He also remarked that, with regard to the general question of gradients, he had uniformly acted on the principle that unless it was palpable that the expense would be comparatively *trifling*, and the advantage *great*, he never recommended any alteration.

He also stated, that when the contracts from Bristol to Bridgewater were let, contractors were at a premium, and therefore they had obtained *very high prices for their work*.

Mr. Brunel also stated, that we were compelled, by the opposition of the Bath-road Trustees, to pass that road in a particular way, which obliged us to *cut deeper*.

He refused to give any estimate of the probable cost of the line between Bridgewater and Exeter, and said, that if he were compelled to give one, he would take care to make it *high enough*.

That if he estimated the cost of a line at two millions, people would immediately believe the work would cost three millions.

Mr. Fripp, the Inspecting Director, stated that the difference between 210,000*l.*, at which the contracts were actually let to responsible coutractors, and the 430,000*l.* they had cost up to the present time, arose from the circumstance of those contracts being taken at certain gradients, and the works *set out* at certain slopes; and that after the

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contracts were taken, it was found expedient to make the gradients FLATTER, and that very greatly increased the cost of the earthwork. That it was not possible to include culverts and bridges, and things of that kind, in the first letting of a contract. That, in fact, the contracts had been commenced before these things were ascertained. And that when these circumstances were taken into consideration, he did not see any ground of complaint as to the increased expenditure. * * *

We have now, Gentlemen, the assertions before us. Let us see what they amount to, and let us also see what are the facts. * * * *

What a state we are in! Mr. Brunel refuses to give any estimate of the cost of the works beyond Bridgewater, and threatens, that if he is compelled to make one, he will take care to make it *high enough*. What does this threat imply? He complains that if he gave an estimate of 2,000,000*l.*, people would immediately say 3,000,000*l.* This may be so: I do not think they would stop at 3,000,000*l.*; but, at any rate, Mr. Brunel must, when called upon, do his duty, whatever people may say.

Our line has been opened for three months, and we cannot learn what are the gross receipts on any one week! when, be it remembered, the weekly receipts of every other line are published in the weekly newspapers. Nay, even the receipts of particular days are given. I find no fault with our tenants; I feel convinced that they are acting with proper motives as regards their own self-interest, which, in justice to themselves, they must attend to in the first instance, they would not otherwise raise a question of right: their courtesy would make them give us every information in their power; but I do lament that we should have been placed in such a situation. Who likes to have his money in a concern of which he neither is told the capital required nor the incomings?

I will tell you, Gentlemen, I have reason to believe that although we have only been open three months, yet our gross amount of traffic in a week is now not *very* far short of the rate of 100,000*l.* a year—and it has arrived at this in three months! It is doubtless the best time of the year, but on the other hand bear in mind how very short a time we have been open. * * * * *

How could—I ask how could, Mr. Brunel put forth statements so entirely at variance with the facts as those he made on the 2nd of this month? I affirm, and I can prove, that not one of the gradients has been improved since the letting the whole of the contracts to Bridgewater, or since the letting of any one of them; but on the contrary, some of the gradients have been doubled, and more than doubled, since the letting of the contracts; that one has been increased from 12 feet a mile (1 in 440) to 26 ft. 5 in. a mile (1 in 200); and another from 15 feet a mile (1 in 352) also to 26 ft. 5 in. a mile (or 1 in 200), and this, since the letting of the whole of the contracts, nay, since October, 1839.

That this was done after nearly the whole expense of making the original flatter gradients had been incurred, and that to do it, part of the Ashton cutting was actually filled up again. Certainly doubling the gradients is neither the way to improve them, nor can it account for *additional* expence incurred in making a line.

The agreement with the road trustees certainly did not make us cut deeper, for that agreement would have compelled us to go over the road; and Mr. Brunel, who chose that part of the line, only left five feet headway over the road, so that it was not possible to execute the line there according to the parliamentary plans; but we did not cut lower than the line in the contract.

Mr. Brunel goes on to say, that Mr. Bernard's own statement, that he believed the Great Western Railway Company had saved 15 per cent. in working their line, by flattening their gradients, fully justified him (Mr. Brunel) in flattening the gradients on the Bristol and Exeter.

Flattening the gradients! Why they were made more than twice as steep! one was increased from 12 feet a mile to 26 feet 5 inches a mile. And according to Mr. Brunel's own Report, dated December 13, 1838, an engine that could take 100 tons up an inclination of 12 feet a mile, would only take 20 tons up an inclination of 26 feet 5 inches a mile, so that this would not be the way to make a line work cheaply, but just the contrary.

Mr. Brunel also stated, that it had been found necessary to increase the slopes of some of the cuttings. This is a very mild way of speaking of an increase of 300 per cent. on the slopes throughout nearly the whole of the cuttings on the line. Mr. Brunel said, he never altered gradients, unless the advantages were great and the expense small. Advantage of doubling the gradient, and small expense of doing it! And a Report to the Directors, when it was at any rate probable that we should go no further than Bridgewater! and the Directors' sanction to the improvement!

I cannot trust myself to make any remarks on statements so entirely at variance with the facts, though the statements seemed to satisfy the shareholders, and were received with great applause.

But Mr. Fripp, who was to secure us such exact and timely knowledge of every part of the works—Mr. C. B. Fripp follows with a positiveness of manner and coolness of delivery calculated to convince everybody that he was thoroughly acquainted with his subject, and could check and control an engineer quite as easily as he could eat a gooseberry—and he, with some important additions, tells us the same story that Mr. Brunel does.

The difference between the 210,000*l.* at which the work was contracted for by contractors, who were at a premium, and therefore got very high prices, and the stated cost of those works at 430,000*l.* to be accounted for by FLATTENING the gradients! and after the contracts had been SET OUT at certain slopes, the slopes had to be increased! and culverts and bridges, and "things of that kind" not possible to be included in a contract, and the culverts and bridges, and the "things of that kind," were not in fact included in the contracts!

Why, Mr. Fripp was, I understand, the warmest advocate, not for flattening the gradients, but for making them TWICE AS STEEP, *after* the contracts were let.

Why, I set out the line myself, and I affirm, and I can prove that I set it out for slopes *four times* the slope that Mr. Brunel insisted upon putting in the contracts.

I set out the line, and had the property plans prepared, and the land purchased wide enough for the slopes that the cuttings now stand at, which is just four times that settled by Mr. Brunel.

Not possible to include culverts and bridges, and things of that kind in a contract!

Why—I drew up the contracts, and designed all the bridges and culverts, and "things of that kind," on the Bristol and Exeter Railway, as I had before done on the greater part of the Great Western, and I fixed the number and the situation of them, and saw to their execution: and I distinctly affirm that each and every contract included more culverts and bridges, and "things of that kind," than were ever built, and that I saved them: and that by contriving the peculiar sort of bridges, now known by the name of flying bridges, I very materially reduced (in some cases I halved) the quantity of masonry throughout the line. I shall make no remark on Mr. C. B. Fripp's statements, Gentlemen, you must make your own.

Really, Gentlemen, all this is very strange!

Mr. Brunel, the accuracy of whose calculations and estimates as to time and money, and everything else, is so bepraised in the Reports, accounting for the extra sum stated at 220,000*l.*, by the flattening gradients which were rendered twice as steep! thinking that the contractors had had too high prices for their work, and recommending the Directors to pay the contractor, in some instances, 10*l.* per cent. more than those high prices at which he was bound to execute his work.

The Board state the difficulty there is in making contractors do their duty, even under the *most binding* agreements; and, after the contract bonds are drawn out, and the expense of the stamps and everything else is incurred, Mr. Badham and Mr. Brunel forget to see them executed, the contractor snaps his fingers in your faces, and the contracts cost nearly double what they were let at.

* * * * *

I am not acting the part of an alarmist, I have too much at stake to do any such foolish and wicked thing; on the contrary, I feel that I have very materially benefiting the undertaking, and I trust I have no feelings for myself, that I do not share with you my co-partners in this undertaking; but I do feel that, after what we have seen of Mr. Brunel's estimates, opinions, and assertions on this railway, as well as elsewhere, and in particular, the extraordinary assertions he, seconded by Mr. C. B. Fripp, the Inspecting Director, made at our last meeting—that we cannot place confidence in him, and that we should not be acting fairly to ourselves if we allowed such things to pass without observation.

BRISTOL AND EXETER RAILWAY—THE LATE MEETING.

To the Editor of the Railway Times.

SIR,—You will, I am sure, excuse my offering a remark or two, on the Editorial note appended to the letter of "Amicus" in your last journal, as my wish is only to have the matter at issue set right before the public and my fellow proprietors. To those who, like myself, were present at that meeting, it must be unnecessary to say, that no reluctance was shown by the *Directors* to enter on an examination of "the serious charges" preferred by Mr. Gravatt against Mr. Brunel, and that in fact a resolution to that effect was proposed. It appeared, however, from the questions put by the mover of that resolution, and from Mr. Gravatt's subsequent explanations, that the apparently grave charges which he had brought against Mr. Brunel, were not intended by him (Mr. G.) to form the ground of inquiry, and in fact, that he was ready to ascribe these supposed delinquencies of his superior only to "a too sanguine disposition." When the charges were thus virtually abandoned, both the mover and seconder of the resolution felt that they had nothing to do but to withdraw it, but their doing so, I must in justice say, was no act of the Directors. I quite agree with you, Sir, that personal disputes of this kind "cannot be discussed with advantage, nor brought to a satisfactory issue, either in public newspapers or at public meetings," but it is but justice to Mr. Brunel (who was absent) to say, that after Mr. Gravatt had occupied the meeting with his statements for nearly two hours, the proprietors (who could have no inducement to deal unfairly with either party) almost unanimously affirmed a vote of confidence in Mr. Brunel, only *three* hands (of which I believe Mr. G.'s was one) being held up against it.

There are several points in the letter of "Amicus" from which I should dissent, but I have no inclination to indulge in controversy. It does however appear to me ungracious, as well as impolitic, to call in question the discretion of the Directors in appropriating the sum allotted for their remuneration, when they have voluntarily determined to apply a part of it in a manner certainly calculated (if the duties of the inspecting Director are rightly performed,) to be highly beneficial to the interests of the proprietors. I only wish that Railway Boards in general had followed their example; and we should not then have had to lament such extravagant expenditure, as in many cases has taken place, from the want of timely and intimate acquaintance with the progress and details of the works.

I am, Sir, your's, &c.,

H. V.

September 28, 1841.

PRESENT STATE AND FUTURE PROSPECTS OF RAILWAY PROPERTY.

To the Editor of the Railway Times.

SIR,—In glancing over the speculations and calculations of your various correspondents, I observe that the state and condition of the London and Birmingham Railway, as respects both the past and

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the present, is referred to as a standard upon which to found their reasoning and support their arguments.

That a line comprising in itself all that can be alleged in favour of so stupendous and important an acquisition to the wants and convenience of mankind as railway transit, should be regarded with favour and quoted with approbation, is at once natural and correct; for it may safely be asserted, that it already nearly affords the *beau ideal* of all that has been alleged or even anticipated of railway perfection. That this state of things, whether as respects the progressive developement of its capabilities—its enlarging traffic—its growing receipts—and by parity of inference, its greater appliances to the comfort and convenience of the public, will not merely continue, but advance, may safely be predicated; and yet, in the face of a position which perhaps nobody has the hardihood to contest or deny, the shares of this triumphant speculation are and have been for a considerable time at a discount. There are those of your readers, Mr. Editor, who will, as a friend of mine did a few months back, either deny this *in toto*, or be induced to exclaim—Discount! How the deuce can 67 premium be called a discount? I, however, to his great satisfaction, and eventually to his great advantage, did convince him of the fact. Now, if he, as a man of singularly enlarged mind and general information, seeking for a profitable investment, could not at once understand the gist of my assertion, there may be others, not less talented, in the like predicament. Let us then to the proof.

Last June twelvemonth the Stock Exchange was shaken by the cheers of its assembled members when "Birminghams" were done at 100 premium. The dividend was then 8 per cent. It is now 8½ per cent., with a certainty from the increased receipts, of reaching 9 per cent. next spring. And yet, with all these existing and prospective advantages, the shares are now quoted at 67 premium, which, assuming 5 per cent. as a basis, is about 10*l.* below par., and therefore virtually at a discount to that amount. To the initiated this will appear, I am aware, little better than mere twaddle; but, Sir, it will hardly be credited how uninformed the masses of society are upon such points, and if I can convince only one solitary individual (as I did my friend) how greatly it might be to his advantage to secure such an investment, or what is quite as good, deter others from selling at an under value, I shall not have laboured in vain. Indeed, nothing can more effectually prove that the present depression of railway property is referrable to the state of the times, and not to the state of the several undertakings, when we thus observe the unnatural condition of the most promising undertaking upon earth. If the London and Birmingham cannot attain to high water mark under the present pressure, let the desponding proprietors of other lines derive consolation from such a fact, and, in an especial degree, those of the North Midland and Midland Counties, both of which contain within them the germ of future prosperity. Supposing the dividend of the North Midland not to exceed 4 per cent. already paid to the original holder, the present discount of 35 per cent. makes such dividend to a purchaser equal to 6 per cent., and with its steadily increasing traffic and undoubted capabilities, the shares are well worth 90 instead of 65. Again, the price of the Midland Counties, except from extraneous pressure, would be altogether inexplicable; for I hold that not a line in the kingdom can exceed it as an investment at 25 discount, and yet there the shares remain, proving either an excess of sellers or a paucity of buyers. Well indeed may such an anomalous state of things call forth the surprise and animadversion of some of your correspondents.

That many lines now finished or in progress may not be remunerative I believe, but as my sole object is to place matters in a just point of view I shall neither invidiously exalt nor disparage the property of others—particularly as there is much that is problematical about many. Before I conclude, I shall, however, notice a somewhat sanguine statement signed "F.," and dated at Bath, in number 200, page 1003, touching the forthcoming dividend upon the Great Western Railway. That this undertaking is a splendid and promising one cannot be denied—but making his deductions and drawing his comparisons from the London and Birmingham Railway, he makes it appear that with a greater outlay and less traffic, the Great Western is to declare a greater dividend! Admitting his data and his calculations founded upon them to be both correct, yet there is one momentous point he has completely kept out of view, and that is the capitalization of the loans, which has been accomplished by the London and Birmingham, and supplies in consequence an additional reason for unlimited confidence in that line. The great point in all undertakings is its ultimate condition. When, therefore, the vast amount of about four millions is to be transformed into shares—deriving a proportional amount of dividend with the original ones—what then becomes of the promised 10 per cent. at Christmas next? I have called the loans four millions; because from the experience of every line in the kingdom, the excess beyond the present amount of money borrowed will reach to that in spite of the opinion of Mr. Brunel. Heaven save us from going to an Engineer for an estimate! I thought we had all had enough of that! So much so, that I think 19 times out of 20 it would be the safest of speculations, and therefore the soundest wisdom, to act in direct opposition to their schedules.

Whosoever then ventures to invest in the Great Western may certainly lay his account, for an outlay of seven millions *bien compte*, and that nearly four millions have to be capitalized. After this he may allow his imagination to riot in such dreams and speculations of *future* profit, as to himself may best conduce to his *present* comfort and happiness.

I am, Mr. Editor,
Your old friend and correspondent,
JACK TAR.

September 21st, 1841.

PRESENT STATE AND FUTURE PROSPECTS OF RAILWAY PROPERTY.

To the Editor of the Railway Times.

SIR,—Can any of your correspondents give me a *good* reason why railway property should be so depressed? I have invested a little money in most of the undermentioned lines, calculating (perhaps unwisely) that they would not only pay me a better interest than most other investments, but that the property is quite as secure. I think, also, that all of these lines will pay much better eventually than they do now. Some that are not open, and others lately opened fully, such as Eastern Counties' and Great Western, perhaps, may be still more promising.

I am inclined to distrust my own judgment when I see the public prefer 3 per cent. consuls at 90 to railway shares, and want to be *convinced* I am wrong. I am, Sir, yours, &c.,

W.

	Present Price. £.	Annual income. £.	Per cent. £.
Liverpool and Manchester shares....	196 ..	10 above	5
Grand Junction	209 ..	11	5½
London and Birmingham	156 ..	8¼....	5¼
South Western	51 ..	3	6
North Midland	65 ..	4	6
Midland Counties'.....	76 ..	5	6½
Three per cent. Consols	90 ..	3	3⅓

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.

To the Editor of the Railway Times.

SIR,—As you have shown, by your readiness to insert communications, and the remarks you have very appropriately made in some of your recent numbers, that you feel an interest in the unfortunates who have (to use rather an Irish expression) the pleasure of being the proprietors of the Edinburgh, Leith, and Newhaven Railway, I venture to solicit the use of a small portion of your columns while I make one or two remarks, and ask a question or two, with reference to that same undertaking.

In the original prospectus, under which this Company was formed, was presented to the proprietors a very different calculation of profit from the one with which they have recently been favoured by the Directors, or rather by Mr. Grainger. I cannot be positive, because I have not, at present, the means of reference, but I think this gentleman was one of those upon whose evidence of the traffic the Act for the formation of the railway was obtained; and upon that evidence the proprietors were taught to expect a dividend of 15 per cent., instead of 3 per cent. as now promised—and this too, be it remembered, without any reference to a landing place at Trinity, or a connection with the Edinburgh and Glasgow, or any other railway; it being distinctly stated in the Report of the Committee of the House of Commons, and subsequently repeated by the Directors in their Report of January, 1838, that the railway was "a complete and integral line between the termini specified, and that the calculations of the remuneration to the Company were made so as to be entirely independent of any other railroad;" "*that the calculated income was chiefly expected from passengers, which would be very little effected by a junction with the Edinburgh and Glasgow line, and that the whole income was calculated independent of that line.*" This last statement was made more than once, in a different form but in language equally strong, by the Directors, to dissipate "an idea," to use their own words, "which was understood to prevail amongst the proprietors at a distance, that this Company's railway was so dependent for success on a junction with the Edinburgh and Glasgow Railway, that it could not be expected to succeed without such junction, the Directors thought it proper to state that that was *quite a mistake.*" Mr. Grainger, it appears, or whoever gave evidence before the Parliamentary Committee (and I cannot divest myself of the idea that this gentleman was one of the witnesses on that occasion, as Messrs. Grainger and Miller were the engineers who surveyed the line and framed the estimates), did not hesitate to assume one-third of the gross number of passengers as likely to travel by the railway, and seemed to think that in so doing the limits of probability had by no means been reached, much less transgressed; and yet now, when the passenger traffic has avowedly increased, we are told by the same gentleman that *he considers* that only *one-ninth* of the passengers ought to be reckoned to go by the railway; and in the event of a good landing pier or harbour being built, and a connection formed with the Edinburgh and Glasgow Railway, (events not originally calculated upon,) Mr. Grainger is of opinion that the proportion of passengers may very safely be raised to one-sixth of the average; which, according to the estimate of the Directors, would yield less than one-half the dividend they originally promised us without any of these adjuncts; and this is the line we were so pompously told would not be essentially benefited by a junction with the Edinburgh and Glasgow Railway;

It has been stated that the portion of the line in hand, *i.e.* from Scotland-street to Trinity, would be completed for about 50,000*l.*; but now, it seems, it will require the whole of the capital of the Company, with the saving of 36,000*l.* by the alteration of the level into the bargain, leaving nothing for the formation of the tunnel; and this capital, which has been so expended on this small portion of line, was originally intended to form three lines, or rather one line to Leith and two branches to Newhaven and Trinity, but that the *engineering difficulties* rendered the formation of the line to Leith *impracticable*. It was also stated, in the Report of January last, that the Directors had advertised for tenders for executing the tunnel, the time for giving in which expired on the 1st February; but the last Report has not conveyed to us any information as to whether any tenders were sent in or not, but simply intimates that they had deferred the letting until after the completion of the Edinburgh and Glasgow Railway. The Directors also say, in their last Report, that they "expected to have been able

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to state that the line from Scotland-street to Trinity had been completed," and that "the work remaining to be done from Scotland-street to the sea was small," but immediately afterwards we are met by the astounding statement that *this small portion of the work* will require 24,000*l.*, or nearly one-half of the sum they told us would be originally required for the formation of *the whole of that portion of the line!*

Perhaps the Directors will inform us out of what fund they propose to make the tunnel, which, when completed, is with other things to realise us the magnificent dividend of 4 per cent.; and what is the amount of the arrear in respect of the forfeited shares, independent of the general arrear (which is enormous, and I believe unprecedented in the history of railways), or in other words what was paid on these shares before they were transferred into the hands of insolvent parties, as no transfer could be made until the calls then due were discharged. And perchance they will not think I am trespassing too far upon their patience and good nature, when I venture to ask them how the Board and officers of the Company stand affected to the concern in a pecuniary point of view, or in plain English, whether they have paid their calls, and what is the nature of the arrangement between them and the gentleman who writes himself "Agent to the Company," and whose "scale of traffic extracted from Mr. Grainger's Report," certainly does credit to his ingenuity. Do the Directors authorise, or approve, the statements which are put forward by this gentleman? What *is* the amount of his interest in the undertaking? What *was* it? And what is the arrear now against him in the Company's books?

Are the proprietors to understand that the whole of the land necessary for the purposes of the Company has now been purchased, so that the compulsory powers of the act which expired on the 1st July last are no longer required; and that the clause in the last Report on this subject merely related to the small portion of Dr. Neill's property, which it was stated in the Report of January last had not been acquired?

I am sadly afraid I have trespassed so much that I am not likely to obtain a reply to the question I am now about to put; but put it I will nevertheless, and leave the gentlemen to their own discretion, whether they will answer it or not. Why was it stated in the Report of January last that the Directors "are now *authorised* to state that the Directors of the Edinburgh and Glasgow Railway Company *have determined* upon extending their line through the Princes-street gardens, and forming a junction with the Company's depot at Market-street," while Mr. Leadbetter, the Chairman of the former Company, stated distinctly, at a meeting held in Liverpool shortly afterwards, that "the resolution empowering the Company to go to Parliament to obtain the privilege of that extension *had never yet been come to by the Board*, and would not be adopted until the subject had been most maturely considered in the first instance?"

I am, Sir, yours, &c.,

A SUFFERER.

LONDON AND BRIGHTON RAILWAY.

To the Editor of the Railway Times.

SIR,—The public generally, and this town in particular, are greatly dissatisfied with the arrangements made by the Brighton Railway Company, both as regards their charges and the manner of conveying their passengers and luggage.

The price for the first class carriage, as you are aware, is 14s. 6d., for the second 9s. 6d., and 6s. is to be charged for the third class. On the coach road the inside fare is 20s., and 8s. and 10s. for the outside. We have no objection to a reduction on the best carriages, but why should the man of business, who is compelled to travel, pay at a higher rate than the over-taxed conveyance on the common road, while those who possess an abundance are favoured by a reduction of 25 or 26 per cent.? If a less sum can be taken, it ought in common fairness to be equally divided. Greater consideration is shown, and an unfair proportion of luggage is given, to the first class passengers, while those of the second are not even permitted to take the weight allowed in merchandise. This is extremely arbitrary and unjust. A tradesman who may be desirous to lay out 10*l.* in the metropolis will have to pay 9s. 6d. each way, together with the charge for what he has purchased, which he is not allowed to carry, and which will make 7½ per cent. on the amount, to say nothing of the inconvenience and expense of being set down two or three miles from the spot where he intends to transact his business.

The charge, 6s., for the third class, or luggage-train, is highly objectionable. There are numbers of labouring men and their families constantly travelling to and from this place in search of employment, who with their baggage can make the journey by the vans at 2s. 6d. and 3s. 6d. per head. What is to become of them when this mode of conveyance is removed? They cannot pay at the rate of 6s., with an additional charge for luggage. Both the second and third class carriages are *higher* than on any *other line*, and more than the public, to any extent, can, or ever will consent to pay.

Excessive charges have greatly injured the summer business of this matchless town. The steam packet plying from hence to Dieppe, commenced by charging two guineas for cabin, and thirty shillings for deck passengers. They persisted in this course for years, monopolising the station and the right of embarkation at the chain pier, setting all competition at defiance, and reducing the number of passengers by this route from 2,000 weekly to 50 persons. When they had accomplished this feat, they made a reduction of *one*-half, but the public were not to be gulled a second time. Previous to this, notwithstanding the want of accommodation, there were *no fewer* than *twelve* sailing packets constantly employed; their charges were 7s. and 10s. 6d., and they performed the journey to Dieppe almost to a certainty in 12 hours. Since that period the summer business has gradually declined; the bazaars and public places of amusement have been annihilated, and numbers of deserving persons have been driven to severe destitution. It has been repeatedly shown that high prices are destructive to the interests of the parties who obtain them. Many will consent to part with small sums frequently, but very few with any considerable amount at one time.

If the Directors of this line fancy that the aristocracy alone can, or will, support them and this town, they labour under a very extraordinary delusion, and the sooner it is dispelled the better. Neither one nor the other can exist without summer visitors; it is by numbers only, and a straightforward liberal policy, that they can hope to make a return for their immense outlay. By this course they cannot fail to insure the success of this all-important undertaking, and of thousands in this place whose interests are so completely bound up and identified with their own.

I am, Sir, your obedient servant,

JOHN BRUCE.

Brighton, Sept. 26.

LONDON AND BRIGHTON RAILWAY.

To the Editor of the Railway Times.

SIR,—I was somewhat surprised on reading in your last week's paper the Report of Mr. Harman's speech at the Brighton dinner, wherein he said "he never was connected with any set of men who were so anxious to do their duty; he had never met with a proprietary who had greater confidence in their Directors." Surely, Sir, Mr. Harman forgets, among other things, the quarrel with Mr. Goldsmid, the differences with Mr. Kemp, and the trustees of the Shoreham Road, the complaint about exclusive and expensive eating and drinking, and the discussion about taking the sole management of the Croydon line. It should be remembered with reference to this statement, what Mr. Waley said at the half-yearly meeting of the 27th January last, that it had been hoped all would unite in carrying out the line that had been selected, but certain parties had not adopted this course, and were now bespattering the undertaking, and instead of confessing their former error they were doing their best to damage the Company in public estimation. By Mr. Harman's statement, it would seem as if the Directors had had no difficulties to overcome except the engineering.

Is not Mr. Moreton Dyer, the late magistrate, a Director?

Now that the whole line from London to Brighton and Shoreham is open, is it not time to diminish the NUMBER of Directors? Yours, &c.,

ANTI-PALAVER.

27th September, 1841.

LONDON AND BRIGHTON RAILWAY.

THE traffic upon this line since the opening has been beyond all expectation. During the first week ending on Monday night, the receipts amounted to upwards of 3,400*l.*, exclusively of the receipts for the Shoreham branch. The largest number of passengers brought down in one day was on Saturday, and the largest up-trains were on Monday and Tuesday. On Monday morning the express up-train at half-past eight carried 142 passengers; but the largest train which has yet travelled on the line was that which left the Brighton terminus on Tuesday morning at a quarter to eleven. This train, propelled by two engines, consisted of 19 railway carriages, carrying 146 passengers, 5 private carriages, and 5 horses.

Since the opening of the entire line, Mr. Stevens, of the Blue Coach and Railway Office, Castle-square, has started several new omnibuses and flys, for the conveyance of passengers between the Brighton terminus and various parts of the town, including Kemp-town, Brunswick-square, and terrace, and the hotels. These vehicles ply to and from the station, on the arrival and departure of every train.

A coach has been started to bring passengers from Lewes to meet the express train; and an omnibus plys regularly between Worthing and the Shoreham branch of the railway for the express and other trains. A great number of the inhabitants of both these towns have already availed themselves of the conveniences which this arrangement affords.

The *Item* coach ceased running on Tuesday, the other coaches remain on the road at present.

We are indebted to the railway for an extraordinary influx of visitors. The town was literally overflowing last Saturday evening, and great difficulty was experienced in procuring beds. Since that time the trains have brought down an increased number, and if the weather should be favourable in the ensuing month, Brighton may expect an October of unexampled prosperity.—*Brighton Gazette.*

GLASGOW AND GREENOCK RAILWAY.—The passengers from Dunoon, by the Maid of Bute, on Thursday morning, for the half-past 10 o'clock up train, being unfortunately too late, William Campbell, Esq., of Tillichewan and Dunoon, Andrew Perston, Esq., Archd. Harvey, Esq., Wm. Low, Esq., Edinburgh, and other gentlemen so disappointed, on expressing to the manager their anxiety immediately to proceed, he, in the most handsome manner ordered a special train to be got ready, and in a few minutes the passengers were *en route* for Glasgow. Such liberal conduct on the part of the Company should be made known, as giving every assurance that the public accommodation is attended to, at whatever expense to the Company, there being always an engine at the stations to meet any exigency, or their own desire, as in this instance, to oblige and accommodate.—*Glasgow Courier.*

GLASGOW AND GREENOCK RAILWAY.—We understand that Wyndham Harding, Esq., formerly of the London and Birmingham, and now of the Leeds and Manchester Railway, was yesterday unanimously elected Secretary of the Glasgow, Paisley, and Greenock Railway. From the great experience which Mr. Harding has had in railway business, and the very high testimonials which he produced to the Directors, we feel persuaded the appointment will give universal satisfaction to the shareholders. Mr. Errington will continue in charge of the line for the present.—*Greenock Advertiser*, Sept. 24.

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Railway	Miles opened	No. of shares	Amt. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	82†	..	..	..	..	..
....	....	650	25	25	Ballochney	..	..	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	10	Ditto (*Thirds*)	..	..	..	57	..	..	56
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	4½	4½	..
—	—	10000	17½	7½	Ditto (*New*)	26	27½	..	..	..	..	26½
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
....	....	....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	25½*	25½†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	8	8	7½
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	7⅞
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	39½
46	....	18000	50	45	Edinburgh and Glasgow	40½*	40½†	..	..	..	..	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	5*	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	38*	38†	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	40*	40*	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	25*	25†	..	..	..	..	..
15½	....	6000	50	50	Gosport	..	..	..	..	..	..	199
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	98
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
....	....	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	26½
....	....	17627	25	24	Ditto (*Ditto*)	..	..	..	65	65	62	..
—	—	10000	100	90	Great North of England	77	76	77	76½	76½	76½	76½
74	45	85000	100	65	Great Western	54½	53½	54½	54	54½	54½	54½
118	118	25000	50	50	Ditto (*New Shares*)	7½	..	..	..	7½	7½	7⅞
—	—	37500	20	4	Ditto (*Fifths*)	..	..	..	..	..	..	39½
31	31	8000	50	50	Hull & Sel., or Hull & Leeds	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	198
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	46½
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	92
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7668	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
..	..	....	..	..	.....	..	..	..	..	..	..	..

Length Railway	Miles opened	No. of shares	Amt. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	..	..	..	157	..	..	155½
—	—	25000	....	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	21½
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	52½
....	....	....	....	2	Ditto (*New Shares*)	..	9⅞	9⅞	..	..	..	..
....	....	....	....	35	London and Blackwall	..	..	..	..	..	..	23
3½	3½	24000	....	2½	Ditto (*New*)	44⅞	44⅞	45½	45	44½	44⅝	45½
....	....	....	....	6½	London and Brighton	13⅛	..	..	..	13	13	..
56	56	36000	....	50	London and Croydon	..	..	..	..	7½	7½	..
10½	10½	33000	avr.	20	London and Greenwich	..	..	..	17	..	..	..
3½	3½	20000	20	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
....	....	....	....	3	Ditto (*Scrip*)	51	50½	50⅞	51	51⅛	51⅛	51
77	77	36000	avr.	38½	London and South-Western	..	..	..	..	..	..	..
....	....	42000	5	1½	Ditto (*Tenths*)	..	..	..	..	..	..	54
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	..
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
....	....	19500	25	2	Ditto (*Quarter Shares*)	..	..	..	..	..	..	52
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	21½
40	5	30000	20	40	Manchester and Birmingham	..	..	..	..	..	..	..
40	5	7800	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
40	....	4000	50	47	Maryport and Carlisle	..	..	..	74	..	..	75½
28	7	10000	100	100	Midland Counties	..	..	..	..	..	..	18½
57	57	10000	100	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	10000	25	25	Monkland and Kirkintilloch	..	57½†	..	..	..	..	..
....	....	1940	25	25	Newcastle and Carlisle	..	..	..	..	..	..	..
61	61	3000	100	100	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
....	....	3600	25	25	Newcastle and N. Shields	..	..	..	..	77	77	65½
7	7	2400	50	45	North Midland	65	63½	..	32	..	32½	32½
72½	72½	15000	100	100	Ditto (*New*)	32	..	32	..	32½	32½	32½
—	—	15000	50	40	Ditto (*Thirds*)	..	..	..	..	..	..	9½
—	—	15000	21⅓	10	Northern and Eastern	..	..	..	..	..	..	..
32½	26½	7200	50	30	North Union	..	..	..	..	..	..	76
22	22	6329	75	75	Preston and Wyre	..	..	..	..	..	..	..
19	19	2600	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
....	....	6800	25	10	Stockton and Darlington	..	..	..	..	..	..	..
25	25	1000	100	100	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	1000	50	50	South Durham	..	..	..	..	..	..	..
....	....	3000	50	24	Ditto (*New*)	..	..	..	..	..	..	..
—	—	4000	12½	7½	South-Eastern and Dover	..	..	..	..	14½	14½	14½
67	....	28800	50	88	Taff Vale	..	..	..	..	..	..	16
27	27	3000	100	100	Thames Haven	..	..	..	..	..	..	..
15½	....	9000	50	7½	Wishaw and Coltness	40*	40†	..	..	..	..	..
....	....	....	25	25	York and North Midland	73½	..	..	76	..	..	74½
23	23	6700	50	50	Ditto (*New*)	..	..	..	..	..	..	..
..	..	6700	25	10	.....	..	..	..	..	..	..	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Sept. 25	1,553½	£66 0 7	£63 18 6	£129 14 1	£1 8 9½	£8 12 11	£170 14 3½	15
1,656,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Sept. 25	..	1,031 16 2	233 17 7	1,265 13 9	4 0 2½	28 1 4½	1,241 15 11	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	51	Sept. 24	7,610½	1,795 16 2	269 3 2	2,064 19 4	6 15 8½	40 9 9¼	991 9 7	31
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	Sept. 27	8,180	631 8 9	45 13 3	677 2 0	6 13 4½	46 13 10½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Sept. 26	35,995	....	....	842 16 6	20 1 4	140 9 5	....	16½
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	Sept. 26	4,655½	201 7 5	55 3 1	256 10 6	2 11 0½	15 6 3¼	427 5 0	..
2,133,333 0 0	1,654,888 4 3	2 8 6	*Eastern Counties'	7	17½	Sept. 26	17,948	....	....	931 1 7	7 12 0	53 4 1	....	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	8	40	Sept. 26	11,695	855 7 6	270 12 10	1,126 0 4	4 0 5	28 3 0	957 0 6	..
....	....	....	†Glas., Pais., & Green.	9	22½	Sept. 25	12,596	792 19 11	94 0 11	887 0 10	6 11 9½	39 10 8½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	83	Sept. 25	..	7,813 4 4	1,676 0 3	9,489 4 7	11 17 9½	83 4 9½	9,968 17 10	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	11	45	Sept. 27	..	1,044 14 8	306 6 3	1,351 0 11	4 5 9½	30 0 5½	....	..
5,931,527 9 10	5,877,120 7 8	3 0 0	Great Western	12	118	Sept. 26	..	12,239 5 3	2,047 4 2	14,286 9 5	12 1 2½	84 8 6	6,929 11 3	75
583,333 0 0	460,000 0 0	5 0 0	Hull & Selby	13	31	Sept. 25	5,338	649 1 8	478 16 9	1,127 18 5	5 3 11½	36 7 8½	754 3 6	..
488,000 0 0	300,000 0 0	2 0 0	Lancaster & Preston	14	20½	Sept. 25	2,850	553 15 9	24 17 10	578 13 7	4 0 7½	28 4 6½	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Sept. 24	..	3,489 11 3	1,986 1 0	5,475 12 3	25 4 7½	176 12 7½	5,382 14 7	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	16	112½	Sept. 25	..	14,398 6 6	3,048 19 4	17,447 5 10	20 17 3⅜	146 0 0¾	17,250 12 3	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	17	8¾	Sept. 30	46,034	....	....	869 19 6	33 2 10	67 11 10¾	131 19 2	5½
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	18	56	Sept. 30	10,561	3,757 11 11	44 11 0	3,802 2 11	9 13 1½	67 19 8½	591 2 5½	10½
741,000 0 0	631,815 14 6½	....	London & Croydon	19	10½	Sept. 28	8,070½	459 16 0	34 4 3	494 0 3	6 14 5	47 0 11¾	856 8 1	3½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3½	Sept. 30	24,109	....	....	729 11 2	27 15 10	194 10 11½	591 2 5½	10½
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	21	77	Sept. 27	..	5,503 2 9	659 17 1	6,162 19 10	11 8 8	80 0 9½	5,414 1 7½	77
2,800,000 0 0	1,106,812 5 2	....	*Manchester & Birm	22	5	Sept. 27	12,289	....	....	339 16 7	9 14 2½	67 19 3⅜	327 15 6	5
778,116 16 8	777,956 13 2	3 0 0	†Manchester & Bolton	23	10	Sept. 23	..	410 3 11	195 2 2	605 6 1	8 12 11½	60 10 7¾	....	..
3,086,500 0 0	2,728,270 1 10	4 0 0	Manchester and Leeds	24	50	Sept. 20	..	3,102 15 0	1,917 0 2	5,019 15 2	14 6 10	100 7 10	1,004 3 10	13½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties	25	57	Sept. 25	10916½	1,922 9 0	897 6 11	2,819 15 11	7 1 3⅜	49 9 4⅜	1,650 5 7½	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	26	61	Sept. 25	..	771 13 0	912 6 3	1,683 19 3	3 18 10½	27 12 1½	1,719 4 2	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	27	72½	Sept. 25	..	3,427 14 6	1,414 7 6	4,852 2 1	9 11 6¼	67 0 9½	....	72½
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	Sept. 24	4,787	1,118 2 3	190 2 4	1,308 4 7	8 9 10½	59 9 3	....	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	29	26½	Sept. 26	11687½	....	....	980 15 6	5 15 0½	37 5 4	231 7 3	..
800,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	Sept. 25	4,142	388 19 8	65 10 2	454 9 10	3 7 7	23 13 1⅜	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	31	8	Sept. 26	6,812	....	....	192 17 1	3 8 10½	24 2 1½	109 17 2	8
446,666 0 0	446,500 0 0	9 0 0	York & North Midland	32	23	Sept. 27	9,395½	....	....	1,372 8 3	11 12 7½	81 8 2	959 16 7	23

2. Toll to London and Birmingham 160*l.* 0s. 11d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 24*l.* 17s. 10d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The div dend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 5,019*l.* 15s. 2d. are the receipts after deducting omnibus charges, and payments to other Companies.

25. The receipts for goods, &c. include, carriages, 49*l.* 17s. 0d.; horses, 30*l.* 15s. 0d.; dogs, 2*l.* 18s. 6d.; parcels, 216*l.* 13s. 11d.; cattle, 33*l.* 5s. 6d.; corn, 8*l.* 18s. 1d; heavy goods, 449*l.* 0s. 9d.; coal, 105*l.* 18s. 2d.—Total, 897*l.* 6s. 11d.

27. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

F. (Bath.)—We gave the return precisely as it reached us. We should be very glad indeed if the Company would separate the earnings on the several lines and judging from the numerous communications we receive on the subject, so would not a few of our correspondents, but if the Directors will not do so, how can we help it? We suppose the returns are open to the shareholders, and if any of them will take the trouble to forward us the different items we shall be most happy to insert them.

Spectator is somewhat late in commenting in October, upon a communication which appeared in our columns in January last. In fact, as a point of controversy, the matter has now lost all its interest, and for any other purpose, Spectator may more advantageously develope his views in another form. We shall be glad to be favoured with the communication hinted at in the concluding paragraph of his letter.

F. B. (Dorchester.)—Yes: the same party.

We have to acknowledge the receipt of Nos. 1 and 2, of "Lectures on Chemistry," by Mr. H. M. Noad, now in the course of periodical publication by Messrs. Scott and Co., of Charter House Square. From what we have read of the "Lectures," they promise to be extremely interesting, and we have little doubt will become popular.

The Hydraulic Railway.—In answer to a circular on this subject, we have only to say—

"The earth has bubbles as the water hath,
And this is of them."

R. P. (Camden Town.)—We do not know how our correspondent's object is to be attained, unless he have some personal acquaintance with, or an influential recommendation to, one or more of the Directors or the superior officers of the Company.

Mr G. (Birmingham.)—The explanation is quite satisfactory; we shall be glad to hear from him again.

Our Dumbarton friend, who proposes the construction of a railway from England to China, with sundry branches, and has gone to the expense of having a lithographic sketch of his plan prepared, should have completed his project by laying down a branch to the moon. It would have been but adding a few millions to the 50,000,000l. for which he thinks his magnificent scheme might be carried into effect.

A Subscriber (Newbury) is thanked for his attention. If he will take the trouble to reply in detail to the letter the accuracy of which he impugns, we shall be happy to give his communication a place in our columns.

A Liverpool correspondent will see that we have complied with his wish.

We hope X. is now satisfied.

A North Midland Shareholder.—The dividend will be payable at Messrs. Glyn and Co.'s, the Company's bankers, on the 15th inst.

An Old Workman. It was but saying, in other words, that not being in a position to publish all, preference would be given to that which came within the conditions referred to.

Share-lists and Traffic-tables.—We are always happy to receive correction of these lists, and suggestions for their improvement, but many of the hints are, from various reasons, wholly impracticable. This to two Liverpool correspondents and one at Edinburgh.

Many thanks to Mr. E. of Liverpool.

The communication respecting Sir William Burnett's Patent can appear only as an advertisement.

Equity.—We really cannot comprehend our correspondent's drift.

Enquirer (Dublin.)—The connection of the gentleman with the railway referred to has long since ceased.

**** It is requested that in future all communications intended for the Railway Times be addressed, "To the Editor," and not to any individual by name, now or recently connected with the establishment.*

THE RAILWAY TIMES.

SATURDAY, OCTOBER 2, 1841.

THE question of a railway route to Scotland continues, we are glad to find, to attract much attention in the north, on both sides of the Border. The Scotch people in particular, if we may judge from the unceasing agitation of the matter in the public journals, seem fully sensible of the advantages which would result from the early completion of one or the other of the proposed schemes, their views being of course considerably biassed for or against either plan according to their several localities. In the vicinity of Carlisle, too, the subject has been taken up with commendable spirit, and we trust that at no distant day it will be brought before the new Parliament, and the new administration, with such a weight of local influence to support it as shall induce (we are about to write *compel*) the legislature and the Ministry to help the scheme forward. It is not much that is asked at the hands of our rulers. No grant of public money is required to carry out the work, although few grants could be found less objectionable in principle, or more likely to be beneficial in their results. All that is sought for in the first instance at least, is that certain forms, useful and necessary, we admit, in most cases, should be dispensed with so as to enable the projectors to proceed without delay in bringing the matter fairly before the public. Other facilities might easily be afforded, but where is the use of soliciting these, if so trifling an indulgence as that referred to is refused? That it has been refused in a case of almost equal national importance, will be in the recollection of our readers. We allude to the proposed railway to Holyhead respecting which the late House of Commons determined by a large majority that it would be inexpedient to dispense with the March notices to owners and occupiers of land upon the contemplated line, and this notwithstanding that it was satisfactorily established that these owners and occupiers, almost to a man, were themselves willing to accede to the proposals of those who took an active part in promoting the success of the undertaking! We sincerely hope that the members of the new House are in this respect much more *liberal* than their predecessors, and that so humble a boon would not *now* be denied. The attempt should at any rate be made, and if it fail, the odium will rest on the right shoulders.

If, however, the inhabitants of the district through which the line recommended by the Parliamentary Commissioners is proposed to pass, be really and sincerely interested in the success of the scheme (as how can they be otherwise?), they must not forget that whatever facilities the legislature may grant for the prosecution of the enterprise, all will be unavailing, unless they themselves mark their sense of the undertaking, not merely by attending public meetings, or signing public petitions, in its support, but by subscribing for shares. The attractions which a line of railway to Scotland holds forth as a mere pecuniary investment are, perhaps, not sufficient to tempt the distant capitalist (although we are inclined to think that even in this respect the merits of the proposed railway have been under-rated); but once let the residents in the district prove by deeds as well as words, that they are determined to unite cordially and vigorously in carrying it out, and we venture to predict that they will speedily secure the assistance of public-spirited individuals in other parts of the empire. Many a shareholder, for example, in other lines would with the prospect of but a very moderate return, feel disposed to risk something for the success of a scheme which would tend so materially, and so directly, to increase the traffic upon the railways in which he might be more deeply involved, provided he saw proofs of an honest and zealous determination on the part of those more immediately interested in the project, to allow no difficulties to damp their ardour in prosecuting it to a successful issue. It is a pleasing feature in railway history, that undertakings which at one time were looked upon with distrust, and treated with secret hostility or open ridicule, are now beginning to be properly understood and duly valued. This gratifying fact was alluded to by the Chairman of the Eastern Counties' Company at the late general meeting, when he took occasion to inform the proprietors that the shares in that railway, which it is notorious were at one time held in all parts of the kingdom except the very counties through which the line was originally intended to pass, are rapidly extending themselves into Essex. Prejudices are slowly uprooted—in the Eastern Counties' case there was perhaps more than prejudice to overcome—but with railways, as with other grand improvements, the truth will hold, that sooner or later, their merits must be appreciated.

So important do we deem local support to the success of such a project as the proposed route to Scotland, that we trust no means will be left untried to secure it. Might not the plan to which we recently had occasion to allude, of splitting a certain number of shares into small holdings, as followed or proposed to be followed in the Dublin and Drogheda Company, be adopted in this case with excellent results? We are quite aware that shares of large amount are usually more desirable than any other, as tending to restrict the stock to the hands of parties able and willing to make good their instalments, and checking speculations in the market when the full sum has been paid; but in a case of this kind where the benefits to be derived from the formation of a railway are indirect rather than direct, it is highly important that an opportunity should be offered to persons of limited means to show their sense of the undertaking and to forward its success to the best of their ability. An arrangement of the kind referred to would, moreover, give many more individuals a personal interest in the scheme than can otherwise be expected, for however little pecuniary benefit they might look to reap from the speculation, the very circumstance of being connected with it as shareholders, would lead them to watch its progress, and promote its prosperity, and no more certain means of doing thus could be devised than by bringing the force of public opinion—the opinion of neighbours and friends—to bear upon the scandalous extortions to which Railway Companies are exposed by the owners of property required in the prosecution of their works. If A. B. and C. have a pecuniary interest in a particular railway, it is not likely that their neighbour D., being aware of that fact, will seek to drive so hard a bargain for his land as if the whole of the proprietary were entirely unknown to him. Shame, if no better motive, would prevent him from fleecing his friends; and even if it were not so, the inte-

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rest which the other parties would naturally take in the line, would not allow them to look quietly on and see themselves and their co-proprietors robbed, when probably a few words as witnesses, or a resolute stand for the right as jurymen, might avert the evil. We throw out the hint for the consideration of the parties concerned, and shall be glad to find that it is likely to be carried into practice.

THE organs of the Opposition party announce that it is in contemplation speedily to double (some say to quadruple) the present inland postage rate. If such be really the intention of the new Government, we shall be very sorry for the circumstance, for we do not think that sufficient time has yet been allowed to test the existing plan. However impolitic, under all the circumstances of the case, so great an alteration as that recently introduced may have been, none but enthusiasts and visionaries could have looked for its immediate success, or have hoped for results less detrimental to the public revenue than have up to this time followed its adoption. We believe that ultimately the penny postage would prove even more productive to the State than the high charges which preceded it, while there can be no doubt that by the reduction a very considerable advantage has already been secured to the community at large.

Our reason, however, for adverting to the rumour, is to suggest the possibility of increasing the postage revenue, not by an augmentation of charge, but by multiplying the facilities for the transmission of correspondence—in other words, by tempting parties to write twice where at present they write but once. Why should there be but one despatch and one delivery of letters daily in most towns of the kingdom? The system of morning mails to several of the principal cities and towns is understood to answer well, and why should there not be a forenoon mail and an afternoon mail, as well as morning and evening mails? Why, for instance, might not a bag of letters be transmitted to Birmingham, or Brighton, or Bristol, by each of the trains which daily leave London for these populous places? In all of them, we believe, there are several deliveries of the local post, and there could be no difficulty in combining with these the same number of London deliveries. Does any one imagine that there would be one-twentieth part of the correspondence which now passes through what is called the Two-penny Post in London, if the deliveries were confined to the morning and evening? It is the frequency of the despatches which leads to so general a use in the metropolis of Post-office facilities; and we have no doubt whatever that were these deliveries hourly, instead of every two hours, as at present, the number of letters would be still further increased, and that to a very great extent. Now, what one part of London is to another part, railways have rendered distant districts of the country to each other. Brighton, thanks to the railway, is scarcely further removed from London, as regards the transmission of letters, than is Whitechapel from Chelsea, or Paddington from the southern suburbs; and if Paddington and Chelsea enjoy the advantage of four or five deliveries per day, why should Brighton be restricted to two? Why, except that the Post-office authorities are proverbially averse from innovation, and by no means anxious to encourage arrangements which might have a tendency to impose further labour upon themselves.

If such a scheme as is now suggested were brought forward in Parliament, we should of course hear a great deal about the enormous cost of conveying the mails by railway, and figures without end, would be dragged in to support the allegation; but whose fault is it that the conveyance of the mails is expensive? Not the fault of the Companies certainly, for most of them, we have reason to know, derive little, if any, pecuniary advantage from the service; it is the fault of the Post-office people themselves who usually fix the starting of the mail trains at hours so unseasonable that very few persons travel by them, and as a matter of course, the Companies are compelled to seek from the Post-office that remuneration which they cannot obtain from the public. But if the accommodation and convenience of passengers could be combined with the transmission of the mails, the result would be very different; and very easily might they be so combined. What need would there be for a special mail train when by any one, and every one, of the ordinary trains, the bags might be sent forward; not even a Post-office guard being required to accompany them?

We are satisfied that there is not one Railway Company in England or Scotland who would not do their utmost to secure a fair trial for such an experiment, even to the gratuitous carriage for some time of these intermediate despatches. Some little difficulties might possibly occur in reducing the plan to practice, but they would be easily surmountable, and surely no more legitimate mode of augmenting the public revenue could be devised than one which would add to the facilities already enjoyed, without enhancing their cost. It would contribute far more to the income of the State than an increase of charge, which, however reasonable in itself, is certain, like all other alterations from a low rate to a higher, to give rise to dissatisfaction and discontent.

AMONG the subjects brought forward at the late meeting of the Manchester and Leeds Railway Company, and to which we had not space to advert last week, the comparatively small expense of working the line ought not to pass unnoticed. Upon this point, however, we are spared the necessity of remark by the letter of an acute and well-informed correspondent which appears in another column. It gives us much pleasure to find that retrenchment in this most important branch of railway expenditure is making rapid progress; for to economy, more than to any extraordinary developement of traffic beyond what has already taken place, must many of the Companies look for a more satisfactory dividend. In most cases, we fear, the current expenses of railways were originally pitched at too high a rate, and although we are by means enamoured of that pseudo-economy which now-a-days strains at a gnat and swallows a camel, we are desirous to see every superfluous source of expense lopped off, and the business of the Companies conducted as cheaply as is consistent with a due regard to present efficiency and future advantage. The cost of locomotive power must at all times form a heavy item in the annual disbursements, and here more than in any other department is a saving to be looked for, provided vigilance, discretion, and science are brought fully to bear upon the every-day operations of the several lines. Upon this point we call attention to an article in a subsequent column, where a plan is suggested of inducing and encouraging a most beneficial rivalry, and which we have no doubt would, if fairly carried out, tend much to the practical improvement of that great triumph of modern skill, the locomotive engine. We regret to find that some Companies suddenly smitten with a mania for economy, have commenced at the wrong end—screwing down their subordinates to the lowest possible scale at which one can manage to exist, but apparently overlooking not merely the almost sinecure allowances of Directors and superior officers, but the wasteful extravagance which too frequently distinguishes the proceedings of those to whom the care of the locomotive department is entrusted. *Here* it is, we repeat, that the grand saving is to be effected, and we rejoice to find that the Directors of the Manchester and Leeds Company appear to have so commendably led the way.

Another matter touched upon in the Directors' Report, was the question of a depreciation fund—a question which, it will have been seen, gave rise to much discussion and many conflicting opinions at the recent half-yearly meetings. It is surprising to us how any misapprehension as to the real character and legitimate objects of such a fund can exist, after the very clear explanations elicited at the meeting of the London and Birmingham Company. All parties agree in this, that the earnings of every consecutive period should be charged with the expenses of such period, but the mode proposed for meeting this expenditure differs with different individuals. By some it is affirmed that an efficient stock of engines and carriages, having once been secured, the cost of maintaining them in proper working order, will fall pretty equally upon each succeeding half-year, so that no apportioning of any part of the current income to meet contingent expenses, either past or future, is required. Others maintain that it is impossible to ascertain accurately the exact amount of depreciation or waste during any particular period, so as to meet it in the current expenditure, and that unless some approximation be made to such depreciation, in the nature of a fixed per centage or fund, the proprietors are dividing profits from which no proper deduction has been made, and that the present shareholders are benefitting themselves at the expense of their successors. We confess that we hold with the latter class, and are of opinion that the stock of an establishment cannot be kept up efficiently and on equitable principles, more especially with a fluctuating body of shareholders, without some such arrangement. The more correct mode of ascertaining the precise amount of depreciation during any given period is unquestionably to value and revalue the Company's stock at the commencement and termination of such period—a plan which is adopted in some Companies—but a much more simple scheme, and one which in practice will probably prove equally correct, is that of setting apart a certain per centage upon the original value of the stock. Experience alone can of course determine what particular per centage should be so set apart, but such experience will be speedily secured, and in the meantime no great mischief can arise from an approximation to it. We can readily imagine why certain parties should be anxious at particular dates to divide every penny of income in hand, without any regard to the past, or provision for the future. They may have more shares than it is convenient for them to continue to hold, and of course will be desirous to secure a present dividend, and give their shares an impetus in the market. To those, however, who are perma-

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nent proprietors, it matters little whether a small surplus remain from one half-year to be carried to the next, or whether the whole receipts are at once divided. If by any scheme of a depreciation fund, or of a "reserve," or "rest," or in any mode analogous to either of these, the market speculation in shares could be checked, we should hail it with approbation, in spite of any concomitant difficulty or disadvantage. Gambling in the share-market has been the greatest drawback which the Railway System has yet had to encounter—for *there*, as elsewhere, manœuvring not unfrequently outstrips merit in the race for success.

We are aware that objections—and objections of no trifling weight—may fairly be urged against the accumulation, in the hands of Directors, of any considerable amount of money such as a depreciation fund is alleged to produce, and which is to be applied at discretion; but this objection proceeds on the supposition that a conjectural sum is to be set apart, whereas the object of the parties who support such a measure—an object which they will soon have the means of attaining—is to appropriate just so much of a Company's earnings as shall be sufficient to retrieve the delapidation which the stock has received in any stated period, and no more. Supposing the amount of depreciation to be precisely ascertained, it is clear that no accumulation of funds, from which any danger is to be apprehended, could possibly take place. The exact sum necessary to replace the waste of the current year would be abstracted from the current year's income, and if at the end of the succeeding period it were found that the stock had not become deteriorated, no further amount would be set apart, or in any case only just such amount as would meet the further depreciation.

This question is of very great importance to all Railway Companies; and, being such, we are glad to find that it is attracting so much attention. Permanent, and not merely temporary prosperity, ought to be the aim of every Railway Board, in the arrangements into which they enter; and in consulting and promoting this, the probable effect of particular measures upon the share market must be more disregarded than under present circumstances is generally the case. It is very plausible to urge that present holders of shares ought not to suffer for the sake of those who may come after them—and certainly they ought not to suffer unjustly or capriciously—but if what we have said above be correct, they cannot possibly be injured by the establishment of a depreciation fund, conducted upon right principles; and, on the other hand, care is to be taken that existing proprietors are not allowed to derive an immediate profit, at the risk of entailing future injury on the undertaking.

We learn with much regret, that within the last few days Mr. Glyn has retired from the Chairmanship of the North Midland Railway Board. Mr. Glyn has, we understand, been induced to take this step from a long-settled conviction that the affairs of a railway in active operation cannot be satisfactorily attended to, save by parties resident on the spot; and indeed it has only been on the urgent entreaties of his colleagues, and of many of the principal proprietors, that the honourable gentleman has for some time past retained his seat.

The traffic of the North Midland Railway has hitherto not come up to the expectations which were at one time entertained; but if great ability, indefatigable zeal, and a most conscientious devotion to the true and permanent interests of his constituents on the part of a Chairman, could ensure success in a speculation of this kind, the North Midland line would assuredly surpass the most sanguine hopes of its promoters. We have no fear for the ultimate prosperity of the undertaking, and can only hope that Mr. Glyn's successor in the chair will equally merit, and equally receive, the confidence of the shareholders generally.

We take it for granted that the proprietors will adopt some mode of publicly testifying their sense of the obligations they are under to their late Chairman for his exertions, during times in their history as a Company, of considerable difficulty and doubt. What particular mode may be selected we presume not to conjecture, but sure we are, that never was acknowledgement of services rendered, more justly due.

The great perfection and economy in the use of steam for pumping water which the Cornish engineers of the present day have been enabled to attain, appears to have been mainly fostered by the publicity given to the duty of each individual engine, and the rivalry thereby induced of all engaged in their manufacture to produce a superior performance. This of course improves the economy of mining operations and enlarges the connexion of the successful parties.

We have often felt surprised that the Directors of our large Railway Companies have not devised some analogous means of directing the attention and competition of their engineers to produce locomotive engines of greater economy as regards fuel and repairs, than has hitherto been attained; and we are far from thinking improvement unattainable, if proper means were taken to publish the performance, consumption of fuel, and expenses of engines by different builders.

We believe that recent inquiries into the economy of this heavy item of railway expenses, have for the most part furnished individual Directions with a private knowledge of this nature, and it would give them but little additional trouble to publish monthly results, and thereby compare themselves at once with their neighbours, and conduce to the benefit of the whole body.

We are glad to hear, therefore, that the Directors of the North Union Railway have set on foot an approximation to the system we advocate, by contracting for engines on the same general plan from two eminent locomotive builders in their neighbourhood, with a determination to keep accurate accounts of their respective performances and economy. We hope they will not confine to themselves alone the advantages of such a plan, but render the information available to other Railway Companies, by commencing the publication of documents similar to the monthly reports of duty of Cornish engines, and which we conceive would not fail to conduce as much to the economy of locomotive power on railways, as they have done to the saving of coal in mining operations, where the value of a bushel of coal has been increased from 28,000,000 lbs. to 100,000,000 lbs since the time of Watt, which is equivalent to 350 per cent. We need scarcely add that we shall have great pleasure in giving publicity to any such documents.

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Thursday week was the anniversary of the opening of the Chester and Birkenhead Railway. During the 12 months just expired the trains have travelled seventy thousand miles, being nearly equal to three times the circumference of the earth, and th number of passengers conveyed amounts to two hundred and eighty-seven thousand nine hundred and seventy-four, being upwards of 5,500 per week, without any accident whatever, consequently the Company have incurred no expense for surgeons' bills nor compensation. During this period there has been no life lost, nor a fractured nor dislocated limb of any of the workmen; nor has there been a broken or bent axle or wheel belonging either to the engines or carriages.

Accidents may arise which no human foresight or caution can prevent. Nevertheless, on the other hand the want of care and practical knowledge on the part of railway executives is sure to lead to disastrous results, and we question whether any other railway has been equally exempt from accident during the first year of its operations, especially when we consider the extent of the traffic, which appears to equal that of some of the principal trunk lines. Notwithstanding, however, this amount of traffic the shares of the Company are, like many others, suffering under great depression. We suspect this must arise from some other cause than a lack of traffic. Judging from the low rates of fares* charged, it is probably owing to some opposition on the part of existing rival conveyances, which can only be of a temporary nature.

The following statement with which we have been favoured by a gentleman thoroughly acquainted with the business of the line will be found interesting:—

Developement of traffic on the Chester and Birkenhead Railway, as per returns prepared for the payment of Government Duty.

Opened 23rd Sept., 1840, to	Passengers.	Reduced to one passenger in miles.	Duty paid. £	s.	d.
Oct. 5	4,231	54,455	28	7	3
Nov. 2	8,885	113,086	59	4	3
Dec. 7	7,375	92,902	48	7	9
1841 Jan. 4	13,890	170,014	88	10	11
Feb. 1	14,580	174,653	90	19	4
Mar. 1	16,061	194,140	101	2	3
Apr. 5	25,876	310,348	161	12	10
May 3	34,211	408,253	228	5	1
June 7	43,942*	563,456	293	9	4
July 5	28,221	347,886	181	3	11
Aug. 2	36,809	457,928	238	10	0
Sept. 6	46,853	(not made out.)			

* Chester races.

These dates are the first Monday in the month, as required by the collector.

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The Preston and Wyre Railway has, as our readers are aware, called a new town into existence, namely, Fleetwood-on-Wyre, appropriately named after the able and enterprising Chairman of the Company, Sir Hesketh Fleetwood. In the Return of the census just taken, the number of inhabitants is stated to be 1,500. The enumerators significantly append the following remark:—"Five years ago there was not a soul abiding in the district, it being a rabbit warren!"

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If railways interfere with the prosperity of particular towns by diverting traffic from its accustomed channels, they not unfrequently contribute to their advantage in other modes. We learn, from the *Northampton Mercury*, that the little town of Stoney Stratford, which, with others on the road between London and Liverpool, though not perhaps to so great an extent, has suffered materially from the

* Fares, including ferryage across the Mersey, between Liverpool and Birkenhead (about 16 miles.)

	s.	d.
First-class carriages	3	0
Second do. covered top and sides	2	6
Third do. no cover, but seats	1	6
Fourth do., or stand up, neither cover nor seats	1	0

These charges, especially the third and fourth class, are lower than on most, if not on any, English railways.

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loss of the coaches, is likely from its being the nearest town to the central station (Wolverton) on the London and Birmingham Railway, the distance being two miles only, to become an influential mart for the sale of stock of all descriptions.

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We are informed that the views so ably expressed by Mr. Moss, at the recent meeting of the Grand Junction Company, in favour of the reduction of the "short fares" on that line, have already been partially carried out.

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The apportioning of the Birmingham and Gloucester new quarter shares took place last Saturday. We understand that 9,200 shares were allotted to proprietors, and up to that date about 8,200 were taken up, and 7*l.* 10s. per share paid on them as a second instalment.

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The determination of the Commissioners of the metropolitan highways to discontinue lighting the roads near Kensington, in consequence of the abstraction by the Great Western Railway of the ancient traffic, has, it appears, been carried into effect. On Wednesday the roads in question were left in total darkness! The Comissioners have offered to the various parishes the gratuitous use of the lamps, lamp-posts, &c.; but some of the parochial functionaries, instead of availing themselves of this offer, are, it appears, speechifying on the matter as usual, and threatening to go to law!

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We are happy to find that a railway is projected in Aberdeenshire, which, if carried into effect, will form the commencement (in connection with existing lines) of a grand northern line, connecting the five largest towns in Scotland, namely, Glasgow, Edinburgh, Aberdeen, Dundee, and Perth, and an immense number of places of less importance. We trust the scheme will be warmly taken up by the capitalists of the district.

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The *Hampshire Advertiser* says, it is reported that the Brighton Railway "being now opened, the proprietors of that line contemplate lending their assistance to the formation of a junction to Portsmouth." Of course nothing will be done in such a matter as this (supposing it to be in contemplation) without the sanction of a general meeting of the shareholders.

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A common-road steam coach has been making "experimental trips" at Windsor, but apparently with no great success, having broken down on the second or third journey.

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The *Examiner* calls the attention of the officers of the Mint, to the toll gates in the neighbourhood of the several metropolitan railways where, it is said, in the hurry of passengers, counterfeit coin is passed off to them in change, with a frequency which is very suspicious.

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A correspondent sends us the following statement:—

Goods traffic on Birmingham Railway for week ending August 31, 1839, open throughout for 11 months	£1,726	12	2
Ditto, Great Western, week ending September 19, 1841, open throughout 11 weeks	1,752	0	3
Balance in favour of Great Western.....	£25	81	

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A new system of signals, the invention of Mr. Hall, the indefatigable Manager of the Company, has recently been introduced on the Eastern Counties' Railway. They are extremely simple and efficient, and have attracted much attention from the Managers of other lines. We hope to be able to give a description of them in an early number. We learnt, with much pleasure, the other day from a gentleman totally unconnected with the undertaking, and at one time by no means prepossessed in favour of the Management, that the present arrangements for conducting the traffic upon this railway are most admirable, and not to be surpassed upon any line in the kingdom. We are glad it is so, not only for the sake of this particular undertaking, but for the credit of the railway system at large. The works upon the unfinished portion of the line are proceeding vigorously. A Chelmsford paper says:—"We may report continued progress in the works at the various districts of the incomplete portion of this important line of railway, and should the weather during the ensuing winter season prove favourable so as to admit of their prosecution without much interruption, there appears little doubt but the expectations of the Engineer and Directors of having the undertaking throughout to Colchester finished by this period next year will be realised. In this neighbourhood all is activity. At Widford, the deep cuttings on either side of the main road are going on rapidly, and the bridge over New-street being completed, the timbers which mainly supported the centres have been removed, so that the road under it is again open to the public. The great strength of the district is, however, now concentrated upon the bridge across the river at Springfield, which, if we are rightly informed, is to be erected with all possible expedition, in order to the employment of locomotives in conveying the soil from the excavation between Springfield and Boreham for the completion of the embankment."

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The *Leicester Chronicle*, in noticing the effects of railway facilities, states that not only are immense quantities of prime butcher's meat regularly sent to London on Saturdays, from that town, but potatoes, apples, pears, plums, &c., are now also sent weekly from Leicestershire to Hull, Sheffield, and other large towns, in great abundance, to supply the wants of the market gardeners of those places. "We last week heard (says our contemporary) of one gardener only who had a contract to supply upwards of two thousand strikes of apples, plums, &c."

RAILWAY OFFENCES AND OFFENDERS.

We had last week to notice a case of most wanton wickedness in an attempt to upset a railway train, and the same painful duty again devolves upon us. We learn from the *Dundee Courier*, that a few days ago, a diabolical attempt was made to overturn the mail train from Arbroath to Dundee. It appears that a wooden style or paling was placed on the rails on which the train runs, in the neighbourhood of Barry, and that two large stones were placed on the two rails to the northward. The day was extremely foggy, and on the train coming up the engine drivers did not discover the impediment until within so short a distance of the spot that it was found impossible to stop the engine. Most providentially, however, when the wheels of the engine came in contact with the obstruction, the gate was thrown in a slanting direction between the rails, and the train passed over in safety. "This (adds our contemporary very justly) does not in the slightest degree deduct from the guilt of the parties who exposed so many lives to extreme danger; and we, therefore, rejoice to hear that, by the activity of the county police, three persons have been apprehended, and are under examination." The *Dundee Advertiser* of a later date states that the guilty party is a boy, who has confessed, saying, "he did it to bring them up for *fleein'* [flying] about that way on Sunday!" This is a novel mode certainly of putting a stop to Sunday travelling. We trust the young *saint* will receive his deserts.

Of a somewhat similar character was the offence of a lad (aged 16) named Foxley, who on Monday week was taken before the Birmingham magistrates, charged with throwing a stone weighing 26 lbs. from Saltley Bridge, upon the line of the London and Birmingham Railway. Three plate-layers who were at work at the time narrowly escaped being struck by it, and a train had passed under the bridge only a few minutes before. The magistrates after hearing the evidence, very properly convicted the young scoundrel in the penalty of 5*l.* or two months imprisonment with hard labour.

Last week a man named Jonathan Duncan, of Gilligate Moor, tailor, was summonded before the magistrates, at the justice-room, in Durham, on Saturday last, for passing upon foot on the main line of the Durham and Sunderland Railway, from New Pittington Engine to Hetton-le-hole station, without the license of the Company, and convicted in the mitigated penalty of five shillings, and six shillings and sixpence for costs, the full penalty being ten pounds.

We must class among our "railway offenders" the parties on the Glasgow and Greenock line, whoever they may be, who, as we learn from the *Scotch Reformers' Gazette*, recently allowed a number of kegs of gunpowder to be conveyed on one of the trucks *along with a numerous train* of passengers! "Whoever, (says the journal named) has witnessed the large flakes of ignited matter that are continually alighting on the railway carriages, will easily comprehend the imminent danger that was thus criminally braved. And it certainly says much for the public spirit of a most respectable ship owner in Greenock, whose name we are authorised to give if this statement shall be attempted to be denied, that the moment he detected this dangerous arrival of gunpowder on the train from Glasgow, he immediately caused it to be seized by the sanction of a magistrate whose name we are also authorised to give, and had the gunpowder secured by the police." The London and Birmingham Directors have recently issued a special order against the carriage of this dangerous description of merchandise without due notice, under the penalty of 20*l.* imposed by the Company's Act. In reference to the Greenock case, our contemporary says:—"We trust the respectable Directors and Managers of this Railway Company will take care to institute an immediate and rigid inquiry into the truth of this statement, with the view of preventing such fearful responsibilities in future. But if not, and if such another transaction shall again occur, either on this railway or any other, it will be our bounden duty to warn the public in relation to it; for the lives of the lieges must not be put in peril, or exposed to imminent danger, by the transit of such combustibles in such places."

The Editor of the *Sheffield Patriot* makes the following statement from his own personal knowledge

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of the facts. We trust that the matter has been, or will be, inquired into, for it is such exhibitions of the "insolence of office"—exhibitions, we are happy to say, that are far from common upon railways—which give the enemies of the system a colour for their misrepresentations:—

"We were going to Manchester the other day (says our contemporary), and at one of the stations, we think Sowerby bridge or Hebden bridge, a little boy who accompanied a female who was intending going by the train, about eight years of age, was standing near the door of the station, a tall one-eyed wretch, who appeared to be invested with some *brief authority*, came up to him saying, 'what are you doing here, you young rascal?' up with his fist, and boxed him soundly about the ears. The boy had no chance of getting out of the way. We got out of the carriage with the intention of stating this brutal conduct to the clerk, but just then the whistle sounded, and thus prevented us. For the sake of the Company, more caution should be exercised in the choice of these menials. We once saw one meet with his deserts on the same line. A gentleman got out at one of the stations. His luggage appeared bulky, and one of those strutting officials seized it, and was dragging it towards the weighs. The passenger civilly told him to let it alone, as it had been examined at the Manchester station, and allowed to pass. The fellow came out with some insolent expressions, and kept hold of the luggage. The omnibus was waiting, the owner of the luggage told the official that he did not want to cheat the Company, but, as it had passed the Manchester end, he would not be detained by this uncalled-for interference. 'Won't you,' said the official, 'if you speak two words here I'll lock you up,' and was hauling the luggage away. The choler of the passenger was excited—he raised his hand, saying, 'take that, you meddling vagabond,' and gave him a blow on the side of the head which laid him prostrate. This caused a tremendous row, but the passenger was a man of spirit, and set them at defiance. He gave his card, and said they might take their remedy, but he was not going to be made a liar, and insulted by their puppies. This was certainly a summary way of punishment, but one which we thought was demanded."

RAILWAYS IN BRAZIL.

We have been favoured with a copy of the Prospectus of the Imperial Brazilian Railway Company, established at Rio de Janeiro, from which it appears that the capital of the Company is 8,000 contos, equal to nearly 2,000,000*l.* sterling, divided into 16,000 shares, of 500 milreis each, or 120*l.*, payable at the rate of 24*l.* annually, subdivided into four quarterly payments of 6*l.* each. The Brazilian Directors are, Joaquim Jose Pereira de Faro, Jose Antonio d'Oliveira Silva, Antonio da Cunha Barboza Guimarães, Miguel Eugenio Monteiro de Banos, and Thomas Cochrane. The Treasurer is Joao Pedro da Veiga, and the Secretary, Carlos Pentland.

This Company is formed under an exclusive privilege, obtained by Thomas Cochrane, Esq., from His Imperial Majesty the Emperor of the Brazils, for the purpose of constructing a railway between Rio and the confines of the splendidly fertile provinces of Minas and St. Paulo, crossing the district of Iquassu, touching the Serra and the river Parahiba, proceeding through the districts of Pirahy, Barra Mansa, Resendo, and Campo Bello, and communicating with the main roads of traffic from the Minas Geraes, Saõ Paulo, Goiaz, and Matto Grosso.

The following is a calculation of the actual expenditure in the transport to Rio de Janeiro, of the produce of these fertile provinces:—

	Milreis.
Three million arrobas of coffee (as certified at the consulate at 3,500 milreis per arroba, equal to 10,500 contos: deduct 25 per cent. for transport	2,625,000
251,000 arrobas of fumo, at 3,500 milreis per arroba, equal to 878,500 milliers reis.—40 per cent. transport	351,400
500 arrobas of bacon, at 4,000 milreis each arroba, equal to 2,000 contos—40 per cent. transport	800,000
Three million of bruacas of salt at 1 milre for transport	3,000,000
Three million of various kinds, at 1 milre per arroba	3,000,000
100 passengers from the three provinces, going and coming, making yearly 35,500 at 10 milreis each	365,000
Cattle of various kinds, 81,604, at two milreis each	163,208
Total	Rs. 10 304,608

This sum of Rs. 10,304,608 is equal to about 2,500,000*l.* sterling, amounting to 500,000*l.* more than is required to complete the railway, and which colossal sum is annually lost to the industrious agriculturist in consequence of the wretched and expensive medium by which he is now compelled to convey his merchandize to market, on account of the truly miserable state of the public roads. The Brazilian Government have acted wisely in encouraging, in every possible manner, the accomplishment of this noble undertaking, and the disposition which they have displayed to become shareholders to the amount of 500,000*l.*, coupled with the readiness with which the native Brazilians have already purchased shares to a similar amount, not only tend to ensure success to the enterprise, but by the confidence so displayed, cannot fail to induce British capitalists to embark their money therein, to the relief of the native capitalists, and the very great advantage of the commercial community generally, throughout the empire. Thus, this patriotism on the part of the Brazilians which leads them boldly but prudently to advance their money in favour of similar national undertakings is attended with the beneficial result of obtaining a loan, free from usurious interest, and without the risk of the national credit being affected.

The foregoing project and statistics, appear to have obtained the marked approval of the merchants on the Exchange at Rio de Janeiro, and we have it in our power to testify to the very great respectability of the Directors, as they are considered as ranking amongst the most influential and wealthy men of the empire. Wherever foreign national undertakings are so creditably supported by the natives themselves, and are practicable in their execution, the proprietors may always rest assured of obtaining our most cordial sympathy and encouragement.

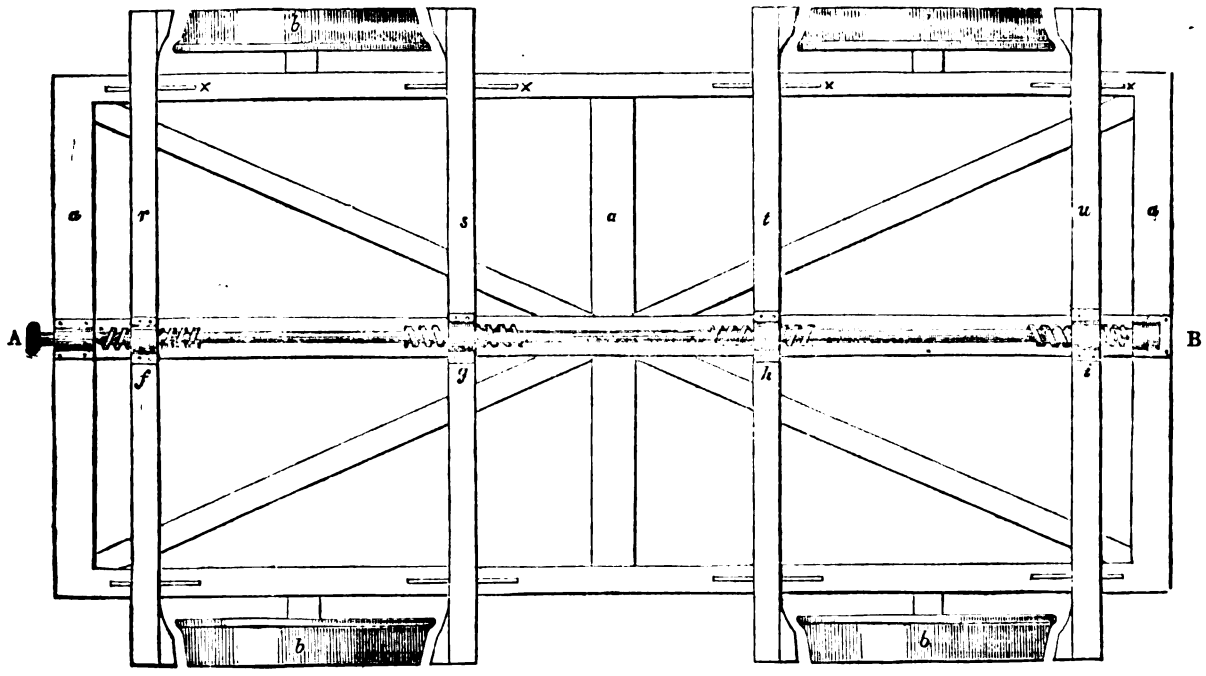
ACCIDENT ON THE BRIGHTON RAILWAY.

An accident, we regret to say, took place yesterday on the London and Brighton Railway, fortunately, however, unattended with loss of life. The facts as reported to us, appear to be these:—The first up train starts from Brighton at a quarter past 7, and had proceeded on its journey as far as the southern entrance of the tunnel at Hayward's Heath. The ground at this part of the line has a sandy bottom, and it is supposed that from the heavy rains it had given way and sunk under the rails. The consequence of this was, that when the train reached the tunnel, the pressure upon the line caused the iron to give way; the train was thrown off the rail and forced with great violence against the brickwork of the tunnel. It was found that the train had been forced against the sides of the tunnel, and the bricks were falling in all directions. The injury done to the brickwork is considerable, and the train was delayed upwards of two hours.

The Guarantee Society.—[*From a Correspondent.*]—We invite attention to the Advertisement in our columns of a society now more than twelve months in operation, originating in the most benevolent object of supplying security for those who cannot pretend to fill situations of trust but by the most painful, and too frequently impolitic, obligation of the bond of their relations, friends, or even needy connexions; and when we consider the vast increase of capital brought together for undertakings beyond the grasp of individuals, and which capital is necessarily placed more and more out of the controul of its immediate proprietor, we hail this new institution as a boon to all the parties concerned in security: nay, we look upon it as one of those concomitants of civilisation to which the last century has given birth. We are old enough to recollect not only the institution of Savings' Banks, but of Life Assurance (to which latter, the Guarantee Society is most analogous), and we know that in both instances the projectors were reviled and almost scoffed out of their benevolent but well digested designs, and what has been the result of both? The one has afforded to the working classes a perfect means for their minutest efforts at provision in old age, and the other has been made use of to such an extent as to form too frequently the only provision for the survivors of industrious but short-lived persons in the middle classes of life; and with these great advantages in their direct effect, must not there necessarily have followed great *moral* results? Indeed, the very foundation of men's ability to avail themselves of either, have been abstinence, self-controul, care, and economy; and is not this the very time for superadding to those institutions such a one as is here offered? By it the three contracting parties are essentially relieved; the capitalists, whose annually-increasing millions are, as we have before said, necessarily more and more exposed to the controul of secretaries, managers, superintendents, clerks, money-takers, &c., whose bondsmen (when put to the test by the occasional defalcation of the functionary) are found not to be equal to the security given, or to be so poor as to be excused by the sufferers. The relations or friends are also relieved from that risk against which they never provide a fund, but in incurring which they do injustice to their families and creditors; but the party who should hail the institution is he who having few or no relatives or friends in that intimate connection that warrants his command of security, may, if he can stand the necessary scrutiny of character (an ordeal conducted with becoming delicacy) obtain at a very low premium that which enables him to hold a place of trust and emolument, without exposing him to any, the slightest, obligation. He does more—he lays up, in the archives of this society, a reference for promotion or change, that will always avail him while he holds fast by the most valuable of all possessions, an unblemished character for integrity. It is not then surprising that, during the last fifteen months, the *empoyés* of the Bank of England, the principal bankers, metropolitan and provincial Joint-stock Banks, Railway Companies, Fire and Life Assurance, and other institutions, as well as numerous commercial firms, have availed themselves of the security thus offered.

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NEW RAILWAY BREAK.



To the Editor of the Railway Times.

Sir,—May I take the liberty of requesting you to insert the above sketch, together with the description of a railway break lately invented by me, which I think you will consider superior to those at present in use. *a*, *a*, *a*, represents the under-side of the framing of a carriage; *b*, *b*, *b*, *b*, the wheels, (the axles not drawn, in order to make the sketch more simple.)

A, B, is a bar of round iron, extending the whole length of the carriage, and turning freely in the bearings attached to the framing at these points. This bar has alternately a right and a left-hand thread cut on it at *f*, *g*, *h*, *i*; *r*, *s*, *t*, *u*, are the arms of the break, to which the traversing nuts which work on the screws; *f*, *g*, *h*, *i*, are attached. There may also be *guide-bars* or *slots* at the parts marked x, x, x, x, &c. in the framing, through which the arms of the break might work in order to steady it in its movement. The action of the break may now be easily conceived when motion is communicated in the usual manner to the bar A, B, by means of the *bevel gear* at A, the arms of the break, *r t*, will move in one direction, whilst *s u* traverse an equal distance in the opposite direction. Mr. Davis's ingenious break, a description of which appeared in your journal of February 6, and in the *Mechanics' Magazine* of January 23, No. 911, pp. 58, 59, is the only one which will bear comparison; let, however, any person examine them together, and I think he will agree with me in saying that his is complexity and mine simplicity.

I remain, Sir, your obedient servant,
TERENCE FLANAGAN.

THIRD CLASS CARRIAGES.

To the Editor of the Railway Times.

Sir,—From the paramount, nay I might say, vital, importance of this question to the working and labouring poor and their families, I am induced to think that you will readily pardon my trespassing upon your valuable space again, and at some length. I admit the correctness of your correspondent "H.'s" logic; but it is not by such that either railways or the world in general is governed, and allow me *par parenthese* to state, that my object in addressing you has been truth and not victory—has been to benefit the public as far as the very humble means which I possess, can be made available thereto.

Your correspondent "H." has obtained his victory by addressing himself to the detail of my principle, rather than to the principle itself. The position, or principle as "H." calls it, which I enunciated, was "that inasmuch as the shareholders are induced to embark their capital in railways, not *pro bono publico*, but for their own individual advantage, the public are not bound either in their expectations or demands to consider the shareholder or his interest, but themselves exclusively." This he has left entirely uncombatted, and I think wisely so.

But it is to the dangerous consequences to the interests of the community at large, that may arise from such monopolies, that I would wish to direct the attention of the public.

It is true that at the present moment the fares are moderate; the comforts and conveniences of the first and second class carriages are in proper proportion to the fare that is paid, and *that fare* generally speaking is a moderate and an equitable charge.

But I do most strongly object to the *conveyance*, and the convenience (which is in infinitesimal proportions) that are provided for the poorer classes in the third class carriages. They are taken as pigs are; indeed I do not think that they have an equal accommodation with the porcine race. Now if the Railway Companies thus deal with the poor man, (only I believe because he has no remedy; the middling and upper classes not sympathising in his sufferings) what guarantee have we that, when by their monopoly they have *us* entirely in their power, they will not meet out the same measure towards us, as they do now to the poor?

It appears to be "a cunning device" on the part of Railway Directors, in order that they may compel all who can by any means manage it—no matter how detrimental this may be to the poor man's family—no matter how many days by this "device" of theirs the poor man's children may be deprived of their daily food, so long as the Railway Directers compel them to pay second class fares, and thereby as they imagine, add a miserable pittance to the dividend that is about to be declared.

But, as in the case of cunning people generally, I believe, that they overreach themselves; as the want of accommodation, nay rather the disgusting and revolting way in which people are confined in these pens or stalls, commonly called "Third Class Carriages," prevents many from travelling as frequently as they otherwise would, and altogether deters others from travelling at all.

It seems done from a desire to oppress the poor, to show them the impassable barrier that wealth has placed between them and their rich brethren; for in the first and second class carriages, not more than a fixed definite number are allowed to be at the same time, the overplus if there be any, being obliged to wait for the next train. Then why not have the same regulations with regard to the passengers by the third class? But they are poor people! Have they not the same "organs, dimensions, senses, affections, passions; fed with the same food, hurt with the same weapons, subject to the same diseases, healed by the same means, warmed and cooled by the same winter and summer?" Then why this unjust difference—a difference let me say, not having the same proportion in convenience and comfort to the second class, as the second class does to the first?

There be some who will answer these objections thus! if you like not the accommodation provided for you, go elsewhere! But this I take to be an answer that Railway Companies are not at liberty to give; for in most cases none other conveyance remains by which the poor man may seek the market from whence he perhaps obtains the means of his living. It is a matter of bread and cheese with many that go—*nolens volens* he must go—and by this conveyance, inasmuch as every other conveyance has been driven from the road.

"But the public good is advanced," I hear another exclaim, and private interests must give way to public good.

I for my own part cannot see wherein lies the advancement of public interest, if, after these railways are established, and by their superior capital have destroyed all competition, in fact have obtained a complete monopoly, I say, I cannot see how the public interests are advanced, if either by their exorbitant fares or want of proper accommodation, more than one half of the public are shut out from participating in it at all.

Your correspondent "H." seems to have a wonderful reverence for the decisions of Parliamentary Railway Committees. He seems to think that because a Parliamentary Committee may have overlooked, or even sanctioned such things, that therefore they are just and right, and that the public have no right or reason to complain; but I know not by

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what law, the divisions of Parliamentary Committees are held to be infallible, and I have yet to learn that the laws laid down by Parliamentary Committees are to be like the laws of the "Medes and Persians," that "change not, neither do they alter." Nor unless "H." falls back upon one of these grounds, do I see any reason why the public should not endeavour to have that law which is unjust, altered, and that law which is harsh, amended.

If "H." falls back upon one of the two above stated grounds, I am not the daring person either to call in question their infallibility, or to put up my opinion against such ancient authority. But I have been induced to advocate the opinions which I have done, first, because it is no more than what is due to the lower classes of the public, than in fact what they have justly and legitimately a right to demand, and secondly, from a firm conviction that they will best advance the pecuniary interests of the shareholders; and instead of the Directors having to apologize to the shareholders for a quarter per cent. dividend less, as "H." fears, they would be enabled to meet them with, if not a declared certainty, a perspective quarter per cent. more.

I am Sir, yours obediently,

P. Z.

Another to foll

THIRD CLASS CARRIAGES—MANCHESTER AND BIRMINGHAM RAILWAY.

To the Editor of the Railway Times.

SIR,—I am glad to find that "third class" subjects continue to claim the attention of your correspondents. I hope the discussion of this subject will be continued in the columns of your useful journal. We are yet a long distance from the full apprehension of it in all its bearings, in its financial value to the Companies, and its boundless benefit to the public. But the consideration of general rules and principles will be only a poor guide to us in reference to any particular railway: and the motives which apply in reference to short distances will be wholly inapplicable to long journeys. And I think the *creation* of passenger traffic has been too much lost sight of. Take, for instance, the Manchester and Birmingham Railway, open to Stockport, 5¼ miles. Trains leave nearly every hour in the day with first, second, and third class, at 1s. 3d., 1s., and 6d. The passengers are principally third class "stand ups," "uprights," or to make an elegant word out of the Lancashire dialect, as some modern Chesterfield has done, the passengers generally travel in "stan'ups," which are not quite so elegant as "Stanhopes." And very wisely has it been arranged, that encouragement should be given to this class. It is the *sixpenny ride* that has created the traffic. Take this away, and the traffic goes with it. Does it therefore follow that a remunerating traffic at 1d. a mile would be found to Birmingham? Certainly not. But is it equitable to charge 1d. to Stockport and 1½d. to Birmingham? Undoubtedly, if the expense *per passenger* is proportionately greater: and if the lowering of the fare to Stockport from 6d. to 1d. would *create* double the present amount of passengers, I hope the Directors would not hesitate about the reduction without reference to Birmingham.

Yours respectfully,

TERTIUS.

COMPETITION BETWEEN THE GREAT WESTERN AND LONDON AND BIRMINGHAM RAILWAYS.

To the Editor of the Railway Times.

SIR,—I beg leave to inform your correspondent "J.," of Clifton, that it is *not* in the *immediate* power of the Great Western Company to make any such announcement as—

"London and Birmingham in 6¼ hours, *viâ* Great Western and Birmingham and Gloucester Railways.

NO TUNNEL THROUGHOUT"

They must first execute the line of railway between Cirencester and Cheltenham, which at present occupies three hours of tedious *coach* travelling over a hilly country. The comparative merits as to *time* from London to Birmingham therefore *now* stand thus:—

London and Birmingham Railway, direct....	5¼ hours.
Per Great Western to Cirencester	3¾ hours.
Cirencester to Cheltenham, per *coach*	3 "
Cheltenham and Birmingham, per Birmingham and Gloucester Railway	2¼ "
Total	9 hours.

Nor can they at present do more than barely compete with the London and Birmingham *even* to Cheltenham, the one way occupying 7¼, the other 6¾ hours, to say nothing of the inconvenience of change from railway to coach, and again from coach to railway; nor can they announce "*No* tunnel throughout," as there *is* a tunnel (although not a very long one) between the Lickey plane and Birmingham, on the Gloucester Railway.

No, Sir, the London and Birmingham (in which I have no interest) are acting judiciously in arranging to carry throughout the traffic to Worcester, Cheltenham, and Gloucester; and while the *hiatus* of railway exists between Cirencester and Cheltenham, they *will* carry it; when *that* is obviated, it will naturally revert to the Great Western; but whether its execution will prove a profitable speculation to the latter Company, is I think more than doubtful.

Whilst writing on the subject of this route, I cannot help making a remark on what I have before seen noticed in your journal, viz., the apparently unjust conduct of the Birmingham and Gloucester Company in excluding the coaches and omnibuses of Mr. Fleischmann from their yards, but which after all sometimes benefits that person in lieu of injuring him, as in my own case, for on arriving at Cirencester I was so disgusted with the impertinence and importunity of the numerous coach touters who surround you in the station, that seeing one smart coach *outside* the gates, I with others concluded it would start first, and immediately entered it. It did so; and we not only went by it, but remained at the house of the proprietor during our stay at Cheltenham, where every thing was good and comfortable, although not quite so dashing as some of his neighbours.

Before closing my letter, allow me to make one observation on the letter of "A Traveller," in your last number. I sincerely hope that no Railway Company will, in any shape, form, or fashion, permit the habit of smoking to be indulged in either in its carriages or stations. If *once* introduced in any way it will soon extend, to the annoyance as well as danger of the whole train—and with its usual accompaniaments of spitting and drinking, render railway travelling a perfect nuisance. Nothing can be more offensive than this habit to those who do *not* like it, and nothing more injurious (with very few exceptions) to those who *do*. It used to be the curse of continental and transatlantic travelling alone, but now we may boast of nearly equalling our neighbours in one of their worst customs.

I am, Sir, your obedient servant,

J. P.

London, September 27, 1841.

PAYMENT OF RAILWAY DIVIDENDS QUARTERLY.

To the Editor of the Railway Times.

SIR,—The suggestion of Mr. Moss (at the last meeting of the Grand Junction Railway Company) about paying dividends *quarterly*, should I think be urged upon their Directors by the proprietors of all railways, not only for the reason he gave, but as a matter of security. I have just seen your report of the conversation which occurred at the South-Western meeting. It appears that about 90,000*l.* of traffic receipts might, and probably would, have been in the hands of Messrs. Wright and Co., if the Directors had not luckily had means of employing it. Now on lines that are completed, the Directors have no alternative; the weekly receipts accumulate for six months in the banker's hands. Without casting any reflections on so respectable a body, we have unfortunately too many recent instances of their sharing the common lot of commercial men; they cannot therefore be offended at the measure I am advocating.

I am, Sir, your obedient servant,

A SHAREHOLDER IN MANY RAILWAYS.

London, September 25th, 1841.

SPEED ON RAILWAYS.—THE BRIGHTON, SOUTH-WESTERN, &c.

To the Editor of the Railway Times.

SIR,—In the last number of your journal a correspondent, under the signature of "F. J. B.," has some remarks on the "speed" attained by the "fast trains" on different railways, and he appends thereto a table (which I have here subjoined) professing to show the rate per hour on five of the principal lines:—

"*A Comparative Statement of the 'Fastest Speed attained' by the under-mentioned Railways (including stoppages.)*

	Length.	Time of journey. H. M.	Per hour.
"Brighton.....	50¼	1 45	28¾ miles.
"South-Western....	67¼	2 50	27 1-16 "
"Great Western	118¼	4 25	26¾ "
"Grand Junction ..	97¼	4 0	24¼ "
"Birmingham	112¼	4 45	23¾ ""

Now, this table is altogether incorrect, at least with regard to the three first-mentioned lines. In the comparison instituted between the Great Western and Brighton lines, (*including stoppages*, recollect) the express train has been selected, which stops only *once* in the entire distance to Brighton, or *once* in *one hour and three quarters*; whereas the train to Bristol stops *fourteen times*, or *once* in every *twenty minutes*; and one of these stoppages is for *ten minutes* at Swindon!

Besides, *this* is not the fastest train on the Great Western, though "F. J. B." asserts that it is. (See heading of table.)

With respect to the South-Western Railway, your correspondent, in his anxiety to rescue it from "the slanderous attacks on its fair fame," has fallen into several errors. 1st. The distance he has given in the table, is wrong. 2nd. The time, he states the journey to be done in, is wrong. 3rd. The rate per hour, in the table, calculated from these, is wrong. 4th. The assertion that the trip to Southampton is performed in the same time as the corresponding distance to Swindon, is untrue.

Let us now compare trains under similar circumstances, on the three lines I have referred to, and see how matters stand. (I have not at hand the means of ascertaining the accuracy of "F. J. B.'s" table, with respect to the Grand Junction and the Birmingham lines, and therefore I leave them out of the question).

The table will now stand thus:—

Comparative Statement of the speed attained by the "Fastest First Class *Trains" on the under-mentioned railways, including stoppages.*

	Length of line.	Time of journey. H. M.	Miles per hour.	Stop once in every hour.*
Great Western ..	118¼ ..	4 15 ..	27.82 ..	32 min.
South-Western ..	77 ..	3 0 ..	25.66 ..	30 min.
Brighton	50¼ ..	2 0 ..	25.25 ..	30 min.

But now let us compare the speed on the Great Western to Swindon, with that on the Southampton line, and the table will now stand as follows:—

Comparative Statement of the speed attained by the "Fastest Trains" *on the undermentioned railways, including stoppages.*

	Length.	Time of journey. H. M.	Miles per hour.	Stops once in every hour.
Great Western ..	77 ..	2 35 ..	29.84 ..	26 min.
Brighton†	50¼ ..	1 45 ..	28.85 ..	105 min.
South-Western ..	77 ..	3 0 ..	25.25 ..	30 min.

So much for the attempt of "F. J. B." to "put in a good word" for the South-Western. It may well say, "save me from my *friends*."

Referring to the superior speed kept up on the Great Western line, "F. J. B." makes the follow-

* Including a stoppage of 10 minutes at Swindon.
† Express train.

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ing extraordinary statement: "still the actual advantage derivable to the public is, *not* the speed attained in the transit whereby one's life is jeopardised, so much as by one steady and sure progress arriving within the specified time, with but 'few and far between' delays at the intermediate stations." Why, a common stage waggon would accurately fulfil all these conditions! What *can* be the use of a railway then?

In the last paragraph of his letter, "F. J. B." says he inserts the table (already alluded to) "as an act of justice to those who have invariably condemned the adoption of the wider gauge on the ground of its so materially accelerating the transit on railways." Now, this is a class of persons whom I believe to exist only in the imagination of "F. J. B.;" or if there really be any such people, I fear they must derive but little comfort from this "act of justice," since its effect has been to prove the reverse of what was intended.

I am, Sir, your obedient servant,
A. T. G.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—In your last number, your correspondent "F. S. B." in his statement of "fastest speed attained," has placed the maximum of the Great Western at 26¾ instead of 28 $\frac{86}{100}$ miles per hour, according to the regulated time of the night mail, viz.:—

To leave Paddington at 8.55 o'clock, p.m.
Arrive at Bristol..... 1. 5 o'clock, a.m.
Time, 4h. 10m., or 118¼ miles = 28 36-100 per mile per hour.

In your traffic returns you state, for the corresponding week of 1840, (20th September).

Receipts.... 5549*l.* on 56 miles.
Instead of.....5549*l.* on 63¼ = 87*l.* per mile.
Add Bristol and Bath 1123*l.* on 11¼.

6672 . 75¼ = 88*l.*

In comparison wherewith the latest results per mile per week are—

	Miles.	Per week.
Week ending Sept. 19, 1841.....	£14,725 .. 169¼	= £87
Or deducting for branches, estimated, in the absence of proper returns, at not exceeding	2,000 .. 51	
Leaving..	£12,725 .. 118¼	= 107

On the letter in your last number signed "L.," (which is no doubt well intended) I would beg leave to remark, that it is a most superfluous degree of caution to estimate the future working expenses so highly as he has done; such sums as 39 and 40 per cent. for 1842, are quite extravagant with reference to the information given by Mr. Saunders, at the recent general meeting (see *Railway Times*, 4th September, Part 2), that they would diminish below 40 and then below 35 per cent. (the same as the Birmingham). The York and North Midland estimate their working expenses at 32 per cent.—the North Union are below 30 per cent.—the Manchester and Leeds are estimated at 33½, and the Grand Junction, for the half-year ending 31st December last, were 36½ per cent.; and the remark of Mr. Saunders was, that he believed with the reduced price of coke, "the expenses of their locomotive power would be less than on any other line in the kingdom," diminishing "not only in proportion to increase of receipts but by an actual diminution."

Yours respectfully,
F.

Bath, September 29, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—A vast deal of space in your valuable paper has been devoted (chiefly I opine out of courtesy to the various writers,) to the problematical cost, expenses, and returns of the Great Western Railway. These speculations, no doubt, have hitherto been read with considerable interest, but now that the whole line is in full operation, general attention will be directed to the dividends—an early and regular payment of which is the object of this communication. Those parties who have for some years been anxiously looking for a return on their capital invested, and more particularly those who are mainly dependent on that return for their incomes, find a delay of three months before payment of the midsummer dividends, a very serious and unexpected inconvenience. The accounts are made up to the 30th June, the dividends declared in the month of August, but the day for payment is the 25th September. Now, Sir, this does appear to me a long and unnecessary delay, more especially when we take into account, that railway business is for the most part a ready money business. I do not presume to point out a remedy for this evil, by holding quarterly meetings as recommended in the last Report of the Grand Junction, but shall content myself with the attempt to draw the general attention of our Directors to the subject, assuring them that it is a matter of most essential importance to numbers of their proprietary.

PROMPTUS.

London, September 30, 1841.

SITUATIONS IN RAILWAY COMPANIES.

To the Editor of the Railway Times.

SIR,—In your paper of the 25th instant it is stated, you do not know to what cause the great number of applicants for railway situations is to be attributed—whether to a predilection for such employments, or the general depression of trade.

That either or both these causes may have some tendency to swell the numbers there can be little doubt, but the principal cause will be found in the facility afforded by an indiscriminate patronage for obtaining such situations. A note from a shareholder or two, or a Director, and not unfrequently a *douceur*, are too often the only requisites for obtaining a good berth on a railway, while many able hands who have been years employed in their construction, are thrust on one side to make room for more favoured guests, who become more numerous as the facility of entrance becomes more known. You state that for the situation of Station-Master at Birkenhead, the number of applicants was 4,000; were there four out of the whole properly qualified for the post? Certainly *doubtful*.

If a chemist or surgeon, a builder or mason, required an assistant, would patronage alone obtain 100*l.* a year from either trade or profession, the candidate having no previous insight of what would be required of him? Decidedly not! No, not 100 pence!

Yet this is done on railways; the successful candidate enjoys his salary first, and learns how to earn it afterwards, or becomes a railway servant by intuition. No wonder the name of railway situation hunters is "Legion."

Most respectfully your obedient servant,
AN OLD HAND.

Birmingham, 28th September, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—The accounts as published in your last number of the receipts and expenditure of the Manchester and Leeds Railway appear to have given great satisfaction to the proprietors, as indeed they ought, if the general economy in the management be equal to that stated to have been effected in the department of locomotive power, which is represented as costing only 11 $\frac{66}{100}$d. per mile, exclusive of depreciation, whilst on other lines it has been shown to cost 2s. and upwards, on some even as much as 2s. 4d.

I hope for the sake of the railway interest at large there has been no error in this statement, and if not, it would be extremely interesting (and highly creditable to the engineers) to publish the accounts in detail in the form done by the London and Birmingham Company, giving at the same time a short description of the engines used, and the names of the builders. It is true there is a considerable saving in the price of coke as compared with the Liverpool and Grand Junction lines; still as the entire cost of that article appears to constitute little more than one-fourth of the expense of locomotive power on those railways, there must have been other important sources of economy in the management of the Leeds and Manchester engines, besides the incidental one of fuel, which it is important to show.

From the statement of "statistics," which is also very interesting, there appear to have been 1,795,324 passengers carried since the opening of the line, an aggregate distance of 19,445,879 miles, which would yield a duty to the Government at 0½d. per mile of 10,128*l.*; but as I see only 3,196*l.* 8s. 10d. charged against the income for the past six months, which constitute the main source of the revenue, may there not be some error in these figures?

Perhaps the insertion of this letter in your widely circulating periodical, may obtain the required information from competent authority.

Your constant reader,
INVESTIGATOR.

27th September, 1841.

[We recommend to the attention of the Manchester and Leeds Management the suggestion thrown out by our intelligent correspondent, as to the publication of the accounts of "working" in detail. We shall be happy to make this journal the means of laying them before the railway world. With respect to our correspondent's inquiry as to the amount of Government duty, it is probable that the Manchester and Leeds Company are in the same position as the South-Western, as explained by Mr. Chaplin at the late meeting.—ED. R. T.]

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—In the last number of the *Railway Times*, you state, in reference to this Company, "We regret to find that the Company are again compelled to augment their capital." I beg to observe that this statement is not correct. The Directors are now only about to issue (in pursuance of an Act obtained in the last session of Parliament) the quarter shares alluded to in their Report of March last. This additional capital therefore forms a part, and is no augmentation, of the total capital of 3,172,000*l.*, therein mentioned as requisite to complete the undertaking, with its several branches.

The fact of this increase of capital, and the purposes for which it was required, were made public in March, and the particulars are fully detailed in the Directors' Report, which appeared in the *Railway Times* of the 13th March, 1841.

Besides, the Directors state distinctly in their last Report, that "they are fully satisfied of the sufficiency and correctness of the sum of 2,862,799*l.*, which was given in their Report of March last, as the estimated *ultimate* cost of the main line," &c. &c.

You will oblige me by correcting in your next paper the statement here referred to.

I am, Sir, your obedient servant,
JOHN JELLICORSE, Secretary.

Secretary's Office, Clowes' buildings, Hunt's Bank, September 28, 1841.

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—The increase of traffic on this railway within the last three or four months, has been greater than under the depressed state of the manufacturing districts might reasonably have been anticipated.

The following is a comparative table of this and last year's traffic, viz.—

From 4th July, 1840, to 12th September, 1840. £. s. d.	From 3rd July, 1841, to 11th September, 1841. £. s. d.
2,323 15 11	4,406 9 10¼
2,258 5 9	4,513 15 5½
2,454 6 11¼	4 533 4 4½
2,761 3 1½	4,658 14 8½
3,608 3 1½	4 891 13 3
3,230 6 1½	4,896 5 11½
3,168 11 11½	4,856 0 7½
3,287 19 5½	4,895 15 3½
3,513 0 10½	4,896 4 10½
3,226 1 8½	5,072 10 11½

This shows an increase for the period of 10 weeks of about 18,000*l.*, which will give at the year's end

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about 100,000*l.* over and above the amount received for the first year's working of this railway; and there can be little doubt that this increase will warrant a larger dividend upon the whole amount raised in shares, than 4*l.* per annum.

Should commercial affairs assume a more favourable aspect, a considerable increase in the passengers' traffic would immediately follow, but even in the present condition of the undertaking, it appears to me that the value of the shares is depressed beyond any reasonable limit, and totally out of proportion to the dividends that will accrue upon them.

I am, Sir, your most obedient servant,

A SUBSCRIBER.

22nd September, 1841.

LONDON AND BIRMINGHAM RAILWAY.

To the Editor of the Railway Times.

SIR,—Various comparative statements have appeared from time to time in your journal relative to the London and Birmingham and Great Western Railways, and several of your correspondents have expressed a desire to ascertain what were the weekly receipts of the former Company on its first opening for the entire distance. Allow me to supply this information up to the end of 1838.

There can be no doubt that to the great majority of persons engaged in railways extreme disappointment has resulted from the events of the last few years. The magnificent expectations engendered by the success of the Liverpool and Manchester, Grand Junction, and London and Birmingham lines, led thousands to speculate far beyond their means in other similar undertakings, but connecting districts which did not possess the same elements of success. The pressure of the times occasioned by unprecedented commercial distress has added to the original fatal error, and hence railways, though destined to create both great individual as well as national wealth, have been the means of occasioning immense individual ruin and misery. Much of those unfortunate results might, however, be alleviated, were parties to pay the same attention to the working receipts of the various lines as they would to the results of their private occupations, whatever they may be. They would thus discover a gradual and steady process of improvement which cannot fail at no distant day to place even the most unfortunate undertakings in the position of well-paying investments even to original shareholders, whilst to parties investing at the present prices they almost ensure returns for capital seldom equalled by the most brilliant speculations. A comparison of the returns which I now send you with those which appear weekly in your publication, must convince the most sceptical of the truth of these remarks; and that railway proprietors who exercise calm discretion and patience will assuredly reap that reward to which their enterprise most justly entitles them.

H. H.

September 22, 1841.

London and Birmingham Railway opened throughout 17th September, 1838.

Receipts for week ending	22nd	Sept., 1838	....	£10,709
Ditto	ditto	29th	....	11,050
Ditto	ditto	6th Oct.	....	10,841
Ditto	ditto	13th	....	10,716
Ditto	ditto	20th	....	10,486
Ditto	ditto	27th	....	10,299
Ditto	ditto	3rd Nov.	....	9,795
Ditto	ditto	10th	....	9,071
Ditto	ditto	17th	....	8,102
Ditto	ditto	24th	....	7,900
Ditto	ditto	1st Dec.,	....	7,412
Ditto	ditto	8th	....	7,660
Ditto	ditto	15th	....	7,856
Ditto	ditto	22nd	....	10,559
Ditto	ditto	29th	....	7,718

LIVERPOOL AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—As a proprietor deeply interested in this and other railways, and accustomed to compare the annual accounts of each, I am sensibly struck with the very heavy expense incurred on the Liverpool and Manchester Railway for the maintenance of way and fences, which for the last half year appears to be about 6,000*l.*, or nearly at the rate of 400*l.* per mile per annum,—and for some previous years it has been even higher,—whilst on some other railways it appears to be done for less than half; on the Grand Junction, I am told, it is done *by contract* for little more than half, and the contractor making a handsome profit by it.

I cannot also but observe, that the general expenses on this railway are greater in proportion to its revenues than on any other, whilst from the greater consolidation of the works, and longer experience in the management, one would have expected a contrary result. The charges for the last half year are very little less than 50 per cent. on the receipts, or equal to about 4,000*l.* per mile per annum, whereas on some of the metropolitan railways, where fuel and labour are much dearer, and the amount of traffic (taken per mile) much less, they do not exceed 35 to 40 per cent., or from 2,000*l.* to 2,500*l.* per lineal mile per annum.

I am aware that no exact comparison can be made between the expenses of any two lines, either taken as a per centage on the traffic or mileage cost, unless the rates charged and the gross amount of revenue per mile be the same; but still to a certain extent comparisons may be made, and when it is considered that the Liverpool and Manchester rates are not much below those of other lines, that its mileage traffic is greater than any other long line in the kingdom, and that it has the advantage of cheap fuel, and derives a considerable portion of its revenue from tolls paid by other Companies, on which the expenses must be very trifling, I am at a loss to account for the apparent extravagance of its management. I hope it is only *apparent*, and that some of your correspondents may be able to give a satisfactory reason for the cause, which is greatly desired by your's, &c.

DUBIO.

Dublin, 27th September, 1841.

SHEFFIELD AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—It would be doing the independent Shareholders in this Company a great service if you would put them on their guard, and arouse their vigilance as to what is going on. It has been the misfortune of this undertaking, that many of the Directors (and certainly all that have taken the lead in the arrangements) have had local interests to support, and the only salvation of the concern will be to get a Direction formed, composed of parties having no interest beyond that in which the Shareholders generally are affected.

It was manifest from the proceedings at the last General Meeting about six weeks ago, that some disclosures were only stopped by the general hope of the shareholders present, that the Board of Directors would reform themselves, and that the necessity of a Committee of Inquiry would be obviated. There is too much reason to fear that this is far from being about to be the case. On the contrary, symptoms are abroad of a contemplated juggle in the shape of some *family change* among the many of the same clique at present on the Board, the effect of which will be to revive to greater activity, that spirit in the Direction, which has acted so injuriously to the best interests of this railway, and has driven away in succession most of the right-minded persons from time to time connected with it, including their original noble Chairman; and one of the very earliest results of this change, if it is allowed to occur, will probably be to stop the works beyond that point which bounds the local interests of those now controlling all proceedings, although nearly the whole of the physical difficulties of this great undertaking have been practically surmounted, and what remains is comparatively easy of execution, only wanting the proper course to be taken, which will ensure the completion of the railway from Manchester to Sheffield in its entirety.

The shareholders are looking with much anxiety for the Report from Mr. Locke the Engineer in Chief, which was expected to have appeared before this time. It is hoped that it will be forthcoming when the line is opened for traffic in the course of a few weeks as far as ready, up to Godley and Mottram. With this Report, and by the election at the the General Meeting in February next of four new Directors of fresh blood, some hopes may be entertained of the concern, and if the really independant bulk of the shareholders will attend either in person or by proxy, this hope will be realized.

But the present danger is pressing, and if something be not done better than the replacement of a once discarded Director, in place of one who is believed to be sounder than some of the others, (as now talked of to be made next week) the whole concern will soon go to the dogs, and the Sheffield people will find that they have been led by the nose, and made the tools of parties, who having got other people's money to make a railway to their own doors will laugh in their sleeves at the *victims*.

I am Sir, your obedient servant,

A SHAREHOLDER.

October 1st, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—It is matter of great surprise to many well informed persons, and to the original shareholders who engaged in this concern as an investment, that the shares should be at so great a discount as 40 per cent.; and the only reason I can assign for it is the great scarcity of money.

Your readers will see by the following statement that the present income, taken from your published weekly returns, is more than 4 per cent., even if the whole additional capital were paid up, which will not be done before February next.

If you refer to your weekly returns of general traffic, it will be found that out of all the thirty-two railways now in operation, the Birmingham and Gloucester ranks ninth in point of weekly income, notwithstanding the numerous attempts to depreciate it, and with the merchandize traffic hardly commenced.

I am, Sir, your obedient servant,

AN ORIGINAL SHAREHOLDER.

Birmingham, September 23, 1841.

The whole paid up capital and borrowed will in February next amount to 1,500,000*l.*

The weekly returns for the last three months have averaged 2,100*l.* per week, and arrangements are nearly completed for merchandize traffic, therefore take the minimum at 2,000*l.* only per week for 52 weeks, which is	£104,000
Undivided profits June 30, 1841	10,000
	114,000
Deduct 40 per cent. on the returns of 2,000*l.* per week for locomotive power and general expenses, say	41,000
Net profit to June, 1842	73,000
Interest on the paid up and borrowed capital of 1,500,000*l.* at 5 per cent. is	£75,000
From which deducting	73,000
Leaves	£2,000

which is within this sum of paying 5 per cent, say a clear 4½ per cent. for the shareholders. Again, if a person were to purchase 10 shares at the present extraordinary discount of 40 per cent., he would pay only 600*l.* instead of 1,000*l.*, and 4½ per cent. on 1,000*l.* gives more than 6 per cent. on 600*l.* advanced.

N.B. This calculation is exclusive of the income arising from the tram railway between Gloucester and Cheltenham purchased out of the above capital, which has produced regularly 6 per cent for three and a half years, and not included in the weekly published returns, and the present capital paid up and borrowed is under 1,400,000*l.*, which also is in favour of this statement.

CONTINENTAL RAILWAYS.

IN the *Railway Times* of 18th Sept. it was stated that the 3rd section of the railway from Berlin to Frankfort on the Oder, passing through Dersau and Roslau to Roswig has been opened to the public. The writer of that article should attend somewhat more to the geography of the continent, for the towns mentioned are close to the Elbe and Berlin on the Spree, so that the Elbe must cross the Havel and Spree to bring these towns to the Oder. A. M. BIGOE, Railway Engineer.

[The paragraph was copied from a contemporary.]

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THAMES HAVEN DOCK AND RAILWAY.

To the Editor of the Railway Times.

SIR,—Considering your paper the medium of information with the public on those matters relating to railways which cannot be promulgated by advertisement, I have to acquaint you that since my last letter, applications have been received at this office for more than a thousand shares, and others are daily coming in. Thus, when the full number shall have been demanded so as to give confidence that the works will be executed by the subscription of the required capital, the Directors will appropriate the shares remaining in the office. I was quite assured that once the merits of the undertaking were fairly gone into and understood, its intrinsic value would carry it through, despite adverse times. You will oblige me by the insertion of this letter.

I am, Sir, your obedient servant,

HENRY AMSINCK, Sec.

2, St. Mildred's-court, 30th Sept., 1841.

ULSTER RAILWAY—THE LATE MEETING.

To the Editor of the Railway Times.

SIR,—My attention has been drawn to a report of the general meeting of the Ulster Railway Company, as given in the *Railway Times* of 18th September last, in which my name is brought forward as having engaged as contractor with the Liverpool and Manchester Railway Company at the time I was a Director of that Company. So contrary is this to the fact, that as soon as I became a proprietor of works which were likely to be employed by the Railway Company, I resigned my situation of Director. I did the same by the Grand Junction Railway Company, for the same reasons; and since that period have not allowed my name to be put forward as a candidate for the Directorship, although solicited to do so. By inserting this letter in your next publication, you will much oblige,

Sir, your obedient servant,

C. TAYLEUR.

PROCEEDINGS OF THE INSTITUTION OF CIVIL ENGINEERS.

A LETTER was read from Mr. Edward Alfred Cooper, describing some experiments on the use of Maroons, as Signals on Railways.

The maroons are either small tin cases, or carcases of brown paper, charged with from half an ounce to two ounces of gunpowder, mingled with which are four of Jones's prometheans, which are small glass tubes, each containing a drop of sulphuric acid; the tubes are surrounded with chlorate (hyper-oxy-muriate) of potassa, and are each enveloped in a strip of paper.

In the event of an accident occurring, which renders it necessary to give notice that an approaching train should be stopped at a given point, two or more of these maroons are fastened upon the upper surface of the rail, by the strips of lead attached to them. The wheels of the engine, in passing over them, crush the glass tubes of the prometheans, the sulphuric acid inflames the chlorate of potassa, and causes an explosion of the gunpowder, which is distinctly heard by the engine driver, who immediately shuts off the steam, and puts down the break.

Mr. C. H. Gregory had permitted several trials to be made with these maroons on the Croydon Railway.

An engine was driven at full speed with a number of empty waggons attached to it, and with the steam blowing off to create as much noise as possible; yet the explosion of even half a drachm of gunpowder was distinctly perceived. He considered the invention to be practically useful.

On the Stationary Engines at the new Tunnel on the Liverpool and Manchester Railway: By John Grantham, Assoc. Inst. C. E.

This communication gives a description of two pair of stationary non-condensing engines, which were constructed by Messrs. Mather, Dixon, and Co., of Liverpool, from the designs and under the superintendance of the author.

The steam cylinders are 25 inches diameter, with a length of stroke of six feet; they have side levers like marine engines, but the connecting rods are reversed, and convey the power downwards to the machinery, which is placed in vaults cut out of the sandstone rock; upon which the beam pedestals are fixed without any framing. Cast iron slides are used, instead of the usual parallel motion, and after several years' constant use they exhibit no marks of deterioration.

The drum wheel is 21 feet diameter, and makes usually 22 revolutions per minute, when drawing up a train at the rate of 15 miles per hour; there is a groove in its periphery, at the bottom of which is wound a small cord to form a bed for the main rope to rest upon—this main rope encircles about two-thirds of the circumference; it is made of the best Russia hemp, in three strands, patent shroud laid, the inner strand being composed of 40 yarns of white hemp, overlaid by 40 yarns of hemp, tarred to the point of saturation; this arrangement is found most conducive to the lightness and durability of the rope; its circumference was 6 inches, and its length, when new, was 4,800 yards; in the first few weeks it stretched to the extent of 10 per cent. of its length, after which it remained unchanged under the tension imposed. The total weight is 8 tons 8 cwt., and the cost was 2*l.* 8s. per cwt. It is guided by 474 grooved pulleys, 14 inches diameter, and by 6 sheaves 5 feet diameter. A new rope will last well for three years, after which it is renewed by splicing in a short portion each time, so as to reduce the amount of stretching.

The length of the inclined plane is 2,370 yards, at varying gradients; giving an aggregate rise of 77 feet 1 inch, and a mean rise of 1 in 92. The tunnel is 2,220 yards long. The average weight of the trains drawn up is 55 tons—and the time occupied is six minutes. The pressure of steam is usually from 50 lbs. to 60 lbs. when the engines begin to wind, and sinks gradually to about 30 lbs. in the reservoir during the time it is working.

From some experiments made by Mr. Edward Woods, the details of which are given, it has been ascertained that each pound per square inch pressure of steam upon the pistons over and above the 7·56 lbs. necessary to overcome the friction of the machinery, is capable of drawing one carriage weighing 5 tons gross up the inclined plane.

On the first erection of these engines, in order to comply with the provisions of an Act of Parliament, it was necessary to work them with steam generated in boilers, at a distance of 448 yards, and conveyed through pipes 10 inches diameter, laid in a tunnel excavated through the rock. Several experiments were made to determine the relative amounts of pressure in the boiler and the steam reservoir, and the quantity of steam which was condensed in a certain time. The results were, that when the engine was standing still, the difference of pressure was about 3 lbs., and when working with a load it was as much as 13 lbs. The quantity of steam condensed was on an average about 156 gallons per hour.

Subsequently, a set of tubular boilers, similar to those of locomotive engines, were erected close to the engines, and are now constantly worked instead of those at the great distance, the economy of fuel has been considerable. The consumption of gas coke under the tubular boilers is about 15 tons per week, at ten shillings per ton. The larger boilers consumed about 30 tons in the same time.

Mr. Edward Woods gives his approval of the action of the engines, and of the employment of non-condensing engines generally for this class of work, on account of their great simplicity, and the readiness with which they may be brought into full action, so that the greatest power is always at hand to start the train; whilst during the intervals of working the steam may be suffered to accumulate. These advantages are rarely attainable with condensing engines, as unless a small engine be employed to keep up the vacuum, there is a difficulty in starting them with the train attached to the rope.

This communication is accompanied by four detailed drawings of the engines and machinery, and by a model of Mr. Grantham's apparatus for regulating the admission of steam to the valves.

Mr. Fairbairn bore testimony to the good quality of the engines and machinery described by Mr. Grantham, their performance had been very satisfactory.

The mode of keeping the rope in tension was an improvement upon the plan which Mr. Fairbairn had previously adopted at the Wapping tunnel, of the same railway. He would present drawings of that machinery to the Institution.

The loss by condensation in long steam pipes is so considerable, that it has been generally found more economical to transmit power by a line of shafts, than to convey steam to any great distance.

He had recently constructed some Cornish pumping engines of large size, with side levers and reversed connecting rods; they had answered extremely well. Drawings and descriptions of them would be presented to the Institution.

OPENING OF THE STRASBURG AND MULHAUSEN RAILWAY.

WE learn from Mulhausen that the Minister of Justice, after arriving there on Sunday by the railway from Strasburg, went on by the branch railway to Thann, to inspect the manufactories, and thence return to Mulhausen. Meanwhile M. Berger, Deputy and President of the Council of Directors, went to Basle to receive the authorities of that city and invite them to Mulhausen. On the return of this party, and after the presentation of the Swiss authorities to the Minister of Justice, the Bishop Coadjutor of Strasburg gave his solemn benediction to the railway, and pronounced an impressive discourse. A grand dinner given by the Directors then took place, at which all the personages of note who were present at Mulhausen were assembled. The Minister of Justice, on his health being drunk, took occasion to express his extreme satisfaction at witnessing the completion of so great an undertaking, and expressed his hope that it would tend to the promotion of a permanent good understanding between France and the neighbouring countries. The Minister, in concluding his speech, said, "Circumstances, to which I will not even allude, stopped for a moment the movement which has rendered peace so fruitful for us, and in ten years has changed the face of the country. Henceforth, under the shadow of an honourable peace, France is about to re-enter upon the career from which she has been momentarily diverted, and she will march in it with that rapid and sure step which suits the rank she occupies in the world. Her neighbours give her the example of this by their numerous works of public utility. But even on this point she cannot and she will not consent to remain on a footing of inferiority. This is the idea which will direct me in accomplishing the task which the King has deigned to entrust me with, and I do not hesitate to say that it is also the idea of the government." The room in which the dinner took place had been formed out of a large cotton warehouse, and was tastefully decorated. An inscription on one of the walls was very appropriate. It ran thus:—"In 1500 the journey from Mulhausen to Strasburg occupied eight days; in 1600, six days; in 1700, four days; in 1800, two days; in 1841, two hours." In the evening the town was brilliantly illuminated, as well as most of the country houses in the environs, and the effect thus produced was very striking. A grand ball concluded the festivities of the day, and on Monday morning a train conveyed the authorities of Basle back to Switzerland, while another train took the Minister of Justice, the Bishop, the Prefect, and the authorities of Strasburg back to that city. No accident occurred to interrupt the rejoicings of the occasion. On Monday the authorities and Directors of the railway of Strasburg gave a return fete to those of Mulhausen, and some of the notabilities of Basle,

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for the hospitality they had received at Mulhausen. Trains arrived from that place gaily ornamented, and the greater part of the population of Strasburg were assembled on the ramparts or in the streets, to welcome the visitors. Salvos of artillery were fired, and bells were rung. A grand banquet was given in the Corn Market, where eleven tables, of fifty covers each, were laid out. During the dinner several toasts to the King, the Minister of Public Works, the Directors of the Railway, &c. were drunk. M. Forel, of the house of Nicholas Koechlin Brothers, proposed a toast to free trade, &c. in an eloquent speech, and the following remarkable words:—"Let us above all things keep in honour commercial probity, which has always been so much venerated in Alsace, for without it we shall never succeed in founding anything that will be durable. It is the absence of political probity which perpetuates our dissensions, and is the cause that in France there is much agitation without any progress. *Works, not words!* is the motto of our rivals in industry and commerce. *Des faits, pas de phrases!* May this motto, already adopted by Alsacian manufacturers, become that of all Frenchmen, and then free trade, which is now kept in the region of Utopian schemes, will soon become a truth in full practice." M. Minden, one of the principal inhabitants of Basle, proposed a toast to France and Alsace, and made an eloquent speech in German, at the end of which he apologised for not addressing the company in French. The Minister of Public Works immediately said, "We are highly gratified, Sir, at hearing toasts in honour of France proposed in German." A grand ball concluded the festivities of the day, and the town was brilliantly illuminated. The lofty spire of the cathedral was lighted with Bengal fires, and had a magical effect. On Tuesday the visitors from Mulhausen and Basle returned home.—*Galignani.*

ACCIDENT ON THE GLASGOW AND PAISLEY RAILWAY.—We regret to state that George Donaldson, a policeman in the service of the Glasgow and Paisley Joint Railway Company, whose beat was contiguous to the Arkleston tunnel, accidentally met his death on that line on Wednesday last. It appears, that the unfortunate man had been taking his dinner, which had been brought to him by his wife, upon the slope of the cutting within a few yards of the west face of the tunnel, and hearing the one o'clock train from Glasgow approaching, he ran down with the intention of crossing the line, for the purpose of displaying his signal. The rapidly advancing train, however, was upon him before he could pass over, and being struck down by the buffers of the engine, he was instantly deprived of life. This painful occurrence took place before the eyes of Donaldson's wife.—*Glasgow Herald.*

ACCIDENT ON THE GREAT WESTERN RAILWAY.—On Friday afternoon the railway train from this city to Bath, impelled by the *Star* engine, had proceeded a short distance beyond Keynsham, when a policeman made a signal, upon which the engineer slackened his pace. Good reason for so doing presently appeared, when it was found that a little further on, on the same line, the engine of a train which probably had started at half-past two had broken down, and the way was obstructed. If the engineer of the *Star* had not prudently slackened his pace on the signal of the policeman, the collision would probably have been of serious consequences.—*Bristol Times.*

KILMARNOCK BRANCH RAILWAY.—The operations on our branch are progressing at a satisfactory rate. The great body of the workers of Messrs. Macdonald, the contractors for a considerable part of the line in the vicinity of the town, have not yet got relieved from the Edinburgh line; still, the numbers employed have shown their handiwork to some purpose. Bridges are erecting over the bye roads near to Woodhall Quarry, where there is a pretty deep cut; and immediately adjoining Greenhill Quarry there is a short but very heavy embankment. In various parts along this section the embankments are made up to a considerable length.—*Glasgow Constitutional.*

LONDON AND BRIGHTON RAILWAY.—ALTERATION OF TRAINS.—OPEN THROUGH-OUT from London to Brighton, for passengers, parcels, private carriages, and horses.

Down trains from London daily, except Sundays, at *three-quarters past 9 a.m.; at ☞ three quarters past 10 a.m; *three-quarters past 1 p.m.; ; three quarters past 2 p.m.; *three-quarters past 3 p.m.; ☞ three-quarters past 4 p.m.; and to Croydon only at 7 p.m.

Sunday trains down from London.—Mixed trains at *8 a.m., *three-quarters past 10 a.m.; and *7 p.m.; and to Croydon only at 10 p.m.

Up trains from Brighton daily, except Sundays, at *three quarters past 6 a.m., half-past 8 a.m. (express; at three-quarters past 10 a.m.; at *three quarters past 11 a.m.; at a ☞ quarter past 2 p.m.; at *4 p.m.; and from Croydon only at three quarters past 2 p.m.

Sunday trains up from Brighton, at *three-quarters past 7 a.m., at *4 p.m., and at *7 p.m.; and from Croydon only at 7 a.m.

The Trains marked thus * are mixed, that is, consist of first and second-class carriages, and stop at all the Stations on the line, performing the journey in two hours and a half. The trains marked thus ☞ consist only of first-class carriages, and stop only at Croydon, Red hill, Three Bridges otherwise Crawley, and Hayward's heath, and perform the journey in two hours. The trains marked thus ‖ are mixed, but call only at Croydon, Red-hill, Three Bridges, and Hayward's-heath, and perform the journey in two hours. The Express Train stops at Croydon only, and performs the journey in an hour and three quarters.

Fares to and from London and Brighton:—First class carriages, 14s. 6d.; second class, 9s. 6d.; children in second class, 6s. 6d.

Fares to Croydon:—First class, 2s.; second class, 1s. 6d.

N B—No passengers will be conveyed from London to New-cross, or New-cross to London.

Children under 10 years of age in first class carriages will be charged second class fare. No charge made for infants in arms.

Bills containing all particulars as to the conveyance of carriages, horses, dogs, luggage, and parcels, together with information as to omnibuses, post horses, &c., may be had on application at the offices of the Company, 10, Angel court, Throgmorton-street; or at the following booking-offices:—Grifin's, and Green Man and Still, Oxford-street; Hatchett's, Piccadilly, 41, Regent-circus, Spread Eagle, ditto, Golden Cross, Charing-cross; George and Blue Boar, Holborn; Old Bull, Holborn; White Horse, Fetter-lane; Cross Keys, Wood-street, and the Spread Eagle, Gracechurch-street; also at the terminii, London-bridge, and Brighton; and all the stations on the line.

By Order,
THOMAS WOOD, Sec.

27th September.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half yearly at the Bank of Messrs. Gurn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

TO BE SOLD BY PRIVATE CONTRACT, in such Lots as shall be agreeable to the Parties, all the remainder of that excellent and valuable stock of Iron Machinery, Tools, &c., belonging to the late firm of MARSHALL ROGERS & Co., Lion Foundry, Wood-street North, Liverpool, consisting of

One Horizontal High Pressure Steam engine and Boiler, of 16 horse power.

One High Pressure Beam Engine and Boiler, of 18-horse power.

Several large Slide Lathes, suitable for turning railway wheels, shafting, and for general purposes.

Upwards of forty Screws, Machines of various kinds, most of which are valuable tools, some of them nearly new, and all in good working condition.

A number of Cast Iron Beds, suitable for Lathes or other Machines, some of which are planed.

Five large Punching Engines complete, a compound Self-acting Drilling Machine fitted up with eight drills, each to act separately or all at once, nearly new and in excellent condition.

A Foundry Fan, two Cupolas, and two good Foundry Cranes, a quantity of Railway Axles, and a variety of other railway work in a partly finished state, besides a number of other things suitable for Engineers, Founders, Smiths, and Boiler Makers, all of which will be sold very cheap, as the Assignees are desirous of clearing every thing away from the premises as soon as possible to avoid rent and other expenses.

Apply to Mr. John Finch, Jun., Sir Thomas's Buildings, or to Mr. Duncan Littlejohn, Lower Sparling street, Assignees.

N B. The goods may be seen at any time by applying at the Foundry.

Liverpool, 28th September, 1841.

TENDER FOR WROUGHT IRON RAILS.—The Directors of the Northern and Eastern Railway Company will meet on Thursday, the 14th day of October instant, to receive Tenders for the supply of 600 Tons of Wrought Iron Rails, to be delivered in the River Thames, at the mouth of the River Lea,—in all January next.

Pattern of the above may be seen at the Company's Office, Railway Station, Shoreditch. Parties tendering to specify their mode of manufacture and terms of payment.

WILLIAM BOURNE, Secretary.

Shoreditch, London, October 1, 1841.

TO RAILWAY CONTRACTORS.—The Chester and Birkenhead Railway Company are desirous of receiving PROPOSALS for maintaining in proper Repair for one or five years, the Railway and other works thereunto appertaining.

Mr. John Dixon, the Company's Engineer, will attend at the Birkenhead end of the line at 10 o'Clock on Friday, the 8th day of October next, in order to accompany persons desirous of inspecting the line, and to exhibit the specification. Tenders in conformity with the specifications, addressed to Mr. Dixon, at the Railway Office, Birkenhead, will be received on or before Saturday, the 16th day of October. Security for the due fulfilment of the contract will be required, and the Directors will not pledge themselves to accept the lowest Tenders.

SCHOOL OF ENGINEERING, TRINITY COLLEGE, DUBLIN.—This School WILL OPEN on the 2nd of November, 1841, and will embrace the following Curriculum of Study, which will extend over the Three University Terms of each Year:—

FIRST YEAR.

MATHEMATICS—By the Rev. Thomas Luby, D.D. F.T.C.D.

PRINCIPLES of MECHANICS and HYDROSTATICS—By Andrew Searle Hart, L.L.D., F.T.C.D.

CHEMISTRY and GEOLOGY—By James Apjohn, M.D.

SECOND YEAR.

PRACTICAL MECHANICS—Heat and Steam-Engine, by the Rev. H. Lloyd, D.D., F.T.C.D., Erasmus Smith's Professor of Natural Philosophy.

PRACTICAL ENGINEERING.—(Professor not yet elected.

For further particulars application to be made to the Rev. Joseph Henderson Singer, D.D., Registrar.



HALEY'S PATENT LIFTING JACK, Manufactured solely by Messrs. W. and J. GALLOWAY, Engineers, Manchester.

The attention of parties who employ Lifting Jacks, is respectfully requested to the superiority of the above over those hitherto in use. Having a claw the same as the "Rack Jack," it will lift either from the top or below, and is not more than half the weight and bulk. The handle may be let go with the lift on, and remains stationary, and quite safe.

Each working piece is Engine-cut and Case-hardened.

CIVIL ENGINEERING.—The LECTURES on CIVIL ENGINEERING of Professor VIGNOLES, for the ensuing Session, will COMMENCE on WEDNESDAY, November 3.

From the numerous subjects connected with Civil Engineering the following are selected for the Session 1841–42, and will be treated of in Two Courses, viz.:—

FIRST COURSE.—Ten Lectures:—On Foundations, Earth Work, Retaining Walls, &c.

SECOND COURSE.—Eighteen Lectures:—On the Construction of Railways, including the principles of Laying out, Lines, Works, Estimates, Applicable Powers, Economy, &c.

The Second Course will commence on the first Wednesday in February.

The other branches of Internal Communication will be the subject of Lectures in the Session 1842–3.

The Lectures will be on Wednesdays, from Seven to Eight, P.M., and may be attended by persons not intending to go through any other course of study in the College.

The fee to Matriculated Students, and to Students of the College, attending the Classes of Mathematics and Natural Philosophy, will be £4 for the two courses. To other persons £5.

The Class of Mathematics of Professor De Morgan, of Chemistry of Professor Graham, and of Drawing of Mr. G. B. Moore, will commence with the opening of the Session.

The Class of Natural Philosophy, the Professorship being now vacant, will open soon after the appointment of a new Professor, which will be made early in the session.

The Courses of Lectures on GEOLOGY of Professor Webster, one part of which will be devoted to the application of Mineralogy and Geology to the useful Arts, will commence in February.

A Course of Lessons on PRACTICAL CHEMISTRY will be given in the Spring by Professor Graham.

Further particulars may be had on application at the Office of the College.

P. F. MERLET, Dean of the Faculty of Arts.
CHAS. C. ATKINSON, Secretary to the Council.

University College, London, September 16, 1841.

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THAMES HAVEN DOCK AND RAILWAY incorporated by Act of Parliament. The price of Coals delivered at the entrance of the Thames is Thirteen Shillings per Ton. One of the objects of the Thames Haven Railway is to bring Coals to London at a trifling increase upon that amount. Application for the remaining unappropriated Shares, Pamphlets and Plans, may be had at the office, No. 2, St. Mildred's-court, Poultry.

HENRY AMSINCK, Secretary.

EDINBURGH AND GLASGOW RAILWAY.—Tenth Call of £5 per Share.—Notice is hereby given, that in pursuance of a resolution of the Board of Directors, passed in terms of the Act of Incorporation, the Proprietors of Shares in this Company are hereby required to pay a further instalment of £5 per share (making £50 per share paid up), on or before Tuesday, the 19th day of October next, to any of the undermentioned bankers:—

Glasgow—The Glasgow Union Banking Company.
Edinburgh—The National Bank of Scotland.
Ditto—The Western Bank of Scotland.
Liverpool—The Bank of Liverpool.
Manchester—Messrs. Wm. Jones, Lloyds and Co.
London—Messrs. Glyn, Halifax, Mills & Co.

Interest at the rate of 5 per cent. per annum will be charged on all such sums as remain unpaid after the date above appointed.

By order of the Directors,
JOHN LEADBETTER, Chairman.

Edinburgh and Glasgow Railway, Head Office,
7, North Queen Street, Glasgow, Sept. 24, 1841.

IMPORTANT TUESDAY'S SALE OF FORTY VALUABLE YOUNG, SOUND CART HORSES.

TO BREWERS, DISTILLERS, FACTORS, CORN AND COAL MERCHANTS, CONTRACTORS AND WHARFINGERS, ALSO, THE NOBILITY AND GENTRY.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on TUESDAY, October 5, 1841, commencing at Twelve o'Clock, Forty fine-shaped, active, powerful, seasoned CART HORSES, being the genuine, valuable, extraordinary good stock of Messrs. Rennie and Co, that have been employed on the Bath Depot Contract of the Great Western Railway, sold in consequence of having completed it.

The above superior stock are about 15 hands 3 inches high, remarkable for symmetry, power, and activity, mostly young and sound, and really as fine a lot of Cart Horses as ever were submitted to public sale.

Colours—Bays, Greys, Chesnuts, Browns, and Blacks.
Comprising some very handsome match teams.
On view and catalogues had two days before the sale.

A great variety of new and second-hand Carriages of every description, always on private sale at this establishment remarkably cheap.

TUESDAY'S SALE.—TWENTY-FOUR VALUABLE YOUNG, SOUND, SEASONED CART HORSES.

TO BE SOLD BY AUCTION by Mr. DIXON, at his Repository, Barbican, on TUESDAY, October 12, 1841, commencing at 12 o'clock precisely, 24 remarkably fine-shaped, fresh, young, powerful Cart Horses, the genuine property of Messrs. J. and G. Thornton, sold in consequence of having completed their contracts on the London and Brighton Railway.

☞ The above lot of young seasoned Draught Horses, are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been purchased for the above contract, with great care and judgment, regardless of expense, and are now in fine working condition.

Colours,—Bays, Blacks, Browns, Greys, and Chesnuts.
On view, and Catalogues had, two days before the sale.

BY ORDER OF THE SHERIFF OF MIDDLESEX.

IMPORTANT SALE OF BREWERS' DRAY HORSES.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on TUESDAY, 5th October, 1841, commencing at Eleven for Twelve o'Clock, precisely, Twenty fine-shaped, seasoned, powerful CART HORSES, Superior Grey Buggy Horse, Capital Brown Chaise Mare and Bay Cabriolet Horse, the genuine Stock of Messrs. Lamont, Stewart, and Matravers, of Skinner street, Bishopsgate-street, Brewers, sold under an execution, by order of the Sheriff of Middlesex.

☞ The above Stock of seasoned Cart Horses are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, as they are just taken from constant employ, and are in good working condition.

On view two days before the sale, and catalogues may be had of Messrs. Willis and Son, 25, Cursitor-street, Chancery-lane, officers to the Sheriff of Middlesex, and of the Auctioneer as above.

TO ENGINEERS.—A STEAM LOCOMOTIVE CAR is required for dragging a load, not exceeding ten tons, a distance of 28 miles on a common road. The speed is not required to exceed five miles per hour. Manufacturers who may be desirous of constructing or disposing of a machine for this purpose, will please to direct their proposals to Messrs. J. R. TEMPLEMAN and Co., 2, St. Ellen's-place, Bishopsgate, by whom further information will be given.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holywell,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on-Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.	
Not exceeding 15lbs. weight..	4	2	
Ditto 16lbs. do. ..	4	7	including delivery.
Ditto 18lbs. do. ..	4	9	
Ditto 28lbs. do. ..	7	1	
Ditto 40lbs. do. ..	9	10	
Ditto 56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—
FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

PRESTON AND WYRE RAILWAY, HARBOUR, AND DOCK COMPANY; Incorporated by Act of Parliament.

The Directors of the Preston and Wyre Railway, Harbour, and Dock Company, hereby give NOTICE, that in compliance with the provisions of their Act, the Half-Yearly Meeting of the Proprietors of the said Company will be held at the Company's Offices, No. 11, King William-street, in the City of London, on Tuesday, the 12th October next, at One o'Clock precisely.

By Order,
JOHN POWER, Secretary.

Fleetwood-on-Wyre, September 30, 1841.

SIR WILLIAM BURNETT'S PATENT for the Preservation of Timber, Canvas, Cordage, Cotton, Woollen, &c. from Dry Rot, Mildew, Moth, and premature Decay.—The value of this discovery has been amply proved in Her Majesty's Dock Yards and elsewhere. Official reports and specimens of wood, canvas, and other articles, may be seen at the office. The process is simple, inexpensive, and perfectly innoxious in its use: as applied to ship building it purifies bilge water, and retards oxydation of metals. By the process, green wood may be rapidly seasoned.

The Patent Material may be purchased or licenses for tanks granted to noblemen, gentlemen, builders, upholsterers, pianoforte makers, sail makers, and others. When for the purposes of trade on very advantageous terms to the licensee. Timber of all dimensions, planking, canvas, cordage, ships' sails, awnings, rick cloths, tents, and all other articles of linen and woollen manufacture, are received for preparation at the proprietor's waterside premises, Copenhagen Wharf, Britannia Bridge, Limehouse.

Particulars and terms may be obtained on application at the Office, or by letters, post paid, addressed to the Secretary, 4, Castle court, Birchin-lane, Cornhill.

SOUTH-WESTERN, GREAT WESTERN, CIRENCESTER, BRISTOL AND BRIDGEWATER, AND BRIGHTON RAILWAYS.

In connexion with the above Lines of Railway, Places can be secured by

MAILS AND COACHES,

TO

Falmouth,	Farnham,
Devonport,	Milford Haven,
Plymouth,	Carmarthen,
Exeter,	Brecon,
Taunton,	Abergavenny,
Weymouth,	Ross,
Dorchester,	Monmouth,
Bridport,	Hereford,
Poole,	Aberystwith,
Honiton,	Cheltenham.
Ilminster,	Gloucester,
Salisbury,	Abingdon,
Andover,	Oxford,
Portsmouth,	Lewes,
Petersfield,	Worthing,
Godalming,	Horsham,
Guildford,	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood-street, Cheapside
Swan-Two-Necks, Lad-lane.
George and Blue Boar, Holborn.
Universal Office, Regent Circus.
Golden Cross, Charing Cross.
Griffin's, Green Man and Still, Oxford-street.
And at the Offices of Horne and Chaplin at the several Stations.

Parcels forwarded by every train; and if for 8½ p.m. Mail Train, are received at the above Offices until ¼ past 7 for the above places, and to all parts on the several lines of Railway, viz.:—

Bristol, Bath, Swindon, Farringdon, Reading, Windsor, Southampton, Winchester, Basingstoke, Farnham, Chertsey, Kingston, Brighton, Reigate, &c.

HORNE & CHAPLIN, Proprietors and Agents.

Omnibuses to and from every Train—Fare 6d.

Heavy Goods and Merchandise conveyed from the several Branch Offices, and Hambro' Wharf, Thames-street, to most parts of the south and western railways.

GUARANTEE SOCIETY.—To afford Security to Bankers, Merchants, Commercial and Trading Communities in general, is the *first* object of this Society. To relieve Relatives and Friends from painful obligations and responsibilities the *second*.

The experience of the first year (during which the Society has been eminently successful) already numbers amongst its patrons the principal Bankers, Merchants, and Public Institutions in the metropolis, and provincial districts, and by providing Guarantee for their integrity, has secured a competency for several hundred individuals.

DIRECTORS.

Thomas Attree, Esq.	G. Palmer, Esq.
David Cannan, Esq.	Major Prosser, F. G. S.
James Colquhoun, Esq.	James Row, Esq.
William Croft, Esq.	G. Scovell, Esq.
James Law Jones, Esq.	G. E. Shuttleworth, Esq.
John F. Maubert, Esq.	Henry Vaughan, Esq.
Lieut.-Col. Moody, R. E.	B. G. Windus, Esq.

STANDING COUNSEL—R. Ryder Dean, Esq.

SOLICITORS—Messrs. W. & S. Cotton, No. 76, Basinghall-street.

This Society presents to the Public (and particularly to Bondsmen) the following advantages:—

1. No individual need hereafter incur the responsibility of becoming security for the integrity of another.
2. Individuals who are already surety for the fidelity of others, may immediately protect themselves from loss by insuring with the Society.
3. The expense and painful obligation of obtaining approved Sureties, or of replacing them when removed by death or otherwise will be altogether obviated.
4. All risks attending irresponsible sureties will be removed.
5. The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are surety, will be avoided.

Also to Agents, Travellers, and Clerks holding, or being desirous of holding, confidential and responsible situations, the Guarantee Society presents immediate facilities, where for a moderate premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London.

By order,
THOMAS DODGSON, Secretary.

RAILWAY BARS.—Wanted a considerable quantity of good second hand rails and chairs, price and particulars to be sent to R. Davison, Engineer, Truman's Brewery, Spitalfields.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Brides', Fleet-street, Middlesex.—Saturday, October 2, 1841.

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The Railway Times.

"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 197. Vol. IV.—No. 41.] SATURDAY, OCTOBER 9, 1841. [Price, 6d.

GREAT NORTH OF ENGLAND RAILWAY. —TENDERS FOR LOANS ON DEBENTURE.—The Directors of the Great North of England Company, are prepared to receive Tenders for Loans of Money on Debenture Bonds in sums of not less than £100 each, for three, four, five, six, or seven years, for which interest at the rate of £5 per cent. per annum will be paid half yearly at Messrs. Dixon's and Fowlers, Bankers, London.

Tenders stating the amount offered, and the term of years for which the same may remain, to be addressed to the Secretary, at the Company's Office, Darlington.

By order,

W. O'BRIEN, Secretary.

Great North of England Railway Offices, Darlington; September 21, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £50 for terms of three, five, seven, or ten years, on interest at the rate of four per cent. per annum, payable half yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

BRISTOL AND EXETER RAILWAY COMPANY.—INTEREST ON PAID UP CALLS.—Notice is hereby given, that the Interest on Paid Up Calls, for the Half year ending on the 6th inst. may be Received at this Office, on Monday, the 18th of this Month, or on any following Monday, between the hours of twelve and three.

Shareholders resident in London may receive their cheques after the 18th inst., at the office in Prince's street, those at Manchester, from Mr. Francis Parker; those at Exeter, from Dr. Miller, and those at Plymouth, from Mr. Alfred Hingston.

To those resident in other places the Interest will be remitted.

By order of the Directors,

J. B. BADHAM, Secretary.

Bristol, Office 30, Broad-street,
1st October, 1841.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES, about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76, Old Broad-street, City; 69, Princes-street, Leicester-square; Manufactory, Mill-wall, Poplar; and also of the following Agents —

Robertson and Co., 12, Goree Piazzas	Liverpool.
Mathias Dunn	Newcastle upon Tyne
Joseph Bellamy	Plymouth.
John Thompson and Co.	Wemyss.
J. T. Treppliss	Troon.
Thomas Mooney and Son	Dublin.
Coates and Young	Belfast.
James Kidstone and Co.	Glasgow.
James Gowan	Leith.
John M'Beath, 14, Clement's-lane, High-street,	Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the Kingdom, but reference is particularly made to the London and Blackwall Railway, where it has been in use upwards of twelve months.—"It gives entire satisfaction, and has never broken."—*Vide extract of the Trade Report, Thursday, 19th instant.*

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 3d, Cornhill, and 280, Regent-street. T. ALLSOP will also furnish persons seeking permanent investment with data which, by practical comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous assumption both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the part solar undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s 6d.; on rollers, 4s 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster-row; Hyde & Co. and G. Bell, Fleet-street; Mann, Cornhill; and by all booksellers and Newsmen.

ROBINSON'S RAILWAY DIRECTORY FOR 1841, containing the Names of the Directors and principal Officers of most of the Railways in Great Britain, derived from authentic sources, price 1s. *Railway Times* Office, Fleet-street.

Just published, a new Edition of ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Maps, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

Railway Times Office, and Hyde and Co., Fleet-street.

Just published,

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page 1035*).

Mr. Chapman's Evidence—in continuation.

1111. The Lancaster train you think would be a positive difficulty, but an extra train would not?—With regard to an extra train, I might suppose an instance that the Judges might be so long delayed at Lancaster, that it might be late in the day upon which they must open the commission at Liverpool.

1112. But with regard to the extra trains, you do not consider that there would be that practical difficulty which there would be in the case of those trains from other railways which join on with yours?—Certainly not.

1113. Your railway is very peculiarly circumstanced because its traffic mainly depends upon what is brought to it from other railroads?—Precisely.

1114. What are your arrangements with regard to those railroads with which you are united. How have you effected your arrangements with them?—When we opened the line, we agreed upon a principle upon which the receipts were to be divided upon the proportion of the service that each party was to render.

1115. Is the agreement founded upon that principle binding for any period?—It is binding for four years; it is a positive agreement for four years; but we have also a lease, an instrument under the common seal of both Companies (I am speaking of the Liverpool and Manchester), and that lease can only be avoided by four years' notice, I think.

1116. Have you also an agreement with the Lancaster and Preston?—We have an agreement with the Lancaster and Preston.

1117. Is that something of the same sort?—No, our agreement with the Lancaster is for working the locomotive power.

1118. You take their locomotive power off their hands?—We take their locomotive power off their hands, and work it entirely.

1119. That is probably the best arrangement for both parties?—I think it is a very good one for them; at present I think it is a very indifferent one for us.

1120. Is that to endure till four years' notice is given?—No, it is voidable, I think, at six months' notice.

1121. Supposing that those Railway Companies should vacate those agreements, the one after four years, and the other after six months, how should you be situated, supposing they did not like your terms? If the Liverpool and Manchester Company were to bring their carriages to Parkside, which they must do, and which they naturally would do, we could take them on to Preston, as we now do; and in like manner the Liverpool and Manchester Company would take ours on to Liverpool and Manchester; in fact, our agreement with the Liverpool and Manchester Company is simply to do that which we are both bound to perform.

1122. Do you go into the Liverpool and Manchester line, or is there any space between the termination of your railroad and the property of the Liverpool and Manchester Company?—No, our rails run into theirs.

1123. Supposing you quarrel, what powers are there now existing to force the two Companies to come to an agreement to convey the traffic;—I apprehend we are both bound to convey the traffic.

1124. But supposing they took up their rails for 10 or 12 yards, and in that way made an interval between the two lines, how could that be remedied?—I think they could not legally do so.

1125. Nor you either?—Nor we either.

1126. Would the same thing be illegal as between you and the Lancaster Company, supposing the Lancaster Company chose to stop short of your terminus?—I think they could not do so.

1127. Nor you either?—Nor we either.

1128. You consider that the Preston and the Lancaster on the one side, and the Liverpool and Manchester on the other side, must unite with your terminus?—I think they must.

1129. So that however you might squabble among yourselves, so far the passengers would not be inconvenienced?—I think not.

1130. You have no means by your Act of preventing their carriages communicating with your railway, and they have no means of preventing your carriages communicating with their railway?—I think not.

1131. Have you ever turned your attention to the advantages of some Board of Arbitration being in existence, as to matters of this sort?—I have heard such incidentally discussed, but I never thought myself seriously about it.

1132. Do not you think that, more especially as the number of railways connecting with each other is becoming larger, it might be advantageous to have something of that sort?—I think their own interest will be better.

1133. Does every man always take a correct view of his own interest or every Company?—I think they come to do so at last; they may not in the first instance.

1134. You admit that it is a very important point that, for the safety and convenience of the public, squabbles of that sort should be as soon as possible settled?—There cannot be a doubt about it.

1135. Even supposing your objection to the general provisions of this 11th clause to be very strong, would you see any objection to giving the Board of Trade, as representing the Government, power upon points connected with the union of railroads?—It is a very difficult question, and I have not thought much about it, but I think we are better left to ourselves.

1136. Lord Sandon—If not to the Board of Trade, should you object to its being left to the decision of any equitable tribunal?—I think that if there was any dispute between two Railway Companies, they would attend very readily to any suggestion that might be made by the Board of Trade; and I believe I have already stated, that so long as our present relations continue, their suggestions will be attended to with the utmost respect; but if they issue orders, we shall then attend to them, as we should be bound to do, and carry them out implicitly, but we should divest ourselves of all responsibility.

1137. Lord Granville Somerset—Were you not at one time very much inconvenienced by the resistance which the Grand Junction Company made to carry on the passengers in the same carriages?—I do not think we were inconvenienced further than this, that the public, such few as were then using the line, made a complaint, and of course we said, "We can do no more for you; we will do our best; we will try and get the Grand Junction Company to do this and to do the other;" the Grand Junction always said, "If you bring us a sufficient number of passengers we are quite ready to take them on in the same carriage, but if you send a carriage with only one or two passengers, we think they ought to leave the carriage at Parkside and get into one of ours that has got room for them;" and I confess I myself thought there was so much reason in that, that I was not very urgent with the Grand Junction to get them to run the carriages through.

1138. Then, perhaps, your opinions have been modified since you were examined before the Committee in 1839?—I saw our through-carriage from London to Lancaster go by the other day, just before I came here, with one passenger in it;" the morning before I came here, we turned the through-carriage off the line altogether and put it on a siding, because there was nobody to go to London.

1139. Were you not examined before a Committee of this House in the year 1839?—I was.

1140. Was there not some investigation then made into the very point now inquired into?—There was.

1141. Were you not present when Mr. Rathbone gave an answer on this subject, in reply to question 4862, upon the 2nd of July, 1839, the question being this: after stating the inconvenience of not taking places, and so forth, "Has there not been much inconvenience suffered by the public in consequence of their not being able to do so?" and the answer being, "I think there has; great complaints have been made"?—By those few that went.

1142. Is there not a possibility that the same sort of reasoning which you now apply upon this point might be applied upon other points of great importance to the public, where an union of two distinct railroads takes place?—I think it might be done; but the moment a case is made out, I do not believe that any railway ever continues to act long against what appears to be palpable public convenience; it would be against their interest to do so.

1143. You feel it rather a hardship at this moment sending one passenger in a large coach by himself?—We would rather not do so; but if we do not send a coach, of course we cannot have one back.

1144. It is rather expensive to you?—No doubt it is.

1145. If that was the case continually, should you be willing to send one of your coaches half filled?—I we were to find that only one person went in our through-carriage to London, that that was continually the case, I have no doubt we should drop it.

1146. Supposing you only found the carriage half filled?—I think the public are entitled to it then.

1147. Would not the expense be the thing to look at?—We do not look to expense so nicely as that comes to.

1148. Your general proposition is, that all the Companies would consider the convenience of the public to so great an extent, irrespectively of their own individual advantage, as to render anything like a supervising authority upon this subject unnecessary?—I think so, decidedly.

1149. You say all your carriages have buffer springs?—All.

1150. And breaks?—I think every other one has a break.

1151. Are buffer springs expensive?—Yes, they are expensive in the first cost, I have some doubt whether they are really expensive, inasmuch as the carriage lasts a great deal longer with them.

1152. Then your opinion is, that buffer springs are a considerable element of safety?—I have not said that, but I think a train safer with buffer springs than without.

1153. The reason of their being not positively expensive is, that they prevent those violent jars and so forth to which carriages must be liable, even without a serious collision?—No doubt of it.

1154. But those jars must be much more serious when there is a serious collision?—Yes.

1155. Consequently, if they prevent small jars, they must have a little effect in preventing large ones having serious effects?—That they have some effect in a collision I have no doubt; but I have never been among those who have attached any great importance to them, because the spring the moment it is run up, of course begins then to re-act.

1156. But at all events there is that deadening of the collision?—There is.

1157. In short, with a view to your own safety, and thinking of your own comfort, and the probability of a collision, would you not rather be in a carriage with buffer springs, and in a train where every carriage had buffer springs, than in one where there were no buffer springs?—Undoubtedly I would; and if I had my will, I would have all the carriages in a passenger train with buffers.

1158. Have you ever thought of the system of putting breaks upon your engines, not upon your carriages?—Yes, I have thought of that.

1159. What is your opinion upon that?—I think there would be some additional safety in that, under some circumstances.

1160. Do you think breaks upon carriages conduce to safety, or not?—No doubt, as far as helping to stop the train goes; there may be some doubt as to the equality of the progressive motion of the carriage which the application of the break occasions, but I think it is not very important.

1161. But you are of opinion that upon the whole breaks upon carriages are an element of safety?—I think they are, provided they be not too many.

1162. How are the gradients upon your line?—There are many of 1 in 100.

1163. Does that prevail to much extent in the line?—I am sorry to say that it does.

1164. Then yours is a line upon which buffer springs and breaks may be very important?—Very important.

1165. How are the curves?—The line is nearly straight.

1166. That of course diminishes the disadvantage of your gradients?—Very much.

1167. What do you say about six wheels or four, as applied to either engines or carriages?—With regard to the application of six wheels to engines, it is a very moot point. I have no objection to a four-wheeled engine at all.

1168. Which have you upon your railway?—Ours are nearly all four-wheeled engines. With regard to carriages, I think that there is very little additional safety, if any, by putting them on six wheels; I think the axles ought to be all tested and ascertained to be of the requisite strength, and if they are, I believe the carriages are as safe with four wheels as with six.

1169. With regard to the examination of carriages upon your line previously to their being used, what is your habit?—Every carriage upon our line is examined before it goes out; in fact, it is examined directly it comes in. The carriages that are in transit to Lancaster during the five minutes' stop, are all fresh greased and examined.

1170. There is a person appointed for that special service?—Precisely, and he notes down the number of every carriage.

1171. If anything happens to the carriages which either is serious, or which might have been serious, you call upon him to answer for it?—We do.

1172. In short, you consider him responsible?—Yes.

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1173. Do you feel that a very onerous mode of proceeding?—I do not know what the parties themselves feel upon the subject, but I do not consider that the examiners think it so, because it is so easily performed.

1174. You think that there may be a fair practical examination conducted in the manner you have described, without any severe and serious loss of time of any very serious expense to the Company?—No, it the question applies to a very minute examination, it is obvious that it cannot be done.

1175. An useful practical examination?—An useful practical examination, I think, can be had.

1176. And in point of fact is had?—Yes; if it is not, the servants neglect their duty.

1177. You do not find that there is any very serious consumption of time, nor that consequently any very serious amount of expense is increased by that?—No.

1178. At all events, you consider that both with reference to the safety of the passengers, and with reference to your own interest, any expense which that investigation may cost is very well incurred in that investigation?—We should be happy to double our safety expenses, if we thought we could secure positive safety.

1179. Looking at the great cost which every accident upon a railroad must occasion to the Company, you naturally are very anxious to avoid accidents, and therefore you consider that every expense of that sort is very well laid out?—Very well laid out.

John Entwisle, Esq. called in, and examined.

1180. Chairman—What railway are you connected with?—The Brighton and the Greenwich Railways.

1181. In what way are you connected with them?—I am a Director of each of those railways.

1182. You are not an engineer?—Not at all.

1183. Will you state, as regards those railways, what your feelings are with respect to the discretionary power proposed to be given to the Board of Trade in the 11th clause of the Bill?—I think there are objections both general and special. The general objections I think are principally these, that you cannot make any number of regulations generally applicable to all railroads; you must enter more or less into detail, and the entering into detail requires a knowledge which I think is only attainable by those who are daily conversant with the working of railways: and it is liable to this objection, which has been mentioned in Sir Frederic Smith's Report, that the moment you enter into detail you more or less take the management of the railroads out of the hands of the present responsible parties, the Directors and Managers. I think that would have the effect more or less of counteracting the main object of the Bill, which is ensuring the public safety. Sir Frederic Smith in his Report says, "The Government should not attempt to regulate matters of detail so as to take the management of the railways out of the hands of the parties immediately responsible, viz., the Directors and their officers." This, it appears to me, would be the case were they to interfere in matters of detail, as they must do in order to make any regulations which would be at all serviceable. I think it would diminish the responsibility of the Railway Directors, which would be attended with risk to the public. That is the first general objection I have to make.

1184. Mr. Labouchere—You think it would not be possible for the Board of Trade to insist upon all Railway Companies making regulations for themselves, according to some general principles, without the Board of Trade undertaking the task of interfering minutely with regard to those regulations?—I think that very few general regulations could be made, except such as are already in force on almost every railway. There is a great similarity of system in most of the railways, although the details are very different.

1185. Was your railway represented at the Railway Conference at Birmingham in January?—It was.

1186. Did you concur in the recommendations then made?—I did.

1187. Did not one of the resolutions then come to contemplate an uniform general system of regulations applicable to all railways?—The origin of the resolution referred to, I think, was this. It was mentioned at the meeting that the signals on one railway, were almost the converse of those on others; that what would be a signal of safety on that railway would be a signal of danger on another; and that was thought undesirable, as persons who had been employed as servants on one railway might go to another, and have to use the same signal for contrary purposes.

1188. And it was thought desirable, in order to prevent the danger and inconvenience of this variety of practice on different railways, that some uniform system of regulation should be adopted by all?—No doubt of it.

1189. Of course, this Railway Conference had only the power of recommending the adoption of those general regulations?—Yes.

1190. Do you think there would be any evil in there being somewhere a power of enforcing the adoption of some simple and general system of regulations of the nature contemplated by the Railway Conference, in case any one or more railways should refuse to accede to what that conference declared to be a desirable object?—I think there would be great danger.

1191. Why so?—In the first place, it would require a very great knowledge of detail. Those very regulations that have been sent to the different Companies have not, as far as I have heard, led to any material modification upon any of the railways; no doubt because they found that their own details were so different, that they could not adopt them; they were thrown out as suggestions to be adopted as far as they could be.

1192. You said that those resolutions were come to from an impression on the part of the meeting that there were variations of practice upon the different railways which were dangerous to the public safety?—Upon one point I mentioned; I do not think there was any variety generally.

1193. Do you know whether the recommendations of that conference have been so far attended to that the evil to which you have alluded has been obviated, and that a more uniform practice has been adopted on the different railways?—I do not know, for I am not aware what Company was referred to as having this material difference from the others.

1194. You are not able accurately to state whether or not the resolutions have been a mere dead letter, in the way in which you first stated they were?—I said that I was not aware of any modifications having been introduced; I do not know that they have not been introduced.

1195. Lord Sandon—You think the general object of uniformity is very important in itself?—Uniformity, as far as it can be obtained.

1196. But you think there are so many differences of detail connected with particular railways as would make it necessary to vary in some degree from that general rule, and you think that it is more desirable that that uniformity should be attained, as far as possible, by recommendations, rather than by absolute control?—Certainly I do.

1197. Do you believe that recommendations, especially if made by a public body constituted by the Board of Trade, would have great influence in inducing any Company to accede to the alterations suggested, unless there were some very considerable objection to them?—I think they would have great effect; and it appears from Sir Frederic Smith's evidence, that the suggestions which have been made without any power of enforcing them, have been conformed to in many cases, where it was possible to do so.

1198. Mr. Labouchere.—Do you think that the recommendations of the Board of Trade would have more effect than the recommendations of a general railway conference?—Perhaps they might; I cannot say that they certainly would.

1199. If it should appear that the recommendations of the general railway conference have produced no effect, do you think the Railway Companies would attend more to recommendations from the Board of Trade?—I did not say that they had produced no effect; I said that I was not aware of any modifications having been introduced into the regulations of the Companies.

1200. Chairman.—Have you any other general objections to state with respect to the discretionary power?—As regards public safety, it appears to me that considerable safety has already been attained upon the different railways, but I think it cannot be attributed to anything inherent in the locomotive system as applied to railways, but rather to the care which has been taken, and the expense which the Companies have incurred to ensure good arrangements and trustworthy servants. I remember that when railways were first opened, there was great alarm about railway travelling; that has gradually subsided, and people now think it safer than any other mode of travelling; which shows to my mind that there was something obviously more dangerous in it in the outset, but which has been removed by care and watchfulness. It is also to be observed that the railways that have been the longest opened, seem to be the most free from accidents, which shows that the system is of itself tending to perfection, without any interference on the part of a Government Board; the regulations issued by the Companies and the training of the officers of the Companies, have already produced that effect to a considerable extent. In reference to the railway that I am more immediately appearing for, the Greenwich Railway, I may mention as an instance of it, that since the opening we have performed 170,000 distinct journies along the railway, and we have carried 6,800,000 passengers, without the loss of life or limb to any one.

1201. Along how many miles?—Three miles and three quarters. I quote this rather in reply to a question which has been put to one or two witnesses, whether they did not think that railways whose circumstances were impoverished might be disposed to dispense with their staff to such an extent as to make travelling dangerous. Now, it is notorious that from the beginning the Greenwich railway has been embarrassed as regards money matters. If we had reduced our staff materially, I think it would have had the effect contemplated; but the facts I have stated will show that that certainly has not been the case, although if any Railway Company had inducements to be economical, it was ourselves; but our strong anxiety to take every possible precaution for the prevention of accidents was greater than any desire to economise. If the profits of the Railway Companies mainly depended upon the carriage of goods, as was at first expected, the case might have been different, because it might have been supposed that in the carriage of passengers they might be neglectful of anything which was not an important item of their own receipts. But on all the railways the main profits arise from carrying passengers; upon short lines such as the Greenwich, they arise exclusively from that; so that their interest is intimately bound up with the question of safety. Then again with regard to the discretionary power proposed to be given to the Board of Trade to issue regulations for different Railway Companies, as regards the expense it might entail upon the different railways, Sir Frederic Smith has stated in his evidence that he thought that the electric telegraph might be ordered for any railway, upon the principle of its having been sufficiently tried to be no longer an experiment.

1202. Mr. Labouchere.—Did you understand Sir Frederic Smith to mean by that answer that the Board of Trade would have the legal power of ordering that—or to say that it was a power which it would be reasonable or fair that the Board of Trade should exercise?—I am not aware that he said anything as to its being fair or reasonable, or whether the question was put.

1203. Are you not aware that the following question was put to Sir Frederic Smith, and the following answer given: "Do you suppose that telegraph communication being established on that line to be of an experimental nature or not? I should think it utterly impossible for any Government to force any Company to adopt a regulation of that kind?"—I am not aware of that; I heard his answer, and took a note of it, which is what I have stated to the Committee. I did not understand it in that sense.

1204. Do you remember it is question being put to Sir Frederic Smith, and this answer being given: "You think a telegraphic communication might be ordered on any railway? We are now looking at the matter of power, not the application of that power, and as the clause stands, perhaps the President of the Board of Trade might have power to issue such a regulation, but one can hardly conceive the possibility of anything so absurd." Did you hear that question put, and that answer given?—I conceive the first part of the answer is what I have taken down, but I do not remember the last part.

To be continued.

The following accident is related by the *Memorial Bordelais* to have taken place on Tuesday last:—"The branch leading from the Bordeaux and Teste road to St. Medard had not been closed, through negligence, and the five o'clock train consequently deviated into it, and came in contact with four waggons, two of which were laden with earth. The shock was so violent, that these last two were broken into fragments, and the others thrown upwards of 300 yards along the rails. Through a wonderful piece of good fortune, not a single passenger was hurt, and the men on the engine escaped as by a miracle. Signals being made, another locomotive was brought and drew the train back into the right line, and then on as far as Gazinet. Here, however, the axletree of the tender broke, and the whole of the passengers were obliged to pass the night on the road, and did not reach Teste till five o'clock the next morning. The same fate befel those who took their departure from Teste for Bordeaux at the same hour, and who did not arrive at their destination till seven in the morning."

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DURHAM AND SUNDERLAND RAILWAY COMPANY—GENERAL MEETING.

[From the *Northern Times*, October 1.]

THE annual general meeting of the proprietors in the Durham and Sunderland Railway Company was held in the Athenæum, at Sunderland, on Tuesday last; CHRISTOPHER BRAMWELL, Esq., in the chair.

The CHAIRMAN said, that in opening the affairs of the Company at the present annual general meeting, probably the best course would be to read first the report of the Directors, and also that of the Engineer, by which the shareholders would see what were the state and prospects of the Company; and he was happy at being able to inform them, that now the Company's affairs had taken a turn for the better, and he hoped that from this time forward they would go on satisfactory.

MR. TIPLADY, one of the clerks to the Directors, then read the following reports:—

DIRECTORS' REPORT.

In submitting the accounts for the last half-year, which are now presented, the Directors have great satisfaction in stating that the improvements in the revenue of the Company since the last annual meeting have been very considerable, and they beg to draw the attention of the proprietors to the increase of receipts in every department of their operations, for on comparing the accounts for the year ending on the 31st August, 1840, with those for the year concluding on the 31st ultimo, it appears that there is an increase of 4,455*l.* 18s. 4d. during the last twelve months, although the additional charges for the leading and shipment of coals have not been paid for more than half of that period. Notwithstanding the increase in the revenue has been large, the Directors are confident it would have been much greater but for many accidental and temporary circumstances which have occurred within the past year.

The proprietors will perceive by the statements now laid before them, that not only has the revenue increased, but that the expenditure has been greatly diminished, to the extent of no less than 2,335*l.* 4s. 2d. in the course of the last half-year, and that from these combined results, there is a clear net profit to the Company for that period of 2,658*l.* 0s. 10d. after defraying all working charges and expenses, including all the way-leave and other rents interests, discounts, and the bonus on the scrip certificates up to the 31st ultimo.

The Directors have pleasure in again adverting to the passenger department, and beg to state, that during the last six months, 11,266 persons have been conveyed on this Company's railway, more than for the corresponding period of last year, at a saving of upwards of 1,200*l.* in the expenses of carrying on that portion of the Company's works.

The Directors being most anxious that every shareholder should be in full possession of the exact state of the financial affairs of the Company, have caused to be prepared the Formation Account (in order to show the whole cost of the works up to the 31st ultimo), and a general statement of the receipts, disbursements, liabilities, and assets, which are accordingly furnished with this report, and the Directors trust they will be satisfactory to the proprietors.

Regarding the works of the Company, the Directors are of opinion that they will best convey information on that subject to the shareholders, by reading to them the Engineer's Report, addressed to their Board, with which the Directors are much gratified.

The Directors cannot conclude without expressing their acknowledgments to the Special Committee (David Jonassohn and Joseph John Wright, Esq.) for the manner in which they have continued their services, and tendering to those gentlemen their thanks for the valuable assistance which they have afforded since the last annual meeting of the Company.

ENGINEER'S REPORT.

To the Directors of the Durham and Sunderland Railway.

GENTLEMEN,—In compliance with your request, I present you my half-yearly report of the state of the works on the railway.

The extra expenses during the last half-year have been incurred by improving the shipping berths, repairing the jetties on the sea-beach opposite the engine, and the Company's works on Sunderland Moor, doubling part of the way between Sunderland and Ryhope, putting an additional cylinder to the Seaton engine, and fencing for the protection of the Moor Station, all which improvements were absolutely necessary.

The drops are all in good order, and if the shipping berth, No. 4, was completed, which is now in a forward state, the Company would then have 9 good berths, with a depth at low water from 5 to 8 feet during spring tides, and 8 to 11 feet during neap tides; and it would be very desirable to have the berth next the coble slip excavated, and a spout erected for the shipment of small coals; and every other possible accommodation made, as the quantity of coals on the line is gradually increasing.

Every effort has been made to expedite the passenger traffic. The doubling of part of the way between Sunderland and Ryhope, together with the division of power made at the Seaton engine, have in a great measure prevented the stoppages between Sunderland and the Murton Junction so often complained of; and as soon as the affairs of the Company are in a more prosperous condition, it would be advisable to have more of the line made double, which would afford greater facility and regularity to the traffic upon the line.

The stationary engines are all in a perfect state of repair, and in good working order, and are capable of leading 200,000 chaldrons of coals per annum, without any material increase in the working expenditure; and I am happy to add, that they have been free from accidents for the last half-year.

The main line and branch railways are all in excellent condition, and the rails perfectly good, with the exception of a very few, which have failed in consequence of their imperfect manufacture. Those parts of the line which are laid with four feet cast iron rails, have been complained of for jolting the carriages; but as soon as any are required for bye-ways or sidings, they can be removed and replaced with long wrought iron rails. The rails on this line are likely to prove durable in consequence of not having such massive weights passing over them as on locomotive lines.

All that is now necessary to complete the preparations for leading coals from Hough hall Colliery will be a few rope sheaves, and an additional length of rope to the Sherburn engine; after which the leading of these coals will add but very little to the present working expense.

The Thornhill Ballast Wharf being now in connection with the Company's Railway, will more fully employ the engine at the Staiths, and will, I trust, considerably add to the revenue.

The cuts at the west end of the line, in consequence of the slippery nature of the clay, require to be cleaned out, and some of the retaining walls repaired.

My attention has been again directed to the expenses of the working establishment, and I have made every possible reduction which could be done with safety, and have carried the work on in the most economical manner.

I am, gentlemen, your obedient servant,
JOHN BLENKINSOPP.

Sunderland, September 13th, 1841.

Financial Statement of the Receipts, Disbursements, Liabilities, and Assets, up to and inclusive of the 31st August, 1841.

DEBTOR.

To 2,040 original shares	£101,763	12	10			
963 new ditto, 2d series	29,785	0	0			
282 ditto ditto, 3d series	7,980	0	0			
				139,528	12	10
Borrowed on bonds				65,630	0	0
Borrowed of shareholders on scrip certificates.....				28,715	0	0
Rent of property	1,837	3	10½			
Old materials sold.....	262	3	4			
Horses, &c. sold.....	276	15	0			
Hetton Co. return of the compensation paid them.	650	0	0			
				3,026	2	2½
				236,899	15	0½
Revenue acct. Feb 27, 1841	94,083	4	6			
Ditto Aug. 31, 1841	17,974	5	4			
				112,057	9	10
				348,957	4	10½
Balance.....				35,845	10	1½
Total				£384,802	15	0

CREDITOR.

By Formation account				£258,417	1	0½
Revenue acct. Feb. 27, 1841	100,189	9	5½			
Ditto Aug. 31, 1841	15,316	4	6			
				115,505	13	11½
Dividends on shares.....				10,880	0	0
Total				£384,802	15	0
To Amount due to coal owners and others, payable on 1st Sept. and 1st Oct.....				£5,826	3	7½
Balance as above.....				35,845	10	1½
				£41,671	13	9
By Amount due District Bank	£4,688	1	9			
For wayleave rents	4,849	17	10			
To contractors, &c.....	557	4	1			
Proprietors, for dividends	371	15	0			
Ditto interest.....	64	14	4			
Ditto on bills payable....	31,190	0	9			
				£41,671	13	9

Revenue Account from February 28th to August 31st, 1841.

DEBTOR.

	£	s.	d.	£	s.	d.
To Railway dues and staith dues on 33,188 chaldrons coals from Haswell colliery.....	4,615	3	3			
Ditto 10,079 ditto Belmont	1,848	14	9			
Ditto 18,327 ditto Whitwell	3,449	18	3			
Ditto 12,483 ditto Shincliffe	2,615	18	7			
Ditto 4,461 ditto Kepier..	894	19	0			
Ditto 2,623 ditto N. Hetton	400	10	6			
				13,825	4	4
Coaching Department— On 77,293 passengers and parcels.....	3,010	2	9			
Merchandize Department — Tons 6195-14 3 goods, &c.	830	2	5			
Wharf Account— Dues on delivery of goods..	8	7	8			
Rents of property in Sunderland	300	8	2			
				4,145	1	0
Total.....				£17,974	5	4

CREDITOR.

	£	s.	d.	£	s.	d.
Fixed Engines— By wages, &c., 731*l.* 5s. 0d. Haswell engine, 152 15s. 8d. Coals, 428 7s. 0d. Repairs, &c., 119 2s. 3d. —Oil, &c., 179 6s. 4d. Ropes, 1,406 14s. 6d.— Greasing sheaves, 66 2s. 8d.....	3,063	14	5½			
Leading Charges— By waggon men, &c., 1,336 18s. 5d. Horse keep, 307 16s. 1d.....	1,644	14	6			
Upholding Way— By contractor's wages, 629 3s. 4d. Materials, &c., 590 14s. 9d.....	1,219	18	1			
Coaching Department— By guards, clerks, &c., 507 19s. Government duty, 301 13s. 8d.....	809	12	8			
Shipping Charges— By stailhmen, &c., wages, repairs to drops, &c. ..	3	4	6			
Miscellanies— By stationery, &c. 47 15s. 4d. Advertisements, 29 12s. 8d. Petty disbursements, bill-stamps, &c., 114 12s. 11d. Parish rates 524 14s. 11d. House rents 56 8s. 6d. Painter's and plumber's work, fire-insurance, &c., 109 7s. 5d. Sub. to Sund. Infirmary, 10 10s. 0d.	893	1	9			
General Charges— By wayleave rents (after one-third reduction)....	2,585	17	7			
By salaries, 293 7s. 6d. Waggon repairs, 56s. 1d. Mason work, 294 8s. 1d. Smith, &c. work, 508 8s. 4d.....	802	16	5			
				11,730	19	6
Balance.....				6,243	11	10
Total				£17,974	5	4
By Interest, Discts. & pd. Dist. Bank	1,402	3	10			
Ditto on bonds	1,359	6	9			
Ditto and bonus on scrip certificates	824	0	5			
	3,585	11	0			
Net profit on the half year	2,658	0	10			
				6,243	11	10

FORMATION ACCOUNT.

To Cost of formation per statement to 31st August, 1840				£251,052	13	0½
ADDITIONAL EXPENDITURE.						
To Cuts and embankments at Shincliffe.....	975	2	3			
Rails, chairs, &c., for Permanent way.....	643	17	8			
Larch sleepers, &c.....	73	9	5			
Cast iron sheaves, blocks, &c.	151	10	4			
				1,843	19	8
Paid on account of 3rd Act of Parliament, &c.....	319	3	9			
Damaged ground rents at Shincliffe.....	335	11	8			
Eppleton Farm, for repairs to hall, &c.....	7	2	3			
Cost of extra rail half way from Ryhope to Sunderland	592	11	1			
Fence, railway, &c.....	133	16	7			
PROPERTY AND STOCK.						
Additional engine at Seaton Bank &c. 265 8 0						
Mason work for de 42 10 0						
One half proportion of the Haswell station-ho. 113 10 0						
Haswell coal company for property, &c.....2523 6 1						
Coaches, waggons, &c. 597 0 0						
	3,541	14	1			
GENERAL OUTLAY.						
To lengthening Groyes on beach near Moor engine 105 0 0						
Dredging shipping berths 485 8 11						
	590	8	11			
				5,520	8	4
Total expenditure.....				£256,417	1	0½

Examined and found correct this 23rd Sept. 1841,
A. G. RAHN, Auditor.

The CHAIRMAN then said in reading the lengthy details of figures which they had just read, it was

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perhaps difficult to catch the sums, but the result was this. There was a net profit of 2,658*l.*, after paying all expenses. They were aware that up to this period, the railway had not been completed, and that instead of the interest being charged upon the working department, it had been charged to the formation account; but now, he was happy to tell them, the working department had paid the whole of the charge upon it, and left them this profit. They had now, he trusted, surmounted their greatest difficulties, and in a few years would be enabled to to pay a fair dividend.

Mr. CALEB WILSON could not but congratulate the proprietors on their brightening prospects as set forth in the report which they had just read; but he thought there was one omission in that report. It had not mentioned two individuals to whom the Company were much indebted for the active and valuable assistance they afforded to the Directors, especially in the coaching department, and to whom the Directors had voted a 100*l.* a year each. He considered that the Company was some thousands in their debt.

The CHAIRMAN quite agreed with Mr. Wilson that the shareholders were much indebted to Mr. Robson for his active superintendance of the coaching department. At a late general meeting 100*l.* a year was voted to these two gentlemen; but, in consideration of the impoverished position of the Company, they had refused to accept it, and had continued to give their services without any compensation whatever.

Mr. HEW SINGERS then rose to call attention to a circular which had been issued among the proprietors, signed by Mr. Price, Mr. Atkinson, Mr. Morland, and himself, who were all shareholders residing at Newcastle. In moving that the resolutions suggested in that circular be adopted, he would not detain the meeting with many observations. It would probably be as well to move the resolutions separately, so that the meeting would adopt or reject as many as it thought proper. In addition to the reasons stated in the letter, he would briefly name one or two others, In the first place the finances of the Company, instead of being better, were in as a deplorable a state as could be imagined. They had been led to imagine from Messrs. Jonassohn and Wright's report, about a year ago, that, "reckoning on the other side of the account, the expenses of working the line, including all the charges, would be about 28,000*l.*, which would leave a net profit of 17,355*l.* for the ensuing year. In making this calculation, your committee have not indulged in doubtful speculation." The sum of 3,500*l.*, as stated in the report just read, was a miserable falling off from that calculation; and for ought he knew, if he had been in possesion of that report before the meeting took place, he might have discovered many items, which if properly examined into and corrected, would have turned the account the other way.

The CHAIRMAN said, Mr. Singers should speak to facts, and not on supposition.

Mr. SINGERS said he was alluding to the fact of 3,500 being so small in comparison with the large sum mentioned by Mr. Jonassohn's report. He (Mr. S.) did not anticipate that they should, by the means they were now adopting, have a farthing dividend for many years to come. There were three ways by which their finances could be improved. The first was by increasing the traffic upon the line; the next was by economising the expenditure; and the third by economising the rates of charge. With respect to the first, namely, increasing the traffic; he thought they would agree with him that it was highly desirable; but at the same time care should be taken to economise the expenditure.

The CHAIRMAN remarked that there had been a decrease of expenditure, as well as an increase in the receipts.

Mr. R. PENWICK complained of Mr. Singers being so frequently interrupted.

Mr. LONGRIDGE thought that the resolutions proposed by Mr. Singers had nothing to do with the subject before the meeting. He therefore proposed that the report just read be adopted.

Mr. CARR seconded the motion, and it was unanimously carried.

Mr. SINGERS would now move that these resolutions be adopted. The first was, "That in future not more than four parties who are Contractors with the Railway Company be allowed to sit in the Court of Directors, and that no one be elected a Director at the meeting of proprietors, without his consent." The reason for this was, that he objected to those persons on principle, and not because he knew of anything with which to charge those contractors who were now sitting in the Court of Directors. He thought, however, that more economy might have been displayed, especially as regarded the contracts with the collieries, if such parties had not been eligible as Directors.

A discussion ensued, in which Mr. Jonassohn replied at some length to Mr. Singers; and as it seemed to be the almost unanimous impression of the meeting, that Mr. Singers' resolution would operate as an expression of want of confidence in the Directors, and consequently would not be entertained by the meeting, he consented to withdraw it.

Mr. H. PANTON then moved that the report be printed, and circulated among the shareholders, which was seconded by Mr. Thompson, and unanimously carried.

Mr. Singers would ask Mr. Jonassohn one question, namely, how or when they were to expect a dividend?

Mr. JONASSON replied that they might expect a dividend as soon as their debts were honestly paid off. They could not expect a dividend out of the capital stock.

Mr. J. J. WRIGHT was glad Mr. Singers had asked the question. It was one upon which they all naturally felt considerable anxiety; and he was glad it had been asked, because it afforded him the opportunity of explaining the real state of the case. As regarded a dividend, he should state in addition to what Mr. Jonassohn had said, that according to the last half years profit, and gentlemen would bear in mind, that it was only during the last half-year that the changes recommended by himself and Mr. Jonassohn in their report had had an opportunity of being tried—according to the last half-year's profit, they were now realising a yearly profit of upwards of 12,000*l.* The 17,000*l.* which the report stated would be the profit, included 5,000*l.* which it was expected would be obtained by the leading of coals from Houghall Colliery, which had not yet come into operation. This 12,000*l.* profit would go annually to liquidate the debt on the undertaking, and when that was paid, they would be able to make a dividend. They were in this situation. They had made a railway which cost 250,000*l.*, and had only 156,000*l.* to pay it with. If they would wait till the making of the line was paid for, they would then have 17,000*l.* to divide among them annually. It had been suggested by Mr. William Bell that it would be extremely desirable if some plan could be devised by which the debt could be paid off, and a dividend obtained at an earlier period than at the expiration of three or four years, the time which under present circumstances, it would require to clear off the debt. Mr. Bell had suggested that this might be done by selling the shares on hand, and paying an advance upon those already held by the shareholders. This was a good plan in itself, and he (Mr. Wright) would be willing to accede to any plan by which the debt could be immediately paid off; but he doubted that in the difficulties which at present beset all commercial affairs, the money could not be raised, and the suggestion of Mr. Bell might occupy the attention of the next half-yearly meeting. With respect to the resolution of Mr. Singers, he did not find fault with him for bringing it forward, because he believed the object of it was to advance the interests of the Company; neither did he object to the principle of the resolution, but such a one would be injurious to the interests of that Company; because the coalowners had come forward in the most handsome manner, at the recommendation of the special committee's report, and advanced the price for conveying their coals to 3d. per chaldron,—and that in the face of a direct engagement, which tied the Company for ten years to lead them at the previous price. (Cheers.) These coalowners had also incurred large personal obligations. They were parties to a bond for the payment of 25,000*l.*, which had been borrowed for the Company. For these reasons he was obliged to vote against Mr. Singers. He could not doubt but that when Houghall Colliery came into operation, it would produce 5,000*l.* a year, which, added to the present revenue of 12,000*l.*, would make 17,000*l.* as anticipated by the report. He should also like Mr. Singers to know that the profit of 12,000*l.* had been obtained in a great measure, by reducing the expenditure from 28,000*l.*, which Mr. Jonassohn and himself expected it would be to 22,000*l.* They reckoned that the revenue would be larger, but they also expected that the expenditure would be greater; but it came to the same result, namely, a net revenue of 17,000*l.*

Mr. ATKINSON said, there had been a dividend made for the last two or three half years; and that was the reason which had induced him, and others at a distance, to become shareholders. They had seen a dividend declared in the public papers, and concluded that the Company was prospering. That dividend then had been made out of the capital stock, which was contrary to an express provision of the Act of Parliament.

Mr. WRIGHT said, these dividends took place at a time when he took no active part in the affairs of the Company, and knew as little about them as Mr. Atkinson. Besides, a dividend could only be declared by the shareholders; and therefore neither the Directors, nor Mr. Jonassohn and himself, were responsible.

Mr. JONASSOHN said, that when the last dividend was declared, he had the satisfaction of being in the glorious minority of one. He had endeavoured to make it clear that there was no *bona fide* profit; but the shareholders were all of a contrary opinion, and if Mr. Atkinson had been there he would most probably have coincided with them.

Mr. FORSTER said, it struck him very forcibly that Mr. Atkinson was present on that occasion.

Mr. ATKINSON did not recollect that he was.

Mr. SINGERS then, after having withdrawn his former motion, proposed successively, the following resolutions, upon which some discussion took place, but which were all ultimately either negatived or withdrawn:—

2nd. That the Directors be instructed to increase the rate of charge on small coals and those shipped foreign to 3½d. per chaldron per mile, as soon as their present agreements with the coal owners will admit of it, and also to obtain a reasonable allowance for haulage upon each inclined plane for all coals and goods conveyed upon the line.

3rd. That the half yearly accounts be printed and circulated among the shareholders one week at least before each general meeting.

4th. That the Company's servants do make a report to the Directors at their first meeting each month, of the net weight of five waggons of coals from each colliery intended for foreign shipment.

5th. That the Chairman, with two Directors, be empowered to enter into agreements and contracts, on behalf of the Company, for leading coals or supply of goods, but that the same be not for a longer period than six months, without the consent of the half-yearly general meeting.

6th. That application be made to the Commissioners of the River Wear, on behalf of the Railway Company, to repay two-thirds of the expense incurred in making and improving the shipping places.

7th. That the Directors do not expend more than 1,000*l.* annually in making additions or improvements to the railway and shipping places, without the consent of the half-yearly general meeting.

The Rev. B. KENNICOTT complained of the want of courtesy which had been shown by the meeting towards Mr. Singers. When any gentleman had a resolution to propose, although it might be objected to by the majority, he thought it ought to be listened to with deference and respect. Sitting there as an impartial person, he did not mean to say that he agreed with the resolutions, but he was happy to see them brought forward, as they provoked a discussion which enlightened the shareholders as to the affairs of the Company. With respect to the conduct of the Directors and the operations of the Company, he did not hesitate to acknowledge that he had a much clearer view than when he came into

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that room, and if such were the case, it was evident that these discussions tended to bring about that unanimity which was recommended by Mr. Jonassohn.

Mr. BACKHOUSE excused the conduct of the shareholders, on account of their having been constantly opposed by the same parties, one of whom was in the direction, and annoyed the Directors from one end of the year to the other, at the same time standing aloof from incurring any responsibility.

Hereupon an angry personal discussion took place, Mr. Price, the gentleman alluded to by Mr. Backhouse, denying that he had refused to sign the 25,000*l.* bond. It was never offered to him to sign.

Mr. JONASSHON said, that Mr. Price refused to advance the 15*l.* per share on scrip certificates, after having promised to give his acceptance at six months for the amount of his shares.

Mr. PRICE (much agitated). I told them candidly that I had nothing to pay it with.

Several gentlemen rose together and attempted to address the meeting, in the midst of which

The CHAIRMAN rose and said, he must insist on order. The meeting must support the chair, or he would leave the room.

M. PRICE—I say, gentlemen, from the very first we have been deceived by the Directors. Bad land has been bought at twice its value by the Directors—

The CHAIRMAN—Does Mr. Price allude to me?

Mr. PRICE—No, Sir, I do not.

Mr. Price then evidently labouring under great excitement, attempted to address the meeting, but finally desisted.

The CHAIRMAN—The next business is to fill up the vacancy caused by the retirement of three gentlemen, by rotation, from the Directory; and if no gentleman proposes any other person, I beg to propose Mr. Turner Thompson (applause) as a most honourable and upright man.

The motion being seconded, was unanimously agreed to.

Mr. CALER WILSON, who, it was stated by the Chairman, had not attended any of the meetings of the Directors during the last twelve months, being asked if he objected to being re-elected, replied, that having signed the 25,000*l.* bond, and having incurred heavy responsibilities, he wished to remain in the Direction.

Mr. Wilson was then unanimously re-elected.

Mr. MORLEY proposed Mr. Hew Singers, and

Mr. JONASSOHN seconded the motion; but

Mr. PARKER, the retiring Director, though not present, having intimated to Mr. Wilson his desire to remain in the Direction from similar motives to Mr. Wilson's, that gentleman was re-elected.

A vote of thanks was then passed to the Chairman for his very able and impartial conduct in the chair, and the meeting adjourned.

TROON BRANCH RAILWAY.—On Monday, Mr. Johnston, Chief Engineer of the Glasgow and Ayr Railway, opened the Troon branch with a locomotive engine, and inspected the line, accompanied by J. F. King, Esq., of Troon. These gentlemen were highly satisfied with the smoothness of the rails, and the easy motion of the locomotive; and there can be no doubt that this part of the undertaking will maintain the high character for efficiency obtained by the main line. From the considerable number of ships now going from Troon to foreign ports, an extensive traffic may reasonably be expected, to which the operations carrying on at the harbour and docks of this port are calculated to give great facilities.—*Kilmarnock Journal*, September 30.

KILMARNOCK AND GLASGOW BRANCH.—At the middle sections of this branch of the Ayrshire Railway the progress made by the contractors is very satisfactory. Several deep cuts have been effected, and the piers of the bridges over the Annick and the Lugton have been built. The latter is of considerable height, being at least 50 feet, and going along the gangway by which it is now crossed requires steady nerves.—*Kilmarnock Journal.*

FATAL ACCIDENT ON THE LONDON AND BRIGHTON RAILWAY.

ON Saturday last, a melancholy accident occurred to one of the down trains on the London and Brighton Railway, near Hayward's Heath. Two of the Company's servants and two passengers were killed. The circumstances connected with the sad occurrence will be gathered from the following evidence adduced at the inquest, which was held on Monday before F. H. Gell, Esq., Coroner for the Eastern Division of the county of Sussex, and a highly respectable Jury, of whom Thomas Jones Bellamy, Esq., a magistrate of Cuckfield, was foreman. The Jury proceeded to view the bodies, at a little house near the place where the accident took place. The bodies exhibited a most frightful spectacle. Henry Palmer's in particular was most ghastly. The wheel appeared to have passed over him just above the eyes, and the whole of the upper part of the head was smashed. The female Jane Watson (both Dr. Carpue's servants) had received a dreadful wound, nearly separating her body at the belly.

The Coroner and Jury then proceeded to the bedroom of a beer-shop in the neighbourhood to examine Charles Goldsmith. He was in bed and had his head bound-up, and appeared to have received very serious injury. He stated that on the day of the occurrence he was on the first engine, and came from Horley. There were two engines attached one a large one and one small. Witness was in the smaller one, and went with the train to assist it, in consequence of its being heavily laden and behind time. Witness did not perceive any motion until they reached Copyhold cutting, though they were going at the rate of about thirty miles an hour. Witness was rendered insensible by being thrown off, and was picked out of a ditch, under the tender, covered with sand and water. Witness examined the engine previous to starting, and all appeared quite safe.

By the Jury—The other engine-man shut his steam off, and witness did the same within half an inch. The large engine was not pulling at all; the whole of the work was done by witness's engine. The heavy engine, if not stopped very carefully, would cause a jumping motion, and give the smaller one a jerk. Witness never knew of an engine being thrown off by such means. Witness is between 20 and 21 years of age, and been occupied on trains about five years, but never drove one until the last month. Witness let the steam off, as he thought he saw some person holding up his hand. Witness had written orders from Mr. Hunt, but they said nothing about the speed, except on the Greenwich and Croydon lines.

By Mr. Faithfull, (Solicitor to the Railway Company)—Before the accident happened, witness was aware of the state of the engine behind. Did not think think the accident was caused by his slackening his speed. The engine might have got out of order on the journey.

By the Jury—Do not think a four-wheeled carriage so safe as a six. A four-wheeled carriage would be liable to accident if one of the wheels got strained, which would not be case with a six wheeled one.

The Jury having returned to the beer-shop, the first witness called was

John Holland, a retired officer in the army, who identified the bodies of Henry Palmer and Jane Watson, the former as the footman, the latter as the housemaid, of Mr. Joseph Constantine Carpue, surgeon, of Upper Charlotte-street, Fitzroy-square, whose family he had been in the habit of visiting. Henry Palmer was about 23 years of age, and Jane Watson about the same age.

James Jackson—I am an engine-driver in the employment of the London and Brighton Railway Company. On Saturday last I left Horley at five minutes after 12 o'clock. I was to proceed from Horley to Brighton. I had brought the engine from Horley in the morning and was to return with it. I examined the engine at Horley, and it was in complete working order. A pilot-engine was attached to the train at Horley, because we had a heavy train, and to help us up the hill. We came from Horley to the Copyhold cutting at the average rate of about from twenty-six to thirty miles an hour. About half-a-mile before coming to the Copyhold cutting we were running at the rate of about thirty miles an hour. On entering the cutting by the bridge we did not exceed twenty-three miles an hour. I believe it to have been twenty or twenty-one. Nothing occurred here to induce me to slacken my pace. I had shut off my steam half a mile before I came to the cutting, because my engine was getting slack of steam; and, as we were going down hill, and the other engine was going to leave me at Hayward's-heath, I wished to reserve my steam, that I might keep a good supply with which to get to Brighton. I did not observe any signal before entering the cutting. After we entered it, just before the accident took place, I observed a man amongst a number of men, standing with one arm up, that is a signal to slacken speed. The instant we passed the man I observed the first engine rocking very much, and, directly after, she capsized right over to the left-hand side. I immediately leaped behind the fire-box, and laid hold of the hand of the regulator, till I was thrown back by my engine coming into contact with the end of the other engine. If the other engine had rolled a foot further, I think we might have avoided her altogether. I did not perceive the slightest movement in my engine till she struck the other. I was thrown back on the carriage of the tender, and continued holding the chain till the carriage stopped. It was all over in half a minute. We had no warning nor any thoughts of the accident. Directly I got off my engine, I saw one of the guards lying on the ground on his back close by my engine. I lifted him up, and then went back, and the next person I saw was Charles Goldsmith, covered with sand and mud, and under the frame of the tender in a gutter by the side of the road. We pulled him out of the hole, and the next person I saw was Robert Marshall, a stoker to the first engine, lying dead on the ground on his back, he lying lengthwise to the railway, with his head towards London. Seeing no other person, I got through the carriages, and then found Field, my stoker, about three yards from the carriages, between the out-rail and the gutter. He was almost lifeless; the phlegm was gurgling in his mouth. I told him to spit it out, and he did so. Directly I left him, I proceeded to my engine, and saw a female lying across the railway, with a carriage wheel resting on her. She was with her face downwards, quite dead. At this time some men were getting Henry Palmer from under some carriages, within a couple yards of the female. He was quite dead. The earth in the cutting is of a greasy nature, and a number of men, who are employed there, are in the habit of walking over the rails with their boots, leaving a portion of earth on them, which in my opinion, was the cause of the accident.

CORONER—How would that affect the engine?—The engine being on four wheels, and sliding about, and being top-heavy, the gushing about of the water on the top of the fire-box would almost force her over. That is my firm opinion. As to the state of the cutting, I have run 30 and 35 miles an hour through it many a time. The earth has not given way at this part at all. All I saw was the rocking motion, which I conjecture was owing to the slippery state of the rails. You do not feel this with a six-wheeled engine. I have been over there at 30 miles an hour, and never have had any cause to slacken speed.

CORONER—If there had been no pilot-engine, would the danger have been less?—I do not think my engine would have gone off on account of its weight, and having six wheels. Only three carriages, those next to the tender, were thrown off the line. The others were not affected. There were 11 or twelve carriages in the train. I do not know how many passengers; but there seemed to be a considerable number, and a good deal of luggage.

Mr. Barwell (a juror)—Do you consider the construction of the pilot engines safe or unsafe?—I consider them unsafe. There is a difference of opinion among Engineers; but I don't like four-wheeled ones. This was as safe as other four-

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wheeled engines, but I prefer six-wheeled ones. I think a four-wheeled and six-wheeled can act in unison together, if the stroke be the same. If a six-wheeled and a four-wheeled were stopped at the same time, the six-wheeled engine would stop sooner than the four-wheeled, because there would be less friction. Goldsmith took no notice of me, but shut off a part of his steam shortly after me.

Cross-examined by the Rev. Mr. Fearon (a juror). —I don't think there is more danger in having two engines than one. If we had had two four-wheeled engines on Saturday the consequences would have been still worse. I am quite sure that my speed between the viaduct and the Copyhold cutting, about three-quarters of a mile, was not above 30 miles an hour. We were behind time a little at Horley, but did not go above our ordinary speed. The pilot-engine was put on because we had a heavy train. The accident happened about half-past 12.

By Mr. Barwell—A foreman is kept at Horley and Brighton to examine the engines. I saw Mr. Hurst go round mine at Horley, and believe he looked over both.

By Mr. Allen (a juror).—I am quite certain, from experience, that the slippery state of the rails would cause, and not prevent, oscillation. It is the same in chalk cuttings. I have been a driver four years and a half. Goldsmith was perfectly sober; and I always knew him to be so. I can suggest no other cause for the accident but that I have described.

By the Coroner—The weight of the carriages behind did not cause any movement in the engine; it would make it go steadier. I saw a policeman at the viaduct give the signal "all right," but saw no other. The man who gave the signal was the foreman of the works there. I never had a signal there before. The engines went off immediately we had passed him. All the engines are new ones. The pilot-engine was in good working order.

Mr. Barwell—Did you ever state your opinion of four-wheeled engines to any of the Company?—No, not before yesterday.

Foreman—Have the engines ever run off the line before?—Yes, on Friday last I saw an engine, a four-wheeled one, run off the rail at the Hayward's heath tunnel. I did not know the cause. I have never seen any other case.

By Mr. Faithfull—When I saw the signal I pulled the retard lever, but it could not stop the other engine.

By Mr. Barwell—I never knew a six-wheel engine go off the rails unless there was some obstruction, or the points were wrong. The London and Birmingham Railway uses four-wheeled engines, but they are not so high as these, and therefore require less heavy cylinders, and are consequently less top-heavy. I knew a similar case to this occurring on the London and Birmingham. They are made on the same principle, except that our boilers are larger. I should not like to drive a four-wheeled engine.

By the Foreman—Neither of the boilers exploded. That of the pilot was burst from falling over. I observed the state of the rail after the accident. It was bent a little, a very little indeed, owing to the carriages running against it. The rail was in the same state as that in which I had gone over it at 30 miles, and believed it perfectly safe.

James Copley—I am a labourer employed on the railway. I recollect being in Copyhold cutting, about a quarter past 12 o'clock on Saturday last. I saw the down train coming at about its usual rate. I made a signal to it to come steady just before they came to the bridge. We have done it for the last three or four days on account of the wet, and for fear they should come light. There was no reason more than the usual one. I did not see the accident. As soon as the train passed I went away.

Mr. Barwell—Were the rails greasy?—No, Sir. In that part the soil is sandy. There is some black clay at the top. I had been told to make the signal by a policeman. There are veins of black soil running down the cutting. I had not observed in particular the clay from the labourers' boots on the rails.

Juryman—What do you mean by the road being light?—Why, the wet pushes the rails up, and makes them uneven; but that was not the case with the rail on Saturday.

Mr. Faithfull then called,

Mr. John Hardy—I reside at No. 3, Portland-place, and am Member for Bradford, in Yorkshire. I was a passenger by the quarter before 11 o'clock train from London, on Saturday. I was in the middle part of the carriage next to the engine, with an open *coupee* on each side. The first thing I experienced was a great shock and dreadful screams. I was in the middle of the carriage, with my face to Brighton; and by the shock a lady, who was sitting in the corner opposite to me, was thrown on my knee. There was immediately great crashing. I and my son-in-law, Mr. Wood, spoke to the ladies, when we were suddenly lifted up and turned round, and, in the course of a few seconds, instead of being with my face towards Brighton, my face was towards London, and the carriage leaning against a sand bank. Just as we were first struck a quantity of steam and water came into the carriage, but there was no escape for it. As soon as we were still, Mr. Wood, who was next to the window, got out, and assisted me in doing so. I immediately jumped across the ditch, and found the carriage had been completely turned round. I went round the engine, which was in the road, and the first thing I saw was the guard, very much disfigured. I spoke to him, found he was alive, and called for a surgeon. Mr. Elliott came. A little further on I observed the first engine lying in the ditch, on the left hand side. A little beyond it was one of the stokers lying apparently dead. I have travelled a great deal by railway. I have been eleven times by this railway, and, to the best of my judgment, we were proceeding at the rate of from 20 to 24 miles an hour. Just before I had been complaining to my companions of the slowness of the speed, and said we should be half an hour behind our time at Hayward's Heath.

By the Foreman—I thought this was a very long train. I had taken my place in the *coupee*, but my son-in-law persuaded me, just before starting, to leave it. Had I remained, most probably your inquest would have been upon me.

By Mr. Faithfull—I cannot give a scientific opinion upon the point, but from experience I should say, the heavier the train the steadier the motion.

Mr. John Wood, of Thaddon-grange, Alton, Hampshire, corroborated the evidence of Mr. Hardy. In going through the cutting, I should suppose the speed to be from 20 to 25 miles. I frequently travel on railways.

William Beedham—I am a builder and surveyor residing in North-street, Brighton. At the time of the accident I was near the railway, about half a mile from the place where it occurred. I heard the train coming. I took my watch out, and also the railway table, to see what train it was. It was just half-past 12. According to my judgment, it was going about 25 miles an hour. I had a full view of it across the viaduct, about half a mile from the accident. I could not say whether it slackened before I lost sight of it.

Richard Hodges—I am a labourer on the railway and live at Copyhold. I saw the train on Saturday in the cutting. It was coming along at the usual rate. I saw the first engine jump up and down as it came along—it might be about half a minute, and then I saw it drop right off the rail. I then turned and ran away; and either the tender or the engine caught me, and one of the stokers fell across me and knocked me into the ditch. When it jumped the fore wheels rose up and down. I did not see any oscillating motion.

Matthew Hall, assistant engineer—It is my duty to inspect that portion of the railway on which the accident occurred, and to see that it is in a proper state. I had inspected it just previous to the accident. I was a little in advance of the train, in the cutting, at the time. The road was in a fit state for travelling at 25 miles. It was in as good a state of repair as it has been in since the line was opened. I am of opinion that a heavy train is steadier than a light one. I am stationed on the line for 16 miles to St. John's-common, and it is in a perfectly fit state for travelling. I did not observe anything on the rail to make it slippery. The soil is sandy.

Mr. Elliot, of the Brompton Lunatic Asylum, who had been a passenger by the train, and had attended on the wounded engine-driver and guard, had been superaaed, and was present during the investigation; but, as he was not able to give any additional evidence, he was not called.

The jury expressed a wish to have the policeman who was on duty at the Ouse Valley viaduct, a mile north of the Copyhold cutting, when the train passed, examined as to the speed at that time; and a messenger was despatched to summon him before the Coroner.

In the meantime, the jury having expressed an opinion that the cause of the accident was the use of four-wheeled engines—

Mr. Faithfull said, that Mr. Rastrick, the chief engineer, and Mr. Statham, one of the resident engineers, were present, and ready to explain any matters which the evidence might have left in doubt.

The jury, however, did not ask them any questions.

Jackson, the engine driver, re-examined.—I think that the water and the top-heaviness of the pilot engine, coupled with the slippery state of the rails, was the cause of the accident. I have known four-wheel engines run off on the Eastern Counties' line, but I never knew six-wheeled engines to do so.

John Hinge examined—I am a police-constable, No. 37, on the line of the London and Brighton Railway, and reside at Cuckfield. On Saturday last, between twelve and one o'clock, I was on duty at the Ouse Viaduct. I saw the down train coming towards me, and held up my hand to give the "All right" signal; and as it neared me I gave a signal to go steady, as I observed that it was going rather faster than usual. I did not at that time observe any particular motion of the engine or train. Shortly after I heard a great noise in the direction of the Copyhold-cutting, and as I thought the bursting of a steam-boiler. I ran in that direction as I could, and some labourers ran also. As soon as I got into the cutting, which is about three-quarters of a mile, I observed that an accident had happened, and I got up to the spot and rendered assistance to the sufferers. I do not know how it happened. I had no apprehension of an accident occurring when I saw the train pass along the viaduct. I did not say my heart came into my mouth when I saw the train coming along, they were going at such a rate. The road where the accident happened has been out of order lately in consequence of the bad state of the weather.

The Court was here cleared of strangers, and at half-past six o'clock the Jury returned a verdict of "Accidental death, with a deodand of one shilling on the engines; and the Jury are of opinion that the four-wheeled engines used on this line are not of a safe construction, and they recommend their discontinuance."

SPEED ON RAILWAYS.—THE BRIGHTON ACCIDENT.

To the Editor of the Railway Times.

Sir,—As a frequent traveller by the Great Western and South-Western Railways, I have long felt the necessity of that which the melancholy accident that has just occurred on the Brighton line will, I trust, make manifest to those who have the power to remedy the evil. I mean some efficient check upon the uncontrolled and "*ad libitum*" speed which the managers and engineers of railways seem to have in running their engines with heavy trains of passengers, at the risk of life and limb, and contrary in most cases, to the wish or comfort of the public—possibly for the mere gratification of the engineer who has got some new invention in mechanics which he wishes to make appear superior to all others, or from the "dare-devil" spirit of running faster than his neighbours or predecessors.

To this uncontrolled spirit alone do I attribute the lamentable catastrophe above alluded to, for can

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any thing be more imprudent or unjustifiable on the opening of a new line, barely completed, with such heavy works as the Brighton, embankments in which subsidence will be going on for months to come, and deep cuttings in which slips and other obstructions may be continually looked for, than to *commence* with an average speed of 30 miles an hour for the whole journey, which deducting stoppages at stations, and the delay in ascending some of the steeper inclines, may render even a speed of 40 or 50 miles an hour necessary over some parts of the line?

Surely the Board of Trade or Sir Frederick Smith, on authorising the opening of the line, ought also to have seen and approved the time table, and a speed consistent with the condition and liabilities of new works, looking to the safety rather than the speed of the conveyance, should have been insisted upon, and not one permitted merely to gratify the vanity of engineers by outstripping all others.

On the opening of the Liverpool and Manchester line, the speed was at first limited to 15 miles an hour, and for the first year on the Birmingham, I believe it did not exceed 17 or 18. Why were such wise and prudent examples not followed by the Brighton?

If Sir F. Smith had not the power to require it, then the responsibility must rest upon the Directors, and much of the discredit with the Manager or Engineer. Far be it from me to aggravate by those observations the painful feelings they must now endure, but my own safety as well as that of the public, demands that the occasion should not be passed over in silence. Before the commencement of winter, if some stringent regulations are not enforced upon the drivers of engines on the road already mentioned, catastrophes still more frightful than the one that has just occurred, will, I fear, happen on some of them ere the foggy month of November be passed.

The public are not generally aware that the liability to accidents increases with the speed, and the consequences when they do occur are multiplied fearfully! An irregularity in the rails which, at 15 or 20 miles an hour, would scarcely be felt, might, at 40 miles throw the train off the line, and we see by the concussion on the Brighton line, what the effects at such a speed are. But the Board of Trade and Sir F. Smith must know this, and if they have not the power of control, they ought strongly to urge upon Directors a more prudent course, and as speedily as possible seek that additional and necessary power from Parliament.

The speed of the Great Western trains is at times most frightful and unjustifiable, and attended with a danger the public have no idea of. At sixty miles an hour the train is no longer under reasonable control, and an unexpected impediment on the line, a flaw in the machinery, or the negligence of a servant, may precipitate the whole of the passengers into eternity. It matters not whether the gauge be 5 or 7 feet, the engines on 4 or 6 wheels, the effect of concussion upon the passengers must be the same, and if the accident occur on an embankment, who will live to tell the tale?

I believe the safety of railway travelling to exceed all other means with ordinary prudence, but unless the public are more effectually protected against the experiments of mechanics, the vanity of engineers, and the rash spirit of their drivers, I for one shall eschew them, and prefer the "slow and sure" stage; and unless those in the responsible direction of these great national works take warning in time, I will venture to say, that they will receive an early and future warning through their pockets—alias their dividends.

I trust, Sir, you will participate in these sentiments, and as well for the benefit of the public as for the interest of those concerned in railways enforce them upon those in authority, by your powerful pen and widely circulating journal.

I am, Sir, your obedient servant,

VERAX.

London, 5th October, 1841.

SPEED ON RAILWAYS—THE BRIGHTON, SOUTH-WESTERN, &c.

To the Editor of the Railway Times.

SIR,—I addressed a letter to you a short time since, annexing a table showing that the fast trains on the Brighton Railway perform the *trip* at a greater speed than any other railway in this kingdom, and that the *journey* to Southampton by the South-Western Railway, is accomplished by the fast trains at a rate second only to the above-mentioned line.

An admirer of the Great Western under the signature of "A. T. G.," has been exerting himself to prove that my statements are altogether erroneous, and the calculations fallacious; and having succeeded in discovering that the distance to Southampton is incorrectly stated as 67¾ instead of 76¾ miles, deludes himself into the belief that all the observations he may hereafter advance will obtain credence, but fortunately the credit of this *discovery* could not have been claimed but for one of those "natural ills which *printing* is heir to." Had the optics of "A. T. G." been more profitably engaged in attentively perusing the document in question, than in discovering a misprint, he would have perceived that the words *trip* and *journey* are respectively employed in reference to the comparison; and I submit that in a question of this nature, the delays occasioned by the longer and more frequent stoppages can operate no more on the "advantages derivable to the public," than could the *greater length* of train, or the more *heavy gradients*, influence a question of this character.

As a general answer to the various questions propounded by "A. T. G.," and as a "gentle sedative" to this discussion, I beg to prescribe for him a small dose of "Bradshaw's Railway List" for the month of August, from which all my information was gleaned, and on which the various calculations are grounded. Should, however, the above antidote produce too powerful an effect, an application of Mr. Æsop's Fable, "The Hare and Tortoise," might serve to allay his irritation, as reminding him that while the former was quietly reposing on the road, confiding on its quicker speed, the latter walks to the goal in safety.

I am, Sir, your obedient servant,

F. J. B.

THE CLARENCE AND WEST DURHAM RAILWAYS.

To the Editor of the Railway Times.

SIR,—I thank you for your kindly greeting on my re-appearance in the field.

The characteristic of a popular journal being to convey to the public and individuals the earliest and surest information on any point relating to their interest, upon which it professedly treats, whether it be in the shape of reproof, remonstrance, admonition, or advice, I think a renewal of my correspondence cannot be marked by a higher order of usefulness, nor a page in your journal devoted to a more beneficial purpose, than in giving publicity to what may be truly designated *a supplement* to those enormous frauds, which have within the last three or four years been perpetrated upon many hundred unsuspecting persons, by the concoctors of the Durham County and Northern Coal Mining Companies, an exposition of which has recently appeared in the *Mining Journal*, and local papers of the counties of York and Durham.

Your pages, I am aware, are devoted only to matters directly or incidentally connected with railway interests, but as the forthcoming statement has reference to such, I shall, without further preface, observe, that certain parties implicated as the concoctors and promoters of the above-named speculations, are also connected with the Clarence and West Durham Railways; and that these adroit fishers in troubled and turbid waters are now angling for gudgeons in and around the British metropolis, with the following tempting and glittering bait, of which a sample was a few days since transmitted to me by a friend who had been nibbling, but had the sagacity to consult me before he attempted to swallow it:—

STATEMENT.

The Clarence Company was incorporated by Act of Parliament in 1828. Port Clarence is on the Tees, and joins the Stockton and Darlington Railway; the length of the line is fourteen miles and upwards. Three branches run out of it—the city of Durham branch which is ten miles—the Byers Green branch (which connects the line with that of the West Durham Railway), length upwards of five miles—and the Stockton branch; the total length belonging to the Company is thirty-five miles and seventy-two chains.

The Clarence is one of the great railways for coals, and conveys 400,000 tons annually.

The revenue has risen with the opening of the coal fields. Last year it was 19,000*l.* The eight months of this year has reached 14,900*l.*, thus making an increase on the year of 3,350*l.* It will further increase by the opening of the Hartlepool and West Durham Railways, and is expected in 1842 to be 50,000*l.* per annum.

The sum expended is 235,000*l.* raised by shares, received from the Exchequer Commissioners 111,000*l.*, and by bonds under the provisions of the Act of Parliament, 89,000*l.*

In September, 1837, the Clarence Company granted under deed to the West Durham Railway Company, the following bonds, to enable the latter Company to construct the Byers Green branch—

1.	Bond for	£9,510,	payable in September, 1842.
2.	„	£3,750,	„ December, 1842.
3.	„	£3,020,	„ December, 1842.

Total ..... £16,280, upon which interest is due from September, 1837, payable to the purchaser.

The West Durham Railway Company want to sell these bonds, at such a price as will yield a handsome return to the purchaser.

This Company was incorporated by Act of Parliament in 1839. They have expended on their rail 64,000*l.*, exclusive of the price of the land. It conveys the produce of six or seven collieries to Stockton and Hartlepool, and other collieries will soon be at work, and the revenue will be about 9,700*l.* per annum.

The West Durham Railway Company will grant their guarantee to the purchaser under their seal, as far as the Act will allow them.

The Directors rank amongst them (that is, of the Clarence Company) men of character and wealth in London. One is a Bank of England Director.

£12,000 in ready money, is the price required for the above valuable consideration!

So then, here is the sum of 19,750*l.* to accrue a *year hence*, to the fortunate buyer of these bonds, for the moderate consideration of 12,600!! Prodigious! as Domine Sampson would say. But when such uncommon—such enormous—advantages are held out as a temptation to invest money, how comes it that none of the "Directors of wealth and character in London," are found either to profit by such a glorious chance, or even to recommend it to their friends, and thereby supersede the necessity of their being hawked about, like filthy wares that come under the denomination of cheap and nasty?

Hitherto we have been dealing with presumptions. Let us now recur to facts.

In the above-quoted statement, 435,000*l.* appears to be the cost of constructing the Clarence Railway, whereas, will any of the interested parties attempt to deny that it has exceeded 600,000? and to make the line capable of working a traffic of 50,000*l.*, (which it never will do,) that an additional outlay of at least 100,000*l.* will be required?

The money borrowed of the Loan Commissioners is understood in the county of Durham to be 150,000*l.*, instead of only 111,000*l.*, and as the right of pre-emption attaches by law to every Government lien, what will become of the unfortunate bondholders, when a reclamation is made on behalf of the Government, by the said Loan Commissioners?

What the traffic *may* be, is deducible from the fact, that they have for years been holding the same vague convictions of its growing receipts; and what it is, the very fact of their issuing these bonds without even the payment of interest, for so long a period, is a standing proof. It may be pronounced comparatively in a state of abeyance; for its embarrassments are so great, and its prospects so unpromising, that if the Company cannot succeed in cajoling the Quakers into an equitable bargain (a profitable one is out of the question), they must in all likelihood either sell or let their line, or surrender it into the safe custody of the Government.

The West Durham Railway has been constructed in direct violation of the Act which directs that at every intersection of the highroad, the tram way shall be carried either above or below, whereas it is everywhere upon the level. The Directors have conse-

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quently laid themselves open to a prosecution by any party at any time—an ordeal they will infallibly undergo should the concern assume even an appearance of prosperity, and which it can never attain but at the expense of conflicting interests, and therefore will be pounced upon, sooner or later, a helpless and unpitied prey.

But before this sad consummation, the Company "will grant their guarantee to the purchaser under their seal, as far as the Act will allow." Mark the condition! *as far as the Act will allow*. Aye, there's the rub! But what if the Act does not allow it? and if it does, why make the engagement conditional? Will any of these so vaunted men of "*wealth and character in London*" or elsewhere, come forward and voluntarily saddle themselves with an individual responsibility in support of the Act—be it valid or invalid? I trow not.

I need not expatiate further upon this renewed attempt to cajole the ignorant and entrap the unwary and confiding. But when I consider, that it may be the most helpless and unprotected of our species, that are destined to be made victims—that the widow's mite, and the orphan's pittance, may be in jeopardy, I adjure you, Mr. Editor, in the name of pity, justice, and humanity, to aid me by giving immediate publicity to this transaction, for the loss of a day may be fatal.

My motive in addressing you is now explained, and properly speaking, my task is ended. But it may not be irrelevant, and may be amusing and instructive, to give an example of the adroitness with which these speculators proceed in the accomplishment of their purposes.

Having consummated a splendid labour in the formation of the "Durham County Coal Company," which, with a paid up capital of 260,000*l*., is working at a loss! they set to work with a band of well trained emissaries to create another, called, *par excellence*, "the Northern Coal Mining Company." And as publicity would have rendered their attempt abortive, the leading feature in the plan was, after imbuing the minds of the subscribers with inflated notions of untold and immediate wealth, to enjoin the *most profound* secrecy, upon the plea that the project was so fraught with advantages, that if known, it would certainly tempt a rush of competitors, and end in the destruction of all their hopes. But to test their veracity, they earnestly besought that a deputation of some of the most intelligent and influential of the chosen body might wend their way to the north to view the land of promise. Accordingly, the deputies, fluttering with hope and buoyant with expectation, repaired to the appointed rendezvous, and being conducted by the initiated to the top of a central eminence in the county of Durham, they were directed from this Pisgah of the Northern Coal Mining Company to gloat their eager vision on the scene beneath and around them. There lay the promised land in wide and beautiful amphitheatrical expanse, with heaven's own canopy alone for a boundary. Yes, every inch of royalty within the verge of the sensible horizon was theirs, with its illimitable coal seams, which had been fructifying long antecedent to the time when Adam was a boy, and which being all of the quality of the far-famed Hetton Wall's-end, would more than rival the glories of Golconda or Potosi. But to this there were important adjuncts elsewhere, any of which might well attract the cupidity of a miser, and which for *present* purposes would suffice to pay the trifling dividend of 10 per cent., until time, which was not distant, enabled them to extract enough, both as to quantity and quality, to suffice the wants of half the habitable globe. Need the sequel be told? Shaft after shaft was opened, till the working property reached no fewer than 13 collieries upon paper, but being *no where else!* The dividends being withheld, the dreaded inquiry at length took place, when it was discovered that 11 out of the 13 collieries must either be closed, or had only a nominal existence, and that 300,000*l*. was as good as lost; and when I add, that sage senators, grave lawyers, learned doctors, and able magistrates—the representatives of army, navy, law, physic, and divinity—with little or no alloy of tag-rag proprietors, comprised the party who were thus disappointed, it may fairly be said, the triumph of "speculation" was complete.

I am, Sir, yours faithfully,

JACK TAR.

October 4, 1841.

[We are always glad to be able to have it in our power to expose unsound speculations; but our intelligent correspondent is aware that there is such a law as the law of libel, against the operation of which the *truth* is no bar. He will excuse us, therefore, for having expunged a few of his epithets and softened others. From what has reached us from other quarters we have no doubt they are richly deserved.—Ed. R. T.]

THE HULL AND SELBY LOCOMOTIVES.

To the Editor of the Railway Times.

Sir,—I perceive an article in your excellent journal, No. 199, requesting information, and though your correspondent manifests the greatest "anxiety" as to its importance, if we are to believe his own representations, he has, notwithstanding that anxiety, allowed "six months" at least to elapse without taking the trouble of seeing for himself whether the objects of his inquiries had a real or merely a reported existence. I am aware from my own observation that the interests of Railway Companies have in many instances suffered severely, but not so much from want of information as to what was doing on other lines, as from unbelief, coupled, as in the case before us, with the most palpable indifference and indisposition to adopt what may appear the plans of other parties. I have no inclination to be stringent with your correspondent, but his employers would more likely promote their own interest by sending a party to the Hull and Selby line for evidence, who should be known to entertain the sounder view, that railway engineers best promote their own reputation by being lowest in a comparison of expenses, instead of which the opposite policy is not unfrequently persisted in for years. There was as much lap put into the valves of one of the Lancashire engines in 1834, as there now is in the altered engines of the Hull line, but the former was almost immediately after her alteration in the valves transferred to other hands, *and without delay re-altered back to her former state.* Wakefield was the name of the engine-driver. From that time things appear to have gone on as formerly until 1838, when a new arrangement of gearing was discovered, by which any charge of steam required can be readily admitted either to start or run with. For this invention, and other improvements, a patent was taken out and put to work in August, 1839. Prior to that time the consumption of fuel appears generally to have been from 40 to 50lbs. per mile, but such was the effect of that application with the competition and emulation created, that it led to the re-adoption of the means used in 1834, and from which the parties concerned were relieved of the savings during the years 1835, 1836, 1837, 1838 and 1839.

About the latter end of 1839 and beginning of 1840, different Railway Companies commenced putting lap valves into their engines, and many more are now making similar changes, from a general knowledge of the fact that the savings by expansive action in locomotives, are from one to two-thirds of the fuel formerly required, although the means used in 1834, and the subsequent improvements appear, from their simplicity and effect, to be the only ones that have succeeded in locomotives. I have clearly ascertained that Mr. Gray was not the first to try the expansive system in those engines, but that Mr. Stephenson previously tried it in the "Lancashire Witch" and in the "Twin Sisters," Mr. Bury in the "Dreadnought," and Mr. Roberts in some of his engines, but all these were laid aside for some years before the successful application of the system in 1839, which publicly demonstrated its real value in locomotives. As the means tried in 1834, are now being so extensively used, together with other improvements, the request of "A Railway Engineer," for information is very amusing.

There appears to be a mistake, Mr. Editor, in your reporter's putting Mr. Gray instead of the Resident Engineer, Mr. Bray, as the author of the report commented upon.

Your obedient servant,

EQUITY.

September 30, 1841.

[The above is the principal part of the letter to which we referred in our notices to correspondents last week, as being unable to comprehend its drift. The writer has since informed us that it refers to a letter published by us a few weeks ago under the signature of "A Railway Engineer," and as he seems to think that we are indisposed to hear both sides, we give his communication with a few omissions and verbal alterations, although we must again repeat that we do not precisely comprehend what it is our correspondent is driving at.—Ed. R. T.]

RAILWAYS IN BRAZIL.

To the Editor of the Railway Times.

Sir,—I perceive in the *Railway Times* of the 2nd inst., an article on a projected railway in Brazil, extending from the neighbourhood of the capital to the confines of the Mines, and St. Paul's, and I am glad that the attention of the public has been called to it through the medium of your columns. There is, however, an inaccuracy in computing the amounts in sterling money, which I must take the liberty of pointing out, as it might interfere with the success of the undertaking itself, by deterring parties in this country, from embarking in a concern of such apparent magnitude. The capital required is stated to be 8,000 contos, equal to nearly 2,000,000*l*. sterling, &c. in which, and in all the subsequent calculations, the milrea has been estimated at nearly 5s., whereas the exchange during the last four years has averaged about 30d., or 2s. 6d. per milrea, and during the last ten years has fluctuated between 40d. and 20d., or thereabouts. Taking the milrea, therefore, at 2s. 6d., the capital will be 1,000,000*l*., and the shares, (at 500 milreas) 62*l*. 10s. each, and payable quarterly at the rate of 12*l*. 10s. per annum. A party taking shares might even remit his money on more favourable terms, as good bills on Rio could be procured in London at 28d. or 29d. per milrea. As I have resided in Brazil several years, and take a warm interest in its prosperity, I have thought it right to point out this error; and may in another letter, communicate some further information, bearing on the subject, if acceptable.

WM. JORDAN.

11, Richmond Terrace, Clifton, 6th October, 1841.

[We shall be happy to hear again from our correspondent.—Ed. R. T.]

LONDON AND BRIGHTON RAILWAY.

To the Editor of the Railway Times.

Sir,—A paragraph has appeared in several London papers, stating that there have been upwards of 200 railway patients in the Brighton hospital, and that the Company have made no contribution to the funds. First, let me state that the patients did not arise from the trains, but were labourers injured in working, as they might have been had they been employed on buildings; secondly, the Directors have made to the hospital funds three donations of 50*l*. each, and an additional donation this year of 100*l*.; thirdly, these donations were gratefully and publicly acknowledged by Mr. Seymour, one of the Governors, when moving the resolution for the inhabitants to invite the Directors to a dinner.

VERUS.

Brighton, October 6, 1841.

The railroads have some vexatious annoyances, and among others is that of charging for extra luggage for short stages the same price as for the whole distance. Such a glaring anomaly as charging for ten or twenty miles the same as for 150 for luggage ought to be remedied.—*Examiner.*

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CHAIRMEN OF RAILWAY MEETINGS.

To the Editor of the Railway Times.

SIR,—In a recent number of the *Railway Times* appeared a letter containing many just remarks on the duties of a *Chairman*, and on the impropriety of his taking any active or *one-sided* part in the business of meetings where he presides. The true principle in these matters is unhappily overlooked, and the resulting practice is anything but what it should be. In railway affairs the Directors and the officials generally may, in a certain sense, be regarded as on one side, the body of shareholders on the other. The former at the general meetings bring forward their *case*—viz. Reports, proposals, &c.; shareholders attend for the purpose of receiving an account of the state of their affairs; to ask questions; to support or oppose measures. It is clear that in order to enable him to conduct the proceedings with order and authority, the Chairman of the day should take no side on any question (beyond voting), that he should act as moderator between all parties. Neither his eloquence nor his science should recommend him for the Chair, but his ascertained qualities as such Moderator. If he be a Director very difficult will it be for him to maintain the character of an impartial and attentive President. He will be so much occupied with his speechifying and favourite motions, as to be unable to direct his attention to the government of the assembly over which he is supposed to preside. A Chairman should never speak beyond putting motions and maintaining order. He has something else to do than to talk, and should enable others to be heard—not himself. If the Chairman confines his functions to regulating the proceedings, it is plain that business will be very much better and more speedily dispatched, than if he himself descends into the arena of discussion, and often of strife. To hear a Chairman say that he will not put a certain motion—as for the appointment of auditors—why, Sir, no man ought ever to be placed in a position which could induce him to utter such words! The rules by which the Speaker of the House of Commons is governed may be regarded as the true code of Chairmen everywhere. He is employed exclusively in looking after the business of the assembly, *i. e.* in looking after people who make speeches there. He maintains order, and urges forward the march of the proceedings—liable without such a watchman to become sluggish, or to degenerate into mere talk or personalities. His not being permitted to address the House is a remarkable proof of the wise and reflecting character of our nation, and it is surprising that he is not taken as a model by every assembly within it. Mr. A. or Mr. B., the Chairman, makes a fine speech. Very well; but meanwhile you have lost your president. Perhaps it might be worth while to encourage a class of professional Chairmen—men who should study the duties of the office, and be unconnected with the business of any meeting where they preside.

I am, Sir, your obedient servant,

C. D.

29th September, 1841.

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.

To the Editor of the Railway Times.

SIR,—After the exposures which have already been made of the delusions practised on those who have been induced to embark their money on the faith of representations which now turn out to be utterly false, it may perhaps be deemed a work of supererogation to say another syllable on the subject; but a statement so extraordinary has just now been issued and circulated under the signature of "Richard Dawson," who terms himself the authorised "agent" of the Company, that in justice to those who may be unacquainted with the real facts of the case, I cannot permit it to pass altogether unnoticed.

With respect to the *nature* of Mr. Richard Dawson's connection with the Company (about which your correspondent of last week, who signs himself "A Sufferer," makes inquiry), *that* is a matter of notoriety; and if your correspondent will refer to a previous number of your publication during the present year, he will there find it rather broadly set forth.

The following is a specimen of the reckless manner in which this "agent" presumes upon the credulity of the shareholders, according as it may answer his varying purposes. The extracts set forth in the left-hand column are from Mr. Dawson's letter of the 1st October instant—those in the right-hand column are from Mr. Dawson's printed Report of the 27th February, 1839:—

From Mr. Dawson's printed circular letter of 1st October, 1841:—	From Mr. Dawson's printed Report of 27th February, 1839:—
Our little but valuable concern will be completed, notwithstanding all the difficulties we have had to encounter, for the estimate, as laid before Parliament. *This circumstance is almost unparalleled in railway concerns.*	One part of the plan is all but impracticable, and the estimate for land and houses does not amount to *one third the actual cost of the land alone.* The original estimate for the railroad was 100,000*l.*, which was to complete the ENTIRE LINE from Edinburgh to Leith, *via* Trinity or Newhaven, and though 40,000*l.* will be saved in the NEW line by the tunnels and excavations, the sum of 100,000*l.* will still be required to carry the line to TRINITY ALONE.
The bold and manly declarations made by the Directors, *who are all men of high honour and probity.*	The original Chairman of the Company held 50 shares, *but never paid even the Parliamentary deposit!* The Vice-Chairman holds 25 shares, *but not having latterly paid his calls!* the Directors are proceeding against him for the same.
On a careful examination of the scale of traffic, which has been prepared by that respectable and experienced Engineer, Mr. Grainger, *and may with confidence be relied on.*	The Company were *very unfortunate* in the plans of their Engineers—[Messrs. Grainger and Miller]—and also in the estimates of the property required to be bought. The great difference in the estimates is understood to be in the valuation of the land, and *in consequence of the Engineers having adopted some erroneous data.*

I leave it to Mr. Dawson, and those for whom he acts in this "little but valuable concern," to reconcile these descrepancies. So far as the shareholders are concerned, they regard the whole project from the commencement as a systematic means of imposing upon them, and after investigating the working of the project, it is difficult to arrive at any other conclusion.

I am, Sir, yours, &c.,

ANOTHER VICTIM.

October 5, 1841.

The following is the circular above referred to:—

My Dear Sir,—In justice to the Board of Directors, I consider it right to make this communication to you, feeling satisfied, if the proposal of the Board is carried out, the whole concern may be saved from destruction. Only those who have paid up their calls can be benefitted by the arrangements proposed, for it is not likely the Directors will accept the names of those parties for any portion of the forfeited stock, who have not paid up on their original shares. It does appear to me a very unaccountable thing, that so much money should be subscribed in support of various other railways in fractional shares, (even this year, since the month of January,) to the amount of five millions sterling, and in every case, these Companies required an increase to their capital, owing to the extravagance of their Engineers, or the mismanagement of their Directors; *whereas, our little (but valuable) concern will be completed, notwithstanding all the difficulties we have had to encounter, for the estimate as laid before Parliament.*

£100,000 is the Capital	
Allowed to borrow one-third	33,333
	£133,333 6 8
And the whole will be completed for ..	105,000 at 110,000

*This circumstance is almost unparalleled in railway concerns.** Still the shareholders do not value the services of the Directors, and when they call upon them for their united energies and support under present difficulties, that assistance is denied them.

I have been most anxious to communicate, calmly and considerately, every information I have received from the Board, and even these, my earnest efforts, have been ineffectual, for I have been deprived the power of making these announcements, by (I regret to say) the almost total indifference of the shareholders withholding their attendance from the general public meetings called, for this express purpose, and therefore, the false and fraudulent misrepresentations of our enemies, have been permitted to sway them in their judgment, in direct opposition to the bold and manly declarations made by the Directors, who are all gentlemen of high honour and probity, and have shown themselves anxious to promote the interest of the concern, by frequently placing themselves under heavy responsibilities to their bankers, in order to consult the convenience of the shareholders. Thus have they been exposed to much unjust calumny; but they have always been anxious to court inquiry; and one of the propositions I had to submit for your serious consideration, was the appointment of a gentleman of considerable practical experience in railway undertakings, and totally unconnected with the Board to come down to Liverpool to give the necessary information.

I have not ventured to encourage such a measure, finding the neglect shown even to the Secretary, who lately made his appearance in this town for the express purpose. The trouble and expense of Mr. C. F. Davidson coming from Edinburgh to Liverpool would be useless, unless I could be assured that the shareholders would really consult their own interest, and attend the meeting to hear from him the truth.

The proposal made by the Board for re-issuing these 1615 forfeited shares, certainly is most advantageous to the original shareholders, for by taking up these shares, on which 20*l.* has been paid, at 10*l.*—would thus reduce their original stock of 20*l.* to 15*l.*, but they would receive the dividend on the larger amount, say 20*l.* per share. On a careful examination of the scale of traffic, which has been prepared by that respectable and experienced Engineer Mr. Grainger, and may with confidence be relied upon, he has taken the very *lowest* rate of traffic, which, (if no more was realized,) would yield a dividend of 10 per cent. per annum—where is there a concern offering better returns?

The debenture plan, as an alternative under these circumstances, is most assuredly as safe an investment, as the most anxious could wish for. Long before the debentures are redeemable in cash, being a period of four years, the whole of the plans at present under consideration for making the communication between London and Edinburgh effectual, would be completed, and the increased traffic, thus thrown upon our important line of communication *with the Sea coast*, would tend to increase the amount of our dividends, advance the value of our shares, and thus place the Directors in a position to sell the forfeited stock, so as to repay the advance of 10*l.* per share, carrying over the profits to the credit of the Company, or transfer the shares to the holders of the debentures; and thus secure to them, a very large profit. I hope I may not be considered too importunate in pressing these points upon you: they are well worthy your serious consideration; the amount required is so trifling, that I merely ask this simple question? whether with a prospect of greater future gain, it would not be for the interest of the shareholders to increase their relative proportion, in taking up this stock, and thereby protect their interest; than to allow the concern to be abandoned into the hands of those, who would thereby gain all the advantages the sum of 60,000*l.* expended, would secure to them by completing the works, for their own benefit, which

* Not correct. The *present* line is here confounded with the *original* lines to Leith and Newhaven. The *present* line goes to neither of *those* places.—ED. R. T.

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the sum of 16,000*l.*, divided amongst the proprietors of the present day, would secure to themselves?

A share list will be left at my office, and any proprietor expressing his wish to take up shares or debentures, shall have his notice inserted therein, either by personal application, or by note, addressed to

Dear Sir, yours, truly,
RICHARD DAWSON, Agent.

10, Exchange Alley, Liverpool, Oct. 1st, 1841.

RAILWAY BILLS IN THE HOUSE OF COMMONS.

In the House of Commons on Monday, several alterations were made in the regulations affecting what are called Private Bills. The following are the principal changes as affecting railways:—

Standing order No. 1, read, as follows:

"Resolved, That a Committee be appointed at the commencement of every Session, consisting of forty-two members, of whom five shall be a quorum in opposed cases, and three a quorum in unopposed cases, to which shall be referred all petitions for Private Bills, and such Committee shall be denominated 'The Select Committee on Petitions for Private Bills.'"

Standing order repealed.

Resolved, That a Committee be appointed at the commencement of every Session, consisting of forty-two members, of whom five shall be a quorum in opposed cases, and three a quorum in unopposed cases, to which shall be referred all petitions for Private Bills, with their annexed Bills; and such Committee shall be denominated "The Select Committee on Petitions for Private Bills."

Standing order, No. 119, read, as follows:—

"Resolved, That no Private Bill be brought into this House, but upon a petition first presented, truly stating the case: And that such petition be signed by the parties, or some of them, who are suitors for the Bill."

Standing order repealed.

Resolved, That no Private Bill be brought into this House but upon a petition first presented, with a printed copy of the proposed Bill annexed; and that such petition be signed by the parties, or some of them, who are suitors for the Bill.

Standing order, No. 120, read, as follows:—

"Resolved, That all petitions for Private Bills be presented within fourteen days after the first Friday in every Session of Parliament."

Standing order repealed.

Resolved, That all petitions for Private Bills be presented within twenty-one days after the first Friday in every Session of Parliament.

Resolved, That, in the case of any application for a Private Bill relating to England, the Committee may admit proof of the compliance with the standing orders which refer to the affixing to the church doors the requisite notices on the production of affidavits sworn before any justices in petty sessions assembled for the division within which the churches on which the notices have been affixed, shall be respectively situated.

Ordered, That the said resolutions be standing orders of this House.

Standing order, No. 14, read, as follows:—

"Resolved, That notices shall be given in all cases where application is intended to be made for leave to bring in a Bill included in any of the following classes:—[Three classes are then enumerated, railways being in class 3.]

Standing order repealed.

Resolved, That notices shall be given in all cases where application is intended to be made for leave to bring in a Bill relating to the subjects included in any of the following classe: [The classes are then somewhat varied, railways being placed in Class 2.]

Standing order No. 15, read, as follows:

"Resolved, That notices shall also be given in all cases of Estate Bills relating to crown, church, corporation or charity property, held in trust for public or charitable purposes, whether it be intended that such Bills shall originate in this or in the other House of Parliament."

Standing order repealed.

Standing order No. 17, read, as follows:

"Resolved, That if it be the intention of the parties applying for leave to bring in a Bill, to levy any tolls, rates, or duties, or to alter any existing tolls, rates, or duties, the notices shall specify such intention."

Standing order repealed.

Resolved, That if it be the intention of the parties applying for leave to bring in a Bill to levy any tolls, rates, or duties, or to alter any existing tolls, rates, or duties, or to confer, vary, or extinguish any exemptions from payment of tolls, rates, or duties, or any other rights or privileges, the notices shall specify such intention.

Standing order No. 22, read, as follows:

"Resolved That in cases of Bills included in the 2nd Class, all notices shall contain the names of the parishes, townships, and extra-parochial places from, in, through, or into which the work is intended to be made, maintained, varied, extended, or enlarged, and shall state the time and place of deposit of the plans, sections, and books of reference respectively, with the clerks of the peace, parish clerks, schoolmasters, town clerks and postmasters, as the case may be. (See Nos. 25 and 27.)"

Standing order repealed.

Resolved, That in cases of Bills included in the Second Class all notices shall contain the names of the parishes, townships, townlands, and extra-parochial places from, in, through, or into which the work is intended to be made, maintained, varied, extended, or enlarged, and shall state the time and place of deposit of the plans, sections, and books of reference respectively with the clerks of the peace, parish clerks, schoolmasters, town clerks, and postmasters, as the case may be. (See Nos. 25 and 27.)

Standing order No. 38, read, as follows:

"Resolved, That in all cases where it is proposed to make, vary, extend or enlarge any turnpike road or railway, the plan shall exhibit thereon the height of the several embankments, and the depth of the several cuttings respectively, on a scale specified thereon.

Standing order repealed.

Resolved, That in all cases where it is proposed to make, vary, extend, or enlarge any railway, the plan shall exhibit thereon the height of the several embankments, and the depth of the several cuttings, respectively, on a scale specified thereon.

Standing order No. 161, read, as follows:

"Resolved, That a filled-up Bill, signed by the agent for the Bill, as proposed to be submitted to the Committee, be deposited in the Private Bill office at the time of giving notice of the meeting of the Committee; and in the case of a re-committed Bill, a filled-up Bill, as proposed to be submitted to the Committee on re-committal, shall be deposited in the Private Bill office on the day that the order for such re-committal shall be made; and that all parties shall be entitled to a copy thereof, upon payment of the charges for making out amendments of such Bill."

Standing order repealed.

Resolved, That a filled up Bill, signed by the agent for the Bill, as proposed to be submitted to the Committee on the Bill, be deposited in the Private Bill office at the time of giving notice of the meeting of the Committee on the Bill, and in the case of a re-committed Bill, a filled-up Bill, as proposed to be submitted to the Committee on re-committal, shall be deposited in the Private Bill office three clear days before the day appointed for the meeting of such Committee; and that all parties shall be entitled to a copy thereof upon payment of the charges for making out amendments of such Bill.

Ordered, That the said resolutions be standing orders of this House.

Schedule to Appendix A. of standing orders, p. 74, amended as follows:—"After word "parish," be inserted 'township, townlands, or extra parochial place:' Again, after the word 'parish,' be inserted 'township, townlands, or extra-parochial place.'"

LEVEL CROSSINGS.

[From the *Railroad Monthly Journal* for October.]

We understand that a case relative to the Clarence and Hartlepool Railways, concerning a dangerous level crossing of a public road, is about to be laid before the Board of Trade, the facts of which are as follows, first premising that it appears to us to be a case of substituting one line for another, and not one of widening the railway, and we think that the trains would run much safer after the alteration, particularly if some of them are stopped at the junction. The Stockton and Hartlepool Company, it must be borne in mind, run their trains over about 13 miles of the Clarence Railway. Their own line is about 8¼ miles long, and was not made under an Act of Parliament. Their gradients are better than those of the Clarence, and the line is in good working order. It has pirated rails, 63 lbs. to the yard, exactly laid on sleepers with 3 feet bearers.

The Clarence Railway, by a second Act of Parliament, undertook to make a branch from the main line to Stockton. This branch leaves the main line in the parish of Norton, and within about 150 yards of it so doing, crosses the turnpike road from Durham to Norton. By their Act, their rails are here 8 feet 3 inches below the surface of the ground, and the road was sloped on each side down to that depth. It was considered a dangerous place, owing to the high banks on either side preventing the persons using the road from seeing engines on the railway. Under the Act gates were put up. The adjoining land here belongs to some persons who have built a public house, and laid a short line for coals and lime for the use of the inhabitants of Norton, which line is much used.

A year ago another Company formed a line, the Stockton and Hartlepool Railway to Hartlepool, which joins the main line of the Clarence about two miles lower down than the branch to Stockton. For this line there is no Act of Parliament; it is done by leave of the proprietors of land through which it passes. Coach trains run several times a day between Stockton and Hartlepool, and in order to avoid the necessity of stopping at the junction of the main line with the Stockton branch, a plan as follows was resorted to.

The Clarence Company bought a piece of land, and proceeded to lay down a single line of rails; to do which they had to lower the surface of the coach road, and cross it with another line of rails at some distance from the Stockton branch, and as this was very dangerous to the public, great objections were made, and a parish meeting called, at which it was determined that the danger was so great that the new line ought not to be allowed to cross in the manner proposed. Early in February, however, they had laid down their rails up to the public road, on either side, the surveyor of the highways often cautioning the men at work not to touch the road. However, they commenced at midnight on the 8th of February, and although, from the frost, they had to blow up the coach road with gunpowder, they completed the job before morning, by putting on a large number of men. As soon as the Surveyor found this out, however, he removed the rails, and restored the road as before.

The Company then took the opinion of Sir F. Pollock, who, looking at it as an improvement, whereas it is a new branch, gave his opinion that as the Company had once the right of making it, they still have so, and in consequence, within these few days, they have again laid their rails across the public road, although their original right to make it is doubtful. So the matter rests till the line is inspected prior to opening. This new line certainly gets rid of several objectionable crossings from one line to the other which was the case before, and also running the tender first, which had to be done.

South-Eastern Railway.—Great activity prevails on the line of the South-Eastern Railway, near this town (Tonbridge), the workmen are employed night and day, and it is expected that the road will be opened as far as Tonbridge in March next.—*Canterbury Journal.*

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	82†	..	..	..	..	..
43½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	29	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	55	..	..	..	54
—	—	10000	17½	7½	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	27½	28	..	28	27	27	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	25*	25½†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	7½	..	..	7⅛	7⅛
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	7⅛	7⅛
46	....	18000	50	45	Edinburgh and Glasgow	40*	40½†	..	..	..	..	39⅜
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	..	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	38*	38†	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	40*	40†	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	25*	25†	..	..	..	..	7
15½	....	6000	50	50	Gosport	..	..	51½	52	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	198
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	97½
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	148½
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	25½
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	76½	..	75½	76½	75½	75½	76½
—	—	25000	50	50	Ditto (*New Shares*)	..	54½	54	54½	..	..	54½
—	—	37500	20	4	Ditto (*Fifths*)	7⅞	7⅛	7⅞	7⅞	..	..	7⅞
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5130	100	100	Liverpool and Manchester	..	..	..	..	..	..	198
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46½
—	—	7968	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	92
..	..	....	..	..	..	..	..	..	..	..	..	..

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	158	160	..	..	..	..	159
—	—	25000	25	5	Ditto (*Quarter Shares*)	21½	..	..	..	..	..	21⅜
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..	..	52⅛
.....	32	2	2	Ditto (*New Shares*)	23½	..	..	..	..	..	..	23
33	33	24000	25	25	London and Blackwall	..	..	9½	..	9⅜	9⅜	..
....	6½	2½	Ditto (*New*)	..	..	3⅜	..	..	..	..	..	..
56	56	36000	50	50	London and Brighton	43½	43	42	41	40⅜	40⅜	42⅛
10½	10½	33000	ayr.	13⅔	London and Croydon	..	..	..	13½	..	..	..
3⅔	3⅔	20000	20	20	London and Greenwich	..	..	7⅞	..	..	7⅞	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
.....	....	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅔	London and South-Western	51½	51½	51½	51⅜	..	..	51
—	—	42000	5	2⅛	Ditto (*Tenths*)	..	..	..	..	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	56
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	19⅜
40	....	7800	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	75⅛
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	18⅝
.....	....	1940	25	25	Monkland and Kirkintilloch	..	57½†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72⅜	72⅜	15000	100	100	North Midland	..	..	65½	66	66	66	66
—	—	15000	50	40	Ditto (*New*)	..	..	32½	..	..	..	32⅞
198	—	15000	21½	10	Ditto (*Thirds*)	..	..	9⅜	..	9⅜	9⅜	9⅜
97½	32½	26½	7200	50	30	Northern and Eastern	..	25	..	..	..	..
148½	22	22	6329	75	75	North Union	..	..	..	..	..	75⅛
25½	19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..
.....	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
76½	5½	5¼	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..
54½	25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..
7⅛	—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..
.....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7⅞	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	43	South-Eastern and Dover	19½	19¼	..	..	19½	19½	19⅜
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15¼	....	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
46½	....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
92	23	23	6700	50	50	York and North Midland	77	77	76	79	78	78	76⅛
—	—	6700	25	10	Ditto (*New*)	..	..	..	..	..	..	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Oct. 2	1,801	£76 11 2	£93 6 10	£169 18 0	£1 17 9	£11 6 6	£207 8 9½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Oct. 2	..	1,095 13 9	258 8 1	1,354 1 10	30 9 10⅔	180 9 7	1,184 6 7	38½
1,266,666 0 0	1,320,716 16 2	....	Birm & Gloucester	3	51	Oct. 1	8,612	1,793 2 9	294 14 7	2,087 17 4	5 16 11½	40 18 9½	927 10 4	31
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	Oct. 4	7,465	555 18 0	47 2 2	603 0 2	5 18 9½	41 11 8½	....	..
870,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Oct. 3	38,023	....	....	1,010 8 11	24 1 1½	168 8 1½	778 0 5	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	Oct. 3	4,767½	197 15 1	52 4 0	249 19 1	2 9 8½	14 18 8½	237 3	16½
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	7	17½	Oct. 3	16,354	....	....	888 14 3	7 7 11½	50 15 8	427 5 0	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	8	40	Oct. 2	12,005	843 0 4	282 5 6	1,125 5 10	4 13 9½	28 2 7⅜	798 1 4	..
....	....	....	†Glas., Pais., & Green.	9	22½	Oct. 2	11,981	737 15 9	147 6 11	885 2 8	6 11 1½	39 6 9½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	83	Oct. 2	..	7,504 18 2	1,801 10 7	9,306 8 9	11 13 2⅔	81 12 8½	9,629 8 4	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	11	45	Oct. 4	..	1,043 18 2	413 16 4	1,457 14 6	4 12 6½	32 7 10½	....	..
5,331,527 9 10	5,877,120 7 8	3 0 0	Great Western	12	118	....	..	....	....	....	....	....	6,236 4 10½	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	13	31	Oct. 3	6,035	689 8 7	471 6 8	1,160 15 3	5 6 11⅔	37 8 10½	750 16 9	..
488,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	14	20½	Oct. 2	2,759	525 11 6	26 4 9	551 16 3	3 16 10⅔	26 18 4	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Oct. 1	..	3,306 13 8	2,213 15 2	5,520 8 10	25 8 9½	178 1 6⅔	5,147 14 10	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	16	112½	Oct. 2	..	14,506 11 7	3,234 19 3	17,741 10 10	21 4 2	148 9 3⅜	16,406 9 10	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	17	3⅔	Oct. 7	46,586	....	....	875 11 5	33 7 1	233 9 8½	653 7 6	3⅔
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	18	56	Oct. 7	5,543	....	....	2,726 18 8	7 18 11⅔	53 17 11⅔	127 6 10	56
741,000 0 0	631,815 14 6	....	London & Croydon	19	10½	Oct. 5	24,327	1,266 6 0	50 14 2	1,317 0 2	17 18 4	125 8 9	1,482 4 1	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3⅔	Oct. 7	27,891	....	....	846 19 6	32 5 3⅔	225 17 2⅓	949 9 5	3⅔
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	21	77	Oct. 4	..	5,501 8 5	640 16 6	6,142 4 11	11 7 10½	79 15 4½	5,884 14 8½	77
2,800,000 0 0	1,515,045 2 1	....	*Manchester & Birm	22	5	Oct. 4	12,064	....	....	332 18 4	9 10 2⅔	66 11 8	337 11 5	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	Sept. 30	..	409 15 3	198 11 2	608 6 5	8 13 9½	60 16 7⅓	561 16 0	10
3,086,500 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	24	50	Sept. 27	..	2,956 17 8	1,927 3 2	4,884 0 10	13 19 1	97 13 7⅓	1,077 14 2	13½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties'	25	57	Oct. 2	12166⅔	2,002 11 8	1,001 14 5	3,004 6 1	7 10 7	52 14 1⅓	1,930 1 10	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	26	61	Oct. 2	..	680 14 9	1,072 4 5	1,752 19 2	4 2 1⅔	28 14 8⅔	1,704 4 2	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	27	72⅔	Oct. 2	..	3,356 6 5	1,422 3 6	4,778 10 0	9 7 8	65 13 8	3,573 2 4⅔	72⅔
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	Oct. 1	4,542	1,071 5 4	185 18 11	1,257 4 3	8 3 4⅓	57 2 11	....	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	29	26½	Oct. 3	10597½	....	....	906 19 0	4 18 8½	34 11 0	380 4 8⅓	..
500,000 0 0	270,000 0 0	....	Preston & Wyre	30	19	Oct. 2	3,218	312 8 8	76 8 6	388 17 2	2 18 5⅔	20 9 3⅔	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	31	8	Oct. 3	6,746	....	....	180 17 7	3 4 5	22 10 11⅓	175 11 1	8
446,666 0 0	566,672 8 1	9 0 0	York & North Midland	32	23	Oct. 4	9,476½	....	....	1,884 16 2	11 14 1⅓	81 18 11⅓	924 4 3	28

2. Toll to London and Birmingham 180*l.* 0s. 3d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 26*l.* 4s. 9d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table. The Shoreham branch traffic, from some unexplained cause, has not been sent to us this week. The amount in the Table is from the main line only.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,884*l.* 0s. 10d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

25. The receipts for goods, &c. include, carriages, 561*l.* 7s. 0d.; horses, 48*l.* 4s. 6d.; dogs, 4*l.* 4s. 0d.; parcels, 223*l.* 16s. 0d.; cattle, 76*l.* 0s. 0d.; corn, 19*l.* 13s. 1d.; heavy goods, 433*l.* 1s. 4d.; coal, 140*l.* 8s. 6d.—Total, 1001*l.* 14s. 5d. The dividend is from the time opening.

27. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

J. M. F.—*We do not know the address of Mr. W. M'Kenzie, the contractor. Write to the secretary of the Company named.*

A Lover of Truth *has our best thanks. He will see that his suggestions have been attended to.*

A Subscriber.—*The useful little work of Mr. C. H. Gregory respecting which our correspondent inquires, is published by Weale of Holborn. The price is a shilling. The postage would be sixpence.*

London and Brighton Railway.—*We have to acknowledge the receipt of a very neat and well-executed lithographic print of the Brighton station of the London and Brighton Railway. It is from an original drawing by David Mocatta, Esq., F.R.S., the eminent architect of the Company. The building appears to be worthy of Mr. Mocatta's well known talent. The print ought to be in the portfolio of every shareholder.*

A Subscriber to the *Railway Times*.—*The course referred to is not, we believe, "usual;" assuredly it is not "proper." It sometimes happens that parties take up shares in lieu of paid cash for services rendered, but these cannot justly be called "free shares."*

A Frequent Traveller (*Chippenham.*)—*The letter is inadmissible unless our correspondent can show that he has represented to the Secretary the man's insolence, and been refused redress, which from that gentlemen's well known attention and courtesy cannot, we are sure, have been the case. We are always ready to protect the public as far as we can, but it is neither reasonable nor just that the whole management of a Railway Company should be denounced merely because of the misconduct of some ill-mannered subordinate, especially when the parties aggrieved will not take the trouble to lay the matter before the offender's superiors. It is just as easy to write to the Secretary or Manager of a Company as to the Editor of a public journal, and we venture to say that not only will Directors in general take steps to punish a delinquent, but feel greatly obliged to the party who makes the complaint.*

Edinburgh, Leith, and Newhaven Railway.—*No fewer than three copies of the extraordinary circular of Mr. Richard Dawson, of Liverpool, "agent" to this concern, have reached us from different quarters. We shall ourselves probably have something to say hereafter of this production; mean time we give the circular itself, and the letter of a valued correspondent in reference to it.*

A Contractor (*Birmingham.*)—*The gentleman referred to is resident in London. A note addressed to him at our office in Fleet street shall be forwarded.*

J. F. (*Brighton.*)—*The Company receive the whole of the receipts after deducting the toll. The line therefore virtually commences at London.*

A. Z. (*Exeter.*)—*We will endeavour to obtain the information our correspondent requests, but we doubt our ability.*

An Enemy of Jobbing.—*We are as determined enemies of jobbing as our correspondent can possibly be, but it is indispensable that when serious charges are brought against individuals we should have the name and address of our informant, if not for publication, at least for our own private satisfaction.*

Railway Communication with Scotland.—*We have received from Edinburgh a pamphlet entitled "Remarks on the Proposed Railway between England and Scotland," in which the superiority of the hast over the West Coast line, is strenuously and with very considerable ingenuity advocated. We should be glad to see either line in a fair way of being carried out.*

Speed on Railways.—*Our correspondent of last week, (A. T. G.) wishes us to correct the following errata in his letter:—In the heading of the fourth column of the second and third tables omit the word "hour." In the last line of the third column of the third table, instead of "25 2" read "25.66."*

The matter mentioned in the letter from Cirencester had been attended to before our correspondent's favour arrived. We thank him nevertheless.

North Midland Railway.—*The memorial of "the clerks and others employed on the North Midland Railway" reached us at too late an hour to be noticed this week. It shall not, however, escape our attention.*

*** It is requested that in future all communications intended for the *Railway Times* be addressed, "To the *Editor*," and not to any individual by name, now or recently connected with the establishment.

THE RAILWAY TIMES.

SATURDAY, OCTOBER 9, 1841.

SCARCELY had our number of last Saturday, containing a notice of a mishap which took place on the London and Brighton Railway on the previous day, been issued, when a much more serious catastrophe occurred upon that line, occasioning, we regret to say, the death of two of the Company's servants, and of two other persons, passengers by the train. The details of the melancholy casualty will be found in another part of our present number.

Deeply to be deplored as must be the sudden deprivation of life under any circumstances, but more especially under such circumstances as the investigation before the Coroner's court exhibited, it is not right that inquiries into casualties of this kind should be in any way slurred over. And here we cannot but censure what appears to us to have been the indecent haste with which the Coroner's investigation was in this case pressed forward. The accident occurred about mid-day on Saturday, but intelligence of the catastrophe did not reach London till a late hour in the afternoon. Now the Railways' Regulation Act requires that notice of such occurrences shall be given to the Board of Trade within forty-eight hours after they have taken place, and as Sunday is a *dies non*, it follows that the jury must have been convened, and the investigation commenced, before the Government authorities could well have been informed of the circumstance! The object in requiring immediate information of these accidents was doubtless to enable the Board of Trade to send down competent persons to watch the proceedings before the Coroner's jury (and a very proper regulation it is), yet in such case the object appears to have been defeated, we will not say, defeated purposely, but for any thing that appears to the contrary, defeated it certainly was. Why, the jury must have been summoned on the Sunday! We can readily suppose that the Directors were anxious to get rid as soon as possible of all traces of the distressing scene, but this apparent hurrying over of an important inquiry is not at all calculated to appease the public mind, again painfully excited by the recurrence of these railway calamities.

The principal point, however, to be determined is the *cause* of the accident, and here, as may be supposed, there is great diversity of opinion One of the witnesses ascribed the accident to the greasy and slippery state of the rails, occasioned by the soil adhering to them from the boots of the labourers; but it was proved by other witnesses, that at the time in question the rails were quite clear from any obstruction of the kind; and, indeed, the witness himself subsequently qualified his opinion by coupling with the presumed slipperiness of the rails the so-called top-heaviness of the pilot engine. The alleged cause is moreover inadequate to the effect produced, for the same slipperiness and top-heaviness must have equally existed on previous journeys.

The jury, it will be seen, had no hesitation in ascribing the accident to the use of a four wheel engine. With all respect for Coroner's juries, we cannot look upon them as by any means qualified to decide upon a question of this kind, which has so long divided, and still continues to divide, the sentiments of scientific men. We say this with the more freedom, because we are strongly prepossessed in favour of six-wheel engines, the superior merits of which have repeatedly been insisted upon in our columns; but, at the same time, we must deprecate the plan pursued by the jury, of jumping to a conclusion upon the evidence principally of a mere youth, and without taking the trouble to examine Mr. RASTRICK and other thoroughly competent judges, who were in attendance. It is clear that the Directors of the Company coincide in the opinion of the jury, if we may place any reliance upon the semi-official notification which has since been issued, that they have interdicted the use of any of these four-wheeled engines in the conveyance of the passenger traffic.

To what then, it will be asked, do we ascribe the melancholy occurrence? We regret to say that to the "greenness" of the line, and to over-driving in this particular instance, we are compelled to attribute it. The evidence of the parties employed upon the engines at the time of the accident would appear to negative the supposition that any great speed had been acquired, but it is to be remembered that such parties would naturally be anxious to shift the blame from themselves, and we think it may reasonably be taken for granted, that if, *under such circumstances*, THEY acknowledge to a speed of from 20 to 25 miles an hour, the actual speed may fairly be taken at 30 miles at least. If there had not been something imperfect in the line, why should the foreman of the labourers employed at the spot have given the signal of "caution?" *He* must have been well acquainted with the real condition of the railway, and his unprompted notice to the drivers outweighs, in our opinion, the statements of a dozen officials who after the event depose to the perfection of the works. Then as to speed—we have the authority of a passenger by this very train for stating, that a delay took place not only in the start from the London terminus, but at one or more stations on the line; and moreover, that in consequence of one of the accidents of the previous day (for it appears that *two* occurred), the train was compelled to pass from the down line to the up line, and again to return—of course not without the loss of some minutes—which, added to the extreme heaviness of the train, supplies an easy explanation why the drivers should at this particular part of the line attempt, by over-speed, to make up for lost time. In reference to the usual (the *advertised*) rate of travelling upon this railway, we beg to direct special attention to the letter of an intelligent correspondent, which appears in another column, and which is but a sample of many similar communications which have reached us upon this subject, in the course of the week. Our correspondent very justly remarks, that the speed upon the Liverpool and Manchester and London and Birmingham Railways during the first year of their operations was much less than that put forth on the Brighton line, and it is to be regretted, as he says, that so prudent an example was not in this instance followed. We have no doubt that the high rate of speed (high, we mean for a new line) decided upon by the Brighton Directors, was intended to be set against the charges which, it is well known, are not much lower than, if so low as, those of the common-road coaches. There appears, moreover, to be no regulation as to the rate of driving in the intermediate stages of the

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journey. The London and Birmingham Company—and we refer so repeatedly to the management of that line, because in most things it is a pattern for all other lines—the Birmingham Company place their drivers under the most stringent regulations, timing them between every station, and fining them if they exceed the regulated speed *on any part of the line*, which is the only efficient means of preventing furious driving, whereas in some Companies no regard is had to the manner in which a driver accomplishes his journey, provided he arrive at the terminus in time—whether by a steady, uniform speed, or by galloping over one portion of the line and loitering on another. In this respect we think the arrangements of the Brighton Company might be greatly improved.

The opinion of a coroner's jury can form no valid ground of objection to the use of four-wheel engines, and it is quite evident that the inquiry which this lamentable occurrence has originated cannot rest where it is. Whatever opinion may be formed upon the general question of four-wheel and six-wheel engines, we cannot but think that the placing of a lighter engine before a heavier, and these engines of different construction, was a most unfortunate arrangement. More unfortunate still was the employment of two engines upon one train. We have frequently in this journal urged upon Railway Managements how undesirable it is under any circumstances to have two engines attached to a train. The preferable course, in every case, is to divide the train; nor need this occasion any delay, as a five or ten minutes' start would be quite sufficient to keep the two divisions clear of each other, especially when each driver was fully aware how closely he was preceded or followed. We trust that in future this will be carried into effect. The dangerous practice of attaching an engine to the rear of a train is now, we are glad to say, almost entirely discontinued.

The Brighton accident will, we repeat, doubtless lead to further investigation into the merits of the two descriptions of locomotive, by parties better qualified to arrive at sound conclusions than can be expected of coroners' juries, and we shall be glad if our columns can be rendered at all conducive to so desirable a result. It will require more than mere *assertion* to show that four-wheel engines are dangerous in practice, when the experience of the London and Birmingham, the Midland Counties', and many other lines testify to their safe and efficient working. It was stated at the inquest that the Brighton four-wheel engines differ somewhat from the Birmingham. If less safe whose fault was *that? Who* was it that prepared the specification, and who was the Engineer who required the cylinders to be of *fourteen inches* diameter? It is not by petitions to the House of Commons (as we see one was presented by Mr. WAKLEY on Tuesday night) "calling the attention of the House to the accident on the Brighton Railway, and complaining of the inefficient state of the engines," that such questions are to be determined. A far different tribunal must decide.

We regret to find that on Thursday another accident occurred on this railway, by the falling in of a portion of the south front of the Patcham tunnel. Fortunately, no person was injured, although a train had passed through only a short time previously. The passengers were conveyed to Brighton in omnibuses, and yesterday the trains were resumed. The accident is attributed to the late heavy rains.

There can be no doubt that these repeated calamities will interfere very seriously with the present prosperity of the line. The common road coaches, some of which it had been intended to remove on Monday, have been running during the week with full loads. Nor is the alarm confined to the ignorant many. In the course of the week we have received letters from two different gentlemen, personally known to us, and both of them deeply interested in every sense in railways, each of whom states that having gone down by rail, he cannot venture to return except by coach, such is the condition of the works, caused, we should suppose, mainly by the excessive rains now prevalent. We are far from being alarmists, but it is right that the extent of the evil should be ascertained and manfully met.

We understand that Professor BARLOW has been deputed by the Board of Trade to inquire into the circumstances connected with the late fatal occurrence, and that that gentleman is now pursuing his investigations. From Professor BARLOW's justly acknowledged ability, we may look for a very interesting report.

After we had written the preceding remarks, we received a communication on this melancholy subject from an able correspondent, in which a different view is taken of the cause of the accident from that which is given above. As our only object is to elicit the truth, we have much pleasure in extracting from our friend's letter the following passages:—

"The scene of this disaster was in a cutting, in a strong and unyielding sandy soil, with, I believe, a stratum of rock immediately under the permanent way. All the evidence given agrees to show that the road was in a good state of repair; and the rails of a very strong section being fixed to transverse sleepers could not be thrown out of gauge. There appears to have been no reckless driving, no neglect of signals; the steam of the second engine was shut off, and the train apparently running by its own acquired velocity, aided by a descending gradient, merely sufficient steam being used in the leading engine "to keep the chain tight," and the velocity by the highest account not more than 30 miles per hour.

"The leading engine was suddenly thrown from the rails, and overturned by running against the rocky side of the cutting, and as a natural consequence the second engine and the three leading carriages were thrown off and stopped after running for several yards in a different direction.

"In the absence of any mismanagement or neglect on the part of the officers of the railway, or of any impediment arising from local obstruction or derangement of the rails, we must look for the cause of the accident, to the train itself, and I cannot but think that it exists too obviously in the action of the four-wheeled engine which was at the head of the train.

"If your readers will refer to your journal of August 22, 1840, and several following numbers, they will find the comparative action of the six-wheeled and four-wheeled engine so fully treated, that I consider it unnecessary, at the present time, to enter at any length into the statement of their principles. The general conclusion of your correspondents, and the Editorial strictures which were then passed upon the use of the four-wheeled engine, have in this case received all the confirmation which fact can give.

"Previously to the train being thrown off, a double motion was observed in the leading engine. One witness remarked a rocking or *lateral* motion, and another a jumping or *vertical* motion, and to the combined and *simultaneous* effect of these motions, I am inclined to attribute the circumstance of the engine leaving the rails in the direction of a tangent to the curve of the rails. This cannot have arisen from the four-wheeled engine being over-run by the six-wheeled engine behind it, as the evidence proves that the leading engine had sufficient steam to avoid being bumped by the second. Neither could the motion have been owing to any previously defective state of the road, or it must have been shared in some degree by the second engine; but it is the same action which has long been pointed out in the columns of the *Railway Times*, as resulting naturally from the form of construction of the four-wheeled engine, and which I should have thought it required little argument to show, would be corrected by the addition of a third pair of wheels.

"But it is needless to prove by argument a fact which practice cannot contradict. The experience of all practical men with whom I have conversed on the subject, excepting the determined adherents of an imperfect machine, shows that the action exists to a much greater extent in a four-wheeled engine; and that at any but a slow speed it may frequently, as now, (without any assignable cause but some trifling irregularity which would not be felt by a six-wheeled engine,) be increased to such an extent as to throw the four-wheeled engine from the rails.

"I am fully aware that in the four-wheeled engines in use on the Brighton Railway, the vertical pitching is increased by the greater height of the centre of gravity, arising from the increased size of the boilers; and to this may perhaps be ascribed the circumstance of their having run off the rails on two separate occasions within one week.

"The facts of the case are now before the public, and I trust they may draw the attention of railway authorities very seriously to the subject, or I fear that other instances may occur in which good management will be rendered nugatory.

IN noticing, in a recent number, the proceedings at the Ulster Railway meeting, where it will be recollected the question of Contractor-Directors was discussed, we took occasion to express our disbelief in a statement made by one of the speakers to the effect that the system reprobated was very generally followed in the English Companies. We thought then, and we think still, that the charge was far too sweeping, although further inquiries have satisfied us that the practice is more prevalent than we had supposed, or than is at all desirable. Assuredly if it were carried, in many Companies, to the extent which it appears to have reached in one Company, whose proceedings we this day record, the comprehensive accusation of the speaker at the Ulster meeting would be well deserved.

The Company to which we refer is the Durham and Sunderland, whose annual meeting was held last week, at Sunderland, and is noticed elsewhere in our present number. On that occasion, it would appear from the Report of a local journal, one of the proprietors, named SINGERS, proposed a resolution, "*that, in future,* NOT MORE THAN FOUR *parties who are contractors with the Railway Company, be allowed to sit in the Court of Directors,*" from which we gather that, as matters are now managed, five or six at least, probably more, of these Contractor-Directors, preside over the affairs of that undertaking! Need we wonder

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that so far as the shareholders at large are concerned, the result should be so very unsatisfactory that at present a dividend is a thing rather to be hoped for than expected! We know nothing whatever of the gentlemen composing the Durham and Sunderland Board—except in connection with their very harsh and arbitrary treatment of an individual named SUMNERS, upon which we felt it our duty to comment somewhat sharply in the early part of last year—but it is easy to see that their interests as Contractors may far outweigh their interests as shareholders, and that as there is probably a majority of Contractors at the Board, profits as tradesmen may be more studied than dividends as proprietors, and means adopted to secure the one at the sacrifice of the other. It is not necessary to suspect the Durham Directors of gross and wilful dereliction of their duty to their constituents; they may conscientiously believe that they are acting towards themselves not a whit more favourably than they would act towards others under similar circumstances, but in a case where self-interest is so closely concerned, it is next to impossible not to be biassed towards personal advantage as against public duty. One such party at a Board may have his views and feelings controlled by the views and feelings of his non contracting colleagues, who are supposed to be impartial and disinterested arbiters between the contractor and the Company; but when, as in the instance of the Durham and Sunderland Railway, a large number of individuals are so circumstanced, it is not judging them too harshly to suspect that the vote of each, in particular cases where the interests of a colleague and the interests of the Company are brought into collision, will be regulated by a desire that when his own turn shall come, his colleagues may not too narrowly scrutinise his pretensions. To-day *A.* takes what is called a *liberal* view of the terms of *B.'s* contract; and to-morrow *B.* is equally liberal towards *A.*, while in the meantime the interests of the great body of those from whose pockets the payment of both contractors comes, are totally overlooked.

Our readers will naturally suppose that the very reasonable proposition of Mr. SINGERS' was at once adopted by the Durham and Sunderland meeting. By no means! *More* than four Contractor-Directors were, it seems, not thought sufficient to detract from the impartiality, or cast a suspicion on the purity, of this northern Board, and lo! the old proportion is retained! We wonder what the Durham and Sunderland Company's Act of Incorporation says upon this subject. If it do not differ very considerably from most other Railway Acts that have come under our notice, we would not hazard much upon the legality of the proceedings of a Board of Management constituted as theirs appear to be. We recommend this inquiry to the attention of Mr. SINGERS, and of those other Newcastle proprietors, who it was stated hold the same sentiments as himself respecting the affairs of the line.

The reason for refusing to carry out the restrictive resolution as to contractors, is, we were going to say, very novel, but unfortunately it is not so; it is, however, very noticeable. "As it seemed (says the local journal already referred to) to be the almost unanimous impression of the meeting that Mr. SINGERS' *resolution would operate as an expression of want of confidence in the Directors*, and, consequently, would not be entertained by the meeting, he consented to withdraw it!" Really, this is carrying complaisance somewhat too far. We had hoped that the clap-trap of "confidence in Directors" had by this time become exploded, and that shareholders would not be turned aside on any such childish pretence, from an inquiry into the management of their own property, and when necessary, a correction of official abuses. Directors themselves had, we thought, repeated the threat of resignation somewhat too frequently to be any longer effective. We thought they had begun to fear lest they should be taken at their word, instead of being entreated to continue their invaluable services, on the understanding that henceforth no impertinent shareholder should presume to pry into their acts, or call in question the absolute wisdom of their proceedings! We had thought that "confidence in Directors" was best promoted, and its continuance most firmly secured, by full investigation into whatever might appear to have a tendency to destroy it, and that to condemn and correct what was wrong in principle and mischievous in practice, was to take the surest and the speediest, and the most satisfactory means of attaining that object. We had thought, too, that sentiments similar to these were entertained by railway proprietaries generally, and that hope we will still indulge, notwithstanding that the Durham and Sunderland shareholders seem to view the subject in a different light—forgetting that there is no abuse so gross, no practice of corruption or jobbing so flagrant that, once introduced into the management of a railway, might not be justified and perpetuated on the plea which is now advanced.

We would remark in passing, that this practice of "withdrawing" resolutions is greatly to be deprecated, and is becoming far too common. A few honeyed words from a Chairman are sufficient to appease the apparently unquenchable zeal of many a railway reformer, and his obnoxious motion is, after some coquetting, "withdrawn," of course amid the tumultuous applause of Directors and their friends. Now this is not as it ought to be. We would not have Boards of Management annoyed and embarrassed by proprietors pressing frivolous resolutions to a division, nor the time of public meetings wasted in their discussion, to the neglect of more serious business. On the contrary, we would earnestly recommend to these motion-makers to "begin nothing of which they have not well considered the end," and not for the mere purpose of making a speech, or of obtaining a short-lived fame for generous forbearance, stand forward with propositions in which they do not mean to persist; but having once clearly ascertained that an abuse has crept into the conduct of their affairs, or that an improvement might advantageously be introduced, and having found that by no other mode than an appeal to the proprietors in public meeting assembled can such abuse be removed or such improvement carried into effect, we would have them stand firmly to their purpose, and not suffer themselves to be bullied out of it on the one hand, or cajolled out of it on the other; we would have "the sense of the meeting" taken upon the point at issue, even should the mover and seconder stand alone. One or two examples of firmness would have a good effect. By discouraging frivolous discussions, and insisting upon the legitimate decision of really important questions, shareholders would soon begin to learn that resolutions of public assemblies were of somewhat more moment, and deserved far more serious consideration, than those periodical displays of compliment and flattery with which the meetings of Railway Companies usually close, or those formal votes to which a part of their proceedings is too frequently confined.

We have said that the result of the management of the Durham and Sunderland Board must be anything but satisfactory to the shareholders. One member of the Board openly charges his colleagues with deceit, and had he not been very cunningly stopped in his exposition, by having his charges twisted into a personal allusion, there appears little doubt that more would have been forthcoming. Without any great lack of charity in our estimate of these Directors, we confess we should not be slow to believe that their conduct has been anything but what it ought to be, when it is not attempted to be denied that for two or three half-years they declared a dividend out of capital, at a time the undertaking was deeply involved in debt—not only in express violation of the provisions of their Act, but to the victimising (for we can call it by no milder term) of such of the public as expected straightforward, upright dealing from the Directors of a public Company. One of the proprietors present at the meeting, complained, not without cause, of these fictitious dividends. It was, he said, the declaration of a dividend "which had induced him and others at a distance to become shareholders. They had seen a dividend declared in the public papers, and concluded that the Company was prospering." The conclusion was natural enough. And these are the Directors of whom one must not venture to hint that they are undeserving of "confidence;" nay, who will not suffer their official conduct to be reformed, lest forsooth the public should imagine that the "confidence" of those whom they have so creditably treated, has been withdrawn! Immaculate Directors! kind, considerate, generous shareholders! It were a thousand pities to attempt to disturb a connection between parties so deserving on the one side, and so confiding on the other; but for the sake of the community at large, we beg to ask are there no means of punishing the parties who have been guilty of so wilful a misrepresentation? If no other means exist, they shall not, while we can help it, escape exposure. This is due no less to the Companies who conduct their business with honour and good faith, than to the protection of the public, against whose pockets such trickery is directed.

ONE or two letters have recently appeared in our pages with reference to an alleged competition between the London and Birmingham and Great Western Railway Companies, for the Cheltenham and other western traffic. It is seldom that we interfere in discussions carried on by our correspondents, but as there appears to be some misapprehension in regard to this matter, we have thought it desirable in a very few words to clear it up.

The London and Birmingham Company, then, are only carrying out a principle to which they have pledged themselves, namely, that *for the accommodation of the public* they will "book through" on all lines connected with theirs. Thus, in their very last Report, the Directors, after alluding to the arrangements entered into with the Gloucester Company, to "give additional facilities to the traffic on the respective lines," add, that they "are equally anxious on all occasions to promote the free transit of passengers and merchandise between the London and Birmingham and connecting lines, being satisfied that in no way are railway interests more effectually promoted than by a due regard to the accommodation of the public."

We must say, that if the London and

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Birmingham Company "booked through" to their own prejudice on the lines branching from Rugby, although they received a greater pecuniary advantage from the Hampton traffic, it would have been with a very bad grace indeed that they could have refused, at the request of the Gloucester Company, to "book through" for *them*. We do not imagine that this arrangement will in any sensible degree affect the London and Birmingham receipts, but its refusal would had tended to increase the inconvenience of travelling to those who prefer the route *via* Birmingham, and at any rate would have been in direct opposition to the recorded pledges of the Directors.

A REPORT of the proceedings of the Chester and Birkenhead Railway Company held on Thursday last in Liverpool, will be found in another page, from which it will be seen that although the results of the last half-year's working do not justify the declaration of a dividend, the prospects of the Company are on the whole pretty favourable. A short article which appeared in our columns of last week spares us the necessity of adverting to some interesting points connected with the traffic which are alluded to in the Directors' Report.

This Company has, in our opinion, been hampered in their operations by their connection with certain ferries, which, it will be recollected, caused some rather sharp discussion at a meeting held a few months ago. It appears that they may now be relieved from the responsibility and expense of their bargain upon equitable terms, and as far as we can judge of the matter, this course seems far preferable to the proposed application to Parliament for power to raise further capital. We observe from the Liverpool papers that certain recent alterations in the Company's arrangements in regard to these ferries have caused considerable stir, and given rise to numerous complaints in that town and its neighbourhood. It is very reasonable for the public to look for facilities at the hands of railway proprietors, but then these proprietors must in the first instance be just to themselves before they are generous to others.

The opposition of the authorities of the town of Birkenhead to the Directors' design of constructing a tunnel for the convenience of the passengers using the line, supplies another illustration of the blind and bigotted hostility with which Railway Companies have too frequently to contend. When will these "petty tyrants" learn wisdom? When will they have sense enough to see that in attempting to annoy and inconvenience others, they are seriously, and perhaps irretrievably, injuring themselves?

THE following facts will, we think, fully satisfy the public that a frequent and extensive railway traffic can be accomplished without danger, and that where proper vigilance is used, safety to passengers may always be insured. During the Croydon fair, viz. from the 2nd to the 5th October, (four days) upwards of 700 trains passed either in or out of the London Bridge station of the Brighton, Croydon, and Greenwich Railways, conveying 40,322 passengers, without danger or inconvenience of any kind. Upon ordinary occasions 14 Brighton, 24 Croydon, and 112 Greenwich trains pass in or out of the London terminus daily.

THE *Morning Post*, the accredited organ of the new Ministry, says, "it is not true, as seems to be the guess of many newspaper writers, that any scheme for the increase of the existing rate of postage is at present under the consideration of the Government." This does not at all affect our argument of last week, namely, that the revenue might be benefitted, and the convenience and accommodation of the public much promoted, if the Post-office authorities were to avail themselves of the transit of railway trains for the more frequent dispatch of letters.

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THE day mail to Brighton was conveyed by the railway for the first time on Wednesday last.

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SIR FREDERICK TRENCH has given a notice of motion for "next session" for the appointment of "a Select Committee, to consider the practicability and expediency of a plan for improving the navigation of the River Thames between Vauxhall Bridge and London Bridge, for embellishing its banks, and for removing that accumulation of fœtid mud which pollutes the water, offends the senses, and injures the health of the inhabitants of this crowded metropolis: and further, to examine the practicability of a plan for erecting a railroad upon the embankment proposed on the north side of the river."

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IT will be seen from an advertisement in our first page, that Mr. Francis Whishaw has it in contemplation to publish a work upon the Belgian railways. The able manner in which Mr. Whishaw completed his first volume on "The Railways of Great Britain and Ireland," leaves no doubt that the second volume of that work which is likewise announced will meet with adequate patronage. The plan of publication is by subscription, and we cordially recommend the scheme to the attention of our readers.

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WE announced last week, that Mr. Glyn had resigned the Chairmanship of the North Midland Railway Company, and we understand he retires altogether from the Direction from the same reason that induced him to give up his presidency, namely, a conviction that the affairs of a railway in active operation can be efficiently managed by resident Directors alone. We are informed that another London Director (Mr. Hodgson) retires from the Board on the same ground.

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A CORRESPONDENT, under the signature of "A Traveller," sends us the following:—

Distance from London to Brighton by railway..	50¼ miles.
" from Brighton to Havre by steamer ..	94
Total	144
Distance from London to Southampton by railway	76¾ miles.
" from Southampton to Havre by steamer	122
Total	198¾

The above shows a shorter distance to Havre, the principal landing place for Paris, of 54¼ miles.

October 1, 1841.

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AN attempt is now making in Scotland to prevent the mails being carried on Sunday on the Edinburgh and Glasgow Railway, which is shortly to be opened, and various public meetings have been held, at which memorials to the Postmaster-General have been agreed to. The *Scotch Reformers' Gazette* states, that Mr. Leadbetter, the Chairman of the Company, is one of the most active of the advocates for prohibition; and yet (says our contemporary) "the other day—this very week—not later than *Sabbath last*—we have ascertained, beyond the possibility of denial, that he himself travelled from Liverpool to Dunoon on Sunday, on boar the *Achilles* steamer; that he actually ordered the captain of that steamer to land him at Dunoon, with his bag and baggage, which was done during the hours of *Divine service* last Sabbath Day, to the amazement of many of the natives of that place, two or three of whom were actually *hired* for the express purpose." If this be so, it says little for Mr. Leadbetter's consistency.

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A PETITION was presented to the House of Commons on Monday, from "Robert Thomas Webb, for inquiry into the best means of preventing accidents on railways." It was ordered to lie on the table. We should imagine that Mr. Webb would not have far to search for "the best means," namely, unceasing care and attention on the part of those employed in the conduct of the traffic. On the following evening, a petition was presented from "George Walker, [query, Walter], for the adoption of measures to prevent Railway Companies from using carriages and engines whose centre of gravity is not abased below their axles." This would indeed be putting a stop to improvement! The petition was ordered to lie on the table. The same evening Colonel Sibthorp gave notice of the following motion for "early next session." How admirably qualified the gallant senator is to take this matter in hand all the world knows:—"To call the attention of the legislature to the number of most serious casualties that have occurred on the railroads, with a view of adopting some measures of preventing, as far as can be, the recurrence, and also of attaching a great degree of responsibility to the Companies connected therewith. Also to call the attention of the legislature to similar serious casualties with regard to steam vessels."

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A BELFAST paper states, that in a recent election of police for the Ulster Railway, an order issued from the Board declaring that *married men were ineligible for the office!* We cannot see the necessity for this "system of exclusive dealing," as our Irish contemporary terms it. We should imagine that, other qualifications being equal, the married man would be the steadier, and consequently more valuable, servant of the two.

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THE overland mail from India, which has just arrived, brings intelligence of the death of Sir H. Le Fleming Senhouse, senior naval officer in China. It will be remembered that Sir Humphry took a very active part in bringing forward the magnificent project of crossing Morecambe Bay, in connection with a railway route to Scotland. The gallant veteran's death took place on board of H. M. S. *Blenheim*, on the 14th of June last, off Macao. The immediate malady was a violent fever, brought on by great physical and mental exertions during an action which had taken place a few days before.

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WE direct particular attention to a letter which appears in another column on the subject of the arrangements of the Grand Junction Railway Company in connection with the mail packets to Ireland. We regret to find an influential Company like the Grand Junction descending to such reprehensible conduct as is there described. It is such proceedings as these which arm the enemies of the system with their most formidable weapons, and which, if not denounced and corrected in time, will assuredly subject the Companies to a legislative visitation.

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RAILWAY OFFENCES AND OFFENDERS.

On Monday, a man named Burdon was brought before the magistrates of the Marylebone police office, charged with being found drunk upon the line of the Great Western Railway, near the Paddington station, and with threatening the life of Mr. Andrews, superintendent of the locomotive department. It appeared that the prisoner had been discharged from the Company's service, as an inefficient workman. He had a very narrow escape with his life, a luggage train having a few minutes before passed the spot where he was found. He was fined 40s. for his drunkenness, and ordered to enter into his own recognizances to keep the peace for twelve months.

On the following day another drunken trespasser was brought under magisterial discipline. It appears that about dusk on Monday a labourer named Harber was seen by the driver of one of the Brighton down trains lying completely across the up-line of rails near Purley. He slackened his speed, and reported the circumstance to the driver of the up-train, whom he shortly afterwards met, and who on coming to the spot found the man to be very drunk. He was put into one of the carriages, and given into custody at the nearest station. On being brought before Messrs. Adams and Sutherland, magistrates of Croydon, the fellow said he had been to Croydon fair, and he could not tell how he came upon the line. The punishment inflicted by the Bench was a very salutary one. He was fined 5*l.*, and in default of payment *sent to prison for two months!*

James Rigby, a day watchman, in the service of the Manchester and Bolton Railway Company, was brought up at the Borough Court, Bolton, a few days ago, charged with robbery. It appeared, that the prisoner had been watchman three years at the Bolton terminus; and, several things having been stolen of late, the Manager, Mr. James Baxter, kept a careful watch upon all the servants. On Thursday week, he observed the prisoner going towards home with a basket, which he had noticed was empty a short time before. The basket was examined, and found to contain 14lb. of flour, which had no doubt been stolen from the warehouse. The prisoner's house was then searched, and they there found four cart sheets, all of which had been stolen from the warehouse. A sack containing a quantity of flour, and also supposed to have been stolen, was found in the house. The prisoner was fully committed to Salford gaol for trial.

An instance of the most heartless fraud was brought before the Chelmsford bench of magistrates yesterday week. It appears that Mr. Duckett has contracted for the execution of a certain part of the works of the Eastern Counties Railway, near Ingatestone, and had sub-let a portion of his contract to a "ganger," named Douce. This Douce accordingly hired 98 labourers, and having on Saturday night received money to pay them their wages, he decamped with the amount. The consequence was that the labourers and their families were reduced to such a state of distress, that some of them were compelled to apply for parochial relief. Their distress was aggravated by the bad weather, as they are paid only for the time they can carry on operations. The magistrates regretted they could not interfere. Mr. Duckett appears to have behaved with kindness and liberality to the poor men, but we are of opinion, that in every case of sub-letting, the original contractor should take care that the workmen are paid, and that the Company should hold him responsible for such payment. We regret to say that this system of swindling by sub-contractors is far from uncommon. We trust that the fellow Douce will be apprehended and meet with the punishment which his roguery so richly merits.

The following official explanation has been given of the circumstances connected with the carriage of gunpowder on the Glasgow and Greenock Railway, to which we adverted last week:—

"The packages containing the powder were taken to the railway station at Glasgow, and left to be forwarded without any intimation of what they contained; and it was only on a gentleman who came by the train mentioning their contents to one of the clerks, in the railway office at Greenock, that the slightest suspicion was excited. They were instantly carried down to a place of security, and within a few minutes afterwards the same gentleman, having given notice to the police of the circumstance, the packages were seized, and taken to the magazine. The attention of the Directors was called to this very flagrant breach of the Company's Act of Parliament; but as the magistrates had seized the powder and taken up the case, they consider it would be improper in them to subject the offenders to a double prosecution, the more particularly as the highly respectable house to whom the powder belonged, assured the Directors of their entire ignorance of the transaction, and their determination to punish the young man in their employment who had fallen upon this mode of transmitting the powder in order to screen his own disobedience of orders. Had the magistrates not seized the powder, the Directors would assuredly have prosecuted the parties; but, as they had every reason to believe that such a fine would be inflicted upon the offenders s would deter from a repetition of this very dangerous offence, and which by the Police Act the magistrates are fully authorised to inflict, they considered themselves justified in leaving the matter in their hands."

It is added that no consideration will induce the Directors to refrain from a prosecution under their own Act, should gunpowder, or any other article of a dangerous quality, be again transmitted or attempted to be sent by the railway. This is a very proper determination. The gunpowder, we have since learned, was forfeited by the magistrates, and very properly so.

Another case of stone-throwing is noticed by the *Dundee Courier*, as having been brought before the local magistrates on Monday last. The offence occurred on the Dundee and Arbroath Railway, and the culprit was a boy named Butter. He was fined two guineas, or to be imprisoned in Bridewell for 40 days.

RAILWAY EXCURSION FROM BIRMINGHAM TO LIVERPOOL.—We understand that the arrangements for the final trip to Liverpool, on Tuesday next, in connection with the Mechanics' Institution and Athenæum, proceeds very satisfactorily. It is intended that the train should stop at the Walsall and Wolverhampton stations, to take up parties from those towns. The engagement of steam vessels to take the party a voyage to the delightful watering place of Rhyl, in North Wales, will doubtless prove attractive to such as are desirous of enjoying the picturesque and beautiful scenery of the Welsh coast.—*Midland Counties' Herald.*

NORTHERN AND EASTERN RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL General Meeting of the proprietors of the Northern and Eastern Railway Company was held on Thursday, at the London Tavern, Bishopsgate-street, WILLIAM CRAWSHAY, Esq., in the Chair, for the purpose of confirming the forfeiture of certain shares which had previously been declared by the Directors.

The SECRETARY (Wm. Bourne, Esq.) having read the advertisement calling the meeting,

The CHAIRMAN said, he was happy to state that the number of shares, the forfeiture of which it had been intended to propose for confirmation at the present meeting, had that morning been considerably reduced. Of the shares thus redeemed, forty-five were held under circumstances which required the warranty of the proprietors to take them from the forfeited list. They belonged to a widow, whose affairs were at present in the Court of Chancery; and the representatives of the widow had offered to pay the outstanding calls by a bill at three months. He had no doubt the bill was a good bill, and would be met when it became due, and under these circumstances, it was for the meeting to say whether the Directors ought to accept it or not.

Several proprietors having expressed an opinion that there could be no objection to such a course,

The CHAIRMAN said, he would in that case withdraw the forty-five shares from the list. The honourable gentleman then moved a resolution confirming the forfeiture of 335 shares (the numbers of which were read), such forfeiture having been declared by the Directors on the 3rd and 16th of June, and 1st July last. It was explained that due notice in writing had been given to the parties in whose names they stood.

Mr. MERCIER seconded the motion.

In answer to questions, the Chairman explained that of these 335 shares, there were 160 upon which the 10th and 11th calls had not been paid, and 175 upon which the 11th call only was due. This was exclusive of the 45 shares already referred to.

The CHAIRMAN explained, that with respect to 145 of the last-named shares, they had received notice of a remittance, but from some cause or other it had not been advised by the bankers. Their only course, therefore, was to confirm the forfeiture, but should the remittance be duly advised, the Directors would cancel the forfeiture. If that were done there would remain only 30 shares upon which the 11th call had not been paid. There would not be many of these forfeited shares to dispose of, as the sale of 1 in 10 would make up to the Company the deficiency occasioned by the arrears of calls.

A PROPRIETOR hoped that the remittance referred to included interest from the date of the call.

The CHAIRMAN said, they never accepted arrears without charging interest.

The resolution for the confirmation of forfeiture was then carried unanimously.

The CHAIRMAN said, it was necessary that the Directors should be empowered to dispose of the shares thus forfeited, although he had hopes that the whole of them would be redeemed. In any case the number to be sold could not, he would repeat, exceed 1 in 10.

Mr. WEDGWOOD thereupon moved a resolution, to the effect that the Directors be authorised to

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dispose of these shares in such manner as is directed by the several Acts of the Company.

The motion having been seconded by Mr. Bentley, was carried unanimously.

The CHAIRMAN said, a calculation of the average gross traffic upon the line since its opening had been put into his hands by Mr. Bentley. It appeared from that statement, that for the first six months after the opening, the receipts amounted to 349*l.* per week; for the next three months to 680*l.* per week; for the next three to 929*l.* per week; and for the last three weeks to 1,007*l.* per week.

Mr. BENTLEY thought they had the promise of a much larger traffic when the line should be further opened.

The CHAIRMAN hoped and believed so, although they had now to face the winter months.

Mr. S. N. BARBER, jun., inquired what the whole cost of the line to Spelbrook (30 miles from London) would be.

The CHAIRMAN said, it would not exceed 23,000*l.* per mile.

Mr. BARBER—To finish the line properly?

The CHAIRMAN—To finish it entirely, including a proper supply of carriages.

Mr. WEDGWOOD asked if any day had been fixed for the opening to Spelbrook.

The CHAIRMAN replied in the negative. They might, however, look for the opening immediately after the first 14 days of fine weather. In the present state of the weather it was absolutely impossible to go forward with the works.

Mr. BIDDER (Engineer) confirmed this statement, observing, in answer to a question, that 10 days of fine weather would not suffice to finish the line to Spelbrook, but it could be effected in a fortnight.

Mr. BENTLEY thought it would he very undesirable to open any further portion of the line prematurely, or hastily, in such weather as the present.

The CHAIRMAN said, the opening to Spelbrook would take place earlier than had been originally intimated.

Mr. BAGSHAW (Director) said, there were no tunnels, or other difficult works, upon which any unexpected delay could arise.

The CHAIRMAN was happy to state, that since the commencement of the meeting 30 more of the forfeited shares had been redeemed.

Mr. ROSKELL (Director) remarked, that under these circumstances there could not be more than 60 shares to dispose of under the authority granted to the Directors that day.

The meeting, which was but thinly attended, then separated.

The praise of railway travelling was rather originally advocated by a companion of ours, whose admiration was chiefly excited by its putting an end to highway robberies. "Sir," said he, "it has extinguished one of the most extensive, dangerous, and worst species of crime. A foot-pad, sir, cannot put a pistol to the boiler, and stop the train by threatening to blow its brains out, so that the passengers may be plundered secure.—*Literary Gazette.*

HUNTING BY STEAM.—On Monday, as the Shoreham branch of the London and Brighton Railway was proceeding to Shoreham, a hare ran on the rail for some distance, but eventually poor puss was overtaken, and cut in half by the train.—*Daily papers.* [This is by no means an unusual occurrence.]

CHESTER AND BIRKENHEAD RAILWAY COMPANY—GENERAL MEETING.

[From the *Liverpool Standard* of yesterday.]

THE Half-yearly General Meeting of the Proprietors in the Chester and Birkenhead Railway Company was held yesterday, in the Clarenden-rooms, South John-street; the Chairman of the Directors, WILLIAM DIXON, Esq., presided. There was a full attendance of proprietors.

The Chairman having opened the meeting—

Mr. MALLABY, law-clerk, read the Report of the Directors for the past year, of which the following is a copy:—

REPORT.

Since the last meeting of the proprietors, many circumstances have arisen which render it imperative on the part of the Directors to lay before the proprietors on the present occasion an ample statement of their proceedings, and more detailed account of the Company's transactions than have hitherto been either practicable or expedient.

In the arrangement of the accounts they have adopted the 30th day of June and the 31st day of December, in each year, as the periods to which the accounts of the Company will in future be made up, as being better calculated to equalise the results of each half-year's working of the line, than any other division of the year that could be fixed upon.

The accounts to be laid before this meeting commence with the opening of the line on the 23rd of September, 1840, and close with the 30th June, 1841, a period of rather more than nine months. The various items of which they consist will be read to the meeting in detail. The following abstract will show the gross receipts, expenditure, and net proceeds during that period.

The total amount received for the carriage of 191,402 passengers, and for the carriage of parcels and a small quantity of merchandise, from 23rd September, 1840, to 30th June, 1841, is		£15,209 0 5
For casual passengers, per Monks' Ferry		133 5 6
		£15,342 5 11
Expended during the same period in the working of the line and Monk's Ferry	£9,180 17 11	
Interest on loans £2876 8 4		
Deduct interest received	30 0 0	
	2,846 8 4	
		12,027 6 3
Surplus on traffic account to 30th June		£3,314 19 8

As three months have elapsed since the period to which the preceding statement refers, and as the proprietors may be desirous of knowing the actual state of the funds of the Company at a later period, the Directors have caused an additional statement to be prepared, and laid before the meeting, which will show the entire receipts and expenditure of the Company, from the 30th June to the 30th September last.

The amount received for the carriage of 111,811 passengers, and for the carriage of parcels, &c., from the 30th of June to the 30th September, is		£9,081 6 5
The amount expended, and paid, in the same space of time is	£,3314 19 8	
The amount expended, but not yet paid, less materials &c., on hand is	107 15	
		3,422 14 8
Leaving a surplus, on three months, of		£5,658 11 9

The expenditure, though great in proportion to the receipts, does not arise from an extravagant expenditure in the working of the line, but from a variety of causes which the Directors will endeavour to explain. The following comparison between the expense incurred in working this line and that of other railways, which has been prepared and laid before the Directors by the Company's chief Engineer, Mr. J. Dixon, proves that many lines of railway whose expenditure in proportion to their gross receipts appear much less per cent., is actually greater if viewed in the light of a charge for the actual performance of work.

Mr. Dixon states that "the average rate of fare received by the London and Birmingham Railway, as appears from their last half-year's Report, is 2¼d. per passenger per mile.

"The Birmingham and Gloucester is stated to be 2¼d.

"The York and North Midland, as far as I can ascertain from their Report, about 3d.

"The Manchester, Bolton, and Bury, about 2d.

"I cannot obtain the necessary information respecting the Liverpool and Manchester, nor the Grand Junction Railways, but it is a matter of public notoriety that their fares are (if a little) not much lower than those lines before mentioned, therefore, instead of carrying passengers on our line during the last twelve months at an average rate of fare not exceeding 1¼d. per passenger per mile, we had obtained the same remuneration as the London and Birmingham Railway, viz., 2¼d. per passenger per mile, our receipts (provided we had had the same traffic that we have had) would have increased 15,906*l.*, making our gross income 39,769*l.*, without being obliged to incur any additional expense, as it costs nearly the same sum to convey a passenger along a railway, whether he pays 1¼d., or 2¼d. per mile."

It thus appears that one cause of the excessive expenditure, in proportion to the receipts on the Chester and Birkenhead line, arises from the extreme lowness of the fares. Under present circumstances nothing more can be done to obviate this evil than what the Directors have already accomplished. There is one heavy item of expenditure to which the Chester and Birkenhead Railway is at present liable, which no other line in England is subject to, that is the expense incurred in carrying the passengers from Liverpool to the terminus in Grange-lane, and from thence to Liverpool.

Besides the interest of money expended in the purchase of Monk's Ferry, which ferry is devoted almost exclusively to the conveyance of railway passengers, and the cost and deterioration of the boats, the enormous sum of 2,890*l.* per annum has been paid for wages, coal, and other expenses in working the ferry and in the hire of omnibuses. The Directors wish to draw the attention of the proprietors to this matter, because they consider it a subject for grave consideration, whether such an incubus upon the income of the railway (borne down as it is by low fares) should be suffered to exist.

The Directors had indulged a hope that a portion of this evil would have been obviated by the construction of a tunnel from the station at Grange-lane to the Monks' Ferry, and they were induced to believe that the Commissioners of Birkenhead would readily give the Company their permission to break the surface of one of their streets, for the purpose of commencing the tunnel, the Directors therefore purchased the land necessary for this purpose, and opened a negotiation with the Commissioners of Birkenhead on the subject, never doubting but that their proposal would be acceded to; but, to their surprise and regret, their propositions, which were fair and liberal in the extreme, and calculated to have proved beneficial to all parties, were met on the part of the Commissioners, by demands of so irrelevant and extraordinary a nature, as compelled the Directors to abandon the negociation they had commenced, and with it, their hopes of being able to construct a tunnel, until a time should arrive when a more rational view of the matter would be taken by the Birkenhead Commissioners, and when the funds of the Company would be in a state more equal to so great an undertaking than they are at the present moment.

The maintenance of the railway, which hitherto has been borne by the contractors in performance of their several contracts, is now about to fall upon the funds of the Company. The Directors have therefore caused a survey to be made of the whole line by their Engineer, and they have also availed themselves of the opinion and great practical experience of George Stephenson, Esq., relative to the present state of the line, and from the high character given of the complete order and stability of all parts of the works, the Directors hope they will be able to contract for the maintenance of the way on favourable terms.

It is not the intention of the Directors to propose a dividend out of the surplus on the traffic account at present. They are aware that should the proprietors insist upon it, the Act of Incorporation gives them a right to enforce the division of that surplus, but the Directors feel assured that a careful inspection of the accounts will convince each proprietor of the inexpediency of any dividend being made until the time of next meeting, when the present surplus along with the profits which may accrue during the present half year will be available. The Directors hope that the trifling delay will be the last sacrifice the proprietors will be called upon to make towards the future well-being of the undertaking.

The strong opinion expressed by the proprietors at the last meeting relative to the management of their ferry property, together with the large capital which the Company has invested in the ferries, and the hitherto unprofitable nature of that investment, have made them a subject of deep interest to the Directors; they have carried into effect the wishes of the proprietors by placing the management of them in the hands of members selected from the Board of Directors to the exclusion of all parties not elected by, and therefore not responsible to, the proprietors, and having found that the rate charged to persons contracting for ferryage by the year was so low that it would not pay the expenditure which it caused; that the system of contracts opened a wide door to fraud, and deprived the Board of all check upon the management of the funds derived from the ferries, the Directors resolved to decline entering into any further contracts with the public, and to put up check gates, each person passing through to pay his ferry fare, which being only twopence ought not to be complained of. This alteration, although it has proved obnoxious to a few respectable individuals, will not affect the great mass of the passengers; and it appears to the Directors the only effectual mode they could adopt that would enable them to discharge their duty to the public, with a due regard to the interests of the proprietors.

The Directors have obtained from Mr. Price a renewal of his previous offer of the sale of his ferry right in perpetuity, and which offer they have formally accepted. It has therefore become necessary to make application to Parliament for permission to make such addition to the capital of the Company as will enable the Company to pay Mr. Price, and discharge other liabilities which press upon the establishment. The Directors have instructed the law clerk to take the usual steps for having this matter effected, in the mode agreed upon at the last meeting of the proprietors.

The Directors have devoted a large portion of their attention to the details of the several departments of the establishment, with a view to the effecting a diminution in the expenditure wherever that could be done, without prejudice to the efficient working of the line—the savings yet made are trifling: a proposal has, however, been made to the Board by one of the sub-Committees for permission to place the whole responsibility of the establishment (under the Directors) upon the chief Engineer, Mr. Dixon and to dispense with the services of a paid Treasurer. It was urged that, by the adoption of this plan, a more vigorous, efficient, and economical system of management would be introduced, a considerable expense avoided, and the evils attending a divided responsibility got rid of. This proposition was the subject of discussion at several meetings of the Board Ordinary and special; the consideration of the subject was post-

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poned till the 23rd October. Since this decision took place the resignation of the Treasurer has forced the matter again on the Directors, who will give it their serious consideration.

Since the last meeting of the proprietors, the Postmaster General has ordered the London mail for Dublin to be forwarded by the Crewe and Birkenhead Railways to the packet station off Birkenhead, this arrangement, though likely to be an unprofitable one to the Company has proved a boon to those who travel between London and Dublin, the journey having been more rapidly performed than it could have been done by any other route, and with much less inconvenience to the traveller. The Directors have made it a point to arrange the arrivals and departures of their several trains, so as to harmonise with the arrangements made by the Grand Junction Company on the Chester and Crewe line, and believing as they do that it is the interest of both Companies to act in perfect harmony with each other, they will at all times endeavour to co-operate with the Grand Junction Company as far as in their power.

It is with feelings of gratitude and thankfulness that the Directors are enable to inform the proprietors that although the passenger traffic has increased, that it has on the average of the last three months reached to 1 240 persons per day, no accident has occurred either to passengers, contractors, or workmen on the line, nor has there been any injury sustained by the engines or carriages from any collision, although many of the persons employed as assistants were inexperienced hands, the arrangements in many instances imperfect, and the rate of travelling on the line equal on the average to any line in kingdom.

In conclusion, the Directors consider that they are justifiable even in the midst of the many difficulties which still exist, in congratulating the proprietors that so much has been accomplished, and that the prospects for the future are so encouraging. They feel the most perfect assurance that the elements of prosperity exist abundantly in this undertaking, and that firmness and zeal in the management, coupled with the support and confidence of the proprietors, will, ere long, enable them to surmount all difficulties, and bring the affairs of the Company to a prosperous issue.

WILLIAM DIXON

Mr. MALLABY then said he was prepared to make a communication at the request of the Directors, which was that negociations had to a certain extent been resumed upon the subject of the ferries; but they took place at so late a hour yesterday, that they could not properly be incorporated in the Report just read. They were, however, still under the consideration of the Directors. (Hear, hear.)

The accounts were then read by Mr. Mallaby. The first was the general statement of the receipts and disbursements of the Company up to the 31st August; another was a statement of accounts from the 23rd September, 1840, to the 30th June, 1841; and the third a statement of accounts from the 30th June to the 30th September, inclusive, the leading features of which are detailed in the Directors' Report.

Mr. JAMES MULLENEUX said, he rose to express his satisfaction at the Report just read, and his entire approval of all the measures adopted by the Directors, as far as that Report had put the proprietors in possession of them, carrying out as he conceived they had, the views and intentions of the last special meeting. He begged to congratulate the Chairman and the meeting upon the improved prospects now held out, that, by attention, the Chester and Birkenhead Railway would yield something like a fair remuneration for the capital invested in it; but to obtain that object would require no ordinary degree of judgment and decision in their future operations, and he trusted that that meeting, and the proprietors generally, would accede to them their decided support. It appeared to him that upon the two points alluded to in that Report would depend the prosperity of the concern —he meant the management of ferries, and the abandonment of the system of conveying passengers from the ferry to Grange-lane. With regard to the ferries he was aware that much unpleasant feeling was created in the minds of many interested parties; but he did not hesitate to say, even though it might draw upon him a part of the odium which attached to this measure, that he trusted the Directors would not allow any consideration of abuse or cajolery to cause them to deviate from the equitable principle they had adopted of making every individual pay the same for his passage across the water. This appeared to him only just and equitable; to those who objected and found fault with it, he would say "we have purchased a property, and the change we are about to make is to give us a reasonable remuneration for the capital we have expended." (Hear, hear.) What right had the proprietors of land or houses in Birkenhead to call upon the Company to make a sacrifice for the sake of promoting their interest? (Hear.) He thought it quite unreasonable. If the Company must consent to it as a boon to one part of the community, let them not give it to the opulent owners of land or magnificent mansions, but to the squalid inhabitants of courts and cellars. Let them have a passage across the river at least upon equal terms with the rich. Besides, it appeared from the statements made, that there were between 9,000 and 10,000 inhabitants at Birkenhead and Woodside, whilst there were only 800 who contracted. So, these 800 were to be on a very different footing to those who could not, he supposed, afford to pay a large account at once! Therefore they gave an advantage to the rich which the poor were deprived of. With these observations he begged to move the adoption of the Report, and the statement of accounts.

Mr. GERARD seconded the motion.

Mr. HUDSON complained that the average charge per mile for carrying passengers on the York and North Midland line, stated in the Report, on the authority of the Engineer, at 3d., was fallacious.

Mr. DIXON, the engineer, explained the mode by which he had arrived at that result; and a long conversation of no interest ensued upon the subject. A motion was made by Mr. HUDSON, seconded by Mr. JONES, that the passage be expunged altogether, but on a division it was lost. The report was then confirmed, and ordered to be printed.

A resolution was next passed, on the motion of Mr. HUDSON, seconded by Mr. JONES, requesting the directors hereafter to have the report and a statement of the accounts printed and ready for delivery at the offices of the company one day before the general meeting.

Another resolution was passed, on the motion of Mr. HEALING, seconded by Mr. LAW, to the effect that when Directors were to be appointed a list of those shareholders, who were eligible for the office, should accompany the circular convening the meeting.

Mr. MALLABY, in answer to a question from Mr. MARTINDALE, said there had been a report prepared by the Woodside Ferry directors, to the board of directors, but it was not now in the room; but, if it were the wish of the meeting, it could be printed along with the report. The accounts, however, were in his hands, and they could of course, be read.—He then read the accounts for the year ending the 5th of August, from which it appeared there was a balance of profit, in the year, of 2,539*l.* 19s. 1d.

Sir J. WALMSLEY said this statement should not be allowed to go before the public without some observation. The statement showed so much profit, whilst there was a considerable loss by the working of the ferry. In that account there was no notice taken of the interest upon 25,000*l.* the purchase money, nor was there any account taken of the depreciation of stock, which had been very considerable, for when taken it was valued at 26,000*l.* and, according to a valuation made yesterday, it was worth only 12,000*l.* These and several other items would reduce the 2,500*l.* profit to 100*l.* This he considered was sufficient to justify the directors in no longer contracting to ferry passengers over the water.

Mr. SOWERBY said he had a few questions to ask the directors concerning this Woodside Ferry. The first was, when were the directors of the Chester and Birkenhead Railway Company authorized to purchase the lease of the ferry?

Mr. MALLABY read a resolution of the directors on this subject, which was moved by the Rev. Mr. Follett, and seconded by Mr. James Marshall, and the proprietors were informed of it on the 10th of April, 1839.

Mr. LAWRENCE said Mr. Sanders spoke strongly in favour of the proposition at the time, and he himself opposed it as strongly.

Mr. SOWERBY inquired what amount the directors had invested in the concern?

Mr. MALLABY said 24,850*l.* The arrangement was that one railway share of 50*l.* should be given for two 25*l.* shares in the ferry company, which were to be taken up at par. There were 1,000 shares in the ferry company, all of which were taken except six, and the 994 came to 24,850*l.*

Mr. SOWERBY asked whether the Woodside company were not in debt very largely at the time of that transaction?

Mr. MALLABY replied that they were, but he did not know the amount.

Mr. SOWERBY said that the concern was insolvent, and he asked the treasurer (Mr. James) if he knew how much they owed?

Mr. JAMES was understood to reply in the negative.

Mr. Mallaby said the purchase of the ferry by this company was made exactly as it stood, giving the proprietors the amount of their shares at par, which was 25*l.* Whatever debts the ferry company had, of course the railway company purchased them.

Mr. SOWERBY had always thought as much.

Mr. MAY said, the statement of debts ought to have been furnished to the proprietors at the time of purchase.

Mr. LAWRENCE said, it was most desirable the proprietors should know the amount of debt, otherwise they could not tell what they had actually paid for the concern.

Mr. MAY said, that at a meeting subsequent to that which confirmed the purchase of this property, Mr. Mallaby eulogised it. To eulogise it, and be instrumental in the purchase, without having a statement of all the liabilities of the concern, was most extraordinary and strange.

Mr. MALLABY called upon the meeting to hear him. Every proprietor at all conversant with the proceedings of that day, would know he had abstained from every thing that was not legitimately his duty as clerk.

Mr. MAY said, he alluded to an occasion subsequent to the purchase, when Mr. Mallaby was better acquainted with all the circumstances. Mr. May then quoted a passage from a speech of Mr. Mallaby, in which he spoke of the purchase of this ferry being likely to yield a handsome per centage of profit.

Mr. MALLABY said, if that were language of his, he maintained it was correct, as he understood the matter; and he maintained, at this hour, that the purchase was likely to be most beneficial to the railway. That was what he said then, and now repeated.

Sir J. WALMSLEY said, that in consequence of the recent proceedings of the Directors in doing away with the contracts, or of something else which he knew not, the Directors last night, at four o'clock, received an offer from a gentleman now present, who informed the Directors that he was prepared to carry it out, by himself and others, to purchase the Woodside Ferry—to give to the Company the whole amount of their purchase money of the ferry 25,000*l.*, 6,000*l.* for their boats, which would make 31,000*l.*, and 42,000*l.* the whole amount to Mr. Price for the fee simple of the ferry, paying back to the proprietors of the railway the whole amount they had expended, including the sum to be paid to Mr. Price, and giving them the Monks' Ferry right in perpetuity, to carry railway passengers only to and from Liverpool. Going a step further, they said that, if necessary, they would carry the whole of the railway passengers across the river at a rate to be agreed upon, which rate he (Sir J. Walmsley) believed would be a very moderate one, and make the condition of the purchase dependent entirely upon their power to make the tunnel, which was requisite to make the railway perfect, and complete it to the water's edge. The offer was not now in a very formal state; but Mr. Jackson, one of the Directors, had made it to the Directors, and it would be for consideration of the Directors, and then of the proprietors, whether they would sanction such a sale of their property. Some of the Directors objected to the sale on this ground, and he did so too, that they would not obtain the right of perpetuity of carrying all passengers, whether railway or otherwise, by Monks' Ferry. This, then, was the present bone of contention. If the proprietors thought fit to accept the offer, and to sanc-

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tion the sale, it would give them full and entire means either of carrying railway passengers themselves, or to have them carried at a low price, and it would ensure to them a tunnel, and a proper terminus to the railway. These considerations would obviate some of the difficulties raised by Mr. Sowerby, inasmuch as it would show there were other objects and views in purchasing these ferries than at the moment met the eye of those unacquainted with the details. If this offer was carried out fully, then the proprietors would have all they could desire.

Mr. JACKSON took the credit, if any there was, and also the blame, if there was, for having been the originator and the suggestor to his co-directors of the propriety of purchasing first of all the lease of Woodside ferry, and secondly, the fee simple from Mr. Price. The first time the measure was brought before the proprietors, he stated, very fully, the necessity of having in their own hands full power and control over a ferry, otherwise they would be just as subject to the caprice of a body of owners as the inhabitants of Birkenhead had, within the last three weeks, been subject to theirs. He had proved, and he was borne out by the facts, that the cost of transporting their passengers and merchandize from Liverpool to the railway and back, taking them at 1100 a day, would be as much as the receipts of the ferry; and he stated that unless they could get a better communication, the railway was not complete. To attain that object was his desire. The Directors entertain these views; they purchased the lease of Woodside Ferry Company, and afterwards agreed with Mr. Price for the fee simple, without which Monk's Ferry could not be used, as the whole right of ferry between Birkenhead and Woodside was vested in Mr. Price. He felt proud in having accomplished all that the railway required. A great deal of suspicion had been cast upon him, because he was interested in property at Birkenhead, but he hoped and trusted that time would show he had his duty to the proprietors in this Company. (Hear, hear.) He was prepared to offer, and would stand to the offer, even if deserted by those who had undertaken to assist him, to put the Company in the same position as if they had never bought the ferry—with one exception, that they should have besides the consent of the Commissioners of Birkenhead to give them the tunnel, and for ever have the right of carrying passengers of their own, as they liked and when they liked. (Hear, hear.) This if they accepted it, would prevent the necessity of their going to Parliament; and the money they would receive would enable them to discharge all their debts and make the tunnel. He would ask them, whether it was not better to limit their capital—whether they were railway proprietors or ferry proprietors? His meaning was, that Monks' Ferry should be used for the express purposes of the railway, but not as a competing ferry with Woodside, for passengers. This offer he was prepared to carry out.

A long conversation followed upon the several points involved in this offer, at the end of which

Mr. HUDSON moved, and Mr. HARDMAN seconded, a resolution to the effect that the Directors be authorised to treat with Mr. Jackson and others, for the sale of the Woodside Ferry, subject to the confirmation of their proceedings by a special general meeting of the proprietors.

A vote of thanks to the chairman and directors was then passed, on the motion of Mr. HUDSON, and the meeting separated.

EASTERN COUNTIES RAILWAY.—On Wednesday the Eastern Counties' Railway Company commenced preparation for diverting the road in Duke Street, (Chelmsford), whilst the viaduct is in the course of erection over it. A number of men were employed in clearing the ground, now occupied as gardens, facing the Friends' Meeting House. The temporary road will commence on the upper side of the entrance to the town field, and crossing a portion of the town field will terminate in its junction with the Broomfield road, by Railway Square.—*Essex Standard.*

NEW RAILWAY BREAK.

To the Editor of the Railway Times.

SIR,—In your last number was inserted an account (with engraving) of a new railway break, which, however new in London, is of some standing here—a *working* plan having been shown by myself some months since—I say working plan, because no provision is made by Mr. Terence Flanagan to put the apparatus together or to take it to pieces. For instance, how can a nut with *right hand* thread pass over a *left hand* screw, or *vice versa*? No joint of the rod is represented in the engraving, consequently "Mr. Terence Flanagan" did not intend to employ any. With regret for his *Irish* oversight,

I am, Sir, yours, &c.

JNO. FRANCIS.

5, Charles-street, Brighton, Oct. 7, 1841.

PARIS AND ROUEN RAILWAY.

To the Editor of the Railway Times.

SIR,—Having seen an article in a recent number of your journal, which contained some inaccuracies in reference to the Paris and Rouen Railway, I beg to lay before you the following brief statement of facts:—

The capital of the Paris and Rouen Railway Company is 2,000,000*l.* sterling, or 50,000,000 francs. In England the law would prescribe that this sum of 2,000,000*l.* should be fully subscribed for in shares, and the Act of Parliament would give power to raise in addition thereto, by way of loan 666,000*l.* According to the experience of most railways in England, lucky would that set of proprietors be, who ultimately expended no more than this additional 666,000*l.* and have not the addenda also of new shares, new halves, new quarters, new fifths, or some other denomination of new, and of course good things. Besides this power to raise 666,000*l.*, there is generally given in English Acts of Parliament the privilege of borrowing money on security of the remaining calls, when one half of the subscribed capital is paid up. None of these powers or privileges are given by the French law, and it perhaps is fortunate for the proprietors, not of the Paris and Rouen Railway in particular, but of French railways in general, that it is so: because it renders it more incumbent on those whose duty it is to conduct the works to their completion, to purchase the land, and to furnish the line, to be careful in their estimates and their expenditure.

The 2,000,000*l.* for the Paris and Rouen Railway is raised thus:—

72,000 shares at 20*l.* each	£1,440,000
Lent by the French Government....	560,000
	£2,000,000

The terms of the loan by the French Government are, that the Company are to pay 3 per cent. interest, and return the capital in 20 annual payments, the first payment to be made three years after the time allowed for the completion of the railway. But none of this 560,000*l.* is to be advanced to the Company until they shall have expended the whole of their subscribed capital of 1,440,000*l.* Considerations arising out of the mode of completing the capital influenced the decision of the meeting of the proprietors, and the Directors were compelled to acknowledge that the progress which had been made in the principal works since they propounded the scheme for postponing the calls rendered their own proposition very untenable. As a shareholder (English) I was present at the meeting, and it was very ably shown by a French proprietor that although the funds in hand at the present time were larger than necessary, yet the future expenditure would be much faster than the means of calling money, and that the great desideratum of all railway proprietors, viz., an early opening of the line and the realization of a dividend, would be jeopardised by any present delay. A few figures will, I think, show that this proprietor was right. As the law now stands, the last call, to make up the 20*l.* per share, will be due on the 12th October, 1842. Now this and all preceding calls must not only be made but paid up in full and expended before the French government advance any part of their 560,000*l.* Suppose it to take two months to collect and refund the last call and all arrears; for arrears there will be more or less, in all Railway Companies. This would take us into December, say the end of the year 1843. *Eh bien*, it came out in the course of the meeting, though I forget whether it is stated in the report, that the Directors and their engineer fully contemplated opening the whole line early in the spring of 1843, so that there remains but some four months in which to obtain from Government and to expend this 560,000*l.*, whereas if the calls had been postponed for six months, it would have been impossible from want of money, to finish and open the line at the time now fully relied upon for that desirable event. It was also found that the difficulties in obtaining the land were merely delays consequent upon required legal forms; that these were at an end, and that money would be wanted for the purpose of paying for the land. Indeed, I am told, in answer to recent inquiries, that the Company expect to have the whole of the land in their possession in a short time.

Under these circumstances I, for one am glad that the calls were not postponed, but that a plentiful supply of money, expended with judgment and energy, will put us shortly in possession of a working line and a dividend.

I am Sir, your obedient servant,

AN ENGLISH SHAREHOLDER.

RAISING RAILWAY CAPITAL BY ANNUITIES.

To the Editor of the Railway Times.

SIR,—Is it in the power of Railway Directors to raise money in the shape of annuities for life on the security of the proceeds of a given railway?

If it be, I think many individuals, in common with myself, would gladly avail themselves of such an investment. I am in my 52nd year; I have a strong suspicion with reference to most annuity offices and agents; I am not satisfied with the terms of the government tables; my money is worth more; but if a Railway Direction were competent to make an offer, I would take it into serious consideration.

QUESTOR.

Wareham, Oct. 5th, 1841.

[We do not think the Companies have power to raise money in the mode proposed, unless indeed some of them might do so under their amended Acts, which empower them to raise further capital "by the issue of new shares, bonds, debentures, or in any other way which may be deemed expedient." The scheme is, nevertheless deserving of attention, and should any of the Companies have power, and be disposed, to treat with our correspondent, a letter addressed to him at our office, will be forwarded.—ED. R. T.]

TRAVELLING TO DUBLIN—THE GRAND JUNCTION RAILWAY.

To the Editor of the Railway Times.

SIR,—Having occasion lately to travel from London to Dublin, I was desirous of proceeding all the journey with the mail, so as to perform it with all possible expedition. On arriving at Birmingham I accordingly took my ticket for Chester, being aware from an article I had read in your valuable paper, that it was not possible to reach the mail steam-boat if, as formerly, passengers proceeded to Liverpool. At Chester we had the trouble and annoyance of changing our luggage and carriages, and taking a ticket to Birkenhead. Between Crewe and Chester we had lost time, and the Birkenhead people did all they could to make up for it, travelling their 14 miles in 21 minutes, being at the rate of 40 miles per hour. An omnibus was in waiting to convey us to the water side, and a steamer thence to the mail boat, both in the Railway Company's establishment, and for which no charge was made.

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The mail packet started immediately, and we perceived a small open boat from the Liverpool side making signals, and upon nearing them I recognised some of my fellow-passengers, who had gone by Liverpool. The Captain acting under positive orders, refused to stop, and they had the mortification and expense of waiting in Liverpool that whole day. I was informed that a similar scene takes place every morning, and many remarks were made to the disadvantage of the Grand Junction Company, who, in their rivalry with the Birkenhead Railway, sacrifice the convenience of passengers, as nothing would be easier than to make it publicly known, by a notice at the booking-office at Birmingham. It was even said that the delay from Crewe to Chester was winked at to allow passengers to be in time at Liverpool, which does not at all take away from the injustice of the whole proceeding, nor excuse the needless trouble of changing carriages at Chester. Having often observed articles in your paper in which the cause of passengers on railways was advocated, I feel excused in troubling you with this statement.

And remain, Sir, your obedient servant,

S. D.

October 4, 1841.

GREAT WESTERN RAILWAY—VARIATION OF TIME.

To the Editor of the Railway Times.

Sir,—I beg to call the attention of your readers, who are interested in the prosperity of the Great Western Railway, to the very great inaccuracy with which the variation of time at the several stations is stated. I am ignorant of the person who has adjusted the time, but as far as I can judge, the matter has not been referred to the Astronomer Royal or other competent party. It is, however, of importance, for the errors might easily deprive persons of their places, and detain them at Bridgewater, Bristol, &c., at very great inconvenience and expense. There are errors in all the statements, but it will be sufficient to call the attention of your readers to what is said of Bristol and Bridgewater. The variation is said to be exactly the same at Bristol as at Bath, though Bristol is to the west of Bath, and the variation is more than half a minute, a portion of time long enough to allow the train to have passed and the doors to be shut. Persons coming according to the exact variation of the time would thus be frequently disappointed. The precise London time is carried down the line every Thursday, and to those who see the time-pieces at the stations the error is of no consequence, but this is not the case with the generality of passengers, and if their time should be adjusted by a dial, or some more accurate instrument, they would, if they regulated their movements by the real variation, often be too late when they ought to have found the door open, and the trains in waiting. The word "about," is understood with each of the numbers, and this alone is very indeterminate, and may mean, as far as we know, half a minute more or less. Bridgewater time is stated to be about fourteen minutes different from the London time, but in reality it is not more than twelve minutes, if I may judge from the common maps. The errors, though unnoticed, have probably been the cause of much delay, and consequent inconvenience, and therefore as a friend of the Great Western Railway, I should wish to see them rectified, and the variation of time at each station accurately marked in minutes and seconds.

I am, Sir, your obedient servant,

F. B.

Draycot, 5th October, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—In a letter signed "Jack Tar," in your number of 2nd instant, allusion is made to my letter in your number of 18th ult., relative to the dividends of the Great Western Railway. In one respect he has had recourse to misrepresentation (unintentional no doubt,) in saying "what will become of the promised 10 per cent. dividend at Christmas next?" On reference to my letter it will be seen that instead of a promised dividend of 10 per cent. at that date, I calculated only for the current half-year on a dividend at the rate of 6 per cent. per annum, and I have now the satisfaction to add that this has been more than justified by events since, as the traffic during the last five weeks, ending 26th ult., has yielded 504*l.* more than was estimated for that period; and the traffic for a moiety of the half-year being now ascertained, there is little room for apprehension of my estimate for these six months, not being fully realised. As predicted, the goods traffic has rapidly increased, is increasing, and on good grounds may be expected to continue to do so.

However inconsistent it may appear to your correspondent, that in comparison with the Birmingham, "with a greater outlay and less traffic, the Great Western is to declare a greater dividend," it is nevertheless only the strict truth, and this is fully accounted for by the fact of the Great Western having raised a larger proportion of their funds by loans at 5 per cent., and consequently a smaller proportion by calls entitled to participate in dividends, and of the Birmingham being burthened with a disproportionate dividend on their quarter shares, which though they have paid up only one-6th of their nominal amount, share in the dividends as if the other four-fifths had been paid up. I draw no invidious comparisons between the two, and my object now is not to disparage the Birmingham, but merely to defend my calculations from the criticisms of your correspondent.

With respect to the capitalisation, the reason why the effect on the dividends of capitalisation of the loans has been for the present kept out of view, is that the necessity for it by the maturity of the debentures is so far distant and so gradual, being spread over a series of years extending from 1843 to 1849, as to afford ample time for an adequate increase of traffic and profits at cotemporaneous dates, according to the augmentation which invariably is experienced by the effect of time, and improvements on all lines of high character. So far as regards the capitalisation of that part of the loans which does not consist of deferred calls, it is not too much to anticipate that by the time their capitalisation need be effected, the absolute and regular payments of dividends of 10 per cent. per annum, and upwards, will enable new shares to be created at a very high premium, so that the addition of stock entitled to participate in the dividends, putting this for instance at 100 per cent. premium, will not exceed one-half of the nominal amount of such loans to be then liquidated.

In this way, on the datum of 6,300,000*l.* expenditure (which is still contended for until some better reason and authority are adduced than have yet been advanced against it) there will finally result a capital of 5,400,000*l.*, on which it will require 540,000*l.* net income to yield a dividend of 10 per cent. per annum, and this would be equal to a gross income of nearly 16,000*l.* per week, 832,000*l.* per annum, or 135$\frac{3}{10}$*l.* per mile per week, or 118$\frac{1}{2}$ miles, amounts which may be confidently expected, according to all experience, long before the dates at which capitalisation to a large extent will become necessary.

In estimating the future traffic of the Great Western it should be kept in view that it will be materially augmented both on the main and the branch lines, and in regard to passengers as well as goods, as the Bristol and Exeter becomes extended beyond Bridgewater, and the Cheltenham Union beyond Cirencester, and as the projected extensions beyond Exeter into West Devon and Cornwall, are carried into effect—whilst there is another probable source of augmentation in the anticipated establishment in the Bristol Channel of stations for the steam packets for America, West Indies, and other destinations. Railway communication between London and such important localities as Plymouth and its vicinity, and Falmouth, is an object of too much national importance to be postponed for many years. In addition to all which, there is the power of increasing the traffic and total profits by a judicious reduction of the present high fares—a power which, in the opinion of many persons conversant with the subject, may be exercised to the great increase of their net revenue, especially as regards the branches, to the proprietors of which it is in justice due, in consideration of the excessively low rents at which the leases of them were obtained.

For no reason whatever but a "because," which amounts to neither more nor less than an obnoxious vituperation of Civil Engineers generally, your correspondent has advanced an assertion and conjecture, that the final cost of this railway will be seven millions. Until he can give some reason for it I take leave to prefer the authority and knowledge of facts possessed by Mr. Brunel, to the unsupported and arrogant dictum of "Jack Tar," whatever may be his sources of information.

The concluding part of your correspondent's letter contains no argument, and requires no answer.

For the sake of brevity I do not send the details of my calculations in support of the results above stated, but they are ready if required.

Yours, respectfully,

F.

Bath, October 6, 1841.

RAILWAY SALARIES.

To the Editor of the Railway Times.

Sir,—The subject of railway salaries has been so seldom mentioned in your paper, and knowing the kind manner in which you are always willing to insert any thing which is likely to prove beneficial, I take the liberty of introducing this most important subject to the public notice. I find upon inquiry on most of the principal lines in the kingdom, that the clerks, or such officers, in every department are most illiberally treated by the Directors. Men who are holding the most trustworthy situations, where large sums of money are constantly passing through their hands, and whose hours of attendance are frequently from ten to thirteen hours a day, exposed to every species of insult from the passengers, and the constant annoyance of their superior officers—these men are only in the receipt of from 80*l.* to 120*l.* per annum; but more particularly is this crying evil evinced in the junior department of the engineering establishment, where their whole time is engaged on the works, exposed to all weathers, and with a vast deal of responsibility attached to them. The average amount of salary received by this class of persons, does not average more than from 150*l.* to 180*l.* per annum, and that, be it remembered, only so long as the works continue. They are then thrown upon the world, without a home and without a shilling; never having had an opportunity of saving any thing from their income, it being but barely sufficient to support them. Most of this class are gentlemen, and men of good education—without which they are not capable of fulfilling the situation. Could the Directors be surprised at hearing that the Company's money had been misappropriated by these two classes of persons, provided they had a fair opportunity? What is easier than for clerks at the different stations to be in league with the different conductors, and plunder the Company to a considerable amount? What is easier than for a sub-Engineer to be in league with the contractor, and plunder them in a much greater degree? It is a most grievous complaint, more particularly when it is well known that enormous sums are useleasly squandered upon the works; and to counteract those evils the poor subs. are made to suffer. Directors and Secretaries think to cover their faults by producing a statement of low salaries at the half yearly meetings of the shareholders. I believe the Railway Companies, many of them that I have seen, have been fortunate in having in their employment gentlemen, and men of honour; if they wish to retain such people, ere it be too late they must increase their present amount of wages. I have travelled upon many lines, and have heard railway clerks, conductors, and others, discussing their various amounts of pay, in the hearing of the passengers, and making remarks sufficient to show strong symptoms of dissatisfaction. I should advise the

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Directors to inquire into this, and judge for themselves, whether it would not be better to have trustworthy people about them, than to hold out a bait for dishonesty.

I am, Sir, yours, &c.,
A FRIEND TO THE SUBS.

London, October 6, 1841.

LOCOMOTIVE EXPENSES—YORK AND NORTH MIDLAND AND MANCHESTER AND LEEDS LINES.

To the Editor of the Railway Times.

SIR,—Would you, or some of your correspondents, be so good as to inform me how it is that there should be so essential a difference in the expense of locomotive power as appears, by their respective Reports, to exist on the York and North Midland and Manchester and Leeds Railways? On the former the expense is about 9d. per mile—coke being 28s. per ton, and on the latter the expense is 1s.—although the cost of coke is exactly one-half (14s.) per ton.

I am, Sir, yours, &c.,
JACOB.

BIRMINGHAM AND GLOUCESTER AND YORK AND NORTH MIDLAND RAILWAYS.

To the Editor of the Railway Times.

SIR,—I shall be much obliged if any of your readers can solve one question for me, which, simple as it appears, I am not able to comprehend, namely, why the York and North Midland shares last year should have commanded a premium of 30 per cent. (according to the *Railway Times*), when their takings were about 39*l.* per mile per week, while the shares of the Birmingham and Gloucester Company, who at the present time are taking about the same sum per mile, are at 43 discount—the cost of of that line being only 2,000*l.* per mile more.

I am, &c.,
A RAILWAY SHAREHOLDER.

October 1, 1841.

MONOPOLY IN CARRYING.—THE GRAND JUNCTION RAILWAY.

To the Editor of the Railway Times.

SIR,—I well recollect when the canals were the only means of conveying the principal traffic from Liverpool to Manchester: and the proprietors, in their silver slippers, would not listen to the repeated solicitations of the carriers for more liberal terms. This caused some intelligent and influential gentlemen to consider whether no means could be devised to break down a system of monopoly; and hence the concocting and execution of the Liverpool and Manchester Railway. The proprietors of the canals to Birmingham, London, &c., were also possessed of this intolerant spirit of monopoly, and repeatedly refused the request of the carriers, and this produced the Birmingham and Liverpool Junction Canal, which, with its connecting lines, formed a strong opponent to the old line, and soon obtained a great share of the heavy loading from Birmingham and neighbourhood to Liverpool. What is more surprising is, that the Directors of the Grand Junction Railway should follow up this monopolising spirit, and persist in doing so, after they know that their traffic on the line is not equal to what it ought to be, and would be, providing they were equally liberal with other lines of railway in admitting any carriers on their line; and it is rather remarkable that some of these supporters of monopoly were the most vehement against the old canal monopoly, and the most strenuous for adopting means to put it down, and which they ultimately accomplished. Let these gentlemen beware lest their reign of monopoly be short, for it is well known that their conduct is narrowly watched, and unless more liberality be shown to the carriers, their line will at some future day meet with such opposition as will cause them to repent of their conduct. Their trade from Manchester is comparatively small, and even from Liverpool not what it might be, and this notwithstanding the great exertions they make to increase their business. The Directors say they will have their share of business by some means, and are trying to get iron from Wolverhampton at 11s. 6d. per ton, (it has been said that they can afford to convey it for 6s. per ton,) and as they have not convenience at Liverpool for such business, and cannot deliver it to vessels in the Docks, they wish to employ the Docks flats to convey it from Preston Brook to Liverpool for them, and thus make a convenience of the Docks for a time. This is all very well, in *merely* increasing their weight—return and paying a better commission to their sub agent, but as regards any profit accruing therefrom to the shareholders, it is out of the question.

If the Company wish to increase their business let them open their line to the carriers, and then, and not until then, will they obtain their proportion of the carriage of goods, and stop the many and merited complaints of the public.

OBSERVER S.

Liverpool, October, 1841.

MONOPOLY IN CARRYING.—THE GRAND JUNCTION COMPANY.

To the Editor of the Railway Times.

SIR,—The Report of the Manchester and Leeds Company, in your number of the 25th September, having added another string to my bow, in opposition to the system followed by the Grand Junction Company, has induced me to make a comparative statement of the progress of these two companies, including also the London and Birmingham, to which I will add a few comments, and then leave the matter in your hands.

About this time last year, I showed through your valuable Journal, that the Grand Junction Company's receipts for six weeks ending 7th March, 1840, amounted to 9,512*l.* and I now proceed to state those of the three Companies as follows:

	Six weeks ending 25th Sept. 1840.	Six weeks ending 25th Sept. 1841.
Grand Junction.....	£9,633	£9,891
London and Birmingham ..	13,586	18,063
Manchester and Leeds.....	not opened throughout.	11,243

To make the comparison strictly correct, the Grand Junction receipts should be reduced about one-fourth for *carriers* expenses, to which the other two Companies are not subject.

So that, notwithstanding the usual paragraph, in the half-yearly reports of the Grand Junction Directors, of "their having made arrangements (or measures in progress) whereby they hope to increase the traffic in goods, &c." it will be seen, by the above statement, that the result is not very encouraging to the shareholders, whilst the other two Companies, who pursue a different system, namely admit the carriers on their lines, and receive a toll for finding waggons and locomotive power only, have progressed considerably.

Contrast the receipts of the Grand Junction Company, with its termini of Liverpool and Manchester in the north, and Birmingham at the other end, and having been open several years, with those of the Manchester and Leeds, a line very recently opened throughout, and only half its length, but following a liberal course! Great credit is due to the active and intelligent officers of this concern, who have not failed to employ the advantages which presented themselves, arising out of the monopolising system of the Grand Junction Company, which Company, I firmly believe, is at this time losing more than 100*l.* per day, by the *business being driven* off their line in the attempt to drive Messrs. Pickford and Co. from it. In this affair, their proceedings reminded me very forcibly of the fable of the "Dog and the Shadow," which seems to have been fully verified by the results.

I might enumerate, the North Midland, the Midland Counties', and other lines lately opened, who are pursuing the liberal or open system in the goods traffic, with great success, but I trust, sufficient has been stated to show that the gripe-all policy is not always the most prosperous.

I am, Sir, your most obedient servant,
AN OBSERVER.

London, Oct. 5th, 1841.

RAILWAY TRAINS ON SUNDAY.

A rumour that it is intended to remove the Sunday mails between Edinburgh and Glasgow from the common road to the railway, about to be opened, has given rise to great alarm among a portion of the religious public. We confess that we do not participate in their fears, as we think the amount of necessary desecration—if we may be allowed the phrase—will be considerably lessened by the change. A railway train employs greatly fewer hands, in proportion to the number it conveys, than an ordinary coach; and in consequence of the rapidity with which it performs the journey, a much smaller encroachment on the sanctity of the Sabbath is required. Looking at the question, therefore, as one of degree, we think the advantages are on the side of the railway; and if mails are to be run on Sunday at all, we should certainly pronounce this mode of conveyance decidedly preferable to the other. At a meeting, however, held at Glasgow on the subject, there seemed to be a disposition to prevent the running of Sunday mails altogether. With every respect for the motives by which the various speakers were actuated, we cannot but think that they viewed the question in a narrow and unfair light. The admirable report to the American Congress on the subject of Sunday mails, appeared to us quite conclusive against their total suspension. In that document it was argued that the delay of the mails one whole day out of seven "would give occasion to the employment of private expresses to such an amount, that probably ten riders would be employed where one mail stage is now running." In hundreds of cases too, the delay of a letter would be attended with great hardship and even suffering; and we therefore regard the conveyance of the regular mails on Sunday as a work of necessity sanctioned by religion itself, and as by far the most economical mode in which the necessary communication can be effected. We repeat that we have great respect for the motives of those engaged in the present movement; but at the same time we cannot but think that they exaggerate the evils likely to result from the running of mail trains on Sunday, while they wholly overlook its advantages.—*Scotsman.*

COACH ACCIDENTS.

ON Thursday morning, as the Tunbridge and Lewes mail was proceeding to the latter place, shortly after leaving Tunbridge, it broke down, severely injuring the driver. Assistance was procured, and the bags forwarded on horseback. In consequence of the heavy rain during the night the letters and papers were so completely saturated with the wet and damaged with the friction that, on reaching Brighton, they were obliged to be dried before they could be sorted, and even then some of the Directions were so obliterated that it was impossible to make them out.—*Sussex Express.* On Monday morning last, soon after the *Railway Times* coach, heavily loaded, had left Worksop, to proceed towards the Eckington station, the axle-tree broke, by which the coach was overturned; but we are happy to state that none of the passengers were hurt, and the driver escaped with a slight bruise on the knee. Great praise is due to Mr. Durham, of Worksop Mill, for the kind manner in which he accommodated the passengers, till a fresh vehicle was procured.—*Derbyshire Chronicle.* The up-mail from Portsmouth to London met with a two-fold accident on Monday night last, a few miles above Petersfield. In the first place one of the wheelers fell, at a place called Scrubb's Corner, and was so hurt that he was obliged to be left behind, and the coachman was proceeding to do the rest of the stage with a "unicorn" team, but had not get more than a mile, when, on descending the hill near the Flying Bull, at Rake, the horses, from some cause, started off, and becoming unmanageable, ran the coach with great force against the bank, by which it was upset, and the horses furiously dragged the coach on its side for several yards. The passengers all escaped unhurt, with the exception of one gentleman, who had his ankle dislocated.—*Hampshire Telegraph.*

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BLACKWALL RAILWAY.—On Sunday afternoon, soon after two o'clock, while the down train was on its way to Blackwall, the rope broke, about a quarter of a mile from the station in the Minories. The carriages soon stopped, and the whole train, passengers and all, were conveyed back to the station. After a delay of upwards of half an hour the train was drawn along the south line of the railway to Blackwall, the north line remaining idle until the rope was mended. A delay in the departure of the next trains, both from London and Blackwall, took place in consequence of the breaking of the rope. —*Daily Papers.*

NEW LOCOMOTIVE.—M. de Ridder has completed a new locomotive, in which he has found means to turn to account the quantity of steam which is suffered to escape in other locomotives. The result of this improvement is a great saving of fuel, besides diminishing the weight. The dimensions of these new locomotives are such as to hinder the use of them on iron railways. Perhaps M. de Ridder had in view the realization of his projected railway by St. Nicholas. However that may be, we have examined attentively this machinery in all its parts, and it appears to us to be one of the most satisfactory of the kind hitherto made in Belgium. —*Brussels Paper.*

EDINBURGH AND GLASGOW RAILWAY.—Tenth Call of £5 per Share.—Notice is hereby given, that in pursuance of a resolution of the Board of Directors, passed in terms of the Act of Incorporation, the Proprietors of Shares in this Company are hereby required to pay a further instalment of £5 per share making £10 per share paid up; on or before Tuesday, the 19th day of October next, to any of the undermentioned bankers —

Glasgow—The Glasgow Union Banking Company.
Edinburgh—The National Bank of Scotland.
Ditto—The Western Bank of Scotland.
Liverpool—The Bank of Liverpool.
Manchester—Messrs. Wm. Jones, Lloyds and Co.
London—Messrs. Glyn, Halifax, Mills & Co.

Interest at the rate of 5 per cent. per annum will be charged on all such sums as remain unpaid after the date above appointed.

By order of the Directors,
JOHN LEADBITTER, Chairman.

Edinburgh and Glasgow Railway, Head Office,
7, North Queen Street, Glasgow, Sept. 4, 1841.

GUARANTEE SOCIETY.—To afford Security to Bankers, Merchants, Commercial and Trading Communities in general, is the first object of this Society. To relieve Relatives and Friends from painful obligations and responsibilities the second.

The experience of the first year during which the Society has been eminently successful already numbers among its patrons the principal Bankers, Merchants, and Public Institutions in the metropolis, numerous districts, and by providing Guarantee for their interests, has secured a competency for several hundred individuals.

DIRECTORS.

Thomas Attree, Esq.	G. Palmer, Esq.
David Cantar, Esq.	Major Prosser, F.G.S.
James Colquhoun, Esq.	James Rew, Esq.
William Croft, Esq.	G. Scovell, Esq.
James Law Jones, Esq.	G. E. Shuttleworth, Esq.
John F. Maubert, Esq.	Henry Vaughan, Esq.
Lieut.-Col. Mosely, R.E.	B. G. Winnus, Esq.

STANDING COUNSEL—R. Ryder Dean, Esq.

SOLICITORS—Messrs. W. & S. Cotton, No. 76, Basinghall-street.

This Society presents to the Public and particularly to Bondsmen the following advantages

1. No individual need hereafter incur the responsibility of becoming security for the integrity of another.

2. Individuals who are already sureties for the fidelity of others, may immediately protect themselves from loss by insuring with the Society.

3. The expensive and painful obligation of obtaining approved Sureties, or of replacing them when removed by death or otherwise will be altogether obviated.

4. All risks attending irresponsible sureties will be removed.

5. The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are sureties, will be prevented.

Also to Agents, Travellers, and Clerks having, or being desirous of having, confidential and responsible situations, the Guarantee Society presents immediate facilities, where for a moderate premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London.

By order,
THOMAS DODGSON, Secretary.

SIR WILLIAM BURNETT'S PATENT for the Preservation of Timber, Canvas, Cordage, Cotton, Woollen, &c. from Dry Rot, Mildew, Moth, and premature Decay.—The value of this discovery has been amply proved in Her Majesty's Dock Yards and elsewhere. Official reports and specimens of wood, canvas, and other articles, may be seen at the office. The process is simple, inexpensive, and perfectly innoxious in its use, as applied to ship building it purifies bilge water, and retards oxydation of metals. By the process, green wood may be rapidly seasoned.

The Patent Material may be purchased or licenses for tanks granted to noblemen, gentlemen, builders, upholsterers, pianoforte makers, sail makers, and others. When for the purposes of trade on very advantageous terms to the licensee. Timber of all dimensions, planking, canvas, cordage, ships' sails, awnings, rick cloths, tents, and all other articles of linen and woollen manufacture, are received for preparation at the proprietor's waterside premises, Copenhagen Wharf, Britannia Bridge, Limehouse.

Particulars and terms may be obtained on application at the Office, or by letters, post paid, addressed to the Secretary, 4, Castle court, Birchin-lane, Cornhill.

TO ENGINEERS, FOUNDERS, MACHINE-MAKERS, STEAM-SHIP BUILDERS, &c.—FOR SALE, an extensive and Valuable MANUFACTORY for the construction of Steam-engines, Boilers, General Machinery, Chain Cables, Anchors, Foundry Goods, Forged Goods, and General Blacksmith Work, well known as the FOOTDEE IRON WORKS, Aberdeen.

These Works occupy nearly four acres of freehold ground, at a very moderate feu duty or ground rent, and are situated at Footdee, in the populous city of Aberdeen, within 300 yards of the Harbour Quay.

The Engines, Boilers, and Machinery of several of the large class of steam-ships have been wholly constructed and fitted up at these Works, which afford unusual facilities to parties engaged in that branch of business, and such as exist in few other establishments in the United Kingdom. The foreign and coasting trade of the port of Aberdeen is very extensive, and has rapidly increased for several years past, whilst the steam trade to London, Hull, Leith, Inverness, Orkney, Shetland, &c., is carried on to a very considerable extent.

Immediately adjoining the Iron works, and belonging to the same Proprietors, is an extensive rope, sail, and felt work, which will also be disposed of, either with or without the Iron-work, as may be agreed upon.

To a party desirous of engaging in the building and equipping of steam or sailing vessels, the construction and repairing of Steam engines, Sugar mills, and General Machinery, these Works, from their local situation and pecuniar facilities within themselves, will be found particularly well adapted.

The whole of the Buildings are substantial, commodious, and suitable for the respective trades carried on within them. The machinery is of the first class, and in excellent order, the whole having been erected at considerable expense.

In the mean time, the work will continue to be carried on in all its branches, and orders executed as usual.

A plan and specification of the premises have been printed, which may, with all particulars and further information upon the subject be had upon application to Messrs. Johnston and Farquhar, Solicitors, London; John Jopp, Esq., W.S., Edinburgh, or Messrs. Jopp and Smith, Advocates, Aberdeen, in whose hands the title deeds of the property are.

TO HARD-STONE MASONS.—WANTED at the new Houses of Parliament, London, 150 good MASONS. The Masons at this great national work having thought proper to strike against their Foreman, because "he required more work to be done than they the Masons considered a fair day's work," Messrs Grissell and Peto, the Contractors, beg to inform the Masons, that there is no reason whatever for the objection of the men towards the Foreman, and any good workman who can do a fair day's work, will find one of the best jobs in the kingdom, and that their comforts are better considered than they can possibly imagine, the whole of the men work under cover, and there is no lost time—wages for good men 5s. per day. Apply at the works immediately.

GRAND JUNCTION RAILWAY.—Reduction of Fares and Additional trains, between Birmingham, Walsall, Wolverhampton, and Stafford.—The public are respectfully informed, that on and after Monday, the 27th of September, the fares between Birmingham, Stafford, Wolverhampton, and Walsall, will be reduced. And in order to increase the public accommodation, mixed trains will leave Birmingham and Stafford, at the following hours, until further notice.

FROM BIRMINGHAM.		FROM STAFFORD.	
H. M.		H. M.	
6 0	A.M.	9 45	A.M.
9 0	A.M.	*11 22	A.M.
*11 30	A.M.	*1 45	P.M.
3 30	P.M.	5 0	P.M.
*5 0	P.M.	7 45	P.M.

*Mixed trains between Birmingham, Wolverhampton and Watsall only; and those marked thus † do not stop at Walsall.

N.B. Passengers are requested to take notice, that they should be at the Second Class Station, ten minutes before the time stated in the table, and that no person can be booked after the arrival of the train at the respective stations. Further information, and a scale of fares, may be had on application at the Company's stations.

By order,
MARK HUISH, Secretary.

OFFICE OF THE GOVERNOR AND COMPANY OF COPPER MINERS IN ENGLAND, OLD BROAD-STREET, LONDON, August 12, 1841.—The Court of Assistants of the Governor and Company of Copper Miners in England, hereby give notice, that they will sell on Thursday, the 14th day of October, now next ensuing, at their offices in Old Broad Street, 1000 tons of British tin, the property of British Mining Adventurers, and lying at the Miner's Smelting Works, at Trerelle House, near Penzance, and at Truro House, in Truro.

				Deposit per Lot.
Best Granulated Tin	20 tons,	in lots of	1 ton each	£10 0 0
Tin Plate Grain....	90	"	10 blocks ea.	20 0 0
Refined.....	370	"	10 "	20 0 0
Common	370	"	10 "	20 0 0
Ingots, assorted sizes	50	"	2 tons each	20 0 0
Bar, in brls. of 4 cwt	100	"	10 barrels ea.	20 0 0

Prompt 14th January, 1842. No interest or discount. Deposits to be paid on Saturday, the 16th of October. The Sale to commence at 12 o'clock precisely.

Catalogues, containing particulars and conditions of sale, will be delivered either at this office, or by the Company's Brokers, Messrs. Short and Mahony, No. 1, Newman's-court, Cornhill.

The Public Sales of Tin by the Company will henceforth be held quarterly—viz., in January, April, July, and October, and the quantity put up will be regulated by the average quarterly consumption.

N.B.—The Company binds itself not to make sales of tin during the quarter beyond the quantity advertised.

DRAWING IN ALL ITS BRANCHES.—Mr. G. B. MOORE'S CLASSES for INSTRUCTION in Geometrical and Isometrical Projection, including the Delineation of Shadows applicable to Architecture, Engineering, and Machinery, Architecture, perspective, landscape, and the figure, illustrated by outline or form, light, shade, and colour, will be as follows:—

First course, from 15th October to Christmas; second, from Christmas to Easter; third, from Easter to end of June.

Morning Class—Tuesday, Thursday, and Saturday, from 2 to 4 p.m.

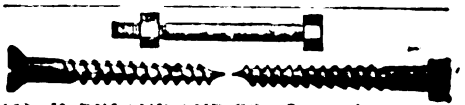
Evening Class—Monday and Friday, from 6 to half-past 8.

Fee for each course, £2 2s.

These classes may be attended by persons not intending to go through any other course of study in the College.

P. F. MERLET, Dean of the Faculty of Arts.
WM. SHARPEY, Dean of the Faculty of Medicine.
CHAS. C. ATKINSON, Secretary to the Council.

University College, London, October 5, 1841.



T. H. RYLAND AND CO., OOZELL'S STREET, BROAD STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

TO BE SOLD BY PRIVATE CONTRACT, In such Lots as shall be agreeable to the Parties, all the remainder of that excellent and valuable stock of Iron Machinery, Tools, &c., belonging to the late firm of MARSHALL ROBERTS & Co., Lion Foundry, Wood-street North, Liverpool, consisting of

One Horizontal High Pressure Steam engine and Boiler, of 16 horse power.

One High Pressure Beam Engine and Boiler, of 18-horse power.

Several large Slide Lathes, suitable for turning railway wheels, shafting, and for general purposes.

Upwards of forty Screws, Machines of various kinds, most of which are valuable tools, some of them nearly new, and all in good working condition.

A number of Cast Iron Beds, suitable for Lathes or other Machines, some of which are planed.

Five large Punching Engines complete, a compound Self-acting Drilling Machine fitted up with eight drills, each to act separately or all at once, nearly new and in excellent condition.

A Foundry Fan, two Cupolas, and two good Foundry Cranes, a quantity of Railway Axles, and a variety of other railway work in a partly finished state, besides a number of other things suitable for Engineers, Founders, Smiths, and Boiler Makers, all of which will be sold very cheap, as the Assignees are desirous of clearing every thing away from the premises as soon as possible to avoid rent and other expenses.

Apply to Mr. John Finch, Jun., Sir Thomas's Buildings, or to Mr. Duncan Littlejohn, Lower Sparling street, Assignees.

N.B. The goods may be seen at any time by applying at the Foundry.

Liverpool, 28th September, 1841.

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LONDON AND BRIGHTON RAILWAY.—ALTERATION OF TRAINS.—OPEN THROUGHOUT from London to Brighton, for passengers, parcels, private carriages, and horses.

Down trains from London daily, except Sundays, at *three-quarters past 9 a.m.; at ☞ three quarters past 10 a.m; *three-quarters past 1 p.m.; ‖ three-quarters past 2 p.m.; *three-quarters past 3 p.m.; ☞ three-quarters past 4 p.m.; and to Croydon only at 7 p.m.

Sunday trains down from London.—Mixed trains at *8 a.m., *three-quarters past 10 a.m.; and *7 p.m.; and to Croydon only at 10 p.m.

Up trains from Brighton daily, except Sundays, at *three quarters past 6 a.m.; quarter-past 8 a.m. (express); at ‖ three-quarters past 10 a.m.; at *three-quarters past 11 a.m.; at a ☞ quarter past 2 p.m.; at *4 p.m.; and from Croydon only at three quarters past 2 p.m.

Sunday trains up from Brighton, at *three-quarters past 7 a.m., at *4 p.m., and at *7 p.m.; and from Croydon only at 7 a.m.

The Trains marked thus * are mixed, that is, consist of first and second-class carriages, and stop at all the Stations on the line, performing the journey in two hours and a half. The trains marked thus ☞ consist only of first-class carriages, and stop only at Croydon, Red-hill, Three Bridges otherwise Crawley, and Hayward's heath, and perform the journey in two hours. The trains marked thus ‖ are mixed, but call only at Croydon, Red-hill, Three Bridges, and Hayward's-heath, and perform the journey in two hours. The Express Train stops at Croydon only, and performs the journey in an hour and three quarters.

Fares to and from London and Brighton:—First class carriages, 14s. 6d.; second class, 9s. 6d.; children in second class, 6s. 6d.

Fares to Croydon:—First class, 2s.; second class, 1s. 6d.

N.B.—No passengers will be conveyed from London to New-cross, or New-cross to London.

Children under 10 years of age in first class carriages will be charged second class fare. No charge made for infants in arms.

Bills containing all particulars as to the conveyance of carriages, horses, dogs, luggage, and parcels, together with information as to omnibuses, post horses, &c., may be had on application at the offices of the Company, 10, Angel-court, Throgmorton-street; or at the following booking-offices:—Griffin's, and Green Man and Still, Oxford-street; Hatchett's, Piccadilly; 41, Regent-circus; Spread Eagle, ditto; Golden Cross, Charing-cross; George and Blue Boar, Holborn; Old Bull, Holborn; White Horse, Fetter-lane; Cross Keys, Wood-street; and the Spread Eagle, Gracechurch-street; also at the terminal, London-bridge, and Brighton; and all the stations on the line.

By Order,
THOMAS WOOD, Sec.

27th September.

LONDON AND BRIGHTON RAILWAY COMPANY.—CONTRACT FOR COALS.—Notice is hereby given, that the Directors of this Company are ready to receive tenders in writing from such persons as may be willing to contract for supplying them with 500 tons of coals monthly, for the manufacture of coke for 8 calendar months, commencing the first day of November next, such coals to be delivered at Kingston Wharf, Shoreham Harbour; and also for 50 tons of coke weekly, made from Tanfield-moor's or Windsor Pontop coals, deliverable at New Cross for the ensuing 3 months, subject to approval.

The tenders for coals must express in words, the lowest price per ton at which they will be supplied, including wharfage, weighing, cartage into the Company's pens at Kingston, and trimming. And those for coke, must state the lowest price per ton, and must be sent addressed to the Company's Secretary, at their offices in Angel Court, Throgmorton-street, London, marked in the lower left hand corner "tender for coals and coke," on or before Tuesday the 12th inst., after which day, no tenders will be received. Further particulars respecting coals, may be had by applying to Mr. Dean at the Railway Station, Brighton, or at Kingston Wharf, Shoreham Harbour.

By order,
THOMAS WOOD, Secretary.

10, Angel Court, Throgmorton Street,
October 1st, 1841.

LONDON AND BRIGHTON RAILWAY.—NOTICE.—On and after Monday next, the 11th instant, the Express Train from Brighton will leave the Station at a quarter past 8 o'Clock a.m. instead of half-past 8, calling at First Class Stations, viz., Hayward's Heath, Three Bridges, Red Hill and Croydon, arriving in London at a quarter past 10.

In deference to the recommendation of the jury at Hayward's Heath, on the 4th instant, the Directors have issued orders that no four-wheeled Engines be used on the line; and they have also ordered that a LUGGAGE VAN be placed between the Tender and the First Passenger Carriage in every Train.

By Order,
THOS. WOOD, Secretary.

10, Angel-court, Oct. 6, 1841.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—RAILWAY BARS.—Wanted about 20 Tons of good secondhand Rails, about 25 lbs., flat bottomed, to be delivered at Stayley Bridge Wharf, or at the Summit Tunnel, Woodhead. Price and particulars to be sent to

JOHN PLATFORD, Secretary.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holywell,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on-Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8¼ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.	
Not exceeding 15lbs. weight..	4	2	
Ditto 16lbs. do. ..	4	7	Including delivery.
Ditto 18lbs. do. ..	4	9	
Ditto 28lbs. do. ..	7	1	
Ditto 40lbs. do. ..	9	10	
Ditto 56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

NOTICE IS HEREBY GIVEN, that a Special General Meeting of the Proprietors of Shares in the YORK and NORTH MIDLAND RAILWAY COMPANY, will be held in the Directors' room, at the Railway Station in Tanner Row, in the City of York, on Tuesday, the 19th day of October, 1841, at 12 o'Clock at noon, for the purpose of taking into consideration a proposal that the said Company shall unite with certain other Railway Companies in taking a lease, upon certain terms to be submitted to the meeting, of a railway which is proposed to be made from Darlington, in the county of Durham, to join the Durham Junction Railway, in the same county, and of adopting such measures in reference thereto as may appear advisable.

GEORGE HUDSON,
Chairman of the Directors of the York and North Midland Railway Company.

Dated Sept. 30th, 1841.

EXTENSIVE SALE OF RAILWAY PLANT.—To be Sold by Auction by Mr. BARTRAM, on Wednesday the 27th of October, (if not previously disposed of by private contract,) the extensive and valuable railway plant used by Mr. Samuel Hemming in the construction of five miles of the Great Western Railway, comprising amongst other things, a capital Locomotive Engine, Tender and Tank; several hundred tons best Staffordshire flanged Iron Rails, 36lb. to 44lb to the yard; several hundred large Earth Waggons, 2 feet 6 inches wheels, 4 feet 8½ inches gauge; a number of Carts built on the best construction; several thousand Sleepers, Wheeling-planks, Wheelbarrows, Horse Run Poles, Wheels, Chairs, Centerings, and a great variety of iron work and timber.

The plant is lying principally near the Railway Station at Corsham, Wiltshire, where it may be viewed on application to Mr. Crawford; and further particulars may be obtained of Mr. Bartram, the Auctioneer, Bath, or of Mr. Samuel Hemming, Bristol.

SOUTH-WESTERN, GREAT WESTERN, CIRENCESTER, BRISTOL AND BRIDGEWATER, AND BRIGHTON RAILWAYS.

In connexion with the above Lines of Railway, Place s can be secured by

MAILS AND COACHES,

TO

Falmouth,	Farnham,
Devonport,	Milford Haven,
Plymouth,	Carmarthen,
Exeter,	Brecon,
Taunton,	Abergavenny,
Weymouth,	Ross,
Dorchester,	Monmouth,
Bridport,	Hereford,
Poole,	Aberystwith,
Honiton,	Cheltenham.
Ilminster,	Gloucester,
Salisbury,	Abingdon,
Andover,	Oxford,
Portsmouth,	Lewes,
Petersfield,	Worthing,
Godalming,	Horsham,
Guildford,	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood-street, Cheapside
Swan-Two-Necks, Lad-lane.
George and Blue Boar, Holborn.
Universal Office, Regent Circus.
Golden Cross, Charing Cross.
Griffin's, Green Man and Still, Oxford-street.
And at the Offices of Horne and Chaplin at the several Stations.

Parcels forwarded by every train; and if for 8¼ p.m. Mail Train, are received at the above Offices until ¼ past 7 for the above places, and to all parts on the several lines of Railway, viz.:—

Bristol, Bath, Swindon, Farringdon, Reading, Windsor, Southampton, Winchester, Basingstoke, Farnham, Chertsey, Kingston, Brighton, Reigate, &c.

HORNE & CHAPLIN, Proprietors and Agents.

Omnibuses to and from every Train—Fare 6d.

Heavy Goods and Merchandise conveyed from the several Branch Offices, and Hambro' Wharf, Thames-street, to most parts of the south and western railways.

NORTH MIDLAND RAILWAY.—THIRD SHARES.—THIRD CALL OF £5 PER SHARE.—NOTICE is hereby given, That in pursuance of a Resolution of the Board of Directors, the Proprietors of Shares of this Company are hereby required to pay a Third Instalment of £5 on each of their respective Shares, on or before the 29th day of October now next ensuing to any of the undermentioned Bankers.

Interest at £5 per Cent. per Annum will be charged on all such sums as remain unpaid after the day above appointed.

London—Messrs. Glyn and Co.
Leeds—Messrs. Beckett and Co.
Derby—Messrs. Crompton, Newton, and Co.
Liverpool—The Bank of Liverpool.
Manchester—The Union Bank of Manchester.

By Order,
H. PATTESON, Secretary.

TUESDAY'S SALE.

VALUABLE, YOUNG, SOUND, SEASONED CART HORSES.—To be Sold by AUCTION, by Mr. DIXON, at his Repository, Barbican, on TUESDAY, October 12, 1841, commencing at Twelve o'Clock precisely, Twenty-four remarkably fine-shaped, young, powerful, CART HORSES, the genuine property of Messrs. J. and G. THORNTON, sold in consequence of having completed their contracts on the London and Brighton Railway. Also, a powerful bay mare, 6 years old, 16 hands high, a good hunter, the property of one of the Engineers of the railway, who has no further use for her.

Twenty valuable, active, short legged, seasoned CART HORSES, the property of Messrs. B. and N. SHERWOOD, of Belvidere-road, Lambeth, that have been employed on the Eastern Counties Railway, sold in consequence of the contract being partly completed.

The above superior young seasoned powerful Draught Horses, are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been selected with great care and judgment, regardless of expence, and being now in fine working condition.

Colours—Bays, Blacks, Browns, Greys, and Chesnuts.

On view and catalogues had two days before the sale.

ON SALE.—TWO NEWLY-FINISHED SIX WHEELED LOCOMOTIVE ENGINES, with 12 inch cylinders, copper fire boxes, 5 feet driving wheels, and of the usual gauge.

The engines embody all the latest improvements in their valve gearing and motions.

Canal-street Works, Manchester.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Brides', Fleet-street, Middlesex.—Saturday, October 9, 1841

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 198. Vol. IV.—No. 42.] SATURDAY, OCTOBER 16, 1841. [Price, 6d.

NORTH MIDLAND RAILWAY.—SPECIAL GENERAL MEETING.—Notice is hereby given, That a Special General Meeting of Proprietors of the North Midland Railway will be held at the Railway Station, Leeds, on Friday, the 29th instant, at 12 for 1 o'clock, for the purpose of considering and determining on the expediency of authorising the Directors, in concurrence with the other Railway Companies interested in the completion of the line of railway between London and Newcastle, to adopt measures for forwarding an application to Parliament in the next Session for an Act to make a junction railway between the Great North of England Railway at Darlington, and the Durham Junction Railway, for which the requisite notices have been given, either by guaranteeing to the subscribers to such undertaking a certain amount of profit, or by such other means as may be considered best calculated to effect the desired object.

WILLIAM LEAPER NEWTON, Chairman.
JAMES HUBBARD, Deputy Chairman of the Board of Directors.
HENRY PATTESON, Secretary to the Board.

NORTH MIDLAND RAILWAY.—THIRD SHARES.—THIRD CALL OF £5 PER SHARE.—Notice is hereby given, That in pursuance of a Resolution of the Board of Directors, the Proprietors of Shares of this Company are hereby required to pay a Third Instalment of £5 on each of their respective Shares, on or before the 29th day of October now next ensuing to any of the undermentioned Bankers.

Interest at £5 per Cent. per Annum will be charged on all such sums as remain unpaid after the day above appointed.

London—Messrs. Glyn and Co.
Leeds—Messrs. Beckett and Co.
Derby—Messrs. Crompton, Newton, and Co.
Liverpool—The Bank of Liverpool.
Manchester—The Union Bank of Manchester.

By Order,
H. PATTESON, Secretary.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES, about half the Size and Weight of Hempen Ropes, and 25 per cent cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 76 Old Broad street, City; 60, Princes street, Leicester square; Manufactory, Mill-wall, Poplar; and also of the following Agents—

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This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom, but reference is particularly made to the London and Blackwall Railway, where it has been in use upwards of twelve months.—"It gives entire satisfaction, and has never broken."—*Vide extract of the Tenth Report, Thursday, 15th instant.*

DUBLIN AND DROGHEDA RAILWAY.—CONTRACT for WORKS postponed 14 days.—Notice is hereby given, That the letting of Contract No 4 on this Line of Railway, extending over a distance of about 7¼ miles, is postponed from the 14th to the 28th inst when the same will be let according to the form and conditions previously advertised.

GEORGE ALEX. HAMILTON, Chairman.

Office, 27, Marlboro'-street, Dublin,
October 5, 1841.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This Invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 2, Regent street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

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Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-Alley, and R. Tyas, Paternoster row, Hyde & Co. and G. Bell, Fleet-street, Mann, Cornhill, and by all booksellers and Newsmen.

ROBINSON'S RAILWAY DIRECTORY FOR 1841, containing the Names of the Directors and principal Officers of most of the Railways in Great Britain, derived from authentic sources, price 1s. *Railway Times* Office, Fleet-street.

Just published, a new Edition of ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth *Railway Times* Office, and Hyde and Co., Fleet street.

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BOLTON AND PRESTON RAILWAY COMPANY.—TENDERS FOR LOANS.—The Directors of this Company are prepared, under the powers of their Act, to receive Tenders for the Loan of Money on security of their undertaking, and of the Rates and Tolls arising therefrom, in sums of not less than £200, and for the terms of three, five, or seven years, on interest at the rate of £5 per cent per annum, to be paid half-yearly at the Company's Office. The Tenders are to express the sums and the term of years for which the same are proposed to be lent, and to be addressed to the Secretary at the Company's Office, Bolton.

By order of the Board of Directors,
PETER SINCLAIR, Secretary.

Bolton, 25th September, 1841.

Just published, price 7s. 6d.,

A LIST OF ALL THE PATENTS FOR INVENTIONS IN THE ARTS, MANUFACTURES, &c. &c. By ANDREW PRITCHARD.

To Inventors, Patentees, and Manufacturers, this work will be found of great utility, as by it they will be enabled to ascertain all the Patents taken out on any particular article, the names of the Inventors, the date of the Patent, and consequently the time it will remain in force. To Solicitors engaged in making assignments, licenses, &c of Patents, it will be valuable for reference. It contains 6,277 Patents.

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THE RAILWAYS OF GREAT BRITAIN AND IRELAND practically described and illustrated By FRANCIS WHISHAW, Civil Engineer, M. INST., C. E.—The flattering testimonials which the author has received from various quarters, as to the utility of the first volume, which was produced at an expense of upwards of One Thousand Pounds, and Sixteen Months constant attention, induce him to propose to the railway public the production of a second volume, which, however, can only be done on the plan of subscription.

Railway proprietors, therefore, and others who would like to be in possession of much additional information on the important subject of railways, will be so kind as at once to forward to the author their names as subscribers to the Second Illustrated Volume which would be issued at the price of One Guinea.

THE RAILWAYS OF BELGIUM practically described and illustrated, in One Octavo Volume, price 10s. 6d., may also be produced in the same manner.

FRANCIS WHISHAW.

Gray's Inn, London, and Haverfordwest, Pembrokeshire, October 4th, 1841.

THE LONDON AND BRIGHTON RAILWAY GUIDE, illustrated by the Official Map and Section, and a full description of the Line and adjacent country, together with a Time and Fare Table, and a List of Hackney Coach and Cab Fares to the Stations, from all parts of London and Brighton.

London: Published by J. R. Jobbins, 3, Warwick-court, Holborn; R. Tyas, 8, Paternoster-row; Tilt and Bogue, Fleet-street; J. Weale, Architectural Library, Holborn; J. Cross, Holborn; Letts, Royal Exchange; H. S. King, Stationer and Bookseller to the Queen Dowager, 1, North-street, Brighton; and at the *Railway Times* Office, Fleet-street. Price One Shilling, bound in cloth.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

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PRESTON AND WYRE RAILWAY, HARBOUR AND DOCK COMPANY—GENERAL MEETING.

The Half-yearly General Meeting of the Proprietors of the Preston and Wyre Railway, Harbour and Dock Company, was held on Tuesday, at the Company's offices, King William-street, City, Sir P. Hesketh Fleetwood, Bart., M.P., in the Chair.

The advertisement convening the meeting having been read,

The Secretary (John Power, Esq.) read the following Reports:—

DIRECTORS' REPORT.

11, King William-street, London,
7th October, 1841.

The Directors, in laying the Report of their proceedings since the last half-yearly meeting before the proprietors, have the satisfaction to state, that notwithstanding the depressed condition of the manufacturing districts, the unfavourable state of the weather during the past summer, and other local causes—such as the want of lodging houses for visitors, the non-completion of the baths until a late period, &c.—the traffic on the railway has been very considerable, namely, 107,920 passengers, from the 1st of April to the 1st of October last. It is equally satisfactory to find, that during the two months and a half which have elapsed since the termination of the first year, from the opening of the line, the traffic has steadily increased comparatively with that of the corresponding period of last year, the number of passengers having been 49,320, and the receipts 4,214*l.*, from the 15th July to the 1st October, 1840, while the same period in 1841 gives a result of 57,524 passengers, and receipts to the amount of 5,410*l.*

The *Express* steamer has plied daily, as during the preceding season, across the Bay to the Lakes, and other steamboats have run between Fleetwood and the isle of Man, Whitehaven, Belfast, and Ardrossan, for Glasgow. The result of this trial clearly shows that Fleetwood will be unrivalled as a packet station so soon as the route shall have become more generally known and the harbour improvements have been entirely completed. The traffic with Belfast is rapidly increasing, and bids fair to give employment for additional steamers next year, as being by far the quickest and cheapest conveyance to and from the large manufacturing districts of North and East Lancashire and Yorkshire. The importation of provisions, flax, and linen, from Belfast, for the supply of Manchester, Leeds, Bradford, Blackburn, Bolton, Preston, and other large towns, and the return from thence to Belfast of their manufactured goods, are already become considerable and daily augmenting—a description of traffic which the Directors consider as most important. The commerce of the port this season having increased as fast as the present accommodation would permit, points out the immediate necessity of a dock for the large vessels, so as to prevent the entrance to the harbour from being blocked up, as well as to leave the free use of the quay for steamers and coasters. The import tonnage alone of the vessels which have come into the port during the last year amounts to 57,051 tons; and the last six months show an increase of 23,327 tons (or nearly double) as compared with the corresponding period of 1840.

The extensive iron-faced wharf at Fleetwood is now entirely completed, as is also the inclined pier connected with the north of it, for landing cattle on the level of the vessel's deck in every state of the tide. Since the last half-yearly Report it has been lighted with gas, paved, and provided with additional cranes, powerful capstans to "bring to" the steamers, and with pens (capable of containing 600 head of cattle) for the numerous cattle, horses, pigs, &c. imported from Ireland. A considerable extension of the wharf is rapidly proceeding, and will be completed in a few weeks, for the accommodation of coasters and sailing traders; the previously finished part of the wharf being now found only sufficient for the steamers which regularly ply to and from the port. Indeed it was thought advisable to give them additional accommodation by erecting a new jetty at the entrance of the harbour for landing or embarking their passengers, which has accordingly been effected by the construction of a landing-place on piles, presenting a frontage of 250 feet in extent along the deep water of the Channel.

In connection with the railway, an extensive siding off the main line of the railway has been made and a powerful crane erected for loading timber direct from the timber dock into the railway waggons, by means of which a large quantity of timber imported into Fleetwood has already been conveyed to Preston. At the Fleetwood station, a ladies' waiting-room has been made; the engine-house and carriage-repairing shop have been doubled in size; smiths' and painters' shops and store-rooms have been constructed, and other improvements effected. The Kirkham and Poulton stations have been similarly improved by the erection of waiting-rooms, sheds for luggage, new fencing and gates, &c. An excellent stone engine house and coke-shed have been built at the Preston station, where also a considerable addition has been made to the goods' warehouse and carriage-shed, and a new sliding constructed for coal waggons and stone and general goods, provided with a weighing machine. The railway itself stands well in every part. Weeton cutting has been completely ballasted with sea-gravel from Fleetwood; two extensive slidings have been made three miles from Fleetwood, for the accommodation of the new brick fields which have arisen there; and new gates have been put up at the crossings of the railway by the public roads.

The net profit arising from the railway up to the 1st September last, after defraying all the current expenses of the year, is 8,577*l.* 16*s.* 5*d.*, and the comparison of the traffic returns this year with those of the year preceding affords a most satisfactory proof of the increasing prosperity of the Company's affairs, and every prospect that the augmentation of the traffic will be steadily progressive. The Directors therefore feel themselves justified in recommending to proprietors that, so soon as arrangements can be made for that purpose, of which due notice will be given, the above amount be made applicable to the payment of a dividend of 1*l.* 5*s.* per share on the capital stock of the Company, being 5 per cent. on the 25*l.* shares, and amounting to 7,387*l.* 10*s.* on the total of the shares issued, which are 5,910 in number. This net profit is now due to the shareholders, and might have been applied by the Directors to the payment of the dividend now declared. But as they considered it to be more to the interest of the proprietors to borrow that sum from them, in order to insure the progress of the works, the said dividend will be paid as soon as the Directors are in a situation to do so. The payment of this dividend will leave a balance of 1,190*l.* 6*s.* 5*d.* to the credit of the next half-year's amount, although the hire from the North Union Railway of the engines and carriages for the passenger traffic, renders unnecessary the reserve fund kept by many Railway Companies to provide for the deterioration of that stock. As the amount of the expenditure may appear rather high in proportion to the receipts from the railway to persons who are not acquainted with the local circumstances of the undertaking, it may be necessary to remark that this arises from the several and somewhat extensive establishments which, notwithstanding every possible study of economy, the Company is obliged to keep up at their various stations, and especially at their two termini, on account of having had to become carriers of goods upon their line, from the novelty and peculiarity of this traffic. This expense is of course heavily felt at present, falling as it does upon a new and comparatively small business; but these establishments, as indeed all those of the Company, will suffice, with little or no increase of charge, for the much larger traffic which everything indicates, will continue to extend in all the branches of the undertaking, and the expenditure will then bear a smaller proportion to the receipts than that of other railways.

The Directors regret to say, that in consequence of the monetary pressure of the times, it has been found impossible to issue a sufficient amount of new shares, on the terms proposed at the last half-yearly meeting—namely, at par, and bearing interest at 5 per cent., with the option of taking the dividend in lieu when the latter exceeded it. They have in consequence thoroughly considered the question in all its bearings, and after taking the opinions of the most experienced persons, they have arrived at the conviction that, it being above all necessary to avoid giving any check to the progress of Fleetwood to the important position which they are confident it must ere long attain, and the accommodation required being, from the very prosperity of the undertaking, greater than they have, by their most strenuous efforts, been able to supply, it will be advisable rather to issue the new shares at a rate below their real than to run any risk of not being able to insure the taking up of all the shares, in order to push forward rapidly to completion their remaining works, until which the almost unbounded resources of the place can be but very partially developed. The Directors beg, therefore, to recommend to the shareholders that the capital of the Company should be increased forthwith to the extent authorised by their Acts of Parliament, by means of additional issue of shares at 25*l.*, entitled to the same advantages as those which were issued previously at the same rate, and that the proceeds of these shares be applied to the completion of the harbour improvements and dock with the utmost practicable dispatch, and to the repayment of the advances made to them for carrying on the works.

The town of Fleetwood has steadily progressed. The handsome buildings, which form the North Euston Hotel and its adjoining establishment of Baths, have been entirely completed and opened for public accommodation, and although this could only be effected late in the season, yet the very large number of travellers and visitors who have frequented them shows what may be expected next year, when in addition to those (five in number) already in full activity, there will be the farther advantage of another large hotel now being erected and of many private houses recently finished. The Church has likewise been consecrated and been some time in use, and the general improvement of the whole town has kept pace with its steady increase.

P. HESKETH FLEETWOOD, Chairman.

MARINE SURVEYOR'S REPORT.

Gentlemen,—Having submitted weekly details of the actual progress and expenditure in harbour works since last March, I may be permitted to confine myself, and limit your attention on this occasion, to a summary of the last half-year's results. Your resolutions at, and subsequent to, the commencement of the season, apportioned the following operations in furtherance of the final stage of harbour improvements, viz.:—dredging and excavating the low water approaches to wharf; cutting the Knot-spit down to the level of the "New Cut," so as to ease the turning point into, and out of, the "Canshe Hole" anchorage; erecting the Necking's Tide Weir to conduct the stream of ebb fairly down the channel, and to check the transit of flood-tide, silt, and gravel hitherto swept from North Wharf into the Channel; works which have proceeded accordingly, keeping up to the stipulated time, and within the estimated expense, until the end of July, when all operations involving weekly disbursements (except the excavation of approach to the wharf) had to be suspended. Anxiously waiting that renewal of the works which shall prove the soundness of the undertaking, as well as to do justice to my plans, energies and reputation, I proceed to state that the cessation of operations has been availed of to minutely test the stability of what has been done, and the effects on the original state of the navigation. The two shore lighthouses, as beacons by day, and brilliantly lighted lanterns by night, exhibit with every desir[ed] effect during sixteen hours out of every twenty-four, an[d] will extend throughout the twenty-four hours as the straig[ht] channel is deepened. The Screw-pile Lighthouse at the e[n]trance of the Wyre maintains its character of stability, r[e]fulgence and utility, throughout the whole Bay. The Tid[al] Dam (gulf embankment) sustains the tidal pressure an[d] friction which it opposes and directs to the increasing [of] scouring power, and desired change of flood as well as eb[b] course, whereby the "Canshe Hole" anchorage has bee[n] widened and deepened by tidal action alone, whilst th[e] "New Cut" so attracts and participates in this passing co[l]umn of backwater, as to manifest a self-widening of th[e] tidal strait between Steep Breast and Knott Bank, by th[e] fretting away, dissolving, and dispersing of the marl, whic[h] constitutes the margin of the latter. The "Knott Spit" marl is proportionally affected by the new direction of th[e] stream, and by rapidly dispersing (which it does, as we re[-]lieve it of the coating of shingle) the now attained and de[-]sirable velocity of the tide will gradually subside to its for[-]mer rate. Also as the Necking's Weir rises up toward[s] half-tide level, the present under-scour, which manifest[s] remarkable deepening effects down as far as the Great Ford[,] will impart permanent effects right down to the entrance o[f] the river. The arrangement of moorings in "Canshe Hole" has not only berthed in perfect security, during the heat o[f] spring tides and north west gales, as many as eleven and thirteen ships of 16 and 18 feet draft at a time, whilst dis[-]charging their cargoes, but the harbour has been availed o[f] as a refuge even to foreign vessels bound to Lancaster; an[d] it has happened that as many as eight steamers have e[n]barked or landed their passengers and goods in a day at th[e] Iron Wharf and the landing stage at Steep Breast, at whic[h] latter place the former depths of 8 and 10 feet at low wate[r] are retained. In a word, the Company's harbour and chan[-]nel capacity have improved, and are self-improving; the strength of tide is accomplishing much, and in proportion as it works will adjust its velocity. In fact, as the periodical surveys and inspection on the spot testify, the whole of the operations hitherto more than realise all our former anticipations.

I subscribe myself, Gentlemen,
Your faithful Marine Surveyor,
H. M. DENHAM.

In referring your Board to the enclosed estimates for the harbour works during the ensuing twelve months and final completion, I may revert to our prospective and advantageous connection with the West Cumberland and Ulverstone projects, the Pile Harbour arrangements for which I am now preparing for Parliamentary cognizance.

H. M. DENHAM.

Railway and Dock Account, from the commencement to the 31st August, 1841.

RECEIPTS.

Received on account of shares		£207,888 17 8
Loans received from Sir Hesketh Fleetwood, Bart., and others		108,073 3 3
Receipts from traffic on railway		19,383 1
Debts due to sundries, for cash received		2,472 1 5
Interest and sale of sundries		83 10
Total		£337,920 13 4

EXPENDITURE.

Expended on railway, including stations, fitments, &c.		£307,068 7 5
Engines, carriages, and waggons		10,631 16
Expenses of railway traffic		10,891 6 4
Expended by Dock Company		2,256 8 7
Debts due to the Company		2,747 8
Cottages, offices, and other buildings erected at Fleetwood for Company's service		2,020 8 4
Subscription to the North Lancashire Junction Railway		180 0
		335,825 15 4
Balance and Bankers, and in hand	£1,536 9 4	
Ditto paid for harbour works, beyond amount of Exchequer Bills' loan	558 8 5	
		2,094 17 8
Total		£337,920 13 0

Audited by me,
(Signed) ALEX. WILSON, Accountant.

Account of Harbour Works exclusively, from the commencement to 31st August, 1841.

EXPENDITURE.

Amount of loan received from the Exchequer Bill Loan Commissioners		£66,000 0 0
Harbour dues from the commencement, to 28th February, 1841	£449 11 5	
Ditto, from 2nd March to 31st August	206 10 6	
		656 1 11
Light dues, from 1st June, 1840, to 28th February, 1841	117 2 6	
Ditto, from 1st March to 31st August last	70 7 11	
		176 10
		£66,843 12
Balance against harbour works		558 8
Total		£67,402 0

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RECEIPTS.

Expended in harbour works to 28th February, 1841		£52,815 7 11
Ditto, between 28th February and 31st August, 1841		14,576 12 11
Total		£67,402 0 9

Audited by me.
(Signed) ALEX. WILSON, Accountant.

Statement of the Railway and Harbour Receipts and Expenditure from 1st March to 31st August, 1841.

RECEIPTS.

Balance in hand as per last audit of 28th February, 1841, applicable to harbour improvements	£13,731 6 1	
Balance at bankers per ditto	78 10 3	
Cash in hand	289 0 11	
		£14,118 17 3
Received from shareholders for calls on shares		2,730 0 0
Interest on calls overdue	2 15 10	
Ditto, allowed by bankers	491 16 2	
		494 12 0
Traffic on railway		11,181 18 5
Harbour dues	206 10 6	
Light dues	70 7 11	
		276 18 5
Rent of cottages for Company's servants at Fleetwood		34 15 0
Sale of sundries		21 0 9
Sundry loans		54,099 10 7
Amount received on account of sundry debts due to the Company		60 0 0
Balances due to sundry railways for fares received on their account		1,538 6 0
Balance of Preston Banker's account		1,590 18 8
Total		£85,186 16 4

PAYMENTS.

Railway contracts		4,732 7 6
Land and compensation		4,849 9 5
Rails and chairs		1,152 9 1
Completing and keeping up the railway to the 14th July		6,480 12 4
Bankers' commission and interest		208 2 0
Law expenses		300 0 0
Completion of railway stations		4,815 2 8
Houses, cottages, offices, &c., built at Fleetwood, for the Company's service		1,257 4 9
Engines, carriages, and waggons		4,497 19 11
Payment of sundry loans		34,471 3 4
Sundry charges, subscription to Fleetwood church, maps, plans, &c.		304 4 11
Travelling expenses, petty cash, and small accounts		205 0 0
Office expenses at Fleetwood and London—		
Rent	12 10 0	
Charges	36 17 6	
		49 7 4
Expenses in respect of railway traffic		5,743 6 4
Balances paid to sundry railways for fares received		1,077 4 6
Harbour works		14,576 12 11
		84,737 17 0
Cash at bankers and in hand		1,598 9 4
Total		£86,136 16 4

Audited by me,
(Signed) ALEX. WILSON, Accountant.

Revenue Account from the opening of the railway on the 15th July, 1840, to 1st September, 1840.

RECEIPTS.

From the passenger and goods traffic, from 15th July, 1840, to 28th February, 1841	£9,044 15 2	
Less since paid to other carriers for goods from the south	279 15 1	
		£8,765 0 1
From the Passenger and goods traffic, from 1st March to 1st September, 1841	11,181 18 5	
Less paid to other carriers for goods from the south	563 17 6	
		10,618 0 11
Rent—Balance of account		7 5 0
Interest on calls overdue		10 5 1
Total		£19,400 11 1
Outstanding for the carriage of goods	1,238 5 8	
Ditto ditto passenger	201 9 0	
		1,440 14 8
Total		£20,841 5 2

EXPENDITURE.

Expenses of railway traffic from 15th July, 1840, to 28th February, 1841	£4,973 15 11	
Less paid since for the carriage of goods from the south to other carriers	279 15 1	
		4,694 0 10
Salaries not appropriated in last account to February last	386 0 0	
Taxes ditto ditto	48 1 0	
		434 1 0
Expenses of railway traffic from 28th February to 1st September, 1841, as per statement in general account, and detailed as follows	5,743 6 4	
Sundries	25 0 11	
		5,768 7 3
Locomotive power	2,644 3 4	
Hire of railway carriages	226 10 4	
Salaries of station clerks	249 5 8	
Porters, guards, watchmen, switchmen and gatekeepers	655 7 11	
Office salaries at Fleetwood and London	487 17 6	
Taxes do.	56 8 6	
Petty cash travelling expenses, &c.	105 3 4	
Printing, stationery, &c.	42 7 4	
Mileage or Government duty on passengers	368 8 0	
Railway servants' clothes	50 7 4	
Ditto taxes	5 19 9	
Maintenance of the railway, since the 15th July, 1841	178 10 8	
North Union Railway for traffic and booking passengers	77 5 3	
Lancaster Railway on account of toll	80 0 0	
	5,247 14 11	
Interest on permanent loans	430 5 1	
Fire insurance	90 9 3	
	5,768 7 3	
		10,936 9 1
Interest due on permanent loans		1,666 19 8
		12,263 8 9
Balance of revenue carried down		8,577 16 5
Total		£20,841 5 2

Audited by me,
(Signed) ALEX. WILSON, Accountant.

In the original draft of the Report as read to the meeting, it was stated in reference to the net profits of the Company, that "the Directors feel themselves justified in recommending to the proprietors that, *so soon as arrangements can be made for that purpose* (of which due notice will be given), the above amount of 8,609*l.* 4s. 9d. be made applicable to the payment of a dividend."

Mr. PHILLPOTS inquired what was meant by the expression which we have printed in *italics*.

The CHAIRMAN said, the amount stated in the Report as applicable to the purposes of a dividend was the absolute and net profits of the undertaking, for the Directors were anxious and determined that no dividend should be declared save upon the sure and sound foundation of actual earnings. At the same time seeing that extensive works were going forward in connection with the undertaking, they had deemed it desirable that the current revenue of the Company should not lie idle and unproductive, especially as they had ample scope for the profitable employment of more funds than they could command, and therefore they had applied the produce of the working of the line to the prosecution of the further works. Strictly speaking, perhaps, the earnings ought to have been received, but the Directors considered it more beneficial to borrow, as it were, the amount for the more speedy prosecution of the works.

Mr. PHILLPOTS thought it very injudicious to propose raising new shares, and at the same time tell the parties who were to advance the money upon such shares that part of the amount was to be applied to the payment of a dividend upon the old stock. He thought such a declaration would check the subscription for the new shares, and that it would be better if the Directors said nothing whatever respecting a dividend until they had the money in hand wherewith to pay it.

The CHAIRMAN thought the holders of the old shares had an unquestionable right to have the earnings of the year divided among them.

Mr. PHILLPOTS could not but think it was somewhat like a delusion to declare a dividend when it was admitted that it could not be paid except out of the produce of the new shares about to be issued. It was not likely that it could be paid before the next half-yearly meeting, and in that case he would repeat that it would be better to say nothing about it at present. He had the fullest confidence in the Directors, and was satisfied that they would do what was perfectly right and equitable to all parties, but at the same time he thought it was holding out undue hopes to talk of a dividend until the money with which to pay it was in the bankers' hands. This was his view of the transaction as between man and man.

The CHAIRMAN presumed therefore that the honourable proprietor did not wish a dividend to be declared out of the profits of the year during which the railway had been in operation?

Mr. PHILLPOTS did not say so, but they were told that a dividend could not be paid until the necessary funds were raised.

The CHAIRMAN—Not till the money actually earned is replaced.

Mr. PHILLPOTS thought it would look strange to the public that a dividend should be paid while the Company were under the necessity of borrowing money.

The CHAIRMAN believed it was the invariable practice in other Companies to pay a dividend upon the old shares, even when they were raising further capital by the creation of new stock.

Mr. PHILLPOTS was not acquainted with the custom of other Companies, but still he did not think the principle upon which they proposed to proceed was a sound one. If he were deriving a certain revenue from a portion of an estate, and applied the proceeds to the improvement of another portion, he did not think he could be said to be reaping a profit from the estate—such a profit as he could legitimately apply to any other branch of his outgoings.

Mr. L. HONOR said, the 8,609*l.* had been earned from the application of the capital already invested in the undertaking, and was therefore fairly to be looked upon as belonging to the parties who had advanced such capital—in other words applicable, as the Directors proposed, to the purposes of a dividend.

Mr. PHILLPOTS said, if they were about to receive 50*l.* per share upon the new shares now about to be issued, instead of only 25*l.* upon a nominal value of double that amount, then the 8,609*l.* might fairly be set aside as a debt due to the original proprietors; but he thought the new shareholders would object to advance further funds if they found that a portion of them was to be appropriated to the payment of a dividend to their predecessors. He would repeat, that in his opinion the declaration of a dividend under such circumstances was—he would not say a delusion but—holding out hopes that did not really exist.

The CHAIRMAN said, it was proposed to declare a dividend, for the purpose of showing that the traffic of the railway, after paying every expense contingent upon the working of it, was realising a *bona fide* available surplus.

Mr. PHILLPOTS did not doubt that the undertaking was realising such surplus; but as it appeared that the Directors had applied the present surplus so as to diminish future expense, he thought it best to leave it as it was.

Mr. BOUCHER thought the Directors were perfectly justified in borrowing the profits of the railway, and then re-imbursing the parties to whom such profits belonged. They would be guilty of injustice to those whose money had created the railway, if they were to apply their legitimate returns from such money to the purposes of capital. (Hear, hear, hear.)

The SECRETARY said, it did not fall within his province to pronounce any opinion as to whether it was desirable in the present instance to declare a dividend or not, but as a matter of finance he might be allowed to explain precisely how the accounts stood. It was the practice of all Railway Companies, immediately that their several undertakings came into operation, to keep the "capital" and "revenue" accounts separate and distinct, and it would be seen from the balance-sheet now in the hands of the proprietors that this had been done in the present instance. The 8,609*l.* had merely been borrowed from the one account for the purposes of

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the other, to be repaid out of that other as soon as practicable, namely, out of the produce of the new shares. It was, in fact, borrowing with one hand and paying with the other; the principle of the two accounts was not in the smallest degree altered or affected. The money had been wanted, immediately wanted, and they had only borrowed from themselves, to obviate the necessity and difficulty of borrowing from others. (Hear, hear.)

Mr. OWEN ALGER (Solicitor to the Company), said, it should not be forgotten that the money thus borrowed from the revenue account took the place of loans, upon which the Company would have had to pay at least 5 per cent.

Mr. BOUCHER—And in that case the amount earned would have been lying wholly idle. Precisely the same course was followed in the North Midland, South-Western, and other Companies.

The SECRETARY said, there could be no doubt the money already earned belonged to the shareholders of the time, who would have just cause to complain if their profits were transferred to the account of capital. A similar course was followed in all other Companies. It amounted in fact to this, that the capital account borrowed from the revenue account, subsequently paying back the amount so borrowed.

Mr. BOUCHER said, according to the principle contended for by the honourable proprietor (Mr. Phillpots), a railway might be completed for half the capital the Company were authorised to raise, if the profits were to be applied from year to year to the cost of construction. This, however, would not be satisfactory to parties who had advanced their money in hope of receiving a speedy return, and would moreover introduce the utmost confusion into the Company's accounts.

After some further conversation to the same effect,

Mr. PHILLPOTS said, he observed in the accounts an item of 1,538*l.* under the head of "Balances due to sundry railways for fares received on their account." What did that mean?

The SECRETARY said, the Preston and Wyre Company were in the habit of "booking through" from Fleetwood for other Companies, and receiving the full fare. It would be noticed that on the other side of the account there was an item of 1,077*l.*, under the head of "Balances paid to sundry railways for fares received," so that the amount actually due under this head was only about 500*l.*

Mr. PHILLPOTS understood and fully approved of such an arrangement, but he wished to know if any portion of this 500*l.* was included in the statement of the Company's income.

The SECRETARY said, it was not.

Mr. PHILLPOTS—Then the debt of 8,000*l.* and upwards is actually due to the old shareholders?

The SECRETARY—Precisely so; and having been borrowed temporarily by the capital account, will be repaid out of that account.

The CHAIRMAN said, some Companies would probably have kept their revenue account in their coffers, and at once have borrowed further capital, but such a course he thought was not so satisfactory nor so beneficial as that which they had adopted.

Mr. PHILLPOTS had merely thrown out the suggestion. He would not press his opinion in opposition to that of the Directors, who had doubtless given the matter their best consideration. He still thought, however, that no dividend ought to be declared until the money wherewith to pay it had been actually earned, and in the bankers' hands.

Mr. ALGER—It *has been* earned.

The CHAIRMAN—And would have been in the bankers' hands but that we thought we could use it more profitably. (Hear, hear.)

The SECRETARY said, the parties who might take up the new shares had had work to the amount of the 8,609*l.* paid for out of the revenue account, which they would now have had to meet out of the produce of the new shares, if the earnings of the Company had not been thus applied, besides saving the injurious delay of postponing the works.

Ultimately Mr. Phillpots suggested a verbal alteration in the Report, which was at once agreed to by the Directors and the meeting.

The CHAIRMAN took occasion to state, that Mr. Wilson had carefully audited the accounts.

Mr. PHILLPOTS remarked, that that circumstance fully guaranteed their accurary, for a more respectable and honourable man than the gentleman named did not exist.

The SECRETARY said, Mr. Wilson had devoted three days to going over the accounts and examining the vouchers in company with the book-keeper.

Mr. PHILLPOTS inquired what further sum the Marine Surveyor considered necessary to complete the works.

The SECRETARY said, the amount estimated as requisite during the next twelve months was 13,001*l.* 13s. 4d., and at a subsequent period 18,390*l.* 1s. 6d., making altogether a sum of 31,391*l.* 14s. 10d. If it were thought desirable to expedite the works, it would be necessary to purchase two more dredges, and the requisite pontoons, &c. to work them, which would involve an additional outlay of 12,000*l.*

The CHAIRMAN said, if this extra expenditure were incurred, the works would be finished in less than half the time that otherwise could be expected; and this saving of time, and the value of the dredges, &c. would more than repay the additional outlay. It was right to add, that the harbour works would in the aggregate come under the amount originally considered by Captain Denham to be necessary.

The SECRETARY observed, that as the extra outlay of 12,000*l.* would entirely be expended in the purchase of implements, it would only be the amount of wear and tear that would ultimately fall upon the Company, as these implements could afterwards be re-sold.

A motion that the Report be received, adopted, and printed for circulation among the proprietors, was then carried unanimously.

A second resolution was also passed unanimously, for the adoption of the Directors' recommendation as to the amount of dividend.

The CHAIRMAN then brought forward a resolution authorising the Directors to issue the new shares in the mode stated in the Report, or to raise the necessary funds in any other way that they might deem most beneficial to the interests of the shareholders.

A conversation (originated by Mr. Boucher) ensued, relative to the apportioning of the new shares, Mr. Boucher suggesting that as some of the original proprietors had been unable to take up the shares previously issued at a discount, these parties should have a priority in this instance so as to enable them if possible to place themselves upon the same footing as their co-proprietors, the holders of the last issue. It was understood that every facility would be given with this view.

The SECRETARY stated, that some of the proprietors had taken up their proportion of new shares upon the terms proposed at the last meeting (and alluded to in the present Report), namely, at *par*, and bearing interest at 5 per cent., with the option of taking the dividend in lieu when the latter should exceed it. He presumed that these parties would now have the option of adopting the new arrangement if so disposed?

The CHAIRMAN thought this was but fair. (Hear, hear, hear.)

The resolution was then passed unanimously.

The CHAIRMAN said, two vacancies had occurred at the Board, and the Directors were anxious to have the authority of the proprietors for filling them up. They would take care not to appoint any gentlemen who could not assist the undertaking by wealth, influence, local knowledge, or in some other way.

A resolution, giving the Board such power, was then carried unanimously.

The CHAIRMAN said, they had had, since their last meeting, one half-year's practical development of the resources of the great undertaking in which they were embarked, and in the prosperity of which they were all more or less interested. Steamers had been put on between various places and Fleetwood, and when they saw how eagerly these vessels were sought after—when they saw how peculiarly adapted the port of Fleetwood was to become a packet-station for Scotland and the north of Ireland—when they heard the opinion of strangers, and the testimony daily paid to the beauty and salubrity of the town—when they reflected upon the comparatively small cost at which their operations were carried on, and knew that their revenue from the navigation exceeded their most sanguine anticipations—when they considered these things, they felt that, although in common with other Companies they had suffered from the depression and difficulties of the times, their prospects of ultimate and not far distant success were most promising. (Hear, hear.) The great point which the Directors were anxious to impress upon the shareholders was this, that if with unfinished works and the difficulties interposed by the monetary distress of the last few months, the undertaking had proved so flourishing, what would it not become if the works were fully completed, and the finances of the Company placed in a more prosperous condition? (Hear, hear.) He was anxious therefore to impress upon every proprietor, how small soever his stake might be in that which all now agreed in looking upon as a great national work, that he should strive by his own means, and by bringing the undertaking under the notice of his friends, to forward its success. The honourable gentleman concluded by expressing his readiness to listen to any remarks, and give any further explanations in reference to the business of the day.

No one availing himself of this opportunity,

Mr. PHILLPOTS moved the cordial thanks of the proprietors to the Chairman and Directors, for their valuable services throughout the whole of the Company's proceedings. They were all aware that these services had been gratuitous, but he hoped the time would soon arrive when they would be able to give the Directors some more substantial token of their confidence and regard.

Mr. PHILLIPS seconded the motion, which was then carried by acclamation.

The CHAIRMAN, in returning thanks for himself and colleagues, expressed their determination to continue to carry out the undertaking in the way which had thus far secured for them the co-operation and confidence of the proprietors.

The meeting then separated.

ICE RAILWAY.—Yes, the *Ice* Railway. The honourable senator from South Carolina, Mr. Preston, after visiting us a few years ago, went home and told his constituents that we had no products of our own soil to export, but granite and ice. If so, why should we not make a business of exporting *them?* The city government of Calcutta, some years since, passed a resolution of thanks to one of our citizens, for his successful efforts to furnish that melting metropolis with ice; and gave a lot of land, and I believe something more, towards preparing an ice-house to preserve it in. Every year immense quantities are sent to the West Indies, to New Orleans, and wherever the people are so unfortunate as to have no ice of their own. Fresh Pond, a beautiful sheet of water in Cambridge, is the great ice factory; and every year, during the season for shipping it, the roads from thence to the harbour are all cut to pieces by teams loaded with ice. We cannot have it so. Our second great "staple" must be better accommodated. The first railway ever made in the United States was made to transport our rocks to the ocean, and our ice shall be treated with equal respect. We are actually hard at work making a railway from the harbour in Charlestown, near the Navy-yard, to Fresh Pond. It will have three terminations at the pond to accommodate the greater number of icemen. It was commenced more than than a year ago, and is rapidly advancing to its completion. Its cost, I am told, will not be less than 80,000 dollars. What other people have an *Ice Railway?—Boston correspondence of the Journal of Commerce.*

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RAILWAY COMMUNICATION WITH SCOTLAND—MEETING AT CARLISLE.

[From the *Carlisle Journal*, October 9]

On Saturday last, a meeting of great importance was held in the Town Hall, Carlisle, to adopt measures for the promotion of the projected line of railway from Lancaster to Glasgow and Edinburgh, by way of Penrith, Carlisle, and Beattock.

It will be remembered that a meeting was held some time ago in Liverpool, consisting of deputations from the different lines of railway interested in the promotion of this great undertaking, and of several gentlemen connected with the landed and commercial interests along the projected line, and that it was resolved to take measures for ascertaining the feelings of the landowners through whose properties the railway would pass, and obtaining their assent to the undertaking. In pursuance of this a central committee was formed at Carlisle, and committees in various towns along the line, through whom applications were made to the proprietors of land; and the meeting of Saturday was called to communicate the result of these applications, and to meet deputations from the Grand Junction, the North Union, and Lancaster and Preston Railways. The deputies were Capt. Huish, of the Grand Junction; James Chapman, Esq., of the North Union; and S. E. Bolden, Esq., of the Preston and Lancaster. There were also two deputies present from the Kendal committee, John Wakefield, Esq., and Mr. C. Nicholson. Amongst the gentlemen present, besides the deputies, were Lieut. Col. Graham, of Moss Knowe, P. H. Howard, Esq., M. P., of Corby; H. Howard, Esq., of Greystoke; Sir James Grant, of the Hill; John Dixon, Esq., of Knells (Mayor of Carlisle); James Thompson, Esq. of Kirkhouse; George Cowen, Esq. of Dalston, &c. &c.

On the motion of the Mayor of Carlisle,

Lieut.-Colonel Graham took the Chair. He said he had received a letter from Lord Lowther, the Chairman of the central Committee, expressing his regret that the pressure of official duties prevented him from attending the present meeting. It gave him (the Chairman) great pleasure to be able to announce to the meeting, that the signatures of 600 landowners had been obtained, giving their assent to the proposed railway. (Hear, Hear.) They included, he might say, almost the whole of the influential country gentlemen through whose property the railway would pass. Besides these the Committee had letters from all the noblemen and gentlemen who had not signed the document, stating that they would offer no opposition to the line. (Hear, hear.) Indeed, he might say that the Committee had not met with one dissentient. (Hear, hear.) Amongst the assents were those of the Duke of Hamilton, and Lord Belhaven. The Duke of Buccleugh had not signed, but he would not oppose. Lord Lonsdale had given his assent: and Lord Carlisle, it had been signified to him through Mr. Charles Howard, would sign.

Mr. Howard, of Greystoke, said he had no doubt Lord Carlisle would have signed before now, but that his absence abroad had prevented him.

Sir James Grant inquired if it was true that the Duke of Hamilton was about to construct a railway himself from Hamilton to Glasgow.

The Chairman said, he believed that was the fact; that he was about to form a line twenty miles in length: and it was his intention to adopt the line laid down by Mr. Locke as part of the line from Carlisle to Glasgow, and would so construct it that it could be taken as a part of the great undertaking when required. (Hear, hear.)

The Mayor of Carlisle said a great advance had been made in obtaining the assents of so many of the landowners, as the Chairman had just announced, and he believed the time had now come, if they wished to accomplish the great object they had in view, when they must make another move forward. (Hear, hear.) The most strenuous exertions were being made by those interested in the line by the East coast, to secure it as far as Newcastle, in the hope that from thence they might be able to press forward to the capital of Scotland. A meeting had last week been held at York on the subject, at which one of the Directors of the Newcastle and Carlisle Railway attended, and which the plan for uniting Darlington and Newcastle, laid down at a previous meeting, was confirmed. That plan, they were probably all aware, was to form a new Company to unite the various lines between Darlington and Newcastle, by way of Durham, Sunderland, Shields, &c., with a capital of 500,000*l.*; and for the purpose of inducing persons to take shares in the Company, the Railway Companies interested in the matter, agreed to guarantee a payment of six per cent. for ten years upon the capital advanced. This was doubtless a great step in advance or there could be little doubt but the money required would be raised on these terms. It was manifest, therefore, that the time had come when those interested in the Western line from Lancaster to Glasgow should make a decided movement to obtain this great object. (Hear, hear.) The Western line had received the sanction and approval of the Government Commissioners, as that which would be most advantageous to the public. If this line were fairly started, he could not doubt but it would receive general sanction; for no one would think of going all the way round by Durham to Glasgow, if a line by Carlisle and Penrith were open. Those on the East side did not at present propose to go farther north than Newcastle; so that they would still leave unaccomplished the great object of uniting Scotland with England. Let a decided step be now taken in favour of the Western line, and he believed they would secure it. (Hear, hear.)

Sir James Grant said he could scarcely believe that such a line as that proposed from Darlington to Newcastle, could be sanctioned by the Government, as a line of mail communication. There would be such a clashing of interests by the necessity of making use of so many different railways—no less than five or six, if he was correctly informed; and there would be so much danger to the public, and so much uncertainty as to time, in consequence of having to cross so many lines of railway used for coal, that Government would scarcely consent to allow the mails to be conveyed by such a route. If, on this side of the island, a determination was shown to obtain a railway from Lancaster to Glasgow, it was scarcely probable that the Eastern line would be permitted to go on.

Captain Huish (Secretary to the Grand Junction Railway) said, that when the Chairman of the Central Committee (Colonel Graham) visited Liverpool, and attended the meeting of different Railway Companies interested in the formation of a railway to Scotland, but little was known of the feeling which existed amongst the landed proprietors along the line through which the railway must pass. The plan seemed feasible; but had been so little considered that it could not be looked upon as in a tangible shape for adoption. At the same time it appeared so desirable, that it was deemed advisable to adopt measures for ascertaining the opinions of the landowners. The course then recommended had been fairly and promptly followed, and the paper, now before him, containing, as he understood it did, the assents of 600 proprietors of land, showed a strong feeling in favour of the proposed undertaking; while it was also gratifying to learn that there did not appear to be a single dissentient. The Directors and proprietors of railways were naturally cautious in ascertaining the feelings and intentions of landowners, before embarking in any new scheme, for probably no class of capitalists had suffered so severely from the exactions imposed upon them in the shape of cost of land. (Hear, hear.) But the time was now passed when railways were looked upon as a moral pestilence, and Railway Engineers as the pioneers of mischief. (Hear, hear, and a laugh.) The Directors of the different railways, who met at Liverpool, requested Colonel Graham to take the steps which had led to the obtaining of these 600 signatures. The stipulations had thus been fairly complied with, and he was enabled to see what was the feeling of the country from hence to Glasgow. Now, then, had come the time to take another step. The line from Carlisle to Glasgow had been most carefully surveyed by Mr. Locke and his assistants; and from Carlisle to Lancaster a survey had been made by Mr. Larmer, which he was told had received the approval and sanction of the Government Commissioners, Sir Frederic Smith and Mr. Barlow. The Report upon the Glasgow line had been drawn up with unusual care, and came before the public, as everything did which proceeded from Mr. Locke, stamped with the impress of his genius, and its accuracy guaranteed by his unsullied integrity. (Hear, hear.) In making the survey, Mr. Locke was associated with Mr. Errington, a gentleman of high scientific attainments, who went over the ground with minute care, and was at great pains in preparing the estimates contained in the Report of the Commissioners laid before Parliament, and which he now held in his hand. He (Captain Huish) had worked with Mr. Errington in Scotland for some years, and from the knowledge thus acquired of him, he felt the most entire confidence in the soundness of his views and the accuracy of his calculations. To show in what degree Mr. Errington's estimates on this line were entitled to confidence, Captain Huish detailed the particulars of one which that gentleman had formed at the Nethan Viaduct. This work he had put down at 47,700*l.*; and he had received a tender to perform the contract, from a first-rate contractor, at some hundred pounds less. (Hear, hear.) From Mr. Errington's Report, then, he found that the cost of a railway from Carlisle to Glasgow, would be 1,776,841*l.*, and making the allowance for contingencies of 177,684*l.*, or 10 per cent., the cost would still be under two millions—the exact sum named by Mr. Errington was 1,954,525*l.*—but say two millions. The value of the land was estimated at 172,997*l.* He had no detailed estimate of the cost of the line from Carlisle to Lancaster; he understood, however, that it could not exceed 1,200,000*l.* But he might fairly calculate that by improving the line, reducing the embankments, and avoiding several cuttings now set down, the total cost could easily be reduced to three millions or less, upon the whole line from Lancaster to Glasgow. (Hear, hear.) He might here observe, that he was anxious to impress upon the meeting the policy, if the line was made, of not dividing it into portions, with different proprietors and different interests; but to aim at one grand trunk—to look to it as a great national undertaking. (Hear, hear.) If it was allowed to be divided amongst a number of small Companies, the end would be that the heaviest part would be thrown aside, and, probably, might never be completed. His advice was that the bad and the good should go together; and if this were done, he had no doubt but the line would yield a satisfactory remuneration to those who subscribed to it. (Hear, hear.) Mr. Locke, who, though he might not have spent so much money upon railways as some engineers, had certainly spent it to better purpose than most others, was of this opinion; and he himself had come to the same conclusion after a full consideration of the subject. (Hear, hear.) The question then arose, how was the money requisite for the undertaking to be raised? The Directors of the Grand Junction Railway had formed a decided opinion upon the subject, and were ready to lend all the assistance in their power to the undertaking. (Hear, hear.) At the same time they were desirous that the landowners whose property would be so materially benefited by it should also give their aid, and stand in the foreground. In this spirit he was authorised to make a proposition on behalf of the Grand Junction Company, which would be considered fair and liberal The basis of it was that the landowners should take the amount of the value of their property, required for the railway in shares, and that it should be understood, moreover, that no extravagant price should be given for it, but that the owners should be content with a fair agricultural value, taken (say) at a 30 years' purchase on the rental. This was the primary step, and though doubtless there would be peculiar cases of damage to be provided for, and

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instances in which there would be a legal disability to agree to the condition, it was the foundation of the offer he was commissioned to make. Provided it were entertained by the parties interested, then the Directors of the Grand Junction Railway were prepared to recommend to their proprietors (without whose concurrence, it must be remembered, they could not act) that the Company should take stock to the extent of 200,000*l.* (Cheers.) He believed the North Union Company, who were so ably represented at that meeting by Mr. Chapman would subscribe 50,000*l.*, and he doubted not the same would be done by the Lancaster and Preston Company, whose Secretary, Mr. Bolden, was also present. (Hear, hear.) Now, the value of the whole land, he found, was about 280,000*l.*, and thus with the above subscriptions, a sum of 580,000*l.* could be calculated upon. But there were other Railway Companies interested also; and who would doubtless find it to be their object to assist, and he must allude to the great Company who was really most deeply interested in the question—he meant that splendid undertaking the London and Birmingham Railway. (Hear.) He was of opinion, that when the very able managers of that line were fully satisfied on the subject, and when it should be fairly and fully brought before them, they would see the advantages which the proposed extension would afford them. By an eastern line, thirty miles of the most expensive portion of their railway, namely, from Rugby to Birmingham, would be cut off from the benefits of the traffic with the north; recollecting that, they would see that their interest, and that of the meeting which he was addressing were identified. He hoped, therefore, there could be no question but that they would come forward with their aid; and if they did so, their quota, taking the proportions of the other subscriptions, would be 300,000*l.* (Hear, hear.) Thus nearly one million would be raised, or one-third of the entire sum required. From a paper prepared by Mr. Dundas, and sent him, he saw, that were the expected north traffic between London and Birmingham diverted at Rugby, as it must be to get upon the east line, the income of the London and Birmingham Railway would be affected by 38,000*l.* a year. If this estimate were true, it was impossible that that Company could allow so large a portion of traffic to be abstracted from their line; and when they saw that this must be the case, unless the line from Lancaster to Glasgow were opened, they would acknowledge the necessity of giving it the greatest support in their power. (Hear, hear.) Under these circumstances, therefore, and supposing the London and Birmingham Company to take this view, nearly a million of the capital would be raised at once. Intimating their suggestions and remarks, I am of course speaking in my individual capacity, as in any other character, its not for me to decide what should be the conduct of other than my own Company. Now, he believed, there never was before a Company able to go before the public with 30 per cent. of the capital raised, without having issued a prospectus, or taken any steps to secure the support of the monied interest. (Hear, hear.) He could not say what assistance Government might be inclined to give to the undertaking; but he considered it so purely a national one, that it was fairly entitled to it, and of one thing they might be satisfied, viz., that approved as this line had been by the Government Commissioners, and thereby satisfied as to its being the best line, it was the only one entitled to support. It would next be asked, where was the other part of the money requisite to come from? In the present state of the country, it was probably not to be looked for immediately, but the clouds which now obscured our prosperity, would, he trusted, soon be dispelled, and he could not doubt, that when a fair prospect of a remuneration return was shown; when it was seen that 3,000,000 of enterprising Scotchmen were to be thus brought into close contact with this teeming country, the remaining two millions would be forthcoming. (Hear, hear.) It was unnecessary for him to go over the estimates of traffic; if the project went on, these would, he presumed, be laid before the public in a proper shape. He might mention this, however, that the present traffic by sea on the two coasts, should return between 3,000*l.* and 4,000*l.* a week, and this would, of course, be an addition to the great land traffic which ought to be diverted to the line, and which would afford a good return on the three millions required in construction, to say nothing of the increase that had ever followed increased facilities of communication. (Hear, hear.) With reference to the observations made as to measures adopted on the East coast of the island, to secure the railway in that direction, he must say that he honoured their spirit, and he could only add his testimony to the vigour with which those measures were pursued; and hold it out as an example to those interested in the matter on this side of the island, and urge it as a spur to their exertions. (Hear, hear.) For his own part he felt a personal interest in the undertaking. He had felt so long before he was connected with the Grand Junction Railway; and he felt it still more deeply now that he found it so intimately connected with the prosperity of that company. He had been deputed by the Directors of the Grand Junction Railway to make the proposition he now submitted, viz., to take shares to the amount of 200,000*l.* on the conditions he had stipulated. He trusted that this would show that the scheme was something more than a chimera, as it had been represented by some, and that it would prove to the people of the East, that those in the West were in earnest—not to prevent them from having a line, but to have one of their own. (Hear, hear, hear.) With respect to the line itself, the projectors must above all things consider economy. They must be prepared to accept a good workable railway, and thus reduce the cost in gradients—they must be satisfied to go *over* hills, instead of *through* them. The question of gradients was daily assuming less importance, and that which a short time back was looked upon as entailing a heavy additional working expense, was now regarded as a matter of no moment. As locomotives were improved, this would be still less felt, and thus the heavy cuttings and embankments, the tunnels, the quantity of land, and many other expenses, might be reduced. The line under discussion would thus be made cheaply, and he repeated his belief, that it would be profitable, if so constructed. (Cheers.)—He apologised for the length of the remarks he had made; he felt greatly interested in the exertions and the object of the Committee he was now addressing. He hoped they would continue their labours as zealously as possible, and that they would at no very distant day have the satisfaction of seeing the Railway carried into Scotland. (Hear, hear.)

J. Chapman, Esq., Secretary to the North Union Railway, said, the object of his attendance at that meeting had been so clearly explained by Captain Huish, that little remained for him to say. The Directors of the Company with which he was connected, felt strongly the necessity of supporting the proposed line to Glasgow, and would do all in their power to promote it. (Hear.) They would be ready to recommend to the shareholders of their line to take shares in this great national undertaking, to the amount of 50,000*l.*; and knowing the feeling which prevailed on the subject, he had no doubt but that recommendation would be at once complied with. Something had been said about the principle of a guarantee, as had been proposed on the east line. He felt assured that the Directors would adopt either that, or the plan of taking shares as had already been proposed, whichever should be deemed most advantageous to the new line; and that, in the mean time, any aid or assistance that might be required at their hands would be most readily granted and cordially given. (Hear, hear.)

S. E. Bolden, Esq., Secretary of the Preston and Lancaster Railway, said he had only heard of the intention to hold the present meeting on the preceding day, while he was in Liverpool, and therefore there had been no time for bringing the matter under the consideration of the Directors of the line with which he was connected. All he could say under these circumstances was, that he knew a strong feeling existed amongst the Directors in favour of the projected line, and that he felt sure, whatever the North Union and the Grand Junction thought it proper to do in aid of the undertaking, would be done also, in fair proportion, by the Preston and Lancaster Railway. He was not authorised to make any offer, but he believed in what he had said he spoke the sentiments of the Directors.

Henry Howard, Esq., Greystoke Castle, wished to say a few words on the subject; and first of all he had to thank Captain Huish for the information he had communicated, and for the candour of his statements. (Hear, hear.) Nothing could be more fair than his proposal; but there were some circumstances of which Captain Huish was probably not aware, but of which it was but candid to inform him. Those who knew this part of the country—indeed he might say the whole line from Carlisle to Lancaster, were aware that the land belonged to a great number of small proprietors, and therefore it might be difficult, if not impossible, to get all to take shares in the undertaking; at the same time, he must say, that he had no doubt but shares to the full amount named would be taken by the landowners generally, though not by those who owned the land through which the railway must pass. (Hear, hear.) Landowners, of course, took different views of these matters, but he knew there were many in Cumberland and Westmoreland who, like himself, had land not immediately adjoining the line, but within reasonable distance of it, who looked upon the undertaking as one of great importance, and to which they would lend every assistance in their power. (Hear, hear.) It would be wrong to tell those gentlemen who attended that meeting on behalf of different railways, that all those who had given their assent and signed the paper now on the table, would take shares—though, as he had already said, he believed the full amount named would be taken up by landowners. (Hear, hear.) It was gratifying to say, that there were very few who dissented. In the part of the line to which he had more particularly attended, he knew but of one dissent, and that was by Mr. Burn, of Orton, who would not oppose if a very slight deviation were made in the line. Of course he could not pledge himself that that which he had stated would be done, but from his knowledge of the parties he believed it would be so.

The Chairman said, he believed the feeling on the Scotch side was universally in favour of the line, and there was no doubt but the landowners would take shares at least to the amount of the value of the land taken up by the railway. There were a few small proprietors who might do this; but the full sum which had been named would be subscribed by the landowners.

Sir James Grant said, it appeared somewhat strange to him that there had been no demonstration in Glasgow, and that no deputation from that city had attended that meeting. The subject was of great importance to Glasgow, and from the spirited inhabitants of that city they ought to look for great assistance and support. He suggested that one or two gentlemen from the Committee should be authorized to communicate with the authorities of Glasgow, and endeavour to get up a public meeting in favour of the railway.

The Chairman said he had a letter from Lord Belhaven, suggesting the same thing. If a meeting were called, he (the Chairman) believed the Duke of Hamilton would attend it.

Sir James Grant said, as such was the feeling, he would move that a deputation be appointed for the purposes he had already named.

P. H. Howard, Esq., M. P., seconded the motion. He thought it of great consequence that the feeling of Glasgow upon the subject should be ascertained with as little delay as possible.

Captain Huish said, he knew that there was a very strong feeling in Glasgow in favour of the line. This, indeed, had been shown in the most unequivocal way—for money to pay for the surveys made by Mr. Locke and Mr. Miller, had been raised by subscriptions in Glasgow.

Sir James Grant inquired if there had been any

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communication with the London and Birmingham Railway? The question was of great importance to them; for if a line should be opened on the east, and that on the west be neglected, thirty miles of their line would be rendered almost useless. To Birmingham itself the question was very important, as it would cease to be a terminus, if the line should be diverted at Rugby to the east.

Mr. CHAPMAN said, it would be of the utmost advantage to the undertaking if it were shown that the landowners whose land would be required would be content with a reasonable, in fact an agricultural price for it; and it would be equally useful to prove that the Directors who might be appointed by the new Company would be satisfied with a good working line, with reasonable gradients, and not aim at what was usually called a first-rate line. He knew that the Directors of the line between Lancaster and London, and the Directors of various other Companies, who had been compelled to pay most extravagant prices for the land they required were extremely sensitive upon these points; and that the assistance they afforded would mainly depend upon their being satisfied that there would be no wasteful expenditure under the two heads he had named. (Hear, hear.) If the people of Liverpool and Manchester, but especially of Liverpool, were well assured and satisfied on these points, he was convinced nothing would contribute so materially to inducing them to look favourably on the project, and that if the assistance of those great communities was to be calculated upon it must be on such an understanding. (Hear, hear.)

Mr. NICHOLSON, of Cowan Head, (deputation from the Kendal Committee) rose and said, he desired to make a few observations called forth by previous remarks of the meeting. (Hear, hear.) Captain Huish had vouched most satisfactorily, on the authority of Mr. Locke (which authority he, Mr. N., deemed to be quite unquestionable) for the accuracy of the surveys and estimates from Carlisle to Glasgow. He begged to put in a voucher for the remaining portion of the line from Carlisle to Lancaster, on behalf of Mr. Larmer. (Cheers.) The Government Commissioners had tested the most difficult portion of Mr. Larmer's work by another engineer, and found it strictly correct; and with regard to the estimates of traffic for this portion of the line, he had heard Sir Frederic Smith distinctly declare that he had not had estimates submitted to him which were built on such solid and satisfactory data. (Cheers.) With regard to the proposal to this meeting by Captain Huish from the Railway Companies, he, Mr. N., conceived that the value of the shares required to be taken by the landowners from end to end of the line, was so small, that he quite agreed with the respected Chairman, Col. Graham, in the belief that the landowners' portion of the money would certainly readily be subscribed. He thought they might consider that so far decided, and proceed now to take further active measures. (Hear, hear.) He had been gratified with the proceedings of the meeting, so far, but it must not terminate with talk. (Cheers.) If the requisite preliminaries were not taken, and the Parliamentary notices not deposited before the first of March next, all that had been done was idle, and the measure was lost. (Loud cheers.) Some understanding, therefore, should be immediately come to as to the preparation of these preliminaries; and he appealed to the experience of Captain Huish and Mr. Chapman for a suggestion. Who was to take the initiative? That should not only be considered, but instantly decided and acted on. (Hear, hear.) He would say a word with regard to the probable cost of this railway and its prospects. (Hear.) Several opponents of this line had compared it, from Lancaster to Carlisle with the Manchester and Leeds line, as respected the magnitude of the works. They had told the public to look at the hilly regions, and say whether the line could be made for less money than the Manchester and Leeds, which cost something like 50,000*l.* per mile. But, these opponents of ours do not tell the public how small a portion of the 50,000*l.* per mile arises from the earthworks! He knew the earthworks on the Manchester and Leeds line were enormous—about 200,000 cubic yards per mile, but this enormous quantity at the average cost of one shilling per yard, only made 10,000*l.* out of the total cost of 50,000*l.* per mile. Now Mr. Larmer would tell the meeting that the earthwork between Lancaster and Carlisle would not exceed 80,000 cubic yards per mile, and taking the average cost—which there was really no need to do, considering the present competition of railway labourers—at one shilling per yard, that made just 4,000*l.* per mile for the earthwork. A Mr. Oxley, of the Great North of England Company, had stated at a public meeting that they, in the East, could proceed as far north with 500,000*l.* as we could do with five millions! (A laugh.) That the line from Lancaster to Carlisle was to cost five millions! He (Mr. N.) had not the honour of knowing Mr. Oxley, but he was quite sure, and the gentlemen around must be ready to admit, that Mr. Oxley was a gentleman possessed of an extraordinary genius for off-hand computations—(laughter and cheers)—a genius moreover, so exalted, that it would not descend to the common practices of reading and inquiry. (Hear, hear.) If this had not been the case, Mr. Oxley would have perused the Government Commissioners' Reports of this line, where very different estimates of cost were certified. (Cheers.) With respect to the cost of this line, and the probability of its paying, he would undertake to convince the most sceptical that it would pay well if it could be made cheap—and it could be made cheap, there was not a doubt of it, if it was properly managed. There never was a project put before the public with such advantages and facilities as this line possessed. If the Chairman would permit him—(hear, hear)—he would just glance at a few facts and circumstances which proved that this line must be made out of all comparison cheaper than any line hitherto constructed. (Hear, hear, hear.) In the first place, there was no bonus of bribe required for buying on great opposing landowners! (Cheers.) He cited names and instances where 50,000*l.* and 100,000*l.* had been given by Companies to great and noble landowners to propitiate their favour, and he regarded it as a high honour to the North when they could go from Lancaster to Glasgow and Edinburgh, and not meet with a single nobleman or landed gentleman actuated with those mercenary feelings. (Loud cheers.) Nor had they any opposition to fear in Parliament. On the contrary, their path had been smoothed by the Government Commissioners, and instead of having to squander among Parliamentary agents and lawyers from 100,000*l.* to 200,000*l.* as some Companies had done, they might put their Bill through the Houses for 500*l.* to 700*l.* They had all the leading members of Government already in their own ranks—the noble lord the Chairman of that Committee, Postmaster-General—(cheers)—who was a powerful host in himself; the Home Secretary; and Colonial Secretary; together with Alderman Thompson; Mr. Green; Mr. Loch; the Earl of Lonsdale; the Earl of Carlisle; the Duke of Devonshire; and the Duke of Hamilton; who had himself proposed to make above twenty miles of the Line! and many more Peers and Members of the Commons whose names did not occur at the instant. In the next place the land required for this railway could certainly be obtained for 300*l.* to 500*l.* per mile. A liberal price this would be deemed by those who had already displayed such laudable exemption from selfishness. Now the ordinary cost of land for railways had hitherto been as many *thousands* per mile as this would cost *hundreds*, viz., from 3,000*l.* to 5,000*l.* per mile. (Hear, hear.) The earthwork, as before stated, was light in comparison, and would be executed at a time when the greatest competition would exist among both contractors and labourers—when, perhaps, this may be the only line in the kingdom in course of construction. Another important saving might be effected by the conduct of the engineering department. The two general practice had been to call in a great Engineer, with a *great* name, who had given unto him unlimited power, and who became the Dictator of the Company, wielding it to his purposes of self-aggrandisement. (Hear, hear.) A great name was once thought necessary to get the share lists filled; but if it was still necessary, it was most undesirable. He believed, however, such had been the experience of the public, that a "great name" would now have the very opposite effect. It was found that those who had property at stake constituted the best government, and that the "pure despotism" of a great engineer was a great evil. All these facts and circumstances (which might be increased in number if time permitted) showed that this project stood altogether on new and most favourable grounds. (Hear, hear.) Many flattering hopes and promises had no doubt been held out on other railways, which in the end proved costly, but the public could comprehend that the facilities here alluded to were not fictitious or chimerical, but were really grounded on fact. (Hear, hear, hear.) In conclusion, Mr. N. urged the meeting to take prudent and vigorous steps without further delay, and the success of the measure was past a doubt. (Cheers.)

Mr. NICHOLSON subsequently proposed a resolution for securing the necessary "minute surveys," but after a general conversation, this was postponed till after the proposed meeting in Glasgow.

Mr. HOWARD (Greystoke) said, the proposition of Captain Huish appeared to him so important, that it became necessary to know what would be done in Glasgow, in order that their arrangements might be made complete, for pressing the question forward. He should therefore support the motion of Sir James Grant.

After some further conversation the motion of Sir James Grant was agreed to, and the Chairman, the Mayor of Carlisle, Sir James Grant, and Henry Howard, Esq., of Greystoke, were appointed a deputation to communicate with the Provost of Glasgow, and attend any meeting which might be called in that city upon the subject.

It was stated by the Chairman, that the expense of a survey to lay before Parliament would be about 3,000*l.*, and it was understood, that after communicating with Glasgow upon the subject, immediate steps would be taken to get the surveys completed and lodged with Parliament in March next—as required by the standing orders of the House.

MEETING OF THE GREAT NORTH OF ENGLAND COMPANY.

The adjourned meeting of the proprietors of the Great North of England Railway Company took place on Tuesday last, at the Company's office, Darlington. Present—Messrs. E. Oxley, Joseph Stephenson, James Coffey, Joseph Addison, Richard Oxley, J. S. Peacock, D. O'Brien, George Chapman, G. A. Thompson, H. Hutchinson, F. Mewburn, W. O'Brien, T. Smith, N. Plews, T. Cargill, I. C. Hopkins, H. Smales.

On the motion of T. Cargill, Esq., Edward Oxley, Esq., took the chair.

The CHAIRMAN said, we are met in pursuance of a resolution passed at our last general meeting, adjourning that to this day. I believe those present are fully aware of the object of this adjournment. The Directors hoped that they would have it in their power to have reported the result of the negociation which is now going on between the Directors of the Great North of England Railway Company and several other Railway Companies, with reference to the disposal to a new Company of that portion of our line extending from the part already executed to Newcastle. For the information of the meeting I may just state, that the negociation has gone on to a certain extent, but that at present it is incomplete, and that we are not enabled to lay before this meeting the result of this negociation. It is a disappointment, I am aware, to many gentlemen who may be here, but I may state that the negociation so far as it has gone, has been carried on with an anxious desire to arrange equitably the several points brought before the gentlemen assembled, and up to a given point these arrangements have been made satisfactory to this Company. There are still some important negociations which will be brought

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on this day, by a deputation from the new Company, who are to meet us as soon as the present meeting is over in this room. That is all I have in my power at present to communicate to you. It is the intention of the Directors to call a special general meeting, to lay before the shareholders the final arrangements with the new Company. I believe there is every prospect of their being successfully carried out; and the shareholders may have entire confidence in the Board, that they will do the best they possibly can to their own constituency. So far, a special general meeting will be announced, and the whole matter will be laid again before you. The negociation not being complete, it would perhaps be improper for me to explain any part. So far as it has gone, the negociation has been very fair and satisfactory to all parties concerned, and we hope very soon to be enabled to call a special meeting, when the whole matter will be laid before the shareholders, for them to give their judgment respecting it.

The meeting then broke up.—*Yorkshire Gazette*, October 9.

RAILWAY COMMUNICATION WITH SCOTLAND—YORK AND NORTH MIDLAND RAILWAY.

To the Proprietors of the York and North Midland Railway.

GENTLEMEN,—Permit me to offer a few observations on the measure to be proposed for your consideration the 19th instant. I dissent from this measure for several reasons.

It is, I think, rather too much to call upon us to guarantee 6*l.* per cent. on any fixed per centage upon an amount of capital not yet ascertained.

We shall no doubt be told at the meeting, as we have been told in the circulars, that the cost of the proposed line will certainly not exceed 20,000*l.* per mile. But it does not require very great experience in railways, to know that very little confidence is to be placed in the accuracy of estimates of works not yet commenced. The Birmingham Railway was estimated to cost 2,500,000*l.* Its actual cost is little short of six millions, nor is this a solitary instance, or even an extreme case.

But it will be said, that we ought to run a small risk to secure a great permanent advantage, and the great permanent advantage in this case held out to us is the passing of the Scotch traffic over our line. In answer to this I would suggest that in all human probability, sooner or later, the line recommended by the Government Commissioners will be constructed, and then what becomes of the Scotch traffic, two-thirds of it, at least, will be substracted from us? Again, supposing that the line recommended by the Government Commissioners should not be formed, who, I will ask, is to guarantee us against the formation of a direct line from London to York?

At present the formation of such a line appears very improbable. Why? because of the small amount of the thorough traffic between London and York. But when to the York, London traffic is joined the Scotch London traffic, which by the supposition will pass through York, the aggregate amount of traffic between London and York will be very considerable, and if considered permanent, will hold out a very strong inducement to the formation of a direct line from York to London, by lengthening the northern and eastern, or otherwise; and the immediate and necessary effect of this direct line would be to take from us not merely the accession of the Scotch traffic, to procure which we shall have incurred not a small but a great risk, in fact, an almost certain loss; but also what we now possess, and what, but for our own folly, we may long continue to possess, the York London traffic which, though not considerable enough to notice the formation of a long line of railway, is still worth having, and forms a pretty addition to our other sources of profit.

Gentlemen, it is not for the *permanent* interest of our Company, or of the North Midland Company, or of the Midland Counties' Company, that the eastern line of communication with Scotland should be adopted.

A SHAREHOLDER IN THE YORK AND NORTH MIDLAND.

9th October, 1841.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—Charity should begin at home, and individuals, or townspeople, should improve and shorten the ways leading to their homes before they look abroad.

I see no reason in such a number of Liverpool and Manchester gentlemen, being large and influential proprietors in the West London, Eastern Counties, South Eastern, and other lines, not connected with the county in which those gentlemen reside, the expediency of which would have been best judged, the expense best borne, by the inhabitants of the district through which they pass.

It is a matter of regret that those gentlemen have embarked in lines foreign to their county, when a line recommended by the Commissioners as the most eligible for railway communication to Scotland, passing through the very heart and whole length of their county (viz. Lancaster) should languish, and may perhaps never be completed, because the necessary funds are expending by their having embarked in other undertakings at a distance.

If the London and Birmingham proprietors unite with the Grand Junction, Liverpool and Manchester, Birmingham and Manchester, North Union, Preston and Lancaster, the line recommended by the Commissioners would soon be completed; shares would be taken up immediately.

Leaving out the consideration that the East line can be effectually opposed by steamers direct from London to Hull, Newcastle, and Edinburgh, nor taking into account that no opposition can exist by steamers direct from London to Liverpool, Carlisle, and Glasgow, against a west line, it is manifestly the interest of the London and Birmingham Company, to support this line, it being the most eligible.

The Manchester and Leeds line is abstracting, (*via* Hull) a considerable portion of the direct London traffic, from the whole length of the Grand Junction, and London and Birmingham Railways.

If the London and Birmingham supports the East and Midland lines, to their detriment, and the East line becomes complete in the North, what is to prevent the Leicester people, or the Midland Counties' Railway from obtaining a Bill to make a line from Leicester to Northampton, effecting a junction with the London line near that place; thus cutting 30 miles more off the London line, and saving 20 miles length to the Midland and North Counties between them, and the London terminus?

They would have good reason to show for such a Bill, and even my Lord Stanley, could not oppose such a measure effectually.

The continuation of a railway from Cambridge to join the York and North Midland, would take away totally all north direct traffic from the whole length of the London and Birmingham. Such a railway has been projected, and may be carried into effect, as it will pass through a rich agricultural country, and near many towns now shut out from railway communication.

This ought to convince the proprietors of the London and Birmingham, that no other line, is so conducive to their interest as the west line, continued as recommended by the Commissioners, from Lancaster to Carlisle, and northwards to form a junction with the Edinburgh and Glasgow, halfway between those cities.

Lord Stanley, as member for Lancaster, Lord Lowther, as Postmaster-General, through whose grounds the west line will pass, are not likely to oppose a Bill for a route of railway, because the same was advised by a Whig Commission.

I am, Sir, your's, very respectfully,

AN OPERATIVE.

London, October 13, 1841.

FARES ON RAILWAYS—GREAT WESTERN RAILWAY.

THE following is the article from the *Bristol Magazine* to which we referred a few weeks ago:—

On resuming this article, and referring to the letter published in our last number, defending the measures adopted by the Directors of the Great Western Railway Company, in respect of their second-class train of carriages, we wish it to be understood that we consider the question as one of policy alone. It is a subject for discussion, but by no means for dispute. It is eligible to every individual to exercise his discretion as to how he will travel, or whether he will travel or not; and it is equally at the discretion of the Directors of the Railway Company to offer him greater or less inducements to do so; and whatever sacrifice the Directors may choose to make to public opinion, we have no right to claim more than is consistent with their common interests and general expediency.

If, as stated in the letter, it be "the object of the Railway Company to provide accommodation for various classes of passengers," the natural inference is, that the second-class train is intended for the middle ranks of society—by far the most numerous class of travellers, who, standing firmly by the respectability of "their order," neither desire nor pretend to force themselves into the "highest seats." What sort of compliment then does the Company pay this class, in putting them into machines rather resembling large hencoops than comfortable travelling carriages?

"But," says our correspondent, "the railway does not profess to give inside accommodation for outside fare, any more than a stage coach does:" but this is a complete abandonment of the previous argument, and losing sight of the "various classes" which it is said to be "the object" of the Company to accommodate, and it seems to us to amount to an admission, that the real object of the Company is to jumble all classes together in the most expensive train, as they studiously make it *penal* for the passenger to travel, especially in bad weather, by any other! Here again, however, our correspondent is ready with a reason. "If we make the second-class train more comfortable, some persons who now travel by the first class will become second class passengers, to the injury of the proprietors;" which is no more than saying, that the sins of the few must be visited on the many, and that a whole class in society must be deprived of comfortable accommodation, in order to keep out occasional interlopers; or such persons as, having some regard for their health, and being able to pay more, might still think it incompatible with their present object, to incur a greater expense than the second class train. But is not this adopting a very narrow policy, and one that is unworthy of the cause?

In our theatres, for instance, and places of public amusement, we do not find that increasing the accommodation of one class materially affects or interferes with the emolument derived from another: we will venture to say, that a family accustomed to sit in the pit are far more likely to visit the boxes than the usual occupants of the boxes to resort to the pit; though the accommodations, as far as regarded personal comfort in the latter, were put on a par with the former: and if any increase of accommodation in the second class train of carriages is found materially to lessen the numbers in the first, the inference is, that many persons are inconveniently compelled to travel by the first class trains, for the sake of their health, who more properly belong to the second; and if this be the case, the advantage of such a system to the Company must, in our opinion, be more than questionable.

To compare the railway carriages to stage-coaches, or attempt to establish a principle by assuming a parallel case between them, can only tend practically to illustrate the fallacy of endeavouring to regulate a new and mighty engine, by an insignificant precedent with which it has nothing in common. Our much be-praised English stage-coach system we have always considered one of the blots on our national escutcheon; it was a tolerated abo-

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mination, distinguished chiefly by pure unadulterated selfishness in every department; and which, if it did not sanction, often winked at imposition and brutality, particularly in the case of the needy and defenceless passenger. Civility by it was commonly a dearer commodity than all the necessaries of life on the journey; and even at that price, some years ago, it was doled out reluctantly on almost every road where there was no opposition; in speaking thus strongly we allude only to the system at large; many public-spirited attempts were made and sustained to reform and improve it, but these were the exceptions, not the rule. Outside and inside fares, however, were matter of necessity; and to insure superior lightness and rapidity, without increasing the danger, was supposed to be some excuse for affording no shelter to the outside passenger: but in France, where the price is slower, and a disposition to accommodate and oblige more general, even the outside passenger is protected from the weather.

We imagine the public will not consider themselves very much obliged to the Great Western Railway Company, for adopting one of the worst features of a bad system, for no other purpose, confessedly, than that of rendering it inconvenient, while the remedy with them is so obvious, so easy, and so inexpensive. It is admitted that the second class train is intended to accommodate a class of passengers, and we presume it will not be denied that the greater portion of respectable persons of limited incomes, find it sufficiently expensive, and quite as much so as they can afford, to travel by the second class train; and are not this class of persons as fairly entitled to the consideration of the Company, as the more wealthy and less numerous one, for whom the best carriages are provided? Again, so far are the Company from giving inside accommodation for outside fare, that it appears pretty clear, they are giving outside accommodation for inside fare. We have been at some pains to ascertain what the cost of travelling by railway is comparatively in America, and in no case do we find their first class carriages so expensive as our Great Western second class.

The Yankees have this advantage over us in their new institutions: they are not tied down by precedents and old-fashioned ideas; nor do they think it necessary to measure every invention by the exploded standards of "ancient and immemorial usage;" the consequence is, they not unfrequently strike out a new and bold course for themselves, which begins by exciting our ridicule, and ends by compelling our admiration. If it be permitted to use a nautical simile in such a case, we should say, that while we are exploring our musty charts, and worm-eaten "sailing Directions," and beating about to avoid imaginary rocks and quicksands, the Americans "take the responsibility" and dash fearlessly through all; and at the very next tack we find those who started after us a long way ahead of us. Here we rejoice to follow the tortuous windings of long-established custom, and are frightened at the idea of giving so much for the money in the mighty resources which steam is unfolding. It jars on our aristocratic ideas and conventional prejudices, to think of extending all the advantages of wealth and independence in travelling, to a class of persons hitherto seldom aspiring to any thing beyond the luxury of a walking-stick, or an occasional eighteenpenny family-drive on a holiday afternoon.

Even so near us as Ireland, however, and without the intervention of steam, the sagacious Mr. Bianconi long since perceived the advantage to the speculator, of rendering travelling as cheap, as expeditious, and as convenient as possible; and there the humblest pedestrian who has business to transact is induced to travel by car, at an expense little exceeding, on an average, a shilling for ten English miles, with a comfortable cushion to sit upon, and a waterproof apron to defend him, at least partially, from the weather; and on many roads inside accommodation is afforded without increase of expense; and by this system a large fortune has been amassed by the off-handed projector.

The charge for travelling by the first class trains in America in no case exceeds four cents, or two-pence English per mile, where the passenger is taken up by the way, as from one station to any other station on the line, and it is less for long distances, or as it is termed, "all through;" thus, for a distance equal to that from Bristol to London, by a first class train in America, the charge would not exceed 19s. 6d. while here it is by our second class a guinea. It is true, the Americans confine themselves chiefly to the need and utility of the case, and have not expended vast sums in magnificent buildings at the termini, and such expensive and ornamental bridges and causeways on the route; and our Directors may argue that the Great Western Railway cost eight times more than the best railway in America of the same length. But this though true in fact, is immaterial to the argument—whether the railway originally cost 6,000*l.* or 6,000,000*l.*, does not affect the point at issue: the real question is, how, consistently with the principles on which it was undertaken, it can be rendered most profitable now it is made; and whether it be not at once more creditable, and more advantageous to the proprietary, to consult public convenience, than to oppose it.

It appears that the expense of an engine does not exceed 1s. 8d. per mile; or, in round numbers, that, to send a train from Bristol to London, costs no more to the Company than about 9*l.*; and we believe we speak within bounds when we say, that each engine is capable of drawing 200 tons, at the rate of 20 miles an hour, and allowing 12 persons only to the ton weight, with their luggage, 2,400 persons might be carried from Bristol to London in six hours, at an expense to the Company of about 9*l.*; so that if the 2,400 persons were to be had each time, and ten trains per day forwarded, both up and down, exclusive of the luggage trains, all of which is quite within the range of possibility, the Company would clear a profit of upwards of 5,000*l.* per day, by carrying passengers from Bristol to London at half a crown per head!

But it will, perhaps, be argued, the idea is altogether ridiculous; where are such numbers of travellers to be found? and it is here that we think a great misapprehension is entertained. The regulations of the Company appear not to be made with a view to invite travelling generally, but merely to make the most of such as are obliged to travel. We do not mean to say that the Company ought to lower their fares to an average of half a crown a head; but we have not the slightest doubt, but, that for every five shillings lowered in the fare, every class of carriages being made, at least, comfortable, the amount of travellers would be speedily doubled; nor is it necessary to calculate upon so great a number of separate individuals, as many persons, when the fare becomes inconsiderable, would be almost daily travellers by it; perhaps the public mind is scarcely yet prepared to look upon the railway as perfectly safe, on account of a few accidents of a serious nature, which have occurred on other lines; and this feeling might for a while retard the full success of a bold and thoroughly liberal policy; but no one of common sense will long retain a prejudice, when they learn that on the Great Western Railway it is a million to one against any accident happening to them; as it is, from its construction and the greater breadth of carriages, by far the safest in the kingdom; and the risk of danger in making a diurnal trip to London and back to Bristol, would probably be infinitely less on the whole line than a daily drive by an ordinary stage-coach through Piccadilly or the Borough.

There is, doubtless, a high and a low price—a maximum and a minimum—in approximating to either of which, the advantages of the Company must diminish, and probably the real *juste milieu* is much nearer the case we have supposed, than the unreasonable (proportionate) charges now maintained by the Company. If there never had been such things as stage-coaches in existence, in all likelihood such fares would never have been dreamed of; and if a sufficient number of persons can be found to travel at these prices, to remunerate the Company for their enormous outlay, we should imagine there was plenty of room for another line or two in the same route, at prices which would admit the humbler classes of society to a participation in the advantages of travelling. To continue the argument would only be to repeat what we have already stated in our previous articles on the subject; but we hesitate not to record our conviction that it would be more profitable, as well as more dignified and becoming, on the part of the Company, to provide for the convenience of the "various classes of passengers," and make a second class train suitable to the respectable class of persons who naturally resort to it, and who can entertain no feeling of cordiality towards the Company till this has been done.

The respected correspondent, whose letter has elicited from us these remarks, himself admits, that in some instances, he found the second class accommodation on other lines, "superior to that of the Great Western," and no other argument ought to be necessary to induce the Directors at once to remedy this abuse, for such it really must be considered. It is not necessary that the second class train of carriages should be in all respects equal to the first; but a very considerable improvement may take place without danger of their identity being destroyed. The first class train is in every respect worthy of this great establishment, and some of the carriages are elegant little saloons, and delightful lounges, in which the most delicate of our fair countrywomen would probably find herself perfectly at her ease. Let not the Directors be afraid of giving too much for the money. Knowing what we do of the power of steam, and the effects it is producing on society, we should, as a matter of worldly policy, be far more inclined to become a shareholder in the Great Western Railway Company, if all the fares were reduced fully one-half, and every consistent accommodation given, than we should be under its present high rate of charges, and in our opinion, very objectionable and unworthy policy.

Nothing is more possible than that even now the communication between Bristol and London, as regards the transmission of goods and passengers, is capable of a ten-fold increase, on a diminution of charges to one-half, and nothing more certain than that the increase will eventually be enormous, if the fares be liberally reduced to encourage it.

RAILWAYS IN THE UNITED STATES.*

The national spirit of the people of the United States is utilitarian. The mass of the population of the republic is devoted to those objects which promote material happiness and personal comfort. Their future fame will be based on the real, and not on the ideal or imaginative.

After the achievement of independence, the first object of the American people was to frame systems of laws suitable to the peculiar cycle of government they had adopted. Having thus raised the walls of their social edifice, they proceeded to develope the industrial resources they had encircled by law and system. The great obstacle to this development was the vastness and extent of their territory, stretching thousands of miles from ocean to ocean. With an unequalled extent of sea frontier, they have but few large and accessible sea-ports; and though their fine country be intersected with magnificent rivers, the rapidity of their currents and the severity and length of the seasons throw difficulties in the way of their continuous navigation. Canal navigation was first resorted to to obviate natural impediments, but canal navigation, though it facilitates the transmission of heavy goods, does not quicken or materially increase inter-communication. Steam navigation overcame many obstacles, but still left as many unconquered. The American people felt the want of an agent which should limit distance, defy seasons, and overcome territorial inequalities. Scarcely had this feeling become general, although, perhaps, unexpressed, when a new power presented itself. The spirit of the republic grasped it at once,

* Extracted from *Chambers' London Journal*, an amusing and instructive little work, issued weekly.

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and has applied it to the wants of the widely scattered Union with practical sense and political foresight.

The united legislature of Great Britain has allowed the capital of its subjects to be applied to the formation of railways without system or uniform object; the thirteen state legislatures of the United States, though distracted with local partialities and territorial jealousies, have laid down something like a practical scheme in the construction of their lines.

The lines of railroads in the United States completed, in progress, and projected, are destined to run along the Atlantic seaboard, and to connect all its principal cities, Portsmouth, Boston, New York, Philadelphia, Baltimore, Norfolk, Fredericksburgh, and Charleston. From this sea-board they run into the far west, and thus connect pasturage and agriculture with trade and commerce. At Charleston, Pensacola, and New Orleans other lines run into the interior of the west, even to the borders of the Missouri. In the interior of the western territory from Indianopolis and Cincinnati, from Milwaukie Chiccago and Detroit, other lines extend to the borders of the lakes, interlocking with numerous canals, and from the banks of these lakes and streams direct lines run eastward to the principal cities; thus furnishing to the whole country commercial arteries through which its life-blood circulates. This has been the labour of twelve years only.

These lines traverse the most settled portions of each state, and terminate at the most important points from the borders of the Western lakes and rivers to the places of shipment on the seaboard. If we survey the map we shall see the termini, at both ends, resting at the principal commercial towns, both in the east and the west. The principal termini of each track upon the Atlantic lines may be found in Boston, New York, Philadelphia, Norfolk, Wilmington, Charleston, and Savannah. And here we may remark, that these lines must be taken in connexion with the routes laid out in British North America, running across the English and United States territories, and designed to connect the upper parts of the St. Lawrence with the ocean, and thus to overcome the obstacles which a Canadian winter opposes to commercial enterprise.

The commencement of the railway lines of the Atlantic frontier already constructed is at Portsmouth, in New Hampshire. From this point a line (40 miles) has been nearly completed to Boston. Thence a northward track (26 miles) diverges to Lowell—the American Manchester—and from that place another line is laid out to Concord. The first section, however, of what is strictly termed the Atlantic Railroad Line, extends from Boston to Norwich, and to Stonington, both in Connecticut. The Boston and Worcester line (44 miles) joins the Norwich railway (58 miles) at the latter town. At Norwich the line unites with steam navigation, and furnishes a rapid conveyance to New York. The Boston and Stonington line passes through the most flourishing towns of Massachusetts to Providence, the capital of Rhode Island. Through Long Island Sound it furnishes a safe mode of communication between Boston and New York all the year.

Passing from New York, we arrive at the line which leads directly to Philadelphia, and from that city another extends to Baltimore, and from Baltimore one to Washington. Crossing the Potomac, there is another track marked out in Virginia, from Alexandria to Fredericksburgh, from Fredericksburgh to Richmond, from Richmond through the low pine lands of North Carolina to Wilmington, with a diverging track to Norfolk, at the mouth of the James river; and also two lines marked out across the whole length of the state of Delaware. From Wilmington, North Carolina, a line is also projected, if it be not already laid out, along the shores of South Carolina to Charleston.

Thus we have a continuous line projected and in the greater part executed, along the Atlantic frontier, including the most powerful and populous states, which, when completed, will afford the most splendid route of travel and conveyance to be found in the world, extending from the northern to the southern metropolis of the United States.

From the principal Atlantic cities, as points in the Atlantic line, railway routes have been projected to the west, for the purpose of connecting its vast agricultural treasures with the markets of the east, and also of affording channels of transportation for the western population to the eastern cities, and for the conveyance of eastern goods to the western markets.

Massachusetts seems to have started first in this most brilliant career of internal improvement by railways; and to this it was impelled, fully as much by necessity as by the possession of capital. A few years ago, this state, then considered as of an isolated position, exported only granite and ice; and it was then a matter of doubt whether its commercial capital, Boston, was not, in fact, retrograding in population and prosperity; all is now altered, the keen forecast and energetic enterprise of its population have burst forth in the establishment of works, which, considering the time in which they have been accomplished, appear almost unexampled, and which must render their city hereafter the great European port. Besides the introduction of a line of steam-ships from England, there has recently been nearly carried out a line of railways that will connect that city with the shores of Lake Erie, and another line has been projected from it across the Rocky Mountains to the shores of the Pacific, and so connect it by steam navigation with the Pacific states of South America, with Australia, New Zealand, India, and China. Whoever will cast a glance at a map will at once see that the Cunard line of steamers from Liverpool to Halifax and Boston, must become the great line of intercourse between Europe and North America, and this fact, when taken in connexion with the lines already executed from the last-named port to the far west, and with the great scheme projected, will show that our assertion that Boston will hereafter be the great port of the Union is not wild or visionary.

The lines to connect the trade on the west with Boston are worthy of some detail. A route has been commenced and is nearly finished between that city and Albany, which is connected with lines running directly to Buffalo upon the shores of Lake Erie. This railway continues the line from Boston to Worcester, running to West Stockbridge, and there it intersects the Hudson and West Stockbridge line, passing by the towns of Charlton, South and West Brookfield, Palmer, and Wilbraham. The length of this section, east of Connecticut, is 54 miles, and of that on the west side of the Hudson is 62 miles; the whole length from Worcester to the state line, being 116 miles. The line which this last-named railway meets, commencing at West Stockbridge, Massachusetts, possessing a branch to Pettsfield, and passing through Lebanon Springs, and through Rensellaer and Columbia counties, proceeds in a south-easterly direction to Greenbush, opposite Albany: its length being 41 miles. This railway will soon be completed, and will come into keen competition for the western trade with the navigation of the Hudson—at present the most important channel of travel in the Union.

At Albany commences a series of railways that is continued from that city to Buffalo, and which terminate the great chain of communication from Boston to the Lakes. The first link in the series is the Mohawk and Hudson line, extending for 15 miles from Albany to Schenectady. From the latter place a track diverges off to Saratoga Springs, a distance of 21 miles. The Renselaer and Saratoga railway also reaches the same point, commencing at Troy. From Schenectady a railway has been finished to Utica, a distance of 27 miles, running through the most fertile portion of the Mohawk valley. The Syracuse and Utica railway is an extension of this line for a distance of 53 miles, and is deemed the most productive work in the State of New York. It passes up the southern acclivity of the Mohawk, nearly parallel with the Erie canal, which it crosses when about to enter the town of Rome. Leaving Rome, it re-crosses the canal, and terminates at Syracuse. This route is continued to Buffalo by the Syracuse and Auburn line, which runs a distance of 26 miles, through a beautiful, fertile, and thickly-peopled country, and then unites with the Auburn and Rochester line. This latter road is not as yet completely executed. The great western track from the latter point is continued by the Tonawanda railway, extending from Rochester upon the Gennessee river to Attica, a distance of 43 miles. From this point the Attica and Buffalo railway, 30 miles in length, terminates the grand chain of inter-communication from Boston to the Lakes. This great northern line of railways to the west would, it was anticipated last winter, be completed throughout its whole extent in July of this year, and would open a channel of transportation for agricultural products and manufactured goods from the Atlantic to the lakes.

From this great line many minor routes connect it with the principal towns of the states through which it passes. And in the great northern line, before described, projected tracks diverge to the shore of Lake Ontario; and on this from Saratoga to the banks of Lake George.

RAILWAY SALARIES—NORTH MIDLAND RAILWAY.

THE following are the documents alluded to in another column:—

To the Proprietors of the North Midland Railway Company.

GENTLEMEN,—In laying before you the enclosed memorials, addressed by us to the Directors of your Company, in consequence of a resolution of the Board to reduce our salaries 10 per cent. from the 1st July last, we beg to state, that in accordance with our wish therein expressed, the Directors have kindly delayed putting into execution the proposed reduction until the 1st of October next, whereby you might have an opportunity of expressing your opinion, as to the propriety and justice of enforcing so large a sacrifice from your clerks and other servants of the Company, for the sake of securing a trifling advantage to yourselves.

We believe that none of your servants are paid higher in proportion to the duties they perform, than those on other lines, and some of them are paid much lower.

The saving by deducting 10 per cent. from salaries chargeable to revenue exceeding 100*l.* per annum, and 1*s.* per week from the wages of porters, policemen, and others, will be about 2,300*l.*, and assuming the capital of the Company to be 3,000,000*l.*, the proposed reduction will add to your dividend about 10¼*d.* per share per annum, or about 1*s.* 6¼*d.* per cent., but will be seriously felt by those whom it will affect.

We therefore trust, that for the sake of the very trifling gain to yourselves as stated, and the great discouragement to us, you will by an expression of your opinion at the approaching half-yearly general meeting, on the 26th instant, induce the Directors not to enforce the resolution referred to.

We are, gentlemen,
Your most obedient servants,
THE CLERKS AND OTHERS,
Employed on the North Midland Railway.

August 14th, 1841.

To the Honourable the Chairman and Directors of the North Midland Railway Company.

THE MEMORIAL OF THE UNDERSIGNED,

Humbly Sheweth,—That your memorialists have heard with surprise and regret, that it is the intention of your honourable Board to make an immediate reduction in the existing salaries of 10 per cent. exceeding 100*l.*

That your memorialists entered the service of the Company under the impression that (far from being liable to any diminution in the amount of their remuneration) their salaries were fixed at a certain rate, to be increased when the prospects and returns of the Company should permit.

That your memorialists beg to state, that their

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domestic arrangements have been made upon the faith of their present salaries having been determined upon, subject to their efficiency and good behaviour.

That your memorialists will be subjected to much inconvenience, and in many instances to embarrassment, should the reduction take place.

That should the affairs of the Company render it imperatively necessary that the reduction of 10 per cent. must be enforced, your memorialists will undoubtedly bow to the decision of your Board, but in that case they respectfully submit, that sufficient notice should be given to afford them the opportunity of revising their arrangements according to the reduced scale of salaries, and that the matter may be delayed until the 1st day of October next, before which time an opportunity will be given to your honourable Board, to inform the proprietary of your intention, who, in consideration of the very trifling advantage to be derived individually by them, may be of opinion, that so important a sacrifice on the part of their clerks should not be enforced.

Your memorialists have refrained from expressing their opinions of the illegality of so material a reduction, attended by so short a notice, and respectfully suggest, that the engagements they had entered into were considered binding for twelve months, subject, of course, to the results of inefficiency or misbehaviour, and your memorialists will ever pray.

To the Honourable the Chairman, Deputy Chairmen, and Directors of the North Midland Railway Company.

THE PETITION OF THE UNDERSIGNED GUARDS, POLICEMEN, PORTERS, AND OTHERS,

Humbly Sheweth, That your petitioners beg most respectfully to state, that they entered the service of the Company at certain weekly wages, with an allowance in case of sickness or accident.

That recently the sick allowance has been discontinued, and your petitioners have been compelled to join the Friendly Society, and provide for themselves in sickness, at the expense of 2s. 6d. per month, an amount they can ill afford to pay.

That the recently proposed reduction of 1s. per week in your petitioners' wages will be most severely felt by them, inasmuch as it will entirely prevent them availing themselves of the benefits offered by the Friendly Society, in addition to the diminution of their means for supporting themselves and families.

Your petitioners therefore humbly pray that your honourable Board will favourably consider their case, and your petitioners will ever pray.

RAILWAY SALARIES.

To the Editor of the Railway Times.

SIR,—I have seldom met with a more injudicious letter than one which you have permitted to appear in your last publication, signed "A Friend to the Subs." A grosser libel cannot well be imagined than is contained in that production; nor does it seem to have any other object in view than to make the parties whose "friend" he professes to be, dissatisfied with their situations, and to point out to the worthless and unprincipled, if such there be amongst them, the easiest way of cheating their employers. In doing so, he broadly insinuates that the "conductors" and "contractors" are a set of rogues, who only want the opportunity of leaguing with dishonest clerks, to cheat and defraud the Companies who place confidence in them. It would appear, too, from your correspondent's account, that passengers by railways are in the habit of practising "every species of insult" to the men who have "most trustworthy situations," and that the "superior officers" are a "constant annoyance" to their subordinates. If this be a correct statement of what takes place at the London ends of railways, all I can say is, that they order these things better in the country, where the insolence of officials towards passengers is a more frequent, and as I believe, a more just, cause of complaint. As to the miserable salaries of which your friend complains, I apprehend those who are in the receipt of them are not forced into the situations, and whenever they can *better themselves* there will be no difficulty in finding twenty applicants for every vacancy, as well qualified to discharge the duties as those who quit them. A person who in these times quarrels with salaries of 80*l.* to 120*l.* per annum for clerks in railway offices, and of 150*l.* to 180*l.* per annum for the junior departments in the engineering establishments, must have but a slender knowledge of what is passing in the world. There are thousands now eagerly looking out for such situations, who would not only perform the duties satisfactorily, but who would scorn to league with either conductors or contractors, to defraud their employers of one penny.

Yours truly,

AN OLD CLERK.

11th October, 1841.

RAILWAY ACCIDENTS.

FATAL RAILWAY ACCIDENT.—On Wednesday night, a fatal accident occurred to the keeper of a gate near Brough, named Heesom. It appears that the last train reached the gate kept by deceased, about half-past nine o'clock, it being then quite dark, the engineer, a very steady man, and one of the most valuable of the Company's servants, found that the keeper had not opened it, and on arriving at Hull he reported the neglect of the keeper, and it was intended that he should be severely reprimanded the next day. Early in the morning, however, his body was found lying on the line, with his hand and the back of his head crushed. It is supposed that the deceased had fallen asleep in his box at the time the train was coming up, and being startled by the whistle of the engine, had run to the gate, but had been too late to open it, and had been knocked down and run over by the train. From the wounds on the body it is supposed that deceased must have died instantaneously.—*Hull Rockingham.*

ACCIDENT ON THE MIDLAND COUNTIES' RAILWAY.—On Saturday afternoon an accident occurred on the Midland Counties' Railway, near Loughborough. A large quantity of ballast had been taken from a field adjoining the line on its eastern side, between the Nottingham road and the meadow lane, and a short but much inclined branch has been laid from the main line to the bottom of the excavation. Unfortunately the points at the junction of the lines were on the arrival of an up train so placed as to turn it upon the branch, where it came in contact with a train of earth waggons that had been placed there. The concussion shattered four of these waggons to pieces, and completely disabled the engine, but no person received any serious injury. The train was compelled to wait until another engine could be got from Leicester.—*Leicester Herald*, October 9. [We trust this occurrence has been inquired into.—ED. R. T.]

ACCIDENT ON THE NORTH MIDLAND RAILWAY.—On Monday an accident happened on the North Midland Railway to a train which was going at a rapid rate about one mile and a half south of Wingfield Station, when suddenly one of the axles of a coal waggon gave way. The workmen on the line, seeing the waggon off the rails, instantly gave an alarm to the engine man, who as soon as possible stopped his engine. Several of the waggons were more or less damaged, but not seriously. The engine man detached his engine from the broken waggon, proceeded as quick as possible to Amber Gate, and presently returned with three more waggons well laden with men from Mr. Stevenson's lime works, who lost no time in re-loading the materials into the empty waggons, and clearing the line as soon as possible. The train which was due at Wingfield Station about 11 o'clock a. m. was obliged to be turned on to the down line as far as Amber Gate, also the train which passes Wingfield Station. Soon after the 12 p. m. train was obliged to be removed also. After this the line was quite cleared, and the trains took their regular course. It is common for a guard to attend these coal trains, and he happened to be standing on the bumpers of the waggon that broke, but fortunately he escaped with only having his finger badly crushed.—*Derby Reporter.*

ANOTHER ACCIDENT ON THE BRIGHTON RAILWAY.—It was generally reported last evening that a fall of earth had taken place on the line near Hayward's-heath, covering one of the rails. The only inconvenience occasioned by the accident was, that the up and down trains had to run a short distance on one line. A number of labourers have been set to work to clear away the obstruction.—*Courier of Thursday.*

FATAL ACCIDENT ON THE ULSTER RAILWAY.—We regret to learn that an accident occurred yesterday, near the Dunmurry station, by which a highly respectable gentleman, Mr. Hugh Kidd, of Newry, lost his life. It appears Mr. Kidd went in the one o'clock up-train, with the intention of visiting Dr. Montgomery at Dunmurry, and, of afterwards proceeding, by a later train, to join the first conveyance for Newry. The train stopped for the usual time at Dunmurry, but Mr. K., from having been engaged in conversation, did not get out at the proper time. After the train got in motion again, he rashly leaped from the carri ge in which he was sitting, and the consequence was, that the wheels of the hindmost carriages ran over and crushed one of his legs in the most frightful manner; the unfortunate gentleman, we understand, also received severe internal injuries, arising from the fall. He was immediately conveyed to the house of Dr. Montgomery, where, in a short time, he expired. As soon as the train reached Lisburn, an engine and carriage were instantly despatched with a surgeon, in order that every assistance should be rendered to the sufferer; Dr. Montgomery also procured the attendance of Dr. Purdon, of Belfast, as early as possible, but we regret to say, that Mr. Kidd had expired before that gentleman arrived.—*Ulster Times*, October 12.

COACH ACCIDENT.—As one of the few coaches that are now left on the road, was on its way to Brighton last Friday, the wheels, which were new, ignited from the friction, near Albourne. The passengers became alarmed, and quitting the vehicle, proceeded on their journey as they best could, some being fortunate enough to procure other conveyances, while most of the remainder trudged to Brighton on foot. Another set of wheels having been at length procured, the coach proceeded to Brighton, with a few of the passengers who would not leave, and arrived there about two o'clock on Saturday morning, six hours after the usual time. No inconvenience was occasioned to the passengers beyond the delay.—*Brighton Gazette.*

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DUBLIN AND DROGHEDA RAILWAY.—This railway is rapidly progressing towards completion. Hundreds of masons, quarrymen, labourers, are to be seen employed on the works, from the Crescent of Clontarf towards Swords, which are now so far advanced as to be worthy of a visit.—*Limerick Chronicle.*

Mr. Henderson, an English railway and canal engineer of considerable eminence, has settled in Dublin. We hail this as indicative of the increased progress of useful public works in this country.—*Limerick Chronicle.*

MANCHESTER AND BIRMINGHAM RAILWAY—BRICKLAYERS' STRIKE.—On Tuesday last, all the bricklayers, amounting to above 300 trowels, and engaged at the terminus of the Manchester and Birmingham Railway, struck their work, in consequence of the Company having engaged three or four men not belonging to the Bricklayers' Club. There are of course as many labourers lying on their oars, making a tolerable regiment. From inquiries made, wages form no part of the dispute. The daily earnings of these men, one-half of whom are voluntarily idling away their time, and the other half necessarily so, will amount to 130*l.* or 140*l.* per day, and should the strike last a week, the sum approaching 1000*l.* will be lost to these labouring men.—*Leeds Mercury.*

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Railw.	Miles opened	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.	Length Railw.	Miles opened.	No. of shares	Am. of Share.	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..	112½	112½	25000	100	90	London and Birmingham	..	157	..	..	..	..	157
....	....	680	25	25	Ballochney	..	82†	..	..	..	..	..		—	25000	25	5	Ditto (*Quarter Shares*)	..	..	21⅛	..	..	..	21⅛
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..	—	—	31250	32	32	Ditto (*Thirds*)	..	51½	..	..	..	..	52½
—	—	6300	33⅓	29	Ditto (*Thirds*)	..	..	..	..	..	..	..	—	—	.....	32	2	Ditto (*New Shares*)	..	23	..	..	..	..	22½
51	51	9500	100	100	Birmingham and Gloucester	..	54½	..	..	..	..	..	33	33	24000	25	25	London and Blackwall	..	8⅞	8¾	8⅞	..	..	..
—	—	10000	17½	7½	Ditto (*New*)	..	..	..	..	..	..	..			....	6¼	2½	Ditto (*New*)	3	..	3	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	..	..	..	..	56	56	36000	50	50	London and Brighton	40½	40⅞	41	40¾	40	40	40¾
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..	10½	10½	33000	avr.	13⅜	London and Croydon	..	13	..	12½	12⅝	12⅝	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..	3⅜	3⅜	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..	—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..	—	—	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..	77	77	36000	avr.	38⅝	London and South-Western	51½	51½	51½	..	51½	51½	51
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..		—	42000	5	2½	Ditto (*Tenths*)	..	..	2⅜	..	2⅜	2⅜	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..	50	50	13000	100	70	Manchester and Leeds	..	..	..	..	57	57	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..	—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	25*	25½†	..	..	..	..	..	—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..	10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	51
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..	40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..			7800	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	7	28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
66	....	18000	50	50	Edinburgh and Glasgow	..	..	..	..	..	..	44½	57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	75½
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..	—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	18½
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..	....	....	1940	25	25	Monkland and Kirkintilloch	..	57½†	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	..*	..	..	..	..	..	..	61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
....	....	1950	25	25	Glasgow and Garnkirk	38*	38†	..	..	..	..	..	—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	40*	40†	..	..	..	..	..	7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	25*	25†	..	..	..	..	23½	72½	72½	15000	100	100	North Midland	..	..	65	..	66	66	65
15½	....	6000	50	50	Gosport	..	..	..	..	..	..	..	—	—	15000	50	40	Ditto (*New*)	32½	32½	..	..	..	..	32½
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	195	—	—	15000	21⅓	10	Ditto (*Thirds*)	..	..	9	9¼	9⅜	9⅜	9⅜
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	96½	32½	26½	7200	50	30	Northern and Eastern	..	..	..	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..	22	22	6329	75	75	North Union	..	..	..	..	..	..	75½
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	25½	19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	63	..	63½	..	63	63	62	—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	75	74	74	75⅛	75	75	74	5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	25000	50	50	Ditto (*New Shares*)	53½	53½	53½	53½	54	54	54	25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	37500	20	4	Ditto (*Fifths*)	6⅞	7	7	7⅛	7⅜	7⅜	7	—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..	....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
20½	20½	5000	50	42	Lancaster and Preston	..	..	..	..	..	..	..	—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..	67	....	28000	50	43	South-Eastern and Dover	19	18⅜	..	..	..	..	18⅜
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..	27	27	8000	100	100	Taff Vale	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	197	15½	...	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46½	....	....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	92	23	23	6700	50	50	York and North Midland	77	..	..	78	78	78	77
..	..	....	..	..	..	..	..	..	..	..	..	..	—	—	6700	25	10	Ditto (*New*)	26½	..	..	26	..	..	26

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Oct. 9	1,602	£66 14 11	£95 13 9	£162 8 8	£1 16 1	£10 16 7	£182 9 10	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Oct. 9	..	1,088 4 5	767 1 11	1,855 6 4	4 8 6½	30 19 11¾	1,142 13 6	38½
1,266,666 0 0	1,320,716 16 2	....	Birm & Gloucester	3	51	Oct. 8	7,891¼	1,673 7 8	257 9 6	1,930 17 2	5 8 2	37 17 2¼	857 4 0	51
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	4	14½	Oct. 11	6,585	513 17 3	48 15 6	562 12 9	5 10 10½	38 16 0½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Oct. 10	30,227	....	....	646 16 8	15 3 2¼	106 2 9¼	898 17 0	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	Oct. 10	4,080	178 9 10	70 1 11	248 11 9	2 2 4½	14 16 9	235 19 4¼	16½
2,133,333 0 0	1,654,898 4 3	2 3 6	*Eastern Counties'	7	17½	Oct. 10	15,856	....	....	833 0 3	6 16 0	47 12 0	510 2 7	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	8	40	Oct. 9	10,930	757 12 1	245 9 8	1,003 1 9	4 3 7	25 1 6½	861 16 1	..
....	....	....	†Glas., Pais., & Green.	9	22½	Oct. 9	11,085	684 10 1	159 14 3	844 4 4	6 5 0½	37 10 4½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	88	Oct. 9	..	7,303 1 6	1,871 1 8	9,174 3 2	11 9 11	80 9 6	9,009 10 6	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	11	45	Oct. 11	..	966 7 4	301 6 11	1,267 14 3	4 0 5½	28 3 5	....	..
5,331,527 9 10	5,877,120 7 8	3 9 0	Great Western	12	118	Oct. 10	..	11,241 17 2	2,043 3 3	13,285 0 5	11 4 3	78 9 10¼	6,395 13 9	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	13	31	Oct. 10	5,078	596 11 5	430 0 6	1,026 11 11	4 14 7¼	33 2 3½	....	..
488,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	14	20½	Oct. 9	2,622	481 3 6	27 18 0	509 1 6	3 10 11½	24 16 7⅜	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Oct. 8	..	2,909 10 5	1,892 3 5	4,801 13 10	22 2 6½	154 17 10½	5,209 19 10	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	16	112½	Oct. 9	..	14,310 16 8	3,134 18 1	17,445 14 9	21 1 10⅔	147 13 4	15,114 19 0	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	17	3⅜	Oct. 14	41,091	....	....	774 15 2	29 10 3¾	206 12 0½	646 1 4	3⅜
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	18	56	Oct. 14	7,464	2,189 0 6	49 13 6	2,238 14 0	5 14 2½	39 19 7½	155 13 1	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	19	10½	Oct. 12	8,572	499 17 1	70 18 10	570 15 11	7 15 3⅜	54 7 2⅜	642 14 9	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3⅜	Oct. 14	26,373	....	....	799 17 6	30 9 5	213 6 0	991 17 6	3⅜
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	21	77	Oct. 11	..	4,986 8 10	886 12 10	5,873 1 8	10 17 11	76 5 5¼	5,151 14 2½	77
2,800,000 0 0	1,515,045 2 1	....	*Manchester & Birm	22	5	Oct. 11	10,548	....	....	299 3 3	8 10 11½	59 16 7⅔	357 3 4	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	Oct. 7	..	408 10 0	203 5 10	611 15 10	8 14 9½	61 3 7	586 3 10	10
3,086,500 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	24	50	Oct. 4	..	2,910 6 5	1,757 15 6	4,668 1 11	13 6 8⅔	93 7 2⅔	....	13½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties	25	57	Oct. 9	16296½	2,307 1 0	949 17 2	3,256 18 2	8 3 3	57 2 9½	1,920 14 2	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	26	61	Oct. 9	..	569 14 0	923 5 6	1,492 19 6	3 9 11½	24 2 9 6	....	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	27	72⅜	Oct. 9	..	3,239 3 0	1,390 2 5	4,689 5 5	9 2 2½	68 15 4⅔	3,067 8 9½	72⅜
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	Oct. 8	4,440	1,035 6 7	177 8 5	1,212 15 0	7 17 5½	55 2 4⅔	....	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	29	26½	Oct. 10	10,183	....	....	920 3 5	5 0 1⅔	35 1 0⅔	463 6 7	..
500,000 0 0	337,920 13 0	2 10 0	Preston & Wyre	30	19	Oct. 9	2,846½	268 0 10	82 5 10	350 6 8	2 12 7½	18 8 2⅔	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	31	8	Oct. 10	6,897	....	....	191 2 3	3 8 3	23 17 9⅔	255 16 0	8
446,666 0 0	566,672 8 1	9 0 0	York & North Midland	32	23	Oct. 11	8,612	....	....	1,817 18 0	11 2 11½	79 0 9½	896 15 2	23

2. Toll to London and Birmingham 161*l.* 17s. 0d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 27*l.* 18s. 0d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,668*l.* 1s. 11d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

25. The receipts for goods, &c. include, carriages, 47*l.* 15s. 6d.; horses, 23*l.* 19s. 0d.; dogs, 3*l.* 16s. 9d.; parcels, 208*l.* 8s. 2d.; cattle, 81*l.* 0s. 0d.; corn, 6*l.* 13s. 1d.; heavy goods, 454*l.* 1s. 4d.; coal, 124*l.* 3s. 4d.—Total, 949*l.* 17s. 2d. The dividend is from the time opening.

27. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway. The dividend is from the commencement.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Edinburgh, Leith and Newhaven Railway.—*In the early part of the week we received a very long letter from Mr. Richard Dawson, of Liverpool, "agent" to this scheme, partly in reply to two or three of our correspondents, and partly in attempted vindication of himself and the Directors of the Company. As Mr. Dawson was anxious that this letter should appear in our number of to day, we had put it into type, and intended giving it, when lo! there came yesterday a letter from Edinburgh, signed "Allen George Field, Secretary," in which the writer states, that Mr. Dawson had forwarded to him a copy of the letter referred to with a request that if not approved of, Mr. Field would write to us to stay the publication. "Having submitted it to the Board, we presume," I am instructed says Mr. Field to request that it may not be published." The reasons assigned by Mr Field for this request are two. One of them is, that the explanations volunteered by Mr Dawson "are sadly defective from want of knowledge evidently of many of the most important and leading features." We leave Mr Dawson and the worthy Secretary to settle this point between them. The other reason is, "because the Board of Directors have long since determined they will not notice the absurdities and imaginary grievances of contemptible and anonymous scribblers, much less ALLOW their agents to walk out of the immediate line of their duty, particularly in any attempt to make an UNCALLED FOR 'vindication of their conduct, through the medium of any public journal." We expected no less. We never yet knew a body of public men whose acts had been called in question who did not profess a thorough contempt for the medium through which their misdoings had been exposed to the world, at the very moment they were writhing under the well merited castigation of "contemptible, anonymous scribblers." Our readers are, happily, spared the infliction of Mr. Dawson's rigmarole, to which we had felt it our duty to append a few editorial observations, but we beg that, next time that gentleman proposes honouring us with an epistle intended for publication, he will make up his own mind before sending off his letter, and save us the trouble and expense of putting a page and a-half into type, only to be cancelled on the following day. We comply in this instance with the Secretary's request, without in the smallest degree recognising the right of Mr. Allen George Field, or his employers, or their agent, to exercise any control whatever over matter that has once been forwarded to us for publication.**

London and Brighton Railway.—*Perhaps A Shareholder and Resident will deem a letter which appears in another column sufficient to answer his purpose. If not, we will publish his communication next week.*

Veras, who writes in reference to the Great Western Railway, dwells we think too much upon minor points, many of which would we are sure be at once corrected if represented in the proper quarter. By the way, we wish our friends would vary their signatures somewhat. Last week we had a correspondent signing himself Veras; to day appears a letter with the same sobriquet; and now we are replying to a third—all three communications coming from different parties.

Great Western Traffic.—*By some mistake we received last week, instead of the proper returns, a duplicate of the returns for the previous week which we had already given. This was discovered at too late an hour to enable us to rectify the mistake in our last. We now therefore give the results for the week, ending October 3 —*

Passengers	£11 193	16	9
Goods	1,922	0	9
Total	£13,115	17	6

South Eastern Railway.—*One Interested in Railways will find in another column a short notice of the present position of the works upon this important line.*

We shall be most happy to receive the communications referred to in the private notes of Mr. H. E., of Liverpool, and of our old correspondent who dates from the Weands worth road.

A. Z. (whom we noticed last week).—*We find the account is rendered not more frequently than once a month, and then not regularly.*

Mr. W. J. D. declined, with thanks. The MS. shall be returned, if required.

We cannot assist our Darfield correspondent. He must advertise in the usual way, and take his chance.

T. S.—*Appointed 1837; resigned 1839. We believe the party has since gone abroad. To the other inquiry—Yes.*

J. K. Z. *may safely trust us; we shall be happy to do what we can to assist him.*

Grand Junction Railway.—*In the letter of Observer S, inserted in our number of last week, the words "Docks' flats" should have been "Duke's flats" alluding to the Trustees of the late Duke of Bridgewater. In like manner "convenience of the Docks" should be read "Duke's."*

We feel much obliged to our Southam correspondent for his expression of opinion, and shall not lose sight of the matters to which he alludes. His position must have given him cognizance of many facts which we should have great pleasure in making public. With respect to the accommodation offered by second class trains, he should recollect that the Companies have to guard against making them too comfortable. If they were to fit them up in a superior manner, what would become of their first class?

W. H. B.—*The arrangement referred to would entail a considerable degree of additional labour, without, as far as we can perceive, doing much good.*

No Shareholder *was anticipated by another correspondent.*

Esau.—*The same answer.*

Liverpoolensis *is much too modest. We shall be glad to hear from him again.*

Mr E.—*The letter has been forwarded.*

Blackwall Railway.—*In answer to A Country Proprietor, who inquires if the dinner to the Directors proposed at the late general meeting has yet been given, we have to state, that as far as we know it has not. We presume that the affair has miscarried from want of some active person to arrange the details. The Directors and officers of the Company cannot of course interfere. Why does not Mr. Crawshay, with whom the proposal originated, see to the matter? No man could do it more effectually.*

Homo *forgets that the new shares were issued at a heavy discount.*

Will Economicus *enable us to carry his suggestion into effect.*

Kolmann's "Safety Railway."—*A correspondent wishes to obtain some information respecting the present position of this invention. We believe a Company was formed, or attempted to be formed, to carry it out.*

Four wheeled Engines.—*A long letter appeared in the Times of yesterday from Mr C. Hood, of Earl street, Blackfriars, one of the Directors, we believe, of the Eastern Counties' Railway on the superiority of four wheeled engines over six wheeled. Mr. Hood promises a further paper, and should none of our correspondents in the interim take that side of the question, we may hereafter perhaps give the substance of Mr. Hood's remarks.*

The Proposed Railway in Brazil.—**Mr. H. R. Forest's strictures on this scheme shall appear next week.**

Mr Francis's *letter next week.*

THE RAILWAY TIMES.

SATURDAY, OCTOBER 16, 1841.

So much had been written and spoken on the subject of a railway route to Scotland, without any symptoms of measures being taken to carry a feasible scheme into effect, that we had begun to fear the whole would terminate, for the present at least, in profitless talk. We are glad to find, however, that such is not to be the case, but that the plan laid down by the Parliamentary Commissioners now stands a fair chance of being fairly and efficiently carried out.

We allude to the proceedings of a very important meeting recently held in Carlisle, and of which ample particulars will be found in another part of our present number. It will be seen that the scheme has been taken up in earnest, not only by some of the most influential gentlemen of the district, but likewise by two or three of the most important Companies whose prosperity will be promoted by the adoption of the line selected. The Grand Junction Company have agreed to subscribe for shares, conditionally, to the extent of 200,000*l.*, the condition being that the landowners generally shall, in like manner, accept payment for the property required by taking shares to their several amounts of compensation. This is a very liberal offer, and as such has been followed by the North Union and Bolton and Preston Companies, and we have no doubt will be cheerfully followed also by the London and Birmingham Company, who are as much interested in the success of the west coast line as it is possible for any other Company to be. Among the many other advantages which this scheme for raising the requisite funds presents, it is not the least that the shares thus subscribed for by the existing Companies will of course be firmly held, without any risk of speculation in the stock-market on the one hand, or inability or unwillingness to pay up the several instalments as they become due, on the other. To a Company so powerful and so flourishing as the Grand Junction happily is, the investment of 200,000*l.* in shares for so legitimate an object can be of little consequence; and we have no doubt that the arrangement will be cordially approved of by the proprietors at large. Whatever may be the immediate and direct returns for the money so laid out, assuredly the construction of the line proposed would produce to the Grand Junction, and the other Companies in connection with it, a most satisfactory dividend, by contributing to swell the revenue of their own several undertakings.

But *will* the landowners consent to accept in shares the amount of the compensation to which they may be deemed entitled? We think they will, and this for more reasons than one. In the first place, the days are gone by, when, as Captain HUTSH very justly remarked at the meeting, railways were looked upon as a moral pestilence, and Railway Engineers as the pioneers of mischief. Fortunately, the results even to the landowner himself, have been such as to enlist his self-interest in their support, while at the same time the public generally have gained more correct notions of the importance of such works, and as a necessary consequence begin to regard with different feelings from those which at one time prevailed, the conduct of those who would obstruct their progress from wantonness or caprice, or for the sake of extorting an undue remuneration for the property which their promoters may require. In a word, self-interest and shame, two of the strongest moving principles of human action, will combine to render the landowners in the North less exacting than the past experience of other Companies might suggest, and more disposed to lend positive assistance to the prosecution of a scheme which not only will advantage themselves so sensibly, but which, if obstructed and opposed at the outset by grasping cupidity or apathetic indifference on their parts, is almost certain never to be carried into effect. The strong exertions which are now making to secure another route between the capitals of the two countries cannot but have a beneficial effect upon the owners of property upon the line which has received the high sanction of the Commissioners. They must be fully aware that if *they* do not step forward to secure the boon which is so far within their reach, others will; and that if the present opportunity is suffered to glide by unimproved, it may be long, very long, before such another offers itself. This is not an affair of mere speculation—an affair got up on the Stock Exchange or for Stock Exchange purposes; it is an attempt to carry out in good faith a scheme which, whatever may be its results as a pecuniary investment, cannot but be greatly conducive to the true and permanent interests of the district, and likely to contribute in no trifling degree to the general benefit of the two kingdoms. Seeing these things, and being satisfied, moreover, from the aid offered by Companies so influential as the Grand Junction, that it is seriously intended to carry the scheme into effect, we cannot believe that the landowners will be so blind to their own interest, or so careless of the interests of their several localities, as not at once to fall into the plan of

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receiving payment for their land in shares, thereby securing not only the valuable assistance of the Companies referred to, but inducing other parties to embark their capital in furtherance of so noble, so national a work.

It appears that allowing for the landowners' shares, and for those to be taken by the Grand Junction, and other Companies, very nearly *one-third* of the entire capital required for the construction of the line may be looked upon as already secured! This certainly is a most gratifying circumstance. Were Government fully sensible of the vast importance of the scheme, they would at once advance another third (at least) of the necessary amount upon terms such as Government only can reasonably be expected to grant, and then the immediate success of the plan would be placed beyond all question. We fear, however, that under present circumstances this is scarcely to be expected; and with so good a foundation as landowners' subscriptions, and subscriptions by the great southern Companies, we hope it will not be required. We are strongly of opinion, and have always been so, that a line to Scotland, whether by the west coast or the east, would *pay* much better than is generally supposed, enjoying as such a line for some time must (whichever of them is carried into operation) a complete monopoly of railway traffic. Local traffic might in certain parts of the route not be very abundant, but the through trade, the most profitable of all, cannot fail to be great. Conveyance by land will always be preferred to conveyance by water, notwithstanding the greater cost of the former mode, and those who are at all acquainted with the immense business which has of late years been carried on by water between the metropolis and Edinburgh, and Glasgow, and other Scotch towns which the formation of a great trunk would sooner or later bring within the sphere of railway operations, will admit that the prospects of a large and profitable traffic for such a line as that of which we now treat are most promising.

We sincerely hope that the very sensible views of Captain HUISH as expounded at the Carlisle meeting, will be acted upon in the formation of this line, and that the efficiency of the undertaking and its adaptation to the wants of the district and of the two countries, will be more looked to than its splendour and perfection as a work of art. Great, nay fatal, mistakes have been committed in many Companies from a disregard of so salutary and so self-evident a maxim. *Cheapness* is the grand desideratum in railway-making, we mean of course a cheapness consistent with efficiency—for there may, and indeed we have many instances of the fact, be an apparent economy which in the end proves to be the very reverse. Much, however may be done to keep down the expenditure of lines now to be constructed, and most certainly the dear-bought experience of other Companies could not be more effectively turned to account than in the case of such a line as is now under consideration. The projectors must take care to secure the services of an engineer who will look more to the interests of his employers than to his own professional fame. It is pleasing doubtless to be pointed at as the contriver or constructor of a magnificent work, but if such magnificence has been secured at the cost of the dividends of the proprietors, the retrospect must be anything but agreeable to an engineer who is impressed with a conscientious feeling of duty towards those who have called his talents into exercise.

It speaks well for the success of the west coast line to Scotland, that it has already secured so much local support, but more than all, that it has called forth so little opposition. It appears that, so far as has yet been ascertained, there is not a single dissentient on the proposed route, while the high and influential names of Sir JAMES GRAHAM, the Earl of LONSDALE, and other distinguished noblemen and commoners afford a guarantee that it will meet with no factious obstruction in high quarters. We anticipate, indeed, a remarkable economy in the preliminary expenses of the undertaking. There will be no great landowners to buy or bribe off—no Parliamentary opposition to encounter—none of those underhand bargains, into which the promoters of railway projects have too frequently the weakness to enter; a fair price for the land required, and the formal passing of an Act through Parliament will enable the promoters of the line to proceed at once to its construction and completion.

Measures are, it seems, to be taken to give the usual March notices for the prosecution of a Bill in the next session of Parliament but one. This is a very useful and a very necessary precaution. We trust, however, that no means will be left untried to induce the legislature to dispense with these notices, so that the project may be prosecuted without delay. We have strong hopes, that when it is discovered how influentially the scheme is taken up, and above all, how generally it is supported by those for whose protection alone these notices are necessary, Parliament will be induced in its wisdom to dispense, in this instance, with their enforcement. No possible injury could ensue to any party, while very material benefit would be secured in the prosecution of a most important work.

It will be seen that the advocates of the rival line by the east coast are by no means idle. Our preference is awarded certainly to the Commissioners' line, but let us have either line rather than none at all; *both*, we fear, we cannot at present hope to secure.

ELSEWHERE will be found copies of certain memorials presented to the Directors of the North Midland Railway Company, from the clerks and other subordinate officers in their establishment, praying that a contemplated reduction in the amount of their several salaries may not be carried into effect. The memorials bear date about two months back (although it is only within the last few days that they have been brought under our notice), and one of the objects which they were intended to accomplish was to procure a postponement of the proposed reduction from the 1st of July, the day from which it was originally intended by the Board it should take effect, to the 1st of October, in order that the matter might be discussed and determined upon, at the half-yearly meeting in August last. That meeting, however, passed over without any reference having been made to the subject, and we presume, therefore, that by this time the resolution of the Board has been reduced to practice.

We shall not be suspected of encouraging or conniving at a lavish or needless expenditure in the conduct of the daily operations of railways, but we cannot help thinking that such an attempt to cut down the previously inadequate allowances of inferior servants is altogether uncalled for; nay, if it be true, as stated in the memorial, that the parties on the North Midland establishment are not "paid higher in proportion to the duties they perform than those on other lines," and "some of them are paid much lower," we would add that any reduction of the kind contemplated is as ill-judged, and cannot but be as injurious to the Company's interest, as it is harsh and unjust to the sufferers themselves. How can the Company expect that their servants will feel an interest in the prosperity of the undertaking, when they find it difficult to exist upon the scanty pittance allowed them? How can they look for that zeal and enthusiasm in their work, without which no responsible duty, such as devolves upon many of these persons, can ever be adequately performed? If, as mentioned in the memorial, the proposed reduction will subject them to "much inconvenience, and in many cases to embarrassment," can it be supposed that kindly feelings will spring up between the employed and their employers? Or is it not certain, on the contrary, that these hard-worked individuals will contrast their own ill-remunerated labour with the comparatively light and well-paid duties of their so-called superiors, and draw inferences by no means conducive either to their own comfort, or to the efficient discharge of their several duties?

The fact is, that these economical alterations (as we remarked in a recent article) are commenced at the wrong end. The North Midland Board are very laudably anxious to secure economy in the working of the concern, but might not reduction, like charity, begin at home? We know that the aggregate amount awarded to the members of the Board has recently been reduced, but this is owing to a reduction in the number composing the Board. The allowance to individual Directors appears to remain as before. We do not say that they are too well paid for the anxious labours which they have to encounter, but as we take it for granted that it is not the *pay* which leads them to undertake their arduous office, perhaps it would be as well that they should inquire whether some reduction in their own honorary allowances might not judiciously be made, before they summarily strike off, by an official resolution, one-tenth part of the wages of those who have nothing beyond their own daily labour and "their good spirits, to feed and clothe them." To a gentleman accustomed to the comforts and luxuries of life it may appear of little importance that 10 per cent. should be lopped off his means of expenditure; he has still enough, and to spare; but by the poor clerk, burdened probably with a family, the smallest reduction, (aye, even to the extent of 1 per cent.,) is very sensibly felt.

And what, after all, will be the saving effected to the proprietors, supposing these economical schemes to be carried to their fullest extent—supposing the clerk who is starving upon 100*l.* a year to have his salary reduced to 90*l.*, and the policeman with 20*s.* per week to have a shilling deducted from his hard-earned wages—what will be the practical, tangible benefit to the shareholders? If we may credit the memorial, it will amount to about 10½*d.* per share per annum, or about 1*s.* 6½*d.* per cent.! And to secure this magnificent augmentation of dividend, murmuring and discontent are to be excited, and much serious inconvenience occasioned to a very deserving class of men! If we can appeal to the proprietors upon no higher considerations, we beg of them to consider how far the proposed (perhaps the accomplished) reduction is likely to add to the efficiency of their servants. Upon this point some wholesome truths were told in a letter last week by one of our correspondents. How can the Companies expect that their officers will feel permanently attached to their establishments

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if, as occasion offers, or a display of pseudo-saving can be made, they are to be at the caprice of a Board of Management, or of a cheese-paring executive? If 90*l.* is to be substituted for 100*l.*, in order that 10½d. per share may be added to the dividend, why not reduce the allowance to 80*l.* and make the saving 21*l.* at once? Is 90*l.* the minimum, or how much further is the allowance of a poor clerk to be reduced?

Are there no sinecure, or all but sinecure, offices in the North Midland establishment? Are there no over-paid functionaries—no unnecessary places or persons in connection with the line? If there be *not*, the Company are more fortunate than most of their neighbours. We have no doubt, however, that a little inquiry would elicit a good deal of information upon this point, and that it would be found that a really useful reduction in the Company's expenditure might be effected, without harshly screwing the subordinates down to starvation pitch.

Here is another illustration of the evils resulting from a lavish expenditure of money on the construction of a line. Had the same apparent anxiety to economise the Company's funds been displayed somewhat earlier in the Company's career, the poor subs. might at this moment have been suffered to retain their full allowance undisturbed. Thus do the innocent suffer for the guilty!

We have learnt since the preceding observations were in type, that the reduction of 10 per cent is definitively fixed to take effect from the 1st inst. Mr. NEWTON, of Derby, is generally understood to have been the author of the proposition, and as that gentleman has been elected to succeed Mr. GLYN in the Chair, the *employees* of the Company have not much to look forward to, as regards a return to the old scale. We must reiterate our opinion that the proposed saving (if saving it turn out to be) is to be effected in a way wholly unworthy of a great Company, and that the reduction is extremely hard upon those parties who have laboured zealously in the Company's service from the commencement, and who at a time when they were probably looking forward to an increase of salary, are subjected to a diminution of their income in common with those who have just entered upon their duties.

VERY great inconvenience is occasioned to individuals travelling from London by railway, in consequence of the frequent alteration of trains upon some of the metropolitan lines; and this inconvenience is much aggravated by the circumstance, that a particular train will call this week at certain second class stations, and the next week pass them by without stopping at all. We do not think that sufficient publicity is usually given by the several Managements to these alterations, or to the times of starting generally. No doubt this arises from a wish to economise the funds of the Companies, but a few pounds more or less expended in the course of a half-year in advertising or bill-printing, could not sensibly affect the net profits of any of the lines, and would, we are persuaded, contribute very materially to the convenience of the public, as presenting to intending travellers a ready means of reference.

A very useful arrangement might easily be entered into among the several Companies, namely, to open one or two offices (say, one in the City and one at the west end of town) were time bills of *all* the railways, and every information relative to the hours of arrival and departure and to the scale of fares, could at once be obtained. At present, if a pleasure trip by railway is contemplated, and the party is in doubt which of the lines will best suit his convenience, as to the time of starting or rate of charge, he has to hunt over town for bills of the different Companies, and very frequently he hunts for some of them in vain. Bills of the leading lines may, it is true, be obtained at some of the coach offices, but not to mention that the officials at these places are not overburthened with civility, it often happens that the very bill you are in search of is not to be obtained, because the particular office to which you apply does not "book" for that Company.

The expense of two such offices need not cost the metropolitan Companies and those immediately associated with them (such as the Midland Counties', North Midland, &c.) more than 10*l.* or 12*l.* a year each, and if the proprietors of horse-coaches, steam-boats, and other conveyances in connection with such railways were to join in the arrangement, the cost would of course be still further reduced.

The frequent alterations in the Companies' time tables to which we have already referred, are often the cause of much disappointment. We have known instances in which persons trusting to a time bill hanging up in a coach-office, have on reaching the railway station found that there was no conveyance to their destination for hours afterwards, the trains having been altered in the interim. A very good plan to guard so far against this evil has been adopted on the York and North Midland line. We have now before us a time-bill of that Company which bears at top in prominent characters, the date "*October* 1, 1841," and underneath it is stated that "*bills are printed on the 1st of every month and those of a previous date are not always to be depended on.*" We recommend this simple expedient to the notice of other Companies.

A correspondent, practically conversant with the conduct of railway traffic, suggests that much benefit would accrue to the proprietors and to the public, if each Company were to supply all other Companies with time and fare bills, in order that every station clerk might be enabled to furnish information, when required, concerning other railways besides that upon which he may be engaged.

OUR correspondent "Investigator," in his letter of the 27th September, on the Manchester and Leeds Railway, gave it as his opinion that the economy of coke alone is not likely to occasion any great saving in locomotive expenses; and taken abstractedly it certainly does not embrace the whole question, for if the price of coke on that line be only 14*s.* per ton, and their average consumption 36½lbs. per mile, a saving of half the coke would only be equivalent to one-seventh, or 14¼ per cent. of the entire locomotive expenses. On lines, however, in the south of England, where the coke has to be made of Newcastle coal, it cannot be manufactured by the Companies for less than from about 34*s.* to 36*s.* per ton, and the saving on the total expenses would, under such circumstances, become about one-fifth or 21 per cent., which is of itself a consideration well worth attending to. On a line of the extent of the London and Birmingham Railway, would amount on this supposition to 19,000*l.* per annum, and of course any saving would be in proportion to this extreme case.

We however attach great importance to economy in this heavy item of locomotive expenses on other grounds, for we are convinced that general attention should be directed to economy of the machines while executing the work required of them, instead of endeavouring, as has been too often the habit of inexperienced Directors, to obtain the smallest possible number of engines for their expected traffic, at the least possible cost, that they might acquire some credit for economising the expiring funds of their undertaking, while they would carefully provide that outward show might not be wanting.

We should not consider the mere economy of coke so important if along with the attention required to watch its daily consumption there did not also spring up a rivalry among the individual workmen to excel each other in the general economy of their engines, and causing immediate complaint of any derangement of machinery requiring repairs, which might tend to cast him in any degree behind his compeers. It is the infusion of this careful system of watchfulness which is so much required to pervade every department in these large undertakings, and ensure (to use a homely phrase) that one stitch should be promptly applied, instead of waiting until nine are required. Were this generally the case, we should hear but little complaint of the vexatious detentions and misfortunes that now attend the opening of most new lines, for it would oblige the Directors of railways to provide a sufficient stock of really well-built and substantial engines, in readiness to meet the immediate traffic, and give an opportunity for that careful examination and repairs for which such machines constantly require to be for a time laid aside. It might moreover induce Directors to consult, more frequently than has been their wont, such engineers as have especially directed their study to the mechanical working of railways, rather than to the construction of bridges and earthwork, for we fear there are but few of the present day who can boast a practical detailed acquaintance with both these branches of engineering at all commensurate with the advance in each department. The consequence has been that we frequently find that the locomotive engines have to be remodelled at great expense before they are enabled to compete with those employed upon older lines.

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THE general opinion entertained and expressed that the late fatal occurrence on the London and Brighton Railway was attributable to over-driving appears to have made some impression on the Directors, as they have issued an official notice stating that the "engine-drivers of every train have received orders to take an extra quarter of an hour in the performance of every journey during the winter months." This arrangement, it appears, took effect from Wednesday last. Is not the speed even now too great? On this point we call attention to an able letter in another column signed "Cautus." We are glad to find that the Directors are about to follow, to a certain extent, the example of the York and North Midland Company (adverted to in an article in our journal of to-day) relative to alterations in their time-tables. It is announced that "an altered time-table in conformity with the above will be issued prior to the 1st of November, and any future alteration which may become necessary will be made *only on the first of the month.*"

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SOME very judicious regulations have been adopted for the convenience of the public, as regards the cabs and coaches plying for hire at the London and Birmingham Railway station in Euston-square.

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The basis of these regulations is, that the owners of the vehicles to which the privilege of entering the Company's premises has been granted, bind themselves to conform to certain rules for the due conduct of the traffic, and deposit a sum of money for the payment of such fines as may be inflicted upon their servants for a breach of the regulations. These fines extend to drunkenness, insolence, refusing to show their number, neglecting to give up articles left in their vehicles, and various other particulars—reserving, we should suppose, to the parties aggrieved, the right of bringing the offenders before the ordinary tribunals. Each coach proprietor, moreover, pays a small amount weekly towards the expense of a clerk's attendance to see the arrangements carried into effect. The whole is under the superintendence of Messrs. Horne and Chaplin, the well-known coach proprietors, as agents for the Railway Company, and works, we are told, exceedingly well for all parties.

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The *Staffordshire Gazette* states, that the recent lowering of the fares between Wolverhampton and Birmingham, on the Grand Junction line, has resulted in a considerable increase in the daily number of passengers; and expresses a hope that the Company will now be induced to make a further trial of their reduced scale of charges throughout the line.

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It appears from a statement in the *Preston Chronicle*, that the population of Fleetwood-on-Wyre, as alluded to in our last number, has been greatly under-rated. Instead of a population of 1,500, it seems that this recently-erected and beautiful town contains 2,833 souls. So much for railway facilities!

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The churchwardens and overseers of Leamington have, in consequence of a requisition numerously and most respectably signed, called a public meeting for Monday next, to consider the expediency of supporting the proposed Warwick and Leamington Union Railway, "as conducive and essential to the interests of the town." We sincerely hope that the project will be taken up with the energy and zeal which it so well merits.

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We announced a short time back that several of the proprietors of the Great North of England Railway had claimed to be registered as Parliamentary voters, in virtue of their interest in that undertaking. Their claims have, however (as we anticipated at the time) been disallowed, on the ground that the parties are members of an incorporated company, and that the shares are declared by the Act to be personal property. This may be law, but what says equity?

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It is stated that Earl Spencer has given the entire deodand (300*l.*) accruing to him as lord of the manor of Wimbledon, from the South-Western Railway Company, to the relatives of the poor Irish girl who was killed by the accident which occurred at the Nine Elms terminus last year. If so, the fact is very creditable to his lordship.

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We find from the Glasgow and Edinburgh papers, that meetings are being held almost daily in those parts of Scotland, to endeavour if possible to prevent the running of trains on the Edinburgh and Glasgow Railway on Sunday. The details it is not necessary to give, but we hope next week to be able to find room for a short extract from a very sensible article on this subject, which appeared a short time since in the *Scotsman*, an Edinburgh journal, conducted with great talent. We regret to see that too many of the Scotch newspapers tacitly encourage this anti-Sunday-travelling agitation.

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The following "important if true" announcement is made by the *Newcastle Journal*:—"A mechanic at Stockton, named Hobson, has invented a means by which an engineman may adjust the railway switches while the train is in motion; also, a method of instantly liberating the engine from the train."

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It appears that the wanton villainy that has been exhibited of late in the attempts made to overturn railway trains has, in Ireland, been directed against stage coaches, although *there*, perhaps, plunder was the object. The *Nenagh Guardian* states, that in the vicinity of that town, two barriers of large stones, within a quarter of a mile of each other, were thrown across the Limerick road, between the hours of half-past seven and half-past eight o'clock on Thursday night week, for the purpose of obstructing and upsetting the mail coach on its route to Dublin. Fortunately the driver had his lamps lit, and discovered the obstructions before he came in actual contact with either of them, which in all probability was the means of saving the lives of the passengers. The guard having prepared himself both for the offensive and defensive, should an attack be made by the miscreants who raised the barriers, the passengers and driver succeeded in clearing a passage sufficient for the coach.

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South Eastern Railway.—The works on this line between the Brighton Railway and Tunbridge are fast drawing to a close. There is in no part of this distance a length of a quarter of a mile in which the embankments are unfinished. The Bletchingly tunnel has about a fortnight's work left undone. The ballasting is proceeding with dispatch. A part of the permanent way was laid on Saturday last, and it is fully expected that the line from Tunbridge to Edenbridge will be completed by the middle of December, while the remaining portion to the Brighton Railway will be completed by the end of February. The great advantages of a winter's rains will add materially to the security of the embankments, which on this line are six feet wider at formation level than on any other line of the same gauge. There is no doubt that the Directors will be able to open the line for traffic by the first week in May, and from the state of preparation beyond Tunbridge, the line will in all probability be ready in the latter part of September next for opening to Ashford. The utmost activity prevails in every department of this Company's affairs.

RAILWAY OFFENCES AND OFFENDERS.

We are sorry to say that an attempt was made on the 3rd instant to upset one of the trains on the Great Western Railway. The particulars are thus given in the *Wiltshire Independent*, in a notice of the Malmesbury Petty Sessions:—

"Robert Bassett, a railway policeman, informed the Bench, on oath, that being on night duty, stationed at Minety, on Sunday, the 3rd inst., he passed the down mail train from London, through the station, all right at midnight. At two o'clock on Monday morning the up mail train came in sight, and he put the signals for her—all right at the station; but he found directly that she threw her steam off; he heard a loud crash up the line from where he stood, and ran down towards them, a distance of nearly a mile and a half from the station. Before he arrived, the drivers had put back, to see what they had run over, and had commenced to put the steam on again, and passed him gently, and ordered him to go down the line to see what impediment remained, they having picked up, and got with them, a copper dome or cap, belonging to an old engine, which stood on the siding. Witness went on, and found three transoms, a lot of stone, and one length of metal on the up line, which metal, by the concussion, had been cut in two; the stones had been partly knocked off by the engine-guard, and the remainder were ground down under the engine. The wooden transoms were very much split and cut about; they were laid across the railway; one of them had been cut in the centre—the transom now produced is similar to those which were found—[it appeared like a beam of 6 or 7 feet in length, and as much as one person could carry]—and the piece of metal now produced is for showing the general quality of that which was found. [This appeared a ponderous piece that had formed part of the works of an engine.] The engine had kept driving it for a space of 50 yards from the place where it had been laid. The witness found it cut in two; the other part was forced above a foot into the bank, at some distance; witness understood it had belonged to the Vesta engine. As soon as witness had cleared all the obstructions on that line he turned to the down line to see if that was correct; there he found that three very large stones had been laid upon it; one was cut asunder, and the others ground in pieces; one of them weighed nearly a quarter of a hundred weight, and a couple of transoms were found cut in pieces similar to the others. After calling the constable whose beat it occurred on, we looked about for foot marks, and found the prints of two persons round about the *Vesta* engine, and the materials which lay near it.

"John Brown, of Minety, stood charged on the oath and information of Thomas Burton, Inspector of Police on the Railway, with suspicion of being concerned in the above offence. A considerable amount of evidence was adduced against him, but the magistrates did not think the evidence strong enough to warrant a committal, and the prisoner, who denied the charge, but acknowledged that he was at the railway on the Sunday evening, was dismissed. The Company's Solicitor attended."

We learn from the *Halifax Guardian*, that on Monday week Mr. Higham, of Brighouse, appeared before the local magistracy to support an information preferred by the Manchester and Leeds Railway Company, against William Jenkinson, of Leeds, an engine-driver, for being drunk on Sunday week, at Brighouse station. Mr. Caulkwell, the clerk, stated that the defendant came down with a pilot engine to assist in taking up a luggage train, and on being informed by Mr. Robert Forester, the inspector, of the state in which Jenkinson was, he ordered him into custody. Mr. Higham stated to the bench that he hoped they would convict Jenkinson in the highest penalty, as the Company were determined to punish all such conduct to the utmost. *The magistrates convicted the defendant in a penalty of 10l., and in default of payment, he was sent to Wakefield House of Correction for two months to hard labour.* The sentence was an exceedingly proper one, and the Managers of the Company deserve great credit for the pains they take to bring such cases forward.

On Monday a man named Baker, was charged at Worship-street police-court, with riding on the Northern and Eastern Railway for a greater distance than the ticket he had taken out warranted. The case was not an aggravated one, and the man was fined in a nominal penalty, and ordered to make good double the difference of fare between the two points.

A gross and heartless attempt at extortion was, as we learn from the Durham papers, recently made at the terminus of the Stockton and Darlington Railway. We are happy to find that it was not successful. The particulars are as follows:—Mr. J. Tweddle, of the Refreshment Rooms at the Stockton and Darlington Railway Station, appeared before the Darlington magistrates in answer to a summons charging him with selling a glass of brandy and water, not having a licence. John Kemp Stone, the person who laid the information, went into the house of Mr. Tweddle, and, complaining that he was very unwell and cold, asked Mrs

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Tweddle (her husband being from home) for a glass of brandy and water, who replied that they had no licence, but as he appeared to be unwell, she had no objection to give him a little. Having some in the house which she had been using with salt, as a medicine, she, out of compassion, supposing Stone to be unwell, poured him out a glass, and inquired if he would like a little cold or warm water. He replied cold, and threw down a shilling, which Mrs. T. refused to take, and said it was too much; he urged her, and she took sixpence, saying it would pay for the sugar and water. Mrs. Tweddle's servant corroborated the statement of her mistress in a very lucid and correct manner, and, though cross-examined minutely, her evidence was not to be shaken, and in fact called forth the commendation of the Rev. J. W. D. Merest, one of the magistrates sitting on the bench. The Bench, after a full investigation of the circumstances, consulted together, and very properly dismissed the case, much to the disappointment of the informer and his colleagues.

Last week four persons were summoned before the magistrates for trespassing by walking on the Preston and Longridge line of Railway, one of whom was fined in the penalty of two pounds and costs; the others were discharged on paying the expenses, and promising not to offend again.

RAILWAY DIVIDENDS.

A CORRESPONDENT sends us the following calculations of the receipts per cent. per week upon the returns of our last week's Traffic Table:—

	Dividends per cent. per annum. £ s. d.	Receipts per cent. per week. s. d
Arbroath and Forfar	3 10 0	1 11¾
Birmingham and Derby Junction	1 10 0	2 11¼
Birmingham and Gloucester	....	3 1½
Chester and Birkenhead....	....	2 11½
Dublin and Kingstown	4 0 0	5 0¾
Dundee and Arbroath.....	5 0 0	3 6¾
Eastern Counties.....	2 3 6	1 1⅝
Glasgow, Paisley, and Ayr ..	2 10 0	2 10⅝
Glasgow, Paisley, and Greenock	....	..
Grand Junction	11 0 0	9 8
Great North of England	5 0 0	2 8¼
Great Western.....	3 0 0	4 10½
Hull and Selby.....	2 0 0	4 10¾
Lancaster and Preston.....	5 0 0	2 11¼
Liverpool and Manchester ..	10 0 0	7 9
London and Birmingham ..	9 8 10	6 1½
London and Blackwall.....	....	1 9
London and Brighton	....	3 10½
London and Croydon	....	1 6¼
London and Greenwich	2 0 0	1 11½
London and South-Western	7 14 3	5 1½
Manchester and Birmingham	....	..
Manchester and Bolton	3 0 0	1 6¾
Manchester and Leeds.....	4 0 0	3 8
Midland Counties.....	5 0 0	3 8
Newcastle and Carlisle	6 0 0	3 6¼
North Midland.....	4 0 0	3 2
North Union	6 13 4	4 8
Northern and Eastern.....	5 0 0	4 2½
Preston and Wyre	....	3 4½
Ulster	4 0 0	1 5½
York and North Midland ..	9 0 0	8 4½

The receipts from the principal railways during the past week are as follows:—London and Birmingham, 17,445*l.* 14s. 9d.; Great Western, 13,285*l.* 0s. 5d.; Grand Junction, 9,174*l.* 3s. 2d.; London and South-Western, 5,873½ 1s. 8d.; Manchester and Leeds, 4,668*l.* 1s. 11d.

BRISTOL AND EXETER RAILWAY—MR. BRUNEL AND MR. GRAVATT.

To the Editor of the Railway Times.

SIR,—As you have published extracts of Mr. Gravatt's letter to the shareholders of the Bristol and Exeter Railway in which he brings most serious charges against Mr. Brunel,—charges of too great importance to be passed over without inquiry, I think that in justice to the shareholders a meeting should immediately be held, and a Committee appointed to make inquiry into those charges. This is certainly more than a personal dispute, for the interest and welfare of the undertaking are in a measure involved in it. In the letter of your correspondent "H. V." in your last journal, he says that because Mr. Gravatt was disposed to ascribe Mr. Brunel's supposed delinquencies to "a too sanguine disposition," the charges were thus virtually abandoned. But Mr. G. has *not* abandoned them, as his letter shows; and surely because an engineer is troubled with a "too sanguine disposition" it is not to be made an excuse for squandering the money of a Company in the way Mr. Brunel has done, supposing the charges brought against him are in any degree correct.

I am, Sir, your most obedient servant,

S. D. T.

October 8, 1841.

BRISTOL AND EXETER RAILWAY—MR. BRUNEL AND MR. GRAVATT.

To the Editor of the Railway Times.

SIR,—I have, though late, perused Mr. Gravatt's letter to the shareholders of the Bristol and Exeter Railway, and never did I conclude any thing with so great a disgust, not only as to the matter, but the conduct, of the man who in writing, says "This was not a state of things under which I, as a considerable shareholder, could sit quiet, and I did not sit quiet under it; I endeavoured to be heard, but could not obtain a hearing." Yet this very man for years was quiet—aye, not only quiet, but *confirmed the reports, the estimates* and *the contracts* which he drew out, for the small consideration of 600*l.* or 700*l.* a year!! but which, when "having materially reduced" the weight of the bridges, to save his dismissal, resigned his appointment, and then, and not till then, declares himself the guardian of the "best interest of his brother shareholders." Surely more need not be said to expose such conduct than his own deeds, which are so faithfully expressed in the following lines:—

"Now mark me, how I would undo myself:
With my own breath release all duteous oaths;
My acts, decrees and statutes I deny."

I will conclude by asking you, Mr. Editor, to give your honest opinion of what temper, fairness, and perfect good faith we may expect from one who has thus disgraced the profession which you so laudably uphold.

I remain, Sir,
Your obedient servant, and constant reader,
A SHAREHOLDER.

Wanborough, October 14th, 1841.

[Our "honest opinion" is, that Mr. Gravatt by conniving so long at the (*alleged*) delinquencies of his superior, has justly brought suspicion upon his "temper, fairness, and perfect good faith;" but the question for the Bristol and Exeter shareholders to investigate, is not the comparative personal merits of Mr. Brunel and his accuser, but whether their property has been culpably or carelessly squandered away, and more than all, whether the same course is still to be pursued in the operations which are now in hand.—ED. R. T.]

REFRESHMENT STATIONS ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—As your paper is avowedly a corrector of abuses, and an improver of railway facilities, it is the proper medium (by your kindness) through which to make the following suggestions:—

On both the great lines, northward and westward, the London and Birmingham and Great Western—there have been established resting places, say Wolverton and Swindon, at which passengers are allowed to alight and refresh themselves. The time allowed, and punctually adhered to, is "ten minutes" only—which may be quite enough, as a general rule, for gentlemen, but which I contend is quite insufficient for ladies and children, and on behalf of the latter I would plead for an additional five minutes, to enable them to resume their journey in comfort. The public would not complain of the detention of a quarter of an hour during a journey from Birmingham, or Bristol, when the extra five minutes is conceded for their exclusive benefit, and to the Railway Company it is quite immaterial whether ten minutes or a quarter of an hour be allowed.

The prices demanded at these resting places for refreshments are rather high, and savour strongly of monopoly. As a sample, what do you think of eight-pence being the established price for a pint bottle of ale?* No smaller quantity is allowed, and consequently you may be, in the majority of cases, compelled to pay for more than you can drink. Why should not malt liquor be kept on draught as it is at every inn in the kingdom—for what are the refreshment rooms on the railways but inns?

I am, Sir, yours, obediently,

MERCATOR.

Highgate, 12th October, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—The receipts of the Great Western Company for the present month (October) may be fairly estimated, after allowing for the rent and mileage of the branches, at—

	£	s.	d.
Per week..... £12,000	0	0	
In Oct. 1844, there will probably be an increase of 50 per cent.	6,000	0	0
	18,000	0	0
In Oct. 1844, the receipts of the branches above the rent and mileage, will be at least.....	1,230	15	4½
	19,230	15	4½
In 1844, the year's revenue, taking October as a fair average for the whole year, will be.....	1,000,000	0	0
In 1844, the expenses upon so large a gross receipt will probably be 30 per cent.....	300,000	0	0
	£700,000	0	0

If, therefore, the cost of the entire line, with every alteration and improvement, and possibly an extension at the London terminus, with suitable offices, should by 1844, reach seven millions, this estimated revenue would pay 10 per cent. dividend to the shareholders, even supposing the whole cost were capitalised and raised by shares instead of loans.

If it be thought that the assumed increase of traffic at 50 per cent. is too great; take the increase at 25 per cent., and the expenses at 35 per cent., and the dividend will then be nearly 8 per cent. upon 7 millions, all capitalised.

But, considering that the branches are but partially opened, and the main line but three months opened, and that experience shows an increase in traffic upon finished lines of 23 per cent. between the first 8th and 20th months; it is not extravagant to expect an increase of 50 per cent. upon the entire line and its branches, in three years, from the present time.

L.

October 7, 1841.

* Our correspondent is not very fortunate in his instance of high charges. The "pint bottle of ale" would cost sixpence at the commonest pot-house in London; and although an addition of some 33 or 34 per cent. is "high" enough, some of the charges at these places are much higher. We have frequently paid sixpence for a cup of very indifferent, lukewarm, coffee, a better article than which could be had elsewhere for half the money. It is right to add, that at *both* the stations named by our correspondent the refreshments are *good*, whatever exception may be taken to the price.—Ed. R. T.

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THE LATE ACCIDENT ON THE BRIGHTON RAILWAY.

To the Editor of the Railway Times.

SIR,—Few persons can have read the account of the late accident on this line without attempting to discover the real cause from which such frightful consequences resulted as those detailed in your report of Saturday last. The evidence disclosed at the inquest is anything but satisfactory, and while it establishes nothing but the fact of the death of four persons, it aims by means as indirect as they were unsupported by the evidence of competent and unquestionable authority at the destruction of a system of railway engineering, than which none has been found to work with greater precision, regularity and success, and at the same time attended with less loss of life. I am not prepared to support four-wheeled engines at the cost of six-wheeled, nor the reverse of the proposition. I know, however, and so do many of your readers, that the question of advantage as to four and six-wheeled engines, has undergone great discussion, not only among scientific and practical men, but in the various Committees which have sat on the subject of railways in both Houses of Parliament. What those inquiries have failed to produce, a Sussex "*Coroner's Quest*" jury has thought proper to determine on the evidence of parties whose conduct ought to have been the subject of investigation at their hands. The verdict of this jury may, *de jure*, be held to be conclusive, but there must be inquiry into the real facts of the case, and I consider it the duty of every friend to railways to promote a rigid and searching investigation of the whole subject.

It is well known that the rains of the week in which this melancholy accident occurred had caused either on Thursday night or early on Friday morning two obstructions to the traffic, one by the subsidence of a considerable portion of the *down* line near the Merstham station, and the other by the fall of a part of the brickwork at the entrance of the Hayward's Heath tunnel. In the latter case an engine had been thrown off the line and the trains impeded for more than two hours.

Referring to these two circumstances on the day immediately preceding the fatal accident, and to the fact that in the course of Friday an immense fall of rain had succeeded, I would inquire in the first place whether any and what instructions had been issued by the Directors or their Engineer to slacken speed generally in the passage of the trains over a line, the earthworks of which were in a state requiring the most watchful vigilance.

It has been reported that Sir Frederick Smith had volunteered his opinion that the Brighton was the best executed line he had ever inspected. I would here ask, did his professional duties call for such an expression of his opinion? I would further ask, was his examination of the line as minute as has been reported of his inspection of the Clayton and Hayward's Heath tunnels?

Every one acquainted with railways is aware that the consolidation of the earthworks, more especially embankments, is the most essential ingredient towards securing passengers from danger, and it will occur to many of your readers that until the line of the Birmingham Railway had become consolidated by at least 12 months' use, the speed was restricted to something less than 20 miles an hour.

What is the course pursued on the Brighton line? The Directors on the first day of opening the whole line advertise an "Express Train" to carry passengers to or from Brighton in 1¾ hours, being at the rate of about 30 miles an hour. I would here ask what precautions had been taken to insure the free passage of this train on its down journey, and whether, as it passed the Croydon station at the speed of 30 miles an hour, it was not turned in on the siding? I would further ask, whether in the Brighton line, which opened on the 21st September, the earthworks were more consolidated than those of the Birmingham line, which, even at this time, has not ventured to proceed at the rate of 30 miles an hour on its through journey? If the works of the Brighton line are not in better heart and condition than those of the Birmingham, upon what pretence can the Directors justify their rate of speed?

One of the witnesses, Goldsmith, the engine-driver, stated at the inquest that except on the Greenwich and Croydon lines there was no restriction as to speed (vide *Times* newspaper.) If this be so, the cause of accidents is easily accounted for. It must be borne in mind that the cause arises in a cutting, and the accident is consummated as the train emerges from it. The almost incessant rains which had fallen during the last week of September, and the portion of October antecedent to the accident, had materially affected the earthwork and base of the cuttings, and from the peculiarity as well as variety of soil prevailing throughout this line, the greatest vigilance in watching the subsidence of banks or the slopes of cuttings, was necessary. It was still more incumbent to limit the rate of speed, and I have no hesitation in giving it as my opinion that the real cause of the accident was over-driving, not relatively as such, but as compared with the existing state of the road.

The same speed which urges on the train seems also to accelerate the proceedings at the inquests. Looking at the date of the accident and the hour of holding the inquisition, I have no hesitation in stating that the inquest was not only held, but its proceedings closed, before any officer of the Board of Trade was made acquainted with the accident.

This indecent haste leads to strengthen the necessity of some such efficient control over railways as was contemplated in the last session of Parliament, and it is hoped that the present Government will not lose sight of that object.

A few weeks back, the Brighton papers teemed with a high-flown eulogium by the Chairman of the Directors on himself and his colleagues. Let him not in future halloo until he is out of the wood. Let him reflect *sic transit gloria mundi*.

It is a strange course of reasoning, that because an accident has arisen, the machine, or in this case the engine, causing it, is no longer fit for use. Upon the same course of argument I would assert, that because an accident has arisen on the line, the Engineer is no longer fit for his office. I would ask where were the watchful eye and thinking head of this Engineer, when he allowed seven out of eighteen engines to be constructed on four wheels, and to put them to work on the line when he can so unceremoniously, and without a tittle of evidence from himself, or any duly qualified person (beyond a Sussex jury, proverbial at all times for its sagacity) condemn their future use? He knew full well that none other than four-wheeled engines had been used on the Birmingham line. He knew that those engines had been for years at work on that line. I would again ask, is the experience of years of use of four-wheeled engines on the Birmingham line to be thus suddenly overthrown by the mushroom experience of a few days, on a line the embankments of which have not had even one winter's rains to consolidate them? Such a proposition is too monstrous to be indulged in.

Was it fair and candid to Mr. Bury to permit their condemnation at the hands of this sapient jury to rest on the bare testimony of an engine-driver, who for aught I know might have been induced to colour his testimony, in order to save himself?

Why did not Mr. Rastrick manfully step forward, and either fearlessly support the principle of the four-wheeled engines, which he had ordered for use, or if not ordered at least sanctioned their use, or candidly admit that he was wrong?

By whose instructions was a four-wheeled engine yoked on to a six-wheeled in driving a passenger train?

In short, Sir, the engine is made the scape-goat by the proceedings which have been adopted. It is impossible the inquiry can rest where it is. I feel confident that a searching investigation will take place, and I have equal confidence that the result will be that, considering the state of the road, over-driving was the cause of the accident.

I am, Sir, &c.,

CAUTUS.

London, October 11, 1841.

FOUR-WHEELED AND SIX-WHEELED LOCOMOTIVES.

To the Editor of the Railway Times.

SIR,—In your remarks on the late accident on the Brighton Railway, you express a wish for a discussion in your columns of the comparative merits of four-wheeled and six-wheeled locomotives. I will therefore add a few remarks to my former communication, which was accompanied by a diagram, in No. 140 of the *Railway Times*. For the sake of clearness to your unprofessional readers, I send you some other diagrams, probably occupying less space than a letter-press description would take up with less clearness.

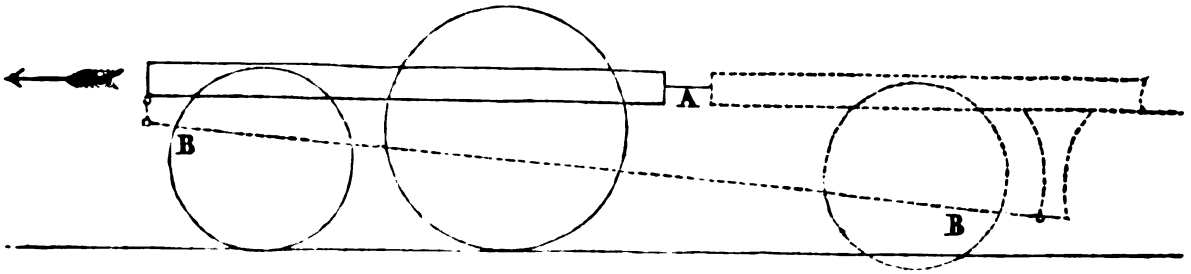
I have before remarked, that the question is one of wheel carriages—moved by internal power—and the safety, or the want thereof, as to the moving on the rails, is governed by the same laws which should rule the construction of other wheel carriages, and which may be summed up under one general head—*the due adjustment of the gravity, with efficient leverage to maintain it*. I insist the more strongly on regarding the locomotive as a wheel carriage, because the term "locomotive engine" is apt to confuse the ideas of the mass of mankind, and not unfrequently those of professionals, who build engines with as little regard to the form of the carriage it should be attached to, as though it were merely intended for a steam-boat or a workshop. They plan the engine first, and then adapt the carriage to it, mistaking the means for the end.

The distinction between a steam-carriage and a stage-coach is, that the former is an agent, the latter a patient—the former hauls, the latter is hauled. In the case of horse draught, the power is gained through the adhesion of the horses' feet: in steam draught, by the adhesion of the driving wheels; a slippery road, in either case, will impede progress. In proportion to the weight of the horse, and in proportion to the weight on the driving wheels of the steam-carriage, will be—*cæteris paribus*—the power of draught. If the steam-carriage be disposed to oscillate, owing to the centre of gravity being placed too high, power will be lost, because the pressure on the two driving wheels will be constantly varying, and this will tend to generate a rocking lateral motion, which the four-wheeled engine, with the greater part of the weight on the hind or driving wheels, has no power to correct, in the mode of attaching the train at present used.

In a stage coach, drawn by the external power of horses, it is on the contrary desirable to reduce the adhesion of the wheels to the minimum, in order to facilitate draught, and those who work for close profits carry this principle to the extreme verge of safety—occasionally beyond it—by raising the centre of gravity so high that the coach is in a constant state of lateral oscillation, the weight being thrown from one wheel to the other with every irregularity of the road, precisely on the principle of a "clod-hopper" who balances all his weight on one leg, while he gyrates with the other, and so on alternately, getting thus over ground which by any other process would exhaust his strength. A "knowing" horse drawing a loaded cart up hill, does a similar thing, drawing one wheel round in a circle, to which the other serves as a pivot, and alternating his movements from side to side, whereby he moves his load one-half at a time.

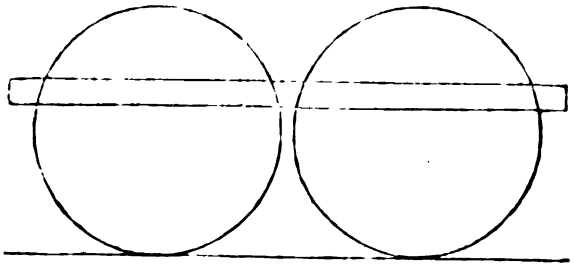
The following diagram illustrates the four-wheeled passenger engine of the London and Birmingham, drawing the train in the direction of the arrow, the point of attachment to the tender being at the centre of the frame A.

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If the load on the driving wheels be 5½ tons with half a ton on the front bearing wheels, it is obvious that the weight of the train will have a tendency to lift the front wheels from the rails, with a power proportioned to the height of the frame above the axle of the driving wheels. This effect would be very probably produced by a jerking action, as when the train were descending an incline by its own gravity with the engine kept slightly ahead by its steam power. If in addition to this the engine were placed so high in the frame as to produce lateral oscillation or rocking, the almost infallible effect must be to run off the line.

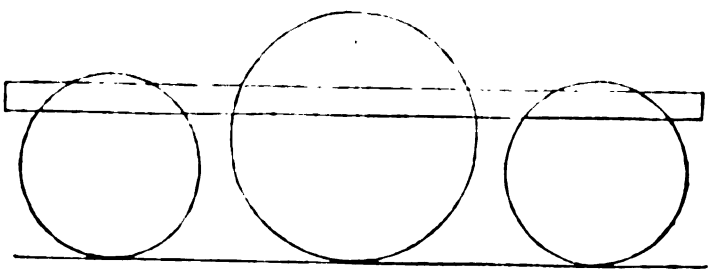
The annexed diagram is the London and Birmingham goods engine.



In this case all four wheels are of a height, and are what is called coupled together, *i. e.* they are all connected to the engine, and produce progress by their adhesion to the rails. In this case the weight is supposed to be nearly equally distributed, and therefore there would be no tendency in the front wheels to lift up, even though undue height of the centre of gravity might produce lateral rocking. These engines have been in common use on the London and Birmingham to assist the passenger engines, but in such cases Mr. Bury states in his evidence before the Committee of the House of Commons, "it is necessary to uncouple the wheels, as they will not work at high speeds, coupled together." It is difficult to understand why this should be, if the workmanship be accurate, unless the power be inadequate and it is manifest that there must be a considerable loss of adhesion, if the weight be distributed over all four wheels, and only two be used.

In your Editorial remarks, you state that "the proscribed engines have worked safely and efficiently on the London and Birmingham, Midland Counties', and many other lines." This may arise from other causes, tending to lessen the evils of faulty construction. On the London and Birmingham, the passenger engines are of comparatively small powers, and the same principles of safety may obtain as when a heavy carriage prevents a vicious horse from running away. The fact of using two engines to a train, seems an evidence of want of power, and this would appear to be corroborated by the fact—if the report be correct—that the builder has lately been constructing an engine of greater power. If the increased heating surface be attained by increasing the diameter of the boiler and thus raising it in height, top-heaviness would be produced with all its mischievous results. This has evidently been the case with the four-wheeled engines on the Brighton line.

The following diagram illustrates the six-wheeled engine.



This is simply the four-wheeled engine with two additional wheels added, the utility of which is obvious. Whatever tendency there may be in the front wheels to rise by the jerk of the load, is neutralised by the resistence of the hind wheels on the rails. The six-wheeled engine may also be subject to oscillate from the centre of gravity being placed too high, and thus lose power, but the lateral rocking or wagging of the wheels on the rails will be prevented, by being converted into extra friction. It is therefore clear that in point of safety the six-wheeled engine is immeasurably superior to that on four wheels, though it may involve a greater amount of steady friction unless ample space be left between the flanges and the rails.

But there is another essential advantage with the six-wheeled engine; owing to its greater length a larger boiler and greater heating surface may be obtained, without raising the centre of gravity, while any amount of pressure may be obtained on the driving wheels without disturbing the balance.

That nearly all the weight of the machine rests on the driving wheels of the passenger engines on the London and Birmingham may be gathered from the fact that on one occasion an engine brought the train a considerable distance on three wheels, one having been broken by accident.

It is rumoured that it is intended to use the top-heavy four-wheeled engines of the Brighton line, for goods and other purposes. This would remove immediate, but not collateral risk. For example, if an accident were to happen with a goods train, it might cause a collision with a passenger train.

It is probable that nothing can remedy the top-heaviness of the engines, but the other defects will admit of remedy. The best mode would be to apply a third pair of wheels beneath the fire-box. The next best mode would be to project the front wheels farther forward, and load them with more weight. This would counterbalance the tendency to rise from the rails, by a jerk of the train.

In the case of making no alteration in these engines from a wish to avoid expense, there is a simple mode of preventing the rise of the front wheels. When a horse has a habit of throwing up his head inconveniently, a martingale is used to keep it down, and a ship's bowspit is prevented from rising by similar means. On turning back to the diagram of the London and Birmingham passenger engine, a portion of the tender will be seen represented by a dotted line. If the martingale brace B B be drawn tight from the front of the engine to a strong bracket beneath the centre of the tender, so that it hauls the train, the result will be, that every jerk of the train will have the effect of pressing the front wheels closer to the rails, instead of lifting them upwards. If this plan be found effective in practice, of which I have little doubt, it will be a very cheap mode of remedying a glaring evil.

There is one other point in all engine carriages which has been most unaccountably disregarded—the inefficiency of the springs. If a four-wheeled engine has to pass over a sunken rail, the risk of going off is very great, unless the springs be sufficiently flexible to equalize the pressure on all the wheels. Had the engine on the Brighton line been efficiently sprung, the public would not now have been discussing the fatal result, nor would the Directors be labouring under the distrust generated by errors so obvious that the discussion of them appears like stringing together a series of truisms, neither would the shareholders be labouring under a loss of property, amounting probably to many thousand pounds. It is a question both of mechanical and mercantile economy.

There is yet another point—the importance of a buffer carriage between the tender and the train collapsing through a sufficient space to expend much of the momentum of the train, when, by any accident, the engine does get off the line. This also is a question of economy. When an accident does occur, a heavy pecuniary loss is sustained. It would be better to lay out the money previously, in a mode to prevent the loss. At a future time I will forward you a plan to accomplish this object.

I remain, Sir, yours obediently,

WILLIAM B. ADAMS.

October 11, 1841.

LONDON AND BRIGHTON RAILWAY—FARES.

To the Editor of the Railway Times.

Sir,—I have waited some time in the hope that some more able correspondent would bring to your notice the glaring inconsistency and injustice of the Directors of the London and Brighton Railway, who after taking great credit to themselves last year on the opening of the Shoreham branch, for the lowness of the fares (which it was then said were adapted to the means of all classes), have instead of carrying out this praiseworthy principle through the whole extent of the line, determined to fix the fares so high, that persons of moderate means cannot travel by it. The injustice of fixing their fares 30 per cent. higher than any other railway issuing from London for equal distances, loudly calls for

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some legislative enactment, and now that other conveyances have pretty generally been thrown off the road, the sooner Lord Seymour turns his attention to this point the better for the public. It is not alleged, I believe, by the Directors of this line, that it has any peculiarity which entitles them to demand higher rates from the public than any other line. If there be any good ground for these apparently unreasonable charges, why not publicly state them, instead of leaving the point open to all sorts of surmises. They cannot surely intend to make it an exclusive line, adapted only for my Lady Jane this, or my Lord Henry that, to keep up the respectability of Brighton. Why the Directors must know that the coaches, when there has been an opposition, have brought passengers to Brighton for 5s. and under a head, without any ill consequence to the public. The hazard to the lines of the passengers is as great on the Brighton line as on any other (if not greater); then why are the fares higher, is a query that will recur to every one having only a common interest in the matter. If it was good to have fares adapted to the means of all classes on the Shoreham branch, the same principle will hold good all the way to London, and the public are intitled to the full benefit of it. If the Directors are influenced by a tenderness of vested interests (that of the coach proprietors), is it a legitimate mode of charity to protect them by their high fares at the expense of the public? Have the public not being sufficiently taxed by the exorbitant charges of the latter class in many cases, that it should continue to be taxed under any such pretence? Have the Brighton coach proprietors not had sufficient warning to wind up their concerns? If the Directors of the Brighton Railway imagine that they will conciliate these parties by any such consideration, they will find themselves egregiously mistaken. In proof of this assertion, I have only to point at a recent circumstance. Who exaggerated the disaster of Saturday last, 2nd instant, but these parties? Who wished that five hundred had been killed instead of five, but some of their establishment? Who circulated a report of an accident on the line on Tuesday last (5th instant), by which a gentleman was said to have been killed, but these parties; and for what purpose, but to fill their coaches, in which object they have succeeded for a week to come? Taking all these things into consideration, I hope the Directors will re-consider their determination respecting high fares, by which they conciliate nobody, and surely make enemies in many of the public.

Before I conclude, I beg to remark, that the system of secrecy adopted on railway lines (particularly in the case of the last accident near Hayward's Heath, at the Brighton terminus), when accidents occur, gives a great scope for the most alarming rumours, so that the publication of even short authentic particulars would in such case be far preferable.

I am, Sir, yours,

A. B.

Brighton, 8th October, 1841.

LONDON AND BRIGHTON RAILWAY — ACCIDENTS TO LABOURERS.

To the Editor of the Railway Times.

Sir,—Permit me, through the medium of your excellent journal, to ask "Verus" what proportion of the 200 railway patients admitted into Brighton Hospital, were able to resume their usual employment after leaving that institution; also what proportion of them were so much injured as to be unable to do so, and whether in the event of any of them being seriously mutilated, what provision is made for their future support?

The cold callousness with which "Verus" dismisses the case, by stating that "they did not arise from the *trains*, but were *labourers* injured in working, as they might have been, employed on a building," and his promptitude in holding forth the generosity of the Directors, naturally suggests to a benevolent mind the question; does all liability of Directors end, when an injured or mutilated servant has received all the benefit a hospital can afford?

"Verus's" answer to these, will much oblige,

A. B.

London, 12th October, 1841.

THIRD-CLASS CARRIAGES—GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—I beg to trespass on your columns with a few observations on the present high fares and insecure mode adopted by the Great Western Railway Company in the conveyance of their third class passengers. By the adoption of railways, the public have been virtually deprived of their old means of conveyance on the common road, and as that has been accomplished as well for the general good as for private emolument, it is but fair that a little should be given up on both sides, to encourage this new mode of transit. A real reciprocity of interests, not a one-sided one, will always be found most conducive to the success of any national or private undertaking, and, on experiment, eventually productive of the greatest amount of profit. Now, Sir, had the Great Western Company been guided by the principle above laid down, I am certain they would never have attempted to put in practice the degrading method of conveying third class passengers which they have adopted. They may, it is true, imagine that should they add to the comfort and security of their third class carriages, and reduce the fares, some narrow-minded persons would avail themselves of it, and thus avoid paying the second class fare. No doubt that would be the case to a certain extent; it happens now, and would not be materially increased by adopting a more liberal policy; but it must be remembered that people *can and do still walk*, and thus avoid paying anything to the Company, and it is to induce them to ride that a reduction of fares is necessary. We must recollect, too, that this, as well as other Companies, have established a monopoly, and therefore it is our duty to watch their proceedings narrowly and with anxious suspicion, lest in their attempts to realise dividends for their proprietary they inflict on large classes of the community gross and palpable injustice. It must be borne in mind, that the humbler classes in particular have been deprived of their usual means of conveyance: the convenience and comfort which they heretofore enjoyed in travelling have been entirely destroyed, and by Railway Companies generally utterly disregarded.

I have been led to make these remarks by observing the construction and disposal of the third class carriages on the Great Western Railway. Without the least covering over head to shelter them from the pitiless storm, and worse than that, from the flakes of fire that continually issue from the engine —these unfortunate third class passengers are purposely placed nearer the engine than any others, and frequently without any other carriage between them and the tender, to which they are attached. Thus should any accident occur, their destruction is almost inevitable. Imagine a poor woman travelling with three or four little children thus situated. What must her anxieties be as she sees the sparks of fire falling around her? Now, I ask, is this right—that a great and wealthy Company should thus treat a body of their fellow countrymen, who have no means of resisting the injustice, because the Company have the sanction and powers of an Act of Parliament? By thus disregarding the accommodation of the poorer class of passengers, they go in direct opposition to the principle which they adopt to induce people to go by the first class. Carriages have been constructed in the most costly and luxuriant style for those who have plenty of this world's goods already, whilst the accommodation and comforts of the poorer passengers have been totally disregarded. Indeed, Railway Companies seem to act upon the principle of "To him that hath shall be given, but from him that hath not shall be taken away even that which he seemeth to have." They forget that we are all one family. Look at the multitude of persons all influenced by the same motives, impelled by the same inducement to travel, if you afford them a safe, and comparatively comfortable, mode of transit, but who will rarely travel at all whilst exposed to the inconvenience to which they are now subject. What great inducement is there held out to women and children to travel by railway, who may wish to visit their friends in Bristol and London for instance, if they continue exposed to even the bare chance of being seriously burnt by the fire from the engine? Have there not been several instances where the mail and goods' trains have been set on fire and totally consumed, without the possibility of being extinguished, owing to the difficulty of communicating with the driver; and did not the guard narrowly escape with his life? To expose a number of human beings even to the bare possibility of so frightful a calamity as that of being burnt to death, is really fearful to contemplate, and ought to influence the Directors of every railway to take the case of their third class passengers into their humane consideration.

There is another point, too, which requires, for the interest of the proprietors as well as the public, a careful revision, and that is the amount of the third class fare. It is too high—it is unjust—it is impolitic, which all injustice is. And how do I prove that it is so? Why thus. The common stage waggon, which this railway has superseded, used to convey these third class passengers between London and Bristol *in* 48 *hours*, at the low charge of *seven or eight shillings per head*, and half price for children. And what accommodation, it may be asked, had they? I reply, far better and more confortable than that by railway. Compare the third class railway carriage with what was called the old broad-wheeled *flying waggon*, with its *woollen tilting covered with tarpaulin to shelter their passengers from weather, with inside a plentiful supply of clean straw to sit or lie down on at pleasure.* I say that the third class is nothing to be compared to them, especially for women and children, and these form a numerous class of the humbler sort of passengers, as may be every day seen at the stations. I have stated that the waggons charged 7s. or 8s. a head; the railway charge is 12s. 6d. Where is the justice of such disproportionate fares? I may be told that what they lose in price they gain in time. That I deny. They are nine hours going by railway, which destroys one day, and then there remains the other day as compared with the old waggon. But where are the men who get 4s. 6d. or 5s. 6d. per day; and the women and children do they ever get it? Then where is the inducement to the great body of the working classes to travel by this railway? Let the Great Western and all other Companies adopt a liberal policy towards *all their customers*, and they will assuredly find it conducive to their interests. Let the comfort of the humbler classes be considered, and let them no longer be huddled together, with no better accommodation than swine or a flock of sheep. Let at least a covering of some sort be put over their heads, and never let them be placed nearer the engine than cannot possibly be avoided.

I have the honour to remain, Sir,

Your obedient servant,

W. B.

Bristol, October 10, 1841.

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.

To the Editor of the Railway Times.

Sir,—In addition to the observations already made upon Mr. Richard Dawson's extraordinary Circular of the 1st October instant (inserted in the *Railway Times* of Saturday last,) the following facts are worthy of notice.

Mr. Dawson therein states that 20*l.* per share have been paid on "the 1615 *forfeited* shares," which the Directors now propose to re-issue at 10*l.* discount. Now, the utter absurdity—not to say falsehood—of such an assertion, is evident on the face of it. The *total* amount payable on each share is 20*l.* If that sum has been actually paid

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up (as Mr. Dawson alleges to be the case) it is impossible that the shares can have been "forfeited," as that could only have taken place in one event, viz. in *default* of that payment having been made. This is so obvious a truth, that the contrary assertion is inexplicable, and, in point of fact, the payments on the forfeited shares do not certainly average 5*l.* per share.

You have already exposed the plausible but untrue statement that *this railway* will be completed for the original estimate of 100,000*l.*, by showing that for that sum, the line was to be completed to Leith and Newhaven, and not (as now intended ONLY *to Trinity*. But you are probably not aware that *when this "breaking down"* of the original scheme took place, the shareholders were told by the Board that the small line to Trinity would be completed for *one-half* of the original capital; that is to say, for a sum of 50,000*l.* As a complete answer to their "Agent's" misrepresentation on this point, I here extract from the Directors' Report of the 31st January, 1838, the following announcement:—

The Directors had resolved to execute the line from the foot of Scotland-street to Trinity first, as being a complete line in itself, calculated to yield a remunerative revenue, independent altogether of the branch to Leith and of the tunnel to Prince's street. *These will be afterwards executed as funds come in, and as circumstances render expedient.* In the meantime the Directors propose to confine their exertions to Newhaven and Trinity. *This line, they apprehend, will be completed for about 50,000l.*

With regard to Mr. Dawson's gratuitous statement that the Directors "are all men of high honour and probity," in addition to the information already given on that subject as respects the Chairman and vice-Chairman (who omitted to pay their deposits and calls), the following is extracted from a publication emanating from *the Board of Directors*, and entitled, "Reply for the Directors of the Edinburgh, Leith and Newhaven Railway Company to Dr. Neill's Remarks."

Mr. Sprot was an original subscriber to the undertaking, and was appointed a member of the Provisional Committee on 12th December, 1835, at the General Meeting of the subscribers. He soon after requested his name might be withdrawn from the Committee; but, on the 15th January, 1836, he again subscribed for shares, and was appointed a member of the Committee. In March following, *when the shares were in great demand, and at a premium of about 3l.*, that gentleman applied for, and assisted as a Director in allotting himself thirty-five shares additional, making in all fifty shares, *which he obtained at par.* The whole of these shares he soon after sold, *at a premium of between 3l. and 4l. per share.* His last attendance was on the 7th April, 1836, when the Bill was in progress through Parliament.

As to the *veracity of* this famous Directory, some notion may be formed of it by the following announcement (made in their first Report of the 31st October, 1836), taken in connection with the now admitted fact that, "the whole 5,000 shares" had not been disposed of, and that "the deposit of 1*l.* per share, or 5,000*l.*" altogether, had never been paid; *for that the Chairman of the Company had never taken up the 50 shares appropriated to him, nor paid any deposit whatever thereon*; and this is the case up to the *present* moment!

The Directors shall now advert to the shares subscribed for, and on this subject they have the pleasure to report that so early as March last the whole 5,000 shares were disposed of, and the deposit of 1l. per share, or 5,000l. paid thereon.

Thus upon subsequent investigation it appears, that only 4,950 shares had been disposed of, and that deposits to the amount of only 4,950*l.* had been received. The earliest Report therefore opened with a falsehood, as is indeed admitted in the "agent's" Report of 27th February, 1839, in which it is expressly stated, that this number of shares (4,950), and this amount of deposit (4,950*l.*) was all that had been disposed of or paid thereon!

In this same Report no less than 331*l.* 6s. 3d. is charged in one item for "brokerage on shares,"—an item never before introduced into Directors' accounts. From this it would appear, that the shares were originally brought into the market, not in the regular way, by subscription, but as a speculation by means of brokers—a thing hitherto unheard of. I am, Sir, &c.,

A PROPRIETOR.

October 11, 1841.

GRAND JUNCTION RAILWAY.

To the Editor of the Railway Times.

SIR,—In the *Railway Times* of this date I see a letter signed "Observer," showing the loss sustained by the proprietors of the Grand Junction Railway Company through the monopolizing spirit of the arrangements of their Directors in the goods carrying department; and in the same paper there is a letter from a correspondent "S. D." in which there is a very just complaint, of the annoyances travellers between London and Dublin are subjected to, though accompanying the mail. This matter was alluded to in a former letter of mine, (which you were so good as to insert) and the remedy pointed out, but it would seem that nothing short of Parliamentary interference will induce the Grand Junction Company to do what is fair and just to the public, and afford facilities which ought to be *cheerfully* provided on so important a line of communication as that between the capitals of England and Ireland.

It is understood that a Bill will be brought in during the next Session for the regulation of railways, and I trust that one of its enactments will be, that a traveller shall be able to *book through*, and occupy the same carriage, where there is a *continuous* line of rails, whether the property of one or more Companies. This would meet the evil complained of by "S. D.," and would not be more than the legislature and the public have a right to require.

"Observer's" remarks on the goods traffic on the Grand Junction line, are calculated to draw the serious attention of the proprietors of that Company to the subject. Considering the country through which the line passes, and the important towns at and near its termini, their goods traffic is far below what they have a right to calculate upon, and is capable of a great increase, I should say, even to double its present amount. I will not lengthen my letter by entering into details, to show why the Grand Junction Company have not derived the returns they ought to have had from their goods' traffic. I will point out, however, one principal cause, and a very effectual remedy. It is well known that an agreement has been entered into between the Manchester and Liverpool and Grand Junction Companies, one clause of which prohibits the latter Company from using, or in any way benefiting, a competing line. This enactment was directed against the Chester and Birkenhead Company. The agreement *has been* profitable to the Grand Junction Company, but it is no longer so. It is evident that the Grand Junction are hampered in the goods' carrying department by their connection with the Manchester and Liverpool Company. The distance is great, the gradients very bad, and the trade subject to interruption by crossing some roads on the level; hence their intention to convey iron and heavy goods to Preston Brook only, and forward them thence by water to Liverpool. This absurd plan would not have been thought of if their traffic were not affected by the agreement referred to. Now, if they would use their own line to Chester, and the Chester and Birkenhead to the Cheshire side of the Mersey, for the conveyance of their goods (which the agreement prevents at present) the communication would be so direct, the gradients so good, and the advantage of having the terminus so near the Mersey and opposite the centre of the docks so great, as to insure a vast increase of traffic. This mode of transit is the more worthy their attention, from the certainty that a communication will shortly be made from the present terminus of the Birkenhead line to the river side, and goods may be then placed at once on the railway from barges or other boats in the river. Surely, then, it is better for the Grand Junction Company to come to a fair understanding with the Chester and Birkenhead Company, and assist the latter in completing their communication with the water side, and erecting suitable buildings for an important goods' traffic there, than to carry on such a *pitiful* warfare against it as throwing obstacles in the way of a few passengers adopting that line in their way to Dublin. If there were a goods' station at Birkenhead, and proper facilities afforded, the Grand Junction and Birkenhead lines would *engross* the whole of the carrying between Liverpool, and Wolverhampton, and Birmingham, and London—at least all that it would be worth their while to seek—and both the public and the Companies be accommodated and benefited. I feel justified in repeating, that their returns for the carriage of goods, Irish produce, and live stock, would be doubled, with very little, if any, increase in their expenditure.

I hope these hints will not be thrown away upon the *proprietors* of the Grand Junction. I fear the *Directors* are incorrigible, or too closely identified with the interests of the Manchester and Liverpool line, to attend to anything I have said.

I remain, Sir, your constant reader,

VERAX.

CHESTER AND BIRKENHEAD RAILWAY.

To the Editor of the Railway Times.

SIR,—I see in your last number an account of the traffic on the Chester and Birkenhead Railway, and in a note appended to it, you state the distance between the termini to be about sixteen miles, while in your weekly table of traffic you call it only fourteen and a half. If the former distance be the correct one, as I believe it is, the receipts per mile per week will be only 42*l.* 6s. 3d., instead of 46*l.* 13s. 10½d. But it appears to me, that even this is not a correct way of estimating the returns on this railway, as there is a most expensive establishment of packets and omnibuses kept, which must render that part of the distance which is not railway much more expensive to work in proportion than that which is railway. In order then to obtain a clear idea of the actual receipts per mile, I would beg to suggest the following plan:—

It is well known that even with the multitudes of persons crossing between Liverpool and Woodside and Birkenhead, two-pence per passenger will not pay the proprietors of the packets, without the most careful management. It is not, therefore, too much to suppose that with the comparatively limited number of fares by the railway packet, they will cost three-pence each to the Company, and the conveyance between the railway station and the river must be at least one penny more: this may appear too little, but as the third and fourth class passengers are not allowed to ride, I think it will be a fair average on the whole. We have then four-pence per passenger for expenses, exclusive of those legitimately belonging to the railway. In the Traffic Return in your paper of last week, the number of passengers is given as 8,180; these at four-pence each will be 136*l.* 6s. 6d., which deducted from the total receipts, leaves 540*l.* 15s. 6d., or 37*l.* 5s. 6d. per mile per week, on fourteen and a half miles.

As you are always anxious to afford a fair statement on every subject connected with railways, I trust to you to give this letter insertion, hoping that if I am in error, some one who knows better will take the trouble to correct me. If I am not in error, it is evident that the same mode of calculation must be used to discover the *net* weekly proceeds, thus instead of deducting 60 per cent., the least that can be taken for a short line with low fares, from 677*l.* it must be deducted from 540*l.*, making the probable profit for the week 216*l.*, which leaves about *one and a half* per cent. per annum on the paid-up capital, after the 5 per cent. on the amount taken up on loans has been deducted.

I am, Sir, your obedient servant,

P. S.—In looking over the above, I see I have omitted another source of expenditure not properly connected with the railway, viz., the separate office and establishment in Liverpool, there being one also in Birkenhead; these will of course further reduce the weekly receipts per mile, as well as the net annual revenue, and may be added to the four-pence as above.

October 8th, 1841.

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YORK AND NORTH MIDLAND, BIRMINGHAM AND GLOUCESTER, MANCHESTER AND LEEDS, AND CHESTER AND BIRKENHEAD RAILWAYS.

To the Editor of the Railway Times.

SIR,—"A Railway Shareholder," in your last publication, wishes to be informed why the shares in the York and North Midland command in the market so large a premium, while those of the Birmingham and Gloucester are at so great a discount.

In my opinion, it is for the following reasons, viz.:—

The cost of the Birmingham and Gloucester is about one million and a half; the York and North Midland about one third of that sum. Yet the weekly receipts of the latter, are nearly equal to the former.

The York and North Midland, at their last half-yearly meeting, declared a dividend after the rate of 9 per cent., with the greatest certainty of that handsome sum being much increaeed in future. I believe the Directors of the Birmingham and Gloucester have not been in a situation to pay their shareholders any dividend at all. Now, as people naturally expect something in the shape of dividend for their investments, I think this alone is a sufficient reason to account for the difference of the price of those shares in the market.

"Jacob" is wrong, in making a comparison of the cost of coke on the Manchester and Leeds and York and North Midland, I believe there is but little difference in the cost of that necessary and expensive article on those two lines.

The Directors of the Chester and Birkenhead state, in their last Report, that the average rate of fares in the York and North Midland is 3d. per mile each passenger, the best contradiction I can give to this misstatement is to send you the fares as published, which are as follows, viz.:—

	s.	d.
From York to Leeds, 32 miles per rails—		
First Class	6	0
Second do.	4	6
Third do.	3	0
From York to Selby, 22 miles per rails—		
First Class	3	6
Second do.	2	6
Third do.	2	0

I am, Sir, yours very truly,

G. B.

York, 11th October, 1841.

BIRMINGHAM AND GLOUCESTER AND YORK AND NORTH MIDLAND RAILWAYS.

To the Editor of the Railway Times.

SIR,—A correspondent last week wishes to know why the York and North Midland shares last year should have commanded a premium of 30 per cent. when their takings were about 39*l.* per mile per week, while the shares of the Birmingham and Gloucester Company, who at the present time are taking about the same sum per mile, are at 43*l.* discount, the cost of that line being only 2,000*l.* per mile more.

The difference in price at that time can only be accounted for from the estimate of the respective merits of the two lines which was then entertained. The shareholders of the Birmingham and Gloucester have been as much deceived in the *cost* of the line, as they have been disappointed in the receipts, which are only one-half as much per mile per week as those of the York and North Midland, although the cost per mile is near 2,000*l.* more!

The capital of the Birmingham and Gloucester has been raised from 1,266,666*l.* to 1,576,666*l.*, although the former sum it was over and over again stated would be amply sufficient. Could the proprietors be assured that no further additions would be made to the capital, the present discount offers a fair investment for capital, but as it was stated at the late meeting, the present capital did not provide for the station that might be required at the terminus, there is as much uncertainty as ever respecting the *ultimate* cost of the line. There is also the misunderstanding with the Worcester corporation unsettled, which might lead either to the forfeiture of 70,000*l.* in the event of not constructing a branch to that town, or to the incurring what may be worse, a large expense in constructing one from which there can be expected but little profit. To pay 5 per cent. on the present capital of 1,576,666*l.* after deducting 40 per cent. for expenses, it would require a gross sum of 131,390*l.* per annum, or 2,524*l.* per week. The receipts for the present half year average about 2,100*l.* a week, and when it is considered that this average is not likely to be realised on the remainder of the year, I fear a beggarly account will have to be rendered to the shareholders at the next half-yearly meeting for the additional advance of capital.

It is to be regretted the meaning of "*cost* per mile" is not fully understood or defined. By some it is supposed to include the whole expenditure comprising stations, engines, interest of loans, &c., while by others it is limited to the mere outlay in constructing the railway, excluding purchase of land, stations, engines, &c. To this uncertainty the delusion respecting the cost of the above line may be attributed, as the reiterated boast of the extreme cheapness of the "cost per mile," was always regarded as the *ne plus ultra* of economy, and a pattern to all railway engineers. The "cost per mile" of this railway has *now* reached 30,000*l.* per mile although the shareholders were formerly indulged with the idea that something less than half would suffice, but those who were not to be deceived with fine promises, and trusted to their own senses, have fortunately escaped the ruinous depression to which the shares have fallen, and from which I fear they are not likely soon to recover.

The Chairman of the York and North Midland Company at the last meeting must have regarded the cost per mile in the *limited* sense above mentioned, as he stated the cost would not be more than 23,000*l.* a mile, whereas judging by the capital authorised to be raised, it will amount to 29,000*l.* These discrepancies, I hope, will be ultimately settled, and in railway parlance, a fixed and commonly accepted meaning will be given to the "cost per mile."

Your obedient servant,

A FORMER CONTRIBUTOR.

FLANAGAN'S RAILWAY BREAK.

A CORRESPONDENT sends us some strictures on the letter of Mr. Francis, of Brighton, which we gave last week. We publish an extract from our correspondent's communication, as we understand that the inventor of the break is at present absent from England:—

"Mr. Francis (says our correspondent) may, as he states, have had a working plan of a similar break for some months; but this will not render the idea the less original with Mr. Flanagan. Indeed, any merit or novelty in this break, you will see, consists in giving motion to the two arms in opposite directions by one and the same movement; as a break with one arm, and bearing on one side of the wheels, is and has been in use in Edinburgh for some years to nearly all the coaches belonging to the Messrs. Croales, between that place and Newcastle, Carlisle, York, &c., and something similar is also to be found in the French diligence. The objection of Mr. Francis as to the impossibility of "a right hand thread passing over a left hand screw," I take to be rather childish. As well might he be astonished at seeing the flanch of a mail-axle inside the collar, over which it cannot be passed unless you cut it or the axle, and which we all know is put on before the two arms of the axle are welded in the middle; so with this break the nuts can be passed on in the same manner, and which I take to be a much better plan than any joint. Indeed, any one who has the least taste in mechanics, will see that the same end may be accomplished in various ways.

"As to Mr. Francis' remark of "regret for this *Irish* oversight," I presume he can have no knowledge of Mr. Flanagan's nation or country, except judging from his name; and if a long residence and education would give him a claim, we may call him French.

"I am sure Mr. Francis would not consider it very courteous in me were I to conclude in a regret for his *English stupidity*.

SUNDAY TRAVELLING ON RAILWAYS.

WHAT has been called "the Voluntary principle" in religion, we take it, implies, That adoration—be it the adoration of a single aspiration, or the adoration of a whole life controlled by constant reference to the Divine will—to be worthy or acceptable, must be spontaneous; that the Church is an association of believers, having for its aim, by mutual example, inspection, rebuke, and exhortation, to keep all its members correct both in doctrine and conduct; that the entrance of a member into the Church, or his remaining in it, must be, like his faith, spontaneous—his own voluntary act—or it is worthless. The repudiation of State-interference by those who hold Voluntary opinions, and the mode of remunerating those who may be set apart for ministerial services in the church—such as teaching, administering the sacraments, &c. in which many seem to think consist the essence of Voluntaryism, are mere inferences from this fundamental principle, practical applications of it. "The Voluntary principle" has from the days of the first English Independents downwards been the creed of no inconsiderable number of the reflecting portion of society: but in general they have been contented to entertain it in silence, or have rested satisfied with simply declaring that such was their opinion. It is only since the commencement of the Voluntary movement in Scotland that an organized missionary system for the purpose of inducing all men to entertain these views regarding the institutions of the Church has existed. From a recent attempt in Scotland, in which some of the leaders of the Voluntary party have been active and prominent, to prevent the travelling of the mail by railroads on Sunday, we doubt whether they clearly understand their own principle. They have memoralized the Postmaster-General "not to require the transmission of the mails on the Edinburgh and Glasgow Railway on the Lord's Day," because it would give occasion to "a great increase of Sabbath-profanation." They have called upon the Government to interfere to prevent travelling on Sunday, which they are pleased to call "Sabbath-profanation." If they regard even a short excursion into the country on Sunday by the artisan or trader as profane, they are quite entitled to insist that all members of their own communion shall abstain from the practice, or quit the church; but they are not entitled, by invoking the interference of Government, to insist that those who think it innocent, and do not claim to belong to their church, shall abstain likewise. The burden of self-denial, which they exact from those of their own communion, must, if their principle is true, be voluntary, or it is worthless: they have no right to impose the burden upon those who differ from them in opinion. If they turn to their Bibles, they may read of Christ walking in the fields with his disciples on the Sabbath; nor from the context does it appear that they had any other object than recreation in view. If they say that this is not decisive on our side, they must admit that it is still less decisive on theirs. It is one of those cases in which (as in the controversy regarding the duty of abstaining from meat offered to idols) each must act upon his own judgment, and each tolerate his brother. If they can look dispassionately at the consequences of the strict enforcement of an external affectation of self-mortification on Sabbath, by the civil and ecclesiastical police of Scotland, they will find good reason to doubt its beneficial tendency. The demure air with which every one slinks from public notice on that day is no warrant of devotion. We believe that the Pharisaical denunciation of Sunday-walking in Scotland has driven more of the working-classes to the whiskey-shop than to private devotion. True religion would sanctify a man's Sabbath country-walk with his family: its austere substitute causes his mind to revolt against the re-

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lity. The time selected by the Voluntary clergy in Scotland for making this movement is unhappy. The clergy of the Establishment have long been busy attempting to enforce a Pharisaical observance of the Sabbath; but till within these few weeks we have not observed any of the Voluntaries co-operating with them.—*Examiner.*

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.

Bolts for Machinery, Architectural, Agricultural, Ship and Coach Building, Gas Water, and other works, &c.

Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,

JNO. ATLEE, Secretary.

HALEY'S PATENT LIFTING JACK, Manufactured solely by Messrs. W. and J. GALLOWAY, Engineers, Manchester.

The attention of parties who employ Lifting Jacks, is respectfully requested to the superiority of the above over those hitherto in use. Having a claw the same as the "Rack Jack," it will lift either from the top or below, and is not more than half the weight and bulk. The handle may be let go with the lift on, and remains stationary, and quite safe.

Each working piece is Engine-cut and Case-hardened.

THE MINING JOURNAL, RAILWAY AND COMMERCIAL GAZETTE, published every Saturday, price Sixpence, contains Reports of the Proceedings of all Public Companies—Intelligence from the English and Foreign Mining Districts—Original Communications on subjects connected with Practical Mining and Railway Engineering, &c. &c.—Notices of New Inventions at home and abroad—Prices of Mining and Railway Shares—Railway Traffic Returns—Latest Authentic Prices of Metals with remarks on circumstances affecting the market—Sales of Copper and Tin Ores—Specifications of Recent Patents—a variety of Miscellaneous Scientific Intelligence, with a complete record of every occurrence during the Week calculated to interest the Capitalist or Speculator—The Extensive Arrangements entered into to ensure earliest authentic intelligence on the important subjects treated upon in the columns of the *Mining Journal*, make it an indispensable requisite to all parties connected with the Manufactures or Commerce of the Country.

*** The Advertisements inserted in the *Mining Journal* being confined to prospectuses of New Companies—Notices of Meetings, Calls, and Dividends—Sales of Mineral Property, or other matters intimately connected with the interest of the Capitalist, and the Proprietor in Joint Stock Companies,—form an interesting feature in its columns.

The *Mining Journal* is published every Saturday afternoon, at two o'clock, at the office, No 37, New Broad-street, City, price Sixpence, and may be had of all Newsvenders in town and country.

Mining Journal Office, 37, New Broad-street.

PILE DRIVING.—The Advertiser is ready to take Contracts for driving Piles by a New Machine, worked by Steam Power, at a very low rate, and expeditiously. The Machine progresses on the Pile foundation formed by itself, and is adapted for crossing rivers, or streams, reclaiming lands, &c., making docks, wharfs, bridges, piers, &c

Address to Joseph Cowdin, 31, Weymouth-street, Portland-place, London.

BITUMEN WORKS, Mill-wall, Poplar.—The PARISIAN BITUMEN COMPANY beg to call the attention of Engineers, Architects, Surveyors, Builders, and Railway Contractors, to the utility and superior quality of the BITUMEN manufactured by this Company. The Company can with confidence affirm and refer, that in the numerous cases where this Company's Bitumen has been applied to railway viaducts and arches it has been found to answer every purpose for which it has been required, entirely preventing the penetration of damp or vermin, and adding materially to the preservation of the brick and masonry work. It has also been very successfully used for vaults, cellars, terraces, pathways, kitchens, granaries, malt houses, warehouses, barns, court yards, tan rooms, catacombs, wharfs, stables, garden walks, &c.

For terms and information apply to Wm. Mackenzie, Superintendent.

TO COAL PROPRIETORS, ENGINEERS, and Others. To be SOLD by Private Contract, Four excellent double acting condensing STEAM ENGINES, of 28, 11, 6, and 4 horse power respectively.

The whole are in excellent condition, and have been recently at work.

For further particulars, or to treat for the purchase, application may be made to Mr. Woodhouse, Chinery brewer, Overseal, near Ashby de la Zouch.

October 13, 1841.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY.—Notice is hereby given, That the next Half-yearly General Meeting of the Proprietors will be held at the Subscription Rooms, in Stroud, on Thursday, the 28th day of October, 1841, pursuant to the Acts of Parliament.

The Chair will be taken at One o'Clock.

C. F. SAGE,
Chairman of the Directors.

*** The Transfer Books of this Company will be closed on Tuesday, the 19th of October, and will remain closed till after the meeting.

A. MERRICK, Secretary.

Cirencester, October 9th, 1841.

NORTHERN AND EASTERN RAILWAY.—SUNDAY TRAINS.—Notice is hereby given, That on and after Sunday, the 17th instant, the Half-past One o'Clock Down Train will be discontinued on Sundays.

WILLIAM BOURNE, Secretary.

Shoreditch, London, 13th October, 1841.

SOUTH-WESTERN, GREAT WESTERN, CIRENCESTER, BRISTOL AND BRIDGEWATER, AND BRIGHTON RAILWAYS.

In connexion with the above Lines of Railway, Places can be secured by

MAILS AND COACHES,

TO

Falmouth,	Farnham,
Devonport,	Milford Haven,
Plymouth,	Carmarthen,
Exeter,	Brecon,
Taunton,	Abergavenny,
Weymouth,	Ross,
Dorchester,	Monmouth,
Bridport,	Hereford,
Poole,	Aberystwith,
Honiton,	Cheltenham,
Ilminster,	Gloucester,
Salisbury,	Abingdon,
Andover,	Oxford,
Portsmouth,	Lewes,
Petersfield,	Worthing,
Godalming,	Horsham,
Guildford,	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood-street, Cheapside
Swan-Two-Necks, Lad lane.
George and Blue Boar, Holborn.
Universal Office, Regent Circus.
Golden Cross, Charing Cross.
Griffin's, Green Man and Still, Oxford-street.
And at the Offices of Horse and Chaplin at the several Stations.

Parcels forwarded by every train; and if for 8¼ p.m. Mail Train, are received at the above Offices until ¼ past 7 for the above places, and to all parts on the several lines of Railway, viz. —

Bristol, Bath, Swindon, Farringdon, Reading, Windsor, Southampton, Winchester, Basingstoke, Farnham, Chertsey, Kingston, Brighton, Reigate, &c.

HORNE & CHAPLIN, Proprietors and Agents.

Omnibuses to and from every Train—Fare 6d.

Heavy Goods and Merchandise conveyed from the several Branch Offices, and Hainbro' Wharf, Thames-street, to most parts of the south and western railways.

TO BE LET, either together or in the following Lots, and may be entered upon immediately, those extensive Premises, situate in Chorlton street, in the centre of the town of Manchester, and near the new station of the Manchester and Birmingham Railway Company, having the advantage of a plentiful supply of excellent water for printing or bleaching purposes, and consisting of—

Lot 1. An Open Yard, 75 feet by 68 feet, to which there is access by, and large frontage to, both Canal and Street, and the surrounding Buildings of the following description:—

A large Warehouse of four stories, and Attic containing nine rooms, averaging 29½ feet by 27½ feet, and from 8 to 10 feet high; a one story building 36 feet by 24 feet, and 10 feet 8 inches high, with iron rafters, and beams laid for room above; a larged walled and slated shed 46 feet 8 inches by 32 feet, and 14 feet high to sloping roof; a one-story ditto, 76 feet by 44 feet 7 inches, and 17 feet 10 inches high, with rafters laid for flooring; a room above of same dimensions, 6 feet high to sloping roof. One story ditto, No. 1, 21 feet by 17 feet, and 16 feet high to Saltpie roof. One story ditto, No. 2, 43 feet by 31 feet, and 17 feet 8 inches high, with rafters laid for a roof above of the same dimensions, 6 feet high. One story ditto, 28 feet 4 inches by 21 feet, and 17 feet 8 inches high to sloping roof. Small room, 6 feet square, with three sets of offices, furnished with stoves, &c., and stabling for three horses, with various other conveniences.

And Lot No. 2, another open yard, 112 feet by 50 feet, adjoining the above-mentioned yard, and having similar access and frontage, with the brick and slated building, 109 feet by 27 feet, and 8 feet high, piggeries, stables, and other buildings on the South easterly and South-westerly sides thereof.

For further particulars apply to Messrs. Cooke, Beever, and Darwell, Solicitors, Salford.

LONDON AND BRIGHTON RAILWAY.—ALTERATION OF TRAINS.—OPEN THROUGHOUT from London to Brighton, for passengers, parcels, private carriages, and horses.

Down trains from London daily, except Sundays, at *three-quarters past 9 a.m.; at ☞ three quarters past 10 a.m.; *three-quarters past 1 p.m.; ¼ three-quarters past 2 p.m.; *three-quarters past 3 p.m.; ☞ three-quarters past 4 p.m.; and to Croydon only at 7 p.m.

Sunday trains down from London.—Mixed trains at *8 a.m., *three-quarters past 10 a.m.; and *7 p.m.; and to Croydon only at 10 p.m.

Up trains from Brighton daily, except Sundays, at *three quarters past 6 a.m.; ☞ quarter-past 8 a.m.; at three-quarters past 10 a.m.; at *three-quarters past 11 a.m.; at a ☞ quarter past 2 p.m.; at *4 p.m.; and from Croydon only at three quarters past 2 p.m.

Sunday trains up from Brighton, at *three-quarters past 7 a.m., at *4 p.m., and at *7 p.m.; and from Croydon only at 7 a.m.

The Trains marked thus * are mixed, that is, consist of first and second-class carriages, and stop at all the Stations on the line, performing the journey in two hours and three quarters. The trains marked thus ☞ consist only of first-class carriages, and stop only at Croydon, Red-hill, Three Bridges otherwise Crawley, and Hayward's heath, and perform the journey in two hours and a quarter. The trains marked thus † are mixed, but call only at Croydon, Red-hill, Three Bridges, and Hayward's-heath, and perform the journey in two hours and a quarter.

Fares to and from London and Brighton:—First class carriages, 14s. 6d.; second class, 9s. 6d.; children in second class, 6s. 6d.

Fares to Croydon:—First class, 2s.; second class, 1s. 6d.

Children under 10 years of age in first class carriages will be charged second class fare. No charge made for infants in arms.

Further particulars may be obtained on application at the offices of the Company, 10, Angel court, Throgmorton-street; at the termini, London-bridge, and Brighton; and at the booking-offices.

By Order,

THOMAS WOOD, Sec.

October 11, 1841.

LONDON AND BRIGHTON RAILWAY.—Notice is hereby given, That the Engine Drivers of every train have received orders to take an extra quarter of an hour in the performance of every Journey during the winter months, to commence from this day. An altered Time Table, in conformity with the above, will be issued prior to the 1st of November, and any future alterations which may become necessary will be made only on the 1st of the month.

By Order,

THOMAS WOOD, Secretary.

10, Angel court, Throgmorton street,
October 13th, 1841.

LONDON, EDINBURGH, AND DUBLIN GUARANTEED MUTUAL and PROPRIETARY LIFE ASSURANCE COMPANY, 3, Charlotte-row, Mansion House; St. Andrew's-street, Edinburgh; Fleet-street, Dublin.

DIRECTORS.

Alexander Anderson, Esq.	Kennett Kinsford, Esq.
John Atkins, Esq.	John M'Guffie, Esq.
James Bidden, Esq.	John Maclean Lee, Esq.
Captain F. Brandreth	J. Marmaduke Rosseter, Esq.
Vice-Admiral Robert Honyman	James Hartley, Esq.
Benjamin Hill, Esq.	Alexander Robertson, Esq., Managing Director.
John Johnson, Esq., Ald.	

Solicitors—Messrs. Palmer, France, and Palmer.

Secretary—F. Edgell, Esq.

Important improvements have been introduced into *Life* Assurance practice by this Company.

The Policies are indefeasible and indisputable, unless they have been obtained by fraudulent misrepresentation.

The Board of Directors satisfy themselves upon the various questions proposed before they enter into contracts of Assurance; and frame their Policies in such terms as to preclude all future questions as to their validity, and thus render them indisputable and negotiable documents of future debt against the Company.

Parties may be assured either upon the participating or non-participating plan; the assured are relieved of all responsibility, and the participating class is entitled to the whole of the profits upon that branch of the business.

Table to assure £100, with addition of Profits.

Age 25.	Age 35.	Age 40.	Age 45.	Age 50.	Age 55.
£2 2 7	£2 15 10	£3 5 0	£3 15 5	£4 10 7	£5 18 8

Persons interested in the Lives of Nominees or Debtors may, for a trifling extra Premium, be relieved from the risk of their Policies being forfeited by the parties going to foreign countries.

One-half of the Premiums may remain unpaid for seven years, affording a greater facility for loan transactions and family provisions than any other plan which has been suggested.

Credit Table to assure £100, payable at death.

Age 20.	Age 25.	Age 30.	Age 40.	Age 45.	Age 50.
£0 18 0	£1 0 7	£1 3 7	£1 11 5	£1 16 6	£2 3 9

The usual Commission allowed to Solicitors and Agents; and Medical Gentlemen are in all cases remunerated for their reports.

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BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200. for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Bread-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

BRISTOL AND EXETER RAILWAY COMPANY.—INTEREST ON PAID UP CALLS.—Notice is hereby given, that the Interest on Paid Up Calls, for the Half-year ending on the 6th inst.. may be Received at this Office, on Monday, the 18th of this Month, or on any following Monday, between the hours of twelve and three.

Shareholders resident in London may receive their cheques after the 18th inst., at the office in Princes-street; those at Manchester, from Mr. Francis Parker; those at Exeter, from Dr. Miller; and those at Plymouth, from Mr. Alfred Hingston.

To those resident in other places the Interest will be remitted.

By order of the Directors,

J. B. BADHAM, Secretary.

Bristol, Office 30, Broad-street,
1st October, 1841.

NOTICE IS HEREBY GIVEN, that a Special General Meeting of the Proprietors of Shares in the YORK and NORTH MIDLAND RAILWAY COMPANY, will be held in the Directors' room, at the Railway Station in Tanner Row, in the City of York, on Tuesday, the 19th day of October, 1841, at 12 o'Clock at noon, for the purpose of taking into consideration a proposal that the said Company shall unite with certain other Railway Companies in taking a lease, upon certain terms to be submitted to the meeting, of a railway which is proposed to be made from Darlington, in the county of Durham, to join the Durham Junction Railway, in the same county, and of adopting such measures in reference thereto as may appear advisable.

GEORGE HUDSON,
Chairman of the Directors of the York and North Midland Railway Company.

Dated Sept. 30th, 1841.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—New Shares.—Fourth Call of £5 per Share, making £25 per Share paid up.—The Directors of the Birmingham and Derby Junction Railway Company having resolved that an INSTALMENT of £5 on each of the New Third Shares in this undertaking, created under the provisions of the Act relating thereto, passed in the session of Parliament (3 Vict. Capt. 51) payable on or before the 5th day of November next, should be called for, proprietors of such New Shares in this Company are hereby required to PAY, on or before that day, to any of the undermentioned Bankers, the sum of FIVE POUNDS on each of their respective New Shares:—

BANKERS.

London—Messrs. Glyn, Hallifax, Mills, and Co., Lombard-street.
Birmingham—The Birmingham Banking Company.
Manchester—The Manchester and Salford Bank.
Derby—Messrs. W. and S. Evans.
Burton-upon-Trent—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield—Messrs. Parker, Shore, and Co.

The bankers have been severally instructed to charge interest at the rate of £5 per cent. per annum, according to the provisions of the Act above referred to, from the 5th day of November next, on all sums which shall be tendered after that date.

(Signed) HENRY SMITH,
Chairman of the Board of Directors.
THOMAS KELL, Secretary.

Waterloo-street, Birmingham, Oct. 8, 1841.

EXTENSIVE SALE OF RAILWAY PLANT.—To be Sold by Auction by Mr. BARTRAM, on Wednesday the 27th of October, (if not previously disposed of by private contract,) the extensive and valuable railway plant used by Mr. Samuel Hemming in the construction of five miles of the Great Western Railway, comprising amongst other things, a capital Locomotive Engine, Tender and Tank; several hundred tons best Staffordshire flanged Iron Rails, 36lb. to 44lb to the yard; several hundred large Earth Waggons, 2 feet 6 inches wheels, 4 feet 8½ inches gauge; a number of Carts built on the best construction; several thousand Sleepers, Wheeling-planks, Wheelbarrows, Horse Run Poles, Wheels, Chairs, Centerings, and a great variety of iron work and timber.

The plant is lying principally near the Railway Station at Corsham, Wiltshire, where it may be viewed on application to Mr. Crawford; and further particulars may be obtained of Mr. Bartram, the Auctioneer, Bath, or of Mr. Samuel Hemming, Bristol.]

INFIRMARY FOR FISTULA, and other Diseases of the Lower Intestine, 38, Charterhouse-square.

PRESIDENT.

The Right Hon. THOMAS JOHNSON, Lord Mayor.

VICE-PRESIDENT.

The Right Honourable Earl Harewood.
The Right Honourable Earl Digby.
The Right Honourable Lord Denman.
The Honourable Mr. Justice Patteson.
Sir Charles Forbes, Bart.
Sir James Shaw, Bart.
Sir Joseph Littledale.
Sir Chapman Marshall, Alderman.
Major-General Sir H. Maclean, K.C.B.
General Pereira.
W. T. Copeland. Esq., Alderman, M.P.
Thomas Kelly, Esq., Alderman.
John Pirie, Esq., Alderman.
Samuel Wilson, Esq., Alderman.
David Barclay, Esq., M.P.
John Deacon, Esq.
Henry Hoare, Esq.
Lewis Loyd, Esq.
John Masterman, Esq., M.P.
Thomas Gage Sebright, Esq.

TREASURER.

John Howell, Esq., 9, Regent street, and Rutland Gate.

SURGEON.

Frederick Salmon, Esq., F.R.C.S., 12, Old Broad-street.

HOUSE-SURGEON.

John Wilson, Esq., M.D.

The Committee regret that the applications for relief from the afflicted Poor continue to increase, and that an enlargement of the Charity is most pressingly required, they, therefore, renew their appeal to a generous and discerning public to afford them the means of more fully extending that assistance which the Infirmary daily confers on suffering humanity. They gratefully acknowledge the following additional Subscribers since the last advertisement.

R. Addison, Esq., annually	£1	1	0
J. H. Adamthwaite, Esq., ditto	1	1	0
Auxiliary Society, founded by the relieved patients, further donation	15	15	0
A Friend from Brussels, donation	1	0	0
Aston, H., Esq., ditto	1	1	0
Atkinson, William, Esq., ditto	10	10	0
Atkinson, Mrs. W. O., ditto	21	0	0
Adams, E. R., Esq., ditto	1	1	0
Brenchley, Mrs., annually	1	1	0
Bennett & Co., Messrs., ditto	1	1	0
Barlow, G. F., Esq., ditto	2	2	0
Burton, T. Jun., Esq., ditto	1	1	0
Boyd, Mark, Esq., ditto	1	1	0
Barker, Alexander, Esq., ditto	1	1	0
Brooke, S. B., Esq., third donation	10	10	0
Brigg, H. R., Esq., ditto	5	5	0
Bennett, S., Esq., ditto	1	1	0
Barton, Jeffrey, L., Esq., ditto	1	1	0
Breese, E., Miss, ditto	10	10	0
Bennett, Capt., R. N., ditto	5	0	0
Baxter, Mr, ditto	1	0	0
Brownrigg, Thomas, Esq., ditto	1	0	0
Clarke, Joseph, Esq., annually	1	1	0
Chaffers, W., Esq., ditto	1	1	0
Cook, Thomas, Esq., ditto	1	1	0
Cropper, Joseph A., Esq., donation	10	10	0
Copeland, W. T. M. P., V. P., 7th donation	10	10	0
Colchester, W. G., Esq., ditto	1	1	0
Darling, D. A, Esq., ditto	10	10	0
Davenport, W., Esq., annually	1	1	0
Dean, Wm., Esq., 2nd donation	10	10	0
Dickson, Peter, Esq., ditto	1	1	0
Frith, R., Esq. M.D., annually	2	2	0
Frith, J. G, Esq., annually	1	1	0
Foster, G. H., Esq., 2nd donation	10	10	0
Foster, James, Esq., ditto	10	10	0
Frampton, W. H., Esq., ditto	5	5	0
Garrett, Rev. Wm., Bristol, collected by sixpenny subscription, donation	17	10	0
Grover, James, Mr., annually	1	1	0
Gray, R. Alexander, Esq., donation	10	10	0
Gibson, R., Esq., annually	1	1	0
Graeff, George, Esq., ditto	1	1	0
Green, George, Esq., ditto	1	1	0
Gibbs, M., Esq., (Sheriff), donation	10	10	0
Grimsdell, S., Esq., ditto	3	3	0
Huth, Frederick, Esq., ditto	5	0	0
Hoare, Henry, Esq., V P., 2nd donation	10	10	0
Hulbert, John. Esq., ditto	2	2	0
Harnett, W. C., Esq., ditto	5	5	0
Hodgson, R., Esq., ditto	1	1	0
Hughes, J., Esq., ditto	1	1	0
Hopkinson, Jonas, Esq., ditto	5	0	0
Jones, Jane, formerly a patient in the house, annually	1	1	0
Jones, John, Esq, donation	10	10	0
Keen, James, Esq., ditto	5	5	0
King, William, Esq, ditto	10	10	0
Lewis, James, Esq., annually	1	1	0
Littledale, the Rt. Hon. Sir Joseph, V. P., 2nd donation	10	10	0
Layton, James, Esq., ditto	2	2	0
Leach, John, Esq., ditto	1	1	0
Lockner, W. H., Esq., ditto	1	1	0
Monger, Mr., annually	1	1	0
Mansford, Thomas, Esq., ditto	1	1	0
Masterman, John, Esq., M. P., V. P., 3rd donation	5	5	0
Mayor, the Lord, ditto	5	0	0
Morgan, William, Esq., ditto	5	5	0
Nugee, F. G., Esq., ditto	10	10	0
Paynter, John, Esq., ditto	10	10	0
Pilcher, W. H., Esq., ditto	2	2	0
Richardson, D. H., annually	1	1	0
Richards, John, Esq., 4th donation	5	5	0
Rutter, V., Esq., ditto	2	2	0
Salmon, F. B., Master, ditto	10	10	0
Salmon, P. Howell, Master, ditto	10	10	0
Salmon, Mrs., St. George's-hill, 4th donation	10	10	0
Saunders, Thomas, Esq., 2nd donation	5	5	0
Swan, E. Esq., ditto	10	10	0
Tuke, F., Esq., ditto	5	5	0
Tailors, Society of, George Inn, St. Mary Axe, annually	3	3	0
Tanqueray, T. B. Esq., donation	2	2	0
Turnley, J. W., Esq., ditto	10	10	0
Varden, J. H. Esq., ditto	2	2	0
Wallen, J. J., Jun., Mr., annually	1	1	0
Worne, Thomas, Esq., ditto	1	1	0
Wilcockson, Miss, donation	2	0	0
Whitfield, T. B., Esq., ditto	3	3	0

The following form of Bequest is recommended to those charitable individuals who may feel disposed to assist the Infirmary by Will:—

"I give and bequeath out of such part of my personal estate as may lawfully be applied for that purpose, the sum of £ to the Treasurer, for the time being, of the 'INFIRMARY FOR THE RELIEF OF THE POOR AFFLICTED WITH FISTULA, AND OTHER DISEASES OF THE LOWER INTESTINE,' established in London, which sum shall be for the use and benefit of the said Infirmary: and the receipt of the person who shall be Treasurer thereof at the time when the above Legacy is paid shall be a good discharge to my Executors for the same."

Subscriptions will be thankfully received by the Treasurer; at the Banking-houses of Jones, Loyd, & Co.; Barnard, Dimsdale, & Co.; and Messrs. Ransom, Pall Mall East; or. by W. B. Ogden, Esq., Honorary Secretary, St. Mildred's Court, Poultry.

TUESDAY'S SALE.—FIFTY-FIVE CART HORSES.

To Brewers, Distillers, Factors, Corn and Coal Merchants, Contractors, and Wharfingers, also the Nobility and Gentry.

TO BE SOLD BY AUCTION by Mr. DIXON, at his Repositlory, Barbican, on TUESDAY, October 19, 1841, commencing at 12 o'clock, 30 fine-shaped, active, powerful, seasoned CART HORSES, including a splendid entire Suffolk chesnut horse, the property of Mr. Thomas Hill, of Shenfield, sold in consequence of his having completed the Balcombe Tunnel and Hayward's Heath contracts, on the Brighton Railroad.

Twenty-five very superior, valuable, young, powerful Cart Horses, the property of Mr. John M'Kay, have been employed on the works of the Southampton Docks, sold in consequence of having partly completed that extensive contract.

☞ The above is a very superior stock of young Draught Horses, from 15 to 16 hands high, remarkable for power and activity,—are just taken from the work—without exchange or addition—and positively for sale without the least reserve.

Colours,—Bays, Greys, Chesnuts, Browns, and Blacks.

On view, and Catalogues had, two days before the sale.

THIRTY VALUABLE, YOUNG, SOUND CART HORSES.

TO BE SOLD BY AUCTION, by Mr. DIXON, at his Repository, Barbican, on FRIDAY, October 22, 1841, commencing at One o'Clock precisely, Thirty remarkably fine-shaped, young, powerful CART HORSES, the genuine well-known excellent stock of Mr. Thomas Hool, that have been employed on the Merstham Tunnel contract of the London and Brighton Railway. Sold in consequence of having completed it.

Colours—Bays, Blacks, Browns, Greys, and Chesnuts.

Among which are several calculated for Funeral Carriage Work, particularly a remarkably handsome Black Entire Horse, 6 years old, unequalled for beauty and action; also, an elegant Grey Cob, exceedingly fast, and clever in harness, and rides well in all his paces,—up to high weight either on road or field.

*** The above lot of superior seasoned Draught Horses, are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, having been selected with great care and judgment, regardless of expense, and being now in fine working condition.

On view and catalogues had two days before the sale.

ON SALE.—TWO NEWLY-FINISHED SIX WHEELED LOCOMOTIVE ENGINES, with 12 inch cylinders, copper fire-boxes, 5 feet driving wheels, and of the usual gauge.

The engines embody all the latest improvements in their valve gearing and motions.

Canal street Works, Manchester.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Brides' Fleet-street, Middlesex.—Saturday, October 16, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 199. Vol. IV.—No. 43.] SATURDAY, OCTOBER 23, 1841. [Price, 6d.

NORTH MIDLAND RAILWAY.—SPECIAL GENERAL MEETING.—Notice is hereby given, That a Special General Meeting of Proprietors of the North Midland Railway will be held at the Railway Station, Leeds, on Friday, the 29th instant, at 12 for 1 o'clock, for the purpose of considering and determining on the expediency of authorising the Directors, in concurrence with the other Railway Companies interested in the completion of the line of railway between London and Newcastle, to adopt measures for forwarding an application to Parliament in the next Session for an Act to make a junction railway between the Great North of England Railway at Darlington, and the Durham Junction Railway, for which the requisite notices have been given, either by guaranteeing to the subscribers to such undertaking a certain amount of profit, or by such other means as may be considered best calculated to effect the desired object.

WILLIAM LEAPER NEWTON, Chairman.
JAMES HUBBARD, Deputy Chairman of the Board of Directors.
HENRY PATTESON, Secretary to the Board.

LONDON AND BLACKWALL RAILWAY COMPANY.—Second Instalment of £2 per Share, new issue.—Notice is hereby given, That in pursuance of a resolution of the Board of Directors, the proprietors of this Company are required to PAY a CALL of £2 per Share on each of their respective new Shares between the 16th and 19th of November next, both days inclusive, at the Company's Offices, 60, Fenchurch-street, and the memorandums issued for the new Shares must at the same time be left for registration.

WILLIAM ROUTH, Chairman,
JOHN WARMINGTON, Secretary.

Offices, 60, Fenchurch-street, October 20, 1841

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly, at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, 4a Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Office, 70, Old Broad street, City; 62, Princes-street, Leicester-square; Manufactory, Mill-wall, Poplar; and also of the following Agents —

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This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom, but reference is particularly made to the London and Blackwall Railway, where it has been in use upwards of twelve months.—"It gives entire satisfaction, and has never broken."—*Vide extract of the Tenth Report, Thursday, 19th instant.*

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

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TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

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RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth. *Railway Times* Office, and Hyde and Co., Fleet street.

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EASTERN COUNTIES' RAILWAY.—CONTRACTS FOR RAILWAY CHAIRS.—The Directors are ready to receive TENDERS for the supply of from 500 to 1000 Tons of cast-iron Chairs, to be delivered at stated periods, according to specifications to be seen at the Engineer's Office, High street, Shoreditch, until the 8th November next, after which day no Tender can be received. Tenders to be sealed and addressed to the Directors of the Eastern Counties' Railway, High-street, Shoreditch, endorsed "Tenders for Chairs."

By order of the Board,
A. BULKELEY, Secretary.

Offices, High-street, Shoreditch,
20th October, 1841.

THE RAILWAYS OF GREAT BRITAIN AND IRELAND practically described and illustrated. By FRANCIS WHISHAW, Civil Engineer, M. INST. C. E.—The flattering testimonials which the author has received from various quarters, as to the utility of the first volume, which was produced at an expense of upwards of One Thousand Pounds, and Sixteen Months constant attention, induce him to propose to the railway public the production of a second volume, which, however, can only be done on the plan of subscription.

Railway proprietors, therefore, and others who would like to be in possession of much additional information on the important subject of railways, will be so kind as at once to forward to the author their names as subscribers to the Second Illustrated Volume which would be issued at the price of One Guinea.

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FRANCIS WHISHAW.

Gray's Inn, London, and Haverfordwest, Pembrokeshire, October 4th, 1841.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page* 1059).

1195. Do you remember the next question that was put: "Do you think it would be possible to give a discretionary power of any value to the Board of Trade, which, if exercised without common sense, might not produce the most injurious results to the Railway Companies? It is impossible to conceive of such a regulation being issued."—No; I cannot say that I carry it in my mind. What I have stated is with regard to the Government having the power. But besides the electric telegraph, there is a regulation which we have on the Greenwich Railway for the prevention of accidents, which would be exceedingly expensive upon many railroads where the receipts are less than ours. In cases of thick fog, we have men stationed so near one another that they can hear one another talk. That would be very expensive upon a railway where the receipts are very small per mile. Our receipts are 250*l.* a mile a week. There are some railways where the receipts are not more than 20*l.* per mile. It appears to me, also, that this power, if entrusted to the Board of Trade, would have the effect of operating as a bar to improvements in the general arrangements and management of the railways. With reference to that, Mr. Brunel stated something with regard to the improvement of signals; and it appears to me that there is another case in point, in regard to the use of four-wheeled and six-wheeled engines. In the first instance, four-wheeled engines were used on the Liverpool and Manchester Railway for some time; subsequently the six-wheeled engines were adopted, and were generally used till the London and Birmingham began to use four-wheeled engines, which they have used exclusively. Now, after a trial of both those sorts of engines for 10 years, the opinion is still far from being settled which is the best; some advantages have been found in each, and it is quite clear that a matter of this kind cannot be ascertained by a few experiments; it must be tried upon a large scale. Now, if you can imagine the Board of Trade to have had this power, they would probably have given an order upon the subject before these experiments had been tried by the London and Birmingham; and even if they had not, the mere apprehension of their power to disallow the four-wheeled engines would probably have prevented their going to such an expense as was necessary to ascertain which was the best, and you would never have had the mass of facts you have with regard to the comparative merits of the two engines. I believe that is all I have to say with respect to general objections to the discretionary power.

1196. Chairman—Will you now state what you have to say with respect specially to your railway?—In the first place, with regard to the adoption of time-tables, that cannot be applied to the Greenwich Railway; our traffic upon Sundays and holidays is such that we are obliged to go as soon as the trains are filled.

1197. Mr. Labouchere—A limitation of 15 minutes is obviously inapplicable to any short line, such as the Greenwich!—It is, and it is obviously inapplicable on longer lines where the stations are very near one another.

1198. That would probably be only the case upon short lines?—Upon some of the long lines the stations are near each other where there are large towns.

1199. Chairman—Have you any time-tables upon your railway?—To this extent we have time-tables; we run every quarter of an hour upon week days, and we do the same upon Sundays and holidays, except when the crowd becomes great.

1200. What regulations have you for the trains that come upon your railway from the Croydon line?—The trains that come upon our railway from the Croydon line are started at fixed times, and have fixed time-tables.

1201. Have they not fixed times to come upon your railway?—As far as they can keep them according to those time-tables.

1202. What is the rule which you have with reference to their coming upon your line of railway; do they stop at the point of junction till one of your trains has passed, or do they come on without knowing whether one of your trains has passed, or is immediately going to pass?—It depends upon a signal given at the switches.

1203. If you have no time-table with reference to your own train, how can the man with the signal know whether a train is coming or not!—He can see to a considerable distance.

1204. As long as there is no fog he can see for a considerable distance, but in cases of fog what means have you then?—We have men stationed along the line at such a distance as to see a train coming, and to give a signal to one another.

1205. In a fog, you station so many men along the the point of junction that they can communicate to one another the approach of a train?—Yes.

1206. Lord Granville Somerset—Do you mean to state that you trust entirely to the men along the line to inform the signal-man at the Croydon junction of the coming up of a train, in case of a fog?—I am not aware that we have any other mode.

1207. How near is each man to another?—About 40 or 50 yards.

1208. How many men have you between the Croydon junction and Greenwich?—Upon occasions like that we have about 10 or 15 men; they are near the stations; they are not in the intermediate part.

1029. What is the distance from the Croydon junction to the London station!—A mile and three quarters.

1210. What is the distance from the Croydon junction to the Greenwich station!—About two miles.

1211. What do you mean by 10 or 15 men; does that apply between the Croydon junction and London, or between the Croydon junction and Greenwich?—I think it would be the same either way.

1212. Is there not a great deal of difference, upon such an occasion as that, between the number of 10 and the number of 15, as to practical communication?—The thickness of the fog would make some difference; I am including what we have both at the Croydon junction and at the London station also.

1213. Is it the same after dark?—Not after dark; they see the lights of the train.

1214. You say that in case of fog you station men to give intelligence, and that upon the intelligence they give, the prevention of collisions between your trains and the Croydon trains depends?—Yes, mainly.

1215. How many men are distributed between the junction of the Croydon Railway and your Greenwich station, in the case of a serious fog!—I think there would be about eight or ten men at the entrance of the station just before the switches, at the London end, and about as many more at the junction of the Croydon and Greenwich Railway.

1216. How are the men at the switches to tell what trains there are coming up?—From those men being in advance of them; they extend over a space of a quarter of a mile.

1217. Then your prevention is this, that there is a line of a quarter of a mile of those men on either side of the junction, who are to inform the persons at the junction that a train is coming or not coming!—Yes.

1218. Do you think that a sufficient prevention!?—I think so; we have never had any accident at the junction, and about 70,000 trains have passed over that point since the Croydon Railway was opened.

1219. Do you mean to say that since the Croydon Railway has been opened, and using your line, there has been no collision!—I do not say that; there was one accident close to the London station, in a thick fog.

1220. Were those men placed as you now describe, at that time?—I believe they were; the accident arose from the neglect of our engine-driver not observing the signal, for which he was discharged.

1221. The first train was stopped by some accident, was it not?—I think it was; there was one Croydon train and two of ours.

1222. Was the Croydon train first!—No; ours was first.

1223. Was not the third very near coming in collision, as well as the second?—I think it did come into collision. The first collision arose from the Croydon train going at its full speed to the London terminus; instead of which, knowing it was behind its time, and that the Greenwich train, which ought to have been behind it, must be in advance of it, it ought to have slackened its speed; and by that means it ran into the first train, just at the station. The third train was a Greenwich special train, dispatched with soldiers.

1224. Was there not some discussion as to whose fault it was!—We admitted that it was the fault of our engineer, but we said it was the fault of theirs also.

1225. With regard to night, in the dark, what means have you of giving information to the Croydon Railway whether a train is coming or not?—We have signal lights.

1226. Are they always safe?—I consider so.

1227. You have had no accident the last six months, have you?—We had an accident not very long ago.

1228. What were the circumstances of that accident!—It was the breaking of an axle of an engine.

1229. How soon did the next train come after that?—It must have been a quarter of an hour.

1230 If the train had been within five minutes, what would have been the result?—I do not think the result would have been at all different, for there was time enough for the conductor of the train to go back with lights to stop the train coming up.

1231. Where did they stop the second train?—I cannot say how near to the other, but they stopped it before it came to the other.

1232. But then they had time to go some distance?—Yes.

1233. As you allow an interval of a quarter of an hour, that interval of a quarter of an hour afforded them time to go back and meet the next train?—Yes.

1234. Supposing the next train had started within five minutes, would that have been sufficient?—I have no doubt it would; because we have had the same thing on a Sunday evening, when they started every five minutes.

1235. Can you state how far the men went back before they stopped the other train!—I cannot state that; we have had similar occurrences with trains that have started between those intervals.

1236. In the dark?—In the dark.

1237. How have you prevented accidents in those cases?—By sending men back with lights to caution them.

1238. When the Dover Railway is finished their trains will have to travel upon three different lines besides their own!—Yes.

1239. They will have to travel upon the Greenwich, the Croydon, and a portion of the Brighton?—Yes.

1240. Under what regulations will that be done?—I am not aware that any regulations have been adopted yet; neither the Brighton nor the Dover Railway is in sufficient forwardness to use the line.

1241. Has the Dover Railway any power of making conditions with you as to their traffic? Suppose the Dover Directors should be such extraordinary people as to suppose that there must be a quarter or an hour interval between each train, what power have they to enforce it, so far as your portion of the line is concerned!—I apprehend the owners of the railway would have the power of regulating the intervals.

1242. That is to say, that whatever the Dover Directors might feel upon the subject, you would have the power of sending your trains five minutes after theirs, or five minutes before, it you liked it?—I think so.

1243. And you think that is a power which ought to be left perfectly uncontrolled by any other party!—Yes; I do not see what good could be obtained by attempting to control it.

1244. Mr. Labouchere—You said that although you were of opinion that a large police force upon a short railway, such as yours, conduce to public safety, yet you thought the amount of that force should be determined very much with reference to the receipts of the Railway Company, as it would be hard to force upon a railway that was not in the receipt of so much money as yours is the same precautions which are taken upon your railway!—Yes; I instanced that as a case where the regulations of one railway might be too expensive for another.

1245. Supposing a railway, the receipts of which were small, were in consideration of that circumstance very greatly to reduce the police force upon it to a degree which was manifestly inconsistent with the public safety, do you think that would be a proper state of things to be allowed!—No, I think not; but I think there is the greatest security that that would not be the case. The great interest of the Company is to ensure safety, and it would be the most certain way of forfeiting that were they to reduce their police force greatly.

1246. You stated before that it was reasonable to suppose that in determining the amount of police force to be placed upon any railway, the Company would take into consideration the state of their receipts?—Large receipts evidently involve a large quantity of traffic; if they have less receipts, they must have less traffic, and less necessity for such a police force; but the Board of Trade might think differently, and if they did they would have the power to enforce it.

1247. Mr. Greene—In the arrangements made between the Greenwich, the Croydon, the Brighton, and the Dover, you all act as independent parties?—Not in every instance. The Croydon, the Brighton, and

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the Dover are going to have a joint station, in which they will be joint proprietors, at London Bridge, and the Greenwich Railway Company are not proprietors with them in that.

1248. With respect to the times at which the carriages of one Company shall enter upon the line of another, that must be matter of private arrangement among yourselves?—At present we have none but the Croydon using the line. The Committee are probably aware that within a few months the Greenwich Railway, which is now in progress of being widened, will be double the width, and then those three railways will go upon entirely separate rails from the Greenwich traffic.

1249. But you will be obliged to come to arrangements among yourselves upon a great variety of other points?—Yes.

1250. Supposing that any one of those railways made terms which the others thought extremely unreasonable, is there any power of controlling that in any shape or form?—I think the Greenwich Railway Company, as proprietors of the road, have the power of objecting to anything which might be dangerous, such as the trains starting too near one another, or having objectionable engines.

1251. Supposing that, in making their terms with the other Companies, they were to do anything which the other Companies thought extremely unreasonable, is there any mode of settling the differences between those Companies?—I am not aware that there is; no such difficulty has arisen.

1252. Supposing such difficulty to arise, do you apprehend there would be any objection to having some impartial persons—the Board of Trade, for instance—who might arbitrate in the matter?—I think there would.

1253. What would be the objection?—I think it would be very doubtful whether they would thoroughly understand all the details to be considered in the matter.

1254. If the Greenwich, for instance, should make terms which the others may think extremely unreasonable, what is to happen then?—I should imagine that the result would be that the traffic would fall off very much indeed, if the Greenwich were to object to any reasonable arrangement; but that would obviously be so much against their interest, that it cannot be anticipated.

1255. Have not those several Railway Companies come before a Committee upon one occasion, and complained of the difficulties which they found in making their arrangements with the Greenwich Company?—No, that was not the cause; they did not come to complain of the difficulty of making arrangements; they came to Parliament to request it to allow them to take land from the Greenwich Company to build upon it

1256. Was not that in consequence of the Greenwich Company insisting upon terms which they thought were unfair?—I am not aware to what you refer.

1257. Was not there a dispute as to the sum which they were to be charged for passing over the Greenwich Railway?—That was not the origin of their coming to Parliament: the origin of their coming to Parliament was a recommendation from a Committee of this House that some steps should be taken to prevent the four Companies using the Greenwich viaduct, without some further arrangement being made to ensure safety; and both parties came with their own plan.

1258. Lord Granville Somerset—Was there not evidence given on both sides, before a Committee which sat two years ago upon the subject of railroads, with reference to a disagreement between the Croydon and the Greenwich?—Yes, they were both before Parliament at that time.

1259. Mr. Labouchere—Did not the Croydon, the Brighton, and the Dover Railways enter into an arrangement by which they voluntarily bound themselves to appeal to the Board of Trade if they could not agree?—I was not a Director of the Brighton Railway at that time, and cannot answer for what they did.

1260. Lord Granville Somerset—How long have you been a Director of the Greenwich Railway?—Two years.

1261. You are not aware that there was a very serious disagreement between the Greenwich and the Croydon, and that evidence was given with regard to that before the Committee which sat upon railways in 1839 and 1840?—I do not at this moment recollect the subject of the disagreement you refer to.

1262. Mr. Loch—Were you connected with the Greenwich Railway when an application was made by them to Parliament last session?—Yes.

1263. You are therefore aware that the House referred it to a Committee to consider the disagreements which existed between them and the other railroads, and that the Committee interfered in arranging the matter?—Yes, I am aware of that perfectly; that was regarding the different mode in which the two Railway Companies proposed to satisfy the requirements of the Railway Committee.

1264. Was not there a disagreement about the station, for one thing, and did not the Committee insist upon the station being altered?—I think both Companies were aware that it was desirable to change the stations.

1265. Are you not aware that there was a disagreement, and that the Committee insisted upon the station being altered?—That was when they were before Parliament.

1266. Have they not gone on disputing ever since; the Greenwich Railway and those other three railways?—No.

1267. Have they come to any amicable arrangement?—We have not definitively fixed everything yet, but we are far from having any disagreement.

1268. As to the rate of payment at which those three railways are to travel over your line, is there no disagreement?—No, that has not been mooted at all.

1269. Was there not a disagreement upon that subject, previous to that arrangement made under the authority of the Committee?—Yes, the Croydon Company wanted to take the land of the Greenwich Company, and widen the road themselves. The Greenwich Company proposed to widen it, if Parliament would give them extra toll.

1270. Mr. Labouchere—Have accidents occasionally happened upon the Greenwich Railway by trains running off the line?—Not accidents to life or limb, but trains have got off the line.

1271. How do you account for that?—I cannot say; we do not go the full speed that they go upon most other railroads; but I do not know that that would have any great effect.

[The following papers were delivered in and read.]

Railways Committee Room, Whitehall,
March, 1841.

My Lord,—The Committee at the meeting held at Birmingham on the 19th January, 1841, which was adverted to in the evidence taken before the Select Committee on Wednesday last, beg leave to state distinctly, through your Lordship, that no power whatever was conferred upon them to bind Railway Companies in their communications with Government; which indeed is obvious, not only from the resolutions (a copy of which is enclosed) under which they were constituted, but from the fact that different deputations from several Railway Companies waited upon, and were received by the President of the Board of Trade, and expressed their respective views upon the subject of the Bill now before Parliament.

They are anxious also, with the consent of Mr. Labouchere, to record the admission which he has been good enough to make, that the Committee objected throughout to the principle of any discretionary power being vested in the Board of Trade; and that it was upon his suggestion only, and merely as an alternative in case of such discretionary power being forced upon them, that certain limitations of that power, which he subsequently declined to admit, were submitted to his consideration.

We have, &c.,

(Signed) GEO. CARR GLYN.
C. RUSSELL.
W. CHAPLIN.

To the Chairman of the Select Committee
on Railways.

Birmingham, 19th January, 1841.

At a numerous meeting of Railway Directors, held this day at the large room, Queen's Hotel, Birmingham; George Carr Glyn, Esq., in the chair.

Moved by Charles Hood, Esq., seconded by Robt. Garnett, Esq.—

Resolved unanimously—

1. That it be recommended to all Railway Companies that a permanent Committee be formed for the purpose of watching the interests of railways; and that such Committee shall have full power to call a general meeting of delegates from the different Companies, where and whenever it may be deemed necessary; or to communicate, by circular or otherwise, any proposition which they may consider desirable. That such Committee shall have liberty to engage proper officers, who shall receive adequate salaries, or remuneration; which, together with any and all other requisite expenses, shall be defrayed from a fund to be raised by a *pro rata* subscription from the Railway Companies that shall approve of such arrangement.

2. That it is desirable that such Committee consist of resident Directors of railways terminating in London.

3. That George Carr Glyn, Esq., Charles Russell, Esq., and William Chaplin, Esq., be the Committee, with full powers to carry into effect the objects above stated.

4. That a copy of the above resolutions be transmitted to the different Railway Boards, soliciting their concurrence, and requesting the favour of an early reply, addressed to Richard Creed, Esq., Euston Station, London.

GEORGE CARR GLYN, Chairman.

(To be continued.)

LONDON AND BIRMINGHAM AND GREAT WESTERN RAILWAYS—GOODS' TRAFFIC.

Receipts.

Birmingham.—Week ending October 26, 1839, 13 months open throughout	£1,815 0 0
Great Western.—Week ending October 17th, 1841, 15 weeks open throughout	2,127 0 0
Increase over the Birmingham	£312 0 0

—*From a Correspondent.*—[Yes; but look at their respective lengths. The Birmingham, with its branch, is 119¼; the Great Western 169¼ miles.—ED. R. T.]

RAILWAY LABOURERS—EASTERN COUNTIES' RAILWAY.

In the neighbourhood of Ingatestone (Essex) upwards of 300 railway labourers have, in consequence of the bad weather, been for some time past out of work and in great distress, and many fears have been in consequence excited in the neighbourhood, though hitherto the poor men have behaved remarkably well. Some of the Essex magistrates have written to the Eastern Counties' Railway Company, calling on them, as they had brought the men there, to do something to prevent them from starving, and to add to their police force, which the Company declined to do, alleging that the men belonged to the contractors, and that, as regarded the police, their scale of expenditure was more ample than that of any other railway. This matter was brought before the Essex Quarter Sessions, and excited some discussion, which, as is usual in such cases, ended in no result; but one remark was made by Mr. Round which, if correct, shows that, either directly or indirectly, the public can call upon the Railway Companies to indemnify them for the danger which the incur under such circumstances. Mr. Round said, it was difficult to see how the Court could interfere, but he thought Mr. Disney was right in saying that the Company was bound to relieve the men. By the 4th and 5th Wm. IV. a provision was made, that wherever public works were going on (railways or other works), if the public peace was endangered by a multitude of persons being collected, and it was thought necessary that more persons should be appointed to keep the peace, the magistrates should have power to swear in constables and call on the Company to pay them. This showed that the Railway Company was in some sense responsible for these people. A gentleman seeing 400 persons in this peculiar situation might call on some of those very persons to assist in keeping the public peace, and call on the Company to pay them. The Railway Company ought not to have returned so ungracious an answer. A sufficient number of the men might be sworn in to make it dearer for the Company to pay them than to make a reasonable provision for the others.—*Morning Post* of this day.

A special meeting of the Brandling Junction Railway Company is to be held on the 25th October, to consider the terms upon which the Junction is to take place, in continuation of the Great North of England Railway.—*Eastern Counties Herald.*

COACH ACCIDENT.—On Friday last the Dundee and Perth coach was on her way to the latter town, and when near Inchture, the leader became restive and sprang over a dyke at the road side. The coach was overturned and one side considerably damaged. There were some passengers on at the time, but they escaped without injury. The driver was considerably hurt.—*Perth Courier.*

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YORK AND NORTH MIDLAND RAILWAY COMPANY—SPECIAL MEETING.

[From the *Yorkshire Gazette* of this day.*]

On Tuesday last a special meeting of the proprietors of this Company was held at the Railway Station in York, for the purpose of taking into consideration a proposal that the said Company should unite with certain other Railway Companies in taking a lease, upon terms to be submitted to the meeting, of a railway which is proposed to be made from Darlington, to join the Durham Junction Railway, and of adopting such measures in reference thereto as might appear desirable.

The meeting was very numerously and respectably attended; Geo. Hudson, Esq., the Chairman of the Company, took the chair.

The notice calling the meeting having been read,

The Chairman said, it would probably be the readiest way, as the meetings hitherto held on this subject had not been open to the public, that he should state to them the steps which he had taken, in association with a number of other gentlemen, who had been called together by him, to attend a meeting in York, to consult on the best plan for the extension of the line of railway to Newcastle. In compliance with his circular, a number of gentlemen did him the honour to attend, and he would in the first instance call on Mr. Baker to read the resolutions which had been agreed to, at the two meetings which they had held. After that he would endeavour to state, briefly and fairly, the course which he took in reference to the matter, and the comparative prospects of the eastern and western lines. He commenced this undertaking in his individual capacity, and he thought that the more proper course than for him to have then acted as the Chairman of this Company. He was happy to say that the plan had since been fully considered by the Directors of the Company now assembled, and that they had given it their unanimous sanction and approval.

Mr. Baker then read the following Report of a meeting of Directors of several of the Railway Companies interested in promoting the extension of railway communication from Darlington to Newcastle, held at York, on Monday, the 6th of September last—present, Mr. Hudson (Chairman of the York and North Midland Railway Company) in the Chair; Mr. Dycey, Mr. Oakes, and Mr. Bell, from the Midland Counties' Railway; Mr. Hubbard, Mr. Stansfield, Mr. Houldsworth, Mr. Pease, and Mr. Frost, from the North Midland Railway; Mr. Barstow, Sir J. Simpson, Mr. Davies, Mr. J. Richardson, and Mr. Backhouse, from the York and North Midland Railway; Mr. Oxley, Mr. Plews, Mr. Meynell, Mr. Smales, Mr. Pease, and Captain O'Brien, from the Great North of England Railway; Mr. Clayton, and Mr. Woods, from the Durham Junction Railway; Mr. Brandling and Mr. Longridge, from the Brandling Junction Railway; Mr. Fenwick and Mr. Wood, from the Newcastle and Carlisle Railway.

Mr. Hudson having, on the motion of Mr. Joseph Pease, seconded by Mr. Hubbard, been called to the chair, submitted to the meeting the following resolutions, which were passed unanimously:—

1st. That this meeting is strongly impressed with the necessity of making every exertion to extend the line of railway communication from Darlington to Newcastle, as the best means of ultimately securing a continuous eastern line from London to Edinburgh.

2nd. That such extension is not only of great importance to several of the existing railways both north and south of York, but public convenience imperatively requires the additional accommodation that would be thereby afforded.

3rd. That the most advantageous mode of attaining this object would be to adopt the projected continuation of the Great North of England line (for which an Act is already obtained) from Darlington, for about 15 miles; and then to form a new line (for which plans have already been lodged) to the Durham Junction Railway, from which point to Newcastle there is now a communication by existing railways.

That from the Report of Mr. R. Stephenson it appears [illegible] cost of the proposed railway will not exceed [illegible]

[illegible] though this meeting is perfectly satisfied that [illegible] from the comparative cheapness of its [illegible] the large traffic it must necessarily com[illegible] a profitable undertaking to its proprietors;

[illegible] much indebted to the courtesy of the Editor of the *[illegible] Gazette* for forwarding us proof slips of this [illegible] Ed. R. T.

yet, in the present depressed state of the money market, it does not seem probable that the requisite number of shares would be taken, if offered in the ordinary way, by the public at large; and, under these circumstances, they recommend the following plan for forming a proprietary, and raising the necessary capital:—

1. The capital to be 500,000*l.*, to be divided into 20,000 shares of 25*l.* each.

2. The under-mentioned Companies to take a lease of the new railway for a term of ten years from its opening, and to guarantee the rent in the proportions hereinafter specified, and each Company to have shares allotted to it, to offer to its respective shareholders, in proportion to the amount of rent to be guaranteed by each Company, which is as follows:—

York and North Midland	£8,000
North Midland	6,000
Manchester and Leeds	3,000
Midland Counties	3,000
Great North of England, Newcastle and Carlisle, Durham Junction, Brandling Junction	10,000
	£30,000

N.B.—The four last Companies to settle amongst themselves their respectives quotas of guarantee previously to the adjourned meeting.

3. The rent reserved by the lease to be sufficient to pay 6 per cent. to the shareholders, and interest after that rate to be paid out of the capital to the shareholders upon each call from the time of its being paid.

6th. That it is desirable that application be made to Parliament in the ensuing session for an Act for the proposed new railway.

7th. That the Chairman and two of the Directors of the York Board and one of the Directors from each of the other Boards form a provisional Committee for forwarding the objects of the above resolutions

The Chairman continued. In furtherance of these resolutions we returned to lay the matter before our respective boards, and at our next meeting on the 27th September, the result was stated in the resolutions which the Secretary would now read.

Mr. Baker next read the proceedings at the adjourned meeting of Directors of Railway Companies, interested in promoting the extension of railway communication from Darlington to Newcastle, held at York on Monday, the 27th of September, 1841, at which meeting were present, Mr. Hudson, Chairman of the York and North Midland Company, in the chair; Mr. Dycey and Mr. Oakes, from the Midland Counties' Railway; Mr. Hubbard, Mr. Stansfield, and Mr. Pease, from the North Midland Railway; Mr. Gill, from the Manchester and Leeds Railway; Mr. Barstow, Sir John Simpson, and Mr. Backhouse, from the York and North Midland Railway; Mr. Oxley, Mr. Plews, Mr. Smales, and Mr. Elsley, from the Great North of England Railway; Mr. Wood, from the Newcastle and Carlisle and Brandling Junction Railways; Mr. Harrison, from the Durham Junction Railway; Mr. Blanshard, from the Clarence Railway.

"The Chairman read a letter from the Board of Trade, in answer to an application he had made, from which it appeared that the President of that Board saw nothing in the proposed method of raising the capital to prevent its being a fair subject for an application to Parliament. He also reported that the York and North Midland Railway Board fully concurred in the sentiments expressed in the resolutions passed at the former meeting, and cordially approved of the mode thereby proposed for accomplishing the new line, and that that Board would recommend the plan to their shareholders. Mr. Oxley stated that the Great North of England Railway Board agreed to the general principles of the plan proposed at the former meeting, subject to certain stipulations, contained in resolutions which they had passed. Mr. Hubbard reported that the North Midland Railway Board concurred in the resolutions passed at the former meeting. Mr. Wood reported that the Brandling Junction Railway Board agreed to the resolutions; and that the Newcastle and Carlisle Railway Board had not been able to have a meeting, but that one would be held next day, and he had no doubt of the plan receiving their approval. Mr. Harrison stated that he was authorised to inform the meeting that the Durham Junction Railway Board concurred in the resolutions. Mr. Gill stated, that as no Director of the Leeds and Manchester Railway Board had been able to attend the former meeting, the subject had not yet been regularly brought before that Board, but that he trusted the resolutions would have their concurrence. Mr. Dicey stated that though he, with the Deputy Chairman, and some of his colleagues in the Midland Counties' Railway Direction, highly approved of the plan, and considered it would be very beneficial to that Company, he found it would be useless to bring the subject before their Board, in consequence of the great number of Midland Counties shares held by gentlemen in Liverpool, who were favourable to the plan.

The stipulations under which the Great North of England Railway Board proposed to give its sanction, were then considered *seriatim*, and the following resolutions were passed:—

1. That this meeting dissents from the first and second stipulations, and that the following be adopted in lieu thereof, namely—That the Chairman and two other Directors of the York Board, and Mr. Hubbard, Mr. Gill, and Mr. Wood, be appointed a Committee, to confer with the Directors of the Great North of England Railway Board, in order to ascertain the nature and extent of their claims consequent upon the abandonment of their line north of Darlington, and if practicable, to arranze the amount, and to report the result to the next meeting.

2. That the following, being the third and fourth stipulations, be agreed to, namely—That the Great North of England Railway Company having provided a quantity of blocks, and rails and chairs, for the construction of the northern portion of their line, the Northern Union Railway Company shall take these materials off their hands at a fair valuation: That in the Act to be obtained by the Northern Union Railway Company, a clause shall be inserted authorising the relinquishment by the Great North of England Railway Company of such portions of their line as shall not be required under the new arrangements, and that all claims that may be made on the Great North of England Railway Company, in consequence of this relinquishment of the aforesaid portions of their line, shall be paid or otherwise satisfied by the Northern Union Railway.

3. That the fifth stipulation be rejected.

4 That the sixth stipulation be altered as follows, and agreed to in such altered form, namely—That if the Northern Union Railway Company carry on their works under the powers of the Great North of England Railway Company's Act, previously to obtaining their own Act, the Northern Union Railway Company shall guarantee the Great North of England Railway Company from any pecuniarly or other responsibility arising therefrom, and shall furnish the requisite funds for carrying into execution any contract which the Great North of England Railway Company shall enter into, for the prosecution of the same, and which shall be required by the Northern Union Railway Company.

5. That the resolution, proposing that the Great North of England Railway Company shall guarantee the sum of 8,000*l.* per annum, and that not less than three Directors of that Company be members of the Provisional Committee, be agreed to.

6. That in the Act of Incorporation, provision be made for the exaction of an equal mileage rate for passengers and goods from any one point of the lines in connection to any other point, such rate to be determined from time to time by a Committee of Management, composed of a member from such Board.

7. That the Provisional Committee, appointed at the former meeting, shall consist of the Chairman and three other Directors of York Board, three Directors of the Great North of England Board, two Directors of the North Midland Board, one Director of the Manchester and Leeds Board, and two Directors from the united Boards of the Newcastle and Carlisle, Brandling Junction, and Durham Junction Railways.

8. That the Directors of the several Companies, proposing to contribute to the guarantee, be requested to call special meetings of their proprietors, for the purpose of their sanctioning the same at an early period.

9. That the Provisional Committee be authorised in the meantime to take such steps as may be necessary, by giving notices, or otherwise, for forwarding the application to Parliament in the next session.

10. That after the special meetings have been held, the Chairman shall call another meeting at York, for the purpose of advising on and adopting further proceedings."

The Chairman continued—He believed that he had now put them in possession of all the proceedings which had taken place up to this time. The shareholders of this Company were not as yet, in any manner, involved in the matter, and if the plan which he had now to submit to them was opposed by the majority, then the trouble and anxiety which they had taken to advance the interests of this Company would be ineffectual. He looked forward, however, to a different result. He hoped to show that the undertaking of the proposed responsibility would be a benefit to this railway, as it would enable them not only to retain, but also to increase, their receipts. (Hear.) This, as he conceived, resolved itself into a commercial question. They were, as shareholders in the York and North Midland Railway, engaged in a business—he was happy to say a profitable business. Some gentlemen might say that they were content to do well. True: that was a good position to take sometimes; but here they were possessed of advantages, which, unless they embraced, others would readily wrest from them. By the plan proposed, he considered that the guarantee they were called upon to give was perfectly nominal—that the risk was extremely trifling—and that the prospects of increased benefits were so ample and great, that they would abandon the principles of British merchants if they were not to embrace it. (Applause.) First, as to the risk. It was to guarantee 8,000*l.* a year for 10 years. After most carefully estimating the traffic, he was of opinion that not only would the line make 6 per cent., but, as in the instance of the Leeds and Selby Railway, this Company would have a handsome sur-

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plus to divide among its shareholders. Let them look at the line; it would be the great connecting link between the north and the south. It had an enormous population living upon it, and it abounded in minerals. If it was economically executed, there could be no doubt of its success. The estimates were very satisfactory, and they had put a considerable sum upon them, in addition to the Engineers' calculations, to avoid the unpleasantness of any further calls on the shareholders. He knew that Engineers' estimates were now regarded with considerable distrust, but he had great confidence in them in the present case, as the line was not attended with any difficulties whatever. He believed that the Durham Junction Railway, which adjoined this line, was executed for 15,000*l.* a mile; and taking those statements which he had made to be borne out by facts, he was convinced that the risk of this Company, in its guarantee, was perfectly nominal. (Hear.) Not only should they look at it as a link to Newcastle, but also as the great connecting link to Edinburgh. (Hear.) Last week a meeting had been held at Carlisle, to forward the western line, when a somewhat similar principle was recommended, as is proposed to be adopted by this meeting. The North Union, the Grand Junction, and the Lancaster and Preston lines, are to unite in forwarding a line to Glasgow. The Grand Junction is to subscribe 200,000*l.* to the line, the North Union 50,000*l.*, and the Lancaster and Preston 50,000*l.* more; and it was calculated that the London and Birmingham would also subscribe 300,000*l.*, but he believed that they were mistaken as to any support from that great and influential Company, who would not show partiality to either of the proposed lines, but leave the competing parties to make the best progress they could. He was satisfied any little advantage which the London and Birmingham Company might derive from conveying traffic for a few more miles would never induce them to join the western party in hostility to their eastern friends. (Hear.) The Mayor of Carlisle, at this meeting, had said that he did not at present propose to go farther north than Newcastle; and so, continued his worship, they would still leave unaccomplished the great object of uniting Scotland with England. He would observe upon this remark, that they were in the habit of acting and not talking, and that when they had got the Act for the line to Newcastle, they would then adopt active measures for extending the line to Edinburgh. As to the comparative distances of the two lines:—by the western line the distance from Lancaster to Carlisle is 70 miles, from Carlisle to Glasgow is 101 miles, and then the branch from Symington to Edinburgh is 31 miles more, being a total distance of 202 miles. But on the Eastern line, when they got to Newcastle they would only have 116 miles of railway to make to reach Edinburgh, whilst their western opponents would be burthened with 202 miles. Nor were the advantages in favour of the eastern line confined to distance merely. The western line will have to be carried through works, the like of which have rarely been attempted and never have been accomplished. They would have a granite tunnel on that part between Lancaster and Carlisle a mile and a half in length, and commencing at a depth of 90 feet. Yet they ventured to say, that this portion of their line would be completed for 1,200,000*l.*, which upon the most moderate computation, he was given to understand, could not be done for less than 2,500,000*l.* The Commissioners, in recommending the western line, have done so under the supposition that antecedently to its construction the railway shall have been formed between Lancaster and Carlisle, or that both lines shall be undertaken simultaneously. The Commissioners admit that whichever line first reaches Newcastle or Carlisle, that must be the one to be ultimately carried forward to Edinburgh. They say, "if any parties should be ready to undertake the execution of the proposed western railway, they would certainly be entitled to every facility the Government could afford, provided security were given of a *bona fide* intention of completing the whole line from Lancaster. This condition seems essentially necessary, otherwise a mere pretence may be made, which would lead to no result beyond that of paralyzing any attempt at an east coast route, and thus deprive Scotland altogether of the advantage of railway communication with England. If, however, no parties should be found willing to execute a railway by this western route, under the conditions above stated, and within some definite time, then the east coast line, whether deviated or not, would in our opinion be entitled to the next preference." Such were the opinions of the Commissioners, and he had no doubt that if this Company, and the other Companies interested in the eastern line, sanctioned the proceedings which he had this day offered to their notice, that they would completely paralyze the exertions of those in favour of a western line. On the east line they could do in two years what the western people could not accomplish in seven.

Mr. STEPHENSON—Say ten years.

The CHAIRMAN—He had no doubt that they could reach Newcastle in two years, and he understood that the Edinburgh people were ready to come to Dunbar, a distance of 28 miles, whilst he had no doubt the line from Newcastle to Berwick-on-Tweed, a distance of 60 miles, being remarkably easy of formation, would be taken up by the town of Newcastle, and thus only about 28 miles would remain to complete the whole line to Edinburgh, and that remaining portion was not of a very difficult character. Then as to the gradients on the east line, they are most admirable, but on the western line it as far different; the Commissioners say "That the gradients on Mr. Locke's line are, it is true, of an unusual character; the principal plane being an almost continuous slope of 1 in 123 for a length of 18 miles," or 43 feet per mile; and there is another plane south of Edinburgh 12 miles long, and rising at the rate of 46 feet per mile, or 1 in 113½. It is true that Captain Huish, the Secretary of the Grand Junction Railway, makes very light of these gradients—he considers these extraordinary planes as presenting little difficulties—he imagines that locomotives will be found to run up the hill of Cumberland with facility. If Mr. Stephenson, whose experience as an Engineer is indisputable—if he would vouch for the accuracy of Captain Huish's statements at the Carlisle meeting on this subject, then he (the Chairman) might think there was something serious in them, but that he did not expect, and he knew that Secretaries were like poets, they were allowed to soar a little in their imaginations. (Laughter.) Looking at the character of the two lines, considering that by the eastern line Carlisle would be accommodated as well as Newcastle, bearing in mind the productive, rich, and populous district traversed by the eastern line, remembering the excellent gradients which it would possess, he must say that he was unable to account for the decision to which the Commissioners had arrived, and their Report certainly had no tendency to increase his respect for the productions of gentlemen appointed as Government Commissioners. He did not know that there were any other observations called for by him; by entering on this undertaking this Company would incur little risk, whilst they would be securing a fair prospect of extending the line to Newcastle and Edinburgh—and would thereby secure that traffic which legitimately belonged to them. Every one knew that until very recently the mails and coaches between London and Edinburgh all came by way of York, whilst the mail from London to Glasgow passed so near York as Boroughbridge. He was certain that if the western people possessed the advantages which the eastern country presents they would not lose a single day in commencing the railway; but they know that their position is one of much difficulty. From the extensive nature of the works which they would have to undertake to get from Lancaster to Carlisle he had little doubt they would cost at least 35,000*l.* per mile, or in the whole about 2,500,000*l.* (Hear.) The York and North Midland line at present was a very valuable property, and he had no doubt that its extension northward would vastly increase its value. But not only would the extension add to the benefit of this Company, but it would also confer advantages on this city, and of course, whilst he, in his capacity of their Chairman, made the interests of the Company his first consideration, he at the same time must feel with his fellow-citizens an anxiety to benefit the town which they inhabited. There was one subject on which, probably, some question might arise. It might be said, why does this Company propose to guarantee for 8,000*l.* which is a greater sum than any other line undertakes to do? His answer was, that he considered this Company was in a better position than any other, and that it would derive greater benefit from the increased traffic. They would secure all the traffic from Hull to the north; also all the traffic from south of Normanton, from Lancashire, and from Leeds for Scotland, which would pass over their line. So satisfied was he of the advantage and importance of the undertaking, that were he left to himself, and were he of sufficient responsibility he would gladly take the entire risk himself, and thereby derive the advantage which he was sure must be very large. (Hear.) There were a large number of shareholders residing in London, and knowing it was inconvenient for many of them to leave home, he went up to town and met them on the subject, when a unanimous resolution was come to in favour of the scheme. He might add, that by the resolution of the previous meetings the shareholders of this line, although they would be offered shares in the new Company, would not be bound to take them, and he had no doubt that if any remained the public would gladly avail themselves of them. A word as to the amount of the guarantee. Two plans suggested themselves. One was to guarantee five per cent., the shareholders of the new Company taking the surplus profit, if any; the other was to guarantee six per cent. certain, which it was thought would be the more preferable mode. In conclusion the worthy Chairman moved a resolution, which will be found below.

Mr. LAYCOCK inquired if it was known why the Commissioners appeared to give a preference to the western line in their Report?

Mr. STEPHENSON, C.E., said, he considered the Commissioners had given no opinion at all on the point submitted to them—they ought to have given a decided opinion, taking the present extent of existing lines, which was the most practicable line, the eastern or western. Instead of that, they overlooked the difficulties to be encountered in getting to Carlisle, difficulties which he believed could never be overcome. The eastern line from Newcastle to Berwick was over a very easy country, and from Berwick forward to Edinburgh the works required would not be heavy. On the other hand, the western line would have to be carried over valleys by bridges such as never had been made in England, nor probably in the world. Across the Avon would be a viaduct of 120 feet high, the Mill Burn 103, Dalserf Burn one of 70, and another of 85 feet, Crossford Burn 98 feet, Gilbank Burn 98 feet, and Nethan water 232 feet!!! Never, he believed, had such a piece of masonry been put together as this projected bridge over the Nethan Water—it would be about twice the height of the celebrated Menai bridge. It was preposterous to carry such a line forward, and he was satisfied that if once a line was completed from Darlington to Newcastle, it would be certain to be continued forward to Edinburgh. It would then embrace the whole of North Britain, and also secure no inconsiderable traffic from the North of Ireland.

T. BARSTOW, Esq., observed that the western towers of York Minster were about 220 feet in height—they might therefore imagine the description of a bridge, the piers of which would have to be carried even beyond that height.

JOSEPH PEASE, Esq., said he saw clearly that the line to Scotland must be on this side the island. He wished to know what would be the distance of the proposed line from Darlington to the Durham Junction, exclusive of the branch to the city of Durham? and what calculation had been made as to traffic?

The CHAIRMAN—About 22¼ miles; and accord-

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ing to the calculations of Mr. Harrison, engineer of the Durham Junction, if they only doubled the existing passengers' traffic, they would have an income of 66,000*l.* They would remember that the York and North Midland Company, when in Parliament, calculated that the existing number of passengers likely to use the railway were about 120,000 or 130,000, and that after their railway and the others in connection with it were fairly established, they would amount to about 260,000, but this very year, which might be considered an imperfect one, as the Great North of England and the Manchester and Leeds were not opened till March, the number of passengers would be about 400,000.

Mr. PEASE—Did Mr. Harrison's estimate include receipts from minerals?

The CHAIRMAN—Yes, 5,000*l.* only is set down under that head. Giving that, and allowing 30 per cent. for working the line, there would remain 10 per cent. profit on the cost.

Mr. STEPHENSON said that from London to Edinburgh, by the eastern route, there was no part of the gradients which exceeded 20 feet a mile, which was a remarkable circumstance in a distance of above 400 miles.

Mr. PEASE said, that no man was better acquainted with the north country than George Stephenson. He was bred and brought up there, and he knew every hill and valley. He (Mr. Pease) also had some knowledge on the subject, and he was satisfied that if, in their valour, the promoters of the western line made a beginning, they would never get to the end. There was little or no traffic through the country on which the western line must pass—its population was very limited—and the engineering difficulties were such, that for it to be selected in preference to the eastern line, reminded him of a certain personage's rule for buying a horse—he said "buy a horse with broken knees, for then he will never fall again if he can help it." (Laughter.)

The CHAIRMAN then put the following resolution to the meeting:—

That this Company approve of the plan of uniting with several other Railway Companies in taking a lease of an intended new railway to connect Darlington with Newcastle, at such a rent as will pay the shareholders in the projected undertaking at 6 per cent., and the Directors are authorised to guarantee such proportion of the rent and adopt such other measures in reference thereto as may appear advisable.

The motion was then put and carried unanimously.

Mr. LAYCOCK complained of the apparent apathy of the Newcastle people, who had a vital interest in the success of the eastern line.

The CHAIRMAN said, he quite agreed with Mr. Laycock that it behoved Newcastle to take a prominent part in forwarding by active measures, this important project, by which that great and influential town would be retained in the direct line between London and Edinburgh.

A vote of thanks to the Chairman was then passed for his conduct in the chair, and the able manner in which he conducted the business of the meeting. This motion was carried unanimously, and Mr. Laycock during the meeting also paid a high compliment to Mr. Hudson for the energy and talent which he displayed in managing the affairs of the Company—equal if not superior to any other man.

The meeting, which was one of the most unanimous description we ever witnessed, separated about two o'clock.

EDINBURGH AND GLASGOW RAILWAY.

THE near approach to completion of this great undertaking, and the prospect of its being in a few weeks open for traffic throughout its whole extent, thus placing the cities of Glasgow and Edinburgh at only one-third of their present distance from each other, must render notices of the progress of the works a matter of some interest. We consequently took a glance this week at the state of the railway from the terminus at the north end of Queen-street, as far out as the point at Cowlairs, where the Company have erected their workshops, their engine depot, and the stationary engine which is to be applied to the dragging of the carriages up the inclined plane. On entering, from Queen-street, within the limits of the Company's grounds, the visitor cannot fail to be struck with the peculiar suitableness of the situation for the terminus of a railway to connect the eastern with the western metropolis of Scotland. A more happily situated station could not be desired. It is but a few hundred yards removed from Argyle-street, the principal thoroughfare of the city, along which flows the vast torrent of human beings, disgorged by steam-boats at the Broomielaw, and by railway carriages at the terminus of the Ayr and Greenock lines of railways. On the other hand, it is but at a short distance from the terminus of the Garnkirk Railway, thus bringing within its grasp the population of Airdrie, and other towns to the eastward. It is almost close to the Royal Exchange, adjoins a number of the principal inns, opens into George-square, graced with the monumental tributes of our citizens, to the memory of Sir John Moore, Sir Walter Scott, and James Watt, and which yet may be adorned with the monument to the "greatest captain of the age," the illustrious Wellington. So far, therefore, as situation is concerned, no site could have been more appropriate or more calculated for the general convenience of the community. The space at the terminus is of great extent, and affords ample room for all the necessary buildings, stores, sheds, and other requirements of such an undertaking. The station-house, a building of three storeys, is situated on the left of the entrance, having in front, and along its whole length, a piazza for the protection of passengers before entering the ticket offices. A large hall, occupying at least two-thirds of the length of the building, is devoted to the purpose of issuing tickets, the first-class passengers entering by a separate door from those of the second and third classes, and emerging from the office into the carriage shed, also by separate doors. On the east and west of this public hall are rooms for passengers who may have occasion to wait the departure of the carriages; and in the second flat are the committee room, rooms for the clerks, managers, &c.; and on the third flat is a variety of rooms for the guards and other servants belonging to the establishment. Immediately behind the station-house is a shed of vast dimensions, under which are placed the carriages for passengers, and which are only a few yards from the opening of the tunnel, where the inclined plane commences and proceeds about 2,300 yards from the starting point. The slate roof of the shed is supported by iron couples of a very light and elegant construction, and on the whole has an admirable effect. Under the shed are five different lines of railways, while a great number of places are ready, immediately to the west of the rails, for the reception of goods, carriages, &c. A broad paved way is on either side of the rails, by which the passengers will approach or leave the carriages. A vast number of houses for stores, &c. are erected in other portions of the depot, and there is no lack of room for others, should such be required. Immediately to the north of the large passenger shed is the entrance of the tunnel; the retaining wall above the arch being ornamented with balustrades. The entrance is arched above and below, and the height between the centre of the upper and lower arches is about 50 feet, the roadway being about 25 feet below the centre of the upper one. There is a slight curve from the shed under which the carriages are placed into the tunnel, which from 60 feet wide at the extremity is very ingeniously narrowed in the course of a few yards to the necessary width for the two permanent lines of rails. This stupendous work is cut through a hill of considerable elevation, known by the name of Bell's Park, then under the Lunatic Asylum, now sold to the Directors of the Town's Hospital; then under another rising ground, and below the cut of junction which joins the Forth and Clyde with the Monkland Canal, and ends near to Keppoch-hill, being a distance of about 1,300 yards. The greatest credit is due to the enterprising contractor, Mr. Marshall, for the admirable manner in which this immense undertaking has been carried on, and the substantial and tradesman-like manner in which it is executed. In the course of its progress a great length of it was cut through freestone rock, and where this occurred no building was necessary, but by the other portions, passing to some extent through old freestone quarries, the contractor was enabled to found his arch on the solid rock, which must of course materially add to its stability. At the end of the first 300 yards of the tunnel there is a large opening or eye, and another occurs about the same distance further on; and it deserves to be noticed as a proof of the substantial nature of the building throughout, that only in one or two places is there to be found a water drop, and these only to such a trifling extent as to be with little difficulty got rid of. In the excavation of this part of the line, the contractor had no fewer than six steam-engines employed, and two horse gins; and, excepting two very small portions of loose rock, left to the last to facilitate the removal of the debris, the whole length of the tunnel has the permanent way laid, and very nearly the whole of the two lines of permanent rails. From the vigilance exercised by the workmen, it is confidently expected that in the course of next week a locomotive engine will be able to make the journey from the station-house up the inclined plane to its termination near the fixed engine station at Cowlairs, a distance of 2,400 lineal yards (rise 1 in 40). Besides the tunnel, there are beyond it four bridges carrying country roods across the railway; and at Cowlairs there is a long arch connecting the pleasure grounds attached to Cowlairs House. On reaching the top of the incline, which terminates near Springvale, a few yards further onwards leads to the house containing the stationary engine. The situation of the building being on boggy ground, the foundation was excavated to the depth of about 14 feet, at which depth the upper limestones were found, and a solid foundation obtained. The engines are furnished by Messrs. Kerr, Neilson, and Company, and are getting rapidly forward, they are high pressure, of 80 horse power each, and are to be supplied with steam from eight boilers of moderate size, but without flues or pipes in their construction. They are to be employed in dragging the trains up the incline by an endless rope, drawn over pulleys, supported in sheaves placed between the rails at a distance of about 20 feet apart. The rope is taken twice or thrice round an immense pulley, fixed on the main shaft of the engine, which gives it the motion, and means are adopted for keeping the rope at the proper degree of tension. Judging from the appearance of the engines, so far as they are already fitted up, we are inclined to prognosticate that they will do credit to the engineers who have constructed them. On the opposite side of the railway from the stationary engine are the workshops of the Company, and the depot for the locomotives. These form a very extensive range of buildings. The upper flat, which is on the level of the railway, is allocated for the locomotive engines. The centre of the area of a very lage room is laid with *tables*, on which the engines are placed, and turned into berths on the one side or the other as required. These berths consist of a bearing wall under the engine wheels, on each side of a pit, into which the ashes from the engine furnaces are drawn out, and when necessary the water from the boiler, which finds its way by a cess-pool, with a sort of pepper-box grating over it, into a sewer beneath. The lower flat is destined for the various operations of engine making, carriage making, &c., and large premises adjoining are devoted to the storing of coke. Above the coke store there is an immense cistern, into which the water is pumped by the engine, and from whence the locomotives are to be supplied with water. These latter buildings, as well as the engine-house, are most substantially built, and seem admirably adapted for the purposes intended; and necessarily lead to the impression, that the Directors are determined that what they do shall be well done. To return again to the tunnel: workmen are at at present engaged in whitewashing the whole interior with Irish lime; and under the able superintendence of Mr. J. B. Neilson, of the Glasgow Gas Works, gas has been

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introduced for the purpose of lighting the tunnel day and night. The gas is obtained from the main pipe which supplies Cowlairs, and is conveyed down one of the eyes, through a meter, from which a three inch pipe leads out to the workshops at Cowlairs, and another pipe of two and a half inches diameter, is led towards the terminus. The tendency of iron pipes to corrode when laid in sand-stone rock or moisture, Mr. Neilson has obviated by boring the pipes in clay, which will have the double effect of preventing corrosion and leakage. The lamps are to be placed at distances of eighty feet, one being placed alternately on each side of the tunnel. They are triangular, with reflectors behind, which, while they throw a strong light on the rails, enable the lights to be seen from both ends. The burners used are what are called fan-lights—an improvement in burners, for which the public are indebted to Mr. Neilson—and which not only give an extra light, but at the same time are, from their construction, more than usually economical in the consumption of gas. Part of the lamps were lighted on Wednesday night, and the effect was all that could be desired.

The carriages, engines, &c., are in a state of great forwardness; and every exertion is making to have the line opened on as early a day as possible. Every improvement which experience, in connection with other lines, has shown to be for the public benefit, the Directors show every anxiety to adopt; and, among others, they have resolved to adopt Cooke's electrical telegraph, to communicate between the station-house at the south end of the tunnel, and the stationary engine-house at Cowlairs. The communicating wires are contained in a small iron pipe, carried along the side of the tunnel, and will be used for securing an instantaneous correspondence by signals between the two places—in order to prevent accidents, as well as to give orders as to setting on and stopping the engines; and to give intimation of the arrival of the trains at the head of the inclined plane, or their readiness for starting. By means of galvanic troughs fitted up in the manner described by Mr. Cooke and Professor Wheatstone, a bell is rung—to call attention—and then an index is made to point to certain figures, the purport of which signal is given in a printed schedule containing the communications most commonly required.—*Glasgow Constitutional.*

THE LATE ACCIDENT ON THE HULL AND SELBY RAILWAY.

An inquest was held before E. D. Conyers, Esq., on Friday week, at the Railway Tavern, in Brough, on the body of John Hreatm, a gatekeeper on the Hull and Selby line, an account of whose death appeared in the *Railway Times* of last week. The further circumstances attending this melancholy accident will be found detailed in the evidence, as given in the *Hull Advertiser*.

George Boothby, a policeman on the railway, deposed—I was on duty at the Brough station on Wednesday evening last. The train from Selby to Hull arrived at Brough about 20 minutes past nine, and remained there about four minutes. Francis Howard was the engine-driver; he sounded his whistle previous to starting from Brough. I went into the station-house to take in my light which I had hung out before the arrival of the train as a signal for it to stop. I came out again immediately, and looked down the line after the train towards Hull. The gates at which the deceased was on duty are about 400 yards from the Brough station in that direction; I observed that the lamp at the gates showed a red light, which was a signal that the gates were closed. I heard no alarm except the whistle, and then the lamp fell to the ground. I hastened to the place, and found that the gates were broken to pieces, and that the train had passed on. I went forward on the line, and about ten yards below the furthest gate I found the deceased laid; his head was near one of the rails, and was most dreadfully crushed; he was quite dead. I found afterwards a portion of his skull on the line of the railway between the two gates. Deceased had come on duty about six that evening.

Mr. William Bridle Bray, the Resident Engineer, deposed—The appointment of gate-keepers is vested in myself. Deceased was appointed about six weeks ago. There are two gate-keepers at the place; they serve twelve hours each on duty; the day and night duty is performed between them every alternate week. The wages which the gate-keepers receive are 16s. per week, so that they will have no occasion to follow any other occupation for a livelihood. The deceased was between thirty and forty years of age, and in full possession of all his faculties; there was no complaint against him whatever previous to his death. The train at night carries lights; the fire is also seen. The white light, which is a signal that all is right, could be seen a mile each way. There is not a clock at the gate-keeper's house; it is the gate-keeper's duty to be continually on the look out; he has nothing else to attend to. If the deceased saw the train at the time he ought to have done he would have had ample time to open the gates. The gates are 24 chains from the Brough station, but after stopping there the train would not get to full speed before it reached the gates. Francis Howard was the driver of the engine at the time. There is a lamp fixed on the gate post, and if the gates were shut a red light would be seen; on the line a red light by night, or a red flag by day, is always a signal to stop; the engine-driver would see this light when at the Brough station. The engine-driver has a combined duty to perform—attention to his engine and to his signals; he certainly could have stopped his engine between the station and the gates. Howard has been on the line since the opening. I consider him one of our steadiest drivers, and perfectly competent to perform his duties.

Francis Howard, the engine-driver, was then called in, and having been cautioned by the coroner that he was not bound to say anything that might criminate himself, said—I am 27 years old, and have been fifteen months on the line as a driver. Previously I was on the Manchester and Liverpool Railway—principally on the luggage trains. My duty is to attend to the proper working of the engine, and to the signals on the line. I have a perfect knowledge of all the signals. On Wednesday night I left Selby at half-past eight, and arrived at Brough station twenty-one minutes past nine. I observed a signal to stop, and did stop there about four or five minutes. After the stop there the average speed for the first half-mile would be eleven miles an hour. When I was about 80 yards off the gate I observed the red lamp was up, which was a signal the gate was shut. I called out to my fireman, "Oh! Dick—the gates are shut." He flew to his break; I clapped one hand on the regulator and the other on the whistle, but before the engine could be stopped she was through the gates. I saw no gate-keeper, nor heard any one cry out. I looked at each side of the engine, and seeing that all was right I turned on the steam, and went forward at my usual pace. I had no idea that any one was injured. When I got to Hull I reported to Mr. Locking, the Secretary, what I considered a neglect of duty in the gate-keeper. I will explain the reason that I did not see the red light until I was near the gates. Before I got to Brough I heard an unusual noise in the engine, which convinced me something was wrong. I examined it when I stopped, but could not discern anything; and after I had set it in motion again, my fireman held the light whilst I examined it, and found a spindle loose. I could not have discovered this if the engine had not been in motion, and I thought it a good place to make the examination, as we were going slowly, and I knew there was a man at the gates whose soul duty it was to attend to them. When I had finished my examination I lifted up my head and saw the red light. Previous to leaving the Brough station I whistled twice. The whistle could be heard, I should think, two miles such a night as it was. I have had to whistle the deceased out twice before.

Richard Smith, the fireman, corroborated the statement of Howard.

Christopher Pearson, a labourer, had been in Company with the deceased at the gate-house, and parted with him about an hour before the accident happened. He was then perfectly sober.

Mr. Locking, the Secretary of the Company, gave Howard an excellent character for steadiness, and several of the jurymen who had been in the habit of travelling on the railway, also stated that they considered him the steadiest and most careful driver on the line.

Mr. Grey, the Superintendent of the locomotive department, was also in attendance, and he, as well as Mr. Locking and Mr. Bray, expressed themselves ready to give any information.

The above being the whole of the evidence,

The Coroner observed, that he considered it necessary to make a few remarks on the case. There could not, he apprehended, be any doubt that the death of the deceased had been caused by his being struck by the engine or some of the carriages on the night in question. No person could say precisely how the accident happened, but the probability was, that the deceased, from drowsiness or some other cause, had not been aware of the approach of the train until he heard the whistle, and had then rushed out to open the gates, but too late; such being the case, his own negligence would be the primary cause of the accident. At the same time he (the Coroner) did not consider that the engine-driver was altogether free from blame; he knew that the red light was the signal to stop in every case. When he left the Brough station he could see the red light at the gates, which were only 400 yards distant, and the light was in view the whole way. It had been stated that, at the speed the train would be then going, it would have been stopped in 150 yards, and the driver ought certainly to have looked out when he was about 200 yards from the gates, to see whether they were open or not. He had given an explanation why he had not done so, which was, that something was wrong in the engine which he could not discover until it was set in motion—that it might have been something very serious, and that he considered it his principal duty to attend to his engine—that he did not apprehend any danger from the slow pace at which the train was going, and his knowledge that there was always a man at the gates to attend to them. The jury would say whether this explanation was satisfactory to them; they would bear in mind the excellent character the driver had received, not only from the officers of the Railway Company, but also from several of their own body. He (the Coroner) must say that his own opinion was, that although there was a certain degree of negligence in the driver, it did not amount to anything criminal. He would, however, leave the matter in their hands, and he had no doubt they would come to a correct decision.

The room was then cleared, and the jury remained in deliberation above half an hour, when they returned a verdict of "Accidental death," and requested the Coroner to admonish the engine-driver and fireman on the necessity for caution and watchfulness, which he accordingly did.

The deceased was a married man. He was writing a sermon, or a commentary, on that portion of the 19th chapter of St. Luke which relates to Zaccheus having climbed up a sycamore tree in order to get a sight of Christ. By some it was supposed that he had become so much absorbed with his subject as not to notice the approach of the train until the fatal moment, when he rushed out, and was knocked down by the engine or some of the carriages.

Great North of England Railway.—From the very heavy rains that fell on Friday last, the 8th inst., a part of the line of this railway, betwixt Darlington and Northallerton, was covered with water, from the overflowing of the rivulets, which caused the mail train going southward on the afternoon of that day to be retarded a full hour or more betwixt the two towns.—*Leeds Intelligencer.*

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STOPPAGE OF THE MAILS ON SUNDAY.

[From the *Scotsman*, Edinburgh paper.]

At a time when so much is said by so many weak and well meaning persons in favour of stopping the mails on Sundays, we are happy to be enabled to lay before our readers a document of great value on the opposite side of the question.

In 1829, a system of petitioning similar to that which now exists in this country was got up in the United States of America, praying that the running of Sunday mails might be stopped by legislative interference. The petitioners were so numerous and influential, that the Senate of the United States appointed a committee to report. This report we now reprint entire. We understand it produced so great an impression in America, that the mouths of the agitators were completely stopped, and the public feeling turned in the opposite direction. The reaction has been so strong and effective, that any person now advocating the stoppage of Sunday mails in America would be considered unfit to be reasoned with. The disciples of Sir Andrew Agnew would be well to consider this able and candid report with that care and attention which a subject of so much importance demands. It appears to us to exhaust the question, and also to prove in the most conclusive manner the impolicy and injustice of civil rulers interfering with matters of religion, except to protect the rights of conscience.

The members of Government should watch with great jealousy the Judaizing, intolerant spirit, which should force on a reluctant community the stoppage of the mails on Sunday, in order to minister to the Pharisaical spirit manifested by a comparatively small portion of the Scottish clergy and their creatures. If the mails be stopped, or in any way impeded in Scotland, on the ground contended for, that it is a violation of the law of God, surely the same rule should be applied to other parts of the empire; for what is sinful in Scotland cannot be sinless in England. We suspect that the Government have already yielded too much to the demands of these zealots. They would do well to consider the question in all its magnitude, before taking any other steps on the subject.

In the Senate of the United States, January 19, 1829, Mr. Johnson of Kentucky (Chairman of the Committee) made the following report:—

"The Committee to whom was referred the several petitions on the subject of mails on the Sabbath, the first day of the week, report, that some respite is required from the ordinary vocations of life is an established principle sanctioned by the usages of all nations, whether Christian or Pagan. One day in seven has always been determined on as the proportion of time; and in conformity with the wishes of the great majority of citizens in this country, the first day of the week, commonly called Sunday, has been set apart to that object. The principle has received the sanction of the national legislature so far as to admit a suspension of all public business on that day, except in cases of absolute necessity, or of great public utility. This principle the Committee would not wish to disturb. If kept within its legitimate sphere of action, no injury can result from its observance. It should, however, be kept in mind, that the proper object is to protect all persons in the enjoyment of their religious as well as civil rights, and not to determine for any, whether they shall esteem one day above another, or esteem all days alike holy.

"We are aware that a variety of sentiment exists among the good citizens of this nation on the subject of the Sabbath day, and our government is designed for the protection of one as well as for another. The Jews, who, in this country, are as free as Christians, and entitled to the same protection from the laws, derive their obligation to keep the Sabbath-day from the fourth commandment of their decalogue, and, in conformity with that injunction, pay religious homage in the seventh day of the week, which we call Saturday. One denomination of Christians among us, celebrated for their piety, and certainly as good citizens as any other class, agree with the Jews in the moral obligation of the Sabbath, and observe the same day. There are also many Christians among us who derive not their obligation to observe the Sabbath from the decalogue, but regard the Jewish Sabbath as abrogated. From the examples of the Apostles of Christ, they have chosen the first day of the week, instead of that day set apart in their decalogue, for their religious devotions. These have generally regarded the observance of the day as a devotional exercise, and would not more readily enforce it upon others than they would enforce secret prayer or devout meditations; urging the fact that neither the Lord nor his disciples, though often censured by his accusers for a violation of the Sabbath, ever enjoined its observance. They regard it as a subject on which every person should be fully persuaded in his own mind, and not coerce others to act upon his persuasion. Many Christians, again, differ from those professing to derive their obligation to observe the Sabbath from the fourth commandment of the Jewish decalogue, and bring the examples of the Apostles, who appear to have held their public meetings for worship on the first day of the week, as authority for so changing the decalogue as to substitute that day for the seventh. The Jewish government was a theocracy, which enforced religious ordinances; and though the Committee would hope that no portion of the citizens of our country could willingly introduce a system of coercion in our civil institutions, the example of other nations should admonish us to watch carefully against its earliest indications.

"With these different religious views, the Committee are of opinion that Congress must interfere. It is not the legitimate province of the Legislature to determine what religion is true or what is false. Our Government is a civil and not a religious institution. Our constitution recognizes in every person the right to choose his own religion, and to enjoy it freely without molestation. Whatever may be the religious sentiments of citizens, and however variant, they are alike entitled to protection from the Government, so long as they do not invade the right of others.

"The transportation of the mail on the first day of the week, it is believed, does not interfere with the rights of conscience. The petitioners for its discontinuance appear to be actuated from a religious zeal, which may be commendable if confined to its proper sphere, but they assume a position better suited to an ecclesiastical than to a civil. They appear in many instances, to lay it down as an axiom, that the practice is a violation of the law of God. Should Congress, in their legislative capacity, adopt the sentiment, it would establish the principle that the Legislature is a proper tribunal to determine what are the laws of God. It would involve a legislative decision in a religious controversy, and on a point on which good citizens may honestly differ in opinion without disturbing the peace of society, or endangering its liberties. If this principle is once introduced, it will be impossible to define its bounds. Among all the religious persecutions with which almost every page of modern history is stained, no victim ever suffered but for the violation of what Government denominated the law of God. To prevent a similar train of evils in this country, the constitution has wisely withheld from our Government the power of defining the divine law. It is a right reserved to each citizen, and while he respects the equal rights of others, he cannot be held amenable to any human tribunal for his conclusions.

"Extensive religious combinations to effect a political object, are, in the opinion of the Committee, always dangerous. The first effort of the kind calls for the establishment of a principle which, in the opinion of the Committee, would lay the foundation for dangerous innovations upon the spirit of the constitution, and upon the religious rights of the citizens. If admitted, it may be justly apprehended that the future measures of Government will be strongly marked, if not eventually controlled, by the same influence. All religious despotism commences by combination and influence, and when that influence begins to operate upon the political institutions of a country, the civil power soon bends under it, and the catastrophe of other nations furnishes an awful warning of the consequence.

"Under the present regulations of the Post-office department, the rights of conscience are not invaded; every agent enters voluntarily, and it is presumed conscientiously, into the discharge of his duties, without intermeddling with the conscience of another. Post-offices are so regulated as that but a small proportion of the first day of the week is required to be occupied in official business. In the transportation of the mail on that day, no one agent is employed many hours. Religious persons enter into the business without violating their own consciences or imposing any restraints upon others. Passengers in the mail stages are free to rest during the first day of the week, or pursue their journeys at their own pleasure. While the mail is transported on Saturday, the Jew and the Sabbatarian may abstain from abstain from any agency in carrying it, from conscientious scruples. While it is transported on the week, another class may abstain from the same religious scruples. The obligation of Government is the same to both these classes; and the Committee can discover no principle on which the claims of one should be more respected than those of the other, unless it should be admitted that the consciences of the minority are less sacred than those of the majority.

"It is the opinion of the Committee that the subject should be regarded simply as a question of expediency, irrespective of its religious bearing; in this light it has hitherto been considered. Congress have never, at any time, legislated upon the subject. It rests as it ever has done, in the legal discretion of the Postmaster-General, under the repeated refusals of Congress to discontinue the Sabbath mails. His knowledge and judgment in all the concerns of that department will not be questioned. His intense labours and assiduity have resulted in the highest improvement of every branch of his department. It is practised only on the great leading mail routes, and such others as are necessary to maintain their connexions. To prevent this would, in the opinion of the Committee, be productive of immense injury, both in its commercial, political, and in its moral bearings.

The various departments of Government require, frequently in peace, always in war, the speediest intercourse with the remotest parts of the country; and one important object of the mail establishment is to furnish the greatest and most economical facilities for such intercourse. The delay of the mails one whole day in seven would require the employment of special expresses at great expense, and sometimes with great uncertainty.

The commercial, manufacturing, and agricultural interests of our country are so intimately connected, as to require a constant and the most expeditious correspondence betwixt our seaports, and betwixt them and the most interior settlements. The delay of the mails during the Sunday would give occasion for employment of private expresses to such an amount, that probably ten riders would be employed where one mail-stage is now running on that day, thus directing the revenue of that department into another channel, and sinking the establishment into a state of pusillanimity incompatible with the dignity of the Government of which it is a department.

"Passengers in the mail stages, if the mails are not permitted to proceed on Sunday, will be expected to spend that day at a tavern upon the road, generally under circumstances not friendly to devotion, and at an expense which many are but poorly able to encounter. To obviate these difficulties, many will employ extra carriages for their conveyance, and become the bearers of correspondence, as more expeditious than the mail. The stage proprietors will themselves often furnish the travellers with those means of conveyance, so that the effect will ultimately only stop the mail, while the vehicle which conveys it will continue, and its passengers become the special messengers for conveying a considerable proportion of what would otherwise constitute the contents of the mail.

Nor can the Committee discover where the sys-

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tem could consistently end. If the observance of a holiday becomes incorporated in our institutions, shall we not forbid the movement of an army, prohibit an assault in time of war, and lay an injunction upon our naval officers to lie in the wind while upon the ocean upon that day? Consistency would seem to require it. Nor is it certain that we should stop here. If the principle is once established, that religion or religious observances shall be interwoven with our legislative acts, we must pursue it to its all ultimatum. We shall, if consistent, provide for the erection of edifices for the worship of the Creator, and for the support of Christian ministers, if we believe such measures would promote the interests of Christianity. It is the settled conviction of the Committee, that the only method of avoiding these consequences, with their attendant train of evils, as to adhere strictly to the spirit of the constitution, which regards the general government in no other light than that of a civil institution, wholly destitute of religious authority.

"What other nations call religious toleration, we call religious rights. They are not exercised in virtue of Government indulgence, but as rights of which Government cannot deprive any portion of c tizens, however small. Despotic power may invade those rights, but justice still confirms them. Let the National Legislature once perform an act which involves the decision of a religious controversy, and it will have passed its legitimate bounds. The precedent will then be established, and the foundation laid for that usurpation of the Divine prerogative in this country which has been the desolating scourge to the fairest portions of the old world. Our constitution recognises no other power than that of persuasion for enforcing religious observances. Let the professors of Christianity recommend their religion by deeds of benevolence—by Christian meekness—by lives of temperance and holiness. Let them combine their efforts to instruct the ignorant—to relieve the widow and the orphan—to promulgate to the world the Gospel of their Saviour, recommending its precepts by their habitual example; Government will find its legitimate object in protecting them. It cannot oppose them, and they will not need its aid. Their moral influence will then do infinitely more to advance the true interests of religion than any measures which they call on Congress to enact.

"The petitioners do not complain of any infringement upon their own rights. They enjoy all that Christians ought to ask at the hand of any Government—protection from all molestation in the exercise of their religious sentiments.

"Resolved—That the Committee be discharged from the further consideration of the subject.

PROGRESS OF RAILWAYS.

THE rapidity with which this great iron revolution is extending over space is wonderful and unparalleled, except by the strangeness and speed of transit which has itself been achieved by the iron road (*chemin de fer*) and the vulcanian Pegasus, that most wonderful and most perfect of all man's creations. Ten years ago a railway was all but unknown; a tram-road of iron, sufficient to guide a few coal-waggons from the coal-hill to the port of delivery, and to enable them to follow the track of an old horse at the rate of two or three miles an hour, was what the small number of us, who knew anything at all about a railway, understood to be meant by the phrase. It was the joint necessity and impossibility of an additional canal from Liverpool to Manchester which first compelled the merchants of that enterprising port to entertain the project of a railway on a great scale; and it is to their spirit and determination that we owe much of the advantage now obtained. In 1826, when they applied to parliament, even their own engineers seem d to entertain very little idea of their present results. Mr. Stephenson, who has since become so eminent as a railway propagandist, held out the expectation, that on this railway, locomotive engines carrying thirty or forty tons might possibly be able to travel at the rate of six miles an hour with safety and security. The author of the "Railway Treatise" thought that the rate of twelve miles an hour would be a dangerous and useless speed. Mr. Rastrick reported, that by improvements on the engine, forty tons might be carried along a railway at the rate of six or even twelve miles an hour, but that the latter rate was decidedly unsafe! At this moment twenty-five miles is the regular slow speed, beyond which the conductors of engines are forbidden to travel, although the double of what it was has been often attained; while, instead of thirty or forty tons, the weight of a train is one hundred to two hundred tons.

Ten years' experience now does all this safely and well, daily, hourly, and everywhere. Twenty-five hundred miles of railways, almost all of them double lines of road, traverse our little island, connecting all the principal towns and provinces with the great centre of money and of mind. Now, indeed, we may boast of an "iron-bound" rock of ocean. A chain of iron links firmly to this great head, in close and intimate union, the great members of our body politic, commercial and literary. We all think, feel, and act more closely in union. Provincial disadvantages and distinctions rapidly wear away; local antipathies become forgotten; and the great unit of British industry, commercial enterprise, wealth, and wisdom, is becoming more firm, more energetic, more powerful, and more promising of prolonged health and permanent stability. Dissension, discord, division, dismemberment, must become less and less possible in direct proportion to the intimacy of connexion and facility of communication among its component parts. More than fifty millions of capital are already devoted to the creation of new railways; and in return for this investment, something like five millions will every year be created and returned into the treasury of our capitalists, for re-investment and the extension of its powers and our privileges. Not only do these railways facilitate trade and commerce, and give increased activity to mercantile interests in general, but if we consider that the expenditure of a railway consists principally in the tear and wear of machinery, the produce of human labour, the great part of which is dug from the bowels of the earth, and formed by human skill, we shall see that many new and important departments of commerce and trade are created and fed by this new economic and social power. The new social element is extending the range of action so fast and so far, that there will soon cease to be any section of the community, or any individual in society, sufficiently severed from its interests to be altogether beyond the sphere of its immediate influence. Noblemen, men of property, merchants, and traders, will almost all be soon embraced in the multitudinous constituency of railway directors or holders of railway stock; while the saving of the wear and tear of human life by the wholesale means of economical transport thus provided, has in many districts rendered the most laborious and the poorest portion of the community not only the class on whom the greatest benefits have been conferred, but that also which has contributed most abundantly to the success of such undertakings, as thousands now travel by this most rapid conveyance who were not able to avail themselves of any. This subject is, therefore, one which must sooner or later, come closely home to the interests of every member of society.—*Athenæum.*

RAILWAY ACCIDENTS.

ACCIDENT ON THE GREAT WESTERN RAILWAY.—On Friday week an accident occurred on the line of the Great Western Railway at Southall, about eight miles from the Paddington terminus. It appears that in the course of Thursday night the luggage train, in its way to town, left a truck containing 14 sheep at the Southall Station, to which neighbourhood they were consigned; and after the train had proceeded on to Paddington, the truck was placed on an additional line of rails, which had been prepared for the convenience of unloading cattle intended for Southall market, where it was left, as it was supposed, perfectly safe. The event, however, proved otherwise, for the wind being very high, and blowing strong gales from the west, forced the truck (the wheels of which had been neglected to be scotched) with its contents forward on again to the main line of the railway, traversed by the in-coming trains, without any of the servants of the Company being at all aware of the circumstance. About five o'clock the in-coming mail train reached the station at Southall with safety, and seeing no signal exhibited of any obstruction on the line, proceeded on towards Ealing, but had not progressed many hundred yards before a violent collision took place, which almost immediately stopped the train. Lights being procured, the cause was ascertained by the unfortunate truck being discovered completely smashed to pieces, while, of its contents, 12 sheep were found to be killed, one so injured as to require being killed immediately, and the remaining one, which had escaped injury, had run off. The mail train as well as the passengers, escaped injury, and the latter, with the exception of the fright they had sustained, after some delay during the clearing of the line from the broken truck, reached Paddington in safety towards seven o'clock.—*Daily Papers.*

ACCIDENT ON THE SOUTH WESTERN RAILWAY.—Shortly before five o'clock on Saturday morning a collision took place on the Southampton Railway. A very heavy luggage train, which left Southampton, ought to have arrived in London at two o'clock, but on arriving about half-way between Thames Ditton and Kingston, it was found impossible that all could proceed. Eight of the carriages were left in charge of a guard, and the remainder came on to London. The guard attached a large red light to the last carriage, and on hearing the mail train coming, he ran about a mile and a half along the line, calling out to the engine-driver to stop, and also held out a red flag. No notice, however, was taken of his signals, and the train came in collision with the eight carriages with such force that they were all more or less injured, and the engine shaken severely. The mail train was got back a sufficient distance to be crossed over to the other rail, and proceeded on its journey, and arrived at Vauxhall a few minutes after its usual time. It is said that the driver asserted that no light had been placed on the last carriage, but on search being made a lamp was found on the engine. One of the guards received a slight bruise on his cheek, but beyond that no person received any injury, as far as our informant could learn. The damage done is said to be considerable.—*Daily Papers.*

THE LATE ACCIDENT ON THE ULSTER RAILWAY.—An inquest has been held on the body of the gentleman whose death on the Ulster Railway we noticed last week. The evidence and the verdict remove all doubt that the Company's officers were wholly blameless. The unfortunate occurrence arose entirely from the imprudence of the deceased himself.

SUCCESSFUL CHASE AFTER A RAILWAY TRAIN.—A few days ago, a gentleman, who appeared anxious to reach Darlington with the least possible delay, applied at the Derby station for a special train to convey him. Not being able to procure one, he proceeded by the mail train, and arriving at the Castleford station, near Wakefield, he alighted and asked one of the porters how long the train would remain. The porter understanding him to mean the Hull train, told him about twenty minutes. The traveller then left the platform, and on his return, his surprise and vexation may be imagined on finding the train, which contained the whole of his luggage, had started. He immediately ordered a chaise and four post horses, but was only able to obtain two, and started in chase of the train towards York, a distance of 20 miles, where it was to remain 40 minutes, 50 minutes being allowed it to reach that station. He arrived at the York station just as the train was starting—the engineer's whistle having been sounded as he came within sight. Fortunately the chaise driver made a signal, which was observed by the guard of the train, and our hero was enabled to take his place in the railway carriage he had quitted at Castleford.—*Derbyshire Courier.*

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DURHAM AND SUNDERLAND RAILWAY.

To the Editor of the Railway Times.

"Immaculate Directors! kind, considerate, generous shareholders! It were a thousand pities to disturb a connection between parties so deserving on the one side, and so confiding on the other."—*Railway Times*, 9th Oct., 1841.

SIR,—I have read with much pleasure your manly remarks upon the proceedings of the last half-yearly meeting of the Durham and Sunderland Railway Company, and in the name of several suffering shareholders I tender you their warmest thanks.

It is to hoped that many of your brother journalists, in the counties of Durham and Northumberland, will have the courage to re-print in their columns the whole of your valuable observations.

But I have small hopes of any amendment in the affairs of that Company; and you will probably agree with me when you are informed, that "the Contractors" to whom Mr. Singers' motion refers, are not "*tradesmen*" whose profits may be more studied than dividends as "proprietors," but wealthy coal-owners and ship-owners, and that the conveyance of their coals along this railway amounted during the last half-year to the sum of 13,825*l.* 4s. 4d., and the other traffic only to 3,840*l.* 5s. 4d.!

It has been said of old, "Ye cannot serve two masters." Whether these Directors prefer our interest to their own, I have not the means of ascertaining, but their resistance to the reasonable proposal made by Mr. Singers has certainly created some suspicion in my breast.

I will not trespass further on your columns at present, but with your permission will in some future number resume the subject.

I am, Sir, yours, &c.,

AN UNFORTUNATE SHAREHOLDER.

Newcastle-upon-Tyne, Oct. 16, 1841.

The following article in reference to this matter appeared in the *Northern Times* of Saturday last. We have elsewhere alluded to the subject:—

"Our talented contemporary, the *Railway Times*, inserts a report of the proceedings at the late meeting of this Company, from the *Northern Times* of October 1, in its columns this week, and also gives a rather lengthened comment on the system of management. We think its attacks on the directory violent and unjust; indeed, the only apology or defence for its remarks is, that they are founded on misconception. In the first place, the contractors who sit on the directory, as it is assumed to the number of five or six, are not contractors for the supply of articles for the use of the railway, but coalowners and landowners on the line, who have contracts with the Company for the carrying of their coals to Sunderland or for way-leaves through their land; and when we add, that these gentlemen, with a degree of liberality which does them honour, actually consented to a considerable increase in the charge for conveyance of coal to Sunderland on the one hand, and a considerable diminution of rent for way-leave on the other, only six months ago, although they had legal agreements with the Company by which they could have insisted on the continuance of the old prices, we are sure the *Railway Times* will agree with us that it would have been but a very poor return, on the part of the shareholders were they to expel them from the directory by such a resolution as that proposed by Mr. Singers. The sneer respecting the dividend is utterly unworthy our contemporary. The speech of Mr. J. J. Wright is an ample answer to that part of the question. "You have made a railway which cost 250,000*l.* (said that gentleman), and you have only 156,000*l.* to pay it with." To render this still more intelligible, we may state that Mr. Forster was the engineer employed in the construction of the railway, and that the cost far exceeded the estimate. The consequence of this is, that the formation of the railway is now to be paid for out of the profits of the concern; and thus, unless the shareholders will subscribe more capital, they cannot have a dividend for four years. We now come to the declaration of the dividend out of the capital of the Company, a practice certainly altogether indefensible; but it is neither fair nor honest of the *Railway Times*, when it states that one proprietor had been deluded into purchasing shares by this means, to conceal the fact, that the gentleman himself admitted that he was not certain whether he was present or not on the occasion. The defence set up at the meeting was, that it was the shareholders who declared the dividend, and that at the meetings at which these dividends were declared, the Directors certainly recommended the declaration of a dividend; but, at the same time, openly avowed that there was not sufficient profit to pay a dividend, but that they hoped the revenue in future years would more than compensate for the difference. We are happy to state, in conclusion, that, had our contemporary interfered some years since, it might have effected some beneficial results; but that, at present, every shareholder in Sunderland and Durham is perfectly satisfied with the economy and activity evinced in the management of the concern. There is now, at all events, no attempt at concealing any part of the society's position, as the publication of the "Formation Account," in the last report, amply testifies. On the whole, we have no hesitation in declaring that the Durham and Sunderland Railway must eventually become a prosperous and lucrative concern; and, in the meantime, quarrels and bickerings between the Newcastle shareholders and the Directors will not, we are sure, accelerate its progress."

THE PROPOSED RAILWAY IN BRAZIL.

To the Editor of the Railway Times.

SIR,—I have lately observed in your paper several accounts relative to the project of a railway of some extent in Brazil; but expecting that some one connected with that country, better able than I am, would offer you some information about it, till this moment I have remained silent on the subject.

The projected line, for which an exclusive privilege has been obtained by a Dr. T. Cochrane, is to extend from the city of San Paulo to the metropolitan city of Rio de Janeiro, a distance of 150 miles, the object being to facilitate the traffic, and diminish the cost of transport along this line—a traffic which we are led to suppose must be considerable. Had the project of this railway been kept entirely on the other side of the water, I should never have troubled you on the subject, but as statements have been handed to you, in the hope I conceive, through your columns, of raising subscriptions for shares in England, I feel confident you will give the matter a full inquiry, as I am sure on such a topic you are the last person desirous of taking a one-sided view of the case.

From the accounts furnished in your paper of the 2nd inst., we are led to infer that the cost of conveyance upon the existing land traffic between the city of St. Paulo and the metropolis, amounts to the large sum of 10,300 Contos de Reis, which sum is set down as equivalent to 2,500,000*l.* sterling, but which your correspondent, Mr. Jordan, has very properly corrected, by showing that such an amount of Brazilian currency cannot equal more than 1,288,000*l.* In spite of the details there given, the exactness of which may be greatly questioned, I venture to assert that the cost of transport upon that line does not equal one-tenth part of the sum stated, and am ready to show,—

1st. That neither the existing population, nor the present amount of traffic, can possibly support the expences of such a line; and—

2ndly. That the nature of the country forbids all hope of its being carried into effect.

It is true that the privilege has been granted by the legislature upon the hope of accruing advantage, but upon no showing of any kind as to the probability of effecting its execution; and it is equally true that the Emperor of the Brazils, his ministers, and many others in the country, figure in the list of subscribers, no doubt, in hopes of the project being realized, for they have all heard of the wonderful results obtained in Europe and in the United States by this novel mode of conveyance, and naturally enough desire to see in their own country the realization of the same advantages. But it is not from them that the capital is ever likely to be derived; the British capitalists must be appealed to if the whole amount be ever really sought for. I have inquired as yet in vain for the names of any British mercantile houses connected with Rio de Janeiro, as coming forward to give their countenance to the scheme, so that I think the intended company may be looked upon with some suspicion, especially as subscriptions are sought for in Rio before any engineer has examined the line, or pronounced any opinion upon its practicability.

The chief produce raised in the province of San Paulo is sugar, but it is of a particular quality, and adapted only for a particular market, the export place of which is in the harbour of Santos, distant only twelve leagues from San Paulo. Not one cwt., therefore, of this chief produce of the province is ever likely to be transported by land to Rio de Janeiro. In the northern portions of the province, bordering the confines of the province of Rio de Janeiro, a considerable amount of coffee is raised, but this is chiefly carried to the sea coast, near at hand, and thence transported in small craft to the harbour of Rio. Cattle, for the supply of the metropolitan city, forms another of the chief items of traffic from San Paulo to Rio de Janeiro, but the total amount of cattle raised in the province is not calculated at more than 30,000 head, of which amount, after deducting the quantity consumed in the province, only a certain portion passes to the market of Rio; and indeed were the quantity greater the expence of railway conveyance would offer little chance of encouragement from this item of trade. Tobacco is another principle article transported by land carriage to Rio, but the total quantity sent in one year from the province in all directions, does not exceed 100 tons, of which only a very limited proportion is forwarded by land to Rio.

The *return or inward traffic* to the province of Saint Paulo is but trifling in amount, and by far the greater bulk of the trade is conveyed by sea to the port of Santos for the consumption of the capital and its neighbourhood, and the small quantity required by scarcely a dozen little towns, hardly larger than our villages, is all that is conveyed by land carriage upon this high road. These in reality form the only prospect of revenue at present offered from internal traffic, the truth of which is supported by the fact that the total annual revenue and expenditure of the whole province in 1839, did not exceed 250 contos or 31,250*l.*!

Let us now look to the chances of revenue from passenger traffic; for it is to be observed that up to this day, such is the small account of population, such the backward state of the mechanical arts in the interior, and such the natural obstacles of the way, that even a common cart road has not yet been constructed along this route, the only mode of conveyance both for travellers and goods being by mules or horses. The number of persons, therefore, who travel from San Paulo to Rio de Janeiro by land is exceedingly small, by far the principal number preferring the less tedious, more easy, and cheaper conveyance by sea, especially since of late small steam boats have been established for this purpose. Now the returns collected in 1838 of the number of passengers coming and going between Rio de Janeiro and the several ports of Santos Iguape, Cananea and Paranaguà show that the total number, including slaves, did not amount to 400 persons during the whole of that year. From these facts I leave you to judge of the prospects of the projected Railway, and whether it is not by far of too gigantic a magnitude for the trade likely to exist for some time to come. Railways to pay any corresponding revenue for the capital sunk must be supported by an amount of traffic corresponding to their length and cost, and can exist only on a large scale where large populations are to be met with. They may however be applied in particular localities even in thinly populated districts where a concentration of traffic is known to be, but in the case in question, you may judge of the probable chance

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of success from what I have stated—a conclusion corroborated by the actual population of that department of Brazil. The total population of the province of San Paulo is calculated at 250,000 souls spread over a surface of 17,500 square miles, or 14 persons per square mile, including women, children, and slaves. The total number of houses is about 40,000, or 3 families per square mile, and if we except the houses of those residing in the chief towns, there will hardly remain 2 families on an average for each square mile. From this, the amount of produce raised, may be estimated, and we can form some notion out of that limited amount how small a fractional part of this is ever likely to be conveyed by railway. The truth is that Brazil, though of enormous geographical extent, and offering immense prospect of advantage to the industry of its inhabitants, and the employment of the capital engaged therein, is yet but in its infancy. British capital and enterprise have already done much towards the enrichment of the country and the developement of its resources, and there is no doubt it is in a very flourishing condition. As I am a sincere well-wisher to that country, I should much regret to see a speculation of this kind set on foot, by the failure of which, I conceive, many persons may become involved in ruin, and the character of Englishmen, which at present stands deservedly high throughout Brazil, be by such cause lowered in estimation, as having given rise to so lamentable a result. I will therefore, if you permit me, in another communication point out to you the extremely mountainous nature of the country and the many serious engineering difficulties that, in my mind, render all expectation in regard to the realization of such an enterprise quite hopeless of success.

I remain, Sir, your most obedient servant,

H. R. FOREST.

London, October 13, 1841.

[We shall be glad to hear further from our correspondent. He does us no more than justice in believing that we would not willingly mislead.—Ed. R. T.]

RAILWAY DIRECTIONS.

To the Editor of the Railway Times.

Sir,—Some strictures on this subject have lately appeared in your journal, and it seems to engage much attention. One distinguished Director and Chairman resigns his seat because (as he himself states) he does not reside near the line. Some months ago I took part in a discussion carried on in your columns on this subject. My object was to show that until the management of railway affairs was placed on the same footing with that of any strictly private enterprise, as the timber trade, cloth making, &c., railways would rarely be in a prosperous state, or at any rate would not yield such a return as they are capable of affording. I shall not now repeat what was introduced in the course of the discussion referred to. It seems clear that the Directors should be few in number, in order to avoid too much dividing the responsibility. Suppose them to be five. One might take the department of maintenance of way; another that of trains; a third that of locomotives; a fourth, that of finance; while the fifth, the Chairman should exercise a general superintendence over all matters.* Each Director should be held responsible for his particular department. The Directors should not be required to hold more than a small share in the railway. They should be bound to reside near the line—within three miles perhaps—to devote their whole time to the railway, and not to be Directors on more lines than one. The salary should of course be adequate to the service, and it would be earned twenty times over as compared with the present anomalous state of things. The proceedings should be all checked by the annual appointment of Auditors chosen from among the Shareholders.

* This is the Birmingham and Gloucester plan. Time will show how it works.—Ed. R. T.

It is not in the nature of things, that gentlemen who attend occasionally only, residing perhaps at a distance and occupied with other pursuits, should make efficient Directors for such a concern as a railway. Effectual Direction demands constant presence and unremitting attention. Parents would breed up their children to the profession of Directors, and such Directors would doubtless introduce many improvements, each in his department. An entire revolution in the matter is demanded. If shareholders persist in the present absurd system of a sort of volunteer, almost unpaid, Direction, and the members little qualified for their work, they must not complain of small dividends. Their affairs are necessarily entrusted to servants. Let them ensure the services of good and efficient ones. A really competent and useful Director must (with respect be it spoken) be considered as a chief foreman able to guide, and answerable for his underlings. Under the present system the Director does not feel a sufficient responsibility, nor has he adequate motives for exerting himself to the uttermost.

I am, Sir, your obedient servant, C. D.

October 18, 1841.

DIVISION OF HEAVY TRAINS.

To the Editor of the Railway Times.

Sir,—In consequence of the late melancholy accident on the Brighton line, public attention is again directed to some means of obviating a recurrence of such disasters, and of enabling trains to keep their times without risk to passengers.

I think the following plan would have such effect; and not alluding to four-wheel engines or the greenness of the line, let us consider whether *two* engines to one train cannot be dispensed with, without additional danger, by multiplying the trains. On the Liverpool and Manchester line (according to Mr. Booth's evidence), one train follows another at an interval sometimes of not more than five minutes, and this is done without accident.

Now, might not heavy trains on all the lines be divided, the first part containing only the through passengers on such portion as might be necessary. This train having no occasion to take up or set down passengers, would go through without stoppages, but *not* to arrive at the terminus before its proper time. A particular signal should be attached, to show this is a *divided* train. The switchmen, and others on the line, would thus know that another train was close behind, and that such second train would make the usual stoppages. A certain interval, say 10 or 15 minutes, to be maintained between the two trains, and at each station the second driver to be informed how long the first train had passed.

By this plan no additional risk would be incurred, and instead of the *whole* train arriving *after* its time, the first portion would be punctual, and the second only about 10 or 15 minutes behind, and this could be readily accomplished, not so much time being lost in starting and stopping as with a heavy train, even if drawn by two engines.

I am, Sir, yours, &c.,

JOHN FRANCIS.

No 5, Charles-street, Brighton,
October 12, 1841.

GREAT WESTERN, BIRMINGHAM, GRAND JUNCTION, AND NORTH MIDLAND, RAILWAYS.

To the Editor of the Railway Times.

Sir,—I by no means coincide in the opinions expressed by your correspondent "L." in your last number that the receipts on the Great Western Railway for the present month can be *fairly estimated* upon the 7th (the date of his letter) nor yet that the line and its branches can ever be worked at 50 per cent. even with a gross income of a million per annum.

Your readers can judge of the past income for themselves, but that "L." does not over exaggerate by any means when he calculates that in the year 1841, the income will have increased by 50 per cent., a reference to the results upon other railways will most abundantly testify, and for this purpose I beg leave to request your insertion of the following returns.

The London and Birmingham line has now been opened for four years. Its receipts have progressed as follows:—

	1838.	1839.	1840.	1841.
For week ending Sept. 22 .	£10,769	£13,963	£16,918	£18,771
" Sept. 29 ..	11,059	14,150	17,250	17,447
" Oct. 6	10,841	13,982	16,406	17,542
" Oct. 13 ..	10,714	13,854	15,114	17,446
Total	£43,323	£54,929	£65,688	£71,006

The Grand Junction line has been opened for five years. Its receipts have progressed as follows:—

	1837.	1838.	1839.	1840.	1841.
For week ending Sept. 23	5,449	6,917	8,505	9,072	9,017
" Sept. 30	5,004	7,039	9,089	9,398	9,389
" Oct. 7	4,745	7,004	8,893	9,029	9,066
" Oct. 14	4,402	7,288	8,516	9,009	9,174
Total.....	19,640	28,248	35,264	38,278	37,486

The North Midland line has been opened for two years. Its receipts have progressed as follows:—

	1840.		1841.	
For week ending	Sept. 19....	£4,298	Sept. 18....	£5,539
"	Sept. 26....	2,861	Sept. 25....	4,852
"	Oct. 3.....	3,553	Oct. 2.....	4,778
"	Oct. 10....	3,067	Oct. 9.....	4,639
Total		£13,899		£19,808

I need not occupy your valuable space by making calculations of the per centages of increase which the above returns show. Your readers who have an interest in the matter can easily do that for themselves. Your columns will also give them the returns for the Great Western Railway and its branches for the corresponding weeks of the present year, and arguing from analogy the statement made by your correspondent "L." that the income will probably, in 1844, amount to a gross sum of a million has every appearance of being anything but exaggerated. Various other railways would bear out a similar impression, and only two or three of very minor importance show different results. I must, however, remark, that as respects the Grand Junction line, its traffic for 1840 and 1841 includes the receipts from the Chester and Crewe purchase, which has turned out unprofitably as a source of revenue. The income on the line has been materially diminished since the opening of the North Midland, a great proportion of the northern traffic now taking the eastern route.

I am, Sir, your very obedient servant,

H. H.

GREAT WESTERN RAILWAY—USE OF TWO ENGINES.

To the Editor of the Railway Times.

Sir,—After the accident on the Great Western Railway about six weeks back, I cannot but think it very injudicious on the part of the Company, that they should persist in the use of an engine behind the train as well as in front. I have travelled up three times during the last month from Bath. At the entrance of the Box Tunnel, an engine was placed behind the train. Twice out of three times I was in the Company's carriage next the engine, the third time, my own carriage was placed between the Company's carriage and the engine. Now, in case of any accident to the first engine, what could save the carriage adjoining the second engine from destruction? Surely an empty truck ought always to be placed between the engine and carriages.

G.

London, October 16th, 1841.

South-Eastern Railway.—The description of sleeper now used upon this line, and invented by the Company's Engineer, is worthy of that gentleman's ingenuity. It is different from anything of the kind hitherto used. These sleepers are one quarter of a balk, 13 inches square, cut the angular way, so as to form a wedge in the ground. Their merits will be immediately tested when a sufficient distance is laid down to give them a trial. Sleepers are generally half round pieces, 9 feet long, but vary in substance. For instance, they are on the Hull and Selby 9 + 1½, while on the Eastern Counties they are much larger, namely, 12 + 6.—*From a Correspondent.*

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length of Railway.	Miles opened.	No. of shares	Am. of Share	Amt paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	684	25	25	Ballochney	..	82†	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	48	..	..	..	..	..
—	—	6300	33⅓	20	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	10000	17½	7½	Ditto (*New*)	..	..	..	..	..	..	..
76	33	1500	100	60	Bristol and Exeter	..	25½†	26½	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	25*	25½*	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	..
46	....	18000	50	50	Edinburgh and Glasgow	45*	..	..	..	..	..	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	..	*	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	37½*	38*	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	39*	40*	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	25*	25†	..	..	..	..	..
15½	....	6000	50	50	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	196
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	98
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	25½
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	62
118	118	25000	100	65	Great Western	74½	74	75	75	..	..	75½
—	—	25000	50	50	Ditto (*New Shares*)	53½	53½	54	54	54½	54½	54½
—	—	37500	20	4	Ditto (*Fifths*)	7½	7	7½	7½	7½	7½	7½
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	39	..	..	..
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5130	100	100	Liverpool and Manchester	..	..	..	..	..	..	197
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46½
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	92
..	..	....	..	..	‡ Ex. Div.	..	..	..	..	..	..	..

Length of Railway.	Miles opened.	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	..	157	..	..	157	157	157
—	—	25000	25	5	Ditto (*Quarter Shares*)	21⅛	..	21⅛	..	21⅛	21⅛	21⅛
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	51½	51½	52
.....	.....	.....	32	2	Ditto (*New Shares*)	23¼	23¼	..	..	23¼	23¼	23¼
33	33	24000	25	25	London and Blackwall	..	8½	9	..	..	..	..
.....	.....	.....	6¼	2½	Ditto (*New*)	..	..	..	..	3	3	..
56	56	36000	50	50	London and Brighton	38	37	37⅛	37½	37½	37½	38
10½	10½	33000	avr.	13⅔	London and Croydon	..	..	11½	12	11⅝	11½	..
3⅓	3⅓	20000	20	20	London and Greenwich	..	..	6½	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	17	..	..	..	..
.....	.....	.....	....	3	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅓	London and South-Western	51½	..	51½	..	..	..	51½
—	—	42000	5	2½	Ditto (*Tenths*)	..	..	..	..	..	..	..
50	50	13000	100	70	Manchester and Leeds	56½	..	..	..	..	..	56½
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	51
40	5	30000	70	40	Manchester and Birmingham	21	..	..	..	..	..	19½
40	....	7800	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	77½
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	19½
.....	.....	1940	25	25	Monkland and Kirkintilloch	..	57½†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	65	..	..	65½	..	65½
—	—	15000	50	40	Ditto (*New*)	32½	..	..	..	..	..	32½
—	—	15000	21⅞	10	Ditto (*Thirds*)	..	..	..	..	..	..	..
32¼	26½	7200	50	30	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	75½
19	19	3600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	28	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
25	25	10000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
.....	.....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	43	South-Eastern and Dover	..	..	..	..	18½	..	..
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
19⅞	...	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
.....	.....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
23	23	6700	50	50	York and North Midland	..	..	78	79	78	78	78
—	—	6700	25	10	Ditto (*New*)	..	..	..	..	..	..	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of last Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Oct. 16	1,509¼	£63 17 3	£102 17 2	£166 14 5	£1 17 0¾	£11 2 3¼	£225 7 5½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm & Derby Junct.	2	38½	Oct. 16	..	947 5 1	338 11 8	1,285 16 9	4 3 10	29 6 10½	1,041 5 11	38½
1,266,666 0 0	1,320,716 16 2	....	Birm & Gloucester	3	51	Oct. 16	7,855	1,722 2 8	296 17 3	2,018 19 11	5 13 1¾	39 11 9	870 19 9	31
499,999 0 0	456,763 10 1	....	Chester & Birkenhead	4	14½	....	..	....	....	....	....	....	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Oct. 17	29,514	....	....	635 15 9	15 2 9	105 19 3¾	845 16 5	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16¾	Oct. 17	4,061½	161 11 4	85 18 9	247 10 1	2 11 2¾	15 7 5½	230 10 3¾	16¾
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	7	17½	Oct. 17	15 306	....	....	815 5 0	6 13 1	46 11 8½	673 14 11	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	8	40	Oct. 16	11,248	775 6 6	259 11 7	1,034 18 1	4 6 2¾	25 17 5½	869 6 11	..
....	....	....	†Glas., Pais., & Green.	9	22½	Oct. 16	10,024	636 16 5	123 1 9	759 18 2	5 11 10	33 11 0¾	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	83	Oct. 16	..	7,270 8 5	1,778 19 2	9,049 7 7	11 6 9¼	79 7 7½	8,786 5 5	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	11	45	Oct. 18	..	1,042 4 3	409 2 10	1,451 7 1	4 12 1⅔	32 5 0⅔	....	..
5,331,527 9 10	5,877,120 7 8	3 9 0	Great Western	12	118	Oct. 17	..	11,407 1 1	2,138 2 9	13,545 3 10	11 8 7¼	80 0 3⅔	6,698 9 5	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	13	31	Oct. 17	6,089	616 14 7	438 7 5	1,055 2 0	4 17 ⅔	34 0 8¼	768 3 10	..
488,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	14	20½	Oct. 16	2,936	512 4 0	33 18 9	546 2 9	3 16 1¼	26 12 9⅔	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Oct. 16	..	2,803 1 0	1,990 1 9	4,793 2 9	22 1 9	154 12 4	5,090 11 9	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	16	112½	Oct. 16	..	13,552 12 7	3,252 4 8	16,804 17 3	20 1 9½	140 12 6½	16,018 0 2	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	17	3⅔	Oct. 21	37,500	....	....	711 14 9	27 2 3¾	189 15 11⅔	549 16 2	3⅔
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	18	56	Oct. 21	7,136	2,340 17 11	13 12 3	2,354 10 2	6 0 1½	42 0 10⅔	101 2 2	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	19	10½	Oct. 19	8,004	459 4 7	34 0 4	493 4 11	6 14 2¼	46 19 6½	523 13 7½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3⅔	Oct. 21	30,371	....	....	924 8 6	32 7 2	246 10 3	936 5 1	3⅔
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	21	77	Oct. 18	..	4,493 11 1	817 12 1	5,311 3 2	9 17 0⅔	68 19 6½	5,323 14 2½	77
2,800,000 0 0	1,515,045 2 1	....	*Manchester & Birm	22	5	Oct. 18	9,919	....	....	290 11 1	8 6 0¼	58 2 2½	317 12 11	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	Oct. 14	..	389 1 11	208 8 4	597 10 3	8 10 8½	59 15 0⅔	582 2 3	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	24	50	Oct. 11	..	2,458 14 9	2,036 4 9	4,494 19 6	12 16 10¼	89 17 11⅔	....	13½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties'	25	57	Oct. 16	12868⅔	2,007 15 8	972 10 2	2,980 5 10	7 9 4¼	52 5 8¼	1,955 16 10¼	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	26	61	Oct. 16	..	559 0 0	974 0 6	1,533 0 6	3 11 9⅔	25 2 7⅔	1,710 4 10	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	27	72⅔	Oct. 16	..	2,699 16 9	1,820 9 10	4,520 6 7	8 17 5⅔	62 2 8⅓	3,067 9 0	72⅔
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	Oct. 15	3,976	950 15 8	179 0 8	1,129 16 4	7 6 8⅔	51 7 1⅓	1,145 0 10	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	29	26½	Oct. 17	9,940	....	....	928 0 9	5 0 5¼	35 3 3	445 18 6	..
500,000 0 0	337,920 13 0	2 10 0	Preston & Wyre	30	19	Oct. 16	2,404¼	229 10 7	63 15 10	293 6 5	2 4 1¼	15 8 9	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	31	8	Oct. 17	6,174	....	....	170 7 5	3 0 10	21 5 11	185 16 7	8
446,666 0 0	566,672 8 1	9 0 0	York & North Midland	32	23	Oct. 18	7,655	....	....	1,604 16 3	9 19 4¼	69 15 5⅔	859 15 11	23

2. Toll to London and Birmingham 156*l.* 2s. 8d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 33*l.* 18s. 9d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,494*l.* 19s. 6d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

25. The receipts for goods, &c. include, carriages, 50*l.* 2s. 0d.; horses, 17*l.* 14s. 0d.; dogs, 2*l.* 16s. 0d.; parcels, 107*l.* 17s 3d.; cattle, 75*l.* 5s. 6d; corn, 5*l.* 8s. 9d; heavy goods, 478*l.* 14s. 11d.; coal, 134*l.* 11s. 9d.—Total, 972*l.* 10s. 2d. The dividend is from the time opening.

27. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway. The dividend is from the commencement.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Railway Salaries.—*We have received at least a dozen letters on this subject in the course of the week, but at present we cannot find room for more upon this subject than will be found elsewhere. This to* An Old Railway Clerk, Juvenis, T. C. L., and others.

Justice. *Regent's Park.*—*We suppose the "system" is not adopted by any of the Companies, because they do not believe in its superiority. If our correspondent can show that it is superior we shall be glad to hear from him.*

A correspondent assures us, that on a recent occasion one of the Directors of a railway (the whereabouts of which we shall not at present particularise) disguised himself and went upon the line, "for the purpose of questioning a novice porter." Can this be true? Our correspondent seems to think that the gentleman who had recourse to this "ingenious device" might pick up some useful, if not very pleasant, information, were he to pay a similar visit to the Dens of the establishment.

We feel obliged to our Basingstoke friend, but it is quite unnecessary, we think, to give the details.

The Cornish Engines.—*Mr. Weale, of Holborn, has just published "An Experimental Inquiry concerning the relative power of, and useful effect produced by, the Cornish and Boulton and Watt Pumping Engines, and Cylindrical and Waggon-head Boilers," by Mr. Thomas Wicksteed, Engineer to the East London Waterworks. This work, which originally was intended for the Institution of Civil Engineers, of which the author is a member, contains in small compass a great deal of useful information, and many valuable calculations. Like all the books that issue from Mr. Weale's establishment, this one is beautifully "got up."*

We have to acknowledge the receipt, through the same publisher, of a pamphlet by Mr. J. B. Denton, Surveyor, on "Model-mapping," as suggestive of a general and economic system of Drainage and Navigation. We recommend it to the notice of practical men.

W. K. T., Christchurch.—*The gross receipts of the South-Western Railway, from 1st July to the 17th instant, were £103,798 19s. 11d. The accounts were made up to the 30th June.*

One of the Subs.—*Previous to receiving his note of yesterday, we had struck out a considerable part of his communication, the publication of which we were sure would have advantaged neither him nor his cause. At his urgent request, we now suppress the article entirely. The other letter to which he refers in his note has not reached us.*

Justice, who writes in reference to the North Midland line, must find some other medium for his personalities.

A Liverpool correspondent W. B. M. wishes us "to intimate to the Directors and Managers of the various railways, the necessity of having servants employed to clear off the earth and any refuse that remain on the lines, as working men and other people who walk across them are sure to leave on the rails a portion of dirt that adheres to the sole of the foot, and that more in wet weather." Accidents, he says, have arisen from this piece of neglect. Would it not be much better to prohibit the parties referred to from walking on the rails, or stepping upon them, in crossing from one side of a line to the other?

A Railway Shareholder begs to acquaint G. B., of York, that the inquiry relative to the respective prices of shares of the York and North Midland and the Birmingham and Gloucester Railways, was not made by the individual who for some years past has written in the Railway Times under that signature.

R. H.—*The plan proposed is ridiculous.*

Mercator.—*We specially excepted the two lines referred to.*

J. K. Z.—*The facts will be very acceptable. If any one of the Directors has so far forgotten his position as to make use of the threat hinted at by our correspondent, all we can say is, that if the statement can be substantiated, the offender shall hear more of it than he will like.*

W. P. *Liverpool.*—*We have struck out from our correspondent's letter the concluding part as it does not bear upon the main point treated of. Will he discuss the subject in a separate article?*

J. J. *Edinburgh.*—*Apply to the Secretary. We have not the means of furnishing the required information.*

An Engineer.—*It is only a "modern instance" of the old saw, sic vos non vobis. We shall be happy to be furnished with further details.*

We dissent very materially from the sentiments expressed in a private note from Bristol, to which we need not more particularly allude. Investigation is a much better answer to grave charges than contempt. Our respected correspondent will recollect, that we have carefully abstained from expressing any opinion as to the validity of such charges.

Our Yeadon correspondent may rely upon it that we shall not hesitate to speak out when occasion seems to require it.

Four-wheeled Engines.—*We give elsewhere Mr. Hood's first letter on this subject. A second letter appeared in the Times of yesterday, but we cannot publish it this week. It is principally in refutation of the positions of Mr. Seaward, which one of our correspondents has to day taken in hand.*

Manchester and Leeds Railway.—*In the calculations of a correspondent in our last number the dividend of the Manchester and Leeds line was stated to be 4l. per cent. per annum. It ought to have been 3l. 14s. 4d. the same as given in our Traffic Tables.*

D. Reigate.—*The scheme has been attempted more than once, and has always miscarried. Shall we save his MS. for him?*

P. P. P.—*Any time after November 6.*

We beg to direct the attention of our readers and correspondents to a letter on the Rating of Railways, which appears in another column under the signature of Vicarius. Will any of our legal friends supply the information required?

THE RAILWAY TIMES.

SATURDAY, OCTOBER 23, 1841.

It is not many weeks since the public mind was painfully excited by a lamentable accident on the North Union Railway, the primary cause of which was the crossing of a common road on a level. Last week we had to record a somewhat similar case upon the Hull and Selby line, which, although fatal only to the party through whose negligence it was occasioned, shows how undesirable and dangerous it is that such a mode of construction should be sanctioned. To-day we extract from a local contemporary some particulars of the evidence adduced at the inquest, in which the circumstances of the occurrence are more minutely detailed.

It appears that about 400 yards from the Brough station, the railway crosses a highway on a level, and that as usual gates are erected, at which keepers are stationed. On the night of the accident, the keeper, Hebsom, instead of attending to his duty had, it seems, *been writing a sermon (!)* until the train had just reached the gate, when it is supposed that hurrying out of the house, he was knocked down by the train, which had dashed through the barrier, and was killed. The man, it is clear, brought his fate upon himself, but there are two or three points in connection with the catastrophe upon which we think some further explanation must be given before the engine-driver, Howard, can be acquitted of all blame.

The gate is visible from the Brough station, at which Howard stopped for four or five minutes, and at the time it was surmounted by a red light, the signal of danger, but which light Howard says he did not observe until too late to pull up. The reason he gives for not perceiving it *may* be correct; if it be not, it is certainly very plausible and ingenious. "Before I got to Brough (he says) I heard an unusual noise in the engine, which convinced me something was wrong. I examined it when I stopped, but could not discern anything; and after I had set it in motion again, my fireman held the light whilst I examined it, and found a spindle loose. I could not have discovered this if the engine had not been in motion, and I thought it a good place to make the examination, as we were going slowly, and I knew there was a man at the gates whose sole duty it was to attend to them. When I had finished my examination I lifted up my head and saw the red light. Previous to leaving the Brough station I whistled twice. The whistle could be heard, I should think, two miles such a night as it was." Howard, it appears, bears an excellent character for general steadiness and propriety of conduct, and so far therefore his statement may be regarded as correct; but it is not to be forgotten that in such a case as this the temptation is extremely strong to deviate from the truth. A driver's character, perhaps his very subsistence, depends upon his satisfying his employers that he has not been neglectful of his duty, and as dead men tell no tales, we fear that the odium of many an unpleasant occurrence of this kind has been thrown, not merely by drivers but by their superiors, upon those who could not stand forward to clear themselves, or contradict the representations made by parties who were much more in fault. As respects this particular case, we quite agree in the very sensible observations of the Coroner that there was "a certain degree of negligence in the driver," and that as his engine at the speed it was then going at could have been stopped in 150 yards, he ought to have looked out when he was about 200 yards from the gate, to see whether they were open or not.

The necessity for such a precaution is still more obvious when it is recollected that according to the driver's own voluntary statement he had had "*to whistle the deceased out* twice *before.*" We learn from the evidence of Mr. Bray, the Resident Engineer, that Hebsom had only been "about six weeks" in office, or (as there were two keepers) not more than three weeks on actual duty, and yet he had twice been guilty of neglect! The driver states, that when he got to Hull after the accident, he reported to Mr. Locking, the Secretary, what he considered a neglect of duty in the gate-keeper. This was very proper; but did Howard wait for the smashing of the gates (for it seems he did not know at the time that the man was killed) before he made this representation to the Secretary? Did he report on the first or second occasion of offence, the negligence of Hebsom either to the Secretary or to the Resident Engineer, in whom it appears the appointment of gate-keepers is vested? If he did not, *he* is greatly to blame; if he did, the blame must fall upon others. That he did *not* is pretty clear from Mr. Bray's evidence, who states that there had been no complaint whatever against deceased previous to his death.

Mr. Bray's evidence shows that "there is no clock at the gate-keeper's house." This we take to be an unfortunate omission. It is true, as Mr. Bray observes, that "it is the gate-keeper's duty to be *continually* on the look out," but nevertheless the possession of a clock or a watch would be of service in inducing additional vigilance, not merely as regards the railway but the common road, when the period was approaching at which a train became due. Even when gate keepers are not engaged in sermon-writing, they are apt "to take no note of time" sufficient to regulate the opening or shutting of the gates with due accuracy—as witness the late instance on the North Union line. By the way, it would seem as if it were the practice on the Hull and Selby line to keep the common road open, and the railway (nominally) shut, except upon the passing of a train. Would it not be much better to keep the road shut and the railway open? If it be the duty of the gate-keeper to be constantly on the look out, he would merely have to open the gates when a common road vehicle approached, and a few seconds' delay would in that case be of

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little importance, whereas with a railway train the obstruction of the gates is shown to be of no practical service, while, as in this case, the arrangements with respect to them may lead to a fatal result.

It appears, further, from the evidence of Mr. BRAY, that the wages of a gate-keeper on the Hull and Selby line are 16s. per week, for a day or night service of twelve hours. Mr. BRAY is of opinion that with such a remuneration the keepers "will have no occasion to follow any other occupation for a livelihood." With every allowance for the difference between Yorkshire and London, as regards cost of living, we confess that we think the amount of wages to parties occupying so responsible a situation considerably too small. We would have all the servants of a Company well paid, and *then* would insist upon a most rigid discharge of their several duties. It does not appear that HERSOM turned theological writer for the sake of gain, but he might have had recourse to shoe-making (had such been his craft) with a similar purpose. We would equally interdict both avocations.

These, accidents, painful as they are, will not, we trust, be without some good results. The following circular on this subject has recently been issued by the Railway Department of the Board of Trade, to all Companies whose lines are in operation:—

"Sir,—The recent accidents on the North Union and Bristol and Exeter Railways having shown that the precautions necessary to ensure safety at crossings of public roads on a level, are not always adopted, the Lords of the Committee of Privy Council for Trade direct me to call the special attention of the Directors of the ——— Railway Company to the subject, and to request that returns may be furnished to the following questions:—

"1. How many turnpike roads and highways are crossed on a level by the ——— Railway?

"2. Are good and sufficient gates erected across each end of such turnpikes or highways at each of such crossings, in conformity with the 2nd and 3rd Victoria, cap. 45?

"3. Are gatekeepers stationed at each of such crossings, in conformity with the said Act?

"4. What wages do such gatekeepers receive? how many hours do they remain on duty? have they any other employment?

"5. Are positive instructions given to such gatekeepers to keep such gates constantly shut across the roads, unless when opened by the gatekeeper to allow carriages, &c., to cross the railway?

"6. What other instructions are given to such gatekeepers?

"7. What instructions are given to engine-drivers as to precautions to be observed on approaching crossings?

Some of the questions above proposed, (which were issued previous to the Hull and Selby accident) bear upon the points referred to by us and in the evidence before the Coroner. We anticipate much valuable information from the Companies' answers. It is true that the Board of Trade have no means of compelling the several Managements to give the information desired, but none of them, we venture to say, will be so churlish as to refuse it.

IT will be seen from the following circular, which has lately emanated from the Railway department of the Board of Trade, that a good deal of useful information on the much-agitated question of four-wheeled or six-wheeled engines may shortly be looked for, as well as upon other matters incidentally involved in the late melancholy occurrence upon the Brighton Railway:

"SIR,—The late accident on the London and Brighton Railway, having suggested the importance of collecting information of the respective merits of the different description of locomotive engines employed upon railways, I am directed by the Lords of the Committee of Privy Council for Trade, to request the Directors of the ——— Railway Company to furnish them with returns to the following questions:—

"1. What number of engines are employed upon the ——— Railway?

"2. What is the construction of such engines, specifying the number of wheels and their diameter, —the weight of the engine,—the weight on the front wheels,—the construction of the axles and bearings, and any other particulars bearing upon the question of safety?

"3. What are the names of the makers of such engines?

"4. What description of engines have the Directors been led by their experience to prefer, and for what reasons?

"5. Have the Directors been led by their experience to consider any particular description of engine as peculiarly dangerous, and if so, for what reasons?

"6. Are extra engines ever employed upon the ——— Railway in propelling trains?

"7. If so, is the extra engine applied in front of the train or behind?

"8. Have the Directors been led by their experience to consider the use of an extra engine, either in front or behind, as an additional source of danger?

"9. Are engines ever allowed to run tender foremost upon the ——— Railway?"

The course taken in this instance by the Board of Trade we conceive to be the proper one, namely, of "*collecting information*" upon so important a subject. Any ulterior step, such as compelling Companies to use engines of a particular description (whether four-wheeled or six-wheeled), we should most strenuously oppose. Whenever the practical superiority of the one description of machine over the other can be clearly demonstrated, we are quite sure that the better of the two will be at once and generally adopted. Why should it not? Directors are for the most part too deeply interested in the pecuniary results of their several speculations not to adopt any feasible means of adding to their resources, by diminishing their expenses, and giving increased confidence to the public in the efficiency and safety of their arrangements. To imagine for a moment that they could feel indifferent upon such a matter, were monstrous; but while scientific and practical men are divided as to the comparative merits of two different descriptions of locomotive, it would be highly dangerous, and in reality obstructive of all further improvement, for any external body to enforce the adoption of either the one or the other. We are convinced, however, that the Board of Trade have no such object in view.

WE felt it our duty to remark, in our last number but one, upon the extraordinary predominance of Contractor-Directors in the management of the affairs of the Durham and Sunderland Railway Company. Our strictures, we see, have called forth from the *Northern Times*—a paper published in Sunderland—a notice of (for we cannot regard it as in any way an answer to) our animadversions. We give in another column the observations of our contemporary; and those of our readers who do us the honour to recollect the scope of our remarks, will at once see that they have been neither fairly nor fully met.

We deemed it most monstrous and wholly inconsistent with the spirit, if not the letter, of Railway Acts, and so we deem it still, that five or six at least of the members of a Board should be engaged in contracts with the Company whose affairs they profess to conduct; and what is our contemporary's justification? He states, generally, that our remarks are founded on misconception, but how does he prove it? He says, the contractors who have a seat at the Board "are not contractors for the supply of articles for the use of the railway, but coalowners and landowners on the line who have contracts with the Company for the carrying of their coals to Sunderland or for way-leaves through their land!" Could anything show more clearly than this statement of our contemporary the exceeding impolicy of having such Directors? He has strengthened our case most materially, and all the arguments which we previously used now acquire tenfold force. Here are a set of gentlemen whose interest it needs must be to get their coals conveyed upon the Durham and Sunderland Railway at the least possible cost, and who have the uncontrolled power of fixing what rate of charges they please; and is it for a moment to be imagined that any dividend, which under any circumstances is ever likely to be realised in a year from the working of that line, is at all to be compared to the saving which these coalowners might, and we have no doubt do, effect in one half that time, by having an opportunity of charging themselves just as much as they please and no more? The supposition is ridiculous. Were these Contractor-Directors common tradesmen "for the supply of articles for the use of the railway," we are ready to admit that bad as the case would even then be, it would not appear nearly so suspicious as it does under the explanations given by our contemporary. A Tradesman-Director supplies a certain article to a Railway Company, and so far as he can induce his colleagues to award an undue preference, has, as it were, a temporary advantage over the Company. It is different, however, with coalowners using a line of railway. Their interest is diametrically opposed to that of the Company who accommodate them, nor is that interest other than permanent. The tradesmen may never have an opportunity of entering into a second contract; the coalowner is constantly reaping the benefit which an undue favouritism may have conferred upon him. We do not say that the Durham and Sunderland Directors *have* taken advantage of their position to forward their own interests at the expense of the interests of the Company whose representatives they profess to be,—but this we say, that no man anxious to avoid even the appearance of evil, would voluntarily place himself in such a position as every one of these Contractor-Directors does. Our contemporary seems to think that all suspicion of unfair dealing is removed by the fact, that the Contractor-Directors "actually consented to a considerable increase in the charge for conveyance of coal to Sunderland on the one hand, and a considerable diminution of rent for way-leave on the other, only six months ago, although they had legal agreements with the Company by which they *could have* insisted on the continuance of the old prices." "*Could* have insisted," doubtless! But would it have been prudent or politic so to insist? We can easily imagine a case in which it would be far more profitable to surrender a part than to be forcibly deprived of the whole. Was the conduct of the Durham and Sunderland Directors of this kind? Did they consent to an increase of charge on the one hand, and a reduction of

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rent on the other, rather than enforce a legal agreement, which in that case would never have been renewed, and might even then have been disputed? The answer of our contemporary is no answer at all, and until we can learn how much more profit the coalowners, who are Directors, receive from their several pits than they can ever reasonably look for from the railway, we shall not regard their so-called "liberality," in consenting to an increase of charge in any other light than as a mere decoy to the shareholders at large.

We are glad to find, that our contemporary gives up as "altogether indefensible" the declaration of a dividend out of capital. We wish he had gone somewhat further, and characterised it, as it certainly is, as a piece of unmixed knavery—as a wanton deception practiced upon innocent proprietors, which ought to be sufficient to drive from all decent and honest society those who could for a moment countenance or connive at it. We are charged with unfairness and dishonesty for having, as is alleged, concealed the fact that the gentleman who complained of having been duped by the declaration of a non-existent dividend, was himself present at the meeting where such dividend was declared. We beg to say that we concealed nothing. We gave the account of the meeting precisely as it appeared in the columns of our contemporary, and we did not then, nor do we yet, see how the presence or absence of an individual proprietor can meet the allegation that subscribers had been entrapped into the concern by the publication of fraudulent documents. Even had the particular proprietor referred to been present when a dividend was shamelessly declared out of capital, it is not likely that he would have been able to unveil the deceptive dealings of the Directors, nor, if we may judge from what was elicited at the last meeting, is it likely that any exposure of their misconduct would have had much influence with the long-suffering and apparently contented shareholders.

We need not pursue this subject further. We are sorry that the *Northern Times*—a paper which in general displays so commendable a feeling of independence and public spirit—should from *any* motive (we are willing to ascribe it to an unconscious local bias) have been led to lend its influence to conduct such as that upon which we have unwillingly been led to comment. It is quite true that "quarrels and bickerings between the Newcastle shareholders and the Directors will not accelerate the progress" of the undertaking; but it is equally true that until the cause of complaint is removed, there can be no solid ground for future prosperity nor for the remedying of evils that are past.

We regret that our contemporary did not do us the justice to quote in full the article upon which he has chosen to comment. It might have opened the eyes of some of the proprietors of the Durham and Sunderland Railway who may not be in the habit of seeing our journal.

Our last week's notice of the memorials of the North Midland Railway Clerks has brought us a letter from Mr Patteson, the intelligent Secretary of the Company, in correction of an error into which we had fallen. We give Mr. Patteson's communication elsewhere, as well as another upon the general question.

It appears that we were wrong in assuming that the advance to individual Directors had not been reduced simultaneously with the salaries of the subordinates. Mr. Patteson informs us that the Directors' remuneration has been reduced from 100*l.* to 50*l.* a year each, and we are extremely glad to learn that such is the fact. Not that 100*l.* or even 200*l.* would be by any means an excessive remuneration to a Director who really and truly does his duty, but because a voluntary abandonment of their pecuniary privileges will relieve the North Midland Board from all suspicion of seeking to cut down the salaries of others for the purpose of saving their own. The main question, however, remains precisely where it was—namely, is it judicious—is it just—that the hard working servants of the Company should have their wages curtailed before every effort has been used to lop off superfluous offices or reduce the allowances of the *ornamental* members of the establishment—if so, we may term those whose services are more showy than useful? Even supposing all this to have been done, would the Company profit in pocket by the comparatively trifling so called) saving which it is now proposed to effect? We think not. To introduce murmuring and discontent into an establishment is not the way to render men attentive to their duties: to screw down a servant to a scale of wages which must harass and distract his mind as to how his family and himself are to be provided for, and then to expect that he will enter heart and soul into the interests of his employers—toil cheerfully for them—make his duty a pleasure—be enthusiastic in the discharge of his office (for without a certain degree of enthusiasm no man, ever played his part in the business of the world well)—to hope that two such contrary moods of mind can be combined, is to know very little of human nature as exhibited in the customary avocations of life. Place a man in a position in which with all his efforts he can barely stem the tide of want, and what is the result? He becomes hopeless—heartless—careless—reckless; if he go so far even as to do his bare duty, he does no more; he has little to lose, nothing worth caring for to preserve, and he becomes restless and dissatisfied, a burden to himself, and a plague to all about him. On the other hand, let a servant know that his employers are concerned for his comfort—that with care and good conduct he may be, and ought to be, placed beyond the depressing influence of poverty, and his spirits rise with the occasion. "Chill penury" no longer "represses his noble rage," nor "freezes the genial current of his soul;" he becomes active, energetic, devoted. He has the strongest of all motives—the consideration of his own personal advantage—to attach him to his situation; he fears to commit a fault, lest he should deservedly lose what he has, in all probability, had great difficulty in attaining. He is not for ever on the look-out to "better" his condition: he is satisfied with a competence, and becomes—what we fear will be a rarity in a railway establishment if these reductions and low salaries are persisted in and become general—an old, a valuable, and a valued servant. We need not guard against what may be termed *too* liberal treatment, as tending to laziness; for the Companies are not likely to err upon that side, so far at least as the poor clerks are concerned.

We stated last week that Mr. Newton, of Derby, the present Chairman of the Company, was generally understood to be the author of the proposition for reduction. Mr. Patteson seems to imply that he is not. That such is the general impression out of doors we know to be true (we had it so stated to us last week from three different parts of the kingdom), but whether correct or not is of no moment. As Mr. Patteson observes, the act, with all its merits or imperfections, must be considered as the act of the Board at large. We are told that there were individual Directors who dissented from the scheme: but the majority, as a matter of course, carried their point.

Mr. Patteson says, "there seems to be much misunderstanding and misrepresentation relative to these proceedings," and that "probably the Board will publish the Report itself [of the Committee of Directors who recommended the reduction] for the information of proprietors as soon as a revision of it is completed." We hope this will be done. We do not think that *we* have misunderstood—assuredly we have not wilfully misrepresented—any part of the proceedings. We have endeavoured to argue the point without any further reference to the North Midland Board in particular, than was inseparable from the nature of the discussion. We have taken our stand upon the broad ground, that it is unworthy of a great Company to reduce the previously too narrow allowance of their servants, when the benefit to be *hoped for* under any circumstances is so trifling; and that, practically, the intended saving, while it operates cruelly upon a very deserving class of men, will in its effects prove injurious to the true and permanent interests of the Company. The North Midland is not, we regret to say, the only line upon which hard labour is most inadequately recompensed, but as the Managers of that noble undertaking stand, we believe, alone in the scheme for reduction, the general question has been, and necessarily will continue to be, discussed with more personal reference to them, than under other circumstances would have been the case.

In our last number we briefly noticed the state of the works on the South-Eastern Railway, from the junction with the Brighton line to Tunbridge. It appears, that during the late equinoctial gales, and the high spring tides, the works at Dover, particularly the sea wall, have been subjected to the most severe tests; and from information which has reached us from a valued correspondent, who visited that district on Saturday last, when there was the highest tide known for many years, the works have withstood the force of the sea, and present an appearance of solidity far beyond the expectations of the most sanguine supporters of the undertaking.

We understand that during the present week a *traité provisoire* between certain capitalists in Paris and the French Government, for the construction of a line of railway from Paris to Lille and to Calais, has been signed by the Council of Ministers preparatory to an application to the Chambers in the approaching Session. The object of this treaty is to secure within a very limited period the formation of these lines of railway, which will eventually become the property of the Government, and connected as they are with Calais, must secure the traffic not only to Paris but to Brussels the Rhine and Germany—thus forming a direct communication by means of the South-Eastern line between London and the Continent of Europe.

Professor Barlow has made his report to the Board of Trade in reference to the late accident on the Brighton line, but we have not as yet had the good fortune to see a copy of it. A notice in some of the daily papers states that the Professor "who was sent

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down by the Board of Trade in the absence of Sir Frederick Smith, has, thoroughly examined the works, and handed in his report, which fully bears out the official document signed by the latter gentleman as to the substantial character of the works. Professor Barlow also awards great credit to the engineer of the company, Mr. Rastrick, for the manner in which he has directed the works through so so difficult a country. He recommends that more time should be taken in the performance of the journey, which suggestion the Directors had anticipated."—Next week we shall probably be able to give the Report itself.

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A VERY large and influential public meeting of the inhabitants was held in Leamington on Monday, to consider the expediency of supporting the proposed Warwick and Leamington Railway. The matter was fully discussed, but the details have more of a local than a general interest. The following resolution was at last adopted unanimously:—"That this meeting being convinced that it is essential to the welfare of the town of Leamington, that they should have a direct communication by railway with the metropolis and the rest of the kingdom, has heard with the greatest satisfaction the measures in progress by the Warwick and Leamington Union Railway Company, for making a branch railway from the London and Birmingham Railway at Coventry."

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A RAILWAY case which has been made a good deal of by a portion of the daily press, occurred at Croydon on Monday, when the Directors of the Brighton Company applied for leave to shut up a foot-path which crossed the railway on a level, and which it seemed was very little used by the public. It appeared from the explanations given that there were two archways at a very short distance, either of which might with very little inconvenience be crossed. The magistrates, however, were not content with refusing the application, but indulged in some characteristic sneers against railways generally. We do not much wonder at it; but at the same time should an accident occur at this part of the line, from the crossing of the footpath, we shall know *who* are to blame for it. Perhaps, rather than contest the point with their worships, the Company would do well to follow the example of the Birmingham Company, in a similar case near Kensall Green, by erecting a wooden footway arch over the line at the spot referred to.

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A CORRESPONDENT states that the number of passengers who have travelled on the various English Railways from the 7th of September to the 4th instant, appears from the returns made to the Stamp-office to have been 68,809.

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ON Monday afternoon, the tide in the Thames rose higher than had been known for the previous forty years. An immense deal of damage was the consequence. The working of the Blackwall Railway was stopped for a few hours, in consequence of an inundation at the lower part of the line; but we are happy to state that no serious injury was occasioned to the works.

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THE *Athenæum* takes the same view which we did several weeks ago of that part of Sir F. Trench's scheme for improving the banks of the Thames which refers to a colonnade railway. "The clashing of public convenience with local interests, and the industry established on the river's banks, is [says our contemporary] completely obviated by Sir F. Trench's plan of a lofty arcade along the river side, leaving the embankment below to the wharf-owners, and supporting above, a causey, free from hindrance and turmoil. An arcade in such a situation might be easily made a very noble object, and would contribute not a little to advance the feeling for the fine arts in this country, by developing vigorously in the public mind the fundamental conceptions of symmetry and elegance. If handsome bazaars were erected on it at suitable distances, so as to form a covered way and afford shelter, they would add to the convenience and agreeableness of the causey, and might perhaps produce a considerable revenue. For beauty and utility we know of no metropolitan improvement which can vie with that proposed by Sir F. Trench. But as to his scheme of railways between the bridges, we can only say—

Unthought-of follies cheat us in the wise."

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IT is stated in the *Carmarthen Journal* that Mr. Powell, a civil engineer, has suggested the plan of a railway from Merthyr to Brecon, and thence, passing near Hereford, to Worcester. This plan would afford direct steam conveyance from Uphill to Liverpool.

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WE beg to call the attention of Railway Boards to a letter which appears in another column, signed "A Traveller per Rail," with reference to the hints which we threw out last week as to the time-bills of the various lines. The matter is of great importance. We have reason to believe that a scheme somewhat similar to that suggested by us last week will speedily be submitted to the Companies by a most respectable party.

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SIR JOHN SEALE has placed on the Order Book of the House of Commons, "for the next session," a notice of his intention "that unless, in the mean time, some positive conclusion is come to by the existing Government on the Report of the three Commissioners appointed by the late Government to survey and recommend the harbour best adapted for the embarkation and disembarkation of the mails to and from the West Indies, and on which the then member for Falmouth moved a Committee of Inquiry in the last Parliament, which made an imperfect Report—to move for a fresh Committee, to which all evidence and papers placed before the former Committee shall be referred, with a view to conclude the inquiry."

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WE have already stated, that the Directors of the Chester and Birkenhead Railway have recently determined to increase the charges over the Woodside Ferry, which is the property of the Company. The inhabitants of Birkenhead have taken the alarm, and on Monday a numerous and most respectable public meeting was held in the Town-hall, for the purpose of taking into consideration the propriety of the Commissioners purchasing the ferry, on behalf of the township, and of authorising the Commissioners to take the necessary steps for that purpose. The following resolution was passed unanimously:—

"The Commissioners, having maturely considered the advantages which the township would derive from the purchase of the Woodside Ferry from the Railway Company and F. R. Price, Esq., recommend such purchase to this meeting, resolved, that this meeting authorise the Commissioners to make the purchase on such terms as they may think proper, and that authority being given to apply to Parliament for an Act for regulating the said ferry, and for obtaining the funds required for the purchase, and that so soon as the draft of the Act is prepared, and before it is introduced to Parliament, the Commissioners do lay the same before a general meeting of the inhabitants."

The ferry we have always regarded as an incumbrance to the Railway Company, and shall be glad if they can dispose of it at a fair price, and under conditions for the due accommodation of their own traffic.

RAILWAY OFFENCES AND OFFENDERS.

Two boys were recently brought before the Sheriff of Renfrewshire, charged by the Superintendent of Police on the Glasgow and Greenock Railway with having thrown missiles at a train passing under the bridge which crosses the line at Cartburn Hill. The young delinquents admitted, to a certain extent, their guilt, (quibbling only respecting the missiles thrown,) and were very properly sentenced by the Sheriff to pay a fine of 5*l.* each with expenses, or be imprisoned for one month.

We are happy to find that a trespasser upon the same line has lately met with an adequate punishment. A woman, named Watson, was brought before M. Brown, Esq., Justice of the Peace for Port Glasgow, charged with trespass upon the railway, and obstructing a station officer at the time a train was due. She was found guilty, and *sent to Bridewell for two months.*

On the neighbouring line, the Glasgow and Ayr, a case of offence was not long since decided. A (so-called) "respectable" tradesman was brought before the Sheriff at Paisley, for violating the bye laws of the Company, in so far as he took his seat in a superior class carriage than that which he paid for. Having paid all expenses and acknowledged the kindness and liberality of the Directors in passing from all pecuniary claim, the case was abandoned.

On the 11th instant, at the Coventry Police-office, James Barnacle was charged by an officer of the London and Birmingham Railway Police, with having trespassed upon that line. Barnacle, who is an old man, pleaded guilty to the charge, and said he went on for the purpose of gathering water-cress, which was growing in the drains by the side of the road. Fined 10s. and costs, or in default of payment to be committed to prison for fourteen days.

A man named Beadle, one of the guards on the Brighton Railway, was on Wednesday charged before the Croydon magistrates with assaulting a female passenger. It appeared that on the previous Sunday, a girl named Tyrrell had taken out a second-class ticket at Horley, when the prisoner induced her to enter a first-class carriage. No sooner was the train in motion than the fellow commenced taking indecent liberties with the girl, who resisted him, and on arriving at the next station, he was unmanly enough to thrust her from the first-class carriage. The girl, when she arrived at Croydon, complained of his misconduct, and Mr. Rallet, the superintendent of the Company, very properly instituted the present charge. The offender was fined 40s., which of course was "immediately paid." We presume that he was instantly dismissed from the Company's service.

A person named Crouch was charged on Tuesday

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at the Marylebone Police-office, with having travelled on the Great Western Railway beyond the place for which he had taken a ticket. There was a doubt as to whether the man had contemplated a fraud, and under the circumstances he was liberated on paying the difference of fare. It was stated that such frauds were by no means uncommon; and in truth we can scarcely wonder at it, when we know that the tickets are collected on entering the Company's carriages, instead of the usual practice, on leaving them.

CHELTENHAM AND GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I perceive you have announced the half-yearly meeting of the Cheltenham and Great Western Railway to be held at Stroud. Being a shareholder in the line, I should hope all who are able will attend the meeting, as I fancy the question of further pursuing the line from Swindon through Stroud to Gloucester, may be wished to be entertained by some of the proprietors who may still desire to sacrifice the small remainder of the capital, in the hope of benefitting their own property in the Stroud Valley and Gloucester.

I am aware that a statement was confirmed at the last meeting that the Directors would not proceed further until they could distinctly perceive that they had a sufficiency of funds in hand left to carry the line through, *nor even then*, until it had been again surveyed and a new estimate taken of the probable expense of the *tremendous tunnel* and wide gauge road, and that on so miserable a traffic as appears on the present road.

The great slip on our present line I consider a God-send; and I think it very probable, after the great quantity of rain we continue to have that there may be another to provide for on our present line, and which I should be thankful for if it proves the means of swallowing up the money and prevent any further extension of the line. At present there may be chance of an unfortunate shareholder getting a ten pound note for what has cost him sixty-two pounds ten shillings, but after that he would not be able even to give it away. A small return may be looked for from the present bargain with the Great Western for the next five years. After that time I have my doubts of that being continued at the present price.

By inserting the above, penned with the sole desire of assisting the unfortunate shareholders, you will be doing a public service, and oblige a constant reader and admirer of your useful paper.

HOMO.

Chester, October 21, 1841.

RAILWAY RECEIPTS AND DISBURSEMENTS.

To the Editor of the Railway Times.

SIR,—I beg leave to hand you a statement of the traffic receipts and disbursements on twenty-one of the principal lines of railway, together with the cost per cent. on the gross receipts (exclusive of interest on loans) of working the several lines, made out from the accounts published at the late half-yearly meetings. I shall be glad if this statement should be found worthy of a place in your next publication; perhaps, too, the per centage on the gross receipts may afterwards be allowed a column in your weekly Traffic Returns, inasmuch as if placed there, week after week, it might shame the Directors of the mismanaged lines, and tend to bring about the so much to be desired railway reform, as regards economy of management, without which but few of the lines of railway will ever answer the expectations of the proprietors; yet, with the requisite economy, most of them would at once pay a handsome dividend. That much remains to be done in this respect is every day more clear; in proof of it we have only to look on the one hand at the Lancaster and Preston Railway—a short line of some 20 miles in length, with a traffic little exceeding 500*l.* weekly, worked at no greater charge than 25 per cent. on the gross receipts.

On the other hand the Chester and Birkenhead, and Glasgow, Paisley, and Greenock, it appears, cannot be worked for less than 60 per cent.; the North Midland 61¾; the Durham and Sunderland 65½; the Hull and Selby 66; whilst the London and Croydon actually takes 88 per cent. on the gross receipts to work it!

I am, Sir, your most obedient servant,

ŒCONOMICUS.

NAME.	TRAFFIC. Receipts.	TRAFFIC. Expenditure	Cost per cent on gross receipts of working the lines
	£. s. d.	£. s. d.	
Arbroath and Forfar....	9381 14 3	4478 17 3	47¾
Chester and Birkhead ..	15342 5 11	9180 17 11	60
Dundee and Arbroath ..	12874 18 3	6503 6 0	50½
Glasgow, Paisley and Ayr	24027 9 2	11413 13 0	47½
Glasgow, Paisley, and Greenock.....	9708 2 7	5875 8 11	60½
Grand Junction.....	213334 12 0	93920 1 1	44
Great Western	187780 16 2	84380 0 7	45
Hull and Selby	18719 7 11	12256 6 11	66
Lancaster and Preston..	1353 2 0	3388 10 11	25
Liverpool & Manchester	129589 16 11	60754 12 5	47
London and Birmingham	382452 16 1	148928 7 8	39
London and Croydon ..	17545 6 6	15449 18 7	88
London and Greenwich..	29410 11 0	16107 12 4	55
London & South Western	123016 15 6	16172 9 7	49
Manchester, Bolton and Bury Railway & Canal	22809 1 2	7341 15 2	33
Manchester and Leeds...	61617 9 3	24039 12 4	39
North Midland	94963 2 3	58043 3 5	61¼
Preston and Wyre.....	20841 5 2	10456 6 0	50
Ulster	5339 15 4	2708 6 11	50½
York and Nth. Midland	31456 10 6	12014 12 6	38
Durham and Sunderland.	17974 5 4	11730 12 6	65¼
		21 | 10628	
Average cost of working the lines—per cent., nearly			50½

RATING OF RAILWAYS.

To the Editor of the Railway Times.

SIR,—I should be glad to be informed in your columns of the mode of rating railways—whether there is any definite principle in rating them, and how in fact they are actually rated on the chief lines, the Birmingham, Great Western, and South-Western.

I wish to know it for the benefit and guidance of a parish through which the Cheltenham Railway runs for nearly five miles. This line is completed from Swindon to Cirencester, about 18 miles, and is leased to the Great Western at 17,000*l.* per annum; the parishioners, therefore, in vestry assembled, considered this sum as a good criterion for levying the amount of rates on that line, and proposed to make an assessment at the estimated value of 500*l.* per mile.

As there were many opinions as to the amount which ought to have been required—some thinking it too high and others too low—I should be obliged to any correspondent of your paper who may be competent, to give his opinion on the subject.

I should also wish to know what would be the result to the parish rate, were the Cheltenham Railway Company disposed to litigate the matter, whether it would not have the effect of quashing the rate altogether.

I am, Sir, your obedient servant,

VICARIUS.

LONDON AND BIRMINGHAM AND GRAND JUNCTION RAILWAYS.

To the Editor of the Railway Times.

SIR,—Your recent correspondent "W.," may be correct in stating, that the London and Birmingham and Grand Junction Railway shares would pay according to the last rate of dividend declared, and at their present prices, 5¼ per cent. to a purchaser.

Such a statement does not, however, by any means do justice to these concerns, both of which it is evident to every one who studies such matters, will at their next half-yearly meetings be in a position to divide at least a ½ per cent. more on their shares than they did in August last. Besides this increase of dividend, a great portion of the means for which are already in hand, a very considerable increase of future traffic may also be calculated on by the extension of the line from Lancaster to Scotland; a Company for undertaking which is now in process of formation.

In lately perusing a work by Dr. Granville, on the Spars of England, I felt not a little surprised at meeting with a very severe philippic against the management of one of these Railway Companies, which is almost universally admitted to be one of the best conducted concerns in the kingdom.

The learned Doctor is, it may be hoped, a much better judge of chalybeate waters, than he is of iron railways, and when he indignantly asks, why the London and Birmingham Company charge a higher price for travelling an equal distance than the Grand Junction do, he, as a writer of two chapters on railways, surely ought to have known that the one has cost twice as much per mile as the other.

Had Dr. Granville, instead of complaining of the clerk who issues train-tickets, for declining to enter into a rambling conversation with him to the neglect of other travellers, but applied up stairs to the excellent Secretary of the Company, he might very easily have obtained *correct* information sufficient to have furnished another chapter for his book.

I am, Sir, yours, &c.,

C.

Edinburgh, 20th October, 1841.

RAILWAY TO THE NORTH OF SCOTLAND.—The preliminary steps to obtaining a railway to Aberdeen, communicating with the Edinburgh and Glasgow Railway, by Strathmore and Strathearn, have commenced at the northern end. The line in Aberdeenshire is proposed to run up the Deeside to to Banchory-Ternan, and thence be carried across to the head of Strathmore, near Laurencekirk, thereby avoiding the hilly country in the neighbourhood of Stonehaven, which interposes an insuperable barrier to the formation of a line along or near the coast. We hope this will stir up those interested individuals along the proposed line in the intermediate counties of Kincardine, Forfar, Perth, and Stirling, to communicate on the subject. There cannot be the slightest question that the main railway from the south to the north of Scotland can only be carried along the line referred to; and that, although individual interests may have led to the suggestion of others, such can only have the effect of impeding the establishment of any. On this very account, perhaps, the matter ought to be referred to Government, as in the case of the Lancashire and south of Scotland line, and the report of its engineer be made conclusive. Wherever, as in the case of the proposed Fife and Perth Railways, local interests call for any connecting line, such should be made subservient to the more important object, viz., that of obtaining a main line of communication between the south and north of Scotland. We were led to understand that steps for the survey of the southern portion of the proposed line to Aberdeen had been taken, that is from near Falkirk by Strathearn to Perth, but we have not been able to ascertain the result, nor in what stage the proceedings now are.—*Perth paper.*

BIRMINGHAM AND GLOUCESTER RAILWAY.—We are much pleased to hear that the Directors of this line have at last determined to have such regulations, as regards the omnibuses, that will in future prevent those numerous complaints which have hitherto been preferred. The coachmen and conductors are to be dressed in livery—a time is to be specified for performing the distance from the hotels (20 minutes) and each omnibus is to take one direct road to and fro, calling at all the hotels—the charge is not to exceed 6d. including luggage, except above 75 lb. in weight, penalties are to be inflicted upon the conductors for every minute which they are behind time.—*Cheltenham Chronicle.*

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FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—A letter from Mr. Edward A. Seaward, having appeared in the *Times* newspaper of the 19th instant, on the subject of "Four-wheeled and six-wheeled locomotives,"* I would feel particularly obliged if you would allow the insertion in the *Railway Times* of the 23rd inst. of these my remarks, in reply thereto.

In the first place, he says—

"In a four-wheeled engine as constructed by Mr. Bury, of the London and Birmingham Railway, the only maker of eminence in England, who now adopts this method of construction, the engine has only what are termed inside framings; that is to say, the engine is entirely supported by resting on the axles, at points inside the wheels; in a six-wheeled engine the principal points of support are outside the wheel. The distance between the points of support is thus much greater in a six than in a four-wheeled engine. Now, no one at all acquainted either with the theory of machinery or the practical construction and working of machines, can be ignorant that the greater the distance between the bearings or points of support the greater the steadiness of a shaft, be it driven by any manner whatever. This observation is more particularly true, when any disturbance of the smoothness of the motion is to be sought for, not in external circumstances, but in the nature of the forces acting on the machine. This is the case in the locomotive engine."

In answer to this, I must remark in the first place that Mr. Seaward does not seem to understand the subject he has taken in hand, as at the first start he makes a blunder in supposing that in lengthening the axles, he gives steadiness to the engine, since the width of the rails is the base on which the engine runs, and if the axle were projected 10 feet beyond the present length it would not make the engine at all steadier. For if this were the case, why does not Mr. Seaward get the paddle-boxes of the ships into which he fits engines widened out 30 or 40 feet in the same manner to steady them?

Again, in the engine with outside frames there are six bearings or steadyments upon an axle not more than seven feet long. Does Mr. Seaward think he can key this shaft up true? If he does, then he is the first mechanic I ever heard allow it; but on the engine with inside framing there are only two, which are so arranged as to require no keying at all.

In the next place the weight of the boiler is carried on the journals of the axles, on the inside and close to the naves of the wheels, and the power of the engines being exerted, between these two journals, the weight so placed has a tendency to bend the axles (supposing the axles were flexible), down in the centre, and consequently to press the flanges of the wheels against the rails. Then when the engine is going round curves the flanges of the wheels force her round, as the cone given to the wheels is not sufficient for that purpose, and you will therefore observe that the flanges would strike hard against the rails, and tend to bend the axle up in the centre. This action is effectually counteracted by the insistent weight of the boiler, on the journals inside the wheels, and prevents the axles being hurt by these contrary actions. In the engine with outside framing, the case is the reverse. As the bearings for carrying the insistent weight of the engine are outside the wheels, the weight of the boiler tends to bend the axle up in the centre, and the strain on the flanges of the wheels acts in the same direction, and in addition to it; and this is fully proved by the fact that the numbers of crank axles which break are ten to one less in the four-wheeled engine with inside framing than in the six-wheeled engine with outside framing. Another advantage possessed by the inside bearings is this, which is proved by fact. An engine with inside framing, with four wheels, will, on breaking a crank axle, take the train into the next station without exhibiting the least tendency to come down, which results from the flanges of the wheels pressing against the rails; but in a six-wheeled engine with outside framing the engine has to be propped up, and cannot proceed but by being supported by other wheels than her own: and the engine, if not instantly stopped on the breaking of the axle, might get off the road, and considerable damage be done. And whatever play is allowed in the journals of the axles in the six-wheeled engine with outside framing, still, what is called the biting motion is going on between the fore-wheels and the rails in going round curves. This is what I suppose a late writer on the subject terms a steady friction: and I would here observe, that one-fourth of the length of all railways taken together, in England, are curves.

The next objection is couched in the following terms:—

"It is generally assumed, that the oscillating and unpleasant motion of a locomotive engine, and which is the cause of its quitting the rails, is caused by the unevenness and bad repair of the road: this is only partially true, the real cause exists in the engine itself.

"Were the cranks of the driving axle placed on a line with the axis of the engine, the engine would have no tendency to move otherwise than in a straight line; as this is not the case, and the cranks are placed one on each side, and the engine does not act on each with equal force at the same instant the engine is dragged alternately from one side of the road to the other; it in fact progresses sideways. Owing to the reason just mentioned this motion is much less in a six-wheeled than in a four-wheeled engine; of this fact any once can convince themselves by five minutes' ride on two engines of different constructions."

I am not certain that I understand Mr. Seaward with regard to the oscillating motion on the road. Does he mean to say that the wheels shift on the rails laterally? If he does he is in a mistake. The force of adhesion between the wheels and the rails is too great to allow that, unless the rail is covered over with ice; and in the engines with inside framing, the centres of the cylinders are closer together by at least four or six inches, than in the engine with outside framing; and consequently, if there were any oscillating motion, there would be less in the four-wheeled engine than the six-wheeled engine, on account of the cylinders being closer together. In Mr. Seaward's eyes this would appear an advantage, although in his remarks he has not noticed it.

The next objection is thus stated:—

"There is another point in the construction of four-wheeled engines with inside framings, which renders them somewhat objectionable. Owing to the narrowness of the distance between the bearings, the eccentric gear is obliged to be placed more in the centre than is requisite in an engine with outside framings; to give room for the eccentric gear in the centre, the boiler has to be raised higher above the axle rendering the engine what is termed groggy, in common parlance top-heavy.

"These engines are thus more liable to upset than the six-wheeled, as was shown to be the case on the Brighton, and also in an unfortunate and fatal accident that happened some months back on the London and Birmingham Railway, and which will doubtless be in the recollection of your readers, from the deep excitement it caused at the time in the public mind."

I think I may safely say, that Mr. Seaward makes the travel of his pistons greater than that of his valves, as is the case with other people. If so, there is no necessity for Mr. Bury raising his boiler on account of the eccentric gear, the only point to be attended to, being the cotter of the connecting rod having sufficient room to clear the boiler, and in engines of the same length of stroke and size of wheels, whether the frame is inside or outside there will be very little difference in the height of the centre of gravity, and consequently little difference in point of steadiness; and in this case Mr. Seaward's remarks of top-heaviness go for nothing. By the bye, I wish to ask Mr. Seaward the simple question, was he ever on the top of a stage coach fully loaded, and running at the rate of ten miles an hour?

In my opinion, the accident on the Brighton line resulted from over speed on a bad part of the road, and also may have been assisted by the driver of the four-wheeled engine shutting his steam off all at once, when the friction of the pistons and other parts of the engine, would retard her progress, and the train going down an incline, under these circumstances would overrun the engine and knock her off the road. The same has happened with a six-wheeled engine.

Mr. Seaward says—

"The greatest argument against four-wheeled engines with inside frames is to be found in the fact, that although this was the original form of engine, only one maker of eminence (Bury) in this country continues to construct this sort of engine.

"In the United States only one firm, that of Messrs. Norris and Eastrick, adopt this plan; the first makers in that country, including Baldwin and Co., of Philadelphia, adopt the other form of engine."

I must beg to remind Mr. Seaward, that this form of engine was original with Mr. Bury, and on which plan the first locomotive with cranked axles and horizontal cylinders was constructed, and was, I believe, first used on the Liverpool and Manchester Railway in 1830; and which plan has been steadily adhered to by him ever since, except in minor points of detail, which have been much improved.

The fact of the four-wheeled engine being used with so much success on many railways in England, Scotland, France, Germany, and the United States, is a refutation of this objection; and moreover I have heard that one of the most celebrated makers of six-wheeled engines with outside frames, after ten years' experience, is changing from outside to inside framing, and he should, I think, be likely to know which is the best.

Mr. Seaward next asks—

"What are the inducements to employ such engines?"

He states—

"The principal one undoubtedly is their greater cheapness. An engine of Mr. Bury's build costs about 1,350*l.*, while a six-wheeled engine constructed by Sharp and Roberts, of Manchester, costs from 1,800*l.* upwards.

"On the London and Birmingham Railway, where 100 engines are employed, a saving is thus effected of from 40,000*l.* to 50,000*l.*, an inducement not to be readily overlooked by a commercial Company."

Without taking into consideration their greater cheapness, the four-wheeled engine with inside framing is much safer than the six-wheeled engine with outside framing, from less liability to accident from the breakage of axles, consequent on the difference of construction, as pointed out in a former part of this letter; besides the difficulty there is in the six-wheeled engine with outside frames of the engine-driver being able to see the machinery when at work, together with the difficulty of oiling and repairing. Moreover from the great expense incurred in taking them to pieces to repair, they are often allowed to run, till a failure actually takes place, the expense of taking the engine to pieces being frequently more than the actual cost of the labour employed in the repair required, which expense of labour is nearly all avoided by the use of inside framing. And when the driver is able (as is the case in the four-wheeled engine with inside framing,) to see all the parts of the engine at work, and can see as he goes along which parts want oiling, and the moment he stops at a station can lay his hand on any part of the machine, without going under it, it must strike Mr. Seaward that these are great advantages in keeping machinery in repair.

I hope Mr. Seaward will examine this for his own satisfaction.

Mr. Seaward next uses the following language:—

"In conclusion, although I acknowledge that, as Sir Roger de Coverley would say, much may be said on both sides, with respect to the merits of four and six-wheeled engines, yet I must observe, that there is but one opinion in the profession concerning engines with inside framings, viz. that they are decidedly objectionable, and even unsafe."

I do not know what Mr. Seaward means by the profession having but one opinion on the engines with inside framings. I do not think he knows one tithe of the profession, nor their opinion either; and as for his own I cannot say that I approve of it.

I could have used many more arguments in favour of the "four-wheeled engine with inside framing," but have confined myself to replying to Mr. Seaward's mis-statements, and erroneous opinions in the hope that some one, (among the numerous professors of the same opinions as myself,) with more leisure time on his hands, will take up the subject, and treat it as fully as it deserves.

I am, Sir, your obedient servant,

NICHOLAS B. JONES,
Mechanical Draughtsman.

Liverpool, October 21, 1841.

* This letter will be found below.—ED. R. T.

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FOUR-WHEELED AND SIX-WHEELED ENGINES.

THE following is the letter addressed to the Editor of the *Times*, by Mr. C. Hood, of Earl-street, Blackfriars, to which we alluded in our notices to correspondents last week:—

SIR,—The recent accident on the Brighton Railway has called public attention to the question of the comparative safety of four-wheeled and six-wheeled engines. This subject is of great importance: for railways now perform so prominent a part in the internal communications of the country, and are so greatly connected with the national prosperity, that such an important part of their practical working as the safety of the machinery employed upon them must be a matter of the first consideration, not only to the public who travel upon them, but to the railway proprietors themselves; for certain it is, that the interests of the public and of the proprietors are perfectly identical on the question of safety. But if prejudice be allowed to usurp the place of dispassionate judgment on such grave and important questions, it requires not much knowledge of the subject to foresee, that instead of increased safety in railway travelling, the probable consequence will be a vast increase in the number of accidents. To form a judgment of the best and safest mode of constructing locomotive engines, requires a very considerable degree of mechanical and scientific knowledge, and an intimate acquaintance with the practical working of railways. So many causes combine to modify effects which at first appear very simple in their operation, that, while the uninformed hesitate not to give an unqualified opinion on this difficult subject, those whose opinion can alone possess any real value are content to acknowledge the difficulty of arriving at a satisfactory conclusion—and refer to practical experiments as their only certain guide. I shall endeavour to place this subject in a popular point of view, and I think it will appear that the safest form of engine cannot be settled by any arbitrary rules, but that the peculiarities of the road on which it is to be used must greatly determine the question at issue.

The difference between four-wheeled and six-wheeled engines is not confined merely to the number of wheels. Both the weight and the length of the engines vary in a very great degree; in both these particulars the six-wheeled engine exceeds the other by upwards of 50 per cent., and another difference also exists between them in consequence of the wheels being exterior to the bearings in the four-wheeled engines, while in the six-wheeled engines the wheels are interior. But even among six-wheeled engines a vast difference exists, namely, whether the driving wheels have or have not flanges on their interior edge, a distinction which, while it would escape the observation of 99 per cent. of ordinary observers, is of quite as much importance as the simple though obvious fact of the engine possessing four or six wheels.

Although the motions which occur among railway carriages and engines appear to be very various, they are principally reducible to three, independent of the direct motion along the rails—namely, first, an oscillating or rocking motion, caused by differences in the levels of the two rails; second, an horizontal oscillation, transverse to the line of rails, produced by the flange of the wheels striking against the rails, in consequence of changes in the direction of the road, and by the cone of the wheels constantly correcting the effects of this action and of that arising from small deviations in the gauge of the rails; third, a vertical, or pitching motion, produced by the preceding motions, by the deflection of the rails, by the sinking of any small portions of the road, and by inequalities at the points of junction of the several rails.

These several motions occur in different degrees in engines with four and with six wheels. The last of these motions, in so far as it is produced by inequalities in the rails, is greater in four-wheeled than in six-wheeled engines; but as this kind of motion is in a great measure produced by the second, which affects six-wheeled engines much more than the others, the result will be, that in a perfectly straight road the six-wheeled engines will be the steadiest, but in any road possessing curves, the four-wheeled engines will in that part of the road have greatly the advantage. As regards the first-mentioned motion, all engines, whether with four or six wheels, are equally affected by it, and it is principally to the second motion that we have to attend, not only because it is the chief motion which occurs ordinarily on railways, but because it greatly affects the last-named motion, and this, it is generally supposed, more particularly operates on four-wheeled engines.

It must be quite obvious to every one, that any body of the parallelogram form, moving in curved lines, must be more easily moved in proportion to its shortness, as it then adapts itself more readily to the curvature. Now, in the case of locomotive engines, the extreme points of support in four-wheeled engines, are about six feet apart, while in six-wheeled engines they are nearly eleven feet. To avoid the difficulty which arises from this great increase of length, the gauge of the wheels is made much smaller than the gauge of the rails, which will evidently increase the second kind of motion above-mentioned by allowing more of the lateral sway. But in order to avoid a portion of this difficulty, some manufacturers make their six-wheeled engines without any flanges on the centre or driving-wheels. The policy of this plan, however, may well be questioned, as some most disastrous accidents have occurred from it. For if the fore-axle of the engine happens to break, the engine still continues to run for a considerable distance upon the remaining axles; and the driving wheels, which then become also the running or guide-wheels, having no flanges to retain them in their proper course, inevitably run off the rails, and produce probably the very worst species of accident that can happen upon a railway, by running down an embankment and drawing the train after it, as experience has unfortunately proved may sometimes occur with this form of engine. But even when this does not occur, the increased weight and length of six-wheeled engines render them particularly liable to fracture the axles. For it is clear that the strain upon the axles, in moving round a curve, is exactly in proportion to the momentum (or the weight multiplied by the velocity) and to the distance between the extreme points of support; and, accordingly, experience has proved that the number of accidents from broken axles has been very considerable with six-wheeled engines, while with four-wheeled engines such accidents are comparatively unknown.

In any mode of constructing six-wheeled engines, the great increase in length already mentioned necessarily produces a greater tendency to run off the lines at curves—a tendency which is increased by the fact, that, owing to the vertical deflection of the rails, the whole of the six-wheels are scarcely ever actually in contact with the rails at any one moment. When it is considered that the depth of the flange, which alone retains the engine in its right tract, is only about an inch and a quarter to an inch and a half deep it will scarcely be contended that the far greater liability of six-wheeled engines to run off the rails at curves, is not a much more serious drawback to safety than any additional pitching motion produced on four-wheeled engines by the sinking of the rails or unevenness at the joints, seeing that in the former case the cause is in constant action throughout almost every portion of the line, while in the latter it ought never to occur in a well-constructed and duly maintained railway.

But, perhaps, the most convincing proof of the safety of four-wheeled engines may be obtained by direct reference to facts. The number of four-wheeled engines at present employed is very large. The following are some of the principal lines which use this form of engine:—

	Number of engines with four wheels.
London and Birmingham Railway	90
Midland Counties' Railway	30
North Union Railway	13
Eastern Counties' Railway	19
Lancaster and Preston Railway	6
Manchester and Bolton Railway	8
The Runcorn Gap and St. Helen's Railway	6
Brighton Railway	6
Glasgow and Ayr Railway	nearly the whole.
Edinburgh and Glasgow Railway, one half the number are four-wheeled, and the remainder six wheeled.	
Also the Newcastle and Shields Railway, the Newcastle and Carlisle Railway, besides several others in England on the Continent, and in the United States, which adopt this form of engine.	

Of all this large number of four-wheeled engines, not less than 250 to 300 in number, not one single accident has ever been traced to any failure of the machinery; and the only accident which has been alleged to have arisen from this peculiar form of engine, which would not have happened with any other engine in the same circumstances, is the recent occurrence on the Brighton Railway. I might, I think, show that in this case also the accident did not arise from the engine having only four wheels, as the rocking to which it has been ascribed is precisely the same both in four and in six-wheeled engines, under like circumstances. But this accident may well be conceded to the advocates of the six-wheeled engines, when I state that in addition to the numerous accidents from six-wheeled engines running off the rails, there have been, on one railway alone, in the course of twelve months, nineteen broken crank axles belonging to six-wheeled engines; while on the whole of the above-named railways using four-wheeled engines, only nine broken axles are known to have occurred in a period of nearly four years, and in no one instance has the fracture produced the slightest injury to the train. On one railway alone in the above list (the London and Birmingham) upwards of 3,000,000 miles have been run by these engines with perfect safety.

We find, then, that both theoretically and practically the balance of safety appears to be in favour of four-wheeled engines. If, however, a perfectly straight line of railway were to exist, six-wheeled engines would there possess the advantage. The Great Western Railway is the straightest long line of railway in the kingdom; and there six-wheeled engines are, no doubt, judiciously employed. But the more a railway departs from perfect straightness, the less desirable do six-wheeled engines become.

There are several other points connected with this subject as well as on the question of using two or more engines to one and the same train, which I am forbidden entering upon now, in consequence of the length to which this letter has extended. If, however, these remarks shall be deemed worthy of insertion in your paper, I will in a few days resume the subject.

I am, Sir, your most obedient servant,

C. HOOD.

Earl-street, October 13, 1841.

The following letter appeared in the same journal on Tuesday last, and is referred to above:—

SIR,—The discussion on the subject of four-wheeled and six-wheeled engines, which has been hitherto confined to the profession, having been recently taken up by the public press, it appears desirable to place the subject in a more just point of view than it has hitherto been regarded in by the public; and in furtherance of this I beg leave to offer the following remarks:—

In a four-wheeled engine (as constructed by Mr. Bury, of the London and Birmingham Railway, the only maker of eminence in England, who now adopts this method of construction) the engine has only what are termed inside framings; that is to say, the engine is entirely supported by resting on the axles at points inside the wheels; in a six-wheeled engine the principal points of support are outside the wheels.

The distance between the points of support is thus much greater in a six than in a four-wheeled

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engine. Now, no one at all acquainted either with the theory of machinery or the practical construction and working of machines can be ignorant that the greater the distance between the bearings or points of support the greater the steadiness of a shaft, be it driven in any manner whatever. This observation is more particularly true when any disturbance of the smoothness of the motion is to be sought for, not in external circumstances, but in the nature of the forces acting on the machine. This is the case in the locomotive engine. It is generally assumed that the oscillating and unpleasant motion of a locomotive engine, and which is the cause of its quitting the rails, is caused by the unevenness and bad repair of the road. This is only partially true; the real cause exists in the engine itself. Were the cranks of the driving axle placed on a line with the axis of the engine, the engine would have no tendency to move otherwise than in a straight line; as this is not the case, and the cranks are placed one on each side, and the engine does not act on each with equal force at the same instant, the engine is dragged alternately from one side of the road to the other; it, in fact, progresses sideways. Owing to the reason just mentioned this motion is much less in a six-wheeled than in a four-wheeled engine; of this fact any one can convince himself by a five minutes' ride on two engines of different construction. There is another point in the construction of four-wheeled engines with inside framings, which renders them somewhat objectionable; owing to the narrowness of the distance between the bearings the eccentric gear is obliged to be placed more in the centre than is requisite in an engine with outside framings; to give room for the eccentric gear in the centre the boiler has to be raised higher above the axle, rendering the engine what is termed groggy, in common parlance top-heavy. These engines are thus more liable to upset than the six-wheeled, as was shown to be the case on the Brighton, and also in an unfortunate and fatal accident that happened some months back on the London and Birmingham Railway, and which will doubtless be in the recollection of your readers, from the deep excitement it caused at the time in the public mind.*

The greatest argument against four-wheeled engines with inside framings it to be found in the fact, that although this was the original form of engine, only one maker of eminence (Bury) in this country continues to construct this sort of engine. In the United States only one firm, that of Messrs. Norris and Eastrick, adopt this plan; the first makers in that country, including Baldwin and Co., of Philadelphia, adopting the other form of engine.

It may then be asked, what are the inducements to employ such engines? The principal one undoubtedly is, their greater cheapness. An engine of Mr. Bury's build costs about 1,350*l.*, while a six-wheeled engine, constructed by Sharp and Roberts, of Manchester, costs from 1,800*l.* upwards. On the London and Birmingham line, where 100 engines are employed, a saving is thus effected of from 40,000*l.* to 50,000*l.*; an inducement not to be readily overlooked by a commercial company.

In conclusion, although I acknowledge that, as Sir Roger de Coverley would say, much may be said on both sides with respect to the merits of four and six-wheeled engines, yet I must observe that there is but one opinion in the profession concerning engines with inside framings, viz., that they are decidedly objectionable, and even unsafe.

I might, perhaps, have begged the insertion of these observations before, had I not only just now returned from a professional visit abroad. Should you consider them worth inserting you will greatly oblige,

Your obedient servant,
EDWARD A. SEAWARD.

Blackwall, Oct. 17.

* To what accident is it that Mr. Seaward alludes? He must, we think, be confounding the Birmingham line with the Eastern Counties' and the sad occurrence which last year took place upon the latter railway. The returns requested by the Board of Trade (as alluded to elsewhere) will supply more certain data than are possessed at present on which to rest arguments for or against four-wheeled engines. There is an old proverb that one should praise the bridge which has borne him safely over, and by that test will the comparative security of four or six-wheeled engines be eventually settled by the public.—Ed. R. T.

NORTH MIDLAND RAILWAY—THE LATE REDUCTION OF SALARIES.

To the Editor of the Railway Times.

Sir,—Without feeling called upon to enter into any detailed discussion relative to the general remarks in your paper of last week, which were founded upon certain memorials addressed to the Board of the North Midland Railway Company, I consider it my duty to rectify at once, one erroneous statement, viz., that the "reduction of salaries began at the wrong end;" whereas the Report of the Committee of Inquiry, instituted by the Directors, which recommended a reduction of 10 per cent. from all salaries exceeding 100*l.* per annum, at the same time recommended that the appointments of the Directors should likewise be reduced one-half, viz: from 100*l.* per annum to 50*l.* per annum. Both these recommendations were adopted by the Board, and are now in operation.

I will likewise make one remark upon the subsequent observation in your paper, viz., that "Mr. Newton, of Derby, is generally understood to be the author of the proposition," which arises probably from the circumstance of Mr. Newton having signed the Report as Chairman, but which act was done entirely in that official capacity, and the whole proceeding must be considered as emanating from the Board.

There seems to be much misunderstanding and misrepresentation relative to these proceedings, and probably the Board will publish the report itself for the information of proprietors as soon as a revision of it is completed.

I am, Sir, your obedient servant,
H. PATTESON, Sec.

Secretary's Department, Derby, October 20th, 1841.

RAILWAY SALARIES.

To the Editor of the Railway Times.

Sir,—As the subject of Railway Salaries is one of considerable importance, and to which, every week, increased attention is drawn, perhaps it may not be out of place for me to offer a few observations upon this question.

I could not but regret that "An Old Clerk" should have conceived it to be his duty to comment so warmly, and in no very measured terms, upon a letter which appeared in the *Railway Times* of the 9th instant, from "A Friend to the Subs." That letter certainly had *truth* for its basis, and contained nothing which called for any uncourteous strictures. "An Old Clerk" seems to have forgotten that the only way to arrive at a correct conclusion on this subject,—as indeed on all others,—is to discuss it in a calm and temperate manner, abstaining from recrimination and personal remarks, which can only have the effect of converting a public question into a private quarrel.

It needs but little consideration to convince any one of the vast amount of business weekly transacted by the various Railway Companies, and of the great care and expence requisite to conduct it in an efficient manner. If we reflect a moment upon the great number of persons who are continually being conveyed to and from various parts of the United Kingdom, and of the large sums which must necessarily daily pass through the hands of railway servants, it must appear evident that their responsibilities are great, and their duties arduous. They are expected to be persons of good education, gentlemanly manners and address, and respectable appearance. Their duties moreover usually require their attendance from an early hour in the morning until late at night, and they are, in many cases, compelled to brave all the vicissitudes of the weather. And for this how are they rewarded? With a paltry pittance, varying from 60*l.* to 100*l.* a-year,—a less sum than is earned by the greater part of those who work at the commonest mechanical trades. I would ask if this is a fair and reasonable remuneration? Is this the liberal treatment which one is naturally led to expect at the hands of the Directors of great and important undertakings?

I am myself a Railway Clerk. My duties generally oblige me to attend from eight o'clock in the morning till ten at night, and I am not even allowed the privilege of which the very humblest artizan can boast,—that of exemption from labour on Sundays. During the week several hundreds of pounds pass through my hands, and for all this labour and responsibility I am remunerated at the magnificent rate of about 4s. per diem!! Yet, for this scanty pittance I am expected to devote myself body and mind to the interests of the Company which I serve.

I read with much pleasure your remarks in reference to the case of the clerks on the North Midland Railway, and now you have once taken up the subject of Railway Salaries, I sincerely hope you will continue it, and endeavour to impress upon the minds of Directors the necessity of rewarding their servants in a manner more proportionate to their duties, since it must be acknowledged that "the labourer is worthy of his hire."

Reserving other remarks for a future letter,
I am, Sir, your obedient Servant,
C.

October 19th, 1841.

ARRANGEMENTS WITH RAILWAY TIME-BILLS.

To the Editor of the Railway Times.

Sir,—I am much pleased with your remarks on the inconvenience occasioned to parties who wish to travel by railway from London. I am one of those who occasionally come to London on business, and wish to mix with it a little pleasure—for instance, a trip of a day or two to Brighton, the Isle of Wight, or Bath or Cheltenham. This was the case with myself and friend a fortnight ago; but when we should have fixed we could get no *positive* information at the hotel as to time of starting; the time-tables were old, and some of them torn, and the only answer we could get was, "the bills were not to be depended upon, they made so many changes." The consequence was, we could not decide, and gave up the journey altogether. Now, Sir, when we consider that, according to very good authority, it is calculated that at all times there are 120,000 strangers residing *for a few days only* in the metropolis, the majority of whom are of the respectable middle classes, I say, Sir, is it not desirable that this large money-spending class of railway travellers should have every information and every inducement held out to them to take a trip by railway? This might be done, as you say, by having an office or two, but would not it be a deal better if each Company once a week or so, inserted a short advertisement in the *Times*, which is read by every one. Thus, for instance, Great Western Railway—London to Bristol—Trains: Morning, 7, 9, 9½, 10, 11, 12; Afternoon, 2, 3, 4, 6, 7, 8½; just as the case might be; three or four lines being quite enough, and I should think five or six shillings would be as much as it would cost.* Again, each of the long railways might join and have time bills printed in this short way, one bill to take in all the railways, say, to Bristol, Southampton, Brighton, and Birmingham, each Company taking, say, 3,000 cheap bills, and distributing them as they thought proper, thus accommodating all. In conclusion, I will venture to say that no money is so well laid out by Railway Companies as that paid for advertising, and I think if Messrs. Horne and Chaplin did not find the advantage of it, they would not continue to do it so frequently as they do at their own expense. Thanking you for calling the attention of the Directors to this point,

I remain, &c.
A TRAVELLER PER RAIL.

* This might answer with the Great Western, where second class carriages go in every train; but in other cases would not so brief a notification tend to mislead?—Ed R. T.

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LONDON AND BRIGHTON RAILWAY—THE LATE ACCIDENT.

To the Editor of the Railway Times.

SIR,—Having carefully perused the evidence with the Editorial remarks, and those of several correspondents, which have appeared in the last two numbers of your able journal, relative to the late melancholy accident on the London and Brighton Railway, by which four human beings were prematurely hurried into eternity, and by which the prosperity (which judging by the first week's large traffic, promised to be very great.) of a mighty and useful undertaking has been materially arrested, I beg leave, through the medium of your impartial columns, to record, for the sake of furthering the ends of truth and protecting important and legitimate interests, my opinion touching the reasons of that lamentable catastrophe.

It plainly seems to my mind that the accident arose not from over driving of itself, since thirty miles an hour, the extreme speed stated in evidence to have been attained, cannot properly be so termed; but from two other causes, viz., a slight tenderness of a portion of the railway, and considerable top-heaviness of the four-wheel engine, produced by the undue size of the diameter of the boiler, in order to effect increased power, which can safely be accomplished only by a prolongation of the boiler and the placing it on six wheels. It must be evident to all unprejudiced persons that six-wheel engines, notwithstanding somewhat augmented friction, obstruction in meeting curves, and risk of the fracture of an axle, attending them, are *when the power of both is great and equal*, safer than four-wheel engines, in consequence of the boiler of the former being longer, less deep, and therefore less high than that of the latter, and of the former engine having four wheels instead of merely two not directly acted upon, like the driving wheels, by the propelling force, and of its being from the possession of two additional wheels, more likely in general, and even in the case of a broken axle to keep the rail.

This view of the comparative safety of six-wheel and four-wheel engines, respecting which much discussion has arisen, cannot be affected by the undeniable and pleasing fact of the latter travelling with extreme security on the London and Birmingham, and Midland Counties Railways, if the assertion be correct that they have less power, therefore shallower boilers, and if any, less top-heaviness than those engines laid aside on the London and Brighton Railway.

There need however be no doubt that the four-wheel engines rejected on the last mentioned railway, as regards the passenger traffic, may without impropriety or danger, be used for the conveyance of merchandise at a speed not greater than fifteen miles an hour. In reply to the unmerited abuse—the unjust cause of unnecessary panic—passed upon the state of the road, in direct opposition to the disinterested report of Sir Frederick Smith, it may be observed that the trifling subsidence and decadence, which have occurred, but which are unlikely to happen again as the works become gradually consolidated, have not exceeded what might reasonably be expected in excessively wet weather upon a newly constructed road, which the lapse of every day will render more sound and satisfactory. It must be admitted that the arrangement of the Directors for placing a luggage van between the tender and the first carriage of every train is a judicious one.

Let me extol the admirable proposition of Mr. Adams, contained in the last number of your journal, for inserting a spring or buffer vehicle, specially contrived for this laudable object, between the tender and the first carriage of every train and let me exhort the Directors of the London and Brighton Railway, (of which I confess myself to be a proprietor) who seem, from using additional precautions subsequent to the late accident, to be particularly disposed to study the safety and convenience of the public, to set the worthy example, which in the present instance, economy and humanity (rare combination!) alike dictate, of immediately adopting Mr. Adams's simple plan for the probable prevention, but certain diminution, of injury to passengers and property in the unusual case of accident, and for imparting confidence to the former, and thereby inducing an enlarged traffic.

I am, Sir, your's respectfully,

W. F.

Liverpool, October 18, 1841.

LONDON AND BRIGHTON RAILWAY—THE LATE ACCIDENT.

To the Editor of the Railway Times.

SIR,—As an old admirer and supporter of your paper, and one who hailed with delight the late change which took place in the Editorship, by which I had been led to hope that that system of personality which would soon have rendered your journal a disgrace to the Press, would have been for ever discarded from its pages, both as it applies to yourself and those whose letters you publish, I observe with extreme regret that you have allowed a correspondent ("Cautus") in your last number, to make an attack on the Chairman of the Brighton Board, as unnecessary for the purposes of elucidation, and not called for as a part of your duty, as the conservator of railway interests, as it is unmerited by Mr. Harman, who happily requires no apologist to relieve him from such ungenerous insinuations as those urged by the writer I complain of. The sentence I object to is the following:—

"A few weeks back the Brighton papers teemed with a high-flown eulogium by the Chairman of the Directors on himself and his colleagues. Let him not in future halloo until he is out of the wood. Let him reflect *sic transit gloria mundi.*"

Now, if you can show me what the objected part has to do with the question under discussion, "the late accident on the Brighton Railway," and when Mr. Harman would be considered entitled to speak in praise of his colleagues, if not on the festive occasion he did, at what time you and "Cautus" would think him justified in doing so, I will absolve you from all blame in not having passed your pen through that, the publication of which can do no cause you or your correspondent writes on any service, and may give pain to a gentleman who not only does not deserve an unkind remark, but is entitled to the highest consideration as an honourable and excellent man.

Do, I pray you, adhere to your rule—no personalities from Editor or correspondent—and then you will not be dreaded for your power of mischief, but loved for the good you effect. If you are, as I believe you, a just man, you will publish this; if not, why then,

I PITY YOU.

October 19, 1841.

[We "publish this" very cheerfully; but have yet to learn that any offensive personality was directed against the able Chairman, or any other officer of the Brighton Company. We are quite sure that such was not the intention of "Cautus," and certainly not of ourselves, who have great respect for Mr. Harman and his colleagues. Public men are public property, and we do not believe that the gentleman referred to is so thin-skinned as our correspondent's strictures would imply. We beg our present castigator, and all other parties, to understand that we do not hold ourselves responsible for any thing that appears in our pages avowedly from correspondents. At the same time our columns are at all times open to the correction of erroneous statements.—ED. R. T.]

LONDON AND BRIGHTON RAILWAY—THE LATE ACCIDENT.

To the Editor of the Railway Times.

SIR,—The following remarks would have been sent earlier had I been at home, and they are sent at this late period only because it is the duty of every one who is or has been connected with railway works to endeavour to account for any accident that arises, in order to prevent its recurrence.

The true cause of the late fatal accident on the Brighton line appears to me to be very imperfectly understood, and causes are assigned that have no connection with it. Thus, two engines dragging the train, then one engine having only four wheels, the greasy state of the rails, in fact everything but the real state of the case is considered.

Now, I am clearly of opinion (and I think it must be manifest to all persons conversant with railway works), that the accident arose solely from the imperfect state of the rails and nothing else, a fact fully borne out by the evidence before the jury wherein the two distinct motions of the train and engines are described, the one an oscillating of the train, the other a pitching of the engines. These two motions are caused only by the irregularity of the rails, and that frequently so slight as not to be perceived, even by an experienced eye.

The oscillating effect is produced by the rails being depressed from the level on alternate sides, producing a waive line upon the centre of the axles of the carriages, and causing them to rock from side to side. The pitching or jumping motion is caused by both rails being depressed for some yards—the adjoining portion remaining firm on the level, thus giving a succession of "chucks" or checks as often as it occurs, and jerking persons on the foot board of an engine off their feet; and these checks, if very bad, will throw any engine off the rails, whether of four or six wheels, and in fact is the chief cause, if we except tightness of gauge.

Having had frequent occasion to be with a ballast engine, at a time when the rails being fresh laid were very imperfect, I have been led to examine carefully, to account for the pitching and rocking of the engine, in consequence of the ballast waggons at times running off the rails, and have invariably found that it arose from a bad state of the rails, or tightness of the gauge, and as these defects were removed, our rocking and pitching diminished also.

These defects on the rail arose from subsidence, bad drainage or springs, bad packing, bad ballast, the joining of different ballast, and not unfrequently from a difference of sub-soil, for instance when strata of sand, loam, or clay, lay in juxta-position to rock, gravel, or rocky marl.

Having frequently traversed a line at a rate of 56 or 60 miles an hour, I never perceived any danger at these high velocities, where the way was perfect, but of course the steam was shut off, and the break applied, when approaching an unsound portion of the line; and had this precaution been adopted in time, the accident on the Brighton line would not have happened; and that the line was known to be in a bad state is evident, by a man being ready with a signal to "slack" the train over this portion, and had he strictly done his duty he would have been further in advance to meet the train.

The idea of greasy earth on the rail obstructing a train, except to check its speed by preventing the wheels "biting" the rail is preposterous, and ascribing danger because two engines are used to DRAG the train, is pretty nearly the same thing. Had the second engine behind, then it would undoubtedly have been dangerous.

It is also too bad to blame the four-wheel engine, for if it had had fourteen wheels it must have gone off; the only difference in safety between four and six wheels is, that if an axle or wheel breaks, the four-wheeled engine *must come down*, the six wheels *may not*; but the four-wheeled is the best traveller on the rail.

The interposing a carriage between the engine and passengers ought always to be done; but why not have an intervening carriage made in a solid form, ALL CORK, or cork and bow springs.

I am, Sir, yours respectfully,

AN OLD HAND.

King's Norton, October 19, 1841.

LONDON AND BRIGHTON RAILWAY.

To the Editor of the Railway Times.

SIR,—As the late accident, and the undue speed by which it is thought to have been occasioned, have had considerable effect upon the bulk of the

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visitors of Brighton, of whom at least two-thirds are women and children or persons to whom an hour more or less is of no consequence, will you allow me, through the medium of your paper, to suggest to these gentlemen, to run a train for a month or two as an experiment, to be called emphatically *the slow train*, which should not be allowed to exceed the rate of 17 miles per hour, exclusive of stoppages.

My firm belief is, that many persons who at present, to my own knowledge, put themselves to great inconvenience to avoid travelling by the railway as at present arranged, would not hesitate to trust themselves to it if they knew that they might rely upon being carried at a rate which every one would admit to be safe. Although a commercial man myself, to whom time is occasionally precious, I should not hesitate, in the present state of the road, to avail myself of the *slow train*.

I am, Sir, your most obedient servant,
A PROPRIETOR OF THIS RAILWAY SINCE 1837.

LONDON AND BRIGHTON RAILWAY—FARES.

To the Editor of the Railway Times.

SIR,—I am very much surprised the Directors of this line still continue to keep the fares at their present high rate. The consequence is, that *fourteen* daily coaches to and from London are always full; even places are booked a week on, while the the trains run often nearly empty. The coach fares are 8s. out and 12s. to 16s. inside. No doubt the late accident may deter a few from going by railway, but the general complaint here is, that the fares are too high. Let the charges be reduced to 5s. third class, 8s. second class, 12s. 6d. first class. It is also stated, that the Directors intend charging 3s. per cwt. on general merchandise, and 3s. per ton on heavy goods. Now, the vans and waggons will deliver goods at 2s. to 2s. 6d. per cwt., and heavy goods by water may be delivered at your own door for 18s. per ton, giving a profit to the carriers. You have always advocated low charges as the best means for quickly developing the resources of a railway, and I hope our Directors will follow your advice before it is too late.

I am, Sir, your most obedient servant,
A SHAREHOLDER AND RESIDENT.
Brighton, October 14th, 1841.

LONDON AND BRIGHTON RAILWAY—PRICE OF SHARES.

To the Editor of the Railway Times.

SIR,—The late accident on this line has called forth many remarks, and it is not my intention to enter into the merits or demerits of the four and six-wheeled engines, though it appears to me to be pretty evident that that has nothing to do with it, and that it arose from over-driving alone and the want of caution from the subsidence, in consequence of the excessively heavy rains. The immediate object of the present letter is to protect my brother shareholders against the practices now used for stock-jobbing purposes, to depress the shares to the most extreme extent. I think in the late case with Mr. Alderman Humphery it was stated that any person who possessed 100 shares might go and influence the market as he pleased, and which to "*knowing ones*" is no mystery. To explain the thing more intelligibly, I may state that at least many of the sales now made are not intrinsically *bona fide*, but done to obtain a low quotation; and this, as has been seen, has been continued since the accident, that it may alarm the timid shareholder, and induce him to sell at any sacrifice; and then these stock-jobbers will come in cormorant-like, and purchase all they can at the low quotations, by which they are sure very shortly to reap a most abundant harvest; for they are well aware that the line itself is perfectly sound, and is sure ultimately to have the greatest passenger traffic of any in the kingdom. Though no criterion, still I would have the shareholders bear in mind the *very high prices* the shares were at, before a spade was put in the ground, and I am satisfied we shall by and by have a very ample return for our capital. I have been a shareholder from the commencement, and have not parted with one of my shares, nor will I. I would only have my brother shareholders to be equally firm, that they may secure those benefits to which they, as *bona fide* shareholders, are entitled. The present quotation in the London market is perfectly absurd, and I trust no sane person will be so silly as to part with his interest at these prices.

I am, Sir, your very obedient servant,
A SHAREHOLDER.
Liverpool, 20th October, 1841.

RAILWAY COMMUNICATION WITH SCOTLAND.

THE report of the proceedings at the meeting recently held in Carlisle, has, as we expected it would, excited the most lively interest throughout the whole line, and in many parts of the kingdom. Perhaps of all the Railway projects ever yet broached, this may, with greatest truth, be called "national." The union of England and Scotland, fraught as it has already been with so many blessings, requires but this connecting link to secure all its happy consequences. We trust we have now before us the fair and reasonable prospect of witnessing this consummation.

The cost of this undertaking, as our readers are aware, is calculated at three millions; and of this sum it has been shown that one-third may be raised before issuing a prospectus or asking the public to take a single share; and this fact alone shows that the necessity for such a Railway is felt, and that those best qualified to judge of its capabilities feel confident in its becoming a remunerating line.

It may be useful, before entering into the details of the project, to remind our readers of its origin and of the claims it possesses to the attention and confidence of the public. Two or three years ago, a number of schemes were broached for connecting London with Glasgow and Edinburgh; and on the motion of Mr. Hodgson Hinde, in 1839, Government appointed Commissioners to inspect these various lines, and report as to which would be most useful to the public at large, without reference to mere local interests. The principal projects to which their attention was directed, were

1. A line continuing the Great North of England from Darlington to Newcastle, and thence by the east coast to Edinburgh. This, for shortness, may be called Stephenson's line.
2. A line which, after reaching Newcastle from Darlington, should take advantage of the Newcastle and Carlisle line as far as Hexham, and thence proceed inland to Edinburgh. This is the line recommended by Mr. Blackmore.
3. A line from Lancaster across Morecambe Bay to Whitehaven, Maryport, and Carlisle, and thence by Dumfries and Kilmarnock to Glasgow. This we may call the Morecambe Bay and Nithsdale line.
4. A line from Lancaster to Carlisle by the valleys of the Kent and the Lune, connected by the Gravrig Junction, and from Carlisle by Beatock to Glasgow, with a branch from Symmington or Thankerton to Edinburgh.

There were in all twenty-two different projects laid before the Commissioners, but those we have named were of the most importance, and it was upon them their ultimate decision was formed. The Commissioners were Sir Frederick Smith and Professor Barlow, assisted by Lieut. Amsinck, as their Secretary. They examined the whole of the lines, plans, and estimates, with great care and minuteness. The Morecambe Bay project they dismissed as wholly untenable. They then came to consider the comparative merits of the two great trunks, east and west.

One clause of this Report has put parties in the east fairly upon up their metal; and a scheme has been broached for bringing forward the line from Darlington to Newcastle, by "connecting together certain existing lines in the county of Durham, originally intended for the conveyance of coals." To raise the requisite capital for this purpose, the several existing railways—the London and York and the Great North of England, &c. have offered to guarantee payment of interest upon the capital advanced at the rate of 6 per cent. per annum, for a period of 10 years. This will undoubtedly secure the required amount of money; but the reader will see that the conditions of the Commissioners are not complied with—that the project embraces only the comparatively short distance between Darlington and Newcastle, and leaves wholly untouched the most important part of the undertaking on which the Commissioners were called on to decide—namely, communication with Scotland. Nor can it be believed that the public will be satisfied with a line so circuitous, dangerous from the many coal lines it must necessarily cross, and annoying the passengers from the changes of carriages to which they must be subject, owing to the number of independent railways which they must pass along.

On the west side the proposition now before the public carries out to the full extent the wishes of the Commissioners—it not merely contemplates the formation of the line from Lancaster to Carlisle, but one continuous line from Lancaster to Glasgow—and places the proprietors in precisely that position in which the Commissioners say, "they would certainly be entitled to every facility the Government could afford."

One mighty advantage which the western possesses over the eastern line, is the greater facility it affords of communication between those immense hives of industry, Manchester and Glasgow. The mercantile and trading communities of those places require frequent and rapid intercourse with each other, and in a commercial point of view, this is of much more importance than even a direct communication between the seat of Government and the western capital of Scotland. It is in this point of view that the superiority of the western line is most conspicuous.

As much has been said in disparagement of the western line, on account of its alleged unfavourable gradients, we must add a word or two on this part of the subject. No doubt there are some gradients upon the line not of the best description; but gradients have ceased to be so formidable in the eyes of Engineers as they were at one time; and there are lines now in active operation, with gradients much more objectionable than any thing on the line from Lancaster to Glasgow, on which engines, with heavy trains, regularly perform 20 miles an hour. An instance of this we have at our own doors, in the Newcastle and Carlisle Railway, where there is a rise of nearly four hundred feet in little more than ten miles. Almost every engineer of eminence is now satisfied that high gredients are of little consequence compared with the cost of avoiding them. —*Carlisle Journal.*

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Prospectuses to be had, and application for the remaining shares, and for agencies, to be made to the Secretary, at the temporary Offices, 35, New Broad street, City.

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SCOTTISH (WIDOWS FUND) LIFE ASSURANCE, Founded A. D. 1815, on the Original basis of the LONDON EQUITABLE, Head Office.—Edinburgh, 5, St. Andrew square.—Present accumulated Fund exceeding One Million and Forty Thousand Pounds.—Annual Revenue exceeding One Hundred and Eighty Thousand Pounds.

The Ordinary Benefits of Life Assurance, without any special reference to the peculiar advantages afforded by this Institution, are of themselves amply sufficient to induce those who have relatives or families dependent on them, and who are duly impressed with the uncertainty of life, to have recourse to it, no less as a matter of duty than of interest. In illustration of this a few actual cases are here quoted from the Society's books, which will be found to place in a very strong view the benefits of Life Assurance, particularly as they may be secured through the medium of a connection with this Society, viz.:—

Age at Entry.	Date of Assurance.	Date of Decease.	Interval between Assurance and Decease.	Original Sum Assured.	Amount of additions by way of BONUS.	Total Sum Paid.
			y.	M.	£.	£. s. d	£. s. d.	£. s. d.
43	1815, Jan.	1837, Feb.	22	1	500	258 16 1	758 16 1
55	1816, Mar.	1834, Nov.	18	8	100	45 9 11	145 9 11
51	1817, Nov.	1831, April.	13	5	500	186 14 0	686 14 0
65	1818, June	1832, April.	13	10	800	313 16 9	1113 16 9
53	1821, Mar	1835, Dec.	14	10	885	207 17 9	1092 17 9
36	1822, Apr.	1832, Oct.	10	6	1500	250 17 6	1750 17 6
25	1823, Dec.	1842, Dec.	9	—	2500	380 1 3	2880 1 3

The causes which have led to the extraordinary prosperity of this Office, and which have enabled it to declare so large additions, may be easily traced:—

It was founded and has all along been conducted on the sure basis of calculation.

The safety of the data from which its Tables of Rates are deduced, had been amply proved by the long and successful experience of the Equitable.

The selection of Lives has been rigidly attended to.

Its Funds have been successfully invested.

It has been uniformly prompt and liberal in its settlements.

It is wholly free from the burden and conflicting interests of a Proprietary.

While from the operation of these causes, this Office has been enabled to economise to the utmost in behalf of the Assured, the cost at which the valuable benefits of Life Assurance are obtained, its advantages are by no means limited to this:—

Its large and rapidly increasing Capital and Revenue have long since opened up, and still secure to it, in a progressively increasing ratio, all those sources of profitable business which the most favoured Proprietary Bodies, or Trading Insurance Companies, can command.

The important difference is to be found, and to be found only in the Application of the Profits:—

In Proprietary Companies their operation is exhibited in increasing the value of the Proprietor's Stock and raising their Dividends.

In this Institution as the profits belong wholly to the assured, their operation is seen in those large additions, which, as in the case of the London Equitable, will undoubtedly render a Policy opened in this Office, and steadily kept up during the whole period of a prolonged life, a very valuable inheritance indeed.

The Assured, if not seafaring by occupation, are allowed to pass during peace by sea from one part of Europe to any other part of Europe, without license or extra premium.

JOHN MACKENZIE, Manager.

Edinburgh, September, 1841.

HUGH Mc KEAN, 7, Pall Mall, Agent for London.

PARISIAN BITUMEN COMPANY, Millwall, Poplar.—The Directors of the above-named Company beg to call the attention of Engineers, Architects, Surveyors, Builders, and the Public generally, to the applicability of the BITUMEN manufactured by them, as a pavement or flooring; also for its use in covering arches for the prevention of damp and preservation of the masonry.

They beg also to state that it has been used very successfully as a cement for masonry on the weirs of the Upper Medway, and is particularly applicable to hydraulic works and foundations of heavy buildings.

They beg to submit the following list of prices, and to state that they will guarantee the durability and efficiency of any work executed by them.

	s.	d.
Covering viaducts or arches of bridges, vaults, terraces, &c., 1½ inch thick, per square yard	4	6
Paving pathways, kitchens, cellars, granaries, malt houses, warehouses, &c. 1½ inch thick	4	6
Paving barns, court yards, tan rooms, wharfs, stables, &c. 2 inches thick	5	6
Paving walks, &c. ½ inch thick	3	6

The above charges are exclusive of the cost of carriage, which must be borne by the parties by whom the work is required.

W. MACKENZIE, Superintendent.

GUARANTEE SOCIETY.—To afford Security to Bankers, Merchants, Commercial and Trading Communities in general, is the *first* object of this Society. To relieve Relatives and Friends from painful obligations and responsibilities the *second*.

The experience of the first year (during which the Society has been eminently successful) already numbers amongst its patrons the principal Bankers, Merchants, and Public Institutions in the metropolis, and provincial districts, and by providing Guarantee for their integrity, has secured a competency for several hundred individuals.

DIRECTORS.

Thomas Attree, Esq.	G. Palmer, Esq.
David Cannan, Esq.	Major Prosser, F. G. S.
James Colquhoun, Esq.	James Row, Esq.
William Croft, Esq.	G. Scovell, Esq.
James Law Jones, Esq.	G. E. Shuttleworth, Esq.
John F. Maubert, Esq.	Henry Vaughan, Esq.
Lieut.-Col. Moody, R. E.	B. G. Windus, Esq.

STANDING COUNSEL—R. Ryder Dean, Esq.

SOLICITORS—Messrs. W. & S. Cotton, No. 76, Basinghall-street.

This Society presents to the Public (and particularly to Bondsmen) the following advantages:—

1. No individual need hereafter incur the responsibility of becoming security for the integrity of another.

2. Individuals who are already surety for the fidelity of others, may immediately protect themselves from loss by insuring with the Society.

3. The expense and painful obligation of obtaining approved Sureties, or of replacing them when removed by death or otherwise will be altogether obviated.

4. All risks attending irresponsible sureties will be removed.

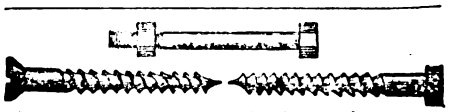
5. The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are surety, will be avoided.

Also to Agents, Travellers, and Clerks holding, or being desirous of holding, confidential and responsible situations, the Guarantee Society presents immediate facilities, where for a moderate premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London

By order,

THOMAS DODGSON, Secretary.



T. H. RYLAND AND CO., OZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

TO RAILWAY DIRECTORS, SHARE PROPRIETORS, AND THE PUBLIC.—Collisions on Railways neutralized, whereby the lives not only of the passengers but the engineers will be preserved, and but little or no damage done to the locomotives and the carriages.—Mr EDWARD BURRELL is induced further to publish a suggestion (he has long since made) of a simple, feasible, and not an expensive REMEDY for PREVENTING ACCIDENTS by collisions on Railways, in any way, even in a similar case to the awful crash and melancholy catastrophe resulting from a recent occurrence where the locomotives were propelled off the rails. The inventor is desirous of superintending the plan (which is approved of by many scientific persons) himself, to prove its practicability and efficacy, feeling confident that the result will be successful. By the adaptation of his suggestions a great expense will be saved to the Companies, as the application of them will entirely supersede the necessity of the buffer springs. Plans may be seen and further information obtained by addressing letters, pre paid, as above, at 5, Kew Terrace, Camberwell Green.

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.

Boats for Machinery, Architectural, Agricultural, Ship and Coach Building, Gas Water, and other works, &c.

Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,

JNO. ATLEE, Secretary.

TO BE SOLD by AUCTION, by Mr. FROST, on Wednesday, the 27th of October, 1841, and following days, on the premises, near the Summit Tunnel, Littleborough, by order of the Directors of the Manchester and Leeds Railway Company, the whole of the nearly new TEN STEAM-ENGINES, Boilers, Buildings, Stone Observatories, Apparatus and Engineering Implements, used in the working and construction of that immense undertaking—the Summit Tunnel; consisting of, amongst other articles, ten nearly new high-pressure steam-engines, used for either winding up materials or pumping, all especially constructed for this undertaking, by the very best makers in the country, including one 20-horse power engine, with boiler and winding apparatus, by Naysmith and Co.; one 12-horse power engine, with boiler, and winding and pumping apparatus, by Horsley and Co.; one 20-horse power engine, with boiler, and winding ditto, by Naysmith and Co.; one 12-horse power engine, with boiler, and winding ditto, by Rothwell and Co.; one 20-horse power engine, with boiler, and winding ditto, by Naysmith and Co.; one 20-horse power engine, with boiler, and winding ditto, by Naysmith and Co.; one 12-horse power engine, with boiler, and winding and pumping apparatus, by Rothwell and Co.; one 12-horse power engine, with boiler, and ditto, by Rothwell and Co.; one 6-horse power engine, with boiler, by Copeland; one small steam engine and boiler, at the Littleborough station. Also, all those 10 several engine-houses and buildings, with the chimneys, boiler seatings and engine foundations; four stone engineers' observatories; 1,600 yards of fishbelly rails, with chairs for them; 1¼ mile of single railroad, with sleepers and chairs complete; 500 yards square pump rods with iron joints; 16 6-feet square, 3-inch plank tanks or water cisterns; one large tank, 12 ft. 6 in. by 11 ft. 4 in. by 8 ft. 8 in.; 800 sleepers for temporary rails, a quantity of round timber, 600 yards of 2-inch gas piping with screw joints, a quantity of zinc, six tons of flat and round ropes, two sets of winding sheaves; 3, 4, 5, 6, 7, 8, and 9-inch iron pipes; a quantity of water troughs, iron pumps, working barrels, top trees, delivering pipes, straight and elbow pipes, cast iron pumping shafts and cranks, cast metal wheels, L legs, pedestals and weights, 30 or 40 tons of cast and wrought metal for various purposes about the works, with other valuable articles. Also, to be Sold by Private Contract, one planing machine, 60 feet long and 4 feet deep; three side lathes for carriage wheels, 6 feet diameter, all new.

Sale to commence each day at 11 o'clock precisely.

Further information may be had from the Auctioneer, 30, Oldham-street, Manchester. Descriptive Catalogues will be ready eight days before the Sale, and may be had from the Agents at any of the principal stations on the line, or the Auctioneer as above, who will also forward them to any part of the country, if applied for, per post.

TO WHARFINGERS, BUILDERS, RAILWAY CONTRACTORS, HORSE DEALERS, &c.—Thirty remarkable fine-shaped young powerful CART HORSES, selected as the best portion from the valuable Stock of Mr. Thomas Brassey (the Gosport Junction Contract being completed).

Mr. D. NICHOLSON will submit to public competition, at the Railway Terminus, Nine Elms, London, on Tuesday, November 2nd, 1841, at Twelve o'Clock, Thirty seasoned Draught Horses, well adapted for London trade, in strength combined with activity, and in keeping for immediate work.

Colours,—Blacks, Browns, Bays, Greys, and Chesnuts; also, an excellent Hackney Mare 15¼ hands high, and a handsome Cob, sound and quiet, fit for saddle or single harness, together with an assortment of useful harness.

The whole is taken direct from work, and will be submitted without any reserve.

On view Monday and Tuesday previous to the Sale, Catalogues had at Mr. Watkins', Three Goats' Heads; Nine Elms, and at the Auctioneer's Offices, Wandsworth, Surrey.

THE THAMES TUNNEL IS OPEN DAILY, (Sunday excepted) from Nine in the morning until six in the evening, and is brilliantly lighted with gas.

Entrance on the Surrey side of the river, close to Rotherhithe Church. The foot passengers' Shaft at Wapping, and the remaining portion of the Tunnel, in order to form a junction with the said Shaft, are now in active progress towards completion. Admittance 1s. each.

J. CHARLIER, Clerk to the Company.

Company's Office,
2, Walbrook Buildings, City,
October, 1841.

N.B. Conveyances to Rotherhithe, by Omnibus, from Piccadilly, Charing Cross, Fleet street, and Gracechurch-street; and by steam-boats from Chelsea, Vauxhall, Lambeth, Hungerford, Old Shades Pier, and London Bridge, to the Tunnel and Shadwell Piers at Wapping. Books, with Plates descriptive of the works, are sold at the Tunnel, Price One Shilling.

TO COAL PROPRIETORS, ENGINEERS, and Others.—To be SOLD by Private Contract, Four excellent double-acting condensing STEAM ENGINES, of 25, 11, 6, and 4 horse power respectively.

The whole are in excellent condition, and have been recently at work.

For further particulars, or to treat for the purchase, application may be made to Mr. Woodhouse, Colliery Viewer, Overseal, near Ashby-de-la-Zouch.

October 12, 1841.

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MANCHESTER AND BIRMINGHAM RAILWAY.—Contract for Carriages.—NOTICE is hereby given, That the Directors of the Manchester and Birmingham Railway Company will meet at their offices, No. 43, Piccadilly, Manchester, on THURSDAY, the 28th of October instant, to receive Tenders for the supply of first and second class carriages.

Drawings and Specifications will be ready for inspection on and after Thursday, the 21st instant, at the office of the Engineer-in-Chief, No. 5, Grove Street, Ardwick, Manchester, where printed forms may be had. The Tenders must be delivered at the above mentioned office, No. 43, Piccadilly, Manchester, at or before Twelve o'Clock on the said 28th of October instant, addressed to the chairman, and endorsed "Tender for Carriages."

THOMAS ASHTON, Chairman.

Manchester and Birmingham Railway Offices, No. 43, Piccadilly, Manchester, 15th October, 1841.

SOUTH-EASTERN RAILWAY.—TO CONTRACTORS FOR FENCING.—The Directors will meet at their Office, 10, Coleman street, London, on Tuesday, the 2nd day of November next, at half-past One o'Clock in the Afternoon precisely, to receive TENDERS from parties willing to CONTRACT to FENCE OFF the LINE of RAILWAY with post and rail fencing from the Bethersden and Hothfield turnpike road, in the parish of Bethersden, to the Foord Valley, in the parish of Folkestone, being a distance of 18 miles or thereabouts.

The specification and conditions of Contract may be seen on application to Mr. John Wright, Resident Engineer, Railway Office, Dover, to Mr. P. W. Barlow, Resident Engineer, Railway Office, Tunbridge, and at the Office of Mr. Thomas Thurston, Land Surveyor, at Ashford, on and after Thursday, the 21st instant.

The Directors will not consider themselves bound to accept the lowest Tender, nor will any Tender be received after One o'Clock on the day appointed for receiving the same.

By order of the Directors,
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, October 19, 1841.

LONDON AND SOUTH-WESTERN RAILWAY.—NOTICE is hereby given, That on and after November the 1st, the Winter Trains on this Railway will start as follows, viz.:—

DOWN.

To Southampton, mixed	8 0	o'Clock.
Woking, ditto	10 15	,,
Southampton, 1st class	11 0	,,
Woking, mixed	12 15	,,
Southampton, goods	1 0	,,
Southampton, mixed	2 0	,,
Woking, mixed	4 0	,,
Southampton, mixed	5 0	,,
Andover-road, mixed	5 30	,,
Southampton, mail	8 30	,,
Southampton, goods	10 30	,,

UP.

From Southampton, mail	2 0	,,
Andover-road, mixed	7 15	,,
Southampton, mixed	9 0	,,
Southampton, goods	9 15	,,
Southampton, 1st class	11 0	,,
Woking, mixed	1 15	,,
Southampton, mixed	2 0	,,
Woking, mixed	3 15	,,
Southampton, mixed	6 0	,,
Woking, mixed	7 0	,,
Southampton, goods	8 30	,,

SUNDAYS.

DOWN.

To Woking, mixed	9 15	o'Clock.
Southampton, mixed	10 0	,,
Southampton, mixed	5 0	,,
Andover road, mixed	7 15	,,
Southampton, mail	8 30	,,

UP.

From Southampton, mail	2 0	o'Clock
Andover, mixed	8 0	,,
Southampton, mixed	10 0	,,
Southampton, mixed	5 0	,,
Woking, mixed	6 15	,,

London time observed.

By Order of the Court of Directors,
ALFRED MORGAN, Secretary.

October, 1841.

EXTENSIVE SALE OF RAILWAY PLANT.—To be Sold by Auction by Mr. BARTRAM, on Wednesday the 27th of October, (if not previously disposed of by private contract,) the extensive and valuable railway plant used by Mr. Samuel Hemming in the construction of five miles of the Great Western Railway, comprising amongst other things, a capital Locomotive Engine, Tender and Tank; several hundred tons best Staffordshire flanged Iron Rails, 36lb. to 44lb to the yard; several hundred large Earth Waggons, 2 feet 6 inches wheels, 4 feet 8½ inches gauge; a number of Carts built on the best construction; several thousand Sleepers, Wheeling-planks, Wheelbarrows, Horse Run Poles, Wheels, Chairs, Centerings, and a great variety of iron work and timber.

The plant is lying principally near the Railway Station at Corsham, Wiltshire, where it may be viewed on application to Mr. Crawford; and further particulars may be obtained of Mr. Bartram, the Auctioneer, Bath, or of Mr. Samuel Hemming, Bristol.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holywell,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on-Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

		s.	d.	
Not exceeding 15lbs.	weight..	4	2	
Ditto 16lbs.	do. ..	4	7	including delivery.
Ditto 18lbs.	do. ..	4	9	
Ditto 28lbs.	do. ..	7	1	
Ditto 40lbs.	do. ..	9	10	
Ditto 56lbs.	do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

EXPERIMENTAL COURSE OF NATURAL PHILOSOPHY.—PROFESSOR POTTER'S Lectures will be delivered on Tuesdays, Thursdays, and Saturdays, from 9 to 10, a. m.

SUBJECTS.—1. Mechanics, including Statics, Dynamics, Hydrostatics, and Hydrodynamics. 2. Accoustics. 3. Optics, including the nature of Light. 4. Electricity. 5. Astronomy.

This course will occupy the whole session, terminating at the end of June, but will be divided into two parts, of which the first will be concluded in the month of April. Fee for the Session £6, for the first Division, £4.

This Class may be attended by persons not intending to go through any other course of study at the College.

The MATHEMATICAL COURSES of Professor Potter will be as follows:—Junior Class, for all Students who have already acquired a knowledge of Euclid, Books I. to IV and VI., and the more elementary parts of Algebra and of plain Trigonometry; Mondays, Wednesdays, and Fridays, from 4½ to 5½. Fee, £7.—Senior Class, for Students who have a knowledge of Geometry, Algebra, Trigonometry, Conic Sections, and the more elementary parts of the Differential Calculus; Mondays, Wednesdays, and Fridays, from 9 to 10, a. m. Fee, £7.

Extra Class, for Students well versed in the Differential Calculus and Differential Equations.

N. B. Students entering to the Senior or Junior Mathematical classes of Natural Philosophy may attend the Experimental Course without additional fee.

Professor Potter commences on Thursday, 21st instant, at 9, a. m.

R. G. LATHAM,
Assistant Dean of the Faculty of Arts.
CHAS. C. ATKINSON,
Secretary to the Council.

University College, London, 19th October, 1841.

LONDON, EDINBURGH, AND DUBLIN GUARANTEED MUTUAL and PROPRIETARY LIFE ASSURANCE COMPANY, 3, Charlotte-row, Mansion House; St. Andrew's-street, Edinburgh; Fleet-street, Dublin.

DIRECTORS.

Alexander Anderson, Esq.	John Johnson, Esq., Ald.
John Atkins, Esq.	Kennett Kinsford. Esq.
James Bidden, Esq.	John M'Guffie, Esq.
Captain F. Brandreth	John Maclean Lee, Esq.
James Hartley, Esq.	J. Marmaduke Rosseter, Esq.
Vice-Admiral Robert Honyman	Alexander Robertson, Esq.,
Benjamin Ifill, Esq.	Managing Director.

Solicitors—Messrs. Palmer, France, and Palmer.

Secretary—F. Edgell, Esq.

Important improvements have been introduced into Life Assurance practice by this Company.

The Policies are indefeasible and indisputable, unless they have been obtained by fraudulent misrepresentation.

The Board of Directors satisfy themselves upon the various questions proposed before they enter into contracts of Assurance; and frame their Policies in such terms as to preclude all future questions as to their validity, and thus render them indisputable and negotiable documents of future debt against the Company.

Parties may be assured either upon the participating or non-participating plan; the assured are relieved of all responsibility, and the participating class is entitled to the whole of the profits upon that branch of the business.

Table to assure £100, with addition of Profits.

Age 25.	Age 35.	Age 40.	Age 45.	Age 50.	Age 55.
£2 2 7	£2 15 10	£3 5 0	£3 15 5	£4 10 7	£5 18 8

Persons interested in the Lives of Nominees or Debtors may, for a trifling extra Premium, be relieved from the risk of their Policies being forfeited by the parties going to foreign countries.

One-half of the Premiums may remain unpaid for seven years, affording a greater facility for loan transactions and family provisions than any other plan which has been suggested.

Credit Table to assure £100, payable at death.

Age 20.	Age 25.	Age 30.	Age 40.	Age 45.	Age 50.
£0 18 0	£1 0 7	£1 3 7	£1 11 5	£1 16 6	£2 3 9

The usual Commission allowed to Solicitors and Agents; and Medical Gentlemen are in all cases remunerated for their reports.

TO ENGINEERS, FOUNDERS, MACHINE-MAKERS, STEAM-SHIP BUILDERS, &c.—FOR SALE, an extensive and Valuable MANUFACTORY for the construction of Steam-engines, Boilers, General Machinery, Chain Cables, Anchors, Foundry Goods, Forged Goods, and General Blacksmith Work, well known as the FOOTDEE IRON-WORKS, Aberdeen.

These Works occupy nearly four acres of freehold ground, at a very moderate feu duty or ground-rent, and are situated at Footdee, in the populous city of Aberdeen, within 300 yards of the Harbour Quay.

The Engines, Boilers, and Machinery of several of the large class of steam-ships have been wholly constructed and fitted up at these Works, which afford unusual facilities to parties engaged in that branch of business, and such as exist in few other establishments in the United Kingdom. The foreign and coasting trade of the port of Aberdeen is very extensive, and has rapidly increased for several years past, whilst the steam trade to London, Hull, Leith, Inverness, Orkney, Shetland, &c., is carried on to a very considerable extent.

Immediately adjoining the Iron-works, and belonging to the same Proprietors, is an extensive rope, sail, and felt work, which will also be disposed of, either with or without the Iron-work, as may be agreed upon.

To a party desirous of engaging in the building and equipping of steam or sailing vessels, the construction and repairing of Steam-engines, Sugar mills, and General Machinery, these Works, from their local situation and peculiar facilities within themselves, will be found particularly well adapted.

The whole of the Buildings are substantial, commodious, and suitable for the respective trades carried on within them. The machinery is of the first class, and in excellent order, the whole having been erected at considerable expense.

In the mean time, the work will continue to be carried on in all its branches, and orders executed as usual.

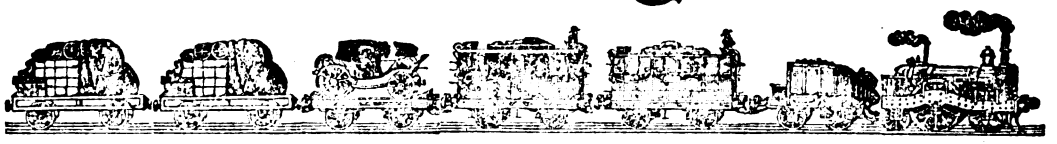
A plan and specification of the premises have been printed, which may, with all particulars and further information upon the subject, be had upon application to Messrs. Johnston and Farquhar, Solicitors, London; John Jopp, Esq., W. S., Edinburgh; or Messrs. Jopp and Shand, Advocates, Aberdeen, in whose hands the title deeds of the property are.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, October 23, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 200. Vol. IV.—No. 44.] SATURDAY, OCTOBER 30, 1841. [Price, 6d.

LONDON AND BLACKWALL RAILWAY COMPANY.—Second Instalment of £2 per Share, new issue.—Notice is hereby given, That in pursuance of a resolution of the Board of Directors, the proprietors of this Company are required to PAY a CALL of £2 per Share on each of their respective new Shares between the 16th and 19th of November next, both days inclusive, at the Company's Offices, 60, Fenchurch-street, and the memorandums issued for the new Shares must at the same time be left for registration.

WILLIAM ROUTH, Chairman,
JOHN WARMINGTON, Secretary.

Offices, 60, Fenchurch-street, October 20, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200. for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

To Wharfingers, Brewers, Distillers, Corn and Coal Merchants, Contractors, and others.

VERY SUPERIOR CART HORSES.

TO BE SOLD BY AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, November 5, 1841, commencing at One o'Clock, precisely, about Twenty-five valuable, young, seasoned, CART HORSES, the genuine property of Mr. William Hoof, off the Clayton Tunnel contract, on the London and Brighton Railway. And sold in consequence of the contract, on which they have been working, being completed.

Fifteen useful, powerful, seasoned CART HORSES, Brick and Rubbish Carts, Harness, &c. The genuine property of Mr. Faulkner, sold in consequence of having completed his contract on the Eastern Counties' Railway.

☞ The above lot of fine young, seasoned, Draught Horses, are worthy the attention of Brewers, Distillers, Wharfingers, Wholesale Warehousemen, Corn and Coal Merchants, Contractors, and all persons wanting them for immediate work, being in remarkable fine condition, and positively for sale without reserve.

Colours—Bays, Blacks, Browns, Roans, and Greys.

On view, and Catalogues had, two days previous.

A great variety of New and Second-hand Carriages, of every description, always on Private Sale at this Establishment, remarkably cheap.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill-wall, Poplar; and also of the following Agents:

Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn..... Newcastle-upon Tyne
Joseph Bothway..... Plymouth.
John Thompson and Co..... Wigan.
J. T. Tregellas..... Truro.
Thomas Mooney and Son..... Dublin.
Coates and Young..... Belfast.
James Kibble and Co..... Glasgow.
James Gunn..... Leith.
John M. Beatte, 14, Clement's-lane, High-street, Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster row; Hyde & Co. and G. Bell, Fleet-street; Mann, Cornhill; and by all booksellers and Newsmen.

ROBINSON'S RAILWAY DIRECTORY FOR 1841, containing the Names of the Directors and principal Officers of most of the Railways in Great Britain, derived from authentic sources, price 1s. *Railway Times* Office, Fleet-street.

Just published, a new Edition of ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth. *Railway Times* Office, and Hyde and Co., Fleet-street.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122 Fleet-Street, and sold by all booksellers.

THE RAILWAYS OF GREAT BRITAIN AND IRELAND practically described and illustrated. By FRANCIS WHISHAW, Civil Engineer, M. INST., C. E.—The flattering testimonials which the author has received from various quarters, as to the utility of the first volume, which was produced at an expense of upwards of One Thousand Pounds, and Sixteen Months constant attention, induce him to propose to the railway public the production of a second volume, which, however, can only be done on the plan of subscription.

Railway proprietors, therefore, and others who would like to be in possession of much additional information on the important subject of railways, will be so kind as at once to forward to the author their names as subscribers to the Second Illustrated Volume which would be issued at the price of One Guinea.

THE RAILWAYS OF BELGIUM practically described and illustrated, in One Octavo Volume, price 10s. 6d., may also be produced in the same manner.

FRANCIS WHISHAW.

Gray's Inn, London, and Haverfordwest, Pembrokeshire, October 4th, 1841.

(TESTIMONIAL.)

Cabinet du Roi. Neuilly, le 21 Mai, 1841.

Monsieur,—Un exemplaire de votre ouvrage sur les chemins de fer de la Grande Bretagne, est venu au Roi par l'entremise de son Ministre des Affaires Etrangères. Déjà, quelques jours auparavant, Sa Majesté avait reçu la lettre que vous lui avez écrite pour lui en faire hommage.

L'intérêt du Roi est toujours acquis, Monsieur, aux travaux qui, comme les vôtres, ont pour lui et pour résultat le progres des arts utiles; aussi cet hommage a-t il reçu l'accueil qu'il méritait. Sa Majesté m'a chargé de vous transmettre ses remercimens, a j'ai l'honneur de vous prévenir que par son ordre, votre savant traité apris place dans la Bibliothèque particulière du Palais Royal.

Veuillez agréer, Monsieur, l'expression de ma considération très distinguée.

Le Secrétaire du Cabinet,
CAMILE FAUY.

Monsieur Whishaw.

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.

Bolts for Machinery, Architectural, Agricultural, Ship and Coach Building, Gas Water, and other works, &c.

Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,
JNO. ATLEE, Secretary.

TO COAL PROPRIETORS, ENGINEERS, and Others.—To be SOLD by Private Contract, Four excellent double-acting condensing STEAM ENGINES, of 26, 11, 6, and 4 horse power respectively.

The whole are in excellent condition, and have been recently at work.

For further particulars, or to treat for the purchase, application may be made to Mr. Woodhouse, Colliery Viewer, Overseal, near Ashby de-la-Zouch.

October 12, 1841.

GRAND JUNCTION RAILWAY.—CHESTER BRANCH CONTRACTS.—The Directors are ready to receive Tenders for the maintenance of the Railway and Works extending from the main Line at Crewe to Brook-street, Chester. The Resident Engineer will attend at Crewe, on Monday, the 8th proximo, at 10 o'Clock, for the purpose of showing the works, and any further information may be obtained on application at the Company's Offices, Lime-street, Liverpool.

By Order,
MARK HUISH, Secretary.

Liverpool, 27th October, 1841.

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THE NORTHERN UNION RAILWAY.

MEETING AT LIVERPOOL — MIDLAND COUNTIES' RAILWAY.

[From the *Liverpool Standard* of yesterday.]

Yesterday (Thursday) a meeting of the Liverpool proprietors in the Midland Counties' Railway Company, was held in the Clarendon Rooms, South John-street, Liverpool, for the purpose of considering the propriety of acceding to the proposition involved in the following circular:—

Leicester, 22nd October, 1841.

SIR,—I am directed to inform you, that a Special General Meeting of the Proprietors of the Midland Counties' Railway Company will be held at the Railway Station, Derby, on Friday, the 5th of November next, at one o'clock, for the purpose of considering and determining on the expediency of authorising the Directors, in concurrence with the other Railway Companies interested in the completion of the line of railway between London and Newcastle, to adopt measures for forwarding an application to Parliament in the next session for an Act to make a junction railway between the Great North of England Railway at Darlington, and the Durham Junction Railway, for which the requisite notices have been given, either by guaranteeing to the subscribers to such undertaking a certain amount of profit, or by such other means as may be calculated to effect the desired object.

Shareholders who do not attend the general meeting in person may vote by proxy, each of such proxies being a proprietor of one or more share or shares; and each proxy must be transmitted to the secretary of the company five days at least before the holding of the meeting at which such proxy is intended to be used.

I am, Sir, yours faithfully,

J. F. BELL, Secretary.

J. CROPPER, Esq. was called to the chair; and he commenced the proceedings by reading the advertisement convening the meeting, after which he read the above circular, issued by the Directors of the Midland Counties'. The circular, the Chairman added, contained the following explanations of the scheme:—

The projected Junction Railway to which the above notice relates will commence at the present terminus of the Great North of England Railway at Darlington, and will for the first fifteen miles (as far as Sinclift) adopt a line for making which powers have already been granted by Parliament, in the Great North of England Railway Act. From Sinclift a new line will be taken, which partially adopting the Durham Junction Railway, will join the Brandling Junction Railway at a point nearly equidistant from Newcastle, South Shields, and Sunderland, to each of which towns the Brandling Junction already affords adequate means of railway communication. At Newcastle a union will be effected with the Newcastle and Carlisle Railway, and thus the only link will also be furnished which is now wanting to complete the chain of railway between Carlisle and the South of England.

The cost of the projected railway, according to an estimate very carefully made by Mr. Robert Stephenson, will not exceed 500,000*l*. The necessary plans have already been lodged, and the requisite notices given.

It is proposed to raise the capital in 20,000 shares of 25*l*. each, and in order to induce capitalists to come forward at once to take the shares without delay, a dividend will be guaranteed to the shareholders at the rate of 6 per cent. per annum for the first 10 years from the opening of the railway, up to which time interest at the same rate on the capital advanced will be paid out of the capital. In giving this guarantee, the York and North Midland, the North Midland, the Manchester and Leeds, the Great North of England, the Newcastle and Carlisle, the Durham Junction, and the Brandling Junction Railway Companies, propose to join with the Midland Counties' in certain specified proportions, and the share of the guarantee for which it is proposed that the Midland Counties' Railway Company shall be responsible is 1-10th of the whole.

The CHAIRMAN then observed, that no statement was here made of the length of the proposed junction. Could any gentleman supply the information?

Mr. MILLER said, it would be 22 miles, and that the expense would be 22,000*l*. per mile.

The CHAIRMAN believed the object of the meeting was to consider the propriety of the Directors, generally, whether it would be desirable for the Midland Counties' Railway proprietors to take an interest in a railway far north, in the mode proposed, not in shares, but in guaranteeing an income to those who would, so as to induce persons to take it up, as the railway itself would not produce anything equal to the capital invested in it.

Mr. JONES said the projectors thought otherwise. They had no doubt it would pay, but they thought that in the present state of the money market capitalists would not be induced to take it up.

The CHAIRMAN asked whether there was any gentleman who could tell the amount to be raised by subscription?

Mr. MILLER said, it would be 30,000*l*. per annum, one-tenth of which would be 3,000*l*., and that amount it was proposed the Midland Counties' should subscribe.

A PROPRIETOR—That is, supposing the railway to be made for 500,000*l*.

Mr. MILLER produced a statement of the amounts agreed to be contributed by the different Companies named.

The CHAIRMAN read this statement, from which it appeared that it was intended that the Companies agreeing should take the proposed line on a ten years' lease. This, he continued, was rather more than was stated in the proposition.

Mr. PARSONS said, the Companies combining rendering themselves liable to the several payments would be partners in the intended line; and if any portion of the partnership failed in paying, their quota must bear the additional burden. He disapproved of the idea of a partnership.

Mr. GILFILLAN said, if the proprietors consented to this proposition, they might be called up to aid in making a line still further north, on the ground that it would be requisite, in order to secure the prosperity of this.

Mr. PARSONS said, it would be most unadvisable to agree to this project, when it was considered that the shares of this Company were at a discount, and it was intended to make an attempt to raise money to carry it out still further. They could not limit their responsibility if they once entered upon this undertaking. Mr. Stephenson's estimate for making the line was 500,000*l*., but it was well known how fallacious engineers' estimates were—that there was scarcely one line in the country which had not cost nearly double the amount estimated; and he should be much surprised if this was completed under a million and a half. He thought Mr. John Ripley's plan was the best if the proprietors were to engage in the undertaking at all—namely, to limit the liability of the Midland Counties' Railway to 3,000*l*. a year, to commence after the line was made, and to be contingent upon the other Companies coming forward. Nevertheless he thought it would be better to oppose the plan *in limine*.

Mr. WOODS explained that Mr. Stephenson had allowed for the interest on the capital sum in his estimates.

The CHAIRMAN expressed an opinion that the most important question was, whether 500,000*l*. would be enough to complete the line. He feared not.

Mr. PARSONS said, there was something very suspicious as to this point. The circular said, in the first instance, that the estimated cost would not exceed 500,000*l*.; but in the closing clause of the proposition these words were carefully introduced—"The share of the guarantee for which it is proposed that the Midland Counties Railway Company shall be liable is one-tenth of the whole."

Mr. WOODS read a letter from Mr. Theodore Rathbone and Mr. Cropper, two Liverpool Directors of the Midland Counties Railway, who were unable to attend, to the effect that they thought it would be better not to come under such engagements as those proposed if the other Companies had taken a similar view. As it was, they greatly doubted, now that the other Companies had determined to join in the guarantee, whether it would be wise and prudent for the Midland Counties Company to be the only exception.

The CHAIRMAN said, it was quite clear from this letter that the judgment of the Liverpool Directors was against the plan.

Mr. PARSONS repeated, at considerable length, his objections to the plan, at the same time complaining that so little time had been given by the Directors for the consideration of the subject.

Mr. JONES thought the proprietors ought to have more information before they decided.

Mr. HEALEY explained that the proposed arrangements would not involve a partnership, as the line would be let on lease, and the parties would only be severally bound.

Some further discussion took place, at the close of which

Mr. PARSONS moved the following resolution:—

"That this meeting having taken into consideration the proposition that the Midland Counties' Railway proprietors become parties to a lease of a proposed railway, to be constructed between Darlington and Newcastle, resolved, that they recommend the proprietors of this railway not to accede to such proposal."

Mr. JAMES HEYWORTH seconded the motion.

Mr. RIPLEY moved an amendment to the effect that the Midland Counties' Railway proprietors become parties to paying the sum of 3,000*l*. a year to the guarantee fund from the time the line is completed, but be no parties in going for an Act, or in making a line or working it.

The amendment was not seconded.

Mr. HEALEY thought the Midland Counties' line would not yield an additional traffic to compensate for the outlay of 3,000*l*. a year.

After some debate,

The CHAIRMAN put the question, when Mr. Parson's motion was carried with only one dissentient.

A vote of thanks was then presented to Mr. Cropper for his conduct in the chair, and the meeting separated.

It will be necessary for those proprietors in Liverpool who intend to vote on this question at the special meeting to be held at Derby, on the 5th of November, to send their proxies not later than this evening (Friday), as each proxy must be in the hands of the Secretary five days previous to the meeting.

RAILWAY LABOURERS—EASTERN COUNTIES RAILWAY.

THE almost unceasing rain has had the effect of checking those extraordinary exertions which the Company made when the fine weather permitted. The inevitable consequence of the discouraging weather has been to throw out of employ, temporarily, a number of labourers, who, but for this circumstance, would have been hard at work on the line. This event is certainly to be deplored; but as no human foresight or provision could have averted the misfortune the only course that is left is to wait for more auspicious times. We have been told that about 300 workmen are thrown out of employ through the weather. This is a very unpleasant occurrence, but we do not see that the Directors are in the remotest degree responsible for the event, or that they can fairly be called upon to provide for the wants of this large mass of labourers. It must be recollected that the railway works, in consequence of the large body of men which they employ, must have already proved no slight benefit to the different localities through which they have been carried. Now, it must have been no small advantage to such a place as Ingatestone, the fact of a 1,000 men in their vicinity, employed for so many months, and likely to remain some months longer. This ought to be taken into consideration, and, we think, those places which have so largely participated in the profit, ought not to grumble when an unavoidable misfortune of this passing character takes place. The circumstances of the railway labourers being out of employ was alluded to by Mr. Disney, at the Quarter Sessions meeting at Chelmsford. We think Mr. Disney's remarks were by no means dictated in the spirit of fairness. Mr. Disney stated he had written to the Company, calling on them to do something to prevent the men from starving. We do not see what right Mr. Disney had to take upon himself this proceeding. We are willing to grant him all the advantages which may arise from allowing that benevolence dictated the application; but we would beg to suggest to Mr. Disney that he would be doing more real service, and assisting the unemployed more effectually, if he turned his talents to the task of persuading the influential portion of the Essex gentry to take a warmer interest in the progress and success of this noble undertaking. It is a perfect disgrace to the

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county that sufficient public spirit cannot be found in it to carry on a national work of this sort without assistance—and that it should be planned and executed by others who have no connexion at all with the country. We feel satisfied that the very parties who now look coldly on the undertaking will be the first to rush forward to grasp a share of those immense benefits which will ensue when the entire project is completed. We notice that Mr. Disney complained that the Company had not "appointed two policemen as they had promised;" where did Mr. Disney get his *mis*-information from? We are quite sure Mr. Disney is incapable of inventing a charge, but we are satisfied, from the inquiries we have made, that no promise has been given, on the part of the Company, which has not been rigidly redeemed. We will whisper in Mr. Disney's ear, he being a gentleman of some influence in his neighbourhood, to do everything he can to promote a good understanding between the rural police, which is under his control, and the railway police, which is *not*. Petty jealousies between these public officers may do much mischief, and more especially if these are, in the remotest degree, fostered or encouraged by magisterial approbation. —*Essex Mercury.*

ACCIDENT ON THE MIDLAND COUNTIES' RAILWAY.

On Monday week an inquest was held before Mr. Swann, at the Victoria Hotel, Beeston, touching the death of William Hofton, aged 49. Job Kirk, of Derby, engineer, deposed that he is in the employ of the Midland Counties' Railway Company. On Sunday morning last, about half-past three o'clock, witness started with the mail train from Derby to Nottingham, having three carriages besides the *Dragon* engine and tender. When the train got about a quarter of a mile past the Beeston station witness perceived something running from the south to the north side of the line; the morning being dark, witness could not distinguish whether it was a man, boy, or an ass; they were then travelling from 20 to 26 miles an hour; the train was but a very short distance from the object when he first saw it, and it was quite impossible to stop in time, or even to shut the steam off before the buffer of the engine struck it; the engine then seemed to lift the body up and propel it for about twenty yards, when the engine, tender, and carriages passed over it. Witness had then shut the steam off, and told the fireman to put down the break. Witness set his foot on the break, and stopped the train in about a quarter of a mile distance, and got down, and told the guard that he believed he had run over a man or something else. The guard went back for some distance to see what it was, but came back and said he could see nothing. Witness then put the train back to within ten yards of where the object lay. The guard got down and saw it was a man. He was lying with his head and one of his hands close to the rail, near Beeston. All the body lay within the rails upon its back. The guard had his lamp down to him, when the witness saw that the head, toes, and one hand were severely cut, and that he was quite dead. The guard and a policeman got a door, and the deceased was carried up to the Victoria Hotel. He had neither hat nor shoes on when found. Henry Watson, of Woodford-place, Nottingham, after corroborating the evidence of the previous witness as to the time and place where the accident took place, said the deceased's neck was cut quite through except a small portion of the skin. His right foot was terribly smashed, and his left arm appeared to be smashed all to pieces. His lower jaw was cut off, and one side of his face cut completely open. One of his coat pockets was torn off and lay three or four yards from him; a handkerchief, containing some butter, lay between the pocket and the body. Joseph Peet, of Beeston, deposed that he had known the deceased for six years, and during that time he lived at Arnold, and was a framework-knitter, and has left a wife and seven childen. John Lee, of Arnold, deposed that on Saturday night last, about a quarter past eleven, he went to the Forest Tavern public-house, on the Mansfield-road, Nottingham, and saw the deceased sitting in a chair in the bar. About ten minutes to twelve he got up and went out of the house, and witness did not see any more of him. He was in the habit of amusing people at public houses by reciting pieces to them, but he could not that night as he was too much in liquor. Verdict—Accidental death.—*Nottingham Mercury*

BRISTOL AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

Sir,—Perhaps you or some of your readers can inform me whether the Bristol and Gloucester line of Railway is still in course of construction. I am a constant reader of your valuable paper, and can never see even a line on the subject, or a quotation of the shares. It strikes me that if this affair were in abler hands that the railway would be a more prominent investment than it is at present. It is a trifle to look at, but it is a most important link, and one which should be executed with all the dispatch possible.

Other Companies make calls, and why should not the Bristol and Gloucester? If a disposition were shown to push on the works, there is no doubt whatever that the "needful" would soon freely find its way into the deposit bank, and its neighbour, the Birmingham line would sooner be nearer par than 50 per cent. discount!

Your well-wisher, and a subscriber,

G.

Manchester, October 26, 1841.

THAMES HAVEN DOCK AND RAILWAY.

To the Editor of the Railway Times.

Sir,—I am an unfortunate shareholder in the Thames Haven Railway, and a few days since received a letter, of which the following is a copy:—

"Sir,—I am directed to forward to you an extract of the minutes of the Court of Directors of the 21st instant, together with two resolutions then passed, upon which the Directors are determined to act. In consequence of the expressed wish of some of the shareholders, the first resolution was passed, but the Directors by no means wish that the shareholders should forfeit their interest, but the call must be paid, the liabilities cleared off, and the Directors must know how they are to stand as to the proprietors for the future carrying on of the concern.

"The letters of Mr. Potter, of Manchester, of the following dates, viz., 24th, 25th, 28th September, and the 6th, 16th, and 20th October, having been read to the Board, conveying the wishes of the shareholders at Manchester to forfeit their shares with a view to be discharged from further liabilities.

"It was resolved—

"That every shareholder who shall pay up the present call of 2*l.* 10*s.* per share on or before Saturday, the 30th day of October instant, and shall at the same time execute a transfer of his shares to the Secretary of the Company on behalf and for the use of the said Company, shall be relieved from all further liability in respect of such share.

"It was further resolved—

"That legal proceedings shall be taken forthwith to enforce payment of arrears against every shareholder who shall not have paid up the call of 2*l.* 10*s.* now due, with any former arrears on the said 30th of the present month.

"I am, &c.,

(Signed) "HENRY AMSINCK, Sec."

As you are ever the friend and adviser of the unfortunate, I should feel much obliged if you could give me any information and advice. I am aware I ought to have written you earlier, but it did not occur to me till this morning.

I am, Sir, yours respectfully,

W. T.

RAILWAY DIRECTIONS — BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

Sir,—Your Correspondent, "C. D.," appears to think his suggestions of an Executive Board of Directors is a new proposition; and no doubt your remarks to his letter will call his attention to the fact that it has been in practice for nearly twelve months on the Birmingham and Gloucester line, and has resulted in disappointment to the proprietary. Each of the restricted Board (of five members) takes a particular department, and being able only to devote a small portion of his time to the duties, they are consequently badly performed, as every thing connected with the line makes apparent. The traffic is bad, and the trains notoriously irregular. No better proof need be adduced of the inability of Directors to take the proper officers' duties, than the circumstance that when their late Superintendent was on the line, the trains were regular in their arrival, and now just the reverse.

I quite agree with you in your very sensible and urgent recommendation, that Boards of Direction should (to be made good business councils) be reduced to a moderate number, confining themselves to their proper province, viz., masters, leaving their orders to be carried out by servants, and not endeavour ineffectually to do it themselves. My opinion is that you may carry the reduction of the acting members of the Board to an evil, giving thereby one man amongst a few, probably the Chairman, a desire to be a dictator and not an adviser. Indeed, in practice this has been shown to be an evil, producing ruin and destruction to proprietaries, as in the case of joint-stock banks, paying dividends of 10 per cent. in January, and, being found insolvent in June; and this was attributed to a too much confidence in a Director and Manager.

Railway management, like other things, will work its own remedy; but I, in common with others who looked forward for dividends, feel disappointed; and until shareholders as a body look better after their own affairs, little chance will arise of our having any legitimate profits.

I am, Sir, your obedient servant,

A SHAREHOLDER.

Birmingham, October 28, 1841.

Railway Accident in the United States.—Springfield, Tuesday evening, October 5.—This afternoon the eastern and western passenger-trains of the Western Railroad (both going at great speed) met in a curve about four miles west of Westfield, and the effects were shocking and disastrous. Westfield depot is the place for meeting and passing, but as the train from the west was behind its time, the other train went on, the conductor hoping to arrive at the next turn out before meeting the other train. The baggage cars of each train were behind, of course bringing the passenger-cars directly behind the locomotives and tenders. The two locomotives and two or three passenger-cars of each train were smashed to a complete wreck. The passengers were jammed and tumbled together in the ruins in dreadful confusion. We are informed that 18 or 20 have limbs broken, and as many more are severely bruised and lacerated in various ways. Mr. Warren, the conductor of the train from the West, is shockingly mutilated, but his life is not despaired of. The engineer of that train escaped without much injury. Mr. Moore, the conductor of the Springfield train, narrowly escaped by jumping off. Mr. Taylor, the engineer of that train, is badly wounded. A young lady, niece of Major Whistler, is said to be dangerously hurt. Colonel Harvey Chapin is much bruised, but not dangerously, as is now hoped. The Rev. S. Elliott, an episcopal clergyman from South Carolina, and family, who left here this noon, were brought back to the United States Hotel this evening in sad condition. The ladies were not seriously hurt; but his two sons were wounded—one scratched and bruised, and the other had his leg broken above the knee. These are all the particular cases of which we learn. We are not sufficiently informed of the circumstances of this sad accident to make any comment. It is reported that Mr. Warren, mentioned above, died this morning.—*Globe.*

Taff Vale Railway.—The Taff Vale Railway is now in full operation, with the exception of the three branches not yet complete. There are now nine engines at work on the railway, and four passenger trains every day, and two on Sundays, to and from Merthyr. Coals and iron are also brought down daily.—*Carmarthen Journal.*

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THE TOLL QUESTION ON RAILWAYS—CROYDON AND GREENWICH COMPANIES.

THE following observations have just been given to the world, in the form of a fourpenny Pamphlet, by W. A. Wilkinson, Esq., Chairman of the Croydon Board. The pamphlet is published by Messrs. Smith, Elder & Co., of Cornhill:—

The Railway system is extending itself so rapidly over all the principal lines of communication in the kingdom, as to bid fair to usurp almost entirely the functions of the present highways. Every thing, therefore, which tends to the improvement of that system, every thing which renders its advantages more available to the public at large, must be well worthy of all attention. Safety and rapidity of transit are, perhaps the chief elements of these advantages, but cheapness is the means by which alone these advantages can be extensively enjoyed. That the railway should be the poor man's railway as well as the rich man's railway—and that its most extended use, by the most liberal administration of its management, is most for the interest of those who have embarked their capital in its formation, are the opinions which it is the purpose of the following observations upon the toll question, to establish.

I do not presume to think that I have anything new to state upon this subject, but having taken an active share for the last two years in the management of the London and Croydon Railway, I have found so much misapprehension to exist upon the question of fares and tolls, not only among railway proprietors, but even in the minds of those intrusted with the conduct of their affairs—indeed I am so conscious of my own ignorance two years ago of what I now consider to be some of the first principles of railway management, that I am inclined to think that the mere record of the results of every thinking man's experience may be very conducive to the spread of sound knowledge of these principles.

I have still another excuse for these remarks, which is of a somewhat personal character. Holding the opinions which they have constantly advocated, the Directors of the Croydon Company have yet been constrained to adopt in the management of the Railway with which they are connected, a course of action apparently opposed to these opinions, and they have been constrained to the adoption of this course by the very misapprehension or want of sound knowledge to which I allude. If, for example, high fares are charged upon the Croydon Railway by those who hold the opinion that low fares, particularly on short lines in the neighbourhood of a large population, are most conducive to profit, I am naturally anxious to explain that this is because of the peculiar position of the Croydon Railway, which is controlled in its charges by those of the line into which it runs, whilst it is my firm belief that the interests of that line, if properly understood, demand a co-operation in, rather than an opposition to, the establishment of low charges, both of toll and fare.

It is perhaps necessary to premise that the word toll is used to express that part of a railway charge which is intended to remunerate the cost of forming and maintaining the railway itself; while the word fare represents, likewise, the cost and profit of conveying the passengers. In what manner the latter of these charges is influenced by the former, it is my present object to shew.

The question of tolls is so inseparably connected with that of fares, that it is impossible to consider one without the other; indeed in the generality of railways these charges are blended together, or to speak more correctly, the one is included in the other. The toll or charge in respect of construction and maintenance of way, is included in the fare, or whole charge for conveyance. It is only where a Railway Company carries its passengers over a line belonging to another Company, that this charge is divided, as regards the Companies; and it is of the equitable mode of its division that we have now to treat.

Intimately, however, as the charge for construction and maintenance of way is connected with that for conveyance alone, there is this essential difference between them—that the one partakes much more largely than the other of that quality of railway expenditure which consists in a constant diminution of the cost per passenger in proportion to the number of passengers passing over the line. Nobody doubts, I believe, that within certain limitations, the lower the fare charged, the greater is likely to be the number of passengers. When, therefore, we are to determine as to the policy of charging high or low fares, we are first to consider the cost of conveying the passengers, and if we find, by experience, that it costs 10*l.* to carry 1,000 passengers a certain distance, 12*l.* to carry 2,000, and 15*l.* to carry 4000, we have only to find, likewise by experiment, what reduction of fare, from any supposed ordinary charge, will double, and what further reduction will quadruple, the number of passengers, in order to ascertain what rate of fare it is, under the circumstances, expedient to charge. Now although the cost of conveyance of each individual passenger, diminishes constantly with the numbers to be carried, it is certain, nevertheless, that the cost of conveying a large number is greater than that of conveying a small number; in other words the cost does increase with the numbers, but not in the same proportion. In making a charge, therefore, for fare, which includes cost of conveyance, this rate of increase must always be borne in mind. But the cost of construction, and the cost of maintenance of way, are affected in a much less degree, the first, and most material, scarcely at all, by the numbers of passengers passing over a railway. In making a charge, therefore, for these items alone, or for toll, the question of increase of cost as respects numbers, may be almost wholly disregarded, and the only consideration remaining will be what rate of charge will produce the greatest amount of money receipts.

Into such a consideration it is manifest that the quantity of capital expended in the construction of a railway cannot enter. An attempt at a higher rate of charge per passenger, on account of superior cost of construction might, and in all probability would, produce a diminution of gross money receipts; and the most costly railway that has ever been constructed, might find its best remuneration in the lowest rate of charge per passenger that has ever been imposed. At all events it is clear that the railway must be made, and the capital expended, before the rate of fare can be levied; and that when the railway is made and the capital expended, however large this latter may have been, that rate of fare should be levied which will bring in the largest net revenue; and if it be true that low rates of fare may, in some cases, bring in larger net money receipts than high rates, then, in all such cases, it must be true that a higher rate of fare or toll, levied for the purpose of repaying extra cost of construction, will fail of its object, and may produce the opposite result.

From this view of the subject it will be seen that if we are to consider the whole charge, made for railway passengers, to be compounded of two parts, the remuneration for cost of conveyance, and the remuneration for cost of construction and maintenance of the road, almost the whole risk of any experiment, made by a trial of low rates, will fall upon the carrying Company, and very little upon the proprietors of the road. If therefore we are right in assuming that, as the whole cost of carrying passengers on a railway increases in a very slight proportion with the numbers to be carried, so it is expedient to make such a charge only to the public as will secure the greatest numbers, together with the largest gross income; how much more expedient must it be for the owners of that part of a railway interest which concerns construction and maintenance only, the cost of which is scarcely affected at all by increase of numbers, that the whole charge should be thus diminished. The main object then of a toll receiving Company, should be to induce its customers, the toll paying Companies, to charge such rates to their passengers as will bring the greatest numbers, and as the only inducements which can be offered are cheapness and convenience, so ought the toll to be as low, and the accommodation as great as these rates will warrant. But if on the other hand the toll paying or carrying Companies should insist upon charging high fares to their passengers, thereby limiting the numbers, then will the toll receiving Company require a high toll to make up for the deficiency of these numbers.

In order to understand fully the injustice and impolicy of a fixed toll in railway charges, let us examine into the manner of its operation. The object of toll in general can only be to give an interest to the toll receiving Company, or owners of the road, in the success of the toll paying or carrying Company, or to constitute a sort of partnership in profits between the two. How does a fixed toll effect this object? If the toll be fixed upon the presumption of a certain charge of fare to be made to its passengers by the toll paying Company, and it be an axiom of railway practice that the rate of fare determines the number of passengers, then, if the toll paying Company shall charge more than this presumed rate, it will limit these numbers, and the toll being fixed per passenger, the toll receiving Company will receive less than its fair proportion; if, on the other hand in order to obtain a larger income, the toll paying Company shall charge less than the presumed rate, it will increase these numbers, and the toll receiving Company will receive more than its fair proportion; in either case an injustice will have been committed, and it follows from this that the toll should always bear some certain proportion to the fare charged, and that where this does not take place, *i. e.* where a fixed toll prevails, a fair partnership in profits is not constituted between the toll paying and toll receiving Companies.

But if a fixed toll be inconsistent with a fair arrangement between one Company and another, and it be conceded that the toll should always bear a certain proportion to the fare charged to its passengers by the toll paying Company, it may be fairly demanded what this proportion should be. The rule proposed by the Croydon Company for determining such proportion is founded upon the following postulates:—

That any fixed charge per passenger is contrary to proper principles on railways where the charges per passenger ought to diminish in proportion to the numbers carried.

That the rate of fare has a constant tendency to regulate the numbers to be carried, and consequently the cost of conveyance per passenger.

That every line of railway ought to be able to regulate its own fares without reference to any other line over which its traffic may pass.

That every Company carrying on its own line, is fairly entitled to all profit to be derived from any traffic in its passage over such line.

The plan which is believed to be capable of effecting these objects is—

That in all cases where the journey is over two or more lines of railway, in respect of which journey one fare only is charged—the proceeds of such fare, after deducting the cost of conveying the passengers, shall be divided between the several lines in proportion to the respective lengths of each line passed over.

Let us apply these principles to the case of the Croydon and Greenwich Railways. The latter of these was the first constructed, and it was proposed that the former should use a part of it, in its approach to London Bridge—and in order to induce such use, an agreement was made in limitation of the parliamentary right to charge a certain toll per passenger, and this limitation was fixed with reference to a supposed charge to be made by the first named Company to the public, such charge to be compounded of fare and toll. But it is found by experience that this supposed charge is not the charge that will bring to both Companies the largest revenue, and it is proposed to lower it for the purpose of increasing their joint income. As this can only be done by increasing to a great extent the numbers of the passengers—and as the toll is fixed, and levied per passenger, it follows of course that

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the Greenwich Company will receive a much larger proportion of the gross income than was contemplated in the original agreement between the Companies, and this without any of the expense incurred in carrying these additional numbers, the whole of which will fall upon the Croydon Company, and there will no longer be a just division of profits between them.

In order to see this clearly let us imagine 300,000 passengers carried at an average fare of 1s. 6d., upon whom the toll levied shall be 3d.—the Government duty 1d.,* and the cost of conveyance 50 per cent., and let us likewise suppose that by reducing the fare one-half, the numbers might be quadrupled and the cost of conveyance reduced to 40 per cent., and then let us observe the result of a fixed toll and duty.

Passengers.	Fare.	Gross receipts.		
300,000..	1s. 6d. ..	£22,500	Cost of conveyance at 50 per cent. ..	£11,250
			Toll at 3d. per passenger	3,750
			Duty at 1d. per passenger	1,250
				16,250
			Profit.....	6,250
		£22,500		£22,500

Passengers.	Fare	Gross receipts.		
1,200,000....	9d. ..	£45,000	Cost at 40 per cent.	£18,000
			Toll at 3d. per passenger.....	15,000
			Duty at 1d. per passenger.....	5 i 00
				£38,000
			Profit	7,000
		£45,000		£45,000

It will be seen, in the latter case, that while the profit of the toll-paying Company has only been raised from 6,250*l.* to 7,000*l.*—that of the toll-receiving Company and the Government duty, have been raised respectively from 3,750*l.* to 15,000*l.* and from 1,250*l.* to 5,000*l.*, whereas if the toll and the duty had remained at one-sixth and one-eighteenth of the gross receipts, as in the first case, the result would have been as follows :—

Passengers. Fare.	Gross Receipts.		
1,200,000.... 9d. ..	£45,000	Cost of conveyance at 40 per cent....	£18,000
		†Toll being 1 6th of gross receipts....	7,500
		Duty 1-18th of ditto	2,500
			£28,000
		Profit	17,000
	£45,000		£45,000

and something like a fair division of profits would have been maintained between the parties. In the last case the toll-paying Company, which has the regulation of its own affairs, would find sufficient inducement to run the risk of increasing its business by lowering its fares,—in the former case no such inducement can exist.

But is is argued that greater cost of construction, either original or subsequently incurred, will entitle the Company incurring such cost to more than a rateable share, according to distance, of the profits of the joint income. Let us examine upon what grounds.

If it be contended that because A has expended a larger sum per mile than B upon a railway used by both, that therefore A ought to receive a larger share per mile of the whole income—this may be readily conceded provided the speculation of A be equally well founded; that is, if it be based upon the expectation of a larger traffic in proportion to the larger sum expended: but if upon this greater number of passengers A were to receive likewise a greater rate per passenger, he would be paid twice over for the same thing. If it can be shown, therefore, that the most costly line must of necessity receive the largest amount of traffic, it will not be expected that such traffic must be likewise charged at a higher rate. Now, this is precisely the position of the Greenwich and Croydon Railways, for considering the 1¾ miles of the former as one-sixth part of the Croydon line, it is evident that the whole of this one-sixth must be traversed, and of course paid for, by every passenger to the Croydon Railway—while on the other hand very many of those using and paying for the whole of the Greenwich portion will only use and pay for half of the Croydon portion—and very many even for less than half. Nor is this all, for a vast number of passengers, exclusively Greenwich, and in which the Croydon Company has no interest, must also pass over the Greenwich portion. The Greenwich Railway, which has cost the largest sum per mile, will thus receive, even at the same rate of charge, the largest sum per mile in the way of remuneration.

But, although the Greenwich Company, if it could secure its fair proportion of all the traffic which abuts upon it might be one of the most profitable lines, in regard to its length, in the kingdom, yet it is possible that the Greenwich speculation might not have been well founded—the Greenwich Company might have expended more than any conceivable traffic could justify. There is no reason why the public or the other Companies should be made to pay for this supposed miscalculation of the Greenwich Company, and accordingly we find that this Company has no power to enforce such payment. Let us suppose that the Greenwich Company had obtained the right by Act of Parliament to charge a toll of sixpence or ninepence per passenger for 1¾ miles of railway—the Companies called upon to pay this toll would levy such an additional charge upon their passengers as would provide this increased toll, and compensate them besides for the loss of passengers which an increased fare would occasion—and this additional charge would so limit the numbers as to reduce the whole amount of income receivable from toll, within the sum which a smaller rate upon larger numbers would produce, and might in the process so cripple the resources of the other Companies as to force them to abandon the Greenwich line. This case has partly occurred between the Greenwich and Croydon Companies, the latter of which finding the present toll excessive, has raised its fares, and thus so far diminished the number of its passengers, as to reduce the gross sum payable as toll to the Greenwich Company, from 5,900*l.* to 4,700*l.* per annum. And if the Greenwich Company should, by the imposition of a still higher toll, force the Croydon Company to a still further raising of its fares, the probability is, that the numbers of its passengers will be so much diminished as to render it necessary to stop short of the Greenwich line, and perhaps to abandon the traffic altogether, since this may be no longer worth conducting.

If this position be correct, and I do not see how it can be controverted, the method of increasing the amount of rent payable to the Greenwich Company is not by levying an additional toll per passenger, but rather by reducing the present toll, upon the simple condition that the parties in whose favour it may be reduced, shall proportionately lower their fares; and this is precisely the proposition which has been so often made by the Croydon to the Greenwich Company. In making this proposition there has been no intention to ask for any reduction of toll except upon the plea that such reduction shall be the means of bringing a larger revenue than can be otherwise obtained, into the treasury of the Greenwich Company. The Greenwich Railway belongs to the Greenwich Company, and, except in so far as it is a monopoly, the public or the other Companies have no right to ask for a diminution of such charge as the Greenwich Company chooses to impose. On the other hand, the public or the other Companies will employ their own discretion in the use they shall make of the Greenwich Railway, and this use will no doubt be in proportion to the charge imposed. The Act of Parliament which limits this charge on the part of the Greenwich Company, was intended to be an Act of protection to the public—not a gauge of the profits of the Company. The Croydon Company has not the slightest intention to question the right, but it doubts the policy, of keeping up the Greenwich charges to this limit. The question proposed is not only whether the present rate of toll charged brings in the greatest possible amount of revenue to the Greenwich Company, but also whether even the present revenue can be maintained at the present, or an increased, rate of toll. It is notorious that the Croydon Company derives scarcely any profits from its own traffic; that it works almost for nothing; that there are no surplus funds, out of which to pay an increased toll. To demand this increased toll from the public in the shape of an increased fare, would infallibly diminish the traffic and defeat the object.

Is then the traffic between London and Croydon to be lost to the Greenwich Company? It has been said that the Brighton Company will carry it on with greater economy, if the Croydon Company should give it up; but the Brighton Company has to pay the Croydon toll of 1s. as well as the Greenwich of 3d.—together 1s. 3d., and no economy of expenditure can compensate for such a toll, where the passengers have to be carried at a low fare. The traffic therefore would be abandoned almost entirely if given up by the Croydon Company, which has no interest in carrying it on, under the present circumstances; and the only way therefore to save it to the Greenwich Company is to reduce the nominal toll, or the rate per passenger, in such a manner as to enable the Croydon Company, by a reduction of its fares, to make the traffic profitable to both parties.

All the experience of the Croydon Railway points to the superior policy of low fares. Whenever the fares of this line have been raised, the traffic has been diminished, and its progress checked. Wherever the fares have been lowered, even under the least favourable circumstances, and the toll has not interfered, the increase of traffic has more than repaid the reduction.

It is too much the practice with those engaged in Railway Management to hamper themselves with prejudices derived from other and different modes of conveyance, where the cost increases almost in the same proportion with the numbers to be carried, whereas the chief characteristic of a railway is its dependence on the opposite principle. On a railway, as in a cotton mill, a large cost is incurred in the first instance for the sake of producing a large supply of the required commodity at a cheap rate—a large supply requires a corresponding demand, only to be obtained by this cheapness of rate—and although some railways, in peculiarly favourable positions, may return large dividends upon high fares, these will form the exception and not the rule, for it is becoming more and more apparent every day, that railways in general cannot pay, unless a much more numerous class than the present travelling class, can be induced to the habit of locomotion; and it is evident that this can only be effected by a considerable reduction of the present charges.

I am conscious of having argued this question with reference to the particular case which has engrossed my own attention; but the case of the Greenwich and Croydon Railways must be sooner or later, if it be not already, that of many other Companies somewhat similarly situated. I cannot help thinking, therefore, that the subject is of great importance to the railway world, and that at all events the arguments here stated are well worth the deep attention of the proprietors of both the Companies now mentioned, and to their calm consideration, and to that of the public, I shall for the present leave them.

At the quarterly meeting of the iron-masters of Yorkshire and Derbyshire, held in Sheffield, on Wednesday, the following prices were fixed for pigs:—No. 1, 4*l.* 12s. 6d.; No. 2, 4*l.* 7s. 6d.; and No. 3, 4*l.* 2s. 6d. It was represented that the market was firmer in Staffordshire.—*Sheffield Iris.*

* The mode of fixing the Government duty per passenger is just as objectionable as that of fixing the Greenwich toll, and is only less intolerable because it is less in amount.

† It is not intended here to illustrate the "plan" above mentioned—but merely to show the effect of a fixed charge upon a large reduction of fare. If the plan were adopted, there would have to be deducted, from the toll, the cost of conveyance for one sixth part of the distance.

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EDINBURGH AND GLASGOW RAILWAY—RUNNING OF MAIL-TRAINS ON SUNDAY.

In addition to the meeting we recently referred to, a demonstration of a more public nature took place at Glasgow on Wednesday last, against the proposed running of mail-trains on the Edinburgh and Glasgow Railway on the Sundays. On this occasion the admission was by ticket, 3d. each; and the report states that the church in which the meeting was held was crowded in every part by a highly respectable audience. Among those who appeared on the platform or approved of the proceedings by letter, were some of the leading clergymen of the city, both Churchmen and Dissenters, together with several laymen distinguished for piety and benevolence. A meeting so constituted possesses strong claims to respect, and opinions put forth with its sanction are entitled to deliberate consideration. It is understood that the proprietors of the Edinburgh and Glasgow Railway intend to run two mail-trains on the Sunday—one in the morning and one in the evening, so as not to encroach on the ordinary hours of divine service. This proposition was denounced by the various speakers as fraught with danger to religion and morality, and likely to lead to a general desecration of the Sabbath. As other meetings are about to be held for the same purpose, we think it is the duty of the independent press, whether Whig, Tory, or Radical, to raise its voice against an attempt to deprive the people of Scotland of privileges they have hitherto enjoyed, and which are enjoyed without molestation by every other people in Europe.

There is no law in Scotland against travelling on the Sabbath. The Act of 1661 prohibits hiring for shearers, fishing for salmon, working mills or saltpans, holding markets, "carrying of loads," or merchandising on that day, but not making journeys, either on foot or horseback, or in vehicles. Any law indeed treating this last as an offence, would be too absurd to be practically enforced. Persons who live at a distance from the church must travel to it; men must travel to see their sick or dying relations; physicians must travel to visit their patients; and in this, as in other cases, it never can be possible to draw the line betwixt what are works of necessity and mercy, and what are not. Let us add, that a journey on the Sabbath may be a work of necessity to the poor man who is constantly employed on the other days of the week, while it would be the reverse to a rich man who has abundance of leisure.

The law has wisely left it to every man's conscience to travel or not on Sunday, as he deems it proper. Let clergymen, then, and pious laymen, use their best exertions to enlighten the people as to their duty on this point. Let them persuade all whom they can persuade, to abstain from making journeys on the Sabbath. It was well observed by Mr. Wardlaw, that "he knew no subject on which human legislation was more difficult, delicate, or embarrassed; and it was his decided opinion that Sabbath observance must be *regulated by public opinion*, and that in maintaining their views every thing must depend on being able to maintain in the minds of the community right impressions of its nature and benefits. He presumed that their great object was to bring an expression of enlightened public opinion to bear on the attainment of the end they had in view, and he prayed earnestly that the expression given might be such, both in matter and manner, as by the blessing of God, would produce the desired result."

Now, though it is right to enlighten public opinion on this subject, we must condemn every attempt to bully individuals, or public companies, or functionaries such as the Postmaster-general, into measures of which they do not approve, by denunciations suited only to acts of flagrant vice or crime. A man of sober sense must be disgusted with the rabid fury of Dr. Forbes, who asserted, that "the destruction of souls which would follow the adoption of Sabbath railway travelling would exceed in extent the number of those who fell beneath the wheels of Juggernaut!!" We call this bullying, because the tendency of such language is to stir up feelings of intolerance and hatred in the breasts of narrow-minded bigots, and make them look upon a man who is quite as honest as themselves, but less rigid in his views of Sabbath observance, as a monster not worthy to live in a religious community. Such persons do not address themselves to a man's intellect, but to his fears; instead of persuading him to do what they deem right, they endeavour to terrify him from acting upon his own convictions, by unchaining the furious prejudices of his ignorant neighbours against him. Bishop Horsley, who was no less distinguished by orthodoxy than intellect, held sentiments respecting Sabbath observance, which, we dare say, would lead Dr. Forbes to denounce him as a "destroyer of souls." The Bishop says—

"Among the Jews, the absolute cessation of all animal activity on their Sabbath had a particular meaning in reference to their history; it was a standing symbolical memorial of their miraculous deliverance from a state of servitude. But to mankind in general—to us Christians in some degree, the proper business of the day is the worship of God in public assemblies, from which none may without some degree of crime be unnecessarily absent. Private devotion is the Christian's daily duty; but the peculiar duty of the Sabbath is public worship. As for those parts of the day which are not occupied in the public duty, every man's own conscience, without any interference of public authority, and certainly without any officious interposition of the private judgment of his neighbour, every man's own conscience must direct him what portion of this leisure should be allotted to his private devotions, and what may be spent in sober recreation. Perhaps a better general rule cannot be laid down than this,—that the same proportion of the Sabbath, on the whole, should be devoted to religious exercises, public and private, as every man would spend of any other day in his ordinary business. The holy work of the Sabbath, like all other work, to be done well, requires intermissions. An entire day is a longer space of time than the human mind can employ with alacrity upon any one subject. The austerity, therefore, of those is little to be commended, who require that all the intervals of public worship, and whatever remains of the day after the public duty is satisfied, should be spent in the closet, in private prayer and retired meditation. Nor are persons in the lower ranks of society to be very severely censured—those especially who are confined to populous cities, where they breathe a noxious atmosphere, and are engaged in unwholesome occupations, from which, with their daily subsistence, they derive their daily poison—if they take advantage of the leisure of the day to recruit their wasted strength and harassed spirits, by short excursions into the purer air of the adjacent villages, and the innocent recreations of sober society; provided they engage not in schemes of dissipated and tumultuous pleasure, which may disturb the sobriety of their thoughts, and interfere with the duties of the day. The present humour of the common people leads perhaps more to a profanation of the festival than to a superstitious rigour in the observance of it; but, in the attempt to reform, we shall do wisely to remember, that the thanks for this are chiefly due to the base spirit of puritanical hypocrisy, which, in the last century, opposed and defeated the wise attempts of Government to regulate the recreations of the day by authority, and prevent the excesses which have actually taken place, by a rational indulgence.

"The Sabbath was ordained for a day of public worship, and of refreshment to the common people. It cannot be a day of their refreshment, if it be made a day of mortified restraint. To be a day of worship, it must be a day of leisure from worldly business, and of abstraction from dissipated pleasure; but it need not be a dismal one. It was ordained for a day of general and willing resort to the holy mountain; when men of every race, and every rank, and every age, promiscuously—Hebrew, Greek, and Scythian—bond and free—young and old—high and low—rich and poor—one with another—laying hold of Christ's atonement, and the proffered mercy of the Gospel, might meet together before their common Lord, exempt for a season from the cares and labours of the world, and be "joyful in his house of prayer."'

These are exactly our opinions; but there are men and good men too, who would carry the relaxation of the old puritanical rules still further. We do not agree with them; but neither do we think ourselves entitled to hold them up as "destroyers of souls."

Without the intervention of law, and merely under the influence of public opinion, the Sabbath, so far as concerns travelling, has been more strictly observed in Scotland than in any other part of Europe. Many think the observance of the day too rigid; many think it too lax; but what we contend is, that the one of these parties has no right to impose its opinions upon the other. The law allows me to travel on Sunday, if I think it right; the law allows another individual, or a company, carriages on roads or railways for my accommodation. Convert either of the parties, if you can, by argument: that is quite fair; but to vilify him, or hold him up to odium, for what he has done, is an attempt to deprive him of the freedom to which the law entitles him, and of the right of private judgment in religious matters which belong to him as a Protestant.

On the subject of Sabbath Observance, what law ought to restrain, and what public opinion ought to condemn, is indecency. By this word we mean, anything which outrages the feelings, not of a few very zealous persons, but of the sober and orderly part of the community generally. For instance, if any one were to exhibit fireworks on Sunday, or open a theatre, or set up Punch's opera in the streets, we would hold that to be an insult to the religious feelings of the country, and well we know that no law would be required to put it down; but the running of one or two mail, or even stage coaches, or of such a number as are really called for to supply the necessary wants of the public on that day, is, in our opinion, no indecency at all, and does not entitle the more religious part of the community to interfere.

Thus much on the subject of Sunday travelling, which is, however, merely a subordinate point in the question now at issue. The object of the present movement is to stop the conveyance of the mails on Sunday—altogether, if possible, but at any rate their conveyance by the railway. The advocates of this plan seem to forget the nature of the Post-office. It is an institution which economises labour to a prodigious extent. You cannot prevent men from feeling a strong interest in what concerns their fortunes, their friends, their families, and the community to which they belong; and while this is the case, you cannot prevent incessant and rapid communication between all parts of the kingdom. Now, the Post-office is a happy invention, that makes ten men do the business which would otherwise employ a thousand, in carrying messages and expresses; and to stop the conveyance of the mail, even for one day in the week, would put many more hands into activity than it would relieve from duty.

Does a mail sent by railway occasion greater desecration of the Sabbath, then one sent per coach? In our opinion it is just the reverse.

The mail-coach in passing from this city to Glasgow, is five hours on the road, and employs, we believe, sixteen horses, a guard and a driver, and at least five ostlers, with probably as as many stable-boys and as many waiters. The mail sent by railway, so far as we can see, would employ only a guard, an engineer, a stoker, and a man at the fixed engine; and being only two hours on the road, it would leave these persons ample leisure to attend church. The halts made would be fewer, and opportunities for drinking would be at an end. Surely, also, the saving of one day's labour in the week to the poor horses, is an advantage worthy of consideration.

Travelling, we have said, is often a work of necessity and mercy; and as the two mail-coaches afford means of conveyance for passengers to a limited extent, we think the railway carriages which take the mail should do the same. We are not content-

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ing for full trains, but one or two coaches the public are entitled to; otherwise they will be losers by the change. If the number of passengers is restricted, the fares must of course be raised: and in this case the plan adopted on some English railways, of doubling the charge on Sunday, would be no more than reasonable.

All the English railways, without exception, have a limited number of trains on Sunday. We have no wish to carry the practice so far as they do; but it is absurd to say, that the rule as to the mails, which have been acted upon without challenge for half a century, is now to be abandoned; and it would be equally absurd to say, that though they are still to be carried on Sunday, the slowest and worst conveyance is to be preferred. All we desire is, that the Post-office authorities, the proprietors of the railway, and other parties interested, will not suffer themselves to be bullied by a few ill-informed or over-zealous persons, into measures injurious to themselves and the public at large. We were inclined to believe that Sir Andrew Agnew's Quixotism had now been dead and buried, but we have been mistaken. We must say indeed, that while we see mails running at present during service on the common road—while we see steamers starting from Leith to London, or from Glasgow to Liverpool, to pursue their voyage on Sunday—while we see cabs and hackney-coaches ready at all times to rescue the church-goer from the annoyance of a passing shower—while we hear the rattling of gentlemen's carriages disturbing the Sabbath stillness of our streets, or see them standing in glittering rows at our church doors—while we see all this endured with scarcely a murmur, we must say, we are at a loss to account for the extreme alarm with which the moderate proposition of the railway proprietors is regarded.—*Scotsman.*

PRIVATE BILLS IN THE HOUSE OF COMMONS.

The form of passing private Bills through the House, is similar to that adopted with public Bills. A private Bill is required when, for the purpose of effecting any change in roads [railways], canals, &c., it is found necessary to interfere with private property. This can only be done by Parliament. The parties who are desirous of obtaining the Bill apply to a functionary, called a Parliamentary agent, who prepares it, and gives the necessary notice on the books of the House, at what is called the Private Bill Office of the intention of the parties to introduce the Bill on a particular day. In the case of a private Bill it is not necessary for a member to have leave from the House to introduce it; but some member must always take charge of the measure after its first introduction. If there be no opposition to the measure it passes as a matter of course; but, in order to guard against abuse, the parties advocating the Bill are compelled to give notice to all those whose property or interests will be affected by it, in order that they may oppose it if they think fit. The form of proceeding with a private Bill is exactly the same as that with a public Bill up to the Committee; but instead of its being considered by a Committee of the whole House, it is referred to a Select Committee, or, as it is sometimes called, "a Committee up stairs"—or, in other words, to fifteen members selected for their local knowledge of the subject, who inquire into the merits of the Bill, and report to the House what amendments they think necessary. The mover of the Bill is generally made Chairman, and he prefaces the report. Five of the members are sufficient to form a quorum and to transact the business; they examine witnesses, whose attendance they can compel, and they have also power to call for all papers, &c., which they may require. With the exception of the difference between this Select Committee and the Committee of the whole House, all the other proceedings on private Bills are exactly similar to those adopted with public Bills, and they have the same authority. Great abuses, however, prevail in the details of these proceedings, and the attention of the House has recently been directed to their removal. The evils are of several kinds, but all referable ultimately to the system on which the tribunals that decide on private Bills are constituted. One main evil is the enormous expense that attends the proceedings before Committees; but this can scarcely be obviated by any system, however good, so long as the cupidity of agents and witnesses continues to prevail. The great fault of the system consists, however, in the influence it gives to private interest to obtain the passing of Bills inimical to those of the local public. Unfortunately, where custom sanctions departures from the strict course of integrity very little political or private honesty can be found; and it is no unusual thing to find members making a tool of their position as members of a Committee on a Private Bill to advance or to obstruct some object which is advantageous or disadvantageous to themselves. Private and personal considerations, also, are too often allowed to influence members. It often happens, too, that the majority of the members of a Committee are absent, and that they leave the management of the Bill in the hands of the remainder, who are generally those personally interested in the Bill, or who have some interest to advance with their constituents, by promoting or retarding the measure. An extensive system of canvassing for votes of members on the second or third reading of a Bill also prevails, and he is usually most successful as a parliamentary agent, who has the most means of influencing members. They frequently come down and vote upon a measure, *pro* or *con*, of which perhaps they never heard the name before. Such a system could not long prevail, and attempts have already been made to remedy it. On the 7th September last, Mr. Ewart, with the concurrence of the Speaker, and Mr. Greene, moved resolutions to the effect that such Committees be approximated more nearly to judicial tribunals, and exempted as much as possible from motives of local and personal interest; and that the number of members be reduced to seven; each member declaring that he is not through his constituents, or himself personally, interested for or against the Bill. The subject was for various reasons postponed, but it will be resumed the first thing next session.—*Britannia.*

EDINBURGH, LEITH AND NEWHAVEN, AND EDINBURGH AND GLASGOW RAILWAYS.

(CIRCULAR.)

Dear Sir,—I have very great satisfaction in forwarding to you the following extract of a letter received this morning, the effect of which must be highly beneficial to the future prosperity of the Edinburgh, Leith and Newhaven Railway, and that you may avail yourself of the opportunity of securing all the advantages the debenture system holds out to you, and original proprietors in the railway, *I should consider myself wanting in attention* if I did not immediately communicate this intelligence, which is of the utmost importance to the future welfare of all the railways connected with Edinburgh. Under these circumstances, I would strongly urge upon you, *the necessity of your immediately writing to the Secretary, to secure* (!) the number of debentures corresponding with the number of shares you may hold in this concern (!!)

I remain your faithful servant,
RICH. DAWSON, Agent.

Liverpool, October 22, 1841.

Extract of a letter from Mr. Andrew Bannatyne, Solicitor to the Edinburgh and Glasgow Railway Company, dated Glasgow 19, 1841.

"I know you will be delighted to learn that our disputes with the Edinburgh Committee, in the Edinburgh and Glasgow Railway Company, have been *amicably* and *satisfactorily* settled. At a meeting of the Board to-day, Mr. Learmonth announced that he was authorised by the Edinburgh Committee to state, that in the new Act they would agree—

1st. To the abolition of the Edinburgh and Glasgow Statutory Committees.

2nd. To the Board sitting in Glasgow, being recognised as possessing both *deliberative* and *executive* powers, and being enabled to appoint whatever Committees in Edinburgh and Glasgow it saw fit.

3rd. To the number of the Directors being reduced to *fifteen*, of whom *six* should be resident in Glasgow, *four* in Edinburgh, and the remaining *five* from the shareholders at large.

Five members to form a quorum of the Board.

I think you *could desire nothing more complete*,* than this. The good spirit which is thus evinced will be met with a similar feeling by the Directors here."

SOUTH-EASTERN RAILWAY.

Last week we gave an authentic statement of the state of the works at Dover, upon this important undertaking. About the same time an article appeared in the *Times* daily paper, headed "Encroachment of the Sea," which has called forth from J. S. Yeats, Esq., the able and indefatigable Secretary of the Company, the following communication, which appeared in the *Times* of Monday last:—

"Sir,—My attention has been called to an article which appeared in your journal of Thursday last, under the above title.

"While I admit that a quantity of chalk, forming what is technically termed a spoil bank, being the excavation from the east face of the Shakspeare Tunnel, has been washed away by the exceedingly high tides which occurred during the last springs, I beg most distinctly to deny that the platform referred to in the above article forms any part of the line of railway, and further that any injury has been done to the works in connexion therewith.

"It is rather ambiguously hinted that the damage has been aggravated by the subtraction of beach or shingle, which it is alleged the Company are using in the formation of the sea-wall. This is a matter of opinion, which, as an unprofessional man, I am not competent to argue; I can, therefore, only meet it with facts.

"The prevalence of south-west winds this year has been much greater than usual. This is the only quarter which brings beach to the mouth of the harbour. The bar has been more frequently a perfect barrier to the free use of the harbour, and therefore the sluices have been "run" to a greater extent this year than in any year since their completion. It so happened that on Saturday night the Ostend and Calais mail packets were unable to enter the harbour, and yesterday morning the English mail packet for Calais was unable, within an hour after high-water, to get out of the harbour, in consequence of the bar, and yet it is alleged that no beach, in comparison with other years, has come eastward of the great fall of Round Down Cliff.

"I have to apologise for intruding to this extent on your columns, and also for the tardiness of my notice; but I felt that nothing short of personal examination and inquiry could be put in competition with a statement published in so influential a journal as the *Times*.

"I am, Sir, your obedient servant,
"J. S. YEATS, Secretary.

"South-Eastern Railway Office, 10, Coleman-street, October 25, 1841."

French Railways.—The system to be adopted for railways, as proposed by the Minister of Public Works, is stated by the *Moniteur Parisien* to be as follows:—"That the districts through which the lines are to pass are to provide the land required, the state undertaking all the works of embankment and excavation. The companies are to find the rails, the *materiel*, and the buildings, and are to have the benefit of the lines which may be adjudged to them, the duration of the grants of privilege and the rates of charges being fixed by the government."

* Oh, yes! we could desire that, 4thly, the line should be carried on (as promised) to join the Edinburgh, Leith, and Newhaven Railway; *without which the resolutions amount to nothing as* AFFECTING THE LATTER RAILWAY, for it stands just as it did before, and no man knows this better than this same "Agent," who seems to be so fond of circular writing, and whose zeal we are inclined to think not unfrequently outruns his discretion.—ED. R. T.

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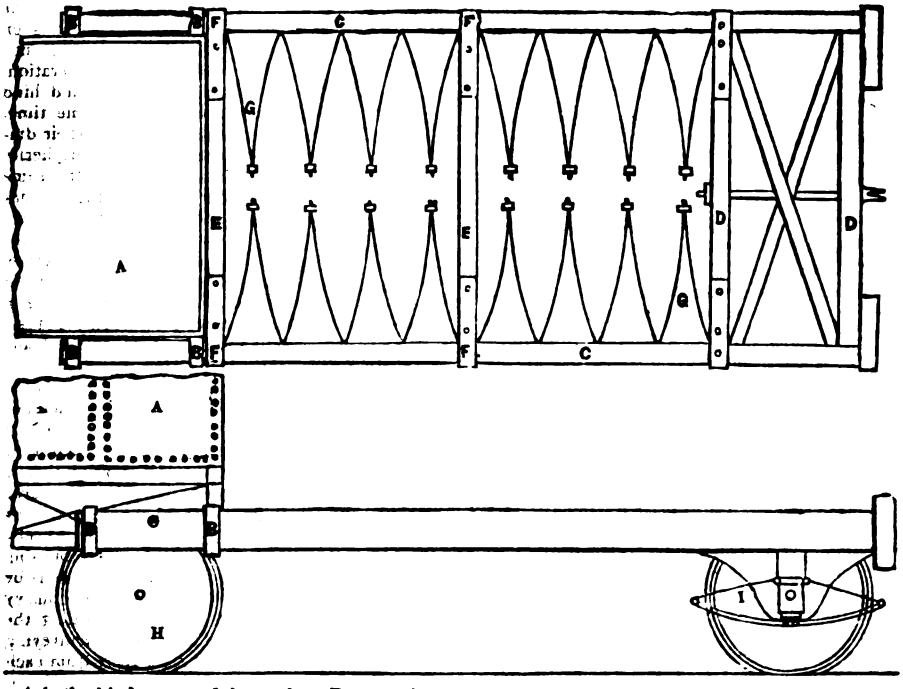
FOUR-WHEELED AND SIX-WHEELED ENGINES—BUFFER CARRIAGES.

To the Editor of the Railway Times.

SIR,—Having been absent in the country, I find on my return that Mr. Nicholas Jones has, in his criticism of Mr. Seaward's letter to the *Times*, corrected many of that gentleman's errors on the subject of engines, pointing out the advantage of inside framings to the engines, as commonly used in those with four wheels. I am glad to see this done, because so many persons assume that four-wheeled engines must necessarily be of a different construction from those on six-wheels. It is quite obvious that a four-wheeled engine well constructed may be a far better and safer engine than one on six-wheels, and on the contrary, a six-wheeled engine may be more safe than one on four-wheels, and all this without reference to the number of wheels. There are certain points which make six-wheeled-engines preferable to those on four wheels, but one chief reason in their favour is that the six-wheeled engines are longer engines than those on four, though there is no reason why the four-wheeled engines should not be made as long as those on six, and thus be considerably improved. If your readers will turn back to your number 140, of last year, they will find that it is not the number of wheels but the length of the engine which is insisted on; and the means of adopting great length to curved lines of rails were there pointed out. At a future time I will forward you a diagram showing how any existing engine may have its bearing wheels adapted to follow curved lines on railways, at a very trifling expense, or that the axles will form true radii to the centres of the curves, and thus remove the solitary objection to length.

As regards inside framings or bearings no sound mechanic will question their advantage. The nearer the bearing points are to the centre of the carriage the less will be the oscillation, and the stage-coach builders perfectly understood this, and carried the principle to the extreme when they first balanced their bodies on springs bearing on a central point.

I inclose you the diagram of a buffer carriage on two wheels intended to collapse against the tender through a space of nine to ten feet.



A is the hinder part of the tender; B strong iron staples rivetted to the sides to allow the sliding frame C to pass freely through them with sufficient lateral play to accommodate curves. D are bars framed solidly into the side timbers; E are bars which slide length-long in the side timbers, secured by the iron plates F. A series of shifting fulcrum springs formed of two plates tapering in width from seven inches to four by nine-sixteenths in thickness, and hooped together at their broad ends, are represented by C. Supposing the engine and tender suddenly stopped, the momentum of the train would cause the springs C to collapse, and the side framing C would strike in the staples B. The hind wheel of the tender is denoted by H. The hind end of the frame is supported by a pair of single bow-springs at I, which are attached to the bottom of the axle guard. This plan would also serve for a stationary buffer at termini. A ratchet to prevent recoil may be applied if required.

These springs have been applied already as carriage buffers on several railways, and their working thoroughly tested with great satisfaction. Their economy is considerable, as they may be applied to the ends of the carriage direct, without the aid of buffer rods, saving weight as well as expence, and serving the joint purpose of buffing and traction springs.

The upper part of the frame might be advantageously employed to carry light packages, such as in case of collision, would neither be deranged, nor prevent the collapse of the frame. The springs are retained in their frames by pins in their ends which work in iron slides. This buffer would occupy the place of the truck at present placed between the engine and train.

It will be in the recollection of your readers that at a general meeting of the London and Croydon Railway Company, the Chairman spoke in terms of deserved praise of the experiments made by Mr. Ricardo, for the purpose of attaching a collapsing buffer carriage on four wheels to the rear of the train, to moderate the concussion of collision arising from one train overtaking another. The object of the present diagram is to moderate the concussion of the carriages immediately arising from the sudden retardation of the engine, and collaterally, that of the collision of an overtaking tain, and at the same time to economise space and weight in the buffer machine, by making one pair of wheels serve instead of two, and the length of the tender body available for the collapse. If powerful buffer springs were also placed in front of the engine the effects of collision would be minimised.

I remain, Sir, yours obediently,

WILLIAM B. ADAMS.

October 22, 1841.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—Amid the discussion now going forward respecting the comparative merits of six and four-wheeled engines, the chief cause why there are such things as six-wheeled engines, and the great defect of both kinds appear to be completely lost sight of, that is, the cranked axle, than which a greater defect does not exist in the locomotive engine. With the very best material, and the soundest workmanship, combined with a disproportionate bulk, it is nevertheless owing to its form, the weakest part of the whole machine, and with all the disadvantages of exterior cylinders, which are, however, but very few, such engines are much preferable to those whose construction renders a cranked axle necessary. In short, it is the very weakest and most defective form that could be devised for any purpose, and it is rendered infinitely worse from its use and position requiring that it should have the greatest strength and most perfect form. It is like a man with a *weakness* in his *right* arm. I am not much surprised to find from the communication of one of your correspondents that cranked axles so frequently break, as it is precisely what might be expected to occur; but I do feel astonished that any Railway Company, however wealthy, should persist in using them after having had broken no less a number than "nineteen in the course of twelve months!" The enormous cost of locomotive steam power will not excite surprise if such a system is at all general, and will in some measure account for there being so many railways without dividends.

Notwithstanding its defects, which, however, are far from being irremediable, I have a strong predilection for the four in preference to the six-wheeled engine; one cause of which is, that it is the most simple in its form and construction, and it is a conclusion which, sooner or later, all engineers arrive at, that simplicity of form and construction not only constitutes true beauty, but eventually true economy. Hence I look on the third pair of wheels of a locomotive engine in something of the light of the fifth wheel of a coach, which can be exceedingly well dispensed with so long as the four remain perfect.

As to the superior steadiness with which a six-wheeled engine moves as compared with a four-wheeled one, it may easily be proved to be little better than moonshine. How, in the first place, does it arise when not caused by the irregularities in the road? Much will probably be said in answer about "inside bearings," "top heaviness," and so forth; but in fact, with the power applied in a direction at right angles to the vertical motion of the axles, and to wheels of equal diameter, it could not occur, unless the axle suffered from the effects of torsion, and that it does occur is to me a proof that the axle is too weak—not certainly from insufficient size, but from the form in which it is necessarily made.

If interior cylinders and their necessary evils, cranked axles, continue to be persisted in, they should be made so that the cranks should be at the contrary end of the engine, compared with the present, and then by means of a single transverse spring the heavy end of the boiler would be brought within a few inches of a straight, sound and strong axle, instead of the present clumsy, unmechanical, and ill-arranged monstrosities, and thereby render a third pair of wheels comparatively useless.

I am, Sir, yours respectfully,

A RAILWAY ENGINEER.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

THE following is Mr. C. Hood's second letter to the *Times*:—

Sir,—In my former letter on this subject,* I endeavoured to show what were the peculiar features

* See *Railway Times* of last week.

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both of the four-wheeled and six-wheeled engines, and that the safest forms of engines could not be decided by any arbitrary rules, but must have reference to the prevailing characteristics of the road on which they are to be used. I propose in the present letter to pursue this subject still further; but a correspondent having, in a letter in your paper of the 19th instant, controverted several points contained in my letter, it is necessary first to reply to his statement.

No objection is taken to a single fact which I have stated; but, in opposition to my arguments, he endeavours to establish the following positions:—

1. That the framing and bearings of six-wheeled engines being outside the wheels, this form of engine is steadier and safer than four-wheeled engines, which are always made with inside framings and bearings.

2. That the lateral motion is greater in a four-wheeled than in a six-wheeled engine, owing to a difference in the position of the cranks with regard to the axis of the engine.

3. That the boiler must necessarily be raised higher in four-wheeled engines, in order to give room for the eccentric gear, which causes such engines to be top-heavy.

4. That no engine-maker of eminence, except Mr. Barry of Liverpool, and Messrs. Norris and Co. of the United States, now makes four-wheeled engines.

5. That economy is the only motive which causes railway companies to adopt four-wheeled engines, the difference of cost between four-wheeled and six-wheeled engines being 450*l.* and upwards.

6. That "although much may be said on both sides of the question with respect to the merits of four and six-wheeled engines, there is but one opinion in the profession concerning engines with inside framings," from which latter expression it would appear that this discussion differs from every other that has preceded it; as it has always hitherto been found that where much could be said on both sides of a question there has always existed much difference of opinion.

I believe I have fairly stated all the points in your correspondent's letter. I shall reply to them *seriatim*.

1. The outside bearings of six-wheeled engines would undoubtedly, when considered simply by themselves, and without reference to other causes, give greater steadiness. But so many causes combine to destroy this advantage, that although it has long been a very characteristic feature in the six-wheeled engine, it is likely that it will soon cease to be so. The enormous number of broken axles which occur with six-wheeled engines, and which is principally owing to the increased strain in consequence of the outside bearings, has led several engineers to adopt, as far as possible, inside bearings to the six-wheeled engines, and there have been many instances lately where the crank axles of six-wheeled engines have been made with inside bearings, which entirely destroys what your correspondent states to be the most important advantage that six-wheeled engines possess. Engineers would not, I think, throw away this advantage unnecessarily, if it really existed; and for the truth of my assertion I may refer to the Liverpool and Manchester Railway, the Grand Junction, the Dundee and Arbroath, the Glasgow and Ayr, and other railways where this experiment is now trying, with the avowed purpose of remedying the vast evil which arises from the large number of broken axles; to avoid which engineers are now adopting, as far as the circumstances will permit, the identical plan of the bearing which is urged as the great objection to four-wheeled engines.

2. The position of the cranks is not necessarily different in four-wheeled and in six-wheeled engines. In both the cylinders may be placed nearly close together, but in neither of them can the action be exactly in the axis of the engine. The unequal motion which your correspondent describes occurs in all locomotive engines, but is greatest in those which have outside cylinders, in consequence of the greater distance of the cranks from the axis of the engine. But in this particular the six-wheeled engine has no advantage over the four-wheeled, and the assumed superiority must clearly be founded in error.

3. The boiler of a four-wheeled engine does not require to be raised in order to give room for the eccentric gear. The eccentrics never require more height than the cranks, couplings, and keys; and therefore they need not necessarily raise the boiler higher, and of course cannot be the cause of an engine being top-heavy.

4. Although Mr. Bury has undoubtedly had more experience in the manufacture of four-wheeled engines than any other engine-builder, there are many other eminent engineers who make this description of engine,—e. g., Messrs. Braithwaite, Milner & Co., Messrs. Maudslay & Field, Messrs. Jones, Turner, & Evans, Messrs. Tayleure & Co., Messrs. Mather, Dixon, & Co., Mr. Hawthorn, Mr. Hick, Mr. Rothwell, and I believe several others.

5. The railway companies are far too deeply interested in promoting by every means in their power the safety of railway travelling, to allow any consideration of expense to influence them in deciding upon the plan of their engines. Suppose, as your correspondent states, the saving to the London and Birmingham Railway Company were 50,000*l.* by adopting their present form of engines, what is that sum compared with the 5,500,000*l.* that they have laid out in the construction of their road, and which expenditure would become wholly useless as a profitable speculation, unless the public were sufficiently assured of their safety to induce them to travel upon the road? But the saving in expense is not near so much as here stated. The highest price of six-wheeled engines is quoted against the lowest price of four-wheeled, and the average difference does not exceed 100*l.*

6. Having answered the five principal objections, the sixth, I think, I may safely leave for the benefit of the advocates of six-wheeled engines.

There are two other objections, however, which I have heard made to the remarks in my former letter. First, it is asserted that the gauge of the wheels of a six-wheeled engine is made quite as close to the gauge of the rails as that of a four-wheeled engine. If railways were perfectly straight lines, there is no reason why the wheels should not fit as accurately to the rails in one case as in the other; but as the engines have to traverse curves of every possible radius, from a quarter of a mile upwards, it is perfectly obvious that engines which have to traverse such curves must necessarily be made smaller in the gauge of the wheels in proportion as the length between the extreme points of support of the engine is increased; and though isolated cases may possibly be found where four-wheeled engines have not been made of a fuller gauge than six-wheeled, it is certain that the general fact is as I have stated; and it is to general, and not to particular cases, that I refer.

A second objection is, that although it would be true that the whole of the wheels of a six-wheeled engine would not be in contact with the rails at the same moment, if the engine had no springs, the action of springs counteracts this effect, and causes all the wheels to press upon the rails simultaneously. This question can best be settled by a reference to facts. Do the wheels of a six-wheeled engine have as strong a bite or adhesion upon the rails in proportion to its weight as the wheels of a four-wheeled engine? The far greater expenditure of fuel in working six-wheeled engines, compared with equal loads on four-wheeled engines, will, I believe, negative this question, and proves, therefore, my original position.

The greater liability of four-wheeled engines to *pitch* when any inequalities occur at the joints of the rails, or when there is a series of small sinkings in the rails, has been admitted. On this subject there are some exceedingly just remarks in an editorial article in the *Railway Magazine* of the 9th instant, in which it is shown, that to produce this motion requires a combination of circumstances which can but very seldom occur, and which can be obviated by ordinary care, and are not sufficient grounds of objection to the use of four-wheeled engines. One more subject only I think it is necessary to mention respecting four-wheeled engines. I have stated that the top-heaviness of an engine does not depend upon the position of the eccentric gear, as has been asserted. The position of the centre of gravity depends upon a great number of circumstances; the height and position of the wheels—the size of the cylinders—the height of the steam chamber—the depth of the firebox—the position and strength of the springs, and many other causes, all bear upon this important question; and their correct adjustment requires the greatest care and judgment in the manufacturer.

Before concluding this letter I think it necessary to make some remarks upon the subject of using two engines to one train, upon which the public appear to entertain some very erroneous notions. On the occasion of the late melancholy accident on the Brighton Railway, the engine-driver, when examined before the Coroner's jury, stated that when two engines were used together they ought both to have the same length of stroke, his idea evidently being that the wheels of both engines ought to rotate exactly in the same time. If this man be so uninformed in this matter, we cannot wonder that the public also should entertain erroneous notions on the subject. The absurdity, however, of this notion must be apparent on a moment's consideration. As well might it be said that the fore and hind wheels of a coach must rotate in the same time, which it is evident they rarely ever do, as their diameters are almost always unequal. The peripheries of the wheels must of course all move at the same rate when travelling together; but in order to accomplish this, in the case of two engines, it is perfectly immaterial how many strokes of the engine be made, or how many revolutions the wheels of one engine shall make, compared with similar effects in the other engine. For if the peripheries of the wheels of one engine move faster than the other, the fastest engine will drag the whole of the load; the other engine, then, being thus relieved of its proportion of the load, will immediately begin to move faster, while, at the same time, the other engine, in consequence of its increased load, will at the same moment begin to move slower; and thus a constant tendency to an equality of motion is produced, which must inevitably follow, however great the difference of power of the engines may be, and however various the sizes of their wheels. Neither can there be any possible danger from using two engines together in front of the train. It is by far the safest mode of carrying large and heavy trains, and less liable to accident than dividing the train into two, and each engine separately conveying its load, at a short interval of time apart from each other. I am not aware of any argument which can be used to show greater danger to a train when drawn by two engines than by one, although there may be greater wear on the works of a railway by this mode, in consequence of the increased weight of the moving mass.

In concluding this letter I would observe, that any discussion on the merits of four and six-wheeled engines, at least in as far as the public is concerned, should be, not by theoretical opinions, but by facts. I am quite aware that many ingenious arguments may be brought forward against several of the points in dispute. But I have stated facts which clearly show that four-wheeled engines are less liable to accidents than six-wheeled on railways of the usual construction. If these facts can be controverted they are open to correction; but to controvert facts by arguments is not the way to arrive at truth in a matter which admits of proof by reference to experimental demonstrations of the most extensive and conclusive character. To attempt then, to argue against the position I have advanced, without first disproving the facts, will not, I think, advance the cause, and cannot certainly tend to elucidate the truth.

I am, Sir, your most obedient servant,

CHARLES HOOD.

Earl-street, October 20, 1841.

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Mr. Seaward thus replies to Mr. Hood, in the *Times* of Wednesday:—

SIR,—A letter from a correspondent, and which is intended as an answer to mine of the 19th inst., having been inserted in your journal yesterday, I must request the insertion of the present letter in explanation of the former one, and in answer to some of the positions which your correspondent has taken up.

Before, however, proceeding to notice the objections raised by Mr. Hood to the remarks contained in my letter, I may mention that that letter was not written in reply to Mr. Hood's previous one, of the existence of which I was ignorant till yesterday on reading his letter, the only notice of the subject under discussion which I had seen in your journal being in the accounts of the accident on the Brighton Railway, contained in some back numbers, which, on my arrival in England, and on hearing of the accident, I took the trouble to procure.

I am the more anxious to notice this, as from the tone of your correspondent's last letter, I should fear he considers that my observations were wanting in courtesy towards him; of this I could scarcely be guilty, at least intentionally, ignorant as I was of his having made any communication to your journal, and of Mr. Hood personally I know nothing more than that he is, I believe, the author of a useful treatise on ventilation, the merits of which I very willingly acknowledge.

Your correspondent has taken six principal objections to the points urged in my letter, and gives it to be understood that my assertions are far from really obtaining, and are disproved by the observations he has made, and the experience he has had in the management of locomotive engines.

Of these six objections I shall first notice the one which is last on his list.] In my former letter, I observed, that though much difference of opinion might exist as to four-wheeled engines, there was none as to the inexpediency of inside framings: "from which expression," remarks your correspondent, "it would appear that this discussion differs from every other that has preceded it, as it has always been found that where much could be said on both sides of a question, there has always existed much difference of opinion." Your correspondent does not here put the matter in exactly a fair point of view. He tacitly assumes that every engine has inside or outside framings, according as it has four or six wheels. This is not in reality the case. Four-wheeled engines are not unfrequently built with outside framings, and six-wheeled engines, with only inside framings, are, or were, occasionally to be met with. Some four-wheeled engines with outside framings have been constructed by Mr. Bury himself, for the Liverpool and Manchester Railway, and some few are (as I am informed) in use on the Birmingham Railway; while again, six-wheeled engines, with merely inside framings, have been tried in considerable numbers on the Great Western Railway, but not having been found to answer, have been totally discontinued.

Although I admit that the two questions are intimately connected with each other, yet they are certainly not identical.

Your correspondent lays great stress on the increased strain on the crank-axle, consequent on the greater width between the bearings in six-wheeled engines; yet, were this, though undoubtedly objectionable, productive of all the ill consequences which he attributes to it, it might be expected that on that railway, where the distance between the bearings is necessarily greater than on any other, it would be particularly desirable to employ engines with inside bearings; nevertheless, the contrary is the case, for, after a fair trial, it has been considered necessary, as stated above, to relinquish the employment of them.

Your correspondent remarks, that in both four-wheeled and six-wheeled engines "the cylinders may be placed close together, but in neither of them can the action be exactly in the axis of the engine." If by this Mr. Hood means that the bearings of the connecting-rods on the crank axle cannot be in the axis of the engine, I perfectly agree with him; most certainly they cannot, since the axis of both cylinders cannot very well be both parallel to, and in the same plane with, the axis of the engine, nor did I ever assert that they could; I only spoke of the position which the cranks necessarily occupy as the cause of that lateral oscillation which every one must immediately notice when on an engine while working. That this oscillating motion occurs in all engines I am perfectly aware, having never driven any engine which did not rock in that manner more or less, whether four-wheeled or six-wheeled, whether with inside framings or with outside ones; but, so far as my own experience goes, this oscillation is much greater in an engine with inside framings and four wheels, than with a six-wheeled engine with outside bearings.

The six-wheeled engines are, I know, occasionally as uneasy as the four-wheeled; but this is always owing to the mal-adjustment of the springs; and in this respect six-wheeled engines have an advantage over the four-wheeled ones, as the adjustment is in the six-wheeled engines readily effected, but not so in the four-wheeled, in these latter the springs having to be altogether removed in order to render the adjustment of the weight of the engine more easy and stable.

Your correspondent states that in my former letter I "endeavoured to establish that the lateral motion is greater in a four-wheeled than in a six-wheeled engine, owing to a difference in the position of the cranks, with regard to the axis of the engine." By reference to my letter it will be seen that I have assigned no such cause for the superior steadiness of six-wheeled engines, and have neither asserted nor assumed that such a difference in the position of the cranks exists.

I dare say that Mr. Hood's experience as a railway engineer, is far greater than what I am ever likely to acquire, and I shall therefore quote, in support of my views on the subjects just touched on, a practical authority, which I am indebted to a friend for pointing out. The extracts are taken from a paper by Mr. E. Woods, resident engineer on the Liverpool and Manchester Railway, and for a long time superintendent of locomotives on that line. This gentleman, from his great experience as a railway engineer, and his well known abilities, is certainly entitled to rank high as an authority on this subject. "The advantages obtained," says Mr. Woods, "by the application of a third pair of wheels were almost immediately apparent. The engine lost in a great degree its peculiar rocking motion, as also the unsteadiness arising from lateral undulations, which latter effect was in like manner attributable to the diminution of the angle of which the oscillations were capable. . . . . "Lastly, though not of least importance, an inherent sense of safety was superadded in the diminished liability of the engine to run off the rails in the event of the crank-axle breaking. Instances in which this quality has been put to the proof have occasionally occurred."

"They have invariably demonstrated the high importance of the application as an especial security to passengers and the attendants, and in consequence the principle introduced was not abandoned." On the subject of outside framings, Mr. Wood's opinion is decidedly favourable. "The axle, with its double crank, is urged by two independent forces, not operating simultaneously, but periodically, opposed to each other; and the consequence ensues, that the axle, wheels, and, finally, the engine itself, are thrown into a state of vibration; the angle of which is precisely in the inverse ratio of the distances between the bearings. Hence those engines whose bearings are only four feet asunder (engines with inside framings) soon acquire play in the brasses; and, unless frequently examined and repaired, become unsteady, and even dangerous at rapid speeds."

That the views developed by Mr. Woods, and which, from the above extracts, it will be seen, are analogous to those which I have supported, received the approbation and assent of some of the most eminent members of the profession, may be presumed from the fact, that the Council of the Institution of Civil Engineers, in awarding to him the Telford medal, took occasion to remark that his "communication would ever bear a prominent place among the records of practical science."

In an interesting little work (*Guide du Mecanicien, Conducteur, &c.*) recently published by M. M. Flachat and Petiet, I find these remarks of Mr. Woods and myself completely borne out by the experience of the authors on the French railways.

After enumerating several advantages peculiar to six-wheeled engines, these gentlemen proceed as follows:—

"Les autres avantages de l'addition de deux roues aux machines à quatre roues c'est qu'elles ont cessé degaloper, que leurs déviations latérales, résultant principalement de l'affaissement inégal à droite ou à gauche des traverses, ont perdu de leur intensité; . . . . . enfin, en cas de rupture de l'essieu condé, il n'y a pas de danger qu'elles sortent de la voie.

"Une question fortement agitée sur le meilleur choix des dispositions à donner aux machines locomotives a été celle du châssis en dehors ou en dedans des roues. L'expérience a decidé pour les châssis extérieurs, d'accord en cela avec les principes."

I think I have fairly stated the comparative cost of the two classes of engines. What Mr. Roberts's price now is I cannot exactly say; three years ago it was 1,700*l*., and I find that Mr. Bury, in his evidence given in July, 1839, before the Select Committee on Railways, states that on the London and Birmingham Railway "the contract price for the passenger-engine is 1,250*l*., and the contract price for the luggage-engine is 1,400; 150*l*. difference."

The cost of engines has increased since the period to which this statement refers, but I believe the price of the six-wheeled engines has gone on increasing in a more rapid ratio than that of the four-wheeled. Your correspondent remarks that the saving of 50,000*l*. to the London and Birmingham Railway would be perfectly insignificant when compared with the enormous capital of that Company. This observation is just, but we must remember that while the works on which the principal part of the capital is sunk do not require to be renewed, but only kept in repair, the capital expended in the purchase of engines becomes soon destroyed, as the stock requires not only to be repaired, but also recruited by the purchase of new engines; an additional outlay of 40,000*l*. or 50,000*l*., when it has to be repeated every few years, is thus an object not so trifling and insignificant as it at first appears.

With respect to the price of six-wheeled locomotives, I may mention that some considerable time back an order for several such engines, given to one of the first engineering houses in London, was refused, the price offered for the engines being 2,000*l*.

Again, not only is the original cost of six-wheeled engines greater, but they are also more expensive to work, your correspondent himself remarking, "the far greater expenditure of fuel in working six-wheeled engines, compared with equal loads on four-wheeled engines;" when we add to this, that the cost of the coke consumed on the London and Birmingham Railway is one-half of the whole expenses of the locomotive department, it will be seen that the six-wheeled engine is really a very costly machine, and that without good reasons for preferring it it is not probable it would be so generally adopted as it is by railway companies.

Your correspondent has mentioned the names of several gentlemen, including those of Messrs. Hawthorn, Rothwell, &c., as makers of four-wheeled engines; several of the gentlemen named have, I know, constructed a good many such engines for the London and Birmingham Railway, but your correspondent has named in his list several engineers who, I believe, never construct four-wheeled engines unless such are specially ordered.

On one point Mr. Hood has misunderstood me, although I grant the mistake is, from the expression employed, very pardonable, in stating that in some four-wheeled engines the boiler is raised rather higher above the axis than in the six-wheeled; I

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did not intend to say that this was on account of the room actually taken up by the eccentric gear. That the fact is, as I have stated, I believe to be the case from the examination of some engines; but the reason I have understood to be the desire to render the gear in these engines more accessible for examination and repair.

Some remarks have been made with respect to the danger of six-wheeled engines going off the rails in case of the axle of the leading wheels breaking, and the driving wheels being unprovided with flanges; whatever be the real amount of danger arising from this cause, it is not likely that the case should occur very frequently, this improvement of Mr. Stevenson's being, if I remember right, protected by patent. In general, in the case of the axle of the leading wheels breaking, a six-wheeled engine is much the most secure, as if this occur to a four-wheeled engine it necessarily causes the fall of the engine.

I fear that I have already extended this letter to too great a length, and I must therefore conclude, although I leave unnoticed many points to which I would wish to advert, and from my own ill health and the pressure of other engagements, I shall not resume the discussion. The subject is now under the notice and investigation of the Government commissioner, Professor Barlow, a gentleman in every respect perfectly qualified for the task.

In conclusion, I may state that I am in nowise concerned in the manufacture of locomotives, have no pecuniary or personal interests to serve, and I believe that what I have said on the subject has been with that unprejudiced spirit and simple desire of eliciting truth which I hope is, and I trust will ever continue to be, a prominent feature in the character of our profession.

To the ability with which Mr. Hood supported the cause of the four-wheeled engines, I willingly bear witness, and their advocates have reason to rejoice on the accession to their ranks of so zealous an advocate.

Your obedient Servant,
EDWARD A. SEAWARD.

October 24th, 1841.

MANCHESTER AND SHEFFIELD RAILWAY.

The progress made on the Manchester and Sheffield Railway at this end of the line will enable the Directors, we understand, to throw it open from Manchester to the viaduct over the turnpike road at Godley toll-bar, a distance of from eight to nine miles, in the course of a few weeks only from the present time. Indeed, all that is wanting to complete this portion of the railway is a short portion of the embankment necessary to form a junction with the Manchester and Birmingham line at Chancery-lane, over which line, it is well known, they are to run as far as the station in Travis-street, and ultimately to the splendid new joint station of the two Companies erecting on the coal wharfs in Piccadilly, and extending across Store-street; and this junction, we understand, would have been effected so as to have enabled the Company to open immediately but for the late inclement weather, which has driven the labourers upon the embankment from their work.

We are enabled therefore to congratulate the public on the speedy prospect which is held out to them of as rapid and convenient communication with the populous districts which this portion of the Manchester and Sheffield line traverses as with the other large towns of our neighbourhood, including Stockport, Bolton, Rochdale, and Heywood. The portion of the Manchester and Sheffield Railway about to be opened, indeed, traverses a district studded with populous manufacturing towns and villages, and amongst them we may mention, as the most important Gorton, Openshaw, Audenshaw, Hooley Hill, Fairfield, Ashton-under-Lyne, Stalybridge, Dukinfield, Tintwistle, Hollinwood, Newton, and Hyde. From its junction with the Manchester and Birmingham Railway at Chancery-lane the line runs on a considerable embankment for about a mile and three quarters, where it enters a cutting at Openshaw, and passes under the Stockport Canal, a little distance from Messrs. Orrell's factory, and under Lee street; from thence it passes, with a few exceptions of fillings hardly worth mentioning as embankments, through cuttings or upon the surface of the ground the whole remainder of the distance; so that it may be presumed there is little likelihood of any interruption after it is once opened from slippings, settlings or other accidents to which embankments are liable.

The embankment we have mentioned at the Manchester end of the line has, with the exception of the small portion at the junction referred to above, been formed a considerable time; the permanent rails have been laid down, and locomotive engines and heavily laden waggons have been running on it for some time, so that it may be said to have settled down, and its permanence, solidity, and safety are placed beyond a doubt. The first station on the line is the Fairfield station, at the head of Gorton reservoir. The station for the accommodation of Ashton is established at Guide Bridge, about three-quarters of a mile from the new church; and this station will also accommodate the traffic with Hooley Hill and neighbourhood. At Dukinfield there is another station, situated at Dog-lane, near Dukinfield Hall. The line passes through this township, and traverses the extensive coal-fields of Messrs. Swire and Lees, and of the Dunkirk Coal Company. The station here will be the point also at which the traffic of Staylybridge and neighbourhood must come upon the line. The next station is Newton Green, established for the convenience of the populous townships of Newton and Hyde. The next station is Godley, on the Mottram and Hyde turnpike-road, for the present the terminus of the line; and here the traffic of Tintwisle, Hollinwood, Glossop, &c., will come upon the line, and arrangements have been made by which the Sheffield coaches and carriers will meet the trains there, for the accommodation of the "through" traffic.

The works, most worthy of notice on the line, are the three viaducts, the Dukinfield, Harewood, and Etherow, the latter of which, though nearly completed, is on a portion of the line not included in that about to be opened. The Dukinfield, or Tame Valley viaduct, is a handsome brick erection of five arches, each of considerable span, crossing the River Tame, and exhibits the appearance of a firm, substantial, piece of masonry. The viaduct at Godley, is of nine arches, one of which crosses the Mottram and Hyde turnpike. The Etherow viaduct is an erection of three lofty and beautiful arches, with stone piers, crossing the river Mersey. The centre arch is of 150 feet span, and the other two are of 120 feet each. The gradients on this line, though the railway passes through a country offering many natural obstacles, and where it might be imagined that considerable inclines could not be avoided, are very favourable, the greatest inclination being 1 in 100, or less than the principal one on the Manchester and Liverpool line—(the Sutton incline being 1 in 89)—and this incline is only 64 chains in length, the other gradients between Manchester and Godley being respectively 1 in 132, 1 in 330, 1 in 176, 1 in 193, 1 in 140, and 1 in 511, while some portion of the line runs on a dead level.

The carriages and locomotives, we understand, are in course of delivery on the line, so that the working department is almost in complete readiness. The locomotives are said to be of a very powerful description, and well fitted for the heavy trains which may be expected to traverse the line. The carriages will be of three classes, evincing the disposition of the Directors to afford every possible accommodation to the working classes who may be disposed to make use of this mode of conveyance, and whose time is, of course, at all periods a consideration to them; as well as to the middle classes, who have the means of paying for the comforts of a second class, or the luxuries of a first class carriage. The first class carriages are of the same construction as those used on the Grand Junction Railway; the second are of a description which have not yet been introduced into this part of the country, and known only to our northern travellers who may have traversed the Glasgow and Greenock Railway. The third class are "stand-ups," of similar construction to those used by the Manchester and Birmingham, and now running between this town and Stockport.

We are not prepared to give a list of the tolls, but we believe they are to be very low, and that the public will not have to be dissatisfied on this head.

As we have before stated, the present station in Travis-street, erected by the Manchester and Birmingham Company, is only for temporary use; the extensive erections for stations extending thence over Travis-street to Piccadilly, and thus approaching the heart of the town, being in rapid progress. This continuation of the line consists of upwards of thirty arches; the buildings intended for the booking and other offices have so far advanced as to give an idea of the design. The progress of the works here has been temporarily retarded by the misunderstanding between the contractor and masons; but there are a vast number of workmen employed upon the erection, and the works exhibit a scene of bustle and activity which gives promise of rapid progress. This station, when completed, will be one of the finest and most extensive in the kingdom. —*Manchester Times.*

RAPID TRAVELLING ON THE GRAND JUNCTION AND THE LONDON AND BIRMINGHAM RAILWAYS.

As the *Caledonia* would, it was expected, be the bearer of important intelligence from the United States and Canada, and as the *Britannia* had been delayed to give Government an opportunity of receiving and answering despatches, the Postmaster-general ordered Mr. Banning, our respected postmaster, to send the letter-bags by an express train, should they reach the Post-office after the departure of an ordinary mail train, so that not a moment might be lost in the time of their reaching London. On Tuesday night the bags were placed in a railway carriage at the Edge-hill station. All being ready, the train, consisting of the engine and one carriage only, which bore two gentlemen, one of whom had come by the *Caledonia*, a messenger for the *Times*, and the Post-office guard, started at 10h. 45m., and reached Birmingham at 1h. 35m., having completed the distance, 97 miles, in 2h. 50m. From this time must be deducted 15m. lost in waiting until a luggage train was moved off the line; so that, including stoppages to take in coke and water, the journey was accomplished in 2h. 35m. The train left Birmingham at 2h. 5m., and reached the Euston Station, London, at 5h. 30m., thus completing the distance, 112 miles, in 3h. 35m., including the time lost in replenishing coke and water. The whole journey from Liverpool to London was thus accomplished in less than six hours, at an average speed of thirty-five miles per hour, though, on certain parts of the line, the speed must have been, at least, sixty miles in the hour! The news, conveyed so rapidly by this express, was printed at full length in the *Times*, copies of which were in Liverpool by seven o'clock on Wednesday evening, just twenty hours from the time the news was despatched from the Edge-hill Station!—*Liverpool Albion.*

Great Western Railway—Box Tunnel.—On Wednesday night a man was killed in this tunnel by becoming entangled in the engine which assists the train up the incline. It appears that the engine was not quite close to the train (the mail train), and two men recklessly crossed the line immediately the train had passed, when they both fell, and one of them became so entangled in the wheels of the engine that he was dragged more than 100 yards, and killed on the spot. The other escaped with a few slight bruises.—On Tuesday last a portion of the viaduct which conveys the Great Western Railway over the road at Chippenham gave way. The injury is probably owing to the late heavy rains, but it has occasioned no obstruction to the usual course of the trains.—*Bristol Journal.*

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RAILWAY SHARE-LISTS.

The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length to be opened	Miles opened	No. of shares	Amt. of Shares	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
.....	.....	688	25	2	Ballochney	..	82†	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	20	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	55	..	..	..	..	..	..
—	—	10000	17½	7½	Ditto (*New*)	..	..	..	..	..	..	..
76	33	4500	100	60	Bristol and Exeter	..	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	.....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	3	30000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
78½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	2	Dundee and Arbroath	25*	25½†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	..
46	....	18000	50	50	Edinburgh and Glasgow	45*	..	..	..	..	..	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	17	Edin., Leith, & Newhaven	*	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	37½*	38†	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	39*	40*	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	25*	25†	..	..	..	..	..
15½	....	6000	50	50	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	190
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	90
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	17625	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	25
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	62
118	118	250000	100	65	Great Western	75½	75¾	76½	76	76	76	77
—	—	250000	50	50	Ditto (*New Shares*)	54½	54¾	55⅓	55⅝	..	..	55¼
—	—	37500	20	4	Ditto (*Fifths*)	7¾	7¾	7¾	7⅞	8	8	7¾
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20¼	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5130	100	100	Liverpool and Manchester	..	..	..	..	..	..	196
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46¼
—	—	7668	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	92
..	..	....	..	..	.....	..	..	..	..	..	..	..

Length to be opened	Miles opened	No. of shares	Amt. of Shares	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu	W	Th.	Fri.	S	Liverpool.
112¼	112¼	25000	100	90	London and Birmingham	157½	..	..	..	156	156	156
—	—	25000	25	5	Ditto (*Quarter Shares*)	21¾	..	..	..	..	..	21¾
—	—	31250	32	32	Ditto (*Thirds*)	52	..	..	..	52	52	51¾
.....	.....	.....	32	2	Ditto (*New Shares*)	23½	..	..	..	..	..	23¾
33	33	24000	25	25	London and Blackwall	..	8¼	8¼	8	8¼	8¼	..
....	....	....	6¼	2½	Ditto (*New*)	..	..	..	..	..	2¼	2⅜
56	56	16000	50	50	London and Brighton	37½	38	36¾	34¾	34¾	34¾	37¾
10½	10½	33000	avr.	13⅓	London and Croydon	11⅔	..	..	11¾	..	..	..
3¾	3¾	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
.....	.....	.....	.....	20	Ditto (*New Shares*)	..	..	..	..	17½	17½	..
.....	.....	.....	.....	6¼	Ditto (*Scrip*)	..	..	..	..	6¼	6¼	..
77	77	36000	avr.	38⅓	London and South-Western	51¼	52	51⅜	51¼	..	..	51⅛
—	—	42000	5	2½	Ditto (*Tenths*)	..	..	..	..	..	..	2⅝
50	50	14000	100	70	Manchester and Leeds	..	..	..	..	..	..	57
—	—	15000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	52
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	21¾
10	...	7000	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	40000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	81½
—	—	10000	25	15	Ditto (*Quarter Shares*)	19½	..	..	..	..	..	20½
.....	.....	1940	78	25	Monkland and Kirkintilloch	..	57½†	..	..	..	..	..
61	61	30000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
.....	.....	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	..	..	66	66	65	65
—	—	15000	50	40	Ditto (*New*)	32	..	..	..	..	..	32½
—	—	15000	21½	15	Ditto (*Thirds*)	14	..	13½	..	14½	14½	14½
90	32¼	26½	72000	50	30	Northern and Eastern	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	75
25	19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..
62	—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..
77	54	54	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..
55¼	25	25	10000	100	100	Stockton and Darlington	..	..	..	..	..	..
7¾	—	—	10000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..
.....	.....	.....	30000	50	38	South Durham	..	..	..	..	..	..
—	—	.....	40000	12½	7½	Ditto (*New*)	..	..	..	..	..	..
67	....	....	28000	50	43	South-Eastern and Dover	..	19½	..	..	..	19
27	27	....	8000	100	100	Taff Vale	..	..	..	..	..	..
196	15½	...	9000	50	7½	Thames Haven	..	..	..	..	..	..
46½	.....	.....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..
92	23	23	6700	50	50	York and North Midland	78½	77½	..	78½	78½	78
—	—	—	6700	25	10	Ditto (*New*)	27	..	..	..	..	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Oct. 23	1,647½	£65 10 7	£101 5 2	£166 15 9	£1 17 1	£11 2 5	£179 17 2½	15
1,050,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Oct. 23	..	938 2 8	345 5 4	1,132 4 8	4 4 0¾	29 8 2	945 17 11	32½
1,286,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	51	Oct. 22	7,332	1,609 1 3	253 9 3	1,862 10 6	5 4 4	36 10 4¾	833 15 3	31
499,999 0 0	456,963 10 1	....	Chester & Birkenhead	4	14½	Oct. 25	5,356	411 0 3	36 12 4	446 12 7	2 8 7	17 0 2	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	5	6	Oct. 24	27,432	....	....	717 5 4	17 1 6¾	119 10 10¾	575 5 0	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	6	16½	Oct. 26	3,741½	161 4 1	58 18 4	220 2 6	2 3 9¾	13 2 10	242 2 1½	16½
2,133,333 0 0	1,651,888 4 3	2 3 6	*Eastern Counties'	7	17½	Oct. 24	15 192	....	....	824 10 3	6 14 7½	47 2 3¾	618 5 1	..
833,000 0 0	786,856 12 11	2 10 0	†Glas., Paisley, & Ayr	8	40	Oct. 23	12,939	857 6 8	258 15 8	1,116 2 4	4 13 0	27 18 0¾	1,094 6 10	..
.....	....	....	†Glas., Pais., & Green.	9	22½	Oct. 23	11,961	702 4 8	116 15 4	819 0 0	6 1 4	36 8 0	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	10	83	Oct. 23	..	6,910 17 8	2,007 9 5	8,918 7 1	11 3 6¾	78 4 8¾	8,480 4 11	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	11	45	Oct. 25	..	956 13 4	382 13 11	1,339 6 5	4 5 0¾	29 15 3¾	....	..
5,331,527 9 10	5,877,120 7 8	3 9 0	Great Western	12	118	Oct. 24	29763½	10,786 9 4	2,206 6 11	12,992 16 3	10 19 3¾	76 15 3¾	6,061 6 5	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	13	31	Oct. 23	3,801	503 9 1	452 9 8	955 18 9	4 8 1¼	30 16 8½	650 5 3	..
485,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	14	20¼	Oct. 23	2,314	480 4 6	34 12 8	514 17 2	3 11 9	25 2 3¾	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	15	31	Oct. 22	..	2,687 14 1	1,997 11 2	4,685 5 3	21 11 9½	151 2 9	4,978 12 0	31
5,750,000 0 0	5,721,807 0 0	9 8 10	London & Birmingham	16	112¾	Oct. 23	..	13,027 19 3	3,120 1 2	16,148 0 5	19 6 1	135 2 7	16,028 17 6	112¾
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	17	3½	Oct. 28	35,840	....	....	668 13 1	25 9 5¼	178 6 1¾	533 13 0	3½
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	18	56	Oct. 28	4,342	2,191 14 10	26 19 7	2,218 14 5	5 13 2¼	39 12 4½	108 12 3	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	19	10¾	Oct. 26	7,897	458 7 6	32 15 3	491 2 9	6 13 7¾	46 15 6	530 17 6½	10½
995,300 0 0	748,156 13 4	2 0 0	London & Greenwich	20	3½	Oct. 28	25,617	....	....	779 8 0	29 16 8	207 16 9¾	....	3½
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West	21	77	Oct 25	..	4,381 6 0	1,226 8 3	5,607 14 3	10 8 10½	72 16 6½	4,623 0 6½	77
2,800,000 0 0	1,515,045 2 1	....	*Manchester & Birm	22	5	Oct. 25	10,820	....	....	312 13 3	8 18 7½	62 10 7½	336 4 0	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	23	10	Oct. 21	..	365 9 0	221 3 8	586 12 8	8 7 7¼	58 13 3	551 3 8	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	24	50	Oct. 18	..	2,515 0 4	1,833 11 1	4,348 11 5	12 8 5⅔	86 19 5	....	18½
1,530,000 0 0	1,530,375 8 5½	5 0 0	Midland Counties'	25	57	Oct. 23	9,382½	1,714 5 4	944 5 10	2,658 11 2	6 13 0	46 11 0¾	1,709 12 1	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	26	61	Oct. 23	..	524 13 3	976 17 10	1,501 11 1	3 10 3½	24 12 3¾	1,530 2 6	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	27	72½	Oct. 23	..	2,899 1 8	1,432 1 9	4,331 3 6	8 10 1¼	59 10 8½	2,739 6 5½	72½
730,000 0 0	560,000 0 0	6 13 4	North Union	28	22	Oct. 22	3,930	944 2 6	174 15 9	1,118 18 3	7 5 3½	50 17 2¼	1,064 0 7	..
720,000 0 0	464,359 0 0	5 0 0	Northern & Eastern	29	26½	Oct. 24	9,557	....	....	890 6 6	4 15 11½	33 11 11¼	412 17 9	..
500,000 0 0	347,920 13 0	2 10 0	Preston & Wyre	30	19	Oct. 23	1,927½	177 3 7	72 2 4	249 5 11	1 17 5¾	13 2 5	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	31	8	Oct. 24	7,288	....	....	203 16 1	3 12 9	25 9 3	225 15 1	8
446,666 0 0	566,672 8 1	9 0 0	York & North Midland	32	23	Oct. 25	7,771½	....	....	1,655 15 10	10 5 4½	71 17 9¾	791 8 11	23

* Toll to London and Birmingham 151*l.* 3s. 4d., to be deducted from gross receipts.

7. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

9. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

10. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

12. The 5,231,527*l.* 9s 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

14. The 34*l.* 12s. 8d. from goods, &c. is for toll only.

15. Ten per cent. is the maximum dividend allowed by the Company's Act.

16. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

19. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

20. Capital of 993,200*l.* includes new capital for widening the line, &c. The div dend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

21. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

24. The 4,348*l.* 11s. 5d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

25. The receipts for goods, &c. include, carriages, 462*l.* 7s. 0d.; horses, 13*l.* 16s. 6d.; dogs, 3*l.* 1s. 0d.; parcels, 225*l.* 3s. 11d.; cattle, 93*l.* 10s. 0d.; corn, 6*l.* 11s. 3½d.; heavy goods, 468*l.* 17s. 0d.; coal, 86*l.* 19s. 2d.—Total, 944*l.* 5s. 10½d. The dividend is from the time opening.

27. The dividend includes a sum of 31,756*l.* earned previous to the last half-year.

28. The receipts stated are after deduction of Liverpool and Manchester toll.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway. The dividend is from the commencement.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Durham and Sunderland Railway.—*We have replied to one of our Newcastle correspondents by post.*

Hydraulic Railway.—*We have in a previous number given in a few words our opinion of this scheme and see no reason from the circular now sent us to qualify it in the smallest degree.*

Mr. D. *(Reigate).*—*The MS. shall be preserved as requested and should a favourable opportunity occur shall not be forgotten. Our correspondent is mistaken in supposing that the scheme was not tried in the City. The failure elsewhere we are induced to attribute to other causes than that adduced by our correspondent.*

J. G. *(Edinburgh).*—*The salary usually varies from 60l. to 100l. per annum. We suppose much about the same proportion will hold good on the line named. We do not think there is much chance of promotion; and beyond what may be realized from benefit societies there is no provision for old age or infirmity.*

Inquirer—*About 30,000l. per mile; certainly not less. Let our correspondent beware.*

West London Railway.—*In answer to* A Quondam Shareholder, *we can only say, that a few days ago we saw the cutting at the crossing of the Hammersmith-road about half full of water. Any representation to the contrary is therefore not to be depended upon. For an answer to his other question he must apply to the Secretary (Mr. Thompson), Abchurch-lane, City.*

London and Brighton Railway.—*In the letter of* A Shareholder and Resident *which we published last week, instead of 3s. per ton the charge for goods should have been stated at 30s.*

R. P.—We *instituted no comparisons; we merely showed wherein our correspondent's comparison was defective. Certainly we did not desire to detract from the merits or probable results of the line referred to.*

Continental Railways.—*A correspondent, under the signature of* Father Luke, *would be glad to know who are the parties in this country who are connected with the proposed railways from St. Petersburgh to Moscow, in Russia, and from Dresden to Vienna, and others in Germany.*

Mr. J. D.—*With much pleasure. There is no charge whatever.*

M. D. *(Birmingham.)*—*Trafalgar-square, Charing Cross.*

Railway Passengers.—*In our last number a correspondent stated that the number of passengers on the various English railways, from the 7th of September to the 4th of October, had been 68,809. This was so manifestly a mistake, that we have no doubt our readers have themselves corrected it. We have not the MS. at hand, but probably the number above stated is a misprint for 688,090.*

Mr. W J. *(Manchester).*—*We should think not. Better ask the Secretary.*

Observer S. *should send his strictures to the journal in which the article commented upon appeared.*

P. C. N.—*The gradient is 1 in 300.*

G. C.—*The Bill was not thrown out on the grounds represented to our correspondent, although we can readily guess why such a representation should have been made to him. We would advise him to be on his guard. He may rely upon our vigilance and secrecy.*

Cheltenham and Great Western Railway.—*The general meeting was held on Thursday, but at the time of going to press no report of the proceedings had reached us. We shall give a full report in our next.*

Urbanus.—*Our correspondent appears to be ignorant of the fact, that the gentleman whom he names was not the original engineer of the Company. A great portion of the expenditure was incurred before his connection with the Company. Why, then, should he be made answerable for the errors of others?*

Four-wheeled and Six-wheeled Engines.—*Our Dundee correspondent's letter, in answer to Mr. Seaward, came too late for this week. We shall probably give it in our next.*

Query.—*A line between the two towns was surveyed (we think in 1839), but no further steps have since been taken. We doubt the paying properties of such a work.*

THE RAILWAY TIMES.

SATURDAY, OCTOBER 30, 1841.

In recurring to the mode in which the affairs of the Durham and Sunderland Railway Company are conducted, we need scarcely take the trouble to disclaim every feeling of hostility towards the members of the Direction, individually or collectively; or to state that we select that undertaking simply as exhibiting the working of vicious principles carried to extremes. Generalities are far less convincing than individual instances, whether in the way of warning or as examples for imitation. We might declaim for months against the impolicy of appointing Contractor-Directors, or the iniquity of declaring dividends out of capital, and some of our readers might assent to our propositions, while others would probably look upon our fears as visionary, and deem our strictures uncalled for; but when we can set before them the operation of those principles in all their deformity, as shown in the experience of a particular Company—when we can point to the Durham and Sunderland Railway, to its present position and future prospects, and to the dissatisfaction which has very naturally sprung up amongst its proprietors—when we can do this and say, "behold the effects of the system which we condemn," who is there that will not, if he have none but honest and honourable purposes to promote, deprecate that system, and do what he can to correct or extirpate it, or at least to check its further progress?

With these views, we beg to call the particular attention of the railway public to two letters, which appear elsewhere, in reference to the Durham and Sunderland line; and here we may observe, that the communications in question are but samples of the letters which have poured in upon us since we first took this matter in hand. Some of the statements forwarded to us are so incredible—attributing to individuals acts so totally inconsistent with their official position—that we cannot, without further inquiry, venture to give them to the world, but our correspondents may rest assured that they shall not be lost sight of. Having once entered upon this business, we shall not cease till, if we cannot reform the Management, we have at least fully exposed its delinquencies.

The original grounds of complaint which we adduced against the Durham and Sunderland Board were two—first, that a large proportion of the Directors appeared to be contractors with the Company; and, secondly, that at least one dividend had been declared out of capital, to the delusion of the shareholders. With respect to the former of these points we certainly were not prepared for the statement made by both our correspondents, and confirmed to us from other quarters, that out of fifteen members of the Board not fewer than TEN are parties having interests diametrically opposed to those of the proprietors at large! To one of the letters is appended a list of the present Directors, their connection with the Company as land proprietors or coal owners, and the amount of their several holdings in the railway. It is worthy of remark that the largest proprietor who has a seat at the Board is Mr. JOSEPH PRICE, who holds 213 shares, while some of his colleagues hold but 13, 14, 15, 16, 18 or 19 shares, these latter being Contractor-Directors, while Mr. PRICE appears to hold no such relation to the undertaking. It is further deserving of notice, that while the Directors generally have been opposed to the publication of the accounts, and on one occasion, according to our correspondent, even went so far as to treat with contempt a resolution of the proprietors that the accounts should be published, the name of Mr. PRICE appears affixed, with those of other proprietors, to the printed letters alluded to by our other correspondent, in the last of which letters the motions of Mr. SINGERS, for limiting the number of Contractor-Directors, and for the publication of the accounts previous to the half-yearly meetings, are brought forward and their adoption strongly recommended. With the solitary exceptions of Mr. PRICE, who holds, as before said, 213 shares, and of Mr. BENJAMIN PARKER who holds 70, and who seems like Mr. PRICE, to be concerned in no contract, or to own any land required by the Company, not one of the Directors appears to hold more than 40 shares, while the average is very much under that number. We do not think that in general, the number of shares held by a Director is any valid test of his fitness for office; but in this case, when their duties as members of the Railway Board, and their interests as coal proprietors clash, it is essential for the sake of avoiding suspicion of improper motives and partial acts, that the holding of these parties should *not* be small.

We have not room for the publication of the documents of which mention is made in the letters of our correspondents, nor if we had, would the details be of any great interest. The general results we have already indicated. In one of the statements of account sent us, we find that from one colliery the receipts of the Railway Company were during the last half-year 4,615*l.*, from another 3,449*l.*, and from a third 2,615*l.* As the names of the collieries only and not of the proprietors, of them are given, we have no means of connecting these amounts with the holders of 13, 15, or 18 shares; but will any one venture to affirm that if Directors hold such disproportionate interests in two undertakings, they will not naturally forward the success of the one at the expense of the other, when the two cannot be combined—will any one take upon himself to assert that these coal owners will not cheerfully give up all hope or expectation or desire for dividends, if they can secure even so small a reduction as one halfpenny per chaldron in the conveyance of their coals as compared with the charges on neighbouring lines, more especially when we find that some of them send by the railway from 20,000 to 40,000 chaldrons a year? That the charges for the carriage of coals even after a recent addition of a halfpenny per chaldron, are still lower than they ought to be, is shown in one of the printed letters already mentioned, where it is stated that had the charges upon the Durham and Sunderland Railway been the same as those on the Stanhope and Tyne, an adjoining line, the annual income of the former Company would have been increased by 4,200*l.*, and this although the Directors of the Stanhope and Tyne Railway have founded *their* charges insufficient to maintain their line and to yield a profit, and contemplate an addition at the commencement of the ensuing year, of one-fourth to their present rates! In short, the whole management of the Durham and Sunderland Railway appears to be pervaded with this system of divided and adverse interest; for we find in a statement now before us of "way-leave" rents, paid by

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the Company, the name of Mr. JOHN GREGSON, the late clerk to the Company, and father of the present clerk, as receiver of 450*l.* per annum, as the rent of 24 acres of land!

As regards the declaration of a dividend out of capital, we can add nothing to what we have already said, in condemnation of this most iniquitous proceeding. We do not wonder that our correspondents complain bitterly of having been duped by so unwarrantable a course, and how any body of men can venture to hold up their heads in society after having knowingly been guilty of such conduct we cannot imagine. The flimsy excuse which has been adduced in extenuation, namely, that it was the *shareholders* who declared the dividend, only adds to the enormity of the offence; for, what can be worse, than first to refuse the publication of the accounts, and then to *recommend* a dividend, as if these accounts were in a satisfactory and business-like condition?

We hope and believe that the practice of knowingly declaring fraudulent dividends is not common with Railway Managements. At the same time care must be taken that deception of a similar kind is not incurred through incaution, or from any other cause. The declaration of a dividend without making allowance for depreciation of stock, cannot in our opinion be regarded as other than fallacious. Some Companies, we fear, are running out their perishable stock, thereby exhibiting an appearance of a low scale of expenditure, and a rate of dividend not warranted by the profit really made, and thus leaving a succeeding set of proprietors to make up from their income the replacing of the exhausted stock It is quite a mistake to suppose that the Liverpool and Manchester Company make no provision for this (although the *name* of depreciation fund is not found in their accounts), as we shall show hereafter. In the meantime we again call attention to the correspondence which has given rise to these few remarks.

"JUSTICES' *justice*" is proverbially very different from that which other parties than the great unpaid, or paid, dispensers of the law would deem or designate such. Justices' caprice, justices' bigotry, justices' stupidity—all these are but too often synonymous with justices' justice, and never so much so, as when a Railway Company apply for redress. The scandalous inadequacy of the punishments (if such a word as punishment can be justly used) in cases of trespassing upon English railways, has been to often recorded in our columns to be at all a matter of surprise to our readers. We had imagined, however, that these matters were better managed on the other side of the Border, but this notion has been dispelled by an instance in which the Glasgow and Ayr Company were concerned, and which has within the last few days been brought under our notice. As the decision referred to is, we understand, but a specimen of the sort of justice which this spirited Company have recently experienced from the same quarter, we have deemed it desirable to take the case from the portion of our journal usually appropriated to similar "offences," and to notice it more prominently.

It appears that a person named ROBINSON, the son and foreman of one of the contractors on the Kilmarnock branch of the Ayr line now in the course of formation, had been in the habit of walking upon the main line in going to and returning from his work. One of the witnesses had seen him thus trespassing twice, another four times; and on one occasion he had walked upwards of a mile upon the railway. The Directors of the Company had very properly given orders to the police to prevent the workmen from walking upon the line, and the man ROBINSON had been repeatedly warned, and threatened with a prosecution, but in vain. He openly set the police, and even the engineers of the Company, at defiance, till at last it was found absolutely necessary to summon him before the bench of magistrates sitting at Irvine. The original depositions taken in the case are now lying before us, in which the above facts are clearly established, and, moreover, that great damage had been done to the Company's fences from these and similar intrusions. One would naturally imagine, but for past experience of the peculiar kind of justice which is meted out by magistrates, metropolitan and provincial, that so daring a trespasser as this person who from his situation could not but know that his conduct was contrary to law—likely to occasion danger in the working of the line—and certain to set a bad example to workmen of an inferior grade—one would reasonably have expected that such a person would have been dealt with somewhat sharply; but no! Their worships in their wisdom amerced him in the magnificent sum of just *half-a-crown*, while the cost *to the Company* of instituting the proceedings, was, we are given to understand, at least SIXTEEN TIMES that amount! And this is justice as dispensed, not to the Ayr Company and by Ayrshire magistrates only, we regret to say, but to almost every Railway Company, and by almost every magistrate, in the United Kingdom. Is it any wonder, that under such circumstances, the officers engaged on these national undertakings should become careless of bringing offenders before the constituted authorities—is it at all ground for surprise that parties such as this person ROBINSON should laugh at the attempts made by the Companies to preserve their own property, and protect the lives of the public, when they find those whom a recent Act of Parliament for the "regulation" of these great works *requires* to take due cognizance of cases of trespass and damage, practically connive at violations of the law? Magistrates, and Squires, and landowners of every degree, are ready enough to cause the Companies to pay dearly for the privilege of expending their money in prosecuting a public improvement, and equally inclined to follow the advice so freely given in certain quarters, and make the proprietors *smart* in the shape of deodands, when any unfortunate casualty occurs upon any of the lines that are in operation—aye, although it may be clear to all, save the sapient jurors themselves, that the parties thus mulcted are, legally as well as morally, blameless; but when these same parties come forward as complainants—when they prove clearly that the property which they have purchased at so costly a rate is wilfully and wantonly damaged—when they show that their anxious endeavours to avoid one great cause of accident are, day after day, frustrated by the conduct of headstrong and insolent trespassers—do the justices and jurors extend their co-operation and assistance, and the protection of the law to check the oft-recurring offence? Let these half-crown penalties supply an answer.

The only attempt at an excuse which ROBINSON brought forward was, that there was no other road than the railway by which he could get to his work. What have the Company to do with *that*, allowing the fact to be as represented? When he or his father took the contract referred to, they are presumed to have satisfied themselves as to the state of the neighbourhood. As well might they seek to make use of the railway, supposing the materials to be in that direction, for the passage of their horses and carts in carrying the stone employed in the erection of the bridge for which they have contracted.

We have already intimated that cases of trespass are not uncommon upon the Ayr line. In fact, we are credibly informed that so much has this been the case, that the fences are in many places completely destroyed, and every facility given to cattle to stray upon the railway! Can this be matter of surprise when it is known that two or three cases of the same character as that upon which we are commenting have come before the same court, and in none of them has the decision been so *favourable* to the Company as in this!

Other workmen who may be placed in the same position as ROBINSON with respect to the Ayr Railway, now know precisely how much they may shorten their daily journeys (for we dare say the real cause of the trespass was this), by making a footpath of the railway. They now know that for half-a-crown they may make use of the line for days—may insult and bully the officers of the Company—and moreover enjoy the satisfaction of putting these officers to much personal inconvenience, in having to dance attendance upon the Midases of Irvine, and the Company who employs them to very considerable expense. We shall look for the fruits of the Irvine decision.

THE Directors of the Edinburgh and Glasgow Railway Company have at last determined upon doing that which, if they had done at first, would have saved their constituents some expense, themselves much obloquy, and the railway interests no little scandal;—they have resolved, it seems, to settle their differences amicably. This we state upon the authority of a letter quoted in a circular which appears in another part of our present number.* We take some credit to ourselves for having helped to shame the opposing parties into a more decorous course than that which they have recently been pursuing, and which some of them threatened to pursue still further, by getting up the edifying spectacle of a Parliamentary opposition to their colleagues and co-proprietors. They have done well to pause in time, for we are assured that some of the principal non-resident shareholders were about to take steps that would have resulted in giving the belligerents an opportunity of settling the claims and feuds of their respective cities, in any character but that of Directors of the Edinburgh and Glasgow Railway.

The basis of the arrangement proposed by the Edinburgh Committee is stated to be, that in the new Act of Parliament, which, on other grounds, must be applied for next session, they will consent—

1st. To the abolition of the Edinburgh and Glasgow Statutory Committee.

2nd. To the Board sitting in Glasgow, being recognised as possessing both *deliberative* and *executive* powers, and being enabled to appoint whatever Committees in Edinburgh and Glasgow it may see fit.

3rd. To the number of the Directors being reduced to *fifteen*, of whom *six* shall be resident in Glasgow, *four* in Edinburgh, and the remaining *five* from the shareholders at large.

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* It has since been confirmed from a quarter upon which we can place the utmost reliance.

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Five members to form a quorum of the Board.

These proposals appear satisfactory enough, except as regards the number of Directors and their future places of residence. What need is there for *fifteen* Directors to manage the affairs of a railway not fifty miles in length? Twelve or ten would be ample; nay, with due precautions as to auditorship, and strict and personal responsibility, half that number would, we conceive, be found much more efficient in practice than the unwieldy Direction which has involved the Company in these unhappy squabbles. Then as to the localities of the future members of the Board. We are strongly in favour of Directoral residence upon or in the neighbourhood of a line the affairs of which they profess to conduct, and think that in general this should be a *sine quâ non* in determining their qualifications for office. So far, therefore, we approve of the scheme for fixing the abode of the majority of the members of the Edinburgh and Glasgow Board at one or the other terminus; but why specify the particular number at each, making it a rule that six shall be resident in Glasgow and four in Edinburgh? We are of opinion that this arrrangement, if carried out, will be productive of inconvenience. Suppose that not more than five really qualified Directors (and when we speak of qualifications we do not use the word in merely the Parliamentary sense, for *that* comprehends but a very small amount of the merits that a Director ought to possess)—suppose we say, that not more than five efficient candidates could be on some particular occasion be found at Glasgow, and not more than three in Edinburgh, are the sixth and fourth places at the Board to be filled up by unqualified and inefficient men? Or suppose that there are eight shareholders resident in Glasgow, any one of whom would as a Director contribute more to the prosperity of the undertaking than any two of the Edinburgh section, are six only to be selected from the former, for the mere purpose of preserving "the balance of power?" Again, with regard to the "remaining five" Directors, who it is proposed shall be chosen "from the shareholders at large," will residence at Edinburgh or Glasgow disqualify such parties? If it should, then the old objection of selecting not the fittest men, but men placed in a particular locality applies with double force; if it should *not*, the proportion of Edinburgh and Glasgow members, and of what may be called their neutral colleagues, is at once upset; for it is clear that with sufficient influence there might be *eleven* Glasgow to *four* Edinburgh Directors, or *nine* Edinburgh to *six* Glasgow, or in any intermediate ratio.

These, however, are comparatively trifling matters, and can be modified or corrected hereafter. The great point to be secured is the reconstitution of the Board upon the principle which prevails in the English Companies, and we congratulate the proprietors that this is now likely to be attained with much less trouble than was at one time expected. Attained it must have been sooner or later, but it is on every account far better that it should be secured at once and amicably.

The *Glasgow Courier* of Tuesday, received since the above was in type, thus adverts to the subject, and supplies some interesting details as to the state of the works:—

We have learned with sincere pleasure, that the unfortunate differences existing between the Edinburgh and Glasgow Committees of Directors have at length been amicably adjusted. At a recent meeting of the General Board, attended by members of both Committees, the alterations in the constitution of the Board recommended by the last General Meeting of Shareholders were taken into consideration, and the following changes, which had been previously approved of by both Committees, were unanimously agreed to, and will be embodied in the new Bill for which the Company have occasion, on other accounts, to go to Parliament.

The Edinburgh and Glasgow Committees, as existing under the present Act, are to be abolished, and the whole powers, both of management and execution, are to be vested in the Board of Directors, who will meet, as at present, in Glasgow, and consist of fifteen members (instead of twenty-four as at present,) of whom six shall reside within twenty miles of Glasgow, and four within twenty miles of Edinburgh; the Board to have power to name Committees in Edinburgh and Glasgow, and delegate to them such powers and functions as they think proper.

This proposed modification of the constitution of the Board is, we understand, to be submitted to the shareholders, and will, we have little doubt, be cordially approved of by them. Both the interests of the public and of the Company are concerned in this result; for however much the Directors have hitherto held their differences in abeyance in everything connected with forwarding the works on the line, yet these differences were of a nature that rendered harmony at the Board doubtful, and unity of management impossible. The unseemly spectacle will also be prevented of a contest in Parliament among parties who should never appear before that tribunal disunited.

We understand that Sir Frederick Smith, the Government inspector, was recently here, and examined minutely the state of the works along the line from end to end. We have not as yet seen any official Report published, but we understand that he was highly pleased with the substantial manner in which the finished portions of the works were constructed. With regard to the time of completing and opening the railway to the public, it is understood that Sir Frederick considered it likely that the whole works, including the great whinstone cutting at the Croyridge, might be ready for traffic by the middle of November. From the energy with which the unfinished parts are pushed forward, we have little doubt that this might be the case with average weather, but taking into account the unfavourable season which we have had from the beginning of August down to the present time—certainly the most rainy season that has been experienced in this part of the country for many years—our wonder is rather that so much has been accomplished than that something yet remains to do. Should November, however, prove more auspicious, it is expected that by the beginning of December the wishes of the public will be realised. One advantage, at least—and that not a small one—has resulted from the wetness of the season. Much of the subsiding and slipping of the embankments, which might otherwise have happened at a future period, has already taken place, and the consolidation of the works has thus been greatly matured before the line is opened for traffic. Upon the whole, therefore, considering the increased security to the public, the delay is not so much to be regretted; because whatever tends to inspire greater confidence in the community in the safety of the line, will ultimately be for the true interest and benefit of the railway.

YESTERDAY week a party of Directors of various lines of railway were invited by the Chairman of the Manchester and Leeds Railway to take an excursion in a carriage of a novel construction, built according to his own plan and design; and we think very great credit is due to Mr. HOULDSWORTH for his invention. The under framing is of the usual construction, but the body is unique. The floor is considerably wider than ordinary, and the sides curve outwards till they join a circular roof, the greater part of which is fitted with wire gauze to give air, but capable of being instantaneously covered with waterproof material by the action of an inside handle, so that sun and rain may be shaded out at pleasure. The sides are fitted throughout with plate glass, and ranges of seats occupy the floor, leaving passages on either hand. Tents are also contrived in the sides, which close at will by spring action. The effect of the interior, resembles the inside of a conservatory. During the progress of the party through the very beautiful hill scenery to Todmorden and Hebden Bridge a collation was partaken of and the wine-cup circulated, the members of the party moving about in groups, conversing as though in a fixed apartment, or rather a steamer's cabin. It must be a most satisfactory reflection to the shareholders of the Manchester and Leeds Railway to have a Chairman so well versed in mechanical arrangements. On the road some experiments were tried with a self-acting break, the invention of Messrs. Nasmyth of Patricroft, intended to obviate the necessity of guards to a train by rendering the breaks automatic, and consequently certain. We could not ascertain what was the opinion of the Directors as to its eligibility.

WE have not yet had the good fortune to see a copy of Professor BARLOW'S Report to the Railway Department of the Board of Trade, in reference to the late fatal accident on the London and Brighton Railway; but we understand from a quarter on which we can rely, that the Professor has abstained from pronouncing any opinion as to the comparative merits of four-wheeled and six-wheeled engines.

We regret to say that another accident occurred on this line on Thursday last, which, although only of a character common to all new lines, and more particularly to be looked for after the late (and present), unprecedented rains, has, in the mean time, caused some interruption to the traffic. It appears that a considerable quantity of chalk has slipped in a cutting near Merstham tunnel, and for the present blocked up that part of the line, so that for a short distance the passengers are conveyed by horse coaches. Yesterday Sir Frederick Smith left town by the two o'clock train, to inspect the scene of the occurrence.

Accidents of this kind are beyond the foresight of any Railway Management, or any Engineer, however skilful or however careful, and we trust that the late slip will not prove to any great extent injurious to the present trade of the line.

A CORRESPONDENT calls our attention to the arrangements of the day mail to Edinburgh. It now, it appears, leaves London at a quarter before ten, and goes down to Lancaster at the rate of about 25 miles an hour. It is forwarded thence by coach, and arrives in Edinburgh at

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two o'clock the next day. Now, argues our correspondent, if a mail train were dispatched *for Darlington*, to leave Euston-square at the same hour, viz., a quarter before ten, and travel at the rate of 25 miles an hour, the journey could be performed in eleven hours, the distance being 264 miles. There would be allowed a quarter of an hour for refreshment at Derby (and the day mail to Liverpool is only allowed that time at Birmingham), and this would bring them to Darlington at a quarter before nine at night. The remainder of the journey to Edinburgh is performed by the day coach in fifteen hours, and it of course stops somewhere to give the passengers time for dinner, which a mail travelling at night need not do. But if a mail coach performed the journey from Darlington to Edinburgh in fifteen hours (and there is no reason why it should not), leaving Darlington at nine at night, it would reach Edinburgh by twelve the next day, which is two hours earlier than it does at present; and two hours saved in the middle of the day at a time when people are on 'Change is a matter of great importance, particularly as this mail takes all the morning newspapers from London.

If the people at the Post-office were to exert themselves, this train might leave Euston-square at half-past 9. Surely three hours of a morning, from 6 to 9, is time enough to sort letters; and they might close the boxes at half-past seven instead of eight, as it is not likely that people will get up so early to write letters, but write them over night. This would allow them another quarter of an hour on the journey.

We are given to understand, that under the new Administration Post-office matters are much better attended to than before, and therefore would we call attention to our correspondent's suggestions. That the Post revenue will increase in proportion to the facilities afforded is so clearly proved by past experience, that we need do no more than remind the authorities of the fact.

The *Bristol Journal* mentions a case which reflects much credit upon the arrangements of the Great Western Railway Company, and on the honesty of their *employeès*. "Yesterday [says our contemporary] we had a visit from a gentleman at Clifton, who speaks in justly merited terms of the system by which property is secured, though the owner be forgetful or negligent. On Friday last, our informant went to the terminus at Temple-gate in an omnibus, the driver of which seemed not to care whether his passengers were in time or not, and found the train just ready to start. In his hurry to secure his carpet bag and take his place, he left his purse on the counter, and did not discover his loss till an hour's riding had placed it 30 or 40 miles out of arms length. On arriving at the Slough station he stated the matter to Mr. Howell, the superintendent, expressing his belief that he must have left the purse on the counter where he paid his fare, and was promised that it should be inquired into. On the following day the purse and its contents were safely delivered to him at the Paddington terminus." We have reason to know that cases of this kind are not uncommon upon railways.

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A contemporary thinks it may be useful to proprietors of railway shares, as furnishing some clue to the fluctuations which so often take place in the market price of their property, to know the following anecdote. Messrs. Thomas Cardwell and Son, of Manchester, lately received a letter, dated Coventry, signed Thomas Williamson, directing them to sell 55 shares in the Bristol and Exeter Railway, at 35 per cent. discount (which was below the market price) or "a pound or two lower if necessary," as he, Mr. W., "wished to get out of the concern." Messrs. Cardwell were directed, after making the sale, to send for the shares to Mr. Williamson, at an address given at Leamington. Messrs. Cardwell, having made the sale, wrote to Mr. Williamson as desired; but the letter was returned, no such person being known there. They wrote again with the same result; and at length one of the firm went to the place, and discovered that the letter was entirely a hoax, and probably the fabrication of some person who wished to purchase the shares under their value. The same trick, no doubt, has been played to some extent, as we (adds our contemporary) are in possession of the names of two respectable firms who have been victimised by precisely similar means into "paying the difference," one firm upon 70 shares, and the other upon 100.

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The *Witness*, a religious paper published in Edinburgh, states that notice has been given to the Board by one of the Directors of the Edinburgh and Glasgow Railway for the 16th of November, that there be no travelling on the railway on Sabbath, unless compelled by Government. "The success of the motion," adds our contemporary, "will depend very much on the feeling expressed by the public on this subject, and the interest taken in it, and therefore we trust that every exertion will be used to let the Directors see how much any attempt to use the railway on the Sabbath will be opposed." *We* "trust that every exertion will be used to let the Directors see how much any attempt" to shut up the line on Sunday "will be opposed."

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It appears from a statement in the *Perth Courier*, of Thursday last, that Mr. Errington (of the firm of Messrs. Locke and Errington) has now completed his survey of a line from Falkirk to Stirling, and thence to Perth, and that his Report will shortly be before the public. No difficulties of importance have presented themselves to the formation of a line through that district of country, and the opinion of this eminent engineer is, that it could be formed at considerably less expense than most of the lines lately constructed.

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We regret to state, that on Thursday last, Mr. Thomas Phillips, a professor of music, met with his death on the Grand Junction line, near the Hartford station, while attempting to get into a carriage that was in motion. The deceased was old and infirm, and the accident appears to have originated solely from his own imprudence. On the same afternoon, a gentleman named Lowe was killed in jumping from a train at the Crewe station. This accident also is attributable entirely to the carelessness of the sufferer himself. We believe these are the first fatal accidents to any passenger on this line.

RAILWAY OFFENCES AND OFFENDERS.

At the York City Sessions on Tuesday week, a man named Mountain, was charged with having on the 24th of July last, stolen a quantity of printed calico, belonging to the York and North Midland Railway Company. The prosecutors in this case were the York and North Midland Railway Company. About half-past two o'clock on the morning of the 24th of July last, John Martin, an assistant officer of police, was at Holdgate Lane End, at no great distance from the station of the Railway Company, when he observed the prisoner at the bar and another man coming up. They were carrying something which on inspection looked like a truss. Some conversation took place between them, after which they went on and crossed the street, Martin following them. They walked towards Micklegate Bar, and went into the gateway of Alexander Park, who keeps a public-house on the other side of Blossom-street. Martin on going into the yard found the prisoner upon his knees with the goods in his possession, and on being asked something, fell crying. He was taken into custody, and while on the road said that the other man had requested him to go to the station for the purpose of assisting him to take away some goods. The jury found the prisoner guilty, but recommended him to mercy. To be confined in the House of Correction for two months with hard labour.

We noticed last week the case of a fellow named Beadle, a guard on the Brighton Railway, who for a gross and indecent assault on a female passenger, was fined by the Croydon Bench not more than 40s. which was immediately paid. The *City Chronicle*, in noticing the case says:—"The defendant immediately paid the fine. Of course he did, and ought to be deeply grateful to the bench for their leniency. But why was not the highest penalty inflicted in this case? Is it that the ruffian did not deserve it? or that there was any extenuating circumstance connected with the indecent outrage proved against him? Nothing of the kind, the magistrates only thinking it prudent to reserve the highest penalty for the next railway offender. Sapient justices—wise administrators of the law!" [It will be seen from our advertising columns that Beadle has been dismissed].

A notice of an aggravated case of trespass on the Ayr line will be found in another column.

Accident on the London and Brighton Railway.—Brighton, Thursday.—The non-arrival of the early train at the usual hour, produced a considerable sensation here this morning. An hour and a half elapsed, and the greatest suspense was manifested. At length a train arrived, bringing the London morning mail, and on inquiry we ascertained that a slip of earth had taken place in the vicinity of Merstham, which stopped the progress of the train, but which fortunately was discovered in time to prevent accident.

The following official communication appears in our advertising columns of this day:—

"The Directors regret extremely the inconvenience and delay experienced by the passengers on this line yesterday, in consequence of a fall of earth in the cutting at Merstham, occasioned by the excessive rains.

"They are happy to add that no accident occurred, and that in the course of a few days the trains will again run throughout. In the meanwhile every possible arrangement has been made to accommodate the public with carriages between Merstham and Hooley House, a distance of four miles.

"By order,

"Thos. Wood, Secretary.

10, Angel-court, Throgmorton-street, Oct. 92, 1841."

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FARES ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—In reference to the unfounded and unreasonable complaints of monopoly and extortion on the part of Railway Directors, pertinaciously and perpetually repeated in the public prints, I beg leave through the medium of your widely circulated journal, to make a few brief remarks on the question of railway fares and accommodation, which will eventually be solved by the conviction that the duty and interest of railway proprietors accord, and that their interest, and that of the locomotive public, are nearly synonymous.

It may be well to remind you, that the limitation of tolls by the different Railway Acts positively prevents extravagant charges, and that the public, who if paid for travelling would from the force of habit still cavil and complain, are now carried by railway, at less than two-thirds of the cost, and with more than double the safety, celerity, and comfort, with which they were conveyed by coach. It need scarcely be added that strong evidence of the truth of this statement is afforded by the undeniable and universal fact of the opening of a railway being speedily succeeded by the desertion of the parallel common-road, notwithstanding the desperate but futile proceeding of reducing by one-half or one-third the previous coach fares. Permit me here to allude particularly to the case of the London and Brighton Railway, which immediately after its recent thorough opening, where a melancholy accident temporarily checked its usefulness and prosperity, was attracting the entire traffic between the metropolis and the queen of watering places, in spite of a great reduction of fares, on the part of the coach proprietors, produced by the cheapness of travelling by the railway, a cheapness, be it observed, very remarkable, when compared with the former charge by coach, and especially striking when added to the superior speed, security, and comfort enjoyed on the railway compared with the common road.

It may safely be asserted, that eight or ten per cent. is not an exorbitant dividend to be obtained in return for much risk, enterprise, anxiety, and the accomplishment of national benefit, upon the original cost of a railway, constructed with what cheapness, existing engineering science, and the unconscionable and insatiable rapacity of legislating landowners permitted: but it should at the same time be allowed that this dividend should if possible be raised by such a *graduated scale of fares, and varied supply of accommodation, as would best meet the reasonable wants of all classes of the locomotive public.*

Sincerely impressed, from a sense of humanity, with feelings of regret at the serious accidents which occasionally happen by railway, and perfectly convinced that the system of railway travelling admits, with suitable precautions, of extreme security to life and property, I cannot conclude this letter without earnestly exhorting the railway proprietary in general, and that of the London and Brighton Railway in particular, to incite their several Directions, to adopt Mr. Adams's simple and efficient plan of invariably attaching to every tender a spring or buffer vehicle as specially adapted to soften collision in case of accident.

I have the honour to be, Sir, yours, respectfully,

W. F.

Liverpool, 25th October, 1841.

PAYMENTS OF RAILWAY DIVIDENDS QUARTERLY.

To the Editor of the Railway Times.

SIR,—I am persuaded it would be highly advantageous to the railway interests as well as to the public, if the meetings and payment of dividends were *quarterly* instead of half-yearly. It would be a great accommodation to a large class of shareholders, and no doubt have a strong tendency to divert investments from the 3 per cent. (half-yearly paid dividends) consols, now nearly 90, to railways, that even at their present premiums, are some of them paying 6 and 7 per cent., particularly if these last dividends were paid quarterly.

At the end of every three months, the Birmingham line must have two or three hundred thousand pounds in the Directors hands! Does this carry interest? The Grand Junction, Great Western, &c., must be in proportion. This is a point you and all friends to railways cannot advocate too strongly.

CLIO.

25th October, 1841.

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—The following estimate of the prospects of the North Midland Railway for the current half-year may prove of interest to its proprietary. In making my calculations I have taken my data from the accounts published in the *Railway Times*, August 28. By these accounts the working expenses appear to have been for the half-year ending June 30th, 49,251*l.* or rather more than 55 per cent. of their receipts. I have taken the expenses for the current half-year at 54,711*l.*, or at only 50 per cent. of their estimated receipts. And when we reflect that about 6,000*l.* more will be incurred for maintenance of way this half-year than was paid last half-year, I do not think I have taken the working expenses at more than will be paid.

*Estimated receipts for current half-year		£109,422
Deduct interest on loans, say 905,130*l.* at 5 per cent. per annum.....	£22,645	
Ditto working expenses at 50 per cent..	54,711	
		77,356
Surplus to divide.....		£32,066

Or very nearly 1½ per cent. on a paid-up capital in shares of 2,150,876*l.*

WM. SIMPSON, Sharebroker.

Leeds, 10th month, 22, 1841.

*The actual receipts to this date have been 75,844*l.*, leaving an estimated average of 3,052*l.* per week for the remainder of the year.

THE NORTHERN UNION RAILWAY—YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—I perceive by your last number that the motion of Mr. Hudson was carried unanimously at the meeting of the York and North Midland proprietary, at York, last week. From the very loose manner in which the resolution is worded, it is difficult to understand what is the precise nature of the proposition to which that meeting assented. Is the rent guaranteed, to be a fixed rent of 30,000*l.* per annum? Or is it to be 6 per cent. upon the actual cost of the projected railway—consequently less or more than 30,000*l.*, according as the cost of the railway falls short of, or exceeds, the estimate of 500,000*l.*? If the latter, I beg to inform Mr. Hudson that however highly I may appreciate the industry and talents which he has hitherto exerted, and I am free to confess successfully exerted, in the affairs of the Company, the proposed measure will be opposed—before Parliament if necessary.

From some passages in Mr. Hudson's speech it would appear as if that gentleman thought if he succeeded in obtaining the consent of the majority of his Company, that no further opposition was to be apprehended. As a man of business, it is a little extraordinary he should have fallen into such an error; but if he does not know it, the legal advisers of the Company can inform him that in a question like the present, entirely out of the scope of the Acts of Parliament to which the Company owes its existence, *the determination of the majority does not bind the minority.*

The proposed measure can be legally carried out only by an Act of Parliament; and this Act of Parliament it will be difficult, not to say impossible, to obtain if opposed by any proprietor.

Mr. Hudson says, he feels great confidence in the estimates of surveyors. So do not I.

The present Chief Engineer on the York and North Midland line is Mr. George Stephenson—second, perhaps, to none of the profession in his reputation for talents and for honourable conduct. Take his estimates. Take the estimates made by this great Engineer—this man of splendid talents and unsullied honour, and compare them with the actual cost of the respective railways.

Then again, for the expected profits—for the wonderful traffic which is to flow along the projected line. What railway, I will ask, was a greater favourite among the men of *metier* than the North Midland? From what line were greater profits expected by those who might reasonably be supposed the best qualified to judge in such cases, than the North Midland? Was it not *par eminence* the *pet* line of engineers? Did not Mr. George Stephenson predict that it would pay 10*l.* per cent. to its fortunate proprietors? And what is the actual state of the case? The North Midland line has been open nearly a year and a half, and is now paying not quite 4*l.* per cent.!

There is one party, Mr. Editor, who has not hitherto, at least openly, taken any share in this discussion, but who has reason to look with peculiar complacency at the proceedings at the meeting at York, and that party is the Northern and Eastern Railway Company.

I have the honour to be, Sir,

Your obedient servant,

A PROPRIETOR OF THE YORK AND NORTH MIDLAND RAILWAY.

October 25, 1841.

P. S. Mr. Hudson seems to attribute to the London and Birmingham Company either extraordinary disinterestedness or extraordinary stupidity, in supposing that they will stand neuter on this occasion. The certain and immediate effect of the formation of the eastern line will be to take away the Scotch traffic from the portion of their line between Rugby and Birmingham; and its probable and ultimate effect will be to deprive them of it altogether, by inducing the prolongation of the Northern and Eastern Railway to York.

The *Yorkshire Gazette* thus speaks of the meeting to which our correspondent refers:—

"As citizens of York we feel deep interest in the project of Mr. Alderman Hudson, for continuing the present line of railway to Newcastle, and thus securing beyond doubt its ultimate extension to Edinburgh, and the retention of the traffic between north and south on the eastern lines of railway. We believe that the northern portion of the Great North of England line would have been a very costly work, and it has therefore been wisely suggested that the most advantageous mode of extending the line of railway communication from Darlington to Newcastle will be to adopt the projected continuation of the Great North of England line for about 15 miles only, and then to form a new line to the Durham junction (a distance of only 7½ miles), from which point to Newcastle there is now a most complete communication by existing railways.

"This admirable plan, there is no doubt, will be carried into effect, and thus will be conferred an important advantage upon the city of York, and an augmentation of revenue to the existing railways in this neighbourhood, the amount of which must be enormous. To the shareholders in the new undertaking it will also, beyond doubt, be a most profitable investment.

"Of the 22½ miles of railway to be formed, an act already exists authorising the formation of 15 miles, and for the remaining 7½ miles plans have been deposited and the necessary steps taken to enable the projectors to go before Parliament next session. This new line possesses an advantage of which the original line of the Great North of England was destitute—it opens a ready communication with Sunderland and Shields, two towns of great and increasing importance. It is, however, in a more extended view that we see the advantages which it must confer, by securing the direct route between London and Edinburgh. We refer our readers to a most interesting meeting of the York and North Midland Railway Company on this subject, which was held during the present week, and at which there was that unanimity of feeling and determination of purpose which augurs well for success. The

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shareholders appeared to place the most unlimited confidence in their Chairman (Mr. Hudson), to whose perseverance and energy the citizens of York will be indebted for the great advantages which the city must derive from this great national work. He has received the cordial co-operation of his brother Directors, and the ultimate success of the undertaking will show the advantages resulting from a united and zealous directory. We strongly recommend our readers to peruse the statement made by Mr. Hudson at the meeting, which renders what would otherwise be to many a complicated and intricate affair, at once clear, distinct, and intelligible."

THE PROPOSED RAILWAY IN BRAZIL.

LETTER II.

To the Editor of the Railway Times.

SIR,—Having in my letter of the 13th instant stated some of the circumstances that go to prove, to my mind, the small hope of success likely to emanate from the projected railway from Rio de Janeiro to San Paulo, either by the transport of goods or passengers, I now proceed to point out some of the formidable natural obstacles that appear to me to render the execution of such a project next to impracticable.

This railway, as you originally announced, is proposed to commence in the bay of Rio de Janeiro, and is to penetrate at once into the interior by way of Iguassù, thence to strike through the heart of San Paulo by way of Pirahy, Barramansa, Rezende, Campobello, &c., and terminate in the capital of that province, forming a distance of 130 miles.

Any idea of forming a communication by railway along the coast from Rio de Janeiro to Santos, would be hopeless, owing to the very bold and rocky line of coast which presents so many abrupt jutting points at the lateral ramifications of the very lofty chains of mountains there called the *Serra de Mar*. This range originates far from the northward, and extends uninterruptedly through 20 degrees of latitude, nearly parallel with and contiguous to the line of coast, and terminates on the confines of the province of Rio Grande do Sul, after skirting in its extent the provinces of Bahia, Espiritu Santo, Rio de Janeiro, and San Paulo, thus intercepting in its course the capital of this latter province from the sea coast. The city of San Paulo, which is, as you are no doubt aware, at an elevation of 2,400 feet, is separated from its sea-port of Santos, distant only 12 leagues, by a portion of this same mountain range, called the *Cubatao*, which it is necessary to surmount by a tedious zigzag road, the summit of that pass being upwards of 3,000 feet above the level of the sea. The route you have therefore indicated appears to me the only probable course, if indeed any be practicable. This however is not attainable without surmounting in the onset the great range before named, where, within view of the proposed place of ascent (Iguassù), the Organ Mountains, making part of that range, and forming so picturesque an outline to the magnificent bay of Rio de Janeiro, there attain an elevation of 7,000 feet. Behind Iguassù, however, it is said there exists the most gentle ascent, but I doubt much whether any penetrable point will be found lower than 2,000 feet; indeed, I seriously believe that none exists at a lower elevation than 3,000 feet, for the pass of *Estulla*, only a few miles distant upon the main road to Minas Geraës, was chosen as the most eligible point for penetrating the range, and which pass we know from good authority is 3,376 Paris feet above the level of the sea. From Iguassù, at the foot of the mountain, and near the margin of the bay, an elevation which I conceive will be found to be about 3,000 feet, must be gained within a direct length of a distance probably of 20 miles, and even where the ridge is at last attained, the aspect of the country beyond presents the same peculiarity of feature that is met with throughout the whole length of this immense range of mountain. The peculiarity to which I allude is the extensive tract of table lands, called *Taboleiras*, which, stretching far to the westward, are *comparatively* level, though from the entire chain being composed of granite or gneiss, it cannot fail to present a series of very rugged lines, which must naturally offer considerable engineering difficulties in a work of this magnitude. I cannot, therefore, be satisfied as to the likelihood of forming the railway suggested until I see a Report of a survey made by some Engineer, for at present it appears to me there exists no small exaggeration in the accounts as yet before the public as to its feasibility, when it is notorious that the obstacles offered by the nature of the country, and the thinness of the population have hitherto prevented the formation of a common cart road!

Putting aside, however, the mechanical question of these obstacles, and assuming for a moment that the engineering difficulties are not so great as I have represented them to be, I cannot but think that, in a statistical point of view, the estimate of 10,000*l.* per mile, including machinery, &c., is far below the probable cost over a country where internally the most ordinary mechanical arts are almost unknown, and where no labourers can be obtained except SLAVES, who must be taken from the very profitable employment of cultivating coffee, sugar, and Indian corn. These productions, it is well known, have for many years past yielded so large a profit to the Brazilian farmers, that many of them have been induced to mortgage their property, subject to an annual interest of 20 per cent., in order to raise the means of augmenting the number of their slaves, and in order to increase the productive power of their estates to the fullest extent of their credit. Judge, then, of the difficulty the contractors for this railway would have to encounter in procuring manual labour, the mass of which is under the sole control of a few, thus enabling them to fix their own price. Consider, likewise, the number of men requisite for the completion of a railway of 130 miles in length; and when you have drawn your conclusion, I apprehend the known scantiness of population will induce you to believe that the practicability of such a road as that projected is far more illusory than real.

I have mentioned the high rate of interest paid by the Brazilian farmer, and I may here add, that at present the lowest rate of interest upon the first mercantile paper at Rio is 10 per cent., in order to show that if such an enterprise be attempted little chance exists of its being effected, either by the means of the Brazilian capitalist or by the resident foreign merchants. If I can judge from the indications already shown, the advances will be sought from British capital raised *here*, where people are contented to sink their money upon a much smaller rate of prospective dividend, and where the means of procuring information respecting the soundness or the adventure are not so easy of access as in the Brazils.

Although I have animadverted on the proposed railway between Rio de Janeiro and San Paulo, I by no means question the *possibility* of forming railways in the Brazils, but then smaller ones must be first attempted. Too large undertakings, in a new country, often retard by their failure that progress to advancement which the best wishers of a country would rejoice at seeing realised. Holding this opinion, I fain would hope that both the British and Brazilian public will pause ere they countenance by their subscriptions the projected railway between Rio de Janeiro and San Paulo.

In concluding these remarks it is my earnest wish that they may be understood as a proof of my ardent desire to benefit a country where I have passed several years; I have no other. That railways may do the Brazils good, I cordially think, and hope to witness some day realised, but then fewer obstacles must await them on the outset than those that now beset the present projected one.

I am, Sir, your most obedient servant,

H. B. FOREST.

London, October 21, 1841.

WORKING EXPENSES OF RAILWAYS—THE CHESTER AND BIRKENHEAD RAILWAY.

To the Editor of the Railway Times.

SIR,—A correspondent in your last week's number (Oct. 23), who signs himself "Œconomicus," has called the attention of your readers to the receipts and disbursements of several railways, showing what proportion of the gross income has been absorbed in the working expenses, and bestowing praise or censure upon the Directors and managers accordingly.

I have long been aware that this mode of comparison is very generally adopted, and although it needs but a slight knowledge of arithmetic to see the fallacy of it, I am not aware that any of your correspondents have ever touched upon the subject, neither should I have thought it necessary, but for the observations of "Œconomicus," who talks about "shaming the Directors of the mismanaged lines of railway," &c.

There are many circumstances over which the economical spirit and good management of railway executives can have little or no control, such as the price of the important item of coke for the locomotive engines, which costs upon the North Midland and Manchester and Leeds Railways 12s. or 13s. per ton, whereas the Chester and Birkenhead Railway, even under a favourable contract, cannot be supplied under 21s. per ton.

The expenses of the general stations' establishment must necessarily press heavier upon a short line than upon a long one, and a great and constant traffic can manifestly be conducted at a less outlay pro rata per passenger than one with a limited amount of business.

But the chief thing I wish to explain is, that no value whatever is to be attached to the calculations and remarks of "Œconomicus," for they form no means (or measure) for judging of the economy exercised in the management of the respective railways, *unless the rates of fares charged to their customers were alike on each line*, and it is quite notorious that this is not the case. For instance—

The Birmingham and Gloucester Railway Company state in their last Report (see *Railway Times*, 28th August last), that the fare derived from their passengers averaged 2¼d. per mile, and the London and Birmingham Railway Company, by their last Report, show a receipt of 262,893*l.* 2s. 6d. upon a traffic of 23,399,936 passengers over 1 mile, which divides out to 2¼d. per passenger per mile; whereas the Chester and Birkenhead Railway, so prominently thrust forward by "Œconomicus," only receive 1¼d. per passenger per mile (even excluding the distance they are conveyed by steam-boat and omnibus), being exactly half the London and Birmingham fares.

It is, therefore, clear that if that great Company with their great traffic, have with every attention to economy and good management, expended 39 per cent. for working expenses, if their income for the same traffic was cut down one-half, then these same expenses would be 78 per cent.!! And on the other hand, if the Chester and Birkenhead Railway Company had received 2¼d. instead of 1¼d. per passenger per mile, their income with the present number of passengers would consequently have been doubled, and then their working expenses would only have been half the amount inserted in "Economicus's" tabular statement, namely, 30 per cent. instead of 60.

But I must beg "Œconomicus" to refer to the printed reports of the last general meeting, wherein he will find that for 12 months ending 30th September, the expenses, exclusive of interest on loans, is 55 per cent. on the income, and not 60; or, deducting the cost of omnibuses and ferry-boats, it is 45 per cent. upon the present low fares. Therefore, if fares equal to the London and Birmingham had been received, the expenses would only be 27½ and 22½ per cent. respectively, and consequently upon a par with the line which he would have us to infer exceeded all others in good management.

The Lancaster and Preston Railway paid for

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mileage duty for passengers 523*l.* 11s. 10d., see their half-year's Report, July 6, 1841, *(see Railway Times*, 21st August,)—which, at the well known rate of 1-8th of a penny per passenger per mile, shows their traffic to have been equal to 1,622,576 passengers over one mile, and the receipts in the coaching department to 12,155*l.* 15s. 2d., which divides out to fully 2¼d. per passenger per mile, showing that their charges are amongst the highest. Then, touching the lowness of the working charges, I apprehend they have coke at a low rate, being in a coal country; but an extract from the said Report shall conclude my observations:—"The North Union Railway Company have given notice of their intention to discontinue the arrangements with them for the joint working of the locomotive power, alleging that the amount of remuneration they derive is not sufficient."!!!

Every railway is peculiarly circumstanced some way or other; and I have little doubt but similar explanations might be given respecting other railways, but conceiving the foregoing is sufficient for the present,

I remain your obedient servant,
JOHN DIXON, C.E.

Birkenhead, October 26, 1841.

WORKING EXPENSES OF RAILWAYS.—THE GLASGOW AND GREENOCK RAILWAY.

To the Editor of the Railway Times.

SIR,—I approve of the suggestion of "Œconomicus," which appeared in your last paper, but beg leave to point out an error into which that writer has, no doubt inadvertently, fallen, in naming our Greenock and Glasgow Railway as a mismanaged line, because the expenses run away with a very large slice of the revenue. I admit that the expenses of managing railways ought to be much the same throughout the kingdom, but the profit must in a great degree depend upon the rates whether they be high or low. For instance, let us take the York and North Midland, as it is about the same length of the Glasgow and Greenock. That railway gets for every passenger, on an average, 2s. 10¼d. for the journey, or 1¼d. per mile, and in six months collected for 160,000 passengers the sum of 23,289*l.*—whereas our Greenock Railway can get only 1s. 2¼d. on an average for the journey, or 5-8ths of a penny per mile, and in six months from 383,376 passengers collected only about the same money, say, 23,199; so that the latter concern must carry annually 440,000 more passengers than the former to give the same amount of revenue; hence the per centage of working must appear much greater.

I beg that your correspondent will not put down the Greenock Railway as a *mismanaged concern*, although from circumstances over which the Directors have no control the fares are so exceedingly low, that a most extraordinary extent of traffic will be necessary to enable them to pay a decent dividend.

I am, Sir, your obedient servant,
A GREENOCKIAN.

Greenock, 26th October, 1841.

RATING OF RAILWAYS.

To the Editor of the Railway Times.

SIR,—I was glad to see the letter signed "Vicarius," with regard to the rating of railways, in the last number of your valuable newspaper, because I consider it a subject the discussion of which will be beneficial; and I am induced to offer the following remarks principally in order to promote that discussion.

In the first place, I conclude that railways should be rated precisely as the other property in the neighbourhood, and I think the clearest way of drawing a comparison will be by taking the gross produce in each case. Let us suppose a farm for example. The gross produce of the land is (we may suppose in round numbers) divided into three equal parts; one-third pays the rent, one-third the profit to the farmer, and the remaining third the expense of cultivation, &c. Now the farmer is rated for the land he occupies according to his rent, after having deducted from it for repairs, insurance, and some other charges mentioned in the Act; consequently, I consider that to act equally towards the railway, it should be rated at one-third of the gross revenue, after having deducted from that third, for the repairs, (properly so called) and the other items.

In some parishes the farmers are rated at much less than their actual rent, and in such cases I think that the railways and other property should be rated accordingly.

I am not aware how canals and other similar property are rated; probably they would be an additional guide.

I am, Sir, your obedient servant,
R. R. R.

October 26, 1841.

CARRIAGE OF GOODS ON THE GRAND JUNCTION RAILWAY.

To the Editor of the Railway Times.

SIR,—Much has been said of late relative to the exclusive manner in which the Grand Junction Railway] Company transact their business. Some of your correspondents seem not to be practically acquainted with the carrying business, whilst others prove by their remarks that they are fully conversant with the subject. In your No. 197, I observe a letter by "Observer S.," stating that the Grand Junction Railway Company wish to effect an arrangement with the Bridgewater Trust to convey iron from Preston Brook to Liverpool. On this subject I would remark, that an agreement has been effected between the parties, and I believe the trustees of the late Duke of Bridgewater will erect a suitable place on their Canal Bank at Preston Brook, and the Grand Junction Railway Company are to do the same on the side of the railway at that portion of the Duke's Canal, called the Cottons-bridge, which runs within a few yards of the railway, and is very suitable for the purpose, having already been used for transhipping coke. There is little doubt but it was with a view of ultimately effecting this that the Grand Junction Railway Company obtained a piece of land between Wolverhampton and Birmingham, for the purpose of receiving iron, &c., to forward by rail after being collected by boats from the iron works. It is well known that the iron masters consume a large quantity of limestone, which is principally obtained from the proprietors of the Trent and Mersey Canal Company, at Froghall, at a trifling cost, and from Wales by the Ellesmere and Chester Canal, who allow it to pass free of tonnage to Nantwich; but these advantages have been offered under the impression of having the manufactured iron returned along their canals. The important question here arises—Have the Grand Junction Railway Company any limestone on their property? If not, how will they supply the iron-works with this article, which is indispensable in making iron? It cannot be expected that the Canal Companies, who suffer the loss of their tonnage on the iron thus carried by rail, will allow the limestone to pass their canals free of tonnage, unless they get the carriage of the iron in return. I am certain that the proprietors of the Ellesmere and Chester Canal, who will be the principal sufferers, will take such steps as to best defend themselves against this new opposition. They can easily reduce their rate of tonnage on iron from 1d. to 1½d. per ton per mile, and charge a tonnage on the limestone, and thus try whether they or the Railway Company can carry for the least money. It has been said, that the Directors of the Grand Junction Railway consider that they can convey goods from Birmingham to Liverpool for 5s. per ton; as they have certain contracts which prevent their expenses increasing with an increase of traffic. This may do for a time, but notwithstanding, I believe their calculations to be erroneous. Although the interests of the Grand Junction Railway Company and the Liverpool and Manchester Railway Company are closely connected, I do think the Liverpool and Manchester Railway Company, as a body, cannot like the iron going from Preston Brook by the Canal and River to Liverpool, instead of passing on their line from Newton Junction to Liverpool.

I am, Sir, &c.
A MERCHANT.

Liverpool, October, 1841.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—It gives me great satisfaction to observe that the consideration of the extension of the two great lines of railway from their present termini (Darlington and Lancaster) to the metropolis of Scotland, engages the serious attention of the public interested in both lines. It does appear to me, that however much we might be benefited by both being executed, we can hardly anticipate more than one of them to be prosecuted forthwith.

Being a resident in the county of Durham, it might be thought that I should naturally incline to forward the views of those favouring an east coast line, but being a man of business, I hold it of little importance whether I proceed from Newcastle by way of Edinburgh or Carlisle for Glasgow, and with three-fourths of those that travel between the two countries a similar feeling will exist—the comparative distance being of no importance in railway travelling, where a few minutes only make up the difference.

Those promoting the east coast line have adopted the principle of using portions of existing lines to reach Newcastle, as being the most economical; and state in page 1,108 of the last week's *Railway Times*, that their plan is to follow very nearly the parliamentary line of the Great North of England Railway, from Darlington to Shincliffe, and thence by a new line to the Durham Junction Railway, from which point to Newcastle there is now a communication by existing railways.

I am induced to suggest to those parties that they ought to extend further south than Rainton the mode of adopting parts of present railways. Thus make the new railway from Rainton to Thrislington Pass, from that point use the Clarence Railway to Morden, when a short new portion would be necessary to join that railway again at How Hills, thence proceeding along it past Kirkmill Mill to the Great North turnpike road, where a new line may again be adopted to join the Stockton and Darlington Railway at Aycliffe-lane station. This portion might be in use in six months from the time it was begun to be made, would reduce the amount of capital they contemplate being necessary by nearly 200,000*l.*, and be only a few miles from Durham city.

I am, Sir, &c.
AMICUS.

Stockton-on-Tees, Oct. 25, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I observe with pleasure in your number of the 16th instant, a letter from your intelligent correspondent "L.," relative to the probable dividends of the Great Western Railway, taken for the year 1844.

I fully concur with him as to the probable increase of traffic calculated by him for that year, that being moreover strongly corroborated by the actual increase during the last three years, experienced on the London and Birmingham, as follows:—

Receipts on 119¼ miles (including Aylesbury) for five weeks, ending—

1838—20th	October	£58,809
1841—16th	„	97,807
Increase		£33,998

equal to 63 18·100 per cent.

This surely furnishes a fair and safe ground of argument that the increase during the next three years on the Great Western will not be less than the 50 per cent. calculated by "L."

Agreeing with him thus far, I must however beg leave to protest most decidedly against the supposi-

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tion involved in his calculation, that the cost may by possibility extend to the extravagant sum of seven millions! whilst I protest equally against another supposition that its whole cost, or anything like it, need be or can be capitalised (and at par only) by so premature a date as 1844.

The said seven millions is an idle rumour without foundation: it is a mere phantom, raised in a manner indicating that its motives are much to be suspected; a mere random guess, unsupported by a single fact or reason, and the authors of it (for anything they apparently know on the subject) might as well have placed it at eight or nine, or any other number of round millions which their fancy or malevolence might dictate. Though I do not contend that eventually a moderate addition to the 6,300,000*l.* may not possibly be expedient, it is confidently hoped that an addition so monstrous as 700,000*l.* beyond the 550,000*l.* is utterly out of the question, considering that the latter was announced as final after the line had been opened throughout, and (with one single exception) after all accounts of unsettled demands had been obtained. A sum of 700,000*l.* added to the 550,000*l.*, would be equivalent to an excess of no less than 127 per cent. and upwards! Is this credible?

The addition now of such a sum even as one hundred thousand pounds should, under the circumstances, be deemed large, and even this would be no slight reproach to the authorities, occurring, as it would, at so late a period of their proceedings, and after the manner in which they pledged themselves in opinion to the limit of 6,300,000*l.*

With respect to capitalisation, and at so early a date as in 1844, there is not the slightest reason or right to capitalise so prematurely more than the amount of debentures issued in anticipation of calls falling due to that period, viz.—

£300,000 in 1843, being on 37,500 fifth shares at	£ 8
250,000 in 1844, being on 25,000 shares at	10
£550,000	

the effect of which would be to change the present proportions of—

£3,025,000 received from calls.	
3,275,000 received and in the course of receipt from loans, at 5 per cent. interest,	163,750*l.*
£6,300,000	

to the following proportions:—

£3,575,000 from calls.	
2,725,000 from loans at 5 per cent.	
Interest,	136,250*l.*
£6,300,000	

Adopting the net traffic calculated by "L," viz., 700,000*l.*, this would yield dividends of not less than 15 per cent. per annum (with an annual surplus besides of 27,500*l.*), instead of 10 per cent. per annum, the result of his calculations for 1844.

This appears by the following statement, viz.—

Per calculation of "L." net traffic		£700,000
Interest on 2,725,000*l.*		136,250
Net revenue		563,750
Dividend on £3,075,000 at 5 per cent.		536,250
£6,300,000	Surplus....	£27,500

which would be adequate to the payment of interest on above half a million additional cost, if, contrary to my impressions, that should be needful.

As to capitalisation finally, it would be excessively profuse and wasteful to capitalise any part of the loans obtained not on deferred calls at the unfavourable rate assumed by "L." of par, by converting them into shares, which at the time of conversion were yielding considerably more than 10 per cent. per annum in dividends, and therefore the Company may confidently pass a resolution not to convert into shares any loans not raised in anticipation of calls, except at a premium commensurate with the co-existent dividends.

A statement of the years wherein the debentures issued in anticipation of calls will become due, as explained in the Half-Yearly Report of February last (see *Railway Times*, 27th February, 1841), is subjoined.

Yours respectfully,

F.

Statement—

Year 1843 on 37,500 fifth shares at £8		£300,000
1844 on 25,000 shares	10	250,000
		£550,000
1845 on 25,000 shares	5 .. £125,000	
37,500 fifth shares	8 .. 300,000	425,000
1846 on 25,000 shares	5	125,000
1847 Nil.		
1848 on 25,000 shares	5	125,000
1849 on 25,000 shares	10	250,000
On deferred calls		£1,475,000
Not on deferred calls—		
One-third of £2,500,000	£833,333	
One-third of 1,250,000	416,666	
Further	550,000	1,800,000
Total loans		£3,275,000
Raised by calls not deferred—		
25,000 shares at £65	£1,625,000	
25,000 half do. at 50	1,250,000	
37,500 fifth do. at 4	150,000	3,025,000
Present capital		£6,300,000

Bath, 21st October, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I beg to offer a few remarks on the letter of your correspondent "H. H." in your number of 23rd inst. It is most satisfactory that he coincides with your correspondent "L." as to the traffic amounting in 1844 to one million, and considers that it has the appearance of being "anything but exaggerated."

With respect to his objection that the 7th inst. was too early for "L." to form an estimate for the month, it has occurred peculiarly to the Great Western that its traffic in passengers and also in goods has improved as the month has advanced, notwithstanding the approach to winter and much unfavourable weather, the week ending the

3rd	Oct. having produced	£13,115
10th	" " "	13,285
17th	" " "	13,545
24th	" " "	12,992
Together		£52,937

As regards working expenses, the 30 per cent. estimated by "L." is certainly low, but much good may be expected during the next three years from the continual improvements and economy occurring in locomotives, fuel, consumption of fuel, &c. &c. In order, however, to meet this objection of "H. H." suppose 35 per cent. to be allowed, and suppose also, as a concession to those who want confidence in the limit of 6,300,000*l.* capital that 200,000*l.* be added thereto, making six and a half millions, there would still result dividends in 1844, equal to 14 per cent. per annum, with a surplus besides of 2,700*l.* The calculations for this are subjoined.

Yours respectfully,

F.

Bath, October 27, 1841.

Calculation—

Gross traffic estimated by "L."		£1,000,000
Working expenses—allow 35 per cent.		350,000
Net traffic		650,000
Interest as per former statement, on 2,725,000*l.*	£136,750	
Further interest on additional 200,000*l.* allowed	10,000	146,750
Net revenue		503,250
Dividends per annum 3,575,000*l.* at 14 per cent.		500,500
Surplus		£2,750

COMPARATIVE SPEED OF RAILWAYS.

To the Editor of the Railway Times.

SIR,—I have annexed a Table showing the relative rate of speed upon English railways of more than 50 miles in length, which may be useful to some of your readers as a means of comparison.

The data upon which the calculations are founded are taken from the latest edition of "Bradshaw's Railway Companion"—in which, by the way, there is an omission in the table relating to the Great Western Railway, the time of arrival of the down trains at *Bristol* not being given.* The particulars of the South-Western and Brighton Railways not being given in this work, I have gathered them from their own Time Tables.

The Directors of the latter line, the London and Brighton, have announced an *express* train, stopping only once in the whole distance of 50 miles, and of course performing it in a much less time than the other trains. This is an experiment which I think might be beneficially introduced upon other railways. For instance, an express train each way upon the Great Western, in the middle of the day, calling only at Reading, Swindon, and Bath, and performing the distance between London and Bristol in three hours, would be of great advantage. Similar trains, also, between London and Liverpool, upon the London and Birmingham and Grand Junction Railways, might be arranged in the same manner. Your pages contain sufficient evidence, in notices of performances both on the Great Western and other lines where expresses have been needed for any particular purpose, to show that these fast trains could be arranged with ease as to time, were they considered otherwise expedient; and I therefore trust that the Brighton experiment will prove successful enough to induce others to follow the example.

I am, Sir, your most obedient servant,

G.

Bristol, October 25, 1841.

Comparative Speed attained by the Passenger Trains, (running the whole distance) on Railways exceeding 50 miles in length.

Great Western, 118¼ Miles in Length.

16 Trains—

h.	m.		
1 in 4	10	= 29·380	miles per hour.
2 in 4	15	= 27·828	"
3 in 4	20	= 27·288	"
3 in 4	25	= 26·774	"
3 in 4	30	= 26·277	"
2 in 4	34	= 25·894	"
2 in 4	40	= 25·330	"

Miles per hour.

†Average speed of the 16 trains ..... 26·720
Average of the work performed by ditto..... 26·693

London and Birmingham, 112¼ miles.

16 Trains—

h.	m.		
1 in 4	45	= 23·684	miles per hour.
2 in 5	0	= 22·500	"
6 in 5	15	= 21·429	"
3 in 5	30	= 20·455	"
3 in 5	45	= 19·565	"
1 in 6	0	= 18·750	"

Miles per hour.

Average speed of the 16 trains ..... 21·004
Average of the work performed by ditto..... 20·980

Grand Junction, 97¼ miles.

13 Trains—

h.	m.		
4 in 4	0	= 24·375	miles per hour.
1 in 4	15	= 22·941	"
3 in 4	30	= 21·667	"
1 in 4	45	= 20·526	"
2 in 5	15	= 18·571	"
2 in 5	30	= 17·727	"

Miles per hour.

Average speed of the 13 trains ..... 21·428
Average of the work performed by ditto..... 21·127

London and South-Western, 77 miles.

14 Trains—

h.	m.		
4 in 3	0	= 25·666	miles per hour.
1 in 3	5	= 24·973	"
3 in 3	10	= 24·316	"
5 in 3	30	= 22·000	"
1 in 3	45	= 20·533	"

Miles per hour.

Average speed of the 14 trains ..... 23·651
Average of the work performed by ditto ..... 23·520

* [Without seeking to disparage Mr. Bradshaw's very useful compilation, we would remind our correspondents and the public, that accurate and *complete* information on all points connected with railway travelling, and with Railway Companies generally, is to be found in the Tables published at the *Railway Times* Office, 122, Fleet-street, and advertised in our front page.—ED. R. T.]

† Six out of the 16 Trains on the Great Western Railway perform the distance between London and Swindon, 77 miles, in 2h. 35m., or at the rate of 29·810 miles per hour.

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North Midland, 72½ miles.

14 Trains—

h. m.			
2 in 3 0	=	24.167	miles per hour.
4 in 3 15	=	22.308	,,
4 in 3 45	=	19.333	,,
4 in 4 15	=	17.059	,,

Miles per hour.

Average speed of the 14 trains 20.224
Average of the work performed 19.901

Manchester and Leeds, 60 miles.

17 Trains—

h. m.			
9 in 2 45	=	21.818	miles per hour.
2 in 3 0	=	20.	,,
2 in 3 15	=	18.462	,,
3 in 3 20	=	18.	,,
1 in 3 30	=	17.143	,,

Miles per hour.

Average speed of the 17 trains 20.260
Average of the work performed 20.100

Newcastle and Carlisle, 60 miles.

10 Trains—

h m.			
3 in 3 0	=	20.	miles per hour.
4 in 3 30	=	17.144	,,
2 in 3 45	=	16.	,,
1 in 4 0	=	15.	,,

Miles per hour.

Average speed of the 10 trains 17.553
Average of the work performed..... 17.391

Birmingham and Gloucester, 51½ miles.

16 Trains—

h. m.			
4 in 2 30	=	20.6	miles per hour.
6 in 2 35	=	19.935	,,
6 in 3 0	=	17.166	,,

Miles per hour.

Average speed of the 16 trains 19.073
Average of the work performed..... 18.941

London and Brighton, 50½ miles.

12 Trains—

h. m.			
1 in 1 45 (express)	=	28.857	miles per hour.
5 in 2 0	=	25.250	,,
6 in 2 30	=	20.200	,,

Miles per hour.

Average speed of the 12 trains (including express) 23.026
Ditto ditto 11 trains (excluding express) 22.496
Average of the work performed by 12 trains .. 22.656
Ditto ditto ditto by 11 trains .. 22.217

SUNDAY TRAVELLING ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—On the 16th October there appeared in your paper an article from the *Examiner* against those persons of the voluntary system in Scotland who wished all Sunday traffic to be done away with on railways (and indeed altogether.) The wish of these parties, I doubt not, originates in a good intention, but they should consider Sunday, as regards mechanics and others of this stamp, that it is the only day afforded to a very great mass of the people to breathe the fresh air of the country, and thus very materially increase their stock of health. But on the other side, the Directors of Railway Companies should consider a little their clerks, police, &c., and cause their trains to run at such times, as should their servants feel disposed, they might attend a place of worship; and surely out of the numbers employed on railways some would take advantage of the time thus given and attend their church; should 1 out of 100 go, it would yet be something gained. We hear of clergy being employed during the formation of lines to preach to the labourers; then why, let me ask, when the work is finished should their servants be, as it were, prohibited a place of worship? Some Companies look, I believe, to this, but not all, and some look to the times the trains leave the termini, but do not consider at what time they reach the intermediate stations. Again, the police can never leave their stations, and thus are entirely debarred access to the church. Surely the Companies might arrange so that they should be relieved for three hours on a Sunday during service. You may answer—would they then go to church? I reply—the opportunity is afforded; the sin if they go not rests on themselves.

I am, Sir, your most obedient servant,

A LAYMAN OF THE CHURCH OF ENGLAND.

October 24, 1841.

RAILWAY SALARIES.

To the Editor of the Railway Times.

SIR,—Your correspondent "C." seems to have taken umbrage at my note, which you published in your paper of the 16th instant, as commenting with "undue warmth on a letter which appeared in your columns signed 'A Friend to the Subs.,'" which letter he asserts had "*truth* for its basis." I am very sorry, indeed, to find what I had considered an atrocious calumny, confirmed by the testimony of one whose situation, as a "Railway Clerk," should afford him daily opportunities of being well informed on the subject, and I must therefore come to the conclusion that "conductors and contractors" are quite ready to unite with unprincipled clerks in attempting to increase that remuneration for their services which they had voluntarily agreed to receive, by defrauding their employers. Directors and Managers of Railways will doubtless look to this, and adopt such precautions as will protect the property of which they are the guardians.

I will endeavour to avoid converting a public question into a private quarrel, by refraining from indulging in remarks which your correspondent "C.'s" letter is well calculated to call forth; but I would beg to remind him, and every one similarly situated, that the remuneration for their services will always be regulated by the relative supply and demand at market; and whilst every clerk has a perfect right to value his services at the highest price which he can obtain, his employers unquestionably possess the equal right of securing that help which they require on the most favourable terms. I believe the fact to be, that no one situation in or about a railway office is filled by any person who has not had competitors equally qualified to discharge the duties, and who would gladly have hired themselves upon the same terms; and if "C.," who gets paid at the "magnificent rate" of 4s. per diem, is dissatisfied with the "paltry pittance," he has only to intimate as much personally to his employers, and I will venture to assure him that he will neither be compelled nor entreated to remain much longer in so despicable a situation. Mr. "C." may take my word for it, that his true policy is, so to discharge the duties of his present situation as to qualify and recommend him to a better; and that any one who endeavours to make him and his fellow-servants discontented with situations which, but very lately, they were solicitous to obtain, is no friend to either subs or superiors.

I am, Sir, yours, &c.,

AN OLD CLERK.

October 27, 1841.

LONDON AND BRIGHTON RAILWAY—THE LATE ACCIDENT.

To the Editor of the Railway Times.

SIR,—Several letters have recently appeared in your paper relative to the alleged causes of the recent accident on the Brighton Railway, some ascribing it to the imperfections of Bury's engine, others to the bad state of the works, the subsidence of the road, &c.; but on looking over the evidence given at the inquest we learn that the road was in a good state of repair, the rails true to the gauge, and the only evidence we have of the defects of the engine, is that of the engine-driver, whose *scientific* knowledge in the matter appears to me to be very limited.

Now I am of opinion, in the absence of more direct proof, that the true cause is to be assigned to the not laying down the rails on a curve with the proper inclination, that is, to keep the outer rail of the curve sufficiently higher than the inner rail to counteract the centrifugal force of the train, which must have been very great at the rate of speed they were in the habit of going, and I think the fact of their engines getting off the rails twice within the week previous, so far justifies me in coming to this conclusion. This is a point much overlooked by the contractors employed to lay down the permanent way works, and which the engineers do not enforce owing to the great hurry consequent on the opening of their railway to the public, but indulging the hopes of being able to accomplish it at some future period by packing up the blocks to the proper level and inclination. From my own personal experience in the execution of railway works, I have frequently observed contractors' waggons get off the rails when the tramroad was nearly perfect in every other respect but in this particular, and when not going above three miles an hour.

You are aware that the liability to accidents increases with the velocity of the train, and in a great measure from the circumstance of the train leaving the rails in the direction of the tangent of the curve when there is nothing to counteract this tendency; and therefore I say that particular attention should be paid to the laying down the permanent way on a curve with the proper inclination. The formula for finding out this difference of level between each line of rails, I beg to lay before your railway readers; viz., first let V, equal velocity of train in miles per hour, R = radius in miles; g = gravity per second; w = gross weight of train; D = width of gauge between rails.

The centrifugal force $C = \frac{V^2}{R} \times \frac{5280}{3600^2 g} \times W$

$$C = \frac{1}{79012} \frac{V^2}{R} \times W$$

Then as $1 : \frac{1}{79012} \frac{V^2}{R} \times W :: D$ to the difference of level of rails.

Or in a simpler form, thus:—divide the velocity in feet per second by the constant, 4.01, and the square of the quotient by double the radius of the curve; the result multiplied by the weight of the train will be the centrifugal force at that velocity of the train; then as 1 is to the centrifugal force of the train, so is distance between the rails or gauge, to the difference of height of each line of rails in decimal of a foot.

Your constant reader,

JACOB.

LONDON AND BRIGHTON RAILWAY.

To the Editor of the Railway Times.

SIR,—I hope I may be permitted through the medium of your valuable publication, to call the attention of my brother shareholders to the errors that I conceive have been committed, and from an advertisement in this day's newspapers. I fear will further be committed, in the management of the affairs of this Company.

I think in the first place the fares, particularly the second class fares, were fixed much too high. Having a powerful coach interest to contend against, they should have been at least fixed at something less than the coach fares, instead of being screwed up to the very highest point allowed by law. I know of no better guide than the Manchester and Liverpool Railway, a railway in proportion quite as expensive as the Brighton, and which has flourished upon the system of low fares. If the first class had been fixed at 12s. 6d., the second at 7s. 6d., and passengers carried in the goods train at 5s. or 6s., I have no doubt most of the coaches would have been withdrawn at once. It is only in my opinion with low fares that the railway has any chance of success; it is upon the middle classes that our main reliance must be placed.

With respect to the lamentable accident I have no wish to throw blame upon the Directors, as it may be presumed they acted upon the advice of their Engineer in the speed used on the railway, still that speed was the main cause of the accident, there can be no doubt on a line newly made and amidst such incessant rains. On the Birmingham line, I recollect the speed was not more than 18 or 20 miles an hour, for many weeks or months after the opening.

I have little to say on the Patcham Tunnel entrance, but I think the laconic letter of the worthy Secretary tended rather to increase than allay fears; "a quantity of chalk," without qualification, was the very worst expression that could be used.

I now come to the proposed alterations. First

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it is proposed to carry passengers in the goods' train, at 7s. As the best Brighton coaches carry them now at 8s., and the inferior coaches at 1s. or 2s. less, I presume few will be found to travel in a goods train at such a fare.

As to the system of day tickets proposed in the advertisement, I approve much of it, if adopted in the spring or summer months, but at this season of the year the effect I fear would be to cause a diminution instead of an increase in the Company's receipts, as not many at this season would be tempted to spend a day at Brighton. The privilege, therefore, would be principally used by those who have business either at London or Brighton, and who would travel by the Railway whether there was a day-ticket system or not. The scale is also very much open to objection,—first-class passengers 20s., second-class passengers 15s., only 5s. difference. This is much too little. Would not 12s. or 13s. for second-class be much better? I am aware the object is to drive passengers into first-class carriages, but this may be carried too far, as it is possible in straining it too much, to lose second-class passengers altogether.

I am, Sir, your

CONSTANT READER & SUBSCRIBER.

28th October, 1841.

DURHAM AND SUNDERLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—Accept my most sincere thanks for the course you have taken in reference to the Durham and Sunderland Railway Company, which has met with the approval of the most influential parties in this district, not of course including the Contractor-Directors of that line. Such remarks will do much to open the eyes of the shareholders, who have been so disgracefully imposed upon by them. In this place, Sir, I beg to remark, that the name of the Company should be changed to the Sunderland and Houghall Railway. It was originally entitled to its present appellation by the first Act, which received the Royal Assent 13th August, 1834, and which stated the terminus to be in Gilligate-street, Durham. But lo! on the 30th June, 1837, these parties obtained an Act to alter and abandon part of the line which led to Durham, and to close their operations in another direction, viz.—"to commence at a field called Broomside, in the township of Pettington or Pittington, Hallgarth, and to terminate in a field in the township of Elvet Barony."

Some malevolent parties have been kind enough to hint that this was done for the purpose of bringing the line near to some property belonging to Thomas Bowlby, one of the Directors; the coal under which had been taken by Mr. Backhouse, and some other of the Directors, at a place they call Houghall, the expense of making which you will perceive, on reference to the account herewith enclosed, so that the line will now terminate about a mile and a half or better from the city of Durham. To give, however, the Directors credit for their own assertions, this deviation was for the purpose of getting near a contemplated line of the Great North of England Railway, to enable them to reap some of the profits from that undertaking, but they must have considered this object either not desirable or not attainable, for at neither of the meetings held lately where deputations from different Companies have attended, so as obtain a completion of this line to Newcastle, has a Director or a deputation attended from the Durham and Sunderland Railway to look after this fancied interest.

Having now disposed of the title of this Railway, I beg leave to enclose for your use copies of authentic documents which have fallen into my hands, and will furnish you with more subsequently, by which you will see what a notable lot of managers (I will not say for themselves) there is among the Directors, and how necessary it was that such a motion (or even a much more stringent one) as that proposed by Mr. Singers should have been carried. I crave your attention to the list of Directors, and the *immense* number of shares the Contractor-Directors hold in the undertaking. You will observe there are ten at the least out of the fifteen who are contractors, and if properly probed, I have no doubt there would be found more. I solicit your notice to the exorbitant rate of discount charged by Mr. Backhouse to his brother Directors, and know I shall be met by the wily Quaker, stating, "friend, if thou likest not my way of doing business, thou art welcome to remove thy account, only thou must first pay me my money, or I will take thy line." I trust, Sir, having once begun with this business, you will not let it drop until you have accomplished the emancipation of the majority of the suffering shareholders from the hands into which they have been precipitated by an over-blind confidence in the apparent money-respectability of the Contractor-Directors. I have given you sufficient, I think, to digest at present; but soon I will return to the subject again, expressing my thanks for your independent observations.

I am, Sir, your most obedient servant,

TALWIN.

Newcastle upon Tyne.

PRESENT DIRECTORS.

Edward Backhouse, 31 shares, banker, (Durham and District Bank) and coalowner.
Christopher Bramwell, 14 shares, Hendon-house, landowner.
William Bell, 28 shares, Fordhouse, coalowner.
Caleb Wilson, 15 shares, Bishop Wearmouth.
Turner Thompson, 40 shares, Bishop Wearmouth.
Thomas Robson, 25 shares, Bishop Wearmouth, ballast contractor.
Thomas Wood, 19 shares, Bishop Wearmouth, ballast contractor.
William Kirk, jun., 30 shares, Bishop Wearmouth, coalowner.
Joseph Price, 213 shares, Gateshead.
Andrew White, 16 shares, Bishop Wearmouth, coal-owner.
Richard White, 13 shares, Bishop Wearmouth, ditto.
John Mounsey, 18 shares, Bishop Wearmouth, ditto.
John Scott, 15 shares, Bishop Wearmouth.
Benjamin Parker, 70 shares, Bishop Wearmouth.
Thomas Bowlby, 20 shares, Bishop Wearmouth, owner of the land which Messrs. Backhouse and Co. rent as a colliery at Houghall.

And there is another Director, not contemplated by the Act, called David Jonassohn, a ballast contractor, who takes, as a matter of course, a seat at all meetings.

DURHAM AND SUNDERLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—I take the liberty of inclosing copies of two letters addressed to the shareholders of the Durham and Sunderland Railway, the first previous to the General Meeting in September, 1840, and the other in September, 1841. As I happen to be one of the unfortunate shareholders, I beg to tender you my best thanks for the very able and independent remarks contained in your numbers of October 9th and 23rd.

The *Northern Times*, I observe, has attempted a defence of the Directors. On this defence I have a few observations to make. They say, "the contractors who sit in the Directory, as it is assumed to the number of five or six, are not contractors for the supply of articles for the use of the railway, but coalowners and landowners on the line, who have contracts with the Company for the carrying of their coals to Sunderland, or for wayleases through their land." Now, I would simply ask in what respect these differ from smaller contractors, who may have articles to supply. They make a bargain *with themselves*, and as you very justly remark, while Mr. A., a Director, lets his land at an exorbitant rate to the Company, it is overlooked by Mr. B., another influential Director and coalowner, on the understanding that his coals shall be carried at a certain rate. Can anything be more improper, not to say, dishonest, than this?

The Directors also claim the merit of liberality to the shareholders, inasmuch as they "actually consented to an increase (of a halfpenny per chaldron,) on the conveyance of their coal to Sunderland, on the one hand, and a considerable diminution of rent for way-leave on the other." A little explanation may throw some light on this very "honourable" conduct alluded to by the writer of the article in the *Northern Times*. These Directors had involved the Company in a very large debt, a considerable part of which was advanced by the Northumberland and Durham District Bank, one of the Directors of which, is not only a Director of the Railway Company, but also a very large coal-owner, and consequently from his connection with the Bank, has considerable influence with the other Directors. Some time ago finding the debt inconveniently large for the Bank, he threatened to seize the railway, unless some means were devised to extricate them from their difficulties. As the money, from the bad repute of the concern, could not be borrowed in the ordinary way, a plan was proposed to the shareholders to advance the sum of 15*l.* per share; and, as an inducement for such additional advance, the rates for carriage of coals were advanced from 3d. to 3½d. per chaldron, while the way-leave rents were simultaneously reduced. This, however, was to be for a limited period only, and when the affairs of the Company were in a better plight, the former rates were again to be recurred to. Now, Sir, what we complain of is, that the charge for the conveyance of coals is, *even yet*, extremely low, while the charge for way-leave rents, in many instances, is exorbitantly high. It is for these acts of *generosity*, which in fact had become absolutely necessary, otherwise the railway must have been laid in (which would have suited the coal and land-owners even worse than the shareholders), that the Directory claim so much merit.

The next charge against the Directors is, their declaring dividends out of the capital stock of the Company, and not out of the profits, as prescribed by the Act of Parliament. I know many of the unfortunate shareholders, who were induced from this circumstance to embark their capital in this undertaking, on the faith that not only would there be a continuance of these dividends, but every prospect of an increase of them was reasonably to be looked for. It is but a very lame defence for the Directors to say, that such dividends were approved of by the shareholders. In the first place, the shareholders had no means of judging whether such dividends were proper or otherwise, as there was no publication of accounts. It is well known that the Directors always objected to any publication of the accounts of the concern, and in one case they even took upon themselves not to carry the resolution of a meeting of the shareholders into effect, after such resolution had been regularly passed, that the accounts should be printed for distribution, thus placing themselves in direct opposition to the wishes of the shareholders. When they thought fit therefore to *recommend* a dividend, it is quite absurd to suppose that the shareholders who were kept in profound ignorance of the affairs of the railway would have objected to receive it. The Directors are, therefore, clearly chargeable, having practised a *delusion* on the shareholders.

I am, Sir, &c.

A SHAREHOLDER IN THE DURHAM AND SUNDERLAND RAILWAY.

Newcastle on-Tyne, Oct. 26, 1841.

P.S. There are either 14 or 15 Directors, *no fewer than ten of whom* are Contractors with the Company, and who have an interest diametrically opposed to that of the shareholders.

BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—As you were so obliging to insert my last communication about five or six weeks ago, on this subject, I have again to request the insertion of the following, especially as inquiries have since been instituted in your paper as to the reasons of the great depression of these shares, compared with the York and North Midland, &c., and especially as the calculations I furnished you with have never been impugned from any authority, and the lapse of time *has more than realised* both the true and assumed data. The only reason, therefore, that can be assigned for the high discount is, the great scarcity of money, or attempts of prejudiced or interested parties in their depression, as the annexed table of returns, for 16½ weeks, will show that the shares

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are paying at present *more than consol interest*, at the original price of 100*l.* per share, after paying 5 per cent. on the borrowed capital: therefore, as the market price would give nearly 7 per cent. to purchasers, with the probability of their reaching par at no distant day, no shareholder would be so infatuated but for want of money, I conceive, as to part with them.

I am, Sir, yours, &c.,
AN ORIGINAL SHAREHOLDER.

Birmingham, October 28, 1841.

Birmingham and Gloucester Railway. Statement of Traffic and Revenue, from June 30, 1841, *to October* 22, 1841, *being* 14½ *weeks.*

	Goods. £	s.	d.		Goods and Passengers. £	s.	d.
Half a week, to July 3				..	1007	2	9
Week ending July 10	158	10	11	..	2115	0	7
Ditto..... 16	179	7	3	..	1957	19	1
Ditto..... 23	159	6	2	..	2227	6	11
Ditto..... 30	177	1	10	..	2244	14	9
Ditto..... August 6	142	17	6	..	2203	12	9
Ditto..... 13	169	11	2	..	2177	18	1
Ditto..... 20		..		..	2183	2	6
Ditto..... 27	266	9	4	..	2016	2	2
Ditto..September 3	304	2	11	..	2102	18	8
itto..... 10	241	8	3	..	2182	11	0
Ditto..... 17	246	3	6	..	1975	3	10
Ditto..... 24	269	3	2	..	2064	19	4
Ditto.... October 1	294	14	7	..	2087	17	4
Ditto..... 8	257	9	6	..	1930	17	2
Dit to..... 15	296	17	3	..	2018	19	11
Ditto..... 22	253	9	3	..	1862	10	7
Total 16½ weeks.....					£34358	17	4
Deduct expenses of working, 40 per cent., say.....					18,461	13	4
Balance.....					£18,897	4	0
Reserved fund, June 30, 1841, of undivided profits					10,000	0	0
Net revenue, Oct. 22, 1841					£28,897	4	0

P.S. Nearly half, if not quite half, of these shares are firmly held in this locality.

My former calculation was 4 per cent. dividend, on 2,000, week average to Christmas, with the reserved fund. The preceding, shows 1,358*l.* over to the present time, towards any deficiency for the next 10 weeks.

The new traffic arrangements with the Grand Junction, for goods between Liverpool Manchester and Bristol, *via* Birmingham and Gloucester Railway, commence on Monday next, which promises 500*l.* per week when developed.

COACH ACCIDENT.—On Sunday evening, when the up mail from Louth and Boston was near Gosberton, the horses took fright, and started off at their utmost speed, notwithstanding the exertions of the coachman to check them; the animals continued their career until they arrived at a bridge, over a drain, against which they dashed the coach, and by the concussion the passengers were precipitated into the drain, from which, we are happy to add, they were all safely extricated. The mail-bags and passengers were forwarded in an omnibus. —*Boston Herald.*

COKE.—THE LIVERPOOL AND MANCHESTER RAILWAY COMPANY are desirous to receive TENDERS for the supply of COKE, of the best Quality, suitable for Locomotive Engines. The term, six months certain; and the quantity, 50 to 100 tons per week; to be delivered on the Railway, either at Manchester, Parkside, or Liverpool, day by day, in quantities proportionate as nearly as practicable to the weekly supply. The deliveries to commence on the 1st of January next.

Tenders, at a price per ton, delivered, must be sent to the Directors, Lime-street Station, Liverpool, on or before Friday, the 12th November; and a trial of the Coke will be required before making a Contract.

Further particulars, if required, may be had on application to the Treasurer.

By order of the DIRECTORS.

Liverpool, 25th October, 1841.

HALEY'S PATENT LIFTING JACK, Manufactured solely by Messrs. W. and J. GALLOWAY, Engineers, Manchester.

The attention of parties who employ Lifting Jacks, is respectfully requested to the superiority of the above over those hitherto in use. Having a claw the same as the "Rack Jack," it will lift either from the top or below, and is not more than half the weight and bulk. The handle may be let go with the lift on, and remains stationary, and quite safe.

Each working piece is Engine-cut and Case-hardened.

LONDON AND SOUTH-WESTERN RAILWAY.—In consequence of numerous representations that the proposed discontinuance of some of the Trains now running, would inflict serious inconvenience to parties travelling by the Line, the Directors have determined to continue running the present trains at the accustomed hours until further notice, viz.:—

DOWN TRAINS FROM VAUXHALL.

To Southampton, mixed.....	7	0	Morn.
Weybridge, mixed	8	15	,,
Southampton, mixed	9	0	,,
Woking Common, mixed	10	15	,,
Southampton, 1st class	11	0	,,
Weybridge, mixed	12	15	,,
Southampton, mixed	1	0	After.
Southampton, goods	1	15	,,
Woking Common, mixed	2	15	,,
Southampton, 1st class.....	3	0	,,
Weybridge, mixed	4	45	,,
Southampton, ditto	5	30	,,
Woking Common, ditto	6	15	,,
Southampton, mail.....	8	30	,,
Southampton, goods	10	0	,,

UP TRAINS TO VAUXHALL.

From Southampton, mail	2	0	Morn.
Southampton, mixed	6	15	,,
Woking Common, ditto	7	45	,,
Southampton, ditto	9	0	,,
Southampton, goods.....	9	15	,,
Weybridge, mixed.....	10	15	,,
Southampton, 1st class	11	0	,,
Southampton, mixed	1	0	After.
Woking Common, ditto	1	15	,,
Southampton, 1st class	3	0	,,
Weybridge, mixed.....	3	45	,,
Woking Common, ditto	5	15	,,
Southampton, ditto	6	0	,,
Southampton, goods.....	8	30	,,
Weybridge, mixed.....	8	30	,,

ON SUNDAYS

The Trains will start as follows, and, with the exception of the Mail, stop at all the Stations.

DOWN.

To Woking Common, mixed	9	15	Morn.
Southampton, mixed	10	0	,,
Woking Common, mixed	2	15	After.
Southampton, mixed	5	0	,,
Woking Common, mixed	7	15	,,
Southampton, mail	8	30	,,

UP.

From Southampton, mail	2	0	Morn.
Woking Common, mixed.....	9	15	,,
Southampton, mixed	10	0	,,
Southampton, mixed	5	0	After.
Woking Common, mixed	6	15	,,
Woking Common, mixed	8	15	,,

By Order of the Directors,
ALFRED MORGAN, Secretary.

29th October, 1841.

ACHILLES BRITISH AND FOREIGN LIFE ASSURANCE ASSOCIATION AND LOAN BANK—to be empowed by Act of Parliament; Capital £500,000. in 20,000 shares, at £25 each; Deposit £2 10s. per share.

DIRECTORS.

George Henry Brown, Esq. | Arthur Bolland Field, Esq.
Thomas R. Davison, Esq. | John King, Esq.
Edward Chas. Eddrup, Esq. | John Milner, Esq.
Robert Embleton, Esq. | George Tanqueray, Esq.
John Baker Wright, Esq.

With power to add to their number.

Auditors—Thomas L. Davison, Esq.; John Partridge Makeham, Esq.

Bankers—Union Bank of London.

Physicians—James Arthur Wilson, M. D., 28, Dover-street, Piccadilly; Richard H. Goolden, M. D., 8, John-street, Adelphi.

Surgeons.—Thomas Blizard Curling, Esq., 1, Mount place, London Hospital; William B. Langmore, Esq., Finsbury-square.

Standing Council.—Edward Younge, Esq., 1, New square, Lincoln's Inn.

Solicitor.—Thomas Butts Tanqueray, Esq., New Broad-street.

Secretary.—Dr. Adolphus Courvoisier.

Every description of Assurance may be effected, either with or without participation in profit.

Table of rate *with participation in profits*, for assuring £100 on a healthy life *for the whole term.*

Age	15	25	35	45	55
At premium per cent.....	£1 15 3	£2 4 6	£2 16 6	£3 17 1	£6 13 9

Premiums may be paid yearly, half-yearly, or quarterly.

Loans are granted on real or personal security to individuals assuring their lives with this Association.

Prospectuses to be had, and application for the remaining shares, and for agencies, to be made to the Secretary, at the temporary Offices, 35, New Broad street, City.

TO WHARFINGERS, BUILDERS, RAILWAY CONTRACTORS, HORSE DEALERS, &c.—Thirty remarkable fine-shaped young powerful CART HORSES, selected as the best portion from the valuable Stock of Mr. Thomas Brassey (the Gosport Junction Contract being completed).

Mr. D. NICHOLSON will submit to public competition, at the Railway Terminus, Nine Elms, London, on Tuesday, November 2nd, 1841, at Twelve o'Clock, Thirty seasoned Draught Horses, well adapted for London trade, in strength combined with activity, and in keeping for immediate work.

Colours,—Blacks, Browns, Bays, Greys, and Chesnuts; also, an excellent Hackney Mare 15½ hands high, and a handsome Cob, sound and quiet, fit for saddle or single harness, together with an assortment of useful harness.

The whole is taken direct from work, and will be submitted without any reserve.

On view Monday and Tuesday previous to the Sale, Catalogues had at Mr. Watkins', Three Goats' Heads; Nine Elms, and at the Auctioneer's Offices, Wandsworth, Surrey.

TO RAILWAY DIRECTORS, SHARE PROPRIETORS, AND THE PUBLIC.—Collisions on Railways neutralized, whereby the lives not only of the passengers but the engineers will be preserved, and but little or no damage done to the locomotives and the carriages.—Mr. EDWARD BURRELL is induced further to publish a suggestion (he has long since made) of a simple, feasible, and not an expensive REMEDY for PREVENTING ACCIDENTS by collisions on Railways, in any way, even in a similar case to the awful crash and melancholy catastrophe resulting from a recent occurrence where the locomotives were propelled off the rails. The inventor is desirous of superintending the plan (which is approved of by many scientific persons) himself, to prove its practicability and efficacy, feeling confident that the result will be successful. By the adaptation of his suggestions a great expense will be saved to the Companies, as the application of them will entirely supersede the necessity of the buffer springs. Plans may be seen and further information obtained by addressing letters, pre paid, as above, at 5, New Terrace, Camberwell Green.

Just published.

TO AGRICULTURISTS, LANDOWNERS, AND SURVEYORS.—MODEL MAPPING as Suggestive of a general and economic System of Drainage and Irrigation. Royal 8vo., with Plates, price 2s. 6d.

John Weale, Architectural Library, 59, High Holborn; and Wm. Grapel, Church-street, Liverpool.

THE LONDON AND BRIGHTON RAILWAY GUIDE, illustrated by the Official Map and Section, and a full description of the Line and adjacent country; together with a Time and Fare Table, and a List of Hackney Coach and Cab Fares to the Stations, from all parts of London and Brighton.

London: Published by J. R. Jobbins, 3, Warwick-court, Holborn; R. Tyas, 8, Paternoster-row; Tilt and Bogue, Fleet-street; J. Weale, Architectural Library, Holborn; J. Cross, Holborn; Letts, Royal Exchange; H. S. King, Stationer and Bookseller to the Queen Dowager, 1, North-street, Brighton; and at the *Railway Times* Office, Fleet-street. Price One Shilling, bound in cloth.

Just published, price 7s. 6d.,

A LIST OF ALL THE PATENTS FOR INVENTIONS IN THE ARTS, MANUFACTURES, &c. &c. By ANDREW PRITCHARD.

To Inventors, Patentees, and Manufacturers, this work will be found of great utility, as by it they will be enabled to ascertain all the Patents taken out on any particular article, the names of the Inventors, the date of the Patent, and consequently the time it will remain in force. To Solicitors engaged in making assignments, licenses, &c of Patents, it will be valuable for reference. It contains 6,277 Patents.

Also, price 30s.,

A HISTORY OF INFUSORIA, Living and Fossil, with 500 coloured Engravings.

Also, price 1s.,

A LIST OF 2,000 MICROSCOPIC OBJECTS, with remarks, &c.

Whittaker & Co., Ave Maria-lane; Pritchard, 162, Fleet-street.

MUTUAL RELATION OF FARES AND TOLLS ON RAILWAYS.

Just Published, in demy 8vo., Price Four-pence,

THE TOLL QUESTION ON RAILWAYS exemplified in the case of the Croydon and Greenwich Companies. By W. A. WILKINSON, Chairman of Directors of the London and Croydon Railway Company.

Smith, Elder, & Co., Cornhill.

BRIGHTON RAILWAY.—As inquiries have been made respecting the course of the Board of Directors of the London and Brighton Railway Company, consequent upon the conviction of Beadle, one of the Guards of the Company, by the Croydon magistrates, we are authorised to state, that at the first meeting of the Directors, after the conviction, he was dismissed the service of the Company.

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LONDON AND BRIGHTON RAILWAY.—ALTERATION of TRAINS on and after MONDAY, 1st of November, 1841.

DOWN TRAINS.		UP TRAINS.	
A. M.	8½ Mixed Train*	A. M.	8 Mixed Train
,,	10½ First Class Train	,,	9½ Mixed Train*
P. M.	12½ Goods Train*	,,	10½ First Class Train
,,	1½ Mixed Train*	,,	11½ Goods Train*
,,	3½ First Class Train	P. M.	1½ Mixed Train*
,,	5½ Mixed Train*	,,	5½ Mixed Train*

ON SUNDAYS.

DOWN TRAINS.		UP TRAINS.	
A. M.	8½ Mixed Train*	A. M.	10½ Mixed Train*
P. M.	5½ Mixed Train*	P. M.	5½ Mixed Train*

The trains marked thus * call at all the stations; the remainder call at first class stations only.

Second class passengers will be conveyed by the goods trains for 7s. each throughout, or in proportion for intermediate distances.

Day tickets will be issued for passengers to and from London and Brighton. First Class, 20s.; Second Class, 15s.; such tickets not to be transferable nor available but for the day for which they are issued.

SHOREHAM BRANCH.

From Brighton, at 8, half-past 9, and 12, A. M.; and half-past 1, 4, 5, and half-past 6, P. M.

From Shoreham, at three quarters past 8, and 10, A. M.; and 1, 2, half-past 4, half-past 5, and 7 P. M.

ON SUNDAYS.

From Brighton, at 9, A. M.; and 2, 4, 6, and half-past 7, P. M.

From Shoreham, at 10, A. M; and 3, 5, half-past 6, and 8, P. M.

These Trains are all Mixed, and call at all the Stations.

By order,
THOMAS WOOD, Sec.

No. 10, Angel-court, Throgmorton-street,
October 27, 1841.

LONDON AND BRIGHTON RAILWAY.—

The Directors regret extremely the inconvenience and delay experienced by the passengers on this line yesterday, in consequence of a fall of earth in the cutting, at Merstham, occasioned by the excessive rains.

They are happy to add that no accident occurred, and that in the course of a few days the trains will again run throughout.

In the meanwhile, every possible arrangement has been made to accommodate the public with carriages between Merstham and Hooley House, a distance of four miles.

By Order,
THOMAS WOOD, Secretary.

10, Angel-court, Throgmorton-street,
29th October, 1841.

SOUTH-EASTERN RAILWAY.—TO CONTRACTORS FOR FENCING.—The Directors will meet at their Office, 10, Coleman street, London, on Tuesday, the 2nd day of November next, at half-past One o'Clock in the Afternoon precisely, to receive TENDERS from parties willing to CONTRACT to FENCE OFF the LINE of RAILWAY with post and rail fencing from the Bethersden and Hothfield turnpike road, in the parish of Bethersden, to the Foord Valley, in the parish of Folkestone, being a distance of 18 miles or thereabouts.

The specification and conditions of Contract may be seen on application to Mr. John Wright, Resident Engineer, Railway Office, Dover, to Mr. P. W. Barlow, Resident Engineer, Railway Office, Tunbridge, and at the Office of Mr. Thomas Thurston, Land Surveyor, at Ashford, on and after Thursday, the 21st instant.

The Directors will not consider themselves bound to accept the lowest Tender, nor will any Tender be received after One o'Clock on the day appointed for receiving the same.

By order of the Directors,
J. S. YEATS, Secretary.

Railway Office, 10, Coleman-street, October 19, 1841.

PARISIAN BITUMEN COMPANY, Millwall, Poplar.—The Directors of the above-named Company beg to call the attention of Engineers, Architects, Surveyors, Builders, and the Public generally, to the applicability of the BITUMEN manufactured by them, as a pavement or flooring; also for its use in covering arches for the prevention of damp and preservation of the masonry.

They beg also to state that it has been used very successfully as a cement for masonry on the weirs of the Upper Medway, and is particularly applicable to hydraulic works and foundations of heavy buildings.

They beg to submit the following list of prices, and to state that they will guarantee the durability and efficiency of any work executed by them.

	s.	d.
Covering viaducts or arches of bridges, vaults, terraces, &c., 1¼ inch thick, per square yard	4	6
Paving pathways, kitchens, cellars, granaries, malt houses, warehouses, &c. 1½ inch thick	4	6
Paving barns, court yards, tun rooms, wharfs, stables, &c. 2 inches thick.....	5	6
Paving walks, &c. ¾ inch thick	3	6

The above charges are exclusive of the cost of carriage, which must be borne by the parties by whom the work is required.

W. MACKENZIE, Superintendent.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holywell,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on-Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.	
Not exceeding 15lbs. weight..	4	2	
Ditto 16lbs. do. ..	4	7	including delivery.
Ditto 18lbs. do. ..	4	9	
Ditto 28lbs. do. ..	7	1	
Ditto 40lbs. do. ..	9	10	
Ditto 56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

THE MINING JOURNAL, RAILWAY AND COMMERCIAL GAZETTE, of Saturday next, will contain, in addition to its usual contents, Papers—

1st. On the Properties and Chemical Constitution of Coal, by Usk Thompson, Esq., of Cwm Amman, in answer to certain sentiments in the papers of Chas. Hood, Esq., F.R.A.S., on the Chemical Constitution of Coal, inserted in former numbers of the *Mining Journal*.

2nd. Mining of the Romans in Spain.

3rd. On the Momentum proposed by Josiah Parkes, Esq. as a Measure of the Mechanical Effect of the Locomotive Engine; supplemental paper, by the Count de Pambour.

4th. On the Collieries of Hallifax and its Neighbourhood, their Chemical and Geological Relations; by J. S. Hiley, Esq.

5th. Description (with cuts) of the Patent Furnaces of C. W. Williams, Esq., of Liverpool, for economising Fuel and Preventing Smoke.

The *Mining Journal* is published every Saturday, price Sixpence, and contains Reports of the Proceedings of all Public Companies and Scientific Bodies.—Intelligence from the English and Foreign Mining Districts.—Original Communications on Subjects connected with Practical Mining and Railway Engineering, &c. &c.—Notices of New Inventions at Home and Abroad.—Prices of Mining and Railway Shares.—Railway Traffic Returns.—Latest authentic Prices of Metals, with remarks on circumstances affecting the Market.—Sales of Copper and Tin Ores.—Specifications of Recent Patents.—A variety of Miscellaneous Scientific Intelligence, with a complete Record of every occurrence during the week, calculated to interest the Capitalist or Speculator.

The *Mining Journal* is published every Saturday afternoon, at two o'clock, at the office, No. 87, New Broad-street, City, price Sixpence, and may be had of all Newsvenders in town and country.

Mining Journal Office, 37, New Broad-street.

SOUTH-WESTERN, GREAT WESTERN, CIRENCESTER, BRISTOL AND BRIDGEWATER, AND BRIGHTON RAILWAYS.

In connexion with the above Lines of Railway, Places can be secured by

MAILS AND COACHES,

TO

Falmouth,	Farnham,
Devonport,	Milford Haven,
Plymouth,	Carmarthen,
Exeter,	Brecon,
Taunton,	Abergavenny,
Weymouth,	Ross,
Dorchester,	Monmouth,
Bridport,	Hereford,
Poole,	Aberystwith,
Honiton,	Cheltenham,
Ilminster,	Gloucester,
Salisbury,	Abingdon,
Andover,	Oxford,
Portsmouth,	Lewes,
Petersfield,	Worthing,
Godalming,	Horsham,
Guildford,	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood-street, Cheapside.
Swan-Two-Necks, Lad-lane.
George and Blue Boar, Holborn.
Universal Office, Regent Circus.
Golden Cross, Charing Cross.
Griffin's, Green Man and Still, Oxford-street.
And at the Offices of Horne and Chaplin at the several Stations.

Parcels forwarded by every train; and if for 8½ p.m. Mail Train, are received at the above Offices until ¼ past 7 for the above places, and to all parts on the several lines of Railway, viz.:—

Bristol, Bath, Swindon, Farringdon, Reading, Windsor, Southampton, Winchester, Basingstoke, Farnham, Chertsey, Kingston, Brighton, Reigate, &c.

HORNE & CHAPLIN, Proprietors and Agents.

Omnibuses to and from every Train—Fare 6d.

Heavy Goods and Merchandise conveyed from the several Branch Offices, and Hambro' Wharf, Thames-street, to most parts of the south and western railways.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—New Shares.—Fourth Call of £5 per Share, making £25 per Share paid up.—The Directors of the Birmingham and Derby Junction Railway Company having resolved that an INSTALMENT of £5 on each of the New Third Shares in this undertaking, created under the provisions of the Act relating thereto, passed in the session of Parliament (3 Vict. Capt. 51) payable on or before the 5th day of November next, should be called for, proprietors of such New Shares in this Company are hereby required to PAY, on or before that day, to any of the undermentioned Bankers, the sum of FIVE POUNDS on each of their respective New Shares:—

BANKERS.

London—Messrs. Glyn, Hallifax, Mills, and Co., Lombard-street.
Birmingham—The Birmingham Banking Company.
Manchester—The Manchester and Salford Bank.
Derby—Messrs. W. and S. Evans.
Burton-upon-Trent—The Burton, Uttoxeter, and Staffordshire Union Banking Company.
Sheffield—Messrs. Parker, Shore, and Co.

The bankers have been severally instructed to charge interest at the rate of £5 per cent. per annum, according to the provisions of the Act above referred to, from the 5th day of November next, on all sums which shall be tendered after that date.

(Signed) HENRY SMITH,
Chairman of the Board of Directors.
THOMAS KELL, Secretary.

Waterloo-street, Birmingham, Oct. 8, 1841.

GLASGOW, PAISLEY, KILMARNOCK, and AYR RAILWAY.—The Directors of this Company will receive applications for the OFFICE of SECRETARY until Wednesday, the 24th day of November next. Salary, £400 per annum.

It is requested that letters of application shall contain testimonials, and references as to qualifications, and be addressed to "The Directors of the Glasgow, Paisley, Kilmarnock, and Ayr Railway," and left at their office here.

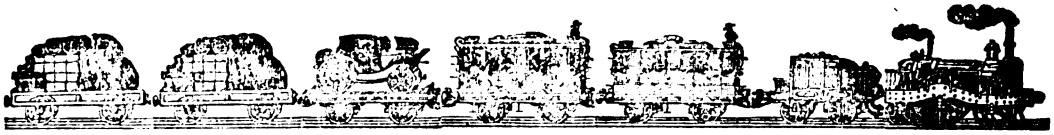
Railway Office, Glasgow, 21st October, 1841.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Brides', Fleet-street, Middlesex.—Saturday, October 30, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 201. Vol. IV.—No. 45.] SATURDAY, NOVEMBER 6, 1841. [Price, 6d.

PROPOSED PLAN for the establishment of a GENERAL OFFICE for the use of TRAVELLERS BY RAILWAY and STEAM NAVIGATION, where the public could readily obtain every species of information that might be useful to or required by Travellers, either on business or pleasure, by any of the various Railway and Steam NavigationConveyances throughout the United Kingdom, more especially as relates to the hours of departure and arrival, the scale of fares, and the different regulations of each, for conveying Passengers and Goods; to be formed under the sanction and patronage of the several Boards of Direction and Management of the Companies now in existence.

It is proposed that a complete Register be kept of all the Railway Conveyances, systematically arranged for the convenience of immediate reference, setting forth every station at which the trains stop on the respective lines, and the several stations and booking offices from whence passengers and goods may be conveyed.

That the proposed Office be furnished with the printed placards and hand-bills from all the different Companies, for reference and distribution to the public, who should receive gratuitously every information required.

That a like Register be kept of all the Steam Navigation Conveyances, and a similar distribution be made of the hand bills of the different Companies, and every information respecting them be given in the same manner.

That a communication be opened for correspondence with the respective Secretaries to enable the Manager of the Office to give answer to such inquiries as might arise, and which their printed hand-bills do not furnish, and that the Secretaries would from time to time give the Manager immediate notice of every alteration affecting the conveyance of passengers and goods.

The Manager of the Office would undertake to transmit by post any hand-bill or specific information, which might be required by persons residing in the country, and who could not conveniently attend personally to obtain it.

That such Office be fixed at some centrical point (being a public thoroughfare) at the West End of the Town, holding connection with a similar establishment in the City, and to be open to the public every day, Sundays excepted, and that the Office shall be furnished with geographical maps and plans of the Railways.

It is proposed that arrangements should also be made which would embrace an extension of the plan, by collecting information of the various establishments on the Continent of Europe and elsewhere, for conveyance by Railway and Steam Navigation, as it is considered that by centralizing these various objects at one place, a complete Emporium will be formed for obtaining that general information which Travellers so much require, and this concern founded upon such an enlarged and comprehensive scale as would ensure the contemplated benefit and advantage to the several Companies interested, as well as for its becoming a medium of the greatest public utility.

NATHANIEL W. SYMONDS.

Lombard Street Chambers, Clement's Lane,
27th October, 1841.

*** Any suggestion to improve or add to the usefulness of the above plan will be thankfully received.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill-wall, Poplar; and also of the following Agents:

Robertson and Co., 12, Gores Piazzas Liverpool,
Mathias Dunn..... Newcastle-upon-Tyne
Joseph Bothway..... Plymouth.
John Thompson and Co. ..... Wigan.
J. T. Tregellas..... Truro.
Thomas Mooney and Son..... Dublin.
Coates and Young ..... Belfast.
James Kibble and Co. ..... Glasgow.
James Gunn..... Leith.
John M. Beatts, 14, Clement's-lane, High-street, Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 230, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster row; Hyde & Co. and G. Bell, Fleet-street; Mann, Cornhill; and by all booksellers and Newsmen.

ROBINSON'S RAILWAY DIRECTORY for 1841, containing the Names of the Directors and principal Officers of most of the Railways in Great Britain, derived from authentic sources, price 1s. *Railway Times* Office, Fleet-street.

Just published, a new Edition of ROBINSON'S

RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth. *Railway Times* Office, and Hyde and Co., Fleet-street.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122 Fleet-street, and sold by all booksellers.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

SHEFFIELD, ASHTON-UNDER-LINE, AND MANCHESTER RAILWAY.—Call for Twelfth Instalment.—The Directors of this Company having resolved to make a CALL under the provisions of the Act of Parliament for an Instalment of Ten Pounds per Share, Notice is hereby given, that the several Proprietors in the Capital Stock of the said Company are required to pay the said call or Sum of Ten Pounds on each of their respective Shares on or before the 7th day of December next, to one of the undermentioned Bankers, viz.:—

Sheffield—Messrs. Barker, Shore, and Co.

Manchester—The Manchester and Liverpool District Bank.

London—Messrs. Rogers, Olding, and Co.; and Messrs. Smith, Payne, and Smith.

Interest after the rate of 5 per cent. per annum will be charged by the Bankers on all such sums as shall remain unpaid after the said 7th day of December next, until payment thereof.

The Directors take this opportunity of stating, that £5 per cent. per annum is allowed on all sums paid in advance.

By order of the Directors,

JOHN PLATFORD, Secretary.

15, Piccadilly, Manchester, November 3, 1841.

TWENTY CART-HORSES, BRICK AND RUBBISH CARTS, HARNESS, &c.

TO BE SOLD BY AUCTION, by Mr. DIXON, at his Repository, Barbican, on Friday, November 12, 1841, commencing at Twelve o'Clock, Twenty fine, young, seasoned CART HORSES, Four large and Three small BRICK CARTS, with Tall and Fore-Ladders, Harness, &c., the property of Mr. J. Rhodes, sold in consequence of his having disposed of his Brick Fields.

The above are worthy the attention of Brick-makers, Contractors, Wharfingers, Wholesale Warehousemen, Brewers, Distillers, Corn and Coal Merchants, &c., being mostly young, powerful, and active—from constant work—and for unreserved sale.

Colours—Bays, Greys, Roans, Blacks, and Browns.

On view, and Catalogues had, two days previous.

CHIPPENHAM, WILTSHIRE. — EXTENSIVE SALE of CAPITAL DRAUGHT HORSES, HARNESS, &c.—Messrs. Mansell and Kayns have been favoured with instructions from the Proprietor, to Sell by Public AUCTION, in the Market Place, Chippenham, on Friday, the 12th day of November, 1841, at Twelve o'Clock to a minute, 26 valuable and very powerful young Draught Horses, 40 Sets of Harness, a very strong Spring Cart, equal to a ton and a half weight, Chaff Box, &c., the genuine property of Mr. R. Brotherhood, whose orders are to sell without the least reservation, in consequence of the ballasting on the Great Western Railway between Wootton Bassett and Chippenham being completed, in which work Mr. B. has been engaged.

The Horses may be seen from 9 o'Clock on the morning of sale, at the Bear Inn stables, Chippenham, where Catalogues may be had, and of the Auctioneers, Malmesbury and Chippenham.

GREAT WESTERN RAILWAY.—A First Floor to Let, Furnished, and a Bed-Room for a Single Gentleman, No. 8, London-street, near the Terminus

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page* 1107).

Samuel Laing, Esq., called in; and Examined.

1272. Mr. Labouchere—What situation do you hold in connexion with the railway department of the Board of Trade?—I conduct the legal department, and general business and correspondence.

1273. Were you present when the solicitor of the Grand Junction Company made a statement to this Committee upon the subject of a correspondence which has taken place between the Board of Trade and that Company?—I was present; and, with the permission of the Committee, I have a statement I wish to make respecting the course adopted by the Board of Trade upon that occasion. The proceedings of the Board of Trade, with reference to the case of Pickford and Co. *versus* the Grand Junction Railway Company, have been as follows: Mr. Baxendale, on the part of Pickford and Company, addressed a memorial to the Board of Trade, complaining that the Grand Junction Company had, with a view to obtaining a monopoly of the carrying trade between Lancashire and London, exceeded and infringed the provisions of their Acts of Parliament, and acted in an oppressive and illegal manner towards his firm. He further stated, that from the evidence given by Mr. Moss, the Chairman of the Company, before the Select Committee on Railways of last session, he was led to believe that the illegal conduct of which he complained resolved itself into certain acts of partiality shown towards another firm of carriers, Messrs. Chaplin and Horne, and that under that impression he applied to the Queen's Bench for a mandamus to compel the Company to treat all parties using their line alike, in conformity with the provisions of their Acts. That this application was dismissed upon a preliminary point of form, and that from the affidavits filed by the Company in the case, it assumed a new aspect, viz., that Chaplin and Horne were not carriers using the railway, but agents of the Company, and therefore that the illegality consisted in a systematic violation of the provisions of their Acts on the part of the Company. That under these circumstances, he had been advised that redress could not be obtained by renewing his action, without difficulty and delay; and he submits that the case is one which the Board of Trade ought to take up, under the clause of Lord Seymour's Act which empowers them to make Railway Companies conform to the provisions of their Acts.

1274. Lord Granville Somerset—Is the statement you have made of Mr. Baxendale's communication to the Board of Trade a summary of his memorial, or was it an oral communication made by Mr. Baxendale in person to the Board of Trade?—It is a summary of his memorial, officially addressed to the Board of Trade. The Board of Trade sent a copy of this memorial to the Company, with a letter, calling upon them for explanation upon the points in respect of which they were alleged by Pickford and Co.'s memorial to have acted illegally. These points were, first, the general charge of having acted illegally, by assuming functions unauthorised by their Acts; secondly, certain specific charges, which, if established, would show that the Company had indirectly charged unequal rates, in order to favour themselves as carriers. These points were specified in the letter, in order to get rid of a great deal of irrelevant matter contained in the memorial, which would probably have led to a long and useless discussion upon the general question discussed before the Committee last year, of carrying upon railways. It was considered to be most desirable for the Company, as well as for the Board of Trade, at once to separate the specific allegations of illegal conduct, upon which alone there was any possibility of the Board being called upon to act, from the general arguments upon the carrying question, which could lead to no result. It was stated to the Company that the Board of Trade pronounced no opinion upon these points until both parties had had an opportunity of laying their statements fully before it, and that future proceedings would be guided mainly by the opinion the Board should then form as to whether Pickford and Co. had succeeded in establishing their case. The Grand Junction Company objected to this proceeding on the part of the Board of Trade, and although it is believed that these objections were founded upon a misunderstanding which has since been explained, and that the Company no longer entertain the feeling which has been expressed relative to the course taken by the Board of Trade; still, as these objections have been stated before the Committee, and as they involve several points which are very material with reference to the construction of Lord Seymour's Act, and to the future proceedings of the Board of Trade under it, it is thought desirable to submit the following statement to the Committee. The objections raised before the Committee, rested, as it is understood, upon two grounds: first, the particular ground, that the Company was called upon to furnish evidence that might be prejudicial to it in certain legal proceedings then pending; secondly, the general ground, that the case was not one in which the Board of Trade ought to have interfered under the provisions of Lord Seymour's Act. With regard to the first objection, it seems sufficient to say, that the memorial of Pickford and Co. states, that the action which they had commenced had been dismissed upon a point of form, and was then out of court altogether, and the application to the Board of Trade to prosecute is founded expressly on the ground that the case had assumed a more general aspect, which rendered it not advisable for Pickford and Co. to renew their action. Of course, if the Board of Trade had entertained Pickford and Co.'s application, it would have made it a condition of undertaking the prosecution, that Pickford and Co. should bind themselves not to prosecute on their own account. If there were actions pending between the Company and Pickford and Co., (of which the Board of Trade had no knowledge until it was so stated before the Committee), the Company had only to state the fact to the Board of Trade, together with the reasons why they conceived that the circumstance of an action being then pending rendered it unnecessary and inexpedient for them to furnish the explanation asked by the Board; and they may depend upon it that such statement would have been fully and fairly considered by the Board of Trade before any step was taken adverse to the interests of the Company, or uncalled for by the circumstances of the case. The only remaining objection under this head is, that as the Board of Trade might ultimately decide on prosecuting, it was wrong to ask the Company for information which might be used against them. them. The answer is, that it would be quite inconsistent with the principles upon which the Board of Trade has always acted, to commence a prosecution against a Railway Company upon an *ex parte* statement, without having in the first place considered any counter statement the Company might have to make; and, in the second place, if convinced that the Company was in the wrong, tried every means of effecting an amicable arrangement. This is clearly the intention of Lord Seymour's Act; for it is expressly provided that no certificate shall be given to the Attorney-General, with a view to commencing a prosecution against any Railway Company, until 21 days after notice of the intention to issue the same shall have been given to the Company; a provision which is obviously intended to give the Company an opportunity of making a statement in reply, and to afford time for making an amicable arrangement. In the present instance, moreover, the information asked for by the Board of Trade could not by any possibility have prejudiced the Company, inasmuch as the Company have of their own accord given publicity to their case, by publishing the affidavits filed in the late action in the Queen's Bench, in a railway newspaper.

1275. Lord Stanley—Did those affidavits of which you have spoken accompany the memorial to the Board of Trade?—No. Secondly, with regard to the general point, that interference on the part of the Board of Trade in such a case as that raised by the memorial is not justified by a fair construction of Lord Seymour's Act. It has been asserted that the operation of that Act was intended to be confined to points bearing upon the question of the public safety; and, in support of this construction, the preamble has been appealed to, which states "that it is expedient for the safety of the public to provide for the superintendence of railways." No principle of law is more certain than that the preamble does not control the express words of an enactment, and can only be looked to as a means of ascertaining the intention of the legislature when the construction is doubtful. In the present case it is evident that the preamble cannot be resorted to as a means of constructing the Act, inasmuch as several of the most material clauses, as, for instance, those relating to returns of tolls, traffic, &c., and to supervision of bye-laws, have obviously no relation to the question of safety; moreover, in the clause which empowers the Board of Trade to institute prosecutions for the enforcement of the provisions of Railway Acts, the words "public advantage" are used, and it is declared that the Attorney General shall proceed "to recover such penalties and forfeiture, or to otherwise enforce the dues performance of the said provisions by such means as any person aggrieved by such non-compliance might employ under the provisions of the said Acts." Even if the terms of the Act had been less decisive, the Reports of the Select Committee on Railways, and the proceedings in Parliament upon Lord Seymour's Act, would have set the question of intention at rest. The Act was introduced in conformity with certain resolutions of the Committee, which recommend the establishment of a general superintendence and control over railways, on the ground, not of public safety, but of "the absence of any effectual check from the operation of free competition," and the possession on the part of Railway Companies "of a practical monopoly." The fifth resolution, upon which the clause in question is grounded, is to the following effect, "that it is the opinion of this Committee, that it should be the especial duty of this department to see that the several provisions contained in all Acts of Parliament, having reference to railways, are duly observed, so far as the public interests are concerned; and this department shall be authorised to institute legal proceedings, at the public expense, in cases where such provisions have not been complied with." The 11th clause of Lord Seymour's Act was framed upon this resolution; and so far from its being conceived that the Act was intended to bear exclusively upon the question of the public safety, in the different discussions which took place upon the Bill in the House of Commons, the subject of the prevention of accidents (which had then attracted but little attention, and had been very little discussed before the Committee) was hardly mentioned. The chief subject of discussion was the propriety of enabling the Board of Trade to call for returns which would distinguish the charge made for toll from that for locomotive power. Admitting, however, that the case in question comes within the legal construction of Lord Seymour's Act, it is said that it is not a proper case for the interference of the Board of Trade, because it is the case of a private individual, or Company, and not one of public interest. Looking at the language of Lord Seymour's Act, which declares that the Attorney-General shall proceed, under the certificate of the Board of Trade, to enforce the provisions of Railway Acts by such means as any person aggrieved by non-compliance with such provisions might have resorted to, it is evident that the Legislature contemplated interference in the case of private persons; that, in fact, it considered that the protection of private persons against illegal acts on the part of powerful corporate bodies might in some cases afford a sufficient public reason to justify interference. This view was clearly taken by the Committee on Railways, as is proved by the following passage in their Report (Second Report, 1839, p. xiv):—"Your Committee do not hesitate to repeat their opinion, that some such superintending Board will be required for the purpose of protecting the weak against the strong, and counteracting the evils incident to monopoly." In the present instance, however, the case raised by Pickford and Co.'s memorial is pre-eminently one of a public nature; that memorial being the only document before the Board of Trade, and the only question could be, whether, upon the face of the memorial, the Board of Trade ought to have refused to have anything to do with it. The following remarks, therefore, must be taken as relative only to the case raised by that memorial, and not at all to the case as it may ultimately appear when the counter-statement of the Grand Junction Company has been received and considered. The allegation of Messrs. Pickford and Co. is, that the Grand Junction Company having undertaken a business which they are not authorised to do by their Acts, viz. that of general carriers of goods between London and Lancashire, have, for the purpose of obtaining a monopoly in that business, refused to carry goods upon the railway between London and Lancashire, unless the parties who employ them as carriers upon the railway, employ them also, or pay them if they do not choose to employ them, for distributing the goods from the terminus to their destination. This charge may be true, or it may not, but there can be no question that it is one of a public nature; in fact, a great part of the Reports of the Committee on Railways consists of evidence upon this very point. Petitions, signed by merchants, manufacturers, and other parties, were presented, stating, that they viewed with great alarm the prospect of Railway Companies obtaining a monopoly of the carrying trade, and that they greatly preferred employing private carriers. It was even pressed that Railway Companies should be prevented from acting as carriers at all. The Committee rejected this proposal, and reported to the House, "that at the present time any legislative interference for the purpose of preventing Railway Companies obtaining a monopoly of convey-

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[illegible] objectionable;" but in the whole course of the discussion it was never even hinted that Railway Companies were to be allowed to obtain this monopoly by denying to carriers using their line (and therefore virtually to the public, who preferred employing such other carriers) the rights guaranteed to them by the Acts of Incorporation of the Company; which, whether truly or falsely, is the charge alleged against the Grand Junction Company by Pickford and Co. This charge being made, and the interference of the Board of Trade being formally called for, there were only three courses which it was possible to adopt. First, to refuse to interfere; or, secondly, to refer the memorial at once to the Attorney-General; and if his opinion was favourable upon the points of law, to commence a prosecution; or, thirdly, to communicate the memorial to the Grand Junction Company, and call upon them amicably for an explanation upon the points in which their conduct was alleged to be illegal. The first of these courses, it is conceived, the Board of Trade could not have adopted without a manifest dereliction of the duty imposed upon it by the legislature. The second course would have been justly subject to the imputation of acting with an undue degree of harshness and precipitancy towards the Railway Company. The third course, which is that which has been actually adopted, appears under these circumstances to have been the only one which could have been pursued with a due regard to the interest both of the public and of the Grand Junction Company itself.

1276. Has the question been since disposed of between the Board of Trade and the Grand Junction Company?—I cannot say that it has been officially disposed of, for the statement of the Grand Junction Company is not officially before the Board of Trade; but it has been stated by the Grand Junction Company, and I have no doubt of the fact, that an action is pending which involves one of the principal points raised by Mr. Baxendale, which we had no knowledge of at the Board of Trade.

1277. While the action is pending, of course it is not the intention of the Board of Trade to interfere?—I should think not.

1278. Lord Granville Somerset.—Will you state how the department which has been in the habit of attending to the concerns of railroads since the passing of the Act of last Session, is constituted: will you first state the gentlemen upon whom more particularly the duty is devolved, and then state how it is carried out?—It is devolved principally upon me and upon Sir Frederic Smith; it has devolved upon me to carry into effect the principles laid down by the President of the Board of Trade, and to conduct the correspondence. The engineering department has been of course with Sir Frederic Smith, since his appointment as permanent Inspector-general attached to the Board of Trade.

1279. Since when has Sir Frederic Smith had that appointment?—It was in December, I think.

1280. Various other engineer officers were employed by the Board of Trade, as well as Sir Frederic Smith?—In the first instance.

1281. Since Sir Frederic Smith's appointment, has the whole engineering department been placed under his superintendence?—Yes.

1282. And the legal department under yours?—The legal department and general department. In fact Sir Frederic Smith and I have conducted the whole business of the railway department, under Mr. Labouchere.

1283. What does Mr. Porter do, with regard to this particular business?—Mr. Porter was engaged at Paris in a commercial negotiation for a considerable time after the Bill passed, and on that account he was not able to take an active part in it at first, and he has many other engagements at the Board of Trade, and therefore he has not taken a very active part; he has confined himself principally to the statistic department.

(To be continued.)

RAILWAY ADJUDICATIONS.

MORRIS *v.* THE PRESTON AND WYRE RAILWAY COMPANY.

Court of Queen's Bench, Nov. 3.—Mr. KNOWLES moved in this case for a rule to show cause why a verdict should not be entered for the plaintiff upon the count for work and labour done. It was an action brought by the plaintiff against the Company for certain work done upon their line of railway. The case was tried before Mr. Justice Wightman at the Lancashire Assizes, and a verdict entered for the plaintiff upon the count for goods sold and delivered, and for the defendants on the other counts, with liberty to enter a verdict for the plaintiff on these counts for such sum as an arbitrator might deem proper. The defendants pleaded that they were never indebted, payment, and a set-off. It appeared that there was a special contract entered into with the plaintiff to prepare a certain portion of the line for the locomotive engines, and this was marked upon a plan signed by the principal engineer, Mr. Stephenson. Shortly after the contract was commenced the plaintiff discovered that one part of the line was in such a state that it would require a great deal more work than was originally estimated, and that he would be obliged to throw up the contract, which would prevent the line being opened at the time which was originally contemplated. It was then agreed that Mr. Stephenson and some of the Directors should go over the line, and see how the difficulty might be obviated. It was proved in evidence that Mr. Stephenson himself, after going over the line, had made an alteration in the plan with his pencil, and it was agreed that the plaintiff should execute that, as though it had been the line originally marked out; and further, it was agreed that for the work which the plaintiff had done upon the original line, and which it would be necessary to undo, the plaintiff was to be paid. The plaintiff now sought to recover a verdict upon the count for work and labour done—namely, for doing and undoing certain work upon the part that had been rendered useless. It was clear that the plaintiff's claim for that work could not be included in the special contract, because the line was opened on the 1st of May, and at that time all the work under the contract had been executed; but the portion of the work to which he now referred, was not completed till the 27th of May.

The Court thought it would be desirable to see the original contract before giving its decision.

THE QUEEN *v.* THE SHERIFF OR UNDERSHERIFF OF MIDDLESEX.

Court of Queen's Bench, Nov. 4.—The Attorney-General applied for a rule to show cause why a *mandamus* should not be issued to the sheriff of Middlesex, or his deputy, commanding him to proceed with the hearing of this case, which was a precept issued to him to ascertain the amount of compensation to be given to a Mr. Walker for the deterioration of his premises by the making of the Blackwall Railway. The Company was not compellable to purchase any dwelling house which was situated at more than fifty feet distance from the railway. Mr. Walker, who conceived that his property had been injured by this railway, went through the usual proceedings, and issued a precept to the sheriff to summon a jury for the purpose of assessing his compensation. When the jury had been assembled the defendant's counsel objected that the under-sheriff had no power to proceed with the investigation, inasmuch as the whole of the house was not within fifty feet of the railway. The case was argued on this objection, for a part of the house was within the distance, but the under-sheriff adopted the objection. Application was made that to save expense the jury should be called on to give a verdict, so that if the court should think that the investigation ought to have been proceeded with, the expense of coming down again might be avoided; but this application was refused, and the matter was dismissed. It was plain that the under-sheriff had mistaken his course in this proceeding.

The court granted a rule to show cause.

SHARPE AND OTHERS *v.* THE GREAT WESTERN RAILWAY COMPANY.

Court of Exchequer, Nov. 3.—This action was tried before Mr. Justice Wightman, at the late Liverpool Assizes, when a verdict was found for the plaintiff, with 662*l.* damages.

Mr. Wortley now moved for a rule to show cause why that verdict should not be set aside, and a new trial had on the ground of misdirection. He said the plaintiffs were eminent machine makers at Manchester, and had entered into a contract with the Directors of the Great Western Railway Company to make for them ten engines, with their tenders, of the best materials and workmanship, at the respective prices of 1,850*l.* and 450*l.* By the contract, the plaintiffs were to be held liable for the engines during a month's trial, and while they ran 1,000 miles. The engines were all delivered, were tested according to the contract, and settled for with the exception of the above balance. Subsequent to the engines having been accepted, the fire-box of the engine, called the panther, burst. According to the specification, that part of the engine was to be 7-16ths of an inch thick, but this one was found to be no more than 3-16ths. He did not impute any fraud or carelessness to the plaintiffs, but he was prepared to show at the trial that they had got some copper, which was so impregnated with some foreign matter, that by some chemical process, it had worn away by the oxygen of the water. He contended at the time that he was at liberty to enter into these particulars, but the counsel for the plaintiff objected that by the terms of the contract the makers were released from all liability the moment the engines were tested by running 1,000 miles, and the expiration of a month; and his Lordship, upon being pressed, acceded to his view of the matter. He contended that the meaning of the contract was that the engines should be tested as to their working condition and strength, and the defendant could not be concluded by their acceptance of them, when, as in this case, they found there had been a departure from the terms of the contract and specification. When the engine burst it was found that the boiler had iron fastenings, or rivets, in place of copper ones. His Lordship would have allowed him to go into that, but he (Mr. W.) refused to enter upon any single part of his case. He submitted that he was entitled to a rule.

The Court was opinion that, according to the true meaning of the contract, after the engines had been on trial for one month, and had performed 1,000 miles, if they were then perfect and accepted by the Company, they were concluded from all challenge afterwards. The contract was fulfilled and the plaintiffs released. They were of opinion that the learned Judge was right, and therefore refused the rule.

BRISTOL AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

Sir,—Your correspondent "G." in your journal of the 30th ultimo, wishes to be informed why "calls" are not made on the proprietors of this railway. I apprehend that he cannot be so uninformed as not to know, that calls have been made; the reason why not more recently is, that the funds in hand have been sufficient.

Whether designating himself "A Subscriber" is intended to apply to the railway or to your periodical I do not know; but if to the former, I beg to inform him that the works are proceeding with all necessary dispatch, and that his anxiety on the subject of "calls" will speedily be satisfied.

I am, Sir, yours, &c.

J.

Nov. 2, 1841.

LOCKING RAILWAY CARRIAGE DOORS.

To the Editor of the Railway Times.

Sir,—As many complaints have been made on the subject of the Great Western Railway locking the doors of their carriages, allow me to call the attention of parties so complaining to the two recent fatal accidents on the Grand Junction, which would not have happened had the Great Western mode of locking the carriage doors been the established rule. When railway carriages are in motion, whether fast or slow, it is dangerous in the extreme for passengers to attempt getting in or out; the doors are then at least best locked.

When the train halts, any passenger can ask to be let in or let out, and if prevented by the police or porters, surely it is better than risking being killed.

LACHESIS.

2nd November, 1841.

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CLARENCE RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL MEETING of the proprietors of the Clarence Railway Company was held on Tuesday, at the "George and Vulture" Tavern, Cornhill, to take into consideration various circumstances connected with the present portion of the undertaking; HENRY BLANSHARD, Esq., in the Chair.

The proceedings occupied upwards of four hours, but the various discussions were so irregular—embraced so much that was merely of a local interest—were so abundant in personalities, and entered upon so many of the points agitated at the meeting held in the same place in August last, of which we gave an account at the time, that a slight descriptive sketch of the business will suffice. The topics principally brought forward were three: first, the financial position of the Company at the present moment; secondly, a difference which has arisen with a neighbouring Company; and thirdly, the constitution and conduct of the Committee of Direction. All these were mixed up together at different stages of the proceedings, but it will contribute to brevity and render our notice more intelligible if we take them separately.

With respect to financial matters, it appeared that the original funds of the Company have long since been exhausted, and that various amounts have subsequently been raised among the proprietors bybonds. A sum of 11,000*l.* had also been advanced by the Exchequer Loan Commissioners, of which amount there had to be repaid on the 1st instant 6,000*l.* At the last meeting it was stated that 16,000*l.* would clear the Company from all their liabilities, or at least that it would go so far towards settling the claims upon them, that arrangements could be made with reference to the remainder, so as to obviate the necessity of any farther call upon the proprietors. Upon that occasion, therefore, the proprietors were strongly urged to come forward and further subscribe for bonds in proportion to the amount of their shares; but it appeared from the Report of the Committee read on Tuesday, that out of the 16,000*l.* not more than 4,940*l.* had been subscribed, namely, 3,595*l.* unconditionally, and 1,345*l.* contingent upon the sum of 8,000*l.* being raised. The Exchequer Loan Commissioners had the power of seizing upon the whole line, if the 6,000*l.* above mentioned had not been paid, and under these circumstances certain members of the Committee (who had previously rendered themselves personally liable for claims upon the Company), advanced the sum referred to. Mr. Deputy Blackett, (formerly a Committee-man), said, that he had advanced 750*l.*, and in doing so, he was perfectly satisfied that he ran no risk whatever—that his money was as safe in that investment as it could possibly be in any other, for that the Company were in a perfectly solvent state, and their prospects of revenue most promising, provided their present difficulties could be at once surmounted. The propriety of relieving from personal responsibility the gentlemen who had stepped forward to [illegible] the undertakiag, was strongly advocated by Mr. Arnold and other shareholders. Ultimately a resolution was unanimously passed, urgently recommending to those shareholders who had not yet subscribed (as already noticed) the policy and necessity of doing so without delay. It was stated that the present gross annual revenue of the Company was now at the rate of 27,000*l.* and the ordinary current expenditure about 18,000*l.*, the surplus of which would go to the Exchequer Loan Commissioners, who, it was explained, had behaved with much forbearance towards the Company. It was expected that the annual revenue would shortly be 40,000*l.*, while the expenditure would not exceed 25,000*l.* In reference to the lien which Government has on the line, it seemed to be the opinion of one proprietor that it would be better to let the Commissioners take possession of the railway at once than to be repeatedly calling upon the shareholders for more capital. To this it was answered that in that case the line would at once be sold to the highest bidder, and under present circumstances, would probably realize little more than the Government debt, and the other outstanding liabilities of the Company, in which case the whole of the shareholders' investments would be utterly lost. It was argued further, that to take such a step at the present moment would be an act of suicidal madness, now that the railway was completed, and a large and lucrative traffic was in prospect. It was adduced as an encouragement to perseverance and to the investment of a small additional sum, that the Stockton and Darlington Company had at one period been placed in circumstances of nearly equal difficulty, and yet the 100*l.* shares of that undertaking had lately been sold at 270*l.* each. It was explained that the Clarence Railway had cost only 12,500*l.* per mile, which, as the country through which it passed is a difficult one, was considered very cheap.

Another subject of discussion, and one which repeatedly called forth angry expressions from the various speakers, was the springing up of certain differences between the Clarence Company and the Stockton and Hartlepool Company, with respect to the haulage of coals. It appears that the Stockton and Hartlepool Railway was originally formed as an auxiliary to the Clarence, into which it runs, the one line terminating at the port of Hartlepool, the other at port Clarence. Up to the present time (as far as we could understand the relative position of the two Companies) it appeared the Clarence engines hauled the coals from the pits direct to the port of Hartlepool, when intended for that place of shipment, not only doing the work on their own line, but also on that of the Stockton and Hartlepool, that Company till very recently not having provided themselves with engines for that purpose. Lately, however, the Stockton and Hartlepool Company have contracted with the owners of certain collieries to take the produce of the mines direct from the pit to the port of Hartlepool, Mr. Jackson, having advised them they have power, under the Clarence Acts, to run on that line under certain conditions. It appears that Mr. Jackson, who is the solicitor to the *Clarence* Company, has taken an active part in carrying out this arrangement of the Hartlepool Company, Mr. Jackson being a proprietor in both lines. On one occasion an unfortunate *fracas* took place between the officers of the two Companies, in which Mr. Jackson was on the Hartlepool side. In their Report, laid before the Meeting on Tuesday, the Clarence Directors alluded to this circumstance in terms which might be construed into some imputation upon Mr. Jackson's motives. That gentleman indignantly repelled any such insinuations, and both by reading a very voluminous letter which he had addressed to the Committee of Management, and by verbal explanations, went fully into the case. He stated that he held exactly the same number of shares in both Companies, and that it was with a view to their mutual advantage that he had stirred in this matter. He reminded the Committee that at a late meeting they had stated that no profit was made by the haulage, and that their engine-power was insufficient, and thence argued that it was doing the Clarence Company a service for the Hartlepool Company to assist them. He mentioned that the coal-owners would complain of the detentions which would be occasioned by a change of engines, and said if the engines of the Hartlepool Company were not allowed to run throughout, the coal-owners would assuredly start engines of their own, as they had power to do. He argued very forcibly that the haulage could be done much more cheaply by one engine running throughout than by changing them at the junction. He complained of the mode in which his name had been mentioned in the Report, and said it was unworthy of the Committee to stand upon the mere form of the Hartlepool Company not having given legal notice of their intention to run upon the Clarence line, when such intention was virtually known to the officers of the Clarence Company. He said this was precisely the conduct which the Clarence Company had formerly reprobated in the Stockton and Darlington, although in the latter case the Company had no legal *locus standi* such as the Hartlepool Company had. He said it had originally been intended that the Clarence engines should work both lines, and that an agreement to that effect with Mr. Nicholas Wood had actually been drawn up, but at the request of the Clarence Committee a system of divided haulage had been substituted. He courted the fullest enquiry not only into that part of the transaction which related to himself, but into the matter generally, for he was convinced that it would be found best for all parties that both lines should be open to either Company. In answer to Mr. Jackson it was stated by the Chairman, by Mr. Morrice a member of the Committee, and other gentlemen, that the haulage had formerly not been profitable because the traffic had been comparatively small, and because they had not then a sufficient supply of engines. The traffic was now increasing and they had a sufficient stock of locomotives, some of which would be rendered useless if the Hartlepool Company were to work upon the Clarence line, and moreover that if the haulage were divided, neither Company would at times have an adequate load for an engine, thereby adding to the expense of working. Mr. Child, the Company's Superintendent, was about to reply to the letter read by Mr. Jackson, and the statements he had made with respect to the question of haulage and the steps taken by the Stockton and Hartlepool Company to force their engines on the Clarence line, but was opposed by Mr. F. S. Stokes, Manager of the Company, on the ground of his not being a shareholder. After a vast deal of discussion on this point, it was suggested by Mr. Gainsborough that these were points of detail which ought to be left in the hands of the Management, and ultimately the matter was dropped, Mr. Deputy Blackett earnestly recommending a speedy and amicable settlement of the dispute between two Companies whose interests were so closely identified.

The next matter brought before the meeting had reference to the constitution of the Committee of Management. It appeared that Mr. Jackson, and

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others of the country proprietors, are anxious for the establishment of a resident Board of Management, and a meeting was to be held at Stockton on the 4th instant (Thursday last), to consider this subject. The Committee are resident in London, and at the last meeting had expressed their determination to resign, unless the money required to pay off the liabilities of the Company were forthcoming. In their Report of Tuesday, they stated, however, that at the urgent request of some of the principal proprietors they had consented to retain office for some time longer, more especially as they saw the attempt now making to secure a country Management. The appointment of such a Board they strongly deprecated, because among other reasons they feared that the interests of the Clarence Railway would be sacrificed to other interests, if the parties now advocating the change should succeed. They stated that a country Management had already been tried and found ineffective. It was further contended that London Directors being removed from local influence could best secure the prosperity of the undertaking. On the other hand, the retirement of Mr. Glyn and Mr. Hodgon from the Board of the North Midland Company, solely on the ground of non-residence, was quoted as a case in point. The conduct of the present Committee was commented upon in exceedingly strong terms by Mr. Rowley, who stated, that he had invested upwards of 7,000*l.* in the undertaking, and had never yet received a farthing's dividend. He said he had come 150 miles to attend the present meeting—the first he had ever attended. He charged the members of the Committee with extreme inefficiency, and with putting forth inconsistent and unintelligible and delusive statements. Mr. Yates spoke to the same effect. Mr. Gainsborough and several other gentlemen defended the Committee, and stated that the errors which had been committed had arisen from previous country Committees. The conduct of the Committee in making themselves personally responsible for the liabilities of the Company, was highly eulogised by several speakers. It appeared, that up to last year they had been acting gratuitously, and now receive only 350*l.* among them—which it was explained was not enough to pay their travelling expenses, and which some of the members expressed their willingness to give up at once. A vote of confidence in the Management was at last carried *nem. dis.*, and subsequently another resolution, appointing a deputation of three proprietors, and three members of the Committee, to attend the meeting at Stockton, and express such confidence, and the strong wish of the proprietors that the management should not be transferred to the country. In the course of the discussion, Mr. Jackson in answer to questions, distinctly affirmed the impossibility of any danger arising to the Clarence Company from any Board that could be formed in the country—even if the parties composing it had a larger interest in the Hartlepool Company than in the Clarence—as the coalowners would send their coals to any port and by any railway they pleased. Mr. Morrice and others anticipated much mischief from such an arrangement. Mr. Jackson took occasion to speak very favourably of the prospects of the line, though he thought the management might be greatly improved. He however imputed no dishonourable conduct to any member of the Committee. Mr. James Blackett spoke rather sharply of the interference of the professional adviser of the Clarence Company in matters which, if carried out, could not fail to turn to the disadvantage of his clients. Mr. Jackson reiterated that good, instead of mischief, would result, if the views which he had repeatedly urged upon the attention of the Committee were acted upon.

Another subject was brought before the meeting by Mr. Stokes, the present Manager of the Company. The Committee had stated in their Report that Mr. Stokes' office was to be abolished in February next, or at any rate that Mr. Stokes would then retire, having received due notice. Mr. Stokes in the course of the proceedings complained bitterly of what he designated as harsh and insulting behaviour on the part of the Committee towards himself. The matter, however, was not fully gone into, but it was clear that a great want of cordiality prevails between the parties. A member of the Committee explained, that to save the time of the meeting his colleagues were compelled to pass over in silence many statements, on this and other points, which they could easily refute. Under these circumstances we decline entering more fully into *ex parte* representations of the case, which, after all, would not interest the great body of our readers.

Three new Committee men were elected in the room of three who had resigned, and after a vote of thanks to the Chairman the meeting separated.

Previous to the commencement of the proceedings, Mr. Gainsborough wished the sense of the meeting to be taken as to the propriety of allowing our reporter to be present. It was not, he said, from any disrespect to the press that he did so, but because some persons (himself for one) did not like their names to be brought before the public, and might on that account be prevented from speaking so freely as they otherwise would. It was stated by the Chairman, that this point had been well considered by the Committee, and as they had nothing to conceal, they saw no objection to publicity being given to the proceedings. Dr. Arnold and others deprecated any attempt at excluding the press, and the subject dropped without any vote being taken.

In the above sketch we have purposely avoided entering into details, because, even were the matters discussed of general interest, we should be obliged, in justice to all parties, to give documents and counter-statements which would occupy more of our space than we can possibly devote to the subject. We shall notice the Stockton meeting in our next.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY—GENERAL MEETING.

The tenth half-yearly meeting of this Company was held in the Subscription Rooms, Stroud, on Thursday, C. F. Sage, Esq., the Chairman of the Company in the chair. There was a very numerous attendance of shareholders.

After the advertisement calling the meeting had been read by Mr. Merrick, the Secretary,

The Chairman expressed his regret that the Directors had not been able as on previous occasions to supply each proprietor with a printed copy of the report. The reason was that the report contained certain announcements which rendered it advisable not to allow it to be published till the latest possible period; and in consequence of the unavoidable hurry in the printing certain mistakes having run through the whole of the copies, the publication would have been prejudicial, and calculated to lead the proprietors astray. Under the circumstances he hoped the meeting would excuse the absence of printed reports.

Mr. Laurence, the solicitor, then proceeded to read the Report of the Directors, including an abstract of the expenditure, and the Report of Mr. Brunel the Engineer. For these see advertisement.

Several questions were asked in course of the reading of the reports as to the number of shares which had been forfeited, and also as to the amount of arrears which might be recovered.

The Chairman stated that 1285 shares had been forfeited and confirmed. Notices of forfeiture had been given to the number of 231, but the forfeiture could not be confirmed as the time had not expired, and it was possible that some of the parties might pay up their arrears previous to the expiry of the legal period. As to the arrears, it was estimated that 5,000*l.* would be recovered. The total number of shares was 7,500, and deducting 1,500 as the number of forfeits, 6,000 shares remained.

Have all the instalments been paid up on the 6,000 shares; and if not, what is the amount due?

The Chairman said that the instalments had not been all paid up, and it was difficult to say the exact amount which was outstanding, or the amount of arrears which might be recovered. It was estimated that 5,000*l.* would be recovered for certain. The best test, however, would arise from the applications made for the dividend, which he supposed the meeting would not hesitate to declare. (A laugh.)

The Chairman, after the Report had been read, said that it contained a correct statement of the Company's affairs; and in reference to the various points embraced, he would only trouble the meeting with a few remarks. And first as to the Swindon embankment. He regretted exceedingly having occasion to notice the very extravagant and unfounded reports which had been circulated on this subject, and he probably would not have adverted to them had a question not been pointedly asked him by a gentleman present as to whether the Directors intended to close up the line for the winter season. He (the Chairman) was happy to say that such an idea was never for a moment entertained—(applause)—and for himself, he could assure the meeting that he never anticipated that such a result could arise. He had inspected the embankment a week ago, and found every thing going on to his entire satisfaction. How such a report as that he had alluded to could have been spread abroad he was at a loss to account for, unless, indeed, the object was to frighten timid proprietors. The embankment had not yet been thoroughly completed, because there were some works going on on the sides, of a kind calculated to consolidate and strengthen it, and till these were completed the embankment itself could not be put in the complete state that it would ultimately be. Altogether the line on which the traffic was carried on was in an exceedingly good condition, and the idea of its being closed was altogether imaginary. (Applause.)

Mr. Varden said, that he had gone over the line about three weeks ago, and could confirm the statement of the Chairman as to its excellent condition. (Applause.)

In reply to a question as to whether any portion of the operations on the embankment had given way, it was stated that when the slip occurred some parts were filled up which did afterwards sink, but certain additional precautions had been adopted, and the consequence was that every part had stood, and as the various portions had been finished, the parts above had been filled up. A very short time would suffice to accomplish all that was necessary.

The Chairman said that he had seen the Sub-engineer a day or two ago, and he had informed him that the works were progressing most favourably, and he expected that the whole would be completed in four or six weeks. With regard to the application to Parliament recommended by the Directors he was fully aware that much difference of opinion existed among the proprietors with regard to future proceedings. Some thought that the intermediate line should be finished; some thought it would be imprudent to finish it; and others thought that a good direct communication betwixt Cirencester and Cheltenham would be desirable. It was not for him to say which of the three was the most advisable. He would only say that the time had

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not arrived for the discussion of these points. When the time did arrive the Directors would be prepared to afford every information calculated to enable the shareholders to form a correct opinion. He was sure that the opinion of any shareholder, or of any body of shareholders, would be weighed with the utmost attention by the Directors. As for himself, he considered that he was the representative of every shareholder in the Company, (applause) and whatever opinion was expressed, it would be duly considered. He thought that if the proprietors looked to their own interest, a path would be pursued as to which little difference of opinion could exist. The Directors had simply asked the power of following up the Parliamentary notices which had been given. These notices were of a general character; and the particulars required only to be decided upon between this and the month of February; and ere anything definite was resolved upon, the proprietors would be called together, and their opinion taken as to any proposals the Directors might think fit to make. (Applause.) The notices given embraced the power of protecting the interests of the Company in the event of continuing and extending the works, and of treating with other companies for a transference of their powers, according as the opinion might be as to the best course to be pursued. Every existing Company was interested in the proposed application to Parliament, and opposition could scarcely be anticipated; but should opposition arise, the Cheltenham and Great Western Union Railway Company had only to adhere to the attainment of such powers as they were in equity entitled to. Any opposition, therefore, would not be of long duration, or attended with much expence. He therefore hoped, without entering into any discussion calculated to lead to difference of opinion, that the meeting would admit the prudence of giving the Directors the power asked for in reference to the Parliamentary notices, resting assured, as they might do, that ample opportunity would be afforded them of approving or disapproving of the terms of the bill to be introduced. He was not aware at that moment of anything which required to be adverted to in an especial manner. The pledge which the Directors had given as to non-procedure with the works on the intermediate line had been redeemed, and the pledge given as to retrenchment in the permanent expences of the Company in the management of that part of the line which had been completed had been fully realised. A considerable reduction in that department had been made; and he had peculiar pleasure in mentioning the extreme kindness and courtesy with which every executive officer had met the question of reduction; (applause,) and as to their chief engineer, he at once intimated that he would not draw any allowance for the time that the works should be interrupted. He (the Chairman) was sure that such liberality would be duly appreciated by the Proprietors. With regard to the expense of the line he had no doubt that the general impression was that it was excessive: but in connection with that expense he must observe, that a part of it was to be assigned to the expense incurred in the intermediate line betwixt Kemble and Cheltenham. The expense was not so excessive after all, as at first view it appeared to be. The total was 551,800*l.*; of that sum 365,845*l.* had been received from shareholders, and the lisbilities amounted to about 186,000*l.* Of that amount the line from Kemble to Cheltenham had cost nearly 70,000*l.*; and he should say that when expense was spoken of, it would be well to estimate the expense per mile over the whole extent. If the works were to be completely entered upon and carried out then the outlay from Kemble to Cheltenham would enter as an element of the general cost; but in fairness, at the present moment, it could not be carried to the account of the cost of the line betwixt Swindon and Cirencester. Taking this into view, it would be found that the cost did not exceed 26,000*l.* per mile.

A SHAREHOLDER said—May I ask you what the loss will be to the Company betwixt Cheltenham and Gloucester?

The CHAIRMAN said, he could not tell. He hoped there would be no less. Neither could he tell what part of the 26,000*l.* would be realised—the matter was under reference to Mr. Stephenson.

A question was asked as to whether the total cost of 456,000*l.* included the expense of repairing the slip which had occurred at Swindon?

The CHAIRMAN said, that it included every thing. He might again repeat that the line had been completed at the rate of 26,000*l.* a mile.

Does that average include the completion of the works?

The CHAIRMAN—Yes, it does. The length is 18 miles within a fraction.

The CHAIRMAN in reference to the call of 10*l.* per share, said that it was with extreme regret that the Directors had decided upon the necessity of making it. Every effort had been made to prevent it. The anxious wish of the Directors was to avoid it, and no personal labour had been spared to render it unnecessary. He did not think the circumstance of a call being made should deteriorate as some were inclined to suppose, the value of the shares. The dividend of 1*l.* per share was fully equal to the interest on the advance called for, and so large a dividend could not have been declared had the call not been made. He was extremely sorry that a further advance should be asked for, but it could not be avoided.

Mr. VARDEN referred to a paragraph in the last printed Report, which stated that the money expended in the purchase of land and works amounted to 352,170*l.* 16s. 4d., and that about 20,000*l.* remained due for rails and other materials. The partners were now told that the expense was 456,000*l.* He thought that some further explanation should be given as to how the difference arose.

The CHAIRMAN said, that the only explanation which could be given was, that at the time the Report referred to was made up a considerable amount of outstanding claims was not sent in, and the latter part of the paragraph referred to by the gentleman who had spoken expressed the great reluctance of the Directors to state what the actual expense might be. The contingencies not only embraced the expense of repairing the Swindon embankment, but also the extra expense connected with the works, as well as various other claims which had not, at the time, been anticipated.

A SHAREHOLDER asked if similar additions to the now estimated expense might not be apprehended?

The CHAIRMAN said, that he had no apprehension of anything of the kind. It might be that he was wrong, but he did not think it was at all likely that the estimate would be exceeded. Such was his decided belief, but he could state that on no occasion had he made calculations as to the expense of works without discovering that he had under estimated the actual cost; still he believed that on the present occasion the estimate might be regarded as sufficient.

A question was asked by Mr. WARNER—Will the amount cover the expense of the slip?

The CHAIRMAN—Yes, unless something occur that the Directors have no reason to anticipate.

In reply to questions as to how the additional expense in the cost of the line had arisen,

The CHAIRMAN stated, that the chief items arose from extra work done by the contractors, including the expense incidental to the slip at Swindon. The extra work ran throughout the whole undertaking, and the expense of it, which was paid according to a schedule, could only be ascertained after the operation was completed, and after an accurate measurement had been made. His opinion was that 186,000*l.* would cover the whole liabilities of the Company.

Mr. AVERY, of Gloucester, adverted to the great depreciation the shares had undergone since the last meeting of shareholders. For this he was at a loss to account. The sum received from the Great Western Railway Company for the use of the line from Swindon to Cirencester was equal to 3 or 4 per cent. on the outlay. Something must have arisen to lead to the depreciation. Was it from an apprehension that the lines would be completed, or was it from an apprehension of calls being made, or was it from an apprehension that the traffic would not be equivalent to the outlay? He thought the time had arrived for deciding whether the line should be carried from Cirencester to Gloucester; and he should like to ask, whether, supposing it was not resolved upon to complete the works, it was necessary to go to Parliament for new or increased powers?

The CHAIRMAN said, that as regarded the price of shares it was impossible for the Directors to exercise any control. At the present moment not a Railway Company could be mentioned whose shares were not below their real value. The shares of the Grand Junction Railway Company were at a price not equivalent to the dividend paid, and as to the Great Western Railway the shares had reached a lower price than they did before the line was opened, and when the prospect of a return did not rest upon so firm a basis as it did at present. He was satisfied that although the present Company should resolve to abandon the completion of the line it would not have the least effect upon the price of the shares, if any effect was produced it would be in the direction of a fall. He was satisfied, however, as he had already said, that the time was not come for entering into such a discussion. The Directors had no interest separate from the interest of the great body of the shareholders, but it was possible that some parties as a means of advancing their own individual interest were anxious to promulgate reports calculated to depreciate the value of the stock. He might mention that a few days ago he was called upon by a London proprietor who seemed to feel much alarm at the reports which had been promulgated as to the intentions of the Directors. He (the Chairman) had given that gentleman every information in his power, and so convinced was he that he had been misinformed, that he at once gave him (the Chairman) a proxy to act for him on the present occasion. He could assure the meeting that the Directors were actuated by the most sincere desire to promote to the utmost of their power the best interests of the Company. (Applause.)

Mr. AVERY asked if the Directors had come under any obligation to the Great Western Railway Company beyond the current contract, and whether any estimate could be formed of the amount of traffic on the line betwixt Swindon and Cirencester?

The CHAIRMAN said, that the Directors had come under no obligation to the Great Western Railway Company, and as regarded the traffic no correct estimate could be formed of it. All that could be ascertained in the meantime was the amount received at the Cirencester station. Correct data could only be supplied at much trouble to the Great Western Railway Company, and no advantage could arise from details. It could not be said that a fair trial had yet been made; but when the time came for entering upon a discussion as to the course to be adopted by the Company, better means of estimating the traffic would exist. He had been told that at the Cirencester station the drawings had been from 900*l.* to 1,000*l.* a week, but he could not say what proportion was to be assigned to the traffic betwixt Cirencester and Swindon. The line had only been open for five months and many circumstances had tended to render it less productive than it would be when a better communication existed betwixt Gloucester and Cirencester.

Considerable discussion then followed as to the propriety of entering upon the consideration of the particular course which the Company should adopt; but the prevailing opinion was that the interests of the Company would be best promoted by adhering to the course recommended by the Directors. The powers to be applied for to Parliament would embrace all that was required for carrying on and completing the works if such should be deemed advisable, or of treating with other Companies should that course be deemed preferable. Although any of the existing Companies were willing to treat with the Cheltenham and Great Western Union Railway

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Company for a transference, it could not be carried into effect—their Parliamentary powers not extending so far. This however would be duly provided for in the Bill now recommended by the Directors to be applied for. Everything calculated to promote the interests of the Company would be carefully considered by the Directors, and ere the Bill was introduced the partners would be called together and ample opportunity afforded for discussing the various clauses. During this discussion a shareholder adverted to the circumstance of a new railway being projected through the Forest of Dean. The line had already been surveyed and the order given for the Parliamentary notices. This was considered by the meeting as a favourable circumstance for the Company. It would open up the immense resources of South Wales to the districts through which the lines run.

In reply to a question as to the manner in which the balance of the liabilities of the Company was to be met, the CHAIRMAN said, that the Directors anticipated that the call of 10*l.* per share now made would render a further demand unnecessary, the probability being that the remainder would be procured on debentures. It was with the greatest reluctance that the Directors had made the present call, but the difficulties in the way of borrowing money, arising from the peculiar state of the money market, had been insurmountable. In anticipation of the Directors being enabled to meet all the claims against the Company in the way proposed, the payments had been deferred. Some fell due in December, some in January, and others in March, May, and September. It was to meet the earlier payments that the call was made.

Some further explanations were asked for and given, the bearing of which was that the amount of expense stated in the Report might be regarded as correct; that the contracts entered into for the purchase of land on the line betwixt Cirencester and Gloucester were all conditional, with the exception of a portion for which from 7000*l.* to 8000*l.* had been paid; and that the actual cost of the operations had not exceeded 26,000*l.* per mile.

Resolutions confirmatory of the report, and authorising the payment of the dividend, were severally moved and seconded, and unanimously carried.

A vote of thanks was then moved by Mr. Hyett to the Directors for their exertions in behalf of the Company. In course of his remarks, Mr. Hyett mentioned that the Directors had reduced the sum allowed by the Company to defray their personal expenses one-half. (Applause.) He was satisfied that this allowance was not sufficient to meet the expenses, and that the Directors in their anxiety to cut down expenditure were actually sustaining a personal loss. As to this item of expense the Chairman stated that 1,000*l.* was the sum allowed to the twelve Directors. Six however had resigned, and it was deemed unnecessary to supply their places. The allowance had been reduced one-half but in consequence of there being only six in the Direction, 250*l.* had been agreed to as the sum to be allowed. (Applause.)

A vote of thanks was also passed to Mr. Brunel, the Engineer.

The business concluded by the passing of a vote of thanks to Mr. Sage, for the admirable manner in which he had presided over the business of the day. —*Gloucestershire Chronicle*, October 30.

NORTHERN UNION RAILWAY.

MEETING OF THE BRANDLING JUNCTION COMPANY.

ON Monday last, a Special General Meeting of the Brandling Junction Railway Company, was held at the office in Gateshead, "for the purpose of taking into consideration a proposal that the said Company should unite with certain other Railway Companies in taking a lease (upon certain terms to be submitted to the meeting) of a Railway proposed to be made from Darlington, in the county of Durham, to join the Durham Junction Railway, in the same county; and of adopting such measures in reference thereto as might appear advisable."

Mr. HEADLAM was in the Chair.

The CHAIRMAN read the notice convening the meeting, and called upon Mr. Nicholas Wood, the Company's Engineer, to bring forward the business of the day.

Mr. WOOD then rose, and said:—It would be in the recollection of the shareholders, that they subscribed, some time ago, in conjunction with the Durham Junction and Stanhope and Tyne Companies, towards the expense of making arrangements and depositing plans for a railway from the Great North of England line at Thrislington, to the Durham Junction Railway. That was partly done under a supposition that the Great North of England Railway Company would never execute their proposed line northward by Chester-le-street. Accordingly, when the Great North of England Railway was completed to Darlington, it became a question with that Company whether or not the line by Chester-le-Street should be adhered to or abandoned; and at the suggestion of their present engineer (Mr. Stephenson), it was determined that that part of the line should not be executed. A project was then set on foot, to establish an unbroken railway communication between Darlington and Newcastle, through the co-operation of certain Railway Companies, forming or interested in the eastern lines of railway from Rugby to Newcastle-upon-Tyne and Scotland; and several meetings had been held, in Newcastle, York, and Darlington, in promotion of this object. The shape which the plan had assumed was this:—That a distinct Company should be formed, to undertake the formation of a line from Darlington by Thrislington to the Durham Junction, along which they would pass to the Stanhope and Tyne Railway, and then onward to the Brandling Junction, and so on to Gateshead. The line from Darlington to the Durham Junction would be 22½ miles in length, and the cost was estimated at 500,000*l.* The Act of the Great North of England Railway would be taken so far as it went, and thus the new Company could go on with the execution of the line as soon as an Act was attained for financial purposes—which, most probably, would be in April next. And the plans, as before stated, were deposited for the remainder of the distance; so that the Act for the entire line might be obtained at the same time. The whole could be completed, Mr. Stephenson believed, in two years from the present time. The co-operating Railway Companies were to take a lease of the line for ten years from its opening, and guarantee such an amount of revenue as would yield the shareholders six per cent. per annum for the ten years in question. The shareholders would also receive six per cent. during the period of execution, but this would be paid from the capital. On the expiration of the lease the shareholders would take, of course, whatever per centage the traffic of the line might yield. The cost of the railway, he had stated, was estimated at 500,000*l.*, which, at 6 per cent., would require 30,000*l.* per annum.

The Midland Counties' Company were to guarantee	£2,000
The North Midland	6,000
The York and North Midland	8,000
The Manchester and Leeds	3,000
And the Companies north of York	10,000
Making the total sum of	£30,000

At an adjourned meeting of Directors from the foregoing Companies, held in York, the North Midland and the York and North Midland Companies gave in their adhesion to the proposed guarantee. The Directors from the Manchester and Leeds Company said that they had no doubt that the shareholders would join in the scheme. The Midland Counties' Company had not yet finally determined what course they would pursue; but if they declined to guarantee their assigned proportion of 3,000*l.*, other Companies would undertake to guarantee this sum, in addition to their proportions. Of the 10,000*l.* to be guaranteed by the Companies north of York, the Great North of England Company agreed to guarantee 8,000*l.*, leaving 2,000*l.*, to be provided for by the Newcastle and Carlisle, the Durham Junction, and the Brandling Junction Companies, as they might agree among themselves; and on Saturday last, at a meeting of the Directors of those Companies, (Mr. Brandling in the chair,) it was arranged that the Newcastle and Carlisle should guarantee 500*l.*, and the Brandling Junction and Durham Junction 750*l.* each; so that the whole amount of the guarantee was arranged, provided it met with the concurrence of the shareholders of the respective Companies. The Directors of the new Company were, in the first instance, to be appointed by the shareholders of the several co-operating Companies; and at the general meeting of Directors at York, it was resolved that the Brandling Junction, Durham Junction, and Newcastle and Carlisle Companies should have the appointment of two Directors, in such manner as they might think proper. But at the meeting of Saturday last, a resolution was passed to obtain, if possible, an additional Director—one for each of the three Companies. If this could not be accomplished, then it was considered that the Newcastle and Carlisle Company should appoint one of the two Directors, and the Durham and Brandling Junctions the others. At the expiration of the ten years' lease, the appointment of Directors would pass, of course, from the guaranteeing Companies to the shareholders of the new Company. Meanwhile, there would be twelve Directors, of whom the York and North Midland were to appoint four, the North Midland two, the Manchester and Leeds one, the Great North of England three, and (as he had already said) the Newcastle and Carlisle, Durham Junction, and Brandling Junction, two — or (if it could be effected) three. This arrangement, however, was subject to the approval of the several bodies of shareholders. He would now say a few words as to the nature and propriety of the guarantee. The parties advancing the money, he had previously stated, were to receive their per centage out of the subscribed capital, while the railway was in progress of formation. The guarantee was only to commence on the opening of the line for traffic; and if the line did not pay 6 per cent., then the difference between that per centage and the revenue actually realized, would be what the guaranteeing Companies would have to pay. He (Mr. Wood), in conjunction with Mr. Harrison, of the Durham Junction, had taken great pains to ascertain the probable amount of traffic on the line; and their joint opinion was, that the guarantee would be nothing—a mere name; for the concern, they fully believed, would pay at least 6 per cent. immediately. His (Mr. Wood's) own conviction was, that if the line could be formed for 20,000*l.* per mile—(and he believed it could)—the risk of the guarantee would be trifling indeed. He need hardly say, that the new line would be of peculiar advantage to the Brandling Junction Railway. Brockley Whins would become a central station of great importance, for Sunderland, Shields, and Gateshead. The line would give them thorough traffic to a great extent, and also open out to this Company a locomotive communication with all the surrounding district—Durham, Hartlepool, Stockton, &c. The income from this local traffic would be considerable; and if the thorough traffic were any thing like what it was on the Great North of England Railway, they would derive from this source about 30*l.* per mile per week.

The Rev. R. GREEN wished to know if the liability of the guaranteeing Companies would be confined to the sum of 500,000*l.*! If the line cost more, who would have to find the surplus?

Mr. WOOD — The demand upon the different Companies might fall short of 30,000*l.* a year—there was no likelihood of its exceeding that sum.

Mr. PLUES—In that case, there could be no objection to the guarantee; but the Brandling Company must insist upon the appointment of a Director.

Mr. BRANDLING—At the meeting in York, it was never contemplated that the guarantee should exceed 30,000*l.* a year.

The CHAIRMAN—And at the meeting of the Brandling Directors, this morning, it was fully determined, in accordance with the wish now expressed

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by Mr. Plues, that this Company should have the appointment of one Director.

Mr. PLUES—If the line should cost double the sum estimated, would the several Companies be liable to pay 6 per cent. on the whole outlay?

Mr. R. W. BRANDLING—Oh no.

Mr. PLUES—The advantages of the line to this Company would undoubtedly be great. Even the short line to the Victoria Bridge had brought in 30*l.* a week to the Brandling Railway. How much more, therefore, would they not realise by the opening of a line to Darlington.

Mr. DONKIN—It would no doubt be the most important thing that had happened to the Brandling Railway. And the guarantee, he believed, would be nothing. He did not say this lightly: he had inquired into the matter with some attention.

The Rev. R. GREEN—The Companies, it was stated, were to have shares in the new line in proportion to the respective sums guaranteed. Was each Company to take these shares in its corporate capacity? or were the shareholders to take them individually?

Mr. DONKIN — The shareholders individually. They would have the first offer of the shares, but they might take them or not as they chose: there would be no compulsion.

Mr. WOOD (in reply to a shareholder)—The North of England Railway averaged 32*l.* per mile per week, by its thorough traffic. The Brandling Railway had fifteen miles in its three sections, each of which sections would take a portion of the additional traffic. If, then, they calculated upon 30*l.* per mile per week for five miles, this would give an income of 150*l.* per week, or nearly 8,000*l.* a year, exclusive of local traffic.

Mr. R. W. BRANDLING—And 15*l.* a week would more than cover the Company's guarantee.

The CHAIRMAN (after further conversation) stated, that the Directors had prepared a resolution for the consideration of the meeting, which he would read to the assembled shareholders:—

That this Company approve of the plan of uniting with several other Railway Companies, in taking a lease for ten years of an intended new railway, to connect Darlington with Newcastle, at such a rent as will secure to the shareholders in the projected undertaking 6 per cent. per annum, and the Directors are hereby authorised to guarantee such proportion of the rent, and adopt such measures in reference thereto as may be deemed advisable, provided that one of the members of this Company, to be chosen by the Directors thereof, be appointed a Director of the Company to be formed for carrying the said undertaking into effect.

Mr. PLUES suggested that something should be said about a communication with Newcastle—a bridge from the Brandling Junction to the Newcastle and Carlisle Railway. This should be made a condition.

Mr. JOHN BRANDLING—Not a condition, but it might be mentioned.

Mr. WOOD—It would be more desirable to omit the subject altogether. The great object, in the first instance, was to bring a railway direct to the station at Gateshead. The question of a bridge uniting it with Newcastle, more properly belonged to the extension of the railway into Scotland. At the present time there were various opinions as to the spot at which the bridge should cross the Tyne. Persons who were friendly to the new line from Darlington, differed on the subject of the bridge, and to name it in the resolutions of this meeting, would only, he feared, throw an unnecessary obstacle in the way of the present project.

Mr. MASON moved the adoption of the resolution read by Dr. Headlam, and Mr. Jackson seconded the motion.

The Rev. R. GREEN suggested the insertion of words limiting the responsibility of the several Companies to the payment of 30,000*l.* per year interest, and a short discussion having ensued, the words "upon the amount of their proposed capital of 500,000*l.*," were inserted after "six per cent. per annum." The resolution was then passed unanimously.

Mr. Mason rose to move a second resolution, namely:—

"That the Directors merit the approbation and warmest thanks of the shareholders, for the energy and ability recently displayed, by establishing a prudent system of economy, and by furthering every measure calculated to promote the interests of the Company."

Nothing (said Mr. M.) could be more honourable to the Directors than their refusal to accept the remuneration voted to them by the shareholders. He was one of those who had opposed that vote, but when the economical measures now in operation placed the Company in a condition properly to remunerate the Directors, he should be most happy to press upon them the acceptance of a recompense to which they would be justly entitled. (Applause.)

Mr. JACKSON having seconded the motion,

Mr. PLUES observed, that it was hardly relevant to the business of the meeting: he took this objection without any intention of disrespect to the Directors, he simply demurred to the relevancy of the motion, expressing no opinion upon its substantial merits, either one way or the other.

The meeting, however, overruled the objection, and the motion was carried *nem. con.*

The shareholders then separated.—*Gateshead Observer*, Oct. 30.

MEETING OF THE NORTH MIDLAND COMPANY.

ON Friday last a Special General Meeting of the proprietors of this Company was held at their Offices, in Leeds, "For the purpose of considering and determining on the expediency of authorising the Directors, in concurrence with other Railway Companies interested in the completion of the line of railway between London and Newcastle, to adopt measures for forwarding an application to Parliament in the next session, for an Act to make a Junction Railway between the Great North of England Railway, at Darlington, and the Durham Junction Railway, for which the requisite notices have been given either by guaranteeing to the subscribers to such undertaking a certain amount of profit, or by such other means as may be considered best calculated to effect the desired object."

The meeting was numerously and respectably attended.

WM. LEAPER NEWTON, Esq., Chairman of the Company, presided, and the proceedings were opened by the notice calling the meeting being read, and also a number of resolutions agreed to at a meeting of Directors of several Railway Companies, interested in promoting the extension of railway communication between Darlington and Newcastle, held at York, on the 6th and 27th September, 1841.

The CHAIRMAN then rose, and addressed the meeting at considerable length, pointing out the advantages which would accrue to the North Midland Company by carrying into effect the proposed new line of railway. He observed, that the great desideratum which the Directors wished to accomplish was, to bring Scotland into direct railway communication with London. To attain this object, two lines had been selected by the Government Commissioners, one or other of which would probably be fixed upon. The question was which of the two should be adopted. The proprietors of the North Midland Company, of course, felt it their interest to promote that route which would go along the eastern line, whilst those connected with the western line would be favourable to its going in that direction. In stating to the meeting what interest the North Midland Company had which should lead them to adopt the eastern line, and to carry their present line of communication further north, which was all they now proposed to do, namely, from Darlington to Newcastle, he should necessarily be obliged to advert to the difference between the eastern and western lines, and the advantages which the former possessed over the latter, for the proposed undertaking. He classed his observations under three separate heads; first, the comparative distance that would have to be completed on the eastern and western lines, in order to reach Edinburgh; second, the facilities of the two lines; and third, the time required for the execution of the project. With respect to the western line, the distance from Lancaster to Carlisle is 70 miles, from Carlisle to Glasgow 101 miles, and then the branch from Symington to Edinburgh is 31 miles more, being a total distance of 202 miles. On the eastern side, they would go from Darlington to Newcastle, a distance of 37 miles, and from Newcastle to Edinburgh 116 miles, making a total of 153 miles, so that the route on the eastern line would be less by 49 miles than that by the western line. He next spoke of the facilities of the two lines. By the western one, between Lancaster and Carlisle, there was a difficulty of a very serious nature to surmount, namely, a tunnel of a mile and a half in length, which would have to be cut through a bed of solid granite. This was an attempt which he believed had never yet been made in any engineering work in the country. The approaches to the tunnel were through cuttings of 90 feet, which would also be a very serious engineering difficulty. Then the gradients north of Carlisle were particularly bad, and were admitted to be so by the Government Commissioners, who spoke of them as gradients of "a most unusual character." The same observation would apply to the viaducts. Six of them might be executed at an enormous expense, but such a one as the seventh had never been attempted in this country, and, as he was informed, in the world. The one he alluded to was over Nethan Water, and would be 232 feet high, or in other words twelve feet higher than the western towers of York Minster! Mr. Newton next spoke of the facilities by the eastern line. By that route, they found no engineering difficulties of any serious amount. There would be no tunnelling, which was a material point, and the gradients, with the exception of one, were all of a favourable description. He was assured, and had reason to believe, that the line proposed to be adopted could be executed for 20,000*l.* per mile, and he did not found this opinion on any estimate made by engineers, because they all knew from experience how much such estimates exceeded the amount originally put down. Mr. Newton then referred to the Durham Junction Railway, which he observed passed through a country very similar to that through which it was proposed to carry the intended line. This railway in passing over a space of five miles, expended 85,000*l.* But this included a sum of 40,000*l.* for the bridge over the river Weare, and also the cost of obtaining the Act of Parliament and other expenses, so that the line of five miles on the Durham Junction Railway was made for about 17,000*l.* per mile. Judging, therefore of the sort of country through which the intended new line would have to pass, it was thought that the cost would not exceed 20,000*l.* per mile, and the reason why they considered this a correct estimate was, that the average amount of earthwork was about the same, or as nearly so as possible, as on the Durham Junction line, namely, 60,000 cubic feet per mile. Another important fact in favour of the Eastern line was, that no terminal stations would be wanted, and those who had looked over the accounts of the North Midland Railway, would be somewhat capable of forming a judgment as to the saving of expense on that head. With respect to the engineering and coaching departments, the outlay would be very small, as the line would be worked by other Companies. Then, again, there were only two turnpike roads to cross, and they were so circumstanced that the alterations required to enable them to carry the project into execution would make a very small expenditure indeed. This estimate was not presented to the proprietors as the mere estimate of engineers alone, but was formed from work already done on the more northerly part of the line, and therefore was one which might be fairly depended upon. The Chairman then came to his third proposition, namely, the time that would be required for the execution of the two lines, and he said he had been assured that if the eastern one was pushed forward with speed it might be completed in two years, whereas that by the western coast could not be accomplished in less time than seven years, in consequence of the great difficulties which had been pointed out. Here then were circumstances which combined together, en-

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noted upon to look forward with great satisfaction to the completion of the proposed line northwards, long before it would be possible for the other to reach Carlisle, and then they would be further from Edinburgh than the eastern line. Mr. Newton dwelt, lastly, upon the probable amount of traffic which might be expected to result from the proposed undertaking. Referring to the advantages which had already been experienced from the opening of the Great North of England line as far as Darlington, the great increase of population in Newcastle, and other large towns, since the period when the Act for making that line was obtained, and to the traffic which would accrue from a nearer communication with Scotland, he contended that 48,000*l.* was not too large a sum to add to the amount of traffic proved before Parliament by the Great North of England Company in 1836, and admitted by the Committee, viz., 82,046*l.* The estimates made out upon the existing traffic, assuming the number of passengers to be doubled, and the expenses of working of the line to be only 33 per cent. on the receipts (which for reasons already given, are calculated at a lower rate than on other lines) show a probable return of 66,499*l.* net profit, equal to 9½ per cent. He concluded by saying, that the Directors of the North Midland Company were most desirous of acting in unison with the Directors of the York and North Midland, by whom a resolution similar to that which would be proposed had been passed. If, however, the proprietors should think that the facts which had been stated did not bear the Directors out in what they proposed to do, it would be for the meeting to decide in any other way they thought proper.

The SECRETARY then read the following resolution:—

"That this Company approves of the plan of uniting with several other Railway Companies in taking a lease of an intended new railway to connect Darlington and Newcastle, at such a rent as will pay the shareholders in the projected undertaking six per cent., and the Directors are authorised to guarantee such proportion of the rent, and adopt such measures in reference thereto, as may appear desirable."

P. W. BRANCKER, Esq., of Liverpool, opposed the resolution, on the ground that the shareholders had not sufficient information to show whether the proposed new line would be advantageous to the Company, and therefore he thought the consideration of the question ought to be deferred till a future period. He moved the following amendment:—

"That as the shareholders are very imperfectly informed upon a subject of so much importance to this Company, and which they are called to decide upon immediately, that the decision be deferred to the next half-yearly meeting in February, in order to give the proprietors at large an opportunity to consider the question more fully, and that before the 1st of February, 1842, circulars be sent to each proprietor, containing all the details of the proposed arrangement, with blank forms of proxy for and against the measure, on the plan adopted by the Midland Counties Railway Company."

A SHAREHOLDER seconded the amendment.

A lengthened discussion ensued, in which Capt. Watts, George Hudson, Esq., Chairman of the York and North Midland, Edward Baines, Esq., J. Rand, Esq., (Bradford), James Hubbard, Esq., Deputy Chairman of the North Midland, A. Titley, Esq., Joshua Bower, Esq., H. Leah, Esq., and other gentlemen took part. Strong arguments were advanced by several of these gentlemen in favour of the proposed measure, and

Mr. BAINES pointed to the fact, that those parties who are interested in the western line, were now making vigorous efforts to secure the traffic from the north, and if any indecision or delay were manifested by those who are favourable to the eastern line, those efforts might be successful, and thus the advantages now offered by the latter would be lost for ever. He also showed that, if they deferred the consideration of the question till February, although the delay might only be three months, the loss, in reality, would be a whole year, as there would not then be time to give the requisite parliamentary notices for the next session.

On the amendment being put to the vote, only seven hands being held up for it, it was negatived, and the original motion was carried unanimously.

Mr. BARTON then moved the following resolution, which was seconded, but he ultimately agreed to withdraw it.

"That the Directors as well as the Engineers, who are forcing this fresh liability upon the North Midland Shareholders shall enter into bonds, jointly and severally, that the shareholders in the North Midland Railway Company shall not be called upon, or be liable for any greater amount than 6,000*l.* per annum for rent for ten years, or 60,000*l.* in the whole. And also, that this projected Northern Railway shall be made and completed, with necessary stations, engines, locomotive engines, carriages, waggons, and utensils of every description necessary for its complete working, within the space of three years from the date of the first call made for the use of the projected Railway. And should there be any excess in the actual cost of the Railway, when in complete working order, beyond the estimate of 500,000*l.*, the interest to be paid upon such excess, shall not be deducted from either the gross or nett income of the Railway, but shall be paid by the parties who have signed the bond of indemnity."

Thanks were voted to the Chairman, and the meeting broke up.—*Derby Mercury*, Nov. 3.

ALLEGED NECESSITY FOR RAILWAY LEGISLATION.

THE following article appeared in the *Times* of Wednesday. We have briefly noticed it in our leading columns:—

Nothing is further from our wish than to act as alarmists upon any subject, and above all upon the subject of those triumphs of mechanical art which have done so much towards carrying the surface civilization of the present age beyond that of any previous generation. When we gave expression, as we did last year, to the feelings generally entertained by the public, and unhappily forced upon them by a series of frightful accidents, with respect to the defects of railway travelling, we were actuated solely by a conscientious regard for the common interest, and never thought of depreciating the advantages of that remarkable improvement in the means of communication. As soon, therefore, as we were satisfied that the influence of public opinion was acknowledged and feared, that the recklessness of monopoly had been stimulated into something like vigilance, and that the attention of Government was fairly attracted to the subject, we felt that we had accomplished our purpose, and ceased to offer any harassing opposition to the arrangements of the railway proprietors. Even, however, if we had been inattentive observers (which we were not) of what has passed since that time, the accidents of the last month must have reminded us that the effect of the experience and the warnings of a single year cannot be expected to last for ever, unless secured by some more trustworthy and controlling power than the wisdom of interested individuals.

Our readers will remember that a Bill was introduced into the late Parliament by Mr. Labouchere, by which large powers were given to the railway department of the Board of Trade, for the purposes of public protection. It is not, of course, to be supposed that any system of management can entirely divest this or any other mode of travelling of its attendant risks; but it is equally certain that by the adoption of proper precautions these risks may be diminished to an indefinite degree. The information collected by the late Government proved in the most conclusive manner (what, indeed, scarcely needed proof,) that most of the accidents which agitated the public mind during the summer of 1840, might have been obviated by such regulations and arrangements as an enlarged observation, joined to scientific knowledge and the absence of a pecuniary interest, would infallibly suggest. The recommendation, therefore, that sufficient powers to make and enforce such regulations should be given to a Board so constituted as to unite all these necessary qualifications appeared to follow from that information with the force of a corollary from a mathematical proof. Upon some points it was thought expedient even to anticipate this process, and to give travellers that security to which they were entitled by direct and immediate legislation; and it was particularly urged that a system of examination and license should be established, in order to prevent the employment of improper persons as engine-drivers.

The measure introduced by Mr. Labouchere for the sake of carrying these recommendations into effect, shared the fate of almost every other really useful bill which the Whigs brought forward during the last stage of their official existence;—it was postponed from time to time, while the house was occupied in the discussion of party questions, and was utimately extinguished by the premature dissolution of Parliament. The fact is remarkable, that during the whole period while this measure was hanging over the heads of the Railway Directors, not a single accident of serious consequence occurred. It was not till the summer was far advanced that symptoms of returning carelessness began to show themselves; and in proportion as the impressions produced by the threatened legislation have become fainter and fainter, railway travelling has since appeared to be growing more and more dangerous, till the evil has proceeded so far that we have had to record in our columns the sacrifice of six lives on different railways within a space of only three weeks.

We trust that Sir Robert Peel, who has sometimes betrayed an inclination to question the necessity or the prudence of giving Government any greater control over these matters than it now possesses, will appreciate the importance of this fact. If we look to *a priori* probability, it will scarcely be denied, on the one hand, that such a control, or the apprehension of it, has a real preventive effect; and, on the other, that without such an apprehension the system has an almost unavoidable tendency to lapse into negligence, with the certainty of involving, whenever it does so, a lamentable loss of life. If we look to natural probability, it will be allowed that winter is the season when railway accidents might be expected to occur with the greatest frequency, and with the least frequency in summer. Yet, in the summer of 1840, when the popularity of this new mode of conveyance was in its zenith, accidents became far more frequent and fatal than they had ever been before. Upon this the public became alarmed, the press remonstrated, and legislation was talked of. What was the consequence? The winter of 1840 passed over with scarcely one serious disaster, and during the following spring, while legislation seemed actually near, the same high degree of security prevailed. Again, in the summer and autumn of 1841, the prospect of external control and responsibility being much more distant, safety is much more visibly upon the wane.

Nothing can be clearer than that the public has an equitable right to impose upon the Railway Companies any conditions which may be necessary for its own protection. The Railway Companies have received from the public very large privileges and powers, which form no inconsiderable part of the capital on which they trade. Those privileges and powers, together with their mechanical appliances, have enabled them to compete with other classes of carriers so successfully as to encroach materially upon the comfort of that large portion of the people who have occasion to use the turnpike roads, and to endanger the interests of all owners of turnpike securities, and all ratepayers in parishes through which turnpike roads pass. The recent discontinuance of the practice of lighting the metropolitan roads by the Turnpike Commissioners, is but a sample of the manner in which local taxation is likely to be affected by the operation of the railway system, unless the public are willing to forego conveniences which custom has made necessary to them. Few persons have as yet arrived at any just conception of the price which the British nation has paid, or will have to pay, for the establishment of railways, And, besides displacing other modes of communication, the railway proprietors have acquired, through an unforeseen necessity, an absolute monopoly of the use of their own roads, which the legislature designed and bargained to throw open for general traffic, upon the payment of certain fixed and moderate tolls. It is therefore most

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require from these Companies such a compensation for the advantages conferred upon them as may secure to the public, in the most beneficial manner, the safe use of that mode of conveyance which they have made such great sacrifices to obtain.

THE PROPOSED RAILWAY IN BRAZIL.

A CORRESPONDENT sends us the following as an extract from the *Jornal do Commercio* (Rio de Janeiro) of Saturday, August 21, 1841, in reference to a scheme, the merits of which have recently been canvassed in our columns. As we have not ourselves seen the journal in question, we cannot vouch for the fidelity of the translation:—

Session of the Legislative Chambers, August 20,
President, Senhor Henriquez de Regenda.

The following Report was read from the Minister of the Home Department:—

Most Illustrious and Excellent Sir,

Having submitted to his Imperial Majesty the resolution of the Chamber of Deputies of the 7th ultimo, requesting information from the Government on the subject of the assistance requested by the Imperial Brazilian Railroad Company that is about to form a railroad from Rio de Janeiro to the Provinces of Minas, Geraes, and S. Paul's, and which assistance consists of the following concessions:—

1st. That the Government become purchasers of 4,000 shares.

2nd. That the shares of the Company shall not be liable to any embargoes, mortgages, or judicial seizures, and shall be guaranteed in time of war.

3rd. All the machinery, steam carriages, utensils, and other articles imported exclusively for the use of the Company, shall be admitted free of duty for the space of five years, by orders of his said august Imperial Majesty.

It devolves on me to declare to your Excellency for the purpose of being submitted to the Chambers, that the Government being thoroughly convinced of the utility of the undertaking, which, in addition to the facility of transports and communication between these important Provinces, will introduce into the Brazilian Empire an industry hitherto a stranger to us, as well as materially increase our population with free and industrious labourers, it considers the requests of the Company worthy of the most favourable consideration; but taking into calculation the immediate state of our finances the Government approves of the propriety and policy of becoming holders of shares to the amount of 2,000, equal to 125,000*l*.

May God preserve your Excellency.

August 18, 1841.

CANDIDO JOSE DE ARANJO VIANNA.
SR. D. JOSE DE ASSIZ MASCARENHAS.

An exclusive grant is made for 80 years in favor of this Company, to be reimbursed at the expiration of this period, for outlay, by the Government, at a fair valuation.

The whole of the land on the line of road has been given gratuitously to the Company by the landowners; 8,000 shares have been subscribed for by the Brazilians, whose names are advertised in the public papers at Rio de Janeiro; and the Directors are resolved on commencing the railroad with the least possible delay, and on principles of the most rigid economy.

The British merchants at Rio have purchased a considerable number of shares.

BRANDLING JUNCTION RAILWAY.—The Directors of this undertaking are proceeding rapidly with the continuation of the line from the present terminus, near the high end of South Shields, to the Market Place, which is nearly in the centre of the town.—*Carlisle Journal.*—[We give elsewhere a report of a meeting of this Company, held last week.]

ENGINES.

To the Editor of the Railway Times.

SIR,—Among your several correspondents who have complied with your invitation to enter into a discussion on the comparative merits of *four* and *six*-wheel locomotive engines, I beg leave to offer a few observations on that important subject.

On looking over the evidence adduced at the coroner's inquest occasioned by the late fatal accident on the London and Brighton Railway, I find the following statement made by Charles Goldsmith, the driver of the first engine.

"By the Jury—The other engineman shut his steam off, and witness did the same, within half an inch. The large engine was not pulling at all; the whole of the work was done by witness's engine. The heavy engine, if not stopped very carefully, would cause a jumping motion, and would give the smaller one a jerk."

I am of opinion that this man has thus given in a very clear and simple manner a full account of the whole cause of the accident. For if the driver of the second engine was the first to shut off his steam, as is here stated, and he did so, as is too often the case, instantly, going at the rate of speed which is reported in the evidence, the engine in front would receive a sudden check, the whole weight of the train being thus thrown upon its powers. The first impulse would cause the leading engine to throw up its front wheels, and in coming down upon its springs would bounce and assume the "jumping" or pitching motion which the driver describes. He, then, seeing this action take place, and ascertaining that the driver of the second engine had shut off his steam, immediately shuts off the steam, or nearly so, of his own engine, when instantly the velocity and weight of the whole train comes butt upon the two engines and throws the unsteady one off the rails. All this would be the work of a very few moments.

Now this might have happened with a six-wheel engine under similar circumstances. I once saw a Grand Junction train proceeding towards Liverpool at the rate of 35 miles an hour, when suddenly the front wheels of the engine sprung from the rails to the height of about half a yard, and on coming down on their springs, made a succession of leaps for a considerable distance, until the engine could resume its balance. This was a *six*-wheel engine. The driver having had his steam shut off for a short time, most probably to check his high velocity, had thrown it on *instanter*, and caused the effect which I describe; for on examining the road there was nothing on or about the rails that could have given the engine such a check. Fortunately the train was on a fine straight piece of line or the consequences might have been disastrous.

Yet I am of opinion that a *four*-wheel engine will throw up its front wheels and become unsteady and unmanageable under such circumstances with greater freedom than a *six*-wheel engine, because a four-wheel engine assumes more readily the properties of a *lever*, the fulcrum of which is the crank axle; whereas in a six-wheel engine the hind wheels act as a back stay or prop; or at all events, if the hind wheels become the fulcrum of the lever, the leverage forward is so much increased that any impulse from behind is neutralised in proportion.

There are two actions arising from the working of locomotive engines on a railway, which are equally dangerous to the transmission of trains, and injurious to the construction of the way. The first is that which I have already noticed,—the pitching motion of the engine, which motion is constantly beating the rails out of their original level, and rendering the engine extremely liable to leap the rails, especially when on a curve and under the influence of high velocities.

The other action which an engine assumes when in operation is of an horizontal character—an oscillating or serpentine motion on the rails, arising from the beat of the pistons and the rotation of the crank axle. That it *does* arise from these causes I am prepared to assert from repeated observations and experiments; and it is surprising how some enis very much obviated by using the steam expansively and giving the valves as much load as they will bear, by which means a high degree of elasticity is given to the pistons in the return of their stroke, instead of that *hammer-like* impulse which otherwise the steam communicates. A balance weight also applied to the spokes of the driving wheels, diametrically opposite to the arms of the crank axle, will greatly prevent oscillation. It is likewise prevented by keeping the cylinders near together under the centre of the engine, and the gauge of the wheels wide, as is the case on the Great Western, where, perhaps, less oscillation is felt than on any other railway. It would also be entirely neutralised by the adoption of *four* cylinders instead of two,—two of their pistons beating at the same time, one on each side of the engine—thus relieving the passengers from an unpleasant sensation, the wheels from a dangerous tendency to climb the rails, and the rails from that violent lashing by which they must be seriously injured. In fact it is a motion that deranges the whole machinery of a train. Let any one, sitting in a railway carriage, observe when the driver shuts off his steam, if he does it suddenly, you receive a jolt either backward or forward according to the direction in which you are sitting; but if he shuts it off gradually (which should always be the case if possible) you receive no warning of this kind of what has been done, but you will immediately perceive the oscillation to cease, and the train to glide along the rails in a uniform right line.

That a four-wheel engine will oscillate more than a six-wheel engine must be obvious, inasmuch as the extreme distance between the axles of the former being less than the latter, admits of the body of the engine turning more upon a pivot, or on a centre of a less radius, and hence its greater liability to be thrown off the rails by an action of this kind.

I am, Sir, yours respectfully,
CHARLES TODD.

Railway Foundry, Leeds, October 28th, 1841.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—I find I have been anticipated by your Liverpool correspondent in my reply to Mr. E. A. Seaward's letter in the *Times* newspaper, wherein he professes to put the public right upon the merits of four-wheeled and six-wheeled engines. Although Mr. Jones has thoroughly refuted Mr. Seaward's statements on the points he refers to, yet if you should think the following remarks pertinent to the subject in dispute, viz., the preference of outside over inside framing, I will thank you to allow them a place in your columns.

Mr. Seaward sets out with assuming that the cause of an engine "getting off the rails," is lateral oscillation, arising from the action of the steam through the medium of the piston and connecting rods upon the crank shafts, and asserts that "were the cranks of the driving wheel placed on a line with the axis of the engine," or exactly on the centre of the driving shaft, "the engine would have no tendency to move otherwise than in a straight line." If this be true, and if it be true that, should we only allow the smallest distance possible between the centres of the cranks (viz., the diameter over the flange of the cylinder) an oscillating motion takes place, whereby "the engine is dragged alternately from one side of the road to the other," what are we to look for as the result, when the cylinders are placed outside the framing, and that framing too inside the wheels—the crank projecting from the nave or centre wheel? I dare say, Mr. Seaward would stare, and think there were some things that he had not yet dreamt of, were I to point out to him more railways than one, where engines of the above description have been used exclusively for the last three years, and though often running at a speed of thirty-five miles per hour, have not once run off the rails. But, *does*

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the action of the steam upon the pistons, and through the piston and connecting rods upon the crank, produce that zig zig, or side-way progression, asserted by Mr. Seaward? I should think not. Action and re-action are equal and opposite. If steam is admitted into the bottom of the cylinder, a pressure equal to the area of the piston multiplied by the effective pressure of the steam is exerted through the intermediate connections to the crank, but an equal force is at the same time exerted against the bottom of the cylinder, and the axis of this force, if I may be allowed the expression, is parallel to the axis of the engine. Hence, if the thrust of the power applied upon the crank, had a tendency to push round that end of the engine at the crank, toward the centre of the rails, the re-action of this power upon the bottom of the cylinder, would have an equal tendency to push round the end of the engine at the carrying wheels, in an opposite direction, thus nuteralising the effect of the power applied to the crank, to produce oscillating motion upon the engine. But the supposition that such an effect can take place is in itself an absurdity, and requires no refutation. The action of the engine, (it matters not where the cranks are placed as regards the centre of the engine), has no other tendency than to pull the smoke-box and the crank-shaft toward one another, and to part them asunder during every revolution of the driving wheel. If Mr. Seaward will demonstrate the contrary, and make good his statements by placing an engine upon a delicately trimed turn-table, and apply a couple of screws as his medium of power between the centres of his cylinders and the cranks, and by screwing out the one and screwing in the other, can thereby make the engine and turn-plate turn round, or oscillate, I shall allow him full credit for his oscillating theory.

One word more with Mr. Seaward, and I have done. He states, as if he were the deputed representative of "the profession," that there is but "one opinion concerning engines with inside framing, viz., that they are decidedly objectionable, and even unsafe." I am afraid this is rather a wholesale assertion, without consulting the parties concerned, and is certainly a begging of the points at issue to boot; but without entering into the question of six-wheeled and four-wheeled engines, as they are without distinction brought under one sweeping condemnation if *within side framing*, I may say that Mr. Seaward has, in making these assertions, been rash, and also ungenerous, to those who differ from him in this matter, and by lending his name to such publications, can only alarm the minds of the timid traveller who is unable to weigh evidence and judge for himself. Your obedient servant,

THEODORE CRUCKSHANK.

Dundee, 27th October, 1841.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—The question of the four and six-wheel engine, I think lies in a nut shell. If one of the cranks of a six-wheel engine breaks, it has four wheels left to run on, and may not overturn from such an accident; the breaking of one of the cranks (no uncommon occurrence) of the four-wheel engine is the cause of an inevitable overthrow.

The secret of the present contest is, that many engine makers have very expensive models for four-wheel engines and none for six-wheel; and the six-wheel engines manufacturers are in a similar predicament as to having no casts or models for four-wheel engines. To abandon either system, and be at the enormous expense of new casts and models is the real cause of contest.

I ask only one question, viz., what equivalent can the four-wheel engine offer to compensate for the superior safety of the six-wheel engine? I will not admit that cheaper construction should be allowed to be put in competition with the safety of the public.

LACHESIS.

2nd November, 1841.

SOUTH EASTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—As a Proprietor in the above undertaking, I have read with pleasure the occasional notices which you have lately inserted in your valuable journal, of the state of the works, as they have been the means of conveying information upon the subject to my fellow-shareholders who reside at a distance from the scene of the Company's operations, and therefore have not an opportunity of seeing for themselves what is going on. Residing in the immediate locality of some of the heaviest works upon the line, with the exception of those at Dover, I have had continued opportunities of examining their progress, and with the same object I send you a few facts from personal observation, hoping that you will give them a place in your pages. Near the junction of the line with the Brighton Railway, there is a large cutting through sand; this work, together with the succeeding embankment, two miles in length, is nearly completed; further eastward is Bletchingly tunnel, which is finished except the ends, for which the earth is being excavated. The tunnel is succeeded by another long embankment, also nearly completed, and then follows about two miles of the line, quite ready for the b llast and permanent way which is collected on the spot to be laid down as soon as the weather will permit. From this point to Tunbridge the works appear to be in an equally forward state. Many portions of the line are not only ready for the ballast, but some have the ballast and permanent way laid down complete. On Saturday last, I had an opportunity of seeing the working of a locomotive engine employed in drawing ballast waggons along the line at Bow Beech, where the permanent road is completed for a considerable distance. The sleepers which are in the form of a triangular prism, with the vertex downwards, appeared to have suffered no disturbance from the heavy weights which had passed over them, and as far as I could discover, no moisture was retained under them (arising as I presume from their peculiar form), although so much rain had fallen during the week. The ballast which is obtained in the immediate neighbourhood, is most admirably adapted for the purpose. It is to all appearance the remains of a sea beach, probably the beach of the great estuary, which geologists consider to have once covered the space now known as the Wealden district. The peculiar form and position of the sleeper induced me to take a heavy beetle which lay near at hand, and to strike several blows on the top of one of them, with the utmost force I could exert, but it appeared to have no effect in driving it downwards. The materials and fastenings of the permanent way were some time since described in your columns in an extract from the Transactions of the Institution of Civil Engineers, and therefore I will not trouble you with it here; but as far as I could judge, I may say that the permanent way upon this line exhibits a degree of finish and perfection that I have seen upon no other. At our last General Meeting we were told that the line would be opened as far as Tonbridge next spring, and in all probability as far as Ashford in the following autumn, and from what I have seen of the works, I should say that there is every appearance that the promise of the Directors will be fully realised, and therefore we may confidently look forward to an early completion of this high road to the Continent of Europe.

I am, Sir, your obedient servant,

A SHAREHOLDER IN THE SOUTH EASTERN RAILWAY.

TRIANGULAR SLEEPERS — HULL AND SELBY RAILWAY.

To the Editor of the Railway Times.

SIR—In your number of the 23rd of October, I observe that a correspondent praises as a new invention of the Engineer of the South Eastern Railway, the *triangular form* given to the sleepers on that Railway. Whatever merits may attach to this plan, certainly does not belong to the gentleman referred to, nor would it, I believe, be claimed by him. Your correspondent evidently is not aware that longitudinal bearers of the *form* he describes were laid two years ago on part of the Great Western Railway, between Maidenhead and Twyford, and that the ingenious invention by Mr. Jno. Reynolds of cast-iron troughs or bearers is founded on an application of the same principle.

I was glad to observe in the same number the useful table of "Œconomicus," exhibiting the receipts and disbursements of the principal Railways in the last half year. The criticisms of your correspondents Mr. Dixon and "a Greenockean" as to the immense importance of attending to the *rates* of fare when comparing the per centages of expenditure, are very just and well-timed, and I wish that "Œconomicus" would improve his table by adding the average rate per mile received by the several railways for the conveyance of passengers. Some time since, a correspondent offered some remarks on what he justly termed the extravagant rate of expenditure on the receipts of the Hull and Selby Railway; and on the confused state in which the accounts of the last half year were stated in the Report. I am sorry to see that no explanation has yet been offered of the subject matter of his complaint. It has occurred to me on considering Mr. Dixon's statements that the very low rate of fare which the Hull and Selby Company receive will in some measure account for the high per centage of their disbursements, but the account of expenditure was so grossly involved, that nothing certain can be deduced from it. The discreditable rank which that railway, though nearly a dead level, and boasting of great economy in its locomotive department, has hitherto held among the highest in working expences, will I hope induce the Directors to look more narrowly into their expenditure, and at any rate to reform their statement of accounts, which in its present form is by no means creditable either to the Secretary and the Directors who sanction it.

I am, Sir, your obedient servant,

M. M.

November 1, 1841.

GLASGOW, PAISLEY, AND GREENOCK, RAILWAY.

To the Editor of the Railway Times.

SIR,—The following results will no doubt disappoint those shareholders who expected a nett dividend of 10 or 12 per cent.; but the more intelligent of our townsmen think it quite satisfactory, considering the infancy of the establishment, the unfinished state of the works, and the unprecedentedly low fares at which passengers are carried.

But a great augmentation of traffic may soon be expected from the opening of the Glasgow and Edinburgh Railway, and from the Liverpool and other deep sea steamers which are in future to load and discharge at the new timber wharf, now erected for their reception, rather than go up to Glasgow as formerly.

When these arrangements are completed, the traffic, especially of merchandise, will be increased to an enormous extent, and the Greenock and Glasgow Railway become a more profitable concern than its most sanguine promoters ever contemplated.

I am, respectfully, Sir, your obedient servant,

GREENOCKIAN.

Greenock, November 2, 1841.

Greenock Railway.—Probable result of first Year's Traffic:—

Traffic from commencement, 30th March, till 2nd October, taken from the weekly returns, 395,357 passengers	£23,937	8	3			
Suppose next half year, being the dull season, at 1¼ less or an average of 638*l.* weekly	15,958	0	0			
				39,895	0	0
Merchandise from weekly returns till 2nd Oct.....	1,868	19	6			
Suppose next 25 weeks to average 130*l.* per week	3,250	0	6			
				5,119	0	0
Gross Revenue for the first 12 months, being 7½ per cent. on 600,000*l.* (the cost of works &c. till end of May, 1841				£45,014	0	0

Expenses, interest on loans, depreciation, &c., not yet published.

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The London Prices are taken from Mr. Wetenhall's List; those at Liverpool are furnished by Mr. C. J. Townley, Sharebroker, and are the closing prices on Thursday. The quotations marked * are the latest Edinburgh prices; those marked † the latest Glasgow prices. The former are supplied by Mr. Robert Allan, of St. Andrew-square; the latter by Mr. J. Watson, of Frederick-street.

Length Rail.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	82+	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	49	..	..	..	..	..
—	—	6300	33⅓	25	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	55½	56½	..	..	..	..	..
—	—	10000	17½	7½	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	28	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
....	....	....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	8½	..	..	..
36	3	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	2	Dundee and Arbroath	25*	25½+	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	7⅛	..	..	..	7⅛
—	—	64000	8⅓	6	Ditto (*Debentures*)	..	..	..	..	..	..	7⅛
46	....	18000	50	50	Edinburgh and Glasgow	45*	..	..	..	..	..	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	20	Edin., Leith, & Newhaven	..*	..	..	..	..	..	..
....	....	4960	25	25	Glasgow and Garnkirk	38*	38†	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	39*	40+	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	24*	24†	..	..	..	..	23½
15½	....	6000	50	50	Gosport	..	..	..	..	..	..	..
83	83	10915	100	100	Grand Junction	..	..	..	..	..	..	190½
—	—	10915	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	95¼
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	17627	25	24	Ditto (*Ditto*)	..	..	..	..	..	..	25¼
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	77½	78½	78⅞	79¼	79	79	79
—	—	25000	80	50	Ditto (*New Shares*)	56	57	57½	57½	56⅝	56⅝	56⅝
—	—	37500	20	4	Ditto (*Fifths*)	8¼	8¼	8⅝	8⅝	8⅝	8⅝	8⅝
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5130	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	47
—	—	7268	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
..	..	....	..	..		..	..	..	..	..	..	..

Length Rail.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	156	156	..	..	158	158	157
....	....	28000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	21⅛	21⅛	21⅛
—	—	31250	32	32	Ditto (*Thirds*)	52	..	..	..	52½	..	52
—	—	....	32	2	Ditto (*New Shares*)	..	..	..	23⅞	24	24½	24
33	33	24000	25	25	London and Blackwall	..	..	..	..	9⅜	9	9
—	—	....	....	6¼	Ditto (*New*)	..	..	..	3⅜	3⅜	3⅜	..
56	56	36000	50	50	London and Brighton	35	36	..	36½	36⅞	37	36
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	..	11⅜	11⅜	11⅜
33	33	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	....	....	20	Ditto (*New Shares*)	..	..	..	..	17½	..	..
—	—	....	....	6¼	Ditto (*Scrip*)	..	..	..	..	..	6¼	6¼
77	77	36000	avr.	85⅓	London and South-Western	52	..	..	52½	52⅝	52⅝	..
—	—	42000	5	2½	Ditto (*Tenths*)	..	..	..	..	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	..
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	2⅛
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	2⅜	..	..	2⅜	2⅜	..
10	10	6201	125⅓	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	..
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	20⅜	..	..
40	....	7800	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	83	..	84	83	..	..	82½
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	20½
....	....	1940	25	25	Monkland and Kirkintilloch	..	57½†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	65	..	65	..	..	65
—	—	15000	50	40	Ditto (*New*)	32½	32	..	31½	..	..	..
—	—	15000	21⅓	15	Ditto (*Thirds*)	..	..	..	14	..	..	14⅓
26½	26½	7200	50	30	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	..
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	—	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7⅛	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	43	South-Eastern and Dover	..	..	..	19⅛	..	..	..
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
....	....	....	25	25	Wilshaw and Coltness	40*	40†	..	..	..	..	..
47	....	....	25	25	York and North Midland	79	..	80	81	..	..	..
23	23	6700	50	50	Ditto (*New*)	26½	..	27	..	27½	27½	..
—	—	6700	25	10	Ditto (*New*)	..	..	..	..	..	..	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last Dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Oct. 30	1,751½	£78 14 4	£105 14 6	£184 8 10	£2 1 0	£12 5 11	£103 4 7½	15
1,086,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Oct. 30	..	855 9 8	381 9 11	1,266 19 7	4 3 5½	29 4 2⅔	918 9 9	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	51	Oct. 29	5,712½	1,429 6 10	247 14 4	1,677 1 2	4 11 8⅔	32 1 11⅔	667 10 4	31
450,000 0 0	437,693 10 8	5 0 0	Brandling Junction	4	25	Oct. 31	..	424 8 6	306 18 11	731 2 5	4 3 6⅔	29 4 10⅔	....	..
499,999 0 0	456,963 10 1	....	Chester & Birkenhead	5	14½	Nov. 1	5,249	404 12 0	35 14 4	440 6 4	4 6 9	30 7 4	....	..
870,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	6	6	Oct. 31	25,176	....	....	717 5 4	19 17 2	134 0 3⅓	717 5 4	..
140,000 0 0	143,552 5 8	5 0 0	Dundee & Arbroath	7	16⅞	Oct. 31	4,670½	194 3 10	47 5 6	251 19 4	2 10 1	15 0 6⅔	216 13 1	16⅞
2,133,333 0 0	1,654,848 4 3	2 3 6	*Eastern Counties'	8	17½	Oct. 31	12,208	....	....	737 6 3	6 0 4⅔	42 2 7½	531 19 2	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	9	40	Oct. 30	10,805	716 19 9	387 16 10	1,104 16 7	4 12 0⅔	27 12 4⅔	775 11 7	..
....	....	....	†Glas., Pais., & Green.	10	22½	Oct. 30	9,117	560 15 0	134 17 2	695 12 2	5 3 0⅔	30 19 3⅓	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	11	83	Oct. 30	..	6,232 17 11	2,183 14 4	8,416 12 3	10 10 11	73 16 6	8,264 19 1	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	12	45	Nov. 1	..	941 18 5	534 6 11	1,476 5 4	4 13 8⅔	32 16 1½	....	..
5,881,527 9 10	5,877,120 7 8	8 0 0	Great Western	13	118	Oct. 31	..	10,062 19 8	2,112 2 3	12,175 1 11	10 5 6⅓	71 18 8⅔	5,590 7 1	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	14	31	Oct. 30	3,518	472 2 2	375 15 1	847 17 3	3 18 1⅔	27 7 0	625 2 6	..
488,000 0 0	435,899 1 2½	5 0 0	Lancaster & Preston	15	20½	Oct. 30	2,254	424 11 0	41 12 10	466 3 10	3 4 11⅔	22 14 9⅔	....	..
1,682,875 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	16	31	Oct. 29	..	2,607 3 9	2,029 9 3	4,636 13 0	21 7 4	149 11 4⅔	4,583 13 2	31
5,760,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	17	112½	Oct. 30	..	12,753 4 9	3,168 14 7	15,921 19 4	19 0 8	138 4 9	14,622 11 4	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	18	8½	Nov. 4	83,384	....	....	630 18 5	24 0 6	168 3 6⅔	495 7 8	8½
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	19	56	....	....	....	....	....	....	....	....	8½
741,000 0 0	681,815 14 6½	....	London & Croydon	20	10½	Nov. 2	6,402	382 15 6	47 13 4	430 8 10	5 17 1⅓	40 19 10⅓	502 14 10⅓	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	21	3⅓	Nov. 4	24,981	....	....	752 19 0	28 13 8	200 15 8⅓	853 9 4	3⅓
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	22	77	Nov. 1	..	4,054 18 8	849 13 0	4,904 11 8	9 1 11⅔	63 13 9	4,352 19 4	77
2,000,000 0 0	1,515,045 2 1	....	*Manchester & Birm	23	5	Nov. 1	10,119	....	....	289 13 0	8 5 6	57 18 7	317 11 4	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	24	10	Oct. 28	..	435 1 9	197 18 2	632 19 11	9 0 10⅓	63 5 11⅔	545 16 0	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	25	50	Oct. 25	..	2,312 14 5	1,828 10 11	4,141 5 4	11 16 7⅔	82 16 6	....	13½
1,533,000 0 0	1,530,375 8 5⅔	5 0 0	Midland Counties'	26	57	Oct. 30	8,339⅔	1,618 3 2	859 11 9	2,477 14 11	6 4 2⅓	43 9 4	1,527 10 1	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	27	61	Oct. 30	..	677 1 5	1,117 11 3	1,794 12 8	4 3 9⅓	29 6 9	1,787 7 7	61
3,000,000 0 0	3,065,032 13 11	4 0 0	North Midland	28	72⅜	Oct. 30	..	2,838 18 8	1,503 9 3	4,342 8 0	8 11 1⅓	59 13 9⅔	2,993 16 4⅓	72⅜
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	29	26½	Oct. 31	7,758⅓	....	....	760 13 10	4 2 9⅔	28 19 6⅓	368 4 4	..
500,000 0 0	337,920 13 0	2 10 0	Preston & Wyre	30	19	Oct. 30	2,180⅓	213 10 1	76 18 10	290 8 11	2 3 8	15 5 8⅔	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	31	8	Oct. 31	6,804	....	....	185 10 1	3 6 3	23 3 9	187 18 4	8
446,666 0 0	566,672 8 1	9 0 0	York & North Midland	32	23	Nov. 1	6,959	....	....	1,557 19 10	9 13 6⅓	67 14 9⅓	757 8 5	23

1. Rail to London and Birmingham 142*l.* 6s. 3d., to be deducted from gross receipts.

2. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

10. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

11. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

13. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

15. The 41*l.* 12s. 10d. from goods, &c. is for toll only.

16. Ten per cent. is the maximum dividend allowed by the Company's Act.

17. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

19. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

20. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

21. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

22. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

24. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway.

25. The 4,141*l.* 5s. 4d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

26. The receipts for goods, &c. include, carriages, 70*l.* 3s. 0d.; horses, 12*l.* 5s. 0d.; dogs, 2*l.* 15s. 6d.; parcels, 184*l.* 15s. 5d.; cattle, 63*l.* 6s. 6d.; corn, 3*l.* 6s. 6¾d.; heavy goods, 453*l.* 5s. 5d.; coal, 69*l.* 14s. 5d. — Total, 986*l.* 11s. 9½d. The dividend is from the time opening.

28. The details of the receipts are as follows:—Passengers, 2,508*l.* 1s. 4¼d.; parcels, carriages, horses, and mails, 330*l.* 17s. 4¾d.; merchandize 1,145*l.* 6s. 9d.; minerals, 251*l.* 1s. 0d.; cattle, 107*l.* 1s. 6¾d.—Total, 4,342*l.* 8s. 0d.; including North Midland proportion of Manchester and Leeds traffic, amounting to 154*l.* 1s. 11¾d The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

29. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

30. The capital of 500,000*l.* includes that provided for harbour and works as well as railway. The dividend is from the commencement.

32. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

A Heavy Shareholder.—*We will endeavour to comply with the wish of our correspondent. We have hitherto published the returns just as they reached us.*

We have attended to the request of our Cirencester correspondent.

Mr. S *(Uxbridge).—There are objections to the proposal which for the present prevent us from carrying it into effect, but it shall not be lost sight of. We feel obliged to our correspondent for his attention.*

M. D.—*It is not necessary at present.*

A Holder of a Hundred Shares *(County of Durham), will find what he wants in another column.*

A Shareholder *(Chelsea).—We are aware that the new shares were issued at a discount, but until the whole amount to be called for has been paid up, we cannot strike the average, as in the case of the Croydon and South-Western lines. Of course our correspondent knows that a dividend will be paid upon the* nominal *amount.*

W. *will see that another correspondent has entered more fully into the subject.*

Father Luke.—*A valued correspondent* (Mercator, *of High-gate), sends us the following answer to a notice which appeared in this part of our journal last week:—"A correspondent under the signature of* Father Luke *inquires, who are the parties in this country connected with the proposed railways from Petersburg to Moscow, &c.? There are no parties in this country, so far as I have learnt, who have yet any interest in the above railway project. The promoters of it are two individuals, members of firms in Leipsic, Mr. Dufour Feronce, and Mr Harkort; the former a Director, and the latter Director and Chairman, of the Leipsic and Dresden Railway; both highly talented, and both respectable in the mercantile sphere. The writer introduced Mr. Dufour Feronce in August last to Mr. Robert Stephenson, the Engineer, who has consented to survey the line from St. Petersburg to Moscow, about the construction of which route there appears no doubt."*

Chester and Holyhead Railway.—*A correspondent is anxious to be informed of the present position of this most important scheme, and what steps its promoters propose to take in the ensuing session of Parliament.*

Tyro *must indeed deserve the name, not to know that the parties are* not *"one and the same." They are father and son.*

A Shareholder from the Commencement.—*There was no help for it. The Company were compelled to come to the terms to which our correspondent objects, or they must have been thrown back for at least one session. It was a scandalous robbery nevertheless.*

F. R. S. *should address one of the Leeds journals. The matter is entirely one of local interest.*

A Distant Proprietor *is quite right in his supposition. The calumny had its origin in personal pique, and disappointment. But, would any good purpose be served by now re opening the matter? We think not, and so we doubt not will our correspondent upon a little further reflection.*

Georgius *is one of those very* in-*"constant readers" who give editors much trouble. Had he looked at our paper any week within the last two months, he would have saved himself the trouble of asking, and us of answering.*

The Toll Question.—P. Z., *in support of Mr. Wilkinson's views, shall appear next week. It came too late to appear to day. The matter mentioned in our correspondent's private note was merely an oversight of the printer.*

Peace.—*We believe the railway authorities* do, *as far as they can, prevent persons from crossing, or walking upon their several lines. They certainly* ought *to do so.*

L.—*The announcement was the Directors', not ours. We do not think there is any blame attributable to the Management in this instance, for we believe dismissal followed immediately upon conviction.*

We would gladly oblige our Liverpool friend, but cannot find room for the article from the Carlisle Journal—*at least not this week.*

We have to acknowledge the receipt of an ingenious little pamphlet, "On Measuring Distances by the Telescope: by Edmund Bowman." It is, we believe, the substance of a paper read at the late meeting of the British Association, which was well received by that learned body.

Lachesis.—*Much obliged for your courtesy, but we have a complete set.*

Brandling Junction Railway.—*We give to day, for the first time, the traffic returns, and hope to be favoured with them regularly. Our best thanks are due to the distinguished individual who has written to us on the subject.*

Edinburgh, Leith, and Newhaven Railway.—*Mr. Richard Dawson of Liverpool, "agent" to this scheme, has sent us a second copy (somewhat modified) of the letter of which a few weeks ago the Directors of the Company interdicted the publication. As the letter in question fills eight closely-written pages, surely Mr. Dawson cannot expect that we should* a second time *put it into type, and probably have* a second time *to cancel it. Why does he not imitate the magnanimity of his employers in disdaining to notice the effusions "of contemptible and anonymous scribblers?" We fear, that if the "agent" were to enter into the lists with a few of these same, he would come off second best, if we may judge from the style and substance of his present communication.*

Four-wheeled and Six-wheeled Engines.—*Mr. Gray's letter shall appear next week.*

C. *on Railway Salaries, and* C. D. *on Railway Directions, are in type, and shall be given in our next.*

THE RAILWAY TIMES.

SATURDAY, NOVEMBER 6, 1841.

We call the especial attention of our readers to a very able letter which appears in another page of this day's number of our journal, in reference to the Standing Orders of the House of Commons on Railway Bills. We differ very considerably from our correspondent on several points, but it cannot be denied that the facts which he adduces are of a very startling description, and as we know him to be thoroughly and practically conversant with the subject of which he treats, it is with the utmost deference that we venture to dissent in some measure from the conclusions at which he arrives.

The gist of our correspondent's argument is, that much mischief has resulted from what are called the New Standing Orders of the House of Commons, which, as our readers are aware, require that a twelvemonth's notice of new applications shall be given, and a deposit of 10 per cent. be paid into the Exchequer, before any particular railway measure can be introduced. The facts upon which our correspondent mainly rests his argument are these: that in the five years immediately preceding the enactment of these Orders, not fewer than 64 or 65 Railway Bills were passed, while in the four years that have followed, not one line of any importance has received legislative sanction. This state of things our correspondent attributes in a great measure, if not entirely, to the operation of the restrictive enactments already referred to, and no doubt they have had their effect; but we are of opinion that the cause of this remarkable diminution in successful applications to Parliament is to be sought elsewhere, namely, in the reaction naturally consequent upon the insane spirit of speculation which distinguished the few years immediately preceding the passing of the obnoxious Orders. Even before these Orders were in operation, the railway mania had much subsided. Thus we find that in 1836 as many as 29 Acts received the Royal Assent, while in the following session the number only reached 15, and we have little doubt that, even had matters remained on the old footing, the next year would have witnessed the passing of but a very few measures of the kind. The fact is, that all the principal routes in the kingdom had by that time become pre-occupied—a reason sufficient of itself to check the ardour of speculation, even had not calm inquiry into the real merits of more than one of the mad projects of the day tended to excite suspicion towards every scheme of a similar character, no matter how deserving in itself or how rapidly supported. When it began to be discovered that the 20, 15, or 12 per cent., the promise of which had been held out as a lure to the credulous and unwary, was not likely to be forthcoming, where was the chance that even a well-founded prospect of 8, or 6, or 5 per cent., would attract speculators? Sober-minded projectors were driven from the field, and those of another cast being no longer able to pursue with advantage their former course of deception and fraud, the railway system languished—and this without any particular reference to the restrictions which then, for the first time, Parliament in its wisdom thought fit to impose.

And what impression has the intervening period, and the experience of those lines that have been in actual operation subsequently to 1837, been calculated to produce? Has the average result of railway dividends been such as to tempt capitalists to invest their property in schemes of this character? Certainly not. A few—we regret they are so very few—lines have returned a moderate interest upon the money sunk in their construction; but taking the opened railways as a whole, there is scarcely any other mode of disposing of available funds that would not have proved more profitable than these works, particularly during the extreme scarcity of money that has for some time past prevailed. The enactment, therefore, of the new Standing Orders may rather be said to have chimed in with the results of experience derived from the progress of events, than to have of itself seriously impeded the prosecution of railway undertakings, much less to have, as our intelligent correspondent seems to contend, virtually brought them to a complete stand still. A far more pregnant source of mischief, during the last two or three years, has been the extraordinary discrepancies between the estimated and actual cost of completed lines, whether arising from the blunders of engineers or the extortions of landowners. In a word, we are of opinion that a case of profitable investment of capital having once been made, the present Standing Orders of Parliament would not materially interfere with the success of any railway scheme; and if a profitable application of capital can *not* be demonstrated, we do not think that the relaxation or abrogation of any rule of the House would be of much avail, while there are advantages resulting from these Orders which it would be unwise to overlook. We regard the case of the Chester and Holyhead project, referred to by our correspondent, and the proposed schemes for completing a railway communication with Scotland, as exceptions to the general rule. In such instances we would have formal enactments dispensed with, more particularly when it can be shown that no practical grievance would arise. We do not say that under the circumstances it was not absolutely requisite that the protection extended to landowners by the present Standing Orders ought not to have been granted, but we do say that the disposition evinced by the late Parliament, in refusing to relax the operation of such Orders when it was clearly shown that no real disadvantage or damage would accrue, was not merely most ill-judged in itself, but was calculated to induce a belief that private interest, rather than a regard for the public good and the public convenience, was at the bottom of these enactments. We quite agree with our correspondent that the lords of the soil, above all other

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tion which they occupy with regard to railways. We think, and could easily prove, that taken as a body the land-proprietors of England have received much more than an equivalent for any invasion of their rights consequent upon the formation of railways; but at the same time we deem them entitled to every measure of precaution which can be contrived, consistently with a due regard to the advantage of the public, and to the private rights of those who have boldly embarked in schemes which may or may not tend to their personal and private advantage, but which, in any event, cannot fail to be beneficial to the nation generally.

There can be no question that the promoters of Railway Bills have good reason to complain, when they find that while *they* are placed under severe restrictions, parties interested in the formation of canals or common roads—which it must be admitted involve in general an equal infringement of private property—are subjected to so many fewer impediments. Why should not all be served alike? If the interests of the owners of property that may be required for the formation of a great national work like a leading line of railway, are to be so carefully studied, let the same invasion of vested rights be visited with the same penalties in different instances—let the same obstructions be thrown in the way of the successful prosecution of the one enterprise as of the other, or rather let every obstruction be removed from each. Why should two months suffice for notice in the case of a Canal Bill, and twelve months be indispensable in the instance of a railway? Such discrepancies are wholly unaccountable on any principle of sound policy or common sense.

While every facility is afforded to the prosecution of other schemes, not the most trifling improvement can be made in railway plans without a great and most unnecessary delay in carrying such improvement into effect. A railway cannot even be amended—cannot be rendered more convenient to the public and more profitable to the proprietors, without a special Act of Parliament, while every imaginable obstacle is thrown in the way of obtaining such Act. Ought such a state of things to exist? Our readers will answer for themselves. It seems to us that if Government and the legislature do not see fit to extend any special facilities to railway projects, they ought at least to offer no obstruction. There is not much fear *now* that speculations of this kind would be pushed too far.

Our correspondent appears to think, that the effect of the Standing Orders has been to divert native capital to foreign schemes. We doubt whether this has prevailed to any great extent. The instance of the Paris and Rouen Railway adduced by our correspondent is scarcely in point. We do not believe that English capitalists at large have evinced any particular disposition to embark in that scheme, although we look upon the project as intrinsically valuable, and although the proprietors of the South-Western Company may, for reasons easily to be conjectured, have so far consented to patronise it. If the operation of the English Standing Orders interfere with the judicious and profitable application of British capital, surely the difficulties and delays interposed by the regulations of the tribunal which in France has the management of these matters, must be looked upon as far more obstructive.

We do not argue that the existing Standing Orders have not been productive of mischief, or even mainly, that the present apathy in railway speculations is to be ascribed. At the same time, we should be glad to see even the semblance of obstruction removed. As regards the progress and extension of the railway system, it is scarcely possible that matters could be worse than, unfortunately, they are at present. If any means could be contrived for giving an impetus to such a mode of investing capital, we should hail it as a boon. Very forcibly does our correspondent put forward this view of the question. In the course of another year, active operations will have ceased, so far as a large body of men are concerned, on all the principal lines of railway, and what is to become of the parties who have been thus employed? Of course, we would not recommend, for the sake of any merely temporary relief from the "pressure from without," that dangerous or doubtful measures should be adopted, but in making the experiment of a return to the old system, in the matter of Railway Bills, no such apprehension need be entertained. The spirit of foolish speculation has long since died away of itself; and fostering measures, rather than restrictive enactments, are now required. While, therefore, we repeat that we do not attribute so much mischief as our correspondent seems inclined to do, to the operation of the present regulations, we heartily concur with him in wishing them repealed, and should be glad to see even increased facilities held forth, as well as all other needless restrictions removed, being convinced that in proportion as the internal communications of the country are improved, will its general prosperity, and the benefits resulting to individual members of the community, be promoted.

Our readers will remember how fiercely the *Times* newspaper assailed the Railway Companies at the period of the lamentable casualties of last year. If we may judge from an article which appeared in that journal on Wednesday last, a similar disposition is again about to be evinced, with this important difference however, that although the position now taken up is almost as untenable as was that previously contended for, there is much less rancour in the mode of supporting it. We give the article itself in another page, and may safely leave its arguments and inferences to the judgment of our readers, without the necessity of entering upon any lengthened comments.

The cause of this movement on the part of the *Times* is avowedly because there has been recorded in its columns "the sacrifice of six lives on different railways within the space of only three weeks." This is the old system of converting accidents upon railways into railway accidents—accidents peculiar to this mode of travelling, if not inseparable from it. Of course the *Times* includes in its list the fatal occurrences of last week upon the Grand Junction line—occurrences which it has been proved to the satisfaction of a Coroner's jury were occasioned solely by the imprudence of the sufferers themselves. Just as reasonable might the *Times* base a philippic against common road locomotion upon the fact recorded in its own columns of the same day, that an elderly lady of Kensington was, on the previous night, knocked down and killed by the *Rocket* Portsmouth coach! We have not been "inattentive observers" of events, any more than the *Times*, and yet we should be glad to know what accident, except that on the London and Brighton line, can fairly be designated a railway accident, within the last three weeks, North Union line clearly caused by carelessness, within the last three months.

The *Times* appears to think that the remarkable freedom from accident which characterized the spring of the present year, was attributable principally if not solely to dread of the impending measure of the late Government for the "better regulation of railways." Surely our contemporary cannot be serious. Does he not know that the Managers of Railway Companies have a much more immediate—a much more pressing—excitement to vigilance than the fear of any enactment which Parliament could possibly impose? Does he not know that the occurrence of every mischance upon a railway, no matter how occasioned, touches the proprietors in the most sensitive of all places—the pocket? Let him inquire of the Brighton Management, and he will find that fifty regulating or restrictive clauses in an Act of Parliament could not have inflicted one tithe of the pecuniary injury upon that undertaking which has arisen from one accident, the causes of which are even now hotly in dispute. One would imagine from these diatribes against Railway Boards, that Directors experienced a pleasure, and derived a positive profit, from being careless of the public safety, whereas the very contrary is so notoriously the case, that it is almost an insult to the understanding of our readers formally to refer to it.

Our contemporary's views of the "equitable right" of the public to impose whatever conditions they please upon the Railway Companies, must be taken with some considerable reservation. We have always maintained that the public safety and public convenience being paramount, it would be a dereliction of duty on the part of the legislature were it to omit the enforcement of any regulations which might tend to secure those objects, provided always that such regulations did not trench upon the private and pecuniary rights of the Companies, which, as we take it, ought to be looked upon as equally sacred with those of other corporations or other individuals. The regulation of external arrangements (meaning thereby arrangements for the safe conveyance of the public), is to a certain extent fairly within the province of Parliament; but neither Parliament nor Government, nor any there power, has the smallest right to interfere in the internal management of a Railway Company's affairs, or in other words, in any part of their proceedings which concerns themselves alone as commercial speculators, and does not affect the comfort, accommodation, and safe conveyance of the community.

We entirely agree with the *Times* as to the disgraceful postponement of really practical measures, (such as Mr. Labouchere's late bill), to the discussion and re-discussion of mere party questions. We denounced the system at the time, and shall continue to denounce it. Let us hope that should a similar measure again come before the legislature, it will meet with that earnest attention and calm deliberation and discussion which its importance so eminently demands.

Another accident, although happily unattended with the loss of human life, occurred last week on the North Union Railway, through the dangerous practice of crossing highways or pathways on a level. The particulars are given in the *Preston Pilot* of last Saturday, from which it appears that on Monday three horses had been put into a pasture field, a short distance from a place called Tur-

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for which purpose there are side gates. These gates were left properly shut at nightfall. It so happened, however, that either by the neglect or culpable design of some individual, one of them had been opened and left in that state. The horses, it appeared, must have first strayed from the field in which they had been put, and had afterwards got upon the line by passing through the open gateway, and while there, the mail train came up, when two of them were killed on the spot, and the third very seriously injured. One of the two killed was absolutely cut in two.

Such an accident might, it is true, have occurred on almost any part of any line through defective fencing, (indeed many such accidents have so occurred), but it is manifest that the danger is much increased when, as in this case, the neglect of shutting a gate, or the opportunity afforded to a mischievous person of opening one, is likely to entail the most serious consequences.

Our Preston contemporary, while condemning in general terms the principle of *ex post facto* legislation, seems to recommend that the proprietors of lines already formed should be compelled "either to erect bridges or construct tunnels at every situation where any public or private road is crossed by a railway. And this regulation [continues our contemporary] would not only be an act of justice and humanity to the public at large, but would ultimately prove to be one of the best kind of economy to Companies, as the outlay, in most instances, could not prove so serious in amount as the cost for the permanent services of a watchman at crossing places where gates are used, and the attendance of such a person is clearly indispensable where the present objectionable system of having side gates prevails. We do hope [he adds], therefore, that Companies will consent voluntarily to give this proper degree of protection, or failing to do so, that the legislature, whose bounden duty it is to provide for the safety of the lives and properties of the public at large, will not hesitate to enforce the performance of so salutary a regulation." In the former part of this "hope" we cordially concur, and have no doubt an alteration of plan, wherever it is practicable (for in some situations it is *not*), would in the end prove to be true economy and sound policy. But we cannot agree with our contemporary, in thinking that Parliament ought in every case, without exception, to enforce the erection of bridges or the construction of tunnels, seeing that it was not without Parliamentary sanction, that lines were thus laid down. We certainly think that these "side gates" ought to be more carefully looked after than they appear to be, and so far Parliament would be justified in enforcing any reasonable regulation.

The *Derby Mercury* of Wednesday, publishes "an extract from a letter from an officer in charge of the Post-office between Birmingham and Preston," from which it appears that on the morning the horses above referred to were killed, the Liverpool train, which met the North Union train at Warrington ran over a cow, and cut her to pieces, and on arriving at Preston Brook, three sheep met with a similar fate. On returning next day, a dog was killed near the same spot! Is it not marvellous that under such circumstances accidents should be so rare? Surely the fencing of these lines should be more carefully attended to.

PREPARATIONS are now making by the Directors of the London and Blackwall Railway Company for the carriage of goods upon that line. Warehouses for the reception of the goods are in progress, and a contract to be completed on the 1st of January next has been entered into for the hoisting and lowering apparatus. The operations are to be confined in the first instance to the conveyance of heavy merchandise from the West India Docks —the great emporium of such commodities— to London; subsequent arrangements will extend throughout the whole line, namely, from the Brunswick Wharf at Blackwall to the terminus in Fenchurch-street. It is proposed to attach one or more loaded waggons to every passenger train (which, as our readers are aware, run every quarter of an hour throughout the day,) and arrangements have been made which will obviate the possibility of delay from this cause. The goods will be delivered at the door of the consignee in the same vehicle as will be used on the railway, the vehicle being lowered into the road so as to render unloading and reloading unnecessary. It is calculated that at least 200*l.* per week will thus be added to the Company's revenue —an estimate which we do not think is by any means overrated, when it is considered that no extra power will be required, and consequently no further expense incurred, except incidentally.

With respect to the passenger traffic, although it is yet far from being what it was expected to be, and what we are convinced it ultimately will be, the gradual and steady improvement which it has experienced, augurs well for its future results. The following are the returns for three months in the past and present years:—

	1840.		1841.
July.....	£2,351	....	£4,294
August.....	3,640	....	5,428
September	3,036	....	4,486
Total	£9,027	....	£14,208

thus exhibiting an increase of about 50 per cent.—a proportion which it is believed will be kept up during the ensuing winter months. The number of passengers conveyed during the last four months has been as follows:—

July.....	225,162
August	252,044
September	236,278
October	201,292

The total number of passengers carried on the railway in the sixteen months that have elapsed since its opening, has been upwards of 2,700,000, *and this without loss of life or limb, or any serious accident whatever.*

The number of passengers embarked and disembarked at the Brunswick Wharf, Blackwall, during the fifteen months ending in September last, was not less than 780,000! We have no doubt that next year even this large number will be greatly increased.

WE alluded incidentally last week to the neglect of some Companies in not making an adequate provision for depreciation of perishable stock. After the very full and lucid explanations of the true principles of a depreciation fund given by the able Deputy Chairman of the Eastern Counties' Railway, at the late half-yearly meeting of that Company, and subsequently repeated by the same gentleman at the meeting of the London and Birmingham Company, we are surprised that so much misapprehension should still exist upon this subject, as is shown by the frequent confounding of a *depreciation* with a *liquidation* fund—two totally dissimilar provisions.

The only argument adduced against the views taken by Mr. RATHBONE at the meetings referred to, and subsequently re-iterated in a letter to a contemporary, is founded on the remarkably equal percentage of expenses on the oldest of all lines, the Liverpool and Manchester, where it is alleged that no depreciation fund exists. Now, for years past, the whole stock of engines, carriages, waggons, &c., upon that railway has been periodically examined and carefully valued. Nay, whenever it has been found requisite (and there have been but very few half-years in which, as the accounts will show, it has *not*) some of the additional new stock of engines and carriages which from time to time have had to be provided, and which other Companies place to the account of *capital* have been charged to *revenue*, in addition to the regular current expenditure. There are few of the periodical accounts of that Company that will not show that some new engines, for example, have not thus been charged. A Company like the London and Birmingham, starting at once with their full stock of engines, and keeping up the number by repairs and restorations of parts as they are destroyed, have not the opportunity of *thus* setting aside out of revenue such sums, in addition to current expenses, as are requisite to meet the gradual destruction of parts that cannot be immediately replaced; and hence the necessity of adopting either their plan of a regular half-yearly per centage to provide a fund to meet these occasional heavy outlays, or the North Union plan of taking the exact sum which the valuation every half year shows to be required. Once, however, establish the practice of half-yearly revaluations of all perishable stock, and the rest must follow; for the proprietors cannot if they were so disposed, declare larger dividends than the real *bona fide* net profits of the half-year warrant. Instituting these revaluations would at once meet both the objections started at the Birmingham meeting above referred to, namely, first that the per centage taken was higher, and was consequently setting aside a larger sum out of revenue, than the actual depreciation required; and secondly, that the current repairs of each half-year ought to keep up, and would keep up, the value of stock of this kind at all times, if originally sufficient and complete. In this latter case, supposing the objectors to be right, the valuation would be satisfactory, as proving that *no* sum need be set apart for depreciation, but this clearly cannot always be.

In making these valuations there would be no difficulty whatever, provided a right principle were adopted. The market price or selling value of the articles should have nothing whatever to do with it, but the original cost of the stock being assumed as the starting point, the only consideration is the amount of depreciation from the wear and tear unrestored by repairs at the end of the period—the relative efficiency, and (if we may be allowed the phrase) the power of durability at the respective dates. If *that* should be less by one-tenth at the end of any particular half-year, as compared with the preceding half-year, then 10 per cent. on the value of the stock is the sum to be taken from the revenue, in addition to the amount consumed in current repairs, and out of which sum the heavy outlay of replacing the worn-out machines by new ones must come.

IN adverting in our last number to the terms which have been agreed to by the contending parties in the Edinburgh and Glasgow Railway

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Direction, in respect of the new Act of Parliament to be applied for next Session, we took exception to the restriction of residence clause, as almost the only objectionable feature in the arrangement, and this rather as a matter of principle than from any practical inconvenience which is likely to result from it. We have reason to believe that the proposal of appointing (if it should appear fit) five Directors unconnected locally with either of the terminal towns, is intended to give the English proprietors (the great majority of the whole) an opportunity of putting into the Direction as many as five of their number to look after their interests, should it be deemed expedient.

In the original London and Birmingham Act there was a clause requiring ten of the Directors to reside within twenty miles of Birmingham, (where at present there actually are not, we believe, ten proprietors holding a qualification,) and ten within twenty miles of London, leaving the proprietors unrestricted as to four of the members of the Board. After long discussions between the Directors and proprietors, all restriction of residence was, by common consent, swept away in the amended Act, and now the Board may consist of any number between twelve and twenty-four members, without the smallest limitation as to locality.

THE Half-Yearly General Meeting of the Cheltenham and Great Western Union Railway Company was held last week, and a notice of the proceedings will be found in another column. It will be seen that a dividend of 1*l.* per share was declared out of the proceeds of the rent paid by the Great Western Company for the lease of that part of the line already constructed; and although unfortunately a further call, which has just been made, of 10*l.* per share will neutralise all immediate benefit to the proprietors from this source, it is so far satisfactory to know that upon the expenditure already incurred, the Company are in the receipt of interest at the rate of from 3 to 4 per cent. per annum. This is no very magnificent return certainly, but it is more than many persons anticipated from the undertaking in its earlier operations. We could have wished that further information had been given as to the traffic upon the Cheltenham line, which the Directors of the Great Western Company, greatly, we are convinced, to their own hurt, persist in mixing up with the results of the working of the parent line and of the Exeter branch.

It will be seen further, that the Company are yet undecided as to their future operations —whether they shall proceed to complete the line to Cheltenham, or stop short at Cirencester. We are by no means partial to the mutilation of undertakings for which Parliamentary sanction has been sought and obtained; but if a Company's funds will not admit of the completion of their original scheme what are they to do, especially if, as in this case, further capital could not be raised except on the most ruinous terms? The Cheltenham Directors have taken the most prudent course in the mean time—namely, to apply to the legislature for an extension of their powers and to watch the course of events. We trust that the prospects of the Company will ere long be more bright.

The rumours which had got abroad as to the condition of some of the works on the line which it was alleged would render the closing of it during the winter months indispensable, were most unequivocally pronounced by the Chairman to be without foundation. We are glad to hear that the works have suffered no more than might have been expected from the extraordinary weather with which we have of late been visited.

A FEW weeks ago we threw out a suggestion for enabling the public to secure, with greater readiness and less personal trouble and expense, particulars as to the times of starting of railway trains, their rates of charge, and other matters connected with locomotion. Our plan had reference to the establishment of what might be called a A TRAVELLER'S INFORMATION Office, in the city, and a similar office at the west end of town, at either of which the public might be furnished, without cost, with the fullest and most satisfactory details as to any particular route. It gives us great pleasure to find that our hint has been promptly taken, and that measures are in progress for carrying it into practical effect. In our advertising columns will be found a prospectus of such an institution, embracing not only railways but steam navigation, and in fact every species of conveyance. Mr. SYMONDS, whose name is attached to the announcement, is a gentleman for whose great respectability and thorough competence for the duty he proposes to undertake, we can conscientiously vouch; and we sincerely trust that the plan will at once secure the warmest patronage and support of the Companies. We do not see, indeed, what opposition it can possibly encounter, as it interferes with no existing arrangement either of Companies or booking offices, except to spare the authorities of the one and the servants of the other much trouble and annoyance. The benefit to the proprietors of railways from thus increasing the facilities offered to the public, are too obvious to require enumeration. We again strongly recommend the scheme to the immediate notice of railway authorities, in all parts of the country (for although situated in the metropolis, the effects of the institution will be felt over the whole kingdom), as securing a vast amount of good at a very trifling cost. It only requires to be once established to have its merits generally appreciated.

IT is stated in the daily papers, that in consequence of so many fires happening in different parts of the country, the Directors of the London and Birmingham Railway have ordered of Mr. Merryweather, the engine maker, Long Acre, London, a new and powerful fire engine, one of the largest size, which will be capable of throwing above 200 gallons of water per minute, fitted up in the first style, with railway wheels and buffers, to run on the line as the engines and carriages do. In case of fire on the line or otherwise, they will be able to attach it to an engine or train, and start it at a moment's notice.

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INQUESTS have been held on the bodies of the two gentlemen who were killed on the Grand Junction Railway on Thursday week, as noticed in our last number. The evidence fully cleared the officers of the Company from all blame, and verdicts of "Accidental Death" were returned without the imposition of any deodand.

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THE effects of coach-competition are thus noticed in one of the provincial journals:—"A few days ago a gentleman inquired of the driver of a coach which had just changed horses, and was on the point of starting from an inn on the road between Southampton and Weymouth, the price of the fare to the next town. It happened that the horn of a rival coach was within earshot, and rapidly appro[illegible] Coachee's answer was, 'What you please—anything—a glass of grog—nothing at all—jump up, sir!'"

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THE *Staffordshire Gazette* mentions, that it having been ascertained that baskets of game sent by the Grand Junction Railway had been plundered to a considerable extent, and complaints on the subject reaching Mr. Booth, of the Station, in Stafford, he immediately wrote to the Directors of the Company, suggesting the following plan to prevent this species of robbery, and which we are glad to find has been adopted:—That every package should be weighed at the station at which it is delivered, and again on reaching the nearest point of its destination; and that gentlemen sending game be requested to have the weight or number affixed to the direction when they despatch the same. Orders to this effect have, it is said, been issued to every station on the Grand Junction line; and if the regulation be duly observed, and as far as the Railway Company are concerned it will be so, detection must be inevitable.

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THE *Brighton Gazette* says:—"The town, notwithstanding what may be said by journals hostile to the railway, is overflowing with company, and that of a more fashionable description than we have had for some months."

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THE Ulster railway will be further opened as far as Lurgan, on Monday next. A correspondent of a local paper recommends that a complimentary dinner be given to the Directors on the occasion, by the gentry and residents generally of the neighbourhood. We should be glad to see this mark of honour and respect to a body of men who so richly deserve it.

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IN addition to what we stated last week respecting the Edinburgh day mail, we find that if a mail train left the Euston station at half-past nine in the morning, and went down to Darlington (264 miles) at the rate of 24 miles an hour (stopping a quarter of an hour at Derby for refreshment,) it would get to Darlington at a quarter before 9 at night. The *Chevy Chace* coach performs the remainder of the journey to Edinburgh in fourteen hours and a half, so that if a mail went forward from Darlington at the same rate, it would get into Edinburgh at half-past 11 the next morning, which is *two hours and a half earlier* than it does at present.

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EASTERN COUNTIES' RAILWAY.—Much anxiety having been felt as to the injury which the long-continued rains were calculated to do the Eastern Counties' Railway, we have inquired into the subject, and we find that though some slips have occurred on the embankment between Brentwood and Romford, the whole line is at present perfectly safe. In an interview we had with one of the Directors, he assured us that he had himself inquired into the matter, and found no slip of consequence had occurred for a considerable time; and having ourselves passed up the line last week, we witnessed the care and caution which were observed throughout. The late wet weather of course suspended the progress of the works on the line towards Colchester; but the last few days being dry, the operations have been resumed at Witham, Hatfield, Kelvedon, and other places. Since writing the above, we have received a letter from Mr. Braithwaite, the Engineer, who states that the line of rails is in the *most perfect order*, and that the reports to the contrary which had reached his ears are entirely *without foundation*. —*Chelmsford Chronicle.*

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RAILWAY OFFENCES AND OFFENDERS.

We have already referred more than once to the case of the man Beadle, late a guard in the service of the London and Brighton Company, who was convicted by the Croydon magistrates of a gross and most unmanly outrage on a female passenger, and sentenced to the paltry fine of 40s., which, as is usual in such cases, he immediately paid. We had the satisfaction of stating last week, that the man had been instantly dismissed the Company's service, and we are quite sure it will be some time before he obtains similar employment upon another line. Our object in again adverting to the case, is to notice the prompt and praiseworthy interference of the new Secretary of State for the Home Department, Sir James Graham, in reference to the punishment inflicted by the Croydon Bench upon Beadle. It appears that Sir James has expressed to the Croydon magistrates a strong opinion as to the inadequacy of the punishment, and the only excuse which their worships' plead is that the man was in addition to lose his situation. With all submission, *that* was a point with which the Croydon Bench had nothing whatever to do. They sat there to punish a particular offence, without reference to the present position or future prospects of the offender. It was for the Directors of the Company to determine as to his remaining in their service; all that the Bench had to do was to take cognizance of a particular act.

It gives us sincere pleasure to find Sir James Graham so vigilant in matters of this kind, and we trust the hint conveyed to the Croydon magistrates will not be lost upon their brother justices throughout the country. Interference of this kind was assuredly much needed.

A copy of a lengthy circular, addressed by Beadle to all the daily papers, has been forwarded to us, but it contains nothing that in the smallest degree alters our opinion of the case. Beadle may *not* have been guilty (although he brings nothing forward in proof of his innocence but vague assertion, intermixed with insinuations to the prejudice of the prosecutrix), but the Croydon Bench having been satisfied of his guilt, were we repeat very seriously to blame for awarding so trifling a punishment.

William Anderson, an engineer, was on Monday week brought before the magistrates at Warrington petty sessions, charged with riding in one of the carriages of the Grand Junction Railway Company, without paying his fare. On the arrival of the London and Manchester mail train at Warrington on the previous Sunday morning, two gentlemen, who occupied seats in one of the carriages, complained to the guard that some person was under the seat, and on the conductor and guard making a search, they found the prisoner lying at full length in the space between the bottom of the carriage and the seat, and he was immediately taken into custody by one of the railway police. The defendant must have ridden from Birmingham, if not further, as there had been no opportunity of his entering the carriage unobserved between that place and Warrington. In his defence, the prisoner stated he was employed on the Gloucester and Birmingham Railway, at Bromsgrove, and having been to Birmingham to make some purchases, had drunk more than he was accustomed to do, and could not tell how or at what place he had entered the carriage. The magistrates having commented upon the great danger of persons acting as the defendant had done, as, in all probability, had the carriage been occupied by females or nervous persons, they might, on discovering the prisoner's presence there, have thrown themselves out of the carriage and been killed, ordered him to pay a fine of forty shillings and costs, or be committed to hard labour for two months.

SLIP OF EARTH ON THE CROYDON RAILWAY.

A VERY serious slip occurred in the New Cross cutting of the London and Croydon Railway on Tuesday evening, shortly after eight o'clock. The spot where it took place is about a quarter of a mile from the New Cross station, and where the depth of the cutting is about 70 feet, with a batter of 2 to 1. At the bottom of the cutting there is a band of hard black sand with shells, and over it a stratum of strong blue clay about 14 feet deep; the top of this forms the floor of the slip, which is entirely of a porous yellow clay, abounding in septaria, sulphate of lime, and sulphur, and when saturated, almost of a semifluid character. Ever since the formation of the railway, this top stratum has been subject to considerable surface slips, which the late prevalence of rain had brought down over the floor, so as to require their removal by night.

On Tuesday evening a Brighton luggage train arrived just as an increased movement of the earth commenced; and it shortly appeared prudent to stop the succeeding trains, and within the hour the heavy fall took place. A large quantity of earth, extending for about 120 yards in length, and variously estimated to contain from 15,000 to 25,000 cubic yards, came gradually down from the top of the west slope in one mass, driving forward over the edge of the floor so much clay as to cover both lines of railway to a depth of nine or ten feet.

The Chairman and the principal officers of the Company met during the night to make arrangements for the working of the traffic on the ensuing day, and for the immediate commencement of operations for clearing the line. Several of these gentlemen were on the works for nearly the whole night, and before four o'clock Messrs. J. and T. Wheatley, the large coach-proprietors of Greenwich, were engaged to provide a sufficient number of four-horsed coaches to convey the passengers, travelling by the Brighton and the Croydon Railways, both ways, between the New Cross and Forest Hill stations. This assistance was supplied promptly and efficiently, and no effort or expense was spared by the Directors to diminish as far as possible the inconvenience arising from so unforeseen an accident. It has since been arranged for the trains from Croydon and London to meet at the slip, so that the passengers may pass and repass from one train to another, a distance of about 300 yards, on a gravelled or planked walk, up and along the slope opposite the slip. The Brighton passengers will continue to travel by coaches between the New Cross and Forest Hill stations, until the rails are cleared, which, if the weather is sufficiently fine, it is hoped will be effected in the course of a few days. Three engines and several horses are at work, and as large a force of men as can be effectually concentrated upon the spot are employed, day and night, to remove the earth. We understand that the Brighton and the Greenwich Companies, and their resident Engineers (Mr. Statham and Mr. Miller) instantly offered and afforded every assistance in their power. Sir Frederick Smith, and the Directors and Engineers of the Brighton and South-Eastern Railways, visited the slip early on Wednesday morning.

RAILWAY SALARIES, &c.

To the Editor of the Railway Times.

SIR,—I was in hopes that our "Friend to the Subs." would have met with a helper instead of an opponent in an "Old Clerk," as his letter was intended to awaken the proprietors and shareholders to the many difficulties that railway servants have to contend with, but I am happy to find that our friend "C." has taken up the cause so ardently. In the first instance, I beg of the "Old Clerk" to point out any one instance of insolence by a railway servant that has not been treated as it ought, either by a severe reproval or an immediate dismissal—the latter most likely. It is so on the line I am employed on, and I have no doubt it is so on others. But I must fully bear out the remark of "A Friend to the Subs." (from actual experience in the matter) of railway servants being open to every species of insult, and conduct almost unbearable from passengers, who well know they have no redress. Complaints from the servants of the Company would be thought nothing of by the Committee, but if on the other hand complaint is made against a railway servant, immediate dismissal (almost without a hearing) is the result. Such is the precarious state of a railway servant's situation. Why is it so? Because as the "Old Clerk" truly says (the only just remark I can give him credit for,) there are thousands looking out for situations, but not a tenth of them in the least manner competent to fill the situation they apply for. Let me ask him who are the successful applicants? The one that has the most influence with the superintendent or some of the Directors, not the person most competent. I could, if I dare, point out to the public many cases of such unjust conduct towards railway servants, to say nothing of their low salaries; but it is not all the servants employed on the railway that are badly paid. It is only those in subordinate offices, and those that have nothing to recommend them but their exertions. I am not so badly off in point of salary as our friend "C." I do receive a little more per diem than he does, but I am conscious my pay is not adequate to my exertions. I am required to be at my duty, and a very responsible one, from 6½ A. M. till 7, 8, and sometimes 9, P. M. Thus my whole life is engrossed in the Railway Company's interests, and for what? For 100*l.* per annum! I would ask "An Old Clerk" what can a man with a family save from 100*l.* per annum, and make a respectable appearance? Rent and taxes in the part where I reside exceed 35*l.* per year; firing at the high price it is in London, 5*l.* per year; living at a moderate rate 55*l.*; and 5*l.* per year to clothe yourself, wife, and family. In case of illness what resource is there then? You may live on the air for all that the Company care. If one cannot stand the inclemency of the weather another will. We want, say they, able-bodied men, and when you are old, or illness comes on, you may go where you like; we can fill your place with one that is young and vigorous. Ought this to be? I cannot boast of being "An Old Clerk," but beg to subscribe myself a young but experienced one, and a Sub.

M. D.

We understand that a reply to Mr. W. A. Wilkinson, the Chairman of the Croydon Railway Directors, on the subject of "The Toll Question, as exemplified in the case of the Croydon and Greenwich Companies," is in the press, and will be ready for publication at the beginning of the week.

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THE STANDING ORDERS OF PARLIAMENT RELATIVE TO RAILWAYS.

To the Editor of the Railway Times.

Sir,—As your paper is devoted to the advocacy of railway interests, I shall make no apology for troubling you with a few observations on a subject which I have seldom found alluded to by your correspondents, but which I firmly believe is acting as a greater impediment to the further prevention of railways throughout the kingdom, than any other cause. I allude to the Standing Orders of the House of Commons, which require that plans shall be deposited and notices given in the newspapers a whole year prior to the introduction of any Railway Bill into Parliament, and that ten per cent. of the estimated capital shall be paid into the Exchequer before the Bill is introduced.

When I tell you that with two very unimportant exceptions, not one single railway Bill has passed the legislature since the framing of these orders in 1837, a period of four years, although in the preceding four years forty-seven Acts were passed, you will probably agree with me in thinking that they must have had some influence in checking those truly beneficial undertakings, for many attempts have been made in the interval to surmount the difficulties imposed by these orders without success. It is indeed manifest that parties will not embark their capital in a project which can only even be submitted to the sanction of Parliament twelve months after the plans relating to it have been matured and deposited, and, consequently, in most of those cases where the costs of the preliminary surveys had been incurred, it has been by speculative parties, in the hopes of afterwards establishing a Company to take up the Bill and raising a capital before the meeting of Parliament. Thus it happens, that measures are insufficiently got up, and speculative lines of railway laid down through properties, to the great annoyance of the landowners, who do not know for a whole year whether the measures will be proceeded with or not, and at length (although capital might be possibly raised if the undertaking had been well matured in the first instance) the preliminaries are found to have been so insufficiently fulfilled, that it is impossible to bring the Bill before Parliament, and so the measure falls to the ground. As a proof that I do not speak at random in this assertion, I beg to refer you to the return moved for by Lord Robert Grosvenor in the session before last, and which was published in your paper, from which it appears, that in the month of March of the first year after the making of the new orders, fifty-five railway plans were deposited, and notices of railway Bills given, of which one only passed, being a mere tram-road, involving an expenditure of 20,000*l.*

In the next year, twenty-five plans were deposited, and notices given of railway Bills, of which one only passed, viz., the West Durham Railway, with a capital of 45,000*l.* In the next year, thirty-six plans were deposited, and notices given, but not a single Bill passed!

I am not aware what notices were given of railway Bills for the session of 1841, as the return does not extend to that period; but only one insignificant Bill passed for a small Scotch railway.

It appears, therefore, that since 1837, when these new Orders were framed, not 100,000*l.* has been authorised by the legislature to be expended on new railways.

If we look to the period immediately preceding that year, we shall find by the same return, that in 1833, five railway Acts passed, including the London and Birmingham and Grand Junction Railways. In 1834, five, including the Southampton Railway. In 1835, eight, including the Great Western Railway. In 1836, twenty-nine, including the North Midland, the Midland Counties', the Birmingham and Derby, the Manchester and Leeds, the Eastern Counties', the South-Eastern, the York and North Midland, &c. &c. In 1837, fifteen, including the Chester and Crewe, Chester and Birkenhead, Manchester and Birmingham, Glasgow and Greenock, Glasgow and Ayr, &c. In 1838, the Edinburgh and Glasgow Railway Bill passed, subsequently to the framing of the new Orders, but it was only by means of a *dispensation from them*, on the ground that as the measure had been before Parliament in the preceding year, the Standing Orders did not apply to it, and without such dispensation the Act could not have passed!

Most of the great undertakings authorized by these Acts have now been completed, and their national benefits cannot of course be denied. They are immense and self-evident, yet most certain it is, that had the present Standing Orders been in existence at the time they were first projected, England would be without the benefit of the greater part of these railways at the present day. I can speak myself of the difficulty experienced in raising the capital for the London and Birmingham and Great Western Railways, in the latter of which, finding it impossible to raise money, with a deposit of five per cent., the Directors were obliged to reduce such deposit to 2*l.* 10s., and even then with great difficulty filled their subscription list. How then could they have obtained 10 per cent. as required by the present Standing Orders?

Can any one pretend to deny the immense advantages which must have accrued to the country from the outlay of the millions which these railways have cost in their construction? Yet, now they are nearly brought to a conclusion, where is the army of labourers who have been engaged on them to find employment? Let our legislators consider seriously the effect of disbanding such an army at a period of distress like the present, and I think they must come to the conclusion that it would be wise to adopt some means of continuing them in employment. What means, then, are so palpable as the encouragement rather than the suppression of railways—undertakings which pay doubly, inasmuch as the benefit arising during their construction is almost equal to their advantages when constructed? It is quite impossible to prove that, under the old system of Standing Orders, any evils existed at all commensurate with those which have resulted from the passing of the new ones. These latter have been framed principally for the protection of landowners, and for the prevention of modern speculation; but no one who has had anything to do with the carrying out of a railway, will consider that landowners have had much to complain of, and with regard to speculation, surely it is hardly necessary to place insurmountable obstacles in the way of beneficial undertakings, lest a few designing persons should profit by the weakness of others. The public at large can generally pretty well discriminate between good and bad undertakings, and it is for the public that Parliament should legislate, and not for the few.

The return obtained by Lord Robert Grosvenor to which I have above referred, was moved for by him on occasion of an unsuccessful attempt made by his lordship to procure a relaxation of these new Standing Orders, in favour of a railway from Chester to Holyhead—a measure, the public importance of which cannot be over-rated, and which, with a slight assistance from Government, might have been readily carried out, by a Bill which, had the Standing Orders been relaxed, would have been introduced in the last session. This return speaks for itself, and it behoves all who wish to see the railway system extended in England to apply themselves vigorously to obtaining a repeal of Standing Orders, which have been productive of so lamentable a suppression of these truly national undertakings. I should observe, that the House of Lords have refused to concur in the Order of the Commons requiring a deposit of 10 per cent. on the capital of Railway Companies, though they have adopted the Order requiring the deposit of plans a whole year prior to the introduction of any Railway Bill. It is only, however, to the unfortunate *railways* that this Order applies; for Canal Bills, or Dock Bills, or Road Bills, doing quite as much injury to landowners as a railway, may be introduced on depositing plans and giving notices of the application to Parliament, *two months* only before the introduction of the Bill.

This Order, requiring notices to be given and plans lodged, in the case of railways, a whole year before the application to Parliament, applies as well to deviations and amendments of railways already authorised, as to *new* railways; and it has been held in some recent cases, that you cannot alter the *section* of a railway, or even the *ascent of a bridge* over a railway, or any other work connected with it, without depositing a plan and giving notice of your intended application twelve months before it is made! The result, therefore, necessarily is, that inasmuch as the works cannot be stopped for a whole year, the railway is made on an inferior plan, which, if the rules of Parliament permitted, might, without injury to any one, be materially improved, to the permanent benefit of the public, for whom alone the railway is made. In the case of one important railway in the north, where it was determined to alter a portion of the line as at first authorised, the works were actually stopped for a whole year, to allow of the application to Parliament. During that time, the landowners on the original line, as well as on the proposed new line, were in a happy state of uncertainty as to which would eventually be sanctioned by Parliament; and as the property on both lines consisted principally of houses and building land, it may be readily supposed what injury they must have sustained by the doubt and uncertainty in which they were placed. Yet these new Orders were made principally for the better protection of landowners!

I should occupy too much of your valuable space if I were to enumerate the various instances of inconvenience and injury which have resulted from the above alterations of the old Standing Orders, but I have probably stated enough to show, that they are calculated most seriously to impede the development of the railway system in this country, and that they have already done so to an alarming extent. The necessary consequence has been, that English capital has been applied to the making of railways in foreign countries; and at this moment the principal railway in France, viz., from Paris to Rouen, is being made by means of English money, English engineers, and in a great measure by English labourers unable to procure employment at home! I could instance others in America also, in which English capital to a large extent has been embarked; and I would put it candidly to the consideration of all persons, whether any good which has resulted from these Standing Orders, is at all commensurate with the evils they have entailed. If not, surely it is time they should be repealed. In the Committees of the House of Commons, on the framing of the Standing Orders, evidence has been repeatedly given by the Parliamentary agents having most experience on the subject, of the great inconveniences which are felt from these Orders; and in looking through the printed Reports of those Committees, it does not appear that any one witness has given evidence of the remotest benefit derived from them!

To you, therefore, Sir, as the advocate of the railway interests throughout the country, I submit the foregoing statement, in the sincere hope that it may lead you to turn your attention to a subject of so much importance, and that by your assistance the old order of things may be restored, under which so many important railways have been brought to perfection.

I remain, Sir, your most obedient servant,

B.

THE TOLL QUESTION—GREENWICH AND CROYDON RAILWAYS.

To the Editor of the Railway Times.

Sir,—I have seen in your last Number the extract* from a pamphlet published by the Chairman of the Croydon Railway, in which he endeavours to prove, that the Greenwich Company have no claim to any extra charge per passenger per mile, for the use of their line, although it cost four or five times as much per mile, as the lines which run into it, the

* Not an extract—the pamphlet *verbatim*.—Ed. R. T.

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traffic of which lines could not have come into London, unless that expenditure had been incurred, either by themselves or some other Company.

Now it strikes me, Sir, that the Companies which run into the Greenwich, will be most fortunate if they can persuade the Greenwich proprietors to allow their line to be used on any such terms, for in that case, while the London and Birmingham Great Western and Southampton lines will have had to pay the usual charges for coming into a city like London, these Companies will be able to get to the very centre of the city at the average cost of long lines, thus saving to those Companies the outlay and interest of several hundred thousand pounds. Truly, Sir, the Croydon proprietors will have occasion to congratulate themselves on their having such an efficient chairman, when this arrangement between the Companies shall have been carried into effect, the more so, as it will be the first time the principle sought to be established has been acted upon. In Lancashire, for instance, they do not appear to have half the penetration of the Chairman of the Croydon Company, as the Sheffield and Manchester runs upon the arches of the Manchester and Birmingham into the town of Manchester for three quarters of a mile, for which they are to pay the latter Company twopence toll for each passenger. This is more than the Croydon now pays to the Greenwich in proportion to the distance.

The only injury that can arise to the Croydon Railway is the loss of a fair amount of dividend upon a part of the line; but what of this. The Greenwich proprietors lose one per cent. for every five per cent. lost by the Croydon people, and that is quite sufficient to satisfy any reasonable person. There is a circumstance also which has occurred in reference to the Liverpool and Manchester, which bears some analogy to this subject, which I will also mention. For some years after the opening of that line the trains stopped at Edge Hill, which is a mile from Liverpool, but passengers are now carried into the centre of the town by means of a tunnel formed under the houses, and the Directors of that Company had the injustice to charge an additional sixpence upon every passenger after the tunnel was formed, to remunerate them for the great cost of the tunnel, instead of trusting for remuneration to the increase in the number of passengers which such an event was sure to create. Thus you see the same ignorance prevails in Lancashire as is manifested by the Greenwich Board, but it is a satisfaction to learn, which I do from the pamphlet referred to, that a brighter era is dawning upon us in reference to such matters.

I remain, Sir, yours truly,

A CONSTANT READER.

Hornhill, November 1, 1841.

[We have struck out several personalities from the above which we believe to be undeserved, and which at any rate could not have helped out our correspondent's argument.—ED. R. T.]

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Having recently been called upon to advise in the matter of a considerable investment intended for the Great Western Railway, I have made a thorough and very minute inspection of the whole line, together with its branches, and having carefully examined all the Reports and proceedings of the Company up to the present time, I am led, seeing the very extraordinary statements recently made in your journal, to submit to you the result of my inquiry, and what is of far greater moment now, and at all times—the *grounds* upon which that result is based.

In the first place, my inspection of the line was satisfactory; I observed a considerable traffic in nearly every train to Slough, a fair traffic to Reading, and traffic as far as Steventon nearly equal to my expectations; and though that to Bath and Bristol was inferior to the long traffic on the other great lines, yet, that also will have some, though from the nature of the population not a corresponding, increase. The branch lines were also doing a fair business. The road itself has, from its greater breadth, an influence upon the mind not existing upon any of the great business lines; the traffic is safe and regular, and necessarily adds to the feeling of security and completeness which accompanies space. The works are, as far as Swindon, in fair working condition, though the embankments beyond Swindon, or rather from Wootton Bassett Road to the 88th mile-stone, are in places very insecure, and the tunnel exposed to some risk at the end nearest to Corsham. So far the traffic and the road itself, though they present no special feature, are equal to the average summer traffic of other pleasure lines, and would perhaps justify investment at par *now*, though a fair return to the original holders at par, including five years interest, or 125*l.*, is not to be expected, taking the cost to be that of the average of the other long lines in operation. The cost, according to the last Report of the Directors, is 6,350,000*l.*, and to this they do not pledge themselves to adhere, though their Engineer (whose estimates have been in every instance exceeded, in some, according to the evidence of Mr. Gravatt, his colleague, doubled) states, that he should consider 100,000*l.* in the course of the next year a large excess. With this admission, the actual and admitted expenditure may very safely be taken at 6,500,000*l.*; whilst the works stated as yet necessary to the completion of the railway, including amongst other matters, a station for London, suited by its magnificence to the character of the work, and a probable extension of the line at the London end, *cannot* be constructed for a less further sum than 500,000*l.*, nearly in the whole a grand total of 7,000,000*l.*

To this conclusion I have been compelled to come, not only by the necessity of the new works corresponding in their splendour, and consequent outlay, with the line itself and the edifices already constructed, but by the certainty that the outlay already indicated, as foreseen and necessary, will be greatly exceeded, and that the eventual cost or outlay will greatly exceed 7,000,000*l.*, and from this I see no possible escape, if the short traffic, which is on this line the most important feature, and to which numerous separate trains are devoted, is to be developed and extended.* I have dwelt upon the cost because in this will be found the great, the fatal, mistake, a mistake not peculiar to the Great Western line, though that has been more unfortunate than its brethren—that of confiding one set of interests to parties who have interests differing at least, if not always opposed to those confided to them. The true interest, purpose, and object of the Great Western Railway Company was the construction of a railway at the least possible cost, consistent with safety, speed, and efficient working; the object of their Engineer was, at any expense, and the greater the more efficient for his purpose, to write his name on the most magnificent and splendid work in the world, and *this he has done*, at an expense of not less than 7,000,000*l.* to the proprietors; whilst for a sum much less than 5,000,000*l.* a line equal in every respect might have been constructed from London to Bristol—a saving much more than equal to a traffic superadded to the present of 100,000*l.* or 200,000*l.* per week. I say much more, seeing that not only would bond interest have been saved to that amount, but all the services being on a more moderate and economical scale, would have been less costly at first, and less costly to uphold. The traffic, as I have said, I find fair though not remunerative, and the expenses of management, from all that I could ascertain from the various parties to whom I had access, not very greatly exceeding that of the Birmingham on the first year of its opening. To these points, however, I attach not so much importance. The expenses are capable of diminution, and the traffic of augmentation; but the first cost being in excess is irretrievable. It is a fixed quantity; it is immovable. All my experience gives me hope of gradually lessening expenses, and progressively increasing traffic; but with the original cost nothing can be done. There is nothing to sell but the road, and that can only be sold after the mode in which the other heavy cost lines have found their level by a very great fall in their value.

The question which I had to solve for my friend was the *actual present* value of the shares, judging from the experience obtained by the working of the four months it has been completed, irrespective alike both of any speculations upon contingencies, future increase or decrease, and of the price of the day, depending, as that does, upon speculation.

As it may be useful to give the facts upon which I found my conclusion, after the statements which have lately appeared in your paper, I submit them for the earnest consideration of all those who may contemplate investments in this line, influenced by the speed and safety attendant upon its services, and the magnificence (magnificence how dearly purchased!) of its exterior:—

Expenses per mile upon 169 miles, same as the Birmingham, which after 3 years experience are reduced to 2,600*l.* per mile	£439,400	
Rent to Bridgewater and to Cirencester	47,000	
Tollage additional to Bridgewater	13,000	
Interest on 3,500,000*l.* bonds	175,000	
		£674,400
Receipts, which in no event can exceed 12,300*l.* per week		639,600
Leaving a loss of		£34,800

These are facts, *not fancies*, and when coupled with a gradual and great decrease in the traffic for the next six months, are calculated to chill the expectations and sadden the hearts of those who, listening to their hopes and judging with their eyes, have, at the present value, become interested to the extent of 5,000 shares in one family.

I have said that the above statement is incontrovertible; but to prevent all cavil, I will explain that though neither receipt nor current expenditure can be stated with precision, yet the amount of gross receipts will assuredly be *much less* than 12,300*l.* per week on the average of the whole year. This must be obvious to those who, like myself, are accustomed to deal with facts not fancies, and who are aware that the *average receipts* on long lines bear the same proportion to their *highest* week as 6½ to 9, which upon a receipt of 15,000*l.*, the highest receipt on the Great Western gives an average of less than 11,000*l.* per week. The receipts, therefore, as given above, are obviously in excess, and very greatly in favour of the railway; whilst the current expenses, taken for the first year of the Great Western at the *minimum* reached by the Birmingham after three years' experience, upon a road less costly at the first, where all the works are economically constructed and administered, where the gauge is less, carriages and engines far less costly at first purchase and less costly to repair, where coke is far cheaper, and where the road being consolidated presents little scope for outlay, must, if fairly stated, *far exceed* the sum assigned to them.

Having thus shown that the only two amounts with respect to which any doubt could exist, are stated greatly in favour of the Great Western, it thus inevitably results that by no contrivance can a dividend be *fairly* declared.

I have stated that my examination applies to the present receipts and expenditure; but an obvious and inevitable *future* should notwithstanding be taken into account. I have therefore given my best attention to discover any rational ground for expecting any great increase, and I regret to say that after the most diligent inquiry I am compelled to come to an adverse conclusion. The existing traffic as far as Swindon has received its development, and the only portion of the traffic from which more than the ordinary increase can be expected is that from Bath and Bristol. The Exeter traffic, being entirely agricultural, is not susceptible of much increase, and may be expected to remain, like that on the Birmingham, nearly stationary after the first

*At present the stations short of Slough are useless, and a source of delay, seeing that whilst the distance is performed in from 10 to 15 minutes, it takes passengers on the average an hour to get to the place of destination.

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sate for the influx in the first season, arising from novelty; whilst Bath and Bristol, though important places, do not comprise together a population of more than 200,000, thus offering a meagre pabulum to a line costing 7,000,000*l.* The after increase can therefore in no case be expected to exceed 50,000*l.* per annum from the line as at present opened to Bridgewater and Cirencester, a moiety of which will be absorbed by the additional interest upon capital yet to be raised. Taking into consideration the thinly-scattered population on this line as compared to the Birmingham, I rather view the existing traffic (totally inadequate as it certainly is) to be in excess, and to arise from the novelty of the experiment, than as the natural traffic giving ground for hope of increase; and feel certain from what I have ascertained on the line, as well as from information derived from authentic sources, that the increase on the second year will not much, if at all, exceed 1,000*l.* per week, which, as before stated, will not be an increase of more than 25,000*l. clear.*

I have not thought it necessary to advert to the extraordinary course adopted by the Directors, a course which has met with universal reprehension, that of giving the receipts of the Great Western, the Bristol and Exeter, and the Cheltenham, as the receipts on the Great Western alone. This is a matter between them and their proprietors, who will perhaps discover that had their receipts been stated openly and without disguise, they would sooner have known their true position, and have had the same opportunities for changing their investment that have been seized by those who have all along been aware of the true position of this concern. With the example of the Leeds and the North Midland before them, the sanguine holders of this line, hoping against hope, have a sad, a dreary future in store. The holders in the North Midland and the Leeds, misled by the sanguine and by the INTERESTED who were all the time selling their shares, wilfully shut their eyes, and at each pause in the downward descent considered themselves secure from further loss. Winter (dreary November) came at last, and the sanguine who refused 10 premium, were compelled by their wants, or impelled by their altered feelings and convictions, to sacrifice at 35 discount to the profit and advantage of the sinister deceivers, who, whilst selling their own shares at high prices were upholding those lines (as now the Great Western), as offering a certainty of dividend without equal. The same game of the sinister against the sanguine and confiding is now playing, and having ascertained beyond all question that great interests are at stake and are sought to be sub-served by the most unworthy means, I have deemed it a duty to bear my testimony, and to adduce the evidence of *facts and figures* in order to guard the well-intentioned and the hopeful against being again deceived; and as my time is more than fully occupied, I have devoted the first leisure to this communication, which I have made at great length, as I have considered it to be of the highest importance to your readers to have the whole case stated at once *fully* and *fairly*.

I am, Sir,
Your constant reader and admirer,
S. P.

Birmingham, Nov. 1, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I am rather anxious to know from you whether the late loans raised by the Great Western will have their interest paid at the same time as the interest on the original money raised under the Act of Parliament, or whether the late loans will only receive interest in case of surplus.

The share capital of the Company is 4,500,000*l.*, in addition to which they are entitled to raise 1,500,000*l.*, or one-third more by the issue of bonds. The Directors have, however, as it appears to me, taken the very dangerous course of borrowing 1,500,000*l.* against calls not yet made, and are now trying to raise a further sum of 500,000*l.* on what they can, from motives only without the strongly opposed to, all legal sanction, which restricts them from raising more than one-fourth of their capital by loans.

Now, with falling receipts, I am apprehensive in the event of a deficiency that the Directors may, to save themselves from the consequences of the dangerous course they have adopted, try to pay all the holders of the bonds *pari passu*, or to make them all sharers in any deduction it may be necessary to make, and to this I am decidedly opposed, as I contend that the money lent under the sanction of the Act of Parliament must first be paid in full, and any deficiency must fall upon those who have lent their money upon the bonds issued by the Directors, which have no legal sanction whatever beyond that of the Directors in their individual character.

I am Sir, with much anxiety,
Your obedient servant,
J. D.

London, Nov. 3, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—In the printing of my letter of the 20th ult., inserted in your last number, two errors of the press have crept in, which renders the letter contradictory.

In my manuscript it is stated thus—

Net traffic		£700,000
Interest on 2,725,000*l.*		136,250
	Net revenue	563,750
Dividend on £3,575,000 at 15 per cent.		536,250
£6,300,000	Surplus..	£27,500

This is misprinted—

Net traffic		£700,000
Interest on £2,725,000		136,250
	Net revenue....	563,750
Dividend on *3,075,000 at *5 per cent.		536,250
£6,300,000	Surplus..	£27,500

The essential object of the figures was to show how 15 per cent. dividend was produced, but by this misprint it is reduced to 5 per cent., and on 3,075,000*l.* instead of 3,575,000*l.* It is hoped you will rectify this in your next.

Yours respectfully,
F.

Bath, November 2, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—You have been so obliging as to insert the letters of "An Original Proprietor in the Birmingham and Gloucester Railway," and I doubt not but you will be alike courteous to one of a contrary opinion. The writer referred to is evidently of a most sanguine temperament, untaught by the past, and unconvinced by proof, for ever looking for what I am afraid will never be. Allowing the dividend to be declared at the next half-yearly meeting to amount to 2*l.* per share, this is only 2 per cent. per annum, and this too made up with partial openings of the line; but if we take the expenses of working at 50 per cent., and allow for a depreciation fund for perishable stock, the dividend will not exceed 30s. per share, and as this is made up from all appliances and means to boot, we have no reason to exult. It is reported, and I believe truly, that the nominal capital on which dividends will have to be declared, will exceed 1,700,000*l.* As to knowing the final cost we are not only enveloped in doubt and uncertainty, but in gross darkness. Then for the traffic, is it not evident to all that it is miserably bad? Although the line has been opened nearly a year, it amounts for the last week's published receipts only to a total of 1,862*l.* The expense of maintenance of way is enormous, and the gradients exceedingly *bad*. I will not offer an opinion as to investing a Board of Management of four Directors with uncircumscribed power. If the expense of working, be calculated at 50 per cent., value of consols where there is a perfect confidence. Your correspondent appears surprised that one-half of the shares are firmly held in the localities of Birmingham. If so, it equally surprises me the other half should be so weakly held that they are flying about in all directions. The present value of this stock, according to the prospective dividend, is only 30*l.* per share to pay at the rate of 5 per cent. per annum.

Yours respectfully,
A SEDATIVE.

2nd November, 1841.

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—I observe in your last number an estimate made by Mr. W. Simpson, sharebroker, Leeds, of the dividend likely to be paid by the North Midland Railway Company for the current half-year, which is, in my opinion, decidedly erroneous, as he calculates the average receipts for the next ten weeks at not more than 3,052*l.* per week, whereas it appears to me more likely that the average will be 4,000*l.*, making the estimated receipt for the half-year near 120,000*l.*, instead of 109,422*l.*, which he puts down, which will make a considerable difference in the amount of profit. I should not have noticed this letter of Mr. Simpson's, but I know your excellent paper is so extensively circulated, that I fear such a loose statement might have its effect on distant shareholders already unjustly prejudiced against this course. I feel confident that if the Directors have confidence reposed in them, and we have an improvement in trade next year (arguing from the immense increase in the receipts during the present year, unprecedented for the stagnation of trade in the manufacturing districts,) this, coupled with the increased receipt arising from the conveyance of minerals on the line, a source of profit which requires time to fully develope, will enable the concern to divide a profit for Christmas, 1842, sufficient to satisfy all reasonable shareholders. The line has cost too much to realize the brilliant expectations at one time anticipated from it, but I feel confident that it will prove a safe and steady investment, and to any one who has money at command to buy shares at the present low price, it will pay very good interest indeed. I have spoken of this railway so far without reference to the increased traffic to be expected from the projected northern line to Newcastle, which (if carried into effect) must improve the prospects of the North Midland line most materially. The Directors have had immense difficulties to encounter, and have been most unjustly found fault with in many instances, but I am quite sure from my own observation that they have been, and are at the present moment working most strenuously for the interests of the shareholders, and are deserving of their fullest confidence. I entertain a strong opinion that an active managing Director *well paid*, and responsible to the Board of Directors, would be a most useful person on this and all other great lines, and that the money spent in this way would be many times repaid to the shareholders. However zealous the Directors of a railway may be (and none are more so than the present North Midland Board), we cannot expect them to pay their *undivided* attention to the working of a great line like this, without being adequately remunerated for their exertion.

Your obedient servant,
A NORTH MIDLAND SHAREHOLDER.

Leeds, November 1, 1841.

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—Your last week's paper contains "an estimate of the prospects of the North Midland Railway for the current half year," by Mr. Simpson of Leeds. I agree with Mr. S. in his calculation, and he is correct in stating that the surplus which he makes out there will be to divide is equal to "very

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nearly 1¼ per cent. on a paid up capital in shares of 2,160,876*l.*" But, Sir, it must be remembered that in this concern as in too many others a considerable portion of the *paid up* capital, has been realized by issuing shares at a discount. When the remaining call of 6*l.* 13*s.* 4*d.* per share on the third shares amounting to 150,000*l.* is paid up, the capital of this Company *in shares* will be represented by 3,000,000*l.* thus—

15,000	shares of	100*l.* each	£1,500,000
15,000	ditto	50*l.*	750,000
22,500	ditto	33*l.* 6*s.* 8*d.*	750,000
			£3,000,000

The surplus of 32,066*l.* will give upon this amount of capital only 1*l.* 1*s.* per cent. or a dividend of *one guinea* per 100*l.* share, and in proportion for the other shares. Let us see what it will take to make this concern pay 5 per cent. per annum on the whole capital, which is

In shares	£3,000,000	
Borrowed money	850,000	
	£3,850,000, 5 per cent. on this	£192,500
Working expenses (last half-year 55 per cent.) say, 45 per cent. on increased amount		157,500
		£350,000

or very nearly an average weekly receipt of 7000*l.* A good deal has been said of late about economising in the salaries, and by other ways on this line of railway, and really Sir, when we compare such a statement as this with the actual weekly receipts not averaging more than 4,200*l.* it is enough to make the shareholders look about them. Far too much money has been expended ever to allow the concern to become a very profitable one to the original subscribers, and it will be only by the best possible management including the *strictest economy*, that the North Midland Railway can be made to pay the shareholders even a moderate dividend.

A SUFFERER.

November 3, 1841.

THAMES HAVEN RAILWAY COMPANY.

To the Editor of the Railway Times.

SIR,—In reply to a letter from a correspondent, who forwarded for your inspection a circular which he has received from the Secretary of this Company, the most advisable course in my opinion for the shareholders to pursue is to call a general meeting of the proprietors to consider the most effectual means of winding up the affairs of the Company. The proprietors are at present totally ignorant of the state of those affairs, as I believe no accounts have ever been furnished by the Directors since the existence of the Company, and a call having been just made, the shareholders are afforded the pleasant alternative of paying up such call and forfeiting all their interest in the concern, or of paying the call and continuing subject to the unknown liabilities of the Company. The Directors say the call must be paid to free them from the engagements they have entered into, but they do not state what those engagements are, nor what disposable funds there are belonging to the undertaking, to meet their liabilties. It is rather too bad to expect the shareholders to agree to either alternative, without such information being afforded to them, and it is neither fair nor equitable for the Directors to attempt to take advantage of their own exclusive knowledge in making a bargain for property held in trust for others. Suppose the whole of the shareholders were to pay the call and forfeit their interests, it is more than probable that the Company would be at once broken up, and their property disposed of towards the payment of the demands upon them: and then what would become of the remaining surplus? The proprietors would not be entitled to touch a shilling of it; and the only use that could be made of it would be to divide it amongst those who devised so excellent a scheme for freeing the shareholders from future liability. To avoid this unjust division a dissolution must be immediately resolved on. It is generally called for on many grounds, and the sooner it takes place the smaller will be the loss to the proprietors. The amount of the Company's funds will be ascertained and most advantageously disposed of towards the liquidation of their liabilities; and as those liabilities, if properly inquired into, may not amount to near so much as is now held out, there may be a prospect of receiving something from the concern instead of having to pay the present call. How it is possible for the Directors to subject themselves to engagements so extensive without any progress having been made in the undertaking, I am at a loss to imagine. After the payment of the first call it was stated I believe, though not officially, that there was in hand nearly 4,000*l.*, after discharging the cost of obtaining the Act, and all preliminary expenses, and after meeting every engagement up to that time. Another call has since been paid, and it would be advisable to know what has been done with the money. The works have not advanced an inch, and if the Directors have contracted liabilities, they must have had value in return. If they have bought land or materials, the land and materials must both be in existence, and be available towards the claims on the Company. It is true an Act of Parliament was applied for in the last session, but as it did not reach the Committee of the House, the expenses of the application cannot amount to any large sum. On the whole, therefore, the only proper course to be adopted is to demand accounts from the Directors, and to proceed to close up the Company's affairs. To do this let a general meeting be held in London by the proprietors resident there, and any resolutions passed by them will be confirmed by the shareholders in the country, who will no doubt cheerfully commit their interests to the protection of the London proprietors if acting *bonâ fide*.

J. S.

SOUTH-EASTERN RAILWAY—HAWKHURST JUNCTION ROAD.

A MEETING was held at Hastings, on the 15th inst., for the purpose of adopting such measures as might appear to be best calculated to promote a junction with the South-Eastern Railway. Mr. Beecham, of Hawkhurst, addressed the meeting at great length on the advantages of the undertaking, which will complete a direct and good road from Hastings to the central station on the South-Eastern Railway at Staplehurst, being the great outlet by the railway into Kent and Sussex, and branching from thence to London and Dover. It will save three miles in distance between Hastings and Hawkhurst, and bring those places within an easy morning's drive of each. The Staplehurst station will be seven miles nearer to Hastings than any other, and it will be the only point to join the railway from Hastings to Dover and East Kent. It will open a direct and much shorter communication with Maidstone, Rochester, Chatham, and Gravesend, and the Essex coast.

Resolutions for carrying the intended road into effect, were proposed by Mr. Planta, M. P., Major Jeffries, and Dr. M'Cabe, which were unanimously adopted.—*Dover Telegraph*, Oct. 30.

MANCHESTER AND LEEDS RAILWAY.—Large quantities of grain are now conveyed by this line of railway, indeed in one direction (towards Manchester) the millers are very favourable to this mode of transit, it being cheaper and so much more expeditious than by the canals. A very large proportion of the corn from Wakefield market is now sent by railway, and must eventually be considerably increased, as in all probability when the present vessels become unserviceable, the millers and others who have hitherto had them for their own convenience, will, with the increased facilities offered by the Railway Companies, scarcely think it adviseable to go to the very large cost of building others.

TO CARRIERS, ENGINEERS, IRON FOUNDERS, COACH-BUILDERS, BLEACHERS, DYERS, &c. &c.—To be LET either together or separately, with immediate possession, extensive premises, buildings, and yards, with frontage to the Rochdale Canal and the street, and having the advantage of a plentiful supply of excellent water for printing or bleaching purposes, situated in Chorlton street, near the new station of the Manchester and Birmingham Railway in the centre of the town of Manchester.

For further particulars apply to
Messrs. COOKE, BEEVER, & DARWELL,
Solicitors, Salford.

TO ENGINEERS, FOUNDERS, MACHINE-MAKERS, STEAM-SHIP BUILDERS, &c.—FOR SALE, an extensive and Valuable MANUFACTORY for the construction of Steam-engines, Boilers, General Machinery, Chain Cables, Anchors, Foundry Goods, Forged Goods, and General Blacksmith Work, well known as the FOOTDEE IRON-WORKS, Aberdeen.

These Works occupy nearly four acres of freehold ground, at a very moderate feu duty or ground-rent, and are situated at Footdee, in the populous city of Aberdeen, within 300 yards of the Harbour Quay.

The Engines, Boilers, and Machinery of several of the large class of steam-ships have been wholly constructed and fitted up at these Works, which afford unusual facilities to parties engaged in that branch of business, and such as exist in few other establishments in the United Kingdom. The foreign and coasting trade of the port of Aberdeen is very extensive, and has rapidly increased for several years past, whilst the steam trade to London, Hull, Leith, Inverness, Orkney, Shetland, &c., is carried on to a very considerable extent.

Immediately adjoining the Iron-works, and belonging to the same Proprietors, is an extensive rope, sail, and felt work, which will also be disposed of, either with or without the Iron-work, as may be agreed upon.

To a party desirous of engaging in the building and equipping of steam or sailing vessels, the construction and repairing of Steam-engines, Sugar mills, and General Machinery, these Works, from their local situation and peculiar facilities within themselves, will be found particularly well adapted.

The whole of the Buildings are substantial, commodious, and suitable for the respective trades carried on within them. The machinery is of the first class, and in excellent order, the whole having been erected at considerable expense.

In the mean time, the work will continue to be carried on in all its branches, and orders executed as usual.

A plan and specification of the premises have been printed, which may, with all particulars and further information upon the subject, be had upon application to Messrs. Johnston and Farquhar, Solicitors, London; John Jopp, Esq., W. S., Edinburgh; or Messrs. Jopp and Shand, Advocates, Aberdeen, in whose hands the title deeds of the property are.

GUARANTEE SOCIETY.—To afford Security to Bankers, Merchants, Commercial and Trading Communities in general, is the *first* object of this Society. To relieve Relatives and Friends from painful obligations and responsibilities the *second*.

The experience of the first year (during which the Society has been eminently successful) already numbers amongst its patrons the principal Bankers, Merchants, and Public Institutions in the metropolis, and provincial districts, and by providing Guarantee for their integrity, has secured a competency for several hundred individuals.

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This Society presents to the Public (and particularly to Bondsmen) the following advantages:—

1. No individual need hereafter incur the responsibility of becoming security for the integrity of another.
2. Individuals who are already surety for the fidelity of others, may immediately protect themselves from loss by insuring with the Society.
3. The expense and painful obligation of obtaining approved Sureties, or of replacing them when removed by death or otherwise will be altogether obviated.
4. All risks attending irresponsible sureties will be removed.
5. The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are surety, will be avoided.

Also to Agents, Travellers, and Clerks holding, or being desirous of holding, confidential and responsible situations, the Guarantee Society presents immediate facilities, wherefor a moderate premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London.

By order,
THOMAS DODGSON, Secretary.

KYANIZING TANKS FOR SALE.—To be Sold, two Wrought Iron Cylindrical Tanks, each 70 feet long and 6 feet in diameter, with a double-acting Air-pump, Pipes, &c. for exhausting the air and forcing the solution into the materials to be kyanized, with a force of 100 lbs. on the square inch, together with appendages or supporting the tanks; the whole of the materials and workmanship being of the best description.

The longitudinal bearers and cross sleepers used for the Hull and Selby Railway were kyanized in these tanks; and, being peculiarly adapted for carrying out the process effectually, a favourable opportunity is presented for any person wishing to engage in the business of kyanizing timber for hire, or for any railway or other Company using large quantities of timber.

For price and other particulars apply to
GEORGE LOCKING, Secretary.
Railway Office, Hull, November 3rd, 1841.

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LONDON AND BRIGHTON RAILWAY.—ALTERATION OF TRAINS.

DOWN TRAINS.	UP TRAINS.
A.M. 8¾ Mixed.*	A.M. 8 Mixed.
10¼ First Class.	9¼ Ditto.*
P.M. 12¾ Goods.*	10¾ First Class.
1¾ Mixed.*	11¾ Goods.*
3¾ First Class.	P.M. 1¾ Mixed.*
5¾ Mixed.*	5¾ Mixed.*

ON SUNDAYS.

DOWN TRAINS.	UP TRAINS.
A.M. 8¾ Mixed *	A.M. 10¾ Mixed.*
P.M. 5¾ Mixed.*	P.M. 5¾ Mixed.*

The Trains marked thus * call at all the Stations; the remainder call at First-Class Stations only.

Second-Class Passengers will be conveyed by the Goods' Trains, for 7s each throughout, or in proportion for intermediate distances.

Day Tickets will be issued for Passengers to and from London and Brighton—First Class, 20s.; Second Class, 15s. Such Tickets not to be transferable, nor available but for the day for which they are issued.

SHOREHAM BRANCH.

From Brighton—At 8, 9½, and 12, a.m., and 1½, 4, 5, and 6½, p.m.

From Shoreham—At 8¾ and 10, a.m.; and 1, 2, 4½, 5½, and 7, p.m.

ON SUNDAYS.

From Brighton—At 9, a.m.; and 2, 4 6, and 7½, p.m.

From Shoreham—At 10, a.m.; and 3, 5, 6½, and 8, p.m.

These Trains are all mixed, and call at all the stations.

By Order,
THOMAS WOOD, Secretary.

10, Angel-court, Throgmorton-street, Nov. 1.

LONDON AND BRIGHTON RAILWAY.—NOTICE.

—In consequence of a Fall of Earth on the Croydon Railway, passengers are conveyed to and from New Cross and the Dartmouth Arms Station, on the Croydon line, (2¾ miles,) by coaches, and the remainder of the journey by Railway, the Brighton line being now clear throughout. The last trains from London and Brighton will start at a quarter before 4 o'clock p.m., and no goods trains till further notice. Horses and carriages can only be conveyed on the Railway between Croydon and Brighton.

By order, THOMAS WOOD, Sec.

10, Angel-court, Nov. 3, 1841.

THE LONDON AND BRIGHTON RAILWAY GUIDE, Illustrated by the Official Map and Section, and a full description of the Line and adjacent country; together with a Time and Fare Table, and a List of Hackney Coach and Cab Fares to the Stations, from all parts of London and Brighton.

London: Published by J. R. Jobbins, 3, Warwick-court, Holborn; R. Tyas, 8, Paternoster-row; Tilt and Bogue, Fleet-street; J. Weale, Architectural Library, Holborn; J. Cross, Holborn; Letts, Royal Exchange; H. S. King, Stationer and Bookseller to the Queen Dowager, 1, Northstreet, Brighton; and at the *Railway Times* Office, Fleet-street. Price One Shilling, bound in cloth.

LONDON AND CROYDON RAILWAY.—

In order to afford the greatest facility for removing the obstruction on this railway, occasioned by the slip in the deep cutting at New cross, the following Trains only will run until further notice:—

Down Trains from Tooley-street.	Up Trains from Croydon.
MORNING.	MORNING.
5 minutes after 9 o'clock.	5 minutes after 8 o'clock.
5 minutes after 10 ,,	5 minutes after 9 ,,
5 minutes after 12 ,,	5 minutes after 10 ,,
	5 minutes after 12 ,,
AFTERNOON.	AFTERNOON.
20 minutes past 2 o'clock.	20 minutes past 2 o'clock.
20 minutes past 4 ,,	20 minutes past 4 ,,
20 minutes past 5 ,,	20 minutes past 5 ,,

SUNDAY, 7th November, 1841, the following Trains will run—

Down Trains from Tooley street.	Up Trains from Croydon.
MORNING.	MORNING.
5 minutes past 9 o'clock.	5 minutes past 9 o'clock.
5 minutes past 10 ,,	5 minutes past 10 ,,
AFTERNOON.	AFTERNOON.
20 minutes past 2 ,,	20 minutes past 2 ,,
20 minutes past 4 ,,	20 minutes past 4 ,,
20 minutes past 6 ,,	20 minutes past 6 ,,
20 minutes past 8 ,,	20 minutes past 8 ,,

The Directors regret exceedingly the inconvenience the public are subjected to in consequence of the slip; but in order to diminish the unavoidable delay in the passage to the Croydon Trains, arrangements have been made for passing the Croydon passengers only over the cutting, for this purpose it will be necessary that such passengers should walk a short distance over New Cross Hill.

By order,
R. S. YOUNG, Secretary.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holyweli,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the Euston Station.

HORNE AND CHAPLIN, Agents.

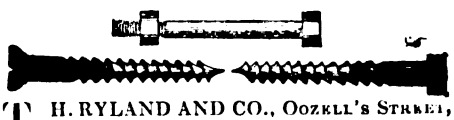
Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.	
Not exceeding 15lbs. weight..	4	2	
Ditto 16lbs. do. ..	4	7	including delivery.
Ditto 18lbs. do. ..	4	9	
Ditto 28lbs. do. ..	7	1	
Ditto 40lbs. do. ..	9	10	
Ditto 56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.



T. H. RYLAND AND CO., OOZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.

Bolts for Machinery, Architectural, Agricultural, Ship and Coach Building, Gas Water, and other works, &c.

Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,
JNO. ATLEE, Secretary.

SCOTTISH (WIDOWS' FUND) LIFE ASSURANCE,

Founded A. D. 1815, on the Original basis of the LONDON EQUITABLE.—Head Office, Edinburgh, 5, St. Andrew square; London, 7, Pall Mall West; Manchester, Cross-street, King-street; Glasgow, 30, Royal Exchange square.

Accumulated Fund exceeding One Million and Forty Thousand Pounds; Annual Revenue exceeding One Hundred and Eighty Thousand Pounds.

This Institution is the oldest, and in point of business the most extensive, Life Office in Scotland.

A slight consideration of the following statements will abundantly satisfy intending Assurers that there is not at this time any other Life Office in the United Kingdom which, whether in respect of

The sound principles on which it is constituted,
The unprecedented prosperity of its course throughout,
The selection of its Lives,
The successful investment of its Funds, and
The uniform promptness and liberality of its settlements, can hold out more solid advantages, especially to that important class of Assurances effected as Family Provisions.

The Whole Surplus Profits belong to the Assured, and are divisible septennially.

As ascertained from the investigation at 31st December, 1838, these Profits were sufficient to secure—

1*st*, A Retrospective Bonus of Two per Cent. per Annum, or Fourteen per Cent. for the Septennial Period, not only on the Original Sum assured, but likewise on the Bonus Additions previously declared.

2*nd*. A Contingent Prospective Bonus of Two per Cent. per Annum, to be paid from 31st December, 1838, on all Policies of *Five* Years' standing that may emerge before 31st December, 1845, when next investigation takes place.

The Directors are empowered to grant Loans to Members, on the Security of their Policies, to the extent of nine-tenths of their *value* at the time, and also, on application to that effect being made by parties, to convert their Bonus Additions into an equivalent deduction from the future Annual Premiums, or to give them in ready money the value of the additions at the date of application.

Practical Illustrations of the above.—A, in January, 1820, being then 40 years of age, insured his life for £3,000, paying an annual Premium of £98 5s.

He is now 61 years of age, and has an actual vested Bonus or Addition, declared and attached to his Policy of £1,035 12s., which, with the £3,000, the original sum assured, shows the full amount of the sum presently contained in the Policy to be, £4,035 12s.

Were A to die after Payment of his Premium for the current year, the sum payable under the Policy would be, £4,277 14s. 9d.

Were he to die in 18-5, after payment of his premium for that year, the sum payable under the Policy would be, £4,600 11s. 9d.

Or if it were an object to him to reduce his present annual contribution, he might, by giving up his Bonus, reduce his future premiums from £98 5s. to £24 9s. 5d.

Or if he preferred receiving immediately the present value of his Bonus, he would, by surrendering it, be entitled to a sum of, £650 8s. 3d.

Assurances effected previous to 31st December, are entitled to participate in the Profits of the current year.

JOHN MACKENZIE, Manager.

Edinburgh, September, 1841.

HUGH Mc KEAN, 7, Pall Mall, Agent for London.

PARISIAN BITUMEN COMPANY, Millwall, Poplar.—The Directors of the above-named Company beg to call the attention of Engineers, Architects, Surveyors, Builders, and the Public generally, to the applicability of the BITUMEN manufactured by them, as a pavement or flooring; also for its use in covering arches for the prevention of damp and preservation of the masonry.

They beg also to state that it has been used very successfully as a cement for masonry on the weirs of the Upper Medway, and is particularly applicable to hydraulic works and foundations of heavy buildings.

They beg to submit the following list of prices, and to state that they will guarantee the durability and efficiency of any work executed by them.

	s.	d.
Covering viaducts or arches of bridges, vaults, terraces, &c., 1½ inch thick, per square yard	4	6
Paving pathways, kitchens, cellars, granaries, malt houses, warehouses, &c. 1½ inch thick	4	6
Paving barns, court yards, tun rooms, wharfs, stables, &c. 2 inches thick.....	5	6
Paving walks, &c. ¾ inch thick	3	6

The above charges are exclusive of the cost of carriage, which must be borne by the parties by whom the work is required.

W. MACKENZIE, Superintendent.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY.—TENTH HALF-YEARLY GENERAL MEETING OF PROPRIETORS.—At the Tenth Half-yearly General Meeting of the Cheltenham and Great Western Union Railway Company, held in pursuance of the Acts of Parliament, at Stroud, on Thursday, the 28th day of October, 1841;

CHARLES F. SAGE, Esq., in the Chair;

It was resolved,

1st, That the Report of the Directors be received and adopted, and printed for the Proprietors.

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2nd, That a dividend of £1 per share be declared, payble on and after the 24th day of December next.

3rd, That the thanks of the Meeting be given to the Directors, for the candid information now given and their arduous services on all occasions.

4th, That thanks be given to the Chief Engineer of th Company.

5th, That thanks be given to the Chairman, for his very gentlemanly and efficient conduct in the chair.

C. F. SAGE, Chairman.

REPORT OF THE DIRECTORS.

Since the Directors met the Proprietors on the last occasion, the railway has been opened from Swindon to Cirencester, and they are happy in being able to add, that the traffic has been successfully carried on for five months, without the occurrence of any accident or interruption.

The Directors have now given their most attentive consideration to the future general prospects of the Company, regarding it as very important that some clear and definite course should be adopted, to secure to the Proprietors every advantage which future circumstances may offer.

The origin of the undertaking was to secure to Gloucester and Cheltenham, and to the towns and manufacturing districts of Gloucestershire, a continuous railway communication with the metropolis, and to render the Great Western Railway the direct thoroughfare for the traffic, not only from those towns, but also from the more remote parts of Herefordshire, Worcestershire, and South Wales, and also to facilitate the communication from the North of England with Bristol, and the south western parts of the kingdom.

Circumstances induced the Directors to recommend that the portion of the railway from Swindon to Cirencester should be completed, and rendered serviceable for traffic, before the works on the line of continuation to Gloucester should be undertaken; that object has now been realized, and the portion so completed is yielding a return upon the outlay.

They think it would be extremely unwise to neglect the present opportunity of enlarging the powers of the Company, by new Parliamentary enactments, calculated to secure greater advantages to the present Proprietors upon that outlay, by the grant of further time, and powers to make arrangements with those Companies who are unquestionably most deeply interested in the success of the undertaking.

The Directors, therefore, recommend that the notices given, with the sanction of the Proprietors, in February and March last, for an application to Parliament, should now be followed up, and that a Bill, embodying the powers which in the opinion of the Directors it will be desirable to apply for, shall be prepared and submitted to a special general meeting of proprietors for their approval, before it is submitted to Parliament; if such Bill shall be approved, there can be no doubt of obtaining the assent of the legislature, in furtherance of measures securing such important advantages to the public.

No further works between Kemble and Gloucester have been undertaken since the last general meeting, and the Directors adhere to their determination, expressed at former meetings, not to begin any without previously consulting the proprietors.

Every possible retrenchment in the annual expenses of the Company has been made, and the income arising from the portion of the line leased to the Great Western Company (after making due allowance for the permanent expenses, and for the interest which will be payable on the debentures now issued or which may be issued) warrants the Directors in recommending the Proprietors, at the present meeting, to declare a half-yearly dividend of one pound per share, to be paid on and after the 24th day of December next.

It will be seen by the Appendix to the Report, that the total expenditure of the Company, up to the 24th June last, amounted to the sum of £416,569 6s. 7d.; the subsequent expenditure to the present time has been £22,253 14s. 2d.

The total expenditure to complete the works in progress will be £551,800, as well as can be ascertained, of which the sum of £365,845l. 10s. 11d. has been received from the shareholders to the 24th instant, and to the remaining sum of £186,000 the Company are liable.

Towards meeting that liability, the Company has a claim of £26,800 for money expended on the line between Gloucester and Cheltenham, £5,000 good arrears due from sundry shareholders, also land and other available assets of uncertain amount.

The Directors, until very recently, relied on raising the necessary funds to meet these engagements by loans on debentures, as that appeared to be the wish of the Proprietors at the last general meeting; but the state of the money market, since that time, and the high rate of interest which it has afforded, have been very unfavourable to the operation. They have as yet received only £24,000, and it has therefore become necessary to make a call of £10 per share, to enable the Directors to meet the payments coming due in December and January next.

C. F. SAGE, Chairman.

ENGINEERS' REPORT.

GENTLEMEN,—Shortly after the last half-yearly meeting, at the end of the same month, the line between Swindon and Cirencester was opened for public traffic. At that time, the difficulties which we had experienced from slips in the Swindon embankment, and which were referred to in my report at that meeting, had so much diminished, and all movements in the slips so completely ceased, that there appeared no ground to anticipate any difficulty in maintaining the newly formed bank at the slips, and every precaution was taken to secure them. The movement, however, unfortunately recommenced, and the slips even extended themselves to the adjoining parts of the embankment; and the settlement of the east, or up line, was so considerable, and the quantities of materials required to maintain both lines in good order, was in consequence so great, that it became necessary to cross the traffic on to the west line at this point, and to devote the other to the carrying of material. By this means it has been comparatively easy to maintain the one line in good working order, while the work of repair upon the other has been carried on more quickly than it otherwise could be, and without any chance of interruption to or interference with the traffic. The line thus used for ballast waggons, and for the works generally, has not, of course, been maintained in levels and packing; and the appearance of it may consequently have given rise to exaggerated reports of the slips, and the state of the embankment; but the fact that the traffic has been carried on steadily, and without a single case of interruption at this point, ought to have been a conclusive and satisfactory proof, even to those unacquainted with the real state of the case, that the public were not sufferers by the difficulties which we had to contend with. The means taken to secure the bank have hitherto proved efficient; and had the weather been moderately favourable, the whole would by this time have been completed. At our present rate of proceeding, I apprehend five or six weeks must elapse before this can be effected; but if a change of weather, which after the long excessively wet season we have suffered under, should happily take place, a less time will suffice to bring both lines into good working order. The arrangements which have been made by the Great Western Railway Company for working this part of the line, with one train only at a time, has of course insured perfect safety to the public.

Upon the state of the whole of the rest of the line, I am happy to say I can report most favourably. Notwithstanding the very trying season, which has rendered it most laborious to maintain the lines upon all the railways in the kingdom, we have suffered less inconvenience than could have been anticipated; and we may fairly hope, when moderately fair weather returns, to have the line in exceedingly good order.

The heading at Saperton has proceeded very satisfactorily without any interruption, and without encountering any difficulty whatever. About five-sixths of the whole distance between shaft 2 and the Valley are completed; the half next the Valley is finished, and the remaining lengths will probably be joined in about two months. The material is good, and the drainage of the water is obtained into the lower Oolite, without pumping, at one of the intermediate shafts, and of course at the lower extremity of the headway.

I am, Gentlemen, your obedient servant,

I. K. BRUNEL.

ARREARS OF INSTALMENTS, 24th JUNE, 1841.

First instalment, or deposit, £2 10s. per share	£	0	0
Second instalment, 19th November, 1836, £5 ditto	125	0	0
Third instalment, 2nd June, 1838, £5 ditto	4,565	0	0
Fourth instalment, 10th November, 1838, £7 10s. ditto	8,604	2	6
Fifth instalment, 20th April and 20th June, 1839, £10 ditto	12,995	0	0
Sixth instalment, 26th September, 1839, £7 10s. ditto	10,110	0	0
Seventh instalment, 10th January, 1840, £7 10s. ditto	10,305	0	0
Eighth instalment, 2nd May, 1840, £5 ditto	7,470	0	8
Ninth instalment, 24th August, 1840, £5 ditto	7,775	0	0
Tenth instalment, 8th Dec., 1840, £7 10s. ditto	14,302	10	0
Total	£76,361	13	2

Statement of Receipts and Expenditure to June 24, 1841.

RECEIPTS.

Total amount of 10 calls on 7,500 shares, at £62 10s. per share			£468,750	0	0	
Less—						
Loss on forfeited shares reissued in 1838	£23,952	18 8				
Arrears due on calls, as per schedule at foot	76,361	13 2				
Arrears due from shareholders credited to the capital account, as received, but for which they remain debtors in the Company's books	2,316	4 0				
			102,630	15	10	
						366,119 4 2
Fees received, and interest charged to the Birmingham and Gloucester Railway Company						6,445 9 5
Advances on account of future calls, &c.						23,818 0 3
Sundry advances by the Treasurers						20,486 14 3
Total						£416,869 8 1

DISBURSEMENTS.

Preliminary expenses, original surveys, plans, engineering, Acts of Parliament, Tring opposition, compensation to R. Gordon, Esq., Thames and Severn Canal Company, and W. L. Lawrence, Esq.	£38,346	4 6			
Contracts for works—paid sundry Contractors	197,105	15 2			
Land and compensation account	58,815	9 11			
Permanent way—paid for timber, rails, &c.	55,407	17 6			
Engineering expenses and salaries to Engineer-in-Chief and Assistant Engineers	17,047	16 8½			
Printing, advertisements, and stationery	1,698	11 5			
Law charges—paid the Solicitor	5,540	15 11			
Rent of offices, police establishment, interest, and incidental charges	2,597	14 11			
Salaries, and allowance to Directors	8,233	14 1			
Local agents	108	2 9			
Paid for rails for the use of Contractors, bricks on hand, and office furniture, now forming part of the Company's stock	4,739	14 3			
Paid for making the line from Cheltenham to Gloucester, including the sum of £4,671 10s. charged as interest	124,427	9 5½			
Deduct—amount received from Birmingham and Gloucester Railway Company	97,500	0 0			
			26,927	9	5½
					416,569 6 7
Balance in the hands of the Treasurers					£300 1 6

General Abstract of Expenditure.

DISBURSEMENTS.	£	s.	d.	Half-yearly Statement to Dec. 25, 1840. £	s.	d.	To June 24, 1841. £	s.	d.	Total Expenditure. £	s.	d.
Preliminary expenses, original surveys, plans, engineering, Acts of Parliament, Tring opposition, compensation to R. Gordon, Esq., Thames and Severn Canal Company, and W. L. Lawrence, Esq.				38,346	4	6				38,346	4	6
Contracts for works, paid sundry Contractors				154,216	11	4	42,800	14	1	197,105	15	2
Land and compensation				55,703	10	3	3,111	19	8	58,815	9	11
Permanent way—paid for timber, rails, &c.				36,854	14	1	18,553	3	5	55,407	17	6
Engineering expenses, and salaries to Engineer-in Chief and Assistant Engineers				14,602	16	4½	2,445	0	4	17,047	16	8½
Printing, advertisements, and stationery				1,631	16	1	66	15	4	1,698	11	5
Law charges—paid the Solicitor				5,044	19	7	495	16	4	5,540	15	11
Rent of offices, police establishment, interest, and incidental charges				1,629	14	3	968	0	8	2,597	14	11
Salaries, and allowance to Directors				7,671	18	2	561	15	11	8,233	14	1
Local agents				105	9	2	2	13	7	108	2	9
Paid for rails for the use of Contractors, bricks on hand, and office furniture, now forming part of the Company's stock				4,828	4	0				4,739	14	3
Paid for making the line from Cheltenham to Gloucester, including the sum of £4,671 10s. charged as interest	124427	9	5½									
Deduct— Amount received from the Birmingham and Gloucester Railway Company on account	97500	0	0									
Sum remaining due from Birmingham and Gloucester Railway Company				23,954	5	7½	2,973	3	10	26,927	9	5½
				344,590	3	5	71,979	3	2	416,569	6	7

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GREAT WESTERN RAILWAY.—ALTERATION of TRAINS for the Winter.—NOTICE is hereby given, That on and after November 1, 1841, the Trains will leave Paddington for Cirencester, Bath, Bristol, and Bridgewater, as follows:—

H. M.		H. M.	
6 0	o'clock, a.m.	2 0	o'clock, p.m.
8 0	,, ,,	5 0	,, to Bristol only
10 15	,, ,, day mail	8 55	,, ,, mail
12 0	noon	4 30 a.m. / 9 30 p.m.	goods' train.

And from Bridgewater, Bristol, and Bath, to Paddington—

H. M.		H. M.	
7 0	o'clock, a.m. from Bristol	12 44	o'clock, p.m. from Bridgewater
8 40	,, ,, from do.	3 30	,, ,, from do.
9 30	,, from Bridgewater	11 40	,, ,, mail
11 30	,, ,, from do.	8 0 a.m. / 6 0 p.m.	goods' train

Up from Cirencester to Paddington.

H. M.		H. M.	
7 50	o'clock, a.m.	3 30	o'clock, p.m.
9 35	,, ,,	5 45	,, ,,
11 55	,, ,,	1 40	,, a.m. mail
1 40	,, p.m.	1 40 / 5 45	goods' train

Passengers may be booked to Cheltenham, Exeter, Plymouth, and Devonport, at the Railway Office, Prince's-street, Bank, or at the Paddington station.

Further particulars of Trains, and the stoppages at different stations, may be known by application at the Company's offices and stations.

October 29, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.—ALTERATION OF TRAINS.—On and after MONDAY, the 15th of November, this Company's Trains will run as follows until further notice:—

From Birmingham.	From Gloucester.
12 44 a.m. (Mail.)	8 15 a.m.
3 10 a.m. (Mail.)	11 45 a.m.
8 45 a.m.	2 30 p.m.
12 15 p.m.	5 0 p.m.
2 45 p.m.	7 15 p.m. (Mail.)
6 15 p.m.	9 0 p.m. (Mail.)

Short Train, from Gloucester to Cheltenham, at 9 15 a.m.

Short Train, from Cheltenham to Gloucester, at 9 45 a.m.

Passengers may be booked in London for Worcester, Cheltenham, or Gloucester, by Trains leaving the London Station of the London and Birmingham Railway at 6 and 9½ a.m.; and from those places for London, by Trains leaving Gloucester at 8½ a.m. and 2¼ and 9 p.m.

By order,
GEORGE KING, Secretary.

12, Waterloo-street, Birmingham,
2nd November, 1841.

LONDON AND BIRMINGHAM RAILWAY.—ADDITIONAL TRAIN.—The Public are informed, that on and after Monday next, the 1st November, an Additional Train will leave the Wolverton Station at 8 o'Clock in the Morning, calling at all the intermediate Stations, and arriving in London about ½ past 10.

By order,
R. CREED, Secretary.

Euston Station, 29th October, 1841.

ARGUS LIFE ASSURANCE COMPANY, 39, Throgmorton-street, Bank, London. Established in 1838. Empowered by Act of Parliament.

DIRECTORS.

Thomas Farncomb, Esq., Alderman, Chairman.
William Leaf, Esq., Deputy Chairman.

William Baubury, Esq.	John Humphery, Esq., Ald. M.P.
Harry Barrett, Esq.	Rupert Ingleby, Esq. Manchester
Edward Bates, Esq.	Thomas Kelly, Esq., Alderman.
Thomas Camplin, Esq.	Jeremiah Pilcher, Esq.
James, Clift, Esq.	Lewis Pocock, Esq.

Rates reduced to the lowest possible scale that is compatible with the safety of the assured, and of the Company, whereby a certain and annual bonus is secured to every individual assured in this Office, in lieu of the deferred and sometimes delusive prospect of a periodical division of profits.

An ample Subscribed Capital, together with a large accumulated Premium Fund, invested in Government and other available securities, and perfect security without any responsibility, is thus given to the assured.

ANNUAL PREMIUM TO ASSURE £100.

Age.	For one year.			For seven years.			Term of Life.		
	£	s.	d.	£	s.	d.	£	s.	d.
25.....	0	19	7	1	0	7	1	15	1
30.....	1	1	3	1	2	1	1	19	0
35.....	1	2	9	1	3	8	2	5	10
40.....	1	4	6	1	6	2	2	13	9

In assurances for advances of money, as security for debts, or as a provision for a family when the least present outlay is desirable, the varied and comprehensive tables of the Argus Office will be found to be particularly favourable to the assured. A Board of Directors, with the medical officers, attend daily.

EDWARD BATES, Resident Director.

ULSTER RAILWAY.—This Railway will be OPENED TO LURGAN ON MONDAY, the 8th of November next, for the conveyance of Passengers and Parcels.

TIME TABLE.

UP.

Departure from Belfast.	Lisburn.	Moira.	Arrival at Lurgan.
H. M.	H. M.	H. M.	H. M.
7 30	7 55	8 10	8 25
10 30	10 55	11 10	11 25
1 30	1 55	2 10	2 25
5 0	5 25	5 40	5 55
SUNDAYS.			
8 0	8 25	8 40	8 55
4 0	4 25	4 40	4 55

DOWN.

Lurgan.	Moira.	Lisburn.	Belfast.
H. M.	H. M.	H. M.	H. M.
9 0	9 15	9 30	9 55
12 0	12 15	12 30	12 55
3 0	3 15	3 30	3 55
6 30	6 45	7 0	7 25
SUNDAYS.			
9 30	9 45	10 0	10 25
6 0	6 15	6 30	6 55

An Extra Train, to Lisburn only, will leave Belfast every Tuesday morning, at Nine o'Clock, and return at half-past Eleven. This train, as well as others, will stop at Dunmurry.

FARES.

		s.	d.
BELFAST.	First-Class	1	0
	Second Class	0	9
	Third Class	0	6
LISBURN.	First-Class	1	0
	Second-Class	0	9
	Third-Class	0	6
MOIRA.	First-Class	0	10
	Second Class	0	6
	Third-Class	0	4
LURGAN.	First-Class	0	9
	Second Class	0	6
	Third-Class	0	3

Belfast to Lisburn ; Moira ; Lurgan ;

Children under ten years of age, in the First-class, will be charged Second-class fare; and those in the Second-class will be charged Third-class fare; those in the Third-class, half-fare.

First and Second-class Passengers will be allowed to take luggage, free of charge, to the extent of 56 lbs. weight; and Third-class Passengers, 36 lbs. weight.—Such luggage must, however, be personal baggage, and not merchandise. Overweight will be charged at the rate of 6d. for every 28 lbs.

Passengers will be careful to look after their own Luggage, as the Company will not hold themselves accountable for any Luggage, unless it be booked and paid for, according to its value.

No parcel or package will be forwarded by any particular Train, unless brought to the Office fifteen minutes before the starting of that Train.

The Tickets for each Station will be collected at the one preceding it; and Passengers are particularly requested to present their Tickets *unfolded*, as much inconvenience and delay will be prevented, by attending to this.

Passengers are required to take their places in the Carriages set apart and labelled for the station to which they are going; and they are also requested to alight at their respective destinations, immediately on the stopping of the Train.

The name of each Station will be called on the arrival of the Trains; and Passengers are particularly cautioned against attempting to leave a Carriage whilst in motion.

No Fees and Gratuities are allowed to be received by any of the Company's servants, on pain of dismissal.

The time allowed for stopping at each station is two minutes.

HIGH FARES OR LOW FARES ON RAILWAYS.—On Monday next will be published, in demy octavo, price 4d., A Reply to the Toll Question on Railways, Exemplified in the case of the Croydon and Greenwich Companies.

Pelham Richardson, 23, Cornhill

MANCHESTER AND BIRMINGHAM RAILWAY. — LOCOMOTIVE DEPARTMENT. — WANTED, a Person in every respect qualified to act as FOREMAN of the Locomotive Department. Applications, accompanied by testimonials, to be made by letter, addressed to the Engineer-in-Chief, at No. 5, Grove-street, Ardwick, Manchester.

Engineer's Office, No. 5, Grove-street, Ardwick, Manchester, October 29th, 1841.

GLASGOW, PAISLEY, KILMARNOCK, and AYR RAILWAY.—The Directors of this Company will receive applications for the OFFICE of SECRETARY until Wednesday, the 24th day of November next. Salary, £400 per annum.

It is requested that letters of application shall contain testimonials, and references as to qualifications, and be addressed to "The Directors of the Glasgow, Paisley, Kilmarnock, and Ayr Railway," and left at their office here.

Railway Office, Glasgow, 21st October, 1841.

LONDON, EDINBURGH, AND DUBLIN GUARANTEED MUTUAL and PROPRIETARY LIFE ASSURANCE COMPANY, 8, Charlotte-row, Mansion House; St. Andrew's-street, Edinburgh; Fleet-street, Dublin.

DIRECTORS.

Alexander Anderson, Esq.	John Johnson, Esq., Ald.
John Atkins, Esq.	Kennet Kinsford, Esq.
James Bidden, Esq.	John M'Guffie, Esq.
Captain F. Brandreth	John Maclean Lee, Esq.
James Hartley, Esq.	J. Marmaduke Rossester, Esq.
Vice-Admiral Robert Honyman	Alexander Robertson, Esq., Managing Director.
Benjamin Ifill, Esq.	

Solicitors—Messrs. Palmer, France, and Palmer.

Secretary—F. Edgell, Esq.

Important improvements have been introduced into Life Assurance practice by this Company.

The Policies are indefeasible and indisputable, unless they have been obtained by fraudulent misrepresentation.

The Board of Directors satisfy themselves upon the various questions proposed before they enter into contracts of Assurance; and frame their Policies in such terms as to preclude all future questions as to their validity, and thus render them indisputable and negotiable documents of future debt against the Company.

Parties may be assured either upon the participating or non-participating plan; the assured are relieved of all responsibility, and the participating class is entitled to the whole of the profits upon that branch of the business.

Table to assure £100, with addition of Profits.

Age 25.	Age 35.	Age 40.	Age 45.	Age 50.	Age 55.
£2 2 7	£2 15 10	£3 5 0	£3 15 5	£4 10 7	£5 18 8

Persons interested in the Lives of Nominees or Debtors may, for a trifling extra Premium, be relieved from the risk of their Policies being forfeited by the parties going to foreign countries.

One-half of the Premiums may remain unpaid for seven years, affording a greater facility for loan transactions and family provisions than any other plan which has been suggested.

Credit Table to assure £100, payable at death.

Age 20.	Age 25.	Age 30.	Age 40.	Age 45.	Age 50.
£0 18 0	£1 0 7	£1 3 7	£1 11 5	£1 16 6	£2 3

The usual Commission allowed to Solicitors and Agents; and Medical Gentlemen are in all cases remunerated for their reports.

COKE.—THE LIVERPOOL AND MANCHESTER RAILWAY COMPANY are desirous to receive TENDERS for the supply of COKE, of the best Quality, suitable for Locomotive Engines. The term, six months certain; and the quantity, 50 to 100 tons per week; to be delivered on the Railway, either at Manchester, Parkside, or Liverpool, day by day, in quantities proportionate as nearly as practicable to the weekly supply. The deliveries to commence on the 1st of January next.

Tenders, at a price per ton, delivered, must be sent to the Directors, Lime-street Station, Liverpool, on or before Friday, the 12th November; and a trial of the Coke will be required before making a Contract.

Further particulars, if required, may be had on application to the Treasurer.

By order of the DIRECTORS.

Liverpool, 25th October, 1841.

TO COAL PROPRIETORS, ENGINEERS, and Others.—To be SOLD by Private Contract, Four excellent double-acting condensing STEAM ENGINES, of 28, 11, 6, and 4 horse power respectively.

The whole are in excellent condition, and have been recently at work.

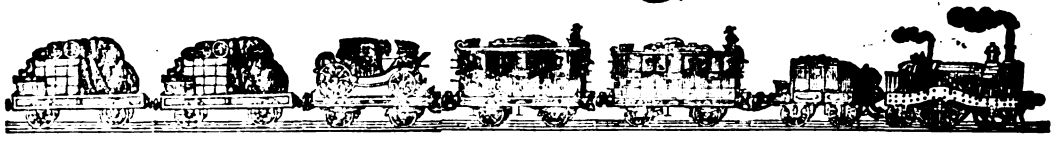
For further particulars, or to treat for the purchase, application may be made to Mr. Woodhouse, Colliery Viewer, Overseal, near Ashby de-la-Zouch.

October 12, 184..

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, November 6, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 202. Vol. IV.—No. 46.] SATURDAY, NOVEMBER 13, 1841. [Price, 6d.

PROPOSED PLAN for the establishment of a GENERAL OFFICE for the use of TRAVELLERS BY RAILWAY and STEAM NAVIGATION, where the public could readily obtain every species of information that might be useful to or required by Travellers, either on business or pleasure, by any of the various Railway and Steam Navigation Conveyances throughout the United Kingdom, more especially as relates to the hours of departure and arrival, the scale of fares, and the different regulations of each, for conveying Passengers and Goods; to be formed under the sanction and patronage of the several Boards of Direction and Management of the Companies now in existence.

☞ It is proposed that a complete Register be kept of all the Railway Conveyances, systematically arranged for the convenience of immediate reference, setting forth every station at which the trains stop on the respective lines, and the several stations and booking offices from whence passengers and goods may be conveyed.

That the proposed Office be furnished with the printed placards and hand-bills from all the different Companies, for reference and distribution to the public, who should receive gratuitously every information required.

That a like Register be kept of all the Steam Navigation Conveyances, and a similar distribution be made of the hand bills of the different Companies, and every information respecting them be given in the same manner.

That a communication be opened for correspondence with the respective Secretaries to enable the Manager of the Office to give answer to such inquiries as might arise, and which their printed hand-bills do not furnish, and that the Secretaries would from time to time give the Manager immediate notice of every alteration affecting the conveyance of passengers and goods.

The Manager of the Office would undertake to transmit by post any hand-bill or specific information, which might be required by persons residing in the country, and who could not conveniently attend personally to obtain it.

That such Office be fixed at some centrical point (being a public thoroughfare) at the West End of the Town, holding connection with a similar establishment in the City, and to be open to the public every day, Sundays excepted, and that the Office shall be furnished with geographical maps and plans of the Railways.

It is proposed that arrangements should also be made which would embrace an extension of the plan, by collecting information of the various establishments on the Continent of Europe and elsewhere, for conveyance by Railway and Steam Navigation, as it is considered that by centralizing these various objects at one place, a complete Emporium will be formed for obtaining that general information which Travellers so much require, and this concern founded upon such an enlarged and comprehensive scale as would ensure the contemplated benefit and advantage to the several Companies interested, as well as for its becoming a medium of the greatest public utility.

NATHANIEL W. SYMONDS.

Lombard Street Chambers, Clement's Lane,
27th October, 1841.

*** Any suggestion to improve or add to the usefulness of the above plan will be thankfully received.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill-wall, Poplar; and also of the following Agents:

Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn..... Newcastle-upon-Tyne
Joseph Bothway..... Plymouth.
John Thompson and Co..... Wigan.
J. T. Tregellas..... Truro.
Thomas Mooney and Son..... Dublin.
Coates and Young..... Belfast.
James Kibble and Co. ..... Glasgow.
James Gunn..... Leith.
John M. Beatte, 14, Clement's-lane, High-street, Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

Published at the *Railway Times* Office, 122, Fleet-street, and sold by Groombridge, Panyer-alley, and R. Tyas, Paternoster row; Hyde & Co. and G. Bell, Fleet-street; Mann, Cornhill; and by all booksellers and Newsmen.

ROBINSON'S RAILWAY DIRECTORY for 1841, containing the Names of the Directors and principal Officers of most of the Railways in Great Britain, derived from authentic sources, price 1s. *Railway Times* Office, Fleet-street.

Just published, a new Edition of ROBINSON'S

RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth. *Railway Times* Office, and Hyde and Co., Fleet-street.

Just published,

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.

Published at the *Railway Times* Office, 122 Fleet-street, and sold by all booksellers.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

SHEFFIELD, ASHTON-UNDER-LINE, AND MANCHESTER RAILWAY.—Call for Twelfth Instalment.—The Directors of this Company having resolved to make a CALL under the provisions of the Act of Parliament for an Instalment of Ten Pounds per Share, Notice is hereby given, that the several Proprietors in the Capital Stock of the said Company are required to pay the said call or Sum of Ten Pounds on each of their respective Shares on or before the 7th day of December next, to one of the undermentioned Bankers, viz.:—

Sheffield—Messrs. Barker, Shore, and Co.
Manchester—The Manchester and Liverpool District Bank.
London—Messrs. Rogers, Olding, and Co.; and Messrs. Smith, Payne, and Smith.

Interest after the rate of 5 per cent. per annum will be charged by the Bankers on all such sums as shall remain unpaid after the said 7th day of December next, until payment thereof.

The Directors take this opportunity of stating, that £5 per cent. per annum is allowed on all sums paid in advance.

By order of the Directors,
JOHN PLATFORD, Secretary.

15, Piccadilly, Manchester, November 3, 1841.

FORTY FINE, YOUNG, SEASONED CART HORSES AND A CELEBRATED BAY TROTTING CHAISE MARE.

MR. DIXON begs to announce that he is instructed by Messrs. Earl and Pearce, to Sell by PUBLIC AUCTION, at the City Repository, Barbican, on FRIDAY, November 19, 1841, commencing at Eleven for Twelve o'Clock, precisely, Forty valuable, fine-shaped, powerful, active Cart Horses, being the first portion of their excellent Stock, that have been employed on the Harlow Contract of the Northern and Eastern Railway, and are sold in consequence of it being nearly completed.

Colours—Bays, Browns, Greys, Roans, Chesnuts, and Blacks; including several elegant Match Teams.

Also, a very handsome five year old rich-coloured brown Carriage Horse, and a fine-shaped extraordinary Trotting Bay Chaise Mare, one of the fastest and finest goers ever seen.

☞ The above lot of fine young seasoned Cart Horses are worthy the attention of Brewers, Distillers, Corn and Coal Merchants, Tradesmen, Agriculturists, Contractors, &c. being remarkable for their symmetry, power, and activity; and having now completed that part of the Contract on which they have been employed, will be positively sold without the least reserve.

On view, and catalogues had two days previous.

TO RAILWAY SHAREHOLDERS, ENGINEERS, CONTRACTORS AND OTHERS.

IMPORTANT RAILWAY CASE.—In the Press, and shortly will be published, price 2s. 6d., A Report of the Case, IRVING v. THE MARYPORT AND CARLISLE RAILWAY COMPANY, referred from the Carlisle Assizes to R. B. Armstrong, Esq. Q.C., and heard at Carlisle on the 7th of September, 1841, and the four following days, in which Mr. Thorpe, of Thorne, Yorkshire, appeared as Attorney for the Plaintiff; and Mr. Tyson, of Maryport, Cumberland, and Mr. Mounsey, of Carlisle, for the Defendants.

London: Whittaker and Co., Ave-Maria-lane.

When published, due notice will be given in the *Railway Times*, &c. &c.

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NORTHERN UNION RAILWAY.

MEETING OF THE GREAT NORTH OF ENGLAND COMPANY.

On Tuesday (week) a special general meeting of the proprietors of shares in the Great North of England Railway was held at the Company's office in Darlington, for the purpose of taking into consideration and deciding upon a proposal that this Company should transfer to another Railway Company the powers and provisions contained in the Act of Parliament under which they are incorporated, and also for taking into consideration and deciding upon a proposal that the Company should unite with certain other Railway Companies in taking a lease of a railway proposed to be made from a portion of the Croft branch to join the Durham Junction Railway; and also for the purpose of adopting and deciding upon such measures with reference to these subjects as might appear advisable and for other matters; George Hutton Wilkinson, Esq., presided.

The Chairman opened the proceedings by calling upon

Mr. William O'Brien, the Secretary, to read the notice convening the meeting.

The Chairman—The main object for which the present meeting of shareholders in the Great North of England Railway Company has been convened is one of so much public notoriety at the present moment, and in which so deeply intense an interest has been taken, not only among the shareholders resident in the vicinity of the line, but also by others, as testified by the great number of proxies which I hold in my hands; and also from the circulation which has been given to the various discussions which have taken place at York and elsewhere, that I feel I should be trespassing upon your time by commenting on the object and the deep importance of this meeting. From the notices in the newspapers, and also from the pamphlets and circulars which have appeared on the subject before us, you are all as well acquainted as myself with the true state and position of the case as affecting the shareholders of the Great North of England Railway. I shall therefore content myself with calling upon the secretary to read the resolutions already passed by deputations from other Railway Companies upon the subject. In the first place, I call upon the Secretary to read to you the resolutions which were passed at a meeting at York, on the 6th September last, at which the Chairman of the York and North Midland Company (George Hudson, Esq.), whom I am happy to perceive among us on the present occasion, presided.

[The resolutions have already appeared.]

The Chairman—You are now in possession of all the resolutions that have passed at these meetings, at which there were deputations from several Companies who are very deeply interested in that which is the object of the present meeting, namely, the carrying on the line northward to Newcastle. You will observe, by the 8th resolution of the adjourned meeting, that the deputations of the several Companies are required to call special meetings of their proprietors, for the purpose of their sanctioning the extension of the line at an early period. In pursuance of that resolution, one main object of the meeting convened on the present occasion is to procure your sanction to such course. In addition to this meeting, at which there were deputations from various Companies, there have been various special meetings held, one of which was called by the York and North Midland Railway Company, the proceedings of which have been made public in the *Railway Times* and other public prints, in which you will find detailed the advantages to be derived by the various Companies from the proposed measures, stated by the Chairman of that Company whose presence we have the advantage of on the present occasion. I shall not occupy your time with any general comment on the subject of this meeting, but call upon Mr. Oxley to propose to you certain resolutions, which have been framed with a view to carry out the object of the meetings at which you have heard the resolutions agreed upon.

Mr. Oxley then rose to propose that the resolutions recommended be adopted.

The Secretary then read the Report of the resolutions given in one of our former numbers.

The Secretary then read the resolutions.

Mr. Priestman—I have always considered that the great object of the Great North of England Railway Company was to form the best communication they could between Newcastle and York, and also having reference to the leaving the best possible point where they terminated, for going northward to Edinburgh. I have observed with considerable jealousy this proposed deviation from what was the projected line of this Company when they first went to Parliament. I have rather a strong feeling for that line under certain modifications, and have entertained the opinion that it might have been carried out.

The Chairman—If any gentleman has anything further to offer, I shall be glad to hear him; if not, I will take the sense of the meeting.

A Shareholder—I beg to ask, is the gain on the sum stated, at what the line may cost?

The Chairman—I apprehend, upon the sum stated.

Mr. Barstow—I should apprehend on what the line may cost. If it should cost more, you will hardly give the parties larger interest. A few years ago, when railway estimates were made, the cost was not so well understood as at present. You are now going to work when many railways have been made, and the cost of them is known. These estimates were formerly made at the highest rate; there is now no risk of any excessive extra expense. Besides, there are now so few railways in construction, that competent individuals will be easily obtained. I think there is no risk whatever of the cost exceeding the estimate.

The Chairman—The present object is merely to obtain the sanction of the meeting to the future negociation.

Mr. Henry Pease—I feel particularly anxious that the gentlemen who are now present, and who are here so seldom, should fully express their sentiments on the present motions. I do not feel satisfied to give my sanction to these resolutions without the most decided and unanimous approval of the shareholders; for I feel that we are scarcely doing right to transfer the whole of these powers to a new Company without the final sanction of another meeting, when we consider that the negociations are of a very extended character; and, secondly, that the guarantee fund will amount to something like 8,000*l.* per year. We have at present a good revenue from the line, considering the time it has been in operation, and we have reason for thinking that that revenue will be considerably increased. I must confess, that as a Director, unless the unanimous concurrence of this meeting is very generally expressed, I do not feel that the resolutions should be passed at present. I am unwilling to sanction their adoption without that stamp of unanimous approval which has not yet been evinced.

Captain O'Brien—The observations which have now been made are very much like what was expressed at the late meeting held at York; it was surmised that the guarantee might fail, and the North Midland Railway Company would have to pay 6,000*l.* per annum, possibly. Their proportion, supposing that the railway paid five per cent., would be 5,000*l.* per annum; but if, on the other hand, by the new arrangement, that Company only get two passengers daily between Normanton and Derby, these two passengers, either way, would increase the present traffic, and make up that 5,000*l.* per annum. I think, therefore, that if we have to guarantee for the sum of 8,000*l.*, it does appear, and it will appear to those persons who may not have gone minutely into the calculation, to be a great deal of money. But supposing we should have to pay 2,000*l.* to that 8,000*l.*, why, gentlemen, that 2,000*l.* would be covered by the daily augmentation of five first-class and eight second-class passengers, I would ask you whether such towns in the county of Durham as Shields, with 15,000 inhabitants, Sunderland with 20,000 (more) Newcastle, together with Gateshead, which, according to the census of 1831, contained 68,790 inhabitants, and in all probability will now have about 90,000, with its large increase of shipping—(the population of the county of Durham alone has increased 58¾ per cent. from 1831 to 1841, which is 2¾ per cent. greater than the increase throughout England)—I would ask whether these large and populous places, with their thousands of inhabitants, still increasing, are not likely to give you something more than your five first-class passengers and eight second-class passengers daily between Darlington and York; and if they do that, the North Midland Railway Company may find themselves in a far better position by having to pay a thousand pounds on the one hand, when in all probability they will have to receive three on the other. I beg to make these observations in consequence of a meeting which has been held at Liverpool of the Midland Counties Railway Company, in which several statements have been made which are characterised by extreme ignorance of facts. I venture to make this statement, because on Friday next a second meeting will be held by these proprietors, and I think it will be a pity if it is supposed that what has been stated by them is all gospel, and what has emanated from us is not fact.

Mr. Oxley—I would make one remark with reference to the observation of Mr. Henry Pease, that he would scarcely give his sanction to passing the resolutions without their being confirmed at another general meeting. In the first place, gentlemen will understand that this is a special general meeting, called for a special business; and that business is to take into consideration the subject now before us. A circular has been sent to every shareholder, and proxies are in the hands of the Directors and other parties present, and every shareholder has had an opportunity of giving his opinion on the question now to be brought before us. I should, therefore, conceive that we could not have a more complete—a more thorough meeting of the constituency at large than is here present. There is also another part of the question more important. This is only one of a series of steps. There is no time to be lost in the formation of a new Company. (Hear.) It is necessary to ensure the confidence of the public, and that everything may be placed in as favourable a position as possible. I am sure that the gentlemen who have taken an active part in the formation of this new Company would not like to be acting without they saw clearly that the thing had already been confirmed by the several Companies with whom they have been brought into contact. And, therefore, if this question was to be decided at a future general meeting, these gentlemen would be acting in the dark, and it is not likely that they would move with the same energy as if they found all the difficulties had been cleared so far as they had gone. I hope this meeting will not hesitate upon that point.

The Chairman then put the resolutions, which were carried unanimously; the Chairman observing, it appears that that unanimity already exists which Mr. Henry Pease requires.

Mr. Henry Pease—No one rejoices more than I do at this unanimity. You will excuse me for putting the case clearly, which I have done in accordance with the wish of proxies which I have received, parties stating that they do not see the justice of guaranteeing 6 per cent., unless it can be shown that the line will yield 6 per cent.

Mr. Oxley—There is another resolution as a matter of form with reference to the arrangement of tolls to be received. (Mr. Oxley then read the resolution, together with a table of tolls, which were of a formal nature.) I beg to move that this table of tolls be adopted.

Mr. Plews seconded the resolution, which was passed.

Thomas Price, Esq., of York—I think we should ill discharge our duty without offering our thanks to the Chairman, for his kindness in presiding over us, and for his urbanity, and the manner in which he has conducted the business of the meet-

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ing. I am, like many others present, one of the original shareholders of the Company, and I conceive that the line must be eventually beneficial, not only to ourselves, who have to work it out, but also to the country at large. I beg to propose the thanks of the meeting to the Chairman.

The CHAIRMAN returned thanks for the compliment paid him, and he esteemed it more particularly as it came from one who was not immediately connected with the Company. He went, naturally, along with the gentleman in the sentiments which he had expressed with respect to the issue of that proceeding. He felt certain that they had the game in their own hands, and had only to play the cards out with proper discretion.

They meeting then separated.

MEETING OF THE NEWCASTLE AND CARLISLE COMPANY.

A special general meeting of the Newcastle and Carlisle Railway Company was held in th Company's office, Newcastle, on Wednesday evening, to consider the proposal to unite with other Companies to extend the Great North of England line, and also to decide as to the raising of a further sum of money, under the powers of the Act passed last year. M. Plummer, Esq. was in the chair.

The CHAIRMAN explained the object of the meeting, and

Mr. J. CLAYTON then read the copies of the resolutions passed at meetings of deputies held at York on the 6th and 27th of September last, all of which were given in this paper last week. All that it is necessary here to repeat is, that an annual rent of 10,000*l.* was proposed to be raised, jointly, by the Great North of England, the Brandling Junction, the Durham Junction, and the Newcastle and Carlisle Railways. Mr. Clayton said, that the first of these railways had agreed to pay 8,000*l.*, and the Brandling Junction and the Durham Junction 750*l.* each, thus leaving only 500*l.* to be raised by this Company.

The CHAIRMAN thought it was unnecessary to trouble them with further details, but he might state that the Directors, at their last meeting, agreed to propose to the shareholders to give authority for this Company granting 500*l.* a-year towards the payment of the interest to the subscribers for the new shares for the purpose of making the proposed railway communication between Darlington and Newcastle. There could certainly be no doubt that the new line would be of great benefit to this railway, as, when it was completed—which, according to the engineer and gentlemen conversant with railways, would be within two years—there would be direct railway communication between London and Carlisle. Passengers to London, coming from Glasgow and the west of Scotland, and also from the immediate vicinity of Carlisle, would scarcely go 66 miles by coach, over Shap Fell, when they could get by railway without disturbing their luggage, except perhaps when removing it from one carriage to another. It was fair, also, to presume that the north of Ireland would take advantage of it. Therefore, he thought the grant which this Company had taken upon them would be very small in comparison to the benefit that would be derived.

Mr. JOS. HAWKS—The Company are to guarantee the payment of 500*l.* a-year, without any prospect of return beyond the increase of revenue?

The CHAIRMAN—It was to be supposed that there would be traffic upon the new line. They were to guarantee the payment of 500*l.*, being at the rate of six per cent. upon the capital, but then, as a set off, they would be entitled to receive their share of the revenue that would be derived from the railway between Darlington and Newcastle, or rather Gateshead.

Mr. CLAYTON—The guarantee would only extend to the deficiency between what the railway produces and the interest. This Company must go to the extent of 500*l.* a-year if the railway produced nothing.

The CHAIRMAN—If the revenue between Darlington and Newcastle produced only three per cent., of course this Company would contribute three per cent. as some drawback upon the benefit they would derive from the benefit of increased passengers to Carlisle. The Directors at their late meeting had turned the matter over very seriously, and they had desired him to say that they were of opinion that they had better take their share of the capital, so as to give the shareholders the opportunity of benefitting thereby, as there could be no doubt that the shares would be at a premium.

In answer to a question by Mr. Johnson,

Mr. CLAYTON said, the capital was calculated at 500,000*l.*, which was more than the estimate required; but some addition was made to allow of the payment of six per cent. until the opening of the railway, which, it was thought, it would not be difficult to accomplish within the two years.

Mr. WOOD remarked, that the mail which leaves London at half-past eight o'clock in the evening arrives at Carlisle at half-past three o'clock in the afternoon. The mail which leaves London at nine o'clock arrives at Newcastle at twenty minutes past one o'clock, making a difference of two hours ten minutes. When the projected line from Darlington to Newcastle is executed, a further saving of time of two hours will be effected, making altogether four hours ten minutes from London to Newcastle sooner than from London to Carlisle. Taking three hours from Newcastle to Carlisle, the mail, or a passenger will arrive from London in Newcastle, by railway, the entire distance to Carlisle, one hour ten minutes sooner than by the western line of railway, and by coach over the Shap Fells. The unfinished part of the western route is 66 miles of coaching road, and, according to the Commissioners, 78¾ miles of equivalent railway. The saving of time, reckoning 10 miles per hour in the one case, and 20 miles in the other, will be two hours forty minutes; from which deduct one hour ten minutes, leaving a saving of time from London to Carlisle of one hour thirty minutes only by the execution of from 70 to 80 miles of railway across the Shap Fells, at an expenditure of from two to three millions of money, and that in a competing line of railway. But suppose the projected line of railway (recommended by the Commissioners) executed through Cambridgeshire to York, a saving of 39 miles of distance, or 1 hour 58 minutes in time would be effected, which would throw the balance in point of time 28 minutes in favour of the eastern route to Carlisle, even if the line across Shap Fells is executed, the relative equivalent distances from London to Carlisle by the eastern and western routes (per Commissioners' Report) being 326 miles one chain, and 325 miles 55 chains. The distance per railway from Carlisle to London, *via* Newcastle, being only 26 chains, or 572 yards greater than by Shap Fells, it would appear a bold scheme to expend between two to three millions on a competing line of railway, where the distances are so nearly balanced; and the only practical conclusion which can be deduced from these facts is, that the effort of the capitalist should not be directed to execute competing lines of railway south from Carlisle, but that these efforts should be occupied in procuring the best line into Scotland north from Newcastle and Carlisle. With respect to the communication from Carlisle to Manchester, the time occupied at present from Newcastle to Manchester is 9¾ hours, or 12¾ from Carlisle. When the projected line from Darlington is executed, a saving of two hours will be effected, which will make 10¾ hours from Carlisle to Manchester. This is, he believed, the precise time occupied at present *via* Lancaster. Thus, when the projected line is executed, a person will travel the whole distance from Carlisle to Manchester by railway in the same time as by coach over the Shap Fells; and if the traffic from Carlisle to Manchester can be secured to the railway, then the whole of the traffic north and east of Carlisle, and south and east of Manchester will most assuredly be, and consequently the benefit to the Newcastle and Carlisle Railway will be very great indeed.

Mr. J. HAWKS then moved a resolution to the effect that the Company do unite as proposed, and on the terms already explained.

Mr. EBENEZER ROBSON seconded this, and it was adopted unanimously.

The meeting then proceeded to the other portion of the business, viz., the consideration of the proposal, under the powers of the Act recently obtained, to obtain the sum of 225,000*l.* by the creation of 2,250 new shares; and three resolutions were ultimately carried sanctioning such proposal.

Thanks were then voted to the Chairman, and the meeting separated.—*Newcastle Courant.*

MEETING OF THE MIDLAND COUNTIES' COMPANY.

ON Friday [week] a special general meeting of Proprietors of the Midland Counties' Railway Company, was held at the Railway Station, Derby:—"For the purpose of considering and determining on the expediency of authorising the Directors, in concurrence with the other Railway Companies interested in the completion of the line of railway between London and Newcastle, to adopt measures for forwarding an application to Parliament, in next session, for an Act to make a Junction Railway between the Great North of England Railway, at Darlington, and the Durham Junction Railway, for which the requisite notices have been given, either by guaranteeing to the subscribers to such undertaking a certain amount of profit, or by such other means as may be considered best calculated to effect the desired object,"—There was rather a large attendance of proprietors.

Mr. DICEY (Chairman of the Company), opened the business of the meeting by referring at considerable length to the comparative merits of the two projects for a line of railway to Scotland—the one by the western, and the other by the eastern parts of the kingdom, and showing most conclusively, that, in point of distance and facilities for the formation of a railway, there could be no doubt as to the great preference for an eastern line. [The details were similar to those already reported at length. The projected junction railway will commence at the present terminus of the Great North of England Railway at Darlington, and will for the first 15 miles (as far as Shincliff) adopt a line for making which powers have already been granted by Parliament, in the Great North of England Railway Act. From Shincliff a new line will be taken which, partially adopting the Durham Junction Railway, will join the Brandling Junction Railway, at a point nearly equidistant from Newcastle, South Shields, and Sunderland, to each of which towns the Brandling Junction already affords adequate means of railway communication. At Newcastle a Union will be effected with the Newcastle and Carlisle Railway, and thus the only link will also be furnished which is now wanting to complete the chain of railway communication between Carlisle and the South of England. It is proposed to raise the capital in 20,000 shares of 25*l.* each, and in order to induce capitalists to come forward at once to take the shares without delay, a dividend will be guaranteed to the shareholders at the rate of 6 per cent. per annum for the first 10 years from the opening of the railway, up to which time interest at the same rate on the capital advanced will be paid out of the capital. In giving this guarantee the York and North Midland, the North Midland, the Manchester and Leeds, the Great North of England, the Newcastle and Carlisle, the Durham Junction, and the Brandling Junction Railway Companies, propose to join with the Midland Counties' in certain specified proportions, and the share of the guarantee for which it is proposed that the Midland Counties' Railway Company shall be responsible is 1-10th of the whole.] Mr. Dicey then proceeded to point out the immediate advantages which must accrue to the Midland Counties' Company by supporting the object for which the present meeting of proprietors was convened; and then referred to the estimated expense of the proposed undertaking. Mr. Robert Stephenson had made a very careful estimate, from which it appeared that the cost would not exceed 500,000*l.*, and this estimate had been sanctioned by Mr. Wood. The Midland Counties' Railway had cost about 27,000*l.* per mile,

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but the proposed line, which was 22½ miles long, was much less expensive, there being no expensive terminal stations required. Still he was ready, for argument's sake, to assume that the 500,000*l.* would be exceeded, although his own opinion was, that it would not; but, even if it cost 30,000*l.* a mile, there was evidence enough to show that their guarantee was merely nominal. He was fully satisfied the line would pay. The Great North of England Railway paid 5 per cent. immediately on its opening, and it could not be supposed that, in continuing the line as now proposed, any less dividend would accrue. But, even allowing that the project did not pay a shilling beyond the expenses of the working, still, was it not worth the notice of the proprietors of the Midland Counties' Railway to join in its formation at some risk on this head for the sake of a permanent traffic which would, of necessity, come upon their line? Besides, their liability was only for ten years after the opening, which would, according to Mr. Stephenson's estimate, take place in two years from the present time. If they did not adopt the present plan their rivals would be left to carry theirs, and the importance of an unbroken line of railway to Scotland was fully shown from the fact, that the Grand Junction, and North Union, and other Companies were endeavouring to carry out a western line, and were subscribing large sums of money to forward such a scheme—a scheme, too, immensely more arduous, with regard to engineering difficulties, than the one now under consideration. Mr. Dicey said the guaranteeing Companies stood as follows:—

The Midland Counties' Company were to guarantee annually, for 10 years	£3,000
The North Midland	6,000
The York and North Midland	8,000
The Manchester and Leeds	3,000
And the Companies north of York	10,000

These would be a new Company formed for the new line, and the Directors would be taken from the guaranteeing Companies, who would take any surplus beyond the 6 per cent. if there was any, and if not, then they would have to pay in their proper proportions the difference between that per centage and the amount of revenue actually realised.

Mr. Robert Stephenson said that he had very minutely gone into the question as to the estimate of 500,000*l.*, and it was his firm conviction that that amount would not be exceeded. Opinions of engineers he knew were liable to be doubted, although they were now better able to form them than they were some years since, as they had the benefit of experience, but, in the present case, there were facts which bore out his representation of the cost. The Durham Junction line was executed for 17,000*l.* a mile, including a most expensive bridge over the river Weare, and the Great North of England but little exceeded 21,000*l.* a mile, and that Company had paid large sums to landowners, which would not be necessary on the proposed line. Here then, were two Companies, one at the north, and the other at the south end of the line, the cost of whose works was sufficient to insure the correctness of the estimate of 20,000*l.* a mile, particularly when it was remembered that the projected line was over a more favourable country than they were. He could only repeat that he had the utmost confidence in the estimates named.

Mr. Evans, M. P., then moved the following resolution:—

"That this Company approves of the plan of uniting with several other Railway Companies in taking a lease of an intended new railway to connect Darlington and Newcastle, at such a rent as will pay the shareholders in the projected undertaking 6 per cent. and the Directors are authorised to guarantee such proportion of the rent, and adopt such measures in reference thereto, as may appear desirable."

He had no doubt that the intended line would not only be extremely beneficial to the public but very remunerative to the subscribers. He regarded the guarantee as merely nominal; and with regard to the estimates, after what Mr. Stephenson had said, and considering his high character and reputation, supported as they were by facts, he did not suppose any person could conceive it very probable they would be exceeded. What the Midland Counties Company were called on to do was only, in fact, to guarantee an amount little more than the cost of one mile of their own line; and this surely was very unimportant when the increased permanent traffic which would come upon it was remembered. Mr. Evans, at some length, entered into details of traffic, and then referred to the western project, and to the immense difficulties, owing principally to the mountainous character of the country, which, if it was begun, would follow. He thought it was most important for them now to take the proposed steps

Mr. Dawson (Whatton House) seconded the motion.

Mr. Hudson (Chairman of the York and North Midland Railway Company) said, having observed the great increase of traffic brought on the York and North Midland line after the great North of England Railway was opened, he became convinced it was highly requisite that all the railways north of Rugby should unite to make a further extension. To show the facts of this increase he would state what was the amount of revenue brought on the York line the first seven months of its opening, and the first seven months after the Great North of England line was in operation:—

FIRST SEVEN MONTHS.	
Receipts from passengers, carrying 11,837	£9,680
From horses, carriages, merchandise, &c.	17,742
From parcels	1,328
SECOND SEVEN MONTHS.	
Receipts from passengers, carrying 21,658½	24,833
From horses, carriages, &c.	36 893
From parcels	3,726

There was an increase the second seven months of 27 passengers per day, going south; and he inferred there was about the same northwards. If they agreed to the proposed plan, they would have on the Midland Counties' line, he did not doubt, a daily increase of 40 or 50. The traffic, he was sure, would be more than 6 per cent.; indeed, he thought it was likely to be nearer 10 per cent. than anything else, and would amply repay the shareholders when the 10 years were expired. The proposed line abounded with limestone, coal, &c., and the population was great. Shields had 20,000 inhabitants, Sunderland 50,000, Newcastle and Gateshead 90,000. With these large and populous places, still increasing, he would ask if there was any risk in the undertaking, remembering that the Great North of England, incomplete as it was, paid 5 per cent. at the present time. It was stated at the late Liverpool meeting that the line might cost a million and a half; but surely this was ridiculous; such statements were quite unfair, and ought not to be made. Something, too, was said about the carriages having to run over several lines, and difficulty was anticipated from this with regard to change of engines, &c.; now, he was authorised to say, that all the Companies on the line of country would agree to a clause in the Act of Parliament to prevent this, and to prevent any confusion arising at all from York to Newcastle. He saw no reason why the carriages might not run through. As to the estimates, he believed what Mr. Stephenson said would be completed verified. There was no tunnel to deceive an engineer; but traffic had usually exceeded anticipation. He (Mr. Hudson) had had a traffic case made out regarding the proposed line, and the estimated revenue was 66,499*l.* The shareholders, therefore, were safe; and indeed they ought to be assured that there was no risk. He was confident the railway would leave a surplus after paying 6 per cent. They had found that, with regard to the Leeds and Selby line, their risk was nominal, although doubts had been thrown out beforehand. Mr. Hudson concluded by saying, that it was clearly the interest of the proprietors of the Midland Counties' Railway to promote the object under consideration. When that was completed, they would find their line daily prospering.

In answer to a shareholder, it was said, that, with the exception of the Manchester and Leeds Railway (which Company was to have a meeting soon) all the other Companies had agreed to the plan proposed.

The Chairman then put the motion agreeing to the guarantee required, to the meeting, which was carried, the numbers being—

For the motion	52
Against it	2
Majority	50

The Chairman inquired if any shareholder called for proxies, but no one doing so, the meeting separated.—*Derby Mercury*, Nov. 10.

CLARENCE RAILWAY COMPANY—SPECIAL MEETING.

Two Special General Meetings of the Proprietors have been held this week—the first on Tuesday, at the George and Vulture Tavern, St. Michael's-alley, Cornhill, London—and the second on Thursday, at the Town-hall, Stockton-upon-Tees. The former of these meetings was held "to take into consideration, and to determine what steps should be taken to place the Committee of Management in adequate funds to complete finally the works upon the whole line, and to repay the temporary loans which the committee had obtained on their personal responsibility; also to consider the expediency of remodelling the Committee of Management, and to receive resignations, remove and displace all or any of the present members, and appoint others in their stead." The object of the latter meeting was "take into consideration the present state of the Company's affairs, and determine upon the best course to be pursued for the welfare and future management of the concern, under its existing circumstances."

The Stockton meeting was convened by gentlemen participating, we believe, in the views of the Company's solicitor, Mr. Ralph Ward Jackson, who, when requested, as a shareholder, to subscribe a further sum in aid of the undertaking, refused to comply, and addressed the Committee in the following terms:—

I have, for upwards of three years, given my utmost and best attention to the concerns and interests of the Clarence Railway; and I consider it is now my bounden duty to yourselves, to the general body of proprietors and to myself, not only as the Company's Solicitor, but as having a pecuniary interest of some moment in it, to declare my sincere conviction of the utter impracticability of your attempting successfully to manage its affairs, while you are residing upwards of 250 miles from it. I therefore think I should act very wrongly if I were now to withhold from you and the proprietors the full expression of my sentiments on the subject. It must surely be manifest to all who give the matter one moment's reflection, that where a railway is, there should be its seat of management. I believe I may confidently assert, that it is not only an unprecedented, but a ruinous system, for Directors, living at such a great distance off, to conduct the weighty and complicated affairs of an extensive railway merely by agents, who have to communicate only by letter with the Board upon the numberless important and intricate questions which are daily occurring, and which require gentlemen with local influence and information to decide and regulate—very often on the spur of the moment. * * * Being therefore now thoroughly convinced, after the most mature deliberation, that any prospect of the railway remunerating the shareholders is hopeless, if the entire Board of Directors remains in London, you will not, of course, be surprised at my not making any further pecuniary advance, so long as the present system is adopted."

The letter, of which the above is an extract, was written in August. In October, a meeting of the proprietors was held in London, when it appeared that the Committee had resigned.

At the meeting in Stockton, on Thursday last, H. Vansittart, Esq., of Kirkleatham Hall, was in the Chair. There were present—Messrs. Blanshard, Blackett, Morrice, Milton, and Rowley, of London; Messrs. W. Skinner, jun., Thomas Walker, R. W. Jackson, Thomas Richmond, Richard Walker, Robert Pulman, C. Wigham, A. Sanders, Richard Dickson, G. H. Swain, Joseph Laing, A. Brown, J. Langley, R. Watson, T. Jennett, W. Sleigh, and Joshua Byers, of Stockton; Messrs. W. and J. Page, of Norton; Messrs. Clark, Ord, Small, and Dixon, of Guisbrough; Mr. Salvin, of Croxdale; Mr. James Walker, of Whitby; Mr. J. P. Sowerby, of Stokesley; John Jackson, of Billingham; and other gentlemen.

Mr. William Skinner, jun., of Stockton, moved a resolution regretting the position in which the affairs of the railway were placed, and advocating an improvement in the management.

The resolution was seconded by Mr. James Walker, of Whitby, and led to a long discussion,

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during which a Report adopted at the London meeting, and several resolutions founded thereon, were read and commented upon. On a show of hands, the motion was carried by a large majority.

Mr. Thomas Walker then moved a resolution in favour of conducting the management by a Country Committee, the Board meetings being held in Stockton.

Mr. Salvin seconded the resolution.

Another discussion followed, after which the resolution was passed by a show of hands; but when proxies were produced, the tables were turned, the numbers being—

For Mr. Walker's resolution	410
Against it	834
Majority	424

There was rather an uproarious dispute as to the validity of some proxies held by Mr. R. W. Jackson, which were finally set aside; but had they been admitted, the London interest would still have been predominant.

Yesterday, there was to be a second meeting in Stockton, to endeavour to effect an amicable arrangement.—*Gateshead Observer*, Nov. 6.

The following printed notice of the proceedings has been forwarded to us:—

At the special general meeting of the proprietors of the Clarence Railway, held at the Town Hall, in Stockton, on the 4th day of November, 1841, pursuant to the following notice:—

"Notice is hereby given, that a special general meeting of the Company of proprietors in the Clarence Railway will be held at the Town Hall, in Stockton, in the county of Durham, on Thursday, the 4th day of November next, at 12 o'clock at noon (when the attendance of the proprietors is particularly requested), for the purpose of taking into consideration the present state of the Company's affairs, and to determine upon the best course to be pursued for the welfare and future management of the concern under its existing circumstances. Dated the 16th day of October, 1841.

"Henry Vansittart	"Richard Dickson
William Thomas Salvin	John Page
Francis Henry Salvin	Andrew Sanders
William Skinner, Jun.	Robinson Watson
George Skinner	Cuthbert Wigham
Robert Rayson	Thomas Small."

[Here follows a list of names.]

After the Chairman had stated the objects of the meeting and expressed the hope that all the proprietors had come prepared calmly and dispassionately to consider the true interests of the undertaking, and without entertaining any thing like personal feelings against any member of the present London Committee:—

Mr. Blanshard proposed to read the proceedings of the special general meeting, held in London on the 29th ultimo, together with the Report of the Committee to it, which was acceded to. After it was read, and some clear and satisfactory observations were received from Mr. Rowley, Mr. Rayson, Mr. Jackson, and other proprietors on the subject, the meeting evinced its disapprobation of the incorrectness and impropriety of the statements and of the whole tenor of that Report, and also of the unfounded personal remarks and reflections which it contained.

It was then moved by William Skinner, Jun., Esq., and seconded by James Walker, Esq., and carried (after being very fully discussed)—

"That this meeting views with feelings of deep regret the unfavourable position in which the Clarence Railway Company is now placed, and deems it highly expedient that active measures be adopted to render the management of the affairs more economical and efficient, and more fully to develope its resources."

The following resolution was then moved by Thomas Walker, Esq., seconded by Francis Henry Salvin, Esq.:—

"That it is the opinion of this meeting that the interests of the Clarence Railway will be best promoted by the executive management being conducted in the country, that the Board meetings should, therefore, be held at Stockton, and that it is desirable now to take immediate steps for carrying this object into effect."

Upon which a very lengthened discussion took place, originating with the objections of Messrs. Blanshard, Morrice, Milton, Blackett, and Sangster, to the motion. On its being put to the vote, and a large majority present being in favour of it, the five London gentlemen claimed to put in proxies, which were of many years standing and the validity of which, for any purposes at this distant period, was much questioned. The following is the result:—

Votes in person:—

For the motion	356
Against the motion	86
Majority of votes in person	270

General proxies, principally of several years standing:—

It was stated that the gentlemen in the country, wishing merely to have the *bonâ fide* sense and candid expression of opinion of the whole proprietary on the subject of a country management, did not solicit for, or advocate the admission of, proxies; but, as proxies were claimed by the opponents of the motion, and as two of the advocates of it, recollecting that they possessed a few proxies of some date past, they formerly presented them; thus—

By Mr. Dickson	6
And Mr. Wm. Skinner	29
	35
*Mr. Rayson	8
	43

* This proxy was given specially by the Rev. Mr. Yates, on the 2nd Nov. inst. for this meeting.

Mr. Blanshard	496
Mr. Morrice	67
Mr. Milton	99
Mr. Blackett	10
Mr. Appleby	8
	670
	43
Majority of proxies	627

It was then agreed on both sides that the written answers of absent proprietors, which had been recently forwarded to Mr. Jackson, in reference specially to a country management (and in compliance with the request of the gentlemen calling this meeting) should be recorded as votes, subject to a future determination whether they can be considered legal appointments of proxies, or not, under the Act of Parliament, but, at all events, that they should be received as the expression of their opinions on the subject.

The following is the return of these letters:—

"Favorable" to a country management	327
Adding the votes of those gentlemen whose proxies, notwithstanding their recent letters approving a country management, were used by Mr. Milton against the motion, amounting to	50
	377
	6
Majority of letters received as "favorable"	371
"Unfavorable" to a country management	6

Thomas Fowlis (London.)

The aggregate of votes in person, by proxies, and letters, were,

FOR.

Votes in person	356
by proxy	48
by letters "favourable"	377
	776
	762
Majority	14

AGAINST.

Votes in person	86
by proxy	670
by letters "unfavourable"	6
	762

Total of Votes in Person and by Letter.

FOR.

Votes in person	356
by letters	377
	733
	92
Actual majority in expression of sentiment in favour of a country management	641

AGAINST.

Votes in person	86
by letters	6
	92

In consequence of the London deputation introducing such a number of unexpected proxies into this meeting, and thereby drowning the expressed sense of the majority of those present, on a country management, a discussion arose as to the expediency of bringing forward the other motions intended to follow up the propositions for a system of management in the country, but, on the London deputation still insisting upon opposing it with their proxies, it was thought inexpedient to urge the further motions at this period.

On a subsequent discussion as to the calling another special meeting at Stockton a month hence on the same subject, and the making a further appeal, in the mean time, for the sentiments and decision of every proprietor, it was proposed that, on the motion for such meeting being withdrawn, the London deputation would undertake to bring the subject before the proprietors at the general meeting of the Company in March next, and would then suggest and support the adjournment of such meeting to Stockton, on an early day, to take again into consideration the question of a country management, and the appointment, or confirmation, of a committee for the purpose.

HENRY VANSITTART, Chairman.

Mr. Vansittart having left the chair, it was moved by William Skinner, Jun., Esq., seconded by Henry Blanshard, Esq., and carried unanimously,

"That the best thanks of this Meeting be given to Henry Vansittart, Esq., for his able and impartial conduct in the chair."

*** At another numerous meeting of the proprietors, arranged at the above meeting to be held the following day at the same place, to consider and endeavour to reconcile points discussed on the previous day, (Mr. Vansittart being also in the chair), the London deputation fully and openly acknowledged the propriety (which had always been advocated by the Stockton and Hartlepool Company) of there not being any change of engine power at the junction of the Clarence and Stockton and Hartlepool lines, and that each Company should, subject to the rules of each railway, now haul coal uninterruptedly from the pits to the ports.

Coach Accidents.—On Wednesday last, as the Hereford mail was on its way to Brecon, and near Velin Vach, about four miles from the town, one of the fore wheels suddenly flew off, and Evans the coachman was thrown to the ground with great violence, while the hind wheel passing over his leg fractured it in a most frightful manner. The passengers fortunately clung to the coach, and escaped without injury, and were enabled to render immediate assistance to the unfortunate sufferer. A phaeton with two gentlemen in it, which had accompanied the mail nearly all the way from Hay, coming up in a few minutes after the accident, Evans was placed in it, and promptly conveyed to Brecon, where most able surgical aid was immediately procured; and it was found that amputation was imperatively necessary. The unfortunate man, who had only been married five weeks, and who has borne an excellent character for civility, care, and attention to his duties, bore the operation with great firmness, and is doing as well as can be expected. The accident is attributed by the passengers to the circumstance of the washer inside of the box of the wheel having worn down by the friction to which it was subjected, until it was too weak to sustain the pressure; and to clearly demonstrates the necessity of a strict and constant surveillance of every part connected with the wheels and axletrees of public conveyances.—*Silurian.* On Tuesday evening, the *Umpire* coach on its return from Bolton was upset at Fearnhurst Brow, nearly two miles from Blackburn. Several passengers were seriously injured, and a gentleman from Blackburn, of the name of Cowell, sustained a fracture of the leg.—*Halifax Guardian.*

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RAILWAY COMMUNICATION WITH SCOTLAND.

[From the *Carlisle Journal.*]

THE Report of the meeting recently held in Carlisle to promote the formation of a line of railway from Lancaster by Carlisle to Glasgow and Edinburgh, appears to have startled, almost from their propriety, the parties interested in the line by the east coast to Edinburgh. To counteract the effect of that meeting, they are now working double tides, and displaying a degree of energy which one cannot but admire; at the same time, one cannot but regret that while they endeavour to exalt their own favourite scheme, they should find it necessary to depreciate that of their neighbours, by statements which look so very like wilful misrepresentations. Nor does it lessen one's regret to see a man of the high character of Mr. Stephenson, to whom science owes so much, lending himself to their propagation, and giving the sanction of his great name to disparaging opinions which he knows have no better foundation to rest upon than the jealous fears of a few greedy speculators.

The York and North Midland Railway Company have been the first to take the alarm; and a special meeting of the proprietors was held at York on Tuesday week, for the purpose of considering the plan referred to by us a fortnight ago for forming a junction of the various lines now in existence in the county of Durham, from Darlington to Newcastle. George Hudson, Esq., the Chairman of the Company, took the chair; and Mr. Stephenson, the Engineer, was present, and took an active part in the proceedings. One great object of the meeting seemed to be to cast ridicule upon the plan of a western line, and to impress upon the public mind the idea that the scheme is impracticable. The Chairman said—

"As to the comparative distances of the two lines:—by the western line the distance from Lancaster to Carlisle is 70 miles, from Carlisle to Glasgow is 101 miles, and then the branch from Symington to Edinburgh is 31 miles more, being a total distance of 202 miles. *But on the eastern line, when they got to Newcastle they would only have* 116 *miles of railway to make to reach Edinburgh, whilst their western opponents would be burthened with* 202 *miles.* Nor were the advantages in favour of the eastern line confined to distance merely. The western line will have to be carried through works, *the like of which have rarely been attempted and never have been accomplished.* They would have *a granite tunnel on that part between Lancaster and Carlisle a mile and a half in length*, and commencing at a depth of 90 feet. Yet they ventured to say, that this portion of their line would be completed for 1,200,000*l.*, *which upon the most moderate computation*, he was given to understand could not be done for less than 2,500,000*l.*"

It will at once be seen with what adroitness Mr. Hudson manages his argument. He endeavours to make it appear that the only question at issue between the competing lines is, whether it is a shorter distance from Newcastle to Edinburgh than from Preston to Edinburgh by way of Carlisle. "When they got to Newcastle," says he, "they would only have 116 miles of railway to make to reach Edinburgh, whilst their western opponents would be burthened with 202 miles." With an appearance of unconsciousness which one cannot but admire for the skill with which it is assumed, he seems never to have heard that one of the great objects for which the Commissioners were appointed by Government, at the request of the House of Commons, was, not how to establish the easiest communication between London and Edinburgh, but how the great manufacturing districts of Lancashire and those of Glasgow could be united.—Glasgow never enters into the worthy Chairman's calculation. His interest points to Edinburgh, and to Edinburgh only will he go. The Commissioners, however, had no private interest to promote: they had a duty imposed upon them which they were bound to discharge—and that was, in the words of the Address of the House of Commons, to report on the relative merits of all the projects for uniting England and Scotland. "not only in respect to London, but also the comparative facilities afforded to the communication by railway between the manufacturing districts of Lancashire and Edinburgh and Glasgow, and the north of Ireland;" and, therefore, it is probable their evidence as to distance, keeping the main object of the survey they were ordered to make strictly in view, will be received as somewhat more worthy of credence than Mr. Hudson's, who can see nothing in any project that does not promote the interests of the Company which has the fortune to have him at its head. Let us see, then, what the Commissioners say on this question of "distance," which Mr. Chairman Hudson thinks he can persuade the world is so much in favour of the eastern line. They say, in their 4th Report, p. 59,

"We must now consider the manufacturing districts of England.

"With reference to the accommodation of these districts with railway communication to Scotland, particularly with Glasgow, we must assume some mean point of departure, and, as we selected Manchester in our first report, we shall, for the reasons which then guided us, do the same on the present occasion.

"The distance from Manchester to Carlisle, and thence to Glasgow and Edinburgh by the western route may be stated as follows:—

	M.	CH.	M.	M.
From Manchester to Preston	30	50		
Preston to Lancaster	20	18		
Lancaster to Carlisle	70	17		
Total, Manchester to Carlisle	121	5		
Carlisle to Glasgow	100	74		
Manchester to Glasgow	221	79		
Manchester to Edinburgh, by Symington	218	49		
Total to both places			40	43
By the Eastern route—				
From Manchester, by the Manchester and Leeds Railway to York	73	7		
York to Newcastle	74	20		
Newcastle to Edinburgh by the coast deviated line	116	42		
Total Manchester to Edinburgh	263	69	263	69
Edinburgh to Glasgow	46	0		
Manchester to Glasgow			309	69
Total to both places			573	38

"Manchester, therefore, is nearer in actual distance to Glasgow by the western than by the eastern route by 87 miles 70 chains, and to Edinburgh by 45 miles 20 chains."

This, we think, will suffice to settle the question of distance. With respect to the nature of the works, which, as regards the western line, Mr. Hudson says, "the like of which have rarely been attempted and never have been accomplished," we shall show before we are done that if equally difficult works have not been "attempted," some of a still more formidable character must be "accomplished" before Mr. Hudson's favourite scheme can be carried into effect. On the western line, says Mr. Hudson, "they would have a granite tunnel on that part between Lancaster and Carlisle, a mile and a half in length, and commencing at a depth of 90 feet." Now, in making this statement, Mr. Hudson either wilfully stated that which he knew to be untrue, or he spoke about matters of which he knew nothing. He may take either horn of the dilemma he pleases: on one or the other he must be content to take his position. In the first place, if he ever saw the plans and sections published by the Commissioners in the Appendix to their Fourth Report, he must have known that the Orton tunnel of which he speaks, is not a mile and a half, but only a mile and 22 chains, the correctness of which measurement was tested and proved by an officer, Lieut. Hew Dalrymple Fenshaw, of the 12th Foot, specially appointed for the purpose, at the request of the Commissioners, by the Lords of the Treasury.

"This officer" say the Commissioners, 2nd Report, p. 12, "has completed the duty entrusted to him with great care, and in the most satisfactory and creditable manner, having had recourse to trigonometrical operations for determining the heights and distances, where the ground became too broken to admit of entire reliance being placed on the more ordinary but less accurate mode of ascertaining them by levelling. We may therefore conclude that the tunnel of the Kendal line would be 2¼ miles, and that of the Lune line" that is the line under discussion "only 1⅝ in length, as shown in the sections in the Appendix."

This is one-eighth of a mile less than Mr. Hudson sets down, and even this is reduced in the 3rd Report of the Commissioners, to one mile 22 chains, or nearly a quarter of a mile less than Mr. Hudson declares it to be. But, adds Mr. Hudson, it is "a granite tunnel," and how are you to get through even a mile and a quarter of granite? And certainly this would have been a poser, if such had been the fact. But it is not so, and Mr. Hudson must know it. Mr. Larmer, who surveyed the line, says the tunnel would be through a soft white sandstone, and a specimen of the rock now in our possession confirms this most fully. The Commissioners say:—

"We have already stated that, according to the best geological authorities, the Gate Scarth consists of a mass of green slate and porphyry, *while the Orton Scar is in the limestone formation.*"

Here, then, both as to the length of the tunnel and the quality of the rock through which it has to pass, we find Mr. Hudson making the most unwarrantable assertions; and after such specimens of his fairness, we may justly set his testimony aside as wholly worthless. At the same time we may remark, that if tunnelling be so serious an objection, it would have been well for Mr. Hudson, before he set that up as an insuperable bar to the formation of the western line, to ascertain what extent of tunnelling would be required on the eastern line. But as he has not thought proper so to do, we beg to call his attention to the facts, as laid down by the Commissioners. They state (4th Report, p. 62) the number of yards of tunnelling to be, on—

The Grayrigg line	2,244
East Coast line	3,522
Greater amount of tunnelling on East Coast line	1,278 yards!!!

And yet Mr. Hudson, the advocate of the east coast line, holds up his hands in horror at the amount of tunnelling on the western line!

We turn then to the speech of Mr. Stephenson, the Engineer, and upon it we shall certainly comment more in sorrow than in anger—in sorrow, at seeing great powers perverted to the most paltry purposes. We give his speech entire:—

"Mr. Stephenson, C.E., said, he considered the Commissioners had given no opinion at all on the point submitted to them—they ought to have given a decided opinion, taking the present extent of existing lines, which was the most practicable line, the eastern or western. Instead of that, *they overlooked the difficulties to be encountered in getting to Carlisle, difficulties which he believed could never be overcome.* The eastern line from Newcastle to Berwick *was over a very easy country*, and from Berwick forward to Edinburgh the works required would not be heavy. On the other hand, the western line would have to be carried over valleys by bridges such as never had been made in England, nor probably in the world. Across the Avon would be a viaduct of 120 feet high, the Mill Burn 103, Dalserf Burn one of 70, and another of 85 feet, Crossford Burn 98 feet, Gilbank Burn 98 feet, and Nethan Water 232 feet!!! *Never, he believed, had such a piece of masonry been put together as this projected bridge over the Nethan Water*—it would be about twice the height of the celebrated Menai bridge. It was preposterous to carry such a line forward, and he was satisfied that if once a line was completed from Darlington to Newcastle, it would be certain to be continued forward to Edinburgh. It would then embrace the whole of North Britain, and also secure no inconsiderable traffic from the north of Ireland."

If Mr. Stephenson had stated that the Commissioners personally examined with great minuteness "the difficulties to be encountered in getting to Carlisle," and that the only means he himself had of judging of them, were those to be derived from a ride across Shap Fells, snugly ensconced inside a carriage drawn by four horses, the public would have been able to judge which of the two were most likely to "overlook" them. Before going further let us just glance at the difficulties on Mr. Stephenson's pet line, and see if it be clear of "bridges such as never had been made in England, or probably in the world."

By Mr. Stephenson's line, before he can get quit of Auld Reekie, he has to form a tunnel, which he sets down at a cost of 10,000*l.*; a viaduct from Leith Wynd to the Calton Hill, which he estimates at 12,000*l.*—two road bridges, and other works which are put down at 17,000*l.* There is, besides, property required which he values at "say 25,000*l.*" And as this property will consist in part at least of houses to be purchased and pulled down, if we were to "say" another 25,000*l.* we should not be exceeding the mark. In the next 54½ miles, we have seven tunnels, varying in length from 100 to 440 yards—there being two of the latter length, one of

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350 yards, and one of 280 yards. Then with respect to viaducts and bridges, upon which Mr. Stephenson looks with such great horror on the western line, they appear to be almost innumerable. The viaducts are set down as 14 in number—one of them 600 yards (rather more than the third of a mile) in length, and of the height of 65 feet; one 220 yards in length, and 74 feet in height; one 84 yards long, and 87 feet in height—although one of 85 feet upon the western line causes Mr. Stephenson to raise up his hands in special wonderment. Then the stone bridges of various sizes are set down as amounting to 174 in number. But this is not all. At the end of the estimate we find this very nice little item, "Tunnels and other masonry not included in the above, 89,426*l.* 2s."!!

By this time the reader will think that Mr. Stephenson's difficulties are at an end—that having raised so many mountains in the face of his opponents his own mole-hills are all destroyed. Let us see how stand the facts. We have yet only traced him from Edinburgh to the river Tweed, not quite half the distance. We have that beautiful stream now to cross to reach Newcastle. The crossing of the Nethan water fills Mr. Stephenson with such surprise that the only resource left to the reporter of his speech for giving his reader an idea of the amount of astonishment he felt, was to mark his expression of it by three notes of admiration. We confess when we saw these three notes of admiration, placed to express the surprise of a man of Mr. Stephenson's deservedly high reputation, we began to tremble for the fate of our favourite line; and, as most unprofessional men would do, we dare say, under similar circumstances, we thought the best way of judging of the difficulties of crossing this much dreaded Nethan water, was to compare the amount of its estimated cost with that of some similar work recommended by Mr. Stephenson himself. So long as a work of any kind, be it a bridge, a viaduct, or a pyramid, be not in itself impracticable, the best mode of judging of the amount of difficulty to be overcome, is to ascertain the cost of its accomplishment. Mr. Locke has to cross the Nethan Water—Mr. Stephenson has to cross the Tweed. No man has said that either work is impracticable. Like the formation of a road across the Simplon, the building of the Pyramids of Egypt, or the crossing of the Atlantic in a steam-ship, their accomplishment entirely depends upon the ingenuity and skill brought to bear upon them. The magnitude and difficulty of each undertaking were to be estimated by its cost. Here then was a fair and tangible ground of comparison. We turned, then, to the Appendix to the Fifth Report of the Railway Commissioners, and there we found (p. 114) a detailed estimate, made out by Mr. Errington (Mr. Locke's assistant) of the cost of the terrible Nethan Viaduct, amounting, in all, to 47,179*l.* 13s. This is doubtless a very serious sum for one viaduct; and, standing by itself, without any means of comparison with other similar works recommended by those who hold up their hands in astonishment at it, might well startle any man—more especially unprofessional men such as Mr. Stephenson wished his observations to reach. Happily we have the means of comparison at hand, and they are such as Mr. Stephenson himself cannot object to. At page 38 of the work from which we have quoted above we find appended to Mr. Stephenson's Report on the east coast line, "an estimate of the proposed bridge across the river Tweed, at a level of 100 feet above low water, with eleven timber arches, six of 150 feet span, and five of 140 feet, and also one stone arch of 50 feet span over the footpath on the south side of the river, for the projected railway by the east coast from Newcastle to Edinburgh." And what does the reader think this estimate amounts to? Why, to no less than 71,814*l.* 18s. 1d.—almost double the amount of the work which excites the amazement of Mr. Stephenson! No wonder he should be so anxious to pluck the mote out of Mr. Locke's eye when the beam is so enormously heavy in his own.

It is far from our wish to disparage Mr. Stephenson, but when he was trying to run down a line of railway to which his own interests, professional as well as personal, are opposed, we think he should have been cautious no to provoke a comparison which, when made, would tell so much against his own candour. But we are not yet through Mr. Stephenson's difficulties: we have only just passed the Tweed, we have yet to cross the Coquet and the Tyne. The length of the bridge across the Tweed, we should have remarked, is 2,178 feet, and its height 100 feet above the level of the river. Then we have a bridge across the Embleton Burn 264 feet in length, at a height of 40 feet, and a cost of 4,500*l.*, a viaduct across the Howick Burn, 396 feet in length, and 50 feet in height, at a cost of 7,000*l.*, a viaduct over the river Aln, 396 feet in length, and 60 feet high,* at a cost of 7,500*l.* Then we come to the river Coquet, with a viaduct 1,056 feet in length, and 45 in height, estimated to cost 18,000*l.*, next a viaduct over the Wansbeck, 396 feet long, and 90 feet in height, at a cost of 9,900*l.*; then a viaduct across the river Blyth, 462 feet in length, and 90 feet in height; and to crown all, and as if in very mockery of Mr. Stephenson's own assertion, that the bridges on the western line "were such as have never been made in England, nor probably in the world," there comes a bridge across the Tyne, of the length of 1,120 feet, and 115 feet in extreme height, and the cost of which is set down at 120,000*l.*!!! And yet the projector of all these bridges, viaducts, and tunnels, gets up in a public meeting and denounces a impracticable a rival line, on account of its bridges, though they scarcely equal by one-half either the number or costliness of those upon his own line! We will prove this still more clearly by two short tables. Mr. Stephenson enumerates certain bridges and viaducts on the western line which he says are "such as have never been made in England, nor probably in the world;" and in consequence of these bridges he asserts it would be "preposterous to carry such a line forward." In the following table we give the names of the bridges so denounced by Mr. Stephenson, with their respective heights, lengths, and estimated costs.

Viaducts and Bridges enumerated by Mr. Stephenson, as rendering the west line preposterous.

TABLE I.

	length in yds.	height in ft.	cost £
Viaduct across the Avon ..	130 ..	110 ..	20,000
Millburn	100 ..	100 ..	700
Dalserf Burn	90 ..	80 ..	450
Ditto	40 ..	30 ..	500
Gilbank Burn	117 ..	80 ..	819
Nethan Water	220 ..	170 ..	47,079
Totals.....	667	570	69,548

There are some discrepancies between the figures in the above table and those named by Mr. Stephenson in his speech. We have taken ours from the tables furnished to the Commissioners—the errors in Mr. Stephenson's statements may not unfairly be attributed to the reporter. We will now take the principal bridges and viaducts on the east coast line and place them as we have placed the above—copying, as before, from the tables furnished to the Commissioners:—

TABLE II.

Viaducts and Bridges on the East Coast Line.

	Length in yds.	Height in ft.	Cost £
Viaduct at Edinburgh	320	20	11,200
,, at Portobello	190	39	9,900
,, at South Esk	200	34	10,350
,, at Luston	220	39	8,400
,, at Hedderwick	600	65	32,500
,, at Bell	100	73	7,150
,, at Thurston	170	70	10,000
,, at Dean Burn.....	84	87	9,000
,, at Glenfin Burn.....	62	71	4,000
,, at Water Eye.....	140	71	8,000
,, at Horn Burn.....	220	74	12,500
,, Adjoining ditto	150	63	8,500
Bridge across Tweed	726	25	71,814
Viaduct at Embleton	88	40	4,500
,, at Howick Burn.....	132	50	7,000
,, at River Aln	132†	60	7,500
Viaduct at River Coquet.....	352	45	18,000
,, at Road at Wansbeck	132	90	9,900
,, at River Blyth.....	154	90	11,550
Bridge over Tyne	373	115	120,000
Totals....	4,545	1,291	£381,864

* This is Mr. Stephenson's own statement; but the Commissioners say (4th Report, p. 23,) that it would require a "viaduct 1,100 yards in length, and 55 feet in height."

† The Commissioners say this will require to be 1,100 yards in length. However, we give Mr. Stephenson the benefit of his own estimate.

In making out the above table we have thrown aside all bridges and viaducts (and they are almost innumerable) costing less than 4,000*l.*, taking only those which, from their cost, appear to be most difficult; and yet the result is, an aggregate length of bridges, more than six times that of those which so startle Mr. Stephenson upon the western line, a height exceeding them more than twice, and a cost more than double! And notwithstanding his knowledge of these astounding facts, Mr. Stephenson lends himself to make the assertion that the bridges on the western line are of such a formidable character, that "it would be preposterous to carry such a line forward."

Had our object in making these remarks been merely to obtain a victory over Mr. Stephenson and the party who advocate the eastern line, here we might fairly close the argument. Every difficulty they have been able to conjure up, fairly or unfairly, against the western line, we have shown to exist to at least twice the extent upon their own favourite line. But we have a higher object in view. We wish the public to know what are the actual difficulties on both lines, that they may judge for themselves which is most deserving of support, as best calculated to promote the general weal. For our own parts we should be glad if both lines could go forward; but we see no chance of this for at least half a century to come; and therefore we are anxious that that line should be promoted first which would give the greatest facility to trade and commerce, and, at the same time, be most easy of accomplishment. The statement put forth at the York meeting, have some other interest in view than that of the public at large, or so determined an attempt to misrepresent facts, as we have shown to have been the case, would not have been made. We have, however, already so far trespassed upon the patience of the reader, that we must not venture to go further at present. To have done less, after the gross misrepresentations put forth against the western line, would have been a dereliction of that duty we owe to the public at large, and more especially to that portion of it within the immediate sphere of our circulation, who are so deeply interested in the formation of a railway from England to Scotland. We have yet left many points untouched; but we must leave them till another day, assuring our readers that the more fully the subject is investigated, the more thoroughly must every candid mind be convinced of the superior claims of the western line.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Proprietors of the London and Birmingham Railway Company.

GENTLEMEN,—Allow me through the medium of this paper, and by the kind permision of its conductors, to place before you a few remarks, tending I conceive to benefit the interests of that great and successful undertaking in which you are co-partners.

You will doubtless have read the Reports of the various meetings of gentlemen and Railway Companies interested in the west and east lines of communication with Scotland; and especially those reported in the *Railway Times*, October 16 and 23 last.

Such of you that have not read those Reports I recommend to purchase and peruse the papers of the above-mentioned dates.

The paper of the 16th ult., contains a report of the meeting held at Carlisle, October 9th, to forward the west line, that of the 23rd, a report of a special meeting of the York and North Midland Company, held at York, to forward the east line.

The merits of the two lines (east and west) have been so frequently discussed, that many of you will be decided in opinion, as to the best line of communication.

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Many of you have interest in the North Midland, and other east lines, sufficient to balance your interest in the London and Birmingham.

If I may judge by the circumstance of your Chairman, G. Carr Glyn, Esq., late Chairman of the North Midland Company, attending and presiding at a meeting held to promote the east line, you have passed the bounds of neutrality, and must declare in favour of the one or the other.

Your Chairman having resigned the chair of the North Midland Company, induces a belief that you are in some measure undecided as to the course you will pursue.

Having prefaced sufficiently, I come to the question:—

Which line, the east or the west, is it the permanent interest of the London and Birmingham Company to support?

The east line is, can, and will be, effectually opposed by steamers, as the following list of fares will show:—To or from London to Edinburgh 50s., Newcastle 30s., Hull 3s. and 4s.

The low price, as well as greater convenience, per steamers, induces a considerable number of passengers, for some distance in the neighbourhood of each port named, to prefer them to the railway.

By the Manchester and Leeds line (*via* Hull) to London, I can book throughout for 14s. third class, 18s. 6d. second class, 30s. first class. By the Grand Junction, and London and Birmingham, 210 miles, the fares are—third class 25s., second class 38s., first class 53s. 6d. From Manchester to London, by the Manchester and Leeds, North Midland, Midland Counties' (Rugby Junction) to London, 246 miles, the fares throughout are,—third class 21s., second class 33s., first class 46s.

You will perceive what a considerable premium is offered to take passengers *via* Hull from Manchester to London, by railway and steamers; and a sufficient sum offered, (by lines forming a junction at Rugby, cutting 30 miles of traffic completely off from you,) to induce passengers to prefer that route to the one using the whole length of your line.

There is another line fast approaching completion, the Manchester and Sheffield, the route by which, from Manchester to London, *via* Junction at Rugby, will be 217½ miles.

But you will say, what is all this to us? Simply this; take the railway map, and you will see that by laying a railway from Leicester, through Market Harborough, and Northampton to Roade Station, a distance of 35 miles, you will shorten by 11½ miles the whole of the eastern lines.

The distance from Manchester to London, *via* Sheffield, would be reduced to 106 miles, shorter than any railway at present between Manchester and London, and your line would have 23 miles more cut off, or in the whole 52½ miles from Birmingham to Roade, over which the midland, west, east, and north traffic will not pass.

Now, Gentlemen, though you succeeded in your opposition to the Stafford and Rugby Railway, you could not expect that the same success would attend your opposition to a line from Leicester to Roade Station, supported as that line would be, by the towns of Northampton, Market Harborough, and Leicester, and by the very Railway Directors on the east lines, who presume to think and speak for you.

Captain Huish, in his speech at Carlisle, (Oct. 9th,) stated that "the proposition he had made would prove to the people of the east, that those of the west were in earnest,—not to prevent them from having a line,—but to have one of their own."

The Chairman of the York and North Midland Meeting (see the *Railway Times*, Oct. 23rd), would have done well to have imitated the manly forbearance of the gallant captain, instead of favouring his auditory with a speech, the purport of which only, was,—every thing must, shall, and will pass through York.

"Every one knew," says the Chairman of that meeting, "that until very recently the mails and coaches between London and Edinburgh all came by way of York, whilst the mail from London to Glasgow, passed so near York as Boroughbridge, considering that the people of Carlisle can be accommodated by the eastern line."—Ergo, all people ought to pass and must pass through York.

Any person who could thus reason, would pursue the argument further in this manner:—The mails and coaches from London to Edinburgh never ran near, or parallel, for any distance, to the London and Birmingham line, but inclined more to the route of the Northern and Eastern Railway, therefore all passengers from London to Scotland ought to go by the Northern and Eastern, thence by Junction through York—again!!

From London to Cambridge, 46 miles: Cambridge to Leicester, 63, = 109 miles. From London to Rugby, 83: Rugby to Leicester, 26, = 109 miles: therefore, according to Mr. Chairman's argument, all passengers from London to Scotland ought to go by way of Cambridge!

How very considerate, Gentlemen, is this Chairman of a rich and populous district, to wish forcibly to accommodate the people of Manchester, to Carlisle and Glasgow, through York, and the people of Carlisle and Glasgow, to Manchester, through York—again!! Surely this Chairman would not inflict any other charge (except the loss of their time) upon the poor people of the west, for taking them so much out of their way.

Now as to gradients, upon which the Chairman appeared so learned, the very worst he could find on the west line was 1 in 113½. Most of you, Gentlemen, have travelled on the Manchester and Liverpool line (which was constructed by Mr. Stephenson), and will recollect Sutton incline on that line, which is 1 in 89.

Mr. Stephenson, C. E., followed Mr. Chairman, and the key-stone in the arch of difficulties erected by him was Netham Water Bridge, 232 feet high. Now, Captain Huish stated at the meeting at Carlisle (Oct. 9) that a responsible contractor had offered to build the same for 47,000*l.*

If such a piece of masonry—which exceeds any thing of the kind (Mr. Stephenson says so) ever put together before—can be erected for 47,000*l.*, and no one can disbelieve the estimate of Mr. Errington, supported as that estimate is by an offer to perform the work for a less sum than such estimate, I think you will agree with me, Gentlemen, that some former contractors, or engineering contractors, have had rare pickings out of works already done.

There have been sufficient personalities indulged in by the Chairman of the East, who only lacks the means (as he states in his speech, Oct. 23), to be the greatest and most tyrannical of monopolists. "Paralyse the people of the West," says he, in one sentence, and, "if I had the means I would do it myself," says he in another.

Now, gentlemen, your permanent interest is to support both routes in the same ratio that they will each benefit your line.

Presuming that by a junction of east lines at Roade Station only, a traffic amounting to at least 70,000*l.* per annum will be taken from you, then is it your interest to subscribe one million pounds at least to forward the West line.

Presuming that the making of the junction from Darlington to Edinburgh will substract from the steamers from Edinburgh and Newcastle about 5,000*l.* per annum, it is your interest to subscribe 60,000*l.* to forward that junction. In either, and both cases, you would be benefitted by the traffic on the lines thus made, by receiving dividends from them, and would receive the increase of traffic on your own line, without any additional cost.

I am, Gentlemen, with respect,
Your humble servant,
AN OPERATIVE.

P.S. The fact of Edinburgh being situated north-west of Liverpool must convince any person, if he will examine the map, that the West line is the shortest and most desirable direct route.

Manchester, Nov. 9, 1841.

THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

We give the following "Reply to Mr. W. A. Wilkinson's pamphlet on the Toll Question on Railways Exemplified, in which the principle of High and Low Fares is considered.—By Locomotive." The Reply is printed in the form of a pamphlet, and published by Pelham Richardson, Cornhill. In a recent number we gave in full Mr. Wilkinson's pamphlet, to which the following professes to be an answer. We have noticed the general question in our leading columns:—

Reply to the "Toll Question on Railways Exemplified."

The impression on the public mind is so general, that the disastrous state in which the Croydon Railway is placed is owing solely to mismanagement and defective system—that a pamphlet, from Mr. W. A. Wilkinson, the Chairman of the London and Croydon Railway Company, professing to "Exemplify the Toll Question on Railways," naturally has excited some expectation and attention. We have looked over the pamphlet, and we confess that the result has been one of disappointment. In place of seeking to "exemplify the Railway Toll Question," the evident drift of the writer is to divert attention from the manifest rashness and incompetency of parties to whom the business portion of the London and Croydon Railway has been entrusted, and to fix the odium of complete failure on the Greenwich Company. This charge is attempted to be sustained by showing that the toll of 3d. per passenger, charged, according to compact with the Croydon Company, for allowing the transit of Croydon passengers over about one mile and three-eighths of the Greenwich Railway, has had the effect of compelling the Croydon Company to raise the fare to the public to such an amount as to shut out a large number of passengers, which a lower rate of fare would have embraced. Mr. Wilkinson professes to be the champion of "low" fares; and, in his professions and practice, he certainly exhibits a curious contradiction. The Croydon Railway Company, of which Mr. Wilkinson is Chairman, *pays* to the Greenwich Company 3d. per passenger for the use of the Greenwich line, and *charges* to the Brighton Company 1s. per passenger, for permission to carry passengers over somewhere about eight miles of the Croydon line. The relative proportion of the toll paid and the toll charged is pretty nearly equal, if we take the relative cost of the two portions of line into consideration, the one mile and three-eighths of the Greenwich having been constructed at an expense little short of the expense of the eight miles of Croydon Railway; and, therefore, it must strike every one as something rather singular to find, that though the worthy Chairman of the Croydon Railway devotes all his energies, both by speeches and pamphlets, to oblige the Greenwich Company to reduce their toll, yet he apparently exhibits a disinclination to carry out his own principle in his own case, by lowering the equally high toll obtained from the Brighton Company. But, independently of the arrangement between the two Companies, which it is quite clear the Croydon Company is anxious to upset, another question of greater public importance—the question of high or low fares—is incidentally brought into discussion. The pamphlet of Mr. Wilkinson strongly advocates extreme low passenger fares; and as public attention has been very much turned to railway matters, and very much changed, in consequence of the recent publication of letters relative to the comparative safety of four and six wheeled locomotive engines, this reply is undertaken, in the hopes of eliciting such facts and arguments from practical men as will enable the public to form an unprejudiced opinion, and not, as hitherto, continue to be misled by the popular fallacies of the day on the subject, promoted and promulgated by parties who have a *present self-interest* as their actuating motive. No one *now* pretends to question, that railways, though essentially private speculations, are of enormous public utility, as well as of *national* advantage. The pro-

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moters of these magnificent undertakings are clearly entitled, upon every principle of business and equity, to a handsome return for the capital so long risked without Government assistance, against the endless extortions of individuals, and the oppositions and prejudices of a large body of the nation. How is this fair return for a large outlay of capital to be permanently secured to the shareholders—with due regard to the public rights? The first consideration is, obviously, to fix upon such a scale of fares as will secure the greatest amount of profitable traffic. It is quite evident to us that Mr. Wilkinson, in his anxiety to promote low fares, has totally lost sight of the wide distinction between a *low* fare and a *losing* fare. The popular idea of low fares is relative—that is, if a fare is originally 1s., and afterwards reduced to 6d., the second is held to be the *low* fare, though the highest fare may possibly be the fare which affords only a proper return for capital. But the common sense principle that ought to govern the settlement of the fare is, that no fare is to be deemed sufficiently high that does not, under all circumstances, remunerate the individuals who embark their capital in these undertakings; and that, *vice versa*, no fare is to be deemed otherwise than a low fare, however comparatively high it may appear to be, if it does no more than afford this reasonable return to the shareholders. This principle appears never to have been properly considered by the Croydon Company; for though the Croydon Chairman tells us that "high fares," against the opinions of the Directors, are charged on the Croydon line, yet investigation of their accounts furnishes us with proof that not "low" fares but "losing" fares have been their guiding principle. So many circumstances operate in different localities to influence the judgment of even the best informed on the subject, that it occasionally becomes a difficult task to determine upon a permanent rate for the respective classes of passengers. But though this proceeding is difficult, still the experience of many railways, for many years,—which information is accessible to the diligent inquirer—enables us to ascertain the ordinary cost of working a line, and, therefore, it is almost unpardonable to fall into the not uncommon error of establishing lower fares than will cover the expenditure. Before railways came into operation, the average of the charge of stage coach and mail fares per mile was, inside 4d. to 6d., outside 2d. to 3d. The average of the charge per railway is, first class, 2½d. to 3d. per mile? second and third, 1d. to 2d. per mile. The average charge per mile of railway fares may be taken at somewhat about 2½d. per mile. The question then arises—can this average be lowered with due regard to the just rights of the shareholders? We can only arrive at a just conclusion by taking into consideration all the settled and indispensable expenses of working the line. Hitherto 1d. per passenger per mile has been the lowest average expenditure of the most favoured and best managed long railways, where the gradients are good and the price of coke moderate, and fully one-half of this sum will always be a *pro rata* charge per passenger per mile, totally independent of per centage on the receipts from fares. Very little per centage reduction can consequently be effected by increased numbers upon the other half comprising maintenance of way, rates and taxes, Directors' and officers' salaries, police, offices, &c. It is to be clearly understood, that, under all circumstances, there is a *minimum* expenditure per passenger per mile; and this *minimum* only varies on different lines according to the character of the gradients and the cost of coke. Now if, under the most favourable circumstances, one penny per passenger per mile is found to be the *lowest* calculation for the efficient remunerative working of a passenger long line, with good gradients and with low priced coke, it is not unreasonable to assume that a short line, such as the Croydon, with inferior gradients, many stopping stations and high priced coke, cannot be advantageously worked for less than 1¼d. when depreciation of stock, and all other legitimate charges are introduced into the traffic accounts. But Mr. Wilkinson appears to imagine that if the number of passengers were quadrupled by a reduction in the fares from 1s. 6d. to 9d. the expenditure would be reduced from 50 to 40 per cent. of the receipts. Mr. Wilkinson's calculations look well, but will not bear investigation. The Chairman of the Croydon Railway has fallen into a common mistake, and that mistake is, that a reduction of fares will *ensure* a commensurate profitable return, granting the anticipated increase of passengers to take place. Mr. Wilson instances a cotton-mill in order to fortify his position. In a cotton-mill, however, there must be certain constant charges attendant on the work performed, such as fuel and labour, which, added to the cost of fluctuating materials, establishes a price for the commodity, below which sales would be ruinous. The same principle applies to a railway—a locomotive engine can only do a certain duty at a cost of so many pounds of coke per mile, without incurring an unwarrantable and ruinous expenditure. The average load and distance in well-managed railways is accordingly considered, and a due regard paid to economic power, and, as the traffic increases, extra engines, or more powerful ones, at a heavier cost, are put in requisition. It must be also borne in mind, that whether there be ten trains or twenty trains per day, the cost per passenger is the *same* for locomotive power, government duty, repairs of carriages, depreciation of stock, and other small charges. With these *constant* charges, amounting to about five-eighths of 1d. per mile on the Croydon line,* there is only left the fluctuating expense of five-eighths of a penny upon which a reduction can be made by any given amount of traffic. And even upon these expenses the reduction must be very trifling, because of the expenses consequent upon a great accession of traffic, such as additional clerks, an increase in the number of guards, police, porters, stationery—perhaps more rates and taxes—and something additional for maintenance of way. We will suppose, for instance, that the five-eighths of a penny, which we have before shown to be the necessary cost, were reduced to three-eighths (40 per cent.) 1d. per passenger per mile remains as a charge of conveyance on all short railways, similarly situated to the Croydon Railway, however great the number of passengers. A reference to the result of the management of the Croydon Railway clearly establishes the accuracy of our calculation, notwithstanding the extraordinary statement of Mr. Wilkinson, that the Croydon system points to the peculiar policy of *low* fares. We dispute the accuracy of the position taken by the Croydon chairman, and, on the other hand, contend that the Croydon system tends to establish the very reverse of the chairman's favourite crotchet. To show how completely the Croydon Railway chairman is in error as to the fancied superiority of his system of low, or rather losing fares, it is only necessary to refer to the result which the annexed table presents.

Balance Sheet for Two Years' Traffic on the Croydon Railway.

Half year ending,	Receipts. Classes.	Total.	Receipts.	Average receipts per passenger.	Average expense per passenger.	Total.	Expenditure. Locomotive department.	Carriage.	General.	Maintenance of way.	Government duty.	Greenwich toll.
			£			£	£	£	£	£	£	£
5th June to 31st July, 1839, 57 days.	First 18,212 Second 87,031	105,243	6,129									
	Annual, &c. tickets	..	65			2,723	937	497	502	114	162	511
	Merchandise and parcels	..	21									
31st Jan. 1840 (from 1st Aug. 1839).	First 47,774 Second 216,707	264,481	14,741			13,294	4,199	1,778	3,359	..	918	3,030
	Annual, &c. tickets	..	232									
	Merchandise and parcels	..	207									
31st July, 1840.	First 56,249 Second 240,027	296,276	16,553			16,765	5,384	1,415	6,198	..	846	2,921
	Annual, &c. tickets	..	649									
	Merchandise and parcels	..	915									
31st Jan. 1841.	First 46,857 Second 166,951 Third 1,032	214,541	14,292			16,732	5,201	1,497	4,452	2,290	758	2,531
	Annual, &c., tickets	..	1,035									
	Merchandise and parcels	..	1,254									
31st July, 1841.	First 51,569 Second 168,627 Third 24,511	244,707	14,749			15,449	4,817	1,718	3,896	2,171	706	2,205
	Annual, &c. tickets	..	1,025									
	Merchandise and parcels	.. ..	1,292									
	*1,125,248		73,158			64,963						
	Less merchandise and parcels		3,689			1,844						
			69,469			63,119						
	Positive loss on two years' working on passengers' traffic, besides 450*l.* tolls and mileage duty not paid, from 5th to 31st July		5,011			4,461						
						6,900						
			74,480	1s. 2d.	1s. 3d.	74,480						

Less 50 per cent. on merchandise.

{ One year's maintenance of way not charged, and chargeable as a general calculation, because the second year's income has not increased at all, whilst, according to usual railway practice, 25 to 50 per cent. ought to be added to the receipts.

{ Two years' depreciation of stock omitted, 10 per cent. per annum, on the cost stated in last Report, 34,501*l.*

* Number without the annual, &c. tickets to passengers.

This table, we think, ought to settle the question of "low fares," as far as regards this railway, completely. The Company have been actually carrying passengers as low, if not lower, than any other line, and yet, in place of showing, according to Mr. Wilkinson's notion, a corresponding degree of profit, the accounts exhibit a very material loss. The average of the undermentioned railways appears to be—

* Not calculating upon the past expenditure, but supposing the concern to be under competent management.

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RAILWAYS.	Average fares per passenger per mile.
London and Birmingham	2¼d.
London and South-Western	2¼
Manchester and Birmingham	2½
Great Western	2
Midland Counties'	2
Manchester and Leeds	2
Manchester and Bolton	2

While a reference to the Croydon receipts show that their average does certainly not exceed 1½d. per passenger per mile. And yet, with 2,500*l.* per annum loss staring the Company yearly in the face on their "low,"—or more truly speaking the "losing"-fare—principle, Mr. Wilkinson is anxious to reduce the fare still *lower*. It appears to us, that the main errors of Mr. Wilkinson's leading notion about low fares are, that a very low charge will "entice" the public on the railway in such vast numbers as to afford an enormous compensation for the reduction in the fare, and that this vast number can be carried at little or no extra expense. We are of opinion, no matter to what extent the reduction of fare may be experimentally carried, that the increase of numbers will only take place to a limited, extent, and at special seasons. Now, it must always be borne in mind that the most profitable traffic to a railway is the regular legitimate business traffic.* *

[For various illustrations of the opinion, that "all experience is *not* in favour of low fares," we refer our readers to the pamphlet itself. It ought to be in the hands of every railway proprietor.—ED. R. T.]

* * * Beyond a certain point we have shown that fares cannot be lowered without insuring a perpetual loss, however great the number of passengers. This being so, in reference to the Croydon Company we cannot see that the shareholders would be placed in any better situation were the present toll lowered or even abolished; for if the Croydon Company succeeded in altering the Greenwich toll, they could not upon any principle of justice refuse to make a corresponding concession in reference to the Brighton toll. This allusion to the Brighton toll brings us to the point more immediately connected with the "Reply" to Mr. Wilkinson's "Toll Question Exemplified." We have before shown that Mr. Wilkinson attacks the Greenwich toll as too high—but what do we find Mr. Wilkinson laying down as a correct principle relative to tolls at the September meeting, when the Brighton Company were referred to? It is here we establish our charge of inconsistency against Mr. Wilkinson. Mr. Wilkinson says, "that the Brighton Directors expected to receive a portion of the profit derived from the carriage of their passengers along the Croydon line, but to this they had, in his opinion, no right or title whatever. *The Croydon Company had constructed the line at a great outlay, and they alone were entitled to reap the benefit!*" In the pamphlet before us we find this paragraph:—"In making a charge, therefore, for these items alone, or for *toll*, the question of increase of cost as respects numbers, may be almost wholly disregarded, and the only consideration remaining will be what rate of charge will produce the greatest amount of money receipts. Into such a consideration it is manifest that *the quantity of capital expended in the construction of a railway cannot enter*. An attempt at a higher rate of charge per passenger, on *account of superior cost of construction* might, and in all probability would, produce a diminution of gross money receipts." We cannot reconcile these two statements. Perhaps Mr. Wilkinson can, at all events they afford ground for believing that there is some severe truth in a remark elsewhere made, that "there was a good deal of talent and honesty in the composition of the Croydon Directory, although they were somewhat lacking in common sense."

THE POLICY OF LOW FARES, AND GOOD ACCOMMODATION.

To the Editor of the Railway Times.

SIR,—I was much pleased with the perusal of a pamphlet by Mr. Wilkinson on the "Toll Question on Railways," published in your last number.

In the course of his very judicious and sensible remarks, he enunciates a principle which, though in his reasoning it is exclusively applied to the "Croydon and Greenwich Railways," is equally applicable to the working of all railways; and from its sound practical usefulness, particularly recommends itself to the Directors and Proprietary of railways in general.

But I have been induced more particularly to call your attention, and that of your readers, to this pamphlet, as it carries out, but much more ably, the views which I advocated in a letter to you on "Third-class Carriages" a few weeks back, viz., the duty and self-interest of Directors to afford accommodation to the public and at a low charge. By carrying out this principle to its full extent, they would make it the interest of the high and the low, of a poor as well as a rich man, to use the railway, for the more extended is its use by means of low fare and good accommodation (or in Mr. Wilkinson's words, "the most liberal administration of its management") the more conducive the railway is likely to be to the credit of the Directors and to the interest of the proprietary in general.

If such enlightened views as are propounded by Mr. Wilkinson were to become more general among the "directorial public," who, I believe, are eminently unpractical in all these matters, in fact in precisely the same state as Mr. Wilkinson describes himself to have been two years ago, I believe that railway property, instead of being in the present depressed state, would be eagerly sought after, as not only an investment returning a larger rate of interest than the funds, but also as one of as safe and sound character, and which would feel the effects neither of an insurrection in Spain, nor the assembling of a set of marauders and pirates on our Canadian frontiers. It is no sufficient argument that because the London and Brighton, for instance, have expended immense sums in beautifying and adorning their railway, in lighting the tunnels with gas, or in any other unnecessary expenditure, that therefore the public are to be compelled to pay high fares, or to be forced into the first-class carriage, by reason of the want of accommodation and comfort in the second and third-class carriages.

I am glad to see that since I wrote to you upon the subject of the inconvenience of the third-class carriages on the Midland Counties' Railway, there has been a considerable improvement,—allowing seats, with a trifling increase (8d.) of charge, at the same time keeping on the old third-class, without seats, as fourth-class carriages; but still I think that the number taken in these ought to be regulated according to the amount that they will conveniently hold.

Mr. Wilkinson's experience on the London and Croydon railway has amply substantiated the view which I took in my last letter of the sound policy of low fares. He says, "that whenever the fares of this line have been raised, the traffic has been diminished, and its progress checked. Whenever the fares have been lowered, even under the least favourable circumstances, and the toll not interfered with, the increase of traffic has more than repaid the reduction."

Such an opinion coming from a man of Mr. Wilkinson's experience would be sufficiently conclusive, but when backed by the fact above stated, it puts beyond the possibility of a doubt both the policy and self-interest of the Directors and Proprietary of railways, affording the greatest possible accommodation, at the lowest possible remunerating fares, to the public.

In conclusion, I would remark upon the fallaciousness which runs through the argument of several of your correspondents, who have contended for the justice of high fares by introducing an analogy between the present mode of travelling and the old coach system.

Now, between the two there can be no analogy whatever, putting out of consideration that "the cost of conveying passengers increases with every passenger by coach, whereas the railways are regulated by entirely opposite principles"—I say, putting this, which entirely upsets the analogy, out of the question, what analogy, what comparison, can there be between the powers of steam and the power of the horse,—between that which travels at fifty and that which travels at ten miles per hour,—between that which has given to man the wings of the dove, and which enables him to perform his various public and private duties, and to participate in the pleasures, the amusements, and enjoyments of life a dozen times in the course of a single day, and at distances so far asunder as would have taken him in former times a week to accomplish, which makes the distance between Manchester and Liverpool seem as nothing, and brings London and Birmingham as near to one another as London and Broxbourne formerly were; which annihilates the space betwen different communities of men, and walking on "the waters like a thing of life," brings the continent of America in close proximity to England;—and the physical properties and exertions of the horse? There can be no analogy, no comparison, between the two; then the argument that is drawn from such analogy would be equally false with the analogy.

P. Z.

November 4, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—To prove that the Manchester and Leeds Railway will pay at the end of the current half year a dividend after the rate of six per cent. per annum, I beg leave to offer the following statement, expressing at the same time no little surprise, that notwithstanding so very encouraging a prospect, the line having been opened throughout only about eight months, the 100*l.* shares in this railway (70*l.* being paid up) should continue at 15*l.* discount, or 21½ per cent. below par, 3 per cent. consols being at the same time at or about 89. If anything can show the false position in which the delusive estimates and extravagance of engineers, and the repeated highly coloured, but erroneous, statements of Directors, have placed the railway system, assuredly this does! Any person, in fact, purchasing shares in this railway at the present price of 55*l.* would get at the end of the half a dividend equal to 7*l.* 12s. 8d. per cent. per annum!

I am, Sir, your obedient servant,

VERITAS.

Receipts on the Manchester and Leeds Railway for the Week ending

July 5, 1841	£4,194	6	7
July 12	4,626	14	6
July 19	4,531	17	10
July 26	5,828	9	2
August 2	5,060	1	7
August 9	5,082	11	1
August 16	5,667	1	6
August 23	5,237	7	10
August 30	5,066	17	4
September 6	5,074	2	5
September 13	4,910	3	4
September 20	5,019	15	2
September 27	4,884	0	10
October 4	4,668	1	11
October 11, the exact amount not known, about	4,500	0	0
October 18	4,348	11	5
October 25	4,141	5	4
Add for the remainder of the half year nine weeks at 3,700*l.* per week. As this railway takes as much for goods as for passengers nearly, the winter months will not so much affect it as others	33,300	0	0
	115,341	7	11
Add rent, interest, &c. &c., about	2,000	0	0
Total gross half year's receipts up to the end of December, 1841	117,341	7	11
Deduct working expenses for the half year at 39 per cent. on the gross receipts, same as last half year 45,763 2 10			
Interest at 5 per cent. on mortgage-bonds and money paid in advance of calls 33,100 19 6			
	78,864	2	4
	£38,477	5	7

Surplus balance, equal to paying 3 per cent. on the amount of the calls (1,294,090), or at the rate of 6 per cent. per annum.

The traffic for the week ending March 8th, 1841, was 2,898*l.* 10s. 10d.; ditto for the week ending August 16th, 5,667*l.* 1s. 6d., having thus doubled itself in five months!

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ULSTER RAILWAY—FURTHER OPENING.

(Abridged from the *Northern Whig*, November 9.)

YESTERDAY, an additional portion of the Ulster Railway, extending from Lisburn to Lurgan, a distance of about thirteen miles, making altogether a distance of twenty miles from Belfast, was opened to the public. It may not be uninteresting to give a slight sketch of the works on this section of the line. There are thirty-three bridges on the entire line, between Belfast and Portadown, fifteen of which are on the section now under consideration. They are, for the most part, built upon what is technically called the skew principle, and the material employed is firebrick, with ring-stones, quoins, copings, &c., of sandstone. The bridge over Antrim-lane, at Lisburn, is of cast iron, from the foundry of Messrs. Coates and Young; and, when completed, will be a very elegant structure, and an ornament to the town of Lisburn. That at the old Ballinderry road, also, presents itself as a very striking object, when viewed from the town of Lisburn; it has three arches, and is 38 feet in height, from the formation line of the railway. The bridge over the canal, at Lady-bridge, is a very extensive work; and, from the peculiarity of the site, and the difficulty of getting in the foundations, it must have been one of the most expensive structures on the entire line. The length of this bridge is about 160 feet, and the span is 30 feet on the square, and upwards of 40 on the skew face. The line, or permanent way, is laid on continuous bearings of Memel timber, of a scantling of 12½ by 6½ in., secured, to transverse sleepers, at intervals of about 10 feet, with iron knees or brackets, and so constructed, that the line can be adjusted or removed, with great facility, and without disturbing the ballasting. The rail is of the bridge form, and weighs about 65lbs. to the yard; it is secured to the continuous bearings by 11-16ths inch wood screws. There are very few curves on this section of the line; and, for all practical purposes, it is equal to a straight one. The gradients are, generally, unexceptionable; and the line, altogether, may be considered in this particular, as inferior to few now in operation. We have no particular observations to make in reference to the running of the trains during the day, except that a considerable delay occurred in the arrival of the one o'clock train, occasioned so far as we could learn, from some defect in the quality of the coke, and a consequent deficiency of steam. The Directors will, we have no doubt, see the necessity of preventing a recurrence of this inconvenience, and inquire minutely into the matter.

At six o'clock, the Directors and a number of the shareholders sat down to dinner, at the Donegal Arms, Mr. Goddard, Chairman of the Company, presiding, and Mr. Kane, Vice-Chairman, acting as Croupier. The healths of the Queen, the Princess Royal, and Prince Albert, having been given, the Chairman proposed, after a few introductory remarks, "The Ulster Railway Company, and success to it."

Mr. COATES being called on, briefly replied. The undertaking, he said, was one in which he had uniformly taken a warm interest. It was now about five years since it had been talked of, and he was one of the first who had taken part in it. The first movement which had been made in the business, was calling together a number of the merchants, bankers, and other business men of Belfast, by circular, to take the project into consideration. The meeting was a very spirited one. Those present vied with each other in their manifestation of zeal. There was a difficulty in the way. A party in Lisburn had projected a railway between Belfast and that town, to stop there. (Hear, hear.) This was a difficulty which had to be got over; and it was surmounted, though it had required some little sacrifice to do so. The sacrifice was not very great; but it was still felt. To carry on the work much money was required, which was a matter of no slight importance, seeing that it had to be supplied chiefly by men in business, who had other employment for their money. Still, they met the demands upon them, with a spirit which was most creditable. Mr. Woodhouse was the engineer who originally surveyed and laid off the line; and it was satisfactory to know that the actual expenses of making it had not come up to the amount of his estimate, though it had been made in a superior style. (Hear, hear.) For the last two years they had all been acquainted with the proceedings of the work, and had expressed their approval of them. (Cheers.) That day, 12 or 13 miles more of the line had been opened, affording accommodation to the public, such as they had expected, and on such terms as the public were quite prepared to meet.

The next toast was, "The Town and Trade of Belfast."

Mr. J. BRISTOW, who was called upon, shortly returned thanks. Of the prosperity of the trade of Belfast, they had sufficient evidence before their eyes; and he did not know anything that would give a greater impulse to that prosperity than the Ulster Railway. (Hear, hear.) He believed it would confer a great benefit upon the town, and would prove creditable to those who had formed it. He begged, in conclusion, to propose "The health of the Chairman and Directors of the Company." (Cheers.)

Mr. GODDARD had sincere pleasure in returning thanks. For 36 years he had been in the habit of attending Boards and Committees in Belfast; and he could say, that he had never sat with any gentlemen who displayed more zeal, regularity, and attention, than the Board of Directors whose health they had drunk. They had been under the necessity of contending with several difficulties, some of which were to be expected. One of these was of a heavy description. (Hear, hear.) They had failed to obtain, as they had expected, an adequate loan of money from Government. He did not now regret that it was so; for, amid all the difficulties of the times, the shareholders had paid down the calls, with promptness, and enabled the Directors to finish an undertaking such as no other part of Ireland could boast of. (Cheers.) He hoped the time was coming, when all the shareholders would be amply remunerated. He hoped that the work would prove a benefit to this country. It would be of service, as furnishing information, which might not otherwise be attainable, if other similar works were projected. Some farmers and landlords had supposed, that they would sustain injury by the passing of the line through their property; and the Company had to pay smartly for the land which they required. Still, it was satisfactory that the work had been executed considerably within the amount of the original estimate. They were much indebted to some of those who had acted with them, among whom he would name Mr. Dargan. (Hear.) That gentleman would have been present, but that he was under the necessity of going to England. He (Mr. Goddard) believed, that he had done the work well; and he had done it in a way never to cause the slightest trouble to the Directors. (Hear, hear.) They had also had great satisfaction in the way in which Mr. Godwin had made his reports. (Hear, hear.) Mr. Godwin had stated, that Mr. Dargan had executed the work, and carried out suggestions which were made to him, with the utmost readiness. Under all the circumstances, and especially considering the cheap rate at which the work had been accomplished, he thought the shareholders could not fail to be remunerated. Mr. Goddard concluded by proposing, "The Shareholders of the Ulster Railway."

Mr. STERN returned thanks.

"The health of Mr. Woodhouse, the late County Inspector for Antrim, who first surveyed the line of the Ulster Railway," was the next toast.

The CHAIRMAN rose to propose the health of Mr. Godwin, their Manager and Resident Engineer. (Hear, hear.) He had seen much of that gentleman, in the Boards and out of them, and his every thought seemed to be what he could do for the benefit of the concern. (Cheers.) If anything, indeed, he was too anxious upon the subject. He considered that the Company were fortunate in having the services of Mr. Godwin.—(Cheers.)

Mr. GODWIN rose to return thanks, and was warmly applauded. He must say that the works had been successfully carried out. The close attention, however, which the Directors had paid to the proceedings had made them well acquainted with everything that had been done, and the shareholders had not been inattentive observers. (Hear, hear.) The only thing now that he could refer to was the mechanical department of the line. (Hear hear.) He was happy to say, that Mr. Coates, whose opinion, they were aware, was a good one upon the subject, had spoken favourably of the line. It had also been inspected by eminent engineers, and among others, by Sir Frederick Smith, in the discharge of his professional duties, as Inspector-General of Railways for the United Kingdom—an excellent public officer, whose clear views upon the subject of railway matters, and whose high scientific attainments were of a superior order. There was a peculiar steadiness in the motion of the trains upon the Ulster Railway. This he (Mr. Godwin) attributed to the principle upon which it had been constructed. There had been controversies upon the subject of four-wheeled engines, and wide or narrow gauges. The Directors had wisely fixed upon six-wheeled engines with a wide gauge, and longitudinal bearings. To this he attributed the steadiness of the motion, and the cheap rate at which they had worked their locomotives. There was only one circumstance about which there could be doubt—the liability of the timber to decay, on exposed situations. But, so long as a line of railway was in operation, the timber, he believed, would not rot soon. When kept not damp, or what was commonly called between wind and water, and in constant use, he thought it would not soon decay. With respect to engines, they had selected those of the six-wheeled description; and it was well that they had. He thought, that a legislative enactment would be passed against the use of four-wheeled engines, and it would be expensive, if they were obliged to throw their engines away. With respect to cost, there was no other railway, with equal cuttings, and similarity of formation, that had been made so cheaply. The scantling of timber, weight of rail, and in short, all the principal parts, were precisely the same as those of the Great Western Railway. That railway was considered to be the best yet made; and he might speak of it as a model, without depreciating any other. He did not know that it was necessary for him to say anything more about the construction of the railway; and, therefore, he would merely beg again to thank them for the manner in which they had drunk his health. (Loud cheers.) Mr. Godwin then said, he would request leave to propose "The health of Mr. Smith, the Company's Secretary."

Mr. SMITH returned thanks, and he said he owed much to the assistance he had received from Mr. Godwin, and the kindness which he had experienced from the Directors.

Some other toasts were given, after which the party separated.

PAYMENT OF DIVIDENDS QUARTERLY.

To the Editor of the Railway Times.

SIR,—I think "Clio's" suggestion, in your last number, for the *payment of dividends quarterly*, well worthy the consideration of railway proprietors. Not only would those of small incomes be benefitted by it, but it would give additional confidence to the whole of the shareholders by having quarterly reports as well as quarterly receipts. Losses would be less likely to accrue from defalcation of parties intrusted with the receipts, from the banker to the lowest officer whose hands money passes through. So important do I think it, that I have no doubt of its ultimate adoption.

Yours, &c.,

A HOLDER OF NEARLY ONE HUNDRED SHARES.

Cambridge, Nov. 4, 1841.

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RAILWAY SHARE-LISTS.

The London Prices are supplied by Mr. Wetenhall; the Liverpool by Mr. C. J. Townley; the Edinburgh (marked *) by Mr. R. Allan; and the Glasgow (marked †) by Mr. J. Watson.

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	81†	..	..	..	..	..
46½	38½	6300	100	100	Birmingham and Derby	..	..	..	48	..	..	..
—	—	6300	33⅓	25	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	60	59	..	..	..	..	..
—	—	10000	17½	7½	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	29	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	7½	..	5½	..	..	..	..
36	36	3800	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
75½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4004	25	25	Dundee and Arbroath	25*	25*	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	7⅞	7⅞	7⅞
46	....	18000	50	50	Edinburgh and Glasgow	45*	44½†	..	..	..	..	47½
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	20	Edin., Leith, & Newhaven	..	..	..	..	..	..	..
....	....	1980	25	25	Glasgow and Garnkirk	38*	38†	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	39*	38*	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	24*	23†	..	..	..	..	..
15½	....	6000	50	50	Gosport	..	..	..	..	..	..	..
83	38	16918	100	100	Grand Junction	..	..	..	..	..	190	..
—	—	16918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	25½	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	64	..
118	118	25000	100	65	Great Western	80	80	80½	79½	79½	79½	79
—	—	25000	50	50	Ditto (*New Shares*)	57⅞	57⅞	57⅞	57½	57	57	57
—	—	37500	20	4	Ditto (*Fifths*)	8⅝	8⅝	8⅝	8¼	8¼	8½	8¼
61	31	9800	50	50	Hull & Sel., or Hull & Leeds	..	..	..	..	..	..	..
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5130	100	100	Liverpool and Manchester	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	47	..
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
..	..	....	..	..	..	..	..	..	..	..	..	..

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	157	159	..	157½	156	156	..
—	—	25000	25	5	Ditto (*Quarter Shares*)	21⅜	..	..	..	..	..	21⅜
—	—	31250	32	32	Ditto (*Thirds*)	52	53	..	..	..	..	52½
—	—	....	32	2	Ditto (*New Shares*)	24½	24⅜	..	25⅜	..	..	26½
3½	3½	24000	25	25	London and Blackwall	..	..	..	..	9	9	..
—	—	....	....	6½	Ditto (*New*)	..	..	..	..	..	..	..
56	56	36000	50	50	London and Brighton	38	37⅜	37	37	36⅝	36⅝	37½
10½	10½	33000	avr.	13⅜	London and Croydon	..	..	..	11⅜	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	....	....	20	Ditto (*New Shares*)	17½	..	..	17½	..	..	..
—	—	....	....	6¼	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅜	London and South-Western	53	52½	53	53	53	53	52⅝
—	—	42000	5	2½	Ditto (*Testbs*)	..	..	..	2⅜	..	..	2⅝
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	..
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	..	..	..	..	2⅜
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	50
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	..
40	....	7000	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	81	..	85	..	..	..	..
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	23⅜
....	....	1940	25	25	Monkland and Kirkintilloch	..	58†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	65½	..	..	65	65	65½
—	—	15000	50	40	Ditto (*New*)	31½	32	..	..	32	32	32
—	—	15000	21⅝	15	Ditto (*Thirds*)	14	14	14	..	13⅜	13⅜	14½
32½	26½	7200	50	30	Northern and Eastern	..	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	75½
19	19	9500	50	50	Preston and Wyre	..	..	..	..	..	..	..
....	....	6000	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	....	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	3000	50	24	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	22000	50	43	South-Eastern and Dover	..	..	..	20½	20	20	20
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
....	....	....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
23	23	6700	50	50	York and North Midland	83	82	82½	83½	84	84	82
—	—	6700	25	10	Ditto (*New*)	..	..	27½	..	28	28	28

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorised to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1846.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Nov. 6	1,726	£72 17 10	£117 8 11	£190 6 9½	£2 2 8½	£12 13 9½	£189 16 1½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Nov. 6	..	327 5 5	335 11 0	1,162 16 5	3 16 1½	26 12 9½	243 6 8	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	51	Nov. 5	5,611	1,350 3 3	334 6 2	1,684 9 5	4 14 4½	33 0 6½	745 18 9	51
450,000 0 0	437,693 10 8	5 0 0	Branding Junction	4	25	..	..	....	....	....	....	....	....	..
439,999 0 0	456,663 10 1	....	Chester & Birkenhead	5	14½	..	..	....	....	....	....	....	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	6	6	Nov. 7	20,909	....	....	788 13 1	18 15 6½	131 8 10	771 16 7	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	7	16½	Nov. 7	3,803¼	161 1 7	62 6 1	223 7 8	2 4 5½	13 6 8½	268 9 4½	16½
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	8	17½	Nov. 7	12,490	....	....	723 7 8	5 18 1	41 6 8½	558 7 0	..
283,000 0 0	786,966 12 11	2 10 0	†Glas., Paisley, & Ayr	9	40	Nov. 6	10,832	668 10 0	306 15 11	975 5 11	4 1 7½	24 7 7½	744 10 5	..
....	....	....	†Glas., Pais., & Green.	10	22½	Nov. 6	9,239	557 11 2	151 2 4	708 13 6	5 4 11½	31 9 11	....	..
1,967,800 0 0	....	11 0 0	Grand Junction	11	83	Nov. 6	..	6,264 15 4	1,802 18 10	8,067 14 2	10 2 2½	70 15 4½	7,686 10 2	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	12	45	Nov. 8	..	741 19 9	551 14 3	1,293 14 0	4 2 1½	28 14 11½	....	..
5,331,527 9 10	5,877,120 7 5	3 0 0	Great Western	13	118	Nov. 7	..	9,282 18 10	2,094 15 3	11,377 14 1	9 12 0½	67 4 5½	5,257 4 10	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	14	31	..	..	....	....	....	....	....	....	..
498,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	15	20½	Nov. 6	2,118	400 8 7	38 3 9	438 12 4	3 1 1½	21 7 11	....	..
1,332,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	16	31	Nov. 5	..	2,400 15 2	1,914 0 3	4,314 15 5	19 17 8	139 3 8½	4,549 7 1	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	17	112½	Nov. 6	..	11,708 1 1	2,803 10 11	14,511 12 0	17 6 11⅜	121 8 8½	14,491 5 4	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	18	3½	Nov. 11	36,251	....	....	688 13 4	26 4 8½	183 12 10½	499 9 2	3½
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	19	56	Nov. 6	4,969½	1,279 18 9	128 17 0	1,408 15 9	3 11 9½	25 2 5	60 12 3	5½
741,000 0 0	681,815 14 6½	....	London & Croydon	20	10½	Nov. 9	4,655	....	....	261 16 10½	3 11 2½	24 16 8½	498 6 2	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	21	3½	Nov. 11	30,793	....	....	939 3 4	35 15 8½	250 10 2½	851 4 4	3½
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	22	77	Nov. 8	..	3,821 0 10	792 12 4	4,613 13 2	8 11 2½	59 16 4	4,107 3 10½	77
2,800,000 0 0	1,515,045 2 1	....	*Manchester & Birm	23	5	Nov. 8	10,584	....	....	310 13 11	8 17 6½	62 2 9½	287 6 3	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	24	10	Nov. 4	..	400 5 11	222 2 1	622 8 0	8 17 9½	62 4 9½	538 13 8½	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	25	50	Nov. 1	..	2,334 1 1	1,815 13 11	4,149 15 0	11 17 1½	82 19 10½	....	12½
1,533,000 0 0	1,580,375 3 5½	5 0 0	Midland Counties'	26	57	Nov. 6	8,156	1,513 18 2	275 6 11	2,489 5 1	6 4 9½	43 13 5	1,442 7 1½	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	27	61	Nov. 6	..	485 5 1	890 7 7	1,375 12 8	3 4 5	22 11 0½	1,552 7 11	61
3,000,000 0 0	3,665,632 13 11	4 5 8½	North Midland	28	72½	Nov. 6	..	2,631 17 8	1,550 5 8	4,182 3 4½	8 4 2	57 9 8½	2,578 2 7½	72½
730,000 0 0	500,000 0 0	6 13 4	North Union	29	22	Nov. 5	3,419	838 6 1	206 7 0	1,043 13 1	6 15 6½	47 8 9½	971 2 10	..
730,000 0 0	468,350 0 0	5 0 0	Northern & Eastern	30	26½	Nov. 7	8,051	....	....	749 8 9	4 1 6½	28 11 0	371 15 2	..
800,000 0 0	337,920 13 0	2 10 0	Preston & Wyre	31	19	Nov. 6	1,883	150 12 4	104 13 0	255 5 4	1 15 10½	11 17 1½	....	8
600,000 0 0	267,524 7 9	4 0 0	Ulster	32	8	Nov. 7	6,430	....	....	175 1 6	3 2 6½	21 17 8½	173 6 0	22
445,666 0 0	566,672 8 1	9 0 0	York & North Midland	33	22	Nov. 7	6,590	....	....	1,498 17 9	9 4 8½	64 12 10½	714 9 4	..
....	....	....	..	..	....	..	....	....	....	....	....	....	....	..

16. Toll to London and Birmingham 136*l.* 19s. 2d., to be deducted from gross receipts.

4. The total length of line and branches is 25 miles:—15 miles of passenger and general traffic, and 10 miles of coal traffic alone.

8. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

10. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

11. Capital of 1,967,800*l.* is exclusive of the Chester and Crewe line, which cost 456,338*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

13. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 38. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

15. The 38*l.* 3s. 9d. from goods, &c. is for toll only.

18. Ten per cent. is the maximum dividend allowed by the Company's Act.

17. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

19. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

20. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

21. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

22. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, an i is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

24. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

25. The 4,149*l.* 15s. 0d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

26. The receipts for goods, &c. include, carriages, 34*l.* 7s. 0d.; horses, 32*l.* 2s. 0d.; dogs, 2*l.* 6s. 0d.; parcels, 241*l.* 3s. 10d.; cattle, 162*l.* 17s. 0d.; corn, 10*l.* 9s. 11d.; heavy goods, 377*l.* 19s. 0d.; coal, 114*l.* 2s. 2d.—Total, 975*l.* 6s. 11d. The dividend is from the time opening.

28. The details of the receipts are as follows:—Passengers, 2,267*l.* 12s. 9½d.; parcels, carriages, horses, and mails, 364*l.* 4s. 11½d.; merchandise, 1,040*l.* 2s. 11d.; minerals, 2,6*l.* 16s. 10d.; cattle, 234*l.* 8s. 11½d.—Total, 4,182*l.* 3s. 4½d.; including North Midland proportion of Manchester and Leeds traffic, amounting to 152*l.* 5s. 4½d. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

29. The receipts stated are after deduction of Liverpool and Manchester toll.

30. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

31. The capital of 500,000*l.* includes that provided for harbour and works as well as railway. The dividend is from the commencement.

33. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Our best thanks are due to M. N. *(Leamington),* W. R. *(Aberdeen), and several other correspondents.*

J. L. *(Dundee).—We shall be glad to receive the promised paper.*

Our Cambridge correspondent is informed, that we do give all the quotations of sales made. With respect to the length of the lines named, he has overlooked the word "then," namely, in the corresponding week of 1840.

L., *(the second) on the Great Western Railway, contains nothing that is new.*

An Inquirer *wishes to know what number of passengers travel from London to Birmingham, and from Birmingham to London, weekly, or have travelled in any one week within the last three months? The same question from Birmingham to Liverpool and Manchester, and from Liverpool and Manchester to Birmingham?—Our correspondent is surely aware that, on all railways, the Government tax is the same, namely, one-eighth of a penny per passenger per mile, without distinction of class.*

We have received the following note, which perhaps some of our readers will enable us to answer:—"Manchester, Nov. 5, 1841: *Sir,—One of our correspondents, residing in the West Indies, who has seen your article in the* Railway Times, *respecting Mr. W. Pritchard's improved method of making bricks, is desirous of having the machinery alluded to, and as we do not find Mr. Pritchard named in our London Directories, we beg you will, at your earliest convenience, do us the favour of stating who sells the mentioned machinery; or if it be obtainable of Mr. Pritchard alone, we shall feel obliged by the communication of his address to us. Do you happen to know how this machinery works, and whether it has realised the expectation of the inventor?—We are, Sir, your obedient servants,* Lomnitz and Co."

M. D.—*The omisions were made solely out of regard to our correspondent's interests. Had the passages referred to been given, we have no doubt that his whereabouts would have been traced, and probably himself punished.*

Alphæus.—*In our last number we drew a distinction between accidents on railways and railway accidents. Our correspondent is perfectly right in saying that these "accidents on railways" ought no more to be adduced in disparagement of the railway system than the fact of a drunken fellow being run over by a mail coach can be fairly brought to tell against common-road conveyances.*

A Constant Reader.—*What else can trespassers look for? In answer to his second question we have to state, that the cost would be from* 5*s. to* 7*s., to any party.*

Dubitans.—*There is no occasion at all for any hesitation.—We believe that an investment, even at par, would ultimately prove beneficial; most assuredly, at the present great discount, it could not fail to be eminently so. We do not like to give advice in such cases, but in the present instance we cannot refrain. Buy, by all means.*

The notice which appears elsewhere was in type before the communication from Darlington came to hand.

Exspes.—*The subject has been more fully handled by other correspondents.*

W. J. *(Goswell-street) would do well to advertise.*

Numerus *would oblige us by forwarding a full and authentic statement of the case. We shall do what we can to assist him.*

An Original Holder.—"*Fuit Ilium.*"

North Union Railway.—*The traffic for the week ending October* 29, *was as follows:—Passengers and parcels.* 985*l.* 5*s.* 8*d.*; *Goods,* 124*l.* 1*s.* 9*d.*; *Coal,* 86*l.* 3*s.* 5*d.*;—*total,* 1,095*l.* 10*s.* 10*d.*

Another Railway Clerk *will, we think, find his object gained by the publication of a letter which was in type before his reached us, but which we are obliged to defer.*

G, Another Shareholder, *advances nothing but assertion in disparagement of the system on which he comments. The Engineer must have pretty good data for its adoption.*

P. B. W. *(Bristol).—We do not believe that any Engineer has yet been appointed.*

W.—*The trouble would be very considerable, and the advantage would not, in our opinion, be correspondent. We feel obliged to our friend for his kind wishes.*

Great Western Railway.—*We have, in fairness, devoted more space than we can conveniently spare, to replies to "S. P.'s" letter of last week. Those correspondents whose communications on this subject are withheld (including* A Shareholder, Fabius, A Subscriber *(Newbury),* C. D., H. B., *&c.) must attribute the omission to this cause alone.*

"Safety Rotation Railway Company."—*The Birmingham correspondent, who wrote to us last week in reference to this scheme, is referred to the "Railway Adjudications" in our present number.*

Dublin and Kilkenny Railway.—*A correspondent* (Scrip) *wishes to know the present position of this undertaking. We shall feel obliged for any information on the subject.*

York and North Midland Railway.—*What does* Observer *mean, by stating that the shares of this Company "bear so depreciated a price in the market?" He must surely have "headed" his communication wrong.*

A Young Beginner.—*The best counsel we can give our correspondent is, in the words of a very sensible writer, "Because you find a thing very difficult, do not presently conclude that no man can master it; but whatever you observe proper, and practicable, by another, believe likewise within your own power."*

The Railway Clerk who writes under the signature of The Rights of Man, *must surely be mad to wish his letter published. He talks of situations on the line with which he is connected not being worth a week's purchase; were we to print his letter,* his *would not be worth an hour's. When he is anxious to preserve his incog.,* he should not use office paper, *even though the printed head be partially obliterated. We know something of the line referred to, and believe our correspondent's complaints to be without foundation.*

South-Western Railway.—*The correspondent who complains that the Gosport branch is not yet open, although it was stated at the meeting (nine weeks ago) that it would be completed in three weeks from that time, forgets that since then the second failure at the Fareham tunnel (or rather, a continuation of the first slip) has occurred. We believe, however, that the line will be opened on the* 29*th instant.*

A Shareholder *(Chelsea).—Use your own judgment, but be cautious.*

Samuel Greenwich.—*The toll, we apprehend, is from Croydon to London Bridge—not Croydon to New Cross.*

In Mr. Charles Todd's letter, published in our last (page 1162), *the word* lead *was misprinted* load.

Glasgow and Greenock Railway.—Dividend, *in reply to* Greenockian *next week.*

Railway Drainage.—Probatum est *next week.*

Accidents on Railways, from incaution.—*Mr. Bainbrigge's letter on this subject shall appear next week.*

Nauticus; An Original Shareholder; C.; H. C. D.; *and* Economicus; *are in type.*

THE RAILWAY TIMES.

SATURDAY, NOVEMBER 13, 1841.

Mr. W. A. Wilkinson's pamphlet on the Toll Question, more especially as bearing on the relative position of the Croydon and Greenwich Railways, has promptly met with a "Reply." As we gave in a recent number Mr. Wilkinson's pamphlet entire, we have thought it right to print a considerable portion of the "Reply" so that the case is now fairly before our readers, so far as these two parties are concerned. It is not our intention to interfere in any way in the controversy, but on the general question we may be permitted to say a very few words.

It is not denied by any one, least of all would it be denied by the intelligent Chairman of the Croydon Company, that the Greenwich Company are fairly and justly entitled to a reasonable remuneration for the outlay they have incurred. The only point in dispute is, how may this remuneration be most easily and most extensively secured? The Croydon Management, as speaking through their Chairman, contend that a reduction of tollage would be beneficial to both Companies, while the Greenwich Directors appear to doubt the assertion, and are content in common phrase to "let well alone," without having recourse to questionable speculations. For this we cannot in the smallest degree blame them. The interests committed to the guardianship of the Greenwich Directors are far too vast, and too complicated, and their constituents have too long indulged in that species of hope which when deferred maketh the heart sick, to warrant the trying of experiments which *might* tend to their ultimate advantage, but of which in the meantime the issue is doubtful. There is moreover this peculiar feature in the case of the Greenwich Company, that they have recently sought for and secured Parliamentary sanction for an increase of tollage, arising from the representation that the existing toll is inadequate to the payment of interest on the further capital required, and therefore it is scarcely to be wondered at that they should shrink, instinctively as it were, from any scheme of reduction which whatever results it might promise, and however plausibly, must in so far run counter to the opinions and inferences which heretofore have been pressed upon the attention of the legislature.

It seems to us that the only true criterion of a reasonable amount of toll, so far as the Croydon Company are concerned, is a calculation of the probable amount which would have been required by the Croydon Company to extend their own line to the terminus in Tooley-street. If the sum annually paid to the Greenwich Company falls short of the interest on the amount which the making and maintenance of a railway from Corbett's-lane to Tooley-street would have occasioned, then we say the Croydon Company have no reason to be dissatisfied. They enjoy (or will enjoy) all the facilities and conveniences of a separate and independent terminus, with a part at least of the benefits derivable from the Greenwich establishment of servants, and this being the case, they have no reason to find fault with the terms to which they voluntarily became parties. It is quite true that the receipts from the Croydon Company are to a certain extent so much "money found" to the Greenwich Company, and that any interference with the prosperity of the Croydon line must affect the other establishment; but we see no reason why advantage should be taken of the relative position of the two Companies, to impose upon one of them terms which were not originally contemplated, and which the other party believe would be detrimental to their interests. The Croydon line was constructed with a full knowledge of the drawbacks to its traffic (if such they are to be considered) which its connection with the Greenwich Company would impose; and although, as we have already hinted, the non-formation of the Croydon line might have proved a serious loss to the Greenwich Company, the promoters of the former, having once made it, have no excuse whatever for attempting to evade the terms of the contract, or for clamouring for more easy conditions, or failing the attainment of these, for murmuring and complaints as to the effects of the agreement into which they have entered.

As we have already observed, however, it is not, we believe, the wish of the Croydon Directors to quarrel with the Greenwich Board in seeking to secure a due return on the capital invested in their undertaking, nor even to find fault with the particular scale of tollage adopted, but simply to represent that a modification of the existing rates would tend to the mutual benefit of the toll-paying and toll-receiving parties, and so far to the benefit of the public at large. The Croydon Directors appear to be convinced that a reduction in the amount of toll per passenger would result in an augmentation of the gross receipts,—a proposition to which the Greenwich Board do not appear to be inclined to yield assent. And can we blame them for hesitating to enter upon such an experiment—for experiment it clearly must be?

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A suredly not. However flattering may be the prospect held out by those who are anxious for a modification of the present system,—however much experience in similar cases may indicate a prosperous issue—however strong even may be the conviction of individual members of the Greenwich Direction, that the reduction recommended would be advantageous as well to their own immediate constituents, as to the proprietors of the Croydon Railway, they do right to pause before consenting to such a measure. Changes of so material a character are not to be rashly introduced into the management of a public undertaking, for in addition to the fact that failure will certainly be attributed to the mismanagement of the parties to whom the business has been entrusted, while success, however marked, will gain for them no praise, all doubtful experiments ought to be sparingly entered upon from the difficulty which arises, in case of their miscarriage, in returning to the old system. Supposing the Greenwich Directors to consent to the reduction of toll urged upon them by Mr. WILKINSON and his colleagues, and the result to prove injurious in a pecuniary point of view to the Greenwich proprietors, with what grace would the Croydon Management regard a return to the old scale, or how would the public look upon it, taking it for granted, as contended for by Mr. WILKINSON, that a reduction of toll would justify a reduction of fare?

It seems to us, that the only way to arrive at a right decision upon this matter, would be for the Croydon Company, who appear to coincide in the views of their Chairman, to guarantee to the Greenwich Company an annual income, pending this experiment, equal to the average income received from the Croydon toll since the opening of that line. If the experiment succeeded, self-interest as well as justice would secure the reduction recommended; if it did *not* succeed, the effects of the failure would be felt by that party only which was desirous to see it carried out. If the Croydon Directors are really as confident as they profess to be, as to the beneficial result of the trial, we see no reason why they should for a moment object to so reasonable a proposition. It is for the Greenwich Directors to adhere to "the bond," unless it can be plainly demonstrated that it would be for their interest to submit to a modification of its provisions.

The position which the author of the "Reply" wishes to illustrate is, in his own words, this: "that in a pure business-undertaking like a railway, in which the capitalist, on business principles, expects a fair return for his money, no fare ought to be charged to the public lower than one which affords a remuneration." Whatever opinion may be entertained as to the justice or policy of the Greenwich toll, there can, we imagine, be no difference of sentiment in reference to *this* proposition. Indeed, it is so obviously a truism that one wonders how it can ever be overlooked in practice. Yet so it is. Lowness of fare is sometimes regarded as that to which everything else ought to give place. It is looked upon as the only source of a railway's prosperity, whereas in reality it is but one of many causes, and not unfrequently the least of them. Many as are the complaints against high fares, we do not think that the error is usually on *that* side. No scale of fares that is not remunerative to the proprietors of a railway undertaking can be permanently maintained, and self-evident as is this truth, it would be well if in the discussion of the question of fares it were always borne in mind. We have said repeatedly, and we say again, that no general rule for the regulation of a scale of charges can be deduced from the experience which Railway Companies have hitherto had. Circumstances of a merely local or temporary character interfere so much with theoretic speculations that it were madness to regulate the arrangements of one railway by those of another. Time and practice alone can determine the due amount of charge in each instance—we mean that charge which shall be most remunerative to the proprietors, for it is for them alone that we profess to be concerned. It is a very gratifying circumstance in connection with railways as far as the public are concerned, that nothing can be lost should nothing be gained by their construction. Railway Companies, monopolists as they are called, possess no exclusive privilege of the traffic of particular routes. The field of competition is open to all, and if railways carry off the palm it is solely by reason of their intrinsic superiority. Railways have not annihilated the common roads of England; and if the public could be better served by the late frequenters of these roads than they are by the proprietors of railways, not a day would elapse before a revolution in the existing system of locomotion would take place in a return to the ancient mode of horse conveyances. The public, therefore, are gainers, whatever may be the result to the parties through whose enlightened enterprise this mighty change has been produced. One would suppose that such a consideration as this would temper and restrain the strictures of the *soi-disant* guardians of the public weal —we mean the anti-railway press—but unfortunately the great good which railways have effected is too often overlooked in a partial and exaggerated consideration of the minor mischiefs to which, in common with every other great improvement, they have given rise.

OUR columns have been considerably occupied during the last few weeks with notices of meetings held in the north of England to secure the formation of a short junction line, so as to complete the means of railway communication from London to Newcastle, and thus, it is thought, determine the route to Scotland by the east coast. To-day we continue these notices, and give at the same time one or two communications in support of the rival project by the western coast. It is not our intention to interfere in the discussion now going forward as to the relative merits of the two schemes, further than to express our belief that supported as the west coast line is by the preference awarded after a careful investigation by the Government Commissioners, it will be a matter of no small difficulty to induce the public to embark in any other. It was not without a due balancing of their respective capabilities that the preference of the Commissioners was fixed, and although their Report, and the evidence upon which it rests, may be open to criticism in minor points and unimportant details—as every such Report must be—nothing that we have yet heard objected to its principle or to its general conclusions, alters in the smallest degree our original impression as to the perfect fairness and impartiality of the Commissioners' decision. Nevertheless, good will result from the agitation now going forward, and if it can be shown either that the deductions and conclusions of the Commissioners are untenable, or that the east coast line possesses advantages undiscovered at the period when the Commissioners' Report was put forth, we shall be glad to see the support of the public transferred from the one scheme to the other.

In one important respect, it matters but little which of the two routes be first carried out (for carried out *both* of them must ultimately be,)—we mean as regards the impetus which the formation of such a line would certainly give to the progress of the railway system in Scotland. The completion of the Edinburgh and Glasgow Railway has already turned public attention to the extension of locomotive facilities throughout other districts of the north, and we trust and believe that the practical working of that important line, now on the very eve of coming into operation, will tend to confirm and deepen the favourable impression which the experience of English Railways has made upon the capitalists of the sister kingdom. The existence of an unbroken chain of railway communication, or the certainty that such would be secured at no distant day, would of course still further incite to the promotion of similar works, in continuation of, or as auxiliary to, so magnificent an undertaking. We have reason to believe that it wants but this certainty of the speedy formation of either line to induce parties whose plans are already to a considerable extent matured, to bring more than one new railway project before the capitalists of Scotland. The Scotch bear the character of a prudent, perhaps over-prudent, people, and it is thought that they are little inclined to doubtful speculations, such as railways must almost always be considered; but we cannot think that if the prospect of even a moderate pecuniary return were clearly seen, the indirect but not less tangible benefits to be derived from an extension of the Railway System would be overlooked by the landed proprietors and commercial gentlemen of that country. Scotland, more especially the northern part of it, has within the last few years owed too much of its prosperity to the extraordinary developement of steam navigation to leave any doubt that the further supply of an easy, expeditious, and economical means of transit would fail to be duly appreciated.

One of the great obstacles to the organization of a Company for carrying out either the east coast or west coast line will be the suspicion and distrust (we might almost say disgust) excited in the public mind by the extraordinary excess which upon almost every line yet made has been found to arise in the actual cost of construction over the original estimate. So far it was fortunate that nearly all the great lines of road received Parliamentary sanction almost simultaneously, for we are satisfied that had the discrepancy referred to been as clearly apparent in regard to one-half the existing lines, when the other half were first projected, as unfortunately it is at present, the promoters of the latter would have found it impossible to fill their subscription lists. This is the great opprobrium of the system—the main impediment to its future progress. When it is found that an excess of 40, 50, nay, 60 or 70 per cent. is no unusual occurrence in practically working out an engineer's plans—when it is seen that new shares, third shares, and even fourth shares, must needs be called into existence to the extreme prejudice of the original subscribers, it can occasion no surprise that capitalists should be cautious how they put the smallest faith in even the most positive estimates of cost, or that they should hesitate to venture upon schemes the end of which they have no data beyond the oft-refuted assertions of interested parties, to enable them to discover. It is thus that "the evil which men

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do lives after them," and in this respect the existing race of Engineers have much to answer for. Their ignorant blundering (for we cannot believe that there has been intentional deceit in their representations) has given a check to railway speculation from which it will not speedily recover. Indications of this suspicion as to the estimates in reference to both of the projected lines have already appeared, and we cannot see how such doubts are to be removed, unless the framers of the estimates could be brought to guarantee their sufficiency. This proof of confidence has virtually been offered in regard to one of the greatest of the works on the west coast line, the engineer undertaking to complete it within his estimate. Might not this arrangement be extended with advantage? With the experience which by this time Engineers *ought* to have acquired in calculating the cost of a projected railway, they could run but little risk in pledging—not their reputation alone, for *that* has been done too frequently and too fruitlessly to inspire confidence, but—their pockets to the accuracy of their own judgment. Better far that the original estimate should be considered high, so it were clearly understood that it would not be exceeded—at least, not at the cost of the promoters—than that a fallacious calculation of a less amount should be put forth, leaving every person to add little or much to the sum total, according as his experience of the past practices of the profession might lead him to be credulous and sanguine, or suspicious and severe.

If the appointment of a Commission to Report upon the merits of the competing routes were followed up as it ought to be, Government would extend to the promoters of the selected line such facilities in the shape of raising a portion of the requisite capital, on loan, as Government alone can afford. Of course it is not to be expected that Government would advance any portion of the funds, until it were clearly shown that the scheme had been properly taken up by a respectable and responsible body of subscribers; but were it once ascertained and made known that upon the subscription of a certain proportion of the required amount being realised, a loan would be granted by Government upon favourable terms, we have no doubt that the effect would be to inspire such confidence into the parties locally connected with the district, and into capitalists generally, as would led to a speedy filling up of the subscription lists. Never was a public loan better applied than would be such an advance as we are now recommending. The undertaking is on all hands allowed to be one of great national importance, and, as such, deserving of every encouragement which a Government really anxious for the good of the country can extend towards it. We sincerely trust that this point will not be lost sight of, but pressed upon the notice of the new Administration, many members of which we have reason to believe are more than usually favourable to the Railway System generally, and to the completion of a railway route to Scotland in particular.

Meantime, we take it for granted that the matter will be brought before Parliament in the coming session, so as to obtain, if possible, a suspension or relaxation of the Standing Orders of the Lower House. That so trifling a boon could possibly be denied we should never have anticipated, were not a similar refusal, in the case of the competing lines to the Welsh coast, fresh in our remembrance. An able correspondent, in our number of last week, forcibly pointed out the obstructive effects of these Orders as regards railway speculations at large; and without assenting to all the views and inferences of our correspondent, we certainly are of opinion that if ever a case could be made out for the abrogation of the rules referred to, it would be in such an instance as this, where it can be shown that no practical inconvenience could possibly arise from such a step, and where fostering measures are so urgently required to carry out an undertaking certain to be of so much benefit to the community. We indulge a hope that the new Parliament and the new Administration will in this respect stand somewhat less upon profitless forms than their predecessors, and that not simply the indulgence alluded to, but every other indulgence and facility compatible with the rights of individuals and the well-being of the country at large, will be cheerfully and at once conceded to those who may show themselves disposed to prosecute so important an enterprise.

THE question of resident or non-resident Directors was discussed at the special meeting of the Clarence Railway Company, held in London, and noticed in our last number, and rediscussed at the meeting at Stockton, of which a sketch will be found in our columns this day. The proprietors of that concern appear to prefer a non-resident Management; but if the present position of the undertaking is to be regarded as a proof of the efficiency of the plan, assuredly it says but little in favour of the decision to which the shareholders have come, for never was a public Company in a more pitiable plight. Embarrassed with debt—their railway itself threatened with seizure by its Government creditor—the Directors and superior officers of the railway quarrelling with and criminating each other—embroiled with their nearest neighbours, and denounced by a portion of their constituents as unworthy of confidence, the Clarence Directors resident in London would require to make out a very strong case indeed of benefit accruing to the Company from the present seat of Government, to counteract the impression which the state of things above described must leave upon the minds of unbiassed spectators. This they have not condescended to do; and if we presume that they cannot do it, we but draw a natural inference from the absence of any explanation at a period so loudly calling for it.

The truth is that we never yet have heard one argument adduced in favour of a non-resident Management which will bear a moment's examination. If some concerns have prospered under such management (although we really are not acquainted with a single case of the kind), this has, it may fairly be assumed, arisen not from the non-residence of the governing body, but in spite of it. It is evident that it must be so. The absurdity of pretending to direct from a distance, it may be of several hundred miles, affairs which require unwearied vigilance in watching events as they arise, is too glaring to require to be pointed out. One of two things must inevitably arise from such a position—either that the concern is not managed at all, but left to take care of itself, or that the duties of the Directors devolve upon some one or more of the resident officers of the Company, who in that case became virtually the Directors, the nominal managers being an impediment, rather than otherwise, to the working of the machine. Prompt action will, in nine cases out of ten, prevent mischief, or remedy it with the least possible damage; but how can a Superintendent or Manager take upon himself to adopt, in an emergency, measures upon which he cannot have the opinion of his superiors for several days? On the one hand he is liable to err from an excess of caution and a fear of giving offence, or on the other, to have recourse to hasty measures on his own responsibility, which the presence of a guiding and controlling Board would probably have restricted or repressed.

If one of the accounts transmitted to us of the Stockton meeting be correct, the Clarence Directors appear to have defeated an obnoxious measure, by a most unsparing application of proxies, some of which, it is asserted, had been entrusted to them years before for totally different purposes, and probably not recalled, only because the parties giving them had forgotten their existence. Surely this is an abuse of the proxy system—a system of which at the best we are by no means enamoured, for we hold that, in general, parties who are duly concerned for or against particular measures, will take care to attend the meetings in person. At any rate, we would not allow a question to be carried wholly or principally by proxy votes, and it says but little in favour of any Management which is compelled to have recourse to this mode of drowning the voices of such of their constituents as may be present. It is easy to imagine how a dexterous use of proxies might in a thinly attended meeting, carry any proposition, and when it is recollected how easy it is for any party, but more especially for Directors and officials, to secure a large number of these instruments, we think it will be allowed that the proxy voting ought to be used discreetly, and with considerable restrictions.

As already said, the case of the Clarence line is but a sorry specimen of the benefits resulting from a non-resident Board of Direction. There appears, indeed, to be a good deal of mystification as regards the exact position in which this Company are placed, and we should be glad to have some farther information upon several points in connection with it. How happens it that the concern has become so involved in debt, apparently with little hope of extrication? Are there any Contractor-Directors in the Management, as in the Durham and Sunderland Company, upon which we recently commented? What is the connection between this Company and the Stockton and Hartlepool, (a Company we believe not incorporated,) as regards the origin of the latter and the differences now prevailing; and how happens it that the Clarence Directors retain as their professional adviser, a gentleman who, like Mr. JACKSON, their solicitor, steps out of his ordinary routine to forward what appears to be a movement hostile to those who employ and pay him? These are a few of the points respecting which we are desirous to be more minutely informed, before entering further into the matter.

A FARTHER opening of the Ulster Railway took place on Monday last, as detailed in another page. In Ireland, where works of this description are unfortunately rare, such an occurrence is to be regarded as of some importance. It is quite clear that isolated efforts will never secure to that country the full benefits to be expected from an extended system of railway communication; but, nevertheless, the progress and completion, and, we trust, the profitable results of such undertakings as the Ulster line, will doubtless encourage capitalists to project and execute similar works in other districts. Every step will be something gained,

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and may perhaps lead in the end to the success of a more comprehensive scheme.

The Ulster Railway is now open for a distance of twenty miles, namely, from Belfast to Lurgan. An interesting description of the works upon the line precedes the notice of the opening, for which we are indebted to a local contemporary. One very remarkable and very gratifying fact in connection with the line (we wish it were not *so* remarkable), was noticed at the dinner given to celebrate the event, namely, that the works have been completed *within* the estimate of Mr. WOODHOUSE, the gentleman who originally surveyed and laid out the railway! We sincerely trust that the expectations of the proprietors, as to the proceeds of the line, will be amply realised.

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WE have more than once had occasion to lament the misunderstanding, or whatever it may be, that has hitherto prevented the construction of the short but important connecting link between the Liverpool and Manchester and Manchester and Leeds Railways. Our readers are aware that both Companies have obtained Parliamentary powers for making, each a moiety of, the proposed line; but while the Leeds Directors are anxious to carry the project into effect, the Liverpool Company—from what cause has never very clearly appeared—decline to proceed further with the scheme, at least for the present.

The Manchester papers of last week give the particulars of an occurrence which may perhaps tend to modify the views of the Liverpool Company upon this point, but which at any rate cannot fail in its results to exert a material influence on the prosperity of the other Company. We allude to the practical introduction of steam navigation on the river Irwell—a circumstance which bids fair to raise up a most powerful rival to the Liverpool and Manchester Railway Company, in the carriage of goods between Manchester and Liverpool, *even as regards time.*

The Leeds Company have Parliamentary powers for the erection of a station at Hunt's Bank adjoining the river, and it is easy to perceive that they will avail themselves of their position, so that we may speedily expect to see the establishment of a very superior conveyance between Liverpool and Hull.

We must again express our regret that anything should have interfered with the harmony which at one time appeared to subsist between the two Companies in reference to the junction line. We have little doubt that its construction would be mutually profitable, but at all events it would unite two neighbouring lines in closer bonds of co-operation, and take away the necessity on the part of one of them of having recourse in self-defence to measures which may very sensibly affect the well-being of the other.

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THE Paris correspondent of the *Globe* evening paper, mentions a rumour that there is some misunderstanding amongst the French and English shareholders of the Paris and Rouen Railway, as to the plans of the English engineer; but that the work is, nevertheless, proceeding with great energy. It is but just (he adds) to the superior authorities, to say that every facility in their power is afforded for the undertaking. The juries also, for assessing the value of the property required by the Company, are favourable to the Company wherever equity will allow them to be so. Two recent decisions at Versailles are worth recording. The Mayor of one commune demanded an indemnity of 37,000f., and the Mayor of another commune 100,000f. As the capital of the Company is chiefly English these gentlemen thought it patriotic to extort all they could; the jury, however, has showed them, that for a national enterprise foreign capitalists are rather to be encouraged than thwarted. To the modest gentleman who demanded 37,000f., they have awarded 650f.; and to the other, who demanded 100,000f. they have given, 1600f.

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AN inquiry was recently made through our columns, relative to the rating of railways. Perhaps the following case of canal rating, for which we are indebted to a correspondent, may throw some light on the matter:—

The Commissioners of Land Tax for the Division of Kington, in the county of Warwick, assembled at the Justice Room, in the County Hall, Warwick, on the 19th ult., to hear an important appeal touching the liability of the Oxford Canal to be rated for land tax in the township of Wormleighton, in the said division and county.

The Commissioners present were Col. Miller, J. Bracebridge, and J. Harding, Esqrs.

It appeared that the whole of the township of Wormleighton is the property of the Right. Hon. Earl Spencer, with the exception of the Oxford Canal passing through it. The quota of land tax fixed upon the township is 299*l.*, the whole of which his Lordship has hitherto paid; and the object of the present appeal on behalf of his Lordship was to quash the rate and re-assess the township by an equal pound rate.

It appeared that his Lordship's estate was rated to the poor's rate at 3,100*l.*, and the canal at 811*l.* and it was contended that the land tax ought to be paid in the same proportion. Mr. Baker, the Clerk to the Commissioners of Land Tax for this division, read a letter from the Hon. the Board of Taxes, Somerset House, in which they expressed their opinion that the Canal ought to pay in proportion to its annual value. The Commissioners, therefore, reduced Earl Spencer's rate from 299*l.* 10s. to 237*l.* 7s. 3d., and assessed the difference upon the canal (viz. 62*l.* 2s. 9d.) which had previously paid nothing.

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ON Thursday Professor Vignoles gave an introductory lecture on Civil Engineering at the London University College. The importance of cultivating this study was ably enforced by the Professor, who showed that it was not to be taken up in a day, but required a sound practical education as a basis, and an intimate acquaintance with mathematics and geometry. The lecture was extremely interesting, and was listened to with great attention. In the course of his observations, Mr. Vignoles said the mercantile world sadly complained of the heavy expenditure on railways. It was an axiom with him never to regard such undertakings as works of art, nor to estimate them by the high scale which such consideration called for, but to regard them according to the actual profit resulting from them. Expenditure should be kept down, and recklessness abated. An engineer of eminence was at issue with him on this point, and expressed himself thus in conversation:—"Never tell people, at first, what the works will cost, or they will never be done." And another had remarked to him:—"It is no matter what it costs, it will be sure to pay." The Standing Orders of Parliament had been decried for enforcing engineers in their calculations to enter into precise and detailed relations of their plans; the Professor considered that the Standing Orders of Parliament had only ordered what was just and proper.

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WE learn from the Irish papers that a meeting of the Committee, appointed in 1835, to aid in the promotion of the then contemplated railway communication between Dublin and Cork took place recently, when the project was revived, and an unanimous expression given of concurrence in the vast national advantages that would arise from the undertaking. It would appear, from what passed, that active measures are being taken to ensure the aid and countenance of Government in carrying out the provisions of a Bill, making Limerick the terminus of the communication. A deputation was appointed to wait on the Earl of Bandon, at the Imperial Hotel, who received the deputation, and entered warmly into their views of the speculation, and intimated his willingness to preside at a public meeting of the landed and mercantile interests of county and city, to be held on Thursday, the 25th instant.

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WE have not yet been able to obtain a sight of Professor Barlow's Report, relative to the late fatal accident on the Brighton Railway. Considerable surprise has been manifested that the Directors have not laid an abstract of its contents before the public. By some it is said that the Board of Trade regard the Report as a private communication, solely for their own guidance, and that they would object to its publication; others allege that it is by no means favourable to the Management, and that therefore it is carefully suppressed. Whether either of these conjectures is right, we cannot of course say, but it certainly *does* look strange that a different course from that which was adopted in similar instances should be followed in this.

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IT is stated in some of the daily papers, that "an arrangement will, in all probability, be shortly made for sending the mail from London to Edinburgh in 26 hours." We are glad to find that our representations on this matter are likely to be attended to.

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IN the speech of the King of Belgium, delivered a few days ago, on the meeting of the Belgian Senate, the following sentences occur:—

"The works undertaken either by the state, the provinces, or the communes, are prosecuted with true emulation: all the lines of railway are adjudged, and the day is not very remote when this great undertaking will be completed.

"Measures will be submitted to you with respect to our navy, to the development of our foreign mails, and to favour the circulation on our railways."

The mention of railways in any of *our* Royal speeches, is scarcely to be looked for. Perhaps it is as well that matters in this respect should remain as they are.

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THE following paragraph in reference to the Thames Haven Railway has been sent to us; we know nothing of the matter ourselves:—

"We are happy to have it in our power to state that the new shareholders coming into the Thames Haven Company will do so free from debts and responsibilities, and their funds will be applied to the immediate commencement of the undertaking; the liabilities standing against the Company having been

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wholly cleared off. The Directors, we understand, intend disposing of the forfeited shares at a discount, thus offering a bonus in addition to the above advantages; and we have reason to believe the allotted shares will be quickly disposed of."

THE SLIP ON THE CROYDON RAILWAY.

SINCE our notice of last Saturday, every advantage has been taken of the fineness of the weather to push on the work of removal as rapidly as the confined scene of action will allow. The main object has been to clear a gullet, and open the down line of railway first; but considerable impediment has arisen from the earth following down into the gullet, which required a number of barrow-roads to be run in upon the slope from stages at each end of the slip, so as to lighten it at the side. The large body of the slip remains on the solid floor, and has given no signs of movement for several days, but there are several large masses of clay overhanging upon the edge of the floor, which must be removed to avoid the risk of filling in the gullet after it has been opened. Four trains of earth-waggons are employed, day and night, in removing the spoil. Those below the slip are worked by an engine, and tipped on the side of the Cold-blow embankment. Those above are worked by horses for about a quarter of a mile up the inclined plane, in the New Cross cutting, and the spoil run out in an adjoining field. About 160 men are unceasingly engaged on the slip, and up to Thursday night about 6,000 yards of earth had been tipped, and the gullet opened for nearly three quarters of the length of the slip on the down line of railway.

In order to avoid the delay caused by coaching the Brighton passengers between New Cross and Forest Hill, and to give sufficient accommodation for the passengers of both railways, a new pathway seven feet wide has been constructed a short way up the east slope, opposite the large slip. This has been planked and covered with an awning, and the delay caused in transporting Brighton passengers and luggage along it, from train to train, was less than 10 minutes on Thursday, the first day on which it was used.

We mentioned last week the assistance rendered to the operations of the Croydon Company, by their neighbours of the Brighton and Greenwich Railways. We have since learned that Mr. William Hoof, of Kensington, the Contractor by whom a great portion of the Croydon Railway was executed, visited the ground early on the morning after the slip, to offer any assistance, and to place his extensive stock of materials at the disposal of the Company.

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

Sir,—I observe that in the last number of the *Railway Times*, a fellow-townsman has commented upon the estimate which I forwarded to you of the prospects of the North Midland for the current half year, and has been pleased to designate the statement I then made as "decidedly erroneous" and "loose," although the only difference between us is, that he *thinks* the receipts will average 4000*l.* per week to the end of the year, and I *thought* they would not exceed 3,052*l.* It is probable his estimate will be more nearly correct than mine, and I shall rejoice if it be; but it will not very materially alter the result at which I arrived. He has in one short sentence directed us to the cause of the present depressed condition of this line. He says, "the line has cost too much to realize the brilliant expectations at one time anticipated from it," &c. Yes, and what was it that incurred this cost? Why this very word "confidence"—confidence in estimates which have been proved to be worse than worthless. But though these are my sentiments, I can assure him that I had not the most remote intention of detracting from that confidence which may with propriety be reposed in the present Directory. But this feeling does not appear to me to be at all merged in the endeavour to ascertain what are the fair and legitimate prospects of the shareholders at the present time. By a reference to the letter of "A Sufferer" in the same paper, it will be seen that I have rather overrated than otherwise the dividend likely to accrue on the present receipts. There is, however, considerable difficulty in ascertaining from the accounts, as they are published, what is the actual share capital of this Company. In the last Report, we are told that 2*l.* per share on the old shares, and 1*l.* on the new, was to be paid, but the amount that would be required for this is not named, except that the Secretary, in reply to a question, states it at about 45,000*l.* Taking this to be nearly correct, it will represent a share capital claiming a dividend of 2,250,000*l.*, exclusive of the third shares lately issued, "A North Midland Shareholder" will therefore see that the estimate of "A Sufferer" is more nearly correct than mine. But do I from this at all despair of the ultimate success of the undertaking? Not in the least. I fully agree with my townsman that there is little stock in the market which offers prospectively a better investment than the stock of the North Midland at its present quotation. I think, however, the way to keep it buoyant is to look the difficulties which present themselves fairly in the face. I have never found this panacea of "confidence" of much service without exertion, and the application of remedies where remedy is needed.

Your obedient servant,
WILLIAM SIMPSON,
Sharebroker.

Leeds, 11th Month, 1841.

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—I noticed in your last publication two letters in reference to the income, expenses and management of this railway.

I agree with the gentleman who signs himself "A Shareholder," that if this line were only properly managed, and the traffic obtained upon it which eventually must come from Sheffield, Barnsley, and other places, it must soon, notwithstanding the extravagant outlay on its construction, be a *paying line*, but whether the Directors are worthy of the continued confidence of the shareholders, or not, is a matter which probably at the next half-yearly meeting in February may create considerable difference of opinion. Are they not responsible to the shareholders for allowing the Engineers, &c. to expend so large a sum upon the construction of this line? Are they not blameable for allowing so large a sum to be expended on the building of the stations which are so much more expensive than upon any other line? Are they deserving the confidence and praise of the shareholders for the expense of working the traffic, it being nearly double what it ought to be, and exceeding so greatly those lines in connection with it? I have, Sir, almost daily opportunities of making personal observations with regard to the management of the traffic upon this railway; and I do not hesitate to pronounce it the worst managed of any I am at all acquainted with.

In answer to "A Sufferer," (not the only one I am sorry to add), I beg to send you my calculations, which will show a different result from his, if I am correct; and I have no doubt the receipts will be found equal to the sum named. The shareholders ought to have a dividend next half-year after the rate of 4 per cent. The only error I can have made must be in the working expenses; and if this line exceed 40 per cent., which is more than either the York and North Midland or the Manchester and Leeds have charged, the cost ought most certainly to be reduced.

The receipts for this half-year will be	£120,000
Deduct 40 per cent. for Management	48,000
To pay interest on loans and dividends....	£72,000
Four per cent. on the amount paid on calls, allowing 2 months on the last call on the third shares, and 6 months on the shares	48,500
Interest on loans 5 per cent., as per last statement	20,000
Total sum for interest on shares and loan	£68,500

which will leave a surplus of 3,500*l.*

I am, Sir, your most obedient servant,
ANOTHER SHAREHOLDER.

York, Nov. 10, 1841.

THAMES HAVEN RAILWAY AND DOCK.

To the Editor of the Railway Times.

SIR,—I cannot condescend to keep up a correspondence with an anonymous writer, who makes charges wholesale against a Company, in which, if he be really a shareholder, he has the means of ascertaining the correctness of at any time he pleases. That such charges are not true, the printed reports with the accounts attached to them of the half yearly meetings sufficiently testify; and I should altogether have left the large circulation of those reports to have answered the assertions and insinuations were it not necessary that the public mind should not be abused as to the power of the Directors to withhold all and every information properly applied for at the office. Most certainly none has ever been withheld in this, or at the public meetings. The fault in all these cases lies with the shareholders themselves.

I am, Sir, your obedient Servant,
HENRY AMSINCK, Secretary.

Thames Haven Office, 2, St. Mildred's Court,
Nov. 11, 1841.

THAMES HAVEN RAILWAY.

To the Editor of the Railway Times.

SIR,—I regret exceedingly to find your correspondent, "J. S.," making such a proposition as that of dissolving the Company. If your correspondent be in reality a shareholder, why not accept the privilege offered—pay his call and retire, instead of worrying those who are endeavouring to add new interest, and carry thus the object of the undertaking? When once clear of the discontented portion of the shareholders, something may be expected from the respectable portion remaining, and their friends who may now enter into the undertaking.

The great evil which this Company has laboured under, is the want of unanimity in its proprietary; for whilst the one portion are desirous of carrying out the undertaking, the other are advising a dissolution! Now that the grumbling and disaffected portion have the opportunity of retiring and divesting themselves of further liability, they refuse, and still cry "dissolve!" If *they* do not wish to have anything more to do with the concern, which can be their only object in dissolving it, why not let those who can carry on, and are willing to carry the object through, do so? Is it fair, Sir, to impede their efforts, when an opportunity is afforded for retiring?

I am, Sir, your obedient servant,
A SHAREHOLDER—C.....

London, Nov. 8, 1841.

RAILWAYS IN FRANCE.—The following is the result of a comparison of the traffic on the railways of St. Germain and Versailles (*rive droit*) during the month of October this and last year:—

Oct., 1841.	Passengers.	Receipts.
St. Germain	95,127 ..	107,640f.
Versailles	104,313 ..	118,026
	199,440 ..	225,666f.
Oct., 1840.		
St. Germain	83,777 ..	92,407f.
Versailles	100,041 ..	99,758
	183,818	192,165f.

The increase is slow but steady on both lines; taken conjointly the single month of October has produced an excess of 15,623 passengers, and 33,500f.

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FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—I have perused Mr. Hood's letter upon four-wheeled and six-wheeled engines, published in the last number of the *Railway Times*, 23rd October, and from the manner he has treated the merits of the six-wheeled engines, it is evident that his observations hitherto have been confined to one particular description of six-wheeled engine, and that he has by no means drawn a fair line of demarcation through those points of distinction, which constitute the degree of safety between four-wheeled and six-wheeled engines.

In the following remarks I shall confine myself to the exposition and correction of several errors, and misstatements, made by Mr. Hood, in regard to the comparative safety and suitableness of six-wheeled engines, to work any railway otherwise than one which is a perfectly straight line.

Mr. Hood, after making a few judicious remarks as to the desirableness of obtaining a correct knowledge of those elements, which, when combined, shall constitute the system of greatest safety in the practical working of the machinery upon a railway, and the difficulty of arriving at a decided conclusion upon this matter, says, "The difference between four-wheeled and six-wheeled engines is not confined merely to the number of wheels; both the weight and the length of the engines vary in a very great degree; in both these particulars the six-wheeled engine exceeds the other by upwards of 50 per cent."

This description of the difference between four-wheeled and six-wheeled engines embodies two very palpable errors. A six-wheeled engine is not more than two feet longer, and the weight is never more than three tons greater than in a four-wheeled engine of the same power; in both these values I have exceeded the actual results in practice, and to any person practically acquainted with a locomotive engine these facts will appear obvious. But as assertions are not always facts, let us examine the constitution and arrangement of the different items, the aggregate amount of which compose the ultimate weight of a locomotive engine.

It will be admitted that two engines, having the same diameter of cylinder, the same length of stroke, and the same diameter of driving wheels, will be of equal power, and to maintain this power in active operation the same quantity of steam must be expended by both engines in equal times. This again requires that both engines shall have boilers of the same heating and generating powers; and to accomplish this, both boilers must be of the same length and diameter, having the same number and size of tubes, also same size of fire-box, smoke-box, &c. I hope these premises will not be disputed upon the plea of improvement in figure or construction, as both engines can have boilers partaking equally of these properties. Thus far, then, both engines are similar, and if we now suppose the one a four-wheeled and the other a six-wheeled engine, the only difference in their weights will be the weight of an extra pair of wheels, axle, guard-plates, brasses, and springs, intermediate framing, and the additional length of axles and cross beams. Should the six-wheeled engine have outside framing, this is all the extra weight, and it will appear evident that instead of being upwards of 50 per cent., it is under 30 per cent.; and as to the length, I am at a loss how to dispose of the additional two feet I have allowed, unless we keep the buffer beam further from the end of the smoke-box, and lengthened the engineer's stand beyond what is found necessary for the four-wheeled engine; for as the extra pair of wheels is placed immediately behind the fire-box, there is not any additional length of framing required for them.

As regards the arrangement of the framing and wheels, which Mr. H. seems to think of considerable importance, this difference is not an indispensible or absolute one, nor is it by any means so universal as is generally believed. The Dundee and Arbroath Railway Company have all their engines six wheeled, with the wheels exterior to the bearings; the Arbroath and Forfar Railway Company, ditto; the Dundee and Newtyle Company have half the number of their engines six wheeled, and inside framing; and on the Glasgow and Ayr Railway (which Mr. H., in his enumeration of railways having four-wheeled engines, says has "nearly the whole,") there are twelve six-wheeled engines, with inside framing, and only eight four-wheeled engines.

Mr. Hood's next difference, viz., driving wheels without flanges, is, like the last, not an essential one, and I should think not very extensively adopted. I am only aware of one house that manufacture engines of that description, although there may possibly be more.

Mr. H. next notices the different motions the engines partake of (in their progressive motion along the line), apart from the go-a-head one, and satisfactorily accounts for the causes of those motions; but unhappily, in reasoning of their effects upon four-wheeled and six-wheeled engines, his prejudice for his four-wheeled favourite, upsets his better judgment. The motions referred to are three, viz.: rocking motion, horizontal, lateral, or zig-zag motion, and vertical or pitching motion.

Mr. H. says, "These several motions occur in different degrees in engines with four and with six wheels; the last of these motions, in so far as it is produced by inequalities in the rails, is greater in four-wheeled than in six-wheeled engines. But as this kind of motion is in a great measure produced by the second, which affects six-wheeled engines much more than the others, the result will be, that in a perfectly straight road the six-wheeled engines will be the steadiest, but in any road possessing curves, the four-wheeled engines will in that part of the road have greatly the advantage."

Mr. H. draws his conclusions without examining his evidence. What is the reason of the greater pitching of a four-wheeled engine? Is it not that the base is so small in proportion to the superstructure raised above it it; is it not from the circumstance, that the centres of the axles or points of support lie so near to one another? Consequently, the ends of the engine being so far projected over them, if one of the driving wheels of a four-wheeled engine pass over a part of the rails having a deflection of one half inch, the end of the engine being about double the distance from the fulcram, or centre of motion, (viz.: the axle of the leading wheels,) will be depressed double that space, or one inch, independent of the deflection of the carrying spring, occasioned by the sudden surge, and which will of course rise again in the same proportion. But suppose a six-wheeled engine to pass over the same rail, of course each wheel in rotation would descend into the curve or bend, but would the engine thereby rock or pitch like her predecessor? Suppose one of the leading or following wheels were in the curve or deflection, that part of the engine over the wheel would not go down so far as did the four-wheeled engine, for the centre or driving wheels would support that end of the engine at the proper level, minus the deflection of the carrying spring, occasioned by the superior weight transferred to it at the moment. And it needs no reasoning to show, that when the driving wheels were passing over the deflection, the motion would be scarcely perceptible, the engine being then supported at each end by the fore and aft wheels, both upon the perfect part of the rails.

But Mr. H. admits all these facts to exist, if the line of railway be straight; but in any railway having curves, he says the result is otherwise. To support his statements he gives the following reasons, viz.:—"It must be quite obvious to every one that any body of the parallelogram form, moving in curved lines, must be more easily moved in proportion to its shortness, as it then adapts itself more readily to the curvature. Now in the case of locomotive engines, the extreme points of support in four-wheeled engines are about six feet apart, while in six-wheeled engines they are nearly 11 feet. To avoid the difficulty which arises from this great increase of length, the gauge of the wheels is made much smaller than the gauge of the rails, which will evidently increase the second kind of motion above-mentioned, by allowing more of the lateral sway."

This is very plausible reasoning, and no doubt sounds very well with those whose time and pursuits prevent them from obtaining an acquaintance with the practical working of a railway, and certainly paints the *formidable difficulty* of curves on a railway, in colours not to be easily mistaken; and as a recent writer in your journal truly states, that one-fourth of all the railways in Britain is composed of curves, I think it will be worth while to inquire whether these difficulties admit of a solution and a rational remedy.

First, then (for I shall begin at the end and reason backward), I am not aware of any makers of six-wheeled engines who make the gauge of their engine-wheels much smaller than the gauge of the rails. They do not all adopt this practice, and it is not requisite that any of them should do it. I believe that there are few curves, upon any modern railway, with a radius less than one half mile; the generality of curves will be found to have their radius double that amount. But take one of the smallest—a curve whose radius is one-fourth of a mile, or 1,320 feet—and place upon it a six-wheeled engine, with the fore and aft wheels 11 feet apart, what will be the lateral deflection of the rail, or the versed sign of an arc of that circle, the chord of which is exactly 11 feet, or the distance between the fore and aft wheels of the engine? $1320^2 - 5.5^2 = 1742369.75$ and $1320 - \sqrt{1742369.75} = .01146$ of a foot, or 13752 of an inch, very nearly one-eighth of an inch. Can we suppose that this is the cause which requires that six-wheeled engines be made so much smaller in the gauge. If it is, for there does not seem to be another, it is not so very formidable as we might have been led to suppose; in fact, it furnishes no more objection to the use of a six-wheeled engine, even upon this narrow curve, than it would be upon a straight line; and there is no line of railway in use, but you may meet with as good reasons for having the wheels of both four-wheeled and six-wheeled engines of smaller gauge, at every hundred yards along the line, by the rails either being out of line at the joinings, or deflected in the middle of their length.

Secondly, let us come to the parallelogram problem; and here again, at the outset, we are met with the difficulties of *curvature* which we have been examining, and which, even in *a serious case*, is dissolved quickly by a little of the touchstone of mathematics. And as it has been admitted that a six-wheeled engine will move much steadier along a straight line of railway than a four-wheeled engine, when the rails are deflected or otherwise out of order, and as we have seen that there exists no reason why they should be narrower in the gauge than any other railway vehicle, it must follow that the same cause which contributes to their superior steadiness, when passing vertical irregularities, viz., greater length of base in proportion to the length of the body carried above, and also in proportion to the distance between the rails, must in like manner produce a steadier motion also when going round curves—for a curve of one mile radius is practically as far as regards the moving of a parallelogram 11 feet long, to all intents and purposes a straight line; and no one need be told that an engine 16 feet long, with 5½ feet between the centres of the axles, and one half inch of play in the gauge, if turned round diagonally as far as the rails will allow, will just form an angle of double the number of degrees, with the rails, that another engine would do with the same play in the gauge, but with the centres of the wheels 11 feet apart. Yet with these glaring inconsistencies staring him in the face, Mr. H. asserts that a four-wheeled engine will go steadier round *a curve* than a six-wheeled one.

There is another objection urged against the application of six-wheeled engines, as regards curves, by the advocates of four-wheeled engines, and it is the only one which requires a serious consideration, but, unfortunately for the objectors, it applies with equal force against a four-wheeled engine. It is

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that tendency which every body in motion has to move in a straight line if undisturbed by ulterior causes. This, then, is that tendency which an engine leaving a straight line and entering a curve has to continue the rectilinear motion. It is well known that the cone, or difference of diameters at the flange, and at the outside of an engine wheel when in good order, is not less than three-eighths of an inch. The usual play of the wheels in the gauge or between rails, on most railways, is about three-fourths of an inch; now, from the tendency of the engine to keep moving in a straight line, when entering a curve, the wheels next the outside of the curve will have their guide flanges run up close to the inside of the exterior rail, which will produce a difference of one-eighth of an inch upon the diameters of the wheels, at the centre of their rolling surface, or point of contact with their respective rails. One-eighth of difference on the diameter is equal to three-eighths on one revolution of a leading wheel 3 feet 6 inches diameter, or 11 feet measured along the rail; hence, while the wheel on the exterior rail makes one revolution it progresses 11 feet, but the wheel on the interior rail will only have moved 10 feet 11 inches and five-eighths, which is the exact proportion required for a curve 1,320 feet, or one-fourth of a mile radius, and this is certainly a much smaller curve than is generally adopted in practice. But if Mr. H. should still prove sceptical, I can refer him to a railway worked with passenger and goods' trains, varying from 8 to 18 carriages, and drawn by *six-wheeled engines*, and those engines with their trains have gone daily round a double curve of 1,200 *feet radius*, for the last three years, at a speed from 20 to 30 miles per hour, and have never run off the rails.

Although I have already trespassed by the length of my letter, yet there is another statement of Mr. Hood's which is so startling, and so much beside the truth, that I must beg your further indulgence to allow me just to notice it. Mr. H. says, "in any mode of constructing six-wheeled engines the great increase in length already mentioned, necessarily produces a greater tendency to run off the lines at curves, a tendency which is increased by the fact, that owing to the vertical deflection of the rails, the whole of the six-wheels are scarcely *ever actually in contact with the rails at any one moment.*"

As I have already shown the fallacy of the doctrine that six-wheeled engines are owing to their greater length, liable to run off the rails at curves, I shall just advert to the assertion, that this tendency is increased owing to the vertical deflection of the rails.

Mr. H. to make good his statements, has, with his usual ingenuity, and a few strokes of his pen, rapidly manufactured a piece of railway, which, to say the least of it, is very well calculated to produce his contemplated casualty—a six-wheeled engine off the rails—in fact, it beats hollow the famous "Slamanan" floating railway, where I have seen the sleepers and rails sinking under the weight of *a six-wheeled engine*, as it moved along, making a beautiful curve, of at least two inches deflection, but still we had no running upon *three legs* in matter. Mr. H. either means to treat the admirers of six-wheeled engines to a burlesque, or which, I dare say, is more likely, he has undertaken to put the public right upon a matter of which he is practically ignorant himself, and I am sure that if Mr. H. had understood the manner in which the springs bearings and axles of *all engines* are fitted up, and connected, he would never have ventured to make, such hop, step and leap statements regarding the wheels rising off the rails.

I am, Sir, your obedient servant,

THEODORE CRUCKSHANK.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

Sir,—On the subject in question, Mr. Hood has a very excellent remark at page 1113, *R. T.*, to which none of us can too closely attend, more particularly in a discussion like the present, in which there is to be found a variety of practical advantages in the different constructions of locomotives, independent of the more important questions of the unfortunate accidents which have taken place with both four and six-wheeled engines. If Mr. H. should favour us with returns to a few questions we may fairly hope that in doing so, he will not attempt "to controvert facts by arguments," as that "is not the way to arrive at truth in a matter which admits of proof by reference to experimental demonstration of the most extensive and conclusive character." Now Mr. H. asserts, that "on one railway alone, upwards of 3,000,000 miles have been run with perfect safety by four-wheeled engines." In the first place, does Mr. H. mean to deny that several cases have actually taken place in which the four-wheeled engines of that line have, without any apparent cause, gone off the rails and tumbled over, both in the early and subsequent career of that Company?

Second. Does Mr. H. mean to deny that it was the fatal results, which attended some of the cases alluded to, which taught that Company the prudence of running for a time at a slower speed than their grand six-wheeled neighbours?

Third. Does that gentleman mean to insinuate, or to assert, that he can produce a single instance of the kind, in which six-wheeled engines, with outside bearings, have either gone off the rails, or tumbled over, without any apparent cause, in the manner that four-wheeled engines with inside bearings have so repeatedly done on different railways (notwithstanding his laboured "arguments" to make out a case); but if so, will Mr. H. be kind enough to inform us about what periods, and whereabout such casualties have taken place, and what were the consequences.

Fourth. Will Mr. H., in consistency with his own proposition, point out actual "facts" as exceptions in the different railways where inside four-wheeled engines are used, which have not more or less experienced similar tumbling propensities, and if so, where are those to be found?

Fifth. In cases of collisions, or of being thrown off the road from any other cause, does Mr. H. mean to deny, that the engine-driver or the stoker almost invariably suffer, whilst they as generally escape, under similar circumstances, with outside six-wheel engines: and if so, will he prove it by producing a dozen "facts" on each side, for we beg of that gentleman to excuse us in declining "arguments." Nothing but facts will be satisfactory answers.

Sixth. I know from observation, that inside engines without springs have a jolting and tremulous motion (as might be expected), though they are not subject to anything like to the rocking motions of the inside engines upon springs; I therefore assert that the road is not the great cause of rocking motions, and if the advocates of the inside system question this assertion, I call upon them to disprove it by "facts."

Seventh. The early locomotives of the Liverpool and Manchester line, and also their mail coaches, were upon inside bearings and springs; they both rocked from side to side, much more than anything upon the outside system; and in consequence outside bearings were generally substituted, and the rocking was reduced to a mere trifle. Your Liverpool correspondent (Mr. Jones) has questioned Mr. Seaward upon this point. Let Mr. J. controvert the above "facts" if he can; they are before his eyes in his own town.

Eighth. The Liverpool and Manchester coaches formerly had their wheels closer together, similar to the four-wheeled engines; they both had a considerable pitching and serpentine motion in consequence; and on the application of the third pair of wheels to the engines, and the removal of the coach axles further asunder, both of those motions were brought within moderate bounds. And their length has not created a practical difficulty in passing curves, nor do they require an extra quantity of play upon the road. Let the advocates of four-wheeled engines, &c., controvert this statement by "facts," if they can; and also that the maintenance of the way is generally less per mile, per train, where six wheels are used, than where four-wheeled engines are employed.

Ninth. Ships without the requisite proportion of breadth and length, to their depth, are as generally known for their cranky propensities and bobbing and pitching motions, as short-coupled engines are upon the narrow foundation of the inside system: let Mr. Hood deny the fairness of the comparison if he can, as a popular illustration of similar (and in principle almost parallel) "facts."

Tenth. The middle of a locomotive, like the midships of a ship, is the centre of their oscillations, and the crank axle, in consequence of its position, has not the power to steady the engine against a pitching and serpentine motion to the extent of the hind and front axles; from the combination of the whole, producing a compound motion across the engine in the diagonal direction, consequently in some cases where the front and hind axles of locomotives made within the last two years, have been projected further through the wheels, to give a still more extended width for the springs, they are found to run steadier than six-wheeled engines in general, although they have only two inside stay-frames, with all the weight upon the crank, on two inside bearings; and thereby have all the protection of the four-wheeled engines in that respect. Mr. H. has questioned this point,—will he give us "facts," and state the particulars of his objections more minutely, and if any accidents have taken place with them through such objections,—will he be kind enough to to state when and where they took place, and also whether the practical working of those engines has not been more economical than either four or six-wheeled engines, as generally constructed and under similar circumstances?

Eleventh. It is a fact, (though not perhaps sufficiently known), that the outside system of bearings requires railway axles generally to be about 40 per cent. stronger, and cranks about three-fourths of an inch more in diameter than is necessary for the inside system. The want of this proportionate difference in the dimensions with outside bearings, has led to their frequent breakage, and occasional accidents in consequence; but they have stood when proportionately made, and therefore their failure cannot be attributed to an inherent property of outside bearings, any more than it would be if the cranks on the inside system were made as much too small. Of course, the extra size is not only an additional expense, but also a constant source of greater weight and friction. But setting aside the mistakes which may have been inadvertently made in both classes of engines on several points, I believe that a fair comparison of the maintenance of rails and way, and locomotive power, will show a less cost per ton, or per train, per mile, where six-wheeled engines only are in use, than upon similar lines where four-wheeled engines only are used; and also, without finding a single instance of an outside six-wheeled engine rocking and pitching itself off a road in *only moderate order*, no matter how quick the speed, or slipping of the wheels, but, in the absence of other causes and similar to the circumstances of the several accidents that have taken place with inside four-wheeled engines suddenly tumbling over, when nothing but the combination of different violent motions across the engine in the diagonal direction appeared to be the cause of it.

Twelfth. Should your four-wheeled correspondents find my remarks on the different class of engines to which I have alluded, to be drawn from "facts," will the four-wheel advocates refrain from "controverting them by" mere "arguments," and give us plain matter of "fact" returns; if not, will they follow up Mr. Hood's proposition, and candidly acknowledge them to be "facts?"

I am, Sir, your obedient servant,

JOHN GRAY.

English-street, Hull.

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FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—With the same brevity that your correspondent "Lachesis," treats the subject of four and six-wheeled engines I will reply to him.

"If one of the cranks of a six-wheeled engine breaks, it has four wheels left to run on," till it suddenly stops off the rail in the compass of "a nutshell," two of the remaining wheels having no flange to keep it on the rails.

If the hind axle breaks, perchance it may not upset, nor would a four-wheeled engine. If the fore axle breaks, it would instantly turn over on whichever side it ran off, and its additional weight over a four-wheeler would perhaps give two or three passenger carriages a lee lurch with it.

Contrary to "Lachesis'" statement, engine-makers have not yet hoisted their colours in favour of either fours or sixes, and the only contest has been by volunteers against Mr. Seaward, who gladly crept into sick quarters on the first broadside.

Therefore, "the fours have it" by a large majority, and the public will be satisfied of their superior safety, until able advocates of six-wheeled engines prove that every road vehicle in the kingdom *is* and always *has been* running on erroneous principles.

I am Sir, yours truly,

A CONSTANT READER.

11th November, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—In your last number is a letter signed "S. P.," Birmingham. The writer, considering his own opinion valuable, kindly presents it to your readers, in order that such a mass of good advice may not be imbibed by one solitary friend. The consulting party has probably been guided by "S. P.'s" opinion, but the shareholders will perhaps obstinately await the event of time, and not allow themselves to be led astray by the unsupported and contradictory statements of the "sinister" or the "sanguine." I borrow these two words of your correspondent; and whilst they are before us, I would wish to draw attention to that part of his letter wherein he says, "So far the traffic, and the road itself, though they present no special feature, are equal to the average traffic of other summer lines, and would perhaps justify investment at par now, though a fair return to the original holders at par, including interest on 125*l.*, is not to be expected, taking the cost to be that of the average of other long lines in operation."—Contrast this with the following:—

"Having thus shown that the only two amounts with respect to which any doubt could exist, are stated greatly in favour of the Great Western, *it thus inevitably results that by no contrivance can a dividend be fairly declared.*"

In one instance "S. P." chooses to fix par as the real value of Great Western shares; in the other he declares them valueless, nay, makes an elaborate calculation to prove an absolute loss to the proprietors from working the line. Contradictory evidence is at the best superfluous—for the most part criminal. I cannot designate "S. P." one of the "*sanguine;*" can you or your readers suggest *another* appellation?

I now proceed to a consideration of the three points—capital, revenue, and expenses, as laid down by "S. P."

1st. Capital. "S. P." states that a station in London, and a probable extension of the line at the London end, which cannot be constructed for a less sum than 500,000*l.*, will make nearly in the whole a grand total of 7,000,000*l.* This is too far-fetched to cause suspicion of truth.

Revenue. 12,300*l.* per week is fixed as the maximum average, and a rule of 6½ to 9 is delared infallible; but if the writer had chosen to avail himself of the published traffic returns for this line, he would find the rule to err as egregiously as himself.

The receipts for the month of July		£60,733
"	" August	65,529
"	" September	61,360
"	" October	57,284
An average of £10,682 per week for November and December		93,094
would be £13,000 per week for six months		£338,000

No reasonable doubt can exist that November and December will exceed the required amount; how, therefore, can "S. P." assume 12,300*l.* as the maximum average, to be in "no event exceeded," when the first six months show the above result? In a subsequent part of his letter, however, an "after increase, in no case to be expected to exceed 50,000*l.* per annum," is graciously allowed. The Exeter traffic, it is stated, "being entirely agricultural, is not susceptible of much increase, and may be expected to remain, like that on the Birmingham, nearly stationary after the first year"!!! Now if what is here stated respecting the Birmingham receipts were true, I should never expect a greater dividend than 6 per cent. from the Great Western; but I happen to have at hand a statement of the receipts on that line on its first opening throughout, which I give, and for "S. P.'s" edification contrasted with the Great Western receipts for corresponding weeks, and also the latest Birmingham receipts.

LONDON AND BIRMINGHAM.

Week ending		Week ending	
22 Sept., 1839	£10,709	18 Sept., 1841	£18,370
29 do. do.	11,049	25 do do.	17,447
6 Oct. do.	10,841	2 Oct. do.	17,742
13 do. do.	10,714	9 do. do.	17,445
20 do. do.	10,486	16 do. do.	16,805
27 do. do.	10,299	23 do. do.	16,148
3 Nov. do.	9,759	30 do. do.	15,922
	£73,857		£119,879

GREAT WESTERN.

Week ending	
19 September 1841	£14,726
26 do. do.	14,286
3 October do.	13,116
10 do. do.	13,285
17 do. do.	13,545
24 do. do.	12,993
31 do. do.	12,175
	£94,126

The revenue of the London and Birmingham line this year will amount to about 850,000*l.* If the Great Western increase in the same ratio, we find by a simple rule of three—if 74,000 produce 850,000; 94,000 will show for the Great Western in round numbers 1,080,000. But "S. P." says he takes into consideration the "thinly scattered population on this line, as compared to the Birmingham." Tring and Aylesbury against Slough, Windsor, Maidenhead, Reading, and Oxford, Coventry against Chippenham, Bath and Cheltenham, for population, and what is worst of all, travelling population!

Then as to goods; let any person compare the Great Western with the Birmingham, even in its present state, and ascertain what may be reasonably calculated on for the yet undeveloped traffic in freestone, coal, &c., and I would venture to assert an average of 5,000*l.* per week, will be eventually obtained.

3rd. Expenses. 2,600*l.* per mile is assumed by "S. P." to be the lowest possible charge for working the Great Western and its branches.

Bristol to Bridgewater is 34 miles, Swindon to Cirencester 17, in all 51 miles, at 2,600*l.* per mile is	£132,600
Rent and mileage, as charged by "S. P."	60,000
Total	£192,600
per annum is therefore charged for these lines, but what are the facts? Say their traffic amounts to £1,700 per week, which is, per annum	£88,400
Deduct 50 per cent. expenses	44,200
Add rent and mileage	57,000
Total	£101,200
Being a difference in the branches of	£91,400

per annum—the traffic in both cases remaining to be credited. But I believe these lines are worked at much less than 50 per cent., being almost exclusively passenger traffic. To fix an arbitrary sum of 2,600*l.* per mile for working the Great Western itself, is indeed most ridiculous, when we see by the last half-year's Report the 91 miles then open were worked at an expense for the half year of 73,408*l.*, or 1,600*l.* per mile per annum. I shall be happy to see this increased to 2,600*l.*, for then the dividend on the shares will be 12 to 15 per cent.

In conclusion, I should like to know what investment "S. P." considers good. Would he advise his friend to pay 3 per cent. at 89, in preference to a present certain 3*l.* per annum, for 57 in Great Western half shares, with a moral certainty of that income being doubled within two years; or has he some brilliant scheme of his own to throw all others into the shade?

I am, Sir, your obedient,

COCKER.

November 7, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Since the period when railways first began to excite public attention, none has ever been the subject of so much diversity of opinion, from the moment of its first opening up to the present hour, as that which heads this communication. All shades and degrees of difference have been promulgated by its friends and opponents, from that of your correspondent "F." of Bath, who shows how 15 per cent. will be produced, down to "J. D.," of London, who doubts whether the loan creditors will not be compelled to put up with a composition in lieu of getting their 5 per cent. interest, leaving for the unhappy shareholders of course *nil.*

Of the various articles which have recently appeared in your columns upon this subject many carry with them their own refutation, but one—rather a lengthy one—which appears in your last under the signature of "S. P.," of Birmingham, commences with so much apparent candour, and professes throughout such a desire to elicit truth, and to deal with facts, not fancies, and sets down figures with so much confidence, that it would not be surprising if his statement should "chill the expectations and sadden the hearts of those," who, without further examination, should give implicit credence to the result of his investigations.

It would be a needless tax on my time and your space to follow your correspondent through all his details; it will be sufficient to deal with a few of his own figures to prove how little calculated he is to give sound advice in this matter. In the first place, he assumes the expenses at the same rate per mile as the London and Birmingham, although every one at all conversant with the subject knows that, with the exception of the expenses of stations, and their establishments of police, &c.; the working expenses of all long lines are exactly in proportion to the traffic. On this head, therefore, we may without any hesitation set down an error of 20 per cent.

Secondly. "S. P." puts down 13,000*l.* additional tollage to Bridgewater, but upon what grounds he does not condescend to enlighten us.

Thirdly. He charges interest upon 3,500,000*l.* bonds for the whole year, which would make, with the paid up capital of 3,025,000*l.*, a total of 6,525,000*l.* money actually raised, being at the present moment about half a million beyond the mark, as a reference to the Secretary would prove to him.

And lastly, he puts down the gross receipts at an average of 12,300*l.* per week, an amount which he declares, *ex cathedra*, *can in no event be* exceeded! The result is, that the working of this unfortunate line will produce an annual deficit of 34,800*l.*, which is exactly the consummation dreaded by your aforesaid correspondent, "J. D." After this laboured display of "facts, not fancies," the shareholders must needs be both chill and sad; and "facts and figures" having been stated so "*fully and fairly*," they will naturally press forward to get rid of such worthless property, even at a sacrifice of 35 per cent., if buyers can be found after

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such an exposé.* The magnitude of the interests involved in the success or the contrary of this undertaking, prevents my pursuing the subject with levity, and I will therefore only further trespass on your space, by placing before your readers what I consider a fair and candid statement of the prospects of this undertaking, based upon the actual result of its working thus far, neither pretending to see into futurity, nor drawing on my fancy for facts. Experience of the working of railways which have had their traffic fairly developed, proves that the receipts for the month of October, give the average of the whole year, with a precision which renders it tolerably safe to assume it as the basis of calculation; and if it be so on old lines, it can hardly lead to an error of excess, in the case of the Great Western, which has not been six months opened throughout. I find then, that the receipts in October have been 57,619*l.*, adding 3-7ths of the week ending 4th October to the following four weeks, which,

As 31 is to 365, gives for the year	£678,417
From which deduct for expenses 42 per cent.	284,935
Leaves for net revenue	£393,482
From this deduct—	
Rent of branches	£47,000
Interest on £3,125,000 at 5 per cent.	156,250
	203,250
Leaving for dividends	£190,232

The paid-up capital consists of—	
25,000 shares of 100*l.*, 65*l.* paid	£1,625,000
25,000 shares of 50*l.*, 40*l.* paid	£1,250,000
37,500 shares of 20*l.*, 4*l.* paid	£150,000
Total	£3,025,000
A dividend of 6 per cent. on which is	£181,500
Leaving a surplus for contingencies—or for extra tollage to Bridgewater—of	£8732

Of course my estimate of the traffic and the per centage expense of working is matter of opinion, the accuracy of which time only can show; and those who are interested in the matter will take it for what it may seem worth. I believe, however, it will be much nearer the truth than many of those to which you have given publicity. I have my own opinion as to the future prospects of this line, which I will merely say does not partake of the gloomy character of those which have given rise to this communication; but my present object is merely to lay before the shareholders what I deem a fair and reasonable view of their prospects, as far as we have experience to guide us; and I will not, therefore, attempt to withdraw the veil which conceals the future from our view, quite satisfied if these observations shall serve to warm the *chilly* or to cheer the *sad*.

I am, &c.

A SHAREBROKER.

Liverpool 8th November, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—For the present I submit that a very brief answer will suffice for the long letter of your correspondent "S. P." in your last number relative to the Great Western Railway, though as containing several objectionable assertions, I may probably beg space hereafter to answer him more fully.

I will now only select his dictum that on an assumed traffic of 639,600*l.* per annum, the annual expenses (assimilated to the Birmingham), exclusive of rent, tollage, and interest, would be 439,400*l.* per annum. This would be equal to a rate of $68\frac{42}{100}$ per cent. or within a fraction of double the result on the Birmingham according to their last half-yearly report, viz., $34\frac{80}{100}$ per cent. It is really ludicrous! Of all the recent endeavours to depreciate this property by bold and groundless assertion, this exceeds in extravagant exaggeration any attempt of the kind I have yet seen.

It is inconceivable how your correspondent can imagine that any of your readers can be so ill informed respecting railways, and so credulous as to be influenced by such statements as this.

Your correspondent pretends to advance "facts not fancies," the case really is nearly just the reverse, his assertions being generally fancies not facts.

Yours, respectfully,

F.

Bath, 9th November, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—The long letter in your last number from "S. P.," dated Birmingham, November 1, (that friend to *facts*, and enemy to *fancy*) requires but a very short reply. When perjured witnesses appear in a Court of Justice, their prevarication and contradictory evidence generally settle the dispute very promptly.

To "S. P.'s" evil disposition or ignorance I have only to say, "Out of thine own mouth will I condemn thee."

S. P.'s Letter.

So far the traffic and the road itself, though they present no special feature, are equal to the average summer traffic of other summer lines, and would perhaps justify investment at par *now*, though a fair return to the original holders at par, including five years' interest on 125*l.*, is not to be expected, taking the cost to be that of the average of other long lines in operation.

The existing traffic as far as Swindon has received its developement, and the only portion of the traffic from which more than the ordinary increase can be expected, is that from Bath and Bristol. The Exeter traffic being entirely agricultural [*facts not fancy*], is *not* susceptible of much increase, and may be expected to remain like that on the Birmingham, nearly stationary after the first year; the increase being barely adequate to compensate for the influx of the first season arising from novelty.

Same Letter.

As it may be useful to give the facts upon which I found my conclusion after the statements which have lately appeared in your paper, I submit them for the earnest consideration of all those who may contemplate investments in this line, influenced by the speed and safety attendant upon its service, and the magnificence (magnificence how dearly purchased) of its exterior.

Expenses per mile on 169 miles, same as the Birmingham, which after three years experience are reduced to 2,600*l.* per mile	£439,400
Rent to Bridgewater and Cirencester	47,000
Tollage additional to Bridgewater	13,000
Interest on 3½ million bonds	175,000
	£674,400
Receipts which in no event can exceed 12,300*l.* per week	639,600
Leaving a loss of	£34,800

Of course paying no dividend.

Now, "this is a line that would perhaps justify an investment at par *now*," leaving an annual loss of 34,800*l.*, after merely paying expenses and interest, though "but little improvement," only between Bath and Bristol, can be expected!!!

Next—The line between London and Bristol is *only* 119 *miles*. The Great Western bears no expense on the branch lines but rent, tollage, and locomotive power, consequently they are not liable to an expenditure of 2,600*l.* per mile (on the Birmingham calculation,) on 169 miles—the branches are 50 miles!!! (*facts again.*) What facts does "S. P." produce to afford any evidence that the eventual cost or outlay "will greatly exceed seven millions?"

"S. P." concludes his letter in the very words of another like himself—"as my time is more than fully occupied." I suspect he is "Ignotus," or some such *lover of truth* in disguise! I defy him to acknowledge his signature to his misrepresentations and blunders, and have only to address him in the words of a judge to a perjured witness—"Witness, get down!!!"

By way of testing "S. P.'s" *facts*, I have taken out the entire weeks, commencing with Monday, 5th July, to Sunday, the 31st October, the first 17 entire weeks the Great Western has been open all through, and find the average of the weekly receipts to be 14,020*l.*

"S. P." affirms the receipts can in no event exceed 12,300*l.* per week (meaning the average.)

Gloomy November will give the lie to this *second Daniel*.

VIALES.

November 8, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—"S. P." insinuates in your last number, that those correspondents who have of late sent you favourable calculations and predictions respecting this railway, are "sinister deceivers," and that they are seeking their own interests by the most unworthy means.

As one of the correspondents thus alluded to, I indignantly repel these unjust aspersions. For the very favourable opinion I have given in your journal, I have quoted "facts and figures," the truth and accuracy of which your readers can easily test. "S. P." should have subverted my calculations, instead of maligning my motives.

I will not follow his example, but suppose that he has written in ignorance, and not with "sinister" design, and proceed to point out some of the "fancies" which he calls "facts."

"S. P." asserts that "the eventual cost" of the line "will greatly exceed 7,000,000*l.*;" but he has given no data to warrant such a confident and extravagant assumption.

"S. P." estimates the expenses upon 169 miles at 2,600*l.* per mile, besides the rent and tollage, or nearly 80 per cent. of the receipts! while for the last half year the expenses were but 45*l.* upon an undeveloped revenue!

"S. P.," "to prevent all cavil," informs us, that the "gross receipts will assuredly be *much less* than 12,300*l.* per week on the average of the year." And yet, *all other* railways have increased their receipts from 25 up to 100 per cent. within three years after the entire openings. Why should this be the only exception to the rule?

"S. P." predicts a like fate to the shareholders of the Great Western Company as has befallen the North Midland holders, and deplores the "inevitable" and "dreary" future which awaits them. But the Great Western line, which will cost little more than double the North Midland, has a gross weekly receipt of more than *four times* that of the North Midland at the same stage of its history, and a much lower per centage of expenses. Where then, is the question of comparison?

I have glanced at "S. P.'s" "incontrovertible statement," and will leave it to your readers to determine whether or not it really contains "facts, not fancies."

I am, Sir, &c.

L.

Nov. 9, 1841.

RAILWAY ADJUDICATIONS.

THE QUEEN *v.* THE SHERIFF OF WARWICKSHIRE.

Bail Court, November 9, 1841.—Mr. WHATELEY, Q. C.—My Lord, I am directed to move for a rule to show cause why a mandamus should not issue, directed to the Sheriff of the county of Warwick, commanding him to review the taxation of certain costs. The question is one of some novelty, but it has been considered, and the parties have no other remedy.

Mr. Parkes having complained of the injury done him by the Birmingham and Gloucester Railway, the usual precept was issued for ascertaining the damage, and the jury assessed the damages at 520*l.*, namely, 20*l.* for the land taken, and 500*l.* for the injury sustained, and that sum has been paid. It appears, that on the 26th of August last, the attorney on behalf of the Railway Company appeared before the Sheriff with the attorney for the plaintiff, to tax the costs under the Act of Parliament, and upon that occasion the Under-Sheriff allowed a great deal more for costs than under the clause he had the power to do. The 83rd clause of the Company's Act provides—

"That in every case in which the verdict of a jury summoned as aforesaid, shall be given for the same, or a greater sum than shall have been previously offered by the said Company for the purchase of any lands to be used or taken by them for the purposes of this Act, or as satisfaction, recompence, or compensation for any damage or loss which may happen or arise in the execution of any of the powers hereby granted, all the costs of summoning such jury, and the expenses of witnesses, and of the bond to be entered into as after-mentioned, shall be defrayed by the said Company, and such costs and expenses shall be settled and de

* I wonder whether "S. P." would buy a few shares at a handsome discount.

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termined by the said Sheriff, Under-Sheriff, Coroner, or other person as aforesaid, and in case such costs and expenses shall not be paid to the party entitled to receive the same, within 20 days after the same shall have been demanded, then the same shall and may be levied and recovered by distress and sale of any goods and chattels of the said Company, under a warrant to be issued for that purpose by any Justice of the Peace for the county, city, or place where such inquisition shall be held, not interested in the matter in question, which warrant such Justice is hereby authorised and required to issue under his hand and seal, on application made to him for that purpose by any party entitled to receive such costs and expenses.

And therefore the Sheriff has only the power to tax the costs of summoning the jury, the expenses of the witnesses, and the bond which is to be entered into. Now, my Lord, I do not propose to trouble your Lordship with a detail of the sums that have been allowed by the Under-Sheriff, but I may mention one or two of them. One is for "attending you when you went into a lengthened account, &c., 6s. 8d.;" another "attending in Montpelier-street, 13s. 4d.;" another "writing a letter, 5s." There are charges for numerous attendances, for the payment of a room at the hotel, where the inquiry was taken; and 12 guineas for each of the surveyors, attending one day, which is clearly exorbitant. There is a sum of 78*l.* 6s., which in the view I take of it, (the items being of the nature which I have mentioned), are not within the meaning of the Act of Parliament, and therefore it was that an application was made to the Under-Sheriff, a gentleman of the greatest respectability, to review his taxation. At the time of taxation, all these items were objected to on the ground that they did not come within the words or meaning of the Act of Parliament. The affidavit states this fact, and a written demand has been served upon the Company and a distress warrant is about to issue; but it has been put off by the magistrates, to give the parties the opportunity of taking advice upon the question. The following letter was written to the Under-Sheriff a few days ago, which I will read to your Lordship, together with the answer which has been received:—

"PARKES *v.* THE BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

"Sir,—As the Solicitors of the Birmingham and Gloucester Railway Company, we make this application to you, to review your taxation of the plaintiff's costs, and to disallow the following charges, which, in our opinion, the Company are not liable to pay, which we objected to at the time of taxation, and which we consider you erroneously admitted.

"We are, Sir, your obedient servants,
"J. W. & G. WHATELEY.

"Waterloo street, Birmingham, 8th November, 1841."

(Here followed the items, amounting to 78*l.* 6s.)

'PARKES AND THE BIRMINGHAM AND GLOUCESTER RAILWAY.

"Warwick, 8th Nov. 1841.

"My Dear Sirs,—I think I have not allowed more than I was justified in doing under the Act of Parliament, and therefore must decline reviewing my taxation; but should the Court of Queen's Bench think otherwise, I should be happy to attend to any suggestions the Court may think proper to throw out.

"I am, dear Sirs, truly yours,
"G. CATTELL GREENWAY,
"Under Sheriff of the County of Warwick.

"To Messrs. J. W. & G. Whateley,
Solicitors, Birmingham."

I know of no remedy which the party has, except your lordship should be pleased to grant this writ of mandamus. It is very desirable that the clause should have a judicial determination. The Under-Sheriff is anxious to do what is right, and will, no doubt, follow the suggestion of the Court.

Mr. JUSTICE PATTESON—You find no instance of the sort, Mr. Whateley?

Mr. WHATELEY—No, my Lord; but upon general principle, I should think there is no doubt this mandamus would lie, where there is no other remedy. This is laid down in Bacon's Abridgement, under the title "Mandamus."

"It is clearly agreed that the Court of King's Bench having superintendency over all inferior Courts and magistrates, may, in the plenitude of its power, correct not only errors in judicial proceedings, but also extra judicial errors and misdemeanours, tending to the breach of the peace, oppression of the subject, to the raising of faction, controversy, debate or any manner of misgovernment, so that no tort or injury, whether public or private can be committed, but what may be reformed and punished according to the due course of law."

And there is the case of the St. Catherine's Dock Company, in which your Lordship took part in 4 Barnewell and Adolphus. "The first question in this case is, whether a mandamus will lie, and it undoubtedly will, if the party has no other legal remedy." There are some other authorities on the same point.

Mr. Justice PATTESON—It seems a mandamus would lie, if he had refused to tax these costs.

Mr. WHATELEY—Yes, my Lord, and this application is that he may review the taxation.

Mr. Justice PATTESON—If he has taxed them improperly, I do not see why there should not be a remedy.

Rule granted.

THE QUEEN *v.* THE MANCHESTER AND LEEDS RAILWAY.

Court of Queen's Bench, Nov. 2, 1841.—Mr. CRESSWELL—My Lords, in the case of the Trustees of the Manchester and Oldham Road, against the Manchester and Leeds Railway Company, I am instructed to apply to your Lordships to enlarge the time for the return of the peremptory mandamus. My Lords, I make this application on an affidavit which sets forth shortly the proceedings which have taken place between the two contending parties—first, that a Mandamus was applied for, that a return was made by the Manchester and Leeds Railway Company that there was a traverse, and a number of issues were raised which went down for trial to be tried at the Liverpool Assizes.

The LORD CHIEF JUSTICE—Are the defendants engaged in doing that which they are required to do.

Mr. CRESSWELL—No, my Lord, they have brought a writ of error. Some issues were found one way, and some were found another, and cross motions were made for judgment—*Non obstante veredicto*. For the Company the jury found, as appeared to their advisers, and certainly to the learned Judge who tried the cause, the material issue, viz.—that they had set out the two roads, with footpaths, and had accomplished the alteration in a manner more convenient to the public, than if they had pursued that which was contended for, as the literal construction of the Act of Parliament.

The LORD CHIEF JUSTICE—It is almost a matter of course that they should have time; they are not compelled to do that which perhaps they never may be found compellable to do.

Mr. CRESSWELL—It is a case in which they could not have a writ of error, without the fiat of the Attorney-General, and of course he would look into the papers before he granted that fiat. If your Lordship please, it will be to enlarge the time until that writ of error has been argued and disposed of. The parties are using all possible expedition to have it decided: both parties indeed are anxious to proceed with dispatch.

JONES *v.* THE LLANELLY RAILWAY COMPANY.

Court of Queen's Bench, Nov. 5.—Mr. CHILTON moved in this case for a rule to show cause why the verdict for the plaintiff, with damages 50*l.*, should not be increased to a verdict for 200*l.* damages. It was an action of debt, and upon an award. The defendants pleaded the performance of a part of the award, and the impossibility of performing the remainder. It appeared that the plaintiff, Harry Jones, was possessed of a piece of land, through which it was proposed the Llanelly Railway should pass; and when the parties went before the Court of Quarter Sessions in order to have the case submitted to a jury, it was agreed that the case should be referred to a magistrate of a county; and, by the rule of reference, the amount of compensation and damage, as well direct as consequential, which would be occasioned to the land, was referred to the arbitrator. There was an exception with regard to inundations, upon which, however, nothing would turn. The arbitrator awarded 730*l.* as full compensation for the land, and also a further sum of 200*l.* conditionally. He directed that there should be four arched tunnels made at various parts of the line, by which severance of the property would be avoided, and which, when completed, would enable the defendants to avoid the payment of the 200*l.* It appeared that the Company made three tunnels, but did not make the fourth; and the provision in the award was, that these four tunnels should be made within three months, and in the event of their not being then completed, the Company were ordered and directed to pay, within ten days from the expiration of the three months, the sum of 200*l.* to the plaintiff.

Lord DENMAN—I never heard of an arbitrator awarding a penalty under such circumstances.

Mr. CHILTON contended that the Company not having fulfilled the conditions of the award, and not having given any satisfactory reason why they had not made the fourth tunnel, the plaintiff was entitled to the damages conditionally awarded him.

The Court granted the rule.

FAULKENER V. M'CABE.

Court of Exchequer, Nov. 10.—Mr. S. Wortley moved to set aside the verdict, which was for the defendant. The action was brought to recover the value of certain certificates of shares from the public officer of a bank. It was tried at the late Liverpool Assizes, before Justice Wightman. It appeared that the plaintiff, in March, 1838, employed his brother, who was a share-broker, to purchase for him certain shares in the London and Birmingham Railway Company, the payment for which was to be made out of a sum of 900*l.* in the hands of John Faulkener, the property of the plaintiff. John Faulkener made a bargain with another broker, named Hampson, for twenty quarter-shares in the above railway, for 711*l.*, to be paid for on the 3d of July. A contract note was made out and signed by the owner of the shares, and it was clearly and distinctly in the name of the plaintiff. On the 3d of July, Hampson applied to John Faulkener for payment, but he, in fraud of his brother, had dealt with the 900*l.*, and could not pay. He asked Hampson for and obtained the certificates, which he took to a joint-stock bank in which he was a shareholder, and although it was then after bank hours, he immediately obtained an advance of 700*l.* upon the certificates. After that John Faulkener became bankrupt; he was considerably indebted to the bank, which held many shares as security, the whole of which were sold, and amongst them those belonging to the plaintiff. To prove that fact, he (Mr. W.) called both Hampson and the broker who sold them on the part of the bank; and, in order to identify them, he asked the witnesses what were the number of the shares. The question was objected to. It was said he was inquiring into the contents of a written document, and his Lordship held the objection to be good. On that part of the case the Learned Gentleman contended that he did not want to know any thing of the contents of the certificate—all he wanted was to treat them in the same manner as any other chattel which had a particular mark upon it for assisting its identification; and in support of his view of the case he cited the cases of Butcher *v.* Jarratt, 3d Bosanquet and Pullar; Jolly *v.* Taylor, 1st Campbell, 149; and Whitehead and Scott. He further complained that his Lordship had left a question to the Jury upon which there was no evidence. He left it to the Jury to say whether the shares were purchased for the plaintiff, or whether they were not purchased for the account of John Faulkener himself, and the contract note an afterthought. Now there was no evidence of that at all, but Mr. Cresswell, with that tact which distinguished him, mooted the point in his reply, and they all knew with what peculiar effect his Learned Friend addressed a Liverpool Jury. On these grounds he trusted their Lordships would think the case worthy of further consideration.

Lord Abinger considered the Learned Judge had acted right. The number alone would not prove that the paper was a certificate—it was part of a written instrument, and must be proved.

Baron Parke—If the objection be taken, it is one that must prevail, however hard it may be. He thought the Learned Judge was right in rejecting

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the evidence, and also in leaving the question of, for whom the shares were purchased, to the Jury.

The other Barons agreed, and the rule was refused.

THE PARISH OF STRETTON AND THE NORTH MIDLAND RAILWAY COMPANY.

We omitted to notice this case in our late County Sessions Report, which was an appeal against a poor-rate made upon the Company, and had been referred to the Chairman, John Balguy, Esq. in pursuance of whose award the Court at this Sessions, ordered the charge to be struck out of the rate altogether, and the rate paid to be refunded by the parish officers.—*Derby Mercury.*

BIRMINGHAM AND GLOUCESTER RAILWAY.—ALTERATION OF TRAINS.—On and after MONDAY, the 15th of November, this Company's Trains will run as follows until further notice:—

From Birmingham.	From Gloucester.
12 44 a.m. (Mail.)	8 15 a.m.
3 10 a.m. (Mail.)	• 9 30 a.m. (Goods.)
8 45 a.m.	11 45 a.m.
•10 0 a.m. (Goods.)	2 30 p.m.
12 15 p.m.	• 3 0 p.m. (Goods.)
2 45 p.m.	5 0 p.m.
• 3 30 p.m. (Goods.)	7 15 p.m. (Mail.)
6 15 p.m.	9 0 p.m. (Mail.)

Short Train, from Gloucester to Cheltenham, at 9 15 a.m.

Short Train, from Cheltenham to Gloucester, at 9 45 a.m.

• Passengers are conveyed by Goods Trains, starting at Birmingham from the Camp Hill Station; and the Company do not provide Conveyances at Spetchley for Worcester, nor do they guarantee the attendance of Omnibuses at any of the other Stations to meet those Trains.

Passengers may be booked in London for Worcester, Cheltenham, or Gloucester, by Trains leaving the London Station of the London and Birmingham Railway at 6 and 9½ a.m.; and from those places for London, by Trains leaving Gloucester at 8½ a.m. and 2½ and 9 p.m.

By order,
GEORGE KING, Secretary.

12, Waterloo-street, Birmingham,
2nd November, 1841.

ESTABLISHED 1839. — WESTMINSTER LOAN and INVESTMENT JOINT STOCK COMPANY, 10, Buckingham-street, Strand; instituted pursuant to Act of Parliament 4th and 5th Victoria I, cap. 51. Capital £100,000, with power to increase the same.

Chairman—CORNELIUS O'BRIEN, Esq., M.P.

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The Hon. Edward Byng. .	Hewitt Bridgeman, Esq. M.P.
Sir Robert Dugdale,	Charles Kerry Nicholls, Esq.

DIRECTORS.

Sir Robert Dugdale.	Charles Kerry Nicholls, Esq.
Gustavus Noon, Esq.	Robert Napoleon Price, Esq.

Secretary—Mr. John Simpson.

Actuary and Accountant—Mr. Charles William Williams.

The Directors give notice that they continue to grant loans from £10 to £50, repayable by weekly instalments of 1s. in the pound, and that they receive deposits from £5 to £500 and upwards, upon which £5 per cent. interest is allowed, and which deposits may be withdrawn by giving four days' notice.

By order of the Board,
JOHN SIMPSON, Sec.

Notice.—Applications for shares to be made to Mr. Chas. William Williams, Actuary and Accountant to the Company.

TO CAPITALISTS, ENGINEERS, MILLWRIGHTS, FOUNDERS, SMITHS, and OTHERS.—To be disposed of, an old established Engineers', Millwrights', and Founders' Concern (the present Proprietors retiring from the Manufacturing Department), situated in London; the premises and plant have been erected during the last 25 years, at a considerable cost; but from the above cause will be disposed of upon extremely favourable Terms. The premises will be Let on Lease, and the Machinery and Tools disposed of at a valuation. Apply for particulars to John Evans, Esq., 51, Lincoln's-Inn Fields.

T. H. RYLAND AND CO., OOZELL'S STREET, • BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

UNITED KINGDOM LIFE ASSURANCE COMPANY, 8, Waterloo-place, Pall mall, London. Division of Profits among the Assured.

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Earl of Errol,	Earl Somers,
Earl of Courtown,	Lord Viscount Falkland,
Erl Leven and Melville,	Lord Elphinstone,
Earl of Norbury,	Lord Belhaven and Stenton.
Earl of Stair,	

DIRECTORS.

James Stuart, Esq., Chairman. William Plasket, Esq., Deputy Chairman.

Samuel Anderson, Esq.	Charles Downes, Esq.
Hamilton Blair Avarne, Esq.	H. De Castro, Esq.
Morton Balmanno, Esq.	Charles Graham, Esq.
Edw. Boyd, Esq., Resident.	F. Charles Maitland, Esq.
E. Lennox Boyd, Esq., Assistant Resident.	John Ritchie, Esq.

This Company, established by Act of Parliament, affords the most perfect security, from an ample capital, and only requires, when an insurance is for the whole period of life, one-half of the very moderate premiums to be paid for the first five years after the date of the policy; the other half may remain, subject to the payment of interest at 5 per cent. annually, to be deducted at death, or may be previously paid off at convenience.

It obviously becomes easy for a person of very moderate income to secure, by this arrangement, a provision for his family; and should he at any time, after affecting the Insurance, succeed to or acquire a fortune, he may relinquish his policy, having only paid one half the premiums for the first five years, instead of the whole, as in all other Companies.

Thus, a man of 25 years old may, by an annual payment of £28 16s. 3d. for the first five years, and afterwards the full premium, £57 12s. 6d. yearly, secure to his widow and children at his death payment of no less than £3,000, subject only to the deduction of £144 1s. 3d., being the amount of premium unpaid.

On the 1st of July, the Board of Directors added 2 per cent. per annum as a bonus to those assured on the participating plan from the dates of their policies, thus appropriating £20 a year as an addition to every policy for £1,000. The following table will show the amount of the bonus on policies since the commencement of the Company in March, 1834:—

Sum assured.	Time assured.	Sum added to policy.
£1,000.....	6 years, 10 months.....	£136 13 4
1,000.....	6 years	120 0 0
1,000.....	5 years	100 0 0
1,000.....	4 years	80 0 0
1,000.....	3 years	60 0 0
1,000.....	2 years	40 0 0
1,000.....	1 year	20 0 0

This Company holds out in various other respects great inducements to the public. When such facilities are afforded, it is clearly a moral duty in every parent who is not possessed of a fortune, but of an income, however moderate, to insure his life for a sum which may yield a comfortable provision for his family.

RATES OF PREMIUM.

Age.	Without profits	With profits	Per cent.
25	£1 18 5	£2	2 11
30	2 3 10	2	8 2
40	2 19 1	3	3 4
50	4 9 8	4	14 5
60	6 15 3	6	17 9

Insurances may be effected on lives, however far advanced, and the half credit for five years is found particularly convenient on such insurances. Annuities are granted on very liberal terms.

For the convenience of parties residing in the City, they may make their appearance and pass the medical examination before the Agent, Edward Frederick Leeks, Esq., 2, Charlotte Row, Mansion House; and J. F. Goude, Esq., Surgeon, 105, Cheapside.

Every information will be afforded on application to the Resident Director, Edward Boyd, Esq., No. 8, Waterloo place. Proposals may be accepted on Wednesday, at Three o'Clock, and any day at Half-past Two o'Clock, when Frederick Hale Thomson, Esq., the Company's Surgeon, is in attendance, to give dispatch to the business.

PATRICK MACINTYRE, Secretary.

PARISIAN BITUMEN COMPANY, Millwall, Poplar.—The Directors of the above-named Company beg to call the attention of Engineers, Architects, Surveyors, Builders, and the Public generally, to the applicability of the BITUMEN manufactured by them, as a pavement or flooring; also for its use in covering arches for the prevention of damp and preservation of the masonry.

They beg also to state that it has been used very successfully as a cement for masonry on the weirs of the Upper Medway, and is particularly applicable to hydraulic works and foundations of heavy buildings.

They beg to submit the following list of prices, and to state that they will guarantee the durability and efficiency of any work executed by them.

	s.	d.
Covering viaducts or arches of bridges, vaults, terraces, &c., ¼ inch thick, per square yard	4	6
Paving pathways, kitchens, cellars, granaries, malt houses, warehouses, &c. 1½ inch thick	4	6
Paving barns, court yards, tun rooms, wharfs, stables, &c. 2 inches thick.....	5	6
Paving walks, &c. ¾ inch thick	3	6

The above charges are exclusive of the cost of carriage, which must be borne by the parties by whom the work is required.

W. MACKENZIE, Superintendent.

NATIONAL LOAN FUND ASSURANCE SOCIETY, for granting Life Assurances, Deferred Annuities, &c. &c., 26, Cornhill.—Capital, £500,000.—Empowered by Special Act of Parliament.

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John Griffith Frith, Esq.	John Riddle Stodart, Esq.
H. Gordon, Esq.	Clement Tabor, Esq.
George Lungley, Esq.	Joseph Thompson, Esq.

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Physician—J. Elliotson, M.D., F.R.S.

Surgeon—E. S. Symes, Esq.

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LIFE ASSURANCE.

Advantages.—Perfect security from a large paid up Capital and accumulations——Equitable Rates—Power to borrow two-thirds Premiums paid, without expense or forfeiture—and Profits *annually* divided.

N. B. Policies for short periods, at lower rates than at any other Office, with option of continuance for Life, at the usual rates.

DEFERRED ANNUITIES.

The best and most varied provision for after life hitherto offered,—20*l.* 12s. per annum (1s. a week,) at 20, will at 65, give the Policy-holder the choice of an Annuity of 47*l.* 16s. 6d. or 349*l.* 11s. cash, or Policy at death of 466*l.* Similar advantages at 50, 55, and 60,—two-thirds payments lent at any time, and two-thirds returned in case of premature death.

The detailed Plans and last Annual Report to be had at the Office, at any of its Branches, or, on application, will be forwarded post-free.

F. FERGUSON CAMROUX, Secretary.

Just published, 7th edition, price 3s., and sent free on receipt of a Post-office order, for 3s. 6d.

MANHOOD: the Causes of its Premature Decline, with plain Directions for its Perfect Restoration; addressed to those suffering from the destructive effects of excessive indulgence, solitary habits, or infection followed by observations on the treatment of Syphilis Gonorrhœa, Gleet, &c., illustrated with cases, &c.:

By J. L. CURTIS and Co., Consulting Surgeons, London.

SEVENTH EDITION.—Published by the Authors, and sold by Balliere, Medical Bookseller to the Royal College of Surgeons, 219, Regent-street; Strange, 21, Paternoster-row, London; Guest, Birmingham; T. Sowler, No. 4, St. Ann's square, Manchester; G. Philp, South Castle-street, Liverpool; Machen and Co., 8, D'Olier street, Dublin; Duncan, 114, High street, Edinburgh; and to be had of all Booksellers.

The following are a few of the numerous testimonials this popular work has received, and which the limits of an advertisement will only allow of being published:—

Messrs. Curtis's work, entitled MANHOOD, is one of the few books now coming before the public on such a subject which can lay claim to the character of being strictly professional, at the same time that it is fully intelligible to all who read it. The moral and medical precepts given in it, render it invaluable.—*Magnet.*

The perusal of Messrs. Curtis's book, entitled MANHOOD, has really astonished us by developing a series of maladies, the never failing consequence of the vicious habit of which it treats. The clear connexion pointed out between the assigned cause and the effects is perceptible to every capacity. We strongly recommend the work.—*Age.*

We recommend the work, entitled MANHOOD, &c., to the careful perusal of persons of all classes. The moral as well as physical advantages sure to result from such perusal, will be most readily recognised and felt by those who stand most in need of them.—*Statesman.*

Messrs. Curtis and Company are to be consulted daily at their residence, No. 7, Frith-street, Soho-square, London.

Country Patients are requested to be as minute as possible in the detail of their cases. As to the duration of the complaint, the symptoms, age, general habits of living, and occupation in life of the party; the communication must be accompanied by the usual consultation fee of £1, without which no notice whatever can be taken of their application, and in all cases the most inviolable secrecy may be relied on.

BERDOE'S VENTILATING WATERPROOF for rendering every description of Woollen Cloth, &c. thoroughly impervious to rain, *without confining perspiration*, or imparting any objectionable property whatever. After more than three years' extensive and most successful trial, public attention is again invited to this invention, and which is confidently recommended to Travellers, and all who are exposed to the rain. Many of the principal Railway and other public Companies have already adopted it for their servants' clothing.

W. B. also invites especial attention to his well-known and much approved

WATERPROOF CODRINGTON FROCK,

a light and gentlemanly garment, adapted for general use at all seasons, and described by those who have tried them as the most convenient and valuable protection from the weather ever invented. Also his

WATERPROOF SHOOTING JACKET,

made from a new, very strong, and much approved material, manufactured for this express purpose.

The above made only by

WALTER BERDOE, TAILOR, &c., 69, CORNHILL

(Eight doors from Bishopsgate-street.)

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LONDON AND CROYDON RAILWAY.—In order to afford the greatest facility for removing the obstruction on this railway, occasioned by the slip in the deep cutting at New cross, the following Trains only will run until further notice:—

Down Trains from Tooley-street.	Up Trains from Croydon.
MORNING.	MORNING.
5 minutes after 9 o'clock.	5 minutes after 8 o'clock.
5 minutes after 10 ,,	5 minutes after 9 ,,
5 minutes after 12 ,,	5 minutes after 10 ,,
AFTERNOON.	5 minutes after 12 ,,
20 minutes past 2 o'clock.	AFTERNOON.
20 minutes past 4 ,,	20 minutes past 2 o'clock.
20 minutes past 5 ,,	20 minutes past 4 ,,
	20 minutes past 5 ,,

SUNDAY, 7th November, 1841, the following Trains will run—

Down Trains from Tooley-street.	Up Trains from Croydon.
MORNING.	MORNING.
5 minutes past 9 o'clock.	5 minutes past 9 o'clock.
5 minutes past 10 ,,	5 minutes past 10 ,,
AFTERNOON.	AFTERNOON.
20 minutes past 2 ,,	20 minutes past 2 ,,
20 minutes past 4 ,,	20 minutes past 4 ,,
20 minutes past 6 ,,	20 minutes past 6 ,,
20 minutes past 8 ,,	20 minutes past 8 ,,

The Directors regret exceedingly the inconvenience the public are subjected to in consequence of the slip; but in order to diminish the unavoidable delay in the passage to the Croydon Trains, arrangements have been made for passing the Croydon passengers only over the cutting, for this purpose it will be necessary that such passengers should walk a short distance over New Cross Hill.

By order,

R. S. YOUNG, Secretary.

BIRMINGHAM AND GLOUCESTER RAILWAY.—THIRD INSTALMENT UPON SCRIP, £5, DUE NOVEMBER 25, 1841.—The THIRD INSTALMENT, amounting to £5, upon the Scrip issued by the Company, is required to be PAID to the Birmingham Banking Company, at Birmingham, on or before the 25th instant, after which day interest will be charged at the rate of five per cent. per annum; and if the same "shall remain unpaid for one calendar month after the day above mentioned for its payment, the scrip will be absolutely forfeited, with all moneys previously paid thereon."

Each holder of Scrip is requested, so soon as he shall have paid his instalment, to bring or send his Scrip to this Office, together with the Banker's Receipt, in order that the payment may be duly registered on the Scrip and in the Company's Books.

The Bankers have received instructions to allow a discount at the rate of 5 per cent. per annum, upon Instalments paid in advance.

The Fourth and last Instalment will be due on the 25th of February next.

By order,

GEORGE KING, Secretary.

Waterloo-street, Birmingham,
November 11, 1841.

GREAT WESTERN RAILWAY.—ALTERATION of TRAINS for the Winter.—NOTICE is hereby given, That on and after November 1, 1841, the Trains will leave Paddington for Cirencester, Bath, Bristol, and Bridgewater, as follows:—

H. M.	H. M.
6 0 o'clock, a.m.	2 0 o'clock, p.m.
8 0 ,, ,,	5 0 ,, to Bristol only
10 15 ,, ,, day mail	8 55 ,, ,, mail
12 0 noon	4 30 a.m. } goods' train.
	9 30 p.m. }

And from Bridgewater, Bristol, and Bath, to Paddington—

H. M.	H. M.
7 0 o'clock, a.m. from Bristol	12 44 o'clock, p.m. from Bridgewater
8 40 ,, ,, from do.	3 30 ,, ,, from do.
9 30 ,, from Bridgewater	11 40 ,, ,, mail
11 30 ,, ,, from do.	8 0 a.m. } goods' train
	6 0 p.m. }

Up from Cirencester to Paddington.

H. M.	H. M.
7 50 o'clock, a.m.	3 30 o'clock, p.m.
9 35 ,, ,,	5 45 ,, ,,
11 55 ,, ,,	1 40 ,, a.m. mail
1 40 ,, p.m.	1 40 } goods' train.
	5 45 }

Passengers may be booked to Cheltenham, Exeter, Plymouth, and Devonport, at the Railway Office, Prince's-street, Bank, or at the Paddington station.

Further particulars of Trains, and the stoppages at different stations, may be known by application at the Company's offices and stations.

October 29, 1841.

TO ENGINEERS, BREWERS, BUILDERS, and Others requiring Roomy Premises. — To LET CLOSE TO THE CITY, eligible and extensive premises consisting of a piece of Ground 200 feet long, and a Building 60 feet long with three floors, and cellar under, and five arches of the Blackwall Railway, close to the Minories, with a good roadway entrance. Apply to Messrs. Rippingham and Rose, Solicitors, 17, Great Prescot-street, Goodman's Fields.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.—NOTICE IS HEREBY GIVEN, that in pursuance of a Resolution of the Board of Directors, Proprietors of New Shares in the said Undertaking, are required, on or before Wednesday, the 1st day of December next, to pay into any one of the undermentioned Banks the further sum of £1 10s., as a SECOND CALL on each share held by them respectively, viz:—

Edinburgh and Glasgow—Royal Bank of Scotland.
Greenock—Any of the Banks there.
Liverpool—Liverpool Commercial Bank.
Lancaster—Lancaster Banking Company.
London—The Chief Office of the London and Westminster Bank, Throgmorton-street.
Dublin—To Messrs. Labertouche and Stafford.
Londonderry—Branch of the Provincial Bank of Ireland.

Discount at the rate of 5 per cent. will be allowed on all payments made previous to the 1st December, and the Bankers have been instructed to charge Interest from that date until payment.

By order of the Board of Directors,

WYNDHAM HARDING, Secretary.

Railway Office, Greenock, Nov. 3, 1841.

LONDON AND SOUTH-WESTERN RAILWAY.—In consequence of numerous representations that the proposed discontinuance of some of the Trains now running, would inflict serious inconvenience to parties travelling by the Line, the Directors have determined to continue running the present trains at the accustomed hours until further notice, viz.:—

DOWN TRAINS FROM VAUXHALL.

To Southampton, mixed	7 0	Morn.
Weybridge, mixed	8 15	,,
Southampton, mixed	9 0	,,
Woking Common, mixed	10 15	,,
Southampton, 1st class	11 0	,,
Weybridge, mixed	12 15	,,
Southampton, mixed	1 0	After.
Southampton, goods	1 15	,,
Woking Common, mixed	2 15	,,
Southampton, 1st class	3 0	,,
Weybridge, mixed	4 45	,,
Southampton, ditto	5 30	,,
Woking Common, ditto	6 15	,,
Southampton, mail	8 30	,,
Southampton, goods	10 0	,,

UP TRAINS TO VAUXHALL.

From Southampton, mail	2 0	Morn.
Southampton, mixed	6 15	,,
Woking Common, ditto	7 45	,,
Southampton, ditto	9 0	,,
Southampton, goods	9 15	,,
Weybridge, mixed	10 15	,,
Southampton, 1st class	11 0	,,
Southampton, mixed	1 0	After.
Woking Common, ditto	1 15	,,
Southampton, 1st class	3 0	,,
Weybridge, mixed	3 45	,,
Woking Common, ditto	5 15	,,
Southampton, ditto	6 0	,,
Southampton, goods	8 30	,,
Weybridge, mixed	8 30	,,

ON SUNDAYS

The Trains will start as follows, and, with the exception of the Mail, stop at all the Stations.

DOWN.

To Woking Common, mixed	9 15	Morn.
Southampton, mixed	10 0	,,
Woking Common, mixed	2 15	After.
Southampton, mixed	5 0	,,
Woking Common, mixed	7 15	,,
Southampton, mail	8 30	,,

UP.

From Southampton, mail	2 0	Morn.
Woking Common, mixed	9 15	,,
Southampton, mixed	10 0	,,
Southampton, mixed	5 0	After.
Woking Common, mixed	6 15	,,
Woking Common, mixed	8 15	,,

By Order of the Directors,

ALFRED MORGAN, Secretary.

29th October, 1841.

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.
Bolts for Machinery, Architectural, Agricultural, Ship and Coach Building, Gas Water, and other works, &c.
Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,

JNO. ATLEE, Secretary.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

EASTERN COUNTIES RAILWAY COMPANY DEBENTURES.—The Holders of Debentures and of Debenture Receipts in this Company are reminded, as a matter of caution, that the Fourth Instalment of Two Pounds Six Shillings and Eight-pence will become due on Thursday, the 18th November instant, and unless punctually paid on that day to the Bankers of the Company, the special privileges guaranteed by the Debentures will be forfeited as therein mentioned.

By order of the Board,

A. BULKELEY, Secretary.

Offices, High-street, Shoreditch, Nov. 9, 1841.

THE RAILWAYS OF GREAT BRITAIN AND IRELAND practically described and illustrated. By FRANCIS WHISHAW, Civil Engineer, M. INST., C. E.—The flattering testimonials which the author has received from various quarters, as to the utility of the first volume, which was produced at an expense of upwards of One Thousand Pounds, and Sixteen Months constant attention, induce him to propose to the railway public the production of a second volume, which, however, can only be done on the plan of subscription.

Railway proprietors, therefore, and others who would like to be in possession of much additional information on the important subject of railways, will be so kind as at once to forward to the author their names as subscribers to the Second Illustrated Volume which would be issued at the price of One Guinea.

THE RAILWAYS OF BELGIUM practically described and illustrated, in One Octavo Volume, price 10s. 6d. may also be produced in the same manner.

FRANCIS WHISHAW.

Gray's Inn, London, and Haverfordwest, Pembrokeshire, October 4th, 1841.

(TESTIMONIAL.)

Cabinet du Roi. Neuilly, le 21 Mai, 1841.

MONSIEUR,—Un exemplaire de votre ouvrage sur les chemins de fer de la Grande Bretagne, est venu au Roi par l'entremise de son Ministre des Affaires Etrangères. Déjà, quelques jours auparavant, Sa Majesté avait reçu la lettre que vous lui avez écrite pour lui en faire hommage.

L'intérêt du Roi est toujours acquis, Monsieur, aux travaux qui, comme les vôtres, ont pour lui et pour résultat le progrès des arts utiles; aussi cet hommage a-t il reçu l'accueil qu'il méritait. Sa Majesté m'a chargé de vous transmettre ses remercimens, a j'ai l'honneur de vous prévenir que par son ordre, votre savant traité aprés place dans la Bibliothèque particulière du Palais Royal.

Veuillez agréer, Monsieur, l'expression de ma considération très distinguée.

Le Secrétaire du Cabinet,

CAMILE FAUY.

Monsieur Whishaw.

ARGUS LIFE ASSURANCE COMPANY, 39, Throgmorton-street, Bank, London. Established in 1838. Empowered by Act of Parliament.

DIRECTORS.

Thomas Farncomb, Esq., Alderman, Chairman.
William Leaf, Esq., Deputy Chairman.

William Banbury, Esq.	John Humphery, Esq., Ald. M.P.
Harry Barrett, Esq.	Rupert Ingleby, Esq. Manchester
Edward Bates, Esq.	Thomas Kelly, Esq., Alderman.
Thomas Camplin, Esq.	Jeremiah Pilcher, Esq.
James, Clift, Esq.	Lewis Pocock, Esq.

Rates reduced to the lowest possible scale that is compatible with the safety of the assured, and of the Company, whereby a certain and annual bonus is secured to every individual assured in this Office, in lieu of the deferred and sometimes delusive prospect of a periodical division of profits.

An ample Subscribed Capital, together with a large accumulated Premium Fund, invested in Government and other available securities, and perfect security without any responsibility, is thus given to the assured.

ANNUAL PREMIUM TO ASSURE £100.

Age.	For one year.	For seven years.	Term of Life.
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30.....	1 1 3	1 2 1	1 19 0
35.....	1 2 9	1 3 8	2 5 10
40.....	1 4 6	1 6 2	2 13 9

In assurances for advances of money, as security for debts, or as a provision for a family when the least present outlay is desirable, the varied and comprehensive tables of the Argus Office will be found to be particularly favourable to the assured. A Board of Directors, with the medical officers, attend daily.

WARD BATES, Resident Director.

RAILROADS.—TRAVELLERS to LONDON by Railroad or otherwise, will find the most ample accommodation, on reasonable terms, at EVANS's GRAND HOTEL, King-street, and Piazza, Covent Garden.

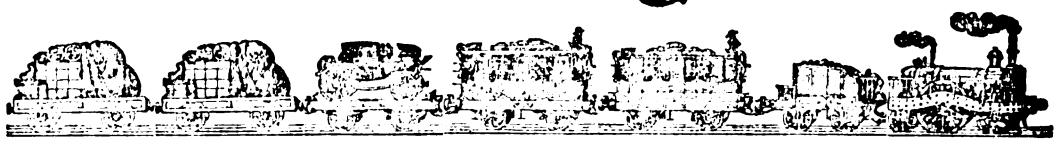
Bed and Breakfast, One Guinea per week. Coffee Room. Dinners, 2s. Fine Sherry and Port at 5s. per bottle.

Admittance at any hour.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Brides', Fleet-street, Middlesex.—Saturday, November 13, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 203. Vol. IV.—No. 47.] SATURDAY, NOVEMBER 20, 1841. [Price, 6d.

PROPOSED PLAN for the establishment of a GENERAL OFFICE for the use of TRAVELLERS BY RAILWAY and STEAM NAVIGATION, where the public could readily obtain every species of information that might be useful to or required by Travellers, either on business or pleasure, by any of the various Railway and Steam Navigation Conveyances throughout the United Kingdom, more especially as relates to the hours of departure and arrival, the scale of fares, and the different regulations of each, for conveying Passengers and Goods; to be formed under the sanction and patronage of the several Boards of Direction and Management of the Companies now in existence.

It is proposed that a complete Register be kept of all the Railway Conveyances, systematically arranged for the convenience of immediate reference, setting forth every station at which the trains stop on the respective lines, and the several stations and booking offices from whence passengers and goods may be conveyed.

That the proposed Office be furnished with the printed placards and hand-bills from all the different Companies, for reference and distribution to the public, who should receive gratuitously every information required.

That a like Register be kept of all the Steam Navigation Conveyances, and a similar distribution be made of the hand bills of the different Companies, and every information respecting them be given in the same manner.

That a communication be opened for correspondence with the respective Secretaries to enable the Manager of the Office to give answer to such inquiries as might arise, and which their printed hand-bills do not furnish, and that the Secretaries would from time to time give the Manager immediate notice of every alteration affecting the conveyance of passengers and goods.

The Manager of the Office would undertake to transmit by post any hand-bill or specific information, which might be required by persons residing in the country, and who could not conveniently attend personally to obtain it.

That such Office be fixed at some centrical point (being a public thoroughfare) at the West End of the Town, holding connection with a similar establishment in the City, and to be open to the public every day, Sundays excepted, and that the Office shall be furnished with geographical maps and plans of the Railways.

It is proposed that arrangements should also be made which would embrace an extension of the plan, by collecting information of the various establishments on the Continent of Europe and elsewhere, for conveyance by Railway and Steam Navigation, as it is considered that by centralizing these various objects at one place, a complete Emporium will be formed for obtaining that general information which Travellers so much require, and this concern founded upon such an enlarged and comprehensive scale as would ensure the contemplated benefit and advantage to the several Companies interested, as well as for its becoming a medium of the greatest public utility.

NATHANIEL W. SYMONDS.

Lombard Street Chambers, Clement's Lane,
27th October, 1841.

*** Any suggestion to improve or add to the usefulness of the above plan will be thankfully received.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill wall, Poplar; and also of the following Agents:

Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn.....Newcastle-upon Tyne
Joseph Bothway.....Plymouth.
John Thompson and Co.....Wigan.
J. T. Tregellas.....Truro.
Thomas Mooney and Son.....Dublin.
Coates and Young.....Belfast.
James Kibble and Co.....Glasgow.
James Gunn.....Leith.
John M. Beatte, 14, Clement's-lane, High-street, Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

PARIS AND ROUEN RAILWAY.—Notice is hereby given, That a meeting of the Shareholders will be held at the Clarendon Rooms, Lord-street, Liverpool, on Wednesday, the 24th November, instant, at one o'clock, for the purpose of hearing the Report of the English Directors on the state and prospects of the concern.

THOMAS STUART TRAIL,
Secretary to the English Directors.

London Office, 4, Austin Friars, 16th Nov., 1841.

This day is published,

TUCK'S ROLLER CALENDAR FOR 1842.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board Room, Counting House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d.; in Ornamented Box, 6s. 6d. In addition to much useful information relating to business, &c., the Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Railway Times Office, Fleet-street; Letts, Cornhill; and Ackerman, Strand.

RAILROADS.—The Advertiser, a young man, age 26, wishes for a situation as Lamplighter on either of the Railroads, or to any other public company where oil is used. He understands his business in all its branches.

Respectable reference will be given if required.

Address (post paid) to Y. Z. at Mr. Hubes, Hope Town, Wandsworth Road.

LONDON AND BIRMINGHAM RAILWAY. CALL of £10 (being the second) on the £25 Shares, making £15 per Share called for.

The Directors of the London and Birmingham Railway Company having resolved that a Second Instalment of Ten Pounds per Share, payable on or before the 10th of January, 1842, should be called for on the £25 shares of this Company, the Proprietors of such shares are hereby required to pay, on or before the appointed day, to any one of the undermentioned Bankers, the sum of £10 on each of their respective shares, viz.,—

London—Messrs. Glyn and Co., 67, Lombard-street, or at the Office of the Railway Company, Euston-station.
Birmingham—Messrs J. L. Moilliet and Son, or the Birmingham Banking Company.
Liverpool—The Bank of Liverpool.
Manchester—Messrs. R. Heywood and Co., or the Bank of Manchester.

The Bankers have been severally instructed to charge interest at the rate of £5 per cent. per annum (according to the provisions of the Act of Incorporation), on all sums which shall be tendered after the 10th of January, 1842.

GEORGE CARR GLYN, Chairman } Of the Board of
J. F. LEDSAM, Deputy Chairman } Directors.
By order,
R. CREED, Secretary

Office, Euston Station, November 12, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

TO RAILWAY SHAREHOLDERS, ENGINEERS, CONTRACTORS AND OTHERS.

IMPORTANT RAILWAY CASE. — In the Press, and shortly will be published, price 2s. 6d., A Report of the Case, IRVING *v.* THE MARYPORT AND CARLISLE RAILWAY COMPANY, referred from the Carlisle Assizes to R. B. Armstrong, Esq. Q.C., and heard at Carlisle on the 7th of September, 1841, and the four following days, in which Mr Thorpe, of Thorne, Yorkshire, appeared as Attorney for the Plaintiff; and Mr. Tyson, of Maryport, Cumberland, and Mr. Mounsey, of Carlisle, for the Defendants.

London: Whittaker and Co., Ave-Maria-lane.

When published, due notice will be given in the *Railway Times*, &c. &c.

THIRTY TO FIFTY POUNDS GRATUITY to any person who can assist the Advertiser to obtain a situation as conductor, guard, clerk, or any situation on a railway or other establishment producing from 25s. to 30s. per week. He is a steady young man, thirty years of age, and a tolerable scholar; has been used to a mechanical business, but from want of employment wishes to meet with some gentleman who can assist him to obtain a livelihood. Respectable references can be given, and security if required.

Letters addressed to W. J., 2, Gee-street, Goswell-street, will receive immediate attention.

A YOUNG MAN WISHES TO TAKE THE MANAGEMENT OF AN IRON FOUNDRY, where they manufacture Locomotives, Tools, &c. Can give satisfactory testimonials as to his ability. Has no objection, at the end of twelve months to take a share in the concern.

Letters addressed, post-paid, to "L. M.," Post-office box, L 28, Liverpool.

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REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON 11TH CLAUSE OF THE RAILWAY REGULATION BILL.

MINUTES OF EVIDENCE.

(*Continued from page* 1157).

1284. Does Mr. Porter's attention to this branch of business, under the Board of Trade, consist in obtaining, under the provisions of the Act, the proper statistical returns, and then digesting them?—No, it has hardly been so in fact.

1285. What has the fact been?—The fact is, that I have had that department hitherto in a great measure, and Mr. Porter has merely taken a part in it generally; when we have had any doubt what to do, we have consulted him.

1286. Mr. Labouchere.—Is not the business of the department under the general superintendence of Mr. Porter?—Yes.

1287. Lord Granville Somerset—What authority has either Mr. Porter or yourself, or Sir Frederic Smith, severally or conjointly, independently of the President or Vice-President of the Board of Trade?—No authority, I apprehend.

1288. Do any of you institute any proceedings without the consent of either the President or Vice-President of the Board of Trade?—So far as writing letters, or acting in cases of no importance, where I have no doubt what to do, and where I feel quite certain that I am carrying into effect the views of the President of the Board of Trade.

1289. Was any official memorandum made of the constitution of this department of the Board of Trade?—There was a letter written to the Treasury recommending the appointments.

1290. State precisely the amount of authority that is delegated to you by the President of the Board of Trade with regard to railway matters?—I think it is stated in the minute of the Board of Trade, that Mr. Porter and I are authorised, in the terms of this section of Lord Seymour's Act, to sign communications to the Railway Companies in the name of the Lords of the Committee.

1291. When Sir Frederic Smith was appointed, was there any minute or memorandum made?—A letter was written to the Treasury.

1292. Mr. Labouchere—Do you happen to know what is the annual permanent expense entailed upon the public by the establishment of the railway department of the Board of Trade?—Permanent, about 1,400*l.* a year, I think.

1293. There was one clerk added to the Board of Trade when the railway department was established?—Yes, one junior clerk.

1294. Lord Granville Somerset—Supposing an accident to be reported as having occurred upon any railway, would you feel yourself authorised, independently of the President or Vice-President of the Board of Trade, to give directions for investigation into it?—That would depend upon the nature of the accident; in some cases I should.

1295. In what class of cases?—Where the accident was one of a very serious nature, and one in which investigation might bring to light facts that might be of use.

1296. Then the Committee are to understand that in case of an accident of a serious nature, you would, in conjunction with Sir Frederic Smith, determine upon inquiry, without reference to the President of the Board of Trade?—If Mr. Labouchere was at the Board of Trade, I should consult him; if Mr. Labouchere was absent, and it was a pressing case, I should decide at once.

1297. Mr. Labouchere—In point of fact, an accident having occurred at a time when the President of the Board of Trade was absent from London, you did take upon yourself to institute an inquiry?—In several cases.

1298. But when the President of the Board of Trade is in London, is it not your practice constantly to communicate with him upon any point of the least consequence that occurs in the management of the railway department?—Certainly; I have always done so.

1299. Lord Granville Somerset—Whatever may be the press of business?—Yes.

1300. Supposing the President of the Board of Trade to be absent, has it been your habit, or would it be your duty, to submit any matter to the Vice-President?—No.

1301. The Vice-President of the Board of Trade is not supposed to interfere with this branch of the department?—That has been the practice.

1302. You have stated already that Mr. Baxendale's application was in writing; was there any personal communication with him, or with any other party, upon the subject?—Yes, with Mr. Baxendale, and his lawyer, Mr. Cardwell, a barrister who conducted his case.

1303. Was that conversation or communication on the part of Mr. Baxendale and his legal adviser with you, or with whom?—With me.

1304. Alone?—Yes.

1305. Did you make any memorandum of that conversation?—No.

1306. Did you communicate the substance of it to the President of the Board of Trade?—Yes.

1307. It was an oral communication?—It was. It was, in fact, the purport of the memorial; they came to me, and stated their case, and asked what to do; and I put their statement in writing, and sent it in to the Board of Trade.

1308. Then that statement in writing of the substance of the conversation was communicated by you to Mr. Labouchere, and in consequence of his directions you wrote a letter to the Grand Junction?—Yes.

1309. Has any written commnnication been returned from the Grand Junction?—There was a copy of some resolutions passed by the Grand Junction Company applicable to it.

1310. Is it probable that those resolutions were written in misapprehension, and that some other answer will eventually be given, so far as you are able to state? It is so stated on the part of the Grand Junction Company.

1311. Mr. Labouchere—The transaction, therefore, is yet in an unfinished state; no final decision has been come to upon it on the part of the Board of Trade?—Yes.

1312. Lord Sandon—Do you suppose that the Board of Trade will be able to carry out all the powers of the new Act, both as to licensing and other purposes, without a considerable increase of the establishment?—I think there must be some increase.

1313. Can you at all conjecture in what shape or to what extent that can be provided?—I should think it may be done at a very small expense, by somewhat increasing the establishment at the Board of Trade.

George Stephenson, Esq., called in, and examined.

1314. Chairman—With what railways are you connected?—I have been connected with a great many: first, the Liverpool and Manchester.

1315. Mr. Labouchere—How long were you the Chief Engineer of the Liverpool and Manchester?—I was some years there after it was finished; I also laid out the Grand Junction line, and remained there till it was half finished. I laid out the Manchester and Leeds line, and I remained there till it was finished. I laid out the York and North Midland line, and finished that; the North Midland line, the Derby and Birmingham, the Stockton and Darlington, and also several lines in the North of England that Bills were not got for. I assisted my son in laying out the London and Birmingham, the Chester and Birkenhead, and the Chester and Crewe. In fact, there is hardly a railway in England that I have not had to do with. I assisted Mr. Brunel in getting the Great Western Act. He was twice in Parliament, and I was with him both times, giving evidence for the Bill.

1316. Mr. Loch—And the Carlisle and Maryport?—And the Carlisle and Maryport. I assisted many of the Scotch Bills; among others, the Glasgow and Ayr.

1317. Mr. Labouchere—You have of course devoted much attention to the subject of the means of preventing accidents upon railways?—I have.

1318. Have you read the suggestions made by the officers of the railway department of the Board of Trade upon this question?—I think not; I know some of them, but I have not read any evidence upon the subject.

1319. Have you seen the report of the officers?—I have not seen that report.

1320. You have paid much attention to the subject of breaks?—I have.

1321. Do you consider them an important element of safety in railway travelling?—Certainly, the most important of anything that can be contrived for the safety of travelling. I believe that if self-acting breaks were put upon every carriage, scarcely any accident could take place.

1322. What do you mean by self-acting breaks?—Whenever the power is taken off the engine by the engine-driver, it immediately ceases to proceed so fast; all the carriages immediately run towards the engine, with the impetus put into them before the engine was retarded in its progress. Every carriage, as it approaches the next carriage, shall apply the break itself. Every carriage is brought into the state of a sledge; the rolling motion of the wheels ceases; and supposing that an engine was running on with 12 or 14 coaches, and that every coach had a breaksman, that is, 12 coaches and 12 breaksmen, and the whole of them upon the look-out to see if anything went wrong in the engine, to apply the break immediately, I conceive that the self-acting principle is fifty times better.

1323. Lord Stanley—Upon what railways is the self-acting principle practically brought into operation?—It has not been much done, but we were doing it before I left the Liverpool and Manchester; I got some put on there, but they were given up afterwards; but why I do not know.

1324. Upon what railways have they been practically brought into operation?—Upon the Liverpool and Manchester, a short time.

1325. Have they been brought into operation upon any other railways with which you are connected?—No, but they are about doing so now.

1326. Where?—Upon the Derby and Birmingham, and upon the Manchester and Leeds; they are preparing for them.

1327. Mr. Labouchere—Are they very expensive?—No, I think not; the breaks may cost from 5*l.* to 10*l.* for each carriage.

1328. Lord Stanley—Are your present carriages upon the Manchester and Leeds furnished with the usual breaks?—They are.

1329. Then, although you have a very high opinion of the efficacy of those self-acting breaks, they have not been practically tested?—We have not had much opportunity.

1330. Lord Granville Somerset—Are they patent breaks?—I do not know; I have heard of a man taking out a patent for it; but I do not see how that can be done.

1331. When you applied them upon the Liverpool and Manchester, were they patent, or were they your own invention?—There was no patent for them.

1332. Did you construct them yourself?—I did.

1333. Did you invent them?—I did.

1334. But you have never taken out a patent for them?—No.

1335. Do you know whether any improvement has been made or suggested in them?—I have heard that there is a patent taken out for them, but I do not know exactly the construction.

1336. Mr. Labouchere—In the report made by Sir Frederic Smith to the President of the Board of Trade, he states that no train should be allowed to start without breaks. Do you consider that recommendation a judicious one?—I do.

1337. You think it is of universal application?—I do; I should say that the whole of the carriages ought to have breaks upon them, because it is impossible to tell how those carriages may be divided in starting.

1338. Do you think it would be equally safe to trust a heavy train to a break upon the engine or tender?—Not so safe as the application of breaks away from the engine. I conceive that applying the break to the engine or tender, is something like putting an obstruction before a ship at sea in order to stop her, instead of throwing the anchor out at the stern. All the carriages being loose besides, they will run to the place where the obstruction takes place. Of course, if the momentum is great, one carriage will tumble over another; I have seen that take place. I happened to be in the last carriage when the accident took place upon the North Midland; I looked out and saw the guard thrown out from the coach. If a self-acting break had been there, I believe no such accident would have taken place.

1339. Supposing there were no breaks to the carriages, and that in going up a plane of severe inclination, the coupling-chains of any of the carriages should break, would not the hinder carriages be exposed to the danger of running down the plane?—Certainly.

1340. Is not the Northern and Eastern Railway nearly a level line?—I believe it is.

1341. Is it not the fact, that notwithstanding this favourable circumstance, the Company are having breaks put to all their carriages?—They are.

1342. Do you consider that judicious?—I do.

1343. If a railway were entirely your own property, should you consider it proper to put breaks to the whole of the carriages?—I would; I think I should have a saving by it; I believe there would be less wear and tear of the engines, less wear and tear of the tenders, less wear and tear of all the coaches; and it would be more pleasing to the passengers. As they are at present, the break is applied upon the tender and also upon the coach that the guard may be travelling in, till all the four wheels are raised and the fire comes flying from the wheels. That would not

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take place if the mode of stopping were divided through the whole train; there would be no occasion for the wheels to slide at all like glass; but where the break is applied to so few of the wheels they cease to roll, and slide along the rail, and the fire flies between the wheel and the rail, and of course a flat part is wearing upon the wheel, and when the wheel is left at liberty again, it will strike like a hammer; it will be unpleasant to the passengers, and of course cause more wear and tear to the carriages.

1344. Lord Sandon.—It will produce a jar every time the wheel comes to the flattened part?—It will.

1345. Lord Stanley—By applying a break to every carriage you would not prevent the rotatory motion of the wheel, but only check it?—The breaks would be applied gently, and the striking could scarcely be felt; and their progress would be stopped in some degree.

1346. In short, a less degree of retention applied throughout the whole of the train will answer more safely and more effectually than by applying the whole of it to one or two carriages at different parts of the train?—Certainly.

1347. Sir Robert Peel—Are you speaking of self-acting breaks now?—I am; I call them self-acting, because if an engine ceased to go on, the carriages all ran one against another; they will apply the break in doing that.

1348. Mr. Labouchere—Are you of opinion that it would be an important point, with reference to the public safety, that there should exist somewhere the means of enforcing the use of breaks, at least to some extent, upon all lines of railways?—I am.

1349. Do you think the enforcement of such a principle would be causing an unreasonable degree of expense, or imposing any hardship upon any railway company?—I believe they would benefit by it in the end.

1350. Lord Stanley—Do you believe that it would be desirable that the use of breaks upon every railway should be required by Act of Parliament, or that a discretionary power should be left to any party to enforce or not to enforce the use of breaks upon railways?—There are some railroads, certainly, that would require more breaking than others; but still I cannot see that it is a hardship for such a clause to be in the Act, wherever passengers are to be carried. If the gradients are very favourable they may increase the velocity to a very high degree, and then the breaks may be as much required as if the gradients were unfavourable.

1351. Sir Robert Peel—Will the interest of the Railway Companies, and the desirableness of protecting their own property and the lives of the passengers that travel by them, induce them to take this precaution, as their own voluntary act, without the enactment of a positive law upon the subject?—I believe, as soon as it is found to be beneficial, and that it diminishes the wear and tear, all the Companies will be induced to do it, even if it was not enforced by an Act of Parliament.

1352. Do not you think it very desirable that every heavy carriage upon a common turnpike-road should have a drag chain?—Certainly.

1353. The interest of the proprietor induces him generally to provide himself with a drag chain, without any positive injunction of an Act of Parliament?—It does.

1354. Do you think the same motive will induce the Railway Companies, when they are convinced of the policy of using a break, to use a break without being required by law to do so?—I think they will, as soon as the benefit is known, be induced to do it themselves.

1355. You say some railways require more breaks than others, therefore it would be necessary, in laying down any positive regulations upon the subject, to go into a detail of the breaks required upon different lines; and to say, for example, that there should be one break for every four carriages, would not be applicable to every line of railway?—I should say more than that, my plan is to have all the carriages with breaks.

1356. Lord Sandon—Do you mean self-acting breaks?—I mean self-acting breaks.

1357. In case the self-acting breaks should not be found to answer, would you wish to have a breaksman to every carriage?—I am sure the self-acting break would answer, I should say it would be too costly to have a breaksman to every carriage.

1358. Supposing for any reason these self-acting breaks were not adopted, can you lay down a general rule as to the number of breaksmen in proportion to the carriages which you would think it right to impose upon all railroads?—No, I cannot lay down a rule for that, it would depend upon so many circumstances as to gradients.

1359. Mr. Labouchere—But you think an important point would be gained for the public safety, if the use of breaks, in some measure at least, were insisted upon and enforced upon all railways?—I think so.

1360. Although it might not be possible to enter into further detail, and to make different regulations for the different Companies?—I think so.

1361. Lord Sandon—There are certain railroads where you think that one break to every four carriages would be enough; there are certain others which you think would require one to every two carriages; then of course the general regulation, if it is not to be severe upon the one for which one in four would be enough, must be one in four for all; then would that regulation be of any use as applied to the railways upon which there ought to be a break to every two carriages?—I can imagine railways where one in four might be enough, but it would not be enough upon other lines.

1362. Do you know any railroads where there are no breaks now?—I do not.

1363 Lord Granville Somerset—Was your attention attracted to a very serious accident which happened upon the Eastern Counties' Railroad soon after its being opened?—I heard of it, but I do not know the particulars.

1364. You do not know that it was stated on oath before the Coroner's inquest that the trains were going about 60 miles an hour when the accident happened?—I might have heard it stated.

1365. Supposing that was the fact, do you not conceive that the application of breaks, suddenly and injudiciously in such a case, might be injurious rather than advantageous?—A single break, but not if the whole caariages had been breaked, I think no such accident would have taken place.

1366. Supposing the velocity was acquired before the breaks were brought into action, do you think the application of breaks upon each carriage in the train, the engine still being in full operation, would not have been of advantage?—Certainly; breaks there of course would be useful.

1367. You do not think it possible that the breaks acting when the train is going at that velocity, might have a tendency to run it off the rails?—It is not possible that they should do so; the stopping the momentum following after the engine by bringing the rolling motion into a sledge motion, must have a tendency to prevent the matter rolling upon the engine that otherwise would come upon it; but if you apply the break to the engine, then it makes it press, because there is all the momentum of the matter behind, which will roll on, and the carriages will tumble one over another.

1368. The engine could not get out of the way, and the momentum of the carriages behind would be such as to overwhelm the engine, or if it did not overwhelm it, to cast the carriages off the rails?—Yes; and I believe it was something like that when the accident occurred upon the Eastern Counties' Railway.

1369. Supposing any one of your self-acting breaks should fail, what would be the result then?—It would only be then as if it were not applied.

1370. Supposing your self-acting breaks were not successful, would it be desirable (independently of the expense) to have a man to each carriage, to apply a dozen independent breaks?—It would make it safe, but it would be so very expensive.

1371. Do you think that their acting together in that case would be essential, and that the possibility of their not acting together might be disadvantageous?—Acting together is the best.

1372. Supposing they put on the breaks at an improper moment, what would be the result then?—They could not put them on at an improper moment.

1373. You think the application of the break at an improper moment could not produce a disadvantage?—It could not be applied improperly if it was a self-acting break, it could not be brought into action when it was not wanted.

1374. Supposing there to be a self-acting break, and that the machinery snaps or gets out of order, what would be the result then?—It is not likely that they should all get out of order; if one got out of order, of course it would not be quite so powerfully stopped as if all remained perfect.

1375. Lord Stanley—Supposing a train to be in a state of rest, and another train to come up, and run against the train, what would be the result of the action of your self-acting breaks upon the first train?—In that case the breaksman can relieve them all from their places merely by turning a handle.

1376. Then with the self-acting break you must have a breaksman to prevent the action of the break upon certain occasions?—When you want assistance, then it is necessary to lift the lever out of its place; it lies behind the buffers; the buffer spring would carry the break to its place, but if it was necessary to have the breaks out of their places, all that you require is to lift the lever.

1377. Do you mean that one breaksman, by the application of a single lever, could prevent every one of the self-acting breaks from acting?—He could.

1378. Lord Sandon—Would his action affect them all at once?—That would not matter; it might be done just as he liked. I can imagine a case where a carriage is standing, and a train runs into it, and it would not matter whether the breaks were on or off; the whole smash would take place in a moment, and it would not matter whether the breaks were on or not.

1379. Supposing the collision came from behind, and supposing the train to be in motion, but not in motion so fast as the carriages coming on; if the first train keeps its action, it to a certain degree diminishes the force of the collision, but supposing the train which is going on to have upon it one of the self-acting breaks, would not the first effect of the collision be to check the onward motion, and to subject the first train to the whole force of the collision?—It would have that effect if they were not removed from their position by the breaksman, but would still have a breaksman there to attend to it.

1380. Sir Robert Peel—What is the contrivance by which one man can manage so many breaks upon different carriages?—It is merely to have a connecting lever, coming up to where the man stands, running along the coaches, that shall touch the break.

1381. Lord Stanley—And throw it out of gear?—And throw it out of gear. There is a variety of ways in which it might be applied.

1382. Sir Robert Peel—Can you depend entirely upon the lever being kept in a constant state of repair, so that it shall always be certain of being applicable when necessity arises?—It is so simple that I can hardly imagine its being out of repair.

1383. Lord Stanley—How do you account for its being abandoned on the Manchester and Liverpool Railway, after being applied there?—I think it must have been because they did not think it necessary to lift the lever out of its place. If I had remained there, I think it would have been there yet.

1384. Lord Granville Somerset—Would it be practicable to apply these self-acting breaks to carriages not previously prepared for them?—Yes.

1385. At an expense of 5*l*. or 10*l*. each?—£5 or 10*l*.

1386. In the case of the Eastern Counties Railroad, in what way would the self-acting break have been brought into operation there, because in that case the engine itself was going at an immense pace?—As soon as the engine left the road, then the breaks would all be applied.

1387. Then, the moment the engine was capsized, the breaks would have come into operation, and have prevented further calamity?—Many of the carriages would be stopped by the application of the break before they came up to the engine.

(To be continued.)

North Midland Railway.—The Company, this week, have begun to erect sheds, to cover the platforms on the opposite side of the line to the station-houses. Those at Chesterfield and the other principal stations are nearly finished, and all the other stations are, we understand, to be provided with similar erections. Hitherto parties waiting for the up trains have been exposed, with their luggage, to the inclemency of the weather; and, as the weather seems to portend an early winter, the sheds will be duly appreciated. The Company deserve great credit for their endeavours to secure the comfort of their passengers.—*Derby Mercury.*

Shocking Accident on the Wyre Railway.—On Saturday evening last, as the last train was proceeding from Preston to Fleetwood, an innkeeper of the name of Hornby, formerly of the Ship Inn, Preston, but latterly of Fleetwood, fell from one of the carriages on to the line, and was so dreadfully injured by the wheels passing over him, as to cause his death on the following day. We have been unable to learn the full particulars of the accident, but we have heard that both the legs of the unfortunate man were cut off by the train. He was a remarkably stout, powerful man, and in the prime of life.—*Blackburn Standard.*

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EDINBURGH AND GLASGOW RAILWAY —SUNDAY TRAVELLING.

THE following is the document referred to in our leading columns. It is addressed to the Directors of the Edinburgh and Glasgow Railway Company:—

GENTLEMEN,—The members of the Newcastle-upon-Tyne Society for Promoting the Due Observance of the Lord's-day, have watched with deep interest and anxiety the recent discussions and proceedings connected with the apprehended desecration of the Sabbath, by the running of railway trains between Edinburgh and Glasgow upon that day.

It is under the influence of these feelings that we, though not locally interested in your arrangements, address you on a subject so momentous, and one which cannot be viewed with indifference by any man who adequately estimates the principle which it involves, and the awful and overwhelming consequences which are inseparably associated with it. When you bear these considerations in mind, we are confident that you will acquit us from the charge of unwarrantable interference; especially as we can, manifestly, have no other object in view than to secure a due regard to that law of God which, by setting apart a seventh portion of our time to be employed in the worship of our Creator, is so eminently designed to promote the best interests of mankind.

We desire then, gentlemen, to testify our cordial sympathy in those vigorous and enlightened efforts which have been recently directed to the great end of maintaining the proper sanctity of the Sabbath in your own immediate locality; and we do so with the greater cheerfulness because we believe those efforts to have been based on the only sure ground upon which Christian men ought to stand, viz., the simple requirements of God's law, divested of all feelings of expediency derived from fancied necessity or supposed commercial advantage.

It is possible that you may admit the force of the law of the Sabbath, and yet, at the same time, imagine that we overrate the importance of the threatened violation of it to which this address has reference; or at least you may say that we are too rigid in carrying out our principles, and that little harm would accrue from the conveyance of the mail, or from the running of a limited number of carriages for passengers on the Lord's-day. Suffer us, then, with the utmost earnestness, to press upon your attention the fact which our own painful expeperience in this town has fully established, viz., that if you once abandon the only certain principle of Sabbath observance, and sanction the least departure from the Sabbath law, you open an effectual door for the introduction of all manner of the most open, reckless, and shameless violations of the Divine institution. A few years ago, when Sabbath railway travelling was first commenced in this neighbourhood, it began in a very quiet, and, as some would say, very harmless manner; a few carriages were placed on the railway, as some very gravely asserted, for the conveyance of persons to the various churches on the line of country through which it passed. Notwithstanding a very determined opposition to this evil on the part of the individuals now addressing you, it was unhappily sanctioned, and has since increased to an appalling magnitude. Not only have we three railways on which Sabbath travelling is habitually carried on, but there have been repeated special trains on that holy day, for the open and avowed purpose of "pleasure trips." On these occasions thousands of passengers have been taken at one-half the usual fare, and the scenes of drunkenness and tumult have been truly fearful. So great is the multitude who by these means are led to desecrate the Sabbath, that on a certain Lord's-day, about three months ago, it has been ascertained that a greater number of individuals left this town by the railway trains and river boats, than the average number attending the whole of the places of worship of all denominations in this large town.

Universal as are these desecrations in the southern part of the island, the eye of the Christian has rested with delight upon Scotland as hitherto exempt from so wide-spreading a desolation; and it has been gratifying to be able to point to your highly-favoured country as affording a practical proof that industry, activity, and commercial enterprise, in their highest degree of healthy development, were not incompatible, as is frequently alleged, with the maintenance of the inviolable sanctity of the Sabbath-day. To your consciences, gentlemen, and to your firm adherence to the demands of Christian principle, is intrusted, under God, the continuance of this noble example; and vast is the responsibility under which you are placed, to guard against an incipient breach, on a scale so conspicuous and extended, of the holy tranquillity and quietude which has hitherto characterised a Scottish Sabbath. To the conduct of those who occupy the position of railway Directors applies, as it appears to us, in an eminent degree, the apostolic injunction, to abstain from a participation in other men's sins; and it is difficult adequately to estimate the consequences involved in deliberately converting this important medium of conveyance into a broad road which will have the inevitable effect of leading multitudes to destruction,

Desirous of solemnly, but yet respectfully, urging these considerations on your attention,

We have the honour to be, Gentlemen,
(Signed by order of the Society),
WILLIAM CHAPMAN, President.
THOMAS GEORGE BELL, } Secs.
WILLIAM C. MARSHALL, }
Newcastle-upon-Tyne, Oct. 26, 1841.

ACCIDENTS ON RAILWAYS—*NOT* "RAILWAY ACCIDENTS."

WE have little doubt that the following lamentable occurrences, the notices of which we extract from the daily papers, will be adduced by the anti-railway press as proofs of the dangers of railway travelling, and probably will supply a text for a long tirade in the *Times* against Railway Directors. Yet who does not see that the casualties in question are attributable solely to the imprudence and incaution of the sufferers themselves?—

"An inquiry adjourned from Friday, concerning the death of Patrick Calmody, aged 50, a labourer, was on Tuesday resumed before Mr. Baker, at the London Hospital. On the 29th of October deceased, with other workmen, was employed near the Blackwall station on the above railway, repairing a portion of the line damaged by the late floods. They all had strict orders to keep clear of the line when the carriages were approaching, but notwithstanding these injunctions deceased frequently ventured across it. As the train was proceeding along the north line towards Blackwall, deceased imprudently stepped across the rope to get a piece of wood to clean his spade, and the guard seeing his dangerous position, blew his horn and shouted to him to get off the line. He endeavoured to do so, but was unable, and as the carriages could not be stopped, he was struck by them and knocked down a hole through which the rope which attaches the train to the engine passes. The rope rolled over him until the engine was stopped, and having been extricated, he was attended by a surgeon. He received a compound fracture of the thigh and an injury to the skull, besides several bruises, of which he died in the hospital. Verdict—'Accidental death.'"

"On Thursday evening Mr. Payne held an inquest at Guy's Hospital, on the body of William Martin, aged 19, a porter on the London and Croydon Railway. It appeared in evidence that on Tuesday morning last about nine o'clock, the London and Croydon train was coming in sight at the New Cross station, and the London and Brighton up train was leaving the slip, having set down passengers on the other side of New Cross bridge. Two trains being on the same line the red signal flag was hoisted for the London and Croydon train to stop. A few seconds after the deceased was seen passing from one carriage to another of the Brighton train, and whilst in this dangerous position he was struck against the arch of New Cross bridge, knocked off the carriages on to the line, and the train passed over him. At the time of the accident the train was progressing very slowly, at the rate of between six and seven miles an hour. Deceased was picked up in a state of insensibility and conveyed per train to that hospital. It farther appeared that deceased had no business whatever to be on the top of the carriages, and none of the witnesses could tell why he should place himself in a position the danger of which he was fully aware of. Mr. Lay, house surgeon, said, deceased was admitted insensible, having both his arms broken and both his hands frightfully lacerated. He died at seven o'clock on the evening of the day he was admitted, of laceration of the brain, caused by a fracture of the skull. Verdict—'Accidental death.'"

"On Saturday week a serious accident occurred at Edmonton, to a man named John Kiddle, 25 years of age, employed on the North-Eastern Railwany, whose leg was fractured by the step of one of the carriages coming in contact with it. He was immediately conveyed to the London Hospital."

"A woman, named Whalley, had her leg fractured last Thursday evening by endeavouring to get out of a railway carriage on the York and North Midland line before the train had finally stopped."

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—At the last half-yearly meeting held at Derby, on the 26th of August, it was unanimously resolved, that a list of the shareholders in this railway should be printed and circulated amongst the proprietors; and at the previous half yearly meeting held in London, on the 26th of February, the Chairman stated in reply to a gentleman (as reported in the *Railway Times*,) that "he or any other shareholder might have a list of the salaried officers of the Company, and obtain any other information required, from the Secretary."

Several gentlemen applied for lists of the shareholders and salaried officers, at the last half-yearly meeting, and also at the last special meeting.

Now, I wish to know,—and perhaps one of the active and intelligent Secretaries would be kind enough to state—why a list of the salaried officers of the Company *cannot be obtained by a shareholder when asked for?* and also, if Mr. Brancker and Mr. Alston have had the list of shareholders *promised them?* and lastly, why the Secretaries have not printed, published, and circulated amongst the proprietors generally, the list of shareholders agreed upon at the half-yearly meeting?

A SHAREHOLDER.

SECOND CLASS CARRIAGES.

To the Editor of the Railway Times.

SIR,—I have over and over again heard of complainants against the accommodation afforded in second class carriages, and of the greater exposure to cold therein, beyond what is experienced by the outside passengers of a common road coach from the slower speed travelled at by the latter.

Now, there the error lies; for I appeal to every traveller's experience whether riding, driving or walking rapidly they are not less inconvenienced by the cold than when slowly progressing.

It is, perhaps, worthy of remark that the London and Brighton Railway second-class carriages, though more costly mediums of conveyance than the like class on most other lines, are on the other hand more comfortable than any others. In fact, had they seat cushions they would be nearly as snug as first-class, for recently they have had the transverse partitions boarded up all the way to the roof, so that the only opening is at either side, and this boarding seems so slight that in the event of any collision one's head would not suffer therefrom.

Y. Z. X.

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FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—Some statements of mine on the subject of four-wheeled engines, having been called in question by some correspondents of your paper, I beg to reply to their several objections. And first, I would desire, should these remarks meet his eye, to express to Mr. Seaward—whose objections I have already answered through another channel—that I concur not in the sneering observations which several writers have made on his letters. The gentlemanly and temperate tone of his letters might with advantage be copied by others who desire to make known their opinions on the subject now under discussion; and all personalities and unseemly warmth being far more derogatory to the writer than to the party against whom they are used, I will, while recommending others to adopt the example I have quoted, endeavour myself to follow the advice which I give to them.

My object in writing the letters which have become the subject of remark and have been already copied into your journal, was to disabuse the public mind on several points connected with the relative degrees of safety of four and six-wheeled engines. But although several letters containing different views to mine have appeared both in your own and other journals, I have seen none which merited another reply from me, except the two which appeared in your last number; the one evidently the production of a man practically acquainted with the subject he writes upon, and containing, I apprehend, the best arguments which can be brought forward in favour of six-wheeled engines; the other remarkable for its unscrupulous assertions, which however pardonable in one possessed of more slender knowledge, would scarcely have been expected from Mr. John Gray, who, as the inventor of a most ingenious plan for working locomotive engines by expansive steam, and once an *employée* of the Liverpool and Manchester Railway, possesses ample means of knowing that his assertions are not warranted by facts, and has had the advantage in the person of the able Manager of that railway, of the best example of probity and honour.

And first, I will reply to the several remarks of the gentleman who writes under the (assumed?) name of "Theodore Cruckshank." And in doing so, I cannot avoid observing, that, seeing the care which he has evidently employed in drawing up his reply, and the length of time which has been required for perfecting what I acknowledge to be a very ingenious letter, he did not at the same time furnish us, from the data which I feel assured he possesses, some statistical facts which would clearly prove the superiority that he assumes for six-wheeled engines. Arguments are *not* facts; though facts are I conceive the strongest arguments in such cases as the present. And having produced I believe incontrovertible facts in favour of the safety of four-wheeled engines, I regret that the advocates of six-wheeled engines *are obliged to rely on arguments alone*, to prove that their engines never break their axles—or rather I should say, never do any damage when their axles break; for the former I perceive they do *not* assert—and that their engines never run off the rails at curves or elsewhere. However, to the arguments I will now reply, and in the order in which the respective parties have placed them.

The objection which is taken to my remark that both the weight and length of six-wheeled engines exceeds that of four-wheeled engines by 50 per cent. is not a fair statement. It was not the total length between the buffer heads which I stated, but the whole context of the letter evidently shows that it was the length between the extreme points of support in the two classes of engines which I asserted was in this proportion; and that this is the case is too well known a fact to require any proof. As to the weight of six-wheeled engines exceeding the four-wheeled engines by 50 per cent., I maintain my position to be correct as a general statement, and I must therefore deny the counter-statement, that "the weight [of a six-wheeled engine] is *never* more than three tons greater than a four-wheeled engine of the same power." The engines of Messrs. Robert Stephenson and Co. will not be denied to possess some claim as a precedent for six-wheeled engines; and of those either made by them or under their directions, and according to their patterns—such, for instance, as those on the North Midland, the Midland Counties', the Northern and Eastern, and other railways—the additional weight is fully equal to what I have stated, as compared with the majority of four-wheeled engines; of which the average weight of those employed on the Birmingham Railway is less than 10½ tons, including water and coke, while the *least* weight of Stephenson's engines which I have been able to ascertain, is 15 tons.

The assertion, that the outside framing has been stated by me to be "*an indispensable and absolute*" distinction between four-wheeled and six-wheeled engines, is founded in error. There is nothing like it in my first letter; and in my second letter, I have distinctly stated that several instances existed of inside bearings to the crank axles of six-wheeled engines. The instances mentioned in your correspondents' letters of the various railways which are adopting inside framing and bearings to six-wheeled engines, afford the most convincing arguments in favour of the supposition, that as so many railways have found the great evils that result from the use of six-wheeled engines of the usual construction, they are rapidly adopting that which until lately was one of the distinguishing features of four-wheeled engines; and they will probably still further assimilate them by ultimately dropping the additional pair of wheels also.

The next assertion—that I have stated the absence of flanges from the driving wheels to be an essential distinction between six-wheeled and four-wheeled engines—is also founded in error. Nothing in the least like such a statement can be found in my letters, which, had it existed, would have shown the most complete ignorance of the subject. These several mistatements of your correspondent are, I am sure, unintentional; they cannot serve the cause he advocates, and I think better of his abilities than to suppose he stands in need of such assistance, unless indeed, he feels the goodness of his cause to be something more than doubtful.

The next objection urged is, that the statement made respecting the greater slackness of the gauge of six-wheeled engines, is not correct. It is a pity that instead of going into lengthy arguments to prove that it *needs not* be so, your correspondent did not show by facts that it really *is not* so—by stating the degree of play allowed on the several railways using respectively the four and the six-wheeled engines. I will supply his omission, by stating that on the Liverpool and Manchester, the Grand Junction, the South-Western, the North Midland, and several other railways, the difference between the gauge of the rails and the gauge of the wheels is *one inch*, the whole of these lines being worked by six-wheeled engines: while on the Birmingham Railway, the play allowed is from half an inch to three-quarters of an inch? and on some other lines using four-wheeled engines half an inch is the extreme limit allowed. The only instance that I know where the gauge of six-wheeled engines is as close as four-wheeled, is the Great Western Railway; where the wheels fit absolutely and completely close to the rails, the flanges being of a peculiar form to allow of their coming close in contact with the rails.

But the most ingenious part of your correspondent's letter is his next remark; in which he endeavours to prove that six-wheeled engines go better round curves than four-wheeled. He argues, that "a curve of *one mile* radius is practically, as far as regards the moving of a parallelogram 11 feet long, to all intents and purposes a straight line," and then goes on to assume that, *on a straight line*, two parallelograms of 5½ and 11 feet respectively (*assuming also that they are exactly of the same width*), the shorter will form an angle of double the number of degrees, when moved diagonally, that the other will. This mode of running off from a difficulty, is just what his six-wheeled engines do at the curves—they quit the line and go off at a tangent! He first assumes that all curves are a mile radius, whereas they vary (as on the Grand Junction Railway) from *one-seventh* of a mile upwards: he next assumes, that his supposed curve is tantamount to a straight line: and finally, he assumes, that the four and six-wheeled engines are exactly of the same guage which I have shown they are not. And thus arguing on all his three premises erroneously stated, we cannot wonder that he arrives at the conclusion he desires; whereas by placing all these several premises exactly as they stand in actual practice, the result is that the six-wheeled engine in going round a curve forms with the tangent of that curve, double the angle that is formed by the four-wheeled engine: it is therefore twice as likely to run off the rails, and receives twice as great a strain upon the axle.

The last of the objections which your correspondent urges is, that my assertion that the whole of the wheels of a six-wheel engine are scarcely ever in contact with the rails when travelling, is not founded in fact. To this I have merely to reply that he has no doubt fallen into the same error which I have found many other persons commit on this subject. All allow, that without springs this result would obtain; but the action of the springs they maintain corrects this defect. That the springs greatly modify the defect I allow, but they do not remove it. A spring, like every other mechanical power, is not *instantaneous* in its action, but requires a definite period of time to develope its power; and therefore, at high speeds, the action of the spring is frequently at fault, as it is perhaps expanding after the effects of a previous contraction, when the deflection of the rails would require it again, or still further, to expand in order to keep the wheels in contact with the rails. No person can deny that the want of contact exists; for with six-wheeled engines the whizzing of the driving-wheels is continually heard, as they revolve without contact with the rails; an effect which never occurs with four-wheeled engines. Your correspondent laughs at the idea of running upon *three* legs, as he calls it—an expression which has been used by no one but himself—but he perhaps forgets that *except on a line mathematically true*, there never can be, with a rigid body, more than three points of support all equally in contact at the same time. To a certain extent this will apply to the case of the engine; and therefore his simile of the three legs is not quite so ridiculous as it might at first appear.

Having replied to every point in this letter, I will now proceed to answer the several queries proposed

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by Mr. Gray—*not* by inuendos, by loose general assertions, and unfounded statements, but by tangible and substantial facts, so far at least as the nature of his questions will allow.

To his 1st query I reply, that on the railway where "300,000 miles have been run with perfect safety by four-wheeled engines," by which of course is meant the Birmingham Railway, I deny that "several cases," or even one single case, has occurred, in which "the four-wheeled engines of that line have, *without any apparent cause*, gone off the rails and tumbled over, both in the early and subsequent career of that Company." One case has occurred on this railway in which an engine driven at frightful speed by a reckless or drunken man, sent by the manufacturers to take charge of her, ran off the line, tearing up the rails for a considerable distance, and was knocked over by the impetus of the train down an incline plane, after the driver had in his alarm, at the consequences of his folly, suddenly shut off the steam. The road at this place was in bad order in consequence of water lodging in a newly-made embankment; and I think it cannot be said that this was "without any apparent cause," as any engine, whatever its construction, must under similar circumstances have shared the same fate; and to which I shall presently again allude when speaking of six-wheeled engines. The case of collision at Harrow last year cannot of course be included among cases "without any apparent cause," even by Mr. Gray; as the cause was in that case also quite sufficient to produce the same result to any engine whatever.

2nd. Having denied, as above, the existence of the *cause*, I of course cannot imagine that it was the *effect* of these accidents "which taught the Company the prudence of running for a time at a slower speed than their *grand* six-wheeled neighbours." The second of these accidents occurred only 12 months since, and long after the Birmingham Company had regularly travelled at their full speed—which, by the returns published by the Board of Trade last March, appears to be 22½ miles per hour for first class trains, and 20½ miles per hour for the night trains, *including stoppages;* while from the same documents it appears that the speed on the Grand Junction line is only 19½ miles per hour *including stoppages;* and on the Liverpool and Manchester 22½ miles.

3rd. Mr. Gray denies that any instances can be produced of six-wheeled engines having run off the rails and tumbled over, and challenges the production of such cases. Mr. Gray's former connection with the Liverpool and Manchester Railway must have made him acquainted with two such cases of which he here denies the existence. In 1837, the engine with six wheels, called the *Patentee*, broke her fore axle and ran off the line, dragging the train after her down the embankment: and on another occasion a six-wheeled engine, going down the inclined plane with a goods' train, ran off the line and turned completely round. On the Southampton Railway, a few months after the opening of the line, the engine called the *Garnett*, having six wheels and outside framings, ran off the line "without any apparent cause," and tumbled down to the bottom of an embankment near Kingston; and but for the couplings breaking would inevitably have drawn the train after her. To this day no cause has ever been discovered for the accident; and it now stands recorded, together with those which occurred on the Liverpool and Manchester Railway, as evidence against the *perfect* safety of six-wheeled engines, which the indiscretion of such unscrupulous advocates as Mr. Gray has alone called forth.

4th. Mr. Gray here asks me to prove a "negative fact," a task for which I acknowledge myself incompetent.

5th. In the case of collisions, Mr. Gray asserts, that the drivers always suffer when four-wheeled engines are used, and always escape unhurt when similar accidents occur to six-wheeled engines. But he goes rather too far when he asks *me* to prove this case, particularly as I have the best possible reasons to disbelieve its existence. But I think the least he can do, unless he wishes to be considered as making groundless statements, is to prove it himself, by direct reference to statistical returns of accidents; and if he succeed, I will then acknowledge that he has made out the strongest argument in favour of six-wheeled engines that I have yet met with, and one which will merit, and will no doubt receive, the humane attention of every Railway Director.

6th. This is a mere theoretical opinion of Mr. Gray's, not worth controverting, being wholly unsupported by either arguments or facts.

7th. Mr. Gray is well aware that the cause of the "early locomotives of the Liverpool and Manchester line," rocking, was not the inside bearings, but it was the alterations which were found necessary to be made in the boilers and fire-boxes, which threw the engines out of their balance, and caused the additional pair of wheels to be then first used. The insufficient strength of the rails used at that period, would also materially affect the steadiness of both engines and carriages; and therefore it is no marvel that when these several causes of unequal motion were removed, the engines should be steadier, although the outside framing had nothing to do with the result.

8th. The placing the axles of the carriages further apart on the carriages of the Liverpool and Manchester Railway would no doubt produce greater steadiness of motion, *provided they were too near together in the first* instance; but this latter fact Mr. Gray has forgotten to tell us, and therefore his data of comparisons are useless. But when we remember the novelty of railway locomotion at the period alluded to, we cannot wonder that such alterations should have been required, and the fact has nothing whatever to do with the subject now under discussion.

9th and 10th, require, I conceive, no reply; as the latter, if answered, would require far more space than the subject is worth.

11th. After acknowledging the "frequent breakage" of the axles of six-wheeled engines—an accident from which I have already shown the four-wheeled engines are almost wholly exempt, Mr. Gray asserts that "a fair comparison of the maintenance of way and locomotive power, will show a less cost per ton, or per train, per mile, where six-wheeled engines only are in use, than upon similar lines where four-wheeled engines only are used." The maintenance of way on the Eastern Counties', the North Union, the Lancaster and Preston, and the Midland Counties' Railways, is in each case contracted for at sums varying from 180*l.* per mile to 215*l.* per mile, with the exception of a small portion of one of these lines (the Midland Counties'), which from particular circumstances is charged somewhat higher. All these lines use four-wheeled gines. But on the Liverpool and Manchester the charge for maintenance of way is 300*l.* per mile, and on the Grand Junction 245*l.* per mile, both lines using six-wheeled engines. As to cost of locomotive power, Mr. Gray's statement is just as much at variance with the facts as in the maintenance of way. The cost on the Birmingham Railway is, according to the tables published by Mr. Bury, in the Transactions of the Institution of Civil Engineers, 1s. 3¼d. per mile for passenger trains; while, on the Liverpool and Manchester Railway the expense was, for years I believe, about 2s. 3d. per mile; and though now greatly reduced by the mode introduced of working the steam expansively, is still much above the cost of the four-wheeled engines. On the Grand Junction I believe the cost was nearly the same as the Liverpool and Manchester, but I am not aware of the present rate.

In concluding these remarks I would here observe—that the question of cost is, I consider, a very secondary consideration to that of safety. It is certainly an additional recommendation to four-wheeled engines, that they possess, as well as increased safety, greater economy in working. But could it be shown that they are less safe than six-wheeled engines, my pen—imperfect as its advocacy in the cause has been—would never be again employed in commendation of a form of engine likely to lead to the destruction of my fellow creatures.

I am, Ser, your obedient servant,

CHARLES HOOD.

Earl-street, November 17, 1841.

YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—In your notices to correspondents last Saturday, you express surprise at the statement of "Observer," that the York and North Midland shares are at a depreciated value.

I quite agree with "Observer" that they are so, and the following are my reasons, which I have no doubt are his also, for thinking so:—

This very thriving and well managed line paid a handsome dividend to the shareholders when only partially opened. It was opened through on the 1st July, 1840; and the traffic during the half year ending 31st December following, averaged 900*l.* per week. With this it paid a dividend at the rate of 7 per cent. per annum: the following half year, from 1st January to 30th June, 1841, the traffic averaged 1,200*l.* per week, and a dividend was declared at the rate of 9 per cent. per annum. During the present half year the traffic has hitherto averaged nearly 1,800*l.* per week, and no doubt for the whole half year will be 1,600*l.*, which will pay a dividend of 12 per cent., and this, exclusive of the traffic on the Leeds and Selby line, which is giving the Company a profitable return. The shares can be bought at present at 84, which will give the purchaser upwards of 7 per cent. for his money, with a prospect of considerably more, especially if the line is carried through from Darlington to Newcastle. Now, surely this is purchasing property at a great depreciation. If the return for money is, as it must be, the criterion of value, the shares are well worth 100*l.* in place of 80*l.*, and would then give 6 per cent.

The Directors of the North Midland line, in which I am an unfortunate shareholder, must feel ashamed of themselves when they look at the result of the management of these two lines, which were opened through on the same day.

I am, Sir, your obedient servant,

PHILO-OBSERVER.

17th November, 1841.

The following is the letter above referred to:—

To the Editor of the Railway Times.

SIR,—The prosperity of this line, and the amount of the traffic returns, as published in your paper, cannot be generally known by the public, otherwise the shares would not bear so depreciated a price in the market.

It will be observed, on reference to the weekly returns, that the traffic for the present half year up to the first of November instant (four months), *already exceeds* the amount received for the previous six months, and it may fairly be presumed that for the remaining portion of the year more than 11,000*l.* will be received; therefore, instead of again dividing 45s. per share, the returns will allow at least 10s. a share more for the current half year, leaving a very large surplus to be carried to the depreciation fund. As the Manchester and Leeds, and the Great North of England lines, have only been opened a few months, a gradual increase of traffic may be expected on this line next year.

Fifty-five shillings half yearly will allow 5 per cent. on 110*l.* The shares, I believe, are selling at about 80*l.* per share. I have not included in my calculation the surplus that will arise from the Leeds and Selby line, which will also have to be divided amongst the shareholders in this line.

I am, Sir, your obedient servant,

AN OBSERVER.

LONDON AND BRIGHTON RAILWAY.—On Sunday night a heavy fall of snow took place, which delayed the train an hour and a half, as the rails were so slippery from the snow that they were unable to proceed at above eight miles an hour.

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RAILWAY SALARIES.

"Honi soit qui mal y pense."

To the Editor of the Railway Times.

Sir,—The above motto is, I think, a sufficient answer to the unjustifiable insinuations which "An Old Clerk" has thought proper to pen in answer to my letter of the 19th ultimo. I exceedingly regret that he should have read my letter with so little attention as to imagine that I countenanced the opinion that railway servants are ready to enter into collusion with each other for the purpose of defrauding their employers. And, I further regret that he should have formed such an incorrect estimate of the characters of myself and the class of persons of whose cause I am the humble advocate, as to suppose that I or they would ever be parties to such dishonest proceedings. Whatever acerbity of feeling "An Old Clerk" may choose to exhibit towards his fellows, he should not forget that he himself is doubtless no more immaculate than they.

I am sorry that my opponent should have found it necessary to hide the weakness of his cause beneath false imputations. His letter contains but few arguments, and those are exceedingly *malapropos*, and fallacious. Assuming that the principle laid down in those arguments is good, one naturally asks, why is it not uniformly acted upon? We find Managers, Secretaries, chief accountants and others, in the receipt of salaries varying from 300*l.* to 1,200*l.* a year, yet can it be denied that there are many persons possessing all the necessary qualifications, who would willingly fill these offices for a much lower remuneration? Why then should the principle advocated by "An Old Clerk,"—if really good—be abandoned in these cases? Why should not persons for these various situations be engaged "on the most favourable terms?" A much easier and greater reduction of expenditure would thus be effected, than by reducing the salaries of subordinate clerks to "the shadow of a shade." The answer to these questions is obvious,—the principle is vicious, and the Directors, consequently, cannot apply it in all cases. But if the higher grade of railway officials be exempted from its operation, it is but just and reasonable that the subordinate officers should be exempted also.

Let "An Old Clerk" apply his argument to his own case. There are, no doubt, many persons fully as well qualified as himself, who would fill his situation at a much lower salary than he receives, yet I very much question if he would laud the policy of the Directors whom he serves, were they to reduce him to the alternative of either leaving his situation, or filling it for the very low remuneration at which some of his competitors might be willing to take it. With him lies the *onus probandi*, whether or not he would remain attached to his principles under these unfavourable circumstances.

But these arguments have, after all, very little to do with the real question at issue, which is, whether Railway Clerks are paid in a *manner proportionate to their duties*,—and is not, as your correspondent would have it, whether the price of their services, like the price of cattle, is regulated by the supply in the market.

It is not, perhaps, generally known to your readers, that Railway Station Clerks, in addition to their arduous duties, long hours of attendance, and heavy responsibility, are accountable for all bad coin or notes which they may inadvertently take, and all losses which they may sustain during the day, in giving and taking change. Now, as instances have come to my knowledge, in which one clerk has lost to the extent of 1*l.* in the course of one day, it would appear but just that these persons should be so remunerated as to compensate them for the great risk they are continually compelled to run. No one can deny the justice of this principle; yet, as I stated in my last letter, they are paid at the scanty rate of 60*l.* to 100*l.* per annum.

But, in order to show still more clearly, the relative disproportion between railway salaries and duties, it is only necessary to contrast them with the wages paid to some of our mechanics. In a very extensive manufactory with which I was formerly connected, many of the workmen were paid from 2*l.* to 3*l.* per week, and some were frequently paid upwards of 4*l.* They had to work twelve hours a day, inclusive of time for meals.—These persons, be it remembered, incur scarcely any expense in keeping up appearances, and their education, perhaps, never cost themselves or their friends a fraction. The railway clerk, on the contrary, is obliged to incur a considerable expense in maintaining his respectability; his education, in many instances, has cost a matter of some hundred pounds, and yet he is only paid at the rate of from one to two pounds per week. These facts speak for themselves.

Viewing the subject apart from these considerations, it seems but reasonable that persons whose duty calls them to "rise up early and sit up late,"—whose responsibilities are so heavy, and upon whose care and efficiency depends the proper conducting of such a vast amount of business as is weekly transacted by the different Railway Companies, should be well paid for their services. This point, I think, cannot be controverted.

I shall leave the conclusion of this subject for another letter; in the meantime I would beg to inform "An Old Clerk," that if he be unable to refrain from personal invective and the imputation of unjust motives, I shall not stoop to notice any more of his communications.

I am, Sir, your obedient servant,

C.

November 3, 1841.

RAILWAY DIRECTIONS.

To the Editor of the Railway Times.

Sir,—I know not if it is your intention to admit into your columns anything further on this subject. I was in a remote part of the country when your last number appeared, and did not till to-day see the communication of "A Shareholder." I never supposed mine to be a new proposition; on the contrary, its principle having the sanction of ages was its great recommendation to me. Your correspondent establishes my case, and clearly enough shows why the arrangement adopted on the Birmingham and Gloucester line does not succeed. "Each of the restricted Board (of five members) takes a particular department, and being able only to devote a small portion of his time to the duties, they are consequently badly performed." "A Shareholder" still sticks to the notion that the Directors are to be little better than nominal superintendents; I go on the principle that they shall be effective and responsible ones. He treats the Directors as men-masters (in the ordinary loose acceptation of the term), while I regard them as servants of the shareholders, and strictly masters of the underlings. As to the shareholders looking after their own affairs, how can they look after what they do not understand, and besides have no time to attend to effectually? They can look after the results indeed, adopt a sound system, and see to the appointment of good auditors, and that is all.

I beg to state that my observations relate more immediately to railways when complete and in operation. If the Director does not direct, no one else can take his place. And if he understands not his duties how is he to direct? Thus, the Director of maintenance of way, *e. g.* if he is not familiar with the subject, can he exercise any practical authority or control, or good influence with the underlings? And among all the Directors will there be one who understands any one branch sufficiently for acting at its head, unless he has been duly trained for the purpose? The Director should be in the nature of a managing partner. And who would feel any confidence in a managing partner, unless he fully understood the business, resided on the place of business, and devoted his whole time thereto? But in this he must be adequately rewarded—even so much the effective Director be. An entire change in the system is required. In the mercantile marine it is often made a condition that the captain shall hold a share of the vessel. But he is not made captain on this ground only but because he is acquainted with the duties of a seaman. Let the same principle prevail in railway affairs. No Director can have any real authority over the people, or become really responsible unless he is at home in his department.

The Director only should be looked to by the shareholders. They cannot be attending to any inferior servants, so that unless the Director is made effective, and consequently responsible, no one is so. If any failure in the Engineering department of the Great Western took place, the shareholders would look to Mr. Brunel, and hold him answerable, and would pay no attention to any attempt to shift blame on underlings. This is a parallel case.

I am, Sir, your obedient servant,

C. D.

November 3, 1841.

WORKING EXPENSES OF RAILWAYS.

To the Editor of the Railway Times.

Sir,—When, in your number of the 23rd ult., I drew the attention of the public to the working expenses of 21 of the most considerable lines of railway, all now sufficiently long opened throughout to show fair results, it was with the hope of stimulating Railway Managements to a more just and reasonable economy, feeling as a shareholder since 1833—and, indeed, this feeling seems now to be general—that the prospect of gain so prominently and repeatedly held out by the Directors of every line of railway, without exception, throughout the kingdom, never could be realized but by a very different degree of economy and system of management from that which exists at the present day. For this purpose I gave, in a tabular form, the gross receipts, the disbursements, and the per centage on the gross receipts of working the several lines, taken from the Reports published at the last half-yearly meetings. This, as you would perceive, showed a strange and unaccountable difference, the cost of working some of the lines being three times, nay, in one instance actually nearly four times, as great as that of others, and I did not therefore fail to draw particular attention to this enormous inequality, hoping either that it might be explained away, or that by being thus fairly placed prominently in view of the railway world, the Directors of the mismanaged lines could not avoid making strenuous efforts at amendment, unless they meant to occupy their places *vi et armis*, and then they must needs sit therein most uneasily. It seems then by the letters in your journal of the 30th, of "A Greenockian," and of Mr. "John Dixon, C.E.," that the great expense of working the Glasgow and Greenock, and the Chester and Birkenhead Railway, "is owing to causes over which the Directors have no control—low fares." It is to be feared the public will not feel satisfied that this is altogether a sufficient reason, though undoubtedly it is so in a great degree. The Lancaster and Preston Railway is but six miles longer than the Chester and Birkenhead. The coal districts are almost as near the one as the other. The amount of traffic is nearly the same on each; however the number of passengers on the Chester and Birkenhead is a little more than double that on the Lancaster and Preston, yet it does not follow that the cost of working the Chester and Birkenhead line should on this account be more than double that of the other.* But however this may be, perhaps my letter has not been in vain to have produced these two explanations. Could we but get Railway Managements sensitive on these points; could we but get them to consider themselves amenable to public opinion, half the battle as regards railway economy would be won, and I know not how this is to be better brought about, and these officials "touched to the quick," than by exhibiting a table—something like the one I furnished—week after week in your widely-circulated journal, say, amongst the Traffic Returns. Who does not see that when the cost of working a line is 88 per cent. on the gross receipts

* One hundred passengers can be carried at little more cost than fifty when the trains must go.

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that a *little more expense*, and the whole profit is gone? Even 55, 60, 65 and 66 per cent. is not a little alarming, and exceedingly damages a railway in the opinion of the public; an accident even—or at least a series of accidents—might altogether cut off the dividends for the half-year in which such accidents occur. It is in fact this enormous cost of working railway lines, threatening, as it does, to overwhelm and swallow up everything, that makes railway shares so little looked after as investments for money. I again, therefore, earnestly exhort Railway Directors, if they have any regard for the concerns over which they preside, to omit no occasion of placing these magnificent and nationally beneficial undertakings in a better financial position, which every one must now see can alone be done by the *practice of the most rigid economy*.

I remain, Sir, your obedient servant,

ŒCONOMICUS.

GLASGOW AND GREENOCK RAILWAY.

To the Editor of the Railway Times.

SIR,—In your journal of the 6th current, I observe a letter from a warm friend of the Directors of the Glasgow, Paisley, and Greenock Railway Company, signed "Greenockian," in which, after mentioning the "satisfactory disappointment" of the intelligent shareholders at not receiving 10 or 12 per cent., he goes on to state, that all the "clouds which lowered upon their undertaking" are to be dispersed, by an augmentation of traffic, to arise in consequence of the opening of the Glasgow and Edinburgh Railway, and of the Liverpool and other deep sea steamers discharging their cargoes at the New Timber Wharf, Greenock, thence to be carried per railway to Glasgow.

I make no doubt were the anticipations indulged in by "Greenockian" to be realised, so also would be realised the magnificent prospects sketched out in the quarterly reports, where this line is designated in futurity as a little "Liverpool and Manchester line."

Such expectations are manifestly idle and altogether fictitious, so far as regards the large steamers discharging cargo at Greenock. One moment's consideration, of any person at all acquainted with the matter, must dispel such an idea. Nothing could be gained by the public from such an arrangement—expedition would not be gained—the preservation of goods must be less from the frequency of discharge: besides, and this is the stronger reason, no such intention is entertained by the proprietors of either the Liverpool, or other deep sea steamers, as stopping at Greenock to discharge their cargoes.

The opening of the Edinburgh and Glasgow Railway may increase the traffic, although I must confess such a result is by no means apparent to me. Already there exists a water conveyance between Edinburgh and Glasgow, and that the traffic on the Glasgow, Paisley, and Greenock line should be increased by the opening of the Edinburgh and Glasgow Railway appears to me a *non sequitur*.

The Directors of the Glasgow, Paisley, and Greenock Railway have, in my opinion, gone wrongly to work in their operations by lowering their rate of carrying. This is the great evil. By fixing their rates of carriage below the river freight, they probably looked forward to doing away with that opposition, and when once placed in a clear unopposed field, these rates might be raised to meet the loss of any former depression. There may be other reasons brought forward to account for the lowering of freight, but without adducing these, it is self-evident that the present rates as exhibited from the paltry weekly returns in this department yield no adequate remuneration. Why did the Directors of the Railway Company not rest their confidence upon the superior facilities which a railway conveyance affords in contra-distinction to either a water or any other conveyance, and not upon the palpably absurd foundation, that because they choose to carry on at a weekly loss, all other modes of conveyance were to be swallowed up.

It may be, however, that the intelligent townsmen of "Greenockian" (having disposed of their shares in this line to strangers, and those at a distance) are amazingly well content that the present state of things should continue on the principle, that the more the shareholders lose, the more *they* gain.

I am, Sir, your very obedient servant,

NAUTICUS.

Glasgow, 9th November, 1841.

GLASGOW AND GREENOCK RAILWAY.

To the Editor of the Railway Times.

SIR,—I was much astonished on reading a letter signed "Greenockian," on the subject of the Glasgow and Greenock Railway, which appeared in your publication of the 30th October last, and still more so on reading that contained in yours of the 6th current.

"Greenockian" states, that the York and North Midland Railway, which is the same length as our line, charges for each passenger at the rate of 1½d. per mile, and that they, that is the York and North Midland Railway Company, collected 23,000*l.* for conveying 160,000 passengers, during a period of six months; and that on our line, during a similar period, we had conveyed 400,000 passengers for 23,929*l.*, averaging only five-eighths of a penny per mile. He winds up his first letter by hoping that "your correspondent will not put our Greenock line down as a mismanaged concern, because from circumstances over which the Directors have no controul, the fares are so exceedingly low, that it is evident a most *extraordinary* extent of traffic will be necessary to enable them to pay a decent dividend."

If the Directors of the York and North Midland Railway Company collected 23,000*l.* for conveying 160,000 passengers in six months, it is quite evident that the Directors of the Greenock Railway have during the first six months conveyed upwards of 200,000 passengers at the *expense* of the SHAREHOLDERS. If this be not mismanagement, and gross mismanagement too, I knew not by what other name it may be called. "Greenockian" admits that the expense of making railways should be much the same throughout the kingdom; it is plain, therefore, that the income should be in the same ratio, that is, if the expenditure is so much per mile, the charges for the conveyance of passengers and goods, ought to be at so much per mile also. The cost of the undertaking, as also the traffic in passengers and goods had to be proved, on oath, before both Houses of Parliament, ere an Act could be obtained. The Directors will, I have no doubt, be able to explain, at the next half-yearly meeting, why the anticipated cost of the works is DOUBLED, and the anticipated INCOME *one half less*.

During the first six months, nearly 160,000 passengers per week, were conveyed by the Greenock Railway Company. If that be not an extraordinary traffic, pray what may "Greenockian" consider as an *extraordinary traffic*, so as to enable the Directors "to pay a *decent dividend?*"

I am, Mr. Editor, your obedient servant,

DIVIDEND.

Greenock, 10th November, 1841.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—It is not often that I trespass upon your columns, but the acrimony of the discussions respecting the relative merits of an eastern or a western communication with Scotland, has induced me to venture a few remarks, and also to notice a letter addressed to you, and signed "An Operative." Now, Sir, we all talk a great deal about "*public good*," and *public benefit*, but if we would but look into our own hearts, and substitute the word *pocket* for *public*, we should, I think, find ourselves much nearer the truth. Upon this substitution, therefore, I proceed to argue. I, as an individual, and there are many others besides, have nothing to do with Edinburgh or Glasgow, or Manchester, &c., BUT, I hold shares largely in the Midland Counties' Railway! If the rich merchants of Glasgow or Liverpool, &c., wish to benefit THEMSELVES, by a railway communication on their side, by all means let them do so; but what care I, or what care thousands, *not so interested*, whether in our journey to Scotland we take a route by Newcastle or one by Carlisle? I cannot see what the Government Commissioners have to do (to such an extent) with the matter. The real and *only* question is, can that line ever pay the shareholders? Will it or will it not cost in constructing from Lancaster to Carlisle 40,000*l.* a mile? Will it ever pay, over and above its expenses, a dividend to the *bonâ fide* shareholders of even 3 per cent.? And this without an eastern line; but, with *both* lines to *divide* the profits, what will their's then be? This is the reason why shareholders are not forthcoming, and a very plain one it seems to be. Too many persons are now smarting under railway losses, to make them willing to venture yet again. I prefer the eastern route, because it is shorter, and because I consider that the lines in that direction *ought to be supported*, for, in benefitting the shareholders in lines which have cost in constructing about 12 or 14 millions, (several of which lines, such as the North Midland, cannot pay above 3 per cent.,) a large portion of the public is benefitted, and that to the extent of saving many families from great want, who have put their little fortunes into lines which pay at present a very small per centage, and thereby have been caused great distress; whilst upon such a line as the Grand Junction, where 12 and 14 per cent. is to be obtained, such sympathy cannot be enlisted, and would be ridiculed if looked for. "The Operative," however, hopes by another line of argument to induce the London and Birmingham Company to subscribe even 1,000,000*l.* if requisite, towards the completion of the proposed western line of communication. But first of all he says that the eastern line is *opposed by steamers. So is the western also*, from Liverpool to Glasgow, a most common mode of travelling; and, as far as *London* passengers are counted upon, it would be fully as much opposed to the latter as to the former, and the Liverpool steamers would materially injure the travelling on the new line which it is wished to construct. But to come to the argument held out to frighten the London and Birmingham Company, viz., a line from Leicester to Roade, *via* Harborough and Northampton. Everybody who knows the country, knows that this is the old South Midland line, abandoned because it would have cost 35,000*l.* a mile generally, and about 50,000*l.* a mile in the neighbourhood of Northampton, without any adequate chance of the smallest remuneration to the shareholders, after the 5 per cent. on loans are paid, and which was opposed by every landed proprietor, the great canals, the Midland Counties, and the London and Birmingham with its very powerful influence. No, Sir; we are not afraid of this line being ever made, because there would be no *pocket benefit* to the shareholders, and this I consider the most satisfactory kind of security, and the town of Leicester would *not support* it. They are not fond of railway speculations, as by reference to the Midland Counties' share list, "an Operative" may satisfy himself of, so he must not count upon this either. The real benefit of this eastern line will be desired in common by the shareholders in the Midland Counties', North Midland, Manchester and Leeds, and other railways, and I do consider that this is not to be overlooked, seeing that the line, contemplated offers greater facilities of access to Edinburgh, and equal facilities to Glasgow and elsewhere, whilst all these above-mentioned railways, though beautifully constructed and regulated, as well as highly beneficial to passengers, return a very low and very precarious profit to the proprietors, and in the market are some of them at a ruinous discount. I have only to add that, for goodness sake, let the "Operative," and the "Editor of the *Carlisle Journal*," take shares largely in the western line, thus securing for themselves that to which abuse of the other line, or mis-statements, can never help them. I have the honour to be, your most obedient servant,

ONE OF YOUR INTERESTED SUBSCRIBERS.

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MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—Your correspondent in your paper of to-day, under the signature of "Veritas" should tell the whole truth. To supply his omissions, I venture a remark on his letter. He would have the public believe, that the statement he has annexed proves that this railway will, at the end of the current half year, pay a dividend at the rate of 6 per cent. per annum. The summary of his statement is as follows :—

Receipts 1st July to 31st December.....		£117,341 7 11
Deduct working expenses, 39 per cent., as last half year	£45,763 2 10	
Ditto, six months' interest of money borrowed	33,100 19 6	
		78,864 2 4
Balance		£38,477 5 7

Equal to 3 per cent. on £1,294,090, the amount of calls.

It appears to me that his statement is imperfect, for it is expressly mentioned in the September Report that after deducting from the receipts the working expenses of 39 per cent. the balance was subject to a further deduction for depreciation of stock, according to the following rates, viz. as to engines 1*l.* for every 100 miles run, and as to carriages and waggons, 5 per cent. per annum on their cost. Taking, therefore, the number of miles run in the six months between the 30th June and 31st December, to be the number ascertained between the 1st March and 1st September, viz.—

267,256, a disbursement will arise, under the head of "Engine Superannuation," of....	£2672
And taking the cost of carriages and waggons at 68,897*l.*, the sum mentioned in the Report, there will be added for the six months, 2½ per cent. on that amount, making a further disbursement of	1,722
Being a deduction from the balance of "Veritas," of	£4,394

The result is, therefore, that "Veritas" has omitted to deduct disbursements, under the head of depreciation, which according to the Report will amount to between 4,000*l.* and 5,000*l.*, and unless he can increase his estimated receipts by that amount, or further diminish the working expenses, (by no means a probable event) the transactions of the current half-year will not yield him the 6 per cent. per annum on which he calculates.

Having to some extent corrected the defective statement of "Veritas," I beg to add my own belief that his estimated receipts will be realized, and that at the next half-yearly meeting the Directors will have the means, with the aid of their reserved fund, of paying a larger dividend than at the rate of 6 per cent. per annum, but will not consider it prudent to do so. That they will maintain the present dividend of 2*l.* per half year, upon 70*l.* paid up, I believe; but that the public do not believe so must be apparent from the quoted discount of 15*l.* per share. If the letter of "Veritas" should draw from some future correspondent the reason why the public, with the cost and present traffic before their eyes, are so very much alarmed at the prospects of this extravagantly expensive, and once "pet" line, some good will have resulted from it. The impression on my mind is, that the public do not give credence to our talented Chairman and Captain Lawes' estimates of 100,000*l.* per annum, as the cost of maintaining and working the railway, with a traffic of 300,000*l.* a year—the amount which may be reasonably expected in 1843 or 1844. Indeed, it is not quite clear from the last Report, if reference be had to that part of it in which allusion is made to the receipts between the 1st March and 30th June, that there are not "some quarterly salaries and *other payments*" to be added, as not included in the working expenses of 39 per cent. I do not allege that the working expenses have been stated below their actual amount, but it would be satisfactory to the shareholders to learn, from an authentic source, that there are no such additions for salaries to be made, to diminish the reserved fund of 37,577*l.* which several shareholders have considered as being subject to be reduced only by the charges for interest and depreciation, as mentioned in another part of the Report. If "Veritas" can ascertain whether the working expenses may be relied upon, as not exceeding 39 or 40 per cent., he will oblige, amongst the rest,

AN OXFORDSHIRE SHAREHOLDER.

November 13, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—A writer, signing himself "Veritas," in last week's number, in making a statement of a dividend might have made it more than at the rate of 3 per cent. for the half year. He has forgotten the balance of 37,577*l.* 16s. 11d. of the four months previous, *i. e.* from March 1st to June 30th, but which is subject to interest, say 22,067*l.*, and depreciation, say 2,666*l.*, leaving to add to his amount (after deducting from that, 4,000*l.* for depreciation of stock for the six months) 12,844*l.* 16s. 11d., then the account will stand thus :—

Net amount for the half-year	£34,477 5 7
Four months' balance.....	12,844 16 11
Total	£47,322 2 6

which will give 3½ per cent. for the half year upon calls amounting to 1,294,090*l.*, and leave a balance then of upwards of 4,000*l.*

A READER OF YOUR USEFUL PUBLICATION.

SHEFFIELD AND MANCHESTER RAILWAY—PARTIAL OPENING.

ON Thursday week, the Directors of this important undertaking, accompanied by J. Parker, Esq., their Chairman, J. Locke, Esq., engineer, and a numerous party of their friends, proceeded on an experimental trip along the line as far as Godley, (a distance of nine or ten miles,) previous to that portion of the line being opened to the public, which we understand is to be on Wednesday next. The train used upon the occasion, consisting of an engine and eight carriages, started from the station of the Company in Travis-street, Manchester—the same at present used by the Manchester and Birmingham Company—at about a quarter to three o'clock, some delay having occurred in removing an obstruction upon the line, and proceeded at a slow pace during the whole of the journey to the station at Godley, in order to allow the party present an opportunity of glancing, in passing, at the nature of the works, and of the difficulties which have had to be surmounted in their formation. On its return, however, the speed attained was occasionally very fair; and the result of the trip, both in going and returning, must have been highly satisfactory to the Directors and shareholders present.

We believe we are correct in stating, that, with the exception of the Summit Tunnel, and one or two viaducts, which are already far advanced, the portion of the line now completed is the heaviest in the amount of cutting and embankment, and considerably the most expensive, of the entire railway. So far as we are enabled to judge of the execution of the works in their present somewhat undressed state, the whole reflect great credit, both upon the engineer and upon the contractors; and, except in one or two places, the earth-work appears settled and firm, and the bridges, retaining-walls, &c., of a permanent and solid character. In the construction of the whole, strength and utility seem to have been consulted in preference to mere effect and ornament; and we believe the result of this common-sense mode of construction is, that no line of railway hitherto, with equal extent of works, has been laid down at so small a cost to the proprietors and so near the original estimate.

The engine used in this experimental trip, and we believe the whole of the engines upon the line, are of an extra powerful description, calculated to surmount with ease the somewhat steep gradients which occur throughout. No difficulty was experienced in ascending the steepest; and in the descent towards Manchester, the necessary stoppages were made at the different stations with a facility equal to that upon the most level railways. The first class coaches are very elegant and commodious. The second class are also very pretty, and in convenience, something between those upon the Grand Junction and those upon the Liverpool and Manchester line. The third class are what are termed "stand-ups," and resemble the same class in use upon the Manchester and Leeds line.

There can be no doubt that, when opened to the public, this length of line even, running through a very populous manufacturing district, must be extensively used, and be found of great value to the manufacturing population in its neighbourhood. That such is the opinion of the public themselves was made evident by the groups of delighted and wondering faces which greeted the train as it passed by the various bridges and inhabited places along the line. It cannot, however, attain its full degree of usefulness to the public, or its value to its spirited proprietors, until completed throughout, and the important districts at its termini thus permanently united.

The only accident which occurred was the destruction of a poor dog belonging to some of the excavators. The animal, in a sudden fit of enthusiasm, took a fancy to *bite the heels* of the engine in advance of the train; and, after running along the side of an excavation in pursuit for a considerable distance, bounded down at length upon his iron antagonist, and, as the result of his mad emprise, was severed in two, the whole train passing over him.—*Liverpool Standard*, Nov. 16.

SHEFFIELD AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—The recent accidents on the London and Brighton, and London and Croydon Railways, would almost have made any one believe that parties would be cautious against opening railways too early, but this does not appear to be the case, as I find a portion of the Manchester and Sheffield Railway to Godley, seven miles in length, was opened to-day for the carriage of passengers. It perhaps may not be known, but such is the fact, that nearly all the embankments are made of clay, and great portions of them put together within the last six weeks, during the very bad weather that has prevailed, and which must make them have a tendency to slip, from being formed of such material. I understand that Sir Frederick Smith has been over and certified that it is in a proper state to be opened; I only hope it may prove so, and no accident take place. Whilst on the subject of this railway, I should be glad if any of your readers can inform me when it is likely it will be formed the whole length through to Sheffield. It appears by the Share List, that there are 7,000 shares, and that 72*l.* 10s. has been called, and that another call is advertised of 10*l.*, making 82*l.* 10s., and which ought to produce 507,000*l.*; and yet the distance completed is only seven miles, and that in an imperfect state; the whole distance now let being only twelve miles, and five-sevenths of the capital gone. Surely the whole capital is not to be swamped in the length from Manchester to Glossop, if so, what is to become of the remaining twenty-eight miles, with the three miles tunnel? I observe by the Appendix to the Report of the Committee on the Bill in the House of Commons, that the estimated traffic on this railway was as follows :—

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From passengers, 502,788 at 2d. per mile each passenger	£88,819	16	8
From the carriage of goods, 584,851 tons at 4d. per ton per mile	166,075	0	0
From cattle	4,625	0	0
Total	£259,519	16	8

I find, amongst other matters, that this amount is founded upon an expectation of having a great portion of the trade which is now carried on the Manchester and Leeds Railway. If greater progress be not made in the execution of the line (the Act being obtained in the year 1837), I am afraid it will be a very poor competitor to that line, but time only can show. I shall, however, watch the returns, which I suppose will be published as all other Railway Companies do, in your excellent paper, and see what progress it makes to realise the annual income of 259,519*l.*

I am, Sir, your obedient servant,

A QUIET OBSERVER.

Manchester, November 17, 1841.

DRAINAGE OF RAILWAYS.

To the Editor of the Railway Times.

SIR,—From the pages of your valuable periodical being exclusively devoted to the interests of railway concerns, I am induced to hope the following observations on the very important operation of draining, as applied to them, will not be considered unworthy to appear in your columns.

I am led to address you at this time in consequence of having visited that part of the Croydon line where an immense slip of earth has lately occurred, which I am confident would not have happened had the slopes of the cut been properly drained at their formation, as they are in every other respect beautifully set out and grassed, and are laid at an angle of about 2 to 1, which is quite adequate for the depth of the cutting where the contingency took place.

It is generally admitted by all persons conversant with earthworks, that a slip of this nature is occasioned by the action of water; and usually by that which is absorbed at the surface, from which it continues to percolate until it arrives at an alteration of the strata, when it collects, and by its liquidity detaches the superincumbent weight, which then slides down, facilitated by the greasy quality of the clay which is increased by the moisture that caused its separation.

If this simple theory be true (and experience leads me to justify it) it follows that if proper drainage be effected when cuttings and embankments are made, a fall of earth similar to that which I have alluded to would seldom or never occur, and consequently heavy expenses to the proprietary, and serious inconvenience to the public would necessarily be prevented.

For this purpose I confidently recommend that *rubble* drains be made in the slopes of cuttings and embankments, such drains to be of two or three feet in depth, of proportionate width, and filled in with broken stone (magnesian lime stone if it can be obtained). These ridges should be made to communicate with and intersect each other, by which means it is evident all the surface water would be conveyed away to the bottom of the cut or embankment to be finally carried off, and would thus be prevented from collecting as I have described, to the great injury of the works.

If water is found to proceed from land springs, as is sometimes the case, similar drainage should be made at the source, or at least at that part of the works whence the water is observed to ooze out.

If it should be asked, why I recommend rubble drains, my answer is, that they are not prevented from acting by any slight movement of the material in which they are placed, as happens with pipe, tile, or brick drains, and as the broken stone prevents their being choked up, the water has a continuous free passage, which is not the case with any other description of water-course when disturbed.

PROBATUM EST.

London, 9th November, 1841.

CLARENCE RAILWAY.

To the Editor of the Railway Times.

SIR,—As it appears from your observation (in your last week's journal) that I had "stepped out of my ordinary routine," in reference to the late movement of the Clarence Railway proprietors, for a change in the place for managing its affairs, that you entertain an erroneous impression of my position in the matter, I trouble you with a few remarks —which I feel sure you will readily insert in your next number.

As I am the Solicitor of the Clarence Railway Company, you will of course not expect from me any information of which I become possessed in that character. But I am also a considerable shareholder, and have many friends embarked in the concern; and consequently, when the question as to a change in the system of managing the affairs becomes canvassed generally among the proprietary, it cannot surely be said that I step beyond my ordinary routine in giving my own honest opinion, as a shareholder, on the subject. Indeed, I consider that the whole body of proprietors, (by whom, in feat, I am appointed Solicitor to the concern,) have on that account a greater claim upon me to disclose to them my real sentiments on all points connected with its welfare. The entertaining and expressing, therefore, my opinion that the distance of the seat of Management is not only inconvenient, but prejudicial, to the welfare of the undertaking, you will at once see need not, as I confidently assert it does not, interfere with my giving my best attention to all matters which are professionally referred to me, and for the correctly conducting of which I am, of course, in every way responsible.

The occasion which first more forcibly called upon me to address the Committee on the subject occurred in August last, on my receiving a letter from the Secretary, requesting to be informed if I would consent to advance any further money towards the undertaking. I then considered it due, from me more especially, no longer to withhold from them and the proprietors, my sentiments and determination; and I consequently (disclaiming all party and personal allusion to any individual member of the Committee) wrote to the Secretary the letter, of which, in order that I may not be further misunderstood, I now beg to subjoin a copy, and which the gentlemen calling the special general meeting here, on the 4th instant, have printed and circulated amongst the proprietors, accompanied by their own remarks, and reasons for advocating the removal of the seat of Management from London to Stockton.

I am, Sir, your obedient servant,

RA. WARD JACKSON.

Stockton, 17th November, 1841.

The following is the letter above referred to:—

The Committee of the Clarence Railway Company.

Stockton, 13th August, 1841.

Gentlemen,—I have to acknowledge the receipt of Mr. Benson's circular of the 3rd instant, and, in replying to it, am desirous to record the grounds for my, at present, declining to subscribe any further sum. I have, for upwards of three years, given my utmost and best attention to the concerns and interests of the Clarence Railway, and I consider it now my bounden duty to yourselves, to the general body of proprietors, and to myself, not only as the Company's solicitor, but as having a pecuniary interest of some moment in it, to declare my sincere conviction of the utter impracticability of your attempting successfully to manage its affairs while you are removed upwards of 250 miles from it. I therefore, think I should act very wrongly if I were now to withhold from you and the proprietors the full expression of my sentiments on the subject. It must surely be manifest to all who give the matter one moment's reflection, that where a railway is, there should be its seat of management. I believe I may confidently assert that it is not only an unprecedented, but a ruinous system, for Directors, living at such a great distance off, to conduct the weighty and complicated affairs of an extensive railway merely by agents, who have to communicate only by letter with the Board upon the numberless important and intricate questions which are daily occurring, and which require gentlemen, with local influence and information, to decide and regulate—very often on the spur of the moment.

Many times have I myself felt the inconvenience of not being able personally to refer to you in matters which have come before me as the Company's solicitor: and I ought also to mention that the law expenses of the Company, as well as all other expenses connected with the Direction are much increased by the Board being at such a distance. Being, therefore, now thoroughly convinced, after the most mature deliberation, that any prospect of the railway remunerating the shareholders is hopeless, if the *entire* Board of Directors remains in London, you will not, of course, be surprised at my not making any further pecuniary advance so long as the present system is adopted. I will continue faithfully and zealously to discharge my duty as the Company's solicitor in all matters which are professionally referred to me; but I cannot, consistently with my opinion as to the management, consent to increase the money I have already embarked in the concern. I may indeed deem it prudent the rather to diminish the amount.

I will not also refrain from adding my great regret that some inexplicable feeling of opposition, or jealousy, should have sprung up against the Stockton and Hartlepool Railway. That line originated, and has been fostered and completed under the direct and acknowledged encouragement of the Clarence Railway Company, and has invariably been designated, in the reports of your proprietary, "as the salvation of the Clarence."

That this has been the case I am more and more satisfied, and could enumerate sufficient instances of the benefit which the Clarence has secured by the Stockton and Hartlepool. It is, therefore, beyond my comprehension what has now given rise to the feeling I allude to. I can truly declare that it is wholly unfounded; and I once for all beg, that, if the Clarence Railway Committee think they have any grounds of complaint whatever against the Directors of the Stockton and Hartlepool Railway, they will not hesitate to make them fully known. To prevent the possibility of misunderstanding I will just mention (though, probably, it is quite unnecessary) that I distinctly disclaim any idea of opposition, or personal allusion, to any member of your Committee. On the contrary I most readily acknowledge the confidence and kind manner with which I have uniformly been treated by every member. My objections, and thence my observations, are confined to the *principle* and *system* of management, not to the individuals.

In conclusion I beg to request that you will have this letter read to the general meeting on Tuesday next. Having to be in London for some days next week, I am making my arrangements to be at the Old Hummums, Covent Garden, by mail, on Monday morning. If you have a Committee meeting on that day, or previous to the general meeting on Tuesday and wish to see me, I will, on receiving a line to the Hummums from Mr. Benson, mentioning the hour, be glad to wait upon you.

I remain, Gentlemen,
Your faithful and obedient servant,

RA. WARD JACKSON.

To Mr. Charles Benson, Clarence Railway Office, 80, Old Broad-street, London.

CHELTENHAM AND GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—In your notice this week of the last general meeting of the Cheltenham and Great Western Railway Company, you make an observation in which every rational person must concur, feeling with you how much it is to be regretted that undertakings deliberately commenced, and authorised by the (frequently dear-bought) sanction of Parliament, should fail of being carried out to the full

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extent originally contemplated. In further reference to this subject, it was only yesterday that I accidentally ascertained, whilst expressing a wish for a branch line from this place to the Great Western, that the Cheltenham Union was at first intended to have been brought close to Oxford. By the abandonment of this project, how many advantages appear to have been lost! It would have admirably connected two highly important places, Cheltenham and Oxford, both with the Great Western, and with each other. It would have been the greatest accommodation to the inhabitants of Oxford,* (a place so fitly entitled to participate fully in the benefits of the western system of railways by forming a part thereof, and now participating in them so imperfectly), and in all probability by much promoting the influx of visitors, it would have greatly benefited the town in other respects, so that, as far as regards one important division of the collective system of railways for the whole nation, that division is left signally deficient—and irremediably so; whilst it is obvious that the grand trunk of the Great Western (an observation which I commend to the whole body of shareholders) has been robbed of a most powerful auxiliary. Then it is also to be considered whether the line, as originally designed, would not have received the joint support of Oxford and Cheltenham, and indeed the shares have been in greater demand with all parties, as promising more of an adequate remuneration than those of the existing Cheltenham branch. Moreover, I should wish to be informed, as ignorant myself, whether the works, according to the direction first proposed, might not have proceeded over a preferable line of country to that which terminates at Swindon; if so, the present situation of the Company, so justly regretted by you, must be added to the catalogue of mortifications pointed out as flowing from the cause assigned above.

The reason for relinquishing the Cheltenham and Oxford line, I find to have been the opposition raised against it by the heads of Colleges in the University, who disapproved of the facilities it afforded the students for indulging in excursions of a day to the metropolis—facilities, observe, that subsists as nearly as possible in an equal degree at present, by reason of the short distance which the Steventon station is from Oxford, and which, it is obvious, they avail themselves of. How great a pity, then, that the abandonment of so valuable a scheme, and the institution of so inferior a one, should have been occasioned by the resistance of persons who, however dignified by station and respectable in their own province, can be expected to have but little judgment in these matters, and little sympathy with the interests of the public as affected by them; and how much to be feared that proper energy was not exerted to prevent such insufficient objections from standing in the way!

I am, Sir, very respectfully, yours,

A FRIEND TO RAILWAYS AND THE RAILWAY TIMES.

Oxford, November 12, 1841.

* Of the three hours and a half which the journey to London occupies, one hour and a half is taken up by the coach part, the distance being but eleven miles, an important circumstance, both as respects the convenience of residents here, and the attraction of strangers to the City. The short branch to Didcot is in very remote prospect.

PREVENTION OF ACCIDENTS ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—Railway travelling has rapidly advanced to so great a state of perfection that were it not for the fearful occurrences which are frequently occasioned by this mode of conveyance, it might with justness be considered one of the greatest improvements of modern times. I am led to the consideration of this subject in consequence of the dreadful *character* of the accidents which are now too frequently witnessed on the different lines, and which must from their *nature* tend to fill the mind with extreme fear and dread, of what, in itself, is by far the safest method of travelling. The accidents to which I allude appear to be owing, not to any want of foresight or insufficiency in the regulations devised for the management of the different railways throughout the kingdom, but to the want of caution in individuals themselves, who by some imprudent act of their own, cause their lives to be sacrificed in this manner. Witness the numerous deaths that have taken place since that of the lamented and highly gifted Huskisson up to those which occurred on the Grand Junction line, a few days ago. It seems then that the regulations, however strictly enforced, are inadequate to secure the lives of those who occasionally are found rash enough to attempt to regain, or to leave, the carriages whilst in motion. To render such imprudent attempts free from the awful consequences attendant on them, I would suggest a simple remedy, which if adopted, must effectually prevent the repetition of such calamitous recurrences. A guard of strong wire net-work should be attached laterally to the under frame work of each carriage, which would bring it anterior to the wheels and posterior to the steps, to extend the whole length of the carriage, and one to two inches from the ground, thus preventing any who may miss his hold or slip from the step, getting by any possibility under the wheels, and thereby hundreds of frightful accidents would be avoided. The wire-work might be strengthened by rods of iron passing under the body of the carriage between the wheels. I mention wire net-work, or any reticulated work, as being lighter than any solid material, and it would be easily manufactured of sufficient strength to answer the purpose intended. A small square opening might be left in the centre, opposite to the axle box, to allow of its being properly supplied with palm oil. Sincerely trusting that these suggestions may meet with the approval of those who have the power of enforcing them, and that the heart rending scenes we have lately read of may be altogether prevented,

I remain, Sir, yours, &c.

W. H. BAINBRIGGE.

Everton, Liverpool, November 11, 1841.

SAFETY IN RAILWAY TRAVELLING.

To the Editor of the Railway Times.

SIR,—Safety seems the first desideratum in railways, as well as every other species of travelling. To do away the present impressions of fear, much too prevalent I must allow with part of the public, would be to render that general, which is now only partial, and consequently to put money into the pockets of the proprietors. With this view I offer for whatever attention it may be deemed worthy, a mode of constructing railways, from which I conceive much good might arise. The invention is not mine. I am not seeking to wear the colours of any other man, but merely to draw forth the opinion of those so much more qualified than myself to give it.

I recommend a third rail to be placed in the centre between the two, on which the carriages now run. From the engine, and perhaps some of the carriages, two small wheels should present themselves horizontally, one on each side of the centre rail, but not to touch it unless there should exist a disposition of the engine, &c. to run off the line, in which case one of the wheels would immediately come into contact with the rail, and thus check it. The rail must be capped over to confine the wheels. I submit, that under the plan I have attempted to describe, it would be next to impossible for carriages to run off a line.

I have a strong opinion that the middle rail I have been speaking of, might be applied as a means of retarding or even stopping the train at the will of the driver. I would effect this by a pressure given to it on each of its sides; this pressure could be limited, acting only to a certain extent.

I abstain of course from saying how or in what manner the middle rail should be laid down, or the mode by which the pressure is to be obtained,—these are subjects beyond me.

I remain, Sir, your humble servant,

E. JEFFRIES ESDAILE.

Cothelstone-House, near Taunton, Nov. 15, 1841.

BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—An attempted reply to my two previous statements in your very valuable paper was made in your last number, by "A Sedative," who is either completely ignorant of his subject, or wilfully disposed to misrepresent and injure the Birmingham and Gloucester Railway, and therefore is undeserving of any formal reply, as in the opinion of many of your readers, "the writer has shown the cloven foot."

If he had only referred to your general traffic list, he would have seen that the amount authorised by Act of Parliament is 1,266,666*l.*, and the actual expenditure up to the last balance sheet, June 30th, you give at 1,320,716*l.*, making an excess only of 54,050*l.* To make up this deficiency, and other sums required for the completion of the line, the shareholders authorised the creation of quarter shares on about 900,000*l.*, (the unborrowed capital,) to be paid by instalments, not ending *before* February 25th, 1842, which will, *when paid up*, make a total of about 1,500,000*l.* Yet your correspondent, Sir, styling himself "A Sedative," has the effrontery to say, that "the dividends will be made on 1,700,000*l.*," and consequently, "not pay 2 per cent. per annum." To make or to convert 1,500,000*l.* into 1,700,000*l.*, is an insult to common sense. Besides this, the gist of my statement given in figures (and there is no reasoning against figures,) was as to the *present* paid up capital—the *present* weekly returns of an average of 2,000*l.* per week, from the 30th June last, to the 31st December next, with an excess of average in hand of 1,300*l.* towards any defalcation in the next eight weeks.

I therefore maintain that more than consol interest will be made on these data, with the prospect of future advantage, I appeal to your good sense, and the common sense of your readers generally, but shall make no answer to any such as deal in "Sedatives."

I remain yours truly,

AN ORIGINAL SHAREHOLDER.

Birmingham, Nov. 10, 1841.

REGISTRATION OF SHARES.

To the Editor of the Railway Times.

SIR,—Your valuable paper being open to the correction of abuses in Railway Management, would you allow me to call the attention of shareholders to the *enormous fee* attending the registering of shares?

On some lines 2s. 6d. per transfer is charged not endorsed, or 5s. with certificates endorsed; on others, 5s. per transfer not endorsed, and 1s. per share extra if certificates endorsed; while on another 5s. a transfer, and 1s. a share for endorsation is charged, and the endorsing is compulsory. Surely, Mr. Editor, some stop ought to be put to this vexatious charge. The London and Birmingham, which holds the first rank in railways, makes no charge whatever, and no one can doubt the good sense of this arrangement. To facilitate sales and purchases of railway shares is the main spring of success, at least so far as regards the financial department; yet when this enormous taxation for registering of shares is taken into account, it deters many parties from purchasing, not only because of its high charge, but because of its injustice; for surely "paying to lend money" is too bad, even although you are to obtain some recompense for it hereafter.

Your obedient servant,

JUSTITUS.

P.S. It would be as well if Railway Directors were to turn their attention to the advertisement in your last two papers, respecting "a central station" for time tables, fares, &c. The small sum which it would take from the funds of the railways, would be more than doubly returned by the facility and accommodation it afforded to the public.

15th November, 1841.

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RAILWAY SHARE-LISTS.

The London Prices are supplied by Mr. Wetenhall; the Liverpool by Mr. C. J. Townley; the Edinburgh (marked *) by Mr. R. Allan; and the Glasgow (marked †) by Mr. J. Watson.

Length of Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	81†	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	47½	47½	..
—	—	6900	33⅓	25	Ditto (*Thirds*)	..	..	..	..	10½	10½	..
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	58
—	—	10000	17½	7½	Ditto (*New*)	..	..	..	5	4½	4½	..
76	33	15000	100	60	Bristol and Exeter	28	..	..	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	....	....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14¼	14¼	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	7½	..	5½	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
73¼	....	9000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	25*	25†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	..
46	....	18000	50	50	Edinburgh and Glasgow	44½*	44½†	..	..	..	..	44½
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	20	Edin., Leith, & Newhaven	..*	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	38*	38†	..	..	..	..	..
91	40	12500	50	50	Glasgow, Paisley, & Ayrshire	38*	38*	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	24*	23†	..	..	..	..	23¼
15½	....	6000	50	50	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	191	..	190	190	187
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	93
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	25¼
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	65½
118	118	25000	100	65	Great Western	79½	..	78½	..	78⅝	78⅝	78
—	—	25000	50	50	Ditto (*New Shares*)	56¼	..	56½	..	56¼	56¼	56
—	—	37500	20	4	Ditto (*Fifths*)	8⅛	7⅞	..	..	8	8	7⅞
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5130	100	100	Liverpool and Manchester	..	..	..	..	..	..	186
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46¼
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	91
..	..	....	..	..		..	..	..	..	..	..	..

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	156	..	..	156	155	155	156
....	....	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	..	..	21⅜
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	52⅛	..	..	52¼
....	....	....	32	2	Ditto (*New Shares*)	..	24½	..	..	..	..	26
33	33	24000	25	25	London and Blackwall	..	..	9	..	..	..	..
....	....	....	6¼	4½	Ditto (*New*)	..	..	7⅞	..	5	5	..
56	56	36000	50	50	London and Brighton	37½	37½	37⅜	87½	37	37	37½
10½	10½	33000	ayr.	13⅜	London and Croydon	12	..	..	..	..	..	..
33	31	20000	20	20	London and Greenwich	..	..	..	..	6½	6½	..
—	—	....	....	20	Ditto (*New Shares*)	..	..	..	17⅜	..	..	..
....	....	....	....	6¼	Ditto (*Scrip*)	6¼	..	..	..	..	..	..
77	77	36000	avr.	38½	London and South-Western	53	..	53	53½	54	54	53
—	—	42000	5	2½	Ditto (*Tenths*)	..	..	2½	..	..	..	2½
50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	56½
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	2⅜	..	..	..	2⅜
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	52½
40	5	30000	70	40	Manchester and Birmingham	..	22	..	..	..	..	22½
40	....	7000	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	85	86	..	..	..	..	86½
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	20½
....	....	1940	25	25	Monkland and Kirkintilloch	..	58*	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	..	..	..	..	..	65½
....	....	15000	50	40	Ditto (*New*)	31½	..	31½	..	..	..	32
—	—	15000	21½	15	Ditto (*Thirds*)	..	14	..	..	..	..	14½
32¼	26½	7200	50	30	Northern and Eastern	22½	..	..	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	75
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	43	South-Eastern and Dover	..	..	..	90	..	..	193
27	27	2000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
....	....	....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
23	23	4750	50	50	York and North Midland	84	..	86	..	86	86	86
—	—	6700	25	10	Ditto (*New*)	28½	..	28½	28½	28½	28½	..

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Nov. 13	1,614½	£67 14 6	£130 1 11	£197 16 5½	£2 3 11	£13 8 9	£189 17 0½	15
1,056,666 0 0	858,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Nov. 13	..	791 8 4	347 9 4	1,138 17 8	3 14 10½	26 4 2½	950 10 7	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	51	Nov. 12	5,426	1,262 13 6	255 13 8	1,518 6 2	4 5 0½	29 15 4½	614 17 2	31
450,000 0 0	437,693 10 5	5 0 0	Brandling Junction	4	25	Nov. 14	9,421	359 3 8	453 9 6	812 12 9	4 12 10½	32 10 1½	....	..
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	5	14½	Nov. 15	5,079	372 14 0	38 6 8	411 0 8	4 0 11½	28 6 11½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	6	6	Nov. 14	25,103	....	....	555 5 9	13 4 5	92 10 11½	530 7 11	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	7	16½	Nov. 14	3,690½	159 15 4	70 18 1	229 13 6	2 5 8½	13 14 2½	222 7 8	16½
2,133,333 0 0	1,654,898 4 3	2 3 6	*Eastern Counties'	8	17½	Nov. 14	11,112	....	....	679 2 2	5 10 10½	38 16 1½	542 6 11	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	9	40	Nov. 13	10,482	651 6 1	314 9 7	965 15 8	3 15 5½	22 12 10½	743 0 1	..
....	....	....	†Glas., Pais., & Green.	10	22½	Nov. 13	9,514	547 18 11	126 19 1	674 18 0	4 19 11½	29 19 10½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	11	83	Nov. 13	..	5,296 16 0	1,739 11 3	7,036 7 3	8 16 4	61 14 5½	7,278 16 6	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	12	45	Nov. 15	..	684 6 11	504 2 10	1,188 9 9	4 1 9½	28 12 7½	....	..
5,331,527 9 10	5,877,120 7 8	3 0 0	Great Western	13	118	Nov. 14	..	8,679 12 10	2,073 18 7	10,753 11 5	9 1 6½	63 10 8½	4,896 6 11	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	14	31	Nov. 13	3,360	409 12 2	366 14 3	776 6 5	3 11 6½	25 0 10	511 9 5	..
488,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	15	20½	Nov. 13	2,170	390 12 11	38 19 5	429 12 4	3 2 8½	21 19 1½	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	16	31	Nov. 12	..	2,329 17 4	1,987 1 3	4,316 18 7	19 17 10½	139 5 1½	4,283 6 4	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	17	112½	Nov. 13	..	11,047 4 0	2,659 6 0	13,706 10 0	16 7 7	114 18 1	13,106 7 1	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	18	3¾	Nov. 18	27,369	....	....	525 15 8	20 2 6	140 17 6	447 5 10	3¾
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	19	56	Nov. 13	5,150½	1,401 17 3	68 1 11	1,469 19 2	3 14 10½	26 4 11½	53 7 8	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	20	10½	Nov. 16	4,255½	....	....	257 15 0½	3 10 1½	24 10 11½	485 11 11½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	21	8½	Nov. 18	25,295	....	....	769 0 0	29 5 10½	205 1 4	768 4 2	8½
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	22	77	Nov. 15	..	3,256 9 10	929 2 0	4,185 2 10	7 15 3½	54 7 0½	3,840 13 6½	77
2,800,000 0 0	1,515,045 2 1	....	*Manchester & Birm	23	5	Nov. 15	9,483	....	....	273 9 6	7 16 3½	54 13 10½	283 6 0	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	24	10	Nov. 11	..	390 7 6	190 5 5	580 12 11	8 5 10½	58 1 3½	530 8 11½	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	25	50	Nov. 6	..	1,595 17 3	1,498 17 6	3,094 14 9	10 6 3⅔	61 17 10	....	12½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties'	26	57	Nov. 13	8,301	1,419 18 8	883 6 4	2,303 5 0	5 15 5½	40 8 1⅔	1,514 13 9	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	27	61	Nov. 13	..	650 5 2	926 15 10	1,577 1 0	8 17 1½	27 9 0	1,646 3 5	61
3,000,000 0 0	3,065,032 13 11	4 5 8½	North Midland	28	72⅔	Nov. 13	..	2,399 11 6	1,268 11 8	3,668 11 2½	7 4 11⅔	50 4 11½	2,388 15 0	72⅔
780,000 0 0	560,000 0 0	6 13 4	North Union	29	22	Nov. 12	8,250	764 18 8	220 19 0	985 17 8	6 8 0½	44 16 3	950 15 3	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	30	26½	Nov. 14	6,381½	....	....	817 7 4	4 8 11½	31 2 9	372 15 6	..
500,000 0 0	337,920 13 0	2 10 0	Preston & Wyre	31	19	Nov. 13	1,607½	122 0 10	50 7 8	172 8 6	1 5 11	9 1 6	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	32	20	Nov. 14	4,958	....	....	253 19 5	1 16 3½	12 13 11½	168 1 8	8
446,666 0 0	566,672 8 1	9 0 0	York & North Midland	33	23	Nov. 15	6,035½	....	....	1,342 13 6	8 6 9½	58 7 6½	843 1 6	23
....	....	....		..	..	..	..	....	....	....	....	....	....	..

2. Toll to London and Birmingham 129*l.* 15s. 8d., to be deducted from gross receipts.

4. The total length of line and branches is 25 miles:—15 miles of passenger and general traffic, and 10 miles of coal traffic alone.

8. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

10. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

11. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

13. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

15. The 38*l.* 19s. 5d. from goods, &c. is for toll only.

16. Ten per cent. is the maximum dividend allowed by the Company's Act.

17. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

19. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

20. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

21. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

22. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

24. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

25. The 3,094*l.* 14s. 9d. are the receipts after deducting omnibus charges, and payments to other Companies. The returns are for five days only, to make the week end on Saturday. The dividend is from the time of opening.

26. The receipts for goods, &c. include, carriages, 311*l.* 12s. 0d.; horses, 51*l.* 2s. 6d.; dogs, 1*l.* 6s. 0d.; parcels, 223*l.* 13s. 3d.; cattle, 42*l.* 7s. 0d.; corn, 4*l.* 0s. 4d.; heavy goods, 404*l.* 8s. 9d.; coal, 124*l.* 16s. 6d.—Total, 883*l.* 6s. 4d. The dividend is from the time opening.

28. The details of the receipts are as follows:—Passengers, 2,070*l.* 3s. 6½d.; parcels, carriages, horses, and mails, 329*l.* 7s. 11½d.; merchandise, 1,021*l.* 15s. 3d.; minerals, 178*l.* 17s. 5d.; cattle, 67*l.* 19s. 0½d.—Total, 3,686*l.* 3s. 2½d.; including North Midland proportion of Manchester and Leeds traffic, amounting to 113*l.* 7s. 9½d. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

29. The receipts stated are after deduction of Liverpool and Manchester toll.

30. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

31. The capital of 500,000*l.* includes that provided for harbour and works as well as railway. The dividend is from the commencement.

33. The traffic stated does not include the Leeds and Selby;

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TO CORRESPONDENTS.

Y. Z. *(Liverpool).—We are at all times anxious to give both sides in the dispute fair play, but we have not seen the article referred to by our correspondent.*

A Six wheel Engine-driver *should apply at once to Mr. Hood. We cannot enter into that gentleman's motives.*

No Railer *is a very great railer indeed, and what is worse, a railer without cause. Does he suppose that his assertions are to be received as proved facts?*

Edinburgh and Glasgow Railway.—*A correspondent writes thus:—"Some time since (in May I believe) the Edinburgh and Glasgow Railway Company advertised for officers. Thinking myself qualified to fill one of the situations, I procured at some personal inconvenience and expense, credentials from undeniable sources. As yet, I hear, no appointments have been made, and I ask the powers supreme if they are acting justly to those who, like myself, have been kept in a state of suspense seven months." We cannot suppose that the officers have not been appointed long since, although probably the late squabbles at the Board may have caused some delay. It is not practicable to apprise rejected candidates (the number is so great) of their own want of success.*

A Subscriber *(Gosport).—There is such a railway.*

An Admirer of Railroads —*We do not see what our correspondent has to complain of. He was taken to Broxbourne for the stipulated price, and within the stipulated time, and what matters it to him, or any other traveller, whether the railway is a few miles longer or shorter than the common road. Let those who prefer the road use it; but do not let the Railway Company be found fault with for what they cannot help.*

J. R. C. *must have been misinformed; we do not believe that at present there is any particular demand for the class of servants to which he refers. By and by there may be.*

In Mr. **Theodore Cruckshank's** *letter of last week, on four-wheeled engines, 3rd column, near the bottom,* "16 *feet long" was misprinted for* "6 *feet long."*

R. O. P. E.—*We feel much obliged.*

Thames Haven Railway.—*Our respectable contemporary, the* **Essex Mercury**, *in quoting in his paper of yesterday the paragraph relating to the Thames Haven project, which appeared in our number of last week, scarcely does us justice in omitting the introductory sentence, wherein we stated most distinctly that we could not of our own knowledge vouch for the accuracy of the statements put forth. As printed in the* Essex Standard, *it would appear as if we had given an opinion Editorially in favour of the past or present plans of the Directors.*

Chester and Birkenhead Railway.—*The returns of traffic for the week ending Nov. 8, were—Passenger* 376*l.* 10*s.* 3*d.*; *Merchandise* 35*l.* 9*s* 4*d.*; *Total,* 411*l.* 19*s.* 7*d. The returns though dated the* 8*th, did not reach our office till the* 13*th.*

Brandling Junction Railway —*The traffic for the week ending November 7, was—Passengers,* 360*l.* 17*s.* 9*d.*; *Goods,* 375*l.* 9*s.* 9*d.*: *Total,* 736*l.* 7*s.* 6*d.*

Great Western Railway.—*The letter of* Clitho *is in type.*

A Clarence Railway Shareholder *shall be attended to next week*

THE RAILWAY TIMES.

SATURDAY, NOVEMBER 20, 1841.

In our last number we alluded to the plan of proxy-voting, and expressed a doubt as to how far it was likely to be conducive to the prosperity of the Railway System generally. The particular instance which called forth the remarks in question was the result of a late meeting of the Clarence Railway Company; and *there* we think there can be but one opinion respecting the operation of this mode of proceeding, when it is seen that a most important point was negatived by proxies of long standing and obtained, it is alleged, under very different circumstances from those in which they were used, contrary to the wishes of a large majority of the proprietors who happened to be present in person. It is quite possible that the Stockton meeting to which we are referring may have been attended more numerously by the friends of the opposition party (if we may so term those who are agitating for a removal of the seat of Management to the country in direct hostility to the sentiments and schemes of the Directors)—it is possible, we say, that these parties may have mustered in strong force, simply because the place of meeting was convenient for those holding views such as the proxy votes defeated, and that if the whole Clarence proprietary had been fairly canvassed, a majority might still have been found in favour of distant management, but that circumstances would in no way answer the charge, nor justify the alleged act, of raking up proxies from their long-forgotten sleep, and by them determining in a matter of so much importance the future course to be pursued by the Company. The fairest, the openest—the only satisfactory—course for the Directors to have pursued was to have applied for fresh proxies, if proxies must be had, putting the question at issue clearly and distinctly before the shareholders, and then, if the opinion of the majority had been given in favour of London Management, the minority would, we presume, have felt satisfied, or at least would not for some time to come have re-agitated the matter. As it is, they will in all probability persist in bringing the question before every subsequent meeting of the Company, the more especially as they appear to consider (we say not with what reason) that they have been to a certain extent tricked in the business, and that the sentiments of their co-proprietors have not been candidly canvassed nor fairly and deliberately recorded.

We repeat, that we entertain a very strong dislike to proxy-voting, as generally practised in the Companies. It is certainly but right that property should be represented, and it seems, moreover, but fair that where a proprietor is unable, from whatever cause, to attend in person, his known sentiments should be acted upon in a matter affecting perhaps the very existence of his interest in the undertaking. This, however, being granted—and we grant it to the fullest extent—there ought, we think, to be some restrictions imposed in the exercise of such right. For it is never to be forgotten that the granting of a proxy denotes, of necessity, "a foregone conclusion." The party entrusting the instrument to his friend, must either have made up his own mind as to the most beneficial course to be followed in a particular instance, or he must trust in a general way to the impression which may be made upon his friend's understanding from the discussions that may arise, or from the events which may transpire between the granting of the proxy and its application. In either case, the holder of the shares in respect of which the proxy appears, is himself precluded from fairly estimating the force of any arguments and facts that may be adduced during the discussion preceding the division—arguments and facts which might possibly modify, in a very striking degree, his previous impressions, or lead him to waver in his confidence of his friend's judgment. We believe that few proprietors attend a general meeting without having previously made up their minds for or against any particular proposition that they may think likely to be brought forward; but, nevertheless, the opportunity of listening to and duly weighing the whole circumstances and illustrations of the case ought to be afforded, and as, we hinted last week, we do not imagine that if the matter be one of moment, or of special interest to individuals, they will to any great extent absent themselves from its formal discussion. It is by some objected to the prior publication of Directors' Reports and abstracts of balance sheets, that the interest of the periodical meetings of the Companies would thereby be destroyed, and that in consequence very few persons would give their attendance. We deem the objection of very little weight. It is much more probable, indeed, that a careful examination of the official statements about to be submitted for their approval, and a comparison of these with similar documents previously put forth, would induce proprietors to attend the meetings for the purpose of having doubtful points cleared up, and apparent discrepancies reconciled. Be this, however, as it may, surely nothing can tend more to detract from the interest with which expected discussions on matters of importance are looked for, than the knowledge that it requires no sacrifice of ease or convenience to determine a question, either one way or another,—that those who do not attend are placed precisely in the same position as those who do,—and that in most cases it is quite useless to strive against the power centered in the Directors of the Company, from the vast number of proxies which these parties usually contrive to secure.

Probably it would be well if only a certain proportion of proxy-votes were admitted—a proportion either as regards the entire number of proprietors, or the number that might be present on particular occasions. At any rate, we would have none but what may be termed *special* proxies used—we would have the particular occasion of their application specified, if not the very question upon which their influence was to be brought to bear. This would require, of course, that no matter should be brought to the vote without previous notice; and, indeed, such a regulation would, under any circumstances, be desirable. Directors are at present compelled in self-defence to have as large a number of proxies as possible in their hands, less factious or interested individuals should come to a particular meeting thus armed, and defeat a measure obnoxious to themselves, or carry one which the Directors may conscientiously believe would prove prejudicial to the best interests of the undertaking. If, however, due notice of intended motions were at all times given, no one could complain of being taken by surprise; nor would such an arrangement as this be serviceable and convenient to the Directors alone. The proprietors would soon reap important benefits from its adoption. How frequently does it happen at the half-yearly meetings, that after much valuable time has been wasted in discussions the most frivolous, and when the meeting are wearied of further business, and anxious to retire, most momentous questions are brought forward by Directors, and literally without a word of remonstrance on the part of the proprietors, or one iota of explanation by the authorities, carried or rejected, just as the Management may point out; whereas had the shareholders had a reasonable time for deliberation, the very opposite course would have been adopted? We have sometimes been unchari-

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table enough to suspect that these trifling controversies—these insane speechifyings—were secretly promoted (as we certainly have on more than one occasion seen them indirectly encouraged,) by honourable gentlemen behind the table, for the express purpose of calling off attention from some really important, but probably to the Directors not very pleasant, business that is thereafter slurred over as already described. Unfortunately a personal collision between speakers on adverse sides is so much more *piquant* than a discussion of dry details of facts or figures, that this *ruse*, if such it be, is generally pretty sure to be effectual.

With respect to the mode in which proxies and votes generally are applied, it surely is a glaring abuse of their legitimate influence, that their number may be very considerably increased by entering into certain well understood arrangements for the pretended sale of the shares which they represent—that for example, A. who holds 500 shares, and is thereby entitled to a certain number of votes, should, by making over a portion of his holding to B., C., D., and E., be able to command through their instrumentality, a much larger influence than the original holding would entitle him to. Whatever proportion the number of votes may bear to the number of shares in any given instance, the same proportion should hold in every other instance; if 500 shares entitle to 100 votes, the breaking up of these 500 shares into holdings of 50 each, should not produce in the aggregate one vote more or less than the 100. The simplest plan would be to grant a vote for every share held, be the number large or small. The total number of votes would thereby be increased, but the result would not be affected, and on the supposition that a proprietor holding ten shares in a railway has ten times the interest in its prosperity that is felt by the holder of a solitary share, so would be his influence in securing such prosperity as far as it *can be* secured by the votes of the shareholders in general meeting assembled.

We briefly adverted in our last number to the effects likely to arise from the practical introduction of steam navigation upon the river Irwell, as respects both the Manchester and Leeds and Liverpool and Manchester Railway Companies; and we could not but express our regret that anything should have been suffered to interfere with the construction of the short junction line between these two great undertakings, more especially as both Companies had applied for and secured Parliamentary sanction for the work, although, unfortunately, the Liverpool Company now shrink from carrying their part of the project into effect. A correspondent attributes this apparent desire of the Liverpool Directors to draw back from their engagements, to the prevalence of an influence at the Board in favour of a certain canal, the prosperity of which might be considerably affected were the junction line constructed. We know not how this may be, but certainly the conduct of the Board in this matter affords strong room for suspicion that there is some secret influence at work or that some object is to be attained which the Directors do not venture to avow. What, indeed, can be more inconsistent than for a Company to go to Parliament for permission to undertake a particular work, and having obtained such permission, to leave the scheme in abeyance? We may be sure that the only ground upon which the privilege prayed for was conceded by the legislature must have been a consideration of the public advantages which were expected to result from the execution of the project; and how has the interval which has since elapsed tended to detract from such advantages, or to render the public less deserving of them? To us it appears very much like *playing* with Parliament, to pursue the course in which the Liverpool and Manchester Directors seem determined to persist.

We have heard it urged that the project is not likely to turn out advantageous as a pecuniary investment, and that the unwillingness of the Liverpool Directors to commit their constituents to the chance of loss, is the sole cause of their present apathy. If it be so, it should be openly and broadly stated, and moreover it should be fully explained how it happened that this alleged unprofitableness was not discovered sooner. Were the Directors deceived in their estimate of the probable income, or the cost of construction; and if so, by whom were they deceived? That at one time they must have been satisfied of the results to be expected from the formation of the junction line is manifest enough, otherwise they would never have consented to the trouble and expense inseparable from an application to Parliament. If they have rushed unthinkingly into a foolish speculation, from which more sober reflection now leads them to retreat, let them boldly avow it, and if their caution cannot be commended, their candour will do them honour.

As a general rule, as well as in this particular instance, we most strongly deprecate all merely speculative applications to Parliament,—such applications we mean, as it is not fully and truly intended to act upon, should the requisite powers be secured. We pass over the injustice and injury inflicted upon parties whose property may be affected by a proposed railway, and the anxious suspense in which they are kept, (it may be for years), as to the future movements of those who have contrived to obtain the help of the strong arm of the law; it is the effect as regards the future disposition of the legislature for which we are principally concerned. Already there is more than enough of ill-feeling towards railways evinced by members of both Houses of Parliament—already such speculations are regarded by many as little short of national nuisances, or as, at best, the means of obtaining a doubtful advantage from the cupidity of interested schemers—already the promoters of these important works have much to struggle against from the bigotry and rapacity of landowners and others; and it is detrimental to the system generally, and to the advocates of particular undertakings to cause that odium and that opposition to be increased by professing anxiously to seek for the sanction of Parliament, and then to leave it wholly inoperative. Ill-digested schemes are in this respect productive of twofold evil; they disappoint their immediate promoters, and lend a heavy blow to all similar projects, however well matured.

It would, perhaps, be carrying a right principle too far in practice, were it made compulsory upon all parties applying for and obtaining legislative authority for railways or such like schemes, to complete their respective undertakings at whatever cost or risk. Circumstances may arise which it was wholly impossible to foresee, and those who at the outset fully intended to finish a prescribed work, may thus be rendered wholly incapable of complying with the conditions upon which their privileges are based; but in nine cases out of ten, no such plea can be justly urged, and ought not to be allowed. It is for the interest of the public, and not merely or mainly for the pecuniary benefit of individuals, that the legislature is supposed to interfere in what are called "Private Bills" for the construction of railways, roads, canals, and other similar undertakings, and if that interest be carelessly overlooked or knowingly postponed to the promotion of any other, the legislature, and the legislature alone, is greatly to be blamed. But the truth is, that the legislature itself is over-reached and deceived, when Companies come forward to undertake a particular work, and then shrink from the terms of a contract into which they have voluntarily entered. If any means could be devised for keeping such parties to their implied engagements, these means the members of the legislature ought to adopt, not less in their own vindication than in justice to those whose interests they profess to protect. They might at least compel the parties to show sufficient cause why they have hesitated to carry out to their full extent the powers and privileges secured to them by their several Acts; and if such cause should not be shown, then might they be dealt with accordingly. We do not take upon ourselves to assert that the Liverpool and Manchester Company have not valid and satisfactory grounds for refusing to extend their line to the point for which they have obtained Parliamentary permission, but while these reasons remain unexplained, the Directors must not feel surprised if their sudden retreat from a position into which they entered of their own free will, should be ascribed to motives not the most deserving of praise.

Scarcely one provincial newspaper can we take up without finding in it some remonstrance against the existing or contemplated arrangements of the General Post-office. We believe that in the great majority of instances these complaints are without any solid foundation. Local accommodation, although it ought as far as possible to be promoted, must at times yield to the regulations necessary for the general conduct of so complicated a business as that presented by the Post-office, and if every obscure town or village cannot be embraced in the improvements which we are happy to see the authorities of that noble establishment have of late shown a disposition to carry into effect, the fault is not to be ascribed to any unwillingness on the part of the Post-office to supply the much-coveted accommodation.

It is not in respect of these details that we are inclined to find fault with those whose duty it is to superintend and direct the daily operations of the Post-office. We are of opinion that they err in a much more important matter, namely, in omitting to take full advantage of the extraordinary facilities which the leading lines of railway supply for the more frequent transmission of the mails. We doubt whether, after all, railways are very particular favourites at the Post-office. They have interfered so much with the time-honoured arrangements of that establishment—have so unscrupulously upset the routine which in all public offices, and in the Post-office more especially, becomes a second nature, that one can hardly feel surprise that the new-fangled system should be looked upon with suspicion, if not with dislike. For some time after the letter-bags began to be carried by the first-established railways, complaints on the part of the Post-Office authorities, as to delays and disappointments, were very numerous. We do not assert that in many cases these complaints were altogether groundless. On the contrary,

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we are firmly persuaded that the culpable irregularities which at that time marked the operations of one of the leading lines (irregularities which we are happy to say have long since been remedied) did much to prejudice not only the Post-Office officials but the public against the (then) novel mode of conveyance. Too happy were the interested enemies of railways to join in the cry, and loudly was it then raised. That the clamour has long since subsided, and that no man in his senses would now for a moment advocate a return to the old system, is the best proof that could be given of the innate superiority of railways, and of the pains taken by those to whom their management has been entrusted, to secure to the public, and consequently to themselves and their co-proprietors, the fullest amount of benefit which these undertakings are capable of producing.

So far from any prejudice now existing against the conveyance by railway of the correspondence of the country, the general complaint among men of business is, that the Post-Office people are slow to avail themselves of the full measure of benefit which might be reaped therefrom. It would be strange indeed, if it were otherwise. The mercantile world has witnessed too much of the facilities for personal intercourse which railways so eminently furnish, not to desire to see a corresponding advance in the conveniences which the Post-Office professes to supply for the transmission of letters. Journeys which formerly occupied from 30 or 35 hours, are now by means of railways reduced to 10 or 12, while the facilities offered by the Post-Office have by no means advanced in an equal ratio. With the exception of the establishment of day mails to a few of the principal towns, the public has gained little from the transmission of the mails by railway. In London, for example, the period during which the letter-boxes remain open has not been extended, and if the morning delivery be somewhat expedited, it is owing more to the arrangements unconnected with, and independent of, the railways, than to any saving of time in the trans-urban journey.

The Post-Office authorities will never fully carry out the objects of the establishment over which they preside, until they determine to afford the greatest possible facilities of which the existing mode of communication will admit. If ever such a determination were politic and prudent, it is at the present moment when the effects of a great change in the financial department of this branch of the public service are beginning to be felt, and when unless increased, encouragement can be given to the multiplication of correspondence, it is to be feared that the old system, or at least a modification of it, must again be resorted to. We are strongly of opinion that if additional mails were instituted, with the present low rate of postage, the number of letters would be immensely increased. The experiment is at all events worth trying. We understand that the Directors of one of the principal Railway Companies, acting upon the hint which we ventured to throw out some few weeks ago, have volunteered to carry a mid-day mail for six months without any profit whatever, till it can be seen how the plan will succeed. How the proposition will be received by the Post-Office authorities remains to be seen. The example, however, is deserving of imitation, and we cannot believe that if public opinion were strongly expressed upon such a point, any body of officials would long venture to resist it, however troublesome to themselves might be any arrangements consequent on the adoption of so manifest an improvement.

THE Sheffield and Manchester Railway was partially opened on Wednesday last, namely, from Manchester to Godley, a distance of about 8 miles. We cannot but deem this step ill-advised at this season of the year—in the present state of the weather—and after the unprecedented severity of rain with which we have of late been visited. The works upon the portion of the line thus opened cannot but have been seriously affected by those rains, in common with every other new work, and indeed every work of the kind whether new or old; and should any slips or subsidence occur from that cause, now that the trains are running, the result would probably be some lamentable catastrophe to the public, and certainly a source of great additional expense to the Company. It is true that Sir FREDERICK SMITH is said to have certified the solidity and safety of the works; but with all deference, we are not inclined to put much faith in these (of necessity) cursory inspections; nor would our confidence be much increased in this instance, if it be true, as was very industriously circulated at the time, that the gallant officer had, previous to the opening of that line, pronounced the works of the Brighton Railway to be among the most perfect, if not *the* most perfect, of the kind he had ever seen—this *perfection* being in a very few weeks so strikingly apparent!

Nor do we see what profitable result can be expected in the shape of traffic upon so short a portion of the Sheffield and Manchester line at such a period of the year. Pleasure-travelling is out of the question; and we doubt whether, under the circumstances, there is likely to be a sufficiency of other business to reimburse the expenses of working. By waiting till the commencement of spring, the works upon the line would have been still further consolidated, and the Company's arrangements more satisfactorily matured.

The Gosport line is to be opened in a few days, and although even in that case we would counsel a few months' postponement, the circumstances are very different from those of the Sheffield and Manchester Railway. The Gosport line is but a branch of a railway, all the arrangements of which have for many months been in full and efficient operation. The servants are all trained, the machinery in good order, the times of departure and arrival from the main termini long since fixed, and daily acted upon; whereas in the Sheffield and Manchester Company's case, every thing of this kind is still matter of doubtful experiment. Should any accident arise from this opening, the Directors will assuredly be much blamed.

We can readily conceive how it is that the Sheffield Directors should be anxious to bring a portion of their line into active operation at the earliest possible moment. The present position of the undertaking is far from being a desirable one, and doubtless they think if they can but once show that they have made a start, some of their difficulties will disappear. For many of these difficulties they have, in our opinion, to thank their own objectionable policy; but, be that as it may, we do not think that the course which they have pursued on this occasion will at all retrieve the misfortunes or mistakes of the past, while it *may* tend greatly to aggravate and prolong them.

A WEAK defence is not unfrequently more fatal to a cause than a vigorous attack of an adversary, and such would seem to be the case with the anti-Sunday travelling question, as handled by the members of the (self-styled) "Newcastle-upon-Tyne Society for promoting the due Observance of the Lord's-day." At the urgent request of a valued (and we are sure a well-intentioned, although we cannot help thinking a much mistaken) correspondent, we give insertion elsewhere to an address of the body above named, to the Directors of the Edinburgh and Glasgow Railway, with a view to prevent the running of Sunday trains upon that line.

We believe that the minds of the great majority of our readers, and of the English public generally, have long since been fully made up in reference to this question, and therefore we do not intend to re-open it on the present occasion. We cannot, however, make this slight allusion to the Newcastle address without calling attention to the display of hypocritical cant in the reference to *religious and moral* Scotland! If the Directors of the Edinburgh and Glasgow Railway suffer themselves to be decoyed in the smallest degree by such appeals, they are, to say the least, but ill qualified for the office they fill.

Shall we confess it (and why should we not?) that a statement put forth by the Newcastle Society affords us much pleasure, namely, that "on a certain Lord's-day about three months ago, a greater number of individuals left Newcastle by the railway trains and river boats, than the average number attending the whole of the places of worship of all denominations in that large town?" We trust we have no occasion to disclaim the smallest disrespect to the religious institutions of the country—institutions to which, more than to any thing beside, so much of our national pre-eminence is to be ascribed; but on this subject we may be allowed to quote once more a stanza which has already appeared in our columns, from the pen of one who knows practically more of the situation and sensations of such parties as the Newcastle Railway travellers than dozens of members of "Lords'-day" Societies, who for the most part are placed in such a station of life as to command their own carriages, without the necessity of resorting to the plebian conveyance of a railway train. Thus speaks EBENEZER ELLIOT, the Sheffield bard—the poet of the poor:—

"Now quit thy home, thou bread-tax'd artisan;
Drink air and light, pale victim, while thou may'st!
What do'st thou hence, umbrella'd Englishman,
Bound to thy pagod in the streeted waste?
Deem'st thou that GOD dwells only where *thou* pray'st?
Come worship here, where clouds the hill-tops kiss;
Death numbers them who linger where thou stay'st;—
Bliss-praying suppliant, why shunn'st thou bliss?
Oh! can ye hope for Heaven and scorn a scene like this!"

Since the preceding remarks were in type, we have, through the courtesy of the Editor of the *Glasgow Argus*, been favoured with a proof slip of a notice (which was to appear in that paper of Thursday) of a meeting of the Edinburgh and Glasgow Board held on Tuesday last. It is as follows:—

"The meeting of the Directors of the Edinburgh and Glasgow Railway Company, alluded to in our last, was held upon Tuesday, and terminated in the defeat of the party opposed to *all* travelling on the railway on Sunday. An incorrect statement of the

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proceedings having appeared in a contemporary of yesterday morning, we have procured copies of the motion and amendment which were actually submitted to the meeting.

"The motion, of which previous notice had been given, was as follows:—

"'That there be no travelling on the railway on Sabbath, unless compelled by the Government.'

"The effect of this motion, if carried, would, as we believe was stated at the meeting, be not only to negative Sunday travelling, but to deprive the shareholders of any opportunity of expressing their opinions on the subject, as the Act confers on the Board of Directors the exclusive power of regulating all matters connected with the passenger traffic. The amendment opposed to the above was in the following terms:—

"'That it is the opinion of this Board that it is their duty to provide trains for the accommodation of the Post-office and the public, one in the morning and one in the evening of Sunday, from the cities of Edinburgh and Glasgow respectively—and under such rules and regulations as shall enable the servants of the Company, and all others travelling on the railway, to attend divine service. But as this is a question on which it is proper to consult the shareholders generally, the Board refers the decision of that question to a general meeting of the Company.'

"Upon a division taking place, the amendment was declared to be carried by a majority of 10 against 8.

"The mover of the amendment then mentioned that he held in his hands a letter from one of the six absent Directors, authorising him to state his cordial concurrence in the principle embodied in it—that letters from two of the other absent Directors were in the hands of the Chairman, also adopting the same view—and that of the remaining three he could take upon himself to say that at least one would have voted with him, if his engagements had allowed of his being present."

We understand that Mr. JOHN LEADBETTER, the well-known Sunday steam-boat traveller, and Mr. JOHN BAIN, mail coach contractor, voted in the minority! We trust the English shareholders will not fail to make their sentiments fully known upon this really important question.

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IT would appear that the malicious practices which we have so often had occasion to reprobate in reference to railway obstructions, are not confined to this country. Two young men, of Forest, in Belgium, were a few days ago amusing themselves with putting sticks on the rails of the railway near that town, to see the effect as the train passed over them, when they were arrested before it came up, and taken before the authorities, who determined to prosecute them. We sincerely hope that they have been punished as they ought to be for such shameful conduct.

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LAST week we alluded to some extraordinary cases of compensation in which the Paris and Rouen Railway Company were concerned. We have now to add, that in another case a claim was made by the Civil List, of 46,224f. for about 35 acres of the Forest of Saint-Germain. The advocates for the Company, after hearing the evidence and arguments in behalf of the Civil List, left the question entirely to the discretion of the jury, who awarded the full sum. In another case, the town of Poissy had made a claim for 25,500f.; the Company offered 10,000f. On coming before the jury, the town reduced its demand to 18,000f., and got an award for 15,000f. It will be seen that attempts at extortion are not confined to English landowners!

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A CONTEMPORARY states, we know not upon what authority, that the Directors of the Great Western Railway Company have recently increased the allowance of the clerks employed upon their line. We sincerely trust that it is so. The Great Western Company do by no means bear the character of having a niggard establishment, but at the same time we should be glad to find a due respect paid to the claims of a very useful class of servants.

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THE affairs of the Common-road Steam Carriage Companies do not appear to be in a very flourishing condition. The following notice from the daily papers will explain what we mean:—

"A numerously attended special meeting of the shareholders in the above Company was held on Friday, pursuant to advertisement, at the Freemason's Tavern, Great Queen-street, Lincoln's Inn Fields, to determine what course should be pursued in reference to Sir James Anderson's steam carriage, and to take into consideration the situation of the Company generally; H. STUART, Esq., M.P., in the chair. A great deal of discussion ensued on the affairs of the Company, one gentleman stating that the Company was in a bankrupt state, and that the sooner it was wound up the better, and that as Sir James Anderson, (who had undertaken to supply the Company with his patent carriages, but had failed to do so,) either had no carriage at all, or was incapable of producing one, that negociations should be entered into with other parties; whilst another proposed that the sum of 100*l.* should be advanced to Sir James, to enable him to bring a carriage which, it was stated, he had manufactured at Manchester, to London. A good deal of argument took place, but two resolutions were ultimately passed unanimously. The first (proposed by Mr. Storking) to the effect that Sir James Anderson, and Mr. Rogers (the co-patentee), having failed in their engagements with the Company, the manufacturing of the carriages should be open to general competition, and that the Company for the purpose of establishing locomotive carriages on common roads should be continued; and the second (proposed by Mr. Shaw, and seconded by Mr. Johns) was to the effect that Sir James Anderson and Mr. Rogers should not be absolved from their engagement with the Company, but that the Directors should be instructed to make such arrangements with the patentees as would be most advantageous with the shareholders."

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WE daily expect to have to record some most calamitous occurrence from the defective state of railway fencing, to which we have so often called attention. The following is from the *Leeds Mercury* of last Saturday:—

"On Saturday last a fine milch cow, the property of Mr. John Short of Chesterfield, was killed upon the North Midland Railway, near that place, by coming in contact with a train that was passing. It appeared that the animal had strayed upon the line from a pasture adjoining, *owing to the bad state of the fences;* the beast was literally smashed to pieces."

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THE following contradiction has been sent to us of some statements contained in a letter of a recent correspondent relative to the Durham and Sunderland Railway. We have great pleasure in giving it publicity, although we need scarcely remind our readers that it does not in the smallest degree affect the argument advanced in our Editorial columns.

"It is not true that Mr. Backhouse's *statep* number of shares in the railway is correct.

"It is not true, 'he is (or ever was) a Director of the Northumberland and Durham District Bank.'

"It is not true that he 'charged his brother Directors (of the railway) exorbitant discount,' or any discount at all.

"It is not true he was concerned 'in taking the coal at Houghall.'

"It is not true he has any share (or ever had) in the Houghall Colliery."

We leave our correspondent to justify his assertions as he best may.

—o—

MOST of the facts contained in the following paragraph, which we extract from the *Standard* of Wednesday evening, are already known to our readers, but we have great pleasure in giving them still further publicity, in the hope that the example thus set by the Company, which, above all others, is looked up to as a pattern, will speedily be followed by others:—

"We learn with pleasure that the Directors of the London and Birmingham Railway have established at their great central works at Wolverton, a day school for boys, and one for girls, together with an infant school—in addition to a reading room and library for their artificers and servants. They have also provided the means of religious instruction; the Reverend George Weight, M.A., F.R.A.S. has been appointed chaplain to the Wolverton station, and a chapel built by the Company has been licensed by the Lord Bishop of Lincoln, which will be opened for divine service on Sunday next. We cannot but commend this conduct, and hold it up as an example to other Railway Companies and large mining and manufacturing establishments, many of which exist at some distance from towns and places of worship. If timely attention had been paid to the education, the rational occupation of leisure hours, and above all, to the religious duties of the population gathered together in great works in Wales and other districts, it is probable that Chartism and political troubles would have been unknown among them. *We understand that donations of useful books to the Wolverton library would be very thankfully received.*"

We earnestly recommend the concluding paragraph of the above extract to the attention of every London and Birmingham proprietor.

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IN our advertising columns will be found a Report from Mr. Locke, the Engineer-in-Chief of the Sheffield and Manchester Railway, as to the probable cost likely to be incurred upon the whole line. It will be seen that Mr. Locke's estimate is higher by about 113,500*l.* than that framed by Mr. Vignoles, the original Engineer of the undertaking, the difference arising principally on the works at the difficult tunnel beyond Glossop. Mr. Locke is nevertheless of opinion, that the line will, on the whole, be cheaply constructed, namely, for about 25,000*l.* a mile, exclusive of carrying stock; and should this estimate prove correct, it certainly would be a cheap line considering the nature of the country through which it passes. Mr. Locke expresses his willingness to test his estimate by finding parties ready to guarantee the execution of the several works for the amounts specified, or failing this, he says he will at once retire from his official position. Mr. Locke seems sanguine as to the profitable results of the line, but this is a point upon which we have not at present sufficient data before us to be able to form an opinion.

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THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

The substance of the following remarks with reference to an Editorial article which appeared in our last number, has been forwarded to us by a highly intelligent correspondent, who, it will be seen, strongly advocates the views taken by Mr. Wilkinson, the Chairman of the Croydon Company, on the subject of the Greenwich toll. We have much pleasure in giving publicity to our correspondent's observations, although on some points we do not altogether concur in them. Some communications on the same subject will be found in another part of our present number:—

The Croydon Company do not allow that the question of toll is any longer matter of experiment, since they have proved—if proof be needed—that the toll depends upon the number of passengers,—that the number of passengers depends upon the rate of fare, and that the latter is in the power of the Croydon Company.

The Croydon Company would gladly pay a larger sum per annum than the interest of any capital which it would have cost them to extend their terminus to Tooley-street,—and they did offer to extend the line themselves, and pay any reasonable, or more than any reasonable, price to the Greenwich Company for their land, and for this offer they were called "robbers;" although they only made it because the Greenwich Company refused to extend the line, as the Select Committee of the House of Commons required. But the Croydon Company are willing to allow that the Greenwich Company are entitled not only to what is fair, but to all they can *get* out of the traffic. The Croydon Company, however, have proved that the Greenwich Company cannot *get* more than the public is disposed to pay, unless by taking the whole of the Croydon profits which the Croydon Company (having the power to withhold) are not disposed to allow. When the Croydon line was constructed, the necessity of low fares was not contemplated, and if high fares would bring a sufficient income, nobody would complain of the present toll;—it is only when low fares are charged that the toll gives more than the *contemplated* share to the Greenwich Company.

There is no desire to evade the terms of the contract, for there was no *contract* that the Croydon Company should charge *low fares*, and it is only upon condition that these low fares are charged, that any reduction of toll is expected, and this only upon the plea that such reduction of toll and fare shall bring a larger income to both Companies; the reduction of one without the other, would benefit exclusively the party refusing to concur in the reduction, which is just the unreasonable position which the Greenwich Company insists upon occupying.

After all, the whole question turns upon the effect of a *fixed* toll upon a *variable* fare, which is very little understood, and which it was the object of the pamphlet of Mr. Wilkinson, however imperfectly carried out, to illustration.

A reference to the first letter of the printed correspondence, which passed between the Directors of the two Companies, (which correspondence by the way contains the whole pith of the arguments on both sides, and except for the little unfortunate asperity at the close, might be a sort of *vade mecum* upon the subject), will show that the Croydon Company offered to guarantee to the Greenwich Company a fixed amount per annum, and although circumstances which have since occurred would prevent the unconditional renewal of this offer, it might still be made with modifications.

A reference to the same letter will likewise show that what "Locomotive's" Reply asserts is untrue, where it states that there has been an unwillingness on the part of the Croydon Company to offer the same terms to the Brighton Company on the one hand, as to the Greenwich on the other. This offer has been twice made to the Brighton by the Croydon Company, and is even now at the option of the former. No better proof can be given than this offer affords of the sincerity of the Croydon Company; and no better proof can likewise be offered of the truth of the argument as to the effect of the toll upon high or low fares—since the reason why this plan is refused, or rather not accepted, by the Brighton Company, is the very same as that for which it is urged by the Croydon Company upon the Greenwich, namely, that the toll which it seeks to supersede is favourable to high fares, which are charged by the Brighton Company, while low fares are desired by the Croydon, the circumstances of the Companies being essentially different. If the Croydon Company could obtain from the public an average fare of 3s. to Croydon, the plan proposed by the Croydon to the Greenwich Company would entitle the latter to a toll of 4½d., and the same plan adopted by the Brighton Company would entitle the Croydon Company to a toll of 1s. 10d. instead of 1s. upon the first class fare of 14s. 6d. to Brighton: whereas, if the Brighton fares were to average less than 8s. the Croydon toll would, upon the plan proposed, average under 1s.

The only debateable point is *what is the most remunerative fare?* Railway proprietors have no business to attend to any body's interest but their own. All we contend for, is that in attending to the public interests, thay *do*, in reality, best *further* their own.

Almost all the statements in the "Reply" are either untrue, or partly untrue.

THE SLIP ON THE CROYDON RAILWAY.

Since our last report, the weather has not been sufficiently favourable to enable the parties to make so rapid an advance in the work as previously.

The down line of rails was however cleared on Wednesday, and the up line on Thursday, and the luggage vans of the Brighton trains are now run hrough, to avoid the detention caused by the removal of luggage. Several goods' trains have passed from New Cross to Croydon, but it is thought more prudent to continue the existing arrangement with regard to passengers until Monday, when it is expected that both lines will be completely righted, and the main part of the slopes trimmed down of their original batter.

Three or four lengths of rails at the south end of the slip on the up line have been lifted up, and pushed over between three or four feet towards the down line.

Up to Thursday night, between 9,000 and 10,000 cubic yards of earth had been removed; and after the line is opened the work of removal will be continued with those remaining portions of the slip which are likely to move upon the floor.

HAMBURGH AND BERGEDORF RAILWAY.

A meeting of the Shareholders of the Hamburgh and Bergedorf Railway Company was held at Hamburgh on the 23rd ult. to receive a Report from the Directors of the state of their works. It appears from the Report that the Expropriation Law was passed on June 1, 1840, and the works were shortly afterwards commenced, but owing to difficulties arising from the unfavourable nature of the above law, much delay was experienced in obtaining possession of the land. The works, however, have been pushed on, and it is expected that in April, or about a month after the breaking up of the winter, the line will be ready for traffic. Its total length is about nine miles, but it forms the Hamburgh link of a railway into the interior of Germany. The original estimates of W. Lindley, Esq., the Chief Engineer, will cover the entire cost of the road and establishment. The whole capital is about 109,000*l.* sterling. The approach of the railway to the city will be the most magnificent in the world, it will pass for about 3,000 feet between two large navigable canals, into a station 2,000 feet in length, close to the heart of the city and the harbour. The line is laid out entirely through a district of marsh; but the works are perfectly firm and substantial.

The *Morning Herald*, of yesterday, states that the Directors of the Grand Junction Railway have, with a very becoming liberality, defrayed the travelling expenses, &c., of those friends of the late Mr. Thomas Phillips, who considered it their duty to repair to the spot where the unfortunate and fatal accident took place, and who likewise attended the inquest. The expenses of the removal of the remains of the ill-fated gentleman to the terminus of the Birmingham Railway, at Euston-square, have also (it is said) been defrayed by the Directors.

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It is stated that in consequence of the misfortunes on the Brighton line, and the want of confidence in many of the inhabitants and visitors, a great number of the tradesmen of Brighton intend taking a trip up and down the line on Wednesday next to report on its real state, to endeavour to remove the prejudice existing against it. Upwards of one hundred have already subscribed to the excursion. The demand amongst respectable families for the inside places in the coaches continues unabated, and the proprietors taking advantage of it in many cases refuse to book fewer than four places together, and from the 1st of December intend raising the fare to 25s. each. Most of the inside places are already booked up to that time.

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We understand that yesterday week a slip took place in a cutting on the Great Western Railway about half a mile west of Wootton Bassett Station. The working of the north line only was interrupted, and on the following day both lines were restored to their original state.

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Bolton and Preston Railway.—The works on this railway are progressing favourably. The line to Chorley will be opened the 22nd of next month. The contractor for the tunnel at Chorley is using great exertions, and there is no doubt but the whole line will be completed and opened to the public in September next. Some conception of the magnitude of the work at the tunnel may be formed when we state, that seven steam-engines have been found necessary to work the pumps, having a power of nearly sixty horses. The dimensions of the tunnel will be 20 feet by 22 feet 6, its length about 300 yards. A portion of the permanent rails is already laid on the line from the tunnel to its junction with the North Union Railway at Euxton.—*Preston Chronicle.*

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THE TOLL QUESTION—GREENWICH AND CROYDON RAILWAYS.

To the Editor of the Railway Times.

SIR,—I have read with considerable interest Mr. Wilkinson's pamphlet on the "Toll Question," and "Locomotive's" reply thereto. Those who are interested in railways, I think, must regret that a question of so much importance should be mixed up with an appearance of party spirit and rivalry between the two Railway Companies, because in place of elucidating truth such sentiments tend to obscure it. Although much interested in railway business, I am in no way connected with either of the railways, nor do I know either of the parties.

"Locomotive," in my opinion, fences too much; he rather plays with Mr. W.'s arguments than answers them. His profit and loss *estimate* of the Croydon business is not in good taste, being in no way necessary to his arguments; it seems as if brought in "neck and heels" to have a "fling" at the Croydon without effecting any purpose save that of casting dirt at his neighbour; in so doing, I think, he has secured rather a prejudice against himself.

"Locomotive" harps upon the words remunerative and sufficient toll, and relative cost of the line, while Mr. W. inquires how to obtain the largest revenue irrespective of rate of toll or cost of line. This savours to me of a mind capable of *managing business well*, for it matters not to the public whether a line cost 15,000*l.* or 50,000*l.* per mile; they only will use a railway if its conveniences are worth the fare charged. If fares are to be regulated by cost of lines it is probable that the most costly lines will be least used, and, consequently, have the smallest revenue.

In my opinion the only way to obtain a large revenue is to suit the fares to the locality and circumstances regulating the adjacent modes of transit irrespective of the cost of the line. If the original calculations upon which the line was constructed be sound the concern will pay; if the calculations are faulty, and the revenue cannot be realised, or the cost exceeds the estimate, in my opinion the shareholders will be deceived if they attempt to palm upon the public the effects of their own blunders, for this is not the age of high prices.

Mr. W. shows that when the Greenwich Company increased their toll to the Croydon, the actual effect was a reduction of the gross amount of toll paid to the Greenwich. "Locomotive" does not answer this startling fact, but contents himself with simply showing that low prices do not in every case produce a large revenue, but if all he states be on his side of the argument how can either his facts or his arguments upset the actual experiment made and proved—that in *this* case *increasing* the rate of toll has *decreased* the amount of revenue?

"Locomotive" endeavours to prove the justice of the extravagant toll of 3d. paid for the privilege of passing over one mile and 3-8ths of the Greenwich by comparing it with the Croydon charge of 1s. for eight miles to the Brighton, saying, "The relative proportion of the toll paid and the toll charged is pretty nearly equal, if we take the relative cost of the two portions of line into consideration the 1 mile and 3-8ths of the Greenwich having been constructed at an expense little short of the expense of the 8 miles of the Croydon Railway." But what have the public to do with such an argument? They only judge that the Greenwich charges a toll of about $2\frac{3}{10}$d. per mile, while the Croydon charges $1\frac{1}{2}$d. per mile, both affording equal conveniences.

But "Locomotive" states that the average charge of railways at present is $2\frac{1}{4}$d. per passenger per mile, and he estimates the Croydon expenses at $1\frac{1}{4}$d. per passenger per mile, so that the Croydon account would stand thus:—

Toll per passenger per mile paid to the Greenwich Company	2 3-16d.
Expenses for working	1 4 16d.
	3 7-16d
Average fare which Croydon may charge	2 4-16d.
Loss per passenger on every mile the Croydon trains pass over the Greenwich Railway	1 3-16d.

As to the justice of the charge no more need be said; a better champion must be brought to the rescue.

Neither, Sir, can I agree with your arguments. "If the sum annually paid to the Greenwich Company fall short of the interest of the amount which the making and maintenance of a railway from Corbett's-lane to Tooley-street would have occasioned, then we say the Croydon Company have no reason to be dissatisfied." A line common to two Companies cannot be so valuable to either party as two separate and distinct lines. If the amount of the interest and expenses of maintenance of way is to regulate the rate of toll, surely it is not just that one Company should pay the whole. Let each pay according to the number of their trains or the number of their passengers.

The subject would admit of further consideration, but I have already trespassed too far on your columns.

I am, Sir, your obedient servant,

COKE.

FARES ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—I really feel some scruples about adding to the number of letters that threaten almost to overwhelm you at present, but there is one subject of great public and general interest which lies in such narrow compass, and on which so much has been written to no purpose whatever but to mystify and perplex those who have never reflected much upon it, that I will, with your permission, occupy a short space in your valuable paper.

Two pamphlets have been published;—one by Mr. Wilkinson, Chairman of the Croydon Railway; and the other a Reply, by "Locomotive," on "the Toll Question," as it is called, but, in fact, *on the question of low charges for the use of railways.* Mr. Wilkinson, with objects that are self-evident, endeavours to raise a general clamour for low fares, by such specious popular observations as that these important undertakings, in which so much of the national capital (contributed to a great extent by the most helpless and needy members of the community possessed of any property whatever) has been invested, "should be the poor man's railway as well as the rich man's railway," &c., &c.; but comes (page 7 of his pamphlet) to the very sound and just conclusion, that "*that* rate of fare should be levied which will bring in the largest NET revenue." If, in place of 16 pages of contradictory and often absurd reasoning, his pamphlet had been confined to this one sentence, it would have left a much more favourable impression of the author's wisdom and knowledge of his subject.

I have no intention of entering at all into the question of the arrangements between the Croydon and Greenwich Railway Companies, which "Locomotive" appears to have sufficiently disposed of in *his* pamphlet, but shall confine myself to the subject in its general point of view, and deeply interesting and important bearing, alike on railway and public interests.

Immediately after the observation which I have just quoted, we find the following:—"It is expedient to make such a charge only to the public as will *secure the greatest numbers*, together with the largest GROSS income."—(Page 7 of Toll Question Exemplified, by W. A. Wilkinson, Chairman of the Croydon Railway.)

Now it is quite clear that *the lower the fare the greater will be the number of passengers*, and, to a certain point, even of *gross* receipts; but it is also quite clear, that the rate of charge *may be reduced so low that there will be* NO NET *revenue whatever*; and it is singular that this fact, which has already been *experimentally* established by more than one Railway Company, should have escaped the attention of *the Chairman of the Croydon*, when he was engaged in penning the above singular sentence. The only question really is, what is the point at which to aim? and it can only be answered in Mr. Wilkinson's former words, that upon each line, and of course within the limits fixed by Parliament in the different Acts, "that rate should be levied which will bring in the largest net revenue." No other principle can ever be *permanently* acted upon, and no other will bear a moment's examination. It matters not whether a road has cost much or little, or been extravagantly or economically constructed, the object at which the *Managers* are bound to aim, when it is completed, is, *that of obtaining, within the above limits, the greatest* NET *revenue for the proprietors*; and the rate which will accomplish that, will always, *in the end*, prove the best for the PUBLIC INTEREST. A *railway* can never pay well without a great amount of traffic; and wherever there is a great amount of traffic, it is of the utmost importance to the public that the affairs of the Company should be liberally and well, and not parsimoniously, administered; but if a Company is acting upon the extreme low fare principle, and is running an immense number of trains, it is clear that without *great* parsimony and the severest economy in every part of the arrangements, there cannot be the least hope or chance of net revenue for dividends; and if this principle is still obstinately persisted in, what must be the natural and inevitable consequences?

The heavy expenses of maintenance of way, moving power, and conveyances, all—as the experience of all the older lines has now fully demonstrated, go on increasing in the ratio of the traffic and number of trains on railways, and to reduce these within the needful limits, the road ceases to be maintained in the best possible order, the engine and carriage stock is run out and exhausted, and the whole machinery becomes not only imperfect and unsatisfactory, but highly dangerous and objectionable in every point of view. There is, and there can be, but one standard by which to regulate the rate of charge on railways,—that which experience proves to produce the greatest net revenue; and if we abandon this, there can be no good reason for stopping at any particular point in our course of reduction. As with a telescope, you can only see the object when the right focus is obtained; the slightest deviation in *either* direction renders your object unattainable; and fortunately for Railway Companies and the public, the same focus answers for both. It is quite as important an object to the public to travel *safely, expeditiously, and comfortably*, as to travel *cheaply*, and the rates of fare producing the greatest *net* revenue, are those by which *all* these objects will be best accomplished; and I cannot doubt that the universal adoption of this as a railway axiom will, ere very long, for ever settle this question.

I am, Sir, your most obedient servant,

ONE DEEPLY INTERESTED BOTH AS A RAILWAY PROPRIETOR AND ONE OF THE TRAVELLING PUBLIC.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—It is a thankless office to state the truth without disguise, when great pecuniary interests are at stake, and are sought to be subserved both by the suppression of truth, and by the suggestion of falsehood. I have, however, begun the good work, and I will not falter though another dozen of correspondents should rush to the rescue, each more than the other inveterate against the first writer who has proved by facts and by figures the fallacy of the hopes and expectations so long and so sedulously fostered by the sinister and the sanguine.

I will, however, first reply to those of your correspondents whose replies you have inserted.

"Cocker" and "Viales," both impute inconsistency, and collate two passages which, even without the context from which they are dissevered, do not

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bear out the charge, seeing that I guarded myself by stating, that "by no contrivance could a dividend be *fairly* declared."

"Cocker," by putting the whole passage in *Italics*, when in the original it was given as above, clearly stultifies the inference which necessarily results from the words as originally given. I stated then, and I *re-state* now, that "though the road presented no special feature, it *might perhaps*, justify investment at par now;" and I stated, and now re-state with more confidence, as the result of further inquiry and more information, that a dividend cannot FAIRLY be declared upon the present receipts, taking those receipts (a very liberal allowance,) at 10,682*l.* per week for the next two months.

"Cocker" represents me as stating that the station in London, and a probable extension, will make nearly 7,000,000*l.* I *stated* that the capital already in course of being borrowed upon the credit of the Directors, and in direct violation of the spirit of the Act of Parliament, was 6,350,000*l.*; that the engineer and secretary stated that they should consider 100,000*l.* a great excess, but from my experience of those functionaries, we might assume it very fairly at 150,000*l.*, thus making the actual sum 6,500,000*l.*, and that a station at Paddington, and a probable extension, would cost 500,000*l.* more.

Unable to reply to this statement, "Cocker" dismisses it thus: "This is too far-fetched to cause suspicion of its truth." Let your readers judge. It is agreed that the amount expended, or in progress of being expended, is 6,350,000*l.*; does any one doubt that the excess will be 150,000*l.*? Nay, does any man, after the experience of the last two years, dream that the excess will be so little as 150,000*l.*? But the secretary and the engineer assert that it will be less. Secretaries and engineers perform duties for their Companies at home, which, in the opinion of Sir William Temple was the proper function of Ambassadors abroad. They lie for the good (at the time so called,) of their Companies. Over and above their general duty, let us see what is the special fitness of parties upon whom we are called to pin our faith, to place entire confidence. The Secretary, after the work had made progress, and when much experience had been gained, *still* asserted that the work would be completed for 2,500,000*l.*; and the engineer, as proved by Mr. Gravatt, has exceeded his estimates by nearly 100 per cent. Are these men safe,—are they,—can they be—otherwise than biassed witnesses? I have further stated that 500,000*l.* will be needed for station and extension. Why, Sir, the extension to the site of the water-works, not 500 yards distance, and therefore of little use, would alone entail an expense of from 300,000*l.* to 500,000*l.*, whilst an extension to Battle-bridge, or to Oxford-market, the last the only one of value, would not be less than 2,000,000*l.*!

"Cocker" next impugns the accuracy of my proposition that the average weekly receipts of a series of railways, bears to the highest week the same proportion as 6½ to 9. In this "Cocker" shows his own ignorance, this being a *fact*, not an hypothesis; but even if there were any doubt, which there is not, the addition of 1,300*l.* per week would be vastly in excess.

What "Cocker" states with regard to the increase on the Birmingham, has no relation to the Great Western. The one line had its traffic to make, the other had its traffic to Swindon already developed, as "Cocker" and the sanguine holders are like to find when they come to count their expected gains.

I also stated that the traffic on the Exeter line was entirely agricultural, and not being open to much increase, might be expected to remain like that on the Birmingham, nearly stationary after the first year. "Cocker," upon this, brings forward tables to show the increase on the general traffic of that line, which I had never once impugned, but merely referred to the Birmingham agricultural traffic, or passengers from the country *par excellence*, as may clearly be seen by the context. So far, however, from having over-stated my case, I have understated it, for the counties intersected by the extension line are pastoral rather than agricultural, and therefore still less likely to be feeders to the railway. The expenses I stated at 2 600*l.* per mile, while your correspondent, like the ostrich, which thrusting its head into a hedge, deems itself unseen,—asserts that the expences would not exceed 50 per cent. and so he and others like him would assert, if the receipts were one-tenth the present amount. The one crowning absurdity of the supporters of this line of railway is, that of doggedly asserting, expecting, and idling,—*hoping* that their expenses will be in proportion to their receipts, and not that their expenses will be in proportion to the work done. Now, *it so happens*, that on the Great Western more work is done, more miles run, more servants employed, more expensive and costly stations, heavier works, dearer coke, more expensive works engines and carriages, a greater width of earthwork and permanent road to uphold, a greater wear and tear of engines and rails than on the Birmingham, and and yet we are told that it can be worked for a less sum per mile. As the line is in every respect more costly to maintain and to work, *per mile*, than the Birmingham, how, in the name of common sense, can the aggregate be less? All returns based upon partial workings are calculated to mislead, and I take my position upon the fact that, without putting aside any money for a reserve fund (which however ought to be done at the next meeting, seeing that the light rails in use at the Bristol end should be at once replaced by heavier ones) there can be no dividend if the expenses incurred are fairly stated. Can "Cocker" state any one item, any single head, under which the charges will be less per mile than on the Birmingham, taking the one at 112 and the other at 170 miles, for that is the only way in which truth can be reached or approximated? If the branches or extension are to be taken as parts of the main line by the Company, which gives a receipt as from the whole, so also must the line be taken as one in its expenses. The receipts of the Birmingham for the week last ended are 121*l.* per mile, whilst those on the Great Western are 67*l.*, or, deducting tollage, less than 60*l.* per week. Now the expenses on the Great Western, if fairly stated, will, on the aggregate, greatly exceed those on the Birmingham, but take them at the same rate, and the 35*l.* per cent. on the Birmingham is 70*l.* per cent. upon the receipts of the Great Western, which if fairly stated, are only a half, and from this there is no escape. Again, on the Grand Junction, whose receipts are 70*l.* per mile, the expenses, after four years' experience, are more than 2,200*l.* per mile. Now, if the expenses are as above stated on one of the cheapest lines ever constructed, where the works are upheld for little more than 100*l.* a mile less than one quarter the expense of the Great Western, where the stations are without policemen, the expenses of every kind greatly restricted, where coal is cheap, and iron still cheaper, and where there are but few trains, it needs only the exercise of common sense and the most ordinary powers of reasoning to arrive at the certainty, that on the Great Western, where all their expenses are *vastly* in excess, a very different result is quite inevitable. If there is any dividend on *this* line with a net receipt less than 62*l.* per mile on the average, then it results as a necessary corollary that there is great waste, if not malversation, on the Birmingham and Grand Junction. No jugglery, no mixing up of accounts, no mystification, will serve; to this complexion it must come at last.

There are great interests at stake, there are hundred of shareholders whose hopes and fears would lead them to sanction any statement of accounts which would lessen their uneasiness and apprehension; but no self-deception can *now* avail. There are too many eyes upon this concern, there is already too much known as to the cost of railway traffic to permit a hope that any legerdemain, any hocus pocus, can be successful, now that the line is fully opened. Having thus gone through the only points at all bearing upon the present condition of this really magnificent but most costly railway, having carefully reviewed my former letter, and satisfied myself beyond all question or misgiving of the accuracy of the statements, I shall leave it with you, Sir, the public, and still more to time, the great solver of disputes, to settle this question; satisfied, regardless of the imputation of unworthy motives, with having borne my testimony free from favour, free from fear, to the facts which have been made evident to me, repaid if the views, here or heretofore expressed, shall have opened the eyes of the sanguine to a *just* appreciation of this really magnificent work.

As I shall have no further opportunity of addressing you for some weeks, I may as well state that the notes issued in anticipation of calls, and the loan notes for the last 500,000*l.* arrears, are not sanctioned by Parliament, but are decidedly in contravention of the principle upon which Railway Acts are framed, viz., that the capital shall consist of shares in the proportion of 3*l.* to every 1*l.* borrowed, whilst in this line the borrowed money already exeeeds the capital in the proportion of 3*l.* 10*s.* to 3*l.*

This is also another serious consideration, seeing that when this money is unpaid, it hangs, and will continue to hang, over the shares like a call unpaid.

I have said enough to guide those who are anxious for facts, not fancies, and who have sufficient firmness to take counsel from reason rather than hope.

I am, Sir, yours, &c.

S. P.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—As a shareholder in the Great Western Railway, I have read with interest the various statements and calculations in regard to its position and prospects, contained in your publication from time to time, and which, though taking very different views of the subject, are calculated, I think, to put the public eventually in possession of a fair estimate of that important undertaking. Of course I do not allude to such effusions as that of "S. P." in your paper of the 6th, which presented such a tissue of self-contradiction, random assertion, and contempt of facts and figures, as I should think never before arrogated to itself the dignity of an argumentative epistle. The motives of the writer are within his own breast. Be they what they may, I apprehend he has not deceived one simpleton, unless it be the unlucky friend for whose especial benefit he instituted his enlightened enquiries.

Setting aside, then, this remarkable production, I feel that our thanks are due to several of your correspondents who have grounded very able calculations on the already ascertained results of the Great Western Railway itself, and the experience of other lines with which it may fairly bear a comparison. I would instance a writer in your paper of the 16th of September, who, in making his calculations to show that the Christmas dividend would be at the rate of 6 per cent. per annum, estimates the receipts of the line with very extraordinary accuracy. The receipts had been ascertained to the 23rd August, when he wrote. He estimated the next 11 weeks at 149,000*l.* Those 11 weeks ended the 7th instant, and have actually produced 149,449*l.* 2*s.* 3*d.*! If the remainder of this year shall average 10,000*l.* per week (and I think it will be more), his anticipations will be fully realised. But there is one important point, of which I think he and others also have lost sight, and which in my opinion justifies an expectation of a still better result than that which he gives, unless the shareholders have suffered grievous wrong. I allude to the working expenses. In the statement I have referred to, he takes the expenditure at 40 per cent. on the traffic for this present half year, and 35 per cent. afterwards. Now it appears that on the Birmingham line the working expenses at present are not quite 35 per cent. Surely the Great Western shareholders are not to look to this as the ultimate reduction to which that item is to be brought. If so, I would ask for what earthly purpose have we expended our

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hundreds or thousands—nay, our millions, in obtaining our celebrated wide gauge and unrivalled gradients. If we had been satisfied with a railway in all respects equal to the Birmingham, it might have been completed, with all its plant and stations ready for work, for less than five millions. That fact, I believe, is acknowledged on all hands. But we have been repeatedly told that the costly perfections of our line were to bring about a great cheapening of its permanent locomotive expenditure; and in fact no other consideration could have justified the Engineer in recommending, or the Directors in adopting, the expensive plans alluded to. If this promised result be not gained—if we do not work our line at a percentage far below that of the Birmingham, then indeed have we been deceived in an extraordinary degree. It is said that the name of our Engineer will be handed down to posterity as that of a man who has constructed the most splendid work in the history of engineering. It remains to be seen with what *kind* of fame this notoriety will be accompanied. If his costly experiments shall result in saving to the Company the interest of the money expended upon them (and this would require 1,000*l.* a week at the very least) then will he receive the well merited praise of present and future generations, as the constructor of the most perfect and convenient railway in the world, on principles which involved at least no sacrifice on the part of his employers. If, on the other hand, he cannot show any such saving, I for one, (and I imagine my sentiments will prevail pretty generally,) must for ever deplore that the interests of this great Company were placed in his hands. I will say no more now, for I hope better things than to be constrained to express such an opinion of any man, as must attach to him in case it shall appear that through ignorance or any other worse cause, he has deceived his employers in this most important point. I fully anticipate that we shall see a great comparative economy in locomotive expenditure from the adoption of Mr. Brunel's principles of wide gauge and perfect gradients, and that your valuable correspondents, who have taken their per centage of expenditure on the experience of last half year's partial workings of our own line, and on the cost of other lines longer in operation, will find that they might safely have reduced that item far below the figure they have adopted, and have thereby added 1 or 2 per cent. to the shareholders' dividends.

I am Sir, your obedient servant,

Y.

16th Nov. 1841.

RAILWAY ADJUDICATIONS.

THE QUEEN *v.* THE EASTERN COUNTIES RAILWAY COMPANY.

Court of Queen's Bench, November 13.—Mr. Butt said this was a mandamus directed to the Eastern Counties' Railway Company, and calling upon them to summon a jury and assess compensation for the damage and injury done to the land of the prosecutor, John Collinridge. The writ recited that the prosecutor had a leasehold for a long period of certain land and premises which adjoined a public highway or road, called the Bath Field-road—that the defendants, in order to carry their railway over the said road had altered it by lowering the road to such a depth in front of the land of the prosecutor, that it had been thereby greatly damaged and injured, and that he had been obliged to make additional fences and lower a part of the land in order to the beneficial occupation and enjoyment of the same. To that mandamus there was a return which set out that the land of the prosecutor was not a part of the land required for the purposes of the railway; that the land was not entered upon by the Company, nor taken, nor used by them, nor was it in their schedules, and that Collinridge was not the owner of any land taken by the Company, or over which the railway ran. The return, therefore, raised the question of whether a party was entitled to compensation for injury where the Company had not actually cut into, or taken, or used, any part of the land in question. Now he submitted to the Court, that, clearly within the meaning of the Act of Parliament, Mr. Collinridge was entitled to compensation. In the first place, the return was no answer to the mandamus, because if the Company were entitled to rely on the statement that no damage had been done to the land, they should have stated that fact in order that it might be traversed. They merely state in a few words, that they have not taken, or used, or gone upon the land of the prosecutor. The Act under which the Company was incorporated, was the 6th and 7th Wm. IV. chap. 106, and the sections which referred to the awarding compensation were the 9th and the 29th. The Act empowered the Company in the usual way to enter upon and take land for the purposes of the railway, and by the 29th section they were in every case in which the land was damaged or injuriously affected, to grant to the owners or lessees compensation. There were two cases in which compensation was to be awarded—first, in the case in which the land was taken; and, secondly, where the land was not taken, but injuriously affected. The learned Counsel, having read the clauses awarding compensation, referred to the cases of the Queen *v.* the Nottingham Water Works Company, the King *v.* the Commissioners of the Thames and Isis Navigation, and the King *v.* the Exeter Improvement Company, which last, he contended, was strictly analogous to the case before the Court. There the Commissioners had power to lower a road or highway, and the inhabitants of the houses on either side were obliged to build steps in order to obtain access, and claimed compensation, which the Commissioners refused. The case came before the Court of Queen's Bench on a mandamus, and their Lordships were of opinion that the houses having been injuriously affected the owners were entitled to compensation. Now he submitted that that came not only within the spirit but the very letter of the present Act, and that the prosecutor was entitled to compensation.

The Solicitor-General for the defendants, contended that under the present Act the party applying for the mandamus was not entitled to compensation. He would not dispute the decisions that had been come to in the several cases cited by his learned friend, but the compensation awarded therein turned upon the particular clauses inserted for that purpose in these several Acts. Indeed, the very fact of these clauses having been introduced, showed that under the ordinary compensation clauses they would not be entitled. They contained special clauses to give special damage, but there were no such clauses in the Act under which the present Company was incorporated. The question was of the greater importance, because if the Court was of opinion that the prosecutor in the present case was entitled to compensation for the injury he was alleged to have sustained, there was not an owner of land along the line of the railway who would not be entitled. The meaning of the word "damaged or injuriously affected," clearly referred to the injury sustained by land taken for the purposes of the railway, which was first to be valued, and then the injury sustained by the placing of materials or severance was an additional damage for which the party was entitled to additional compensation. If the Court should be of opinion that for consequential damage accruing to a party from the making of the railway compensation should be awarded, there would be no end to the matter. A party living five or ten miles from a railway might complain that he was obliged to go two or three miles further round in order to get to London, in consequence of the making of the railway, and claim compensation for consequential damage. Now, he contended that the principle recognised by the Courts of Law in all these cases was, that the consequential and indirect damage to individuals ought not to counterbalance the benefit to the public at large, and if the rule did not hold good, no public work could be constructed in that country.

Mr. Butt having replied,

The Court took time to consider its judgment.

THE CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY *v.* DANIELS.

Court of Queen's Bench, Nov. 16.—This was an action of debt to recover the sum of 101*l.* 7*s.* 3d., and 150*l.* 7*s.* 10d., being the amount of three several calls upon 20 shares alleged to be held by the defendant as one of the proprietors of the above named Railway Company. The defendant pleaded that he was not indebted; and secondly, that he was not a proprietor of the Company. The case was tried before Mr. Justice Williams, at the sittings of the last Hilary term, and a verdict had for the plaintiffs for 360*l.* 8*s.* 6d., subject to the opinion of the Court of Queen's Bench on the following special case. On the 21st June, 1836, an Act was passed authorising the formation of a railway from Cheltenham and Gloucester to join the Great Western Railway at Swindon. Prior to the passing of the Act, the parties subscribing signed the deed, and paid 2*l.* 10*s.* per share, and scrip certificates were given to each of the subscribers. The defendant never executed or subscribed the Parliamentary deed. A notice was affixed to the scrip certificates, stating that they were not transferrable, but notwithstanding this the certificates passed from hand to hand, so that at the time the Act passed, a number of them were in the hands of parties who had never signed the agreement. The 20 shares for which the defendant was sued were taken originally by Doctor Barrington and Sir Richard Wolsley. The plaintiffs received letters from these parties, stating that they had transferred their shares, and on the 16th of December, 1836, they received a letter from the defendant, signed J. Denis Daniels, of Kingsland-place, Kingsland, Middlesex, claiming to be registered in right of those twenty shares, and enclosing the scrip certificates. The plaintiffs replied, acknowledging the receipt of the scrip, and stating that the certificates would be delivered on the defendant completing the register. The name of the defendant was entered on the books of the Company, as a proprietor of these twenty shares, and the seal of the Company affixed in the usual way. When the first call was made, the defendant refused to pay, and the plaintiffs took legal proceedings, which were stayed on the payment of the amount of the call with costs. The defendant also paid the second and third calls as they became due, and the calls for which the present action was brought were the fourth and fifth, due 21st March and 31st August, 1839, respectively. No transfer of the shares was made, and the question for the Court was, whether at the time the fourth and fifth calls were made, the defendant was a proprietor of twenty shares in the Company within the meaning of the Act of Parliament.

Mr. Cresswell, on behalf of the plaintiffs, submitted that the decisions which had been recently made in the Exchequer Court in similar cases, were applicable to the present, and must decide it. It was there held that where a party had done any act which would induce the Company to treat him as a proprietor, he was bound by it, and could not afterwards deny that he was a shareholder. It appeared by the present case that the defendant requested the Company to register him as a proprietor of certain shares, and they did so at his request. It appeared further, that he paid the first three calls of 5*l.* each, and then he took it into his head to deny that he was a proprietor. Now the decisions to which he had alluded expressed decidedly that he could not do that. A person after having taken shares and applied to be registered as a proprietor, could not afterwards fall back upon nice and subtle reasoning as to the construction of the Act. Now the 108th section enacted that the Directors were to cause the names of the several subscribers to be regularly entered in a book, with the number of shares to each, and to affix their common seal thereto, and they were to deliver certificates to each of the subscribers on demand. In the present case it appeared that no such demand had ever been made upon the Company, but having been entered at his own request upon the register he was entitled to be considered a proprietor whether he demanded a certificate or not. The latter part of the clause showed the object for which the certificate was granted, namely, that in all the Courts of Law it should be taken as *prima facie* evidence of the title of the proprietor to such

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shares, but the want of such certificate should not hinder him from selling or disposing of his shares. The cases to which the present was analogous were "the Sheffield, Ashton-under-Line, and Manchester Railway *v.* Woodcock," "the London Grand Junction Railway *v.* Freeman," and their Lordships would see that in these cases all the objections which could be urged against the title of the defendant to be considered a proprietor had been discussed and decided. Under these circumstances he submitted that the judgment of the Court must be for the plaintiffs.

Mr. PEACOCK for the defendant contended that the transfer of the shares could not be legally made until the Act of Parliament had been obtained. Independently of that, by the fifth section, those persons only were to be considered proprietors who had signed the Parliamentary contract, and that had not been done by the defendant—the names of Dr. Borrington and Sir Richard Wolsley, were those to whom the shares were set down, and until the defendant had been required and had signed the contract, the plaintiffs could not take him in lieu of the others and consider him a proprietor. He submitted, therefore, that the circumstance of his having sent in a claim to be registered would not render him liable for these calls. It it appeared that he had participated in the profits, or that the Company had been injured in any way by his act, then liability would attach, but as the case at present stood the transfer could not be said to be legally effected, and the defendant was entitled to the judgment of the Court.

Lord DENMAN said it was impossible to forget the fact that, whatever the Act of Parliament required, the defendant had held out false colours to induce the Company to register him as a proprietor, and the universal rule of law must apply by which where a party makes a certain representation on which others are induced to act, he is bound by that representation. The judgment of the Court, therefore, must be for the plaintiffs.

THE CHELTENHAM RAILWAY COMPANY *v.* MEDINA.

The point of objection raised in this case being the same, the Court also pronounced judgment in favour of the plaintiffs.

THE AYLESBURY RAILWAY COMPANY *v.* MOUNT.

Court of Common Pleas, Nov. 16.—This was an action of debt for calls of 5*l.* per share upon fifty shares held by the defendant in the undertaking for which the Company was constituted by Act of Parliament, and the plea on the record was that the Directors of the Company made a call on the proprietors, payable on the 9th of April, 1838; that on the 7th of April, in the same year, the defendant transferred the shares to one Charles Thompson; and that a memorial of the transfer was entered in the books of the Company before the calls made were payable. To this plea there was a special demurrer, assigning for cause that the plea neither traversed, nor confessed and avoided the allegations in the declaration, and that it amounted to the plea of never indebted.

It appeared that the Company brought an action in the first instance against Thompson, the transferee of the shares, but the Court of Queen's Bench decided, in Hilary term last, that the action against him was not maintainable. The present defendant was therefore, sued for the amount of the calls, and the main question discussed to-day was whether the proprietor of the shares at the time the call was payable, or the proprietor of the shares at the time the call mas made, was liable for the amount.

Mr. Sergeant CHANNELL, in support of the demurrer, argued that the plea was defective both in form and in substance. It was substantially bad, because it was apparent, from the language of the 98th section of the Act incorporating the Company, that it was intended that the owners of the shares at the time the call was made should be liable to the payment of calls made. But if it were good in substance, which it was not, it was clearly bad in point of form. It neither denied any of the allegations in the declaration, nor did it confess or avoid them. Nothing appeared in the Act to discharge the defendant from his liability after it had accrued.

Lord Chief Justice TINDAL said, that as there was considerable obscurity in the case, the Court would take some time to consider.

IN THE MATTER OF JOHN RANGELEY.*

Insolvent Debtors' Court, Nov. 10.—The insolvent in this case applied to be liberated on bail. Mr. Montague, of Greve-street, Camberwell, and Mr. Curtis, of Church-street, offered themselves as sureties.

In a rigid cross-examination by the Learned Commissioner, previous to entering on the solvency of the bail, the insolvent stated that in May, 1840, he was granted a patent for a certain description of wheels to be used on railways, called safety rotation wheels, by which danger would be much diminished. A company was formed under the name of the Safety Rotation Company, of several influential individuals, for the purpose of carrying his invention into practical utility, amongst whom was the present Lord Mayor, and to which Mr. Cornwall Barron Wilson was solicitor. In endeavouring to perfect his invention he had incurred considerable expense, and was obliged to deal largely in accommodation bills. His debts were considerable, and his only available assets for the creditors was his patent, the right in which he had sold to the Company for the sum of 61,500*l.*, which was to be paid as soon as the invention was found to be practicable. To two branches of the Society, called the Irish and English Companies, he had sold a portion of his rights as patentee for about 300*l.*

Mr. Commissioner Law said it was to be regretted that if there were so many influential persons forming the Company, they did not step forward to assist him in perfecting his invention, without obliging him to rob the public, for by no other name than robbery could he designate the conduct of persons who recklessly dealt with accommodation bills. However, as the insolvent was a very old man, and he (the Learned Commissioner) was satisfied of the solvency of the gentlemen offering themselves as bail, he should order his release.

The insolvent was then liberated on bail.

* This case was accidentally omitted in "making-up" the paper last week.—ED. R. T.

CROYDON RAILWAY.—The Obstruction on this line having been removed, the following Trains will run on and after Monday, the 22nd instant, until the 1st of December, previous to which time the arrangement for the winter Trains will be announced.

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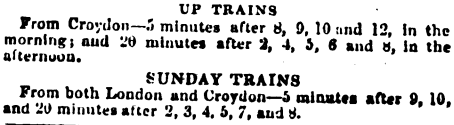
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We recommend the work, entitled MANHOOD, &c., to the careful perusal of persons of all classes. The moral as well as physical advantages sure to result from such perusal, will be most readily recognised and felt by those who stand most in need of them.—*Statesman.*

Messrs. Curtis and Company are to be consulted daily at their residence, No. 7, Frith-street, Soho-square, London.

Country Patients are requested to be as minute as possible in the detail of their cases. As to the duration of the complaint, the symptoms, age, general habits of living, and occupation in life of the party; the communication must be accompanied by the usual consultation fee of £1, without which no notice whatever can be taken of their application, and in all cases the most inviolable secrecy may be relied on.

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PUBLIC SALE OF VALUABLE ENGINEERS' TOOLS AND PATTERNS, STEAM ENGINE, SMITHY TOOLS, &c. &c., AND WORKS TO LET OR SELL.—To be Sold, by Public Sale, at the Works, West-street, Tradeston, Glasgow, on Wednesday, the 8th December, the whole valuable Tools belonging to Mr. A. Mylne, Engineer, Millwright, and Tool-maker, who is retiring from that business, including a superior Self-acting Planing Machine, 48 feet long by 4 feet wide; three smaller ditto; seven Self acting Lathes of various sizes; Hand-lathes with iron-beds; splendid Vertical Slotting and Drilling Machine; Nut-cutting Machine; Screwing Machine; large Crane of Fitting-up Shop with Chain and Pulleys; Portable Crane and Purchase Blocks; Ten-horse Power Steam-engine with Boiler, Gearing; Smiths' Vices, Anvils, and Tools of all sorts; Millwright's Benches, &c. &c. A very valuable set of Patterns for Steam engines, Planing Machines, Lathes, Spur and Bevel Wheels, and the Office Furniture, Watch-dog, &c.

These Tools are all of the most modern and expensive description, substantial and highly finished, part made to order and never used, and all of a quality rarely met with. Catalogues may be had by applying to the Auctioneers, and the whole seen any day between 10 and 2 o'clock. Sale to begin at half-past 10 for 11 o'clock, precisely.

BARCLAY AND SKIRVING, Auctioneers.

These extensive and recently-erected Premises, extending to nearly 4,000 square yards, contiguous to the harbour of Glasgow, and on the line of the Ayrshire, Greenock, and Hamilton Railways, are to Sell or Let, entry immediately. Apply to Mr. W. Colledge, Writer, Dunlop-street.

Glasgow, 12th November, 1841.

To Railway Contractors, Iron Founders, and Others.

IMPORTANT RAILWAY PLANT CLEARING-OUT SALE.—Messrs. MANSELL and KAYNS respectfully inform the public that they have received instructions from Mr. Price (whose work is completed on the Great Western Railway) to sell by Public Auction, immediately adjoining the Railway Station, Chippenham, on Friday, Nov. 26, 1841, punctually at 11 o'clock, without the least reservation, the whole of his valuable Plant, comprising 300 tons of Railway Bars, with flat bottoms, nearly equal to new, weighing about 38lbs. to the yard, and 20 crossings; 125 Tram Waggons, fit for immediate use; quantity of wheels and Axles for tram waggons; ditto small Wheels and Axles, 1 foot 8 inches and 2 feet diameter; 40 tons of Cast Iron; sound Plank Timber for seventy waggons, in 2½ inch, 1¼ inch, and 6 inch square, and 4½ inch by 11 inch; the whole of the Wrought Iron-work for ditto; quantity of Pedestals; small quantity of Deal Planks and Pine Timber; three very useful young Draught Horses; 40 sets of Harness; 12 broad and narrow-wheel Carts; Corn Binns; and many other useful lots.

The Auctioneers beg to claim the attention of Railroad Contractors to the above sale, the whole of the Plant being in excellent condition, and laying within fifty yards of the Chippenham station, which affords great facility for the north, east, and western roads.

Catalogues are now preparing and may be had, four days prior to sale, at the White Lion Inn, Bristol; Greyhound, Bath; Goddard Arms, Swindon; and of the Auctioneers, Malmesbury and Chippenham.

GUARANTEE SOCIETY.—To afford Security to Bankers, Merchants, Commercial and Trading Communities in general, is the *first* object of this Society. To relieve Relatives and Friends from painful obligations and responsibilities the *second*.

The experience of the first year (during which the Society has been eminently successful) already numbers amongst its patrons the principal Bankers, Merchants, and Public Institutions in the metropolis, and provincial districts, and by providing Guarantee for their integrity, has secured a competency for several hundred individuals.

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Thomas Attree, Esq.	G. Palmer, Esq.
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STANDING COUNSEL—R. Ryder Dean, Esq.
SOLICITORS—Messrs. W. & S. Cotton, No. 76, Basinghall-street.

This Society presents to the Public (and particularly to Bondsmen) the following advantages:—

1. No individual need hereafter incur the responsibility of becoming security for the integrity of another.
2. Individuals who are already surety for the fidelity of others, may immediately protect themselves from loss by insuring with the Society.
3. The expense and painful obligation of obtaining approved Sureties, or of replacing them when removed by death or otherwise will be altogether obviated.
4. All risks attending irresponsible sureties will be removed.
5. The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are surety, will be avoided.

Also to Agents, Travellers, and Clerks holding, or being desirous of holding, confidential and responsible situations, the Guarantee Society presents immediate facilities, where for a moderate premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London

By order,

THOMAS DODGSON, Secretary.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
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Ashby-de-la-Zouch	Newcastle-on-Tyne
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From the

Spread Eagle, Gracechurch-street.
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Griffin's Green Man and Still.
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HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.	
Not exceeding 15lbs. weight..	4	2	
Ditto 16lbs. do. ..	4	7	including delivery.
Ditto 18lbs. do. ..	4	9	
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Ditto 40lbs. do. ..	9	10	
Ditto 56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

ARGUS LIFE ASSURANCE COMPANY, 39, Throgmorton-street, Bank, London. Established in 1838. Empowered by Act of Parliament.

DIRECTORS.

Thomas Farncomb, Esq., Alderman, Chairman.
William Leaf, Esq., Deputy Chairman.

William Banbury, Esq.	John Humphery, Esq., Ald. M.P.
Harry Barrett, Esq.	Rupert Ingleby, Esq. Manchester
Edward Bates, Esq.	Thomas Kelly, Esq., Alderman.
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Rates reduced to the lowest possible scale that is compatible with the safety of the assured, and of the Company, whereby a certain and annual bonus is secured to every individual assured in this Office, in lieu of the deferred and sometimes delusive prospect of a periodical division of profits.

An ample Subscribed Capital, together with a large accumulated Premium Fund, invested in Government and other available securities, and perfect security without any responsibility, is thus given to the assured.

ANNUAL PREMIUM TO ASSURE £100.

Age.	For one year.			For seven years.			Term of Life.		
	£	s.	d.	£	s.	d.	£	s.	d.
25.....	0	19	7	1	0	7	1	15	1
30.....	1	1	3	1	2	1	1	19	0
35.....	1	2	9	1	3	8	2	5	10
40.....	1	4	6	1	6	2	2	13	9

In assurances for advances of money, as security for debts, or as a provision for a family when the least present outlay is desirable, the varied and comprehensive tables of the Argus Office will be found to be particularly favourable to the assured. A Board of Directors, with the medical officers, attend daily.

WARD BATES, Resident Director.

SCOTTISH (WIDOWS' FUND) ASSURANCE, Founded A. D. 1815, on the Original Plan of the LONDON EQUITABLE.—Head Office, Edinburgh, 5, St. Andrew-square; London, 7, Pall Mall West; Manchester, Cross-street, King-street; Glasgow, 30, Royal Exchange square.

Accumulated Fund exceeding One Million and Forty Thousand Pounds; Annual Revenue exceeding One Hundred and Eighty Thousand Pounds.

This Institution is the oldest, and in point of business the most extensive, Life Office in Scotland.

A slight consideration of the following statements will abundantly satisfy intending Assurers that there is not at this time any other Life Office in the United Kingdom which, whether in respect of

The sound principles on which it is constituted,
The unprecedented prosperity of its course throughout,
The selection of its Lives,
The successful investment of its Funds, and
The uniform promptness and liberality of its settlements, can hold out more solid advantages, especially to that important class of Assurances effected as Family Provisions.

The Whole Surplus Profits belong to the Assured, and are divisible septennially.

As ascertained from the investigation at 31st December, 1838, these Profits were sufficient to secure—

1*st*, A Retrospective Bonus of Two per Cent. per Annum, or Fourteen per Cent. for the Septennial Period, not only on the Original Sum assured, but likewise on the Bonus Additions previously declared.

2*nd*. A Contingent Prospective Bonus of Two per Cent. per Annum, to be paid from 31st December, 1838, on all Policies of *Five* Years' standing that may emerge before 31st December, 1845, when next investigation takes place.

The Directors are empowered to grant Loans to Members, on the Security of their Policies, to the extent of nine-tenths of their *value* at the time, and also, on application to that effect being made by parties, to convert their Bonus Additions into an equivalent deduction from the future Annual Premiums, or to give them in ready money the value of the additions at the date of application.

Practical Illustrations of the above.—A, in January, 1820, being then 40 years of age, insured his life for £3,000, paying an annual Premium of £98 8s.

He is now 61 years of age, and has an actual vested Bonus or Addition, declared and attached to his Policy of £1,035 12s., which, with the £3,000, the original sum assured, shows the full amount of the sum presently contained in the Policy to be, £4,035 12s.

Were A to die after Payment of his Premium for the current year, the sum payable under the Policy would be, £4,277 14s. 9d.

Were he to die in 1845, after payment of his premium for that year, the sum payable under the Policy would be, £4,600 11s. 9d.

Or if it were an object to him to reduce his present annual contribution, he might, by giving up his Bonus, reduce his future premiums from £98 5s. to £24 9s. 5d.

Or if he preferred receiving immediately the present value of his Bonus, he would, by surrendering it, be entitled to a sum of, £650 8s. 3d.

Assurances effected previous to 31st December, are entitled to participate in the Profits of the current year.

JOHN MACKENZIE, Manager.

Edinburgh, September, 1841.

HUGH Mc KEAN, 7, Pall Mall, Agent for London.

NATIONAL LOAN FUND ASSURANCE SOCIETY, for granting Life Assurances, Deferred Annuities, &c. &c., 26, Cornhill.—Capital, £500,000.—Empowered by Special Act of Parliament.

DIRECTORS.

T. Lamie Murray, Esq., Chairman.

John Elliotson, M.D., F.R.S.	John Rawson, Esq.
John Griffith Frith, Esq.	John Riddle Stodart, Esq.
R. Gordon, Esq.	Clement Tabor, Esq.
George Langley, Esq.	Joseph Thompson, Esq.

Auditors—Professor Wheatstone, F. R. S.; Professor Graves, A.M., F.R.S.

Actuary—W. S. B. Woolhouse, Esq., F.R.A.S.

Physician—J. Elliotson, M.D., F.R.S.

Surgeon—E. S. Symes, Esq.

Solicitors—Messrs. Sweet, Sutton, Ewens, and Ommaney, 6, Basinghall-street.

Bankers—Messrs. Glyn, Hallifax, Mills and Co.

LIFE ASSURANCE.

Advantages.—Perfect security from a large paid up Capital and accumulations——Equitable Rates—Power to borrow two-thirds Premiums paid, without expense or forfeiture—and Profits *annually* divided.

N. B. Policies for short periods, at lower rates than at any other Office, with option of continuance for Life, at the usual rates.

DEFERRED ANNUITIES.

The best and most varied provision for after life hitherto offered,—*2l.* 12s. per annum (1s. a week,) at 20, will at 65, give the Policy-holder the choice of an Annuity of *47l.* 16s. 8d. or 849*l.* 11s. cash, or Policy at death of 466*l.* Similar advantages at 50, 55, and 60,—two-thirds payments lent at any time, and two-thirds returned in case of premature death.

The detailed Plans and last Annual Report to be had at the Office, at any of its Branches, or, on application, will be forwarded post-free.

F. FERGUSON CAMROUX, Secretary.

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SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—In pursuance of a Resolution passed at the last Half-yearly meeting of the Shareholders, held at Sheffield on the 23rd of August, to the effect that "Mr. Locke be requested to make a Report of the portion of the works executed, and the cost thereof, as compared with his original estimates, also the extent of works remaining to be done, the estimated cost, and the probable time requisite for their completion," the following Report was submitted to a meeting of the Directors held at Manchester on Wednesday, the 10th November, instant:—

Manchester, 13th November, 1841.

To the Directors of the Sheffield, Ashton-under-Lyne, and Manchester Railway.

Gentlemen,—In accordance with the request of the Proprietors, as expressed by a resolution passed at their last general meeting, and communicated to me, I have directed my attention to the works on this railway, and am now enabled to make the following Report.

The works already in hand, independently of the tunnel, extend from Manchester to Dinting, and great progress has already been made with them. About seven miles of this distance, from Manchester to Godley, are sufficiently completed to justify the opening of one line for public traffic during the ensuing week, but the remainder (four miles) to Dinting, in consequence of the delay in obtaining the land for the Broadbottom viaduct, will not be completed till the end of next summer.

You are aware—although from the resolution alluded to it seems for the moment to have been forgotten—that the estimates of expense in constructing this railway were made by Mr. Vignoles, and that since my appointment it has not been necessary for me to do more than examine those portions of the line which had immediate reference to the works under construction. It is true that on each contract being let, I furnished to you an estimate of the probable cost of the works therein contemplated; but these contracts do not generally, and cannot always, contain all the works that may ultimately be required; hence the necessity of guarding against the conclusion that the amount of contracts so let furnishes the sum at which the whole works are to be executed. Estimates so formed should not therefore be compared with those more general and more comprehensive estimates which include the entire cost of the works; and as the only one ever made by me of this work was in the year 1836, before the Act of Parliament was obtained, it appears better, for the purposes of this inquiry, to take the more recent estimates of Mr. Vignoles, (which are minutely detailed, and have already been laid before you), and to ascertain whether or not they are sufficient for the works contemplated on this line.

The general estimate of Mr. Vignoles is as follows:—

Manchester to Glossop, 11 miles	£248,600
Glossop to Tunnel, 7½ miles	116,470
Tunnel, 3 miles	81,350
To Sheffield, 19 miles	219,718
Cost of Works	£666,138
Land	80,571
Management	37,336
Stations and stock	125,571
Tunnel contingencies	24,617
Unforeseen ditto	65,767
	£1,000,000

From the first item it appears that the works between Manchester and Glossop were estimated at £248,600; the actual cost according to contracts already made, is—

Contracts	£205,863
Contingencies and extras	14,137
Rails, chairs, keys, &c.	33,000
	£253,000

This is, I think, sufficiently near to justify the belief that the estimates generally cannot be very far from the actual cost; and if to the sum of £248,600 we were to add a fair proportion of the contingent fund with which the above general estimate is provided, we should find that the works from Manchester to Glossop have been actually executed for £20,000 less than the estimate.

In examining the prices of the works not yet commenced, I have found very nearly the same standard adopted as in those parts where the works are already executed; and although I think that in some cases the line as laid down will admit of some modification with a view to improve the curves, yet the general estimate, with the slight additions I have made to it, will, I conceive, be sufficient. To this, however, the tunnel will form an exception, and I shall have occasion to direct your attention to that part of the work hereafter.

From Glossop to the tunnel, a distance of about 7½ miles, and including the viaduct at Dinting, the estimated cost is £116,470; and I am inclined to think that it will be necessary to increase that amount to £125,000. In like manner, from the eastern side of the tunnel to Sheffield the estimate is £219,718, which should, I think, be increased to £230,000.

The observations I have made regarding a proportion of the contingent fund apply equally to these two items: and the additions being made would bring the estimate above what I think will be the actual cost of the work.

The tunnel, which is estimated at £73,850, together with £24,617, for contingencies, making £98,467, will, I think require double that amount; and it is in this item that I find the greatest difference of opinion to exist. The cost of the works, according to my views, will appear below:—

Manchester to Glossop, as actually executed, and with an allowance for Contingencies	£253,000
Glossop to Tunnel	125,000
Tunnel	200,000
Rails, &c., for ditto	7,500
From Tunnel to Sheffield	230,000
	815,500
Land, according to a list furnished by the solicitor	100,000
	915,500
To which add £50,000 for Parliamentary and other expenses incurred up to this time, and £20,000 for future management	70,000
Total cost of Railway	£985,500

The extent of the carrying establishment and the requisite stations will depend in some measure on the amount of traffic, and the cost of these will require to be added to the sum stated above. In all probability the following estimate will be found sufficient:—

40 Engines and Tenders	£60,000
70 Carriages	17,500
150 Waggons and Trucks	10,500
Stations (excluding the Manchester, which is provided by the Birmingham Company)	40,000
Total	£128,000

This sum added to the former, makes the entire cost of the railway and stock amount to £1,113,500. The following comparative table will show where the differences exist.—

	Dists.	Mr. Vignoles.	Present Estimate.
Manchester to Glossop	11	248,600	253,000
Glossop to Tunnel	7½	116,470	125,000
Tunnel, including Rails and Contingencies	3	105,967	207,500
From the Tunnel to Sheffield.	19	219,718	230,000
Land		80,571	100,000
Management		37,336	70,000
Contingencies unforeseen		65,767	
Stations and Carrying Stock		125,571	128,000
Total	40	£1,000,000	£1,113,500

Although there seems to be a considerable discrepancy in the items of "Management" and "Contingencies," it will still be found that the general amounts (with the exception of the tunnel) do not materially disagree. With reference to the tunnel, so far as our experience has gone, there does not appear to me any reason to hope that the work will be executed for the sum stated in Mr. Vignoles' estimate. That gentleman, I believe, considered that it might not be necessary to line the tunnel with brickwork or masonry; and since I have thought it more prudent to calculate upon that contingency arising, a considerable augmentation of the estimate has followed. A tunnel of this length through rock might probably be made safe without arching; but since we know that there are alternations of rock and slate, and that some of the rock lies in thin beds, it would, I think, be imprudent to make no provision for it.

The outlay already incurred at this tunnel is 53,000*l.*, of which 27,000*l.* has been expended in erecting engines, cottages, workshops, supply of materials, &c., and 26,000*l.* in sinking shafts, drawing the headings, &c. The tunnel will be 5,300 yards long, and five shafts have been laid out, and engines put up, for driving the water and the material excavated. The driftways, in the meantime, have progressed from each end, and the following statement shows the present position of the work:—

Western face drift already executed	645	yards.
Eastern ditto, ditto	482	„

Shafts.	Total depth.	Already sunk.	To sink.
No. 1	182	132	50 yards.
2	189	130	59
3	162	125	37
4	189	174	15
5	135	135	none.
	857	696	161

To complete the shafts and the drifts, I estimate the time at 18 months, and the expense at 40,000*l.* When these operations are completed, the drifts will carry away all the water in the tunnel, and the engines then may either cease working or be used only for raising the rock, &c. To make the tunnel 20 feet high and 15 feet wide, so as to allow one line of rails, will cost 105,000*l.*, and require two years for its accomplishment. Should it be determined, however, to proceed with the enlargement of the tunnel simultaneously with the driving of the headings or driftways, a portion of the time rendered necessary for that operation may be saved. It is not improbable, in the progress of the work, that the material may be found of such a nature as not to require all the arching that I have calculated on; but as I have said before, it is not for me to make such an assumption. I feel myself bound to proceed on the information we now possess, and I have rejected, therefore, as far as I possibly could, all speculations on the subject. I have adopted prices at which I think the work would now be let and guaranteed to the proprietors; and although it may hereafter turn out that a less sum may accomplish the work, it is safer to proceed on more secure ground.

In a commercial point of view the cost of this railway is certainly not excessive. Few lines have been executed so cheaply, and whether we look to the country through which it passes, or to the objects which, when made, it is destined to accomplish, there can be little doubt of its ultimate success. There has been, up to this time, many causes to arrest the progress of this undertaking. The depression which has existed in every branch of trade in the Lancashire and Yorkshire districts has no doubt tended to depress not only this, but every other description of railway property; and the opening of other lines not so successfully as was expected, has, from a sort of intuitive feeling of inferiority, sunk this line still further in public estimation. The truth is, that the railway public has been too much dazzled with the brilliant prospects of traffic, to distinguish clearly the difference between a cheap and a costly line. It has until recently, passed judgment upon all railways according to the expected income, regardless of the relative expenditure; and thus it is that many great and useful undertakings remain neglected. It is not my wish, although it may be my duty, to make comparisons with lines more or less favourably circumstanced than the Sheffield and Manchester; but whether we look to the local or general traffic, or to the position which this line must eventually hold in the chain of inland railway communication, there cannot remain a reasonable doubt that, with an outlay less than one-half that of such lines as the Leeds and Manchester and the North Midland, the derivable profit cannot be less than it is likely to be on either of those lines. These comparisons may not be altogether fortunate; but there can be no doubt that had either of these lines been executed for the cost per mile of the Manchester and Sheffield, they would hold very different positions in public estimation to what they now do; and there does not seem to me any adequate difference in the traffic on those lines to justify so decided a preference over the one now under consideration. This state of opinion, however, if ill founded, will in time correct itself; and if it can be shown—as I have endeavoured to show—that this line can be executed at something like £25,000 a mile (exclusive of its carrying stock) there seems little reason to doubt of its eventual success.

It may not be strictly within the limit of my instructions to remark on the advantages which this railway will give to and receive from the great coal field at Silkstone, near to which it passes, nor to call your attention to the fact that it will, at no distant period, be a shorter line from Manchester to the Humber and many parts of the West Riding of Yorkshire, than any yet made; but I should not be doing justice to the undertaking itself were I to omit even this brief notice, believing as I do that these circumstances will contribute very largely to its prosperity.

If in this undertaking were to be involved such a large outlay of money as has characterised some of the neighbouring lines, I should pause in my recommendation. Railway capitalists have already made too large sacrifices in many of them to hazard much upon this, and they will no doubt expect greater certainty in the expenditure of their money than they have heretofore possessed. With a view to arrive as nearly as possible at this certainty in the present case, it has occurred to me that it would be well to obtain contracts for the entire works, to be finished in a given time, and that all liabilities of every kind, even including the land, should be guaranteed to the Company under bond. If persons could not be found to to take such contracts, then a *prima facie* case is made out against the sufficiency of the estimate. Upon this shewing I am willing to test the estimate I have made to you, and either to find, parties who will give the guarantee required, or at once retire from the position I hold.

With a view to expend the capital of the Company the most economically possible I would suggest, in addition to the contracts already entered into as far as Glossop, that the works from thence to the tunnel be commenced forthwith. These works, together with the tunnel, would require 165,000*l.* during the next eighteen months, and by that period I have no doubt the state of the undertaking would be such as to justify the prosecution of the remainder with all possible dispatch. The heaviest portion of the work is done. One-half of the entire earthwork of the line existed between Manchester and Glossop, and that is now nearly completed. The execution of the line from Glossop to the tunnel would facilitate the building of the viaduct at the former place, by supplying it with stone from the neighbourhood of Woodhead; and the line, by thus progressing another stage, would draw to it all the trade of Sheffield, Barnsley, and other places in that district, even before the tunnel was completed.

Let it be borne in mind that the opening to Glossop, although it may secure the Sheffield traffic, cannot afford any facilities to Barnsley, Penistone, Silkstone, &c., all of which places would no doubt be brought to the line at Woodhead, instead of passing by the present circuitous route by Wakefield. Barnsley, the most eastern point, would be 17 miles from the railway at Woodhead, and, both as regards time and money, would gain by adopting that route.

Thus it appears that in every future progress, not only will the trade of Sheffield be more certainly secured to the line, but that fresh sources of traffic will be brought to it. So long as this extension can be made for less than 18,000*l.* a mile, there ought not to remain a doubt of the propriety of proceeding with it.

I am, Gentlemen, your obedient servant,

JOSEPH LOCKE.

London, November 8, 1841.

EASTERN COUNTIES' RAILWAY.—CONTRACT FOR COKE.—The Directors will be ready on Tuesday, the 30th inst., to receive Tenders from parties willing to supply the Company with Coke for a period of 12 months, the quantities and rate of delivery of which may be known on application at the Company's Office, High-street, Shoreditch.

Parties wishing to send in samples of their Coke, may obtain an order from the Manager for the Storekeeper to receive sample quantities of 5 tons each.

By Order,

A. BULKELEY, Secretary.

Eastern Counties' Railway Offices,
High-street, Shoreditch, Nov. 16, 1841.

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BIRMINGHAM AND GLOUCESTER RAILWAY.—ALTERATION OF TRAINS.—On and after MONDAY, the 15th of November, this Company's Trains will run as follows until further notice:—

From Birmingham.	From Gloucester.
12 44 a.m. (Mail.)	8 15 a.m.
3 10 a.m. (Mail.)	• 9 30 a.m. (Goods.)
8 45 a.m.	11 45 a.m.
•10 0 a.m. (Goods.)	2 30 p.m.
12 15 p.m.	• 3 0 p.m. (Goods.)
2 45 p.m.	5 0 p.m.
• 3 30 p.m. (Goods.)	7 15 p.m. (Mail.)
6 15 p.m.	9 0 p.m. (Mail.)

Short Train, from Gloucester to Cheltenham, at 9 15 a.m.

Short Train, from Cheltenham to Gloucester, at 9 45 a.m.

• Passengers are conveyed by Goods Trains, starting at Birmingham from the Camp Hill Station; and the Company do not provide Conveyances at Spetchley for Worcester, nor do they guarantee the attendance of Omnibuses at any of the other Stations to meet those Trains.

Passengers may be booked in London for Worcester, Cheltenham, or Gloucester, by Trains leaving the London Station of the London and Birmingham Railway at 6 and 9½ a.m.; and from those places for London, by Trains leaving Gloucester at 8¼ a.m. and 2¼ and 9 p.m.

By order,
GEORGE KING, Secretary.

12, Waterloo-street, Birmingham,
2nd November, 1841.

LONDON AND GREENWICH RAILWAY SCRIP.—The holders are reminded that the final instalment became due on the 15th of October last, and that interest at the rate of 5 per cent. per annum is now charged on all instalments in arrear; and that unless paid in full on or before the 15th of January next, the whole of the amounts already paid *are subject to forfeiture.*

The Scrip on which the whole of the instalments have been paid, must be registered before the holders can receive any dividend thereon.

By order,
J. Y. AKERMAN, Sec.

Offices, 37, Canterbury-square, Tooley-street,
16th November, 1841.

NORTHERN AND EASTERN RAILWAY.—FURTHER OPENING OF THE LINE.—This Line of Railway will be further opened on Monday, the 22nd November, to the Turnpike-road near Spelbrook, two miles from Bishop's Stortford and Hockerill. The Trains will run as follows on week days:—

DOWN TRAINS,

From London to Broxbourne and Spellbrook, 8 o'clock, half-past 9, half-past 11, morning; half past 1, half-past 3, half-past 4, half-past 5, and half-past 7, afternoon.

UP TRAINS,

From Spelbrook to London, half-past 7, half-past 8, half-past 9, half-past 11, morning; half-past 2, half-past 3, half-past 5, and half-past 6, afternoon.

SUNDAY TRAINS.

DOWN TRAINS.

Half-past 9 morning, to Spelbrook
Half-past 2 afternoon, to Broxbourne
Half-past 3 „ Spelbrook
Half-past 6 „ Spelbrook.

UP TRAINS.

Half-past 9 morning, from Spelbrook
Half-past 1 afternoon, from Spelbrook
4 afternoon, from Broxbourne
Half-past 6 afternoon, from Spelbrook.

The Fares, Stoppages, and other particulars will be given in the bills to be had at the several stations.

Third-class Carriages will be run only with the half-past 9 morning, and half past 7 afternoon, Down Trains; and with the half-past 9 morning and half-past 6 afternoon, Up Trains, on week days, and on Sundays with all the Trains.

Carriages and Horses conveyed to and from London, Broxbourne, Harlow, and Spelbrook.

WM. BOURNE, Secretary.

Shoreditch, London, Nov. 15, 1841.

NORTHERN AND EASTERN RAILWAY.—Notice is hereby given, That a Special General Meeting of the Proprietors of this Company, will be held at the London Tavern, Bishopsgate-street, on Thursday, the 2nd day of December next, at Two o'Clock precisely, for the purpose of authorising the Directors to borrow a sum of Money on Interest, not exceeding Two Hundred and Forty Thousand Pounds, as directed by the Acts of Parliament incorporating this Company.

WILLIAM CRAWSHAY, Chairman.
WM. BOURNE, Secretary.

Shoreditch, London, 18th Nov. 1841.

TO ENGINEERS, BREWERS, BUILDERS, and Others requiring Roomy Premises. — To LET CLOSE TO THE CITY, eligible and extensive premises consisting of a piece of Ground 200 feet long and a Building 60 feet long with three floors, and cellar under, and five arches of the Blackwall Railway, close to the Minories, with a good roadway entrance. Apply to Messrs. Rippingham and Rose, Solicitors, 17, Great Prescot-street, Goodman's Fields.

RAILWAY to GOSPORT and PORTSMOUTH.—LONDON AND SOUTH-WESTERN RAILWAY. In consequence of the OPENING of the Gosport Branch, on and after November 29, 1841, the times of Departure will be as follows:—

DOWN TRAINS FROM VAUXHALL.

	M.	M.	
To Southampton and Gosport, mixed	7	0	Morn.
Ditto ditto ditto	9	0	„
Woking Common, ditto	10	15	„
Southampton and Gosport, fast	11	0	„
Southampton and Gosport, mixed	1	0	Aftern.
Woking Common, mixed	2	5	„
Southampton and Gosport, fast	3	0	„
Woking Common, mixed	4	15	„
Southampton and Gosport, mixed	5	0	„
Woking Common, mixed	5	30	„
Southampton, mail	8	30	„

GOODS TRAINS.

To Southampton and Gosport	12	0	A. M.
Ditto ditto	10	0	P. M.

ON SUNDAYS.

To Woking mixed	9	15	Morn.
To Southampton and Gosport, ditto	10	0	„
Woking, mixed	2	15	Aftern.
Southampton and Gosport, ditto	5	0	„
Woking, ditto	7	15	„
Southampton, mail	8	30	„

UP TRAINS FROM GOSPORT AND SOUTHAMPTON.

From Southampton, mail	2	0	Morn.
Gosport, mixed	6	30	„
Southampton, ditto	7	0	„
Woking Common, ditto	7	45	„
Gosport, ditto	8	30	„
Southampton, ditto	9	0	„
Gosport, fast	10	30	„
Southampton, ditto	11	0	„
Gosport, mixed	12	30	Aftern.
Southampton, ditto	1	0	„
Woking Common, ditto	1	15	„
Gosport, fast	2	30	„
Southampton, ditto	3	0	„
Woking Common, mixed	5	15	„
From Woking Common, ditto	7	15	„
Gosport, ditto	5	30	„
Southampton, ditto	6	0	„

GOODS TRAINS.

From Gosport	8	15	Morn.
Southampton	9	15	„
Gosport	7	30	Aftern.
Southampton	8	30	„

ON SUNDAYS.

From Southampton, mail	2	0	Morn.
Woking, mixed	9	15	„
Gosport, ditto	9	30	„
Southampton, ditto	10	0	„
Gosport, mixed	4	30	Aftn
Southampton, ditto	5	0	Aftn
Woking, ditto	6	15	„
Woking, ditto	8	15	„

FARES.

	Fast Trains.	Mixed Trains. 1st Class.	Mixed Trains. 2d Class.	Day Goods Trains.
To Southampton..	21s.	20s.	14s.	8s.
To Gosport	22s.	21s.	15s.	9s

Parcels under 28lbs., including delivery in London, Southampton, Gosport, and Portsmouth, 1s. 3d. each.

TRAINS FROM GOSPORT TO SOUTHAMPTON.

To Southampton, mixed	8	30	Morn.
Southampton, ditto	10	39	„
Southampton, ditto	2	30	Aftern.
Southampton, ditto	5	30	„

ON SUNDAYS.

To Southampton, mixed	9	30	Morn.
Southampton, ditto	4	30	Aftern.

TRAINS FROM SOUTHAMPTON TO GOSPORT.

To Gosport, mixed	9	30	Morn.
Gosport, ditto	12	0	„
Gosport, mixed	4	0	Aftern.
Gosport, ditto	8	0	„

ON SUNDAYS.

To Gosport, mixed	1	10	Aftern.
Gosport, ditto	8	10	„

FARES.

First Class, 4s. 6d.; Second Class, 3s.; Children under 12 months, no charge; above 12 months and under 10 years, half price.

N.B. During the present winter the speed of the trains over the new line will be strictly limited to 20 miles per hour—London time observed, and the doors of the stations finally closed five minutes before the time of starting.

By order of the Directors,
A. MORGAN, Secretary.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

BRISTOL AND GLOUCESTER RAILWAY EXTENSION LINE.—CALL of £10 per Cent., being £5 per Share.—The Committee of Management of this undertaking having resolved at a meeting held in Bristol this day, to CALL under the provisions of the Acts of Parliament relative to the said undertaking, for an Instalment of £5 per Share, Notice is hereby given, That the Subscribers to the said undertaking, and proprietors of Shares therein are required to pay on or before the 11th day of December next, to any one of the undermentioned Bankers, the sum of £5 on each of their respective Shares, viz.:

London—Messrs. Barnett, Hoare, and Co.
Bristol—Messrs. Miles, Harford, and Co.; Messrs Baillie, Ames, and Co.; Messrs. Stuckey's Banking Company; The West of England and South Wales District Bank.
Gloucester—The Gloucestershire Banking Company.
Manchester—Messrs. Jones, Loyds, and Co.

By Order of the Committee of Management,
GEORGE JONES, Chairman,
ROBERT FLETCHER, Secretary.

Interest at the rate of £5 per cent. per annum will be charged to all parties who may remain in arrear for this call after the above named 11th day of December.

Office, Exchange Buildings, Bristol, Nov. 15, 1841.

PARISIAN BITUMEN COMPANY, Millwall, Poplar.—The Directors of the above-named Company beg to call the attention of Engineers, Architects, Surveyors, Builders, and the Public generally, to the applicability of the BITUMEN manufactured by them, as a pavement or flooring; also for its use in covering arches for the prevention of damp and preservation of the masonry.

They beg also to state that it has been used very successfully as a cement for masonry on the weirs of the Upper Medway, and is particularly applicable to hydraulic works and foundations of heavy buildings.

They beg to submit the following list of prices, and to state that they will guarantee the durability and efficiency of any work executed by them.

	s.	d.
Covering viaducts or arches of bridges, vaults, terraces, &c., 1½ inch thick, per square yard	4	6
Paving pathways, kitchens, cellars, granaries, malt houses, warehouses, &c. 1½ inch thick	4	6
Paving barns, court yards, tun rooms, wharfs, stables, &c. 2 inches thick	5	6
Paving walks, &c. ¾ inch thick	3	6

The above charges are exclusive of the cost of carriage, which must be borne by the parties by whom the work is required.

W. MACKENZIE, Superintendent.

NEW EDITIONS of the following useful Works are just published at the *Railway Times* Office, 122, Fleet-street:

I.

ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

II.

ROBINSON'S RAILWAY DIRECTORY FOR 1842, containing the Names of the Directors and principal Officers of the Railways in Great Britain, derived from authentic sources, price 1s.

III.

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

IV.

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.; on canvass, 2s. 6d.

V.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the METROPOLIS, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

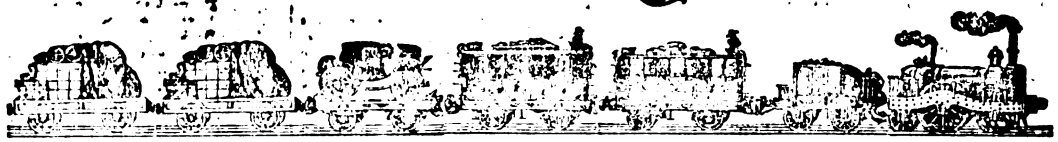
VI.

TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, November 20, 1841.

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The Railway Times.



Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 204. Vol. IV.—No. 48.] SATURDAY, NOVEMBER 27, 1841. [Price, 6d.

PROPOSED PLAN for the establishment of a GENERAL OFFICE for the use of TRAVELLERS BY RAILWAY and STEAM NAVIGATION, where the public could readily obtain every species of information that might be useful to or required by Travellers, either on business or pleasure, by any of the various Railway and Steam Navigation Conveyances throughout the United Kingdom, more especially as relates to the hours of departure and arrival, the scale of fares, and the different regulations of each, for conveying Passengers and Goods; to be formed under the sanction and patronage of the several Boards of Direction and Management of the Companies now in existence.

It is proposed that a complete Register be kept of all the Railway Conveyances, systematically arranged for the convenience of immediate reference, setting forth every station at which the trains stop on the respective lines, and the several stations and booking offices from whence passengers and goods may be conveyed.

That the proposed Office be furnished with the printed placards and hand-bills from all the different Companies, for reference and distribution to the public, who should receive gratuitously every information required.

That a like Register be kept of all the Steam Navigation Conveyances, and a similar distribution be made of the hand bills of the different Companies, and every information respecting them be given in the same manner.

That a communication be opened for correspondence with the respective Secretaries to enable the Manager of the Office to give answer to such inquiries as might arise, and which their printed hand-bills do not furnish, and that the Secretaries would from time to time give the Manager immediate notice of every alteration affecting the conveyance of passengers and goods.

The Manager of the Office would undertake to transmit by post any hand-bill or specific information, which might be required by persons residing in the country, and who could not conveniently attend personally to obtain it.

That such Office be fixed at some centrical point (being a public thoroughfare) at the West End of the Town, holding connection with a similar establishment in the City, and to be open to the public every day, Sundays excepted, and that the Office shall be furnished with geographical maps and plans of the Railways.

It is proposed that arrangements should also be made which would embrace an extension of the plan, by collecting information of the various establishments on the Continent of Europe and elsewhere, for conveyance by Railway and Steam Navigation, as it is considered that by centralizing these various objects at one place, a complete Emporium will be formed for obtaining that general information which Travellers so much require, and this concern founded upon such an enlarged and comprehensive scale as would ensure the contemplated benefit and advantage to the several Companies interested, as well as for its becoming a medium of the greatest public utility.

NATHANIEL W. SYMONDS.

Lombard Street Chambers, Clement's Lane,
27th October, 1841.

*** Any suggestion to improve or add to the usefulness of the above plan will be thankfully received.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill-wall, Poplar; and also of the following Agents:

Robertson and Co., 12, Goree Piazzas Liverpool.
Mathias Dunn..... Newcastle-upon-Tyne
Joseph Bothway..... Plymouth.
John Thompson and Co. ..... Wigan.
J. T. Tregellas..... Truro.
Thomas Mooney and Son..... Dublin.
Coates and Young ..... Belfast.
James Kibble and Co. ..... Glasgow.
James Gunn..... Leith.
John M. Beatts, 14, Clement's-lane, High-street, Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secrecy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S ROLLER CALENDAR FOR 1842.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board Room, Counting House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d.; in Ornamented Box, 6s. 6d. In addition to much useful information relating to business, &c., the Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Railway Times Office, Fleet-street; Letts, Cornhill; and Ackerman, Strand.

LARCH TIMBER FOR SALE.—The LOW PORTION of the KNOCK PLANTATION of MONZIE, situated near Crieff, in the county of Perth, and within 16 miles of the shipping port of Perth, will be exposed to SALE by Public Roup, on the spot, on Wednesday, the 12th day of January next, at Twelve o'clock, noon. It consists of 38 imperial acres, and will be exposed in one, two, or three separate lots. There are 5,169 trees of Larch, and 991 of Scotch Fir. The other intermixed Timber is to be reserved. The Larch is of very superior quality, and is upwards of 60 years old. Much of it is of very large scantling, and well suited for Railway Sleepers, Ship-building, and other purposes requiring heavy Timber. There is a ready market in the neighbourhood for the Tops and Brush, and also a good situation adjoining for a Saw-mill, with a plentiful supply of Water.

For further particulars application may be made to Messrs. Davidsons and Syme, W.S., Edinburgh; or to Mr. William Blackadder, C.E., Glammis, Forfarshire; and the Timber will be shown by James Taylor, forester at Monzie.

November, 1841.

LONDON AND BIRMINGHAM RAILWAY. CALL of £10 (being the second) on the £25 Shares, making £15 per Share called for.

The Directors of the London and Birmingham Railway Company having resolved that a Second Instalment of Ten Pounds per Share, payable on or before the 10th of January, 1842, should be called for on the £25 shares of this Company, the Proprietors of such shares are hereby required to pay, on or before the appointed day, to any one of the undermentioned Bankers, the sum of £10 on each of their respective shares, viz.,—

London—Messrs. Glyn and Co., 67, Lombard-street, or at the Office of the Railway Company, Euston-station.
Birmingham—Messrs J. L. Moilliet and Son, or the Birmingham Banking Company.
Liverpool—The Bank of Liverpool.
Manchester—Messrs. R. Heywood and Co., or the Bank of Manchester.

The Bankers have been severally instructed to charge interest at the rate of £5 per cent. per annum (according to the provisions of the Act of Incorporation), on all sums which shall be tendered after the 10th of January, 1842.

GEORGE CARR GLYN, Chairman } Of the Board of
J. F. LEDSAM, Deputy Chairman } Directors.

By order, R. CREED, Secretary.

Office, Euston Station, November 12, 1841.

BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

BIRMINGHAM AND GLOUCESTER RAILWAY.—THIRD INSTALMENT UPON SCRIP, £5, DUE NOVEMBER 25, 1841.—The THIRD INSTALMENT, amounting to £5, upon the Scrip issued by the Company, is required to be PAID to the Birmingham Banking Company, at Birmingham, on or before the 25th instant, after which day interest will be charged at the rate of five per cent. per annum; and if the same "shall remain unpaid for one calendar month after the day above mentioned for its payment, the scrip will be absolutely forfeited, with all moneys previously paid thereon."

Each holder of Scrip is requested, so soon as he shall have paid his Instalment, to bring or send his Scrip to this Office, together with the Banker's Receipt, in order that the payment may be duly registered on the Scrip and in the Company's Books.

The Bankers have received instructions to allow a discount at the rate of 5 per cent. per annum, upon Instalments paid in advance.

The Fourth and last Instalment will be due on the 25th of February next.

By order,
GEORGE KING, Secretary.

Waterloo-street, Birmingham,
November 11, 1841.

Now ready, in quarto, to correspond with the origina Volume, price 7s. 6d., useful and interesting additions to THE RAILWAYS OF GREAT BRITAIN AND IRELAND, by FRANCIS WHISHAW, Civil Engineer, M. INST., C. E.,

COLOURED SECTIONS, exhibiting at one view the Lengths, Summits, and Levels of all the principal Railways in England, reduced to the Trinity Standard. Coloured Diagrams, showing the rise and fall of shares in the principal lines of railway for a series of years; all the principal railway wheels illustrated.

London: Simpkin, Marshall and Co., Stationers'-court

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SOUTH-EASTERN RAILWAY COMPANY—GENERAL MEETING.

THE Half-yearly General Meeting of the proprietors of the South-Eastern Railway Company was held on Thursday, at the London Tavern, Bishopsgate-street, JOSEPH BAXENDALE, Esq., in the Chair.

There was a full attendance of proprietors.

The advertisement calling the meeting having been read,

It was resolved unanimously, that the common seal of the Company be affixed to the register of proprietors, which was done accordingly in the presence of the meeting.

The SECRETARY (J. S. Yeats, Esq.,) then read the following Reports :—

DIRECTORS' REPORT.

London, 15th November, 1841.

Since the half yearly meeting in May last, the progress which has been made in those portion of the line between Tunbridge and the junction with the Brighton Railway has been such as to confirm the opinion then expressed by the Directors, that that district may be opened for traffic before the next half-yearly meeting of the proprietors.

The contract for ballasting the line and laying the permanent way between Redstone Hill and Tunbridge has been some time in operation, and there is reason to believe that the eastern portion, about 11 miles in length, will be completed before the end of the year, leaving about nine miles to complete, which the contractor is under an engagement to finish early in the spring of 1842.

Under the recommendation of the Engineer in Chief, the Directors have adopted certain improvements in the form and description of sleepers, chairs, and fastenings; they have also substituted, in lieu of iron pins, treenails of compressed oak; and from the experiments which have been tried on that portion of the permanent way, which has been laid for more than 2 miles, over which the locomotive is daily passing, they have reason to express their perfect accordance in the principle, and their approbation of the result.

Eastward of Tunbridge, for a distance of 34 miles, the line has been contracted for, and the works are in progress. A large portion of the earthwork and brickwork on that part of the line intended for the next opening has been finished, and the contractor is bound to complete and open the line to the Staplehurst Road, a distance of 12 miles east of Tunbridge, by the 1st of July, 1842.

That part of the line from the Staplehurst Road to Ashford, a distance of 14 miles, is let to a responsible contractor to be opened in the year 1842. At this point the Dover traffic will come upon the line, being a distance of 20 miles from that place.

Beyond Ashford another contract has been let, extending over nearly seven miles, the earthworks of which requiring some time to complete, it has been deemed advisable to commence them at the present time, in order that their completion may be effected by the time the line is in a condition to be opened to Folkestone.

The works in the Dover district have continued to advance steadily and satisfactorily. The Warren and Folkestone contracts have been completed to formation level, and arrangements have been made for driving the Saltwood tunnel and other works in that district.

The Directors have the satisfaction to state that the works have sustained no injury from the continued rains to which they have been subjected; the embankments being nearly closed, the late wet weather has been of considerable service in consolidating them: they have, however, instructed Mr. Cubitt to prepare a Report on the subject of the works, which will be submitted to the meeting.

The whole of the land from Redstone Hill to Dover has been contracted for,: and in addition to the amount already paid under that head, as shown in the accounts, there remained on the 1st of October last a sum unpaid amounting to 53,091*l.*, a portion of which has since been paid.

Of the 400 shares forfeited at the last meeting, 50 were redeemed on the following day by payment of the Calls then due, and 91 were sold at prices realizing more than was owing upon them. There are now 1,405 shares in the hands of the Company.

By resolutions of the Board, dated 17th August last, the Directors declared forfeited 7,372 shares, which were then in arrear; since that date 3,979 have been redeemed from forfeiture. Arrangements have been made for the payment of others, and, unless between this period and the day of meeting the remainder be redeemed by payment of the calls, a resolution for confirming the declarations of forfeiture will be submitted to the meeting.

There are, however, other cases in which the Directors have considered it more to the advantage of the Company not to forfeit the shares, but have adopted legal proceedings for the recovery of the arrears, and they have reason to believe that in these cases the whole will eventually be recovered.

The necessity of increasing the proposed accommodation at the London Bridge station has been such, that it became imperative on the Directors to co-operate with the Brighton and Croydon Companies in its enlargement, and they doubt not that the proprietors will give credit for the attention and assiduity of the Managers in carrying out the works.

On referring to the accounts of expenditure by the Directors, it will be seen that payments have been made to the extent of 18,304*l.* 3s. 4d., on account of the joint station at London Bridge. It is desirable that provision should be made to repay the amounts thus advanced from the funds of this Company, and also to provide for the future payment of those which will be required for that object, and as power has been granted to raise the sum of 120 000*l.* for the express purpose of the station at London Bridge, it is proposed to submit to this meeting a resolution authorising the raising of that amount, or any part of it, agreeably to the provisions of the Act under which such power was given.

In concluding their Report, the Directors desire to express their unabated confidence in the soundness of their undertaking; convinced, as they are, that, whether regarding the cost of the line, or the expected traffic resulting therefrom, it must sooner or later prove itself entitled to a better position than it now holds in the railway world.

The annexed account of the receipts and expenditure of the Company shows a balance in hand of 26,361*l.* 5s. 1d.

Statement of the Share Capital of the Company on the 1st of October, 1841.

1841. DEBTOR.	£	s.	d.
Oct. 1. To amount of Calls made, including deposits on 28,000 shares, at 38*l.* per share	1,064,000	0	0
To Calls paid in anticipation	11,254	0	0
To Cash, excess of proceeds of forfeited shares	285	11	7
Total	£1,075,539	11	7

CREDITOR.	£	£	s.	d.
1841. Oct. 1. By shares in the hands of the Company, 1,405 at 38*l.* per share	53,390			
Less amount received thereon	14,688			
		38,702	0	0
By cash received on account of capital as per statement of receipts		726,241	0	5
By balance for arrears of calls, viz.—				
991 Shares owing £5	4,955			
897 „ 10	8,970			
866 „ 15	12,990			
2,999 „ 20	59,980			
1,195 „ 23	27,485			
414 „ 26	10,764			
173 „ 29	5,017			
2 „ 31	62			
7,537	130,223			
Less amount received thereon, and included above	3,940			
		126,283	0	0
By deficiency arising from the issue of shares at 12*l.* discount, and from the re-sale of forfeited shares		184,313	11	2
Total		£1,075,539	11	7

Statement of Receipts and Expenditure to the 1st of October, 1841.

RECEIPTS.	Per Statement to Apr. 1, 1841.	Half year ending Oct. 1, 1841.		Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cash on account of Capital	591,253 8 8	134,987 11 9	726,241 0 5	
Interest	4,488 18 6	1,289 2 10	5,778 1 4	
Lands re-sold	2'585 4 8	26 3 3	2,611 7 11	
Rents and sundries	160 5 11		160 5 11	
Cash from South-Eastern Brighton Railway Company	1,500 0 0		1,500 0 0	
Loans		52,360 0 0	52,360 0 0	
Cash for checks drawn, but not yet paid		201 7 2	201 7 2	
	599,987 17 9	188,864 5 0		788852 2 9
EXPENDITURE.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Expenses prior to formation of the Company	1,422 7 2		1,422 7 2	
Parliamentary expenses, including costs of Acts, and expenses incident thereto	63,233 13 0		63,233 13 0	
Engineering	16,179 10 6	12,425 7 6	18,604 18 0	
Surveying	2,618 6 6	131 15 9	2,750 2 3	
Valuation of land for purchase	4,345 5 7	896 14 6	5,242 0 1	
Land and compensation, including costs of conveyance	157,127 18 6	19,949 12 10	177,077 11 4	
Works	216,172 9 3	176,809 8 10	392,981 18 1	
Rails and Sleepers, { Rails.. £21,405 0 2 / Sleepers 324 15 3 }		21,729 15 5	21,729 15 5	
Inspection of works—expenses attendant thereon	145 9 6	143 11 6	289 1 0	
Expenses of deputations to Paris and Brussels in 1836 and 1838	513 9 3		513 9 3	
Direction	4,550 0 0	600 0 0	5,150 0 0	
Salaries to Secretary and Clerks	4,751 5 0	597 10 0	5,348 15 0	
Rent, taxes, repairs, and furniture	3,150 4 2	117 6 11	3,267 11 1	
Advertisements, engraving, printing, maps, and stationery	5,494 6 2	183 19 8	5,678 5 10	
General disbursements, including office expenses, wages, postages, travelling and incidental expenses	4,433 0 2	210 11 2	4,643 11 4	
Gratuities	597 10 0		597 10 0	
Commission and Agency	885 0 0		885 0 0	
Stamps and commission on loans		172 0 0	172 0 0	
Solicitor, for general business	3,853 0 7		3,853 0 7	
Expenses of Committee of Proprietors, appointed November, 1839	93 19 0		93 19 0	
Interest on paid-up capital	12,561 2 6	11,273 2 9	23,834 5 3	
Police	511 0 9	828 16 3	1,339 17 0	
South-Eastern Canterbury Railway Company	4,077 5 6		4,077 5 6	
London Bridge station, on account	7,500 0 0	10,804 3 4	18,304 3 4	
Surveys of branch lines to Canterbury, Ramsgate and Margate, and to Maidstone	1,400 18 2		1,400 18 2	
	515,617 1 3	246,873 16 5		762490 17 8
Balance				26361 5 1

ENGINEER'S REPORT.

To the Board of Directors.

GENTLEMEN,—In drawing up a Report to be submitted to you previous to the half yearly general meeting on the 25th inst., it is with strong hopes of its being the last general meeting to which I shall have to report before the opening of a considerable portion of this railway to the public.

In the performance of this duty it appears to me that the desired information as to the state and progress of the works will be more clearly set forth by a reference to my two former Reports, viz. that of November, 1840, and May, 1841, in which I stated my expectations that the cost of this railway for engineering works, exclusive of land and compensation, would not exceed the general estimate set forth in November, 1839, being the first estimate after the precise line of railway from the Brighton line at Red Hill to Archcliff Fort, at Dover was finally settled, and which amounted to 1,266,861*l.* This expectation nothing has yet occurred to shake,—neither have I any reason to doubt that the line may be opened to Tunbridge during the month of May next, and to the Staplehurst Road by Midsummer, as stated in those Reports,—and also to Ashford by the end of the year 1842. In fact, contracts are entered into with able and experienced contractors for completing the railway to Tunbridge in May, to Staplehurst Road in July, and to Ashford in December,—and which (means being provided) I have no doubt they will be able to effect.

Since the last general meeting in May, the works between Red Hill and Tunbridge have been unremittingly pushed forward; and, but for unexampled wet weather during the whole of the last month, all the embankments upon that 50 miles of line would have been joined and completed up to formation level:—as it is, however, there does not remain a month's work to complete all the embankments ready for ballasting; and, setting aside the delay, the works are in a much improved state, from the embankments having been well soaked and consolidated before being ballasted, thus ensuring a more perfect railway in the first instance.

It is satisfactory to report that ample stores of ballasting, of a most excellent quality, have been found along the line, several miles of which, between Tunbridge and Edenbridge, are already ballasted, and about three miles of permanent way laid, on which the locomotive engines of Messrs. Betts (the contractors for ballasting and laying the permanent way) are at work night and day, with the intention of completing, if possible, a line of permanent way from Tunbridge to Edenbridge—a distance of 10 miles—by New-Year's day.

The tunnel at Bletchingly is completed, with the exception of its ends and entrances, and the whole will be completed and ready for the rails by Christmas; by which time also, or the first week in January, I expect the ballasting and laying the permanent way will be commenced at the junction with the Brighton line, near Red Hill.

From the experience we have now had of the permanent way, as regards the efficiency of the sleepers, chairs and fastenings for the rails, I trust the proprietors will have every reason to be satisfied with that important part of this

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railway, whether considered with regard to efficiency, first cost, or ultimate maintenance of way.

In consequence of the storms, high tides, and wet weather prevalent during the last month, various statements were put forth in the public papers relative to the effects of the rain and high tides upon different parts of the coast, and which were set forth in such a way as to induce the readers to suppose that injury of some kind, or to some extent, had occurred to the works of the railway now in progress between Dover and Folkestone.

Under these circumstances therefore I deemed it my duty, previous to the general meeting, to go to Dover, and personally examine into the state of the works there, as well as on the other portions of the line. In accordance with this feeling, and accompanied by your Chairman, we devoted nearly the whole of the last week to the objects of this inquiry: commencing at Dover and going over every portion of the line where works are in progress, from thence to Red Hill at the junction with the Brighton line.

It is therefore with much satisfaction, I can most unequivocally state, that in no one instance have the storms, high tides, or heavy rains, injuriously affected the works of this railway; but (setting aside the loss of time occasioned thereby) have in some instances been attended with advantage.

At Dover, it is true, the extraordinary high tides have interfered with the general coast line both east and west of the town, but not to a greater extent than has occurred at former periods; and it is also true, that the late very heavy seas have acted upon the chalk cliffs so as to cause portions of them to fall, but this as regards the Shakespere Cliff, where the falls have principally occurred, has no interference with the railway works, as the Shakespere Tunnel was driven through and at the back of that promontory for the very purpose of avoiding such casualties. And as regards the falls of chalk on the other parts of the cliff connected with the works, none have occurred but where the same was in course of being removed in trimming down the cliffs to a safe slope, or where it has all along formed part of our plans to have it removed; and in one case, the point or promontory of chalk between the west entrance of the Shakespere Tunnel and the commencement of the Sea wall, I have had plans, sections, and estimates prepared for its removal for more than twelve months, and nothing but the great cost (from 8,000*l.* to 10,000*l.*), combined with the hope and expectation that it would come down of itself in time, and the circumstance of wanting the means more in the Tunbridge division, deterred me from having it removed before this time. I am happy, however, to find that my expectations as to its coming down even without help, are likely to be realized during the ensuing winter, and thus a large expense saved, and the face of the cliff at that point rendered perfectly safe. It is also gratifying to me to be able to state, that our great work, the Sea wall, which is in various states of progress in different parts, has withstood all the storms and high tides, and without injury, and already forms a most perfect security to the foot of the cliffs against which it is built, both by protecting them from the action of the Sea in front, and perfectly draining them (by means of culverts built in for that purpose) from the land and spring waters at the back; besides the important object for which it is being executed, that of forming a railway, 12 yards wide at its top, and within a parapet formed by the whole thickness of the wall.

I have dwelt more particularly on this part of the works for the cause set forth above; for, although I feel neither surprise at what has occurred, nor apprehension at what may occur, relative to the execution of the works in this place, yet, as there may be parties interested in them, who for the causes above mentioned might be apprehensive if I remained silent on the subject, I have deemed it my duty to give the above explanation in reply to the reports and paragraphs which have been before the public relative thereto, and again to state most explicitly my full confidence that, when completed, the portion of the railway from Dover to Folkestone will be as safe and good as any other portion of the line, and by far the most picturesque and interesting.

In conclusion, therefore, I can only say, that any information omitted in this Report, I shall be most happy to give to any inquiries at the general meeting,

And have the honour to remain, Gentlemen,
Your most obedient servant,
(Signed) W. CUBITT.

London, November 20, 1841.

The Reports were well received. A draft copy of the Directors' Report had been circulated among the proprietors some days previously, and copies of Mr. Cubitt's Report were handed round the room, as parties entered.

The CHAIRMAN said, in rising to move that the Reports now read be received, adopted, and printed for circulation among the proprietors, it was not his intention to inflict upon the meeting a set speech, but he deemed it desirable to take that opportunity of making some few comments upon the last paragraph but one in the Directors' Report, wherein they expressed "their unabated confidence in the soundness of the undertaking." Lest these expressions should be looked upon as mere words of course—as partaking somewhat of the character of royal speeches—he would, with the permission of the meeting, state briefly the causes of that confidence. For the last 13 or 14 years he had devoted much of his attention to the subject of railways; he had watched and examined the cost per mile of the several lines, and he regretted to see that in so many cases the original estimates were so enormously exceeded. When he first became connected with the South-Eastern Company, he found that the Company were authorised to raise by shares a sum of 1,400,000*l.* and by loans a further sum of 450,000*l.* making the total capital of the Company 1,850,000*l.*; and he was happy to say, that up to the present time everything that had transpired gave promise that the estimates and calculations upon which that amount of capital was based would prove to be correct. When he used the word "correct," he wished to be understood as expressing his conviction that the excess would not exceed 10 or 15 per cent. In works of such magnitude it was necessary to leave some small margin for contingencies; but when he saw estimates of 1 million end in an actual expenditure of 2 millions, and 2½ millions raised to 6, he certainly thought the margin much too large. (Hear, hear.) Within the last few days he had made a calculation of the cost of 15 of the principal railways now completed, and he found that of these five had cost, on the average, from 20,000*l.* to 30,000*l.* per mile; two from 30,000*l.* to 40,000*l.*; two from 40,000*l.* to 50,000*l.*; and six from 50,000*l.* to 60,000*l.* He had the satisfaction of stating, that unless something occurred wholly unforeseen at the present moment, the South-Eastern line would come into list 1—in other words, that it would be finally and effectually completed under 30,000*l.* per mile—nay, very considerably below that sum. (Hear, hear, hear.) With such an opinion, formed upon the best data, was it any wonder that his colleagues and himself should express their "unabated confidence in the soundness of the undertaking," unless, indeed, the traffic should turn out to have been over-estimated—which he was firmly convinced it had not; nor indeed was it generally in respect of traffic that railway calculations had proved incorrect, but in the enormous excess of estimates of construction. (Hear, hear, hear.) If then the traffic estimates should prove correct, the cost of construction being comparatively so small, there was abundant reason to congratulate the proprietors on the prospects of the railway. No line near the metropolis had been constructed for anything like so small an amount as 30,000*l.* per mile,—those to which he had referred being far removed. Last autumn he had the pleasure of meeting at Derby, whither he had gone to attend the general meeting of the North Midland Company, an influential gentleman—a shareholder in the South-Eastern, as well as in the North Midland and York and North Midland lines. The gentleman inquired of him whether he still entertained the same favourable views of the prospects of the South-Eastern Company, seeing that some alarm had got abroad in consequence of the low price of the shares in the market. He (the Chairman) had expressed himself as well satisfied as ever of its ultimate success, and had added "You, Sir, are a proprietor in the York and North Midland Railway, where you receive a good dividend, and where the shares stand in the market at a considerable premium: you are likewise a proprietor in the North Midland line, where we have as yet received no dividend, and where the shares are at a great discount; the York line cost 26,000*l.* per mile, and its neighbour 46,000*l.*, so that by this time you have doubtless satisfied yourself that first cost is most essential in the matter of dividends. Now, Sir, in my opinion, and I have taken some pains to form a correct one, the South-Eastern line will cost little more per mile than the York and North Midland, and I leave you to judge from that fact of its ultimate success." (Hear, hear, hear.) Such was the opinion he had expressed to his friend at Derby, and to that opinion he still had every reason to adhere; for sooner would he suffer his right hand to be cut off, than he would give utterance to any statement which he did not conscientiously believe to be correct, or lend himself in any way to deceptive representations. (Hear, hear, hear.) If he thought for one instant that anything had occurred, or was likely to occur, which would cause the margin to which he had referred to be exceeded, he would at once proclaim it; but nothing whatever had occurred—nothing whatever was likely to occur—to shake in the smallest degree the accuracy of the calculations which he had laid before the meeting. (Hear, hear, hear.) It was for these reasons that the Directors continued to place "unabated confidence in the soundness of the undertaking," and it was now for the proprietors to form their own judgment as to the result. Without further trespassing upon the patience of the meeting, he would at once move the adoption of the Reports.

The honourable gentleman sat down amid much applause.

Mr. RICHARD TYRRELL (whose previous exhibitions at the general meetings of this Company must be fresh in the recollection of our readers), entered into some statements relative to the accounts, but from the low tone of voice in which he spoke, and the signs of impatience manifested by the meeting, it was impossible fully to catch the substance of his remarks. We understood him to say, that he was glad the estimates were not likely to be exceeded, but he wished to see the accounts submitted at the half-yearly meetings placed in a more intelligible shape and drawn out more minutely. He could not comprehend why 38,702*l.* stated to be "by shares in the hands of the Company, 1,405 at 38*l.* per share," should be placed on the credit side of the share capital account, as that amount had not been received from such shares. There was in the statement of receipts and expenditure to the 1st October, 1841, some large items of which no explanation was given, and in the share capital account an item of 14,688*l.* stated merely as "amount received" on the shares already referred to, and yet they were not informed how that loss had occurred. He thought the accounts should be strictly looked into. The honourable proprietor here exhibited a form of account (a copy of which he handed over to the Chairman) and expatiated upon its superiority over the form adopted by the Secretary of the Company. He saw in the accounts an item of 143*l.* 11s. 6d. for the last half-year for "inspection of works," and he wished to know who the inspectors were.

After a pause, Mr. Tyrrell repeated the question, whereupon,

The SECRETARY said, there was no difficulty whatever in answering the question, but as he had to notice some of Mr. Tyrrell's previous statements, probably it would be more convenient to the meeting, if he were to wait till that gentleman had concluded, rather than to reply to detached portions.

Mr. TYRRELL persisting in calling for an immediate answer, some conversation took place on the subject, in the course of which,

Mr. T. SMITH said, he did not think that the meeting owed any courtesy to the individual who had asked the question, but at the same time he thought it desirable that he should be answered, in order that he might not have it to say that any information had been withheld from him. (Hear, hear.)

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Mr. TYRRELL called upon the last speaker to retract what he had said.

The SECRETARY said, the 143*l.* alluded to comprised the travelling expenses of the Committee of Directors in their monthly inspection of the works over the whole line. (Much applause.)

The CHAIRMAN begged to state, that he had never received a single farthing beyond the actual expense out of pocket. (Hear, hear, hear.)

Mr. SMITH having been alluded to so pointedly, would merely repeat that from that course so generally adopted by the proprietor alluded to, he thought no courtesy whatever was owing to him from the meeting, although at the same time he thought it due to themselves that such courtesy should be extended. (Great applause.)

Mr. TYRRELL, after some farther remarks, wished to know the amount of the Secretary's salary. The Secretary himself, when applied to, had told him in uncourteous language and in rude terms, to go to the Directors if he wanted to gain any information on the point.

The SECRETARY would deny most positively and unequivocally, that in simply referring Mr. Tyrrell to the Directors, he had been guilty of rude or uncourteous demeanour, either in words or manner. (Hear, hear, hear.)

Mr. TYRRELL wished the question answered now.

A storm of hisses here arose which most men would have cared little to encounter, but Mr. Tyrrell remained unabashed.

The CHAIRMAN would put it to the meeting, whether they would have the amount of salaries of all their servants stated. (A unanimous shout of—"No!") Under these circumstances it would be invidious to select the allowance of the Secretary.—(Hear, hear, hear.)

Mr. TYRRELL still urged his point, whereupon an *extempore* motion, that the question be not answered, was put to the meeting, and carried by acclamation, several proprietors protesting against the time of the meeting being wasted.

Mr. TYRRELL, after muttering something about the Solicitor's bills, sat down, saying he was content to leave the matter to the decision of the public.

The SECRETARY said, he would merely state in reply to Mr. Tyrrell's insinuation respecting the accounts, that the 38,702*l.* referred to by him, had been placed to the credit of the Company, because on the other side they were debited with the whole amount of 38*l.* per share upon the 28,000 shares.—(Hear, hear, hear.)

Mr. PARSONS, as a railway proprietor who had long advocated a reform in the mode of keeping the Companies' accounts, thought it due to the Secretary of this Company to state that his accounts were more minute than those of others, for items were here entered separately instead of being thrown together. (Hear, hear, hear.) He (Mr. Parsons) had always contended for minuteness of details, for otherwise accounts were worth nothing; but it was unfair that the very Company whose accounts were most minute should be selected for censure. (Hear, hear.) With respect to the loss which had accrued on the re-sale of forfeited shares, it had on former occasions been so fully and explicitly explained that he was surprised any misconception could have arisen. With respect to the works, he, as a proprietor, felt deeply indebted to Mr. Cubitt, their Engineer, for his very excellent Report. Everything in it was clear and straightforward; there was nothing of a doubtful or equivocal character in it; everything that was brought forward from time to time, and the results as they gradually developed themselves were confirmatory of what had been stated before, and under these circumstances he thought they might look forward that the estimate of the Engineer would prove deserving of the name. (Applause.) Allusion had been made in the Report to the joint station at London Bridge; might he ask what the cost of that station would be?

The CHAIRMAN said, the matter had undergone a good deal of discussion, and it was thought that the cost would be about 250,000*l.*, or about 85,000*l.* to each of the three Companies. This Company, it would be recollected, had power to raise 120,000*l.* for the purpose of a station—a subject which would be brought before the meeting at a subsequent period of the day.

Mr. PARSONS hoped that as economy had been one of the characteristics of the South-Eastern Board, no extravagant decoration would be indulged in, in the erection of this or any other station. There had been too much of this extravagance upon other lines.

The CHAIRMAN hoped and believed that in this case there would be nothing of the kind. In fact there was a strong feeling among the Managers of the station, of the folly of incurring a large expenditure in decorative architecture. (Hear, hear, hear.) It was very likely—although nothing was yet finally determined—that a separate fund would be raised for the purposes of the joint-station without the necessity of pressing upon the Companies at all.

Mr. PARSONS enquired if there was any arrangement in contemplation for separating the first class passengers from the second class, in mounting and dismounting from the carriages, as for example, by a separate platform.

The CHAIRMAN expressed his inability to answer the question—remarking, that as the South-Eastern line was not yet open to the public, he had not directed particular attention to arrangements for the conduct of traffic.

Mr. PARSONS thought the plans of the station might show it. He thought if separate platforms were used, both in going and returning, the pride of some parties who could afford to pay first class fares might deter them from entering the second class carriages. (Hear, hear, and a laugh.)

After a few words from the Chairman,

Mr. PARSONS said, there appeared from the Report to be only about six miles of the railway not under contract.

Mr. CUBITT said, such was the case. The whole of the works from Folkestone to Dover were nearly completed; in fact, the line might be said to be let entirely to Dover. (Hear, hear.)

Mr. PARSONS believed there was some peculiarity in the mode of laying the permanent way.

The CHAIRMAN was glad the subject had been alluded to, as some anonymous censures had been made public in a railway periodical. He did not profess to be an engineer—although he believed some gentlemen holding a similar station claimed to be so *ex officio*—but he had again and again told his colleagues that so satisfied was he of the beneficial effects of the alterations made from the established plan, by Mr. Cubitt, that he was willing to take the whole responsibility on himself. (Hear, hear.) He would have said the same thing to the Engineer himself, but that gentleman stated that he was fully prepared to be responsible for his innovations, and to justify them. (Hear, hear.) There was a gentleman in the room who could speak with some authority on this point—he meant Mr. Betts, the contractor for the permanent way. He had had no conversation with that gentleman, never having had the pleasure of seeing him, since he had travelled on a locomotive over the portion of the permanent way which had been already laid, but he thought Mr. Betts could fully confirm what he (the Chairman) thought of Mr. Cubitt's plans.

Mr. BETTS expressed his entire confidence, both in the form of the sleeper adopted by Mr. Cubitt, and in the mode employed for fastening the chair to it. In fact, it far exceeded in completeness any thing of the kind he had ever before seen. (Hear, hear.) Three miles of permanent way had been laid about two months, and 100,000 tons had been conveyed along the rails. They had taken pains to ascertain whether the road had sunk—and it would not have been surprising if it had, considering the extraordinary, he might say unprecedented, wet weather that had recently occurred. They had put in marks to discover if the sleepers had sunk, but after a month's working, and in spite of the bad weather, they had found that the sleepers had not sunk at all. (Hear, hear.) It was his firm conviction that the South-Eastern permanent way was the best ever put down. (Hear, hear, hear.) They had taken trains over it the day after it was laid, and he would assure the meeting that it worked as well as some lines that had been laid for two years. The grand feature, however, of Mr. Cubitt's plan had reference to the ultimate cost of maintaining the way, and on this point he (Mr. Betts) was perfectly satisfied that the expense of maintenance on the South-Eastern would not amount to two-thirds of the average upon railways generally. (Hear, hear, hear.) The materials used were far better than on any other line, so much so that he was convinced the road would be a road 30 years hence—which was more than could be said of other sleeper lines. He was sure that Mr. Cubitt's plan would be followed on all future railways. (Hear, hear, hear.)

The CHAIRMAN explained that Mr. Betts was the successor of the late Mr. Macintosh, the great railway contractor. A gentleman of so much experience might safely be relied on. (Hear, hear.) He did not think that after the statement of Mr. Betts there was any occasion for further comments on anonymous strictures; indeed, he should not have of himself alluded to the matter at all, feeling satisfied that the proprietors would not suspect the Board of jobbing, (as had been insinuated,) in that or any other matter. (Applause.)

Mr. BETTS said, his experience had satisfied him that in no department of railway construction had alteration been so much called for as in the laying of the permanent way. On most other lines, the sleepers appeared to be laid at random, whereas on the South-Eastern they were laid on a principle which was so perfect that ultimately it must meet with general adoption. (Hear, hear.)

The CHAIRMAN thought the meeting had heard enough to know that despised as the South-Eastern Company was in the estimation of some, it was not so far behind its contemporaries, for they had struck out something not only new, but beneficially new. The Directors had been accused of too much caution, but on this head he would only say, that if the proprietors had supplied the means, a more rapid progress would undoubtedly have been made. (Hear, hear.)

Mr. LAYCOCK inquired whether the portion of railway from Redstone Hill to the junction with the Croydon was to be purchased by the South-Eastern, what was its cost, and when payment would have to be made?

The CHAIRMAN said notice had been served upon the Brighton Company of the intention of the South-Eastern Company to purchase the Brighton half of the 12 miles from Croydon to Redstone Hill, as sanctioned by the Act of Parliament. As yet no account of the cost of that portion of the line had been rendered, and as to the payment nothing had yet been settled. He should be sorry if the South-Eastern Company did not purchase the Brighton part. He begged to say that such purchase was included in the estimate which he had given of 30,000*l.* per mile, as placing the South-Eastern Company in class 1. (Hear, hear.) Within the last few days the matter had been discussed between the Brighton and South-Eastern Boards.

Mr. HILLYARD, referring to the Chairman's statement of cost per mile—a statement which he was sure would not have been made without a thorough conviction of its correctness—inquired whether the 30,000*l.* included the losses incurred upon the re-issue of forfeited shares—whether, in fact, the line could be made by the Company at a cost of 30,000*l.* per mile of nominal capital, or whether it could be so constructed by the contractors. Reference had been made to the York and North Midland Company, and it was well known that that Company had not sustained loss from the re-issue of forfeited shares, or at any rate not to nearly so great an extent as the South-Eastern.

The CHAIRMAN said, he meant that the actual cost of the works, without regard to any real or assumed loss on shares, would be under 30,000*l.* per mile.

Mr. HILLYARD believed that more mischief had arisen to railway proprietors from not having had

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the worst features of their several cases at once submitted, than had been made up by the good which was expected from temporary concealment; for when the truth began to be known, mistrust always exceeded reality. He wished to know the probable cost per mile to the Company, taking into account their past and prospective losses.

The CHAIRMAN had already stated his opinion as to the actual cost of the works; and reckoning their losses—although losses he should be sorry to call them—at 184,000*l.*, this would be equal to an additional outlay of from 2,000*l.* to 3,000*l.* per mile.

Mr. HILLYARD said, the answer was perfectly satisfactory to him.

Mr. LAYCOCK inquired if the Directors had considered when it would be necessary to raise further capital.

The CHAIRMAN said, they had not. He wished they had secured all that they already had power to raise. He hoped that what had been elicited that day would direct the attention of capitalists to the South-Eastern line.

Mr. LAYCOCK believed that 52,000*l.* had been raised on loan during the past half-year.

The SECRETARY said, that considerably more had been raised since the accounts were made up.

Mr. CUBITT said, the cost of a railway resolved itself into two parts—that depending upon the Engineer and that depending upon others. With respect to the engineering cost (properly so called) of the South-Eastern Railway, it would not exceed by more than 5 per cent., 21,000*l.* per mile, leaving for the land, the law expenses, the losses and crosses to which all Companies were subject, a sum of 6,000*l.* or 7,000*l.* per mile, and still bringing the total expenditure under 30,000*l.* He quite agreed with the Chairman, that including the purchase of the six miles of the Brighton line, the expense of stations and everything else, the cost would be under 30,000*l.* He spoke this with the more confidence that one-third of the work was already completed. He was quite satisfied that the works would not exceed 22,000*l.* per mile. (Hear, hear.)

Mr. LAYCOCK said, if this statement were correct—and he entertained no doubt of it—it must be very satisfactory, for as to the York and North Midland line, with which a comparison had been made, the works were extremely light. He believed the deepest cutting on the York line did not exceed 25 yards, and that for only a short distance. He thought the Company deeply indebted to the exertions of Mr. Cubitt. (Hear, hear.)

The CHAIRMAN said, that reckoning at 66 miles, the line to be *bona fide* constructed by the South-Eastern Company, and that of the Brighton, common to both, 12 miles more, the total cost at 30,000*l.* a mile, would be 2,340,000*l.*, and he should feel greatly surprised if that amount were really wanted. The more he investigated the estimates and prospects of the line, the more satisfied was he with them. (Hear, hear.)

Mr. CASH inquired what was the length of the South-Eastern line.

The CHAIRMAN said, they had to construct 66 miles. Then there were 12 miles from Redstone Hill to the junction with the Croydon line, and of these 12 miles 6 belonged to the South-Eastern Company, making in all 72 miles of continuous railway. The other 6 miles they had power to purchase, and had given notice of their intention to do so. This was exclusive of the Croydon line.

Mr. PARSONS said, some allusion had been made at the last meeting to the Kyanising of the sleepers. He believed that this process was now adopted on the South-Eastern line.

Mr. CUBITT said it was. The sleepers were Kyanised under high pressure, (namely 80 lb. to the inch.) He had always been opposed to the common mode of Kyanising, namely, that of merely dipping the wood into the solution. On the South-Eastern line, every sleeper was Kyanised separately after being bored. He had no doubt that under such circumstances decay would be prevented.

The CHAIRMAN believed that good had resulted from the delay in prosecuting the works to which the Company had unavoidably been subjected. If they had proceeded as rapidly as some other Companies, they would have been under the necessity of incurring not only a great additional present expense, but a permanent cost in the future maintenance of the road.

Mr. CUBITT concurred in these views.

Mr. WIX, referring to a previous remark respecting the decoration of the stations, said, the English had been designated a nation of shop-keepers, and as foreigners were likely to use the South-Eastern line to some extent, he thought they ought in honour of their country, to have at least becoming stations, not miserable paltry erections. As an Englishman he would submit to receive a less dividend rather than incur the jeers of foreigners. (Laughter.) At the same time he would not have money wasted.

The CHAIRMAN said, it would be as well to pause, till it was seen what the result of working would be. (Hear, hear.) He had in the course of the season been at Dover for a few weeks, and his colleagues in the Direction had done him the honour to ask his opinion as to the character of the stations in that neighbourhood. He had recommended them to go on quietly, and if at the expiration of two years from the opening of the line it was seen that larger stations could be afforded, let them be made. The interest of the money thus saved for two years would defray the cost of erecting temporary stations. (Hear, hear, hear.) A bad plan had been pursued, in other Companies, of at once incurring an expenditure which, however justifiable when their traffic was properly developed, was very injudicious at first starting.

After some further desultory talk, the resolution for the adoption of the Reports was carried unanimously.

Several formal resolutions were then passed unanimously, confirming the forfeiture of certain shares upon which calls had been paid, which forfeiture had been declared by the Directors on the 17th of August last. Of these there were 865 shares, on which 18*l.* a share had been paid; 1741 shares with 23*l.* paid; 418 with 28*l.* paid, and 344 with 33*l.* paid, making in all 3,368 shares.

The CHAIRMAN then brought forward a resolution empowering the Directors to dispose of the forfeited shares in conformity with the Company's Act.

This gave rise to a very long and desultory discussion, the substance of which may, however, be compressed into a small space.

Mr. HILLYARD suggested that the forfeited shares should in the first instance be offered to those of the existing shareholders who had paid up the whole of their calls, rateably according to their several holdings. One great cause of the depression of the South-Eastern shares in the market, was the number of shares in the coffers of the Company, which it was feared might at any time be thrown upon the market. The plan which he had suggested was a rational one, for it was to be supposed that those who had paid up their calls hitherto were fully satisfied of the soundness of the undertaking. He believed that the whole of the forfeited shares would be absorbed by the existing proprietors, and if they were not, those which were offered to the public at large would be enhanced in price. There was the precedent of the Bristol and Exeter Railway Company who were placed in a similar position, and who had adopted the plan recommended, the consequence of which was, as he understood, that a rise of 5*l.* per share in the market-price of the shares speedily followed. He would leave it to the Directors to fix the price at which the shares should be issued, for he had the fullest confidence in their honour and ability. Indeed, if his suggestion could in any way be misconstrued into an expression of distrust, he would not make it. (Hear, hear.)

The CHAIRMAN felt obliged for the suggestion. For his own part he should under such circumstances take up his proportion of the shares. ["And so would I," from several of the Directors and proprietors.] He had always looked upon it as a serious evil that so large a number of shares should be hanging over the market, and he should be glad to get rid of them. (Hear, hear, hear.) He was fully satisfied that if offered, as proposed, they would be taken up, but at the same time it would perhaps be as well to leave the Directors unfettered. There might be legal difficulties in the case, otherwise he should be glad to see the suggestion carried into effect.

Mr. HILLYARD contended at some length that there was no legal difficulty, and said no valid objection had been urged.

A PROPRIETOR thought there might be a practical difficulty, inasmuch as if there was but one forfeited share for every ten of the existing shares, the holders of a less number than ten would be injured, unless indeed they received their equitable proportion in money, to which he had an objection.

Mr. HILLYARD quoted the cases of the Great Western, South-Western, North Midland, and other Companies, where no practical inconvenience had resulted from this fractional distribution. He then, after some further discussion, proposed the following motion:—

"That if no legal objection exists to such a course the Directors be requested to offer the shares forfeited this day, as well as those in the hands of the Company, *pro rata*, to such existing proprietors as have paid up all calls in full at the time such offer is made, and at such price as the Directors may determine."

Mr. SMITH was so satisfied with the conduct of the Directors, that he would not consent to have them fettered. He would therefore move an amendment to the effect that the matter be left to their discretion. (Hear, hear.) He would take up his own proportion of the shares, but he thought they should not seek to direct the Board, lest the step should be misconstrued into distrust of them.

Mr. CASH followed on the same side.

Mr. HILLYARD most emphatically disclaimed all imputation of mistrust as applied to the Management, and forcibly urged the benefits which would result from the plan proposed.

The SECRETARY would mention one objection which might be urged against the honourable proprietor's suggestion, namely, that by confining the market to the existing proprietors, an injustice would be done to the original holders of the forfeited shares, who ought to have the full benefit of as large a market as the Directors could command.

Mr. HILLYARD said, the original holders of forfeited shares had nothing whatever to do with the Company except to receive the balance remaining from the sale of the shares after paying their debts, and he thought it inconsistent that they should look to the interest of those who, by neglecting to fulfil their own engagements, had helped to place the undertaking in difficulties. (Hear, hear.)

Mr. FIELD said, if the appropriation of shares were left indefinite as to period or price, the tendency of the arrangement would be to depress the market price of the other shares. (Hear, hear, and "No, no.")

The CHAIRMAN did not much regard the effect which would be had on the market. He was satisfied the shares would be taken up by the existing proprietors. He would prefer the adoption of Mr. Hillyard's resolution.

Under these circumstances, and after a good deal farther discussion, Mr. SMITH consented to withdraw his amendment, his sole object in bringing forward which was, he explained, to leave the Directors unfettered.

As a matter of form, the motion proposed by the Chairman was first carried unanimously, and subsequently the motion of Mr. Hillyard, it being understood that the latter should limit the appplication of the former.

Mr. FIELD brought forward the case of Mr. John Williams, formerly an extensive holder of shares in this and other railways. As the details of Mr. Williams's misfortunes have been noticed in previous Reports of the South-Eastern meetings, and in those of the Northern and Eastern, it is unnecessary to dilate upon them. It appeared that a memorial, numerously and respectably signed by the proprietors, had been forwarded to the Directors, recom-

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mending the case of Mr. Williams to their favourable consideration.

The CHAIRMAN read the document referred to, which was signed by 55 proprietors. It set forth the zealous and efficient co-operation of Mr. Williams in the formation of the South-Eastern Company, and the heavy pecuniary sacrifices which he had made in the Company's behalf, and prayed that 493 shares paid up in full should be granted to him in lieu of 3,174 shares originally held by him, and since declared forfeited, and on which 20,694*l.* had been paid up; these 493 shares to be held as security till the balance due upon the whole of Mr. Williams's shares was liquidated. It also prayed that certain judgments which the Company had obtained for non-payment of arrears should be vacated. The Chairman explained, that through some mistake the memorial had not been placed in his hands until after entering the room that day.

Mr. FIELD moved a resolution in accordance with the prayer of the memorial. He said, the gift of 493 shares of 50*l.* each would only amount to about 6,000*l.*, for at the present discount they could be purchased in the market for 12,800*l.*, and out of that sum, it was proposed to pay a debt of 6,000*l.* due to the Company by Mr. Williams. He was satisfied that otherwise Mr. Williams could not pay one farthing of the debt. The honourable proprietor forcibly urged the claims of Mr. Williams.

Mr. MARK seconded the motion.

Mr. SMITH, after expressing his sympathy with the misfortunes of Mr. Williams, thought the meeting had not power to accede to the motion, in the absence of so many proprietors—perhaps in the teeth of the Act of Parliament. If granted in this case, the same consideration would be asked, and unjustly withheld, in other cases of a similar character.

Mr. FIELD contended that no similar case could arise. But for Mr. Williams's exertions and Mr. Williams's capital, it was doubtful whether the South-Eastern line would ever had an existence, as it was he who extinguished the North Kent project.

Mr. OLDERSHAW said, Mr. Williams had entered into speculations to benefit himself, not others, and however much their failure was to be regretted, he did not see that the Company ought to be called upon to pay 12,000*l.* in order to get back 6,000*l.* Mr. Williams had taken the fortune of war, and must abide the result. Self-preservation was the first law of nature, and to entertain this proposition, even if they could do so legally, was not fair to those who had become proprietors since Mr. Williams's misfortunes.

The CHAIRMAN said, he knew very little of the merits of the question, except that he had purchased his shares at a premium at a time when perhaps Mr. Williams was selling at a premium. He did not think they had legal power to comply with the motion.

After some further discussion, the motion was negatived by a majority of at least 6 to 1.

A resolution was then unanimously passed, empowering the Directors to raise 120,000*l.* (if necessary) for the purposes of the joint station at London Bridge, in conformity with a recent Act.

Mr. FIELD said, although unsuccessful in his main application, he trusted that the meeting would look favourably upon a proposition for vacating the judgments which had been obtained against Mr. Williams. That gentleman was labouring under extreme anxiety on account of the heavy liabilities hanging over him. He had saved little or nothing from the wreck of a splendid fortune, and it would be an act of justice—certainly it would be an act of mercy—if the Company would forego their claim. (Applause.) The honourable proprietor concluded with a motion to that effect.

Mr. PARSONS seconded the motion.

The CHAIRMAN said, the Directors were entirely in the hands of the meeting, but if the matter rested with himself he would at once accede to the proposition. (Hear, hear, hear.) Were Mr. Williams a man of property, it would only be justice to the proprietors that they should endeavour to make terms with him, but from all that he had heard of Mr. Williams and his case, he was satisfied that that gentleman's misfortunes—caused, perhaps, by too great easiness of nature—had overwhelmed him.

Some conversation ensued as to the propriety of letting the case stand over till the next meeting, it being understood that the Directors would take no steps against Mr. Williams in the meantime.

Mr. SMITH feelingly urged the desirableness of passing the resolution now, so as not to interfere with Mr. Williams's future prospects should his friends have it in contemplation to assist him in re-establishing himself.

This view of the matter was adopted, and Mr. Field's motion was carried unanimously.

Mr. FIELD returned thanks for Mr. Williams, remarking that the meeting had the satisfaction of knowing that they had relieved the mind of a most estimable individual from a load of care and anxiety, which was depressing all his energies. (Hear, hear, hear.)

Mr. LAYCOCK inquired if the Directors knew anything of a proposed railway to Lille, as he had seen it stated in the *Railway Times*, that the French authorities had come to some arrangement on the subject of such a line, which could not fail, if carried out, to be beneficial to the South-Eastern Company.

The CHAIRMAN said, the question had certainly been mooted by the French Government, and he had no doubt the project would ultimately be carried into effect. It was altogether a question of time. The Deputy-Chairman and himself had been in communication with parties on the subject, but the negotiations were not yet matured. A circumstance had been witnessed by him during a recent sojourn at Dover, which had afforded him some merriment. He had seen a Manchester gentleman deeply interested in the South-Western Railway, and the late Chairman of that Company at Dover, *en route* to Paris, and he thought that when these gentlemen, who had an excellent line of their own to the coast, selected Dover as the place of embarkation, it spoke pretty strongly in favour of the South-Eastern line as the future highway to the continent, these gentlemen and others giving up the facilities of a railway communication to Southampton, to secure a sea passage of only 2½ hours, instead of one of 13 or 14 hours from Southampton to Havre. (Hear, hear, hear.)

Mr. LAYCOCK inquired if anything had been done in the matter of branch lines to Maidstone, Ramsgate, Canterbury, and other places, as he saw from the accounts that some expense had been incurred under that head. Would these projects be taken up by this Company, or would independent Companies be formed for carrying them out?

The CHAIRMAN said the requisite preliminary notices had been given, but the projects were not yet in a fit state to be brought forward. At present the hands of the Company were quite full, but here again the formation of the branch lines was merely a question of time. (Hear, hear.)

Mr. SMITH, in complimentary terms, proposed the cordial thanks of the proprietors to the Directors for their uniform zeal and ability in forwarding the interests of the Company. He hoped he might be allowed to join with them the name of their excellent Engineer, who month after month was proving himself still more worthy of the confidence reposed in him. As he could not in his presence enlarge upon his distinguished merit, he would content himself with saying that Mr. Cubitt had shown himself to be one of the first engineers in Europe, and they might congratulate themselves upon having secured his services. (Much applause.)

The motion was carried by acclamation.

The CHAIRMAN returned thanks for his colleagues, himself, and Mr. Cubitt, expressing their determination to pursue the same course as heretofore. For himself he would say that the moment he found he could not discharge his duties with satisfaction to the proprietors and himself that moment would he resign his trust.

The meeting then separated.

PARIS AND ROUEN RAILWAY—MEETING OF SHAREHOLDERS.

ON Wednesday last a meeting of the English Shareholders of this railway was held in the Clarendon Rooms, Liverpool, for the purpose of receiving the Report of the Directors of the undertaking, who had visited the works in France, for the purpose of ascertaining the state in which the line was, and the future prospects of the Company.

Shortly after one o'clock the room was crowded with Shareholders. Mr. J. Moss, banker, was called to the chair.

Mr. SWIFT, law clerk to the Company, at the request of the Chairman, then proceeded to read the Report of the Directors, but its extreme length precludes more than a very brief abstract. It first referred to the position in which the Company was at the last meeting in July, last year. The Chambers of French Legislature then voted the law, authorising the construction of the railway, and it only awaited the signature of the King of the French. The Report stated that in passing the Chambers the Bill had received some modifications. Those modifications were subsequently discussed and acquiesced in by the English shareholders, after which the Bill received the Royal sanction in due course. The Report then proceeded at very great length to notice the progress made in the construction of the line, the funds necessary for the works, and the ultimate prospect held out to the shareholders. The cost of constructing the line was expected to be about 1,610,000*l.*, and the land was expected to cost about 150,000*l.* The subscribed capital of the Company, which was 2,000,000*l.*, was fully expected to be amply sufficient for the whole cost of the undertaking. The Report further stated that a great portion of the line was contracted for by two Englishmen of known respectability, who, in addition to the undoubted security they had given, had agreed to allow 5 per cent. of the amount of their contracts to remain in the hands the Directors until they had completed their works, and then they wished the money to be expended in shares in the railway. The works contracted for are to be finished at various periods, the latest of which is to be March 1st, 1843. Towards this undertaking the French Government have advanced the sum of 560,000*l.* at 3 per cent. interest, to be repaid in 30 annual payments—the first of which was to commence in July, 1848. After adverting to the satisfactory progress of the works on the line, and the prospect of the Company, the Report concluded by stating, that the English Directors could not give a greater proof of the success of the line than the fact that they now hold more shares than they had done at any former period.

The CHAIRMAN said, that was the Report which the Directors had thought proper to lay before the shareholders, and he trusted it would meet with their approbation. Most of the information contained in that Report had, however, been obtained from gentlemen most competent to afford it, namely, Messrs. Reed, Locke, and Chaplin, and he trusted those gentlemen would now afford the meeting the benefit of their personal experience. He first called on Mr. Locke, the Engineer of the Company, to state his views of the works.

Mr. LOCKE then addressed the meeting. He said, when he last addressed the shareholders, twelve months ago, he had stated the amount of capital which would be required. He had now the satisfaction of stating that the subscribed capital of the Company would, in his opinion, be rather more than amply sufficient for their entire completion. (Applause.) Although there were only about 240,000*l.* of the works on the line incomplete, he (Mr. Locke) had had an offer to complete them at a sum less than he had put in the estimates. Mr. Locke, after stating that the cost of engines, stations, carriages, &c., would be about 350,000*l.*, said he trusted the whole of the works would be completed by March, 1843. Of course it was impossible to state what would be the traffic on the line, but he felt no doubt of the success of the undertaking. (Cheers.)

Mr. REED, one of the Directors who had visited

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France, next addressed the meeting, and gave a flattering account of the progress of the works.

The CHAIRMAN said, he had seen it stated in the public papers that there was a misunderstanding between the French and English Directors. He begged to say that such was not the case, for although the English Directors had the right of voting by proxy in France, they had never yet thought proper to use those proxies. He begged to call on Sir John Easthope, as one of the deputation of Directors, to state the manner in which they were received in France.

Sir J. EASTHOPE observed, that he could have no hesitation in stating that they had been received in France with perfect frankness, that they were admitted by the French Directors into that close and thorough investigation of their affairs, without any apparent reserve, that men of business always looked for, and which always begot mutual confidence. The speaker then alluded to some differences which had existed between the two bodies of Directors arising from the fact of the English Directors having from their commercial ideas different views to those of their French colleagues; but he was happy to say those differences were now satisfactorily arranged. (Cheers.) After alluding to the fact of nearly all the calls being paid up, and the probability of the remainder being forthcoming, Sir John proceeded to speak of the industry displayed by the French Directors, which was indeed an example to the English, for instead of attending weekly, or at the meetings which took place twice a week, they made it their daily business, and, with the exception of their Chairman, who was a very old gentleman, all were present at all their meetings. After stating that there was no doubt of the success of the undertaking, the speaker proceeded to observe that the result would have a far higher object than mere gain, for it would lead to a better understanding between the two countries, by bringing the artizans and labourers of France and England into personal contact.

After a few words from Mr. Chaplin, one of the deputation to France, and some desultory discussion, the Report was adopted, and ordered to be printed and circulated amongst the shareholders, and after thanks had been voted to the deputation of Directors who had visited France, the meeting separated.

PROPOSED NORWICH AND YARMOUTH RAILWAY—MEETING AT GREAT YARMOUTH.

A MEETING was held at the Town Hall, Great Yarmouth, on Friday, the 19th instant, convened by private circulars from the Mayor, for the purpose of considering the propriety of supporting the line between Yarmouth and Norwich, selected by Mr. Robert Stephenson, and known as *the Valley line*.

The Mayor having been called to the chair, stated shortly the object of convening the meeting. They had many of them attended a private meeting some time ago for the support of the East Anglian line laid down by Mr. Rastrick, and had formed a Committee for advancing that measure, under the impression that it would be forthwith proceeded with. He believed the general feeling was, that that line should be supported which was likely to be proceeded with first, and as he was now informed by Messrs. Reynolds and Palmer, the Solicitors for the Valley line, that they were intending to introduce a bill into Parliament in the next session, for carrying out that measure, he thought he should be considered as having acted rightly in convening the present meeting for considering the merits of that proposed undertaking. The letter from the Solicitors was then read, and afterwards a report of Mr. Robert Stephenson on the Valley line, from which the following are extracts:—

REPORT.

GENTLEMEN,—In accordance with your request conveyed to me by Mr. Rackham, I took the earliest opportunity my engagements would allow to examine carefully the country between Norwich and Yarmouth.

In the first instance I had laid out the line by the assistance of the ordnance map, in which the features of the country are so accurately delineated, that I had scarcely a doubt as to the expediency of the line I had selected. I then sent down two of my assistants to examine the locality, and report to me whether any, and what natural impediments existed to the construction of the line along the Valley of the Yare. Their Report being favourable, I at once gave orders for proceeding with the survey and section, and the plans were accordingly deposited on the 1st of March last, in compliance with the Standing Orders of the Houses of Parliament.

It is perhaps unnecessary for me again to describe the direction of the line, as with that I presume you are already familiar, but it may be as well to state some of the more striking features of the Valley line as compared with the two River lines.

In the first place, then, the greatest difference between the highest and lowest points in the gradients of the Valley line is 25 feet, whereas in the Eastern Counties' line there is a difference of 76 feet, and in the East Anglian line a difference of 67 feet. Laying aside trifling indulations, the Valley line has one summit, the Eastern Counties' line one, and the East Anglian two; the highest summit above the level of the Valley is upon the three lines respectively, taking them in the same order, 28 feet, 79 feet, and 70 feet. The worst gradient upon each—Valley line 1 in 345, the Eastern Counties' 1 in 168, and the East Anglian 1 in 330; the two worst gradients upon each—Valley line 1½ mile of 1 in 345, and 1¾ mile of 1 in 430, the Eastern Counties' of 1¾ mile of 1 in 168, and 1¾ mile of 1 in 250, and the East Anglian 4¼ mile of 1 in 330, and another 2 miles of 1 in 330. In the latter line the gradients for about 10¼ miles are at the rate of 1 in 330, and to attain even that gradient, this line encounters more than twice the quantity of excavation required on the Valley line.

The Eastern Counties' line has considerably less cutting than the East Anglian, but with even worse inclination; taking them in the same order, viz., Valley line, Eastern Counties', and East Anglian, the deepest cuttings are 26½ feet, 32 feet, and 30 feet; the highest embankments are 16 feet, 28 feet, and 35 feet; the comparative quantities of excavation as 4, 5, and 8½.

The number of public roads to be crossed is as follows:—By the Valley line 9, including 1 turnpike road; by the Eastern Counties' 17, including 2 turnpike roads; and by the East Anglian 23, including 5 turnpike roads. It should, however, be mentioned, that many of the roads in the Valley, on account of the small traffic along them, may be safely passed on the level, thus avoiding the expense of bridges, which cannot well be done with the roads inland from village to village. In addition to this, it would be found in the execution of either of these lines, that the number of the accommodation bridges required, would form a large and extensive item, from which the Valley line is almost entirely free.

The Valley line does not cross any navigable river, but it is proposed to divert the course of the river Yare at Thorpe for a distance of about 50 chains; the Eastern Counties' line crosses the river Yare once near Postwick, by means of a drawbridge, and the East Anglian crosses the river Wensum twice and the river Yare once, by the same means. I cannot refrain from expressing my opinion, that considering the nature of the traffic, these impediments would be almost fatal to the working of either of the lines. * * *

Lastly, the value of the land required by the direct lines is estimated to be at least twice that of the marsh land required by the Valley line.

Having thus far compared (and I hope it will allowed with fairness) these three rival lines, many will no doubt feel with me surprised, that a line should be sought through the high country when so good a line could be obtained along the Valley of the Yare. The chief object appears to have been to save about 2½ miles of distance,—all which advantage would be lost in time, in consequence of the worse gradients.

The rejection of the Valley line could not proceed from a fear of the foundation being sufficiently firm to carry a low embankment, because I perceive that both the lines cross the marshes from Witlingham to Postwick, one with an embankment of 28 feet, and the other with an embankment of 24 feet in height. For my part, I entertain no doubt of the practicability of carrying the low embankment I propose over the marshes, by the occasional adoption of a base of hurdles, and in some few places of piling.

Before I entirely quit the comparison, let me say a word or two as to the selection of the stations. The Norwich terminus of the Valley line is at the Foundry Bridge, which I conceive to be a very good point; the East Anglian station is about half-way up Rose Lane, and is therefore better still by nearly a quarter of a mile, but is only attained at an outlay which I think uncalled for; the Eastern Counties' station is a little south-east from the Carrow Bridge, and is obviously much inferior to either.

The Yarmouth station of the Valley line is at the west side of the river Bure, at its confluence with the Yare and it is proposed to throw a bridge across the river Bure at that point, which would make it an excellent situation for a terminus. The East Anglian station is to the east of the Market-place about a quarter of a mile, and is no doubt a convenient one, but the same remark applies to it as to the other terminus—it is attained at too great cost; the Eastern Counties' station is to the north of the new road, near the Suspension Bridge, and is decidedly the least advantageous of the three.

I will now give a list of the gradients of the Valley line, and will then proceed to make some general remarks upon it

0	miles	34	chains	falling 1 in	449
0	,,	52	,,	rising 1 in	763
0	,,	48	,,	level	
0	,,	40	,,	falling 1 in	660
1	,,	40	,,	rising 1 in	345
1	,,	66	,,	falling 1 in	430
1	,,	40	,,	level	
1	miles	30	chains	rising 1 in	660
,,	,,	60	,,	falling 1 in	1131
5	,,	70	,,	level	
,,	,,	40	,,	falling 1 in	1760
4	,,	00	,,	level	
,,	,,	40	,,	rising 1 in	1056
1	,,	44	,,	level	
20		44			

The above statement of the gradients I conceive requires scarcely any comment, as they are so strikingly favourable as to be almost without a parallel for a distance exceeding 20 miles.

The section is equally remarkable as regards the extent and character of the works required in attaining the formation of such gradients. There is not one of them of an extent likely to involve any extraordinary contingency, by which the estimate of cost might be rendered equivocal or uncertain.

The excavations are not only few in number, but in extent fall short of such as are in the ordinary course of railway engineering deemed important. The embankments are still more insignificant, and as regards the point upon which I have previously touched, viz. the marshy character of the foundation, I directed my attention to this point in an especial manner during my recent survey of the line, by walking over the parts where such a casualty might be supposed in the least degree likely to arise, and I can unhesitatingly assert that the difficulties just alluded to do not exist. I express this opinion with the more confidence, since, in a line lately completed under my direction, every part of it is now standing firmly, although many of the embankments are raised upon a marshy bottom, exceeding in depth and quite as bad in quality as any part of the marshes crossed by the proposed Norwich and Yarmouth Railway.

Having satisfied myself as to the capability of the marsh ground to support any embankment which is proposed to be made upon it, I am more than ever confirmed in the opinion I expressed in my former Report as to the propriety of following the course of the Valley of the Yare, in preference to the high grounds by Lingwood.

The additional length of 2½ miles is more than compensated for by the inexpensive character of the works and by the excellent gradients obtained. These were the two considerations which induced me to decide in favour of the Valley line, and it is almost needless for me to add a single remark in vindication of the importance which I have attached to these elements.

In railways generally, one of the chief difficulties an engineer has to contend with, is in the correct determination of the expense to which he is justified in going, in order to produce a certain improvement in gradients, and more particularly in what has been termed the characteristic or maximum gradient of a line of railway. In the present instance, however, I have had to encounter no such difficulty, for while the line by the Valley affords the most unexceptionable gradients, it at the same time admits of the formation of a line at the least expense.

In conclusion—I have merely to state, that I have carefully considered all the particulars connected with the establishment of a railway communication between Norwich and Yarmouth calculated in any way to effect its success as an investment of capital, and I am firmly persuaded, that if the line I have selected be judiciously carried out and economically worked after completion, it cannot fail *to be as prosperous as the most successful of the lines in this country*. I am aware, that doubts have been expressed by many as to the probability of making a railway profitable which runs parallel with and close to a navigable river; but I consider this question now set at rest by the signal success which has attended the opening of the Newcastle and Shields Railway, by which the steam-boats upon the river Tyne, which were very numerous, have been almost annihilated, and that too, under circumstances much less likely to bring about such a result than the Norwich and Yarmouth Railway, the saving in time by the Shields Railway being comparatively trifling.

I have estimated the costs of making this railway at the sum of 197,429*l.* 18s., which I believe will be found ample for the completion of the line, including the purchase of land, and the necessary carrying establishment for the estimated traffic.*

I have the honour to be, Gentlemen,
Your most obedient servant,
ROBERT STEPHENSON.

Westminster, 19th April, 1841.

Mr. BURKE, the Parliamentary Agent for the promoters of the Bill, was then called on to address the Meeting, and in doing so, stated, that it would be needless to detain them by any observations on the advantages of having a railway between Norwich and Yarmouth. It was enough to walk along their fine quay crowded as it was with shipping, and to know that the whole of the produce imported into the harbour was conveyed inland, to become at once convinced that whether for the conveyance of persons or goods, a railway bringing Yarmouth within one hour's reach of the city of Norwich could not but be a source of vast local convenience. He did not deny that it would be better still to have a railway from Yarmouth via Norwich to London, but he hesitated not to affirm, that a measure of that magnitude, involving as it would an expenditure of more than 2,000,000*l.* was, in the present state of the monied affairs of the kingdom, im-

* 50,000*l.* will be borrowed on mortgage under the usual powers of the Act, for the purposes of the carrying establishment in addition to the capital of 150,000*l.* required for the works.

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practicable. The people of Liverpool and Manchester had hitherto been the great supporters of railways, but he hardly doubted, that looking to the comparatively small traffic which might be anticipated on the proposed East Anglian line (the most profitable part, viz. that nearest London, being already occupied by another Company) it would be almost impossible to raise a share towards that undertaking, either in Liverpool or Manchester. If so, would it not be wise to secure the line merely between Norwich and Yarmouth, which it was quite within their own means to execute, and which would not only prove a most profitable and useful speculation in itself, but which being executed, would afford the greatest possible inducement to an extension of the line from Norwich to London. He need hardly point out the advantages of such a line to Yarmouth, which would thereby become almost a suburb of Norwich, and of course a place of constant resort for purposes of pleasure, whereby the value of house property would be increased and a stimulus given to the trade, of the town. The question then to be considered was which of the lines laid down between Norwich and Yarmouth would be the best, and in considering this subject he would simply refer them to the Report of Mr. Stephenson, and the statements made by the promoters of Mr. Rastrick's line, from which it was plain that the Valley line could be made for about one-half the cost of the latter, and with more favourable gradients. He held in his hand a letter from Mr. Robert Stephenson, addressed to himself, explanatory of his Report, which he would take the liberty of reading to the meeting.

35½, Great George-street, Westminster,
November 17, 1841.

My Dear Sir,—Referring to our conversation of this morning respecting the estimate of the Norwich and Yarmouth Railway, I have not the least hesitation in saying that the amount exceeds what will be required. I cannot quote a more conclusive case than the Aylesbury Railway, which was executed under my directions, for 7 000*l.* per mile. The works upon that railway are very similar to although not quite so favourable as those on the Norwich and Yarmouth line. Indeed the works on the latter line are of so inexpensive a character as to be without any parallel within my knowledge over a like distance.

I remain, my dear Sir, yours sincerely,
ROBERT STEPHENSON.

To St. George Burke, Esq.

The line therefore being about 20 miles long, would cost about 14,000*l.*, and allowing 10,000*l.* for contingencies, and 50,000*l.* more for the purchase of engines, carriages, offices, &c., the whole capital required for the Valley line would not certainly exceed 200,000." If that were so, there could be no sort of doubt that the measure would be one attended with very considerable profit to the subscribers, for he found by the calculations made by Mr. Reynolds, who had taken the greatest pains to arrive at accuracy, that the traffic between Norwich and Yarmouth would produce at least 40,000*l.* per annum, calculated on the principle that the present passenger traffic would be doubled by the making of the railway. He thought, however, that on a short line of this description, whereby two important towns would be brought within three quarters of an hour's reach of each other, the passenger traffic would be increased in a far greater ratio than as two to one. Even on long lines, the traffic increased in a greater ratio than that, but if they looked to the case of the Manchester and Liverpool Railway, or the Great Western Railway between London and Windsor, they would find that, whether for purposes of business or pleasure, the traffic by railway on all comparatively short lines bringing towns of importance within one hour's reach of each other, bore no comparison to the previous traffic by coaches and other conveyances, which occupied three or four hours in the journey, thus wasting the best of a day in going to and fro. Granting, however, that the traffic between Norwich and Yarmouth would yield but 40,000*l* per annum, this alone would give a profit to the subscribers, after allowing 40 per cent. for working expenses of at least 13 per cent.—no inconsiderable inducement for the investment of money. It was essential to show to Parliament that every measure to which the legislative sanction was sought, was one likely to support itself, and return a profit to the subscribers, and the promoters of the present measure had reason to think, that it possessed these essentials in an eminent degree. It was said that Mr. Rastrick's line would cost 16,000*l.* per mile, and of course therefore its profits could not be so large as those of the line selected by Mr. Stephenson, even if it were equally favourable in other respects. He of course, could not contend, that if the East Anglian Company were in a condition to go to Parliament next year, with their proposed capital of 2,000,000*l.* subscribed for, it would not be wise for Yarmouth to support them, but it was one thing to promise to bring in a Bill into Parliament, and another to get the funds requisite to do so. He had already said, and he repeated, that he believed it to be quite impossible to raise the 2,000,000*l.* required for the East Anglian line, at all events in the present state of the public feeling with regard to railway speculations Moreover, it would be for the people of Yarmouth to consider, whether it would not be more for their interest, to keep under their own control the formation of the line between Norwich and Yarmouth, than to entrust it to strangers at a distance. They had already had experience of the latter course, and had not benefited by it; but if once they made their own line to Norwich, they would be in the happy position of having two rival Companies, namely, the Eastern Counties' and the Northern and Eastern, struggling which should join them first. If on the other hand they rejected the Valley line, which was quite within their reach, under the hope that others would proceed with the East Anglian, he firmly believed they would sacrifice a substance for a shadow, and it would be many years ere they could boast of any railway at all.

An agent of the East Anglian line then addressed the meeting, and pointed out that that measure was supported by very influential persons, and that it would be unwise for the people of Yarmouth by supporting the Valley line, to deprive themselves of the great benefits which the former line held out, whilst its promoters were adopting all the necessary steps for bringing a Bill into Parliament in the next session.

Mr. REYNOLDS, Solicitor for the Valley line, stated that he was applying to all the landowners, &c. on the Valley line, in compliance with the Standing Orders of Parliament, and believed that similar steps were not being adopted by the other party, which was admitted so far as the knowledge of the agent of the East Anglian Company extended.

Resolutions declaring the importance of having a railway between Norwich and Yarmouth, and approving the line selected by Mr. Stephenson, were then passed without any dissentients, (see our advertising columns), but it was suggested by Mr. G. D. Palmer, that as this was not a public meeting, these resolutions could not be considered as expressing the opinions of the town of Yarmouth, and that it would be wise to convene a public meeting hereafter, which was fully concurred in by the promoters of the Valley line, and it was suggested by them that an early day in January should be named for the meeting, by which time it would be seen whether the East Anglian Company had taken the necessary steps for going to Parliament in the next session, by complying with the Standing Orders requiring application to be made to all the landowners and occupiers on the line before the 31st December.

A vote of thanks to the Mayor was then passed, and the meeting separated.

COACH ACCIDENTS.

ABOUT five o'clock on Monday evening last, as one of the Bury coaches, the property of the assignees of John Ramsbottom, was proceeding towards Manchester, the horses took fright a little on this side of Roden-lane, Prestwich, and became intractable. Mr. J. Williamson, of the firm of Messrs. Williamson and Denville, hat-manufacturers, Canal-street, Stockport, was sitting on the box with the coachman; and, in assisting him to pull up the horse, the reins broke, and the horses ran against a ditch, and upset the vehicle. Mr. Williamson was thrown headlong from his seat, and received, in his fall, a severe concussion of the brain. The coachman and two other passengers were severely bruised; and Mr. Daniel Williams, manufacturer, 14, Stanley-street, Red Bank, received a severe wound in the forehead and nose. He and Mr. Williamson were conveyed in an omnibus to the Manchester Royal Infirmary, where they remained in a state of insensibility till the following day. Mr. Williams has since sufficiently recovered to be able to attend to his business, but Mr. Williamson died at 10 o'clock on Wednesday night. A *post mortem* examination was made on Thursday, and it was found that a comminuted fracture on the base of the skull, with the effusion of blood on the surface of the brain, were the cause of death. Last evening an inquest was held, on view of the body, before Mr. Chapman, the borough coroner, when these facts were stated in evidence, and a very high character was given of the driver for steadiness and sobriety. No blame being attributable to any party, the jury returned a verdict of accidental death.—*Manchester Guardian.*

This morning, as the *Independent* Carlisle coach had reached Beansburn, on its way from Glasgow, it stopt on a sudden, the axletree broke, and the vehicle, with a full complement of passengers and luggage, upset. The driver had his arm bruised, but still retained possession of the reins, and the guard sustained a concussion on the head. Among the passengers all escaped with slight bruises, and those who required to go further than Kilmarnock proceeded afterwards in the other coach which was procured, under the guidance of the same guard and driver, except a boy, about 14 years of age, whose leg and right arm were found to be both broke. He was carried into a house in the neighbourhood of where the accident occurred, and attended by Drs. Young and Whitelaw, who took immediate means for his relief. No blame attaches to the driver, who was driving at the usual pace when the accident occurred.—*Kilmarnock Journal.*

On Monday afternoon, as the *Queen Victoria* coach was on the road between Colne and Burnley, the horses became rather unmanageable; and when the coach was coming down the hill between Bank Hall and the old church in Burnley, just at the entrance of the town, Mr. Francis Bumby, cattle dealer, of Manchester, suddenly seized one of the reins, with the laudable view, no doubt, of assisting the driver to pull up the horses. Unfortunately, however, in trying to avoid a grate and declivity on one side of the road, the coach was nearly upset, and by the concussion, the driver, Mr. Bumby, and several other passengers were thrown off the coach; and we regret to add, that Mr. Bumby was so seriously injured, that on being conveyed to a neighbouring house, although surgical assistance was immediately procured, he died in about fifteen minutes. Mr. William Robinson, butcher, of Haslingden, had his leg broken in several places. Mr. J. Nowell, butcher, of Burnley, had his arm broken, and was otherwise bruised; and the coachman had his shoulder dislocated, and received some other injuries; but most providentially a woman and her child, who were on the top of the coach, as well as another passenger, escaped unhurt. On Tuesday, an inquest was held on the body of Mr. Bumby, at the Old Sparrow Hawk Inn, Burnley, when it was proved in evidence, to the entire satisfaction of a highly respectable jury, that no blame was attributable to the driver, Richard Hanson, who is a very steady man. Accordingly, a verdict of "Accidental death" was returned, with a recommendation that some alteration should be made in the road in the place referred to. We think it right to add, in justice to the driver, that at the close of the inquest Mr. John Bumby, the brother of the deceased, stated that he had travelled thousands of miles with the coachman, whom he had always found to be a steady, discreet person, and that he thought if his brother had not unfortunately interfered, the accident would not have occurred, and he perfectly coincided with the decision of the jury.—*Leeds Mercury.*

FALL OF AN EMBANKMENT ON THE NORTH MIDLAND RAILWAY.—During the night of Sunday last, a large portion of the embankment at the north end of the Clay Cross Tunnel gave way, completely covering the rails, and carrying with it a part of the incline used for the purpose of conveying the coals, &c. from the pits of Messrs. Stephenson and Co. to the North Midland Railway. The policeman on duty at the end of the tunnel immediately gave the alarm, and a number of workmen were collected as soon as possible, and who, in a short time, succeeded in clearing the rails, so that very little delay occurred to any of the trains. During the whole of Monday a great number of men continued to be employed in clearing the earth from the other line. Mr. Stephenson and several other gentlemen connected with the railway were on the spot nearly the whole of the day.—*Derby Reporter.*

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FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—In Mr. Hood's able letter of November 17, in your last number, appears the following sentence:—

"Arguments are *not* facts, though facts are, I conceive, the strongest arguments, in cases like the present."

If the argument be accompanied by its demonstration, it becomes as sound a fact on paper, as any aggregation of materials can make it, in what is called practice — otherwise geometricians might close their books, and the whole practice of the physical arts would degenerate into mere empiricism. The laws which govern all mechanical movements are precise and definite—the respective actions of gravity and elasticity are well ascertained, and the results which must arise from ignorant attempts to oppose those laws, or thwart those actions, may be as accurately predicted and demonstrated by paper diagrams or plain language, as by the *matériel* of the model room, the workshop, or the railway. That an eccentric wheel will produce unsteadiness in a carriage as compared with one truly centric, requires no practical experiment to demonstrate, unless to the most obtuse faculties, and the whole question of the movements of locomotive engines, regarding them as wheel carriages, and their comparative principles of safety, is reducible to demonstrations just as simple. No facts can controvert principles which exist in nature, even though circumstances may happen occasionally to make the wrong appear the right.

All advocacy of engines four-wheeled *versus* six, if made to rest on "facts," must also rest on evidence; and until that evidence is carefully gathered and correctly set forth, no comparison can be drawn between them. Isolated facts, stated by one side or the other, can only serve to enlist prejudiced or unjudging partisans. The "fact" is not complete unless all the circumstances are stated as to wheels, framings, cylinders, springs, rails, curves, gradients, state of road, speed, length, centre of gravity, &c. It might happen that the six-wheeled engines were constructed in conformity to mechanical laws, and the four-wheeled engines with disregard of those laws, or *vice versa*. It would therefore be manifestly absurd to draw any conclusion, even from a most extensive practice, unless the whole particulars connected with each circumstance were correctly stated. And supposing this done, it would only be a practical verification of the rules which a sound mechanician would lay down as the basis of construction *à priori*, working according to the dictates of mechanical laws. If the machine went wrong, when constructed in conformity to mechanical laws, the constructor would seek for the defect in its imperfect details, and work on till they were mended. It would be in proportions of parts that he would seek for the sources of error, when true principles were attained.

What then are the desirable or rather the essential principles in the construction of an engine, to draw trains on a railway? They would appear to be in the following:—

1. The extreme limit of load on a single pair of wheels, which the rails and roadway will bear—including the effects of momentum and concussion—without deflection or displacement, must be ascertained.

2. The weight on the driving wheels must be limited not to exceed that standard, or the rails and road will be unduly tasked, and destroyed.

3. It is desirable to throw as much as possible of the whole weight of the engine on the driving wheels, because the adhesion will thereby be increased, and the load drawn may be increased in proportion to the adhesion.

4. All locomotive engines, whether they have four wheels or six, are really only two-wheeled machines as regards their powers of progression, unless the wheels are coupled together. The "bearing wheels" as they are termed, are merely contrivances to balance the engine on its driving wheels, and whatever weight is thrown on the bearing wheels, is just so much added to the load of the train.

5. If there be only two bearing wheels, placed in front of the engine, more weight must be thrown on them to keep them down to the rails, than when an additional pair of bearing wheels are applied behind. The front wheels may rise from the rails by a jerk of the train, when only two are used, but where four are used they will naturally counteract any irregular tendency. The two bearing wheels are kept to the rails by the action of gravity, the four bearing wheels are kept to the rails by leverage. But if the attachment of the train be made to the front of the engine, passing beneath the bottom, every jerk of the train will tend to keep the front bearing wheels to the rails, and in that case less weight will be needed on them.

6. The longer the engine—whether on four or six wheels—the steadier it will run, but greater length will in most cases involve greater friction on curves. This friction, however, may be easily obviated.

7. The wheels should be external to the framings and bearings, because in that case the oscillations or irregularities of the wheels will act with a diminishing leverage on the springs and on the engine and boiler, and will be less subject to disturb the level of the water in the boiler; whereas, with framings and bearings external to the wheels, the irregularities of the wheels will act with an increasing leverage on the springs, and cause a more irregular movement in the boiler. The internal framings will also tend to counteract the thrust of the flanges against the rails, and thus relieve the axle from strain.

8. The longer the engine, the longer may be the boiler, and the more perfect the heating process, without increasing the lateral or vertical bulk.

9. The centre of gravity should be kept as low as possible, to prevent oscillation, and also as much in the centre between the framings as possible.

10. The cylinders and pistons should be as close as possible together in the centre, in order that the alternate strokes should exert as little as possible of lateral leverage, causing unsteady movement.

11. The springs should be so contrived as to be perfectly flexible, both vertically and laterally, so as to yield to every variety of concussion. With six-wheeled engines more perfect springs are required, than with four-wheeled engines, on account of the more numerous bearings. An engine with two driving wheels and one bearing wheel, would always bear upon the three wheels without the aid of springs, upon the geometrical principle that three points not in a right line with each other will always be in contact with the surface they rest on, whether that surface be of plane or irregular form. In other words, three points, not in a right line, will constitute their own plane. Four or more points, on the contrary, can only bear equally on a true plane, unless they are shifting points, rising and falling to suit the irregularities of surface. Mr. Hood says truly:—

"That the springs greatly modify this defect—unequal bearing—I allow, but they do not remove it. A spring, like every other mechanical power, is not *instantaneous* in its action, but requires a definite period of time to develope its power, and therefore at high speed the action of the spring is frequently at fault, as perhaps it is expanding from the effects of a previous contraction, when the deflection of the rails would require it again, or still further, to expand, in order to keep the wheels in contact with the rails."

This fact was insisted on by the Editor of the *Railway Times* of April, 1840, in his criticism of the bowsprings. Your readers will there find the following remarks:—

"With the rapid speed used on railways, the concussion is so instantaneous, that a spring is unserviceable which does not reply as instaneously with its elastic action; and, therefore, if a carriage be not suspended as delicately as a scale beam, so that it can be swayed up and down by the hand, it must be considered an imperfect suspension. No springs in common use will answer to this test. They receive a blow unyieldingly; or if they reply at all, it is slowly and so ineffectually, that the wheel has passed over the obstacle, and encountered another, before the spring has had time enough to overcome its own friction or inertia."

So far from the action of common springs being instantaneous, as commonly applied to engines, the commonest axle is to have no perceptible action whatever. The friction of the spring plates in sliding one over the other when new, is a great obstacle to quick action—when rusted, the obstacle is multiplied manyfold. But apart from the defective construction of the spring, the application is still more defective. The elastic or playing portion is removed to the greatest possible distance from the point of concussion. The wheel and axle receive the first blow, and it is contrived to impinge on the butt of the spring, instead of the taper end; therefore the concussion has to travel through the whole length of the spring, in two different directions, overcoming the friction of the plates before it is expended. It is analogous to a coachman fastening his whip lash to the butt of the handle, or an angler fastening his line to the butt of his rod. In all cases of elastic resistance, the greatest amount should be developed in the greatest proximity to the disturbing force, diminishing in proportion as it recedes. Were the ordinary spring divided by a cross section at the centre, and secured by the butts to the framing, so that the two taper ends might be in contact with the axle, a portion of the evil would be remedied, but the friction would remain the same, and there would be no efficient provision for elastic lateral yielding—*the want of which is one considerable cause of the breakage of railway axles*, because the pressure of the flange against the rail is the medium through which the wrenching or torsion force is applied, and *this would be remedied by lateral elastic yielding*.

It was this consideration which first gave rise to the application of the bowspring, the only principle which fulfils the three desirable conditions—absence of friction except in simple axle movements—greatest resilience in the closest proximity to the concussion—and universal elastic action, eluding concussion vertically, laterally, longitudinally, and diagonally. No other convenient principle that I am aware of can produce this result.

Mr. Hood says, that "a spring is not *instantaneous* in its action." This is true; but neither is the concussion of high speed *instantaneous* in its action. It is very rapid, but the suspension of the bowspring may be as delicate as a water balance. It may be made, if required, for a given weight, to tremble almost like a poplar leaf, and tell acutely the tale of every defect in the carriage construction, by free oscillation, or it may be made rigid enough to prevent oscillation, by converting it into hard vibration. A boat oscillates, a cart jerks and oscillates also, a waggon jerks only—unless it be topheavy or too broad for its length. If the boat be lengthened, the oscillation will be diminished, and in proportion to the roughness of the water must the length increase—increasing the breath proportionally. But the greater the speed, the greater must be the proportion of length to width, and the lower should the centre of gravity be kept. The high topped broad-wheeled waggon, which rolls safely at from three to four miles per hour, would be overthrown if the speed were increased to six.

The greater the speed used on railways the longer therefore should be the engine carriages, and train carriages also, to produce steadiness. The solitary objection to length is, friction on curves. This objection was strongly insisted on by me in your No. 140, and at various times since, constant efforts being made to draw the attention of engineers and others, engaged in railways, to this glaring evil. But it has always been met by the assertion that the friction on curves is so inappreciable, as not to merit attention. I trust that Mr. Hood's exertions will be the means of calling attention more earnestly to this, and establishing or refuting, by a series of well-authenticated facts, his argument—which is strongly supported by individual instances—that the axles of six-wheeled engines are broken in much

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greater proportion, than is the case with those on four wheels; or, what would come to the same thing, that the axles of six-wheeled engines are proportionably heavier than those on four wheels with equal weight of machine and equal steam power.

In addition to the greater steadiness to be attained by long engines, there are two other advantages. First, the boiler may be greatly increased in length and power, without rendering the engine top heavy. Secondly, the length of the connecting rods may be increased, whereby the power of the pistons will be applied at more advantage, and the slide guides of the pistons relieved of much friction, at certain portions of the stroke. The compensation in curves to avoid lateral friction, may be attained by elastic yielding, so regulated as to place the front and hind axles in true radii to the curve, the moment they depart from the straight line. This would relieve the wheels and axles from the torsion to which they are at present subjected, and remove the chief cause of breakage.

I remain, Sir, your's obediently,
WILLIAM B. ADAMS.

November 20, 1841.

WORKING EXPENSES OF RAILWAYS — THE CHESTER AND BIRKENHEAD, AND LANCASTER AND PRESTON RAILWAYS.

To the Editor of the Railway Times.

SIR,—I perceive "Œconomicus" has favoured us with another letter on railway expenses, in which he admits I have in a great degree removed his objections; nevertheless, he thinks low fares no excuse for extravagant expenditure. I am sure he greatly mistakes me if he thinks I advocate unnecessary expenses, whether the Company are working for high or low fares. What I meant to impress upon him and your other readers was, that if two railways were conducted at the same expense in every respect, but that one of them through the opposition of rival conveyances, was obliged at the outset to carry passengers at half the price the other railway did, their expenses would appear by the touchstone of "Œconomicus," to be double that of their neighbours—one say 40 per cent., the other 80, without the parties who manage the traffic expenditure department being at all to blame for it, or having any remedy within reach; for engines will just consume the same coke, and carriages wear out just as fast with passengers paying low fares as with high—yea, even if the passengers were carried for nothing.

I am by no means desirous of entering into warfare with your correspondent, especially as it is fearful odds fighting with an anonymous correspondent who shelters himself behind such a nice name as "Œconomicus;" nevertheless, he draws such insidious comparisons between the Lancaster and Preston Railway expenses and those of the Chester and Birkenhead Railway, that as the managing agent of that concern, I feel called upon to defend myself, lest his remarks should create an unfounded prejudice on the minds of shareholders whose want of acquaintance with the subject does not enable them to see through the fallacy of his arguments. He confines himself to the old style of per centage of expenditure upon income, and makes out that on the Lancaster line it is only 25 per cent., whereas on the Chester and Birkenhead it is 60 per cent. Now I wish to explain, that in this statement he has included the expenses of conveying passengers by omnibuses and steam-boats 1½ miles beyond the railway station, but that the railway expenses, exclusive of these extraneous and temporary charges, are only 45 per cent. instead of 60, as stated by him; and I am prepared to go into a detailed calculation to demonstrate that the discrepancy between the low per centage of the Lancaster line as compared with the Birkenhead, arises from the circumstance of the latter railway carrying their passengers at such a low rate, namely, averaging only 1¼d. per mile for each; and that if the Lancaster line had only received the same rate of remuneration their expenses would have been 46 per cent., or about the same as ours.

But in order to test the expenditure, as expenditure, in proportion to real work performed independent of the earnings. I have looked again into the last Report of the Lancaster and Preston line, My first difficulty arises from their not having given the number of passengers, but this I overcame on finding that they have paid 532*l.* 11s. 10d. for Government mileage duty, and as this on all railways is a fixed charge of one-eighth of a penny per passenger per mile, it follows that they must have carried 1,022,576 passengers a mile (being equal to 51,128 through passengers in half a year, or 280 per day). Their half year's expenses, exclusive of interest on loans, was 3,388*l.* 10s. 11d., which, upon a division thereof, shows that it has cost them 78-100th of a penny per passenger per mile; and on the Chester and Birkenhead the expenses (per account for 12 months ending 30th September), exclusive of interest on loans, and also omnibuses and ferry boats, was 10,971*l.* 17s. 2d., and the number of passengers 3,861,491 over a mile (which is equal to 729 through passengers per day), gives 68-100th of a penny per passenger per mile, being one-tenth of a penny per mile in favour of the Birkenhead line. For the benefit of such readers as are not conversant with decimal fractions, I will state it by the plain rule of proportion. If it cost on the Lancaster line 3,388*l.* 10s. 11d. to convey 280 passengers daily along a line 20 miles long, it would cost at the same rate to convey 729 passengers daily for a year along the Chester and Birkenhead line, 14½ miles long, 12,789*l.*; whereas it only did cost 10,971*l.*, being about 1,818*l.* per annum in favour of the Chester and Birkenhead Railway.

"Œconomicus" states that 100 passengers can be carried at little more cost than 50 when the trains must go. Although this may be true as far as it goes, it is not entitled to go for being worth much; for why should as many trains go on the Lancaster line with a daily traffic of 280 as upon the other line with 729 per day. On referring to their advertisements, I find there are only five trains each way between Lancaster and Preston, whereas nine each way have been running upon the Chester and Birkenhead line.

I thought that if even "Œconomicus" had proved the fact of cheap working at Lancaster, I might in some measure account for it by their having cheap coke for their engines; but he means to imply there is not much in this, when he tells you that Chester is as near the coal districts as Lancaster. Be that as it may, I know we cannot obtain good coke under 24s. per ton, whereas I believe their neighbours, the North Union Railway Company, who run the engines for the Lancaster line, only pay 16s. or 17s. per ton; and I think there is something in favour of the Lancaster line in their using a station at Preston conjointly with the North Union, whereby one set of porters, book-keepers, gas lights, &c., serve them both; and as it is not at all necessary to re-book nor re-load the passenger luggage, &c., at Preston, belonging to those that are going forward, there is a considerable saving to what there would have been required had the Lancaster line been an integral line, with two termini, like many other railways.

Thus far I cannot see that he has made out the case in favour of the Lancaster and Preston line. I will next proceed to make a few observations respecting other lines that he holds up as being more expensively conducted than his favourite; it being shown in his tabular statement, published in your number of the 23rd of October, that whilst the Lancaster and Preston expenses were 25 per cent., the Grand Junction were 44 per cent., the Liverpool and Manchester were 47 per cent., the London and Southampton were 49 per cent., the London and Birmingham were 39 per cent., and the York and North Midland were 38 per cent., making the Lancaster 13 per cent. below the lowest. But I beg leave to announce that, whatever erroneous comparisons he may have made with respect to the Chester and Birkenhead Railway, he has "put his foot in it" much deeper with regard to the others, and I explain it as follows:—There is nothing inserted in the Lancaster and Preston Railway account for maintenance of way!! It is true there has been nothing paid out of the traffic receipts yet, inasmuch as the contractor for the construction of the road had to maintain it in order for 12 months. That time is long past with the other railways above named. The year is now up with the Lancaster contractors, and in future there will be an addition of something like 200*l.* per mile, or 4,000*l.* a-year, to add to their expenses. Now, had this charge, or 2,000*l.*, been added to their last half-year's expenditure, as it will in future, it would have raised it from 3,388*l.* to 5,388*l.*, which would, on a receipt of 12,887*l.*, have been 41 per cent. instead of 25, as held out to the uninitiated.

Your obedient servant,
JOHN DIXON, C. E.

Birkenhead, November 24, 1841.

CLARENCE RAILWAY.

To the Editor of the Railway Times.

SIR,—Observing in your paper of last Saturday a report of a meeting of the proprietors of the Clarence Railway held on the 4th instant at Stockton-on-Tees, and also your remarks with respect to the question of management generally of that Company, I would beg as a shareholder conversant with all its bearings, to give you a more impartial account of what took place, not only at that meeting, but also of one held two days previous in London, having made a point of attending both meetings for the express purpose of hearing and judging for myself, rather than come to a hasty conclusion from reports emanating from either the London or country party. At the meeting held in London on the 2nd inst. there were about 50 proprietors present, who, with the exception of Mr. Jackson and two other gentlemen (both of whom acknowledged they were unacquainted with the details of the affairs of the Company), were, as the resolutions passed will show, decidedly in favour of the London management. It may be as well here to remark, that out of 3,000 shares which the Company have issued, five-sixths of that number are held in London, the remaining one-sixth in the country, the holders of the latter of which, it would appear from the country report, have either in person or by letter, expressed their wish for a local management.

The report of the proceedings you have received is mis-stated, as I find on application at the Company's office in London on the Secretary referring to the share ledger, that the votes to which the proprietors then present were entitled, supposing the whole to have been in favour of a country management, with the exception of three members of Committee and two of the shareholders who attended from London, and were opposed to the resolutions proposed, did not exceed 260 instead of 356, as represented in the statement sent forth to the public. I have also ascertained that the proprietors present at the London meeting represented more than one-third of the whole concern.

No notice is taken of the sentiments expressed at the London meeting, though Mr. Jackson the chief mover in this affair, and to whom the letters put forward as expressing the sentiments of the shareholders were addressed, was present, and could have informed the proprietors at Stockton of the decided opinion then expressed against a removal of the Management. It is true they were read, but it would not have answered to have embodied them in their account of what took place, but which in common fairness ought to have been done. Would it not have been much better after what had transpired at the meeting on the 2nd to have at once, seeing that the main body of proprietors were averse to a country Management, bowed to their decision rather than agitated the question, which could only tend to the injury of the concern generally? Did the country meeting suppose that if they had carried their measures the London shareholders after the recommendations they had intrusted to the deputation appointed by them, would have quietly submitted to put down, to be rode over rough shod, and this by persons not

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holding more than as before stated, 1-6th of the whole stake in the concern.

Proxies are spoken of as if the parties to whom they were intrusted had no right to use them. They are authorised by the Acts of Parliament under which the Company is incorporated, and for what other purpose intended, than to give a voice to those persons who, for various causes, are unable to attend meetings themselves? The management was originally in the country, and continued to be so from the commencement, I believe in 1829 up to 1834, at which period the only stipulation under which the Echequer Loan Commissioners refrained from seizing the railway to satisfy their debt, was the understanding that the Committee should be removed to London, which was according done. The revenue at that time was at the rate of 2,500*l. per annum*. Since then it has by the exertion and attention of the London Board increased to more than ten times that amount, it being for the *month* of August last 2,295*l.*, or at the rate of 27,540*l.* a year. Such figures as these surely do not argue bad management, and if the proprietors have had no return for the sums they have invested, it is self-evident their property has been increased greatly in value, which must lead to their advantage in realising to them larger returns in the end. The revenue of a railway formed for the transit of coal until it reaches a certain amount, is all absorbed by expenses, but that amount doubled, the outlay on the additional amount would not be more than 20 per cent., and even that would decrease in proportion as the dues advanced. Year after year this increase has taken and is taking place, and the very fact of there being a stir among those on the spot—"North Country Gentlemen"—to take it up and carry it as they say themselves to a successful issue, shows that the prospects of the undertaking are brightening. I feel convinced that, ere another twelve months shall have passed over, the cloud that has so long overshadowed this undertaking will have dispersed, and that the favourable resources hitherto seen in perspective will be fully developed, and be the means of enhancing to the shareholders that for which they have so long and so patiently been looking forward.

The Clarence proprietors were induced to take shares in the Stockton and Hartlepool Railway under the impression that the advantages held out by the port of Hartlepool, would be the means of bringing on the Clarence line coals from other districts then not using their railway. This accession, however, has not been received, as up to the present time all the coals shipped at Hartlepool by means of the Stockton and Hartlepool line have been from collieries on the Clarence, which must otherwise have shipped their produce at the latter Company's staiths at port Clarence in the river Tees.

A CLARENCE RAILWAY SHAREHOLDER.

London, 19th November, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I hope the notice taken of "S. P.'s" mendacious letter will not provoke a repetition of such contemptible efforts to depreciate property by misrepresentation. He has certainly made himself conspicuous, but something in the fashion of the distinction afforded by being elevated to the pillory. Your known impartiality will not be impugned by the rejection of *falsehood*. "S. P." is indebted to the notice his trash has excited entirely to the circumstance of being permitted to appear in the columns of your paper. To parry in some degree the efforts of malevolence by the circulation of statistical accounts, I beg to offer the following, which may be acceptable to many of your readers.

The Great Western Railway opened to—

Maidenhead	June 4, 1838.
Twyford	July 1, 1839.
Reading	April 3, 1840.
Steventon	May 22, do.
Farrington	July 20, do.
Between Bath and Bristol	Aug. 31, do.
to Swindon	Dec. 17, do.
Chippenham and Cirencester	May 31, 1841.
All through, and from Bristol to Bridgewater	June 30, do.

GREAT WESTERN RAILWAY RECEIPTS—MONTHLY AND YEARLY.

In.....	1838	1839	1840	1841
January	..	£5080	£9717	£21584
February ..	..	4459	9297	20092
March.....	..	5819	10459	26442
April	..	6827	16262	31918
May	..	11139	17551	35747
June	£6460	10154	26649	51963
July	6913	12710	26580	60733
August	7154	12360	26930	65529
September..	7579	11449	30068	61360
October....	6260	11365	27662	57284
November..	4438	8455	20589	
December..	4969	9544	22080	
	43,774	£109,377	£243,850	

The receipts of the present year will amount to between 525,000*l.* and 530,000*l.* The line will have been opened *through* for six months on the 31st December, 1841. A dividend of 3 per cent. per annum was paid on the half year ending 30th June, 1841. I think statistics of this nature are the best replies that can be given to the attempts to mislead of "Ignotus," "S. P.," and such like.

CLOTHO.

November 15, 1841.

P. S. The month of October, it is admitted, gives what the average monthly receipts amount to for the year; this would produce 690,000*l.* for the year 1842, independent of any increase of traffic, which on the Birmingham line has amounted to 25 per cent. per annum, and this would augment the Great Western traffic to upwards of 850,000*l.* for the year 1842—an event not only possible, but more than probable.

LONDON AND BLACKWALL RAILWAY.

(From a Correspondent.)

24,000 shares	at 25*l.*	£600,000
24,000 ,,	8½	200,000
Debentures, at 5 per cent.		200,000
Capital		£1,000,000
Expenses per week		£480
Interest on Debentures ditto		192
Total		£672

Weekly Receipts necessary to pay 5 per cent. on Investments, when the price is

Par			or £25	per Share		£1825
1	Discount	,,	24	,,		1779
2	,,	,,	23	,,		1733
3	,,	,,	22	,,		1687
¼	,,	,,	21	,,		1641
5	,,	,,	20	,,		1595
6	,,	,,	19	,,		1548
7	,,	,,	18	,,		1502
8	,,	,,	17	,,		1456
9	,,	,,	16	,,		1410
10	,,	,,	15	,,		1364
11	,,	,,	14	,,		1317
12	,,	,,	13	,,		1271
13	,,	,,	12	,,		1225
14	,,	,,	11	,,		1179
15	,,	,,	10	,,		1133
16	,,	,,	9	,,		1086
17	,,	,,	8	,,		1040
18	,,	,,	7	,,		994
19	,,	,,	6	,,		948
20	,,	,,	5	,,		902
21	,,	,,	4	,,		856
22	,,	,,	3	,,		810
23	,,	,,	2	,,		764
24	,,	,,	1	,,		718
25	,,	,,	0	,,		672

Weekly Interest on 48,000*l.* or 1*l.* per share.... £46

The German journals state that an engineer of Vienna, named Klein, has invented a method of preventing sparks and ashes from the fires of the locomotive engines of railways from falling on the passengers in open waggons, without, however, diminishing the current of air necessary for the fire. The experiments made on the Vienna Railway have been so satisfactory, that it has been resolved to adopt his apparatus, and to burn wood instead of coke.—*Times.*

OLDHAM BRANCH RAILWAY.—The construction of the Oldham Branch Railway is proceeding with such unremitting energy and excellent spirit that it is probable the line, by extraordinary exertions, may be partially opened in the course of July or August, 1842.—*Manchester Times.*

YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—Your two correspondents, "Observer" and "Philo-Observer," are utterly at a loss to account for the fact of the shares in the above-named undertaking being so much below what your correspondents consider their real value. Perhaps the inspection of the following short table may serve in some measure to dispel the astonishment of those gentlemen, as they will learn therefrom that, although York and North Midland shares at present price are not by any means a bad investment, yet nevertheless there are at this moment far more profitable investments to be found:—

Name of Railway.	Paid.	Dividend per cent. per annum	Present price.	Interest on present price.
	£	£ s. d.	£	£ s. d.
York and North Midland Railway	50	9 0 0	85	5 3 6
London and Birmingham	90	9 8 10	156	5 5 6
Manchester and Liverpool	100	10 0 0	186	5 7 6
London and South Western.....	38⅞	7 14 3	54	5 11 0
Grand Junction ..	100	11 0 0	190	5 15 9
North Union	75	6 13 4	75	6 13 4
Sheffield and Rotherham.....	25	8 0 0	32	6 5 0

You will perceive that I have here taken the last dividends as the basis of my calculations, and this, it may be urged, is placing the York and North Midland in a less favourable position than it will hereafter hold compared with other lines. This argument would be good provided the predictions of your correspondents, or the promises of Mr. Alderman Hudson, were at all likely to be fulfilled. But any one who will take the trouble of examining the traffic returns, will find that the utmost dividend that can be made for the present half year will be 10 per cent., and this is probably as large a dividend as the line will ever pay.

I consider the prospects of every one of the railways I have compared above with the York and North Midland to be at least equal to those of that line, and some of them far better.

I remain, Sir, your constant reader and
Most obedient servant,

EXAMINER.

Rotherham, November 22, 1841.

NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—Great complaints have from time to time been made by the shareholders of the North Midland Railway, that the Office of the Company has been all along kept in London, at such a distance from the line. The Chairman and Directors admitted that this was inconvenient and detrimental to the interests of the proprietors, and at the last general meeting the Chairman pledged himself that the Office should be removed to Derby on the 1st of October last. *Has this been done?* I fear not, as on the 16th inst. I received a circular from the Secretary, *dated* indeed in *Derby*, but posted in *Old Broad-street, London*. This looks very like an attempt to deceive the shareholders into the belief that the Office has been removed, whereas it is still actually in London.

It is really time the shareholders in this concern were looking sharply after their interests, and trying to put an end to that system which has hitherto blasted their prospects.

I am, Sir, your obedient Servant,

A SHAREHOLDER.

22nd November, 1841.

WHAT'S TO BE DONE WITH THE STAGE COACHMEN?—"Do you know what the Tories are going to do with us old coachmen?" Mr. Bond shook his head, and murmured—"Not I!" "Well, then, I'll tell you, Mr. Bond: they're agoing to plant us for milstones along the railroad."—*Cruikshank's Omnibus.*

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RAILWAY SHARE-LISTS.

The London Prices are supplied by Mr. Wetenhall; the Liverpool by Mr. C. J. Townley; the Edinburgh (marked *) by Mr. R. Allan; and the Glasgow (marked †) by Mr. J. Watson.

Last Rate	Miles opened	No. of shares	Amt. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.	Length of line	Miles opened	No. of shares	Amt. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..	112½	112½	25000	100	90	London and Birmingham	155	157	..	157	..	..	153
.....	....	680	25	25	Ballochney	..	81†	..	..	..	..	..	—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	21½	21¾	21¾	21½
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..	—	—	31250	32	32	Ditto (*Thirds*)	52½	..	..	..	..	..	52½
—	—	6300	33⅓	25	Ditto (*Thirds*)	..	..	..	..	..	..	..	.....	.....	.....	32	2	Ditto (*New Shares*)	..	24¾	..	..	..	..	24¾
51	51	9500	100	100	Birmingham and Gloucester	..	..	..	..	55½	55½	57	33½	33½	24000	25	25	London and Blackwall	..	..	9	..	..	..	..
—	—	10000	17½	12½	Ditto (*New*)	..	..	..	..	..	..	..	—	—	.....	6¼	4¼	Ditto (*New*)	4¾	..	5¼	..	5¼	5¼	..
76	33	15000	100	60	Bristol and Exeter	28	..	..	..	..	..	..	56	56	36000	50	50	London and Brighton	37¼	37¼	..	36¾	36¾	36¾	37
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..	10½	10½	33000	aver.	13½	London and Croydon	..	..	11¾	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..	31	31	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..	—	—	.....	....	20	Ditto (*New Shares*)	..	17½	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..	—	—	.....	....	6¼	Ditto (*Scrip*)	6½	6¾	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..	77	77	36000	aver.	38½	London and South-Western	54½	55	..	57	56½	56½	56
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..	—	—	42000	5	5	Ditto (*Tenths*)	..	..	7½	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..	50	50	13000	100	70	Manchester and Leeds	..	..	..	..	..	..	56½
7¾	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..	—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
.....	....	4000	25	25	Dundee and Arbroath	25*	25†	..	..	..	..	..	—	—	19500	25	2	Ditto (*Quarter Shares*)	..	23	..	..	..	..	..
.....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..	10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	52½
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..	40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	22½
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	..	8½	40	....	78000	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
—	—	64000	8½	6	Ditto (*Debentures*)	..	..	..	..	..	..	99	28	7	40000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
46	....	18000	50	50	Edinburgh and Glasgow	43*	42½†	..	..	..	..	42½	57	57	10000	100	100	Midland Counties	..	..	..	..	..	..	82
....	....	12000	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..	—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	20	..	..	..	20½
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..	....	....	1940	25	25	Monkland and Kirkintilloch	..	56½†	..	..	..	..	..
....	....	5000	20	20	Edin., Leith, & Newhaven	..	..	..	..	..	..	..	61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	38½*	40†	..	..	..	..	..	—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	35*	38*	..	..	..	..	..	7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	23*	23†	..	..	..	..	22½	72½	72½	15000	100	100	North Midland	65½	..	..	..	..	..	65½
15½	....	6000	50	50	Gosport	..	..	..	..	..	..	..	—	—	15000	50	40	Ditto (*New*)	32	..	..	..	..	..	32½
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	139	—	—	15000	21½	15	Ditto (*Thirds*)	..	..	14	..	14	14½	..
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	94½	32½	26½	72000	50	30	Northern and Eastern	..	..	22½	..	..	..	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	25½	22	22	6329	75	75	North Union	..	..	..	..	..	..	75
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..	19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	..	66	—	—	6800	25	10	Ditto (*New Shares*)	..	..	..	..	..	..	..
118	118	25000	100	65	Great Western	79	..	79	..	80	80	79½	5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
—	—	25000	50	50	Ditto (*New Shares*)	56½	56½	56½	57½	57½	57½	57	25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	37500	20	4	Ditto (*Fifths*)	7⅞	8	..	..	8¾	8¾	8¾	—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..	.....	.....	8000	50	2½	South Durham	..	..	..	..	..	..	..
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	29½	..	—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
.....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..	67	....	28000	50	43	South-Eastern and Dover	..	19	18½	19	..	..	19
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..	27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	186	15½	....	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	46½	.....	.....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	91	23	23	6700	50	50	York and North Midland	87	87	87	88	..	88	87
..	....	..	..	..	..	..	..	..	..	..	..	..	—	—	6700	25	10	Ditto (*New*)	..	..	..	29½	29½	29½	30

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Nov. 20	1,428	£57 12 0	£81 12 9	£139 4 9	£1 10 11½	£9 5 7¾	£134 0 0¼	15
1,066,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	88½	Nov. 20	..	731 2 4	327 11 9	1,058 14 1	3 9 10	24 8 11	829 7 9	88½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	51	Nov. 19	4,486	1,123 19 1	210 2 6	1,334 1 7	3 14 8½	26 3 2	692 7 5	31
450,000 0 0	437,693 10 8	5 0 0	Brandling Junction	4	25	..	..	....	....	....	....	....	....	..
499,999 0 0	456,963 10 1	....	Chester & Birkenhead	5	14½	..	..	....	....	....	....	....	....	..
370,000 0 0	333,237 15 6	4 0 0	Dublin & Kingstown	6	6	Nov. 21	20,537	....	....	482 16 8	10 6 1½	72 2 9½	497 14 1	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	7	16½	Nov. 21	3,143	140 9 10	57 1 10	197 11 8½	1 19 3⅔	11 15 11	205 19 8	16½
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	8	17½	Nov. 21	9 448	....	....	606 18 6	4 19 1	34 13 7½	460 14 10	..
933,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	9	40	Nov. 20	10,979	641 0 5	289 6 10	930 7 3	3 17 6	23 5 2	670 10 5	..
.....	....	....	†Glas., Pais., & Green.	10	22½	Nov. 20	9,752	606 5 5	122 19 3	629 4 8	5 0 7½	30 3 9	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	11	83	Nov. 20	..	5,632 3 10	1,741 12 11	7,373 16 9	9 4 9½	64 13 7¾	6,789 12 11	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	12	45	Nov. 22	..	603 7 0	480 6 2	1,083 13 2	3 8 9½	24 1 7½	....	..
5,331,527 9 10	5,877,120 7 5	3 0 0	Great Western	13	118	Nov. 21	..	7,770 11 7	2,118 5 10	9,888 17 5	8 12 0	60 4 1½	4,629 16 5	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	14	31	Nov. 21	2,341	377 11 7	348 17 3	726 8 10	3 6 11½	23 8 8	473 8 8	..
498,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	15	20½	Nov. 20	2,301	421 18 7	37 19 7	459 18 2	3 4 1	22 8 8½	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	16	31	Nov. 19	..	2,287 15 11	2,033 16 1	4,321 12 0	18 19 10¾	132 19 1	4,210 16 2	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	17	112½	Nov. 20	..	11,115 0 3	2,836 15 5	13,951 15 8	17 14 3⅔	124 0 3⅔	11,798 15 9	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	18	8½	Nov. 25	28,338	....	....	538 16 10	20 10 6½	143 13 9⅔	457 10 0	8½
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	19	56	Nov. 20	4,389	1,429 1	79 5 5	1,508 5 6	3 16 11½	26 18 8	52 19 4	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	20	10½	Nov. 23	3,862	....	....	228 15 6	3 2 2	21 15 9	476 6 0½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	21	8½	Nov. 25	24,129	....	....	726 6 4	27 12 5	193 7 0½	830 13 4	8½
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	22	77	Nov. 22	..	3,394 1 4	949 3 1	4,343 4 5	8 1 1½	56 8 0	3,097 2 7	77
2,900,000 0 0	1,515,045 2 1	....	*Manchester & Birm	23	5	Nov. 22	..	....	....	345 0 11	9 17 2	69 0 2	283 6 0	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	24	10	Nov. 18	..	376 0 6	215 13 8	591 14 2½	8 9 0¼	59 3 5	533 6 0	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	25	50	Nov. 13	..	2,088 7 10	1,862 17 6	3,951 5 4	11 5 9½	79 0 6	....	13½
1,538,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties'	26	57	Nov. 20	7,580½	1,277 2 0	927 5 6	2,204 7 6	5 10 5⅔	38 13 5½	1,356 5 1½	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	27	61	Nov. 20	..	520 19 9	948 15 6	1,469 15 3	3 8 10	24 1 10½	1,537 6 9	61
3,000,000 0 0	3,065,032 13 11	4 5 8½	North Midland	28	72½	Nov. 20	..	2,143 4 8	1,274 12 10	3,417 17 6	6 14 2⅔	46 19 7½	2,186 11 0½	72½
730,000 0 0	560,000 0 0	6 13 4	North Union	29	22	Nov. 19	3,056	743 6 7	222 10 10	965 17 5	6 6 5½	43 18 0⅞	879 17 10	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	30	26½	Nov. 22	5,219	....	....	720 6 6	3 18 4⅔	27 8 9⅔	294 7 1	..
500,000 0 0	337,920 13 0	2 10 0	Preston & Wyre	31	19	Nov. 20	1,312½	102 12 2	83 1 6	185 13 8	1 7 11	9 15 5½	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	32	20	Nov. 21	4,496	....	....	227 6 11	1 12 5½	11 7 4	147 18 3	9
446,666 0 0	566,672 8 1	9 0 0	York & North Midland	33	23	Nov. 22	5,441	....	....	1,396 7 9	8 13 6½	60 14 3	768 5 0	23
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

2. Toll to London and Birmingham 117*l.* 10s. 9d., to be deducted from gross receipts.

4. The total length of line and branches is 25 miles:—15 miles of passenger and general traffic, and 10 miles of coal traffic alone.

8. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

10. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

11. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

13. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

15. The 37*l.* 19s. 7d. from goods, &c. is for toll only.

16. Ten per cent. is the maximum dividend allowed by the Company's Act.

17. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42¼ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

19. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

20. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

21. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

22. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and it is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

24. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

25. The 3,951*l.* 5s. 4d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

26. The receipts for goods, &c. include, carriages, 38*l.* 8s. 0d.; horses, 29*l.* 10s. 6d.; dogs, 2*l.* 5s. 0d.; parcels, 213*l.* 7s. 11d.; cattle, 55*l.* 9s. 6d.; corn, 15*l.* 5s. 7d; heavy goods, 446*l.* 12s. 0d.; coal, 126*l.* 7s. 0d.—Total, 927*l.* 5s. 6d. The dividend is from the time opening.

28. The details of the receipts are as follows:—Passengers, 1,853*l.* 15s. 9d.; parcels, carriages, horses, and mails 289*l.* 8s. 11d.; merchandise, 999*l.* 14s. 11d.; minerals, 218*l.* 13s. 0d.; cattle, 56*l.* 4s. 11d.—Total, 3,417*l.* 17s. 6d.; including North Midland proportion of Manchester and Leeds traffic, amounting to 128*l.* 16s. 7d. The dividend includes a sum of 31,780*l.* earned previous to the last half-year.

29. The receipts stated are after deduction of Liverpool and Manchester toll.

30. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

31. The capital of 500,000*l.* includes that provided for harbour and works as well as railway. The dividend is from the commencement.

33. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

Safety in Railway Travelling.—*A Cheltenham correspondent recommends lining the interior of carriages with four or five strata of sole butt leather, each of the usual thickness, and rivetted to the exterior wood-work, and lined and padded as usual—so as to lessen the ill effects of collisions.*

Chester and Birkenhead Railway—An Engineer.—*Not our fault, certainly.*

M. L. *(Temple).—We endeavour to give both sides as fairly as we can, but we shall not overlook our correspondent's remonstrance.*

Aristides, *while deprecating the use of assertions unsupported by facts, falls into the same error himself.*

The circular from Leeds can appear only as an advertisement.

A Friend to Railways *(Bishop Auckland).—We will endeavour, before our next publication, to obtain some satisfactory information for our correspondent, in reference to the matter upon which he writes.*

No Shareholder *can clearly have no right to inquire into the internal management of the Company named by him, but we can assure him that the rumours to which he refers are wholly unfounded.*

For what purpose is the printed doggrel in praise of "Cole's Anti-Friction Carriages" sent to us? We will give our readers the two first verses, as a specimen of twenty-eight:—

"What constitutes Friction we very well know,
They find it on Railways too hot;
Anti-Friction Carriages plainly show,
That Friction must soon go to pot.

"Their axles run level with the horizon,
They point to the centre of a curve,
They do what nothing else ever has done,
Their axletrees also will swerve."

Steam Power in the Metropolis.—*A correspondent wishes to know what is the probable amount of steam power in the metropolis, calculated in horse power.*

Grand Junction Railway.—*The letter of J. W. next week.*

Sunday Travelling on Railways.—*A further notice of Messrs. Bain and Leadbetter's consistent vote is unavoidably displaced by more urgent matter.*

P. Reeder.—*Yes; namely, by the London and Birmingham line to Rugby, thence by the Midland Counties', North Midland, Leeds and Selby, and Hull and Selby.*

Four-wheeled and Six-wheeled Engines.—*A letter from Mr. John Gray, in reply to that of Mr. Hood which we gave last week, will appear in our next number.*

There have been forwarded to us copies of a series of Catechisms, by the Rev. T. Wilson, "designed for the advancement of children in every branch of useful knowledge" They embrace Geography, English History, Bible History, and seem admirably adapted to the object in view. The publishers are Messrs. Darton and Clark, of Holborn Hill.

Zero, and other correspondents, must stand over.

The letters of Captain Watts—A Lancashire Shareholder—Dividend, *&c., are in type.*

THE RAILWAY TIMES.

SATURDAY, NOVEMBER 27, 1841.

THE Half-yearly General Meeting of the South-Eastern Railway Company was held on Thursday last, and was most numerously and respectably attended. A full report of the proceedings, and a copy of the official documents submitted to the proprietors, and unanimously approved of, will be found in another part of our present number.

It will be seen that in the interval since the last meeting, very considerable progress has been made with the works, more especially in the district lying between Tunbridge and the junction with the Brighton railway at Redstone Hill, and it is fully anticipated that this portion of the line will be ready for public traffic in the spring of the ensuing year. It is satisfactory to have the statements recently made in this journal as to the solidity of the works, so fully confirmed as they are in the Report of the Engineer-in-Chief, and in the remarks made by the intelligent Chairman of the Company. The rumours of injury to the works in the Dover district, from the recent heavy rains and high floods, are most fully disproved — rumours, which, in many cases, have originated in a malicious intention on the part of those who ought to have known, and *did* know, the real facts of the case. Mr. CUBITT has taken some pains to set the public right on this subject, and therein he has, in our opinion, exercised a sound discretion; for, apart from the peculiarities of the works at the Dover terminus—peculiarities which might reasonably excite apprehensions of the result in minds not accustomed to look upon such matters with a scientific eye — apart, we say, from these circumstances, it is always better to deal with particular misstatements than with vague and general charges, and this Mr. CUBITT has done most effectually.

The deviations from the usual practice introduced by the Engineer in the formation of the permanent way, are alluded to in the Report of the Directors, and it will be seen, elicited from a very competent witness, (Mr. BETTS the contractor,) the most unqualified commendation. Time alone can fully determine the merits or demerits of Mr. CUBITT's plans, but, in the mean time, the enquiry is one of great interest to the railway public generally; for even in these cases where railways are in active operation, a better system of laying the permanent way (should Mr. CUBITT's prove to be such) may gradually diminish the cost of maintenance, as the improvements are from time to time introduced.

For a full statement of the general position and prospects of the Company, we refer to our notice of the meeting. The cause of the present low price of this Company's stock on the 'Change, was ascribed to the fear entertained that the considerable number of shares now in the coffers of the Company may be thrown at any time upon the market. If this be not the cause, it is very difficult to say what is so. The accuracy of the traffic estimates put forth by the Directors some time since, has never to our knowledge been called in question, and the public has the assurance not only of the Engineer, but of the Chairman of the Company, that the line will not cost on an average 30,000*l.* per mile. It is true that the assertions of Engineers upon such points as these seldom meet with, and for the most part are not entitled to, much credit, but in the instance of the South-Eastern line, Mr. CUBITT has the reputation of being more than usually cautious, and, as was remarked by Mr. PARSONS (who, by the way, usually elicits at railway meetings, by a few well-digested and well-directed questions, more real information than nine-tenths of the speech-makers who figure upon such occasions,) the results of experience have in a remarkable manner confirmed the accuracy of Mr. CUBITT's calculations.

The information incidentally given as to the station at London Bridge—the proposed *useful* (as distinguished from the merely *ornamental*) character of the works there, and the probable future formation of auxiliary lines, both on the Continent and at home, will be found very interesting to all who are in any way connected with the undertaking. We are glad to find that *first cost* is becoming more than ever a matter for the serious consideration of railway bodies. We have no doubt that not a few railways, which at best can now be expected to return a moderate dividend, would, had they been constructed with a view to positive utility alone, have presented a very different result.

The case of Mr. JOHN WILLIAMS was, it will be seen, again brought before the proprietors. We dislike these appeals to the pity of public Companies, but Mr. WILLIAMS'S case is, from all that we have heard of it, of a very peculiar character, and whatever errors of judgment he may have committed in pursuing his speculations, we believe his integrity and honour stand unimpeached. We are glad, therefore, to find that to a certain extent the application made in his behalf was successful.

Need we allude to the pitiable exhibition made at the meeting by Mr. RICHARD TYRRELL? This man's countenance must be bronzed indeed, else would he have blushed at the rebuke conveyed to him in the expression of feeling evinced by so large an assemblage. We believe him to be incorrigible, and our advice to the Directors would be, henceforth not to condescend to reply to or notice him in any shape or to any extent. The meeting, we do not fear, would soon put a stop to his effusions, but at all events his exhibitions should be put off until all the business of the day is at end, that those proprietors only may remain, who seek amusement in the melancholy spectacle of ignorance and impudence combined. The hindrance to real business which the TYRRELL class of railway proprietors (?) cause, is indeed most lamentable. They should confine their efforts to parish vestries.

THERE has been placed in our hands a copy of a correspondence which has recently passed between Mr. TAGART, a medical gentleman of Cheltenham, and Mr. SAUNDERS, the active and intelligent Secretary of the Great Western Railway Company, relative to the damage sustained by some goods conveyed upon the railway. The facts appear to be these. A parcel containing certain bottles of medicine was consigned to Mr. TAGART from London, and conveyed to Cirencester by railway, being forwarded thence by coach through agents of the Railway Company. On opening the parcel in presence of these agents or their servants, it was found that a bottle, valued with its contents at about 5s. 6d., was broken, whereupon Mr. TAGART applied to the coachowners for compensation. By them he was referred to the Railway Company, and hence the correspondence with Mr. SAUNDERS. Mr. TAGART, after explaining that it was not the amount of compensation, but the principle involved, which induced him to apply to the Company, states his case to the effect already noticed. Mr. SAUNDERS, in a most courteous style (as are all the communications of that gentleman), replies, that he has submitted the circumstances of the case to the Board of Directors —that "he has taken pains to ascertain whether any damage was known to have been sustained by the parcel, while in the Company's possession," and that he has been "assured that such was not the case"—that "the Directors cannot be accountable for glass or bottles packed and sent by railway as parcels, unless

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they can clearly trace the damage to the accident or neglect of their own servants," and that "however small the claim may be, they are obliged to act upon principle." Mr. SAUNDERS further represents, that it "is by no means clear that it [the breakage] may not have been occasioned by defective packing," or that "it may have occurred before the parcel came to the station, *or after it left Cirencester*," and concludes by representing, that "if the Directors were to admit a liability [in this case] they would have to do so in every other case where the fault might rest with the parties sending, or with those whom they employ to carry to the Company's offices." Mr. TAGART insists upon the security of the package as originally committed to the custody of the Company—hints that he has seen instances of negligence in similar cases on the part of the Company's servants,—and contends that as regards the conveyance of parcels from Cirencester to Cheltenham, the Railway Company are to the full as responsible as if there were a railway communication throughout.

And in this last particular it is that we conceive the reply of Mr. SAUNDERS to be unsatisfactory. We fully agree with that gentleman that the consignees are quite as likely to be in fault as the servants of the Railway Company—much more likely we venture to assert—and that if the Company were to admit their liability in one case of damage not clearly traceable to the misconduct of their servants, they would be exposed to numberless impositions of a similar character. At the same time however, we cannot but think that the virtual shifting of the responsibility upon the coach-owners, implied in the passage of Mr. SAUNDERS's letter which we have printed in *Italics* is ill-judged as regards the Company, and unjust as respects the public. The coach proprietors who act in connection with the Railway Company, in the conveyance of goods from Cirencester to Cheltenham, are supposed to be under the control of the Company, and, being so, they ought to be amenable to the same regulations as the immediate servants of the establishment. If they be *not* so responsible, it is due to the character of the railway that the fact should be fully and unequivocally announced. If parties forwarding goods from London to Cheltenham are apprised that the liability of the Railway Company ends at Cirencester, and that it is at the risk of the parties themselves that the space between Cirencester and Cheltenham is traversed, so far it is well, and no deception can be practiced. If consignees do not choose to entrust their commodities to railway conveyance, or if individuals ordering them are unwilling to run the chance of a mixed mode of conveyance, they will of course select another mode of transmission, and there an end; but it is due to all parties that the fact should be fully announced of responsibility for the whole of the journey on the one hand, or for part of it only on the other.

We do not imagine for one moment that the actual damage in this case (however occasioned) can be of the slightest consequence to either of the parties whose correspondence has called forth these remarks. On principle, the one calls for compensation, and on principle the other resists it. Nor should we have alluded at all to the case, but that we think it furnishes a very striking illustration of the not unimportant results which frequently spring from very trifling causes. The correspondence has, it is just to repeat, been conducted on both sides with right feeling, but of how many diatribes against railway managements generally, and of the conduct of this line in particular, might it not have formed the basis? And it shows in no trifling degree the confidence entertained by the Directors in the justice of the decision at which they had arrived, that for the sake of a few shillings they were content to run the risk of being misrepresented and maligned, and to incur the certainty of considerable trouble to themselves and loss of time to a valuable officer. We are extremely sorry that any misunderstanding should have arisen on such a point; but under the circumstances, we cannot think that carelessness has been traced to the servants of the Company, with sufficient clearness to justify any charge either against them of neglect, or against the Directors of refusing to listen to and remedy the just complaints of the public. At the same time, we regret that the Directors should appear to repudiate any responsibility accruing on the part of those who, we presume from their connection with the Company, are to be regarded as their accredited agents.

IN another column will be found a semi-official letter (for the writer appears to speak with authority,) in reference to the Editorial remarks and the letter of a correspondent, which appeared in our last number, with reference to the Sheffield and Manchester Railway, and its recent opening.

Without being at all squeamish as to the terms in which our contemporaries or our correspondents may speak of our opinions or our motives, we think we might fairly take exception to the offensive and sneering tone of this advocate of the Sheffield line. He speaks of our "past preferences," as if he or any one else could charge us justly with having on any one occasion refused, or even delayed, to give a full statement of both sides of a case, whether in accordance with our own preferences or not. Let that, however, pass. We said nothing in disparagement of the Sheffield and Manchester line, and made but a passing allusion to its past management,—an allusion which, if necessary, we are fully prepared to justify. Does our correspondent wish us to re-open the question of entrapping (for we can use no milder epithet,) so many nominal holders of shares, into an actual and positive responsibility for calls? Does he desire that we should go into a full exposition of the circumstances which led to the resignation of the late Engineer, than whom a more honourable man does not exist? We assure him that we have plenty of materials at hand, and that if we have hitherto abstained from entering upon the unpleasant task, it is from no lack of ample grounds for criticism and censure. On this point it is enough to say that the retirement of the late estimable Chairman of the Company (Lord WHARNCLIFFE), rather than be a party to the proceedings adopted by a majority of the Board, is quite sufficient to show that those who find fault with the policy pursued by the Sheffield and Manchester Management do not proceed without some foundation for their strictures. Far be it from us to say that the Directors may not have learned wisdom from past experience—we trust they have—but what we said last week, and what we again repeat, was simply an expression of opinion that for many of the difficulties which now environ them, they have themselves to thank.

We said, moreover, last week, and we say again, that we have not entered with sufficient care into the estimates of construction and traffic to be able to form a satisfactory judgment as to the pecuniary prospects of the undertaking. Notwithstanding our correspondent's charitable insinuation to the contrary, we *have* read and re-read Mr. LOCKE's Report, and for Mr. LOCKE's opinion we entertain a very sincere respect; but that gentleman is not infallible, and perhaps if he had confined himself to his own immediate department it would have been quite as well. Mr. LOCKE, at any rate, has the good taste which our correspondent clearly lacks, of not seeking to exalt his own undertaking at the expense of his neighbours. We hesitated, indeed, whether we ought not to strike out from our correspondent's letter his ill-natured hints and inuendos respecting other Companies, but on further consideration we deemed it better to let him state his own case in his own way. We are greatly mistaken if the old exclamation of "save me from my friends," be not repeated in the case of the Sheffield and Manchester Directors and their more immediate supporters.

We said in the last place, and we say again, that it was injudicious and dangerous, and not likely to be profitable, to open a new line at the present season, after the unprecedented rains of the last six weeks. We may be mistaken, but such was our honest opinion. Our correspondent thinks otherwise. We unfeignedly hope that *he* will prove to be right and ourselves wrong, both as regards the safety of the opening and its beneficial results, but more especially the former. We are too deeply interested in the success of the railway system to wish to obtain a Jonah-like reputation for prophetic warnings at the expense of individual lines. Even if we had personally examined the works upon the portion of the Sheffield and Manchester line now opened—and we were never within fifty miles of their site—we should not presume to pronounce an opinion as to their solidity and safety in opposition to the opinion of Mr. LOCKE, or even of Sir FREDERICK SMITH, the Inspector-General; but what we lack in professional knowledge, may perhaps be made up in the absence of personal and local bias. Mr. LOCKE and the Directors are very naturally, and very properly, anxious to have the line partially opened at the earliest possible period, and accordingly they hope for the best; *we* who have no interest direct or indirect in the result, look at the experience of other Companies, and fear the worst. We say again, that we trust the event will justify their expectations and falsify our forebodings. On this point we call attention to the letter of another correspondent given elsewhere.

THE more we examine into the question of a junction line between the Liverpool and Manchester and Manchester and Leeds Railways, (as adverted to in our recent numbers,) the more are we at a loss to account for the conduct of the Liverpool Company in refusing to carry out their part of the arrangement. We should be happy to find any honourable and valid plea put forth for their non-compliance, but at present our impression most decidedly is, that the course which the Liverpool Directors are pursuing is not a straightforward one.

We adverted last week to the moral if not the legal claim which the public have upon the promoters of railway projects to complete the undertakings for which they have sought and obtained Parliamentary sanction. It would appear, however, from what we have since understood, that the Liverpool Directors have cunningly contrived to evade the legal liability,

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they having managed to get introduced into the usual clause compelling the completion of the railway, the words "if they shall think proper," or words to that effect. If *this* does not indicate a *mala fides* from the very commencement, we know not what does.

Nor is this all. The Liverpool Directors not merely refuse to complete their own portion of the junction line, but will not transfer their powers for that purpose to others! They have promised to submit the question to their constituents, but have not yet done so. Does not this afford a presumption of the untenableness of their position?

We would gladly waive the further agitation of this question; but justice to the Company who are ready and anxious to carry out *their* part of the arrangement will not allow us to be silent. At the same time we sincerely regret that any difference of opinion or diversity of interest should have arisen between two Companies who might be so mutually helpful to each other. We trust the Liverpool and Manchester proprietors will take this matter into their serious consideration, and if it can be shown that canal influence is injuriously predominant in the management of their line, or in its arrangements with other lines, the sooner they insist upon a thorough reform the better. Neither Directors nor any one else can serve two masters, and if the prosperity of schemes unconnected with the railway is to be at all considered, it may be taken for certain that the true and permanent interests of the proprietors of the railway are so far sacrificed.

We regret to learn that Mr. Patteson who has so ably filled the office of Secretary in the North Midland Railway Company from the commencement of that undertaking, has within the last few days tendered to the Directors his resignation. Mr. Patteson's reasons for taking this step are, we have reason to know, solely of a personal nature—family arrangements rendering it inconvenient for him to reside constantly at Derby, in accordance with the understanding come to at the late half-yearly meeting. Mr. Patteson, we are sure, has the gratification of knowing that he retires from his responsible duties with the regret and kind wishes of the Directors and proprietors at large, and in joining most cordially in the expression of these mingled feelings, we can only indulge a hope that Mr. Patteson's successor will fill the now vacant office with equal credit to himself, and not less satisfaction to the Company.

We give elsewhere a short notice of a meeting of Lancashire shareholders in the Paris and Rouen Railway, held at Liverpool on Wednesday last. We regret that the pressure of *home* matter compels us greatly to abridge a very long account with which we have been supplied, but probably we may make room in our next for the Report of the deputation in full.

It appears that the total capital of the Company is two millions sterling, the line being eighty miles in length. The whole of the share-capital is, it is stated, subscribed for; and a considerable amount is to be advanced on loan by the French Government on very favourable terms. The works are undertaken principally by two thoroughly responsible English contractors (Messrs. Mackenzie and Brassey), who have shown their faith in the success of the scheme, by agreeing to invest in shares 5 per cent. of the whole amount of money to which they will be entitled. It is confidently expected that the present capital of the Company will be sufficient for the entire completion of the undertaking. The works are contracted (says the Report) "to be finished at various periods,—the latest on the 1st of March, 1843, little more than fifteen months from the present time; and there is no doubt that the line may be opened as early in the spring of that year as circumstances render desirable."

As regards the return to be expected from the undertaking, the English Directors appear to be very sanguine. They calculate upon a result of 305,000*l.* per annum from passengers and parcels alone at French railway prices, while (says the Report), "the quantity of goods carried by land, as well as by water, is immense. This railway has one terminus in the capital of France, and the other in the greatest manufacturing district of the kingdom, stretching towards the most important commercial port, and holding out facilities for transport to nearly four millions of inhabitants."

We have no desire to discourage this project—although we would rather see English capital expended at home—but we should fail in our duty to parties contemplating the purchase of shares, if we did not remind them that the working of the railway is to be burdened with allowances to projectors and managers after a fashion totally unknown in England. On this subject we refer those concerned to some articles which appeared in this journal during the summer of 1840. If fully knowing the terms they choose to join the speculation, we have nothing further to say.

The *Leeds Mercury*, in noticing the partial opening of the Sheffield and Manchester and Leeds Railway—an event which, it is stated, did not excite much interest—says there is a *penny fare*, namely, "from Newton and Hyde to Godly, some 1¼ or 1½ miles distance; and, at this charge, some 20*l.* was received,—a strong encouragement to the introduction of low fares." The case would be more "encouraging" if it could be shown that the Directors, after paying Government duty and the expense of working, had secured any net profit.

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The Gosport branch of the London and South-Western Railway is to be opened to the public on Monday next. From an advertisement in another column it will be seen that for the present there are to be seven communications daily from Gosport to London for passengers, and two for goods; with Southampton and Portsmouth the communications will be four times daily. On Sundays the intercourse will be only twice a-day from Gosport to either Southampton or the metropolis. The fares to London are, in the first train 22s., in the mixed trains 21s. and 15s., and in the goods' trains 9s.; children under ten years, half-price.

—o—

We learn from the *Falmouth Packet* of Saturday last, that the Committee appointed for ascertaining the practicability of constructing a railway from Exeter to Falmouth, met in Truro on the previous Tuesday, when, after a lengthened sitting, an adjournment for a fortnight was agreed to, in order to afford time to the Sub-Committee to prepare *ad interim* a well-digested report to submit to a county meeting, which, we understand, will speedily be convened. Lord Falmouth was in the chair, supported by Lord Vivian and Lord Boscawen, &c. &c. Captain W. Moorsom, the able Engineer, was also in attendance. "We think (adds our contemporary) we may congratulate the county on this important question assuming at length a regular and progressive, if not so rapid a movement as time and circumstances seem to require."

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It will be seen from a law case reported in another column, that a rule has been applied for, and secured, against the Directors of the Great North of England Railway Company, similar to that obtained against the Eastern Counties' Company, and quashed, viz. to compel the Company to complete a portion of their line, which it is in contemplation to abandon in favour of another, and we are to presume a better, route. The discussion of the point at issue will doubtless be interesting.

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Lessees for toll bars in the provinces are now by no means easy to find. The *Chelmsford Chronicle* tells us that the Shenfield and other gates in Essex were put up to auction on Tuesday week in the Shire Hall, and not a single bidding was made for them. Is this owing to the railway?

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Some negociations have been going forward between the Directors of the York and North Midland Railway and the Commissioners of the city of York, relative to a line of street in the neighbourhood of the station. At a recent meeting of the Commissioners it was stated, that the benefit derived by the citizens of York from the railway in the article of coal alone, was equal to the whole amount received by the Commissioners for rates!

—o—

The trip by the tradesmen of Brighton to which we adverted last week, came off on Wednesday. There were about 80 of them in all. It is said, that the number would have been at least 200, but for an exaggerated report of the slip on the Croydon line, which had reached Brighton on the previous day, and which induced many persons to believe that the trip would be postponed. Several of the party dined together at the Bridge Hotel, London Bridge. G. Wigney, Esq., presided; and the Company, after the usual loyal toasts had been given, drank with great enthusiasm "Prosperity to the London and Brighton Railway." The whole party returned to Brighton by the last train.

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The importance of economy in Railway management is such, that anything introduced with a view of carrying that object into effect, will always command attention. We have therefore much pleasure in calling the notice of Railway Boards to an invention of Mr. Pulford, the Accountant of the Croydon Railway, who has introduced on that line a new way bill, which supersedes the use of papers and printing, and effects a considerable annual saving to that Company, although only used for two stations, viz., London and Croydon.

The way bill consists of a brass plate 1½ inches wide, and 2 inches long, upon one side of which are engraved the names of all the stations; over this plate is fixed a frame of the same metal, furnished with small sliding pannels (steadied by springs) which can be drawn over any of the names of stations, showing only the names of those places at which the train is to stop. Two of these way bills are required for each train, one for the engine-driver and the other for the guard. The booking clerks in the office push back the slides and expose to view the names of the stations at which passengers are to alight; the bills are then delivered to

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the respective parties, who place them in situations so as to be seen during the journey. These way bills are not injured by wet, will last for an indefinite period, and cost only a few shillings. Mr. Pulford has, we hear, under consideration a plan for superseding paper tickets and substituting in lieu thereof metal checks. Should this scheme be brought to bear the saving in printing will be very great, as on lines where only two thousand tickets are daily issued, it would be nearly 400*l.* per annum.

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We have had frequent occasion to notice the anomalies and absurdities of Post-office arrangements, and the extraordinary neglect of the authorities of that establishment in omiting to avail themselves to the full of railway facilities. The following, from the daily papers, is another case in point:—A letter for London must be posted at the large and important agricultural town of Newbury, distant from the Reading station of the Great Western Railway 17 miles and a-half, and 56 miles from London, only just one half-hour later than in the city of Exeter, 44 miles from the Bridgewater station, and 195 miles from London! A letter, without paying any fee, can be posted at Taunton or Bridgewater half an hour later than in Reading, although one town is distant from it 123 miles, and the other 112, and the same train takes all the letters!

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In the abstract of returns of the late census, which has just been issued, it is stated that "4,003 males and 893 females, were ascertained to have been travelling by railways and canals on the night of June 6th." Of course the great majority of these were travellers by railway.

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It was rumoured yesterday that an accident had occurred to the mail train on the Great Western Railway, but (if correct) the particulars have not reached us. It is said no one was injured.

THE SLIP ON THE CROYDON RAILWAY

Both lines of rails being open, and the lower part of the slope cleared of the earth which had come down, the trains of the Brighton and Croydon Railways ran through on Sunday and Monday. The force of labourers was employed meanwhile in removing the earth which appeared most likely to give way. On Tuesday morning, about half-past two, the attention of the workmen was drawn to a fresh movement of earth down the slope, when it appeared that the mass which had remained stationary upon the floor of the slip ever since the first movement, had come forward eight feet, and the front was pushed over, and running down the slope, so that both lines were very shortly again covered, and the road impassable.

The comparatively small depth of this fresh fall allowed the clearing of a gullet by noon on Wednesday, and from all inquiries we we were able to make it, appeared that this stoppage was likely to be of very short duration.

The Northern and Eastern Railway was opened on Tuesday last from Harlow to Spelbrook, Herts. It now reaches to within a few miles of Bishop's Stortford.

Railway communication between Belgium and Paris.—The *Journal Belge* states that the extension of the Mons Railway, which has just been opened, and the establishment of new diligences in correspondence with it, will enable a traveller from Antwerp or Liege to arrive in Paris in thirty hours.

RAILWAY OFFENCES AND OFFENDERS.

On Saturday last, John Allen, a carpenter in the service of Messrs. Cubitt, builders, was charged before Mr. Long, a magistrate of Marylebone Police Court, with having by his negligent conduct nearly caused the death of one of the "bank riders," who conduct the business of the London and Birmingham Railway Company, between the Euston and Camden stations. Mr. Bedford, superintendant of the Company's police, was in attendance; and it appeared from the evidence of Matthew Christian that he was one of two persons whose business it is to conduct the trains as above referred to, and that on the same morning he was with the quarter to 9 o'clock down train, when he observed a piece of timber near to where defendant was at work projecting too close to the rail. In an instant his fellow "bank rider," who was standing upon the step of a carriage on the near side for the purpose of being in readiness to detach the train from the rope, was struck with great violence upon the leg by the timber, and in all probability would have fallen to the ground and been crushed to death, had not some of the passengers who witnessed his perilous situation succeeded in holding him up by his coat collar, and clasping him round the waist, until the train, which was going at the rate of twenty miles an hour, stopped. The defendant was with others engaged in shoring up a wall, and the whole of the workmen had distinctly been informed of the danger which might arise from placing any portion of the timber within six feet of the rail. Defendant in reply to the charge, expressed his regret at the occurrence, and said he imagined that owing to the state of the ground, the plank had slipped from the position he had placed it in. Mr. Long told him that he had rendered himself liable to a penalty of 10*l.*, but under all the circumstances he should fine him 10s. If he offended again he would be severely dealt with.

On Monday week, John Marsh, an engine-driver, and David Pasquil, a fireman, in the service of Mr. John Hargreaves, of Bolton, were brought up at the New Bailey, Manchester, before the sitting magistrate, charged by the Liverpool and Manchester Railway Company with having, on the 8th instant, suffered the *Marquis of Douro* locomotive engine, with a train of luggage waggons, to enter the arrival station at Manchester at a very improper speed, thereby endangering the lives of persons employed upon the station, as well as the safety of the Company's property. A number of witnesses were examined to prove the fact of the trains having come into the station at a speed of from eight to ten miles per hour. Several of the Company's servants, who were present at the time, succeeded in pinioning down some of the waggon breaks, thus lessening, though not entirely preventing, a concussion with some luggage waggons which were standing upon the line at the time. The damage done was trifling, and happily no person was injured. Mr. Law appeared behalf of the men, and called Mr. Hargreaves' engineering superintendent to speak to the character for steadiness, sobriety, and industry, which they have always borne, whilst in Mr. Hargreaves' employ, for a period of four or five years. This favourable character had its weight with the magistrates, who fined March, the engineman, as the responsible party, in the mitigated penalty of 40s. and costs, at the same time severely repremanding him for his want of due care in entering the station.

RAILWAY BILLS IN THE HOUSE OF COMMONS.

There has just been printed, with the permission of the Speaker, in a quarto volume, but not for circulation with the Parliamentary papers, an important and complete collection of all the "Standing Orders of the House of Commons, relating to Private Bills, &c., 1685-1841;" consisting—1. Of orders limited to Private Bills, the appointment of Committees, &c. 2. The duties of Committees. 3. The orders regulating the practice of the house. 4. That of the Private Bill Office. Next, the Standing Orders on "public matters"—religion, trade, public money, temporary laws; also as to the promulgation of the statutes; finally, the several tables of fees. This volume is the more interesting as in it are embodied the various alterations of the Standing Orders regarding Private Bills, adopted last session, on the recommendations of a Select Committee that had sat during two sessions on the subject, and after, it may be remembered, several discussions in the house; and as the time is now passing for giving notices, &c., respecting Private Bills intended to be brought in next session.

The first and a most conspicuous alteration is, that to the petition praying for leave to bring in a Private Bill a copy of the proposed Bill is to be annexed. There is a further alteration on this subject in the 119th order.

The 119th order thus amends the previous regulation of the practice of the House regarding Private Bills; that "with the petition a printed copy of the proposed Bill be annexed."

The 120th order alters the time for presenting such petitions—that, instead of 14, all petitions for Private Bills be presented within 21 days after the first Friday in every session of Parliament.

The 161st order directs that a filled-up Bill to be recommitted, instead of being deposited in the Private Bill Office on the day of re-commitment, shall be so delivered "three clear days before the day appointed for the meeting of such Committee."

It is also provided, "That in the case of any application for a Private Bill relating to England, the Committee may admit proof of the compliance with the Standing Orders which refer to the affixing to the church doors the requisite notices on the production of affidavits sworn before any justices in petty sessions assembled for the division within which the churches on which the notices have been affixed shall be respectively situated."

RAILWAY COMMUNICATION WITH SCOTLAND.

[From an Edinburgh Correspondent.]

The article under this title extracted from the *Carlisle Journal*, which appeared in No. 202 of the *Railway Times*, calls for a few remarks on the part of those who support the east coast line.

The promoters of the western line cannot but perceive that the completion of an entire line of railway communication from London to Newcastle, will to a certainty be the death-blow of the western line project. It need not therefore surprise any one that those more immediately interested in this communication should move heaven and earth to prevent the accomplishment of this important object.

The promoters of the east coast line take their stand upon the following among other points of superiority, and nothing that has been said, or, I maintain, can be said, can gainsay any one of them.

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1st. When the east coast line is completed to Newcastle from the south (which, I have no doubt, will be the case in little more than two years), there will only be 117 miles of railway required to connect both the cities of Edinburgh and Glasgow not only with London but the great manufacturing counties of Lancaster and York, whereas to obtain the same by the western line 202½ miles of new line will be necessary.

The prolongation of the Edinburgh and Glasgow Railway to Dunbar (a distance of 30 miles more), will reduce the gap to 87 miles, and this line to Dunbar is now proposed.

2nd. The capital necessary to complete the respective lines may be assumed in proportion to their respective lengths. This on the most favourable view is in the proportion of 87 to 202½; by the most unfavourable as 117 to 202½. When the difficulty of raising the capital for any of the lines in the present state of the money market, is considered, this difference on the amount of capital required is obviously of the highest importance.

3rd. The county through which the east coast line is carried is for the most part the most fertile and best cultivated ground in the kingdom. Besides this there is along the whole line between Edinburgh and Newcastle sufficient traffic to produce a considerable return for the capital expended. Turn to the western line; the country for the most part through which *it* passes is high, barren, and very thinly populated; it must therefore be solely dependant for any return on the through traffic, and even *this traffic* will be seriously interfered with by the Glasgow and Liverpool steamers. What is more the lines from end to end are all but destitute of minerals, except where the country is already opened up for their conveyance by *other* railways.

4th. The principal railway interests in Scotland are strongly opposed to the west line, and they will certainly leave no stone unturned to prevent its execution while several of the Railway companies, particularly the Edinburgh and Glasgow, will promote by every means in their power the east coast line.

5th. The inhabitants of Edinburgh, as well as those of Dundee and other parts of the east coast of Scotland to the north of Edinburgh, now perceive clearly that the east coast line is the *only* one that will be beneficial to them, and they will certainly give it their support.

In order as far as possible to counteract the decided superiority of the east coast line as respects *distance*, an effort is used in the article above referred to, to make it appear that the works upon that line are much more expensive than those upon the west. With that view lists of viaducts and bridges of the respective lines are given, and the expense contrasted. But it will hardly be credited that while the principal viaducts and bridges on the *whole* 117 miles are given on the one hand, the whole of those given of the west line occur on the first 12 miles from Hamilton southward! But this is not all; for not satisfied with contrasting 12 miles of one line with 117 of the other, the height of the Nethan viaduct is put down at 170 feet, when the extreme height is 232 feet!!! It is also put down much shorter than it is. Well therefore might the printer put three notes of admiration to this part of the Report, and that eminent Engineer, Mr. George Stephenson, say, "Never, he believed, had such a piece of masonry been put together as this projected viaduct over the Nethan, and that such had never been made in England, or probably in the world." Although this viaduct is nearly double the height of our highest viaducts and aqueducts in the kingdom, I am far from calling in question the practicability of executing the work, but the expense must be *enormous*, and notwithstanding this the Clydesdale line is said to be *a cheap* one. I have said that the viaducts on the 12 miles of the one line are contrasted with 117 of the other, but even this falls short of the truth, for in these 12 miles *three* very considerable viaducts are overlooked.

The following viaducts occur on 12 miles of the western line:—

*Barncleuch Burn, extreme height		.....	80 feet.
River Avon	ditto	.....	100 ,,
*Skellington Burn	ditto	.....	62 ,,
Mill Burn	ditto	.....	103 ,,
Daiserf Burn	ditto	.....	70 ,,
Another near to it	ditto	.....	85 ,,
*Goosfield Burn	ditto	.....	98 ,,
Gilbank Burn	ditto	.....	85 ,,
Nethan	ditto	.....	232 ,,

The three viaducts marked * were not in the former line.

Besides these nine lofty viaducts we have a tunnel of nearly three-eighths of a mile within some 12 miles of this line, which is to be *so cheaply* executed. With good reason therefore might Mr. Stephenson say that it was "preposterous to carry such a line forward."

In the article above referred to a comparison is also made of the tunnels on the respective lines. It is made to appear that there is only *one* tunnel upon the west line, while in point of fact there are four.

Tunnel at Blantyre Farm.

Kersford Mains Tunnel.

Craufurd Tunnel, but at which there is given an alternative line. This last is upwards of 1½ miles in length.

Orten Tunnel 1½ miles in length. This last is *the only one* given in the comparison.

The *number* of tunnels upon the east line are greater, but they are all short, some of them *very short*, none of them betwixt Edinburgh and Newcastle exceeding a quarter of a mile in length. This is a most important circumstance in their favour, as not only affecting the time and expense of execution (as *they* can be all wrought from the ends), but also the comfortable use of the same afterwards. It turns out that the *aggregate length* of the seven tunnels on the east line is *less* by 618 yards than the Orten Tunnel. Mr. Hudson is severely censured for stating that this tunnel was 1½ miles in length, seeing that it is stated at 1 mile and 22 chains on the section. Respecting this length the Government Commissioners in their Third Report make the following observation:—

"The heaviest work on the whole line is the Orten Tunnel, which Mr. Larmer proposes to make of the length of one mile and 22 chains; but according to the section, in the accuracy of which we have full confidence, it appears there will be heavy cuttings at both ends of the tunnel; the greatest depth being at one end 95 and at the other 98 feet.

"Now as we doubt the expediency of making a cutting in this instance of above 70 feet in depth, we are of opinion that it would be proper to extend the length of the tunnel to a mile and a half."

Mr. Hudson was therefore *quite justified* in stating Orten Tunnel *to be a mile and a half in length*.

The author of the article is exceedingly indignant that Mr. Hudson should have said that the Orten Tunnel was to pass through granite. On this subject we shall allow the Report of the Commissioners to speak for itself. It is in these terms:—"In approaching this summit where a tunnel of above *one* mile and 30 chains would be required there would be a cutting in rock of rather more than a mile and a half in length, and averaging 48 feet in depth, the extreme depth being 84 feet on the north side of the tunnel; another cutting of the same nature would occur of about half a mile in length, averaging 36 feet, and of the extreme depth of 75 feet." Here there are besides the tunnel itself two miles of cutting through rock, the extreme depth of which is 84 feet and 75 feet respectively. So much for this *cheap* line of railway! But let us see what works there are at the Scotch Summit. It is thus described:—"The next severe work on this line occurs at the summit, in the pass of the Clyde's Nap, where a cutting of 2 miles 56 chains in length, and 50 feet in depth will be required." I believe it will not be denied that this cutting is chiefly in rock. With these observations and extracts, will even the boldest advocate of the western line say that it is one which can be executed at a moderate expense? No.; it is not only not a cheap, but it is a very expensive line. I would ask the advocates of it if there is a line in the kingdom, either executed or proposed, upon which so many lofty viaducts occur as on 12 miles of this line, and the works on the other parts of the line are not such as to compensate for this enormous outlay?

Before the correspondent of the *Carlisle Journal* again puts himself forward as the champion of the western line he should make himself master of the facts of the case and state them fairly. It has been observed that there cannot be stronger evidence of the badness of a cause than when its advocates are driven to resort for their main, and still more their sole, argument to palpable misrepresentations of the nature and character of the works to which they are opposed.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—Your "interested" correspondent of last week has certainly published a letter fully worthy of a mendicant "individual holding shares largely in the Midland Counties' Railway;" it is penned with accustomed "acrimony," and replete with usual "misrepresentations." His statements are as near the truth as *the seared remains of York Minster are like a viaduct*. Those "beautifully constructed railways" in the East, of which he speaks, are *very curses* to the country, for they have served to break the spirit of speculation in favour of present projects much more likely to pay and have conferred a "pocket benefit" on "individuals" not easily forgot. But I defy your correspondent to show that any one interested in the western project has followed the ungenerous conduct pursued by himself and party, and "used misstatements or abuse of other lines" for the purpose of enhancing their own in public estimation.

I defy him to show a possibility of the western line costing "40,000*l.* per mile," seeing that the estimates by *honest and unerring* engineers are under 16,000*l.*, with a deduction to be made therefrom of one-fifth, as the usual price of land, which it is understood will generally *be taken in shares*.

That the wise men *have come from* the east is quite clear, otherwise your correspondent would

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hesitate to say that the Berwick line "will offer to Edinburgh and Glasgow greater, or equal facilities of access;" and to prove the interest taken in the western line by the "rich merchants of Glasgow," I enclose a copy of resolutions passed by the Chamber of Commerce of that city, for which I trust you will find space in your valuable paper.

VIATOR.

The following are the resolutions above referred to:—

Resolved—That from the Report of Sir Frederick Smith and Mr. Peter Barlow, the Commissioners appointed by Government to inquire into the various lines of railway communication between England and Scotland, and more particularly between London and the cities of Edinburgh and Glasgow, it appears—

1st. That the Commissioners have had under their consideration five general lines of railway, of which surveys have been made, and plans, sections, and estimates of cost and revenue, have been submitted to them.

2nd. That after a most anxious and careful investigation into the comparative merits of these various lines, embracing the lengths, gradients, costs, revenues, and general usefulness of each, the Commissioners have expressed a strong and decided opinion in favour of the line recommended by Mr. Locke, which is to run from Lancaster by Carlisle and Lockerbie to Symington, and from thence by diverging lines to Edinburgh and Glasgow respectively.

3rd. That in the opinion of the Commissioners, that line is entitled to the support of Government in preference to any other, provided parties be found within a reasonable time to undertake the execution, and secure the completion of it.

4th. That if the parties willing to promote this undertaking do not come forward within a reasonable time, the support of Government should be transferred to a line from Newcastle to Edinburgh by the east coast.

Resolved—That this Chamber view with great satisfaction the fact, that a line which is obviously, and beyond all doubt, calculated to benefit Glasgow, in a peculiar manner, has been found by gentlemen, whose impartiality is beyond all doubt, to be also the line which promises the greatest amount of national and general advantage, and the best prospect of remuneration to the undertakers.

Resolved—That it is of the utmost importance that the favourable opportunity thus afforded of securing a direct communication between Glasgow and every part of England, ought to be cordially embraced: more especially as it by no means injures the interests of Edinburgh, but on the contrary gives it likewise a saving of distance in every direction, to the benefit both of the time and purse of the traveller; and that every exertion should be made to prevent the line being diverted to the east coast of Scotland, and carried round about by Berwick and Edinburgh.

Resolved—That in these circumstances, it appears to this Chamber, that it is the decided interest of the inhabitants, and the duties of the authorities and public bodies of this city, to lose no time in organising an efficient Committee, to co-operate with the inhabitants of other places interested in promoting the undertaking.

Resolved—That this Chamber will contribute its influence and warm support in furtherance of the object thus recommended by it to the public.

THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

To the Editor of the Railway Times.

SIR,—My sole object in replying to Mr. Wilkinson's pamphlet on "The Toll Question" was to open a discussion upon the whole question of high and low fares, so that while the public wants and interests, so far as safe and cheap travelling is concerned, were carefully attended to on the one hand, the no less important interests of the shareholders should be protected on the other; and now especially protected from those ruinous experiments, by visionary theorists whose projects have only one certain tendency—that of frittering away the money of the shareholders. An individual, evidently a stranger to the courtesies of discussion, whom you are pleased to describe as an "*intelligent* correspondent," has chosen to designate all the statements in my Reply as "untrue, or partly untrue."

I shall not condescend to notice this unwarrantable vulgarity further than to say, that the only instance in support of the sweeping charge of "untruth" given by your "intelligent correspondent," is a wilfully garbled statement of what the "Reply" put forth in reference to the *presumed* indisposition on the part of Mr. Wilkinson to follow out his own theory of "toll reduction," by lowering the Brighton toll. I never stated the Croydon Company were unwilling to lower the Brighton toll, I only inferred such was possibly the fact from the circumstance of the Company not having actually done so. To correct an erroneous impression in some quarters, I beg to disclaim all connection remotely or immediately, with any railway.

Your obliged humble servant,

LOCOMOTIVE.

THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

To the Editor of the Railway Times.

SIR,—I do not pretend to be acquainted with the feelings of many of the shareholders in the metropolitan railway lines, but I should suppose there are but few among them who derive much satisfaction from their connection with those undertakings. I certainly receive none, as a buyer of Greenwich at 25*l.*, and of Croydon at 20*l.* I have carefully perused the long series of communications which appeared in your journal under the title I have affixed to this communication, and it is not without pain that I have felt myself compelled to come to the conclusion that the proceedings of the Croydon Directors, in this matter, are neither business-like nor straightforward, but, on the contrary, intended to put their constituents on a false scent, and thus divert their attention from the expenditure of their own line. The promised 9 per cent. dividends which ought for years past to have found their way into our pockets, are still far from our grasp, and all that we have received for our sunken capital and exemplary patience, is a present (?) of two or three wordy pamphlets by our astute Chairman, tending to establish the highly consolatory fact that our own traffic (as at present conducted) is not worth a rush, and that our only prospect of ultimate remuneration arises from our being in possession of the power to take that toll from others which we are dishonest enough to attempt to shuffle out of paying ourselves. I hope my brother shareholders will at length give our Board to understand that we have had quite enough of this, and are at length determined to exert our energies in another direction. Since we cannot affect the Greenwich fixed payment *honestly*, let us try what reduction may be made in that portion of our expenditure not so circumstanced. Here is a field of profitable labour for our pugnacious Chairman, where he is free to move, and to *earn* his salary. I would venture to suggest that three Directors would be ample for such a short line, and that the sum paid for the services of the London station triumvirate would be an ample remuneration for attending to the whole distance as well as the beginning. I offer this as my share towards the general stock; let each man who can do anything lay his shoulder to the wheel, and resolve that the Croydon traffic *shall of itself pay so ething.*

COSMOPOLITAN.

SHEFFIELD AND MANCHESTER RAILWAY.*

To the Editor of the Railway Times.

SIR,—As you have been pleased to express an opinion on the Sheffield and Manchester Railway, anything but favourable either to the undertaking itself, or the mode of its direction, I am sure you will not refuse in common fairness to insert a very short vindication of the recent opening of the line, and a few remarks on the general character of the work.

With regard to the first point, it is quite untrue that any but a very small portion has been finished during the late rains. The works have been regularly proceeding for some years; and the Directors, so far from a premature dedication to the public, have had this object in weekly expectation for some time, and it has been a great disappointment to them, that so much delay has arisen. It would undoubtedly have been much more to their advantage could they have secured the autumn traffic, and they feel as strongly as your correspondent, or the writer of your leading article, that winter is the period least likely to realise any considerable profit; but as they had the full sanction of their Engineer, Mr. Locke, as to the perfect safety and solidity of the works, they considered that the fittest time to open a railway was, when the railway was ready to be opened; and as they have omitted no means within their power to promote the convenience and secure the safety of the public, they are quite willing to take the chance of the unfavourable issue of a winter traffic, being satisfied that a few months will set all miscalculations right, and that even the most adverse traffic will more than pay the expenses of the establishment.

In respect to the work itself, I have to request you to peruse the recent report of Mr. Locke, and when you have done so, nobody can complain of any criticism, you may then be pleased to exercise; but if you expect the public to attach any weight to your opinion, you will see the propriety of giving reasons, of stating counter-facts, (if you dipute those of Mr. Locke,) of disproving the elements on which his calculation of estimates and traffic are founded; in short, you will better discharge the duty with which you have invested yourself, by taking some little trouble to judge for yourself, and not running at once into the error of taking for granted all that the shareholders of a rival railway say against a line, which will be executed at a third or thereabouts of the expense of that of its opponents, and when executed, will be a most formidable and dangerous competitor. Be pleased also to advert to the fact, that in estimating the success of this and all similar undertakings, the *first expense* is a much more important ingredient than your friends in the Great Western, the North Midland, the Leeds and Manchester, and all other extravagant lines, would wish the public to believe. Had those railways been executed by Mr. Locke, I have no doubt the Great Western would give a dividend of 10 per cent., and the other two would have produced 7 or 8 per cent. to their unfortunate and under-paid proprietors. But a magnificent gauge and magnificent viaducts, and over-delicate gradients, and splendid stations, have swept away all hopes of an *El Dorado* in such lines; and in such lines as the Grand Junction and the Southampton, where the expenditure has been moderate, that portion are now finding remuneration. Amongst the latter I believe we shall shortly see the Manchester and Sheffield; but in the mean time the disappointed proprietors of some of the former are attempting to raise a prejudice against it, in the hope of preventing or at all events postponing for a considerable time its formidable rivalry.

Now I propose a test, by which you will judge whether the remarks I make are based on a sound foundation or the contrary. And my first is the very creditable fact which Mr. Locke establishes in his Report, that the expenses hitherto have been within the estimate, and according to Mr. Locke's prospective estimate will continue with very moderate exceptions so to be. Eight miles have been completed (no doubt to the magnificent mind of a Manchester and Leeds shareholder, who amends the locomotion of the country by converting a distance of 40 miles in turnpike into 60 by their railway, this will appear a most contemptible accomplishment) and they have been completed within the estimate. Tell it not at Todmorden—tell it not in the princely stations of the North Midland—tell it not in the mul-

* This letter has been noticed in our leading columns.—ED. R. T.

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titudinous circumflections of the Leeds and Manchester, that this vulgar object of non-excess has been attained; but whatever others may insinuate, the fact cannot be disputed any more than the equally incontrovertible fact of the immense excess of the above-mentioned lines. The fact too is equally established that the contracts now in course of completion up to Glossop will realise an equal accuracy, and that the residue (tunnel included), in all human probability, is calculated with similar precision. But then, Sir, if these things are true, what will be the result? The result will be, that the Sheffield line must become a most formidable competitor to London, and will carry away the whole of the Midland Counties' traffic. In respect to this result, I quite admit that the fullest apprehensions of the Leeds and Manchester people are justified. They well know that all their forced traffic with London ceases the day when the Sheffield railway opens, that Derby and Nottingham and Leicester, that all the country from Doncaster to Newark, and much more, will cease to travel by this line; and they know, too, that if a branch is made from Penistone to the North Midland, even Leeds itself will prefer the shorter and the quicker route to Manchester we shall afford them, and that the Humber traffic with that of Hull, must be divided between us and the North Midland. Such is the dismal prospect of the Leeds and Manchester Company, but the position of the North Midland in respect to us is widely different; and if the Directors of that line will at last see their true interest, and turn their attention like men of business to new alliances; if they will give up their connection with an undertaking which has nothing in common with them but its expensiveness, they have it in their power to redeem their past follies, and to open out new sources of prosperity. The Sheffield line, if they will throw off the film of ignorance and prejudice under which they commenced their management, will put it into their power to maintain a very efficient and profitable rivalry with existing railways. Towards London it will enable them to compete with the Grand Junction—towards Hull it will give them the command of 10 or 12 miles, instead of 1 or 2 of traffic, and if they assist us in making it the road from Leeds to Manchester, they will get 20 or 25 miles instead of the 9 they now enjoy of that most important traffic. Whether they will do so or not must depend upon events; but whatever may be the determination of Directors or Engineers, the proprietary may safely be appealed to, as appealed to they will be, when a proper opportunity arises. The North Midland Company, Sir, has made great mistakes. It ought never to have gone to Derby, at a vast waste of money and time, but to have proceeded from the Trent northward up to Sheffield, without the expensive station at Derby, and without the still greater and most unnecessary expenditure of the Derwent Valley. It ought to have forced *per fas et nefas* an approach to Sheffield, so as to have possessed itself by the tenure of convenience of the Chesterfield and Barnsley traffic with that important town. It ought further to have possessed itself of the Sheffield branch, and brought into the coffers of its proprietary the remunerating traffic of that prosperous line. All these things were possible, and I advert to them at this late period for no other purpose but to show to the proprietary how grossly their interests have been mismanaged, and how much they are bound to consider the above points of future reform.

Without reference to the past prejudices, and the utter ignorance of local circumstances which have characterised their Direction—had this course been adopted at the outset, their railway would have been amongst the first in point of profit and pecuniary value; as matters now stand they have still much in their power, and it behoves the shareholders to see that the future is not sacrificed like the past. If they continue to prefer their alliance with the Leeds and Manchester, our line will nevertheless be made, and its future prosperity will make it evident to all the world, more especially at those periods when dividends are forthcoming or the contrary, that economy in construction is consideration of heavier moment than architectural splendour, and that a cheap line is after all the best proof of sensible Direction and able Engineering.

I do not know whether your past preferences will allow you to insert the above remarks; but having given place to many articles depreciatory of the Sheffield and Manchester line, I conceive in point of justice that you cannot refuse us to state our case in the same columns in which the depreciation has appeared, and I accordingly transmit those remarks, in the expectation that, as a railway critic, and not as an advocate of particular lines, or particular engineers, you will insert what I have written.

I am, Sir, your obedient servant,
A SHEFFIELD AND MANCHESTER SHAREHOLDER.

Sheffield, Nov. 23, 1841.

SHEFFIELD AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—I have just returned from a trip on the Manchester and Sheffield Railway, and cannot but express my surprise that any person at all conversant with railways should report it fit for opening. I think the public have a right to call for the official Report of Sir Frederick Smith, for I really cannot think that he certified it in safe condition. Your Editorial remarks on this and the Gosport opening, are very much to the purpose. One fatal accident at this time will do more to injure railways generally, than all the profit of the lines opened. On this line the embankments are giving way; in several places the slopes have pushed the retaining walls down, and filled up the side drains; in others the cuttings are only half finished, and the soil (a kind of sandy marl or clay,) is *spewing* into the road. Then the bridges are all *green*, only just finished, and from the late heavy rains are sure to give way; indeed, I should not be at all surprised if one or two of them came down. The viaduct and embankment over the river, between Ashton and Dunkenfield, is in a very dangerous state, so much so that they have had to place large balks of timber to carry the rails since the opening.

On this line the Directors have carried the cheap fare system down to 1d.; it will be well if they do not find themselves "*penny wise* and *pound* foolish!"

Really, Mr. Editor, we had better be without Government inspectors, if the office is to be a mere nominal one.

Your obedient Servant,
A TRAVELLER PER RAIL.

November 22, 1841.

MORE ACCIDENTS ON RAILWAYS—*NOT* "RAILWAY ACCIDENTS."

YESTERDAY se'nnight, when the train which left York for Leeds and Hull, had arrived at Copmanthorpe, the passengers were alarmed by the cry that a woman had fallen out of one of the third class carriages. The train was then about stopping at the station, and our informant alighting with the guard, found the unfortunate woman lying across the railway, with her right leg crushed from the ankle to the knee. We have since learned that the female, whose name is Whalley, resides at Copmanthorpe, and that when the train reached that place, and whilst it was still in motion, he very imprudently attempted to get out, when she fell down on the rails, and the wheels of the succeeding carriages passed over her leg, which was fractured in such a severe manner that amputation was deemed necessary. She had been warned by a fellow-passenger to keep her seat until the train stopped, but neglecting the advice, she met with this serious accident. No blame is attributable to any servant of the Company.—*Hull Advertiser.*

Yesterday a labourer on the Northern and Eastern Railway was taken to the London Hospital, seriously injured by a train solely through his own negligence.

RAILWAY ADJUDICATIONS.

PLAYFAIR *v.* THE WEST LONDON (LATE THAMES JUNCTION) RAILWAY COMPANY.

Court of Chancery, Nov. 22.—The plaintiff is one of the original shareholders in the projected railway to connect the Birmingham and Bristol lines with the River Thames and the South-Western Railway. Seeing some reason to abandon the Company, he refused to pay up the calls on his one hundred shares, and the Company brought an action against him for the amount. A verdict was taken, subject to the opinion, on a special case of liability, and that question is not yet disposed of. Before the trial of the action the plaintiff filed his bill, and the Vice-Chancellor granted an injunction, but Lord Cottenham dissolved it, and allowed the trial to proceed, being of opinion that as the plaintiff alleged he had an equitable as well as a legal defence, there ought to be no bar to the proceedings. The cause therefore was called on for hearing in its turn.

Mr. BETHEL, before he opened the case, suggested the propriety of its standing over till the legal question was decided.

Mr. RICHARDS and Mr. WIGRAM saw no necessity for any postponement. The plaintiff alleged in his bill, as the ground of his application to the Court, that he had no good legal defence. Whether he had or not would be seen; but in the mean time the Court could determine whether he had any equitable defence.

Mr. BETHEL apprehended that both in equity and elsewhere, the real question was, whether the plaintiff had a legal defence. If he had not, the matter was at an end.

The LORD CHANCELLOR, with such an admission on the part of the plaintiff, saw no advantage in hearing the cause, as if the decision of a court of law was against the plaintiff, the only question to be determined in a court of equity would be one of the costs of the suit.

Mr. RICHARDS acquiesced in the propriety of this suggestion, and the cause therefore stands over.

PARKS *v.* THE BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

Court of Queen's Bench, Nov. 23.—This was a rule calling on the Under-Sheriff of Warwickshire to show cause why he should not review the taxation of the costs of an inquisition taken on the 19th June, for the purchase of land belonging to the plaintiff. The Company built on the ground of Mr. Parks. A precept was issued to summon a jury to ascertain the amount of compensation, and the jury awarded 520*l.* damages. The Company made no offer to Mr. Parks, and the clause in the section relative to costs refers only to the case when the sum awarded is equal to, or greater than, the offer made by the Company. The Company having made no offer, it was urged that the cost of the inquiry should not be paid by the Company. A concession, however, was subsequently made by the Company, and certain expenses allowed, but not to such an extent as to cover the entire expense of the inquisition.

The ATTORNEY-GENERAL showed cause against the rule.

Mr. WHATLEY in support of the rule, said that the only thing material in the case was that a scale of charges which should govern other Under-Sheriffs in similar inquisitions should be laid down by the Court. There were much conflicting pretensions between the parties, which the adjudication of the Court in the present case would settle.

The Court suggested that the case should go before the Master to determine the nature of the costs, which might have the effect of governing similar cases.

THE QUEEN *v.* THE DIRECTORS OF THE EASTERN COUNTIES' RAILWAY.

Court of Queen's Bench, Nov. 24.—Lord Denman delivered judgment in this case. This was a question arising upon a motion for a peremptory mandamus to the defendants, to direct them to take

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the necessary steps to grant compensation to a person who complained that his property had been injured by the making of the Eastern Counties' Railway. The injury of which he thus complained was by lowering the highway close to his grounds, in consequence of which a portion of them became useless. The return to the mandamus which had been issued in the first instance, stated that the defendants had not touched, taken, or used the land of the applicant. The question arose on this return. Various cases had been cited in the course of the argument; but it was finally agreed that this case must be decided on the provisions of the particular Act under which the court had been constituted, as all the preceding decisions had gone upon the peculiar terms of the several Acts, under the provisions of which those motions had been made. The point to be decided here was, therefore, whether the applicant was entitled to compensation under the terms of the Act passed, to make a railway from London to Norwich. Before adverting to the particular provisions of that Act, it would not be improper to premise that the Court was of opinion, that where such large powers were given to a Company to take away the land of landed proprietors, on their line, without the consent of those proprietors; it was but reasonable and just that any injury which these proprietors might thereby occasion, should be fairly compensated. Having made those observations, the terms of the Act itself might be considered. The 9th section of the statute gave the Directors the power, not only to take the land, but also to alter, raise, or lower the lands, &c., making full compensation to the owners thereof. On this clause it was important to remark that injuries to the land, independent of the actual taking of it, were comprehended within the terms of the provision. There were several other sections of the Act in which no other injuries beside those of taking or using the land were referred to, and these sections were those which contained the provisions for settling how the amount of compensation should be ascertained and paid. The question, therefore, in this case would be, whether the clauses thus directing the mode of settling the compensation could be applied to that former section of the Act, or whether any injury besides that of actually taking or using the land must remain without compensation. The clauses settling the mode of ascertaining the compensation, stated that the Company might take and use the land; but if the party to whom it belonged refused to accept the purchase-money, recompense and compensation, and a jury should be summoned, and such jury should inquire into and assess the sum to be given for compensation "for the damage which shall have been sustained either by the severing or dividing the land from other land of which such person is possessed," which satisfaction, recompense, or compensation, should be inquired of in the manner therein provided, and separately from the value of the land taken or used, and that the sheriff should give judgment accordingly. Now it must be admitted that the jury in this case had directly found that the applicant's land had been made the subject of damage and compensation, and the argument was, that as the injuries thus mentioned in the Act were alone specially provided for in the clause relating to the mode of ascertaining the compensation of all other kinds of injury were excluded from the benefit of the statute. The Company did not adopt that argument, but thought that the words of the 9th section of the Act must be incorporated into the others, and that the compensation now required ought to be granted. The intention of the legislature was to give compensation, and that intention ought to be effectuated. It might be true that in some of the sections there was no provision exactly meeting this case, but the Court observing that the general intention of the legislature was very clearly expressed to give compensation where injury was suffered, felt no hesitation in carrying into effect that intention. One argument had been addressed to the Court to which some notice might not improperly be given. That argument was, that if this argument should be made absolute, every injury to any person's land, however distant that land might be from the railway, would be made the subject of an application to the Court. The answer to that argument was that when an extraordinary case arose the Court would know how to deal with it. But here was the case of land injuriously affected by an act which was clearly within the powers of the Company's Act, and for that injury the Company must be held answerable. There must, therefore, be a peremptory mandamus. —Rule absolute.

THE QUEEN *v.* THE GREAT NORTH OF ENGLAND RAILWAY COMPANY.

Bail Court, November 20.—Mr. WATSON, on behalf of a gentleman named Ogden, applied for a rule calling upon the Great North of England Railway Company to show cause why they should not immediately proceed to set out the railway from Darlington to Newcastle. This was an application similar to the one which had been made in this Court in the case of the Eastern Counties' Railway, in which case the rule, after argument in the other Court, had been made absolute, a mandamus had gone down which on the return had been quashed, on the ground of insufficiency. In the year 1836, an Act of Parliament had been obtained by the Great North of England Railway Company for making a railway from Gateshead, opposite the town of Newcastle upon-Tyne, to Beworth-on-the-Tees, thus connecting the river Tees by railway with the town of Newcastle. It was also the intention of the Company to carry a railway from the river Tees to the city of York, and in the next session of Parliament an Act had been obtained for carrying the railway from the Tees to York. The first had been obtained in 1836; they immediately proceeded to complete the railway from the city of York to the Tees, and that portion of the line was now open. They also, under their first Act proceeded to complete the original railway from the river Tees to Darlington. With the exception of buying some small portions of property they had not done anything for the completion of the line from Darlington to Newcastle. Lately a meeting of the Company had been held, at which a plan had been proposed for abandoning the original line, and for the adoption of another line. Close to the City of Durham, where the original line would have passed, they would, according to the Act of Parliament, have had to carry an immense embankment across Shimcliff Valley, the expense attending which had probably been the cause of their desiring to abandon the original line. Mr. Ogden, on whose behalf he applied, possessed property close to what would have been the Durham station, and it was now proposed to carry the railway from Darlington to Newcastle, by carrying the line four or five miles from Durham through a place called Thistleton Gap, and then deviating to the right to join the Durham Junction Railway, which railway joined the Stanhope and Tyne Railway, which went to Shields and joined the Brandling Junction Railway, and thus the railway was carried from Darlington to Newcastle by a devious course, and by joining three railways, on which loads of coal were constantly being carried, thus adding considerably to the danger of the passengers travelling on the railway. They had agreed to carry the railway close to Durham; they now proposed to pass at a considerable distance from Durham.

Mr. Justice PATTESON—They must get an Act of Parliament to make the deviations and then the present Act will be repealed, and your rule will fall to the ground. Is this the proper place to fight the question?

Mr. WATSON submitted that they could not speculate on what Parliament might do. The Company had obtained an Act, giving them longer time, but the additional time would expire in two years; and his affidavit showed that unless they immediately proceeded to take steps for the completion of the line it would not be completed in time.—Rule granted.

ALDRIDGE *v.* GREAT WESTERN RAILWAY COMPANY.

Court of Common Pleas, Nov. 19.—This was an action on the case for setting fire to the plaintiff's haystack, the facts of which had been turned into a special case, for the purpose of obtaining the opinion of the Court as to the liability of the defendants. The facts stated on that special case were simply—that the engine, which was the cause of the damage, was an ordinary engine, and that it was running along the line in the ordinary manner, when the flakes of burning cinder flew from it, which rested upon the plaintiff's stack and set it on fire. The plaintiff alleged, therefore, that the damage was occasioned by the negligence of the defendants. On the part of the defendants it was contended, that under these circumstances the plaintiff must be nonsuited.

The COURT, however, was of opinion that the question of negligence was one of fact, which must be decided by a jury. The plaintiff might possibly rely upon the use of a particular engine to show negligence, and it was impossible, therefore, for them to say that he must be nonsuited. The case, therefore, must go to trial.

THE SHEFFIELD CANAL COMPANY *v.* THE SHEFFIELD AND ROTHERHAM RAILWAY COMPANY.

Rolls' Court, Nov. 24.—This cause was resumed, the depositions were read, and Mr. BACON was heard for the defendants, after which Mr. PEMBERTON replied.

The correspondence on which the plaintiffs founded their prayer for the investment in Government securities of a sum to secure them 100*l.* a year, took place in June, 1836, when the Railway Bill, which had passed the Commons, was in the House of Lords. The first letter was from Mr. Vickers, the Solicitor for the Railway, to Mr. Wake, the Solicitor of the Canal Company. It was dated June 18, 1836, and stated, that "in compliance with the recommendation of the Committee, he, as Solicitor of the Railway Company, undertook that the proprietors should enter into a covenant to pay the Canal Company 100*l.* per annum, the same to be applied exclusively towards the repair of the Wicker." This letter was answered on the Monday following, June 20, by Wake, who submitted "that the matter must be arranged by investment in the way he had suggested." The reply to this was, on Monday, June 20, 1836, when the solicitors for the Railway Company wrote to Wake, that they had no objection to meet his views by investing in the funds sufficient to raise the annual payment proposed. It was alleged that before Wake replied to this letter he told Vickers that the investment ought to be made before the Bill proceeded to a third reading in the Lords, but that he would consult Lord Wharncliffe, which he accordingly did; and then he, on the forenoon of the 21st of June, 1836, wrote to Vickers, "that he had had an interview with Lord Wharncliffe, and yielding to his Lordship's opinion, he, on behalf of the Sheffield Canal Company, accepted the engagement on the terms of the two documents." The plaintiffs then stated in their Bill, that the Bill having passed without any opposition on behalf of the Canal Company, and received the Royal Assent on the 4th of July following, they relied upon the agreement, but did not apply to have it carried into execution until the 24th of April, 1838, when they wrote to the solicitors of the Railway Company, calling upon them to perform the engagement respecting the annuity of 100*l.*; and they again applied in June, 1838, when their solicitor received an answer, that if any contribution was to be made, it would be matter of concession and not of right; and on further application they received an answer that the Railway Company did not consider themselves at all bound to make any contribution towards the Wicker, in consequence of which the present Bill was filed. The defendants, in their answer, said, that as the price of peace, and to remove all further opposition, Vickers, on his own responsibility, wrote to Wake the letter of the 18th of June, 1836; that there was an interview with Wake that evening, when Wake refused to accept the proposition made in it, and insisted that the annuity of 100*l.* a year should be paid to the plaintiffs for ever, and be

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paid to them generally, and not exclusively, for the repairs of the Wicker-road, and that the payment should be provided for by an investment in the funds, Vickers refused to accede to these terms, and Wake said he should oppose the bringing up the Report, to which Vickers replied 'Very well, we will fight it out.' On Monday, June 20, 1836, Vickers received from Wake a verbal message, to which an answer was returned, requesting communications to be made in writing, and in consequence Vickers received from Wake the letter of June 20, 1836, insisting upon an investment and a declaration of trust before the Bill was further proceeded with, or he would oppose its further progress, for he would see Lord Wharncliffe and the Duke of Norfolk, and stop the Report of the Committee on the Bill from being brought up; on which Vickers said, "You are vexatiously unreasonable. We will not delay the Bill. There is an end to all arrangement. It seems we are to fight it out to the very last. Be it so. We shall bring up the Report to-night." The answer stated that there the meeting ended, and the proposal made by Vickers to Wake was no longer open for Wake's acceptance, and the defendants submitted it was not competent for Wake, after that meeting, to accept the proposal, and that the defendants were not bound by it. On the following day, the 21st of June, 1836, the Bill was read a third time and passed, and it afterwards received the Royal Assent. Wake then wrote the letter of the 21st of June, 1836, ("that he accepted the engagement on the terms of the two documents.") Vickers saw Wake that evening, and informed him that his letter was too late, and that the Bill had been passed. Wake positively refused, at the interview which took place between him and the defendant's solicitors at two o'clock on that 20th of June, to accept their proposals, and upon such refusal the whole treaty was at an end, and Wake was at liberty to oppose the Bill.

The cause was argued at great length. It was urged for the defendants that the agreement had been entirely put an end to at the interview where Wake insisted upon the investment of the money and the declaration of trust, and Vickers told him "he was unreasonable; there was an end to all arrangement; we are to fight it out to the last;" and that Wake's letter, written afterwards, accepting the engagement on the terms of the two documents, came too late.

For the plaintiff it was argued that the main claim, the claim of the 100*l.* a year for the repairs of the road, was not in dispute, the difference arose only as to the manner in which that money was to be secured, and that the plaintiffs were upon the agreement clearly entitled to the annual payment of the 100*l.*; and as to the second point, that Wake had accepted the agreement proposed between the solicitors, and had notified its acceptance in time, for that the Bill, when the Report was brought up, and the third reading in the Lords was passed, had been sent up to the House of Commons for their concurrence to some amendments made by the Lords, so that Wake had full opportunity of opposing the Bill, if no agreement had been entered into.

Lord LANGDALE said, this was a new point, and Mr. Kindersley might mention the case to-morrow, after the unopposed petitions.

Mr. KINDERSLEY said, if his Lordship would look at the pleadings, he would see there was no foundation for the last argument.

EDINBURGH AND GLASGOW RAILWAY.

WE understand that the Edinburgh Directors came to Glasgow to attend the meeting which took place on Tuesday last, and will be found noticed elsewhere, entirely by the railway. They travelled part of the way in one of the carriages, and partly by an engine and tender, &c.; and we are informed that they were much pleased with the smoothness of the road and easy motion of the carriage. They were obliged, however, to dismount at the two points still unfinished, viz., the small gap in the great embankment adjoining the Almond Valley Viaduct, and at the Croyridge. The last fortnight of fine weather has made a prodigious change on these two points. At the former, Messrs. Gibb and Son state that another fortnight of such weather will complete their embankment. At Croy, where it will be recollected the great ridge of whinstone rock occurs, of several hundred yards in length, and not less than 70 or 80 feet in depth at some parts, every exertion is making, that men are capable of, to disembowel the portion of rock still remaining to be cleared out. This portion, we are informed, extends to between 100 and 200 yards in length, and 6 or 8 feet in depth. The surface of the rock exhibits a perfect hive of human beings, who give most audible and visible proofs of their progress by the incessant thunder of their blasts, and the eruptions of hughe masses of rock projected into the air. One of these blasts, out of a host of others, which happened to be fired off while the Directors were passing, contained a barrel and a half of gunpowder, and they were right glad to get beyond reach of its volcanic effects. With such adamantine matter to deal with, we can easily perceive it will take some weeks of good weather to remove the comparatively small remaining quantity of rock; but when this is once out, it will only require a day or two to complete the laying of the rails, which, in fact, are at present only a few hundred yards apart. —*Glasgow Herald*, Nov. 19.

EDINBURGH AND GLASGOW RAILWAY.

To the Directors of the Edinburgh and Glasgow Railway.

GENTLEMEN,—You are, it seems, at last about to open the Edinburgh and Glasgow Railway throughout. This being nearly *the last* completed of all the great lines of railway for which the sanction of the legislature has been obtained, it may be presumed you have profited by the humbling—nay, appalling—lessons so repeatedly presented to you, and seeing the disastrous, and every day more and more depressed state of most of the English lines, may have studied and put in practice the needful economy, and have thus avoided the rock on which nearly all the other lines yet constructed have split. Of what avail, as regards making a dividend, can any one suppose it would be, had we whole quarries of hewn and carved stone!—palaces of stations, or viaducts and bridges, surpassing in splendour and magnificence the greatest of the works of Greece or Rome? When dividend day comes it will be found all this is sheer folly—the expense incurred hanging like a millstone round the neck of the concern for ever! My object, however, in addressing you at present is to warn you of another error into which you, like all other Railway Directors, will be sure to fall headlong—I mean as regards the completing of your traffic establishment. Allow me then to exhort you on no account whatever to enlist a whole army of engineers, clerks, policemen, superintendents, conductors, &c. &c. *at first*. You must before now have perceived that railway traffic is a long time in developing itself—many months—even years! Besides, you are opening your line in the midst of winter, when traffic is at the *minimum*. It will be time enough to enlarge your establishment when you find your traffic has increased. Half employed officials will add to your disbursements greatly, whilst sooner or later you will have A DIVIDEND TO MAKE, and then believe me you will be disposed *almost "to give your ears,"* had proper economy been studied from the first, for your concern henceforward must take its stand amongst the now long list of other railway lines—high or low—*exactly in proportion to the dividend it may be likely to pay*.

I am, Gentlemen, your most obedient servant,
ŒCONOMICUS.

P. S.—You are about to apply to Parliament for an amended Act. Get a clause inserted, enabling you to hold *quarterly meetings* and to pay *quarterly dividends*. It will be one means of placing your concern in a favourable position, none of the other Railway Companies having yet accomplished this, nor is there, I believe, any stock, neither the funds, Bank nor East India stock—I omit stock bank, or any stock whatever, on which dividends are payable quarterly—yet Railway Companies have the power of doing this merely by a little *additional trouble to the officials*. When, too, you make your half year or quarterly statements, show the cost per cent. on the gross receipts of the locomotive power, maintenance of way, police, coaching department, merchandise department, &c. &c., the same as the London and Birmingham Railway Company do, and when other Companies shall be compelled to do the same, mismanagement will probably soon cease.

RAILWAYS IN PRUSSIA.—The Berlin papers state that the line to be followed by the railway from Berlin to the banks of the Rhine has been definitely settled by the Prussian and other governments interested in the question. It will commence at Halle, a place already in communication with the Prussian capital by a railway; from thence it will pass by Merseburg, Nauemburg, Weimar, and Erfurth, to Eisenach and Prussian Saxony. At this point three branches will start off, one to Cassel and Frankfort, another to Cologne, and the third towards Bavaria. A treaty was signed on the 6th instant, at Berlin, between Prussia, Denmark, and Mecklenburg, for settling all matters connected with the railway from Berlin to Hamburg, along the right bank of the Elbe, by Boizenburg and Bergedorff. The contracting parties stipulate to give up all the state lands required for the line, and it is expected that the communal lands along the line will also be ceded on moderate terms.

A Company, formed of English and French speculators, lately offered (we are informed by the *Constitutionnel*) to execute *à forfait* a railway from Paris to Lille, a project which has been long talked of, and an undertaking which there appears to be fully traffic enough to justify. The work was to have been executed "upon the account of the state." The Minister of finance, M. Humann, as the representative of the Government, offered to reimburse the Company about to be formed in *bons* of the Treasury, bearing interest at 4 per cent. The Government would by this arrangement have had the advantage of having the line completed within six years, and 12 years would have been allowed them for making good the entire expense. The Company objected to this arrangement as too favourable to the Government, and obviously unreasonable. They demanded a higher interest than 4 per cent. upon the very large sums which they would be compelled to advance. M. Humann refused to subscribe to this condition. The financial embarrassments of France probably coerced the Minister, but the country will suffer.

ACCIDENT ON THE BIRMINGHAM RAILWAY.—On Monday evening last, near Harrow, at the cutting at Woodcock-hill, the down luggage train on the Birmingham Railway, which left Chalk Farm in the evening, broke down, by the breaking of an axletree, and lay completely across the line, rendering it impossible to pass either up or down. The due passenger train from Birmingham was unable to pass until two hours had elapsed. No person sustained the least injury.—*Courier*.

THE LATE MR. COCKERILL.—"The affairs of the late Mr. Cockerill," says the *Temps*, "are about to be brought to a solution. A Company is about to be formed for carrying on the establishments of Liege and Seraing. The body of creditors will transfer thither the vast workshops, with their dependencies, situated at Jemmappe, Tillem, Spa., &c., the tools, the machines, and the materials which are in them. This property has been valued by appraisers appointed by the Government and by the creditors at 12,000,000f. All the rest of the disposable property will be sold, and the produce divided amongst the creditors who refuse to take shares in the new Company to the extent of their claims. Whatever amount may remain due after this dividend, will be paid off in shares.

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BRISTOL AND GLOUCESTER RAILWAY.

CONTRACT FOR WORKS.—Notice is hereby given, That the Directors will receive, at their offices, Exchange-buildings, Bristol, on or before 12 o'clock on Monday, the 3rd day of January, 1842, Tenders for the Excavation and Formation of the Earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying of the permanent rails, of that portion of the railway included in the following contracts:—

Contract No. 5, commencing from a point 200 feet south of the Road No. 15, in the parish of Berkeley (being the end of No. 4 Contract), and terminating in Field No. 1, in the parish of Stinchcombe, being about the distance of 2 miles and 53¾ chains.

Contract No. 6, commencing from a point in Field No. 1, in the parish of Stinchcombe (the end of No. 5 Contract), and terminating in Field No. 37, in the parish of Cam, being about the distance of 3 miles and 22 chains,

Contract No. 7, commencing from a point in Field No. 37, in the parish of Cam (the end of No. 6 Contract), and terminating at a brook boundary between the parishes of Frocester and Leonard Stanley (the commencement of No. 8 Contract), being about the distance of 2 miles and 67 chains.

Contract No. 11, commencing from a point in Field No. 6, in the parish of Yate (being the end of No. 12 Contract), and terminating at the north side of the Road marked No. 87 in the same parish, being about the distance of 2 miles and 67 chains.

Contract No. 12, commencing at the junction of the Bristol and Gloucestershire Railway, and terminating in Field No. 5, in the parish of Yate (the beginning of No. 11 Contract), being about the distance of 2 miles and 58 chains.

Drawings and Specifications of the above works may be seen on and after Monday, the 6th day of December next, at the Company's offices, Exchange-buildings, Bristol.

Tenders are to be made on printed forms, provided for that purpose, which may be obtained on application at the office.

The Directors will not consider themselves bound to accept the lowest tender; and they expect the several parties to attend at the office on the 3rd of January, at 12 o'clock.

ROBERT FLETCHER, Secretary.

Bristol, 23rd Nov. 1841.

CROYDON RAILWAY—WINTER TRAINS

On and after Wednesday, the 1st December next, the following Trains will run:—

DOWN TRAINS

From Tooley-street—Morning, 5 minutes past 9, 10, and 12 o'clock, afternoon, 20 minutes past 2, 4, 5, 6, and 8.

UP TRAINS

From Croydon—Morning, 5 minutes past 8, 9, 10 and 11 o'clock; afternoon, 20 minutes past 1, 3, 5, 7, and 9.

SUNDAY TRAINS

Down Trains from Tooley-street—Morning, 5 minutes past 8 and 10 o'clock; afternoon, 20 minutes past 2, 4, 6, and 8 o'clock.

Up Trains from Croydon—Morning, 5 minutes past 9 o'clock; afternoon, 20 minutes past 1, 3, 5, 7, and 9.

R. S. YOUNG, Secretary.

205, Tooley-street, November 26, 1841.

GREAT YARMOUTH AND NORWICH RAILWAY.

RESOLUTIONS passed at a Private Meeting held in the Town Hall, Great Yarmouth, on Friday, the 19th inst.

The Worshipful the Mayor in the Chair:

1st. "That in the opinion of this Meeting the making of a Railroad to connect the Town of Yarmouth with the City of Norwich, would be attended with great local convenience and advantage."

2d. "That in the selection of a Line for such purpose, it is desirable with a view to the ultimate profit of the Subscribers, as well as to the economical rate of charge at which it may be used by the Public, that it should involve works of as little expensive a character as possible consistent with the permanence and usefulness of the undertaking."

3rd. "That the line selected by Mr. Robert Stephenson appears to be peculiarly well adapted for the attainment of this object, and the unusually cheap cost at which it may be constructed as appears by his report, affords reasonable expectation that it would prove a most profitable speculation."

According to the Estimates of Mr. Robert Stephenson, the above line from Norwich to Yarmouth twenty miles in length may be made for the unusually small sum of 150,000*l.* the traffic between the two towns having been estimated by the Eastern Counties Railway Company, at upwards of 60,000*l.* per annum, and being certainly at a low estimate calculated to produce a revenue of upwards of 40,000*l.* The necessary steps have been taken for going to Parliament in the next Session.

The Shares are 20*l* each, on which a deposit of 2*l.* per Share will be required, *which deposit will however be returned in case the proposed Bill be not introduced into Parliament in the next Session*, and interest at the rate of 5*l.* per Cent. per Annum, will be allowed on all calls made previous to the completion of the work.

Applications for Shares may be made before the 31st of December next, to Messrs. White and Barrett, 35, Lincoln's Inn Fields, to Messrs. Rackham and Cooke, or J. O. Taylor, Esq. Norwich; and to Messrs. Reynolds and Palmer, Great Yarmouth, of whom Prospectuses of the undertaking, and copies of Mr. Stephenson's Report may be obtained.

LONDON AND BRIGHTON RAILWAY COMPANY.

—Notice is hereby given, That on and after Wednesday, 1st December next, the Trains will start as follows:—

From London at 9, 10.45 a.m.; 1.45, 3.45, p.m.
From Brighton at 8, 10.45 a.m.; 1.45, 3.45, p.m.
Sundays—from London at 9, a.m.; 3.45, p.m.
,, from Brighton at 10.45, a.m.; 3.45, p.m.

Due notice will be given when the Goods' Trains will run. The Company will not be accountable for Passengers' Luggage, unless it is booked and paid for accordingly.

By order,
THOMAS WOOD, Secretary.

10, Angel-court, Throgmorton-street, Nov. 24, 1841.

STEAM CARRIAGE AND WAGGON COMPANY.

Offices 18, Moorgate Street, City. The Directors beg to announce that in pursuance of a resolution passed at a General Meeting of Shareholders held at the Freemason's Tavern, on the 11th November, they are ready to receive proposals from persons willing to supply Steam Carriages for the conveyance of Goods or Passengers on Turnpike Roads. Parties proposing to supply carriages must produce one in a state fit for work to be submitted to such test as the Directors may require, and if approved, arrangements for the construction of several for the use of the Company will be immediately made. All Communications should be addressed as above.

BY ORDER OF THE BOARD.

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Sir James M'Grigor, Bart., M.D., F.R.S., &c. &c.
Sir William Burnett, M.D., K.C.H., F.R.S., &c. &c.
Sir Matthew J. Tierney, Bart., M.D., K.C.H., &c. &c.

TRUSTEES.

J. H. Anderdon, Esq., Queen-street, May Fair.
Benjamin Bond Cabbell, Esq., F.R.S., Chapel-place,
Claude Edward Scott, Esq., Cavendish-square.

DIRECTORS.

Thomas Coates, Esq., 59, Lincoln's Inn Fields.
Edward Doubleday, Esq., 249, Great Surrey-street.
James Thomas Hay, Esq., 2, New East India Chambers.
William Jeaffreson, Esq., 21, South Audley-street.
John M'Kenzie, Esq., 24, Tokenhouse-yard.
J. Parkinson, Esq., F.R.S., 80, Cambridge-terrace, Hyde-park.
Benjamin Phillips, Esq., F.R.S., 17, Wimpole-street.
Charles Richardson, Esq., 19, Bruton-street, Berkeley-square.
Thomas Stevenson, Esq., F.S.A., 37, Upper Grosvenor-street.
Alfred Waddilove, D.C.L., Doctors' Commons.
Robert C. Wyllie, Esq., 105, Pall Mall.

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John Pussord, Esq., Chester-terrace, Regent's-park.
Martial L. Welch, Esq., Wyndham-place, Bryanstone-square.
Joseph Radford, Esq., Green-street, Grosvenor-square.
J. S. Taylor, Esq., Cambridge-street, Connaught-square.

BANKERS.

Messrs. Bosanquet and Co., Lombard street.
Messrs. C. Hopkinson, Burton, and Co., Regent-street.
Sir Claude Scott & Co., Cavendish square.

MEDICAL STATISTICS.

William Farr, Esq., General Register Office.

STANDING COUNSEL.

John Shapter, Esq., Lincoln's Inn.

ACTUARY.

F. G. P. Nelson, Esq.

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*** All further Information may be had at the Offices, and of the Agents in the Country.—Where Agents are not appointed, parties desiring the appointment may apply to EDWARD POWER, Secretary.

THE THAMES TUNNEL IS OPEN DAILY,

(Sunday excepted) from Nine in the morning until Six in the evening, and is brilliantly lighted with gas.

The present entrance is on the Surrey side of the river, close to Rotherhithe Church. The Shield has now reached the Shaft at Wapping, and the total length of the Tunnel is 1172 feet. Admittance 1s. each.

J. CHARLIER, Clerk to the Company.
Company's Office, 2, Walbrook Buildings, City,
November, 1841.

N.B. Conveyances to Rotherhithe, by Omnibus, from Piccadilly, Charing Cross, Fleet street, and Gracechurch-street; and by steam-boats from Chelsea, Vauxhall, Lambeth, Hungerford, Adelphi, Old Shades Pier, and London Bridge, to the Tunnel at Wapping. Books, with Plates descriptive of the works, are sold at the Tunnel, Price One Shilling.

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Catalogues may be had two days prior to the sale at GARRAWAY'S, London, Star Inn, Lewes, New Inn, Hurstperpoint, and at the Auctioneer's offices, 155, North-street, Brighton, or they will be forwarded per post on the 1st of December to any person making prior application (post paid) to Mr. RIDLEY.

NORTHERN AND EASTERN RAILWAY.

—Notice is hereby given, That the Directors have this day made a Call of Five Pounds on each Share of Fifty Pounds, to become payable on the 1st day of January, 1842, and the Shareholders are requested to pay the same to either of the following Bankers:—

London—Messrs. Masterman and Co.
Manchester—Sir B. Heywood, Bart., and Co.
Liverpool—Messrs. Heywood and Sons.
Cambridge—Messrs. Fisher and Sons.

Interest at the rate of 5 per cent. per annum will be charged on all sums which remain unpaid after the day above appointed.

Shareholders are requested to take Notice, that each original share of £100 has been by the late Act of Parliament converted into two shares of £50 each, so that the Call hereby made is equal to £10 per share on each of their original shares.

WM. CRAWSHAY, Chairman.
WM. BOURNE, Secretary.

Shoreditch, London, Nov. 25, 1841.

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VALE OF LEVEN CANAL COMPANY.—CAPITAL, £75,000, in 3,000 Shares of £25 each.—DEPOSIT, £1 per Share.

INTERIM COMMITTEE OF MANAGEMENT.

His Grace the DUKE OF MONTROSE.
The Most Noble the MARQUIS OF BREADALBANE.
Admiral Smollett, of Bonhill.
Sir Neil Menzies, Bart., of Castle Menzies.
Alexander Smollett, Esq., M. P.
Colonel Mure, of Caldwell.
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William Campbell, Esq., of Tillichewan Castle.
Peter Denny, Esq., of Castle Green, Dumbarton.
Alexander Fletcher, Esq., merchant, Glasgow.
James Black, Esq., merchant, Glasgow.
John Orr Ewing, Esq., merchant, Glasgow.
John Stuart, Esq., merchant, Glasgow.

ENGINEER.

James Thompson, Esq., M.R.I.A., Glasgow.

LAW AGENTS.

Messrs. A. & J. Morrison, Writers, Glasgow; Messrs. Arch. Grahame, Mouncrieff, and Weems, Solicitors, London.

INTERIM SECRETARIES.

Messrs. Macewan and Auld, Accountants, Glasgow.

The want of a good direct water communication between the city of Glasgow and Loch Lomond has long been severely felt, both by the proprietors of the many public works situated on the river Leven, and by the whole population residing or having property in that district of the country, as well as to the north, east, and west of that beautiful Loch. Hitherto, the whole coal, lime, and other minerals, together with the extensive quantities of drysaltery stuffs, cloths, &c. for the various printfields, have been either carted at a very great expense, or shipped from Glasgow *via* Dumbarton; and beyond which, it is only in certain states of the river that the Leven is even barely navigable for barges of light draught, and that under much difficulty and expense of haulage against the current.

For the purpose of remedying so great an inconvenience, and of cheapening the cost of such necessaries (at present so enormously dear), to the inhabitants of Dumbarton, the landed proprietors in the neighbourhood, the owners of public works, and the population generally, it has long been thought that such a canal as the one now to be constructed would be of vast importance.

The Canal, which has been so long in contemplation, has now been resolved upon, and the surveys completed; the line commencing at the termination of the Forth and Clyde Canal at Bowling, on the Clyde, and running near to the town of Dumbarton, and thence, up the Vale of Leven, to Loch Lomond. It is thought advisable to bring the matter before the public.

From the very favourable report of the Engineer, together with the information obtained respecting the amount of the existing traffic, &c., it is already placed beyond doubt that the scheme will prove remunerating, yielding an immediate return of 10 per cent. on the outlaid capital.

Every information will be given by the Engineer, the Law Agents, or the Interim Secretaries, to parties taking an interest in the undertaking.

Applications for shares may be made to

MACEWAN & AULD,
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Messrs. Curtis and Company are to be consulted daily at their residence, No. 7, Frith-street, Soho-square, London.

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*** A Second Supplement, completing the work is expected very shortly.

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By order of the Board,
JNO. ATLEE, Secretary.

NATIONAL LOAN FUND ASSURANCE SOCIETY, for granting Life Assurances, Deferred Annuities, &c. &c., 26, Cornhill.—Capital, £500,000.—Empowered by Special Act of Parliament.

DIRECTORS.

T. Lamie Murray, Esq., Chairman.

John Elliotson, M.D., F.R.S.	John Rawson, Esq.
John Griffith Frith, Esq.	John Riddle Stodart, Esq.
H. Gordon, Esq.	Clement Tabor, Esq.
George Lungley, Esq.	Joseph Thompson, Esq.

Auditors—Professor Wheatstone, F. R. S.; Professor Graves, A.M., F.R.S.

Actuary—W. S. B. Woolhouse, Esq., F.R.A.S.

Physician—J. Elliotson, M.D., F.R.S.

Surgeon—E. S. Symes, Esq.

Solicitors—Messrs. Sweet, Sutton, Ewens, and Ommanney, 6, Basinghall-street.

Bankers—Messrs. Glyn, Halifax. Mills and Co.

LIFE ASSURANCE.

Advantages.—Perfect security from a large paid up Capital and accumulations——Equitable Rates—Power to borrow two-thirds Premiums paid, without expense or forfeiture—and Profits *annually* divided.

N. B. Policies for short periods, at lower rates than at any other Office, with option of continuance for Life, at the usual rates.

DEFERRED ANNUITIES.

The best and most varied provision for after life hitherto offered,—*2l.* 12s. per annum (1s. a week,) at 20, will at 65, give the Policy-holder the choice of an Annuity of *47l.* 16s. 6d. or *349l.* 11s. cash, or Policy at death of *466l.* Similar advantages at 50, 55, and 60,—two-thirds payments lent at any time, and two-thirds returned in case of premature death.

The detailed Plans and last Annual Report to be had at the Office, at any of its Branches, or, on application, will be forwarded post-free.

F. FERGUSON CAMROUX, Secretary.

ARGUS LIFE ASSURANCE COMPANY, 39, Throgmorton-street, Bank, London. Established in 1838. Empowered by Act of Parliament.

DIRECTORS.

Thomas Farncomb, Esq., Alderman, Chairman.
William Leaf, Esq., Deputy Chairman.

William Banbury, Esq.	John Humphery, Esq., Ald. M.P.
Harry Barrett, Esq.	Rupert Ingleby, Esq. Manchester
Edward Bates, Esq.	Thomas Kelly, Esq., Alderman.
Thomas Camplin, Esq.	Jeremiah Pilcher, Esq.
James, Clift, Esq.	Lewis Pocock, Esq.

Rates reduced to the lowest possible scale that is compatible with the safety of the assured, and of the Company, whereby a certain and annual bonus is secured to every individual assured in this Office, in lieu of the deferred and sometimes delusive prospect of a periodical division of profits.

An ample Subscribed Capital, together with a large accumulated Premium Fund, invested in Government and other available securities, and perfect security without any responsibility, is thus given to the assured.

ANNUAL PREMIUM TO ASSURE £100.

Age.	For one year.			For seven years.			Term of Life.		
	£	s.	d.	£	s.	d.	£	s.	d.
25.....	0	19	7	1	0	7	1	15	1
30.....	1	1	3	1	2	1	1	19	0
35.....	1	2	9	1	3	8	2	5	10
40.....	1	4	6	1	6	2	2	13	9

In assurances for advances of money, as security for debts, or as a provision for a family when the least present outlay is desirable, the varied and comprehensive tables of the Argus Office will be found to be particularly favourable to the assured. A Board of Directors, with the medical officers, attend daily.

EDWARD BATES, Resident Director.

FORTY-TWO USEFUL, SEASONED CART HORSES, TWO REMARKABLY CLEVER COBS, THREE-YEAR OLD COLTS, HARNESS, &c.

TO BE SOLD BY AUCTION, by Mr. DIXON, at his Repository, Barbican, on FRIDAY, December 3, 1841, commencing at Twelve o'clock, the genuine and entire well-known stock, that have been employed on contract, with Messrs. Hoppe and Son, Coal Merchants, Pig's Quay, Bridewell Precinct,—Consisting of 20 Powerful, Active, useful Cart Horses, 20 sets of Thill and Chain Harness, 20 Nose Bags, and Stable utensils; the whole of which are positively for unreserved sale.

Also, 10 fine-shaped, valuable, young, seasoned Cart Horses, 2 remarkably promising three year old Colts; 2 very handsome Cobs, exceedingly clever, either as Hacks, or in Harness; Cart, Chaise, and Agricultural Harness, and Implements, the property of a gentleman, sold solely in consequence of his relinquishing his farms, and leaving the county of Kent.

Twelve very useful, short-legged, active Horses, that have been employed on the Eastern Counties' Railway, sold in consequence of the contract on which they have been employed being completed.

Colours.—Bays, Greys, Chesnuts, Browns, and Blacks.

On view, and catalogues had two days before sale.

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LONDON AND GREENWICH RAILWAY SCRIP.—The holders are reminded that the final instalment became due on the 15th of October last, and that interest at the rate of 5 per cent. per annum is now charged on all instalments in arrear; and that unless paid in full on or before the 15th of January next, the whole of the amounts already paid *are subject to forfeiture*.

The Scrip on which the whole of the instalments have been paid, must be registered before the holders can receive any dividend thereon.

By order,
J. Y. AKERMAN, Sec.

Offices, 37, Canterbury-square, Tooley-street,
16th November, 1841.

GRAND JUNCTION RAILWAY.—The Directors are prepared to receive offers for supplying the Company with Ten Engine Tenders, agreeably to drawings and specification, which may be seen at the office of the Superintendent of Locomotives, at Edge Hill, on and after the 27th instant, between the hours of Ten and Four o'Clock.

The offers indorsed "Engine Tenders." to be addressed to the Secretary not later than the 4th December.

By order,
MARK HUISH, Secretary.

Lime-street, Liverpool, 19th November, 1841.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.—NOTICE IS HEREBY GIVEN, that in pursuance of a Resolution of the Board of Directors, Proprietors of New Shares in the said Undertaking, are required, on or before Wednesday, the 1st day of December next, to pay into any one of the undermentioned Banks the further sum of £1 10s., as a SECOND CALL on each share held by them respectively, viz:—

Edinburgh and Glasgow—Royal Bank of Scotland.
Greenock—Any of the Banks there.
Liverpool—Liverpool Commercial Bank.
Lancaster—Lancaster Banking Company.
London—The Chief Office of the London and Westminster Bank, Throgmorton-street.
Dublin—To Messrs. Labertouche and Stafford.
Londonderry—Branch of the Provincial Bank of Ireland.

Discount at the rate of 5 per cent. will be allowed on all payments made previous to the 1st December, and the Bankers have been instructed to charge Interest from that date until payment.

By order of the Board of Directors,
WYNDHAM HARDING, Secretary.

Railway Office, Greenock, Nov. 3, 1841.

SCOTTISH (WIDOWS' FUND) LIFE ASSURANCE, Founded on the Model of the LONDON EQUITABLE.—Head Office, Edinburgh, 5, St. Andrew-square.

PRESIDENT.
The Right Hon. the EARL OF ROSEBERY.

VICE-PRESIDENTS.
The Right Hon. the LORD JUSTICE GENERAL.
The Right Hon. LORD FRANCIS EGERTON.
The Most Hon. the MARQUIS OF TWEEDDALE, K.T.
SIR THOMAS DICK LAUDER, Bart.

All of whom, along with the Directors, Ordinary and Extraordinary, are personally connected with the Society by Insurances of more than three years' standing.

Accumulated Fund at December, 1839, £10,000.

Present Accumulated Fund exceeds one million and forty thousand pounds, being an increase of considerably more than a hundredfold in twenty years.

Annual Revenue, upwards of one hundred and eighty thousand pounds, being more than double its amount five years ago.

Whole profits belong to the Assured.

Bonus Additions, varying from 11 to 80 per cent. on the sum assured, according to the date of assurance.

Assurances effected previous to 31st December, are entitled to participate in the Profits of the current year.

JOHN MACKENZIE, Manager.

Edinburgh, September, 1841.

HUGH Mc KEAN, 7, Pall Mall,
Agent for London.

London, 7, Pall Mall.

TO ENGINEERS, PATENTEES, CONTRACTORS, AND BUILDERS.—STEAM-ENGINES ON SALE OR HIRE,—C. H. CAPPER, Iron-Founder, Manufacturer of Steam-Engines, Sugar Mills, and Mill Machinery, Broad street Foundry, Birmingham, has Engines from 6 to 20 Horse power always on hand, and any parties wishing to Hire New or Second-hand ones for a given time, to try experiments, &c., may have the same at work immediately, and upon the most moderate terms. For particulars, apply as above.

TO CAPITALISTS, ENGINEERS, MILLWRIGHTS, FOUNDERS, SMITHS, and OTHERS.—To be disposed of, an old established Engineers', Millwrights', and Founders' Concern (the present Proprietors retiring from the Manufacturing Department), situated in London; the premises and plant have been erected during the last 25 years, at a considerable cost; but from the above cause will be disposed of upon extremely favourable terms. The premises will be let on lease, and the machinery and tools disposed of at a valuation.

Apply for particulars to John Evans, Esq., 51, Lincoln's-Inn Fields.

RAILWAY to GOSPORT and PORTSMOUTH.—LONDON AND SOUTH-WESTERN RAILWAY. In consequence of the OPENING of the Gosport Branch, on and after November 29, 1841, the times of Departure will be as follows:—

DOWN TRAINS FROM VAUXHALL.

	H.	M.	
To Southampton and Gosport, mixed	7	0	Morn.
Ditto ditto ditto	9	0	,,
Woking Common, ditto	10	15	,,
Southampton and Gosport, fast	11	0	,,
Southampton and Gosport, mixed	1	0	Aftern.
Woking Common, mixed	2	15	,,
Southampton and Gosport, fast	3	0	,,
Woking Common, mixed	4	15	,,
Southampton and Gosport, mixed	5	0	,,
Woking Common, mixed	5	30	,,
Southampton, mail	8	30	,,

GOODS TRAINS.

To Southampton and Gosport	12	0	A. M.
Ditto ditto ditto	10	0	P. M.

ON SUNDAYS.

To Woking mixed	9	15	Morn.
Southampton and Gosport, ditto	10	0	,,
Woking, mixed	2	15	Aftern.
Southampton and Gosport, ditto	5	0	,,
Woking, ditto	7	15	,,
Southampton, mail	8	30	,,

UP TRAINS FROM GOSPORT AND SOUTHAMPTON.

From Southampton, mail	2	0	Morn.
Gosport, mixed	6	30	,,
Southampton, ditto	7	0	,,
Woking Common, ditto	7	45	,,
Gosport, ditto	8	30	,,
Southampton, ditto	9	0	,,
Gosport, fast	10	30	,,
Southampton, ditto	11	0	,,
Gosport, mixed	12	30	Aftern.
Southampton, ditto	1	0	,,
Woking Common, ditto	1	15	,,
Gosport, fast	2	30	,,
Southampton, ditto	3	0	,,
Woking Common, mixed	5	15	,,
Woking Common, ditto	7	15	,,
Gosport, ditto	5	30	,,
Southampton, ditto	6	0	,,

GOODS TRAINS.

From Gosport	8	15	Morn.
Southampton	9	15	,,
Gosport	7	30	Aftern.
Southampton	8	30	,,

ON SUNDAYS.

From Southampton, mail	2	0	Morn.
Woking, mixed	9	15	,,
Gosport, ditto	9	30	,,
Southampton, ditto	10	0	,,
Gosport, mixed	4	30	Aftn
Southampton, ditto	5	0	Aftn
Woking, ditto	6	15	,,
Woking, ditto	8	15	,,

FARES.

	Fast Trains.	Mixed Trains. 1st Class	Mixed Trains. 2d Class	Day Goods Trains.
To Southampton..	21s.	20s.	14s.	8s.
To Gosport	22s.	21s.	15s.	9s

Parcels under 28lbs., including delivery in London, Southampton, Gosport, and Portsmouth, 1s. 3d. each.

TRAINS FROM GOSPORT TO SOUTHAMPTON.

To Southampton, mixed	8	30	Morn.
Southampton, ditto	10	30	,,
Southampton, ditto	2	30	Aftern.
Southampton, ditto	5	30	,,

ON SUNDAYS.

To Southampton, mixed	9	30	Morn.
Southampton, ditto	4	30	Aftern.

TRAINS FROM SOUTHAMPTON TO GOSPORT.

To Gosport, mixed	9	30	Morn.
Gosport, ditto	12	0	,,
Gosport, mixed	4	0	Aftern.
Gosport, ditto	8	0	,,

ON SUNDAYS.

To Gosport, mixed	1	10	Aftern.
Gosport, ditto	8	10	,,

FARES.

First Class, 4s. 6d.; Second Class, 3s.; Children under 12 months, no charge; above 12 months and under 10 years, half price.

N.B. During the present winter the speed of the trains over the new line will be strictly limited to 20 miles per hour—London time observed, and the doors of the stations finally closed five minutes before the time of starting.

By order of the Directors,
A. MORGAN, Secretary.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

PUBLIC SALE OF VALUABLE ENGINEERS' TOOLS AND PATTERNS, SMITHY TOOLS, &c. &c.—To be Sold by Auction, at the Works, West-street, Tradeston, Glasgow, on Wednesday, the 8th December, and following day, the whole valuable Tools belonging to Mr. A. Myine, Engineer, Millwright, and Tool-maker, who is retiring from that business, including a superior Self-acting Planing Machine, 48 feet long by 4 feet wide; three smaller ditto; eight Self acting Lathes of various sizes; Handlathes with Iron-beds; splendid Vertical Slotting and Drilling Machine; Nut-cutting Machine; Screwing Machine; Portable Crane and Purchase Blocks; Smiths' Vices, Anvils, and Tools of all sorts; Millwright's Benches, &c. &c. A very valuable set of Patterns for Steam-engines, Planing Machines, Lathes, Spur and Bevel Wheels, and the Office Furniture, Watch-dog, &c.

These Tools are all of the most modern and expensive description, substantial and highly finished, part made to order and never used, and all of a quality rarely met with. Catalogues will be ready ten days before the Sale; and the whole may be seen any day between 10 and 2 o'clock. Sale to begin at 11 o'clock, precisely.

Apply for catalogues or information to Mr. W. Colledge, Writer, Dunlop-street, Glasgow, or to Mr. Myine, at the Works.

Glasgow, 23rd November, 1841.

PARISIAN BITUMEN COMPANY, Millwall, Poplar.—The Directors of the above-named Company beg to call the attention of Engineers, Architects, Surveyors, Builders, and the Public generally, to the applicability of the BITUMEN manufactured by them, as a pavement or flooring; also for its use in covering arches for the prevention of damp and preservation of the masonry.

They beg also to state that it has been used very successfully as a cement for masonry on the weirs of the Upper Medway, and is particularly applicable to hydraulic works and foundations of heavy buildings.

They beg to submit the following list of prices, and to state that they will guarantee the durability and efficiency of any work executed by them.

	s.	d.
Covering viaducts or arches of bridges, vaults, terraces, &c., 1½ inch thick, per square yard	4	6
Paving pathways, kitchens, cellars, granaries, malt houses, warehouses, &c. 1½ inch thick	4	6
Paving barns, court yards, tan rooms, wharfs, stables, &c. 2 inches thick	5	6
Paving walks, &c. ¾ inch thick	3	6

The above charges are exclusive of the cost of carriage, which must be borne by the parties by whom the work is required.

W. MACKENZIE, Superintendent.

NEW EDITIONS of the following useful Works are just published at the *Railway Times* Office, 122, Fleet-street:

I.

ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

II.

ROBINSON'S RAILWAY DIRECTORY FOR 1842, containing the Names of the Directors and principal Officers of the Railways in Great Britain, derived from authentic sources, price 1s.

III.

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

IV.

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.; on canvass, 2s. 6d.

V.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the METROPOLIS, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

VI.

TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, November 27, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 205. Vol. IV.—No. 49.] SATURDAY, DECEMBER 4, 1841. [Price 6d.

PROPOSED PLAN for the establishment of a GENERAL OFFICE for the use of TRAVELLERS BY RAILWAY and STEAM NAVIGATION, where the public could readily obtain every species of information that might be useful to or required by Travellers, either on business or pleasure, by any of the various Railway and Steam NavigationConveyances throughout the United Kingdom, more especially as relates to the hours of departure and arrival, the scale of fares, and the different regulations of each, for conveying Passengers and Goods; to be formed under the sanction and patronage of the several Boards of Direction and Management of the Companies now in existence.

It is proposed that a complete Register be kept of all the Railway Conveyances, systematically arranged for the convenience of immediate reference, setting forth every station at which the trains stop on the respective lines, and the several stations and booking offices from whence passengers and goods may be conveyed.

That the proposed Office be furnished with the printed placards and hand-bills from all the different Companies, for reference and distribution to the public, who should receive gratuitously every information required.

That a like Register be kept of all the Steam Navigation Conveyances, and a similar distribution be made of the hand bills of the different Companies, and every information respecting them be given in the same manner.

That a communication be opened for correspondence with the respective Secretaries to enable the Manager of the Office to give answer to su h inquiries as might arise, and which their printed hand-bills do not furnish, and that the Secretaries would from time to time give the Manager immediate notice of every alteration affecting the conveyance of passengers and goods.

The Manager of the Office would undertake to transmit by post any hand-bill or specific information, which might be required by persons residing in the country, and who could not conveniently attend personally to obtain it.

That such Office be fixed at some centrical point (being a public thoroughfare) at the West End of the Town, holding connection with a similar establishment in the City, and to be open to the public every day, Sundays excepted, and that the Office shall be furnished with geographical maps and plans of the Railways.

It is proposed that arrangements should also be made which would embrace an extension of the plan, by collecting information of the various establishments on the Continent of Europe and elsewhere, for conveyance by Railway and Steam Navigation, as it is considered that by centralizing these various objects at one place, a complete Emporium will be formed for obtaining that general information which Travellers so much require, and this concern founded upon such an enlarged and comprehensive scale as would ensure the contemplated benefit and advantage to the several Companies interested, as well as for its becoming a medium of the greatest public utility.

NATHANIEL W. SYMONDS.

Lombard Street Chambers, Clement's Lane,
27th October, 1841.

*** Any suggestion to improve or add to the usefulness of the above plan will be thankfully received.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill wall, Poplar; and also of the following Agents:

Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn..... Newcastle-upon Tyne
Joseph Bothway..... Plymouth.
John Thompson and Co. ..... Wigan.
J. T. Tregellas..... Truro.
Thomas Mooney and Son..... Dublin.
Coates and Young..... Belfast.
James Kibble and Co. ..... Glasgow.
James Gunn..... Leith.
John M. Beattie, 14, Clement's-lane, High-street, Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For farther Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Coruhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S ROLLER CALENDAR FOR 1842.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board Room, Counting House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d.; in Ornamented Box, 6s. 6d. In addition to much useful information relating to business, &c., the Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Railway Times Office, Fleet-street; Letts, Cornhill; and Ackerman, Strand.

LARCH TIMBER FOR SALE.—The LOW PORTION of the KNOCK PLANTATION of MONZIE, situated near Crieff, in the county of Perth, and within 16 miles of the shipping port of Perth, will be exposed to SALE by Public Roup, on the spot, on Wednesday, the 12th day of January next, at Twelve o'clock, noon. It consists of 38 imperial acres, and will be exposed in one, two, or three separate lots. There are 5,169 trees of Larch, and 991 of Scotch Fir. The other intermixed Timber is to be reserved. The Larch is of very superior quality, and is upwards of 60 years old. Much of it is of very large scantling, and well suited for Railway Sleepers, Ship-building, and other purposes requiring heavy Timber. There is a ready market in the neighbourhood for the Tops and Brush, and also a good situation adjoining for a Saw-mill, with a plentiful supply of Water.

For further particulars application may be made to Messrs. Davidsons and Syme, W.S., Edinburgh; or to Mr. William Blackadder, C.E., Glammis, Forfarshire; and the Timber will be shown by James Taylor, forester at Monzie.

November, 1841.

THE RAILWAYS OF GREAT BRITAIN AND IRELAND practically described and illustrated. By FRANCIS WHISHAW, Civil Engineer, M. INST., C. E.—The flattering testimonials which the author has received from various quarters, as to the utility of the first volume, which was produced at an expense of upwards of One Thousand Pounds, and Sixteen Months constant attention, induce him to propose to the railway public the production of a second volume, which, however, can only be done on the plan of subscription.

Railway proprietors, therefore, and others who would like to be in possession of much additional information on the important subject of railways, will be so kind as at once to forward to the author their names as subscribers to the Second Illustrated Volume, which would be issued at the price of One Guinea.

THE RAILWAYS OF BELGIUM practically described and illustrated, in One Octavo Volume, price 10s. 6d., may also be produced in the same manner.

FRANCIS WHISHAW.

Gray's Inn, London, and Haverfordwerst,
Pembrokeshire, Oct. 4th, 1841.

TESTIMONIAL.

Cabinet du Roi. Neuilly, le 21 Mai, 1841.

Monsieur,—Un exemplaire de votre ouvrage sur les chemins de fer de la Grande Bretagne, est venu au Roi par l'entremise de son Ministre des Affaires Etrangères. Déja, quelques jours auparavant, Sa Majesté avait reçu la lettre que vous lui avez écrite pour lui en faire hommage.

L'intérêt du Roi est toujours acquis, Monsieur, aux travaux qui, comme les vôtres, ont pour lui et pour résultat le progres des arts utiles; aussi cet hommage a-t il reçu l'accueil qu'il méritait. Sa Majesté m'a chargé de vous transmettre ses remercimens, a j'ai l'honneur de vous prévenir que par son ordre, votre savant traité apris place dans la Bibliothèque particulière du Palais Royal.

Veuillez agréer, Monsieur, l'expression de ma considération très distinguée.

Le Secrétaire du Cabinet,
CAMILE FAUY.

Monsieur Whishaw.

Now ready, in quarto, to correspond with the original Volume, price 7s. 6d., useful and interesting additions to THE RAILWAYS OF GREAT BRITAIN AND IRELAND, by FRANCIS WHISHAW, Civil Engineer, M. INST., C. E.,

COLOURED SECTIONS, exhibiting at one view the Lengths, Summits, and Levels of all the principal Railways in England, reduced to the Trinity Standard. Coloured Diagrams, showing the rise and fall of shares in the principal lines of Railway for a series of years; Railway Wheels illustrated.

London: Simpkin, Marshall and Co., Stationers'-court.

IMPORTANT SALE OF FORTY SUPERIOR CART HORSES.

MR. DIXON BEGS TO ANNOUNCE that he is instructed by Messrs. KENWORTHY and Co. to Sell by PUBLIC AUCTION, at their Wharf, No. 3, City Basin, City Road, on TUESDAY, December 7, 1841, commencing at Eleven for Twelve o'Clock precisely, about Forty remarkably fine-shaped, active, young, powerful Cart Horses, Spring and Town Carts, being a portion of their well-known excellent Stock; and sold in consequence of having declined the London and Manchester Carrying Business.

Colours—Blacks, Bays, Browns, Greys, and Roans.

The above valuable and truly superior lot of Horses, are worthy the particular attention of Carmen, Contractors, Corn and Coal Merchants, Warehousemen, Wharfingers, Brewers, Distillers, &c. as many of them are remarkable for immense power and activity; also to Wine and Spirit Merchants, Omnibus Proprietors, Public Companies, Tradesmen, &c. there being several, from their breeding and action, would be invaluable to travel with heavy weights at fast paces—are mostly young and sound—positively without exchange or addition—and for sale without reserve.

On view two days previous, and catalogues had at the Wharf, or of the Auctioneer, at his Repository, Barbican.

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THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

[ALLUSION having been made, in some remarks which we published in our last number but one, to the "printed correspondence" between the Croydon and Greenwich Companies, principally concerned in the controversy lately revived upon the above subject, we have been induced to re-peruse it, and we find, as our correspondent has stated, the whole question so thoroughly opened up in its pages that we propose to publish it, having no doubt that the discussion will be found very interesting to all the readers of our journal.

We understand it has never been published in any journal before, although printed and circulated with the Report of the Directors read at the public meeting of proprietors, on the 8th December, 1840]:—

London and Croydon Railway Comp., Oct. 6, 1840.

SIR,—I am desired by the Board of Directors of this Company, to request that you will lay before the Board of Directors of the Greenwich Company the annexed statement. By it they will perceive that the Croydon Company has the power to regulate the proportion which the toll payable to the Greenwich Company shall bear to its own gross receipts, and that the exercise of this power, rendered necessary in the present instance for their own interests, has been productive of considerable loss to the Greenwich Company.

The Directors of the Greenwich Company will observe that although a certain diminution of the receipts of the Croydon Company has likewise taken place, in respect of those passengers passing over the Greenwich line, yet this diminution has not been to the same extent as that of the Greenwich toll, and has been more than repaid to the Croydon Company by the greater amount received from passengers not using the Greenwich line.

I am desired, however, to draw the particular attention of your Board to one circumstance elicited by this statement, since it shows not only what the Greenwich Company has actually lost by the raising of the fares of the Croydon Company, but also what it would have gained had this rise not taken place. It will be seen that in September, 1839, the fares to three of the stations had not yet been reduced, but were, at the time to which this statement refers, at the same rate as that to which they have returned, by the rise of July last; so that they are, as regards this statement, precisely in the same position as if they had not been raised at all. The Directors of the Greenwich Company will take notice that at these three stations where the fares have not been raised, there has been no diminution of passengers, but, on the contrary, an increase, amounting to 38½ per cent.; while upon the other three stations where the fares *have* been raised, there has been a decrease of passengers to the amount of 27 per cent. Now, as it is fair to presume that this increase of 38¼ per cent. would have been uniform throughout the line, if it had not been checked by the raising of the fares, it will be necessary to add this 38½ per cent. to the actual decrease of 27 per cent. in order correctly to estimate the loss of the Greenwich Company, which will, therefore, be found to amount to 65½ per cent. If this be reduced to figures, the result will be as under:—

The number of passengers at the three stations where the fares have been raised, was in July and August, 1839	81,490		
During the same period, 1840	59,509		
Decrease	21,981, or 27 pr. ct.		
The number of passengers at the three stations where the fares have *not* been raised, was in 1839	18,587		
Ditto in 1840	25,747		
Increase	7,160, or 38½ pr. ct.		
Actual loss uppn 21,981 passengers at 3d.	£274	15	3
Supposed loss upon the increase of 38½ per cent. upon 81,490 passengers, or 31,374 passengers at 3d.	392	3	6
Loss of Greenwich Company, two months.	£666	18	9
Or, if these two months could be taken as an average of the whole year, for twelve months	£4,001	12	6

The Directors of the Croydon Company, however, believe, that a reduction of their fares would induce a very large addition to the number of their passengers; that this addition would be attended with very little extra expense to the Croydon Company, and none at all to the Greenwich; that this reduction of fares would, therefore, be profitable to the Croydon Company, and still more so to the Greenwich Company.

With this belief the Directors of the Croydon Company are willing to make the experiment of a return to their old rate of charge, and in some cases to a still further reduction; but they cannot do so, unless the Greenwich Company will lend their aid to a measure which is to be for the mutual benefit of both Companies. They wish it, however, to be distinctly understood, that they make no application to the Greenwich Company for a reduction of toll, as such, but merely propose an arrangement of both toll and fare, which will, in their opinion, be productive of a more profitable result to each Company, and more especially to the Greenwich, than the present system.

In the expectation that the Directors of the Greenwich Company will be disposed to take a reasonable view of this question, the Directors of the Croydon Company beg to propose for their consideration a principle for the regulation of toll between Companies in the same relative position as themselves, which they believe to be based upon justice and equity. This principle consists in a division of the whole sum chargeable as fare, between the toll-paying and toll-receiving Companies, in proportion to the length of their respective lines upon which such fare shall be charged, reserving to the toll-paying Company a certain sum for indemnification of the cost of conveying its passengers over the line of the toll-receiving Company.

This proposition is founded upon the assumption that every Company being a carrier upon its own line, is entitled to all profit derivable from traffic passing over such line; in other words, that it is entitled to participate, in proportion to its length of line, in the profits of all Companies using the same; but that it ought not to interfere with the regulation of the mode in which such profits are to be obtained.

By the adoption of this principle, the Greenwich Company will become participators with the Croydon Company in all the traffic passing over the Croydon line, in proportion to the respective lengths of each line over which such traffic shall pass; and experience has shown that more than such participation is not attainable by the Greenwich Company. At the same time, the Croydon Company will be at liberty so to manage its own affairs, as that the traffic may be rendered most profitable to themselves, and consequently to the Greenwich Company.

I am desired further to state, that the Directors of this Company, in proof of their sincere belief in the justice of this principle, and the advantage of its adoption for the regulation of toll, have just proposed such adoption to the Companies on the other side of them, with whom they are exactly in an opposite position to that in which they stand with the Greenwich Company; and it is their opinion that the acceptance of such a proposition would remove all cause of cavil or dissatisfaction between the Companies upon the subject of toll in time to come, and lead to that concert and harmony which it is so desirable should exist between parties whose interests are so closely allied.

The Directors have given instructions to prepare a table of tolls which would be payable upon this principle according to the fares therein assumed, for the further elucidation of the subject, which I now enclose; and I am desired to request that at all events your Board will not reject this proposition without giving the Directors of this Company an opportunity of more fully explaining their views upon the subject, inasmuch as they are so convinced of its expediency for both parties, that they would be even prepared to guarantee the Greenwich Company against any further depreciation of their toll in consequence of its adoption.

I am, Sir, your most obedient servant,
(Signed) R. S. YOUNG.

J. Y. Ackerman Esq., Sec. to the Greenw. Rail. Comp.

[*Enclosed in the aforegoing letter.*]

Comparative Statement of the Number of Croydon Railway Passengers which passed over the Greenwich Railway, and of the Amounts received for the same, from July 5th to September 5th, 1839, with the corresponding two months in 1840, when the Fares had been partially raised.

	FIRST CLASS.			SECOND CLASS.			FIRST & SECOND CLASS	
1839.	Passengers.	Fares.	Amount.	Passengers.	Fares.	Amount.	Passengers.	Amount.
*New Cross	318	1s. 0d.	£15 18 0	1,503	0s. 8d.	£50 2 0	4,337½	£128 18 3
				2,516½	0 6	62 18 3		
Dartmouth Arms	904	1 6	62 16 0	7,416½	1 0	370 16 6	8,320½	433 12 6
Sydenham	2,472½	1 6	185 8 9	14,051	1 0	702 11 0	16,523½	887 19 9
†Anerley	1,324	1 9	115 17 0	4,260	1 3	266 5 0	5,584	382 2 0
†Jolly Sailor	1,960½	1 9	171 10 10½	6,706	1 3	419 2 6	8,666½	590 13 4½
Croydon	10,339	1 9	904 13 3	46,308	1 3	2,894 5 0	56,647	3,798 18 3
	17,318		1,456 8 10½	82,761		4,766 0 3	100,079	6,722 4 1½
Deduct toll			216 9 6			1,034 10 3		1,250 19 9
			1,239 14 4½					4,971 4 4½
1840.								
New Cross	310	1 0	15 10 0	4,379½	0 8	145 19 8	4,689½	161 9 8
Dartmouth Arms	1,120	1 8	93 6 8	6,702	1 2	390 19 0	7,822	484 5 8
Sydenham	2,185½	1 8	182 2 6	10,530½	1 2	614 5 7	12,716	796 8 1
Anerley	1,535½	1 9	134 7 1½	9,017	1 3	563 11 3	10,552½	697 18 4½
Jolly Sailor	1,688	1 9	147 14 0	8,818	1 3	551 2 6	10,506	698 16 6
Croydon	6,840½		684 1 0	32,130½	1 6	2,409 15 9	38,971	3,093 16 9
	13,679½		1,257 1 3½	71,577½		4,675 13 9	85,257	5,932 15 0½
Deduct toll			170 19 10½			894 14 4½		1,065 14 3
			1,086 1 5			3,780 19 4½		4,867 0 9
Per centage of toll for 1839			14 9/10 per cent.			21¾ per cent.		20 per cent.
Per centage of toll for 1840			13½ per cent.			19½ per cent.		17 9/10 per cent.

* The fare was reduced from 8d. to 6d. in August.

† The fares to these places were reduced *after* September, 1839, and have been raised only to their former level, so that, as far as this statement is concerned, no alteration has taken place in them.

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Statement showing the INCREASE and DECREASE from the above.

	FIRST CLASS. INCREASE. Passgrs.	FIRST CLASS. INCREASE. Amount.	FIRST CLASS. DECREASE. Passgrs.	FIRST CLASS. DECREASE. Amount.	SECOND CLASS. INCREASE. Passgrs.	SECOND CLASS. INCREASE. Amount.	SECOND CLASS. DECREASE. Passgrs.	SECOND CLASS. DECREASE. Amount.	FIRST AND SECOND CLASS. INCREASE. Passgrs.	FIRST AND SECOND CLASS. INCREASE. Amount.	FIRST AND SECOND CLASS. DECREASE. Passgrs.	FIRST AND SECOND CLASS. DECREASE. Amount.
New Cross	..	£0 0 0	8	£0 8 0	360	£32 19 5	..	£0 0 0	352	£32 11 5	..	£0 0 0
Dartmouth Arms	216	30 10 8	..	0 0 0	..	20 2 6	714½	0 0 0	..	50 13 2	498½	0 0 0
Sydenham	..	0 0 0	287	3 6 3	..	0 0 0	3,521½	81 5 5	..	0 0 0	3,807½	91 11 8
Anerley	211½	18 10 1½	..	0 0 0	4,757	297 6 3	..	0 0 0	4,968½	315 16 4½	..	0 0 0
Jolly Sailor	..	0 0 0	272½	23 16 10½	2,112	132 0 0	..	0 0 0	1,839½	108 3 1½	..	0 0 0
Croydon	..	0 0 0	3,499½	220 12 3	..	..	14,177½	484 9 3	..	0 0 0	17,676	705 1 6
	427½	49 0 9½	4,067	248 3 4½	7,229	482 8 0	18,413½	572 14 8	7,160	507 4 1	21,982	796 13 2
Total Decrease			427½	49 0 9½			7,229	482 8 2			7,160	507 4 1
			3,639½	199 2 7			11,183½	90 9 6			14,822	289 9 1

	Passgrs.	Amount. £ s. d.
Total traffic passing over Greenwich Line for the Two Months, 1839	100,079	6,222 4 1½
Ditto ditto 1840	81,257	5,932 15 0½
Decrease of Passengers passing over the Greenwich Line, and Amount	14.822	289 9 1
Gross Amount received from Total Number of Passengers upon the whole Line, for the Two Months, 1839	120,049½	6,968 19 9½
Ditto ditto 1840	105,382	6,832 4 7
Decrease on Gross Numbers and Amount	14,667½	136 15 2½

	Amount. £ s. d.
Toll for same .. 1839	1,250 19 9
Do. do. .. 1840	1,065 14 3
Less Decrease of Toll	185 5 6
But taking into account decrease of Toll	185 5 6

Net *Decrease* to Croydon Company upon Traffic over the Greenwich Railway alone. £104 3 7

Net *Increase* to Croydon Company upon total Traffic. £48 10 3½

SCALE OF TOLLS PAYABLE TO THE GREENWICH COMPANY.

Rate of Fare.	Proportion of Greenwich Railway.	Deduct for conveyance 1-4th of Greenw. Prop.	Greenwich Toll.	Remains. for Croydon Fare.
New Cross. Distance 2¾ Miles. Prop. of Greenw. Rail. 1/3				
s. d.	d.	d.	d.	s. d.
1 0	7½	1½	5¾	0 6¾
0 8	4½	1½	3¾	0 4¾
0 6	3¾	0¾	2¾	0 3¾
Dart. Arms. Dist. 5½ Miles. Prop. of Greenw. Rail. 1/3				
s. d.	d.	d.	d.	s. d.
1 8	6½	1½	4¾	1 3¾
1 6	5½	1½	4¾	1 1¾
1 2	4½	1	3¾	0 10¾
1 0	3¾	0¾	2¾	0 9¾
Sydenham. Dist. 6¾ Miles. Prop. of Greenw. Rail. 1/3				
s. d.	d.	d.	d.	s. d.
1 8	5½	1½	4¾	1 3¾
1 6	4½	1½	3¾	1 2¾
1 2	3½	0¾	2¾	0 11¾
1 0	3¾	0¾	2¾	0 9¾
Anerley. Dist. 7¾ Miles. Prop. of Greenw. Railway 1/3				
s. d.	d.	d.	d.	s. d.
1 9	5	1½	3½	1 5½
1 6	4½	1½	3¾	1 2¾
1 3	3½	0¾	2¾	1 0¾
1 0	2¾	0¾	2¼	0 9¾
Jolly Sailor. Dist. 8½ Miles. Prop. of Greenw. Rail. 1/3				
s. d.	d.	d.	d.	s. d.
1 9	4½	1½	3¼	1 5¾
1 6	3¾	0¾	2¾	1 2¾
1 3	3	0¾	2¼	1 0¾
1 0	2¾	0¾	1¾	0 10¾
Croydon. Dist. 10½ Miles. Prop. of Greenw. Railway 1/3				
s. d.	d.	d.	d.	s. d.
2 0	4	1	3	1 9
1 9	3¾	0¾	2¾	1 6¾
1 6	3	0¾	2¼	1 3¾
1 3	2¾	0¾	1¾	1 1¾
1 0	2	0¾	1¼	0 10¾

London and Greenwich Railway,
London Terminus, 20th October, 1840.

Sir,—I am desired by the Directors of this Company to acknowledge the receipt of your letter, accompanied by statements showing the result of the recent change in the fares of the Croydon Railway Company; and containing a proposition for an arrangement of the tolls on a new principle, which appears to be, that a deduction of one-fourth should be made from the fares charged by the Croydon Railway Company, to cover the expense of conveying their passengers, and the remaining three-fourths be considered as toll, to be apportioned to the two Companies in the exact ratio of the distances travelled by persons passing along both railways.

The Directors of the Croydon Railway Company further mention, that they consider this plan to be not only advantageous to the Greenwich Company, but so equitable in itself, that they have proposed to act upon it towards the Companies who are to use their line.

The Directors of this Company regret that they cannot view it in the same light. In their opinion, the rent or toll to be paid for the use of a railway must have reference to the first cost of constructing, and the annual expense of repairing and maintaining it, together with the rates and charges to which it is liable, and a rate per mile which might be remunerative to the Croydon Railway Company, would be very inadequate for the Greenwich: in short, an equalisation of the tolls, would be inconsistent with the first object for which tolls are granted, viz. a remuneration for the outlay incurred.

With these views, and after the most attentive consideration of the subject, which they beg to offer as some apology for not answering the communication sooner, the Directors of this Company feel that they cannot assent to the arrangement proposed, believing that it would be prejudicial to the interests entrusted to their management.

I have the honour to be, Sir,
Your very obedient servant,
(Signed) J. Y. AKERMAN, Secretary.

The Secretary of the Croydon Railway Company.

London and Croydon Railway Company,
23rd October, 1840.

Sir,—I am desired to express the deep regret of the Directors of this Company, that after the attentive consideration which the Directors of the Greenwich Company appear to have given to it, they should have come to the determination to reject the proposition contained in my letter of the 6th instant; the more especially as they seem so entirely to have misunderstood its nature. Still greater is their concern that your Directors should have thought proper to refuse the request so earnestly made in the concluding paragraph of that letter, "that, at all events, your Board will not reject this proposition, without giving the Directors of this Company an opportunity of more fully explaining their views upon the subject, inasmuch as they are so convinced of its expediency for both parties that they would even be prepared to guarantee the Greenwich Company against any further depreciation of their toll in consequence of its adoption." The Directors of this Company are at a loss to conceive how the Directors of the Greenwich Company can "believe that it would be prejudicial to the interests entrusted to their management," to assent to an arrangement which proposes not only to guarantee their present receipts, but holds out an almost certain prospect of their increase.

The Directors of this Company fully concur in the opinion of your Board, "that the rent or toll to be paid for the use of a railway, must have reference to the first cost of constructing and the annual expense of repairing and maintaining it, together with the rates and charges to which it is liable;" but they differ entirely as to the means by which this rent is to be attained; being of opinion that the remuneration for such outlay and charges can never be derived from a high rate per mile, but only from a great number of rate-payers, and that it is more prudent to rely upon an expenditure of 1s. each from 100,000 persons, than upon the expenditure of 1l. each from 5,000.

The Greenwich Railway has cost much more per mile than any one of the lines which is proposing to use it; and in consequence of this cost, it is in a position to secure the traffic of all, which no one of the others can enjoy; but an attempt to derive, by a high rate of charge, from any small number of passengers, or even from any one line, the whole remuneration for this cost, is likely to defeat its own object by driving all custom away.

The Directors of this Company desire once more to explain, that they seek no alteration of the toll, upon their present rate of fares, to which they are willing to allow that the present rate of toll is nearly equivalent; but, having experienced the greatly diminished use of their railway by the public, in consequence of the raising of their fares, although unattended by any further pecuniary loss to their proprietary than that of their natural increase, which they had a right to expect, they are anxious to try the experiment of considerably reducing these fares, and they had hoped to be able to announce, that in consequence of an arrangement with the Greenwich Company, likely to prove advantageous to both parties, they had been enabled to accomplish this desirable object as far as London Bridge. As it is, however, they will be obliged to limit this reduction to such part of their traffic as will not pass over the Greenwich line, endeavouring at the same time to afford the public additional facilities in other directions.

I am desired likewise to inform you, that the Directors of this Company feel that they cannot be expected longer to rest under the obloquy of pursuing a course which is, in their opinion, alike injurious to both Companies; but that they will be compelled to take the requisite means to inform the proprietors of the obstacles which, in this case, exist to an identification of their interests with those of the public.

I am, Sir, your very obedient servant,
(Signed) R. S. YOUNG.

J. Y. Akerman, Esq., Secretary,
London & Greenwich Railway Company.

(To be continued.)

THE TOLL QUESTION AND FARES.

To the Editor of the Railway Times.

SIR,—In my last letter I urged that railway fares ought to be regulated "by the locality and circumstances regulating the adjacent modes of traffic irrespective of the cost of the line." I advanced this not without due consideration that a certain rate of fare must be obtained to secure a profitable return; now I would state my view of

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charges or expenses to be deducted from the gross revenue before a profit can be ascertained.

The cost of the permanent way I maintain, ought to form no portion of such deductions. The capital embarked in its formation acquires value from the amount of *dividable* profit earned, and according to the soundness of the original estimates of cost or revenue will it acquire or not acquire a beneficial value. If this position be granted, then the fares by railway must be regulated not by the cost of way but by the present local charges of transit both for goods and passengers, or the amount which they can pay for the extra facilities afforded. The expenses which fall to be deducted from the gross revenue, are on the *working and maintenance* of the line, and interest of borrowed money; if a profit can be obtained after paying these expenses it is applicable to the benefit of the shareholders, and increases or decreases the value of their property. Now, we have to consider how the amount of profit can be increased. I suppose it will not be maintained that fares higher than the local charges of transit can be obtained except to a limited extent, but it may be admitted that the fares may be equal to those by coach or waggon. If this amount does not leave a profit to the shareholder, I fear his case is desperate indeed, as he has no chance of obtaining a large revenue so long as the coach and waggon exist as his competitors, and to effect a complete absorption of the trade it will be necessary to carry at rather lower rates. He has invested his money in a bad line, and the first loss will be the least.

The next point to be considered is the locality. Where a railway such as the Great Western traverses a rich country, abounding in gentlemen's seats, wealthy farmers, and large market towns, with no opposing line, it is not necessary to take the lowest scale of fares. But where a railway runs through a poor but populous neighbourhood, such as the Leeds and Manchester, it will be necessary to reduce the fares to the lowest paying limit to secure the custom of the population generally, as here, by numbers, not amount, is a large revenue to be obtained. On lines where pleasure excursions are taken, and where parties are induced to live out of town by the facilities and cheapness of transit, such as the Croydon, I suspect a *low* fare will produce the higher revenue; for be it remembered, that the Croydon is restricted in its fares, by coaches which carry at a very low fare. If this be true, then how can "Locomotive" justify the extortionate charge to the Croydon of 3d. toll for passing over one mile and three-eighths of the Greenwich Railway, seeing that this charge is nearly as high as the highest gross charge to the passengers on any other railway?

I know many persons hold lightly the pleasure traffic of railways, and regard it as an addenda not of such importance as to be much considered. On many lines, it forms a very material part of the profit.

I would divide the traffic of railways into *staple*, and *pleasure* or *occasional*, traffic. The staple traffic of a railway may be stated to be an amount equivalent to the *winter* traffic; the pleasure or occasional traffic an amount equal to the excess in summer over the winter traffic. Upon looking over the revenue accounts of railways it will be found that this excess varies from 30 to 100 per cent. Those who have experience in railway earnings, know that the continuance of a few days of bad weather in summer reduces the receipts to the winter scale, and the return of fine weather increases them to their proper level; this proves that a very large amount of the traffic is "occasional" dependent on facilities and convenience, and is liable to be materially affected by the rate of the fares, and comfort and convenience afforded.

Those roads issuing from the metropolis, in my opinion, can increase the *pleasure or occasional* traffic to an almost unlimited extent, if their fares be such as to induce the population to seek country recreation in place of the vicious enjoyments of a city. The Gravesend steam-boats could not pay a dividend when their fares were 3s.; now the number of the boats are increased tenfold, the fares are 2s. and 1s. 6d., and they pay a good profit.* Many such arguments could be adduced to show that low fares will produce the largest revenue, but I shall desist at present.

I am, your obedient servant,

COKE.

TOLLS ON RAILWAYS.

To the Editor of the Railway Times.

SIR,—I should like to know on what principle the Croydon and other Railway Boards publish the amount which they receive from their own passengers, but withhold the amount of tolls received from other lines. As a Croydon shareholder, I should be very glad to know the weekly revenue derived from the Brighton tolls, and if you are unable to tell me this, perhaps you can tell me how much is paid by each individual passenger, first class and second class.

I am, Sir, &c.

C. X.

Oxford and Cambridge Club.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—The late fatal accident on the Brighton Railway having drawn public attention to the question of the comparative safety of six-wheeled and four-wheeled engines, I request that you will allow me to offer, through the medium of your valuable journal, a few brief remarks upon this very important subject.

Different correspondents who have previously addressed you, have made objections to four-wheeled and six-wheeled engines,—to the former class on the ground of having inside framing; to the latter on the ground of the framing being outside. It certainly has been usual to make four-wheeled engines with inside, and six-wheeled engines with outside framing; but this is a distinction not necessarily incidental to the number of wheels.

Engines either with four or with six wheels may be made with inside or outside framing, accordingly as the one or the other may be preferred; and nearly all the four-wheeled engines now in use may be converted into six-wheeled by the addition of a pair of trailing wheels.

It has also been stated by one of your correspondents, that the only advantage which the six-wheeled possesses over the four-wheeled engine is, that in the event of a wheel or an axle being broken, the six-wheeled engine has still two pairs of wheels remaining to support and guide it on the road. The object of my present communication, however, is to show that the six-wheeled engine possesses very important advantages over the four-wheeled, quite independent of the situation of the framing or the greater security in case of broken wheel or axle.

All parties familiar with the construction of railway engines, whether with four or six wheels, are well aware that, in order to keep clear of the fire box, it is necessary to place the crank axle so far forward as to bring it within a very few inches of the centre of gravity of that part of the engine which is supported by springs; and this necessity has apparently induced the makers of four-wheeled engines to place the leading wheels only a short distance in advance of the driving wheels, in order that the former may bear a certain proportion of the load. To such an extent has this been carried, that I have seen several instances of coupled four-wheeled engines in which the flanges of the wheels have barely cleared each other. The result is, that the centres of the axles of four-wheeled engines are sometimes only five feet six inches, and seldom more than six feet six inches apart, whilst the extreme axles in six-wheeled engines of the same power are nearly twice as far asunder.

This peculiarity in the construction of the four-wheeled engine gives rise, under circumstances to which I shall presently advert, to an oscillating or pitching motion,—the existence of which has not, I believe, been denied by any of your correspondents; and some of them have attempted to account for it, though in my judgment not very satisfactorily. I shall therefore endeavour, in a familiar way, to point out what appears to me to be the principal causes of that very dangerous motion.

Those who have at any time amused themselves by swaying on a plank placed across a squared balk of timber, will probably have observed that the narrower the support on which the plank oscillated, the greater was the facility with which it was moved, and the wider the range of its vibration; and that, by doubling the breadth of the support, the labour of moving the plank was more than doubled. When, however, instead of a broad and rigid beam, the plank is placed over *two* yielding and elastic spars, forming together a support of the same breadth, the effect is nearly the same as if the broad support had been exchanged for a narrow one. But, whatever may be the nature of the support, the vibrations of a plank under such circumstances, are subject to the well-known law that governs the oscillations of a pendulum; they have a certain and definite rate, and cannot by any exertion be increased in *number* within a given time; but, by taking care to apply successive impulses at the proper moment, they may be greatly increased in extent.

The four-wheeled engine may be considered as a heavy sway, placed across two yielding *fulcra* (the springs), and may be caused, like a plank across two elastic spars, to vibrate or pitch at a certain definite rate determined by its length; and should successive impulses be applied, which keep time with this rate, the vibrations may be gradually increased to a most alarming and dangerous extent.

Now, in the working of a four-wheeled engine successive impulses *are* applied by the strokes of the pistons; and when the rate of these strokes correspond exactly with the rate of vibration, as of course it is liable to do, the pitching of the engine increases in violence; and if the same speed is continued for a sufficient length of time, the engine can hardly escape being thrown off the rails.

I was a frequent observer of the motions of the four-wheeled engines used on the Liverpool and Manchester Railway during the first three or four years after that line was opened. These engines were what would now be considered small, and had driving wheels of only four feet six inches to five feet diameter, the pitching of those with five feet wheels was at its maximum, as nearly as I can remember, when the speed was from 28 to 30 miles an hour.

The coincidence between the strokes of the pistons and the sway of the engine will take place at various speeds, in different engines, dependant on their length and the diameter of their driving wheels; from which it follows that an engine in which the strokes and vibratory motion are isochronal at 30 miles an hour, may travel with comparative safety at a speed not greater than 26 to 28 miles an hour, or not less than 35 to 50 miles an hour. This circumstance soon became known to most of the drivers of four-wheeled engines, who when the engine began to pitch, cut off or put on a little steam; either of which expedients had the effect of checking the objectionable motion.

The sinuous motion also complained of in those engines seems to be produced by the same cause as that which produces the pitching motion.

In six-wheeled engines the leading and trailing wheels are so far asunder as greatly to reduce, if not entirely to prevent, any other pitching than such as is produced by the inequalities of the road, and even this pitching is but trifling compared with what takes place from the same cause in the four-wheeled engine.

Unless the road is in bad order, each pair of wheels in a six-wheeled engine presses upon the rails with nearly an uniform weight throughout the journey, whilst in the four-wheeled engine, as at present constructed, when at rest, the weight is necessarily great on the driving wheels compared with that on the leading wheels, and this weight is increased by

* We doubt this very much.—ED. R. T.

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the draught on the engine. When the engine pitches violently, nearly the entire weight is, at intervals, borne by the driving wheels, which injures the road, and endangers the breaking of the rails; whilst at these same intervals the leading wheels having little or no weight on them, are liable to be thrown off the rails by any trifling obstruction, or even by a lateral oscillation of the engine.

The wheels in both classes of engines are commonly set to the same gauge, say three-quarters of an inch narrower than the line, and the length of each engine may, with reference to our present subject, be considered the same, although the four-wheeled engine is generally a few inches longer notwithstanding the foot-plate is nine or ten inches narrower than that of the six-wheeled engine.

On the Brighton line the four-wheeled engines are 17 feet 11 inches long, and the axles 6 feet 6 inches from centre to centre. The six-wheeled are 17 feet 2 inches long, and the extreme axles 11 feet 4 inches from centre to centre, from which it will be seen that the distance between the axles is to the length of the engine nearly as one to three in the former engine, and as two to three in the latter. Hence it follows that the lateral oscillations of the four-wheeled engines may range through nearly double the space that the six-wheeled can, and may cause their axles to make nearly twice as great an angle with the rails as the axles of the six-wheeled engines are liable to do, and consequently at each of these oscillations the blows given to the rails by the four-wheeled will be more than four times, and may be seven times, as great as those given by the six-wheeled engines.

With the occasional want of weight on the leading wheels, with the great angle with the line made by the axles, and with the concussions of the wheels on the rails, and the possible occurrence of all these at the same time, we can hardly be surprised that the four-wheeled engine should sometimes go off the rails. Such a circumstance is even more likely to occur on a straight than on a curved part of a railway, because on a curve the pressure of the wheels against the outer rail would tend to check the lateral oscillations, and to keep the speed below that rate which produces the pitching motion.

The comparative advantages of the two classes of engines now in common use have been nowhere more fully or more satisfactorily tried than on the Liverpool and Manchester Railway. For several years after the opening of that line, none but four-wheeled engines were used upon it, and the existence in them of the defects which I have mentioned was very fully ascertained.

With a view of removing those defects, experiments were made, by adding an extra pair of wheels to one of the four-wheeled engines (I believe the *Mars*) and by the subsequent purchase of an original six-wheeled engine (the *Patentee.*) These experiments were completely successful. The Directors finding that the objectionable motions of the four-wheeled engines were entirely removed by the addition of a third pair of wheels, caused the whole of those which they retained in use to be converted into six-wheeled engines; and several of these are still in use.

I mention this fact circumstances not only for the purpose of showing the opinion of the Directors of the Liverpool and Manchester Railway, but also with the view of making known the fact, that if the use of four-wheeled engines was to be prohibited or given up, the engines now in use would not, as many suppose, become valueless.

I am, Sir, your most obedient servant,

RICHARD ROBERTS.

Manchester, Nov. 30, 1841.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

Sir,—The discussion now in progress through the medium of your useful pages, with regard to four-wheeled and six-wheeled engines, cannot but elicit interesting facts on this all-important subject. The object I now have in view is to offer my testimony as to the superiority of the six-wheeled engine in point of safety.

In making the series of practical experiments on the principal railways of the kingdom, the results of which are now before the public, I had unusual opportunities of testing the comparative motions of the two kinds of engines under discussion. When riding on the four-wheeled engine, I had some difficulty in writing down my observations, on account of the pitching and jerking motions almost invariably experienced, and I never felt that degree of safety which I should consider necessary were I placed in the position of an engine-driver; whereas, on the six-wheeled engines, I found the motion (except when the way was out of order) so smooth and easy as to allow me to write down my observations with the greatest facility, even while descending declivities at 40 miles an hour and upwards, at intervals of only half a minute; moreover, I consider a trip by a six-wheeled engine a positive enjoyment.

The fact of six-wheeled engine-men disliking and oft-times refusing to drive four-wheelers, may also be produced as substantial evidence as to the superior ease and safety of six over four-wheeled engines. Again, in order to show the general feeling on the part of railway engineers as to the superiority of the six-wheeled engine, I have only to mention the railways where each description of engine is used.

Four-wheeled engines are entirely used on the London and Birmingham, North Union, and Eastern Counties' Railways. On some other lines—as the Edinburgh and Glasgow, London and Brighton, Glasgow and Ayr, Glasgow and Greenock, London and Greenwich, and Newcastle and Carlisle, four-wheeled engines are partially used; but among the railways entirely worked by six-wheeled engines may be enumerated the Great Western, Grand Junction, Northern and Eastern, North Midland, Birmingham and Derby, Brandling Junction, Newcastle and North Shields, Liverpool and Manchester, York and North Midland, Hull and Selby, Arbroath and Forfar, Bodmin and Wadebridge, Chester and Birkenhead, Chester and Crewe, Dublin and Kingstown, Ulster, Dundee and Arbroath, Great North of England, London and Croydon, and Sheffield and Rotherham.

The Belgian railways are also all worked by six-wheeled engines; as also all the other principal railways of the continent of Europe.

What more need be said on the subject? Are the lives of thousands to be in jeopardy daily, for the sake of any saving, however large, in the original cost of the locomotive stock?

That accidents have not happened more frequently on those lines where four-wheeled engines are used is a matter of surprise, and certainly of mere chance; and so far as the Birmingham line is concerned, is to be mainly attributed to the excellent regulations of that well-conducted line, the extreme vigilance exercised by the superintending officers, added to the constant use of time tables, together with premiums for good conduct awarded to those who daily manage the fiery monsters in their course.

Facts such as the above must be far more convincing to the railway public than ten thousand arguments used by interested persons; and if worthy of occupying a column in your widely circulating and very useful journal, they are quite at your service.

I am, your obedient servant,

FRANCIS WHISHAW.

November 25, 1841.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

Sir,—If I have read Mr. C. Hood's letter aright in the number of the *Railway Times*, November 20th, he accuses me of cross-reading some of the statements in his letter of the 13th October, to which I attempted to reply through the medium of your journal. If I have done so, I can assure Mr. H. that it was certainly unintentional, and I am sorry to say, that, had it not been for an error of the same kind on his part, I feel it would have been perfectly unnecessary for me to have troubled you at this time with any further observations.

But as the whole question must be opened up to get at this mis-reading, I shall take the liberty to notice any other thing that may appear by the way. And 1st, Mr. H. regrets that I have not furnished from data, statistical facts, which would clearly prove the superiority that I assume for six-wheeled engines. If by statistical facts Mr. H. means the ransacking of the chronicles of railway accidents, to find the number of broken crank axles, upsets by running off the rails, or other casualties of a similar nature, I beg to assure him that I am not in possession of the required information, and if I were, I do not think I could throw any new light upon the question, by a detail of those "incontrovertible facts" which Mr. H. and some others have lately been tossing at one another, and from behind which he looks out, with pity, at the poor advocates of the six-wheelers, who "are obliged to rely on arguments alone." I shall not follow Mr. H. in his interviews with those advocates of six-wheeled engines, who attempt to prove that their engines never break their axle, nor do any damage when they do break. In my letter there is not a single allusion to *a crank axle;* I am no advocate for their use, either in four-wheeled or six-wheeled engines.

2nd, As to extra length and weight of the six-wheeled over the four-wheeled engines, if Mr. H. meant the length of the engine to be the length between the centres of the axles, I did not understand it so. I now, however, stand corrected; but as he maintains his former statements to be correct, that the weight of a six-wheeled engine exceeds the weight of a four-wheeled engine upwards of 50 per cent., and quotes examples of both kinds in support, I beg to say that it is of no use to make comparisons between two locomotive engines as regards weight, unless we take into account their relative powers. Upon this I founded my former arguments, and successfully refuted his statements; and I will do so again.

Mr. H. quotes the engines upon the North Midland, and the engines upon the Birmingham Railway. The former, he says, weigh 15 tons, and the latter 10½ tons. This looks well enough; but what is the relative powers of the engines in question—what is the diameters of their respective cylinders? Those on the North Midland I find from my note book are 14 inches diameter; $14 \times 14 = 196$: those on the Birmingham line, the largest size, are 13 inches diameter, $13 \times 13 = 169$. Hence the powers of the engines referred to are in the proportion of 196 to 169; or the North Midland Railway has 1-6th more power than the Birmingham Railway engine. May I ask Mr. H. how much of the 15 tons he thinks is assignable to this additional power, before he proceeds to draw his "general" comparison of weights?

3rd, Next comes Mr. Hood's cross-reading. He says, "The assertion that the outside (but I suppose he means inside) framing has been stated by me to be an indispensable and absolute distinction, between four-wheeled and six-wheeled engines, is founded in error." I hope Mr. H. has candour enough to acknowledge that this is none of mine. If he will but look again to my letter in your journal of November 13, he will find the following:—"As regards the arrangement of the framing and wheels, which Mr. H. seems to think of *considerable importance*, this difference is not an indispensable or absolute one, nor is it by any means so universal as is generally believed." The difference of the two readings is so great, that I am really astonished that, while Mr. H. in his prefatory remarks so thoroughly recommends the use of candour to others, he should be so destitute of that necessary ingredient himself. But again; Mr. H. says, "The next assertion, that I have stated the absence of flanges from the driving wheels to be an essential distinction between six-wheeled and four-wheeled engines is also founded in error." Now, Mr. Editor, as we have had very dull weather for some time down in the far north, I suppose you may have had a visit from one of

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your gloomy winter friends, viz. a London fog; for I really think that if Mr. H. had read my remarks, with only ordinary light, or very superficial attention, he would never have misquoted me as he has done—for any one referring to my letter will see, that I did not attribute either the language or meaning which Mr. H. says I have ascribed to him. What I said was, "Mr. Hood's next difference, viz., driving wheels without flanges, is like the last, not an essential one, and I should think not very extensively adopted." But Mr. H. must have said something about wheels without flanges, which called forth these remarks from me. Now let us see what he did say:—"But in order to avoid a portion of this difficulty [*getting round curves*], some manufacturers make their six-wheeled engines without any flanges on the centre or driving wheels; the policy of this plan however may well be questioned, as some most disastrous accidents have occurred from it, for if the *fore-axle of the engine* happen to break, the engine still continues to run for a considerable distance upon the remaining axles, and the driving wheels, which then become also their runing or guide wheels, having no flanges to retain them in their proper course, inevitably run off the rails, and produce probably the very worst species of accident that can happen upon a railway, by running down an embankment, and drawing the train after it, as experience has unfortunately proved may sometimes occur with this form of engine." Now, I do not think that any man, however prejudiced his mind may be in favour of four-wheeled engines, can, on reading this extract, fail to observe the avidity with which Mr. H. searches for a *statistical fact*. By some accident he gets hold of one of Mr. Stephenson's engines upon the top of an embankment, and, after breaking her leading axle, stands coolly by, a witness of the statistical fact, with a vengeance. But I think, if Mr. H. will try the experiment of breaking the leading axle of one of his four wheelers in the same situation, a circumstance in the chain of events *just as likely to occur*, he very possibly would have an opportunity of contemplating a catastrophe as direful in its results as what he is pleased to ascribe to a six-wheeled engine.

Next as to the play in the gauge, although I showed that it was not necessary for any six-wheeled engine to be so slack in the gauge as inferred by Mr. H., my arguments go for nothing before his facts; and as he has kindly favoured me with a statement of the difference of the gauge of the rails and the gauge of the wheels, on some of the principal railways in England, which I am bound to believe is correct, I shall in return give Mr. H. a few *facts* as to what is doing upon other lines. And first, the six-wheeled engines upon the Edinburgh and Glasgow Railway have quarter-inch, the Glasgow and Ayr three-quarter, the Dundee and Arbroath some half-inch and some three-quarter, the Dundee and Newtyle three-quarter, the Arbroath and Forfar three-quarter. I hope it will be understood that the clearance here specified is that which is allowed when the engines are new, and the rails thoroughly in gauge; and as I have no doubt that your useful journal will be regularly seen by the superintendents of locomotive power upon the different railways I have referred to, if I have made any misstatements I shall feel grateful to any one who will be so kind as to put me right.

Mr. H. next praises my ingenuity for *endeavouring* to prove that a six-wheeled engine will go steadier round a curve than a four-wheeled one, and after quoting my statements *correctly* (for the first time), very good naturedly passes by the arguments by which they are supported, as carefully as if every one of them had been a bull terrier just let off the chain, until he comes to where I was trying the difference of angle that a six-wheeler and a four-wheeler would make with the rails in a curve (not on a straight line as he states) when pulled diagonally round, which he states is not fair reasoning—because I assume both engines to be of the same gauge, which I thought I was entitled to do; and I think Mr. H. will now allow that there are, at least, some isolated cases where I might be safe to draw a parallel. But Mr. H. says, that all my reasoning upon the question is only a mode of running off from a difficulty, just what my "six-wheeled engines do at the *curves*, they quit the line, and go off at a tangent." Allow me just to say, that when Mr. H. met my six-wheeled engine in a curve of a quarter of a mile radius, where I was attempting to show her off *mathematically*, he passed her quietly by, no doubt finding she was not then a fit subject for a *statistical fact*, but I can assure Mr. H. that however frequently accidents occur on some railways where he is acquainted, by six-wheeled engines running off the rails at curves, there is not an instance on record of the like happening in our northern region, and the only cases of an engine going off the rails in this quarter where all was apparently right, were with two four-wheeled engines, which both went off in one day upon one railway, and what may appear not a little extraordinary to Mr. H., there were six-wheeled engines which passed both curves more than once the same day, both before and after, and did not go off. It would be very invidious in me to mention thus publicly either the railway or the maker of the engines, but if Mr. H. doubts my veracity, I shall supply him with particulars through another channel.

The next point I shall notice is a little more of the cross-reading, or great want of light. Mr. H. says, "He first assumes that all curves are a mile radius! whereas they vary (as on the Grand Junction Railway) from 1-7th of a mile upwards." The first point is certainly so very palpable, that I need not trouble you with a quotation of the truth to refute it; as any of your numerous readers who take an interest in these matters, will see its unblushing front by referring to the original in your number of the 13th instant; but regarding the information as to the radius of the curves on the Grand Junction Railway, it is new to me, and I feel obliged to Mr. H. for it, for as the Grand Junction Railway is worked with six-wheeled engines, it furnishes us with a very strong testimony of their suitableness to go round curves; but it must have been difficulties of no ordinary magnitude which compelled the justly celebrated Engineer who conducted the operations of that gigantic undertaking, to submit to the adoption of such small curves as appear to be upon that line.

But Mr. H. says, that by arguing on my premises erroneously, he does not wonder that I get at conclusions to my own liking. As a reasoner I think Mr. H. has taken up the easiest part of his task to begin with, viz., made the assertion that I have done so, and left the proving of it to another time; and the same remark applies to the following statement upon the old theory of curves, where he says, had I arranged my "premises exactly as they stand in actual practice, the result is that the six-wheeled engine, in going round a curve, forms with the tangent of that curve double the angle that is formed by the four-wheeled engine." As in the way I arranged my premises I happened to arrive at a different conclusion from what Mr. H. thinks I should have done, and as he gives us no premises himself, but simply a result which he asserts takes place in practice, I would just beg leave to ask him if the fore and aft wheels of *all* engines do not bear up close to the exterior rail when going round a curve; and while in this situation are not both ends of the engine equidistant from the centre of the circle, of which that curve is an arc; and further, do not both ends of the engine in this case (I mean measuring from the centre of the engine) form equal angles—or rather not any angle—to tangents drawn to a line running between the centre of the circle and the centre of the engine? And lastly, will he state the difference of the angles (readable upon an Engineer's rule), which he asserts exists, between a six-wheeled and a four-wheeled engine, and the tangent of that curve, when the engine is in this situation? Now, we want not facts in this case; they are inadmissable, we must have a demonstration. I shall not trouble you with following Mr. H. further; I am afraid you will find what I have already said but a dry subject, but as Mr. H. will not receive arguments against his facts, I hope I shall not be blamed for not advancing them, and in taking leave of Mr. H. I beg to say, that if he bring his "generals" again into field, as poorly supported as he has done in this instance, I do not think it will be necessary for me to keep my powder dry, in order to meet them.

I am, Sir, your obedient servant,
THEODORE CRUICKSHANK.

Dundee, 24th November, 1841.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

Sir,—Mr. Hood's reply of the 20th to mine of the 13th inst. is now before me. I regret that that gentleman should consider himself called upon to impute "indiscretion" and "unscrupulous" assertions, more especially from Mr. Hood's remark, that "all personalities and unseemly warmth" are "far more derogatory to the writer than to the party against whom they are used." Whether those remarks are used by Mr. H. to draw off attention from the numerous and "unscrupulous" remarks in his replies, &c. I shall not stop to inquire, but certainly such a mode of "controverting facts is not the way to arrive at truth." I shall therefore endeavour to explain the various bearings of my last, by Mr. H.'s own admissions, and as far as possible, to answer that gentleman from the same quarter, hoping that he will controvert *his own* statements somewhat less than those of other people.

In reply to the seventh remark of Mr. H., I beg to inform him that he could not have made a greater mistake than to say that I was "well aware that the cause of the early locomotives of the Liverpool and Manchester line rocking, was not the inside bearings, but was the alterations which were found necessary to be made in the boilers and fireboxes, which threw the engines out of their balance and caused the additional pair of wheels to be then first used." Now, the *Twin Sisters* was the first locomotive on that line and she had *six wheels* and inside bearings; all the others of the ten inside bearing engines purchased by that Company had but four wheels; and a *third* pair of wheels, or *longer* fireboxes, was never added to any one of them. And so far from their motions being unfairly affected by weak rails, they had the very best part of them when the rails were new.

It was not until four years afterwards that stronger rails were used (see the Report) at which time the inside class of engines were mostly sold, disused, or broken up.* The *Swiftsure*, *Speedwell*, and *Rapid*, were only received in 1835, and (at that time) were all four-wheeled engines, and certainly had not large fireboxes, but the reverse.

Moreover, it was not until the road was considerably renewed with strong rails that six wheels were *re-introduced* into the coaching engines, so that all the "controverting" upon the effect of weak rails on the motion of either inside or outside bearings is purely visionary. But if the road was bad for one class, it is contended that it was equally bad for other engines working at the *same period*; and therefore the palpable difference in their rocking and crankiness supplies extensive and practical data for the deduction of either facts or arguments of the most extensive and conclusive character.' Even Mr. H. himself admits the "fact" he here attempts to "controvert," in the first division of his reply to Mr. Seaward, at page 1137 of the *Railway Times*, where that gentleman only attempts to frighten us with broken axles as a greater drawback than the advantages gained by outside bearings. His own words are—"1. The outside bearings of six-wheeled engines *would, undoubtedly*, give greater steadiness of motion," &c.

8th. Mr. Hood states, that "the placing of the axles of the carriages of the Liverpool and Manchester Railway further apart, would no doubt produce greater steadiness of motion, *provided they were too near together in the first instance*, but

* See also Mr. Pambour's work. Edition, 1836, page 333.

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this latter fact," (he is pleased to say) I had "forgotten to tell" them; "and therefore" my "data of comparisons are useless," and that "the fact has nothing whatever to do with the subject under discussion."

Now, I beg to remind Mr. H. that I distinctly informed him that the coaches formerly had their wheels closer *together, similar to the four-wheeled engines*, and that gentleman, from his knowledge of four-wheeled engines, must know that the distance (according to the length of the boiler,) generally ranges from five to six feet. Moreover, I stated that the engines as well as the carriages had, in consequence, a considerable pitching and serpentine motion, and that a greater distance for the wheels and springs had brought those motions within "moderate bounds."

I do not see what can be Mr. Hood's meaning here, in making a distinction without a difference, as to the operation of the same causes and effects in engines, after he has unequivocally admitted *that* in carriages. His words are, "it would no doubt produce greater steadiness of motion." Hence, we find Mr. H. again at issue both with "facts" and with himself, for he admitted its truth in his reply to Mr. Seaward. The sixth part of that letter alludes to the first in the following words:—"The greater liability of four-wheeled engines to pitch when any inequalities occur," &c., "HAS BEEN ADMITTED." So much for his own "*discretion*" and "*scrupulous*" consistency! Upon a road of sufficient strength, I do not contend for six wheels over four, as possessing any additional safety, except in the present form of locomotive, where it is better for various reasons. I believe that if the weight of materials in three pair of wheels and axles, be put into two pair of wheels and axles, the latter will be the safer engine of the two; PROVIDED the extreme distance of the axles and springs be the same in both cases. But however strong and durable, or whatever may be the number of the wheels and axles, the advantages "admitted" by Mr. Hood in employing a greater width for the action of the springs, and a greater length for the better working of both wheels and springs, which the present six-wheeled engines possess,—that, I think, is the principal point of the present discussion; for it must be palpable that some dimensions will be sufficient for axles, and where this has been proportionately given, the axles actually stand both in the outside and in the inside system of engines.

The present may be considered as the fourth class of engines which have been used on the Liverpool and Manchester line. The first were the inside bearing engines, and from their construction the axles were further apart than in the present four-wheeled engines; however, several cases of bent, cracked, and broken axles took place even in those engines, and the crank of the Liverpool (which was the father of the London and Birmingham engines,) broke in a very short time; but the whole of these inside "facts" merely prove that the axles were not strong enough, and only involve the question as to what dimensions are necessary for daily work, their breakage forming no argument against inside bearings.

The second class of engines introduced was the four-wheeled engines upon outside bearings, the fireboxes of which were of various sizes, but none of them exceeded 24 inches in length (inside), except the *Liver*, which had a round firebox, (see Mr. Wood's work, last edition, table at page 352). Several of the rectangular firebox engines had copper furnaces of the same size replaced when the original ones failed, and none of the new fireboxes exceeded two feet for the coaching engines, prior to about 1837, with two of the last of the third class of engines.

The rails showing symptoms of weakness *some time before any larger fireboxes were used—six wheels were then* spoken of as a remedy, but before those wheels were added, the second class of engines had broken several of their axles, and when it is recollected that their cranks, and that of the *Liverpools*, were only about 3¼ inches in diameter, that circumstance accounts for those failures; those were increased to about 4½, and afterwards five inches were found necessary for the former, which, with a more proportionate form, amounted to an increase of about 300 per cent. in their strength. Now, if the strength of those axles is looked at, and the fact be borne in mind that those engines were chiefly used during the best state of the old rails—had Mr. Hood asserted that their axles had suffered considerably from that cause, he would not have misstated "facts" in the manner he has done.

The third class of engines was formed from the second class by extensive repairs, and adding a third pair of wheels, in a few cases of which the fireboxes were under 24 inches in length, but all the goods' engines were supplied with larger boxes. None of the boxes above two feet were tried before applying the third pair of wheels, and consequently the derangement "of their balance" talked of by Mr. Hood, was not the cause of using six wheels, for most of the larger sized boxes did not project more weight than some of the larger sized circular boxes: and the 24 inch ones did not project so much as the London and Birmingham engines.

The fourth class of engines are heavier, and decidedly more powerful, and all upon six-wheels. They are without the moving hand gear of the former classes.

6th and 9th. I have already shown the correctness of my seventh and eighth arguments, and demonstrated them from Mr. Hood's own words; and my sixth position was a primary fact, which, although decided on the 29th November, by Mr. H., and represented as a "mere theoretical opinion," its truth was, with his usual consistency, admitted at the same time, as well as implied in the admissions I have already quoted. Toward the conclusion of his reply to Mr. Cruckshank, at p. 1205, the fact is admitted, that "A spring, like every other mechanical power, is not instantaneous in its action," &c., "and therefore, *at high speeds*, the action of the spring is *frequently at fault*." That is precisely the upshot and foundation of a chain of facts, of which my sixth position is the first link, namely, *that the stiffer foundation of the road is not the chief cause of rocking; but the more elastic foundation formed by the springs.*

Having established the sixth, seventh, and eighth positions, my ninth question is too plain a consequence and illustration of the effect of their obvious tendency, to require any further proof.

10th and 11th. In the latter class of my observations I stated the fact, that where the proportionate dimensions had been given to crank axles with outside bearings, they have stood. Mr. Hood has not directly attempted to "controvert" that fact; but should he think proper to do so, I beg he will at the same time state whether the peculiarly formed and weak axles of the *Liverpool*, also the axles of the first class of Liverpool engines, and those admitted by Mr. Hood himself to have broken, be as great an argument against the advantages of inside bearings, as any similar cases are against the advantages of outside bearings. I am induced to put the matter thus pointedly, from Mr. H. taking "no objection" to so palpable a "fact," but evidently attempting, "by loose general assertions," to trample under foot the advantages of outside bearings, by continuing to make a stalking horse of broken axles, whilst he shrinks from the proof assumed by his assertions. Hence we find him cautiously shrinking from controverting my 10th class of "facts," well knowing that in doing so he would have had to contend *against the advantages of having only two inside stay frames, bearings, and springs*, for which he has so strenuously and (as far as the crank is concerned) most ably exerted a powerful intellect. That part of Mr. Bury's engines reflects the highest credit both upon himself and his talented engineer, Mr. Kennedy. I believe the arguments and facts in favour of inside engines to be unanswerable, for very slow speeds; but at the quicker rates of travelling, the facts admitted by Mr. Hood himself, that the outside bearings *undoubtedly* give greater steadiness of motion, and are not only adopted in carriages by six parties, but (with singular consistency) to a very great extent by the inside advocates themselves. These and other stubborn facts, induce me to acknowledge an equal superiority in outside bearings, as you progressively get into higher speeds. This distinction arises from the facts implied by Mr. Hood himself in his remarks to Mr. Cruckshank (already quoted), by which their momentums follow a well-known principle in mechanics, and proceed increasing with the square of the velocity. Now from such varying forces, it may turn out to be possible that all engines will have a speed beyond which their springs cannot steady them. Hence the advantages gained in a quick speed preponderate over the extra weight of materials requisite for outside bearings and six wheels; whilst on the other hand the advantages diminishing with the square of the velocity, they become to small to compensate for the extra weight as you proceed below about 15 miles per hour. Then the principal question of safety, as I have previously contended, is involved in proportioning the dimensions of the elastic foundation formed on the springs, (the length multiplied into the breadth,) increasing or diminishing with the square of the velocity required for different purposes, taking care to have an excess of base rather than a deficiency; and, before Mr. Hood attempts to controvert what I have stated above, I beg to intimate that he has first to get rid *of his own "fact" of "the springs frequently being at fault" in "high speeds,"* and the very extensive use of outside bearings by inside advocates.

Between the Hull and the York Companies there are eight engines at present having only two inside stay frames and the bearings for the crank axles, and two coupled engines are in progress of the same construction. Of course the boilers are more elevated than they otherwise would have been, from the cranks being nearer together, but notwithstanding this, the motions of the engines are so very small in consequence of the extensive base of eleven by six and a half feet, for the action of the front and hind springs. It was in a great measure from witnessing that fact which led to their use on the York line. An account of those engines was published by Messrs. Shepherd and Todd, in the Leeds newspaper, and copied into your journal, on the 5th December, 1840. Now to give an illustration of the mode of frustrating discussion on the subject. Suppose A had asserted that the boilers of those engines were higher than in other six-wheeled engines of the same stroke: but had inadvertently stated, that the room was required for the *eccentrics* instead of the *cranks and connecting rods*. Then suppose B in reply, on account of such a trifling inaccuracy, is determined to catch at a straw, and attempts to "controvert" A as to "the narrowness of the distance between the bearings," &c., being the cause of some *extra* top heaviness. Now I beg to submit whether B would be chargeable with a want of "probity," and of frustrating the "truth?" If so, a similar example will be found (at 3) in page 1137, in reply to Mr. Seaward's letter, about one-third down, page 1124.

Mr. Hood brings the expenses of the Liverpool and Manchester locomotive power forward as being very high. However, as he only states that *he believes* it was for some years at 2s. 3d. per mile, I beg to state in reply, that I believe it was no such amount, notwithstanding that line had many disadvantages to contend with; in being the first to employ a quick speed, and of course without the data which subsequent lines have had from their experience. If Mr. Hood will take the trouble of examining the Reports of that line when they were printed more in detail, say for three years from January, 1833, he will find the cost per mile is under 1s. 10d., including the charge of *twelve* engines, and two tenders, and independent of increases in the value of stock by the Company not particularised as such in the Reports.

From the year 1836 to 1839 about *twenty* more powerful engines were got to replace the light ones, of the first and second classes, and meet the increasing traffic of the line; this is sometimes called "up hill work." However, if I am rightly informed, the charge for locomotive and fixed power on the Lon-

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don and Birmingham line is about 1s. 8d., merely to *keep up* the value of stock (and not *increase it* as the Liverpool and Manchester expenses have done.) At that rate of expense the annual mileage must be about 1,202,282, or an average of 3,293 miles per day. The maintenance of way being 48,352*l.* divided 1,202,282, will be about 11¼d per mile, where that of the Liverpool and Manchester is but little (if any) more *than one-half that amount.* As to talking about 300*l.* or 180*l.* per mile, without reference to the mileage of engines, it is a piece of sophistry as discreditable as it is far, very far, beneath the knowledge and talents of Mr. Hood.

But I will take a shorter way of proof as to the maintenance of way for four-wheeled engines, by showing what per centage the maintenance of way amounts to on the expenses of the locomotive and fixed power; for by that process we can (without a knowledge of the mileage) see what the little animals are doing as compared with the heavy six-wheeled monsters—in which we have for the former during the last year 48,352*l.* for maintenance of way, which, divided by 100,192*l.* for power and depreciation, give 48 per cent., and for the Liverpool and Manchester we have $\frac{9,674}{85,198}$, giving only 27 per cent. Then as 27 : 100 :: 48 : 177 showing an excessive proportion of 77 per cent. additional cost, or about 20,000*l.* per annum more for the maintenance of the Birmingham line with light four-wheeled engines, than is to be found in the proportionate expenses of the Liverpool and Manchester line, with six-wheeled engines. Surely the elastic base of the springs must be "at fault" somewhere, to prove in such an "extensive and conclusive" manner that the principles which I have contended for, are not quite so "unfounded," and merely "theoretical," as Mr. H. would have them believe!

Mr. Hood states that I asserted, "the drivers always suffer where four-wheeled engines are used, and always escape unhurt when similar accidents occur with six-wheeled engines." Now that representation is rather "unscrupulous," and certainly is not correct. I have also to charge Mr. H. with similar "unfounded statements" in his representation of my third remarks. However, that gentleman can compare the following cases with what I really asserted on those points:—

Four-wheeled Engine Cases.	Six-wheeled Engine Cases.
No. 1. The (B. and L. R.) *Liverpool* went off the rails through a small defect on the road, and tumbled over. The accident happened about ten years ago; the result was serious, but to the best of my recollection only the fireman was killed on the spot, but the engineman died shortly afterwards.	No. 2. The L. and M., *Orion*, broke her large (wrought iron) wheels, and went off the road on Chat Moss, neither the engineman, Joseph Greener, nor his fireman were injured.
No. 3. The *Star* (No. 1,) went off the road, through the switches not being right at the foot of Sutton Incline (L. and M.); the fireman escaped without injury, but a person on the engine was seriously injured, and the engineman, R. Thompson, was killed on the spot.	No. 4. A (L. and M.) coupled engine broke her front axle in descending the Sutton incline; she went about three quarters of a mile after it gave way, but did not leave the rails more than nine inches; neither the engineer, B. Rice, nor his fireman was injured.
No. 5. On the L. and S. R., about 3½ years ago, an engine ran into some ballast waggons; she went off the road and twisted about; the engineman, James Bird, was killed on the spot.	No. 6. The (G. J.) *Hecla*, Sumersides, engineman, came into severe collision with the *Wildfire*, being at full speed, and the latter engine going in the wrong direction. Severe as it was, the engineman and fireman escaped without injury.
No. 7. The (L. and M.) *Dart* was thrown off the rails at the top of Whiston incline, through some ballast waggons; the engineman, Hope, was slightly injured, but the fireman, J. Turner, had both his legs broken, and was otherwise injured.	No. 8. The (L. and M.) *Star*, (No. 2,) at the Warrington junction, came in contact with a train of loaded coal waggons on the Haydock line, but crossing the L. and M. on the level, the *Star* was thrown off the rails; but neither the engineman, J. Greener, nor his fireman was injured.
No. 9. Not long ago one of the E. C. R. engines went off the rails at the switches, and Cox lost either one or both of his legs.	No. 10. Still more recently an extensive slip of an embankment threw one of the G. W. engines off the rails; both the engineman and his fireman escaped without injury.
No. 11. One of the L. and S. engines was thrown off the rails by running over a cow, and tumbled over on her broadside; Robson, engineman.	No. 12. One of the same Company's engines ran over a cow, and kept the line; Child, engineman.
No. 13. In a severe collision near Derby, (on the M. C. R.) the engineman and fireman (with a mail train) were both killed on the spot.	No. 14. In a severe collision at the Taylor's or Milford junction, (Y. and N. M.) the engineman and fireman were no worse, having the protection of a common six-wheeled engine.
No. 15. About four years ago, a N. U. engine went off the rails and tumbled over. The engineman, C. Unsworth, was disabled for many weeks. An obstruction (I think a sleeper) had been placed on the rails, and being dark, it was not seen.	No. 16. This case occurred at the same place as No. 8, the (L. and M.) *Mars* (previously a short four-wheeled engine) ran through a train of empty coal waggons, and kept on the rails; the engineman, J. Robinson, and his fireman, both escaped without injury.
No. 17. The Liverpool and Manchester *Fury* went off the rails through a broken crook, near Bury-lane; the engine and tender went down the embankment and sent part of the coaches over the wing wall of one of the bridges, where they hung suspended until the passengers got out, and shortly afterwards came down one upon another, breaking each other to pieces: the fireman escaped over the tops of the coaches, and the engine-man, R. Cree, with a few of the passengers escaped with slight injuries.	No. 18. The Liverpool and Manchester *Patentee*, on the same embankment, broke her front axle, but the greater length of the engine prevented her leaving the rails so suddenly as the *Fury* did, and the whole train was brought up without the slightest *personal* injury. The *Patentee* and part of the tender were over the embankment; this was the first and only six wheeled engine upon that line without flanches on the driving wheels. The possibility of such a casualty was anticipated, and a pair of flanched wheels were actually in progress when the accident took place.
No. 19. The L. and M., *Caledonia*, on descending Sutton incline, went off the rails without any other cause than the action of the springs being "frequently at fault," and her own pitching and serpentine motions: the engineman, Baxter, and his fireman, with their utmost efforts could not keep the speed down to the usual rate, when the engineman advised his fireman to jump off with him, and leave her to her fate. This had scarcely been accomplished, when Baxter's apprehensions were realised; she went off the rails, rolling into the field like a foot ball, the waggons tumbling after her.	No. 20. Two of the L. and M. engines were likely to come into collision about the crossings at the top of Sutton incline, when both the enginemen and firemen jumped off those on the *Lightning*, omitting (in their hurry) to shut the steam off; she had no load, and went down an incline about 1 in 88, and a mile and a half in length, when she got to the bottom; her name was highly characteristic of her speed. Probably never before or since has an engine been seen in such a predicament, left as she was to the uncontrolled fury of her powers, down an incline, however, she kept on the rails, and was quickly out of sight over Parmoss, her feeds being on, rather more than kept the boiler up; she stopped about 17 miles distant, or 1½ mile from Manchester with their boiler full of water.
No. 21. The L. and M. old *Etna* broke her crank, and tumbled over; the engineman, Dunn, escaped with some bruises, and the fireman with slight injuries; considerable damage was done to engine, tender and coaches.	No. 22. The L. and M. *Mars* broke her *front* axle with a coach train, and kept on the rails; and no personal or further injury took place.
No. 23. The L. and M., *Planet*, by a broken crank left the rails, and ran on Chat Moss, doing considerable damage. The engineman, T. George, and his fireman, escaped by jumping off.	No. 24. The N. M. R. engine, No. 8., broke her crank axle, whilst running at the rate of about 40 miles per hour, with a mail train, she kept on the rails, and so far from personal injury taking place, the passengers were not aware of what had occurred.

Mr. Hood professes to be of opinion, that "arguments are *not facts;* though facts are (in his view) the strongest arguments in cases like the present." Whether that gentleman will stand or fall by "facts," time alone can tell; but certainly, more talk and noise about "facts," and less production of them, we rarely meet with than in the letters of Mr. Hood. It is possible that in many instances Mr. H. may have been misinformed, and the best apology for many other of his assertions would be to attribute them to carelessness. His contending for facts so very strenuously, and yet being so frequently found supplying the place of facts, with loose general assertions and unfounded statements, is to me altogether irreconcilable.

As to his observation on broken axles, had there been 99 instead of 19, as Mr. H. has stated, that would have proved no more than their insufficient dimensions, as previously stated; and as to the insinuation, that four-wheeled engines seldom or ever go off the rails, by boldly asserting that "in addition" to broken crank axles, there are "numerous cases of accident from six-wheeled engines running off the rails—why did he not give us some data for both sides, by showing a favourable balance for four-wheeled engines, from an equal number of cases. I submit whether the cases which I have already cited, do not give a decided negative to his bold, but unsupported, insinuations; comprising as they do, almost every variety of railway accident which has taken place in different parts of the country.

There had been a number of six-wheeled engines made for (at least) one railway; *every one* of which either *broke* or *bent* their front axles. I was informed at the time the above were making, by one of the individuals most likely to be well-informed on the subject, that the South-Western engines were making from the same specification, and therefore if a dozen of them had gone off the rails without any other cause, that cause was more than sufficient. This will be more obvious when I state, that the former Company are now using (on the same engines) axles of nearly double the strength of those they used a few years ago.

The "*Patentee*" to which Mr. Hood alluded, is evidently a parallel case to the above, and when I stated in my last, that I did not believe there would one single instance be found of an outside six-wheeled engine rocking and pitching itself off a road in only moderate order, no matter how quick the speed, or slipping of the wheels, but in the absence of other causes, *and similar to the circumstances of the several accidents that have taken place with inside four-wheeled engines suddenly tumbling over*"—Mr. Hood must be desperately hard pressed indeed, when, in answer to such remarks, he holds up a six-wheeled engine with a broken axle, and cries out, here is a parallel case. As to his case at Sutton Incline, Mr. H. is still more adrift, the *Caledonia*, or *Manchester*, being the only engine which went off the rails after that fashion; but, alas for Mr. H., she *had only four wheels* (see No. 19.), and for a six-wheel specimen on the same line, see No. 20.

Mr. Hood extols the standing of Mr. Bury's axles, and here I beg leave candidly but fearlessly to ask, if Mr. H. can show that a six-wheeled engine (not upon three pair of crutches, but), upon three pair of wheels and axles, such as have been made by the Liverpool and Manchester Company during the last three years, and are as strong for outside bearings as Mr. Bury's are for the inside system—with such an engine, if Mr. Hood can show that they have gone off the road through such an insignificant reason as merely shutting off the steam, no matter how "frightful the speed," (see No. 20,)—no matter about "water lodging in a newly-made embankment,"—can Mr. Hood, I ask, show a single case of such a six-wheeled engine as I have mentioned, "going off a road, in only moderate order," such as every railway must of necessity be more or less exposed to? If Mr. H. can produce authentic cases of "water" keeping six-wheeled engines upon the rails with steam on, and the same "water" turning such engines off the rails on shutting the steam off, we shall then see on which side the majority of cases lie, and judge accordingly.

Many of the enginemen who have been in the field during five, ten, and twenty years, will recollect the substance of many of the cases I here present, and some of them would be able to give further details, or other cases.

Four-wheeled Engine Cases.	Six-wheeled Engine Cases.
No. 25. The London and Birmingham, "No. 72," went off the rails by running over a horse.—See No. 11 and 12.	No. 26. The Liverpool and Manchester, *Lightning*, ran over a horse at Patricroft, and kept on the rails.
No. 27. The L. and B., "No. 16," run into a train of ballast waggons; the speed was sworn to be about seven miles per hour, but notwith-	No. 28. The G. J., *Witch*, Sumersides engineman, came into a desperate collision with the *Cerberus*, the latter going in the wrong direction, and

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standing that, R. Duke was so severely injured that he died shortly after. From a general unsafety on the foot-plate of four-wheeled engines, it has earned for them the distinguishing appellation of "Man-traps." From the motions of those engines, one of the manufacturers (Mr. W. H.) rode in the ballast waggons, and probably saved himself from injury by that precaution; the blow did not prove sufficient even to throw the waggons off the road.

No. 29. An L. and B. train, in the very act of stopping, came into collision with another engine; the engineman with the train engine lost his arm by the "man-trap," and the other engine tumbled over into the canal.

No. 31. The Midland Counties' *Lyon* came into collision at Nottingham; the engine-man escaped, but the "man trap" took one of J. Panson's legs off.

No. 33. The M. C., *Tiger*, with a passenger train, near Nottingham ran over a horse, and tumbled three times over, turning end for end in doing so.

No. 35. The M. C. *Wizard* ran off the rails, the switches being wrong, and tumbled over the embankment; the fireman escaped with slight injuries, but the engineman got entangled and was extricated by digging the earth from under him; the latter was not expected to live, but he eventually recovered.

No. 37. The L. and M. *Phœnix*, went off the road, by running over a plank; the engineman escaped, but the fireman was killed on the spot.

No. 39. The L. and B. engines "No. 82" and "No. 1," with a goods train, came into collision with the engine, "No. 15," at Harrow. The fireman of the latter escaped by jumping off; the engineman of No. 1 also escaped, but his fireman was killed. No. 82 tumbled over on her broadside; the fireman was severely hurt, and Simpson the engineman, was killed.

No. 41. The B. and L. *Clarence* went off the rails, on the *inside* of the *curve* in Olive Mount cutting (L. and M.) the road was clear and in usual order; the same engine had passed over it in the morning at a slower speed, but in this case had to run to keep out of the way of a first class train only a few miles behind them; she had fourteen waggons, and the steam was full on when she went off the rails; the smooth side of the rock cutting prevented the engine tumbling over.

No. 43. One of the L. and M. four-wheeled engines, by pitching and serpentine motions, went off the rails at the bottom of Whiston, (the old *Etna*, if I rightly recollect). Going up the hill, she was soon stopped without injury.

No. 45. The M. C. *Panther* rocked, and pitched herself off the rails; the engineman was thrown off, and the foot plate was doubled up; the fireman also escaped.

the former only had time to shut off steam when the two engines met; both engines were much injured, and two horse-boxes were broken to pieces. The fireman of the *Cerberus* was slightly injured, but Sumersides and his fireman escaped without injury.

No. 30. The L. and M., *Mercury*, with a train of goods, came into collision with the *Hercules* at the siding near the foot of Whiston incline; the buffer frame of the *Mercury* was broken, but both engines kept on the rails, and neither enginemen nor firemen were injured.

No. 32. The Liverpool and Manchester, *Sun*, broke two waggons completely to fragments, at the top of the north tunnel; both the engineman (Holmes) and also his fireman escaped without injury.

No. 34. The L. and M., *Arrow*, ran over three cows on Whiston incline; the engine went off the rails, but neither tumbled over nor twisted about.

No. 36. The switches were wrong at the Warrington Junction, and one of the Liverpool and Manchester engines took this at a quick speed, without getting off the rails; neither Murphy, the engineman nor his fireman was injured.

No. 38. The L. and M. *Firefly*, was thrown off the road at the bottom of Sutton incline, through the platelayers having taken out a broken rail, and the engine came upon them before another was put in its place: the engine of course went off the rails and considerable damage was done: the fireman escaped, but C. Callam slightly injured.

No. 40. The L. and M. *Planet* and *Majestic*, with a goods train, in a fog came into collision with a train of goods on the embankment near Bury-lane; the buffers of the *Majestic* and the last waggons considerably broken; both engines kept on the rails, and the enginemen and firemen escaped without injury. So much for Mr. Hood's assertion that the same cause (collisions) produce the same effects, whether with four or six-wheeled engines!

No. 42. The N. M. engine, "No. 5," casually got away without any person with her from a siding at Masbro'; after progressing about half a mile, she had to go through the quick curves at the switches joining the main line to Sheffield, when her speed was about thirty miles per hour; all this did not throw her off the rails, but she continued increasing her speed with a gunshot fury to Sheffield as the "messenger" of bad news.

No. 44. The points being wrong, the L. and M. *Patentee* was sent through them to the Warrington line, at about 30 miles per hour; she kept on the road until she came to a part where the plate layers had the rails out.

No. 46. One of the L. and M., *Cokeman*, started another, *Panther*, from Manchester, and jumped off; she passed Patrecroft with the greatest fury, and finally stopped herself at Parkside, "for water as usual."

No. 47. The M. and C. *Leopard* rocked and pitched herself off the rails, near Long Heaton.

No. 49. One of the E. C. engines rocked and pitched herself off the rails, in going down an incline.

No. 51. The L. and S. *St. Vincent* pitched herself off the rails, by going over an ordinary lift of the rails, and went over an embankment dragging the train with her; the engineman, Wm. Smith, was slightly injured, but the fireman died in ten days

No. 53. The W. and N. *Newton* went off a straight line without any other known cause, than that of own motion about a mile and a half on the west side of Warrington: the engine tumbled over—and the engineman, James Hope was killed.

No. 54. The L. and M. "No. 16," between Tring and London, a passenger train, rocked and pitched herself off the rails, and tumbled three times over: the fireman escaped, another person on the engine was bruised, but the engineman, G. Robson, died shortly afterwards from injuries received in this accident.

No. 55. One of the London and Brighton engines commenced lifting, and went off the rails with fatal consequences.

No. 48. The L. and M. *Rapid* came into a wedging collision with a coal train at Huyton quarry, the waggons were sent off the road, but the engine kept on the rails; the coal train came out of a siding as the *Rapid* was approaching.

No. 50. A person started one of the S. and R. engines from Sheffield, and jumped off; the engine kept the rails at a *frightful speed*, and was only prevented running into the Rotherham station by a policeman throwing her off the road, with obstructions.

No. 52. The L. and M. *Arrow* broke her front axle when at about 28 miles per hour; she kept on the rails to Manchester—12¼ miles.—R. Hesketh, engineman.

See Nos. 12 and 16
20 and 36
42 and 44
46
48 and
50

More cases might be collected on each side, both in this country and on the Continent of Europe and America; but the above are ample to prove that four-wheeled engines are generally more subject to go off the rails, and are more dangerous to the enginemen, firemen, and passengers. Finally, the general adoption of outside bearings by inside advocates, in their tenders, coaches, waggons, &c., and a greater distance betwen the axles, speak volumes for inside consistency.

Pleading the importance of the subject as an apology for the length of my letter,

I am, Sir, your obedient servant,

JOHN GRAY.

LONDON AND BLACKWALL RAILWAY.

To the Editor of the Railway Times.

SIR,—As the statement published in your paper of the 27th ult., on the subject of the Blackwall Railway, appears calculated to convey an erroneous impression with regard to the value of the shares, the following scale of facts may not be uninteresting to some of your readers:—

The expenses being ..... £480 per week
Interest on 200,000*l.* at 5 per cent. per annum, say .... 192 „

The total expenses being .. 672 per week, would require £718 per week to cover those expenses, and

			yield a dividend of		per sha. per ann.
764	„	.....	„	2 0	„
810	„	.....	„	3 0	„
856	„	.....	„	4 0	„
902	„	.....	„	5 0	„
948	„	.....	„	6 0	„
995	„	.....	„	7 0	„
1041	„	.....	„	8 0	„
1087	„	.....	„	9 0	„
1133	„	.....	„	10 0	„
1287	„	.....	„	13 4	„
1364	„	.....	„	15 0	„
1441	„	.....	„	16 8	„
1595	„	.....	„	20 0	„
1825	„	.....	„	25 0	„

The capital consists of 24,000 original shares of £25
„ „ 24,000 new shares of .. 8 6 8,
being an average cost of 16*l.* 13s. 4d. per share., a dividend of 16s. 8d. per share will therefore pay 5*l.* upon the cost of the railway to the original proprietors, which would require a weekly receipt of 1,441*l.*

From the way in which the statement was made through the medium of your paper of Saturday last, it might be inferred, that 1825*l.* weekly is necessary to pay 5*l.* upon the original outlay, whereas it will be seen from the above, that that sum would pay 7*l.* 10s. thereon.

I am, yours &c.,

A SHAREHOLDER.

LONDON AND BLACKWALL RAILWAY.

To the Editor of the Railway Times.

SIR,—What does one of your correspondents mean by stating it will require a weekly receipt of 1,825*l.* (subject to a deduction of 672*l.* for working, and interest on debentures) to pay a dividend of 5 per cent. to the shareholders, or 800,000*l.*?

The shareholders of this line need not be alarmed respecting the future. There is ample traffic in store for them. The Diamond Steam-boat Company alone carried to Gravesend this season 285,000 passengers, and was only enabled to divide about 1¼ per cent.; this is only a small portion of the traffic which sooner or later must come on the railway, as it will be a most insane speculation for the various Companies to continue running their steam-boats from London-bridge, in opposition to the railway, for if they could only divide 1¼ per cent. this season, how can they expect to work another without a very serious loss. *Only let it be once known, the system adopted on this line will answer in working it*, and will be found capable of carrying the immense multitudes that must ultimately come on it, and the shareholders may throw to the winds all fears for the future.

I am, Sir, your obedient servant,

J. H. LANGWORTH.

November 29, 1841.

RAILWAY ADJUDICATIONS.

DOE DEM. WYATT *v.* THE ST. HELEN'S RAILWAY COMPANY.

Court of Queen's Bench, Nov. 26.—In this action the verdict had been for the plaintiff, with leave to enter a nonsuit or to arrest judgment, should the Court be of opinion the action was not maintainable. The Company had mortgaged certain land connected with the railway for the purpose of raising a loan, and the question was whether the Act of Parliament, 4th Will. IV., chap. 3, authorised them to do so.

The COURT decided that, though equivocal terms had been used in the Act, there was nothing in them to justify the Court in supposing that the legislature had meant anything so exceedingly inconvenient to the public as to deprive the proprietors of railways of the means of carrying on their undertakings by totally parting with their property in the land, by which they were enabled to carry them on for the convenience of the public. The rule for the nonsuit must be made absolute.

THE QUEEN AGAINST THE SHERIFF OF WARWICKSHIRE—RE PARKES *v.* THE BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

To the Editor of the Railway Times.

SIR,—Your report of this case in your paper of last Saturday is in one respect inaccurate.

The taxation of Mr. Parkes's costs was not referred to the Master, but the rule for a mandamus to the Sheriff to review the taxation was made absolute, after the Attorney-General and Mr. Chilton had been heard against it. Mr. Whateley, in support of the rule, was stopped by the Court. The Court in effect decided that all the charges to which the Company objected ought to be disallowed.

We are, Sir, your obedient servants,

J. W. and G. WHATELEY.

Birmingham, 22th November, 1841.

EDINBURGH AND GLASGOW RAILWAY.—On Friday last, one of the locomotive engines for the Edinburgh line, arrived from England. Sixteen horses, under the care and direction of Mr. John Norrie, Glasgow, were harnessed to drag the engine to Castle Carey station, 17 miles.—*Glasgow Courier*, December 2.

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THE ANTI-SUNDAY TRAVELLING AGITATION.*

THE decision come to by the Directors of the Edinburgh and Glasgow Railway Company, on the subject of Sunday travelling (as referred to in our last number), has, as we anticipated, already attracted the notice of the parties who have of late interfered so much in this matter. It appears, from a Report in a religious paper called the *Scottish Guardian*, (published in Glasgow,) that the subject has been brought before the "Commission of General Assembly" of the Kirk, by a reverend gentleman named Candlish, and as his speech is a favourable specimen of the dogmatism which on such occasions is usually brought forward, we have thought it desirable to give a short abstract of it. In introducing the subject, the reverend gentleman said, he held in his hand a Report of the proceedings of the Directors of the Edinburgh and Glasgow Railway, at the meeting which was held in Glasgow on Tuesday. The Report was exceedingly short, and for the information of the Commission, and to show the grounds for the resolution which he meant to propose, it would be as well to read it. The reverend gentlemen then read the Report, and directed the attention of the Commision to that part of it which contained the resolution come to by the Directors, expressing their opinion that it would be advisable to run a morning and evening train on the Sabbath for the convenience of the public, but not to prevent their servants from attending church; but before doing so they would first ascertain the feelings of the shareholders on the point. After reading the Report, the reverend gentleman said that he looked upon the passing of this resolution by such a body as the Directors of the Edinburgh and Glasgow Railway, as one of the most important events, if not altogether the most important event, that had happened for a long time, having a reference to the religious and moral interests of the community of Scotland; *for it was vain to suppose that this resolution merely affected the cities of Edinburgh and Glasgow, and the neighbouring country.* It was quite plain that, so far as it went, it gave a tone to railway travelling throughout Scotland, and destroyed the last hope which the Christian public entertained, that Scotland would be uncontaminated by the sin of Sabbath railway travelling! The resolution of the Directors, to his mind, was even worse than he could possibly have anticipated. The Directors had the unenviable distinction of being the first to raise the standard of Sabbath desecration in Scotland, openly and systematically, on one of the greatest national undertakings which Scotland had ever seen. The resolution of the Directors raised his indignation, because it said that they (the Directors) were bound, not to run trains for the Post-office, but for the convenience of the public; and the restriction which they make was something like a show of decent respect for Sabbath ordinances. He took that to be a mere gilding over of what he considered to be a grievous sin. The distinction between canonical hours and other hours on the Lord's day would never have his sanction, for he considered the hours which were not spent in the church to be as sacred as those of divine service. He rejoiced at one thing in the resolution—the intention to appeal to the shareholders. No doubt the appeal to the shareholders was held over their heads, as something in *terrorem*, as it was said that the shareholders were mostly Englishmen, who would give no heed to their desire for the sanctity of the Sabbath. In answer to this he rejoiced to say that within the last few days he had ascertained that even amongst the English shareholders, some at least of them would lift their voice against any encroachment on the Sabbath. He had great hope that they would put a negative on the resolution of the Directors. At all events, the Commission was bound to use all the means in its power to convince the shareholders of the propriety of not opening the railway on the Sabbath. His resolution was that the Commission should prepare an expostulatory address to the shareholders, and should also exhort all those feeling an interest in the Sabbath to use their influence with the shareholders, to support Sabbath observance on the railway. He would propose that a Committee be appointed to solicit an opportunity of being present at the meeting of shareholders, and of being permitted to address them on the subject. Mr. Charles Cowan said, that he was one of the Directors of the Edinburgh and Glasgow Railway, and he would second the motion of Mr. Candlish. Unless the shareholders would reject the resolution of the Directors he would not hold a single share in the Company. Some discussion ensued, after which Mr. Candlish proposed that the matter be referred to the Committee appointed in August last to watch over the subject, and that they be empowered to take such steps as they see fit, with instructions that they particularly direct their attention to the present emergency.—Mr. Candlish's motion was ultimately agreed to.

We quite agree with the reverend speaker that the example of the Edinburgh and Glasgow Company in this matter will be most important, and therefore it is that we trust the English shareholders, of whom this Scotch divine speaks so offensively, will do their duty. The proposition that the approaching general meeting of the Company should be converted into an arena for the display of the speechifying powers of parties who are not shareholders, is one of the coolest things we have seen for a long time. We hope the shareholders will find some better means of occupying their time, and that they will convey to the reverend agitators a civil hint not to meddle in other people's business.

We alluded last week to the very *consistent* conduct of two members of the Board in voting against opening the railway on Sundays. The matter has not escaped the attention of two of our Scotch contemporaries, whom we are happy to single out from their fellow-journalists of the north, as scorning to acquiesce, even tacitly, in the cant of which their city has for some time past been the scene. The *Glasgow Argus* says:—

"We cannot pass altogether without notice the conduct of two individuals who formed part of the minority. Mr. John Leadbetter's Sunday travelling propensities are already pretty well known to the world, but we dare say it will, notwithstanding, excite little surprise when we state that his vote was recorded on Tuesday against the opening of the railway on Sunday. Mr. Leadbetter's conscience is sufficiently elastic to allow him to make use of a steam-boat in travelling on the first day of the week, but the abomination of a railway carriage is more than it can well bear. Mr. John Bain, *the mail coach contractor*, was also numbered with those who composed the minority. The handsome fortune which Mr. Bain enjoys, has been, in no small degree, hoarded up from the Post-office contracts. Mr. Bain has not the slightest objection, in his capacity of mail contractor, to enter into arrangements with the Postmaster-General to carry the correspondence of the country, and as many passengers to boot as his coaches will hold, on Sunday, as well as on other days of the week; and it is only when it is proposed to employ steam, instead of horses, as the moving power, that his holy fervour is raised to exclaim against the horrors of Sabbath desecration. It is no profanation in Mr. John Bain to keep open shop on Sunday to book passengers and parcels; but oh! the abominations that will be enacted at a railway station—they are much too great for his delicate scruples to stand. Is there no Butler to be found, who, with Hudibrastic pen, will lash the cant and hypocrisy that is so rife in the present day? A period in which both abounded in a higher degree is scarcely to be found in our nation's history, and it would be a pity that future ages should be ignorant of the characteristics of the Leadbetters and the Bains, who flourished in the mercantile metropolis of Scotland towards the middle of the 19th century."

The same paper of Tuesday last thus reverts to the vote of these gentlemen:—

"Mr. Leadbetter has acquired no slight degree of notoriety as a Sunday traveller, and the shareholders of the railway, resident in England, will be somewhat at a loss to understand why he should seek to withhold from others a privilege which, in his own person, he is so ready to exercise. The mysteries of non-intrusion, and the extravagant powers sought to be wielded by the Scottish clergy, along with the contemptible subserviency to the priestly order, of so many laymen, are so little understood in the south, that we give up in despair any attempt at explanation. Mr. Leadbetter may occasionally, when on a trip to England, venture upon a line of action in some degree independent, but in Scotland he is the obedient servant of the clergy.

"Mr. John Bain's case is, if possible, more gross, and it is surprising how he has hitherto contrived not only to satisfy the clergy, but to fill his pockets with the proceeds of Sunday travelling. As a mail contractor, he has been permitted to stand excused, on the pretext that the Post-office authorities compelled the carrying of letters on Sunday. We would like to know, however, whether the Postmaster-General compelled Mr. Bain to start an ordinary stage coach from Glasgow to Carlisle, *in opposition to the mail*, and which takes its departure from the city at a late hour every Saturday evening, *thus performing the greater part of the journey on the first day of the week.* Mr. Bain is, we believe, one of the contractors for the mail from Carlisle to Lancaster, and, after he lost the contract from Glasgow to Carlisle, it occurred to him that it would be a nice thing to run a coach, in connection with his English mail, as a source of profit to himself, as well as of annoyance to those who had obtained the contract which he formerly enjoyed. Mr. John Bain's conscience is therefore seen to be even more elastic than we had previously thought. We gave him credit for being able to stretch it a little when ordered by the Postmaster-General; but we now find that, without compulsion of any description whatever, he can start a common stage coach, carrying no mail at all, which every Sunday runs along the highway just the same as if the horrors of Sabbath-desecration had never been painted by the Clergy of Scotland. Mr. Bain is really so apt a pupil at the work of desecration, that, by and by, when the mails are entirely in the hands of the Railway Companies, and when he has abandoned all hope of further contracts on his own account, we do not despair of finding him, in his new character of a railway shareholder, advocating a much more extended system of railway travelling than the Directors of the Edinburgh Railway have ever considered it wise to propose."

Equally severe and equally well deserved is the castigation bestowed by our friend of the *Scotch Reformers' Gazette*:—

"We are quite willing to give some of the Directors composing the *minority* all due credit for

* This article was in type last week, but was put aside by the press of other matter.

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the sincerity of their motives, but that is more than we give to the whole of them. For example, Mr. John Leadbetter, who can travel slyly enough in steam-boats *on Sunday*, as we proved he did the other day, had the cheek on this occasion to give the lie to his own example, for he voted for the shutting up of the railways wholly on the Sunday. This pious man, who acts as chairman of non-intrusion church meetings and so forth, can turn up the white of his eyes at the steam ascending the chimney-top of the largest Liverpool steamers on Sunday, while he is on board thereof, yet he affects to religiously horrified if a small portion of that steam ascends from the locomotives to save the carcasses of the poor brutes of horses carrying the mail on that day between Glasgow and Edinburgh. This is consistency and decency, sure enough.

But what will be said of another of Mr. Leadbetter's coadjutors—another very *pious* Director, of course—viz., Mr. John Bain? This gentleman was actually *a contractor*, or at least he was interested with the contractors for carrying the mail between Glasgow and Edinburgh, and other places throughout Scotland, *on Sunday* as well as other days. We challenge him publicly to deny if he can, or rather if he dare, that for many long years he kept *an open shop* in Nelson-street of Glasgow, *on Sunday*, for booking persons as well as parcels by the mail *on Sunday*. We have ourselves seen him often and again standing in that said shop behind the counter *on Sunday*, and taking payment of the *twopences* and *tenpences*, and other sums, larger and smaller, for the transit of these things *on Sunday*. He made his money, in fact, by those means. Yet, now that the mail is taken from him—or now that it has passed into the hands of *other* contractors, he has the cool effrontery to attend these meetings, and to put on sanctified airs, and to vote that travelling per railway, on Sunday, is an act of positive profanation! Are not these two instances quite sufficient to show the arrant cant—the disgusting hypocrisy practised not unfrequently on the public, in these times, by the holier than thou fraternity?"

Do we hold these gentlemen up to public attention because we entertain any feeling of personal animosity to either? By no means; but as we remarked the other week, because we deem individual cases much more serviceable, whether in the way of warning or example, than general precepts, and because, moreover, it is but right that those who are so ready in ascribing improper motives to others should themselves be spotless.

The following are the names of the gentlemen who voted for and against running carriages on Sunday:—

FOR.	AGAINST.
Mr. William White	Mr. William Connal
Frederick Zoller	Hew Francis Cadell
Alexander M'Neill	John Learmonth
A. Drysdale	John Henderson
Eagle Henderson	John Sligo
Sutherland M'Kenzie	Archibald Smith
John George Hamilton	John Bain
Thos. Dunlop Douglas	John Leadbetter.
James Richardson	
John Fleming	

This subject is one of much more consequence than may to many at first sight appear. Do we want an illustration of the spirit of these anti-Sunday travelling people? Look at the case of a poor tradesman of Edinburgh, named Butters, whom they have cast into prison for the non-payment of a fine of 1*s.*, with 3*l.* costs, for selling a pennyworth of sweetmeats to a child on Sunday! We regret that we cannot find room for the whole of an admirable article on this subject, which appeared in the *Examiner* (London paper) of last week; but we cannot refrain from making an extract with especial reference to railway travelling, the more particularly as it anticipates some remarks which we had intended to make on a report contained in another religious paper called the *Witness*. After alluding to the "lollipop war," our contemporary proceeds:—

"The other great fight of the Pharisees is to prevent any travelling on Sunday on the railway about to be opened between Glasgow and Edinburgh. For this object meetings have been held, and the Presbytery's Committee have made a report, and the matter has been agitated as if it were of an importance to the safety of souls not secondary even to the suppression of the sale of lollipop on Sunday. Indeed, it is to be remarked, that with these exceeding righteous folks, all things are of equal importance, all being strained to the highest. In their paintings of what they deem amiss they do not condescend to any shades; pitch black is the only colour on their palettes. Hence Mr. Guthrie denounces Sunday lollipop as a crime than which there is none more ruinous, while others of his brotherhood describe a Sunday excursion on a railway as a journey direct to perdition. The Rev. Daniel Bagot closed a speech full of violence at a public meeting with this flight of invective—

"'But if, Sir, after all our protestations and appeals—if, after we have stated our principles, and forwarded our petitions—the Directors of the railway shall come to the resolution of running a carriage upon the Lord's Day, I would suggest that a special carriage should be kept for that purpose, *and that its name shall be called Juggernaut.* [Here (says the Kirk journal, the *Witness*) a considerable interruption was caused by some persons, who were discovered to be enginemen, hissing the speaker and endeavouring to put him down, in the midst of which Mr. Bagot declared his resolution to stand there till morning until he had finished his sentence. When order was restored he resumed.] I say, Sir, that if, after all, a railway carriage will run on a Sunday, its name should be *Juggernaut*; not because that carriage would lacerate and crush the bodies of men, *but because it would have the effect of destroying the souls of men; and because it would be a car consecrated to a worse and more despotic idol than ever held a heathen population in the trammels of a degrading thraldom*; for, without question, avarice is the worst and most tyrannical despot that ever led the minds of men captive at its will.'

"In going about in private gigs, phaetons, cabs, chariots, and coaches, there is no sin; nay, the clergyman may, without the slightest offence, drive to church in his carriage, but the railway has conveniences for many who cannot afford to keep conveyances, and this is of the class of accommodations against which the Agnewites exclusively wage war, for they have always avoided any interference with those pleasures of the rich which depend on the Sabbath labour of servants. * * *

"The Saints, to be consistent, should extend their quarrel to locomotion of every sort, and should regard the use of the legs on Sunday as a sin of the same class as the use of a railway, a steamboat, or an omnibus. The puritans of the Long Parliament who brought in a Bill making it penal to walk abroad vainly and profanely on the Sabbath-day, had carried their argument to the climax of absurdity.

"The Report of the Edinburgh Presbytery charitably suppose that the railway travellers will be thieves (on the assumption that folks capable of travelling on railroads are capable of every other enormity), and that the country people will be obliged to stay from church in order to defend their property against the marauders:—

"'There will, doubtless, be an interchange of multitudes of the dissipated, idle, and mischievous, who abound in both, to their successfully practising of their evil deeds in the places in which they are strangers; *while the country parishes along the line will have their quiet disturbed and their property endangered by the crowds of Sabbath breakers* that are let out from the several stations, *inducing householders, farmers, and others, to absent themselves from church for the purpose of guarding their property.*'

"The Rev. D. Bagot, in his speech, does not go quite so far as the Report; he does not apprehend that the Glasgow railway travellers will actually sack Edinburgh, but he objects that they will disturb its quiet, and that Edinburgh will not have the satisfaction of doing the same by Glasgow:—

"'Let me allude to the mischief which we cannot avoid apprehending, if the Edinburgh and Glasgow Railway should be open on Sundays. If passengers should be conveyed by it, Edinburgh would be the place to suffer. *Few would go to visit the smoky, and nasty, and disagreeable, and uninteresting streets* of Glasgow; but what hordes of idlers would be attracted by the splendour and magnificence of your city, so as to destroy the quietness of your Sabbath days?'

"'Few will go,' says the reverend gentleman, 'to visit the smoky, and nasty, and disagreeable, and uninteresting streets of Glasgow," but has it never occurred to this preacher of the charities that many a weakly and sickly artizan, and many pining in sedentary employments, would delight to fly from those 'smoky, and nasty, and disagreeable, and uninteresting streets,' and that he is labouring to deny them the means of visiting fairer scenes, and breathing a purer air, on their one day of release from labour? It is one of the holy mercies of the Sabbath to give this sort of refreshment to the spirits and bodies of people who, for six days, toil in confined neighbourhoods and impure air. We would be amongst the first to resist any encroachment on the institution of the Sabbath; we regard it of incalculable importance to the health and happiness of the poor, that their day of religious duty, of rest, and innocent recreation, should not be invaded, but the day would not have its relaxations and comforts for the many but for the labours of a comparative few; and the most violent advocate for the ascetic observance of the Sabbath has never gone so far as to argue for prohibiting the toil of domestic servants, and for dispensing with the services and protection of the police on the Sabbath,

'For some must watch that some may sleep,
Thus runs the world away.'

"We will answer for it that the holy men, who would put this stringent law on others, do not scruple to violate it by availing themselves of the Sunday work of their man-servants and their maid-servants, and that they do not refuse to partake of the good dinner which their neighbour's cook has spent the Sabbath-day in preparing."

PILE-DRIVING MACHINE.

An ingenious machine for driving a double row of piles has recently been imported from the United States. It was built at Utica, and has the national name, "Brother Jonathan," inscribed on it. It is now in operation at Smith's timber wharf, Pedlar's Acre, where it can be seen driving the piles for the causeway and abutment on the Surrey side of the New Hungerford-Market Bridge, now in progress. The rams or "monkeys" are elevated to a height of 35 feet or thereabouts, along grooves in perpendicular ladders, similar to the ordinary machine, by means of a locomotive steam-engine of 10-horse power, fixed on a platform, on which the whole of the machinery is placed. The power of the blow given by each of these hammers exceeds 600 tons, and drives a pile of 27 feet long, and as thick as the thickest piles used in embankments and for coffer dams, nearly its whole length into the earth in about eight minutes, or perhaps less. It drives two piles at the same time. A circular horizontal saw is worked by the engine, which, in a few seconds, cuts the tops of the piles even, and enables the trucks or small wheels on which the platform is supported to come forward as fast as the piles are driven, and cut them even at the top. The power of this machine is astounding, and requires to be seen to be fully estimated. It is an important application of steam power, likely to produce very beneficial results in public works, in the formation of sea banks, and in all operations on a large scale where rapidity of execution and precision are required. The machine was used in America for driving piles for railways; and travelled by its own power upwards of 200 miles, driving piles, and making its own road through swamps and districts heretofore impervious. It is patented in this country, and also in the United States. The machine has, moreover, the power of drawing piles out of the earth as quickly as it drives them in, and can be applied to the raising of blocks of stones, and all heavy weights that require an extraordinary power.—*Daily Papers.*

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RAILWAY SHARE-LISTS.

The London Prices are supplied by Mr. Wetenhall; the Liverpool by Mr. C. J. Townley; the Edinburgh (marked *) by Mr. R. Allan; and the Glasgow (marked †) by Mr. J. Watson.

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	81†	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	25	Ditto (*Thirds*)	..	..	..	..	..	..	..
51	51	9500	100	100	Birmingham and Gloucester	55½	..	..	..	55½	55½	..
—	—	10000	17½	12½	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	27	..	..	..	..
27½	....	8000	50	9	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14¼	14¼	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	62½	Cheltenham and Gt. Western	..	..	..	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	25*	25†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50¼	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	..	8½	..
—	—	64000	8½	8½	Ditto (*Debentures*)	..	9½	..	..	..	9¼	..
46	....	18000	50	50	Edinburgh and Glasgow	43*	42½†	..	..	..	42½	..
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	20	Edin., Leith, & Newhaven	.. *	..	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	38½*	40†	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	36*	38*	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	23*	23†	..	..	..	22½	..
15½	15½	6000	50	50	Gosport	..	..	..	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	191	..
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	95¼	..
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	25¼	..
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	..	67	..
118	118	25000	100	65	Great Western	80½	79	..	80	..	79½	..
—	—	25000	50	50	Ditto (*New Shares*)	57½	..	..	..	..	57	..
—	—	37500	20	4	Ditto (*Fifths*)	8½	..	8½	..	..	8½	..
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..	..	..
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	196	196
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	46	..
—	—	7268	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	91	..
..	..	....	..	..	.....	..	..	..	..	..	..	..

Length Railway	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
112½	112½	25000	100	90	London and Birmingham	..	..	158	..	158½	158½	158
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	..	22½	22½	22
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	53½	53½	53
....	....	.....	....	32	Ditto (*New Shares*)	..	..	25	..	25	25	24½
3½	3½	24000	25	25	London and Blackwall	..	..	9	..	..	..	..
....	....	.....	....	6¼	Ditto (*New*)	..	..	..	..	..	..	..
56	56	36000	50	50	London and Brighton	36½	35⅛	34⅞	35⅜	35	35	35⅛
10½	10½	33000	avr.	13⅓	London and Croydon	..	..	..	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	.....	....	6¼	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38⅛	London and South-Western	..	56	..	56½	55½	55¼	56½
—	—	42000	5	5	Ditto (*Tenths*)	..	..	6½	..	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	57	..	60	..	..	59
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	25	..	..	..
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	..	..	..	..	3
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	53
40	5	30000	70	40	Manchester and Birmingham	..	..	23	..	..	..	23
40	9	7800	100	72½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	81½	..	..	..	81
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	20
....	....	1940	25	25	Monkland and Kirkintilloch	..	56½†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	65	..	..	..	..	..	66
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	..	32
—	—	15000	21¾	15	Ditto (*Thirds*)	..	..	..	..	..	..	14½
32½	26½	7200	50	30	Northern and Eastern	..	..	22½	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	75
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	3200	25	25	Ditto (*New Shares*)	..	..	..	..	..	..	..
5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	43	South-Eastern and Dover	..	18½	18	..	18	18	18
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
....	....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
27	27	6700	50	50	York and North Midland	..	..	87	..	..	..	87
—	—	6700	25	15	Ditto (*New*)	..	..	..	30	..	30	30

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorised to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	RECEIPTS. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Nov. 27	2,872½	£105 16 4	£143 8 11	£249 5 3	£2 15 4½	£16 12 4	£170 2 8	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Nov. 27	..	743 13 4	381 5 3	1,124 18 7	3 13 11½	25 17 11½	952 0 8	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	51	Nov. 26	4,626	1,165 17 0	164 7 8	1,330 4 8	3 14 6¼	26 1 7½	679 1 6	31
450,000 0 0	437,693 10 8	5 0 0	Brandling Junction	4	25	Nov. 28	8,855	346 9 0	372 18 8	719 7 8	4 2 2½	28 15 6	....	..
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	5	14¼	Nov. 29	4,439	331 10 0	34 19 9	366 9 9	5 10 2¼	38 11 6½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	6	6	Nov. 28	21,111	....	....	474 4 9	11 5 9½	79 0 9¼	527 13 0	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	7	16½	Nov. 28	4,472½	190 2 6	57 11 10	247 14 4	2 9 3½	14 15 9½	259 11 0	16½
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	8	17½	Nov. 28	10,063	....	....	641 6 10	5 3 10¼	36 7 2½	449 4 2	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	9	40	Nov. 27	13,276	694 15 5	277 10 6	972 5 11	4 1 0¼	24 6 1½	917 17 7	..
....	....	....	†Glas., Pais., & Green.	10	22½	Nov. 27	11,011	539 19 9	130 4 7	670 4 4	4 19 3½	29 15 8½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	11	83	Nov. 27	..	5,090 8 8	1,728 9 0	6,818 17 8	8 10 10½	59 16 1¼	7,075 17 11	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	12	45	Nov. 29	..	757 3 7	564 11 9	1,321 15 4	4 3 11	29 7 5¼	....	..
5,331,527 9 10	5,877,120 7 8	3 0 0	Great Western	13	118	Nov. 28	..	7,777 11 9	2,051 17 2	9,829 8 11	8 5 11	58 1 6¼	4,378 16 7	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	14	31	Nov. 28	3,953	420 11 11	359 18 7	780 10 6	3 1 9	21 12 4¼	544 7 9	..
488,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	15	20½	Nov. 27	2,104	371 9 3	32 8 5	403 17 8	2 16 3½	19 14 0	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	16	31	Nov. 27	..	2,156 12 4	1,951 11 10	4,108 4 2	18 17 8½	132 4 0	4,229 2 10	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	17	112½	Nov. 27	..	10,012 14 5	2,975 4 0	12,987 18 5	15 10 7¼	108 13 8½	12,064 14 9	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	18	3½	Dec. 2	28,395	....	....	537 8 8	20 9 5½	143 6 3¼	393 19 1	3½
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	19	56	Nov. 27	4,606	1,366 17 3	31 0 7	1,397 17 10	3 11 3¼	24 19 2¾	....	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	20	10½	Nov. 30	4,196½	....	....	249 13 8½	3 7 11½	23 15 7	489 1 2½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	21	3½	Dec. 2	24,984	....	....	755 11 10	28 15 8½	201 9 9½	788 7 3	3½
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	22	77	Nov. 29	..	3,272 17 2	833 8 8	4,106 5 10	7 12 4½	53 6 6¾	3,148 9 8	77
2,800,000 0 0	1,515,045 2 1	....	*Manchester & Birm	23	5	Nov. 29	..	....	....	358 7 5	10 4 9½	71 15 3¾	299 10 8	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	24	10	....	..	....	....	....	....	....	....	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	25	50	Nov. 27	..	1,989 10 3	1,764 3 0	3,753 13 4	10 14 5¾	75 1 5½	....	13½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties'	26	57	Nov. 27	7,280	1,195 4 7	928 16 9	2,124 1 4	5 6 5½	37 5 3¾	1,000 0 8	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	27	61	Nov. 27	..	517 11 4	986 19 3	1,504 10 7	3 10 5½	24 13 3¼	....	61
3,000,000 0 0	3,065,032 13 11	4 5 8½	North Midland	28	72½	Nov. 27	..	2,135 11 10	1,372 12 6	3,508 3 5¾	6 17 5½	48 4 5¼	2,190 19 8½	72½
730,000 0 0	560,000 0 0	6 13 4	North Union	29	22	Nov. 26	2,823	703 5 8	222 1 9	925 7 5	5 17 6¾	41 3 0½	890 0 6½	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	30	26½	Nov. 28	5,891	....	....	824 15 9	4 9 9½	31 8 4¾	305 0 8	..
533,000 0 0	317,695 0 8	4 0 0	Preston & Wyre	31	19	Nov. 27	1,194	92 11 7	58 2 11	150 14 6	1 1 10¾	7 13 4½	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	32	20	Nov. 28	5,100	....	....	260 4 1	1 17 2	13 0 2½	147 14 10	8
446,666 0 0	547,136 0 0	9 0 0	York & North Midland	33	27	Nov. 29	6,311	....	....	1,463 13 8	9 1 9½	63 12 9	860 3 0	28
....	....	....	.....	..	..	....	..	....	....	....	....	....	....	..

2. Toll to London and Birmingham 127*l.* 15s. 9d., to be deducted from gross receipts.

4. The total length of line and branches is 25 miles:—15 miles of passenger and general traffic, and 10 miles of coal traffic alone.

8. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

10. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

11. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

13. The 5,231,527*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118¼+18+33.)

15. The 32*l.* 8s. 5d. from goods, &c. is for toll only.

16. Ten per cent. is the maximum dividend allowed by the Company's Act.

17. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42¼ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

19. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

20. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

21. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

22. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

24. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

25. The 3,753*l.* 13s. 4d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

26. The receipts for goods, &c. include, carriages, 36*l.* 3s. 0d.; horses, 22*l.* 12s. 6d.; dogs, 1*l.* 2s. 0d.; parcels, 22*l.* 10s. 3d.; cattle, 32*l.* 8s. 6d.; corn, 6*l.* 9s. 0d.; heavy goods, 49*l.* 10s. 10d.; coal, 118*l.* 0s. 8d.—Total, 928*l.* 16s. 9d. The dividend is from the time of opening.

28. The details of the receipts are as follows:—Passengers, 1,819*l.* 11s. 6d.; parcels, carriages, horses, and mails, 315*l.* 19s. 5½d.; merchandise, 1,14*l.* 1s. 7d.; minerals, 222*l.* 6s. 8d.; cattle, 34*l.* 4s. 3½d.—Total, 3,508*l.* 3s. 5¾d.; including North Midland proportion of Manchester and Leeds traffic, amounting to 108*l.* 15s. 9½d. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

29. The receipts stated are after deduction of Liverpool and Manchester toll.

30. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

31. The capital of 533,000*l.* includes that provided for harbour and works as well as railway. The dividend is for a year (since opening of line).

33. The traffic stated does not include the Leeds and Selby;

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TO CORRESPONDENTS.

We do not think that any useful purpose would be served by carrying out the suggestion of A Subscriber, *and publishing "a price current, especially of such articles as are used on railways." To railway proprietors generally such a list would not be interesting, and the parties to whom alone it might be otherwise, have at hand much better sources of information than any price current can supply.*

Fusus.—*The cost of the one line was, as nearly as possible 28,000l. per mile, and of the other upwards of 35,000l., but nevertheless, we consider the latter much the cheaper line of the two, when the nature of the country through which the two works are carried is taken into account.*

South-Eastern Meeting.—*Mr. Laycock requests us to state, that in the report of the meeting which we gave last week, the word "yards" was substituted for "feet," in the allusion which he made to the lightness of the works on the York and North Midland Railway.*

A Friend to Railways *(Bishop Auckland).—Our correspondent (to whom we alluded last week) is informed, that the conveyance of coals was never contemplated, nor, from the shortness of the line, and the expense of loading and unloading, would such a branch of traffic prove profitable—even if there were not other difficulties.*

Constant Reader.—*We really are overwhelmed with letters on the subject of which he writes, and for the present we must pause, unless they contain something new.*

P. W.—*There were two Secretaries, but for some years past the whole business has been transacted (and very ably transacted) by the gentleman whom our correspondent names.*

An Engineer.—*We do not know the gentleman's private address, but a letter to the care of the Secretary, at the Company's offices will no doubt find him.*

Anglicanus.—*There can be no question whatever that the security is most ample. If, therefore, the interest offered be satisfactory, he has no occasion to hesitate. Indeed, we ourselves should not mind investing the amount in shares at their present price; and, as our correspondent is aware, the claims of bondholders must be satisfied in full before the shareholder receives one farthing of dividend.*

An Old Subscriber.—*There is no occasion whatever for apology. We are glad at all times to hear from sensible correspondents. If we cannot always publish their communications, we frequently receive valuable hints from them.*

Paris and Rouen Railway.—John Bull *appeals to very unworthy prejudices. We, as well as he, would rather see British projects taken up, but where there is a project of considerable gain by patronising foreign schemes we fear the "patriotism" of which he speaks will have little weight. At any rate it is ungenerous and unfair to stigmatise a whole people on account of the shuffling conduct of a few of their former rulers.*

The Toll Question.—Verus *is somewhat uncourteous to an individual, and if we can find room for his letter next week, it must be pruned of not a few of its expressions.*

The correspondent who writes respecting an accident on the South-Western line is referred to our "Railway Offences."

C. X.—*The proprietors know the total amount expended in salaries in that department, and if they are satisfied that such amount is not more than equivalent to the work performed, they need not care how it is apportioned among individuals. The Directors must be best able to judge on that point.*

Four-wheeled and Six-wheeled Engines.—*The great importance of the question as to the comparative merits of four wheeled and six-wheeled engines, and the increased interest given to it by recent events, would plead our apology, were apology required, for devoting so much of our space to day to its discussion. Several communications on the subject must, for the present, stand over. We may mention, in particular, the letter of* Mechanicus, *the writer of which has our best thanks for this and a previous communication.*

Nor-Wester *is wrong in his supposition that the estimate is "exclusive of stations and plant," and therefore his calculations fall at once to the ground.*

Civis.—*We dare say our correspondent, and others of his class, are under paid, but we must confine ourselves to our own province.*

Enquirer *(Stockport).—The bonds are not to be paid off before* 1843.

The Rival Rails.—*We have received a pamphlet under this title, in reference to the disputed railway route to Scotland. It advocates the west coast line, but at present we have not room for an extract.*

Moderator *and a* Constant Peader *(Edinburgh), on the York and North Midland, have been anticipated by other correspondents.*

Sheffield and Manchester Railway.—*We are obliged to two correspondents for various facts relative to this line, which we shall not fail to turn to account, should occasion require. We have not heard again from our correspondent of last week.*

Manchester and Leeds Railway.—*The traffic for the week ending November 20, was—Passengers, 2,007l. 9s. 6d; Goods, 1,742l. 5s. 7d.; Total 3,749l. 15s. 1d.*

Brandling Junction Railway.—*The amount of traffic for the week ending the 21st ult. was—Passengers, 344l. 3s.; Goods, 497l. 13s.; Total 841l. 16s.*

Chester and Birkenhead Railway.—*The traffic for the week ending the 22nd ult. was—Passengers 324l. 12s.; Goods, 32l. 11s. 6d.; Total 357l. 3s. 6d.*

Several letters (some of which we acknowledged last week) are in type, but necessarily deferred. We hope to be able to find room for the whole of them in our next.

THE RAILWAY TIMES.

SATURDAY, DECEMBER 4, 1841.

In the Report of the Directors of the Paris and Rouen Railway to their Lancashire constituents, there occurs a paragraph not very flattering to our national honour, or, we may add, to our national honesty. We allude to the contrast which is drawn between the landowners of England and those of the Continent, in their relation to the railway projects of the respective countries:—

"In the previous part of this Report [say the Directors] it is stated that three-fourths of the land is purchased, and it is fully expected that within three months from the present time the whole of the land will be in the possession of the Company. Those who are acquainted with the minute subdivision of property in France, and the immense number of proprietors with whom the Company would therefore have to deal, were not without fear that these circumstances would impede the operations of the Company, and present almost innumerable instances of that extortion to which Railroad Companies have been subjected by landed proprietors in England. But this has not been the case. The French law requires that various forms shall be complied with, local inquiries made, and positive proof adduced that the land is really required for a work which has been declared by the legislature to be one of public usefulness. The compliance with these forms involves delay, but it does not occasion much expense: appeals to juries are not frequent, nor are those appeals attended with anything like the same expense as in England; there are few large landed proprietors, and these few do not generally ask unreasonable terms from the Company."

This statement, made by, and to, Englishmen, conveys a bitter censure upon those who in this country have laid themselves and their "order" so open to animadversion, by reason of the selfish course they have pursued in throwing impediments in the way of those who at great expense, and greater risk, were anxiously promoting and perfecting important public improvements. We do not say that in general the projectors of railways have been actuated by any particular anxiety for the benefit of the community, as separate or distinct from their own individual gain; but there can be no question that, in many cases, an additional incitement to perseverance in the midst of innumerable and almost insurmountable difficulties has been supplied by the consideration that while there was a fair prospect of remuneration for the promoters themselves, there was the certainty of a great public advantage. The matter, however, as between the owners of land required for railway purposes, and the public at large, has nothing to do with the motives or means of the Companies. Parliament in giving its sanction to the construction of a particular line, formally and explicitly declares that the work is likely to be beneficial to the community, and the land proprietor therefore who extorts or attempts to extort from those who have undertaken to carry out the project, more than he knows in his conscience to be the real and legitimate value of his property, is *pro tanto* doing what he can—and this from the most unworthy of motives—to thwart the intentions of the legislature, and impede the expected boon to the country. It is not the Companies alone who suffer immediately and directly from the extravagant claims to which it is too frequently necessary to accede; the public ultimately pay in the shape of higher fares or inferior accommodation for the scandalous robberies to which, in the first instance, the promoters of railways have been subjected. We need say nothing of the indirect and remote evils to which such exactions give rise—in deadening the feeling of fair dealing between man and man—in legalising, as it were, the plunder of those who are comparatively powerless by those who have might not right on their side—and in fostering corruption of every kind and degree, whether in supporting or repelling these unjust demands. All these points, however, and others to which we need not now allude, are well deserving of reflection, and if the conduct of the landowners of England has been (as we contend it has) instrumental in depreciating the standard of national morality they have incurred a fearful responsibility. It is strange, indeed, to witness how men who in their dealings with individuals would be restrained by shame or by some better principle from taking an unfair advantage, scruple not to resort to every species of trick and quibble, and we fear not seldom of deliberate fraud, in their intercourse with public Companies. The morality of these people is something like the so-called honour of public men, who seem to consider official profligacy quite consistent with private integrity. We confess we cannot understand these refinements. If the minister be guilty of immoral acts we cannot acquit the man; and we call *extortion* by its proper name, by whomsoever and against whomsoever practised.

The projectors of the Paris and Rouen Railway were naturally apprehensive that the minute subdivision of land which the laws of France render necessary, would have multiplied the occasions for extortion of which they had been witnesses, and by which not a few of them had been sufferers, in England; but experience has happily dispelled that fear. Appeals to juries are, it appears, not frequent, "nor are those appeals attended with anything like the same expense as in England; there are few large landed proprietors, and these few *do not generally ask unreasonable terms from the Company.*" The very parties to whom the land required for the operations of the Company is most valuable, namely, the small landholders, are those who are the least exacting, and the same thing has been proved by the experience of the English Companies. It is the "large landed proprietors," who, taking advantage of their wealth and station, impose terms to which, however unjust or "unreasonable" they may

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know them to be, Railway Directors are compelled to submit. These are the parties who turn their legislative influence into the means of securing private agreements for the purchase of land at prices till then unheard of—who convert barren tracks into mines of gold, under the threat that if their demands be not complied with a Parliamentary opposition will be the result. These are the parties who profess their unwillingness to part with a single acre of their wide-spread domains on any terms, merely to enhance the favour of after-compliance—who are so smitten with a love of fox-hunting (as in the very notorious case of a metropolitan railway) as to appeal to the courts of law, and to the high court of Parliament, to enforce the payment of more than twenty times the value of the property required, because forsooth the operations of the Company would, as alleged, materially interfere with the prosecution of that intellectual sport! These in a word are the parties who, from the peerage downwards, have disgraced themselves, and dishonoured the class to which they belong, by an exhibition of combined meanness and rapacity, which we had thought foreign to the character of English gentlemen.

It is high time that some alteration were effected in the mode of settling the terms upon which property required for the construction of public works is to be valued. A fair, nay, a liberal, price is only what the sellers have a right under the circumstances to expect, but there should be some more uniform and less expensive method of determining what that price shall be. We believe no one can have paid attention to the proceedings of assessment juries without having been struck with the extraordinary difference which at different times, under almost identical circumstances, have marked their awards. We are happy to find that of late juries have evinced a disposition to lean more to the side of justice and less to that of power and influence than was at one time the case. The very impudence of the demand not unfrequently secured to a considerable extent the object of the claimant. When a person, presumed to be a man of honour and veracity, made a demand of 800*l.* or 1,000*l.*, it was difficult for a jury of unsophisticated tradesmen to imagine that the real value of the property did not exceed 80*l.* or 100*l.*; and being puzzled by the technicalities and *ad captandum* appeals of counsel, they were glad to compromise the matter by awarding the medium amount. They now begin to see matters in a different light, and to estimate the value of the property submitted to their decision by judging for themselves of the conflicting evidence laid before them. The expense, however, of these inquiries is so great, as very often to induce the Directors of Railway Companies to choose the less of two evils, and to submit to extravagant demands rather than contest a point where even success is disastrous. For our own parts we would at all times risk an appeal to the common sense and natural justice of a jury, rather than be parties to any compromise between extortion on the one hand and apprehension of results on the other. At the same time we cannot blame the Directors of Companies for making the best of their position. Their great aim and object is of course to economise the funds of their constituents, and if they can do this by private arrangement at a cheaper rate than by having recourse to a court of law, they act very wisely. But that is no reason why the law should not be altered, but rather a reason why it should. We are not prepared to recommend the substitution of any new plan of assessment differing materially from that which is at present in use. The mode, however, of conducting inquiries under the existing law, might, we conceive, be very much simplified, and if any scheme could be devised for *punishing* those whom the award of a jury has convicted of having made an extortionate demand, we have no doubt the result would be salutary. If a claim be cut down by a jury of impartial arbiters, to one-twentieth or one-tenth of its original amount, (and this is not uncommon,) can we do otherwise than designate the attempt to extract money from the coffers of the Company as one of extortion, and ought not such a person (to be visited with some further punishment than the bare defeat of his plans? In the mean time, there is at least the power of exposing these iniquitous demands. The press, which evil-doers of every grade dread far more than they venture to confess, may at any rate hold them up, and ought to hold them up, to public reprobation, and so far as *we* are concerned, this shall at all times and at all hazards be done, without fear or favour.

Our remarks in reference to the course pursued by the Directors of the Liverpool and Manchester Railway Company relative to the junction line between their railway and that of the Manchester and Leeds Company, have called forth from a correspondent, who signs himself "A Liverpool Proprietor," a temperate and well-written defence of their conduct. We have much pleasure in giving insertion to the communication in question; but as we daresay it will elicit some notice from the other side, by parties who are much more conversant with the facts of the case than we profess to be, a very few words from us will for the present suffice.

Our correspondent represents, in effect, that it was at the solicitation of the Manchester and Leeds Company that the Liverpool Directors consented to apply for Parliamentary powers to construct the junction line—that as time was pressing, it was agreed that the Bill should be prosecuted with an understanding that if the estimates of traffic submitted by the Leeds Company did not prove correct and satisfactory, the enterprise should not be carried out—and that the necessary powers having been secured, it was then discovered that the traffic did not amount to one-half that which had been represented. Our correspondent adds, that this fact—the main cause of the indisposition of the Liverpool and Manchester Directors to proceed—was broadly and distinctly stated, and he gives in proof an extract from an official Report of January, 1840. So far as regards the opinion of the Directors, the inadequacy of the estimate is stated distinctly enough, but for any thing to the contrary that our correspondent alleges, the grounds upon which that opinion was based appear to have been wholly unrevealed to the proprietors. Without disrespect to the Liverpool Directors, one may reasonably suspect that having made up their minds *not* to carry out the powers they had obtained, they alleged the insufficiency of the probable return merely by way of excuse, unless they showed by something more than mere assertion, that the estimates *were* overcharged. We are to presume that nothing satisfactory on that head was ever promulgated, else why should the Manchester and Leeds Directors persist in advocating the scheme? It is not pretended that the estimates given in by them were wilfully exaggerated, and if it had been shown, or could have been shown, that such exaggeration really existed, and that the junction line could not fairly be expected to prove profitable, what possible motive could the Manchester and Leeds Directors have in seeking to press upon their proprietors for means to carry out a ruinous scheme—in seeking (as our correspondent expresses it) "to commit their constituents to a large present outlay, without good security for an adequate return, and with the chance of ultimate loss?"

But, says our correspondent, the Manchester and Leeds Directors are *not*, as we, upon what we deemed good authority, asserted they were, "ready and anxious to carry out *their* part of the arrangement;" and he quotes from their last half-yearly Report a passage in which the condition of the money-market, and the great depression of the Company's stock in the market are stated as having IN COMBINATION with "*the continued indisposition of the Directors of the Liverpool and Manchester Railway Company to proceed with the connection line*," deterred the Directors from taking any immediate steps in the affair. Surely our correspondent must perceive that the failure of the Liverpool Directors in fulfilling their part of the compact is adduced as the principal, and if we may so speak, the permanently existing, cause of the course adopted by the Directors, the state of the money and share-markets being regarded as merely temporary and accidental. It is admitted on all hands, that the Manchester and Leeds portion of the junction line would not pay of itself (or at least was not likely to pay previous to the late improvements in the navigation of the Irwell), and therefore for the Leeds Directors to have called upon their constituents for further funds, while they were impeded by the apathy, if not by the secret opposition, of their partners in the venture,—and this at a time when their own stock stood at a heavy discount in the market,—would have been madness indeed. But does this "pause," as our correspondent terms it, indicate that the Leeds Directors are doubtful of the success of the scheme, or unwilling to carry it into execution? Far from it. Let the other side exhibit their willingness to complete their portion, and without being in the smallest degree in the confidence of the Manchester and Leeds Board, we venture to assert that, unfavourable as the times still are, and comparatively (and we may add, unaccountably) low as is the Leeds stock in the market, the whole line will speedily be put in the way of execution.

And here it is that our correspondent's defence is singularly incomplete. Does he deny that other parties have volunteered to assume the responsibility of the Liverpool Company and complete the line, or will he affirm that the Directors of that Company have refused to transfer their powers and privileges? If the junction is likely to turn out so unprofitable as a pecuniary speculation, why hesitate to retire at once from an ill-advised position? It cannot be gainsayed that the benefit likely to result to the Liverpool and Manchester Company, would amply make up for any expense they may have incurred in procuring the Act, and why then should they, if there were no other object to attain but the good of the railway proprietors, refuse to secure such benefit, all the cost and all the risk being thrown upon others? Our correspondent approves "of the Directors not throwing up the Bill altogether, having incurred nine-tenths of the expenses belonging to it;" but to what good purpose do they hold back? Their powers will very speedily expire of themselves; do they expect that prior to

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that period the traffic likely to pass over the junction line will have so much increased as to justify them in committing "their constituents to a large present outlay, with the chance of ultimate loss"?

Our correspondent deprecates any imputation of "sinister influence at the Liverpool and Manchester Board," and attributes our remarks on that head to a "total misapprehension of the character" of the Directors, in whose judgment and discretion in this matter he affirms that the local proprietors place full reliance. We need scarcely, we hope, state that we meant not to insinuate personal corruption or jobbing of any kind against the highly respectable gentlemen who compose the Liverpool Railway Direction—indeed, we rather gave voice to the sentiments of others than expressed any opinion of our own—but our correspondent need not be told that parties connected, however remotely, with separate, and to a certain extent conflicting, interests, may with every desire to act fairly and justly, be unconsciously biassed to forward the one at the expense of the other. The Liverpool Directors doubtless conceive that in all they do they are consulting the true and permanent prosperity of the railway; others may think, and we know *do* think, the contrary—"so different (as our correspondent himself remarks) does the same proceeding appear when contemplated from different points of view!" *Our* view of the junction case was, that the conduct of the Directors was impolitic to themselves and unjust to an ally, and moreover, *if the interest of the railway alone were under consideration*, wholly unaccountable without some explanation. Such explanation has now been offered, and it will be for our readers to determine how far it is to be considered satisfactory, supposing the statements upon which the attempted vindication rests to remain uncontroverted. We shall probably have occasion to resume this subject.

In the *Globe* newspaper of Tuesday evening, appeared the following paragraph:—

"The Irish Tories—by whom the plan of the late Government for the introduction of railway communication into Ireland was so bitterly opposed and defeated—have determined, it is said, on recommending Sir Robert Peel to adopt a plan somewhat similar to that which they formerly repudiated. Thursday a meeting took place in Cork, for the purpose of bringing the matter before the Government. In a memorial agreed to at the meeting—of which the Earl of Bandon was Chairman—they deprecated private enterprise, in support of which they formerly bellowed so loudly, and called upon the Lord Lieutenant to lend them his assistance in obtaining "a general and comprehensive system." The construction of partial lines, they say, would tend rather to injure than serve the whole community, by concentrating in one district the employment, the industry, and the commerce of the country; and therefore, if the sanction of Government is to be given to any private enterprise connected with railways in Ireland, care should be taken that the completion of one line of railway should not destroy or lessen the chances in favour of the construction of the rest."

It is with extreme regret that we see so excellent a cause like this perverted to the purposes of faction. We had hoped that all parties had at last seen the propriety of taking up the question of railways for Ireland, upon much more comprehensive grounds than the promotion, or otherwise, of the designs of a faction, (and the above ill-judged paragraph notwithstanding,) we will still indulge that hope. We believe the *Globe* to be incorrect in its charge against the "Irish Tories," of having been the sole, or even the principal, cause of the defeat of the Commissioners' plans. The Irish Liberals were quite as much to blame in this matter as the Irish Tories, if indeed they were not much more so—for while some of them opposed, with much bitterness, the scheme then brought forward, most if not almost all of them neglected to lend any efficient aid in furthering it. The truth is, that to the culpable remissness of the Whig Government itself, and to that alone, is the failure of Lord Morpeth's propositions to be ascribed. We are firmly convinced that had that noble Lord and his colleagues in the Administration evinced a determination to adhere to that which with so many protestations they brought forward, success would have been certain. At any rate defeat would not have been inglorious, as was the yielding up, almost without a struggle, the cause in behalf of which they expressed themselves even up to the last moment so warmly. Much of the opposition which the first announcement of the Commissioners' plans had called forth, was by that time withdrawn, and supported as the Ministers were on this question by some of the most influential members of the adverse party, there can be little doubt that success would ultimately have crowned their efforts had they been true to their own repeated pledges, and to the best interests of Ireland.

It is useless, however, to dwell upon the past, except for the purpose of guarding against similar errors for the future. We trust and believe that should the matter be taken up by Sir Robert Peel's Administration, it will not be abandoned without a full and a fair trial. The inadequacy of "private enterprise" as it is called, has long since been clearly demonstrated, and if the "Irish Tories" at whom the *Globe* sneers, have been somewhat more tardy than other people in fully comprehending that fact, it is gratifying to find that they now acknowledge it, even should it be at the expense of that which is sometimes designated "consistency," but which ought rather to be termed obstinacy or bigotry. We are glad, too, to find that the leading merit of the Commissioners' plans is now confessed even by the *Globe's* political enemies, "the Irish Tories,"—and that nothing but "a general and comprehensive system" of Irish railways is considered at all applicable to the requirements of that country. We sincerely trust that the memorial to her Majesty's advisers, agreed to at the meeting held in Cork, will not be without good effect.

The Gosport branch of the London and South-Western Railway was opened to the public on Monday last. Our readers are acquainted with the circumstance which has deferred this opening.

On Saturday the Directors and their friends took a private trip along the line, for the purpose of being present at a complimentary dinner which the inhabitants of Gosport did themselves the honour of getting up, to testify their sense of the value they put upon the completion of a work which cannot fail to be intimately connected with the future fortunes of their town. A sketch of the proceedings on the interesting occasion referred to will be found in another page. It will be seen that Mr. Chaplin, the very able Deputy-Chairman of the Board, who responded to the toast of "Health to the Directors and proprietors of the Railway," ascribed to Sir John Easthope, the late Chairman of the Company, the merit of having projected, and materially aided the execution of, the Gosport branch. We remember well how efficiently Sir John advocated the undertaking at a meeting held some years since, at the London Tavern, and how ably he exposed the hollowness of a rival scheme then said to be in contemplation. This is by no means a solitary instance of the good service rendered to his co-proprietors by Sir John,—for *good* service we are satisfied it will prove. A communication by railway from London to Portsmouth (for such virtually the South-Western line now supplies,) cannot fail to be otherwise than profitable to the promoters, as well as advantageous to the public.

A very interesting fact was mentioned at the opening dinner, by Sir Hercules Pakenham, the commanding officer of the district. To show, he said, the confidence the Government reposed in the railway, he had that day ordered a large detachment of troops to move from Winchester to Gosport, by the branch line, on the first day it opened. We believe that the military authorities have on many occasions expressed a high opinion of the facilities which railways so peculiarly present for the accommodation of the service.

Our readers are aware that we are by no means partial to the opening of new railways at this season of the year, and after the extraordinary weather that has recently prevailed. The case of the Gosport branch differs however very considerably from that of the Sheffield and Manchester opening, upon which we felt it our duty to comment a week or two back. The whole of the Gosport line was ready for opening early in the autumn, and nothing but an unfortunate failure of a portion of the Fareham tunnel, postponed the event. That defect has been remedied by substituting an open cutting at the part where the slip occurred, while as regards the works generally they have had the benefit of a month or two more for consolidation than was at first deemed necessary. This is manifestly a very different matter from hurrying on the opening of a railway by means of temporary appliances, and with cuttings scarcely half completed. There is, moreover, the advantage on the side of the South-Western Company of a well-trained body of servants, a well-tried set of engines and carriages—in short, an establishment in every way equal to the requirements of the case—advantages which a Company opening the first portion of their line cannot be expected to possess to nearly so full an extent.

The Gosport branch of the South-Western Railway being now in operation, the proprietors must, within the next six months, elect whether they will continue to receive as heretofore from the general funds of the Company, interest at 5*l.* per cent. upon the amount of their several holdings in the branch undertaking, or whether they will take their chance of a dividend from the results of the parent line and branch line combined. We do not think that there will arise much difficulty on this score. The working of the South-Western Railway, and this its new auxiliary, will indeed surprise and disappoint us not a little, if it do not secure to those interested in its prosperity an annual dividend equal at least to the interest now paid on the Gosport shares.

Since the above was in type we have learnt with much regret that it has been found necessary to discontinue for the present the run-

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ning of trams on the branch line. Yesterday a mass of clay toppled over at the open cutting near Fareham tunnel, and covered one line of rails, threatening also to cover the other. Slips have likewise occurred on other parts of the line, but not to any great extent. The Directors, taking into consideration that the damage can be more speedily and more effectually repaired by a suspension of the traffic for a short time, have determined to close the road. In this we think they have acted wisely. But does not the experience of such a line as the Gosport—superior in many circumstances (as above hinted at) to new lines generally—afford a striking confirmation of our opinion, that it is extremely undesirable to commence operations at this season of the year?

MESSRS. PICKFORD and Co., the well-known carriers, in order to meet their very extensive and largely-increasing business, have recently erected, on a very considerable scale, at a cost of about 20,000*l.*, premises adapted to their trade, in close proximity to the London and Birmingham Railway, and connected therewith by a junction line at Camden Town. The whole was designed by LEWIS CUBITT, Esq., and completed under his supervision. The arrangements are of the most perfect and unique character, and the building, of which we hope to be favoured with a full description, is more vast and extensive than any other in England.

Our immediate object in noticing this offshoot of the railway system is, to give publicity to the following interesting facts, connected with its formal opening on Wednesday last. A train of waggons having at half-past seven, p. m. been run in and unloaded in the presence of Messrs. PICKFORD, and amidst the cheers of their large body of workmen, the head gentlemen (13 in all) of the several departments in the London establishment, which comprises altogether nearly 100 clerks, were invited by Messrs. PICKFORD to partake of a commemoration dinner, at which the head of the house, JOSEPH BAXENDALE, Esq. presided. The united servitude of the thirteen who partook of the hospitality of Messrs. PICKFORD equalled 286 years, averaging 22 years each—two having been in their employment between 40 and 50 years, five between 20 and 30 years, and six between 10 and 20 years, the ages of the whole exceeding 500 years!

We need not say that, where such a party was collected, all was harmony and happiness, and that "the London and Birmingham Railway," and "Success to the Railway System," were among the many toasts drunk on the occasion.

The lengthened services of the gentlemen so hospitably entertained by their worthy employers, speak most eloquently of good servants and kind masters.

A SPECIAL meeting of the Northern and Eastern Railway Company was held on Thursday last, and will be found fully noticed in another column. Some interesting details are supplied as to the progress and prospects of that undertaking; but we direct attention to the proceedings of the meeting principally as bearing upon the toll and fare question now under discussion in our columns. The relative position of the Eastern Counties' and Northern and Eastern Companies, seems much the same as that of the Greenwich and Croydon. We have no great hope that the result in one case will prove any guide in the other; but at the same time, whatever tends to throw light upon so important a subject, is well worthy the attention of the public, and as such we recommend the details of the Northern and Eastern meeting, and the correspondence between the Croydon and Greenwich Boards (a portion of which we this day publish,) to the consideration of the railway interest at large.

THE *Gateshead Observer* of last Saturday contained a notice of a "scheme" (which, however, it appears has since been defeated) in connection with the projected Northern Union Railway, patronised by the various Companies in that quarter. Our contemporary says:—

"The line fixed upon was, for about 15 miles, (viz., to near Shincliffe,) almost the same as that already sanctioned [for the Great North of England Company,] by Parliament; from Shincliffe it was to diverge a little to the eastward, in order to join the Durham Junction; and thence *via* the Brandling Junction, it was to be united with the Newcastle and Carlisle at Gateshead. * * * What has been our surprise to find, so late as yesterday, that a scheme is brewing for the counteraction of this great project, or, at least, for marring its usefulness, by rendering it subservient to selfish ends—a scheme (as we are informed by a respectable correspondent) having for its object to bring the railway from Darlington, not by the line agreed upon at the meeting of the Directors of the Companies, and for which they have advertised their Parliamentary notices, but along a coal-waggon-way of the Stockton and Darlington Railway, called 'The Sim Pasture Branch,' thus 'giving to the Auckland district a monopoly of the coal-traffic south of Darlington—delaying the Act of Parliament for another year, as it is too late now to give notice for a new Act—preventing all chance of the national line to Scotland passing this way—breaking faith solemnly pledged—throwing down the apple of discord among the different Companies—and risking the protraction, if not the absolute ruin, of a plan which has been received with great approbation, as being the readiest mode of connecting the Tyne with the Thames.'

"This is alarming information. Indeed, to us it appears almost incredible. An attempt to set at defiance the recorded opinion of the first engineer of the age, that the line selected by the united Companies is the best that could be adopted—and for the purpose, too, of deviating a national line, along seven or eight miles of a coal-waggon-way, for the maintenance of monopoly and the advantage of a few—taxes both our time and our patience."

By the courtesy of the Editor of the same paper we have been favoured with a proof slip of an article which is to appear in his journal of this day, from which we learn that the "scheme" was immediately rejected by the Committee at York.

This species of scheming is not likely to do the original project any good, and we agree with our contemporary that "vigilance may still be necessary."

THE Editor of the *Derby Reporter* says, he understands that the officers of the North Midland Railway have determined upon presenting a piece of plate to Mr. PATTESON, whose retirement from the duties of Secretary we noticed last week. We trust this statement is correct. Never was compliment better deserved.

THE *Derby Mercury* states, that the Directors of the North Midland Railway "in order to diminish the expenditure, on the recommendation of the Committee appointed for that purpose, have discharged the five police officers originally procured from the police force in London, and who for some time have had the immediate charge of the watchmen distributed upon the line. The superintendence of the daily watchmen is now consigned to the travelling inspectors. Messrs. Faulkner and Berners." Query—Will this be found to be true economy? We fear not.

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THE *Western Times* says the carriage of goods by the Bristol and Exeter Railway to Exeter is much on the increase, notwithstanding heavy complaint has been made by the principal traders of unnecessary delay, and of an indiscriminating charge according to the weight of packages. The attention of E. Divett, Esq., it is said, has been called to these facts, and that he is in correspondence with the Directors on this subject.

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WE alluded last week to the depreciation of turnpike property shown in certain districts of Essex. It would appear that similar results have exhibited themselves elsewhere. The *Worcester Journal* states that recently the tolls of the Bromsgrove and Birmingham turnpike road were let for one year, from the 1st of January next, for the sum of 1,305*l.* being 1,655*l.* less than they brought two years ago!

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WE have much pleasure in extracting from the *Essex Mercury* of Tuesday last, the following paragraph relative to the Eastern Counties' Railway:—

"Whenever the fine weather has permitted, the works throughout the line have been pushed forward with extraordinary vigour. And it is owing to the unceasing activity and excellent management displayed by Mr. Braithwaite, the Engineer, and Mr. Hall, the Managing Director, that so much progress has been made, and so many harrassing obstacles overcome. Complaints have been brought forward against the conduct of those railway labourers, temporarily thrown out of employ by the season; but these complaints have generally been without foundation. The Directors, we are given to understand, have instituted rigid inquiries into the charges brought against the railway labourers, and have found that, though out of employ, they have conducted themselves extremely well, and, in all cases, have submitted themselves to the authority of the constables which the Company have so liberally distributed along the line, at their own charge. With respect to certain insinuations that robberies about Widford and its neighbourhood, such as sheep stealing, &c., have been committed by the railway labourers—there appears to be no truth in the charge. That plunder of this sort may have occurred, we do not doubt; but we incline to believe that the offences are committed by bad characters who are in no way engaged on the works of the railway."

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THE Directors of the London and Birmingham Railway Company with that care for the accommodation of the public for which they have ever been honourably distinguished, opened on Wednesday last a new station, called the "BUSHEY STATION." It is situated at the south end of Watford, and is intended, as its name imports, for the convenience of the inhabitants of Bushey and the surrounding neighbourhood. Trains *from* the station to London will start at 21 minutes after 8, and 36 minutes after 9 in the morning, and at 7 minutes after 12 in the afternoon, and *to* the station from London at 3 and 6 in the afternoon.

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RAILWAY OFFENCES AND OFFENDERS.

At the last meeting of the Kingston Bench, an engine-driver on the South-Western Railway, named Charles Lack, was charged by the Directors with neglect of duty. It appeared that Lack was in the service of the contractor for the permanent way, and the driver of a ballast engine. On the 17th of November he had neglected to remove his engine from a line upon which a passenger train was due, and the consequence was a collision near the Kingston station, whereby two or three persons were rather severely hurt. Had not George Massey, the driver of the passenger train, observed the obstruction in time to check his speed, although not altogether to prevent the collision, the consequences would probably have been serious. Lack endeavoured to show that the rule of the Company which requires that engines shall be removed out of the way of trains fifteen minutes before they became due, did not apply to ballast engines; but it was clearly shown that it did. He then urged other pleas, but in vain, and being convicted, he was fined 5*l.*, *which he immediately paid.*

A charge of neglect against one of the inspectors of works, arising out of the above case, was then gone into, but was not made out to the satisfaction of the Bench.

A case of adequate punishment for a railway offence is at last recorded in the *Derbyshire Chronicle* of last week. Joseph Rhodes, of Crich, was convicted on Saturday week, before John and Anthony Strutt, Esqrs., at Belper, for assaulting Henry Wright, policeman, at Amber-gate station, in the execution of his duty, and fined the full penalty and costs under Lord Seymour's Act. Some time ago he took a second class ticket at Belper, and rode in a first class carriage to Amber-gate. The moment the train stopped, he got out and jumped over the wall, but was seen by the policeman, who ran round and collared him; he begged to be let alone, and said he would walk up to the station and pay the difference, but the moment he was at liberty, he struck at the policeman and ran off. "We are glad, [says our contemporary,] to see the magistrates have acted with such spirit. By inflicting the full penalty, they have taken the best means of securing the officers of the railway in execution of their duty from the violence of such persons as Rhodes and his companions, and at the same time add to the comfort and safety of respectable people travelling by railway. We trust that other magistrates will follow the good example set them by these gentlemen, in inflicting the full penalty in such cases." In these remarks we entirely concur.

That severity of punishment is not uncalled for in that district is evident from a fact mentioned in the same paper, namely that as the train from Leeds to Derby was passing through Belper, on the night of Monday the 15th ult., at 1 p. m., some evil disposed person threw a stone from one of the bridges near Belper station, and did considerable damage to one of the carriages.

Last week, Thomas Sharples was charged before the Manchester magistrates with stealing a passenger's box from the station of the Manchester and Leeds Railway Company. Alfred Warburton stated that he engaged the prisoner, whom he saw passing with a wheelbarrow, to take his truck to the Leeds Railway station. They arrived at the station a little before two o'clock, and the truck having been placed in the station house he paid the prisoner threepence for his services. The prisoner then asked him to go and have a glass of ale, but he declined, and left the station by himself. On returning to the station at three o'clock, to get his ticket, he missed the box, and gave notice to the police. Police constable Gosling said he received information of the offence, and went to the prisoner's house where he found the box. Mr. Taylor defended the prisoner, and said that he bore a good character, but was drunk at the time. He was committed for trial at the sessions.

On Saturday week the railway station at Weston-super-Mare, on the Bristol and Exeter Railway, was broken open by some person or persons, evidently well acquainted with the premises, and from 30*l.* to 40*l.* in money stolen. There were marks of attempts to fire the building in two places. Inspector Bosworth, of Bristol, immediately on receiving information of the occurrence, repaired to the station and instituted a strict and minute search. No trace, however, has yet been obtained of the offenders, for whose apprehension a reward of 20*l.* has been offered.

THE SLIP ON THE CROYDON RAILWAY.

We had expected this week to be able to report that the obstruction in the New Cross cutting was completely removed; but an additional quantity of earth came down the east slope on Friday night, the 26th ult., covering the rails to a slight depth for about 50 yards, the east line having been previously clear throughout; and the very unfavourable weather at the commencement of the week has prevented the removal of this slip as quickly as its comparatively important character would otherwise have permitted.

We regret the vexatious delay to which the Company is thus subjected; but at the same time, we believe that the present detention will in some respects be favourable, as diminishing the probability of any similar obstruction occurring for the future.

ANOTHER "ACCIDENT ON A RAILWAY," *NOT* A RAILWAY ACCIDENT.

On Sunday night an alarming accident took place on the London and Brighton Railway. It appears that as the last train from London was on its way down, on arriving near the Hassocks-gate station, the engineer observed a man in the middle of the line, a short distance from the engine. He did all in his power to stop the train without effect, as the next moment the man was knocked down by the tender, and the whole train passed over. On going to his assistance it was found that none of the wheels had touched him, but that the fire-box and machinery had completely rolled him up, breaking several of his ribs and lacerating his hand and arm, after which the whole of the carriages passed over without touching him. Medical assistance was procured, and he was shortly afterwards conveyed to the Sussex County Hospital, Brighton, where strong hopes are entertained of his recovery. Last week another accident occurred at the engine station, near the terminus, Brighton. A labourer was engaged working on the roof, when he accidentally lost his footing and fell on the rails, and broke several of his ribs. He was also conveyed to the Sussex County Hospital.—*Daily Papers.*

METAL TICKETS FOR RAILWAYS.

To the Editor of the Railway Times.

Sir,—In your Editorial remarks of last week, you assign to Mr. Pulford, Accountant to the Croydon Railway Company, the merit of a new system for the carrying on the traffic with "metal cheques," which it seems he has under consideration.

I beg to inform you that I directed the attention of Mr. Pulford and the Board of Directors, not only to the principle of metal cheques, but also to a machine for registering the issue of the same, a model of which I have had fitted up in this office.

My attention was directed to this in consequence of the great expense incurred by using paper tickets, as well as the objection of the public to their being so easily lost, thereby subjecting them to double payment.

I beg further to add, that I supplied the Croydon Company with 10,000 of the said cheques in September, 1848, which have been partially in use ever since.

I have the honour to be, Sir,
Your obedient servant,
THOMAS RIDDELL,'
Chief Booking Clerk.

Brighton, Croydon, and Dover Joint Station,
London Bridge, 3rd Dec., 1841.

North Midland Railway—The Fall of Earth, &c., at Clay Cross Tunnel.—On Sunday night the higher end of the wall of the deep cutting at the north end of the Clay Cross tunnel fell across the rails of the up-line, and along with a quantity of earth, extending some distance in length from one of the towers at the tunnel entrance. The watchman on duty, who keeps a fire in the tower on the opposite side, on hearing some stones fall, at first thought that some one at the top was throwing them down to plague him; he very soon, however, found out his mistake, and narrowly escaped being buried in the ruins. The fall also carried down with it a portion of the inclined plane by which the coals and coke of the Clay Cross Colliery are forwarded to the North Midland line. Messrs. G. Stephenson, Swanwick, and other gentlemen connected with the line, were soon on the spot, and all the hands that could be got were immediately set to work to clear the line. Mr. Swanwick also encouraged the workmen to exert themselves by sending for a liberal supply of bread cheese and ale, which prevented loss of time by the men going home to refresh themselves, and the labour was vigorously carried on without intermission. The down line of rails was got clear on Monday morning. The falling of the wall was not caused by any defect in the building, but the continued rain which we have had lately had completely saturated the ground, and found its way through drains behind the wall, and completely sapped the foundations. The accident is not at all serious, and will very soon be set right. The railway was only obstructed on one line for a day and a half, and the inclined plane was at work the next day. On Tuesday morning a slight accident occurred at the same place, owing to the carelessness of one of the watchmen, who had neglected to see the points set right, in consequence of which the up-train from Leeds was turned off the up-line, and ran into a train of empty coal waggons, which were standing on a siding by the line. Fortunately the engine-driver had slackened his pace on account of the fallen wall, and, on perceiving his situation, instantly reversed the engine, but the force was still so great as to throw some of the coal waggons off the line, and one gentleman, in a glass carriage, was somewhat bruised by the shock. After a short hindrance the train was set right, and proceeded on its way.—*Derbyshire Paper.*

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Great Western Railway.—There was considerable interruption to the travelling by the Great Western Railway, on Monday last. During the preceding night the goods' train had got off the line, and the engine running a considerable distance had so ploughed into the line that throughout the day, post-carriages, &c., had to be taken off the trucks at Swindon, and conveyed by the turnpike road to Wootton Bassett. The up and down trains met where the obstruction was, and exchanging passengers thus managed with but trifling delay.—*Salisbury Herald*, Nov. 27.

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NORTHERN AND EASTERN RAILWAY COMPANY—SPECIAL MEETING.

A SPECIAL Meeting of the Proprietors of the Northern and Eastern Railway Company was held on Thursday, at the London Tavern, Bishopsgate-street, WILLIAM CRAWSHAY, Esq., in the Chair, for the purpose of authorising the raising of money on the credit of the undertaking.

The SECRETARY (William Bourne, Esq.) having read the advertisement calling the meeting,

Mr. CROWDER (Solicitor to the Company) read, at the request of the Chairman, the clause in the Company's Act of 1840, applicable to the purpose of the meeting, from which it appeared that as soon as 360,000*l.* had been paid up out of 720,000*l.*, the total share-capital of the Company, a further sum of 240,000*l.* might be borrowed on mortgage.

The CHAIRMAN said, the terms of the Act had been complied with, upwards of 360,000*l.* having already been paid on shares, so that they were now in a legal position to borrow. It required the sanction of a public meeting of proprietors, and therefore the Directors had prepared a resolution authorising the borrowing of 240,000*l.* or any part of that amount that might be considered expedient.

Mr. BAGSHAW (Director) proposed a resolution to that effect, which he doubted not would receive the sanction of the meeting, as it would for a time obviate the necessity of pressing upon the proprietors for calls.

Mr. ROWE, in seconding the motion, thought it was not quite correct to state that the raising of this money would relieve the shareholders from calls.

The CHAIRMAN said, the proprietors would be relieved from immediate calls, if the debentures were taken up in time, and he should be glad if they were so, for he had received several letters wishing the Directors to deal as lightly as possible in regard to calls.

A PROPRIETOR inquired what the position of parties, who might advance these loans, would be; and what were the future prospects of the railway.

The CHAIRMAN said the lenders would receive 5 per cent. interest. The prospects of the Company were as promising as ever, but this point would be more fully explained at the next general meeting.

Another PROPRIETOR thought the number of shares, and the amount paid on each, did not produce so much as the 360,000*l.* stated by the Chairman to have been paid up on shares.

The CHAIRMAN said, he had paid up his shares in full.

Mr. BAGSHAW expressed himself to the same effect.

The PROPRIETOR said, mention had been made at the last meeting of a debt of 180,000*l.*; was the 240,000*l.* now proposed to be raised to be applied to the payment of that debt?

The CHAIRMAN said, there was no such intention at present. The amount was to be paid for money owing for contracts, and to complete the works between Spelbrook and Broxbourne.

The PROPRIETOR said, a call had been made, payable in January next; was that to be applied to the payment of the debt referred to?

The CHAIRMAN said, if they got the debentures off, they would remit the call, or at least postpone it. Such was the wish of the Directors.

A PROPRIETOR inquired whether it was intended to apply this loan to the construction of the branch lines to Hertford and Ware.

The CHAIRMAN had no hesitation in saying, that if the whole 240,000*l.* were raised by loan, the branch to Ware would be commenced forthwith. (Hear, hear, hear.) They had only two miles of the main line to complete. An arrangement with Mr. Freer, which had been the greatest impediment to the completion of the line, had been entered into, to the entire satisfaction of the Directors.

Mr. VIZARD enquired, upon how many of the shares the calls had been paid.

The CHAIRMAN said, all the Directors had paid up their shares in full.

Mr. ROSKELL (Director) said, the full amount of 50*l.* per share had been paid on 1,200 shares. (Hear, hear, hear.)

The CHAIRMAN said, the Directors had done this, in order to place the Company in a position to borrow. (Hear, hear, hear.)

Mr. VIZARD said, his question had reference to the amount of arrears.

The CHAIRMAN said, the arrears were about 8,000*l.* At the last meeting there were only 52 shares in a state of forfeiture.

In answer to a question, it was stated that the total number of registered shares of 50*l.* each was 9,052.

Mr. ROWE would be glad to know if the Directors were of opinion, that with this 240,000*l.* and the balance still due on shares, the main line to Bishop Stortford, and the branch lines to Hertford and Ware, could be completed without the necessity of raising the further sum of 240,000*l.* authorised by the Company's new Act.

Mr. BIDDER (Engineer), in answer to the Chairman, stated that it would take 720,000*l.* to complete the main line to Bishop Stortford; about 35,000*l.* additional for the branch to Ware; and 20,000*l.* for the Hertford branch.

It was further explained, that the engine power sufficient for the main line would work the branch lines also. The engine power was included in the 720,000*l.* first mentioned.

The CHAIRMAN said, that after the money already raised, and that now proposed to be borrowed, a further sum of 175,000*l.* would be required, which to a certain extent must be procured by calls, as they were not empowered to borrow any more until the whole share capital was paid up.

[Mr. CROWDER, at the request of the Chairman, here read a clause in the new Act, which provided that when the sum of 720,000*l.* had been raised on shares, a further sum not exceeding 240,000*l.*, might be raised on mortgage.]

A PROPRIETOR hoped it would not be necessary to make another application to Parliament.

The CHAIRMAN—Certainly not.

In answer to questions it was explained, that to produce the 175,000*l.* required, a call of from 19*l.* to 20*l.* per share would suffice.

It was further explained, that the Company had in hand an amount of about 26,000*l.*, on account of forfeited shares.

Mr. WROE went into a long calculation, with a view to show that not much further capital would be required to complete the main line and branches. For his own part, he was quite ready to pay up his calls, being convinced that the sooner the undertaking was completed the better would it be for all parties.

The CHAIRMAN hoped the main line would be finished by the 1st of March next. By that time the Directors would bring forward their budget.

Mr. JOHN WILLIAMS had no doubt the debentures would be estimated at their proper value, especially when it was found that the Northern and Eastern line would not cost more than 23,000*l.* per mile, while other metropolitan railways had cost not less than 63,000*l.* (Hear, hear, hear.)

The CHAIRMAN hoped and believed it would be so. In fact, debentures to the amount of 25,000*l.* had been bespoken by private contract.

Mr. SMALE had not doubt, as the line was so cheaply constructed, that if economical principles in working were adhered to, its success would be very great. He was of opinion that great injury had been done to the Company by raising the fares. He heard complaints on that point every day, and in every direction. Complaints had been made of a breach of faith on the part of the Company, and it was even said that 40 gentlemen had agreed never to go by rail again. The number of passengers by coach was as great as ever, and he thought this was not as it ought to be.

The CHAIRMAN said, there was not much point in the argument adduced. He was bound to say, that the late increase of fares was an experiment—an experiment not sanctioned by the whole of the Board, but of course by a majority, otherwise it would not have been introduced. The experiment had been so far successful that it had shown the Eastern Counties' Company that a diminution of the Northern and Eastern traffic would diminish the Eastern Counties' toll. A proposition had been made by the Northern and Eastern Company, that a diminution of the toll, to the extent of 2*d.* on the Ponder's end and other intermediate traffic, should be made by the Eastern Counties' Company. The Eastern Counties' Company had agreed to a reduction of 1*d.* Up to the recent increase, the traffic to Edmonton, Tottenham, and other places, had not compensated for the wear and tear of the engines, and the injury done to the long traffic by the frequent stoppages required for the short trade. He trusted that in the spring the Eastern Counties' Company would join with them in acknowledging the policy of reducing the fares.

Mr. NASH inquired whether there was not a disparity in the charge between Broxbourne and other parts of the line.

Mr. ROSKELL said, the charge by railway from Broxbourne to London was 4*s.* If passengers went from Broxbourne to Waltham, the charge was 1*s.*, and the fare onwards to London was 2*s.* 6*d.*; there was a saving of 6*d.*, but then they could not proceed by the same train. If this difference, however, were not made, the Cambridge traffic would come upon the line at Broxbourne instead of Spelbrook.

Mr. KINNARD (Director) knew that very few took advantage of any saving that might be effected by going to these intermediate stations. The fact was, that the railway charges corresponded to a great extent with the coach fares for the same distance.

The CHAIRMAN said, great attention had been paid to this subject by the Directors, and although some inconsistencies might appear in their list of charges, the whole was reconcileable with sound principles and sound policy.

Mr. NASH had no doubt whatever that such was the case.

Some conversation ensued as to the possibility of saving a portion of the fare by booking for an intermediate distance, and having previously procured a ticket for the remainder of the journey of then proceeding to London; but it was explained that this could not be done, as tickets were only issued on the day on which they were to be used, and then for the next train only.

A PROPRIETOR presumed that the increased fares would have a fair trial.

The CHAIRMAN—Certainly.

The PROPRIETOR was glad to hear objections made to the raising of the fares. It showed that the railway was in request.

The CHAIRMAN thought this not an *im*-pertinent remark. When he heard that parties had it in contemplation to resume their gigs, or to establish omnibuses and stage coaches, he thought it showed the great utility of the railway. (Hear, hear, hear.)

A PROPRIETOR said, there had been a reduction of 1,700 passengers a week in the number conveyed since the fares had been raised, and for the last week he thought the proportion was even larger. This was very unsatisfactory, when it was taken into account that the line was now opened further, and that the Company could now command the long traffic.

The CHAIRMAN said, that although the number of passengers was reduced, the amount received from the traffic was not diminished.

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A PROPRIETOR complained of the reduction in the number of third-class trains. Formerly the third-class trains from Waltham had averaged about 65 passengers per day, but since the late increase they had not exceeded 15.

The CHAIRMAN said, some of the third-class carriages had been struck off, because gentlemen—parties who ought not to descend to such a course—had availed themselves of them, to the detriment of the second-class carriages.

A PROPRIETOR thought the public ought to be allowed to judge for themselves which class they would patronise.

The CHAIRMAN said, this was very well; but surely it would not be asserted that the Company ought at a loss to start a third-class train, at a time when those for whose accommodation such trains were intended were not likely to use it. (Hear, hear.)

The PROPRIETOR agreed that it was great meanness in those who could afford better accommodation to go in a third class carriage, but at the same time the public generally ought not to be inconvenienced for the sake of a few individuals.

A PROPRIETOR had understood that third class carriages returned more to the Company than any other class.

The CHAIRMAN said he had that morning been in communication with Mr. Hall, of the Eastern Counties' Company, and the opinion of that gentleman was, that the second class was most productive.

The PROPRIETOR knew little of the matter himself, and was only anxious that the notice of the Directors should be called to the subject.

Mr. KINNARD said, however profitable third class trains might in general be, it was not so when, as in the case of the Eastern Counties' Company, a uniform rate of toll was charged, irrespective of class.

The CHAIRMAN said, the Great Western Company had discontinued their third class carriages in connection with their usual passenger trains, and only used them with luggage trains at night. This he thought was a clear proof that the Directors of that Company did not think the cultivation of third class traffic so profitable as had been represented.

Mr. ROSKELL had no doubt that if the cost of constructing a third class carriage joined to the numbers which it would hold were compared with a second class carriage, the balance would be in favour of the former; but then they had to look at the number of passengers which this third class carriage was likely to abstract from the second class. (Hear, hear, hear.) This, he was sure, would more than overbalance the account as in favour of the inferior class.

Mr. WILLIAMS thought it might be inferred from the present discussion that the charges upon the Northern and Eastern Railway were high, whereas they were as low as any other metropolitan line, and much lower than most of them. (Hear, hear, hear.)

The CHAIRMAN thought no railway establishment could be considered complete without two or three chimney sweepers with their soot bags. Whenever he saw an individual respectably dressed getting into a third class carriage he would send a sweep along with him. (Hear, hear, and a laugh.) When he saw so-called gentlemen squatting almost in a fishmonger's basket in a third class train, he thought it highly derogatory to their own station, and detrimental to the interests of the Company. (Hear, hear.)

Mr. F. BRAITHWAITE thought this matter was not looked at in a right light. To him, as an occasional passenger by the railway, it might matter little whether the fare were higher or lower by 6d., but it should be remembered that there were many persons holding situations in London and resident on the line of railway, to whom such an addition was of consequence when chargeable twice a day during every day in the year. These persons, however humble their means, were compelled to keep up a decent appearance, and in the case of the railway, an additional 6d. a day, might probably amount at the end of the year to as much as they paid for the rent of their houses. (Hear, hear, hear.)

The CHAIRMAN said, it might undoubtedly be so; but could these parties have reached London before the construction of the railway at less cost than they now did?

Mr. SMALE could answer for one part of the line. Even now passengers from Edmonton and Tottenham could reach town by omnibus at 1s. each inside, while by the railway, in the second class carriages, the charge was, from Edmonton 1s. 6d., and from Tottenham 1s. 3d.

The CHAIRMAN said, that they had not yet the means of competing for the Edmonton and Tottenham traffic. The principal obstacle was the Eastern Counties' toll.

Mr. SMALE said they could and did enter into such competition previous to the late increase of fares.

Mr. MARSHALL, M. P., (Deputy Chairman) would ask whether the proprietors were of opinion that the Company should carry passengers at a loss, or even whether they should carry them solely for the advantage of the Eastern Counties' Company. (Hear, hear.)

Mr. ROSKELL would add, that it was not worth while to damage the *long* traffic by cultivating the *short* traffic, which, under present circumstances, could not be done without loss, or at least must be done without receiving any profit. (Hear, hear, hear.)

Mr. WILLIAMS suggested that some arrangement might be entered into for the issue of annual, semi-annual, or quarterly, or even monthly tickets—a proportionate reduction being made to the parties taking them who might be looked upon, so to speak, as wholesale customers.

The CHAIRMAN said, the subject of season tickets had not escaped the notice of the Directors, and negociations on that head had been entered into with the Eastern Counties' Company. That Company, however, like the London and Birmingham, set their face against season tickets, but at the same time had, for the sake of experiment, agreed to reduce the toll in respect of them, by 1d. per passenger. For his own part, he did not think that any person would take out a ticket to go four times by this or any other railway, unless he meant to go five times. (Hear, hear, and a laugh.) If the Eastern Counties' Company would but meet this Company with that reduction of toll which he was satisfied would result in their own advantage as well as in the advantage of the Northern and Eastern Company, he had no doubt that in the spring they would be able to give the system of season tickets, and of low fares generally, a fair trial. (Hear, hear.)

Mr. BRAITHWAITE said, the Chairman had admitted that the Eastern Counties' Company had already agreed to a reduction of toll to the extent of 1d. per passenger on a certain portion of the Northern and Eastern traffic; might he ask, what further reduction the Directors desired?

The CHAIRMAN had no hesitation in saying, that they proposed a reduction of 2d. per passenger, namely, reducing the toll from its present rate of 4d. per passenger to 2d., so far at least as the Ponder's End and other short traffic was concerned. If that were done, the Directors of the Northern and Eastern Company were prepared so to reduce their charges as to return a greater gross toll to the Eastern Counties' Company than they at present received from the 4d. rate. (Hear, hear.) It was but fair to state, that the Directors of the Eastern Counties' line were quite sensible that there was still much undeveloped traffic on the Northern and Eastern Railway, and so far as Stratford was concerned, they had already acceeded to a modification of the toll. (Hear, hear.)

Mr. KINNARD said, there was no railway out of the metropolis, near to which there were so many residents as on the Northern and Eastern.

The CHAIRMAN—And no railway similarly circumstanced, upon which so few are carried.

Mr. NASH recommended that the lower classes should be accommodated by putting on more third class trains, even if the Company through their bad bargain with the Eastern Counties' Company should gain nothing by the traffic. It would add to the convenience of the public, whose interests they were bound to consult, and would retain the traffic on the line, which should the negociations with the Eastern Counties' Company for a reduction of toll prove successful, would be retained with profit.

It was explained that even now there were two third class trains daily each way, which it was contended were quite sufficient for the accommodation of the district.

The CHAIRMAN said, the whole question of fares had received, and would continue to receive, the most careful and candid attention of the Directors. As the Board professed to be guided solely by the opinion of its constituents, it would be for the proprietors at the next half-yearly meeting to say whether they were in favour of a reduction of fares. If so the Board would have great pleasure in carrying their wishes into effect, but in the meantime they might perhaps be allowed to carry out the experiment upon which they had entered. (Hear, hear.)

After some further desultory discussion, the motion for raising money by loan was passed unanimously.

The CHAIRMAN having stated that the business of the meeting was at an end, unless any proprietor wished for further information, and no one availing himself of the opportunity,

Mr. SMALE proposed that the cordial thanks of the meeting be given to the Chairman and Board of Directors, for their zeal and attention to the affairs of the Company. (Hear, hear, hear.) The Chairman was always most ready to answer any question that might be put relative to the state or prospects of the undertaking in which they were all embarked. He believed there was no Railway Board (and to his cost he knew something of them) that was so inexpensive as that of the Northern and Eastern Company. (Hear, hear, hear.) The working Committee alone received remuneration, and that to a very trifling amount. (Hear, hear, hear.)

Mr. NASH had very great pleasure in seconding the motion. When he observed the promptitude with which questions were answered by the Northern and Eastern Board,—in a manner so different from that of other Companies,—however the questions might tend, he could have no doubt that the intentions of the Directors were honest and straightforward, and such being the case, he was fully convinced of the success of the undertaking. (Hear, hear, hear.)

The motion was carried by acclamation.

The CHAIRMAN, in returning thanks, remarked that it was the earnest wish of the Directors to consult the wishes and interests of their constituents, as thereby they were consulting their own, being large holders in the undertaking. (Much applause.)

The meeting then separated.

INTENDED APPLICATIONS FOR RAILWAY ACTS.

THE following notices of intended applications to Parliament—usually termed "November Notices"—have appeared in the *London Gazette* during the past month:—

BIRMINGHAM AND DERBY RAILWAY.

For an amended Act, and for power to raise further capital.

BRISTOL AND GLOUCESTER RAILWAY.

For an Act to authorise the Bristol and Gloucester Railway Company to enter into any contract or agreement with the Cheltenham and Great Western Union Railway Company, "for the formation and use of such portion of the Cheltenham and Great Western Union Railway, and of its stations and other works as is or will be situate between the borough of Stroud, in the county of Gloucester, and the termination of the said railway at Cheltenham;

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and, for the more effectually carrying such objects into effect. * * * * *

Provisions intended to be made to transfer to the Bristol and Gloucester Railway Company, or to grant them a participation in, certain rights or powers now held and enjoyed by the Cheltenham and Great Western Union Railway Company."

GREAT NORTH OF ENGLAND RAILWAY.

For an Act to enable the Company to cede a portion of their line, and perform certain matters, under circumstances referred to under the head of Northern Union Railway.

LONDON AND GREENWICH RAILWAY.

For an Amended Act. Notice is given, "that provision is intended to be made to authorise the formation of a burial ground for the use of the parishes of St. Olave and St. John, Southwark, in lieu of the present burial ground now belonging to such parishes, pursuant to the provisions contained in a previous Act, and to purchase and take the property necessary for such purpose." * * * *

"And notice is further given, that provision is also intended to be made for making and maintaining a communication from the said railway to the River Thames, with a wharf or landing place adjoining thereto, on the south side of the said river; and which said communication, wharf, or landing place, will be situate in the said parish of St. Olave, with power to levy rates and tolls for the use of such communication and wharf, or landing place."

MIDLAND COUNTIES' RAILWAY.

For an Amended Act, in which "provision is intended to be made to repeal, or to explain, alter, and amend so much of the" original Act "as requires the Midland Counties' Railway Company to make and complete a new weir, of Ashler stone, across the river Trent."

NORTHERN UNION OR NEWCASTLE AND DARLINGTON JUNCTION RAILWAY.

For an Act to authorise the construction of the short line, respecting the merits of which a discussion is now going forward in our columns. It is proposed "to commence at or upon a certain proposed deviation line of the Great North of England Railway, in the township of Shincliffe and parish of St. Oswald, in the county of Durham, and to terminate at or upon the line of the Durham Junction Railway, in the township and parish of Houghton-le-Spring, in the said county; together with a certain branch railway."

The notice further proceeds:

"And it is also intended by the Act, to enable the Company to be thereby incorporated, to purchase, or lease, or acquire by agreement with the Great North of England Railway Company, so much of the line of the said Great North of England Railway as at present authorised to be made, as lies between the intended point of junction therewith, and the town of Darlington, in the said county of Durham, and the several rights, powers, and privileges of the said Great North of England Railway Company, in reference thereto; and also to enable the said last-mentioned Company to cede and to transfer the said portion of their line, and their said rights, powers, and privileges to the Company so to be incorporated as aforesaid; and further to enable the said last-mentioned Company to purchase or lease the undertaking called the Durham Junction Railway, and the several rights, powers, and privileges of the Durham Junction Railway Company in reference thereto; and to enable the said last-mentioned Company to sell or lease the said undertaking, and to cede their said powers, rights, and privileges to the Company to be incorporated by the Act so to be applied for.

"And it is further intended, by the Act so to be applied for, to enable the said Great North of England Railway Company, the York and North Midland Railway Company, the North Midland Railway Company, the Manchester and Leeds Railway Company, the Newcastle and Carlisle Railway Company, the Durham Junction Railway Company, the Brandling Junction Railway Company, the Midland Counties' Railway Company, and the Birmingham and Derby Junction Railway Company, or any of them, either jointly or severally, to purchase or rent the line of railway and branch railway, or any portion thereof, to be made by the Company so to be incorporated as aforesaid; and to use and work the same, or otherwise to guarantee to the said last mentioned Company such interest on the outlay requisite for the formation of such railway and branch respectively, as may be agreed on between them and the said Company so to be incorporated as aforesaid; and lastly, to enable the said last mentioned Company, and all or any of the other Companies hereinbefore mentioned, to enter into such mutual arrangements as may be necessary for carrying out the purposes and objects of the Act so to be applied for, and for promoting the beneficial use and working of the undertaking thereby to be authorised."

SOUTH-EASTERN RAILWAY.

For an Act to enable the Company to construct certain approaches to the Reigate Station of the railway.

STANHOPE AND TYNE RAILWAY.

For "an Act to facilitate the carrying into effect arrangements consequent upon the dissolution of a certain Company, or partnership, called the Stanhope and Tyne Railroad Company, established by deed of settlement bearing date the 3rd day of February, 1834, and for the disposal of the property and effects belonging to such Company, and to establish and incorporate a new Company, for the purpose of purchasing, holding, working, and using a certain railway belonging to the said firstly mentioned Company already constructed and in use, leading from certain lime quarries and other works, in the parish of Stanhope, in the county palatine of Durham, to the river Tyne, at the town of South Shields, in the same county, commonly called the Stanhope and Tyne Railroad, or some part or parts thereof."

THAMES HAVEN DOCK AND RAILWAY.

For an Amended Act, "and particularly to extend the respective periods, limited for taking lands, houses, buildings, and other property; and for completing the railway, dock, and other works."

WEST DURHAM RAILWAY.

For an Amended Act, "particularly for the purpose of authorising an extension of the time, granted by the original Act, for the making and completion of the said railway and works, and for explaining and amending the powers granted to the Company to carry the railway over or across any other railway; and for removing doubts, which may exist in reference thereto; and for obtaining more effectual powers for such purposes; and it is also intended to obtain power, for raising a further sum of money for the purposes of the said railway."

THE NORTHERN UNION RAILWAY.

To the Dissentient Shareholders of the North Midland and Midland Counties' Railways.

GENTLEMEN,—An absence from home, coupled with a desire to know the exact result of the several meetings lately held to promote the above undertaking, has hitherto prevented me from obtruding myself upon your notice. Indisposition put it out of my power to be present at the Midland Counties', and in the Report of the North Midland, the observations I addressed to the meeting in strenuous opposition were altogether suppressed. Upon this disingenuousness I shall not comment, because the intention is too obvious to require it. But it is fitting the subject should not be thus blinked, nor the public kept in ignorance of the fact, that many of the shareholders, as well as myself, are wholly opposed to the project. Were I every way disposed to enter into the comparative merits of an eastern and western line, the task is rendered superfluous by the able and luminous review of the question extracted from the *Carlisle Journal* in page 1182 of the *Railway Times*, and to the perusal of which I earnestly request the attention of all who feel interested in the matter. I will however ask, *en passant*, if any of the parties who have projected this miserable scheme—this burlesque—this travestie of a railway—really believe it can ever deter or frustrate the formation of a western line, or materially forward that of an eastern one? Not a bit of it. For what then is this scheme promoted? By whom concocted? Why, by a party who have hitherto broken faith with the public, and whose views of selfishness and duplicity we are, at the sacrifice of consistency and propriety, called on to yield our support. And what is this violation of principle in the present instance? Why, that a majority at a meeting convened for the very purpose by the Directors themselves, have assumed the right of appropriating a portion of my property to purposes foreign to the undertaking in which we are engaged, without my concurrence or consent asked and obtained. Does the protective shield of the law less vigilantly guard one species of property than another? Would these meetings have presumed to extract additional capital from the dissentients, for the purpose of supporting this abortion of a railway? I trow not. Then, how assume the right of withholding from me a portion of my annual income for such an end. But the project, say Mr. Hudson and his supporters, is fraught with such transcendant advantages as to be a full equivalent for such an innovation on my rights. But suppose I am of a contrary opinion, and cannot, with all consideration given to the subject, arrive at a similar conclusion—am I then to be dragged head and shoulders by a tyrant majority, into a speculation which I consider not only erroneous in principle, but fallacious in calculation? Oh yes, says Mr. Hudson, individual advantage or convenience, must yield to the public benefit. Let us test this declaration out of Mr. Hudson's own mouth—Mr. H. who had the modesty to declare (when I doubted his success at the Midland Counties',) that if the measure was not carried, he would divert the whole of the London traffic from the line, and convey it by the Derby and Birmingham;—thus in effect proclaiming that the public convenience was a mere clap-trap to cover his own ends. But it is rejoined to all my objections on this invasion of my property, that the guarantee we are called on to sanction is merely nominal. Nominal! Then why seek to impose any portion of it upon lines so remotely connected with the project as the North Midland and Midland Counties'? Why do not the proprietary of the lines which will be surely benefited by the measure, take upon them the *nominal* responsibility? Simply because they know it may eventually prove not a shadow, but a serious and stern reality. The very attempt thus to palm it upon others, goes to show what they themselves think, may by possibility become of Mr. Stephenson's estimate, which may be correct enough for ought that I know; but I tell him, and all whom it may concern, very honestly, without any impeachment of his veracity notwithstanding, that my faith shall be pinned to what he shall prove, not to what he shall say. I cannot forget that his estimate for the North Midland, fully complete and in operation, was one million and a quarter, which, under his auspices, has not been merely doubled, but trebled. And yet in the face of such a fact, we are coolly called on for an extension of gullibility in proportion to the extension of this notable scheme, carrying on its face all the features of a rank job, the primary object being to extricate from a dilemma, and to hold harmless and indemnified a party who have adroitly hitherto avoided their public pledge to continue the main line from Darlington to Newcastle in conformity with their Act of Parliament. I am aware it may be said, that although my objection to the measure, founded upon its illegality for want of unanimity, may hold good, yet that my opinion as to its probable failure in point of profit is altogether erroneous. Being then ready at all times to assign a reason for the faith that is in me, I shall briefly touch upon a few points which influence my convictions, that it can never be worth the slightest risk on the part of the North Midland and Midland Counties', thus to travel beyond the boundary of the two undertakings, in quest of any real or imaginary advantage connected with so distant and paltry a speculation, as the one in question.

It is conceded by every one, that railway traffic

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has an invariable tendency to increase, and as it will require at least three years from this time to complete and bring this new line into profitable or full operation, it is more than probable that the traffic likely to benefit our two lines will have reached its full developement, or so nearly so that any excess created by this line can be of very little import; and this opinion I ground upon the fact, that steam navigation must ever seriously compete with the northern traffic either east or west, were the lines completed to Edinburgh or Glasgow; but carried only as far as Newcastle, can, while such numbers value their money more than their time, be very minute indeed. Mr. Hudson, to be sure, maintains that a large portion of the western Scotch traffic will be diverted eastward by the Carlisle and Newcastle route to our certain advantage. If this vast increase ensues to us, how comes it pray, that the North Midland guarantee amounts to 6,000*l.* per annum, while that of the Carlisle and Newcastle over which it must mainly pass, and which is four-fifths of the length contributes only 500*l.*? This discrepancy, if Mr. Hudson's calculation be correct, is monstrous; and if it be not, it goes to establish my position.

At the North Midland meeting I pointed attention to the fact that the whole of the through as well as local traffic upon the northern lines to the junction at Normanton, not connected with London, and which in spite of Mr. Hudson's statistics I maintain must form the most considerable portion of what the new line will create, cannot contribute to the profit of our lines, and must therefore be dismissed from the computation.

It would swell this article beyond due bounds to dwell upon the various objections that present themselves to my mind. I am told that whatever my own convictions may be, I and other dissentients who form a small minority, should yield in deference to the judgment of those who have given their support to the measure after full and mature consideration. What our numbers may be I cannot tell. It is sufficient that as dissentients we have an existence, and it puzzles my powers of comprehension to make out why I am to forego my opposition in deference to the class of *gyrovettes*—or in plain English, the weathercock tribe, who at a public meeting one week pass an unanimous vote in reprobation of the measure, and with no new lights or additional information, send up their proxies, or attend in person at another the next, in order to support it.

I have now dilated upon this subject under the twofold aspect of utility and legality, and demonstrated that, whatever it may be as a profitable speculation, it is utterly untenable in a legal point of view, without the sanction of every proprietor in both lines, and that I for one, whatever may be the case with others, will not submit thus to leave my property at the mercy of others. We all know that precedent is quoted in support of the most nefarious measures. Once establish it in this case and where shall we stop? Let me not be told that a body of shareholders would never sanction, or give a guarantee in support of the eastern line into Scotland, or in western one either, or yield their support to establish a line of steam boats—or any other wild project which may present itself, under the guise of advantage to their line. The experience I have had of shareholders as a body is not calculated to fill my mind with any very exalted notions of their sagacity. Whatever the *individuals* may be of whom it may be composed, they will collectively do at times anything and everything but what they ought, and the conduct of which I complain is a case in point.

Having thus expressed my intention to oppose this invasion of my rights, I invite the co-operation of all who coincide with me in opinion. It is my present purpose to come forward at the first opportunity with a motion to set aside this hasty and injudicious decision to support a project with which we in reality have no right to interfere; and should this appeal fail, to apply to Parliament in the last resort. I have no hostility to the project if promoted solely by those whom it alone concerns, but I wish all such to confine themselves to their own legitimate boundaries, and not to obtrude themselves upon me as trespassers.

Yours, very faithfully,

G. G. WATTS.

Langton Grange, Darlington, Nov. 21, 1841.

[Captain Watts must excuse the somewhat free use we have made of our pen in striking out passages and epithets very unnecessarily offensive to individuals.—Ed. R. T.]

THE NORTHERN UNION RAILWAY — RAILWAY THROUGH LINCOLNSHIRE.

To the Editor of the Railway Times.

Sir,—Are the North Midland and Midland Counties Companies aware that the parties connected with the Lincolnshire Railway are viewing with a most complaisant satisfaction the exertions made and money expended by the above Companies towards getting the Scotch line by the east coast, and that the moment a probability of this being accomplished appears, that they will bring their and already surveyed (nay, I may say, already levelled) from Cambridge through Peterborough and Lincoln, crossing the Hull line at Selby to York?

I am aware that the York Company, with a slyness which is quite characteristic of that part of the county, imagine that they can induce the promoters of the new line to run along theirs from Selby, and still be able, as far as they are concerned, to retain all the northern traffic from Selby to York; but what becomes of the unfortunate North Midland and Midland Counties (who are at present fighting along with the York line this losing battle) should this new line come forward? Why, they are deprived at "one fell swoop" of all their northern traffic.

Captain Huish at Carlisle adverted to the circumstance of the London and Birmingham being deprived of the traffic between Rugby and Birmingham should the line be carried by Newcastle into Scotland, but he might have gone further and exhibited the London and Birmingham and Grand Junction deprived like the North Midland, of *all* their northern or Scotch traffic.

That the Lincolnshire line will proceed whether the north line is carried by the east or otherwise, there is no doubt; but should that occur, the formation of the line becomes immediate, and few lines would present a more promising front. Here nature appears to have formed the county for railway purposes—no works of an expensive kind, no tunnelling or cutting here present themselves, the experience also of the extravagance into which other lines have fallen would save this Company from many *untoward* expenses. I need hardly add that the enormous engineering disbursements upon a great many of our most promising lines is the cause of their depreciated value.

Yours, &c.,

AN OLD SUBSCRIBER.

Manchester, Nov. 22, 1841.

THE NORTHERN UNION RAILWAY.

The Durham Junction Railway Company held a special meeting on Tuesday last, at their office, in the Blue Anchor Chare, Quayside, Newcastle, when it was unanimously resolved to unite with the Brandling Junction, Newcastle and Carlisle, Great North of England, and other Railway Companies, in taking a lease of the railway proposed to be made from the Great North of England Railway at Darlington, to the Durham Junction Railway—the proprietors of the last-named line guaranteeing the payment of 750*l.* a year, as their quota of the sum required to pay 6 per cent. per annum to the shareholders in the new railway, for the period of ten years from its opening. It was also ordered that circulars be issued to the proprietors, requesting to be informed whether they would take shares in the new line, the Company having the option of subscribing for shares in proportion to the amount of their guarantee.—*Gateshead Observer* of this day.

LIVERPOOL AND MANCHESTER AND MANCHESTER AND LEEDS RAILWAYS.*

To the Editor of the Railway Times.

Sir,—In the two last numbers of your widely circulated journal, you have indulged in a severity of observation, and one one-sided criticism, on the proceedings of the Liverpool and Manchester Directors, by no means characterised by your usual impartiality and candour. I allude to your remarks on the non-execution of the Junction Railway through the town of Salford, to connect the Manchester and Leeds with the Liverpool and Manchester line.

As a considerable proprietor in this latter Company, I crave your permission to offer briefly what appears to me to be a satisfactory reply to the observations which, in your Editorial capacity, you have thought proper to make. In your paper of the 20th November you say, "We have heard it urged that the project is not likely to turn out advantageously as a pecuniary investment, and that the unwillingness of the Liverpool Directors to commit their constituents to the chance of loss, is the *sole* cause of their present apathy." I have heard that such is one of the causes, and as a shareholder I approve the caution of the Directors in hesitating to commit their constituents to a large present outlay, without good security for an adequate return—and with the chance of ultimate loss. But you go on to remark, "If it be so, it should be openly and broadly stated, and moreover it should be fully explained how it happened that the alleged unprofitableness was not discovered sooner."

To this I will reply, that it *has been openly and broadly stated*, and it *has been fully explained* how the alleged unprofitableness was not discovered sooner—and that this was done nearly two years ago in the Directors' half-yearly Report, dated January, 1840. I have the Report now lying before me, and I find it therein openly and broadly stated "that it appeared to the Directors, after the most careful investigation, that the traffic between Liverpool and Leeds *does not amount to one-half the gross tonnage* at which it was *estimated*, in the traffic statements received from the Manchester and Leeds Railway Company, procured, the Directors believe, with great labour and care, but from sources and by means unavoidably liable to error."

Here then, to the mind of a shareholder, is ample ground for delay; and if it be inquired, why then was the Act of Parliament obtained, with so insufficient a traffic case? I admit that the question is a proper one; but the answer is "straightforward" and satisfactory. Being solicited by the Manchester and Leeds Company towards the close of 1838, to construct a portion of a connecting line to unite their respective railways, for which the Parliamentary notices had to be *immediately* given, the Directors consented—but it was with the clear understanding, and this was distinctly stated to the proprietors at large, that the Company in consenting to incur the expense of a survey and an Act of Parliament, upon imperfect information, rather than *miss the session*, and lose a year, where an important object was in question, the proprietors were to be in no ways pledged *beyond* such proceedings, unless a more mature inquiry and investigation should fully warrant ulterior measures.

Accordingly, in the spring of 1839, the Liverpool and Manchester Directors applied to Parliament for leave to make the junction line. But while before a Committee of the House of Commons, many difficulties had to be encountered—objectionable clauses were proposed by the Salford authorities, and a complicated and not very satisfactory arrangement as to tolls had to be settled with the Manchester, Bolton and Bury Company. These latter considerations, added, it may be, to the undecided character of their traffic case, made it imperative upon those who had the management of the Bill, either to throw up the Bill altogether, or to secure to the proprietors the *option* of prosecuting or abandoning the undertaking, when they should have more completely investigated all the

* This letter is noticed in our leading columns.—Ed. R. T.

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circumstances, and considered all the bearings of the case.

As a shareholder, I approve of the Directors not throwing up the Bill altogether, having incurred nine-tenths of the expenses belonging to it; and further, I think they were in duty bound to their constituents to secure, if possible, the option above referred to, by claiming powers for the Company to construct the said junction line, "if they shall think proper."

To me this appears a sufficient explanation of this optional clause, which has occasioned so much remark, which you are pleased to consider as evidence of a "cunning contrivance to evade legal liability," and as indicative of "*mala fides*," from the commencement of the undertaking, so different does the same proceeding appear, when contemplated from different points of view.

In your paper of Saturday last, you observe that the Manchester and Leeds Company "are ready and anxious to carry out *their* part of the arrangement." In reply to this observation, allow me to refer you to the following passage from the Report of the Manchester and Leeds Company, dated 16th September last:—"The continued indisposition of the Directors of the Liverpool and Manchester Railway Company to proceed with the connection line, *together with* the unfavourable state of the times, and *the serious inconvenience* which would be caused to the proprietors by calling upon them for any large amount of capital under the great depression which has taken place during the last half year in the market value of the stock of this Company, *have combined* to deter the Directors from submitting to the shareholders, on the present occasion, any proposition for the immediate commencement of the works upon the Extension line to Hunt's Bank." In this passage, the same ground for *pause* is advanced by the Manchester and Leeds Company as was stated by the Liverpool and Manchester Company to be *one* of their grounds for delay; and I am unable to discern in it that "readiness and anxiety" to proceed with their part of the arrangement, to which you refer.

With regard to your observations about some sinister influence at the Liverpool and Manchester Board, I can only attribute them to a total misapprehension of the character of the men of whom you speak. The proprietors in this neighbourhood, who are in daily communication with the Directors, I believe to be perfectly easy on that score, being confident that in the whole course of the proceeding upon which you have thought proper to comment, they have not only acted with judgment and discretion, as regards the immediate object under discussion, but that in so doing they have been influenced by the single and honourable motive of promoting, as far as in them lay, the best interests of the concern intrusted to their management.

I am, Sir, your obedient servant,

A LIVERPOOL PROPRIETOR.

OPENING OF THE GOSPORT BRANCH OF THE SOUTH-WESTERN RAILWAY.

(From the *Hampshire Telegraph* of Saturday, Nov. 27.)

It having been announced that this important branch would be opened to-day, the terminus of the railway at Gosport, at a quarter before two o'clock, began to fill with visitors to witness the arrival of the Directors, and at twenty minutes past two they entered the station in four first-class carriages, drawn by the *Queen* engine, and were received with loud cheers, and the band of the 73rd regiment playing "See the conquering hero comes." The train left London at ten o'clock, with the Directors, Sir Frederick Smith, Mr. Locke, the engineer, Mr. Tite, the architect, &c., who examined the line at various stations, and particularly the tunnel at Fareham, where they alighted and inspected the work minutely; and we are informed the result is satisfactory to them and the Government Inspector. At twenty-five minutes to three, the Directors and other gentlemen took their seats, and a procession of carriages and omnibuses being formed, with a band of music at the head, passed through Gosport, over the Floating Bridge, and then through Portsmouth, &c., returning to Gosport to dine with a large party at the Star Hotel, where a sumptuous dinner was prepared at five o'clock, to which they, as well as the friends who accompanied them in the train, and H. Compton, Esq., one of the members for this division of the county, Major-General Sir Hercules Pakenham, and other distinguished authorities, were invited by a large number of the principal inhabitants of these towns. The room was handsomely decorated for the occasion, and about 140 persons were present at the dinner. The band of the 73rd regiment occupying the orchestra, playing appropriate tunes at each toast. Dr. Quarrier presided, and was supported on his right by Sir John Easthope, Bart., one of the Directors of the Company, Major-General Sir H. Pakenham, the Venerable Archdeacon Wilberforce, Mr. Smith, Mr. Humphreys, Mr. Boothby, and A. Morgan, Esq., Secretary of the Company, Mr. Reid, R. Cruickshank, Esq., &c.; and on his left by Mr. Chaplin, the Vice-Chairman of the Directors, H. C. Compton, Esq., M. P., Captain Sir Thomas Fellowes, C. B., Captain Sir Richard Grant, Colonel Henderson, Mr. Drew, and Mr. King, Southampton Directors; W. Grant, Esq., H. St. John Medley, Esq., John Garrett, Esq., &c. &c. Mr. Locke, the engineer, Mr. Tite, the architect, and Mr. Brassey, the contractor, were also present.

On the removal of the cloth, the Chairman gave the usual loyal toasts, which were drank with three times three. "The Bishop and Clergy of the Diocese," followed.

Archdeacon Wilberforce returned thanks in an eloquent speech, and in congratulating the Directors on the accomplishment of this branch of railway, as a great undertaking, suggested to them the consideration whether all traffic upon the railway on Sundays might not be suspended. He took this opportunity, now the Directors were present, to press this subject on their minds. They had, to their great credit, determined to suspend the conveyance on the Sabbath-day of all merchandize, and he trusted that would be followed by a further restriction, by suspending all traffic whatever.

The Chairman then gave the "Navy and Army."

Rear-Admiral M'Kinley returned thanks for the former, and Sir Hercules Pakenham for the latter.

Rear-Admiral M'Kinley then proposed the "Lord Lieutenant and Magistrates for the county."

H. Compton, Esq., M. P., returned thanks.

The Chairman said, the next toast he should propose was one the Company, he was sure, would cordially accept, for it was mixed up with the enjoyment they had to-day received. He was sure they would drink to the "Health of the Directors and Proprietors of the Railway," and join with him in most hearty thanks to them for bringing the branch to Gosport. The toast having been drank with loud cheers,

Mr. Chaplin, the Vice-Chairman of the Directors, in acknowledging this compliment, said, this was truly a most glorious day for the Directors and proprietors, whether they looked to the kind manner in which they had been met on their arrival—the brilliant entertainment that had been afforded them—the attendance on the occasion of so many distinguished persons and wealthy inhabitants of these towns, or the inspiring toast that had been given and received in so cordial a manner. Such a gratifying demonstration was quite enough to obliterate from their minds all the trouble they had encountered in accomplishing this. (Cheers.) With regard to the venerable Archdeacon's suggestion as to suspending all traffic on the railway on Sundays, he would assure the reverend gentleman that the subject should have the consideration of the Directors. Their only policy was that of affording the greatest accommodation, and it was only on this ground they could expect to be supported. If any gentleman wished to suggest any proposition upon the subject of the time of departure of the trains, or of the price, &c., the Directors would be proud to receive it at all times. (Cheers.) Mr. Chaplin then proceeded to say, that the main line of railway had now been open a year and a half, and had exceeded the expectations of the Directors, and the trade was daily increasing. If the parent line was paying a revenue, there could be no doubt that this branch of it must do so, and benefit these towns. To Sir John Easthope the credit was due for proposing this scheme (the Gosport branch); he brought forth the plan as well as the money, and it is now at their door. (Cries of "Hear, hear.") The Engineer of the Company had completed his work—he was the personal friend of most of the Directors, and had promised to remain with them to watch over their interests. He begged, in the name of the Directors and proprietors, to return his thanks for the honour the Company had done them.

Sir John Easthope then briefly addressed the company, to express his gratification at the accomplishment of this branch, and to join in thanks for the kind manner in which the Directors had been received.

The Chairman then gave, "The health of the Commanding Officer of the District, Major-General the Hon. Sir Hercules Pakenham."—(Cheers.)

Sir Hercules Pakenham, after acknowledging this toast, said he felt a great interest in the success of this great undertaking, and to show the confidence the Government reposed in it, he had that day ordered a large detachment of troops to move from Winchester to this town on the branch on the first day it opened, on Monday next. (Cheers.) A large body would then come down by it, not for any light occasion, but to embark for China, there to uphold the honour of this nation.

Several other toasts were given and the meeting broke up at a late hour.

CROYDON RAILWAY.—NOTICE.—The continuance of wet weather having prevented the removal of the Slips on this Railway, near New-cross, so soon as was expected, the WINTER TRAINS will NOT commence running on this day, as announced. The TRAINS will continue to RUN, as follows, until further notice:—

DOWN TRAINS FROM TOOLEY-STREET.

Morning..... 5 min. past 9, 10, and 12 o'clock,
Afternoon ..... 20 min. past 2, 4, 5, and 6.

UP TRAINS FROM CROYDON.

Morning..... 5 min. past 8. 9, 10, and 12 o'clock.
Afternoon ..... 20 min. past 2, 4, 5, and 6.

SUNDAY TRAINS.

DOWN TRAINS FROM TOOLEY-STREET.

Morning..... 5 min. past 9 and 10 o'clock.
Afternoon ..... 20 min past 2, 3, 4, 5, 7, and 8.

UP TRAINS FROM CROYDON.

Morning..... 5 min. after 9 and 10 o'clock.
Afternoon ..... 20 min. after 2, 3, 4, 5, 7, and 8.

By Order,
R. S. YOUNG, Secretary.

PEOPLE'S EDITION OF SIR WALTER SCOTT'S NOVELS.

On Saturday, 1st January, 1842, and to be continued each Saturday till the whole is completed, No. 1, price Twopence, containing One Sheet Royal Octavo, double columns, of

WAVERLEY; OR, 'TIS SIXTY YEARS SINCE With all the Author's Introductions and Notes; to be immediately followed by Guy Mannering, The Antiquary, and all the other novels and romances of Sir Walter Scott.

The Proprietors are anxious to meet the wishes of many intelligent correspondents among the Working Classes, who represent that, notwithstanding the great circulation and unparalleled celebrity of

THE WAVERLEY NOVELS,

thousands upon thousands of our industrious countrymen have yet to form acquaintance with Baron Bradwardines and Fergus M'Ivors, the Meg Merilees and Dominie Sampsons, the Edie Ochiltrees, Old Mortalities, Die Vernons, Rob Roys, Jeanie Deanses, and numberless other immortal creations of the Prince of Novelists. The Edition now announced will, it is hoped, be allowed to put these marvellous performances within the reach of the masses.

It is expected that the entire Novels will comprise about 260 sheets; and, besides the Weekly Issue, a Monthly stitched Part, *price Ninepence*, will be delivered with the Magazines.

Robert Cadell, Edinburgh; Houlston and Stoneman, London.

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GOSPORT AND PORTSMOUTH BRANCH RAILWAY.—The weather continuing so unusually unfavourable, as to render the state of the works on the line uncertain and doubtful, several slips in the earth-work having taken place, the Directors, with a view to avoid the possibility of accident, have determined to discontinue running trains upon this branch until further notice.

By order of the Directors,
ALFRED MORGAN, Secretary.

Nine Elms, Vauxhall, 3rd Dec., 1841.

NATIONAL LOAN FUND ASSURANCE SOCIETY, for granting Life Assurances, Deferred Annuities, &c. &c., 26, Cornhill.—Capital, £500,000.—Empowered by Special Act of Parliament.

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Physician—J. Elliotson, M.D., F.R.S.
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Advantages.—Perfect security from a large paid up Capital and accumulations——Equitable Rates—Power to borrow two-thirds Premiums paid, without expense or forfeiture—and Profits *annually* divided.

N. B. Policies for short periods, at lower rates than at any other Office, with option of continuance for Life, at the usual rates.

DEFERRED ANNUITIES.

The best and most varied provision for after life hitherto offered,—*21.* 12s. per annum (1s. a week,) at 20, will at 65, give the Policy-holder the choice of an Annuity of *47l.* 16s. 6d. or *349l.* 11s. cash, or Policy at death of *466l.* Similar advantages at 50, 55, and 60,—two-thirds payments lent at any time, and two-thirds returned in case of premature death.

The detailed Plans and last Annual Report to be had at the Office, at any of its Branches, or, on application, will be forwarded post-free.

F. FERGUSON CAMROUX, Secretary.

TO ENGINEERS, FOUNDERS, MACHINE-MAKERS, STEAM-SHIP BUILDERS, &c.—FOR SALE, an extensive and Valuable MANUFACTORY for the construction of Steam-engines, Boilers, General Machinery, Chain Cables, Anchors, Foundry Goods, Forged Goods, and General Blacksmith Work, well known as the FOOTDEE IRON-WORKS, Aberdeen.

These Works occupy nearly four acres of freehold ground, at a very moderate feu duty or ground rent, and are situated at Footdee, in the populous city of Aberdeen, within 500 yards of the Harbour Quay.

The Engines, Boilers, and Machinery of several of the large class of steam-ships have been wholly constructed and fitted up at these Works, which afford unusual facilities to parties engaged in that branch of business, and such as exist in few other establishments in the United Kingdom. The foreign and coasting trade of the port of Aberdeen is very extensive, and has rapidly increased for several years past, whilst the steam trade to London, Hull, Leith, Inverness, Orkney, Shetland, &c., is carried on to a very considerable extent.

Immediately adjoining the Iron-works, and belonging to the same Proprietors, is an extensive rope, sail, and felt work, which will also be disposed of, either with or without the Iron-work, as may be agreed upon.

To a party desirous of engaging in the building and equipping of steam or sailing vessels, the construction and repairing of Steam-engines, Sugar mills, and General Machinery, these Works, from their local situation and peculiar facilities within themselves, will be found particularly well adapted.

The whole of the Buildings are substantial, commodious, and suitable for the respective trades carried on within them. The machinery is of the first class, and in excellent order, the whole having been erected at considerable expense.

In the mean time, the work will continue to be carried on in all its branches, and orders executed as usual.

A plan and specification of the premises have been printed, which may, with all particulars and further information upon the subject, be had upon application to Messrs. Johnston and Farquhar, Solicitors, London; John Jopp, Esq., W. S., Edinburgh; or Messrs. Jopp and Shand, Advocates, Aberdeen, in whose hands the title deeds of the property are.

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.

Bolts for Machinery, Architectural, Agricultural, Ship and Coach Building, Gas Water, and other works, &c.

Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,
JNO. ATLEE, Secretary.

LONDON, EDINBURGH, AND DUBLIN GUARANTEED MUTUAL and PROPRIETARY LIFE ASSURANCE COMPANY, 3, Charlotte-row, Mansion House; St. Andrew's-street, Edinburgh; Fleet-street, Dublin.

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Important improvements have been introduced into Life Assurance practice by this Company.

The Policies are indefeasible and indisputable, unless they have been obtained by fraudulent misrepresentation.

The Board of Directors satisfy themselves upon the various questions proposed before they enter into contracts of Assurance; and frame their Policies in such terms as to preclude all future questions as to their validity, and thus render them indisputable and negotiable documents of future debt against the Company.

Parties may be assured either upon the participating or non-participating plan; the assured are relieved of all responsibility, and the participating class is entitled to the whole of the profits upon that branch of the business.

Table to assure £100, with addition of Profits.

Age 25.	Age 35.	Age 40.	Age 45.	Age 50.	Age 55.
£2 2 7	£2 15 10	£3 5 0	£3 15 5	£4 10 7	£5 18 8

Persons interested in the Lives of Nominees or Debtors may, for a trifling extra Premium, be relieved from the risk of their Policies being forfeited by the parties going to foreign countries.

One-half of the Premiums may remain unpaid for seven years, affording a greater facility for loan transactions and family provisions than any other plan which has been suggested.

Credit Table to assure £100, payable at death.

Age 20.	Age 25.	Age 30.	Age 40.	Age 45.	Age 50.
£0 18 0	£1 0 7	£1 3 7	£1 11 5	£1 16 6	£2 3 0

The usual Commission allowed to Solicitors and Agents; and Medical Gentlemen are in all cases remunerated for their reports.

MUTUAL LIFE ASSURANCE.

SCOTTISH WIDOWS' FUND SOCIETY.—Instituted A. D. 1815.—Head Office, Edinburgh, 5, St. Andrew-square.

The Oldest and most Extensive Life Office in Scotland.

Accumulated Fund exceeding
ONE MILLION AND FORTY THOUSAND POUNDS.

Annual Revenue exceeds
ONE HUNDRED AND EIGHTY THOUSAND POUNDS.

Bonus Additions, varying from 11 to 80 per cent. on the sum assured, according to the date of assurance.

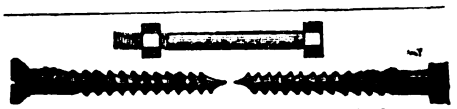
The whole profits belong to the Assured.

Assurances effected previous to 31st December, are entitled to participate in the Profits of the current year.

JOHN MACKENZIE, Manager.

Edinburgh, September, 1841.

HUGH Mc KEAN, 7, Pall Mall,
Agent for London.



T. H. RYLAND AND CO., OZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

STEAM CARRIAGE AND WAGGON COMPANY. Offices 18, Moorgate Street, City. The Directors beg to announce that in pursuance of a resolution passed at a General Meeting of Shareholders held at the Freemason's Tavern, on the 11th November, they are ready to receive proposals from persons willing to supply Steam Carriages for the conveyance of Goods or Passengers on Turnpike Roads. Parties proposing to supply carriages must produce one in a state fit for work to be submitted to such test as the Directors may require, and if approved, arrangements for the construction of several for the use of the Company will be immediately made. All Communications should be addressed as above.

BY ORDER OF THE BOARD.

TO CAPITALISTS, ENGINEERS, MILLWRIGHTS, FOUNDERS, SMITHS, and OTHERS.—To be disposed of, an old established Engineers', Millwrights', and Founders' Concern (the present Proprietors retiring from the Manufacturing Department), situated in London; the premises and plant have been erected during the last 25 years, at a considerable cost; but from the above cause will be disposed of upon extremely favourable terms. The premises will be let on lease, and the machinery and tools disposed of at a valuation.

Apply for particulars to John Evans, Esq., 51, Lincoln's-Inn Fields.

THE STEAM-ENGINE, STEAM-NAVIGATION AND RAILWAYS.

One Volume, 8vo., illustrated with very numerous Engravings on Wood. Price 12s. cloth. The Seventh Edition, almost re-written, of

THE STEAM-ENGINE, Explained and Illustrated, with an Account of its Invention and progressive Improvement (including a Life of Watt), and its application to Navigation and Railways. By DIONYSIUS LARDNER, D. C. L.

Printed for TAYLOR and WALTON, 28, Upper Gower-street.

Just published, 7th edition, price 3s., and sent free on receipt of a Postoffice order, for 3s. 6d.

MANHOOD: the Causes of its Premature Decline, with plain Directions for its Perfect Restoration; addressed to those suffering from the destructive effects of excessive indulgence, solitary habits, or infection followed by observations on the treatment of Syphilis, Gonorrhœa, Gleet, &c., illustrated with cases, &c.:

By J. L. CURTIS and Co., Consulting Surgeons, London.

SEVENTH EDITION.—Published by the Authors, and sold by Balliere, Medical Bookseller to the Royal College of Surgeons, 219, Regent-street; Strange, 21, Paternoster-row, London; Guest, Birmingham; T. Sowler, No. 4, St. Ann's square, Manchester; G. Philp, South Castle-street, Liverpool; Machen and Co., 8, D'Olier street, Dublin; Duncan, 114, High-street, Edinburgh; and to be had of all Booksellers.

The following are a few of the numerous testimonials this popular work has received, and which the limits of an advertisement will only allow of being published:—

Messrs. Curtis's work, entitled MANHOOD, is one of the few books now coming before the public on such a subject which can lay claim to the character of being strictly professional, at the same time that it is fully intelligible to all who read it. The moral and medical precepts given in it, render it invaluable.—*Magnet.*

The perusal of Messrs. Curtis's book, entitled MANHOOD, has really astonished us by developing a series of maladies, the never failing consequence of the vicious habit of which it treats. The clear connexion pointed out between the assigned cause and the effects is perceptible to every capacity. We strongly recommend the work.—*Age.*

We recommend the work, entitled MANHOOD, &c., to the careful perusal of persons of all classes. The moral as well as physical advantages sure to result from such perusal, will be most readily recognised and felt by those who stand most in need of them.—*Statesman.*

Messrs. Curtis and Company are to be consulted daily at their residence, No. 7, Frith-street, Soho-square, London.

Country Patients are requested to be as minute as possible in the detail of their cases. As to the duration of the complaint, the symptoms, age, general habits of living, and occupation in life of the party; the communication must be accompanied by the usual consultation fee of £1, without which no notice whatever can be taken of their application, and in all cases the most inviolable secrecy may be relied on.

PUBLIC SALE OF VALUABLE ENGINEERS TOOLS AND PATTERNS, SMITHY TOOLS, &c &c.—To be Sold by Auction, at the Works, West-street Tradeston, Glasgow, on Wednesday, the 8th December, and following day, the whole valuable Tools belonging to Mr. A. Myine, Engineer, Millwright, and Tool-maker, who is retiring from that business, including a superior Self-acting Planing Machine, 48 feet long by 4 feet wide; three smaller ditto; eight Self acting Lathes of various sizes; Hand-lathes with Iron-beds; splendid Vertical Slotting and Drilling Machine; Nut-cutting Machine; Screwing Machine; Portable Crane and Purchase Blocks; Smiths' Vices, Anvils, and Tools of all sorts; Millwright's Benches, &c. &c. A very valuable set of Patterns for Steam-engines, Planing Machines, Lathes, Spur and Bevel Wheels, and the Office Furniture, Watch-dog, &c.

These Tools are all of the most modern and expensive description, substantial and highly finished, part made to order and never used, and all of a quality rarely met with. Catalogues will be ready ten days before the Sale; and the whole may be seen any day between 10 and 2 o'clock. Sale to begin at 11 o'clock, precisely.

Apply for catalogues or information to Mr. W. Colledge, Writer, Dunlop-street, Glasgow, or to Mr. Myine, at the Works.

Glasgow, 23rd November, 1841.

TO ENGINEERS, PATENTEES, CONTRACTORS, AND BUILDERS.—STEAM-ENGINES ON SALE OR HIRE.—C. H. CAPPER, Iron-Founder, Manufacturer of Steam-Engines, Sugar Mills, and Mill Machinery, Broad-street Foundry, Birmingham, has Engines from 6 to 20 Horse power always on hand, and any parties wishing to Hire New or Second-hand ones for a given time, to try experiments, &c., may have the same at work immediately, and upon the most moderate terms. For particulars, apply as above.

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BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

BRISTOL AND GLOUCESTER RAILWAY. CONTRACT FOR WORKS.—NOTICE is hereby given, That the Directors will receive, at their offices, Exchange-buildings, Bristol, on or before 12 o'clock on Monday, the 3rd day of January, 1842, Tenders for the Excavation and Formation of the Earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying of the permanent rails, of that portion of the railway included in the following contracts:—

Contract No. 5, commencing from a point 200 feet south of the Road No. 15, in the parish of Berkeley (being the end of No. 4 Contract), and terminating in Field No. 1, in the parish of Stinchcombe, being about the distance of 2 miles and 53¼ chains.

Contract No. 6, commencing from a point in Field No. 1, in the parish of Stinchcombe (the end of No. 5 Contract), and terminating in Field No. 37, in the parish of Cam, being about the distance of 3 miles and 22 chains.

Contract No. 7, commencing from a point in Field No. 37, in the parish of Cam (the end of No. 6 Contract), and terminating at a brook boundary between the parishes of Frocester and Leonard Stanley (the commencement of No. 8 Contract), being about the distance of 2 miles and 67 chains.

Contract No. 11, commencing from a point in Field No. 6, in the parish of Yate (being the end of No. 12 Contract), and terminating at the north side of the Road marked No. 87 in the same parish, being about the distance of 2 miles and 67 chains.

Contract No. 12, commencing at the junction of the Bristol and Gloucestershire Railway, and terminating in Field No. 6, in the parish of Yate (the beginning of No. 11 Contract), being about the distance of 2 miles and 58 chains.

Drawings and Specifications of the above works may be seen on and after Monday, the 6th day of December next, at the Company's offices, Exchange-buildings, Bristol.

Tenders are to be made on printed forms, provided for that purpose, which may be obtained on application at the office.

The Directors will not consider themselves bound to accept the lowest tender; and they expect the several parties to attend at the office on the 3rd of January, at 12 o'clock.

ROBERT FLETCHER, Secretary.

Bristol, 23rd Nov. 1841.

BRISTOL AND GLOUCESTER RAILWAY EXTENSION LINE.—CALL of £10 per Cent. being £5 per Share.—The Committee of Management of this undertaking having resolved at a meeting held in Bristol this day, to CALL under the provisions of the Acts of Parliament relative to the said undertaking, for an Instalment of £5 per Share, NOTICE is hereby given, That the Subscribers to the said undertaking, and proprietors of Shares therein are required to pay on or before the 11th day of December next, to any one of the undermentioned Bankers, the sum of £5 on each of their respective Shares, viz.

London—Messrs. Barnett, Hoare, and Co.

Bristol—Messrs. Miles, Harford, and Co.; Messrs Baillie, Ames, and Co.; Messrs. Stuckey's Banking Company; The West of England and South Wales District Bank.

Gloucester—The Gloucestershire Banking Company.

Manchester—Messrs. Jones, Loyds, and Co.

By Order of the Committee of Management,

GEORGE JONES, Chairman,
ROBERT FLETCHER, Secretary.

Interest at the rate of £5 per cent. per annum will be charged to all parties who may remain in arrear for this call after the above named 11th day of December.

Office, Exchange Buildings, Bristol, Nov. 15, 1841.

MIDLAND COUNTIES' RAILWAY.—The Directors of this Company are receiving Money on their Loan Notes, in sums of not less than £400, for either Three, Five, or Seven Years, to be exchanged for Debentures in September next. Interest, after the rate of Five per Cent. per Annum, is allowed and paid half-yearly, on the day it becomes due.

By order,

J. F. BELL, Secretary.

Leicester, 29th November, 1841.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

LONDON AND BRIGHTON RAILWAY COMPANY.—NOTICE is hereby given, That until further notice the Trains will start as follows:—

From London at 9, 10.45 a.m.; 1.45, 3.45, p.m.
From Brighton at 8, 10.45 a.m.; 1.35, 3.45, p.m.
Sundays—from London at 9, a.m.; 3.45, p.m.
,, from Brighton at 10.45, a.m.; 3.45, p.m.

Due notice will be given when the Gooda' Trains will run. The Company will not be accountable for Passengers' Luggage, unless it is booked and paid for accordingly.

By order,

THOMAS WOOD, Secretary.

10, Angel-court, Throgmorton-street, Dec. 1, 1841.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holywell,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the
Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the
Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.	
Not exceeding 15lbs. weight..	4	2	
Ditto 16lbs. do. ..	4	7	including delivery.
Ditto 18lbs. do. ..	4	9	
Ditto 28lbs. do. ..	7	1	
Ditto 40lbs. do. ..	9	10	
Ditto 56lbs. do. ..	12	6	

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

LONDON AND GREENWICH RAILWAY SCRIP.—The holders are reminded that the final instalment became due on the 15th of October last, and that interest at the rate of 5 per cent. per annum is now charged on all instalments in arrear; and that unless paid in full on or before the 15th of January next, the whole of the amounts already paid *are subject to forfeiture*.

The Scrip on which the whole of the instalments have been paid, must be registered before the holders can receive any dividend thereon.

By order,

J. Y. AKERMAN, Sec.

Offices, 37, Canterbury-square, Tooley-street,
16th November, 1841.

LOCOMOTIVE ENGINE.—TUBES WITHOUT SEAM.—GREEN'S PATENT.—These Tubes possessing great advantages over the ordinary brass tubes used in locomotive and other boilers, may now be obtained in any quantity and of any dimensions.

Testimonials from eminent Engineers and samples may be seen by application to W. C. Alston, Birmingham, or Braithwaite, Milner, and Co., New Road, London.

GUARANTEE SOCIETY.—To afford Security to Bankers, Merchants, Commercial and Trading Communities in general, is the *first* object of this Society. To relieve Relatives and Friends from painful obligations and responsibilities the *second*.

The experience of the first year (during which the Society has been eminently successful) already numbers amongst its patrons the principal Bankers, Merchants, and Public Institutions in the metropolis, and provincial districts, and by providing Guarantee for their integrity, has secured a competency for several hundred individuals.

DIRECTORS.

Thomas Attree, Esq.	G. Palmer, Esq.
David Cannan, Esq.	Major Prosser, F. G.S.
James Colquhoun, Esq.	James Row, Esq.
William Croft, Esq.	G. Scovell, Esq.
James Law Jones, Esq.	G. E. Shuttleworth, Esq.
John F. Maubert, Esq.	Henry Vaughan, Esq.
Lieut.-Col. Moody, R. E.	B. G. Windus, Esq.

STANDING COUNSEL.—R. Ryder Dean, Esq.

SOLICITORS—Messrs. W. & S. Cotton, No. 76, Basinghall-street.

This Society presents to the Public (and particularly to Bondsmen) the following advantages:—

1. No individual need hereafter incur the responsibility of becoming security for the integrity of another.

2. Individuals who are already surety for the fidelity of others, may immediately protect themselves from loss by Insuring with the Society.

3. The expense and painful obligation of obtaining approved Sureties, or of replacing them when removed by death or otherwise will be altogether obviated.

4. All risks attending irresponsible sureties will be removed.

5. The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are surety, will be avoided.

Also to Agents, Travellers, and Clerks holding, or being desirous of holding, confidential and responsible situations, the Guarantee Society presents immediate facilities, where for a moderate premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London.

By order,

THOMAS DODGSON, Secretary.

PARTNERSHIP.—A Person who is in a considerable Business in the City, returning large profits, requires a PARTNER with Capital. Any person possessing £1,000 or £1,500, and desirous of improving it, will find this an advantageous and substantial concern.

For particulars apply by letter only, post paid, to Messrs Ling and Harrison, 34, Bloomsbury-square.

NEW EDITIONS of the following useful Works are just published at the *Railway Times* Office, 122, Fleet-street:

I.

ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

II.

ROBINSON'S RAILWAY DIRECTORY FOR 1842, containing the Names of the Directors and principal Officers of the Railways in Great Britain, derived from authentic sources, price 1s.

III.

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

IV.

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.; on canvass, 2s. 6d.

V.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the METROPOLIS, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

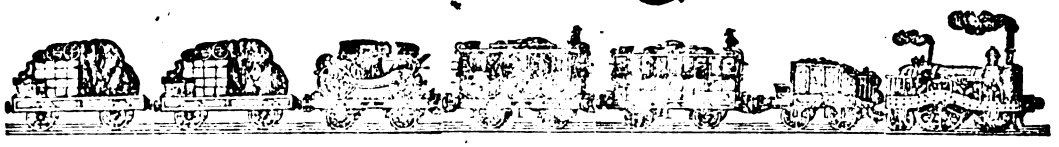
VI.

TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street. (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, December 4, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 206. Vol. IV.—No. 50.] SATURDAY, DECEMBER 11, 1841. [Price 6d.

IMPROVEMENT IN THE RAILWAY SHARE-MARKET.—The attention of the Proprietors of Railway Shares is requested to an important reduction in the expense of working Locomotive Engines, which, if adopted, must have the effect of improving the dividends, and of course the prices of railway property.

The economy above-mentioned is effected by the use of coal (its smoke being consumed agreeably to Act of Parliament) in lieu of the expensive article of coke.

Taking the cost of coal and coke respectively on the Midland Counties' Railway as the data for calculation £100 worth of coal will evaporate as much water, and propel a train as many miles as £235 worth of coke. For the correctness of this statement, application may be made to Jos. Kearsley, Esq., Derby, Chief Engineer, on the above Railway, and no doubt the Directors would afford all requisite information to any Railway Company.

Further particulars, with drawing, &c. &c., may be obtained of the Patentee (of the apparatus) Samuel Hall, No. 18, Kings Arms Yard, London.

THE RAILWAYS OF GREAT BRITAIN AND IRELAND practically described and illustrated. By FRANCIS WHISHAW, Civil Engineer, M. INST., C. E.—The flattering testimonials which the author has received from various quarters, as to the utility of the first volume, which was produced at an expense of upwards of One Thousand Pounds, and Sixteen Months constant attention, induce him to propose to the railway public the production of a second volume, which, however, can only be done on the plan of subscription.

Railway proprietors, therefore, and others who would like to be in possession of much additional information on the important subject of railways, will be so kind as at once to forward to the author their names as subscribers to the Second Illustrated Volume, which would be issued at the price of One Guinea.

THE RAILWAYS OF BELGIUM practically described and illustrated, in One Octavo Volume, price 10s. 6d., may also be produced in the same manner.

FRANCIS WHISHAW.

Gray's Inn, London, and Haverfordwerst, Pembrokeshire, Oct. 4th, 1841.

TESTIMONIAL.

Cabinet du Roi. Neuilly, le 21 Mai, 1841.

Monsieur,—Un exemplaire de votre ouvrage sur les chemins de fer de la Grande Bretagne, est venu au Roi par l'entremise de son Ministre des Affaires Etrangères. Déja, quelques jours auparavant, Sa Majesté avait reçu la lettre que vous lui avez écrite pour lui en faire hommage.

L'intérêt du Roi est toujours acquis, Monsieur, aux travaux qui, comme les vôtres, ont pour lui et pour résultat le progres des arts utiles; aussi cet hommage a-t il reçu l'accueil qu'il méritait. Sa Majesté m'a chargé de vous transmettre ses remercîmens, a j'ai l'honneur de vous prévenir que par son ordre, votre savant traité apris place dans la Bibliothèque particulière du Palais Royal.

Veuillez agréer, Monsieur, l'expression de ma considération très distinguée.

Le Secrétaire du Cabinet,
CAMILE FAUY.

Monsieur Whishaw.

Now ready, in quarto, to correspond with the original Volume, price 7s. 6d., useful and interesting additions to THE RAILWAYS OF GREAT BRITAIN AND IRELAND, by FRANCIS WHISHAW, Civil Engineer, M. INST., C. E.,

COLOURED SECTIONS, exhibiting at one view the Lengths, Summits, and Levels of all the principal Railways in England, reduced to the Trinity Standard. Coloured Diagrams, showing the rise and fall of shares in the principal lines of Railway for a series of years; Railway Wheels illustrated.

London: Simpkin, Marshall and Co., Stationers'-court.

WANTED by a person who understands the Management, Packing, &c. of a Locomotive Engine, a Situation as Engine-driver on a Railroad; he can produce certificates of ability.

Address to J. R. C., 106, York-street, Charlotte-street, Whitechapel Road.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S ROLLER CALENDAR FOR 1842.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board Room, Counting House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d.; in Ornamented Box, 6s. 6d. In addition to much useful information relating to business, &c., the Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Railway Times Office, Fleet-street; Letts, Cornhill; and Ackerman, Strand.

THIRTY ACTIVE, SEASONED, CART HORSES.

MR. DIXON begs to announce that he is instructed by Messrs. Weston, Perry and Lutley, of Godstone, Surrey, to sell by Public Auction at the City Repository, Barbican, on FRIDAY, December 17, 1841, commencing at Eleven for Twelve o'Clock, precisely, about Thirty remarkably fine-shaped, active, young, powerful Cart Horses, being a portion of their well-known excellent Stock; which have been employed on the South-Eastern Railway.

Colours—Blacks, Bays, Browns, Greys, and Roans.

☞ The above lot of fine young seasoned Cart Horses are worthy the attention of Corn and Coal Merchants, Tradesmen, Brewers, Distillers, Agriculturists, Contractors, &c., having now nearly completed the part of the Contract on which they have been employed, will be positively sold without the least reserve.

On view, and catalogues had, two days before the Sale.

PROPOSED PLAN for the establishment of a GENERAL OFFICE for the use of TRAVELLERS BY RAILWAY and STEAM NAVIGATION, where the public could readily obtain every species of information that might be useful to or required by Travellers, either on business or pleasure, by any of the various Railway and Steam Navigation Conveyances throughout the United Kingdom, more especially as relates to the hours of departure and arrival, the scale of fares, and the different regulations of each, for conveying Passengers and Goods; to be formed under the sanction and patronage of the several Boards of Direction and Management of the Companies now in existence.

It is proposed that a complete Register be kept of all the Railway Conveyances, systematically arranged for the convenience of immediate reference, setting forth every station at which the trains stop on the respective lines, and the several stations and booking offices from whence passengers and goods may be conveyed.

That the proposed Office be furnished with the printed placards and hand-bills from all the different Companies, for reference and distribution to the public, who should receive gratuitously every information required.

That a like Register be kept of all the Steam Navigation Conveyances, and a similar distribution be made of the hand bills of the different Companies, and every information respecting them be given in the same manner.

That a communication be opened for correspondence with the respective Secretaries to enable the Manager of the Office to give answer to such inquiries as might arise, and which their printed hand-bills do not furnish, and that the Secretaries would from time to time give the Manager immediate notice of every alteration affecting the conveyance of passengers and goods.

The Manager of the Office would undertake to transmit by post any hand-bill or specific information, which might be required by persons residing in the country, and who could not conveniently attend personally to obtain it.

That such Office be fixed at some centrical point (being a public thoroughfare) at the West End of the Town, holding connection with a similar establishment in the City, and to be open to the public every day, Sundays excepted, and that the Office shall be furnished with geographical maps and plans of the Railways.

It is proposed that arrangements should also be made which would embrace an extension of the plan, by collecting information of the various establishments on the Continent of Europe and elsewhere, for conveyance by Railway and Steam Navigation, as it is considered that by centralizing these various objects at one place, a complete Emporium will be formed for obtaining that general information which Travellers so much require, and this concern founded upon such an enlarged and comprehensive scale as would ensure the contemplated benefit and advantage to the several Companies interested, as well as for its becoming a medium of the greatest public utility.

NATHANIEL W. SYMONDS.

Lombard Street Chambers, Clement's Lane, 27th October, 1841.

*** Any suggestion to improve or add to the usefulness of the above plan will be thankfully received.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill-wall, Poplar; and also of the following Agents:

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THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

(*Continued from page* 1251).

London & Greenwich Railway Office,
London Terminus—24th Oct., 1840.

SIR,—The Directors of the London and Greenwich Railway Company desire me to acknowledge the receipt of your letter of yesterday's date, and to say in reply, that as the Directors of the Croydon Railway Company are desirous of an opportunity of explaining their views, the Directors of this Company will be happy to receive the mon the subject of their letter of the — instant, on Tuesday next, the 27th instant, at 3 o'clock.

I am, Sir, your most obedient servant,
(Signed) J. Y. AKERMAN.
R. S. Young, Esq.,
Sec., &c., Croydon Railway Company.

Tuesday, 27th October, 1840.

Sir,—I have to acknowledge the receipt of your letter of the 24th instant, in which you state, "that as the Directors of the Croydon Railway Company are desirous of an opportunity of explaining their views, the Directors of the Greenwich Company 'will be happy to receive them on the subject of their letter of the — instant, on Tuesday next, the 27th instant, at 3 o'clock.' I am desired to state, in reply, that the Directors of this Company *were* certainly most "desirous of an opportunity of explaining their views," *before* the Directors of the Greenwich Company came to any determination upon the proposition contained in my letter of the 6th instant, and they feel that they have just grounds of complaint, that the desire. so earnestly expressed was not, *at that time*, complied with. As, however, I have been favoured, in your letter of the 0th instant, with the result of that determination, "after attentive consideration," it appears to the Directors of this Company, that a meeting at *this* time must be without any object, unless to relieve the Directors of the Greenwich Company, from the responsibility which they have incurred by having decided against a proposition of such importance, without first, having heard everything that was offered to be advanced in its behalf.

If, notwithstanding, there should be any real intention on the part of the Directors of the Greenwich Company to re-open the question with a view to its further consideration, the Directors of this Company are too strongly impressed with the value of a good understanding upon this subject between the two Boards, and of the general importance of the proposition itself both to the Companies and to the public, to omit any means of its inducing adoption.

This Board, which has been specially summoned, will therefore attend here till 3 o'clock, when, if you should be able to send me any satisfactory assurance upon this latter point, it will be happy to wait upon the Directors of the Greenwich Company.

I am, Sir, your obedient servant,
(Signed) R. S. YOUNG.
J. Y. Akerman, Esq.,
Sec., Greenwich Railway Company.

London and Greenwich Railway Office,
London Terminus—27th Oct., 1840.

Sir,—In reply to your letter of this date, the Directors of this Company desire me to say that they are equally with the Directors of the Croydon Company impressed with the importance of maintaining a good understanding between the two Companies, and regret that the Croydon Railway Board should feel hurt at the omission of a request for a personal interview on the subject of the tolls, in the reply to their former letter on the subject. They will, however, be happy to receive the deputation of the Croydon Railway Directors, with a view to the full consideration of this subject, though they do not conceive it all necessary to do so, with a view to relieve themselves from any responsibility, as they had fully considered all that was advanced on the subject in the letter from the Board of the Croydon Railway, but would gladly give their best consideration to anything further which may be suggested in reference thereto.*

I am, &c.,
(Signed) J. Y. AKERMAN, Sec.
R. S. Young, Esq., Sec.

London and Greenwich Railway Office,
London Terminus, Oct. 31, 1840.

Sir,—The Directors of the Greenwich Railway Company having further considered the proposals from the Croydon Board in regard to the tolls, and the reasons brought forward by the deputation from the Board on Tuesday last, desire me to lay before you the following statement of their views on this subject.

In the first place they think that a graduated scale of tolls, where the toll shall bear some definite proportion to the fare charged by the toll-paying Company, might be conducive to the interests of both Companies, if the proportion were fairly based, as it would give a common interest to both Companies in increasing the traffic to the utmost.

In examining the principles on which this proportion should be fixed, the Directors cannot but feel confirmed in the one they have constantly maintained; and in adopting a scheme whereby both parties would be interested in getting the greatest gross receipts from the public, they think the subdivision of these receipts between the two Companies ought to have reference to the capital stock provided by each, as well as the current expenses on it; and as the Croydon Company have nearly the same advantage from the viaduct as if it had been made exclusively for them, the Directors think the enormous outlay it has occasioned should not be lost sight of, but that a larger proportion of the receipts should be allotted to the Greenwich Company per mile than if its cost had been no heavier than that of the Croydon Railway.

Further, in adopting a graduated scale of tolls, the Directors think the best starting point, in practice, would be the ratio which the toll bore to the fares charged at the period when both Companies were deriving the maximum receipts. In other words, the maximum toll which the Greenwich Company can at present charge being 3d. per passenger, there are certain fares at which the Croydon Railway Company would be deriving the largest *profits* possible, so long as the toll continued at 3d. If the tolls were proportioned to the fares in about this ratio, so that any reduction of fares would be accompanied by a corresponding reduction of toll, the Directors think a fair scale would be furnished. The maximum *net* receipts yet exhibited are those on the fares of 1839; for leaving out the receipts from the stations where the fares continue as before, there has been a considerable diminution wherever the fares have been raised.

In carrying out these principles, the Directors have drawn up a table, which I enclose, in which the fares received by the Croydon Railway Company would be apportioned between the two Companies in the exact ratio of the distances, thus setting the extra charge which the Directors consider due in respect of the use of the most expensive railway, against the cost of conveyance incurred by the other; and they beg to call attention to the fact, that had this scale been in operation last year when the fares of the Croydon Company were most productive, it would have yielded them very nearly the same amount as they derived at the toll of 3d. per passenger.

In the former letter from the Croydon Board on this subject, they laid down a principle in which the Directors are much disposed to concur, viz., that a certain amount, or nearly so, being guaranteed to the proprietor, it would be expedient that the Company using the railway should have the opportunity of raising this amount in the most advantageous mode to themselves and the public. The Directors consider it worthy of notice, that the scale in question would have left them very nearly the same sums this year as in 1839. Notwithstanding the falling off of the receipts of the Croydon Railway, and they think it may be inferred from this, *vice versa*, that were the fares reduced instead of increased, a similar result would be found, viz., that the amount received on this principle would continue pretty constant, though the rate per passenger might vary.

The Directors, therefore, are willing to give the scheme a trial for 12 months, upon this scale, viz., that the toll payable in respect of the passengers going over the Greenwich line, should be in the exact ratio of the distances travelled over each railway, the Croydon Company guaranteeing that the Greenwich Company shall not lose anything by its adoption. As the Croydon Railway do not ask for any reduction of toll *as such*, the Directors think they cannot, on reflection, object to a scale which gives the same result as the present toll would at fares the most profitable yet tried by the Croydon Railway Company; since any reduction which may be made by them on these fares, will give them the benefit of a corresponding reduction of toll per passenger.

I am, Sir, your most obedient servant,
(Signed) J. Y. AKERMAN, Sec.
R. S. Young, Esq.,
Secretary Croydon Railway Company.

* A conference accordingly took place in which the Croydon Directors stated that it was far from their intention to propose anything which should in effect tend to the defalcation of the amount to be paid to the Greenwich Company, on the contrary, they were convinced, not only upon theory, but from actual experiment, in the converse proposition, that the number of passengers would be so increased as to insure a great augmentation of revenue both to the toll-payers and toll-receivers.

That the earnest desire of the Croydon Directors was a unanimity of purpose and operation with the Greenwich Directors, which would not only tend to the permanent advantage of the two Companies, and the convenience and benefit of the public, but would prevent the Directors of the Croydon Company from being driven to the undesirable expedient of seeking to obtain that profit upon a portion only of their railway—by diverting the traffic as much as possible from the Greenwich line—which the Directors of the Greenwich Company had prevented them from obtaining over the whole.

The Directors of the Greenwich Company admitted that some modification of the toll payable to their Company by the Croydon Company might be adopted, though they would not concede the principle (as such) of the table furnished by the Croydon Company. They were of opinion that any plan for a modification of toll must involve the assumption, that as the Greenwich Railway had cost much more to construct than the Croydon per mile, and entailed a far greater charge for rates, &c. they were entitled to such a proportion of the fares per mile as the ratio of that outlay and annual expense bore to the whole fares. And further that if any guarantee was given by the Croydon Company—which they felt inclined to accept—they conceive that the proper period to fix the amount of that guarantee, would be when the maximum number of passengers carried by the Company yet ascertained took place, calculating at the rate of 3d. per passenger.

To this it was answered, that the Croydon Directors at once repudiated the assumption, that the cost of outlay and local charges had anything to do with the proportional division of mileage, inasmuch as that circumstance alone,—the very large outlay necessary to construct a line immediately from the metropolis,—placed the Greenwich Company in a situation to obtain the extensive traffic which the Croydon Railway had brought, and was about to bring over it; and which was in fact one of the advantages anticipated by the proprietors of the Greenwich Railway in making that outlay. The conference terminated with an understanding that the Greenwich Company would further consider the proposition of the Croydon Company and communicate the result.

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(Enclosed in the aforegoing Letter).

TABLE showing the relative distances from London Bridge to every Station on the Croydon Railway, compared with the distance to Corbet's Lane; and the portion of the Receipts at each Station which would be paid as Toll to the Greenwich Company, if apportioned in the exact ratio of the distances.

Distance from London Bridge.	Exact ratio of the distances, that to Corbet's-lane being unity.	From London Bridge to	Total number of passengers in two months, 1839.	Total receipts from passengers.	Amount which the Greenwich Company would have received as toll if taken in the exact ratio of distances.
				£ s. d.	£ s. d.
1¾	1,000	Corbet's-lane			
3	1,700	New Cross	4,337½	128 18 3	75 16 7½
5¼	3,212	Dartmouth Arms	8,320½	433 12 6	135 0 0
6¼	3,701	Sydenham	16,523½	887 19 9	239 18 8
7¾	4,363	Anerley	5,584	382 2 0	87 11 6½
9¼	4,878	Jolly Sailor	8,666½	590 13 4½	121 1 9
10¾	6,005	Croydon	56,647	3,798 18 3	632 12 6
			100,079	6,222 4 1½	
		Toll at 3d. each		1,250 19 9	1,292 1 1
			1840.		
		New Cross	4,689½	161 9 8	94 19 10
		Dartmouth Arms	7,822	484 5 8	156 15 5½
		Sydenham	12,716	796 8 1	215 3 9
		Anerley	10,552½	697 18 4½	159 19 3
		Jolly Sailor	10,506	698 16 6	143 5 2½
		Croydon	38,971	3,093 16 9	515 4 2½
			85,257	5,932 15 0½	
		Toll at 3d. each		1,065 14 3	1,279 7 8½

London and Croydon Railway Company,
3rd November, 1840.

Sir,—The Directors of the Croydon Company are happy to find, that the further consideration of their proposal has led the Greenwich Directors to the conviction, that a graduated scale of tolls would be conducive to the interests of both the Companies. They, however, regret that the Greenwich Directors should still maintain their opinion, "that in adopting a scheme whereby both parties would be interested in getting the greatest gross receipts from the public, the subdivision of those receipts between the two Companies, ought to have reference to the capital stock provided by each, as well as the current expenses on it," because they feel that the prospect of any satisfactory agreement between the two Boards is very much diminished thereby, inasmuch as every additional consideration which the Croydon Directors have given to the subject, has confirmed them in the opinion, that as the public do not and will not pay in proportion to the cost, but only in respect to the distance, the division proposed by the Greenwich Company is incorrect in principle, especially as it involves in practice this anomaly, that the Croydon Company should consent voluntarily to become carriers on the Greenwich line at the *loss* of the cost of conveying their passengers thereon. The Directors of this Company being at the same time convinced that any extra cost of construction incurred on the Greenwich Railway *ought* to be amply remunerated by the extra number of passengers to be obtained on that line.

The Directors of the Croydon Company are surprised that the Greenwich Directors should propose to refer to a period long past for a rule of action for present circumstances, they take leave to remind the Greenwich Directors, that being aware that the toll of the Greenwich line was at that time disproportioned to the receipts of the Croydon Company, they approached the Greenwich Directors with a view to some arrangement of tolls upon an equitable footing, which might have relieved them from the disagreeable necessity of increasing their fares, but unhappily the Greenwich Directors then evinced no disposition to meet their views on this subject. The Croydon Directors having succeeded in some degree in adjusting this disproportion between the toll and the fares, cannot now be expected to return to a position from which they have taken so much trouble to escape. The adoption of the scale proposed by the Greenwich Company, which is without any allowance for the expense of carrying passengers, being to all intents and purposes the adaptation of a 3d. *toll* to a *low* rate of fares, would no doubt effect a return to that state of things so desired by the Greenwich Company; but as the Croydon Company dispute entirely the right of the Greenwich Company to any additional portion of the fare on account of the extra cost of construction, they cannot consent to relinquish, as a set off against this item, their claim for the cost of conveyance of their passengers over the Greenwich line. It will therefore be impossible for the Directors of the Croydon Company to concur in the proposition for a trial of the scale proposed by the Greenwich Company.

It is true "that the Croydon Directors do not ask for any reduction of toll *as such*," on the contrary, they are so convinced that the aggregate toll which would be receivable upon the scale proposed by them, would be greater than that now produced by the 3d. toll, that they have offered to guarantee that the Greenwich Company should not be in a worse position by its adoption.

So long, therefore, as the Greenwich Company continue to insist on a scale of division which will not remunerate the Croydon Company for the cost of conveyance over the Greenwich Railway, the Croydon Directors will have no alternative but to carry passengers to the London Bridge station, at fares graduated according to their apprehension of an equitable division of the receipts upon the existing 3d. toll, or upon such other toll as the Greenwich Company may deem it expedient to adopt, in order to induce a more extensive use of their portion of the line to Croydon; and I am desired to annex a scale of fares which appears to them practically equivalent to certain tolls contemplated therein. The Greenwich Company will perceive that the existing 3d. toll will restrict the use of their part of the line to first class passengers only, whilst the Croydon Directors must endeavonr to afford, to that portion of the public which cannot or will not pay a high rate of fare, the necessary accommodation independent of the Greenwicn Railway, and for this purpose they will have occasion to reduce their fares between Croydon and New Cross to the lowest possible scale.

In conclusion, I am desired to point out to the Greenwich Directors, that the course here proposed will leave it to their option at any time to open their line to that class of passengers thus excluded from its use, but as the Croydon Directors cannot but anticipate that some inconvenience and disappointment will in the meantime result to the public, they may perhaps think it expedient, not only to communicate with their proprietors on the course which this negociation has taken, but to inform the public at large of the circumstances which could alone induce them to take such a step.

I am Sir, your most obedient servant,
(Signed) R. S. YOUNG.

J. Y. Akerman, Esq. Sec.
Greenwich Railway Company.

TOLLS.	3d.	2½d.	2d.	1½d.	1d.
	s. d.	s. d.	s. d.	s. d.	s. d.
Croydon	2 0	1 8	1 4	1 0	0 8
Jolly Sailor and Anerly	1 6	1 3	1 0	0 9	0 6
Sydenham and Dartmouth Arms	1 3	1 0	0 10	0 8	0 6

London and Greenwich Railway Office.
London Terminus, 7th Nov. 1840.

Sir,—The Directors desire me to acknowledge the receipt of your letter of 3rd November, in which they regret to perceive no nearer approach has been made to the terms which they would consider equitable between the two Companies for establishing a graduated toll; and they must remark on your letter, that were the subdivision made according to the grounds on which the fares are paid, they conceive the distance travelled would not have more to do with it than the cost of construction; passengers paying for the convenience afforded without regard either to the cost or the length of the railway.

Fearing from your letter, and the conversation which Mr. Entwistle has since had with your Chairman on this subject, that their offer will not lead to any practical result, the Directors of course, in such case, withdraw it without prejudice to any future steps that may be taken, whilst they will much deplore the impossibility of an agreement between the two Boards on this important subject, as well as the inconvenience to which the public may be subjected, in case the Croydon Directors should deem it for the interest of their Company, not to carry any but first class passengers between New Cross and London. In order to remedy this inconvenience, the Directors will be happy to co-operate with the Croydon Railway trains by running one of their own to meet each train at New Cross; provided the Croydon Board will fix a moderate toll for the portion of their road between New Cross and Corbett's Lane, which will then have become nearly useless to them.

I am, Sir, your obedient servant,
(Signed) J. Y. AKERMAN, Secretary.

R. S. Young, Esq. Secretary.
Croydon Railway.

London and Croydon Railway Company,
205, Tooley-street,—13th November, 1840.

SIR,—The Directors desire me to acknowledge the receipt of your letter of the 7th instant, and to reciprocate the expression of regret that "no nearer approach has been made to the terms" which would be considered equitable by both Companies for establishing a graduated toll.

With respect to the remark contained in your letter, that "were the subdivision made according to the grounds on which the fares are paid, they (the Greenwich Directors) conceive the distance travelled would not have more to do with it than the cost of construction; passengers paying for the convenience afforded without regard either to the cost or the length of the railway," the Croydon Directors are not quite certain that they clearly apprehend what is intended to be expressed, as it would seem to them that the main convenience afforded, and in regard to which the passenger pays his fare, whether by railway, coach, or other conveyance, is the distance from the place where he may happen to be located, to the place whither he may desire to be conveyed; it is true that he may be induced to consult his convenience by paying a higher fare for greater comfort or greater speed, but they cannot suppose that the Greenwich Directors intend to claim any superiority in these particulars.

The Croydon Directors deplore the determination of the Greenwich Directors as to the impossibility of an agreement between the two Companies on

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this important subject, a result which theCroydon Directors were hardly prepared for, after the offer of the Greenwich Directors and the conversation between their Chairman and Mr. Entwisle,* which had led them to expect some proposition from the Greenwich Company, on the principle of a commutation or composition of their toll for one year; and they also deplore in common with the Greenwich Directors the inconvenience to which the public may be subjected, and they beg distinctly to state that they will be most happy to co-operate in any equitable arrangement which shall have for its object the public accommodation; but they much fear that the remedy proposed by the Greenwich Directors of running one of their trains to meet each Croydon train at New Cross would be found very inadequate, as it would entail upon the passengers much uncertainty, delay, and discomfort.

Should the Greenwich Directors, however, in order to remedy this inconvenience, be disposed to run their trains throughout to Croydon, the Directors of this Company will be perfectly ready to facilitate such an arrangement by the acceptance of tolls for the use of their railway, graduated upon precisely the same scale as that which they proposed to the Greenwich Directors for the use of the Greenwich Railway.

I am, Sir, your most obedient servant,

(Signed) R. S. Young.

J. Y. Akerman, Esq., Secretary,
Greenwich Railway Company.

(*To be concluded in our next.*)

THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

To the Editor of the Railway Times.

Sir,—It is surely high time that the agitation of this foolish question should be put an end to by some decisive step on the part of the Greenwich Board. The baseless fiction of the Croydon Chairman, namely, that "the toll is too high," and is the sole cause of the Croydon loss, was long ago set at rest by that gentleman's own statement and figures; but nothing can satisfy him but "*incessant*" agitation to the serious loss and injury of all parties concerned. The established fact of the annual loss to his own Company of 16,000*l.*, and of the loss of 4,000*l.* to the Greenwich Company, is conclusive on the question of *injury!*

It would seem this most glaring proof of mismanagement is perfectly thrown away, upon the apathetic Croydon proprietors. As there is no remedy to be had at the hands of the Croydon people let us turn to the Greenwich Board and its constituents; for I am only one of a thousand who have resolved that their best interests shall no longer suffer from an *agitation* founded entirely on mere assumption. I do not hesitate to charge the Greenwich Board with a neglect of duty in respect of this question. That Board, after the most unequivocal proof of the proprietary's disapproval of listening in any form to this question, as one of danger to the best interests of the Company, ought at once to have refused all and every overture, having reference to it. How great was the folly of listening to an offer of guarantee for securing 5,000*l.* when every one else knows that that amount is barely sufficient to pay the portion of expense in Government duty, taxes, police, &c. which fairly appertains to the Croydon portion of the Greenwich traffic, and in the face of the fact already stated, presenting an addition of 4,000*l.* fairly within view, whenever the Croydon Chairman is compelled to forego his annual loss of 16,000*l.*—moreover, with the additional fact before the Board, of the daily *contravention* of the toll agreement, by the payment of the legitimate income of the Greenwich Company, to coach and omnibus proprietors, by the Croydon Chairman; to which may also be added the undisputed fact, namely, that for the loss of 3d. to the Greenwich Company, the relative loss to the Croydon, according to the present fares, is absolutely 1s. 3d. per passenger! All this is clear to every one else interested, but not so apparently to the Greenwich Board, and anything but creditable to their discernment. As to those members of the Board, (if such there are,) who are enamoured of the honourable Chairman's *guarantee* delusion, I can only say to them, the sooner they abandon their seats to others the better. Is it not enough to prove the fiction of the toll being *high*, that the Greenwich Company for the purchase, not only of the Croydon traffic, but also that of the Brighton and South-Eastern, have abandoned to the Croydon Company of every 100*l.* of their toll granted by Parliament on an estimated cost of 400,000*l.*, two-thirds, or equal to £66 13 4

The Croydon portion of the current expense is equal to 16 13 4

The Greenwich Company's gain of every 100*l.* is only 16 13 4

and this, be it observed, on an estimated expenditure of 400,000*l.*, whereas the actual expenditure, independent of the new works, is hard upon 800,000*l.*!

Yet it seems this sacrifice of 83*l.* 6s. 8d. per cent., and an additional expenditure of 400,000*l.* by the Greenwich Company, which must now stand as the equivalent for the expected income of 30,000*l.* from the Brighton and South-Eastern traffic—yet all this is not, according to the Croydon Chairman's notions of justice, a sufficient set off, for the present paltry income of 5,000*l.* per annum from the Croydon toll.

I do hope, Sir, I have now shown that the only point in this inquiry (if any) in all that has been said upon this *one-sided* question, namely, "Is the Croydon toll high, or is it not?" is now fully and fairly disposed of. If so, I call upon the Greenwich Board, as one deeply interested, to issue an official notification, that all further discussion on this tiresome question is now and for ever closed.

Your very obedient humble servant,

VERUS.

December 1, 1841.

YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

Sir,—Your correspondent, "Examiner," has by no means convinced me, confident as he appears to be of doing so, that the shares of the York and North Midland Railway are not much depreciated in value. I did not base my calculations, as "Observer" must have seen, upon the fact that the last dividend was at the rate of 9 per cent. per annum: but upon the fact of the enormous *increase* of traffic which has shown itself *since*, together with its future prospects. If "Examiner" believes the correctness of the traffic, as inserted weekly in your valuable paper, he will find that, so far as it has been published for the present half year, it exceeds weekly by nearly 50 per cent., that of the preceding half year, when a dividend was paid at 9 per cent. per annum; and by nearly 100 per cent. the traffic of the corresponding half year of 1840, which gave a dividend at 7 per cent. per annum; and yet, with this staring him in the face, "Examiner" coolly asserts in effect, that 50 per cent. increase of traffic will only give ½ per cent. of additional dividend for this half year. What sort of calculation is this? I suspect "Cocker" was little consulted when he made it; but he goes farther, and says, that probably it will never pay more than this ½ per cent. for the half year, or 10 per cent. per annum. Now, were the present traffic not already sufficient to pay more (for "Examiner" admits that it is sufficient to pay as much), the experience of all railways proves that the *maximum* traffic is not nearly attained upon any railway which has been opened only 17 months, as the York and North Midland has been. Let him examine the other lines he himself has brought forward, did any of them show their *maximum* traffic 17 months after they were opened through? No; not one of them; although they have almost all attained it *now*; and for that very reason cannot be compared with the York and North Midland, which has not.

When "Examiner" proves to me, that the lines he has mentioned have shown an increase of traffic for the same period, in an equal ratio with that of the York and North Midland, I will then admit that they are as good investments as it now is; but until he does so, I maintain that the York and North Midland Railway, with its late *enormous increase* of traffic, which must yet increase very considerably, is now a much better investment than any of the other lines "Examiner" has specified; or, in other words, that the shares are now much depreciated below their real value.

I am, Sir, your obedient servant,

PHILO-OBSERVER.

29th November, 1841.

YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

Sir,—As you always show a desire to correct false impressions, I hope you will have the kindness to insert the following calculation in your next number. Your correspondent, "Examiner," has thrown out "*hints*" which are likely to mislead the public; "*facts*" will tell for themselves.

The traffic from 1st July to 22nd Nov. exceeds		£36,000
Ditto for 5½ weeks up to 31st Dec. at 1,200*l.* per week		6,600
		£42,600
Deduct 32 per cent. expenses	£13,632	
Interest on monies borrowed	3,682	
Half-yearly dividend after the rate of 55s. per share, including the new shares, 10*l.* paid.....	22,110	
		39,424
Balance to be carried to the Depreciation Fund....		£2,176

My statement, inserted in your paper of the 20th November instant, is, according to this calculation, correct. I have no doubt the traffic for the next five weeks will exceed 1,200*l.* per week.

I am, Sir, your obedient servant,

OBSERVER.

November 29, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

Sir,—In the Directors' Report, published on the 16th of September last, it is officially announced that the contractors for the Oldham branch line are bound to complete the railway for opening, *early in January next*. In the *Railway Times* of last week, you have copied a paragraph from a local paper, in which it is made a matter of congratulation that "the works are proceeding with such spirit that, by *extraordinary exertions*, it is hoped that the line may be PARTIALLY opened in *July or August next*." Will you permit me to ask, through your columns whether this last statement is not founded in error?

Your obedient servant,

A SHAREHOLDER IN THE MANCHESTER AND LEEDS.

MANCHESTER AND LEEDS RAILWAY.

The receipts for the half-year ending June the 30th.....	£104,070
The receipts for this half year, up to 27th of November, was	100,836

The Directors declared for the last half-year a dividend of 2*l.* per share on the old shares, 70*l.* paid, and 17s. 6d. on the half-shares, 30*l.* paid.

R.

December 8, 1841.

* At this conversation, which occurred on the 5th November, Mr. Entwisle maintained his opinion, that the cost of construction ought to determine the share which each Company should receive of the gross fare, although he acknowledged that the public would not pay in respect to cost, but added that it would not pay either in respect of distance, but only for convenience. Mr. E. likewise maintained, that the Croydon Company was bound to adopt the rate of fare which produced the largest gross amount of receipt, notwithstanding that the Greenwich Company obtained a greater portion of such fare. The conversation ended by the Chairman (Mr. W.) proposing that the principles advanced by both Companies should be left in abeyance, and some per centage on the fares be paid, for one year, as a commutation of toll. Mr. E. intimated that the Greenwich Directors might, he thought, consent to take a sum of money as a composition for one year, or agree to Mr. W.'s suggestion of a commutation. The Chairman left Mr. E. under the full expectation that a proposal would be made by the Greenwich Directors, having for its basis one or other of the above plans.

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LONDON AND BIRMINGHAM AND CHELTENHAM AND GREAT WESTERN RAILWAYS.

To the Editor of the Railway Times.

SIR,—Advertisements of railway conveyance throughout between Gloucester and London, *vid* Birmingham, have created a belief that it is preferable to travelling by the Great Western *vid* Cirencester, there being as yet no railway conveyance between Cirencester and Cheltenham.

To enable travellers to calculate the time on the road *vid* Birmingham, I send you a table, formed from the advertisements in the *Midland Counties' Herald* of this day, from which it will appear that the *quickest* down train performs the distance, 156 miles, in 7 hours 37 minutes, being abont 21½ miles per hour, including stoppages; and the *quickest* up train performs it in 8½ hours, or at the rate of nearly 19½ miles per hour.

All the trains on the Great Western perform the journey between London and Cirencester, 95 miles in from 3 hours 30 minutes to 3 hours 50 minutes By the turnpike roads, Cirencester is 15 miles from Cheltenham, 17 from Gloucester, and 12 from Stroud.

I say nothing of the fares by both lines; there can be no mistake as to those matters.

I am, Sir, your constant reader,

ZERO.

The following is the table above referred to:—

London, Birmingham and Gloucester Railway.

UP TRAINS FROM GLOUCESTER TO LONDON.							DOWN TRAINS FROM LONDON TO GLOUCESTER.						
From Gloucester	Arrive at Birmingham.	Time on the road.	Time in Birmingham.	From Birmingham.	Arrive in London.	Time on the road.	Total time.	From London.	Arrive in Birmingham.	Time on the road.	Time in Birmingham.	From Birmingham.	Arrive at Gloucester	Time on the road.	Total time.
H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
8 15	11 18	3 3	0 42	12 0	6 0	6 0	9 45	6 0	11 15	5 15	1 29	12 44	3 14	2 30	9 14
11 45	2 21	2 36	1 39	4 0	9 15	5 15	9 30	7 0	3 30	8 30	5 15	8 45	11 48	3 3	16 48
2 30	5 18	2 48	0 42	6 0	11 15	5 15	8 45	8 0	1 45	5 45	1 0	2 45	5 22	2 37	9 22
5 0	8 3	3 3	3 57	12 0	5 30	5 30	12 30	8 45	2 0	5 15	0 45	2 45	5 22	2 37	8 37
7 15	9 45	2 30	2 15	12 0	5 30	5 30	10 15	9 45	2 30	4 45	0 15	2 45	5 22	2 37	7 37
9 0	11 30	2 30	0 30	12 0	5 30	5 30	8 30	11 0	4 30	5 30	1 45	6 15	9 18	3 3	10 18

NORTHERN UNION RAILWAY.

To the Editor of the Railway Times.

SIR,—The total failure of success in a four years' endeavour to urge shareholders into insisting upon a system of business protective of their interests, had determined me never again to put pen to paper upon railway subjects, but to bear the disappointment and pecuniary loss inflicted on me, by as unworthy conduct as ever disgraced a portion of a civilised community, if not with resignation, at least in silence. That this resolve has been in one instance suspended, is owing to the letter you today publish from Captain Watts.

One of shareholders' main wants is, persons coming forward to put matters of doubt, of complaint, of grievance, of censure, in the straightforward and unambiguous style in which Captain Watts deals with the subject he handles; and here, Mr. Editor, I have a bone to pick with you. I have observed, particularly since the change of Editorship you announced—and do not accuse me of prejudice, for I neither know you nor your predecessor—that under the fear that statements are hurtful to private feelings, you depress writers and suppress their writings often, though when truly, the conduct of official men is severely impugned; it is a needless fear, when the party is pure; and if he be not, let him suffer. In this country, where there is more freedom of expression of personal opinion than in any nation in the world, there is also more reluctance to entertain charges against individuals, and a more general consent to scout the man defaming another. This English feeling is the great safeguard against calumny, and without law or formal protection, or your interference, is generally sufficient. How often have we not seen, when impotent charges have been preferred, that your correspondents have overwhelmed their propagator with ridicule and shame. Every man requires, whether he will or not, some sort of character, and let him so comfort himself as to be able to say, in the words of a great moralist, though in a different sense—

"He can't be wrong whose life is in the right,"

and he will hear or read of "*personalties*" with sovereign and utter contempt.

If a man commit himself in his official character, if he be not diligent, or of sound judgment, or if he be wanting in truth and honour, it is fitting that his defects should be expressed in language that will deter others from taking offices they cannot or will not properly fill. If nothing but apologetics and disclaimers are admissable in railway papers, vice and deceit will continue at a premium. I admit that, being answerable in law for your correspondents' letters, you must use a discretion as to their publication, which however will be best governed by viewing the subject as one of interest unaffected by adverse or friendly feeling to parties inculpated. By propitiating Boards and Secretaries, you secure advertisements. By neutralising charges with soft phrases until your correspondents' letters are left nothingless, you risk the loss of numbers from the larger community of shareholders. Your wisdom will be well exercised in striking an exact balance between the two, and by suppressing or publishing as profit may incline. I have made these remarks, from observing, that besides cutting out from Capt. Watts's letter, you pursue a practice, now pretty common with you, of throwing a wet blanket over it, in a note. It would have been better to have rejected the letter altogether. To protect myself from misconstruction I may be permitted to say, that no man, even you, is a greater enemy to trenching upon *private* character, or would go further to put it down, than myself.

To begin with Captain Watts's first objection. Though the making of the Northern Union may not frustrate the formation of a western line, I yet cannot agree with him that it will not "materially forward that of an eastern one;" and under this view it is that I have subscribed to a scheme to which I have several objections:—

1st. I had rather, even at more expense, have contributed to the completion of the Great North of England line; because securing the shortest route would have precluded future competition by adopting it; but that not being accomplished, I think it is the interest of the co-Companies to get to Newcastle in the best way they can.

2ndly. I dislike the present plan as regards the payment of interest out of capital, if it is only from its being an insult to the understanding of all parties acquiescing in such arrangement. Can anything be more absurd than to call 25*l.* from me, that in two years they may pay me back 3*l.* out of it? I confess it lowers my hopes of the affair when I find the projectors resorting to such *legere de main* in support of it.

3rdly. There is something suspicious in the—what they think consolitary—information conveyed in their letter, that 6 per cent. interest is to be given, not on 500,000*l.*, but on any sum the line may cost. What! are we to consider this as announcing that the old game of the North Midland estimates is to be re-played on the Northern Union? Is the payment of the half million to be followed by a glowing Report from Directors, and a levy of upwards of one-third new capital at 20 discount, and that succeeded by reiterated assurances of success—not one of which was founded—and a further overlay upon the old shares at 35 discount? Why have we not some better guarantee, than an estimate from Mr. Stephenson, that the line will be set to work for 500,000*l.*; and some guarantee, too, that so much as that is necessary? Mr. Locke, the other day, engaged to get a work done for the sum he estimated, and it is high time that conditional contracts should accompany estimates, and be advertised and taken before Acts are applied for. Testing Mr. Stephenson's present estimate by that of his North Midland, this branch will cost, as a shrewd proprietor apprehends, not five, but fifteen hundred thousand pounds, and I concur in every word of censure expressed by Captain Watts upon this subject—with this addition, that the speeches and Reports of Directors, from the projection to the opening of the North Midland, were as recklessly made, and to the full as little borne out by the event.

I think if Captain Watts calmly reviews the matter, he will admit that in all reason the minority must be bound by the majority. Were it not so, associated bodies could make no progress—an enemy might creep in and paralyse the best projects. Captain Watts will not say that the opposition of half a dozen should prevail over the wishes of an hundred?

I differ from Captain Watts, that as a shareholder in the North Midland it is not his interest to support an east line to Scotland, and—the direct one not being to be had, though I think it might be—to support the *proposed* line, provided it can be made for a sum not exceeding 500,000*l.* less the two years interest they ought not to pay. Surely, if we can get the Edinburgh traffic along the North Midland—no matter how—no exertion to accomplish it should be spared; it is, in fact, our forlorn hope; succeed or perish—since the work now doing upon the line is not paying three per cent. I yet hope, therefore, to hear of Captain Watts' adhesion to this certainly imperfect plan, upon the principle I have adopted it, which is not from any partiality I have towards it as a scheme of itself, but as the best means in my power of securing a larger sum by risking a smaller—"a herring to catch a whale." But interest should not be paid out of capital, and we should know something more of the sufficiency of the estimate; for if it is to be a dear line, we had better remain as we are.

A RAILWAY SHAREHOLDER.

[We should gladly give the above, were it but out of respect to an old correspondent of this journal. The part which affects ourselves we think it will be time enough to reply to, when our intelligent correspondent can show that the best mode of refuting an opponent's statements is to apply offensive epithets to his personal conduct, or to impute unworthy motives to his official acts. When our correspondents do us the favour to state *facts*, however much they may touch "Boards and Secretaries," neither fear nor favour has led nor shall lead us to suppress them; but we need scarcely say that abusive language is not only no proof of improper conduct on the part of the person to whom it is applied, but in general affords a pretty fair presumption that he is blameless.—ED. R. T.]

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FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—I have been a regular reader of the letters which have appeared in the *Railway Times*, from various writers, on the subject of the respective qualities of four and of six-wheeled locomotive engines. Many of the arguments that have been advanced have already been replied to, and on the whole the superiority of the six-wheeled engine seems to have been established. But there are various points which appear to me to admit of further correction and elucidation; and as the subject is of great importance, both to the proprietors of railways and the public, I propose in this letter freely to remark on what has appeared from time to time in your journal, as well as in the *Times* newspaper.

The first letter requiring notice appeared in the *Railway Times* on the 16th of October last, page 1098.

The writer, after showing, with the aid of a diagram, that "the weight of the train will have a tendency to lift the front wheels off the rails," proceeds to point out a mode by which "every jerk of the train will have the effect of pressing the front wheels closer to the rails." He appears to have mistaken the centre of the axle for the fulcrum of the bent lever through which the front wheels may be jerked off the rails, by a power applied at the present point of attachment with the tender. The true fulcrum is the point of contact of the hind wheels and the rails; his martingale would consequently reduce the lifting effect of "the weight of the train" to about one-half of what it would be with the common attachments. But this plan of reducing the amount of one evil, introduces another of no less serious a nature.

The martingale and bracket would then have a tendency to lift the front wheels of the tender off the rails.

In the *Railway Times* for October 23rd, page 1123, a correspondent says, that "an engine of Mr. Bury's build costs about 1,350*l.*, while a six-wheeled engine, constructed by Sharpe and Roberts of Manchester, costs from 1,800*l.* upward." Messrs. Sharpe, Roberts, and Co.'s price for a six-wheeled engine with 12-inch cylinders (which I believe was the original size of most of the engines on the London and Birmingham Railway) has not for a *long* time past been more than 1,340*l.* The error may have arisen from mistaking the price of a Great Western engine for that of one of the narrow gauge.

In the *Railway Times* of the same date, page 1123, another writer says, "I think it will appear that the safest form of engine cannot be settled by any arbitrary rules, but that the peculiarities of the road on which it is to be used must greatly determine the question at issue." By the peculiarities of the road, I presume he means the nature of its curves.

Now there are no curves on railways of smaller radius than those in *sidings*, hence any engine that will pass a *siding* freely, and none other would be used, would traverse the most sinuous railway.

Again, he says, "the difference between four-wheeled engines and six-wheeled engines is not confined merely to the number of wheels. Both the weight and the length of the engines vary in a very great degree; in both these particulars the six-wheeled engine exceeds the other by upwards of 50 *per cent.*"

Since the appearance of the letter alluded to, I have obtained returns from five different railways of the lengths and weights (including in the latter water, coke, and one man,) of four-wheeled engines (many of them of Mr. Bury's make, and all of them on his plan) from which I find that those engines are generally a little longer than the *six-wheeled*, and that the latter is from 25 to 30 per cent. and not 50 per cent. as the writer states, heavier than the former of equal power.

He also says, "Even among six-wheeled engines a vast difference exists, namely, whether the driving wheels have or have not flanches on their inner edge."

I believe there are very few engines in use without flanches on all their wheels, and where any such are used there can be no valid reason for their being without flanches, for if the curves required more than the ordinary difference betwixt the gauge of the wheels and that of the rails, this could be obtained by narrowing the gauge of the centre pair of wheels, or by widening the gauge of the rails in the curves.

He further says, "It must be quite obvious to every one that any body of the parallelogram form moving in curved lines, must be more easily moved in proportion to its shortness."

With engines of the same length and weight in curves, the tendency to go off the rails moving at a given speed is in an inverse proportion to the distance between the points of contact of the extreme wheels with the rails; hence in such curves the four-wheeled engine is more liable than the six-wheeled to fly off the rails.

Again, he says, "To avoid the difficulty which arises from this great increase of length, the gauge of the wheels is made much smaller than the gauge of the rails."

I am in possession of the gauges used on many railways for fixing the engine wheels on their axles, among which there is not one that is more than three quarters of an inch narrower than the gauge of the line; one of them is only half an inch, and another only three-eighths narrower.

I believe there are no curves on a well-constructed railway, that require even three-eighths of an inch of difference between the gauge of the wheels and that of the road, except in sidings, and the reasons for making a difference of three quarters of an inch are, that through the effect of the conical form of the tire the flanches may be kept out of contact with the rail as much as may be; and that the tire by a little lateral play on the rails, may last longer, and keep its form better than it would with less lateral traverse.

Again, "The increased weight and length of six-wheeled engines render them particularly liable to fracture the axles." "And, accordingly, experience has proved that the number of accidents from broken axles has been very considerable with six-wheeled engines."

With reference to the greater number of crank axles broken by the six than the four-wheeled engines, this may be ascribed partly to the much greater number of the former engines in use, but principally to the defective formation of their crank axles; and this defective formation is now in a great measure abandoned.

Again, "The whole of the six wheels are scarcely ever actually in contact with the rails at any one moment." If the writer uses the word "contact" in its ordinary sense, he must be in error, unless he refers to a railway in worse condition than any with which I am acquainted.

Again he says, "the number of four-wheeled engines at present employed is very large." Although the number of four-wheeled engines employed may be "very large," it is but small compared with the number of six-wheeled engines in use.

The writer says, "Not one single accident has ever been traced to any failure of the machinery; and the only accident which has been alleged to have arisen from this peculiar form of engine which would not have happened with any other engine in the same circumstance, is the recent occurrence on the Brighton Railway."

The statement in the former part of this paragraph will appear a very bold one, to persons who have had much practice in the working of four-wheeled engines.

The latter part of the paragraph exhibits a strangely defective memory on the part of the writer. Without adverting to a number of cases in this part of the country, where accidents arose from the use of four-wheeled engines, the frightful calamity on the Eastern Counties' Railway, about twelve months ago, took place through the use of a four-wheeled engine, and was quite as much spoken of in this neighbourhood at that time as the Brighton case has been recently.

The same writer in a letter of the 30th October, page 1136, says, "The boiler of a four-wheeled engine does not require to be raised, in order to give room for the eccentric gear." This is quite correct, but although the eccentrics do not require that the boiler in a four-wheeled engine as made by Mr. Bury, should be raised to clear them, the cranks do require it to be raised from three to four inches higher than the boiler of a six-wheeled engine, on account of the cylinders being put several inches nearer together in the four than in the six-wheeled engine. The additional pair of wheels and axles, springs, brasses, and framing, necessary to convert a four into a six-wheeled engine, and which according to the same writer add 50 per cent. to its weight, are placed entirely below the centre of gravity of the four-wheeled engine. From these causes the centre of gravity is much lower in the six than in the four-wheeled engine.

Another writer in the *Railway Times* for October 30th, page 1138, speaking of six-wheeled engines, with *inside* framing, on the Great Western Railway, says, "But not having been found to answer, have been totally discontinued." Three at least of that class of engines are now employed on the Great Western Railway; and if engines with inside framing possess advantages on any railway, they must do so in an especial degree on the Great Western, on account of its wide gauge.

I am, Sir, your humble servant,
MECHANICUS.

Manchester, Dec. 1, 1841.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

SIR,—Since I last wrote, I have come in contact with parties familiar with some of the comparative cases I gave of the working of four and six-wheeled engines. In the case No. I. of the *Liverpool*, two are said to have been killed on the spot, and two died afterwards; I only stated one of each. In No. 50, I had been inadvertently misinformed as to some of its details; the parties were upon the engine, and part of a house was knocked down through not being able (in time) to bring up at the great speed they had been running at. You will perceive the difference is not less favourable for six-wheeled engines than was represented in my last; however, should any of your correspondents point out the above discrepancies, you will have an explanation ready, and can give either of the following in lieu of No. 50. One of the Y. & N. M. engines ran over two cows and kept on the rails. One of the L. & M. goods trains, with two six-wheeled engines, came into violent collision with a coal train at the top of the Whiston incline, breaking up four or five of the coal waggons. The goods engines both kept the rails, and none of the enginemen or firemen were injured. From so many examples of this nature, showing the superiority of six-wheeled engines over those of four wheels, both in keeping on the rails and in protecting the enginemen and passengers, where under similar circumstances four-wheeled engines generally go off the rails, and tumble over. I think a judgment may readily be formed.

I am, Sir, your obedient servant,
JOHN GRAY.

P.S. After writing the above, I resolved to wait the arrival of your last number to see if any other observations seemed to be required. At page 1255, in the centre column, line 7, for "best" read *worst*, and a little lower down, for "although decided" read although *denied*; at page 1257, for "the L. & M." at No. 54, read the L. & B.; and at 54, for "commenced lifting," read commenced *slipping*. J. G.

Hull, 7th December, 1841.

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FOUR-WHEELED ENGINES—HINTS TO RAILWAY DIRECTORS.

To the Editor of the Railway Times.

SIR,—We have had a strong debate, and still at this present time a very warm discussion is going on as to the comparative safety of four-wheeled or six-wheeled engines. Now, Sir, permit me to ask whether six wheels to carriages would not also give a further security to passengers or travellers on railways. I am aware that the carriages on the Great Western line have six wheels, but it is not less true that the carriages on almost all other railways have only four wheels. It is not my intention to occupy your columns with the pros and cons, the additional expense, the wear and tear, the traction, the difficulties on curves, &c. &c.; these points I leave to the skilful, to Directors, to engineers; my stand is on the abstract question of *safety to the public*.

An axle-tree or wheel breaking in case of a six-wheeled carriage, probably would not be attended with any serious consequences; but a like accident happening to a carriage having only four wheels, would probably be attended with very serious consequences. It is true that a certain degree of support would in such a case be afforded by the *draw-bar*, but this would be of a very uncertain and doubtful nature. Persons at all acquainted with the construction and parts of a railway carriage know that, independent of the draw-bar, there are chains on each side of the draw-bar, which are hooked together, with the view of keeping the train of carriages united in case a draw-bar should give way or break. These chains (on lines where they are used) are permitted to hang loose, and therefore are entirely useless in case of accident to wheel or axletree. I would therefore suggest that these chains be so fixed to the carriages that when hooked together they would act as a support to either carriage, in case a wheel or axle-tree should break, and thus prevent the direful consequences of a carriage coming in contact with rail or road at a high velocity. It is a poor argument to say, that such accidents do not occur, and therefore precaution is unnecessary—neither would such an argument be strictly true.

It will not be here out of place to remark that no means of communication have yet been adopted between the guard and engine-driver during the progress of a train. I am of opinion that a bell fixed on the engine, having attached to it a cord which should pass along the top of the carriages to the seat of the guard, would be of important service in case of need. This simple and cheap contrivance or plan would in time give place to some more efficacious invention. I know that several plans have been suggested, but nothing has been adopted, and in the meantime the plain and naked truth is, that the guard at present has no means, no power, of certainly and speedily giving notice to the engine-driver to stop the train.

I would here beg to say a few words upon the danger of engines and carriages running off the rails. Unfortunately, instances of such events are not wanting; fortunately, such instances have not occurred upon high embankments. None will be so bold as to deny the possibility of a train running off the rails on a very high embankment (say 70 to 100 feet high), or the further chance of falling down such a terrific declivity. It is frightful to think, only of the consequences—it would indeed be frightful to contemplate the effects of such a disaster.

Surely then some extra precaution should be taken in all such places:—1st. A reduced speed in traversing such embankments. 2nd. A mound or wall of soil, sand, or chalk, as the case may be, on each side, sufficient to arrest the progress or overturn the engine, before getting off or over the embankment. 3rd. As on high embankments, there is seldom room or space sufficient for the last provision, beams of wood might be placed on each side, and so secured as to prevent the engine running off the embankment in case of getting off the rails. It may be urged that this would be a heavy additional expense; be it so—if the public will have absence of danger and the greatest safety, they must also be willing to be taxed and pay for it.

There are in this wide world many timid persons, I might say, prudent persons, who are not desirous of being whirled along at the rate of 30 miles an hour—persons too to whom an hour more or less is not important. I think it worthy the consideration of Railway Directors to deliberate whether it might not be wise to conciliate this class of travellers by appointing one slow train daily, viz. 15 or 16 miles an hour.

One more recommendation, and I have done for the present. Railway carriages, in a general way, are destined to contain six persons in each division; this is the general rule, although there are exceptions. The suggestion I would throw out is, to contrive certain divisions in some carriages so as to enable two ladies to travel together without being liable to have the privacy of their part of the carriage broken in upon by strangers.

A RAILWAY PROPRIETOR.

RAILWAY COMMUNICATION WITH SCOTLAND.

To the Editor of the Railway Times.

SIR,—I cannot tell in what rank of life your correspondent, "Viator," moves, but judging from the style of his writing, my expectations do not soar very high! I reply, however, because I wish to call the attention of all speculators in railways to the childish nature of the defence set up by "Viator," and to show (if we are to judge by *his* style) upon how small a tenure of probable profit the western line of communication hangs. He may call me a "mendicant," because I call attention to many far severer sufferers than myself, in lines contiguous to the Midland Counties' Railway, as long as he pleases; but since he accuses me of "misrepresentation," I must call upon him, or rather upon some other person less virulent than himself, to prove this, begging him to recollect that a good cause never requires to be bolstered up by abuse. What then have I misrepresented? As long as there is a port at Liverpool, so long will a vast number of passengers take that route to Glasgow, in preference to any railway communication whatever. There is no misrepresentation in this. The average cost of railways in England is about 36,000*l.* a mile! This also is no misrepresentation. From Lancaster to Carlisle the road is extremely difficult, and those who have visited the Lakes, will be able to form some kind of idea of the expense of a railway traversing this district, and I have therefore *asked*, if one can be constructed at 40,000*l.* a mile? Is this misrepresentation? The Birmingham and Derby line, throughout which there are but few cuttings or embankments, cost 22,000*l.* a mile, but on the one proposed to Carlisle there are some unrivalled in magnitude, with tunnels 1¼ mile long, and numerous viaducts of immense height; yet the temperate "Viator" says, that *as* honest and UNERRING engineers estimate the cost at less than 16,000*l.* a mile, I am writing "usual misrepresentations," and he defies me to prove it otherwise. *Confiteor*, Mr. Editor,—*confiteor*, if the engineers are *indeed unerring;* but, alas! "there's the rub;" and, with no feeling of disrespect to Mr. Locke, engineers are unluckily proverbial for estimating at about half the real cost, though the London and Birmingham, Great Western, and others, have been made at about *three times* their first estimate! and the Midland Counties' Railway, which cost 27,000*l.* a mile, was, when first thought of, estimated at 10,000*l.* or 11,000*l.* Whether a like fate will befal the Lancaster and Carlisle, I cannot of course tell; but I have repeatedly heard it stated, and that by men of business in Liverpool, that it would, from first to last, cost not less than 50,000*l.* a mile.

There is to my mind a degree of grossness in endeavouring to impose upon the public, by the diminutive estimate of only 16,000*l.* a mile, which has the effect of counteracting the best efforts of that party, and I must confess that I put more reliance upon Mr. Robert Stephenson than I do upon most other engineers, and in this I think that a great many persons will be of like mind. There is a fine kind of flowery metaphor about the "seared remains of York Minster, and a viaduct," which may do for picturesque readers, and a malediction upon *all railways on the eastern side*, which is either very absurd or very dishonest. It is true that being constructed generally at double the estimates made by *unerring engineers*, they have not hitherto been profitable, but connecting as they do such places as Newcastle, York, Leeds, Sheffield, Nottingham, Leicester, &c. &c. with London and Birmingham, I *think* the public feel their benefit in no small degree, but if these are called *curses because* a portion of this same public having bitterly purchased experience by such costly constructions, are not willing to put faith in *unerring* estimates of a railway through mountain and valley, at 16,000*l.* a mile, then I must say that dishonest is not too strong a word to apply. The only point that remains is my remark that the facilities of reaching Edinburgh, would be greater by the eastern than by the western line. I was not so much alluding to the actual distance to be travelled over, as to the circumstance that numerous timid passengers, especially females, have a great aversion to tunnels from 1½ to 1¾ miles long, and to viaducts from 100 to 230 feet high, which will be the case on the western side, whilst on the other there will be nothing of any importance either in length or height, and consequently the latter will, I venture to say, be generally preferred, although a few miles longer from London. An accident in a tunnel a mile and a half long, particularly if it happened midway, would be very disagreeable, and a slip over a viaduct 230 feet high would be anything but pleasant. For these reasons the public are likely to prefer the eastern route. I only desire to caution parties from risking their money until they are *thoroughly satisfied of the veracity of the estimates*. The Report of the Commissioners does not in the slightest degree affect these arguments. I myself would take shares instantly in this line, but I know the country well, its difficult character, its abrupt mountains and valleys, and I am hitherto convinced, as every other traveller must be, that any estimate so *minute* as 16,000*l.* a mile is as shameful as it is ridiculous. I do not say that I am right, but merely that this is my humble opinion, and I have had some experience in railway matters; so let "Viator" vomit forth what he will, I feel sure that many will give me credit for not wilfully making any mis-statements.

I am, Sir, your most obedient servant,

AN "INTERESTED" SUBSCRIBER.

GOVERNMENT INSPECTION OF RAILWAYS—BRIGHTON, GREAT WESTERN, ETC., RAILWAYS.

To the Editor of the Railway Times.

SIR,—I have often been at a loss to make out, or in any way understand, of what real use the Government interference has been in regard to railways. The formal examination of these works prior to opening, has, almost in every instance of late, proved to be a complete farce, and if the public rely on the statements put forth by such authorities as Sir F. Smith, there has lately been sufficient evidence to show how sadly they have been duped.

The tumble in upon the Brighton line, I should conceive of all others was such as upon proper examination could not but be predicted by any competent and unbiased authority.

The precipitous slopes of the Chalk cutting are really frightful, and if after the continued wet season we have just had, and I fear are now only in the midst of, a severe frost should set in, the consequences, upon the breaking up, are really awful to contemplate.

Picture to yourself the present state of the Croydon line, and its liability to engulph those who may be hardy enough to venture upon it. But the danger here may be averted. The fall or slip when it

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advances lies at an angle, almost of repose, but in the fearful abyss on the Brighton line it will more nearly resemble the swallowing up by an earthquake. The paragraph I have just read in your number of the 4th instant, relating to the stoppage of the traffic on the Gosport branch of the South-Western Railway in consequence of a slip of clay in the cutting near Fareham tunnel, is another reason, if any were wanting, why the most vigilant and most stringent rules should be enforced for the common safety.

I came from town on Tuesday last, by the quarter past ten a.m. train, by the Great Western Railway, and instead of reaching Bath a few minutes past two, it was nearly four when we arrived at the station. This delay was partly owing to the heavy train, which ultimately required two engines to draw it, but principally owing to the state of the road. At Maidenhend the engine of an up train got off the line, and was so placed as to interrupt our progress downwards.

After the detention, however, of about a quarter of an hour, we got forward. Later in our journey, and in a deep cutting, we came to a stand-still near to a station (the name of which I do not recollect), and upon inquiry why we so remained, we were given to understand, that, being so much behind time, we must stop until the next up-train had passed, there being but one line of rails passable, in consequence of very extensive slips which had occurred in a cutting not far distant, covering over the rails of the up line to a considerable extent. Here we were detained full half an hour, and on our proceeding cautiously forward, we soon had occular demonstration of the cause, and I am quite certain I do not exaggerate when I state, that a hill, to the extent of four or five acres, was seen moving down gently towards us. Men and horses were buried knee deep in the slush, and thus employed exerting, every nerve, to keep at least one line clear. Some of the embankments, one particularly, were in a dreadful state; how it is held together I know not. And all this at the commencement of a winter! What the consequences may be before the end, heaven only knows.

I should hope, however, that the death of a fellow-creature will not lie at the door of those whose province it is to guard against so lamentable a calamity by timely and prudent caution. Does the Board of Trade know the real state of the Great Western line throughout? If not, I hope this may rouse them from their lethargy. I call upon you, as a public journalist, to see into the truth of this statement; judge for yourself, and corroborate the same, or repudiate it as a foul libel.

This is not all; for at Bristol there is a large stone arch across the Avon, considerably more than 100 feet span, belonging I believe to the Exeter line, in such a state I should conceive as to render it exceedingly dangerous to suffer engines to travel over it. The timbering upon which the arch is constructed is still standing, otherwise the whole fabric would long ere now have tumbled into the river. The stones, which appear of a hard kind, are many of them crushed to splinters.

These surely must be a grand defect or blunder somewhere to cause all this. In my opinion, the arch is too flat for its size, and the lateral thrust has consequently been too great for the strength of the material to withstand. There appears no defect in the workmanship; it looks well and neat, as far I can judge.

But is it not part of the duty of the Board of Trade to condemn such an edifice as this, to prevent the certain consequences which must inevitably follow any attempt at removing the temporary framing underneath. I am quite certain the wind cannot blow them away, as in a similar case some time since at Maidehead; they are evidently pinched too hard by the masonry above, so much so as to cause in some of the horizontal timbers a considerable curvature downwards. If this were not so, I am quite certain the floods a few days since would have floated them away.

The frequency of such failures, as this evidently is, is a matter of far too serious import to railway prodrietors to allow of their being repeated with impunity. I am a railway proprietor myself, and I feel sensibly the consequences which such ill-judged and ill-advised matters as these entail upon our interests, but the fault is mainly our own. Secretaries, Directors and Engineers get so leagued together that though one is committed to the faults of the other, amongst them the proprietors are made to pay the piper while *they* dance.

For the present I have done.

Yours, &c.,

VINCIT VERITAS.

Bath, December 7, 1841.

GLASGOW AND GREENOCK RAILWAY.

To the Editor of the Railway Times.

SIR,—Two or three letters have lately appeared in your paper calculated, as they were, no doubt, intended to injure this line in the estimation of those who will not take the trouble to inquire for themselves.

As a shareholder, I have watched the traffic with anxiety, and although by no means brilliant, it is very good for a commencement, and promises better things. I find that the half-year's receipts up to the present time average 1,000*l.* a week, and as only two weeks remain to complete the time, we may safely put down the revenue at 25,500*l.* The line has cost 600,000*l.*, *not double* the original capital of 530,000*l.* as stated by "Dividend." Of this 200,000*l.* is loan, which requires 10,000*l.* a year as interest, or 5,000*l.* for the half-year. The working expenses should not, for such a line, exceed 900*l.* a mile per annum; and many similar lines are worked still cheaper: while this has the advantage of being closed on Sunday, having only half the expense of the Glasgow and Paisley portion to pay for, and of having no local rates and taxes. On these data then the half-year's expenses will be 10,125*l.*, which, added to the interest on loans, and deducted from the gross proceeds, will leave 10,375*l.* to pay interest on 400,000*l.* or 5 per cent., and a balance. The next or winter half-year will not net beyond 4 per cent., making an average of 4½ per cent. for the first twelvemonth. Most new railways, however, increase their receipts the second year at least 50 per cent., and none are more likely to do this than the Greenock, which has had a very severe competition to resist, and is only just surmounting it. The increase, moreover, does not increase expenses in the same ratio. We may therefore safely look for 7 per cent. and a gradually increasing dividend afterwards, and as there never can be a competing line, we have good reason to hold fast to our first opinion, and not quail even under the ill-natured pens of "Nauticus" and "Dividend." The former I believe to be what he signs himself. He evidently knows nothing of railways, as he talks of the Directors' quarterly "statements." It is of course "gall and wormwood" to him to see the railway carrying the trade away from the devoted river, and to find that the Directors are prepared to reduce their freights to secure it. No doubt "Nauticus" feels the reduction. If it is true, as reported, that the Greenock merchandise traffic is carried on, as on our Leeds and Manchester line, by means of passenger trains, the Company must at their present rates be reaping a large profit. These are now higher than on many English lines, and might still be reduced. A ton of goods ought not to cost more than 2s. from Glasgow to Greenock. I am ignorant at what figure the boats can convey it. Were not the general meeting so near I might be tempted to expose more of the misstatements of your mischievous correspondents, who, having themselves no pecuniary interest in the line, only seek to enjoy the morbid pleasure of injuring their neighbours' property. We shall, however, soon know all, and then it will be seen how far my views are correct. In the mean time the prospects I consider flattering, and as such I shall hold firmly.

Your obedient servant,

A LANCASHIRE SHAREHOLDER.

Manchester, November 24.

GLASGOW AND GREENOCK RAILWAY.

To the Editor of the Railway Times.

SIR,—In "Greenockian's" second letter he endeavours to open the eyes of the shareholders to the fact that they are only to expect a dividend of 7½ per cent. instead of 10 or 12 per cent. as promised in the prospectus. I am certain when it is taken into consideration that the estimated cost of the whole line was 400,000*l.*, and that the Company were empowered by their first Act to borrow 133,000*l.*, and that in 1841 they obtained an Act of Parliament to create new shares to the extent of 100,000*l.*, making a total of 633,000*l.*, to which there is likewise to be added 140,000*l.*, paid by the Glasgow and Ayrshire Railway Company for completing the joint line between Glasgow and Paisley—thus bringing up the capital to 773,000*l.*, any shareholder who expects to receive even such a dividend as 7½ per cent. will be grievously disappointed. "Greenockian" evidently is endeavouring to throw dust in the eyes of the shareholders, and in his zeal to fight the battles of his friends, the Directors, he only exposes their mismanagement. Most fervently may they exclaim "save me from my friends."

As to any augmentation of business in goods or passengers, that is all very well in perspective. The whole question is this, has the Greenock and Glasgow Railway Company had the conveyance of goods and passengers to the anticipated extent, and have they expended no more than that anticipated traffic would cover? If so, it is all well, but I am rather afraid that in the eager struggle for personal aggrandisement, the true interests of the shareholders, have been forgotten, and that they have endeavovred to make the railway a source of grievance to very many, who otherwise would have been its warmest supporters.

I am, your obedient servant,

DIVIDEND.

Greenock, 20th November, 1841.

INSPECTORS ON RAILWAYS—NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—From a constant and almost daily traveller by railway a few remarks will not be considered irrelevant, as proceeding from one whose nerves are not of the strongest, but whose eyes and observation are always on the alert.

I have noticed on the North Midland Railway an officer whose duty very efficiently contributes to the security and comfort of the traveller, and the constant attention of all subordinates. This officer, whom I believe they term Inspector, is constantly moving on the line, and sees that every man is at his post, and efficient; and an irregularity cannot occur but in a few hours, at the farthest it is reported and remedied.

His province is to supervise the works and the servants, and as his movements are uncertain, he is expected at every point momentarily, and makes his appearance without previous intimation, at all hours, so that in fact, as "the cat can never be considered away, the mice do not find a moment for play." At the far end of this railway, near Leeds, where there are so many junctions, and consequently so many points'-men required, this officer gives very great and satisfactory security, and if the same regulation were observed on other railways, I think we should hear of much fewer accidents; and the expense is trifling in comparison with the comfort and security it purchases. The Inspector moving constantly with the train, hears the observations, complaints, and suggestions of the most intelligent of the travellers, and if anything is to be learnt, he soon sifts the grain from the husks, and rejects what is worthless, while he improves upon what is valuable.

The general tenor of your correspondence is to promote the pecuniary interest of the shareholders, while few touch upon the comfort and safety of travellers, which, if well understood, is the best promotive of the interest of all parties concerned.

I am, Sir, your constant reader,

VIATOR.

London, 3rd December, 1841.

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PLAN FOR CONNECTING AND DISCONNECTING LOCOMOTIVE ENGINES.

Specification of Patent of Peter Kendall for an Improved method or methods of Connecting and Disconnecting Locomotive Engines and Railway Carriages. Dated, 17th April, 1841.

Fig. 1.

Fig. 5.

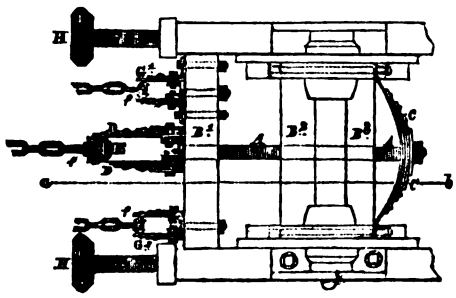


Fig. 3.

Fig. 4.

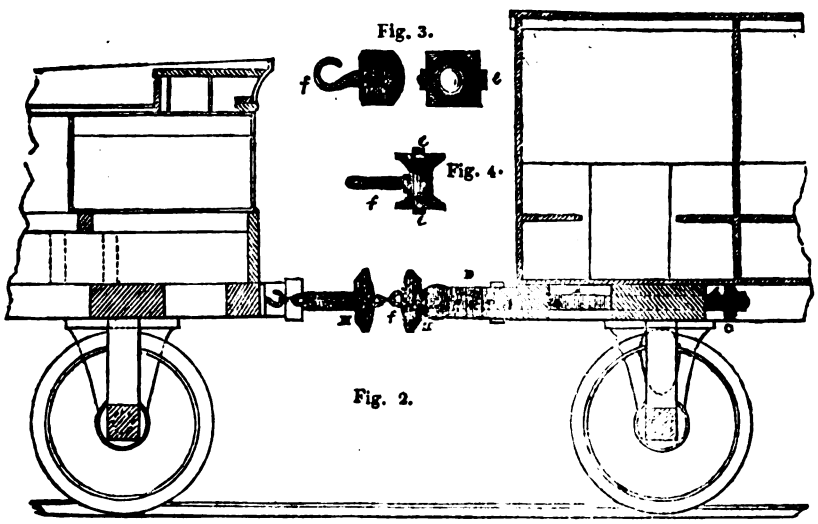


Fig. 2.

FIGURE 1, represents a plan of part of a railway carriage with the newly invented additions, which I propose shall be made thereto, for the purpose of more readily connecting and disconnecting the same from any locomotive engine or other carriage to which it may be attached; and, figure 2, is a sectional view of figure 1 through the line *a b*, and also of part of a tender, supposed to be attached thereto in front. A is a rod or pole which passes under the carriage through the centre of the cross pieces B^1, B^2, and B^3, of the framework, moving freely in the orifices provided for the purpose. The inner extremity of this pole is secured to and presses against the centre of a bowspring C, which is attached by its two ends to the back of the crosspiece B^3, immediately behind the axle of the front pair of wheels. The other, or outer extremity of the pole, is armed with two flat, flexible, and tapering spring grippers arms D D. The bow-spring C, and the spring grippers D D, may each be made either of different pieces of strong steel plate, connected together after the ordinary manner of coach springs, and as shown in the accompanying drawings, or in one piece of sufficient strength and flexibility. E is a coupling boss, of the form shown in the separate plan and side view figure 3, from the square sides of which project two short pins or axles *e e*, which take into two holes in the outer ends of the spring grippers D D, and by which it is held firmly there as long as it is pulled in a line directly parallel with the said spring grippers. The hook *f*, at the end of the boss, serves to connect it by a chain (which may be of any length found in practice most suitable) to the rear of the engine, or tender, or other carriage in front. G^1 G^2 are two smaller pairs of spring grippers, one at each side of the centre spring grippers D D, and of like construction, excepting only that they are not attached to moveable poles but firmly secured to the front crosspiece B, (either in the manner represented in G^1 or in that represented in G^2,) and which smaller grippers grasp or carry two auxiliary coupling bosses of the same description, and secured in the same way as the principal boss before described. Instead of the coupling bosses being of the form represented in figure 3, they may be of that shown in figure 4, or of any other equally adapted to the purpose. The centre spring grippers (D D) must always be of such length only that when the buffers H H are driven home, they shall not protrude beyond them, and the smaller grippers must of course protrude in a proportionally less degree. Each carriage in a train is to be provided with a set of these grippers and coupling bosses. The effect of this method of connection is as follows :—

As long as all the carriages in a train remain in the same line of traction, or no further deviation rrom a straight line takes place than occurs in the worst cases of curvature or deviation known upon railways (excepting always termini and stations), the coupling bosses will remain firmly secured within their respective spring grippers, but when it is desired to disconnect a locomotive engine from a train—as, for example, on its arrival at a terminus —there should be a short line of rails laid down, at an angle more or less acute with the main line, so that, on the engine passing off to that line, it shall, by such act of divergence, pull the coupling bosses out of their state of parallelism with the cheeks of the respective spring grippers, whereby they will be instantly set free, and the engine be detached from all the carriages behind. In like manner, when it is desired to detach any number of carriages in a train, all that is necessary is to pull the coupling bosses by which they are connected with the rest out of the line of parallelism with the cheeks of their respective spring grippers (to effect which a very slight force will suffice), when the separation will be instantly effected. If the engine should run off the line, the coupling bosses will equally lose their hold in an instant, in consequence of the angular pull thereby given to them, and the danger of its dragging any of the carriages off the train after it will be thus wholly avoided. To expedite the introduction of the coupling bosses within their respective spring grippers, there should be attached to the carriage, by means of a chain, and close to each pair of grippers, an expander of a wedge form, as represented in fig. 5, and of corresponding size, by the introduction of which between them they may be instantly separated to the extent required.

I claim the method, or methods, hereinbefore described and explained, by the drawings hereunto annexed, of connecting and disconnecting locomotive engines and railway carriages, however the mechanical details thereof may be immaterially varied or modified, and whether one, two, or more sets of coupling bosses and spring grippers are made use of for the purpose.

LONDON AND BIRMINGHAM AND GREAT WESTERN RAILWAYS.

To the Editor of the Railway Times.

SIR,—Will you oblige me by giving insertion to the annexed comparison between the receipts of the London and Birmingham and Great Western Railways for the months of September and November in the present year :—

LONDON AND BIRMINGHAM RAILWAY.

September 4	£19,217	3	2
„ 11	18,135	17	11
„ 18	18,370	9	1
„ 25	17,447	5	10
Total	£73,170	16	0
November 7	£14,511	12	0
„ 14	13,706	10	0
„ 21	13,951	15	8
„ 28	12,987	18	5
Total	£55,157	16	1

GREAT WESTERN RAILWAY.

September 4	£14,844	16	2
„ 11	14,501	13	9
„ 18	14,725	19	4
„ 25	14,286	9	5
	£58,358	18	8
Excess of London and Birmingham	14,811	17	4
Total	£73,170	16	0
November 7	£11,377	14	1
„ 14	10,753	11	5
„ 21	9,888	17	5
„ 28	9,829	8	11
	£41,849	11	10
Excess of London and Birmingham	13,310	14	9
Total	£55,157	16	1

Now, in every controversy that I have seen on the return which the traffic of the Great Western is likely to yield for the capital expended on it, one circumstance has been invariably relied on by the opponents of the line, and strangely enough acquiesced in by its advocates, viz., that the line is a pleasure, or in other words a summer, line.

To test the accuracy of this assumption, I have made the above comparison, by which it appears that whereas the excess of the receipts of the London and Birmingham, over those of the Great Western for the month of September, was 14,811*l.* 17*s.* 4d., the corresponding excess for the month of November was only 13,310*l.* 13*s.* 2d., exhibiting consequently on the approach of winter, a diminution in the traffic of the London and Birmingham, greater than the corresponding diminution in the traffic of the Great Western by the sum of 1,501*l.* 4*s.* 2d.

Nor do I see how the opponents of the Great Western line can object to the fairness of this test. Regarded as a pleasure line, everything contributed to depress the returns of the Great Western during the month of November. The Court was not at Windsor, and the weather was such as to deter every one who travelled only for pleasure from putting his head out of doors. I have no doubt a similar comparison for the present month will strengthen my conclusion, and prove that whatever advantages belong to the Great Western Railway as a summer line, its winter resources are proportionably as great as those of any railway yet constructed.

A GREAT WESTERN PROPRIETOR.

Temple, 4th December.

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PARIS AND ROUEN RAILWAY.

We have already published an abstract of the Report recently submitted to the Lancashire proprietors, and made some observations upon certain portions of it, but for the sake of future reference we now at the earliest opportunity print the document entire:—

REPORT.

In making their Report to the English shareholders of the Paris and Rouen Railway, the English Directors think it better to refer to the state in which matters stood when they last met the proprietors in this town, on the 22nd July of last year. The Chambers of the French legislature had then voted the law authorising the construction of the railway, which law only waited the signature of the King of the French, previous to which, however, it was felt expedient to ascertain whether its terms were such as rendered its acceptance by the English shareholders desirable. Some modifications which the law sustained in its passage through the French legislative Chambers were then discussed, and acquiesced in by the English shareholders, and the royal sanction was in due course given.

The statement which had, up to that time, been submitted to the English shareholders, both as to the cost of the railway and its probable revenue, was such as had induced a ready subscription for its shares. It appeared from the Report of Mr. Locke, who is by law the appointed Engineer-in-Chief of the Company, that the cost both of constructing and equipping the line (eighty miles in length) would be about 1,600,010*l.*; that from the best information which could then be obtained, the land would cost 150,000*l.*; and that, allowing for legal and engineering expenses, for the payment of interest during the period of construction, for all charges of Direction, and for all other contingencies which unavoidably occur in such undertakings, the whole expenditure would be amply met by the capital then provided of 2,000,000*l.* sterling.

The English Directors deem it to be important on this occasion to refer thus briefly to the aspect of things when the English shareholders accepted the terms of the law; and the Directors adopt this course in order to represent the gratifying fact that, up to the present time, when three fourths of the land is purchased—nearly all the works contracted for and in operation—the whole of the rails and chains needful to complete the line also contracted for, as well as the whole of the engines necessary to work it when completed, still there is nothing to excite a doubt of the sufficiency of the capital, or to give rise to the slightest apprehension that its amount of 2,000,000*l.* will be exceeded.

At a general assembly of the proprietors which was held at Paris eight days after the meeting above referred to, the law authorising the construction of the railway was unanimously accepted. At the same meeting, Mr. Reed, who had been so efficient as Secretary to the London and South-Western Railway Company, was appointed one of the Directors at the Board in Paris—there to reside and to devote the whole of his valuable services to the concerns of the Company. Subsequent political events slightly retarded the operations of the Company: but in the course of the autumn, the surveys necessary for the production of detailed plans of the land required and the works proposed were prosecuted with all that energy which the Engineer of the Company is known to possess. From time to time the English Directors were advised by their French colleagues of the progress of the works, and in the early part of last month they determined on visiting France and inspecting them, with a view of reporting to the shareholders the result of that inspection. It is for the purpose of making the shareholders acquainted with that result, that this meeting is called.

Having proceeded to Paris, and received from the French Directors and officers of the Company the most unreserved explanations upon all those matters which relate to in door operations, the English Directors were accompanied by the Engineer-in Chief and the Secretary of the Company on an inspection of the works. Leaving Paris, they proceeded to the Bridge of Beyzons, which is in course of construction across the Seine, and which is not very far from the junction with St. Germain Railway. This bridge is of 10 arches of 100 feet span each, and all the piers (which are of stone) are already built up to the level of the springing of the arches; the timber work for the upper structure is also preparing, and a great number of workmen are engaged in constructing the towing path and other contingent works. From this bridge the embankment extends nearly a mile to the cutting at Hooille, which is also about a mile long, and the embankment then continues to the river at Maisons, where another large bridge is in progress. These bridges, and the earthwork between them, constitute the most important part of the whole work. The cutting at Hooille has been delayed for the want of the land, but it is now in active progress; several of the under bridges in the adjoining embankment are built: at each end of the cutting the earth is being removed, and the whole of this work is proceeding with great energy. The Maisons Bridge, like that of Beyzons, has all the piers ready for receiving the arches, and centres are placed in one arch for throwing over the ribs of timber which are to carry the railway. Tanks for preserving the timber are built, and every preparation made for prosecuting simultaneously all the various parts of the work. A little beyond the bridge the line enters a cutting from 8 to 12 feet deep, which continues for a considerable distance into the Forest of St. Germain. In this cutting, and close to Maisons, a three-arch bridge is built, at which point the station for Maisons is fixed. On the west of the St. Germain Forest, and in the neighbourhood of Poissey, the work is not heavy, but it is already commenced in several places. From Poissey to Mantes, about 20 miles, the work is under contract, but there is not yet much work done: the heaviest portion is at the town of Mantes, which was commenced on the day the Directors passed through. About five miles west of Mantes is the great tunnel of Rolleboise, where considerable progress has been made both in the driftways and in the excavations at each end. A large retaining wall has been built at the east end; and at the west end, which is near to the village of Bonnieres, a bridge across the turnpike road is now in course of construction. To this point, about 40 miles from Paris, the works are under contracts. The tunnels at Venables were next visited. They are in a very advanced state. The easternmost tunnel is a mile long. By walking through the driftway from end to end, an opportunity was afforded of seeing the strata. There is another tunnel at this place 400 yards long, where the driftway is already completed, and the open cutting between the two is proceeding. Both tunnels are through chalk—perfectly dry, and easily worked. The works are very slight between this place and Le Manvir, where a bridge, similar to those before mentioned, is building across the Seine, but the piers there are not placed in the river. The same may be said of the bridge at Oissel, which is a few miles nearer to Rouen. Near to this latter bridge, the tunnel at Tourville, about five hundred yards long, is being cased with brickwork, the driftway being already completed. At all the tunnels the brickwork is started. The line from Oissel to Rouen was not let at the time of this inspection, but it has since that time been contracted for on reasonable terms.

Mr. Locke, who is present, will inform you that the works thus visited form a very large proportion of the whole—that those which remain uncontracted for are of a very light character; and it is confidently expected that the contracts for them will be concluded within a month from the present time. The English Directors believe therefore that they are warranted in conveying to the shareholders their full conviction, that the cost of the entire work is, within a very narrow margin, defined and certain. It may here be observed, that with the exception of one bridge, the whole of these works are let to two English contractors of known respectability, and capital, viz.: Mr. William Mackenzie and Mr. Thomas Brassey, who, in addition to the guarantee which is afforded by their character and their property, give positive security for the due execution of the works within a prescribed time. These gentlemen leave also in the hands of the Company 5 per cent. of the value of the work done, that is to say, they receive only 95*l.* for every 100*l.* certified as being due to them by the Engineer of the Company, the remaining 5*l.* being retained as a security for the final and substantial completion, to be paid to them after the opening of the railway. Moreover, Mr. Mackenzie and Mr. Brassey having, from their own observation, become convinced of the advantages which must ultimately arise to the shareholders on this line, have arranged with the Directors to invest this 5 per cent. in 1,700 shares of the Company, such shares to be handed over to them instead of money, at the period when otherwise that money would become payable to them, and in the meantime to be held in trust for them by the Directors.

The Directors cannot quit this part of their Report without adverting again to the position of the Company, in respect to the work when the last meeting of the shareholders was held. It will be recollected by those who were present on that occasion, that Mr. Locke, with his usual prudence, declared, with respect to the estimates, that "the only difficulty he felt concerning them arose from his not knowing the value of French labour," and to this it may be added, that the Directors had in common with Mr. Locke some doubts whether the experience of English workmen could be combined with those of France, and especially whether the two classes of labourers, French and English, could agree so to act together as to prosecute the works with that expedition which in England is required in railway undertakings. All apprehension of difficulty on this subject is now at an end. It is true, that in the competition for contracts the English contractors have, by reason of their greater experience, and consequently increased ability to appreciate such works, been much lower in their tenders than the French contractors, but so far as the workmen are concerned, nothing can be more satisfactory. Not only do the French labourers work harmoniously with the comparatively small number of Englishmen, whom the contractors have felt it necessary to send over to France, in order to show how works of this sort are conducted, but in some of the operations, particularly in the formation of tunnels, the French workmen are not satisfied unless they are associated with Englishmen.

In the previous part of this Report it is stated that three-fourths of the land is purchased, and it is fully expected that within three months from the present time the whole of the land will be in the possession of the Company. Those who are acquainted with the minute subdivision of property in France, and the immense number of proprietors with whom the Company would therefore have to deal, were not without fear that these circumstances would impede the operations of the Company, and present almost innumerable instances of that extortion to which Railway Companies have been subjected by landed proprietors in England. But this has not been the case. The French law requires that various forms shall be complied with, local inquiries made, and positive proof adduced that the land is really required for a work which has been declared by the legislature to be one of public usefulness. The compliance with these forms involves delay, but it does not occasion much expense. Appeals to juries are not frequent, nor are those appeals attended with anything like the same expense as in England. There are few large landed proprietors, and those few do not generally ask unreasonable terms from the Company.

The rails and chains are all contracted for. The iron is of excellent quality, and, although it is much dearer than in England, the cost does not exceed the estimate.

Far the greater part of the engines used on the few French railways already constructed, have been made in England; the efforts of the French manufactures of locomotive engines having hitherto been unsuccessful. The Directors felt it right therefore to entertain a proposition made to them by an English party, who offered to establish themselves as a Company at Rouen, and there to build, according to plans and drawings approved by Mr. Locke, all the engines required by the Company at a stipulated price. By this means the import duty and the heavy expense of freight from England are avoided. The Directors, acting under the advice of their engineer, have contracted with this Company, and the engines are now in course of construction at Rouen. The concern is under the management of Mr. Allcard, known to many present as formerly one of the engineers on the Liverpool and Manchester and Grand Junction Railways, and of Mr. Buddicom, who, until he went to France expressly for this purpose, was the manager of the locomotive department on the Grand Junction Railway.

The works are contracted to be finished at various periods,—the latest on the 1st of March, 1843, little more than fifteen months from the present time: and there is no doubt that the line may be opened as early in the spring of that year as circumstances render desirable.

As to the traffic, the English Directors have little to add to the statements formerly made. The very careful statistical report originally prepared by Mr. Reed, aided by Mr. Chaplin, showed that the present passenger and parcel traffic would alone, at French railway prices, produce 305,000*l.* per annum. The quantity of goods carried by land, as well as by water, is immense. This railroad has one terminus in the capital of France, and the other in the greatest manufacturing district of the kingdom, stretching towards the most important commercial port, and holding out facilities for transport to nearly four millions of inhabitants. It must be borne in mind, that of the capital of two millions sterling, the French government lend 560,000*l.*, at 3 per cent. interest, repayable in thirty equal annual payments, the repayment commencing in July, 1848. Placing, therefore, the interest on the 560,000*l.* as part of the current expenses of working the line, the profit will have to be divided upon a capital of 1,440 000*l.* only, a sum unprecedently small for 80 miles of railway. Nor is it expected that the cost of maintaining or working this line will be large. The works, with the exception of the tunnels, and the bridges across the Seine, are of an unusually light character, and the nature of the material is everywhere of the very best description. With the exception of the article of coke, all other expenses of working the line will be small, it being found on all the lines hitherto made in France, and on the continent generally, that the number of passengers per train is much greater than in England; and it is almost unnecessary to add that on this, more than on anything else, depends the actual cost to the Company of conveying passengers, and consequently the degree of profit.

The English Directors cannot give a greater proof of their confidence in the success of the line, than by the statement of the fact, that they now hold more shares than they have done at any former period.

As respects the financial position of the Company, the English Directors have to state that although there is in hand nearly 400,000*l.*, yet the rapidity with which the works are now carrying on, in order to their completion by the specified time, makes it imperative that the expenditure be large also at very early periods. The 560,000*l.* which is lent by the Government will not be advanced until the whole 1,440,000*l.* raised in shares is fully paid up; the last of the calls to make up this 1,440,000*l.* cannot be made before the month of October next, leaving only a very short time to obtain from the Government, and to expend, the remaining sum of 560,000*l.* It is evident that to incur any delay in opening the line, by suffering arrears of calls to remain unpaid, would be inconsistent with the best interests of the concern. The English Directors feel it, therefore, to be their duty to press for the punctual payment of all calls: they hope they may be spared the necessity of resorting to the power given them by the law for enforcing payment of calls in a concern which promises such great advantages at so early a period; but they deem it to be their duty at once to state their determination not to suffer the concern to sustain damage by any delay in the payment of the subscribed capital. It may here be added that the calls on the shares held in France are promptly paid. Having now set forth the facts and the opinions which are the result of their late visit to France, it remains only for the English Directors to add that they were treated with the most entire frankness and cordiality by their French colleagues, with whose diligent attention and economical administration the English Directors were highly gratified.

JOHN MOSS.
CHARLES LAWRENCE.
JOHN EASTHOPE.
W. CHAPLIN.

Gas a Substitute for Coke.—A correspondent of the *Mechanics' Magazine*, in a communication on the employment of gas as a substitute for coke in locomotive engines, asks—Might not gas be used with great advantage to heat the water? Jets of gas might be burnt in the tubes of a boiler, no sparks or cinders would then annoy the passengers, or ignite the goods in the trains; the fire could be raised instantaneously, and be regulated with the greatest nicety; it would require much less attention, and, I belive, be more economical. Gas is condensed and made portable, and these holders might be carried in lieu of coke; so far as raising the steam is concerned, gas would be far superior to coke, and to stationary engines, I am convinced, it might be applied in lieu of coal with advantage.

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VIÆ PER ANGLIAM FERRO STRATÆ.

Under this title* some Oxford wag has been indulging in a good humoured quiz, at the expense of railways. A few extracts from his *brochure* may amuse some of our readers. In lack, we suppose, of a more classical motto (though to a gentleman of his punning propensities we should imagine that antiquity might easily have been pressed into the service), the writer commences with a couplet from Oliver Goldsmith's *Deserted Village*:—

"But times are altered, trade's unfeeling *train*
Usurp [s?] the land, and dispossess the swain!"

After duly invoking the "*Musæ Tartareæ*," (patronesses of poetry, called into existence for the nonce), the author proceeds to deplore the downfall of the ancient "vehicles:"—

"Tempus erat quondam cum tuta petorrita nobis
Præbebantque viam, portmanteaus atque trahebant
Coachæ quadrijugæ, sed nunc stabula alta, tabernæ,
Aurigæ, Guardi, perierunt turpiter omnes.
Cornua cuncta silent, nam "Salisbury, Mountain, and Co., Sir,"†
Jack Adamumque diu celebrem, una eademque tenet nox.
Postchaises etiam virides flavosque tenebræ
Obscurant atræ: Vosque O clarissima roadi
Ornamenta diu (defuncta cadavera quorum
Quis vidit?) juvenes antiqui, nomine Postboys
Extinctum genus, ah, perilstis morte supremâ!"

After a passing allusion to Mr. Edward Baines, the late liberal M.P. for Leeds, to whom it appears a large portion of the famous Chat Moss does, or did, belong, he proceeds to describe "the *monstrum horrendum*,"—a railway train:—

"Jam nova per nostros grassatur bellua campos,
Monstrum horrendum, informe engine, cui sæpe caminus
Evomit infernos ignes, et luce coruscat.
Interdumque atram prorumpit ad æthera nubem
Turbine fumantem piceo, et candente favillâ.
Non mihi si linguæ centum essent dicere possem,
Quali cum sonitu quantisque ululatibus arva
Impleat et campos, cum diro sibilet ore."

The train is now about to start:—

"Ascendunt currus baggos ticketumque gerentes
Quisque manu cautâ, quod nulli amittere fas est,‡
Nam si forte cadat sublatum flamine venti,
Quanquam per divos jurares atque parentes,
Officer iratus nil crederet, inde Policemen
Cærulei apparent, qui te committere quaddo
Et bis viginti solidis multare minantur.
Non hîc Havannæ placidos emittere fumos
Audendum est; argilla brevis, teretesque cigarri
Hinc absunt, densi satis unâ nube vaporis
Omnia miscentur."

The regulation (a very proper one by the way) against the admission of dogs into the carriages, is then playfully alluded to, and the train proceeds:—

"Jamque iterum campana sonat, suspiria fundens
Machina progreditur, Zephyri velocior aurâ.
Mobilitate viget, viresque acquirit eundo.
Tarda quidem primo, sed mox impulsa vapore
Ingrediturque solo, et caput inter tunnela condit.
Illam Vulcano Neptuni filia prolem
Extremam Gasso Cætchoquoque sororem
Progenuit; mirâ vel Wattius arte Jacobus
Fecit, et insani nervos animumque leonis
Imposuit stomacho monstri, quod clara propago
Brunelli et Stephani, necnon Dionysius iste
Foverunt almæ nutrices; hunc tamen olim
Perdit amor nummi, cauta et meditata libido.
Nam baculo et scuticâ rabies truculenta mariti
Doctoris quanquam miserandos verberat artus,
Inveniat donec piano tectus asylum.*
Nec misero prodesse in tali tempore quibat
Mudfogii cætus, nec Cabinet Encyclopædy.
Hæc dum narramus citiori machina motu
Arva per et saltus perque intima viscera terræ
Progreditur, passus viginti mille per horam
Tranantur, totidem lapides, totidemque Policemen."

A "Railway Accident," with its attendant horrors, next passes under review, and then we have a gentle reference to some of the Oxford worthies:—

"Hic quoque jamdudum ferro via tecta fuisset
Oxoniæ, si non Vice-Chancellor ipse petition
Proctoresque ambo fecissent, atque senatum
Acriter orassent oblatum expellere billum.
Quo ne Londino juvenes incurrere possent†
Urbi damnosæ, patriosque expendere nummos,
Talorum in jactu, visendis atque theatris.
Sed precor O sapiens Vice-Chancellor accipe miti
Pectore consilium; et si ferrea munera nobis
Hæc iterum Occiduus‡ male gratis offerat Ingens,
Ne pete, "suavis Hyems," avertere flamine sævo
Commoda tanta viæ, Rhedycinæ rursus ab urbe.
Tempus enim juvenum pariter nummosque parentum
Sic minus expendes, statio Stephanæa caballis
Mox deserta foret, plorarent Squeaker et omnes‖
Queis curæ est rapidos juvenes imponere screwis."

The whole concludes with the following equivocal compliment to railways, and (taking the note into account) *not* equivocal compliment to a particular stage coach:—

"Promptior haud esset certè, si tuta fuisset,
Migrandi ratio; quocirca vivite Railroads,
Vivite, at humanam melius curate salutem.
Nam Rivalis¶ adest, et quanquam Costar or Waddell
Adversas vobis metuant producere coaches;
Sunt alii magis audaces, quos commoda vestra
Non tantum afficiunt, nec terrent voce Policemen."

RAILWAY AND MILEAGE DUTIES.

The *Scotsman*, a very ably conducted Edinburgh paper, makes some interesting calculations relative to railway travelling, founded upon the following Parliamentary return, published some time ago:—

"RAILWAYS.

	Mileage.	Composition.
1838.—England	£36,221	£2,749
Scotland	30	570
	£36,251	£3,319
1839.—England	£68,747	£1,501
Scotland	2,091	378
	£70,838	£1,879
1840.—England	£107,081	£ 4
Scotland	5,137	205
	£112,218	£209"

The duty on passengers by railways being one-eighth of a penny per mile, it follows [says our contemporary] that, to produce the sum of 112,218*l.*, the number of passengers must have been—

215,458,560, if each travelled only one mile; or
21,545,856, if each travelled on an average 10 miles; or
10,772,928, if each travelled on an average 20 miles; or
7,181,952, if each travelled on an average 30 miles.

If the composition of 200*l.* represents a corresponding number of passengers, it will add a fraction of 1-560th part to each of the preceding numbers. In Scotland, railway traffic is only beginning; and, even in England, the number of railways will probably be doubled within the next thirty years. If we were to assume that each railway draws its passengers from a mean breadth of fifteen miles on each side of it, it would probably be found that nearly one-third of the population of England is yet without access to this mode of conveyance. Supposing such to be the case, we find that the 10,500,000 of the population who have the use of the railway conveyance furnish the following results:—The aggregate number of miles travelled by all the passengers was nearly equal to twenty times the population. Or, if we assume the mean distance travelled to be twenty miles, the number of passengers will be just equal to the population. It is an important fact that the facilities afforded by this new mode of travelling have had very little effect in reducing the amount of intercourse by stage-coaches. The mileage duty upon stage-coaches in England, in the same years was—

1838	£423,471
1839	393,067
1840	300,744

The difference in the amount for 1838, and that for the two subsequent years does not arise from a diminution in the number of passengers, but chiefly from a reduction made in the rate of duty in 1839, which commenced on the 10th of October, and which Lord Monteagle estimated to amount to 100,000*l.* per annum. If we add this to the produce of the duties for 1840, the amount is 400,700*l.*, which falls short of the produce for 1838 only by one-eighteenth part. The mileage duty on stage-coaches does not afford correct data for estimating the number of passengers; because it is levied not upon the number actually carried, but upon the number they are licensed to carry; and the duty varies from 1d. to 4d. per mile, according to that number. The duty upon a coach carrying from twelve to fifteen passengers is 3d. per mile, whether it has one passenger or fifteen. Taking this as an average, the sum of 423,471*l.* represents a capacity to carry about 300,000,000 passengers one mile; or if we assume the average distance travelled to be twenty miles, it will represent 15,000,000; and further, if we assume the passengers actually carried to be two-thirds of the number for which a licence is taken, it will be 10,000,000. This is for England. It will be seen from the table, that the proportional number for Scotland is about a 13th part.

Roads for Wheeled Carriages in England, 1839.

Streets or roads paved under contracts	2,869 miles
Turnpikes	19,666 ,,
All other highways	96,992 ,,
	119,527 miles.
Rates levied	£1,312,812
Money expended on repairs	1,253,272

Return No. 344 of 1841.

These roads, if we may trust another return, occupy an area of 7,500 square miles, or one-eighth of the whole surface. The length of the English railways actually opened is, we believe, only about 1,400 miles, and yet the passenger thoroughfare upon these 1,400 miles is greater than upon all the turnpikes and highways!

We give to-day, for the first time, the traffic returns of the Sheffield and Manchester Railway, and hope to be able to continue them.

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* *Viæ per Angliam ferro stratæ*: Editio Altera. Oxonii, Impensis J. Vincent. 1841.

† *Salisbury, Mountain, and Co.* Aurigæ apud Oxonienses quondam notissimi, de quibus mira canunt Poetæ.

‡ Any passenger not producing his ticket when called for, is liable to a fine of forty shillings.

* *Piano tectus asylum.* See account of castigation of the above learned Doctor at Paris, described in all the leading journals of the day.

† See examination of the Vice-Chancellor before the House of Lords, on the occasion of a Bill being brought forward for an Oxford and Didcot Railway, to join the Great Western.

‡ *Hæc iterum Occiduus.*] The Great Western Railway Company, on the occasion above mentioned, offered very liberally to support the undertaking, and to bear a large portion of the expense.

‖ Faber quidam, qui conductitios equos alit.

¶ *Cheltenham Rival.*—This truly elegant and fast four-horse coach, the only one on the turnpike road throughout, and by which the passenger is not subjected to the inconvenience of frequent shifts of conveyance, leaves the Belle Sauvage, Ludgate-hill, every morning, except Sunday, at half-past 8.

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RAILWAY SHARE-LISTS.

The London Prices are supplied by Mr. Wetenhall; the Liverpool by Mr. C. J. Townley; the Edinburgh (marked *) by Mr. R. Allan; and the Glasgow (marked †) by Mr. J. Watson.

Length of Main line.	Miles opened	No. of shares	Amt. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liver. pool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	6800	25	25	Ballochney	..	80†	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..	..	..
—	—	6300	33⅓	25	Ditto (*Thirds*)	..	..	..	..	..	..	..
55	55	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	10000	17½	12½	Ditto (*New*)	..	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	27¾	..	..	..
27½	....	8000	50	14	Bristol and Gloucester	..	..	..	..	..	..	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	72½	Cheltenham and Gt. Western	..	..	17½	..	..	..	..
36	36	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	25*	24†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	64000	25	23	Eastern Counties'	..	..	..	..	7⅞	7⅞	7⅞
—	—	64000	8½	8½	Ditto (*Debentures*)	..	..	9¼	..	..	..	9¼
46	....	18000	50	50	Edinburgh and Glasgow	43*	43†	..	..	..	..	43
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	20	Edin., Leith, & Newhaven	..	*	..	..	..	..	..
....	....	1960	25	25	Glasgow and Garnkirk	38½*	40†	..	..	..	..	..
31	40	12500	50	50	Glasgow, Paisley, & Ayrshire	36*	35*	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	23*	22½†	..	..	..	..	22½
15½	..	6000	50	50	Gosport	..	..	55⅞	..	..	..	..
83	83	10918	100	100	Grand Junction	..	..	..	..	..	..	199
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	99
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	26½
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	19
74	45	10000	100	90	Great North of England	..	..	..	..	66	66	64
118	118	25000	100	65	Great Western	80½	82½	82½	84½	84	84	82
—	—	25000	50	50	Ditto (*New Shares*)	..	58	58½	59½	59½	59½	58½
—	—	37500	20	4	Ditto (*Fifths*)	8½	8⅝	9	9¼	9⅛	9⅛	9
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	38½	38½	38
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..	..	198
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	47¼
—	—	7768	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	92
..	..	....	..	..		..	..	..	..	..	..	..

Length Main.	Miles opened	No. of shares	Amt. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liver. pool.
112½	112½	25000	100	90	London and Birmingham	..	160	161	163	162½	162½	161
—	—	25000	25	5	Ditto (*Quarter Shares*)	22½	..	22½	23½	..	..	22½
—	—	31250	32	32	Ditto (*Thirds*)	54½	..	..	..	55	55	54½
—	—	.....	32	2	Ditto (*New Shares*)	25½	25½	25½	26½	26	26	26
3½	3½	24000	25	25	London and Blackwall	..	..	..	9½	..	..	..
—	—	....	6½	4½	Ditto (*New*)	..	..	..	..	..	..	..
56	56	36000	50	50	London and Brighton	35¾	36	36½	36¾	36¾	36¾	36½
10½	10½	32000	ayr.	13½	London and Croydon	11½	..	11½	..	..	..	..
3½	3½	20000	20	20	London and Greenwich	..	..	6½	..	6½	6½	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	17½	17½	..
—	—	.....	....	6½	Ditto (*Scrip*)	..	..	..	..	..	..	..
77	77	36000	avr.	38½	London and South-Western	55½	56	..	56½	57	57	56½
—	—	42000	5	5	Ditto (*Tenths*)	..	..	..	..	..	..	..
50	50	13000	100	70	Manchester and Leeds	..	..	..	64	66	66	66
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..	..	..
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	3½	3¾	..	..	4
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	54
40	5	30000	70	40	Manchester and Birmingham	..	..	..	..	..	..	26½
40	7	7800	100	82½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	..	..	..	..	83	83	82
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	..	..	..	..	..	20½
....	....	1940	25	25	Monkland and Kirkintilloch	..	56½†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
22¾	22¾	15000	100	100	North Midland	..	66½	66	..	..	..	66½
—	—	15000	50	40	Ditto (*New*)	..	..	..	33½	33	33	32½
—	—	15000	21¼	15	Ditto (*Thirds*)	..	..	14½	14¾	..	..	14½
32½	30½	7200	50	30	Northern and Eastern	..	..	22½	..	..	..	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	76
19	19	2800	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	....	3200	25	25	Ditto (*New Shares*)	..	..	..	..	..	..	..
27	27	8000	100	100	Sheffield and Rotherham	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
....	....	3000	50	2½	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..	..	..
67	....	26000	50	43	South-Eastern and Dover	..	..	17½	..	18½	18½	16½
27	27	8000	100	100	Taff Vale	..	..	..	..	..	..	..
15½	....	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
....	....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
27	27	6700	50	50	York and North Midland	..	86½	..	88	..	..	87
—	—	6700	25	15	Ditto (*New*)	30	29½	..	30½	..	..	30½

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	Arbroath and Forfar	1	15	Dec. 4	1,131½	£46 13 1½	£103 10 3	£150 3 4	£1 13 4½	£10 0 2	£164 0 0½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Dec. 4	..	699 5 11	322 5 1	1,021 11 0	3 7 0	23 9 0½	1,075 0 8	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	56	Dec. 3	4,439	1,104 1 5	252 7 2	1,356 8 7	3 10 5½	24 13 2	704 7 8	31
450,000 0 0	437,693 10 8	5 0 0	Brandling Junction	4	25	Dec. 5	9,219	353 6 9	441 16 6	795 3 3	4 10 10½	31 16 1½	....	..
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	5	14½	Dec. 6	4,219	....	....	352 5 8	3 9 4½	24 5 10½	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	6	6	Dec. 5	21,468	....	....	637 18 5	15 3 9½	106 6 4½	616 3 1	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	7	16½	Dec. 5	3,376½	140 12 0	56 16 0	197 8 0	1 19 3½	11 15 8½	191 16 9	16½
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	8	17½	Dec. 5	9 268	....	....	614 16 7	5 0 4½	35 2 7½	456 6 1	..
933,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	9	40	Dec. 4	10,549	574 7 9	288 19 4	863 7 1	3 11 11½	21 11 8	608 16 1	..
....	....	....	†Glas., Pais., & Green.	10	22½	Dec. 4	9,269	472 14 11	137 6 8	610 1 7	4 10 4¼	27 2 3½	....	..
1,957,800 0 0	....	11 0 0	Grand Junction	11	83	Dec. 4	..	5,006 1 11	1,583 15 5	6,589 17 4	8 5 1½	57 16 1½	6,856 18 4	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	12	45	Dec. 6	..	608 4 6	514 6 4	1,122 10 10	3 11 3½	24 18 10½	....	..
5,331,527 9 10	5,877,120 7 8	3 0 0	Great Western	13	118	Dec. 5	..	7,368 6 1	2,030 4 2	9,398 10 3	7 18 7½	55 10 7½	4,215 19 11	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	14	31	Dec. 4	3,686	434 19 8	362 4 1	797 3 9	3 13 5½	25 14 3½	493 0 10	..
488,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	15	20½	Dec. 4	1,638	340 14 0	31 13 7	372 7 7	2 11 10½	18 3 3½	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	16	31	Dec. 3	..	2,112 4 6	1,960 10 2	4,072 14 8	18 15 4½	131 7 6½	4,410 8 1	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	17	112½	Dec. 4	..	9,969 2 0	2,816 2 11	12,785 4 11	15 5 8	106 19 9½	12,162 18 3	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	18	3½	Dec. 9	28,797	....	....	546 5 0	20 16 2½	145 13 4	400 15 6	3½
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	19	56	Dec. 4	4,121	1,280 16 7	42 14 3	1,323 10 10	3 7 5½	23 9 1½	54 16 9	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	20	10½	Dec. 7	4,004	....	....	236 0 1	3 4 2½	22 9 6½	486 6 8½	10½
993,300 0 0	748,156 13 4	2 0 0	London & Greenwich	21	3½	Dec. 9	24,945	....	....	758 3 8	28 17 7½	202 3 7½	788 7 3	3½
2,540,100 0 0	2,420,172 19 11	7 14 8	London & South-West	22	77	Dec. 6	..	3,218 16 2	731 13 2	3,950 9 4	7 6 7	51 6 1	2,796 6 7	77
2,800,000 0 0	1,515,045 2 1	....	*Manchester & Birm	23	5	Dec. 6	..	....	....	342 2 1	9 9 9½	68 8 5	267 12 9	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	24	10	Dec. 2	..	354 3 2	205 6 1	559 9 3	5 2 8½	35 18 11	548 3 9	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	25	50	Dec. 4	..	1,882 2 1	1,667 2 1	3,549 4 2	10 2 9½	70 19 8	....	12½
1,533,000 0 0	1,530,375 3 5½	5 0 0	Midland Counties'	26	57	Dec. 4	6,865	1,181 18 10	931 4 1	2,113 2 11	5 5 10½	37 1 1½	976 2 8	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	27	61	....	..	....	....	....	....	....	....	61
3,000,000 0 0	3,065,032 13 11	4 5 8½	North Midland	28	72½	Dec. 4	..	2,222 6 5	1,559 13 2	3,781 19 7½	7 8 6½	51 19 8½	2,362 13 9½	72½
730,000 0 0	560,000 0 0	6 13 4	North Union	29	22	Dec. 3	2,735	673 17 6	218 8 5	892 5 11	5 15 10½	40 11 2	921 15 6	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	30	30½	Dec. 5	5,139	....	....	735 13 1	3 9 5½	24 6 4½	291 15 0	..
533,000 0 0	317,695 0 8	4 0 0	Preston & Wyre	31	19	Dec. 4	1,305	97 15 3	75 18 9	173 14 0	1 6 1½	9 2 10	....	..
....	....	....	Sheffield & Manchester	32	7	Nov. 29	9,307	....	....	235 19 11	4 16 3½	33 14 3½	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	33	20	Dec. 5	4,906	....	....	255 4 7	1 16 5½	12 15 2½	153 11 8	8
446,666 0 0	547,136 0 0	9 0 0	York & North Midland	34	27	Dec. 6	5,981½	....	....	1,426 6 11	7 10 11	52 16 6½	824 12 8	23

2. *Minus* toll to London and Birmingham 118*l.* 11s. 9d.

3. Main line, 53 miles; Tewkesbury branch, 2.—Total length, 55 miles.

4. The total length of line and branches is 25 miles:—15 miles of passenger and general traffic, and 10 miles of coal traffic alone.

8. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

10. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

11. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the Liverpool and Manchester line, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 114 (83+31.)

13. The 5,231,527*l.* 9s 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

15. The 31*l.* 13s. 7d. from goods, &c. is for toll only.

16. Ten per cent. is the maximum dividend allowed by the Company's Act.

17. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

19 The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

20. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

21. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

22. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Including Toll, &c., from Sheffield Company.

24. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

25. The 3,549*l.* 4s. 2d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

26. The receipts for goods, &c. include, carriages, 24*l.* 18s. 0d.; horses, 49*l.* 11s. 0d.; dogs, 1*l.* 9s. 0d.; parcels, 197*l.* 10s. 10d.; cattle, 49*l.* 9s. 6d.; corn, 7*l.* 19s. 7d.; heavy goods, 44*l.* 0s. 0d.; coal, 160*l.* 6s. 2d. — Total, 931*l.* 4s. 1d. The dividend is from the time of opening.

28. The details of the receipts are as follows:—Passengers, 1,780*l.* 19s. 4½d.; parcels, carriages, horses, and mails, 351*l.* 7s. 0½d.; merchandise, 1,253*l.* 0s. 2d.; minerals, 250*l.* 16s. 4d.; cattle, 55*l.* 16s. 8½d.—Total, 3,781*l.* 19s. 7½d.; including North Midland proportion of Manchester and Leeds traffic, amounting to 101*l.* 0s. 4½d. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

29. The receipts are after deduction of L. and M. toll.

30. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

31. The capital of 533,000*l.* includes that provided for harbour and works as well as railway. The dividend is for a year (since opening of line).

34. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

The Croydon and Greenwich Correspondence.—*The letter forwarded by Mr. Akerman, Secretary to the Greenwich Company, shall be appended to the printed correspondence, which we hope to be able to complete in our next.*

Mr. H. *(Glasgow).—The extract from the* Sun *is very much to the purpose, but at present our space will not allow us to give it. If necessary, it may appear hereafter.*

J. S. K. *recommends us to "have formed an accurate table, representing the amount of weekly receipts necessary to pay thereon a dated amount or per-centages on the shares of all the railway concerns at present in the market. That [he says] of the Blackwall Railway, which appeared in your last, and the preceding number, is a specimen of what I mean. The value of this table to investors would be great." Should leisure serve, we will endeavour to comply with the wish of our correspondent. In the meanwhile we shall be glad to have such tables as any of our numerous intelligent correspondents may have time to draw up.*

Omnibus.—*About the beginning of March next.*

Fair Play.—*We* do *make such a distinction. For example, were we to place under the head of "Coach Accidents" notices of casualties where persons throw themselves before the wheels of a stage coach, and are injured or killed, we should be doing precisely what we condemn in the chroniclers of "Railway Accidents;" but our correspondent will perceive that such is not our practice.*

Atticus.—*There is an old proverb respecting premature boasting which* Atticus *would do well to think of. It strikes us that after all, we shall be found right—not* he. *At any rate, when he writes again we hope he will adopt a somewhat different tone; otherwise we shall not trouble ourselves by noticing, even thus briefly, any more of his lucubrations.*

A Proprietor of both Railways.—*We have reason to believe that the particulars referred to will, ere long, be given officially in a much more correct and comprehensive form than we could venture to promise. In the meantime we would guard a* Proprietor, *and our correspondents generally, against an error into which they seem apt to fall. They argue as if the question stood thus: "If at a certain epoch the state of traffic on the London and Birmingham Railway was so and so, and at a corresponding epoch the traffic of the Great Western was so and so, then the existing traffic of the former will give the traffic of the latter when it shall have been opened for the same length of time,"—and so it would* ceteris paribus. *But in the first place the portions respectively opened in part of the two lines, differed essentially in character; and secondly there was a great apprehension of railway travelling when the Birmingham line was first partially opened, and strong prejudices against it, whereas now the fears have happily been dissipated, and prejudice has been replaced by partiality, so that, to anticipate for all railways the ratio of increase of the Birmingham line (favoured as that railway moreover was by the opening of the eastern lines) is more than the premises warrant.*

We shall answer C. B.'s *question next week.*

A. P.—*Nothing can be done in Parliament before* 1843.

Glasgow New Tontine.—*We regret that our correspondent* Sawney *should have taken so much trouble with a communication which does not fall within our province. We shall preserve the M. S. for him for a week, in case he should have an opportunity of giving the matter publicity elsewhere.*

Fortuna Favet Fortibus.—*There is a difference, however, between fortitude and foot-hardiness, and from what our correspondent divulges of the case, we are inclined to think there is more of the latter quality than the former, in the composition of his client. But it is clear that the* whole *case has not been stated, and therefore we must decline giving advice in the matter. Under any circumstances, we would rather avoid doing so.*

F. *(Bath).—We meant to give our correspondent's communication, but as we find he has sent a copy of it to another publication, we must now decline doing so. He must choose his medium of publication, and adhere to it.*

M. D.—*We quite agree with our correspondent, that the same system of vigilance which is in force on the Birmingham line would, if adopted on other railways, be attended with equally beneficial results; but our correspondent must see that this does not dispose of the question as to four wheeled engines. We gladly, however, join in his recommendation to other Companies to be equally attentive to the issuing of time tables, and the rewarding of meritorious servants.*

A Sufferer.—*The concocter of the scheme is now, we believe, "in the rules" of the Fleet Prison.*

Atmospheric Railway.—*We have to acknowledge the receipt of "A Letter to the Right Hon. the Earl of Ripon, President of the Board of Trade, &c. &c., by James Pim, Treasurer to the Dublin and Kingstown Railway Company." The "Letter" is said to be "printed for private circulation," but we had previously seen the greater part, if not the whole, of it in some of the Irish papers. We may, perhaps, find room for an extract on a future occasion.*

Manchester, Bolton, and Bury Canal Navigation and Railway.—*The traffic for the week ending 25th November, was —Passengers and parcels,* 355*l.* 14*s.* 11*d.*; *Goods and Coal,* 190*l.* 4*s.*; *Total* 545*l.* 18*s.* 11*d.*

Mr. D. R. *(Edinburgh).—The memorial shall be duly attended to next week.*

Mr. Adams's *letter should have appeared in our present number, but the illustrative cuts were not ready in time. It shall be given next week without fail.*

THE RAILWAY TIMES.

SATURDAY, DECEMBER 11, 1841.

We understand that Lieut.-Colonel Sir Frederick Smith has resigned his office of Inspector-General of Railways under the Board of Trade, and that he is succeeded by General (better known as Colonel) Pasley, whose sub-marine efforts have recently been much before the public. Sir Frederick, we learn, passes into a more lucrative appointment.

General Pasley is liable to the same objection as was urged against his predecessor, namely, that practically he can know nothing of railway construction or railway working. We do not see, however, how this is to be avoided, if, as is alleged, the Board of Trade are determined to appoint none but military engineers to this responsible duty. The reason for the rejection of civilians is said to be the difficulty of finding a party whose present or past connection with railways and railway makers would leave him thoroughly independent and impartial. We do not think there is much force in this objection, but at all events we trust there is not to be a frequent change of Inspectors, for it will be satisfactory neither to the Companies nor the public that an officer should retire just as he is beginning to know something of his business, and that a tyro should have to go again over the same ground. If there *must* be Government superintendence of railways, we should be sorry to see it degenerate into the mere means of personal or party favouritism.

We shall by and by, we doubt not, elicit the *whole* of the circumstances connected with the indisposition of the Liverpool and Manchester Railway Board to proceed with *their* section of the junction line between the Liverpool and Leeds Railways. The letter of a "Liverpool Proprietor," upon which we commented last week, has, as we anticipated, brought us two communications on the other side, which we publish elsewhere, and to which we invite the attention of our readers.

If the statements of our present correspondents are to be relied on—and the letters reach us from quarters on which we can place every dependence—the defence of the Liverpool Board, put forth by our correspondent of last week, is much more defective than we had imagined. It will be remembered that one of the principal reasons adduced for the apathy of the Liverpool Board was, the allegation that the estimates of traffic likely to pass over the junction line had been over stated (undesignedly, it was admitted, but overstated nevertheless to a very considerable extent,) by the Manchester and Leeds Company. And what do our readers think was the test applied by the Liverpool Management? Why, that two Canal Companies, to whom the proposed line would form a powerful competitor, were applied to for returns of their through traffic, upon which to base an opinion as to the probable productiveness of the railway! Was there ever *simplicity* equal to this—if indeed the application to the Canal Companies were not made to justify a foregone conclusion? Well may our correspondent say, that "this is really asking a 'friend' for a knife to cut his throat with"!

The Liverpool and Manchester Directors would seem indeed to be extremely ready to pin their faith, *for a time*, to the statements of other Companies. We are told that in the first instance they consented to apply to Parliament for powers to construct the junction, on the strength of a statement made by the Manchester and Leeds Company; and now, having obtained that power, they are seemingly satisfied to leave it in abeyance, because, forsooth, other Companies do not think, or are not inclined to represent, that the junction line would be profitable! Did it not occur to the Directors that it would have been much more satisfactory to all parties concerned, and certainly more creditable to themselves, had they taken means to test the "actual observations" of the Manchester and Leeds Company, by actual observations of their own, and to confirm or correct them, as the case might be? What would be said of the promoters of a railway through a new district of country, who should ask the owners of existing stage-coaches whether the venture was likely to prove productive, and who should act, or pretend to act, upon the counsel thus tendered? As well ask a shop-keeper who enjoys a monopoly of the trade of a district, if it would be prudent and profitable to start a rival and superior establishment next door to his own!

But it would seem that it was not solely by the solicitations of the Manchester and Leeds Company that the Liverpool Directors were induced to apply for Parliamentary powers to construct the connecting line. The Manchester and Bolton Company, we are told by one of our correspondents, were desirous of undertaking a moiety of such line, and it was not until they were alarmed by the demonstrations made in furtherance of that object that the Liverpool Board applied for, and obtained, leave to make the railway, *if they should think proper*. If the fact really be so, we do not think that, coupling the willingness of the Bolton Company to undertake the line, with the *conditional* powers obtained by the Liverpool Company, it is any uncharitable inference to suppose that the Liverpool Management made application to Parliament, *not* with the straightforward purpose of making the line themselves,

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but with a view of preventing others from making it.

The question then naturally arises, Why should the Liverpool Directors be so hostile to the formation of this short but most important junction? Our Leeds correspondent intimates an answer in the alleged predominance of canal influence at the Board—a solution of the otherwise inexplicable mystery to which we have on former occasions adverted. It appears that a majority of the Liverpool Directors are in favour of the completion of the junction line, although there is a majority of shares opposed to it—a fact easily accounted for from the circumstance that the representative of a canal proprietor, *who has the power of nominating three Directors*—holds more shares than all the other Directors put together! We repeat, with our correspondent, that we do not "impute unworthy motives to the Liverpool Directors, on the contrary," we "admit they are gentlemen of the highest commercial character for honour and integrity, but whilst human nature remains as it is, every day's experience unfortunately shows that self-interest is still the predominating influence in the affairs of life."

The only way in which it appears to us the Liverpool Directors can evince their singleness of purpose, is to give up to others the powers and privileges which Parliament has conferred upon them for the public benefit. One of our correspondents shows clearly enough that the advantage to *them* would certainly not be less than that accruing to the Manchester and Leeds Company, the Managers of which, who are so anxious to push forward the work, have, we presume, credit for being sufficiently awake to the best interests of their constituents. The circumstance referred to by our last week's correspondent, namely that having incurred so much preliminary expense it is prudent in the Liverpool Directors not to give up their powers, can have but little weight, as it appears that scarcely any expense can have been incurred. "No counsel," says our correspondent, "was employed, no witnesses were examined, with the exception of the law clerk, who was one of the deputation" of three persons who attended from Liverpool in support of the bill; under these circumstances a very small cost indeed can have been incurred, and small or large we have no doubt it would readily be reimbursed by the other Companies.

We sincerely trust that the Directors of the Liverpool Company will re-consider this matter, or that the proprietors of that Company will call for some further explanation of their conduct than has hitherto been vouchsafed.

We deprecated in our last the attempt made by the *Globe* newspaper a few days previously, to turn the renewed movement in favour of "Railways for Ireland" into the means of a party attack upon the "Irish Tories." A recent meeting at Cork supplied the text for our contemporary's sneering comments—comments which, however deserved they might have been, or may be, by the *Globe's* opponents at large, were assuredly misapplied to the objects of the meeting referred to, as well as to the parties who honoured it with their presence. We have since seen in a local journal a full account of the proceedings, from which we gather that gentlemen of all parties, and of different religious opinions, met together on this occasion cordially to co-operate in promoting the benefit of their common country. The *Globe's* sneer, therefore, at the "Irish Tories," has missed its mark, and we trust that our contemporary's better judgment will not allow him to repeat it.

The proceedings of the meeting, which the local paper already alluded to says was "most numerous and influential," need not be reported at any length in the present crowded state of our columns. Suffice it to say, that a spirit of unanimity and harmony, rarely witnessed in public assemblies in Ireland, characterised the business of the day. Frequent allusions were made to the advantages which England has derived from the establishment of railways, and it was forcibly argued, that if Ireland wished to retain her present position in her commercial relations with other countries—low as that position unhappily is, and even supposing that she cared nothing for further progress—it was indispensable that she should enjoy the facilities which a well-arranged system of railways would present. The example and experience of England certainly speak trumpet-tongued to the sister Isle, but to limit the benefits which Ireland may fairly look for from a comprehensive scheme of railway communication, to a comparison with those of which Great Britain is daily becoming more and more sensible, is to underrate the advantages which, without any flight of fancy, her best friends anticipate for her. Previous to the introduction of railways, England could boast of an almost perfect system of *road* communication, and moreover was well furnished with canals, whereas Ireland is still all but unprovided with these media of transit. The construction of a railway through a particular district of Ireland would open up resources which have never as yet, through lack of means, been to any extent developed.

The first resolution of the Cork meeting is of a very comprehensive character, namely, "that the progress of social improvements and advancing state of civilization render it impossible for any nation to maintain its position, without a well-managed and extensive system of internal railway communication." This may by some be deemed *too* comprehensive, but we do not imagine that any one will dispute the truth of the second resolution, which contains in few words almost all that can be advanced on the subject. The resolution was this:—

"That in Ireland, above all countries, railways would be of vast advantage. Their construction would afford employment to a large and destitute population; they would give an impulse to trade; would tend to resuscitate our manufactures; would create an intercourse between parts of this country that have now but rarely communication; and would increase the property, and raise the social condition, of the Irish people."

We believe that these propositions are now denied by no one, if ever they were really called in question; for, although there was a diversity of opinion as to the best mode of promoting railways in Ireland—whether by the isolated efforts of "private enterprise" on the one hand, or by a well-digested scheme of public aid on the other,—*all* appear to have agreed in one thing, namely, that the establishment of railways in Ireland would (as the resolution phrases it) afford employment to an impoverished population, and give such an impetus to trade, to commerce, and to social intercourse, as could not fail to promote the prosperity of the people.

At a subsequent stage of the proceedings, a resolution was carried, which places the plans originally promulgated by the Government Commissioners in their true light:—

"That to make this benefit arising from railway communication, general and national, not partial and local, it is the opinion of this meeting that such lines of railway should be first constructed as are most likely to afford the greatest advantage to the whole country; and that no partial scheme ought to meet patronage from Government which would result in the construction of a line in one direction only, to the manifest injury of other districts; but that means should be taken to secure the completion, eventually, of the different lines recommended by the Railway Commissioners."

We have all along contended that nothing short of a general system of railway communication, undertaken, if not simultaneously at least as nearly as possibly so, in different districts of the country, was likely to secure to Ireland the full benefits of an improved scheme of internal communication. Unconnected lines may, nay must, do good to particular districts,—and all praise is due to their spirited promoters,—but to the nation at large the scheme proposed by the Commissioners—namely, of taking good and bad together—is the only one which can be extensively beneficial. We trust that its execution is not far distant.

The meeting resulted in a memorial to his Excellency the Lord Lieutenant, embodying the resolutions above referred to. We are not aware what his Lordship's private opinion may be on this important question, but we would fain believe that the subject of the memorial will not fail to receive the careful and candid attention of those at head quarters. Never was a better opportunity presented of obtaining popularity in Ireland; and although we feel disposed to think that the present Administration is influenced in the discharge of its duties by far higher motives, we shall be glad to find that the occasion was not thrown away.

It would be unpardonable in noticing this meeting not to allude to, and commend as we do most sincerely, the noble offer of Mr. John Dillon Croker, who announced that should the proposed railway pass through his estate he was prepared to give the land *gratuitously!* It affords us additional pleasure to learn, from Mr. Dillon's remarks, that other gentlemen have determined to act in an equally generous spirit, and we trust that their example will not be lost upon Irish landowners generally. If we thought any impression could be made upon the owners of property required for the construction of English railways, we would extend our recommendation, but we fear *they* are incorrigible. We have no doubt that Mr. Dillon and his compatriots will, even in a pecuniary point of view, be no losers by the offer; but it is so rare a circumstance to see in connection with railway claims *present* advantage given up, that their conduct is entitled to the highest praise we can bestow.

The inhabitants of the southern counties of Scotland are beginning to bestir themselves somewhat more than they have recently done, in favour of completing a railway route between the capitals of the two countries. The promoters of the west coast line are at this moment particularly active, the decided part taken by the Grand Junction and other English Companies inciting them to co-operate in bringing the matter formally before Parliament.

At a meeting of the county of Dumfries held last week on the occasion of voting addresses of congratulation on the birth of a Prince, Lieut.-Colonel Graham, who has very laudably distinguished himself from the first agitation to

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this question, introduced the topic, and succeeded in securing a promise of subscriptions to the amount of 200*l.* for completing a general Parliamentary survey of the whole line from Lancaster to Edinburgh and Glasgow. It was explained that the whole expense of the survey would be about 1,400*l.* Colonel Graham stated that the Railway Companies in the south "have determined to carry the line of communication forward from Lancaster to Carlisle, and to stop there, unless some decided demonstrations are made by the counties and towns of Scotland showing their wish to avail themselves of the advantages offered, and their willingness to co-operate and meet that small quota of the expense of getting a Parliamentary survey which would fall to the share of each." Under such circumstances it would be strange indeed, and withal most injurious to their own interests, if the leading men of the different counties through which the contemplated line would pass, did not at once step forward with pecuniary and personal aid.

It appears that a public meeting is shortly to be held in Lanarkshire to help forward the scheme. We see from the Glasgow papers that at a late meeting of the Town Council, "Mr. LUMSDEN gave notice that he should move that the Council should take into consideration the Report by the Government Commissioners of the railway line of communication between London and Glasgow, and that they should consider the propriety of promoting that line."

ONE of our correspondents characterises the Government inspection of railways prior to their opening as a complete *farce*. How indeed could such so-called inspection be otherwise, when no power is vested in the Inspector-General or in his superiors of the Board of Trade to enforce their decisions—when Companies may, and when at least one Company *has*, set their remonstrances and recommendations at defiance? If official inspection of new railways be required at all, it ought to be conducted with far greater authority than is the case at present. If the Inspector-General should be of opinion that a line ought not to be opened at a particular juncture, he should have the means of carrying out his views, he himself and his employers of course taking the responsibility upon themselves. As the law now stands the Inspector has no choice between suggesting matters which may or may not be carried into effect according to the sentiments or caprice of an Engineer or a Board of Direction, or of silently acquiescing in the decision of those parties that the road is in a fit state to be opened to the public.

For our own parts we maintain that there is no necessity whatever for any preliminary inspection by Government officers. We do not say that some lines or portions of a line have not been opened too soon, but we do say, that should an Engineer or a Board of Management determine to commence operations upon a particular day, it would be by no means a difficult matter to secure the favourable testimony of an Inspector—were he ten times more conversant with such works than any military engineer thrown at once into an office connected with railways can be expected to be. We always looked upon it as a very unfortunate point selected by the late Administration, when they promulgated this scheme of Inspection, as no accident had then occurred (and we believe no accident has since occurred) through the premature opening of a railway. It may be that we are more indebted in this matter to good fortune than to well-digested and properly effective plans; but while there were so many other points respecting which external interference *might have been* useful, we regretted, and still regret, that so much stress should have been laid upon these preliminary inspections. The Board of Trade and the public at large appear to forget that the Managers of Railway Companies have the strongest possible of motives—the motive of self-interest—not to risk an unsafe opening of their several lines. Should *that* motive prove insufficient, or should it be counterbalanced by an anxiety to secure at as early a period as possible a dividend for their constituents, the Board of Trade may rest assured that no inspection however minute, by parties who then perhaps for the first time have seen the undertaking, and must necessarily be ignorant of many local peculiarities, will in the smallest degree effect the object which they profess to have in view. As we have said before, the official agent will be talked into approbation, probably into admiration, of the works—a certificate of completeness will be signed—and the line opened to the public with no further security for their safety than if the representative of the Board of Trade had remained quietly at home, and saved the Companies' officers considerable trouble, and the country something under the head of "travelling expenses."

It is but fair, however, to remind our readers that the experience of certain recently opened lines cannot justly be construed into any imputation upon the fitness of the (late) Inspector General for his office. The unprecedented wetness of the season has deranged the calculations, and disappointed the hopes, of all parties concerned, and it is scarcely to be wondered at that works which one day may have borne the appearance of solidity, should the next have given unequivocal proofs of instability. If comparatively old lines, like the Croydon and Great Western, are exhibiting so deplorably the effects of the present season, it would be strange indeed if undertakings altogether *green* were not subject to similar mishaps.

WE had meant to make some remarks upon the language ascribed to Mr. CRAWSHAY at the Northern and Eastern meeting of last week, in reference to third class passengers; but the observations of a correspondent, and two extracts which we take from respectable Essex journals of yesterday, have saved us the trouble. We must, however, express our unqualified disapprobation of any such mode of managing a railway, as would even permit, much less counsel, the offering of studied insults to *any* class of passengers. It is doubtless much to be lamented, that the accommodation provided for the poorer members of the community should be the means of rendering the superior vehicles less profitable to the Companies, but we see no legitimate or proper remedy for the evil, except to dispatch the third class trains at different hours from the others, and at a slower speed. Certainly Mr. CRAWSHAY'S "chimney-sweep" proposition is not likely to do that Company or Companies generally any good should they have occasion to go again before Parliament.

THE subject of Sunday travelling on railways must long ere this time have become quite distasteful to our readers, and we should not have reverted to it even thus briefly, but that we see there are symptoms of a strong stand being about to be made at the February meeting of the Edinburgh and Glasgow Railway Co. to determine the question so recently canvassed at the Board according to the sentiments of the minority—a minority which it should never be forgotten was headed by two Directors who, to apply their own language to themselves, are notorious "Sabbath-breakers." We wish to put the proprietors fully on their guard, as there can be no doubt that the Sabbatarian party will strain every nerve, knowing well that the example of so influential a body as the Edinburgh and Glasgow Railway Company will have great weight either way with other Scotch Companies.

The well-known Sir ANDREW AGNEW—another *consistent* agitator—has addressed a letter on this subject to the Editor of a religious print published in Glasgow, under the title of the *Scottish Guardian*. Sir ANDREW'S cant about the "national character" is truly sickening, the more especially as by implication the people of England are charged with being profane, immoral, and irreligious. For example, this pious personage, who by the way writes "in the name of the Scottish Lord's-day Society," and who appears to have lost sight of the precept—"Judge not, that ye be not judged," says:—

"If the result of the general meeting of shareholders in the month of February, should be a resolution to run trains on the morning and evening of the Lord's-day, *the guilt will not rest exclusively on the* ENGLISH *shareholders*, who constitute the majority, as the Glasgow newspaper has assumed. On the contrary, there cannot be a doubt *that there are a sufficient number of religious men resident in England to turn the scale*, if the Scottish shareholders are but true *to their national character*. * * *

"As this line of railway will probably be opened before the general meeting in February, its first advertisements must bear the gratifying words, as on the Greenock, Paisley, and Ayr Railways, '*no trains on Sundays.*' Here, then, will be an answer to the memorials and prayers of the Church courts and religious public of all denominations in Scotland, and it will exhibit a tribute inadvertently given by the majority of the Directors *to the national faith*, from the irresistible conviction that Scotland alone would not endure the threatened *profanation*, but that a covert from the general indignation must be sought for under the mantle of the English shareholders." * *

"For this short-lived victory let the grace of thankfulness be vouchsafed. But let not the apparent triumph lull the friends of the sabbath into a relaxation of their efforts; for it must be proclaimed that the General Board of Directors have, by a wrong step, obviously got themselves into a wrong position; and by a vote of false expediency, lost hold of the truest security, namely, *a simple obedience to the letter and spirit of the Fourth Commandment of the moral law.* * * *

"But again, it becomes us to be thankful for the time thus providentially gained."

Sir ANDREW recommends that "good use be made of the interval" between this date and the holding of the general meeting, and we cannot do better than earnestly to echo his words, although *our* definition of the phrase "good use" is widely different from his. It seems that the Directors and proprietors are not to be allowed to pass the inverval in peace, for among other things "the following are respectfully suggested":—

"1st. It is suggested to all Church courts, of all

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denominations, to send up anew to the Directors their most solemn protests against the contemplated profanation of any one of the twenty-four hours of the Lord's day.

"2nd. To solicit from the Directors a list of their present shareholders, so that all requisite information may be circulated to each. And,

"3rd. That all Church courts, of all denominations in Scotland, should appeal individually to all such Directors and shareholders as may belong to their respective Synods, Presbyteries, Kirk-sessions, and congregations."

We do not believe there is one single person connected with the Company who has not already made up his mind on the question, and our advice therefore is, that throwing Sir ANDREW's threatened circulars into the fire, they stand prepared to *vote*.

WE have been favoured from an official source with a comparative statement, showing upon a small scale the effect of a reduction of railway fares. The line upon which the reduction referred to took place, is the Canterbury and Whitstable, six miles in length. On the 1st of February, 1841, the fares were reduced from 9d. to 6d., and the following is the result:—

	1840.		1841.
February	366	.....	1,087
March	352	.....	1,649
April.....	538	.....	1,932
May	816	.....	2,168
June	1,171	.....	2,945
July	1,407	.....	3,244
August	1,468	.....	3,387
September.....	992	.....	2,921
October.....	1,581	.....	2,781
November.....	697	.....	1,605
Total	£9,388		£23,719

Balance in favour of low fares 14,331*l.*

A MEETING of the officers of the North Midland Railway Company has been held for the purpose of organising a subscription for presenting Mr. PATTESON, the late Secretary, with a piece of plate on his retirement from office, as noticed in our recent numbers. The subscription was limited to half-a-guinea each, and we understand that upwards of 40*l.* has already been raised.

MR. THOMAS WOOD, Secretary to the London and Brighton Railway Company, having (in the words of an official advertisement) "ABSCONDED, has forfeited his situation, and has no further connection with that Company." Many rumours are of course in circulation on the subject, but very little is positively known of the circumstances connected with Mr. WOOD's flight. We understand, however, that there have been no mal-practices as to the shares of the undertaking, so that proprietors may rest perfectly easy on that score; nor, it is believed, is there any defalcation in the Company's accounts. Mr. WOOD's private friends will, it is said, be the principal sufferers. The Directors are, we believe, instituting a rigid inquiry into the case, and under these circumstances we refrain at present from entering into further particulars. It is understood that the salary of the next Secretary will be very materially reduced.

WE learn from the *Glasgow Constitutional*, that a very handsome memorial is about to be presented to Mark Huish, Esq., (now of the Grand Junction Railway), "in token of the admiration and respect in which he was held while connected with the Glasgow, Paisley, and Greenock Railway." We are extremely glad to hear of this. Captain Huish's discharge of the duties of his late office was most exemplary, and now that he has entered upon a more extensive field, wherein his talents will have fuller scope, it is pleasing to find that his past services are duly appreciated. Our contemporary thus describes the memorial:—"It is an elegant silver stand for a clock, the base being in the form of a tripod, richly chased with scrolls of the rose, the thistle, and the shamrock, and the arms of Glasgow, Paisley, and Greenock, with suitable inscriptions engraven thereon. On the plinth are two beautiful modelled figures, representing the goddesses Pomona and Flora, supporting an elaborately chased wreath of silver scrolls and leaves, in the centre of which is a patent lever clock, with a very chaste gold dial—the whole being covered with a glass shade. We have seldom seen a more handsome design altogether; and it does much honour to all concerned."

Since the above was written, we find from the *Greenock Advertiser* of Tuesday last, that on Saturday the Directors of the railway invited Captain Huish to a dinner in the Tontine Hotel of that town, for the purpose of presenting him with the memorial. The Provost, the Sheriff, and the officers of the Company, were the only other guests on the occasion. In presenting Captain Huish with the well-merited testimonial which the shareholders had destined to him, the Chairman expressed the gratification he felt in doing so, as he deemed the compliment richly merited by Captain Huish's general services as their Secretary, and especially by his voluntary exertions before Parliament, and on other occasions, which the strict line of his official duties did not require of him, and which, of course, were the more highly appreciated by the shareholders, as evincing his zeal in their service. At the same time, he expressed a hope that the occasion would impress the servants of the Company generally with the idea that the zealous and faithful discharge of their duties would always be appreciated and rewarded. Captain Huish made an appropriate reply. The following is the inscription on the memorial:—

"Presented by the DIRECTORS of the GLASGOW, PAISLEY, AND GREENOCK RAILWAY COMPANY, and with the concurrence of the General Body of Shareholders,
To MARK HUISH, ESQUIRE,
expressive of their approbation of his faithful and zealous services as their SECRETARY,
during a period of Four Years.
Greenock, 2nd July, 1841."

—o—

THE *Grand Junction* Railway Company officially announced on the 1st instant, that they had "reduced the tonnage rate or toll on cotton and other wool, hides, drugs, and manufactured goods, to 1d. per ton per mile; and on passengers to four-fifths of a penny per passenger per mile." We trust the experiment will prove amply successful.

—o—

THE following paragraph, which is now going the round of the papers, may supply a seasonable hint in more quarters than one:—A passenger in an American steam-boat, a short time since, "brought a suit," in St. Louis, against the captain of the vessel, "for not starting at the hour he advertised," thereby creating a loss to the said passenger through non-punctuality. The case went before a jury, who were so convinced of the justice of the claim that they brought in a verdict for 190 dollars!—no trifling sum for the dilatory captain to pay, as the penalty of his not being a good time-keeper. We should like to see a similar case tried in the "Old Country."

—o—

IT is generally rumoured that some important reforms are about to be made in the management of the Post-office, although their precise character is not specified. Now, therefore, would be the time for the Railway Companies to offer any suggestions that experience may have pointed out.

—o—

WHISHAW'S "RAILWAYS OF GREAT BRITAIN."—Mr. Whishaw has just published a small volume of "Additional Plates," illustrative of his great work on railways. They are admirably executed, and cannot fail to be most interesting. There is an exceedingly curious diagram, showing the highest and lowest prices of shares on six of the principal lines, from their commencement to the close of 1840. Great care and labour must have been expended in preparing it. These additional plates will of course be speedily in the hands of all who possess a copy of the original work—and no railway proprietor ought to be without it.

RAILWAY OFFENCES AND OFFENDERS.

ON Wednesday, a boy aged 14, named Lynnot, was charged on summons, before Mr. Henry, the sitting magistrate at Lambeth-street Police-court, with having thrown a missile at one of the trains of the Eastern Counties' Railway Company, near the Shoreditch terminus. The case was fully made out, and in fact the delinquent partly admitted his guilt. It was explained that this case was brought forward to deter other lads from so dangerous a practice. The punishment awarded, however, does not seem likely to have any great effect; for it having been stated that the prisoner was of good character, and that he "had scarcely eaten or slept" since the charge was made against him, and moreover that his earnings amounted to only 6s. a week, the magistrate thought an "impressive admonition," and the payment of the costs amounting to 2s., would meet the justice of the case, and the prisoner was discharged. Mr. Henry is reported to have remarked, "that the effect of almost any penalty in the present instance would be the sending of the defendant to prison; and however willing he might be to punish an offence such as that complained of—and he knew it to be highly dangerous to life and property—still he felt most reluctant to send a lad, who bore so good a character, to prison." On a similar plea might almost any railway or other offender escape his deserts; and we cannot but think that the magistrate's leniency to the lad was injurious to the public.

We learn from the *Halifax Guardian* that on Sunday night week an accident occurred on the Manchester and Leeds Railway at Luddenden Foot, which narrowly escaped being a fatal one. Three men who work on the line and a fourth who had been drinking with them, madly placed a platelayer's truck on the rails, with the intention of travelling upon it to Sowerby Bridge, though warned by a watchman of the near approach of a luggage train. They had not proceeded far when the train did arrive. The men instantly jumped off the truck and threw it over on the other line. They had not, however, time to clear it ere the engine

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struck one corner and turned it round, throwing down two of the men, breaking the leg of one man and considerably crushing the thigh and face of the other. The two uninjured men were instantly taken into custody. One of them, named Carter, had been for some time in the service of the Company, and his companion, named Mitchell, had been invited by him to have a ride. They were taken before the Halifax Bench, when ultimately Carter was fined in the highest penalty of 10*l.*, and Mitchell 5*l.* A distress warrant was made out against their goods, and failing a due return, Carter will have *three months imprisonment*, and Mitchell *one*.

Great praise is due to Mr. Higham, the professional gentleman who conducted the case for the Company. One of the magistrates (named Briggs) was of opinion that Mitchell had not "wilfully" caused an obstruction as described in the Act, and maintained his views with a small display of legal knowledge, but with great lack of temper. Mr. Higham referred to a case which he had conducted, (viz. that of the surveyor for Rastrick, tried at York), wherein a party was charged for a misdemeanour in "wilfully" causing an obstruction, where he had only upset some barrows for the purpose of determining a right. The judge had in that case supposed many cases in which the jury would have been justified in finding a verdict of "wilful obstruction," and amongst these he (Mr. Higham) distinctly remembered one. "If," said the judge, "a man was crossing a railroad with a log of wood on his head, and saw a train coming up, from which he could not escape with the wood, and threw down the log in order to save his own life, that would be 'wilfully causing an obstruction,' because the man had no business there." Again, only lately four men had been brought before the Wakefield magistrates (the Rev. E. H. Brooksbank in the Chair) for causing an obstruction on the line by a lurry. Three of them were servants of the Company, and it was proved that the fourth was a poor weaver whom they had invited to aid them. The magistrates said, it was a hard case against him, but he was nevertheless guilty, and they therefore sentenced him to one month's imprisonment and the others to three months each. Ultimately Mr. Higham's firmness prevailed, and the men were convicted as above stated.

Our Halifax contemporary says (and in his concluding remarks we cordially concur):—"The other two men are doing well, and will be brought up, we believe, as soon as they are sufficiently recovered. It will be remembered that this placing of a truck on the line has been already the cause of a dreadful accident on the Birmingham and Derby junction; and as the offence appears to have been committed before on the Manchester and Leeds line, we would suggest to the Directors the propriety of punishing the very next offenders to the uttermost penalty before the Quarter Sessions and not comparatively screening the men under the leniency of a summary conviction by magistrates. The offence, considering that in all cases it perils life, will not be too harshly dealt with even if transportation were the penalty, instead of imprisonment. And all who value life and have a respect for the lives of others, will applaud the determination of the Company's solicitor before the magistrates of this town, rather to carry the offenders in the recent case to the Quarter Sessions than allow the magistrates to dismiss one of them unpunished."

Another offence was committed on the same line the same night, and was adjudicated upon by one of the magistrates who tried the previous case.—James Brickhill, a waggoner belonging to Messrs. Pickford, carriers on the railway, was charged with being drunk on the waggons at the Sowerby Bridge station on Sunday night. Mr. Richardson, head clerk at that station, proved the case; and said that as an accident had happened the same evening, and as Brickhill was in charge of some of the waggons on the train, he had felt it necessary to take the man into custody. He admitted being in liquor, but denied being drunk. He was fined 17*s.*, viz. 5*s.* penalty and 12*s.* expenses.

THE SLIP ON THE CROYDON RAILWAY.

The prevalence of rain has caused the following up of so much loose material down both slopes at the slip in the New Cross cutting that the road is not yet quite clear. No new feature has appeared in the slip itself; the work is still prosecuted with as much vigour as possible, by waggoning out from the bottom and relieving the slopes simultaneously. A few days of moderate weather would be all that could be wished to leave the line in a fair state.

METAL CHECKS FOR RAILWAYS.

To the Editor of the Railway Times.

Sir,—In your paper of Saturday, the 4th inst., I find a letter from Mr. Thomas Riddell, booking clerk at the Joint Railway station, London Bridge, referring to your notice of my system of metal tickets for railways, in which he "informs you that he directed the attention of myself and the Board of Directors of the Croydon Railway, not only to the principle of metal checks but to a machine for registering the same."

As Mr. Riddell arrogates to himself the "principle of metal checks," he probably forgets that they have been used on the Greenwich Railway for nearly three years, and in most places of public amusement for many more.

To the "*principle of metal checks*," therefore, I do not pretend any claim, but, to their peculiar application to railways with numerous stations and different fares; and I could show, if necessary, that so long back as July or August, 1839, I spoke publicly of the particular system to which you referred in your leading article of 27th November, and, one gentleman, to whom I mentioned my plans, drew out in consequence sketches of SEPARATE AND *distinguishing forms and symbols*, (for which he suggested bone in preference to metal,) and which he states, that he explained to Mr. Riddell, who at that period could hardly have similar plans of his own, or he would then have alluded to them. The machine for registering tickets to which Mr. R.'s letter refers has no connection with my system—and although a very ingenious contrivance in itself, is not, I conceive, at all necessary for the purpose to which he proposes its application, as the operation of delivery can be performed much more readily by hand, and an equally efficient, and much simpler check provided by other means. The checks supplied to the Croydon Railway in September, 1840, were plain metal checks, obtained on the recommendation of myself and Mr. C. H. Gregory, the Engineer to whom I had communicated my ideas long before he had heard of Mr. Riddell's machine. I have to apologise for troubling you with an explanation at length, but I feel naturally unwilling that the imputation so coolly thrown out by Mr. Riddell, of my appropriating his ideas, should remain unanswered.

I remain, Sir, your obedient servant,
WILLIAM PULFORD.

GRAND JUNCTION RAILWAY.

To the Editor of the Railway Times.

Sir,—Your correspondent "S. P.," in his efforts to terrify the holders of Great Western stock (of whom I am not one), in endeavouring to establish his position, is pleased to wander in some cases very far from the truth, and I fear his wanderings do not all arise from error.

Had "S. P.'s" statements been professedly matters of opinion, I should have left him to the handling of your other correspondents; but when professing to argue upon facts, the data for which are accessible to all, he should adhere to truth, or suffer in character for wilful mis-statements such as the following:—

"S. P." asserts the expenses of the Grand Junction Railway to be upwards of 2,200*l.* per annum. Let us see.

The gross total of the expenses of that line are stated, in Mr. Moss's tabular view of the cost, &c., to be, for the year ending 30th June, 1841, at the sum of 215,577*l.* This includes interest on loans, amounting to 22,030*l.*; and toll paid to the Manchester and Liverpool Railway, 21,255*l.*: the former sum can form no portion of the expenses; and only so much of the latter as may be equivalent to the fair proportion of expense in maintaining that line—which, comparing the amount of traffic, should be equal to about one-third of the whole, which for the last year was 9,674*l.*, say then 3,225*l.*, the remainder of the toll paid being for use of the road or the capital expended in forming it, making the total net expenses of the railway for the last year 175,517*l.*

The length of the Grand Junction line is 82¾ miles; and the length of the Manchester and Liverpool line 30¼ miles, over the whole of which the Grand Junction traffic passes, making the total length for traffic 113 miles, and consequently the expense 1,553*l.* per mile, instead of upwards of 2,200*l.*, as stated by your veracious correspondent. But even my amount is in excess, because the Chester and Crewe line is now working, the expense of which, except the maintenance of way (still at the date of the last Report in the hands of the contractors), is included in the amount of expenses before stated, and the length of this branch is 21 miles; now, dealing a little in estimates, let us see how the matter may be supposed to stand:—

Net expenses of the Grand Junction as before stated	£172,292
Estimated proportion of maintaining Manchester and Liverpool line, as before	3,225
	£175,517
Add to this the probable expense of maintaining the Chester and Crewe branch, 21 miles, at 250*l.* per mile	5,250
Probable total	£180,767

Length of Grand Junction from Birmingham to the Warrington and Newton Junction	82¾ miles
Length of Manchester and Liverpool line	30¼ „
Length of Chester and Crewe branch	21 „
Total	134 miles

or less than 1,350*l.* per mile, instead of 2,200*l.*, as stated by "S. P."

"S. P." further states the cost of maintaining the Grand Junction to be little more than 100*l.* per mile, or about one-fourth of the probable expense of the Great Western; and this *fact* is even more outrageous than the foregoing, especially when the data were accessible to all, and must be known to "S. P."

The Grand Junction has maintained, hitherto, 82¾ miles of road; the Chester and Crewe branch, at the date of the last Half-yearly Report, not being in the hands of the Company; and the sums paid for maintanance are as follows:—

For the year ending 30th June, 1839	£24,645
For the year ending 30th June, 1840	20,698
For the year ending 30th June, 1841	20,761

being for the last year a fraction more than 250*l.* per mile, instead of little more than 100*l.*, as stated by "S. P."

I leave your readers to judge of the value of estimates made by such a writer, when he is capable of so perverting facts.

I am, Sir, your obedient servant,
J. W.

Liverpool, November 24, 1841.

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LIVERPOOL AND MANCHESTER AND MANCHESTER AND LEEDS RAILWAYS.

To the Editor of the Railway Times.

SIR,—The force of your Editorial remarks in the last number of the *Railway Times*, on the letter of "A Liverpool Proprietor," renders any further reply almost unnecessary; but there are one or two questions about this "junction line" which I will take the liberty of asking your correspondent, because, if I mistake not, *he* of all persons will be best able to answer them.

"Is there not at this moment a majority of the Liverpool Board (counting noses) in favour of the junction line being made? And is there not a minority of Directors, but a majority of shares opposed to its formation?" And further, "is there not one Director at that Board, the representative of a 'great man,' nominating himself three Directors, and holding more shares than all the other Directors put together? And is not the same Director the managing agent of a canal navigation, which is the rival of the railway between Liverpool and Manchester, and places eastward?"

Far be it from me to impute unworthy motives to the Liverpool Directors; on the contrary, I admit they are gentlemen of the highest commercial character for honour and integrity; but whilst human nature remains as it is, every day's experience unfortunately shows that self-interest is still the predominating influence in the affairs of life

As to the alleged insufficiency of traffic, I consider this question to be put forward merely as a "bugbear." For how do you think the statements of traffic taken by the Leeds Company, *from actual observation*, were tested by the Liverpool Company? Why, by getting from the Rochdale Canal Company, and the Leeds and Liverpool Canal Company, returns of their through traffic. Yes, returns from Companies to whom this "junction line" would be a powerful competitor. This is really asking a "friend" for a knife to cut his throat with; and "friends" of all people are much too shrewd to be caught thus.

The Liverpool Directors must think very highly of the public credulity, if they suppose that their alleged insufficiency of traffic will be accepted as the *real* grounds for their not making their portion of this railway.

For my own part, I rather blame the Leeds Directors for having waited so long, and this is the general feeling amongst their influential proprietors. I believe, however, they have now determined to proceed early next spring in making their part down to Hunt's Bank, and by uniting with the Irwell Navigation render themselves independent of the Liverpool Company altogether.

I am, Sir, your obedient servant,
A LEEDS SHAREHOLDER.

LIVERPOOL AND MANCHESTER AND MANCHESTER AND LEEDS RAILWAYS.

To the Editor of the Railway Times.

SIR,—The large manufacturing population lying north-east of Manchester are much indebted to you for the just and sensible rebuke contained in the last two numbers of the *Railway Times*, relative to the conduct pursued by the Liverpool and Manchester Directors, in not carrying out the powers granted to them by Parliament for making their part of the junction line with the Manchester and Leeds Railway. Much inconvenience has been sustained by the traders of the important towns of Oldham, Heywood, Rochdale, Littleborough, Todmorden, Burnley, Hebden Bridge, Keighley, Mytholmroyd, Sowerby Bridge and Ripponden, all of which towns are intimately connected with Liverpool as consumers of cotton to an extent far greater than any other district in Lancashire or Yorkshire. Beyond Sowerby Bridge you commence with the woollen and worsted manufacturing towns of Halifax, Elland, Brighouse, Huddersfield, Bradford, Cleckheaton, Dewsbury, Horbury, Ossett, Wakefield and Leeds, all of which towns draw large supplies from Liverpool of the wool imported from Australia, Peru, and other parts of the globe, in addition to an immense weight of dye woods, oils, gums, barks, indigo, with a large number of other articles only to be found in the import lists or prices current. Admitting the truth of my position of the towns enumerated consuming the imposts of Liverpool, the inference is strong that an immense number of passengers are constantly moving backwards and forwards to this great emporium of commerce, to whom the value of time is of the greatest consequence. The Manchester and Leeds Railway Company have effected much in this respect; but it too frequently happens (nor can it be avoided, with the greatest desire on the part of both Companies to accommodate the public), that the Manchester and Leeds is too late for the Liverpool train, and *vice versa* the Liverpool train is too late for the Manchester and Leeds, thereby causing a delay of two or three hours, until the next train, to the merchant and manufacturer, independent of the nuisance and danger of being *galloped* in a *crowded omnibus*, through the *crowded streets* of Manchester.

The question now forces itself, why this junction is not made, both parties having obtained the Parliamentary powers. In justice to the Directors of the Manchester and Leeds line, it must be admitted they have, from the commencement of obtaining their Act of Parliament, shown a *bonâ fide* intention of executing their part of the junction, as expressed in the several Reports of that Company, in purchasing the property necessary for the formation of the line to the extent of 45,000*l.*, as also in using all legitimate means to urge forward the Liverpool Directors, by furnishing statements of the traffic between the towns enumerated and that port —which traffic, as a shareholder in both lines, I hesitate not to say is much in favour of the Liverpool line. Thus for instance, the traffic from Liverpool would pass over the maximum or entire length of their line, viz., 31 miles; whereas on the Manchester and Leeds line there would be a minimum of 7 miles to Oldham, 9 to Heywood, 10 to Rochdale, 13 to Littleborough, 20 to Todmorden and Burnley, 23 to Hebden Bridge and Keighley, 25 to Mytholmroyd, and 28 to Sowerby Bridge and Ripponden, thus ending the cotton-consuming district without reaching the same mileage as every bag or bale of cotton must pass over on the Liverpool line. Nor would the average length travelled over the woollen and worsted districts reach the length of 31 miles, the distance which every passenger and every ton of goods must be conveyed over the Liverpool line. The advantage, therefore, is so obviously in their favour, that their disinclination to make their part of the junction line will require much stronger reasons than appear in a letter from a "Liverpool Proprietor" in your number of the 4th December, to be justified in the mind of the public.

With regard to the reason assigned by the "Liverpool Proprietor," for the application to Parliament on the part of the Liverpool and Manchester Company for a Bill to make the junction line, namely, that they were "solicited by the Manchester and Leeds Company," I at once admit the fact, but the public must be further informed that there existed other reasons besides the "*solicitations*" of the Manchester and Leeds Company to make them apply to Parliament at that PARTICULAR time, namely, that the Manchester, Bolton, and Bury Company (after several interviews with the Liverpool and Manchester Directors to effect an amicable arrangement for a toll over the former line without success) gave notices to Parliament of their intention to apply for powers to make that part of the junction line themselves. This so alarmed the Liverpool and Manchester Directors, that the TOLL QUESTION with the Bolton and Bury was soon adjusted, with a condition that the Liverpool and Manchester Company *alone* should obtain powers to make the line "*if they shall think proper.*" Now, as to the expenses in Parliament said to be incurred in obtaining this conditional Bill, the deputation from Liverpool consisted of three persons only: no counsel was employed, no witnesses were examined, with the exception of the law clerk, who was one of the deputation; this should not have involved any *very great expense*.

He omits to state what was perfectly known to the Directors of the Liverpool and Manchester Company that previously to such "unfavourable times," property to the amount of 45,000*l.* was purchased; the Manchester and Leeds Company thereby proving that they were at that time ready and anxious to carry out THEIR PART of the arrangement, and further by reference to their last Report in September, the "Liverpool Proprietor" will find the express determination to complete the purchase of the whole of the land required for the formation of that part of the junction line appertaining to them with a view to form a junction with the old river navigation, a conveyance little if any inferior as applicable to the transmission of goods.

The importance of a continuous conveyance for goods has been fully appreciated by the canal interest, a junction line having been made through the town of Manchester during the last two years, by the authority of an Act obtained since the passing of the Manchester and Leeds Act of Incorporation. As a further proof of the apparent blindness of the Liverpool Directors to their own interests, I need only state the fact, that by the formation of the junction line, there would be a continuous railway from the important town and neighbourhood of Leeds to Liverpool of only 92 miles, against a canal conveyance of 128 miles.

I am, Sir, your most obedient servant,
A PROPRIETOR IN BOTH COMPANIES.

RAILWAY CHARGES — GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Your Editorial strictures in Saturday's journal, on the correspondence between Mr. Tagart and the Great Western Railway Secretary, furnishes such a further instance of the mode in which railway carriage is conducted, as to induce me to supply you with a brief narrative of facts, together with a copy of the official (*attempted*) justification, as to an occurrence that took place some months since.

Being then temporarily resident at Windsor, I was desirous of sending down some wine from my own cellar, as is my usual practice when from home, and inquired at the office at the Paddington terminus, whether the railway treated packages of empty bottles as other carriers did,—free of charge, —and was answered affirmatively. A six-bottle basket was therefore sent down, and charged one shilling; the same sum was demanded, and, in my absence, paid on its return with the empty bottles, the same or following day, to my residence in town. I remonstrated, and quoted a different practice of very recent date, with respect to the same basket, by coach to and from Brighton. This remonstrance produced a very courteous but equally unsatisfactory reply, of which the enclosed is a copy.

My rejoinder was to the effect, that as railways were beyond the reach of reasonable competition, the public must, until the legislature provided a remedy against this arbitrary conduct, take their own means of redress. This I adopted, by afterwards buying my wine at Windsor, instead of having it sent down to me by railway, and by bringing my family on my return home, to town by coach.

So that the railway folks by squeezing out of me one shilling, lost from 15s. to 20s. This is, at present, the only remedy the public possess against railway tyranny; and they cannot, for their own benefit, exercise that remedy too freely.

I am, Sir, yours, &c.
A TRAVELLER.

29th Nov. 1841.

(COPY.)

Great Western Railway, London Terminus, Paddington, 5th August, 1841.

SIR,—I am directed by Mr. Saunders to acknowledge the receipt of your letter of the 31st instant, [ult.] respecting a charge of *one shilling* upon empty bottles, and in reply beg to state, that *empty bottles* bear so close an affinity in point of weight to

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full ones, that the Directors do not include them in "free packages."

This will account for the charge complained of.

I am, Sir, your obedient Servant,

(Signed) W. CAMPBELL.

[We give insertion to the above, principally to show how ready the public are to find fault with the arrangements of Railway Companies. We really cannot see that our correspondent has any just cause for complaint or crimination, unless he can prove that the Great Western Company can carry empty bottles without any cost to themselves. It is not disputed that the charge for the full bottles was reasonable; and just as much trouble and expense were caused to the Railway Company by the carriage of the empty ones. The custom of the stage-coaches has nothing to do with the case. If common coach usages are to be revived, we shall have the *fee* system in full vigour as in the palmy days of the "road." We do not dwell upon the representation alleged to have been made at the terminus of the railway as to free carriage of empty bottles, because, without at all impeaching our correspondent's veracity, we are sure there must be some mistake in the matter. Our correspondent's retaliation on the Company was, we fear, far more inconvenient in its consequences to himself than it could be to them.—ED. R. T.]

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—Your correspondent, "S. P.," denies the existence of any inconsistency in his letter of the 1st instant.

May I ask him to explain the consistency of his opinion expressed in that letter, that "the traffic and the road itself would perhaps justify investment at *par now*," with the statement of figures in the same letter showing a *loss* on the working of the line of 34,800*l*.!!

If this statement be correct, so far from buying the shares at *par*, any one in his senses would require a *bonus* as an inducement to become a shareholder.

May I also ask him, on what principle he calculates the expenses at a *fixed* sum? Is it not found that they increase with the increase of traffic, though not in the same proportion? If this line should double its present gross receipts, does "S. P." suppose that the expenses would remain the same as now? If not, I ask again, why should he take the expenses of the Birmingham line as a criterion of those of the "Great Western," the receipts of the former being nearly double those of the latter?

I am, Sir, your obedient servant,

A RAILWAY PROPRIETOR,

But *not* in the "Great Western."

London, 26th Nov. 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—It may be satisfactory to many of your readers who are interested in the Great Western Railway, to learn that the Company are now building another (the second) shed at their Paddington station, which will afford the accommodation of one shed or warehouse for the arrival, and another for the departure goods.

This extension of the buildings on the Paddington station upon the same serviceable and economical principle on which they were originally commenced, does not render it probable that this Company is about to expend 500,000*l*. on the Paddington station in erecting magnificent façades and colossal archways.

With their present accommodation the Great Western Company will have earned in six months ending this Christmas, little short of 350,000*l*., and with a VERY SMALL additional outlay they will have the means of accommodating a traffic of more than double this amount.

The Great Western Company have a larger area of unoccupied land at their Paddington station than any other London Railway Company. The assumption that they are about to purchase more land at an enormous price, is totally unfounded.

That the Great Western Company have not been niggardly in their expenditure on the substantial and excellent construction of their railway *line* is admitted, and it will in the end prove a wise and sound economy. A degree of comfort, celerity, and safety is already established, superior to every other railway yet constructed.

I remain yours, &c.

VIALES.

8th December, 1841.

MR. SAMUEL HALL'S LOCOMOTIVE IMPROVEMENTS.

To the Editor of the Railway Times.

SIR—I take the liberty of addressing you upon a subject of the greatest importance to the advancement of the interests of all Railway Companies and shareowners. It is no less than the perfect consumption of the smoke and inflammable gases of coal during its combustion, whereby it can be substituted for coke in locomotive engines. The latter kind of fuel you are aware has hitherto been resorted to owing to no method having, previously to the invention of which I am about to speak, been devised to consume the smoke of coal agreeably to most of the Railway Acts of Parliament which require it to be done under a very severe penalty. There are one or two Companies whose Acts do not contain the clause compelling the consumption of smoke, but a due regard to the comfort of passengers has been as compulsory on the Directors as Acts of Parliament, to avoid the nuisance.

The apparatus respecting which I am about to give your readers some information, has been in operation as applied to the *Bee* locomotive engine on the Midland Counties' Railway for upwards of four months. It is equally applicable to stationary engines, and is now in operation as applied to a dozen of them at Nottingham, Derby, Leicester, &c. Of these I send you a list, with testimonials from the respectable proprietors of some of them. The apparatus is the invention of Mr. Samuel Hall, who invited a considerable number of gentlemen to investigate the operation of his process on Thursday and Friday last. The party included several Directors and Engineers of various Railways, and Commissioners under local Acts of Parliament for the abatement of nuisances (smoke among the number) of their respective towns. I had the pleasure of accompanying the gentlemen and this has led me to trouble you with this communication. Joseph Kearsley, Esq., chief Engineer of the Midland Counties Railway, very politely accommodated them with a special train, which was taken by the *Bee* from Derby to Leicester and back, and he very kindly accompanied the party, and afforded us every information on the important matters which were the subjects of investigation. The following gentlemen were present at the examination of the stationary engines at Derby, and the greater part of them joined in the trip to Leicester to examine the locomotive engine, namely, William Walker, Esq., Samuel Broadbent, Esq., Joseph Smith, Esq., Daniel Illingworth, Esq. and H. Donnesthope, Esq., all of Bradford, the three first being Commissioners for that town; Benjamin Hick, Esq., of Bolton, E. Wood, Esq., chief Engineer of the Liverpool Railway; John Gray, Esq. Superintendent of the locomotive department of the Hull and Selby Railway; Thomas Pearson, Esq., Secretary to the Sheffield and Rotherham Railway, and — Nicholson, Esq., Engineer of the Leicester and Swannington Railway.

Having had much conversation with these gentlemen, and ascertained their opinions respecting Mr. Hall's apparatus, I have great pleasure in saying that they expressed themselves in the most unqualified manner, and I believe without exception highly satisfied with the perfect manner in which the consumption of the smoke was effected. One of them noted down in his book the expressive words,—"There was not *a particle* of smoke." I could go into minutiæ, but as I have no doubt that the notebooks of all the scientific gentlemen contain many similar remarks, I shall refrain; especially as I feel confident that they will readily afford any information that may be asked by those who feel so much interested in the matter as to apply to them. I shall therefore limit myself to a general description of the working of the apparatus, resulting from my own observation.

In the first place, to use the happy expression which I have quoted, not only was there not a "particle of smoke" produced while the engines were in operation, but to my surprise the smoke was equally consumed when they were in a state of rest. After the effect of this perfect consumption of the smoke and inflammable gases, the next object in point of importance (which indeed ought perhaps to have come the first) is the great reduction in the comparative cost of coal and coke, that of the latter being on the Midland Counties' line nearly 150 per cent. more than that of the former. I was much pleased with the method adopted by Mr. Hall, of condensing all the waste steam by the water in the tender. Instead of injecting it immediately into, and in commixture with, the water, whereby its condensation causes repeated shocks to the tender by which the rivets are loosened, he introduces one of his small patent condensers into the tender, through which the steam passes perfectly smooth, even when the water in which it is enveloped is quite cold. This plan if fully carried out will prevent the least portion of steam from ever escaping from the safety-valve and convert it to a profitable purpose. Another beautiful part of the invention, is what Mr. Hall calls a distributing plate. It causes every tube in the boiler to take its proper share of the heat from the fire, instead of the upper rows taking more than the lower ones, owing to the tendency of heat to rise in its progress from the fire to the chimney. This plate has the further good effect of preventing the least spark from issuing from the chimney.

I could add a great deal more of interesting information respecting this invention, which I believe to be the most important one that has been brought forward since the first establishment of railways. But I am quite confident that its merits will be discussed by parties much more competent than myself, including some, if not all, of the scientific gentlemen I had the gratification of accompanying on Thursday and Friday last. Before I conclude I will, however, make two or three short extracts from a Report to the North Midland Directors, from their highly scientific Engineer, W. P. Marshall, Esq., of a trial he made in October last, with the *Bee*, from Nottingham to Chesterfield and back to Derby, since which time the apparatus is made much more perfect, preventing even the faint tint of which he speaks at starting from filling up the fire. He says as follows:—

"Steam well up; pressure on valve altered from 55lbs. to 60lbs. on the inch, as in North Midland engines; smoke consumed completely, with the extra steam blast whilst standing leaving scarcely appearance but the steam out of the chimney."

Again he says:—

"Smoke consumed completely, whilst running with the ordinary blast alone, leaving only a faint tint, except rather at starting, from filling up the fire, the steam well kept and fire good in the trip."

The third and last quotation which I shall make relates to the return trip from Chesterfield, and it confirms the two preceding ones; it is as follows:—

"The smoke was consumed completely in both trips, leaving no colour in the steam that would be observed, and the supply of steam abundant throughout, being always blowing at the safety valve, with the use of the extra blast only, whilst the steam was shut off from the cylinders."

In conclusion I beg to say, that I hope every Director, Engineer, and shareholder in railways,

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will fully investigate this valuable invention, as it is so simple that any one may understand it. Trusting that I shall see justice done in your excellent work to the subject of this letter,

I am, Sir, yours, respectfully.

JOHN EATON.

[Derby, December 4. 1841.

NORTH MIDLAND RAILWAY.

To the Directors of the North Midland Railway.

GENTLEMEN,—Being one of the proprietors in the above railway, I hope you will excuse the liberty I take in addressing you through the medium of the *Railway Times*. My opinion is, that the way to make our railway pay, and thereby get the shares up to par is not the *cheese paring* system, which by cutting down trifling expenses will put *very little* money in our pockets, but take it from those who were not too well paid before; but for you to do all in your power to increase the traffic. In travelling occasionally down the Grand Junction Railway last summer, I particularly remarked the number of passengers who go to Scotland that way, who ought in fact to go by the North Midland, *and would go*, if trains went through at the same rate. It is true that by going by the night mail train you can get from London to Edinburgh in 27 hours, but then the great objection to that is the arriving at Edinburgh at 12 o'clock at night. Now, it does appear to me that a much more comfortable way of performing the journey would be to leave London by the *five o'clock train in the afternoon*, which professes to get down to Derby by half-past ten, (that is at the rate of 24 miles in the hour,) and for a train to be sent forward to Darlington at a quarter before eleven—(that is allowing the passengers a quarter of an hour for supper), and if they went forward at the same rate, viz., 24 miles in the hour, they would get down to Darlington by a quarter past four in the morning, as it is an extra 132 miles. The *Chevy Chase* coach might then start for Edinburgh at *half-past four*, instead of half-past nine as it does now, and would reach Edinburgh in 14 hours and a half, viz., at seven in the evening. This would enable passengers to perform the whole journey in 26 hours, and they might dine one day in London, and the next day in Edinburgh; and as soon as there began to be anything of a run, which I am satisfied there would be in a very short time, there would be several more coaches put upon the road.

I am, Gentlemen, your obedient servant,

A PROPRIETOR OF FIFTY OLD SHARES.

Sussex, December 7, 1841.

RAILWAY PROSPECTS.

To the Editor of the Railway Times.

SIR,—On looking at the returns published in your valuable journal, of the dividends paid by the several Railway Companies up to December 31st, 1840, and also at the similar returns of the dividends paid up to June 30th, 1841, it is easy to perceive that the latter are considerably greater in amount than the former; and if any one will take the trouble to add up the weekly receipts of the several lines for *the current half year*, say up to the present date, it will immediately be apparent that the traffic on nearly every line of railway throughout the kingdom,—and this too in spite of the depression of trade, arising from four bad seasons in succession,—very considerably exceeds that of any similar period of previous half years, and consequently even better dividends than any ever yet declared, may be expected at the end of the current half year; the more particularly as it is very generally understood in the railway world, that the most praiseworthy exertions have at length been made by several of the leading lines of railway to reduce their working expenses as much as possible, so as to be able, at the approaching half-yearly meetings, to show *increased receipts* and *diminished expenditure* at one and the same time,—than which nothing can be so likely to reclaim the railway system from the pitiable, but certainly rather unaccountable position it now occupies, and once more make railway shares a favourite species of investment.

That the public have at present but little inclination to invest capital even in any of the very best of the railway lines, will be evident on perusal of the following table, although the interest on such investments, taking the last dividends paid in June last, and making no allowance for *the expected increased dividends at the end of the current half year*, will in many cases be nearly double that which can be obtained in the public funds, 3 per cent. consols being at the present time at 89, and the security nearly as good in one case as the other.

Name of Railway.	Paid.	Interest per cent. per annum paid in June last.	Present Price.	Interest on present price.
	£	£ s. d.	£	£ s. d.
York and North Midland.....	50	9 0 0	87	5 3 6
London and South-Western	38⅔	7 14 3	56	5 4 7
Liverpool and Manchester	100	10 0 0	186	5 7 6
London and Birmingham	90	9 8 10	158	5 7 6
Grand Junction ..	100	11 0 0	190	5 15 9
Midland Counties'.	100	5 0 0	82	6 1 11
Newcastle and Carlisle.....	100	6 0 0	100	6 0 0
Sheffield and Rotherham.....	25	8 0 0	32	6 5 0
North Union	75	6 13 4	75	6 13 4

There is, however, another railway,—the Manchester and Leeds,—which occupies a more strange position still, for although it will certainly *at the end of this half year*, pay a dividend after the rate of 6 per cent. per annum, is so unaccountably depressed, that the 100*l.* shares (70*l.* paid up,) are only worth 60*l.*, and therefore an investment made at the present price, will pay interest at the rate of 7*l.* per cent. per annum, and this too in less than a year from the time of opening throughout!

I am, Sir, your obedient servant,

OBSERVATOR.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.

To the Editor of the Railway Times.

SIR,—I beg to hand you the following comparative statement:—

Receipts for 1840.

Week ending	October 3rd	£1,184
,,	October 10th.....	1,142
,,	October 17th	1,041
,,	October 24th.....	945
,,	October 31st.....	918
,,	November 7th	913
Total.....		£6,143

Receipts for 1841.

Week ending	October 2nd	£1,354
,,	October 9th	1,355
,,	October 16th.....	1,285
,,	October 23rd.....	1,283
,,	October 30th.....	1,266
,,	November 6th	1,162
Total.....		£7,705

showing an increase over the corresponding six weeks of last year of 1,562*l.* As the direct line into Birmingham will be completed by the 25th of next month, there is every possibility of an increase of 60 per cent. on the present takings; for the towns, such as Tamworth, Atherstone, Lichfield, &c., scarcely feel any benefit at present from the railway being open, as the line is ten miles longer than the turnpike road, but this will be remedied as soon as the branch line is completed.

A SHAREHOLDER.

SHEFFIELD AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—Your correspondent, "A Sheffield and Manchester Shareholder," says, *much* in praise of his own line, but I think it had been better for him if he had said *less* of other concerns. I will not enter into his foolish attack upon the North Midland and Manchester and Leeds lines, but just keep to his own pet concern, and *suo sibi gladio hunc jugulo*. First, then, he says "it is quite untrue that any but a small portion has been finished during the late rains." In answer, I say he is correct, for a very small portion only is finished at the present time! Then he says, "the fittest time to open a railway is when the railway is ready to be opened." Very fine; but is a road ready to open for public traffic *before* the embankments have had time to sudside, or a single station-house or waiting-room is built? I admit that on this "*El Dorado*" of a line, sundry wooden boxes are dignified with the double title of booking office and waiting-room, but they cannot be admitted as permanent stations. Then he says, "the works have been regularly proceeding (had he said '*per fas et nefas*,' he would not have been far from the mark,) for years;" and yet all they have done is to open a single line for about seven miles, though they have called up 72*l.* 10s. per share of the capital, and have still 33 miles to make, three of which is a formidable tunnel!!! Well may he say, "tell it not at Tormorden—tell it not in the princely stations of the North Midland—tell it not in the multitudinous circumflections of the Leeds and Manchester, that this vulgar object of non-excess [?] has been attained," for I think neither at Leeds nor at London will they believe a word he has to say.

Since I last wrote, the line has given way in several places; the trains keep very bad time; one of the bridges has had to be rebuilt, (luckily it came down at a time when nothing was travelling on the line)—and though they bought off Messrs. Newton's coaches other parties have now taken up the ground, and coaches run as usual between Manchester and Ashton at all times of the day.

I remain, &c.,

TRAVELLER PER RAIL.

LONDON AND BLACKWALL RAILWAY.

To the Editor of the Railway Times.

SIR,—In reply to your correspondent, "A Shareholder," I beg to state that the calculation in your paper of the 27th ult. applies to purchasers of shares, (the old and new shares bearing the same price in the market,) and not to the "original" proprietors, who must make a calculation for themselves, each according to his particular position. *I* see no difference between an "Original" Proprietor when the price of the shares is 25, and a person who has just purchased them at that price. It is true that the former has made a profit on his "new" shares, which the latter has not. But if he does not realise, then his profit becomes part of the capital invested.

Your correspondent, Mr. Langworth, asks authoritatively, what is meant by stating that it will require 1,825*l.* per week to pay a dividend of 5 per cent. to the shareholders?" And without trying to prove the statement is wrong, proceeds to tell us how many passengers the "Diamond" steam packets carried to Gravesend last season; as if the number of passengers carried, whether great or small, would make 1,825*l.* per week pay more or less than 5 per cent. on shares held at 25.

I am, Sir, your obedient servant,

NO SHAREHOLDER.

8th December, 1841.

ANCIENT AND MODERN TRAVELLING.

To the Editor of the Railway Times.

SIR,—As I was destroying some old letters the other day; I met with the following, describing a a trip to France by an ancestor of mine made with a friend, to divert his grief for the loss of his wife. It affords a striking contrast between the facilities of travelling of that period (1720) and the present time. If you like to make use of it, you are perfectly welcome to do so:—

"In order to which (to divert his grief) we sett forward together from my house (Charing, in Kent)

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the 13th of Aprill last, lay that night at Canterbury, and went the next day for Dovor, thinking to go on board the pacquet-boat that night, but were forced to stay till the night following; we then went on board her, and arrived whitCalais the next day at noon; sett forward the Monday for Boulogne, and there overtook the the postage coach, and went to Paris in six dayes. ing staid at Paris viewing that and Versailles from the Aprill to the 1st May, which were all the places we saw excepting the townes on the Road, and then returned to Calais, where we arrived the 6th of May, and being informed that no Pacquet-boat had passed between Dovor and Calais, for some days we went thence to Dunkirk with intention to go into Flanders, and return to England by way of Holland, but hearing of some people being killed, others sent back, and others robbed in passing that way, were deterred from going further and resolved to stay at Dunkirk till we could get a passage to England, which we found after 15 days experience, on board an English ship, and landed at Dovor on Saturday, May 23."

I have preserved the old orthography which differs in many words from that of the present time.

Yours very truly,

RAILROAD PACE.

THIRD-CLASS CARRIAGES—NORTHERN AND EASTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—Among the many benefits conferred upon society by the application of steam to locomotion is the greater degree of equality as regards comfort and speed enjoyed by the different classes of travellers.

There was a much more marked distinction before the introduction of steam-boats and railways, between the rich man travelling in his comfortable carriage, at a speed of nine or ten miles an hour, preceded by his courier, ordering whatever might conduce to the comfort and enjoyment of his master to be prepared for his arrival, and the poor man travelling by waggon, two miles an hour on the average, an unwelcome, because unprofitable, guest at the road-side public-house, than there is now between the first and third class travellers on the railway, or the fore and aft cabin passengers of a steam-boat. And this equalization has been effected not by diminishing the comfort of the few, but by increasing the comfort of the many.

In America and in France, where there is much greater equality of condition than in England, the difference between railway carriages is much less than with us.

One effect of the comparatively greater degree of equality in comfort has been that some persons travel in the cheaper carriage who could afford to travel in the more expensive; and this notwithstanding the attempts of Railway Managers to make the greatest possible distinction between the several classes. The English, the most aristocratic people on the face of the earth, are not sufficiently tenacious of caste for the Directors and Chairmen of Railways, and many plans more creditable to the ingenuity than to the humanity of their inventors, have been tried to correct John Bull's too fraternizing propensity!

At the meeting of the Northern and Eastern Railway Company, reported in the last number of your valuable journal, the Chairman expressed an opinion that "no railway would be considered complete without two or three chimney sweepers with their soot bags. Whenever he saw an individual respectably dressed getting into a third class carriage, he would send a sweep along with him."

The "so-called gentlemen squatting almost in a fishmonger's basket in a third class train" (I use Mr. Crawshay's own language), are perhaps regular travellers by railway, paying more annually than several occasional first class travellers, and are entitled to civility from all the servants of the railway, from the porters to the Directors and the Chairman.

It should be borne in mind by the Managers of railways, that many respectably dressed individuals are very poorly remunerated for their services, and cannot afford to pay for the more expensive carriage—that some of them have large families, and rather than enjoy the selfish gratification of riding in a second class carriage alone, take their children with them in a third class carriage—that *all* the third class passengers exercise the same liberty of choice as the Chairman of the Northern and Eastern when he travels by stage instead of travelling post, when he takes an outside instead of an inside place, or gets into an omnibus instead of into a hackney coach, and that the sweep would be equally useful, as in the case of his third class passengers, to drive him into a more becoming carriage.

In conclusion, I must say, that language like that reported, is detrimental to the interests of the Northern and Eastern Company, and derogatory to the character of the Chairman.

A RAILWAY PROPRIETOR.

London, Dec. 8, 1841.

[From the *Essex Standard.*]

We observe that at the recent meeting of the Northern and Eastern Railway Company there was much discussion on the pecuniary result to the Company from having third-class carriages. In the course of that discussion the Chairman thought proper to make the following observations:—He said, he thought no railway establishment could be considered complete without two or three chimney sweepers with their soot bags. Whenever he saw an individual respectably dressed getting into a third-class carriage he would send a sweep along with him. We have heard complaints of rudeness and impertinence displayed by some drivers of coaches, but we never heard of any to exceed this; and it was scarcely to be expected from a *gentleman* at the head of a Railway Company. If it consists with the interests of the Company to run third-class carriages, they have no right to insult those who avail themselves of the *mutual* accommodation—and if the running of such a class of carriages is unprofitable, why then, let them be discontinued, and there is an end. It is most ridiculous for a Railway Company, or the proprietor of a stage coach to talk about the grateful return they ought to receive for the accommadation they afford to the public. What is the primary object of laying down rails, or putting four horses to a coach, but the profit and advantage of the proprietors? Any why do persons travelling avail themselves of the convenience? Because it is to their profit and advantage to do so. A railway is more of a monopoly than any stage coach can possibly be; but its proprietors are not thereby dissolved from all obligations of decent respect to customers; and persons have a right to avail themselves of such accommodation as the proprietors offer, agreeably to the existing legal general rules and regulations of the Company, without being insulted or held up to contempt. What would the Chairman of the Northern and Eastern Railway Company say if a coachman was to speak of him as only fit company for a sweep, because he preferred riding outside his coach to riding inside and paying double?

[From the *Chelmsford Chronicle.*]

We regret to mark the feeling displayed, and the sentiments uttered by certain parties at the meeting. We have given our support to the railway system since its introduction, because we perceived its vast local advantages—because we saw that it must prevail in other districts, and if the inhabitants of the eastern counties did not put forth their hand to assist it, they must be content to sit down on the shady side of public advancement, and see their prospects and their property deteriorated. At the same time we have maintained that the public ought to be strongly protected against the freaks and the dictation of a monopoly, of which character the system necessarily partakes. The observations made at the Northern and Eastern meeting pointedly shows this. Because certain persons of apparent respectability had chosen to ride in third class carriages, it is suggested that this class might be discontinued, and the Chairman hints at the introduction of a dozen chimney-sweepers, with sooty bags and brushes, to begrime any "well-dressed gentleman" who presumes to decide for himself what class he will enter. What would our friends at Harlow and at Bishop's Stortford say at being treated with indignity—for of course the remarks of a person so high in authority as the Chairman of the Directors would be likely to influence the conduct of the underlings of the Company—because they venture to ride with a good coat upon their backs in an open carriage on a summer's day? * * * *

We contend that the interest of the public *is* the first consideration. It was on that ground that the legislature treated with and gave power to the Company to make a railway at all. There was an implied bargain that the public were to receive the advantage of quick transit at a fair and reasonable price; and if the Companies already talk of establishing an inquisition into the pecuniary circumstances of their passengers, and of screwing the highest possible price from people placed at their mercy, it is necessary that Parliament should reduce the intended contract into restrictive enactments, by giving a discretionary power of controul on these points to a Railway Board or the Board of Trade.

To the credit of the Eastern Counties' Company we should add, that often as we have attended their meetings, we have never heard a principle like that we have noticed contended for by shareholders or Directors, or the convenience and interest of the public treated as merely secondary matters, to be considered only when it suited their own profit. Indeed in this case we are inclined to believe that the remarks were dropped hastily and inconsiderately in the warmth of discussion; for if it be found these views are pressed to any extent, they must lead to hampering legislative interference, which the shareholders in those undertakings and the friends of the system would seriously regret.

RAILWAY ADJUDICATIONS.

SHEFFIELD CANAL COMPANY *v.* THE SHEFFIELD AND ROTHERRHAM RAILWAY COMPANY.

Rolls Court, Dec. 4.—The Master of the Rolls gave judgment in this case, which was argued in November last. His Lordship said the suit arose out of an agreement founded on a letter for the payment of an annuity of 100*l.* by the defendants to the plaintiffs; and having recapitulated the facts at length, and dwelt particularly on the declaration of the agent of the defendants at his last interview on the subject. With the agent of the plaintiffs, that "they would fight it out," his Lordship said that he was of opinion there had been a waiver of the agreement by the agent of the plaintiffs, which agreement could not therefore be renewed by his subsequently accepting it. The plaintiffs' agent had rejected the offer of the 18th June, and could not bind defendants by it. On the 20th the defendants, having conceded one point, were willing to renew the contract, but this offer was rejected by the agent of the plaintiffs, as the former had been, and it could not now be converted into a binding agreement. He was of opinion there never was a binding agreement, and the bill must therefore be dismissed with costs.

ATTORNEY-GENERAL *v.* THE LONDON AND GREENWICH RAILWAY COMPANY.

Vice-Chancellors' Court, Dec. 9.—This was a proceeding by the Attorney-General, at the relation of the Commissioners of pavement of the Borough, against the London and Greenwich Railway Company. The object of the suit was to restrain the defendents from proceeding with their works so as to interfere with certain public streets in the immediate vicinity of the terminus of the railway, near London-bridge. A motion had been made in the case before the Master of the Rolls durtng the vacation, on tha 4th of September last. Upon that occasion it was represented that the Railway Company were proceeding to get another Act of Parliament, giving them larger powers, which would enable

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them to comply with the requisitions of the Commissioners. The Master of the Rolls then ordered that the motion should stand over till the first day of the Michaelmasterm, the Company undertaking to proceed to get their new Act of Parliament, and to abide any order that the court should make with reference to the works complained of, and that the Attorney-General should take such legal proceedings as would have the effect of ascertaining whether the works complained of were legal within the provisions of the Company's Railway Acts. The present application to the Court was for the purpose of obtaining from the Court an order as to the form of the legal proceedings which the Attorney-General was to take under the former order of the Court against the Railway Company. The order now agreed upon by the counsel on both sides was, that the Railway Company should continue their undertaking, as to proceeding to obtain their new Act of Parliament, and to abide by such order as the Court might deem fit to make os to their works, and that the Attorney-General should proceed to indict the Company at law; the defendants to appear and plead to such indictment so as to raise the legal question as to the legal validity of the works of which the relators complained.

ANOTHER "ACCIDENT ON A RAILWAY," *NOT* "A RAILWAY ACCIDENT."

On Monday morning last, as a labourer known by the cognomen of "Irish Jemmy," employed on the Midland Counties' line at the Derby station, who standing near to the line leaning upon his spade, an engine approached, and, strange to relate, instead of getting further out of danger, he walked between the rails, was knocked down, and dreadfully lacerated by the engine passing over him. He is now lying in a very dangerous state.—*Derby Reporter.*

DUBLIN AND DROGHEDA RAILWAY.

There is yet much to hope for the further advancement [of Ireland] in the public works now in progress:—that of the improvement of the navigation of the Shannon, will, by opening a great internal communication, be of great value; but much may be hoped from a general adoption of railways throughout the country. And first, we may mention that very important one, the Dublin and Drogheda, which is now progressing with great spirit. Regarded as a national work, this undertaking must be viewed with deep interest. The great communication which exists between the metropolis and the various and important towns of Drogheda, Dundalk, Newry, Belfast, and the whole North of Ireland, would be immensely increased by the facilities which a railway would afford; and as many of the shares are held in Manchester, it may be well to notice it more particularly. The proposed terminus in Dublin will be near the Custom-house, in the very heart of the city. The line crosses the estuary at Clontarf, two miles further, and then winds its way along a beautiful country until it reaches the romantic castle of Malahide, the seat of the hospitable Lord Talbot de Malahide. Leaving the village, the railway bounds across the estuary, and after passing in its seabound progress various points of interest, reaches the flourishing port of Drogheda; thence, ere long, it is to be hoped, to be extended through the intermediate towns to the Ulster Railway, 25 miles of which are now opened. A great advantage which projectors of railways in Ireland gain is the lull which has taken place in railway operations in England; consequently a railway can now be constructed at a considerably reduced cost: the whole line from Dublin to Drogheda will be completed at 14,000*l.* per mile; and such was the competition at a recent letting of 7½ miles, that it was taken at 6,000*l.* per mile!

It is a maxim laid down by Adam Smith, that one of the most effectual means of improving a country is to afford it the means of internal communication; and all friends of Ireland will hear with much satisfaction, that the advantages of railways are likely to be extended to that hitherto neglected country. On the whole, it may be safely inferred, that if Ireland continues to advance in the same ratio that she has done for the last ten or twenty years, she will become, ere long, one of the most prosperous portions of the British empire.—*Manchester Times.*

FREAKS OF STEAM TRAVELLING.

One day last week, the Rev. C. B. Marriott, of Thundersley, having decided to proceed from the city of "bustle and barter" to the rustic quietude of Harlow, determined on entrusting himself on the Northern and Eastern Rail; accordingly he possessed himself of a snug first class seat, and was soon spinning along before the gale to his destination. "Harlow Station" at last stared him in the face, as plainly as ever paint and board could stare; but, alas! the carriage door had become fixed by the rain; all his exertions could not get it down, to enable him to serve the officers with notice of his intentions to quit; all the Rev. Gentleman's calling out, and all his hammering the glass as heavily as glass may be safely hammered, brought no one to his prison door; and as it was vain for him to attempt to put a bit in the mouth of a steed which is fed with coke and driven with a kitchen poker, he soon found himself whirling along to the next station at Sawbridgeworth. Here he succeeded in achieving his liberty; and was consoled by the information that on the usual terms he could be conveyed back to Harlow. In due time the rev. traveller resigned himself to his fate and to the up train; but scarcely was he snugly seated and fairly under weigh, when his fellow-passenger informed him that train did not stop at Harlow. This was too true; onwards went the monster with puff and snort, and rattle of wheels, regardless of his wishes, all he saw of the desired haven of his hopes being the glimpse which steam at 30 miles an hour afforded him. Of course it was useless lingering at the next station, so onwards he flew to town, where on a proper representation of the case to the Secretary and Directors, the hotel expenses of the night were handsomely paid by them; and the next morning he was again skimming the earth towards Harlow. Again the painted board announced to him his journey's end, aided by the voices of the attendants; again too, the carriage door became obstinate in its slides and sulky in its hinges; and it was not till the train was almost again in motion that the rev. gentleman was enabled to set foot upon the desired spot; even then it was not effected without some risk, as in his haste to avoid a second trip to Sawbridgeworth he did not perceive another leviathan of the modern road, who a few yards off was hissing and boiling up the rail upon which he alighted.—*Chelmsford Chro.*

COACH ACCIDENTS.

As the *President* coach, belonging to Mr. Henry Whalley, of Blackburn, was returning from Bolton on Monday evening, one of the horses broke a trace when on Bull Hill, and the others took fright and came down the hill at full gallop. Mr. Cartwright, of Blackburn, who happened to be the only outside passenger, when the coach drew near the Bowling Green, became alarmed and jumped off, in doing which he was most seriously injured.—*Halifax Courier.*

An inquest was held at the Swan public house, in Haslingden, on Tuesday, on the body of Mr. William Robinson, aged 53. The deceased was a passenger on the coach at the time of the accident which caused the death of Francis Bumby. It appeared the deceased was sitting on the hind part of the coach, and was thrown off into the road, by which he received a compound fracture of the left leg, a severe contusion on the left arm, and bruises on the left side and back. He never recovered the effects of the first shock, and he died on Saturday night last. Verdict, "Accidental death."—*Preston Chronicle.*

On Friday last, as the London and Exeter mail, on the road from Torrington to Bideford, was descending the hill near the inclined plane at the end of Lord Rolle's canal, and turning a sharp corner at the foot of the hill, it came in contact with a covered cart, belonging to George Bragington, Esq., which was standing just round the point of the corner, and on the wrong side of the road, where it was impossible for the coachman to see, or pull up and prevent the melancholy accident that occurred. So great was the concussion of the two vehicles that the mail upset, and the inside passengers were thrown with fearful violence from the roof against a stone wall adjoining the road. Mr. Church, a gentleman from Dawlish (whose wife and family escaped unhurt, having fortunately been inside the mail), received some dreadful bruises, and was picked up in an apparently dying state. Lieut. Henry Glynn, son of Admiral Glynn, who received a severe fracture in the head, and other injuries and bruises about his body, was also taken up in a senseless state, and carried to the Hunter's Inn, till medical assistance could be obtained. The mail-bags were immediately forwarded by one of the horses, and Mr. Parramore started to ascertain the extent of the injury sustained. He found Mr. Church on the road in great agony, and that the other passengers had also received serious injuries. Mr. Parramore, and other gentlemen who arrived on the spot, provided a plank, upon which Mr. Church was placed, and borne to Mr. Parramore's hotel, a distance of three miles and a half, where he was immediately put to bed, and the utmost attention and kindness paid to him. Upon inquiry this morning we were informed that both gentlemen, and the other sufferers, are considered out of danger, and we trust will be again shortly restored to the society of their families and friends.—*North Devon Advertiser.*

On Sunday morning, as the *Quicksilver* mail was ascending a hill about two miles the other side of Cullompton, owing to the gibbing of a blind wheeler the coach overturned. No injury was sustained by any person, but the three horses having been disengaged, set off at a full gallop, and one of the leaders was killed on the spot by coming in violent contact with the turnpike gate. In consequence of this accident the letter bags were detained for more than two hours.—*Western Luminary.*

The Iron Trade.—The ironmasters of Staffordshire and South Wales have had meetings, says the *Wolverhampton Chronicle*, to determine upon the measures to be adopted by them to save themselves from ruin, arising from the low prices of iron. They have agreed to diminish the make of iron one-fourth for six months, and accordingly a certain number of furnaces will be blown out on the 1st of December, and of course one-fourth of the workmen now employed, colliers, miners, and others, will be then discharged. A deputation has been sent to Scotland to induce the ironmasters there to concur in this measure, and there is little doubt that they and and all others will do so. The *Inverness Journal* says: "In consequence of the extreme depression in this trade for some time past, we learn that at a meeting of the ironmasters of Scotland, held at Glasgow on Monday last, it was agreed that for the present one-fourth of the furnaces should be extinguished."

Railway Iron.—Three ships have recently arrived at New York, from Wales, laden with iron rails for the road between Harper's Ferry and Cumberland. Their aggregate cargoes are 1,655 tons—being about one-fifth of the entire quantity required.—*American Paper.*

Accident on the Bristol and Exeter Railway.—The passengers by the Bridgewater mail-train, due at Bristol on Monday at two o'clock, p.m., were thrown into great alarm on their arrival at the bridge over the Avon, near the cattle market, by a fearful crash, occasioned by the train coming into collision with a train of luggage wagons, drawn on the western line of rails, over which the passenger train had to pass. One of the conductors seated near a gentleman's carriage attached to the rear of the train suffered most from the shock, but several of the passengers were slightly bruised.—*Bristol Standard.*

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FLOOD ON THE GREAT WESTERN RAILWAY.—The inhabitants of Corsham were considerably alarmed on Monday evening, by a report circulated that the Great Western Railway station in that town had been entirely swept away by the flood; but which we found upon inquiry to be incorrect. On Monday, about 6 o'clock p.m., in consequence of the quantity of rain which fell that and the preceding day, the water began rapidly to rise in the cutting, and before 7 o'clock the line presented to the eye one perfect sheet of water extending nearly a mile in length, and more resembling a canal than a railway. Every necessary precaution was taken to insure the safety of the trains; and the passengers, who beheld from the carriage windows the raging surf, did not at all enjoy the aquatic excursion, if such it might be called. When the waters had a little abated, a number of men were employed to remove the pieces of timber which the stream carried down, and an engine continued to play slowly to and fro till a late hour, to keep the rails clear. It was a great inconvenience to the passengers, in consequence of the water bursting into the station, which could only be reached by means of planks.—*Berks Chronicle.* The Railway Bridge, in consequence of the heavy rains (across the Bath Road), has so far given way as to be considered quite insecure, at which from 50 to 100 men are engaged day and night, in order to prevent its falling. It is intended, we believe, to lengthen it.—*Salisbury Herald.*

RAILWAYS IN FRANCE.—The *Journal des Debats* states that the Council-General of the Lower Rhine has been convoked by royal ordinance to deliberate upon the railway about to be constructed from Paris to Strasburgh, and to ascertain what assistance the department is willing to give the state in the prosecution of this important enterprise. "It appears to be the intention of Government," continues the *Débats*, "to propose, instead of a direct line from Paris to Strasburgh, to make use of the proposed line of road from Paris to Marseilles, and so communicate with the Strasburgh and Basle Railway through Malhousen. This indirect line offers great advantages; it substitutes a line of 52 leagues for one of 120, which will effect a saving of from 80,000,000f. to 90,000,000f. Strategetically it would fortify our eastern frontier, by connecting all the fortresses from Dijon to Strasburg. It would form between the Mediterranean and the Northern Ocean a line which would have an immense transit trade. In fact, Strasburg would not be the less united to Paris. It is true that the distance would be prolonged from 30 to 35 leagues, which represents an additional journey of four hours more; but this additional expense of time is of no consideration in comparison with the inconvenience of engaging the state in an excess of expenditure of from 80,000,000f. to 90,000,000f. at a time when so many claims press upon the treasury."

Our notice has been called to a paragraph in a morning paper of the 30th ult., in which an account is given of the opening of the Gosport branch of the London and South-Western Railway, to the effect that the line having been examined by the Government Inspector, the result of the examination was satisfactory to that officer. We apprehend that there must be some error in this statement, for we understand that owing to the defective condition to which some of the works had been reduced by the continued rain, and in consideration of the near approach of winter, the Inspector-General recommended the postponement of the opening, and that the propriety of this course wae also pressed upon the Company by the Lords of the Council for Trade.—*Times.*

LOCOMOTIVE ENGINES.—For Sale, one new Locomotive Engine and Tender, with 14-inch cylinders, 18-inch stroke, 6 wheels, 5-feet 6-inch driving wheels, brass tubes, and copper fire-box. Also, one Locomotive Engine and Tender, with 12 inch cylinder, and 16-inch stroke, 6 wheels, two pair of 5-feet coupled, new brass tubes, and new iron box; has been employed on contracts as earth and ballast engines, and is in good repair.

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Leeds, December 4th, 1841.

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Messrs. Curtis's work, entitled MANHOOD, is one of the few books now coming before the public on such a subject which can lay claim to the character of being strictly professional, at the same time that it is fully intelligible to all who read it. The moral and medical precepts given in it, render it invaluable.—*Magnet.*

The perusal of Messrs. Curtis's book, entitled MANHOOD, has really astonished us by developing a series of maladies, the never failing consequence of the vicious habit of which it treats. The clear connexion pointed out between the assigned cause and the effects is perceptible to every capacity. We strongly recommend the work.—*Age.*

We recommend the work, entitled MANHOOD, &c., to the careful perusal of persons of all classes. The moral as well as physical advantages sure to result from such perusal, will be most readily recognised and felt by those who stand most in need of them.—*Statesman.*

Messrs. Curtis and Company are to be consulted daily at their residence, No. 7, Frith-street, Soho-square, London.

Country Patients are requested to be as minute as possible in the detail of their cases. As to the duration of the complaint, the symptoms, age, general habits of living, and occupation in life of the party; the communication must be accompanied by the usual consultation fee of £1, without which no notice whatever can be taken of their application, and in all cases the most inviolable secrecy may be relied on.

STEAM CARRIAGE AND WAGGON COMPANY. Offices 18, Moorgate Street, City. The Directors beg to announce that in pursuance of a resolution passed at a General Meeting of Shareholders held at the Freemason's Tavern, on the 11th November, they are ready to receive proposals from persons willing to supply Steam Carriages for the conveyance of Goods or Passengers on Turnpike Roads. Parties proposing to supply carriages must produce one in a state fit for work to be submitted to such test as the Directors may require, and if approved, arrangements for the construction of several for the use of the Company will be immediately made. All Communications should be addressed as above.

BY ORDER OF THE BOARD.

LOCOMOTIVE ENGINE.—TUBES WITHOUT SEAM.—GREEN'S PATENT.—These Tubes possessing great advantages over the ordinary brass tubes used in locomotive and other boilers, may now be obtained in any quantity and of any dimensions.

Testimonials from eminent Engineers and samples may be seen by application to W. C. Alston, Birmingham, or Braithwaite, Milner, and Co., New Road London.

PARTNERSHIP.—A Person who is in a considerable Business in the City, returning large profits, requires a PARTNER with Capital. Any person possessing £1,000 or £1,500, and desirous of improving it, will find this an advantageous and substantial concern.

For particulars apply by letter only, post paid, to Messrs. Ling and Harrison, 34, Bloomsbury-square.

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.

Bolts for Machinery, Architectural, Agricultural, Ship and Coach Building, Gas Water, and other works, &c.

Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,

JNO. ATLEE, Secretary.

TO CAPITALISTS, ENGINEERS, MILLWRIGHTS, FOUNDERS, SMITHS, and OTHERS.—To be disposed of, an old established Engineers', Millwrights', and Founders' Concern (the present Proprietors retiring from the Manufacturing Department), situated in London; the premises and plant have been erected during the last 25 years, at a considerable cost; but from the above cause will be disposed of upon extremely favourable terms. The premises will be let on lease, and the machinery and tools disposed of at a valuation.

Apply for particulars to John Evans, Esq., 51, Lincoln's-Inn Fields.

TO ENGINEERS, PATENTEES, CONTRACTORS, AND BUILDERS.—STEAM-ENGINES ON SALE OR HIRE,—C. H. CAPPER, Iron-Founder, Manufacturer of Steam-Engines, Sugar Mills, and Mill Machinery, Broad street Foundry, Birmingham, has Engines from 6 to 20 Horse power always on hand, and any parties wishing to Hire New or Second-hand ones for a given time, to try experiments, &c., may have the same at work immediately, and upon the most moderate terms. For particulars, apply as above.

RAILWAY TRAFFIC MANAGER.—The Directors of the Birmingham and Derby Junction Railway are desirous of engaging the services of a Gentleman fully competent to perform the duties of the office of Traffic Manager. Applications in writing, stating the age and previous occupations of the Applicant, with references, to be addressed under cover to the Chairman of the Directors, at their offices, Waterloo-street, Birmingham, on or before the 10th January next.

TENDERS INVITED for the supply of IRON RAILS, required by the Royal Bavarian Commission for the construction of Railroads at Nurnberg.—Measures and Weights are Bavarian, viz.—1 foot Bavarian = 0 291859 French metre; 100 lb. Bavarian = 56 French kilogrammes.

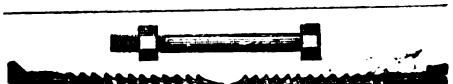
The quantity required amounts to 120,000 quintals of 100 lbs. each, and is to be contracted for, either in several lots, or for the whole. The Rails are to be of the form of the so-called "parallel double T rails," of the weight of 12 Bavarian pounds per Bavarian foot, and of the length of 17½ Bavarian feet. However, a proportion of shorter rails, say of 14½ Bavarian feet length, will be received to the amount of 5 per cent. of the whole quantity.

The Rails must be manufactured of the best Iron known in England under the denomination of No. 3, and part of a rail of the length of three or four feet, is to be sent to the Royal Commission at Nurnberg, to serve as a pattern before the conclusion of the contract.

The detailed conditions respecting the periods of delivery, mode of payment, &c., as well as the drawing, are to be obtained on application at the Office of the undersigned Commission, in Nurnberg.

The Tenders must be delivered at Nurnberg, under seals and franked covers, on or before the 31st January, 1842, to the Royal Bavarian Commission for the Construction of Railroads.

DENIS, PAULI, DURIG.



T. H. RYLAND AND CO., OOZELL'S STREET, BROAD-STREET, BIRMINGHAM, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

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BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

BRISTOL AND GLOUCESTER RAILWAY. CONTRACT FOR WORKS.—NOTICE is hereby given, That the Directors will receive, at their offices, Exchange-buildings, Bristol, on or before 12 o'clock on Monday, the 3rd day of January, 1842, Tenders for the Excavation and Formation of the Earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying of the permanent rails, of that portion of the railway included in the following contracts:—

Contract No. 5, commencing from a point 200 feet south of the Road No. 15, in the parish of Berkeley (being the end of No. 4 Contract), and terminating in Field No. 1, in the parish of Stinchcombe, being about the distance of 2 miles and 53½ chains.

Contract No. 6, commencing from a point in Field No. 1, in the parish of Stinchcombe (the end of No. 5 Contract), and terminating in Field No. 37, in the parish of Cam, being about the distance of 3 miles and 22 chains.

Contract No. 7, commencing from a point in Field No. 37, in the parish of Cam (the end of No. 6 Contract), and terminating at a brook boundary between the parishes of Frocester and Leonard Stanley (the commencement of No. 8 Contract), being about the distance of 2 miles and 67 chains.

Contract No. 11, commencing from a point in Field No. 6, in the parish of Yate (being the end of No. 12 Contract), and terminating at the north side of the Road marked No. 87 in the same parish, being about the distance of 2 miles and 67 chains.

Contract No. 12, commencing at the junction of the Bristol and Gloucestershire Railway, and terminating in Field No. 5, in the parish of Yate (the beginning of No. 11 Contract), being about the distance of 2 miles and 58 chains.

Drawings and Specifications of the above works may be seen on and after Monday, the 6th day of December next, at the Company's offices, Exchange-buildings, Bristol.

Tenders are to be made on printed forms, provided for that purpose, which may be obtained on application at the office.

The Directors will not consider themselves bound to accept the lowest tender; and they expect the several parties to attend at the office on the 3rd of January, at 12 o'clock.

ROBERT FLETCHER, Secretary.

Bristol, 23rd Nov. 1841.

MANCHESTER AND LEEDS RAILWAY.—NOTICE is hereby given, That a Special General Meeting of the Proprietors of the Manchester and Leeds Railway will be held at the Company's Offices, Clowes' Buildings, Hunt's Bank, in Manchester, in the County of Lancaster, on Thursday, the 23rd day of December, inst., at 12 o'Clock at noon, for the purpose of taking into consideration a proposal that the said Company shall unite with certain other Railway Companies in taking a Lease, upon certain terms to be submitted to the Meeting, of a Railway which is proposed to be made from Darlington, in the County of Durham, to join the Durham Junction Railway in the same County, and of adopting such measures in reference thereto as may appear advisable. And also for the purpose of considering and determining upon the propriety of proceeding with the formation of the projected Extension of the Manchester and Leeds Railway to Hunt's Bank, in the Town of Manchester, under the powers obtained by Act of Parliament for that purpose.

Dated this 8th day of December, 1841.

H. HOULDSWORTH, Chairman.

MANCHESTER AND LEEDS RAILWAY.—NOTICE is hereby given, That the Sealed Certificates for the Quarter Shares will be ready for delivery to the Proprietors on and after Monday, the 20th day of December instant, on application at the office of Mr. Brackenbury, the Clerk of the Company, No. 9, Brown-street, Manchester.

The Mortgagees and Bondholders are also informed that Interest Warrants for the amount of their interest, payable on the 25th December and 1st January next, respectively, will be forwarded to them several days previously to the dates above-mentioned.

Manchester, 9th December, 1841.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

SOUTH-WESTERN, GREAT WESTERN, CIRENCESTER, BRISTOL AND BRIDGEWATER, AND BRIGHTON RAILWAYS.

In connexion with the above Lines of Railway, Places can be secured by

MAILS AND COACHES,

TO

Falmouth,	Farnham,
Devonport,	Milford Haven,
Plymouth,	Carmarthen,
Exeter,	Brecon,
Taunton,	Abergavenny,
Weymouth,	Ross,
Dorchester,	Monmouth,
Bridport,	Hereford,
Poole,	Aberystwith,
Honiton,	Cheltenham,
Ilminster,	Gloucester,
Salisbury,	Abingdon,
Andover,	Oxford,
Portsmouth,	Lewes,
Petersfield,	Worthing,
Godalming,	Horsham,
Guildford,	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood-street, Cheapside.
Swan-Two-Necks, Lad-lane.
George and Blue Boar, Holborn.
Universal Office, Regent Circus.
Golden Cross, Charing Cross.
Griffin's, Green Man and Still, Oxford-street.
And at the Offices of Horne and Chaplin at the several Stations.

Parcels forwarded by every train; and if for 8¼ p.m. Mail Train, are received at the above Offices until ¼ past 7 for the above places, and to all parts on the several lines of Railway, viz.:—

Bristol, Bath, Swindon, Farringdon, Reading, Windsor, Southampton, Winchester, Basingstoke, Farnham, Chertsey, Kingston, Brighton, Reigate, &c.

HORNE & CHAPLIN, Proprietors and Agents.

Omnibuses to and from every Train—Fare 6d.

Heavy Goods and Merchandise conveyed from the several Branch Offices, and Hambro' Wharf, Thames-street, to most parts of the south and western railways.

LONDON AND BRIGHTON RAILWAY COMPANY.—NOTICE is hereby given, That until further notice the Trains will start as follows:—

From London at 9, 10.45 a.m.; 1.45, 3.45, p.m.
From Brighton at 8, 10.45 a.m.; 1.45, 3.45, p.m.
Sundays—from London at 9, a.m.; 3.45, p.m.
„ from Brighton at 10.45, a.m.; 3.45, p.m.

Due notice will be given when the Goods' Trains will run. The Company will not be accountable for Passengers' Luggage, unless it is booked and paid for accordingly.

By order,

SWEET, SUTTON, EWENS AND OMMANNEY, Solicitors to the Company.

10, Angel-court, Throgmorton-street, Dec. 1, 1841.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY.—NOTICE is hereby given, That the Half-yearly Dividend of £1 per Share, declared at the last General Meeting of Proprietors, will be paid on and after the 24th instant, at the Banks mentioned in the Dividend Warrants.

By order of the Board,

A. MERRICK, Secretary.

Cirencester, 9th December, 1841.

NOTE.—These Dividend Warrants will be issued to such Proprietors only as are on the Register on the 18th instant, and have paid up in cash all calls and arrears then due on their Shares.

NATIONAL PROVIDENT INSTITUTION.—The SIXTH ANNUAL MEETING of the Members of this Institution will be held at the Office, 13, Nicholas lane, King William-street, on Wednesday, the 15th instant, at one o'clock precisely, to receive the Report of the Directors for the current year.

JOSEPH MARSH, Secretary.

December 4th, 1841.

FROM THIRTY TO FORTY SUPERIOR POWERFUL AND VALUABLE CART-HORSES.—To be Sold by Auction, by Mr. SAXBY, at Nine Elms, Vauxhall, on Wednesday, the 15th December, 1841, at 10 for 11 precisely, by desire of Mr. Hubbersty, being a part of his stock working on the South-Eastern and Dover Railway. Thirty to forty powerful, active, young, and sound good Cart Horses, in excellent working condition; they have been selected with great judgment, at high prices, are superior workers, and well deserving the attention of merchants, farmers, dealers, and others. This is an opportunity which should not be lost sight of, as it seldom occurs that so many valuable horses (of various colours) are brought to the notice of the public at one sale. The whole without reserve. Particulars will be given in the Catalogues.

Catalogues may be had three days previous to the sale, on application at the Greyhound, Croydon; White Hart, Reigate; Star, Lewes; King's Arms, Westerham; Crown, Edenbridge; White Hart, Godstone; Red Lion, Dorking; King's Head, Epsom; King's Head, Horsham; King and Queen, Brighton; and of the Auctioneer, 160, High-street, Guildford, Surrey.

LONDON AND GREENWICH RAILWAY SCRIP.—The holders are reminded that the final instalment became due on the 15th of October last, and that interest at the rate of 5 per cent. per annum is now charged on all instalments in arrear; and that unless paid in full on or before the 15th of January next, the whole of the amounts already paid *are subject to forfeiture*.

The Scrip on which the whole of the instalments have been paid, must be registered before the holders can receive any dividend thereon.

By order,

J. Y. AKERMAN, Sec.

Offices, 37, Canterbury-square, Tooley-street, 16th November, 1841.

MIDLAND COUNTIES' RAILWAY.—The Directors of this Company are receiving Money on their Loan Notes, in sums of not less than £400, for either Three, Five, or Seven Years, to be exchanged for Debentures in September next. Interest, after the rate of Five per Cent. per Annum, is allowed and paid half-yearly, on the day it becomes due.

By order,

J. F. BELL, Secretary.

Leicester, 29th November, 1841.

NORTHERN AND EASTERN RAILWAY.—NOTICE is hereby given, That a Special General Meeting of the Proprietors of this Company will be held at the London Tavern, Bishopsgate-street, on Thursday, the 6th day of January, 1842, at Two o'Clock, precisely, for the purpose of confirming the Declaration of Forfeiture made by the Directors on the 30th day of September last, of certain shares in this Company on which the calls due had not been paid.

WILLIAM MARSHALL, Deputy-Chairman.
WILLIAM BOURNE, Secretary.

Shoreditch, London, 9th December, 1841.

NEW EDITIONS of the following useful Works are just published at the *Railway Times* Office, 122, Fleet-street:

I.

ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

II.

ROBINSON'S RAILWAY DIRECTORY FOR 1842, containing the Names of the Directors and principal Officers of the Railways in Great Britain, derived from authentic sources, price 1s.

III.

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

IV.

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.; on canvass, 2s. 6d.

V.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the METROPOLIS, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

VI.

TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

Now ready, Demy 4to., Price 3s., Part 2 of

WILME'S HANDBOOK for MAPPING and ENGINEERING DRAWING.

J. Weale, 59, High Holborn; Mr. Wyld, Mapseller, 454, West Strand; J. Gardner, Brewer-street, Golden-square; Grant and Son, Edinburgh; Philip, 51, South Castle-street, Liverpool; Curry and Co., Dublin; and all Booksellers and Mapsellers.

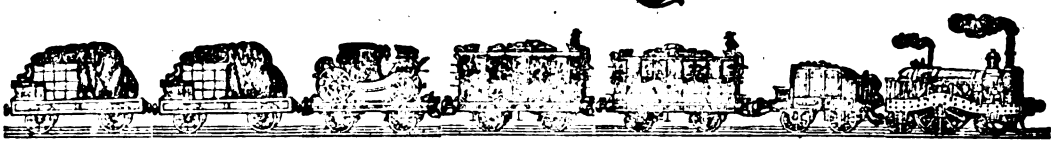
As far as it goes it is deserving of every commendation; the styles selected display a great deal of taste, and in several instances no small degree of originality.—*Mechanics' Mag.*

It may be advantageously used by the Engineering Draughtsman.—*Civil Engineer and Architects' Journal.*

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, December 11, 1841.

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The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 207. Vol. IV.—No. 51.] SATURDAY, DECEMBER 18, 1841. [Price 6d.

IMPROVEMENT IN THE RAILWAY SHARE-MARKET—The attention of the Proprietors of Railway Shares is requested to an important reduction in the expense of working Locomotive Engines, which, if adopted, must have the effect of improving the dividends, and of course the prices of railway property.

The economy above-mentioned is effected by the use of coal (its smoke being consumed agreeably to Act of Parliament) in lieu of the expensive article of coke.

Taking the cost of coal and coke respectively on the Midland Counties' Railway as the data for calculation £100 worth of coal will evaporate as much water, and propel a train as many miles as £235 worth of coke. For the correctness of this statement, application may be made to Jos. Kearsley, Esq., Derby, Chief Engineer, on the above Railway, and no doubt the Directors would afford all requisite information to any Railway Company.

Further particulars, with drawing, &c. &c., may be obtained of the Patentee (of the apparatus) Samuel Hall, No. 18, Kings Arms Yard, London.

LONDON AND GREENWICH RAILWAY SCRIP.—The holders are reminded that the final instalment became due on the 15th of October last, and that interest at the rate of 5 per cent. per annum is now charged on all instalments in arrear; and that unless paid in full on or before the 15th of January next, the whole of the amounts already paid *are subject to forfeiture.*

The books of the Company will be closed on 31st Dec., before which day the Scrip must be paid in full, and registered, in order to entitle the holder to any dividend which may be declared at the next general meeting.

By order of the Board,
J. Y. AKERMAN, Sec.

Offices, 37, Canterbury-square, Southwark,
14th December, 1841.

SOUTH-EASTERN LONDON AND DOVER RAILWAY COMPANY—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven or Ten Years, at the option of the Lender, and to grant Mortgages of the Rates and Tolls of their undertaking as security for the same, bearing interest at the rate of 5 per cent. per annum, payable half yearly at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary at the Company's office, 10, Coleman-street, London.

By order of the Board of Directors,
J. S. YEATS, Secretary.

EASTERN COUNTIES' RAILWAY.—CONTRACT FOR RAILWAY PINS.—The Directors are ready to receive Tenders for the supply of a quantity of Railway Pins, to be delivered at stated periods, according to the specification and pattern to be seen at the Engineer's office, High-street, Shoreditch, until the 27th instant, after which day no Tender can be received.

Tenders to be sealed, addressed to the Directors of the Eastern Counties' Railway, High-street, Shoreditch, and indorsed, "Tender for Railway Pins." The Directors do not bind themselves to accept the lowest Tender.

By Order of the Board,
A. BULKELEY, Secretary.

Eastern Counties' Railway Offices, High-street,
Shoreditch, December 14, 1841.

TO ENGINEERS, MILLWRIGHTS, FOUNDERS, SMITHS, AND OTHERS.—To be Disposed of, an Old Established Engineers, Millwrights, and Founders Concern, (the present Proprietor retiring from the Manufacturing Department,) situated in London. The Premises and Plant are arranged for a most extensive business, and have been erected during the last 25 years, at a considerable cost, but from the above cause will be Disposed of upon extremely favourable terms; the Premises will be let on lease, and the Machinery and Tools disposed of at a valuation.

Apply for Particulars to John Evans, Esq., 51, Lincoln's Inn Fields.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S ROLLER CALENDAR FOR 1842.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board Room, Counting House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d.; in Ornamented Box, 6s. 6d. In addition to much useful information relating to business, &c., the Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Railway Times Office, Fleet-street; Letts, Cornhill; and Ackerman, Strand.

WANTED in an Iron Foundry and Locomotive and General Engine Manufactory a PARTNER, who can advance a sum of £8,000 or £10,000.

The Establishment is in high estimation, and the present is a favourable opportunity for investing Capital.

The outgoing Partner can give satisfactory reasons for withdrawing, and will not object to leave in the concern £5,000.

Address by Letter, post paid, to A. A., *Mercury* Office, Leeds.

WANTED, an Active Person well acquainted with the Practical Business carried on upon Railways, to assist the Superintendent of a Coal line in the North of England. Salary £100 per annum.

Applications, in writing, to be forwarded post paid, with references, to Mr. Benson, No. 80, Old Broad-street.

PROPOSED PLAN for the establishment of a GENERAL OFFICE for the use of TRAVELLERS BY RAILWAY and STEAM NAVIGATION, where the public could readily obtain every species of information that might be useful to or required by Travellers, either on business or pleasure, by any of the various Railway and Steam Navigation Conveyances throughout the United Kingdom, more especially as relates to the hours of departure and arrival, the scale of fares, and the different regulations of each, for conveying Passengers and Goods; to be formed under the sanction and patronage of the several Boards of Direction and Management of the Companies now in existence.

It is proposed that a complete Register be kept of all the Railway Conveyances, systematically arranged for the convenience of immediate reference, setting forth every station at which the trains stop on the respective lines, and the several stations and booking offices from whence passengers and goods may be conveyed.

That the proposed Office be furnished with the printed placards and hand-bills from all the different Companies, for reference and distribution to the public, who should receive gratuitously every information required.

That a like Register be kept of all the Steam Navigation Conveyances, and a similar distribution be made of the hand-bills of the different Companies, and every information respecting them be given in the same manner.

That a communication be opened for correspondence with the respective Secretaries to enable the Manager of the Office to give answer to such inquiries as might arise, and which their printed hand-bills do not furnish, and that the Secretaries would from time to time give the Manager immediate notice of every alteration affecting the conveyance of passengers and goods.

The Manager of the Office would undertake to transmit by post any hand-bill or specific information, which might be required by persons residing in the country, and who could not conveniently attend personally to obtain it.

That such Office be fixed at some centrical point (being a public thoroughfare) at the West End of the Town, holding connection with a similar establishment in the City, and to be open to the public every day, Sundays excepted, and that the Office shall be furnished with geographical maps and plans of the Railways.

It is proposed that arrangements should also be made which would embrace an extension of the plan, by collecting information of the various establishments on the Continent of Europe and elsewhere, for conveyance by Railway and Steam Navigation, as it is considered that by centralizing these various objects at one place, a complete Emporium will be formed for obtaining that general information which Travellers so much require, and this concern founded upon such an enlarged and comprehensive scale as would ensure the contemplated benefit and advantage to the several Companies interested, as well as for its becoming a medium of the greatest public utility.

NATHANIEL W. SYMONDS.

Lombard Street Chambers, Clement's Lane,
27th October, 1841.

*** Any suggestion to improve or add to the usefulness of the above plan will be thankfully received.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill-wall, Poplar; and also of the following Agents:

Robertson and Co., 12, Goree Piazzas Liverpool.
Mathias Dunn.....Newcastle-upon-Tyne
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John Thompson and Co.....Wigan.
J. T. Tregellas.....Truro.
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This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom.

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THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

(*Concluded from page* 176.)

London and Greenwich Railway,
London Terminus, 17th Nov., 1840

Sir,—Your letter of the 13th has been laid before the Directors, who request me to mention, that as it contains no fresh propositions on the subject lately under discussion, they have little to state in reply, not being prepared to make any other offer than the one contained in their letter of the 31st ult.; but if the Croydon Board can suggest any modification of details which would facilitate the practical operation on the terms proposed, they will give it their most attentive consideration.

The Directors further request, that in the event of its being resolved to adopt the plan mentioned in your letter of the 3rd instant, the earliest intimation will be given to them, both of such intention, and of the amount of tolls which the Croydon Railway Company are willing to take for the use of their line from New Cross to the junction at Corbett's-lane, so that they may have time to mature their arrangements consequent thereon.

I am, Sir, your most obedient servant,
(Signed) J. Y. AKERMAN, Sec.

R. S. Young, Esq.,
Secretary to the Croydon Railway Company.

London and Croydon Railway Company,
205, Tooley-street, 20th Nov., 1840.

Sir,—As the Greenwich Directors, by the terms of your letter of the 17th inst. appear to expect that the Croydon Directors should make some further modification of the terms proposed, and as the only modification which suggests itself to them is the offer of a sum certain as a compensation for the toll payable in respect of the Croydon traffic, they beg to propose, for the sake of avoiding any extreme measures, that the Greenwich Company shall receive a sum of 4,500*l.* in lieu of the Croydon toll for one year; this sum the Croydon Directors consider to be more than the Greenwich Company are likely to receive under present arrangements, and very much more than they can possibly receive, should the Croydon Directors be compelled to resort to those measures which they have in contemplation.

The Greenwich Directors must be too anxious to avoid the consequence of such proceedings to neglect any means which might seem to them likely to secure their present 3d. toll on the large number of passengers derivable from low fares on the Croydon line, and they doubtless had this object in view when they proposed to run trains to New Cross to take on passengers brought by the Croydon Company to that point. Had the Greenwich Directors really desired to co-operate on *equitable* terms with the Croydon Directors in carrying passengers between Croydon and London Bridge, at low fares, the Croydon Directors would have, for the accomplishment of that object, been ready to enter into arrangements either to New Cross or Croydon, as the Greenwich Directors might have desired; and they submit that the only equitable arrangement must be based on a uniform charge throughout the journey. But if the Greenwich Directors propose to themselves by any arrangement, with this Company to make such a charge from New Cross as would check the full development of the traffic, and give themselves an undue share of the benefit to be derived from passengers brought at low fares from Croydon, the Directors of this Company cannot, consistently with a regard to the interest of the public, or that of their own proprietors, afford the Greenwich Directors any facilities for so doing.

The only toll, therefore, which the Croydon Directors could consent to take, would be such as would divide the whole fares, less the cost of conveyance, between the two Companies in proportion to the length of line appertaining to each Company, in respect of which such fares are charged.

I am, Sir, your most obedient servant.
(Signed) R. S. YOUNG, Sec.

J. Y. Akerman, Esq., Sec.
Greenwich Railway Company.

London and Greenwich Railway Office,
London Terminus—24th November, 1840.

Sir,—I am desired to acknowledge the receipt of your letter of the 20th instant, offering to this Company the sum of 4,500*l.* for the use of this railway from Corbett's-lane to the London terminus for one year, in lieu of the toll now payable; which offer the Board instruct me to decline.

The Directors regret that the remainder of your letter is not equally explicit; they request, in the event of your proceeding with the arrangement alluded to in your letter of the 3rd instant, to be informed as early as possible, what amount in sterling money per passenger, the charge for toll will be from New Cross to Corbett's-lane, and to know the scale of fares, as soon as determined upon, from the different stations on the Croydon Railway to New Cross. (Signed) J. Y. AKERMAN, Sec.

London and Croydon Railway,
205, Tooley-street.—27th November, 1840.

Sir,—The offer last made by this Board to the Greenwich Company of 4,500*l.* in lieu of the Croydon toll for one year, having been declined by your Directors, nothing further remains to be said on that part of your letter of the 24th instant.

With regard to the latter part of your letter, I have only to refer you to the concluding paragraph of my letter of the 20th instant, which the Directors of this Company consider to be sufficiently explicit. In accordance, however, with the request of your Board, to be informed what amount in sterling money per passenger, the charge will be, from New Cross to Corbett's-lane, on principles therein laid down, I am instructed to annex the following illustration:—

TABLE.

Assumed whole fares of both Companies from Croydon to London Bridge.	Cost of conveyance to be deducted.	Net sum to be divided between the two Companies in proportion to their length.	Greenwich Company's proportion of net sum being 1-6th.	Add Greenwich portion of conveyance to New Cross.	Total share for Greenwich Company.	Assumed fare charged by Greenwich Company to New Cross.	Consequent toll to be paid to the Croydon Company in respect of distance between Corbett's-lane & New Cross	Consequent fare to be charged to the public by the Croydon Company from New Cross to Croydon.
s. d.	d. s.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1 0	0 3	0 9	0 1½	0 0½	0 2	0 3	0 0½	0 9
1 0	0 3	0 9	0 1½	0 0½	0 2	0 6	0 3½	0 6
1 0	0 3	0 9	0 1½	0 0½	0 2	0 9	0 6½	0 3
1 0	0 3	0 9	0 1½	0 0½	0 2	10 0	0 9½	0 0

As the terms of your last letter are evidently intended to conclude this correspondence, the Directors have only to lament such a result of the negociation, and to state, that that they shall feel it to be their duty to submit the whole to their proprietary, at their approaching general meeting.

I am, Sir, your most obedient servant,
R. S. YOUNG, Secretary.

J. Y. Akerman, Esq.
Secretary to the Greenwich Railway Company.

London and Greenwich Railway Office,
London Terminus—December 2nd, 1840.

SIR,—The Directors request me to acknowledge the receipt of your letter of the 27th ultimo, accompanied by a table indicating the toll which the Directors of the Croydon Railway Company would charge for the use of their line from Corbett's-lane to New Cross.

If this table is framed on the basis intended to be laid down in your first letter, the Directors regret to perceive they have quite misunderstood the principle you have been advocating. Your Board proposed there should be "a division of the whole sum chargeable as fare, between the toll-paying and toll-receiving Companies, in proportion to the length of their respective lines upon which such fare shall be charged, reserving to the toll-paying Company a certain sum for indemnification of the cost of conveying its passengers over the line of the toll-receiving Company. This proposition is founded upon the assumption that every Company, being a carrier upon its own line, is entitled to all profit derivable from traffic passing over such line; in other words, that it is entitled to participate, in proportion to its length of line, in the profits of all Companies using the same." This would seem to give the following result:—

	s.	d.
Suppose the whole fare from Croydon to London	1	0
Deduct, as you proposed, one-fourth for cost of conveyance	0	3
Leaving as toll for 10¼ miles, to be divided between the two Companies, "in proportion to the length of their respective lines"	0	9
The Greenwich Company would thus receive for their line, from Corbett's lane to London (1¾ miles) one-sixth, or	0	1½
Leaving for 8½ miles of the Croydon Railway	0	7½
The distance from Corbett's-laue to New Cross being barely 1¼ miles, or one-seventh of the whole Croydon Railway, the proportion for it would be	0	1 1/7

But if instead of taking the whole fare from Croydon to London for a basis, as your last letter does, your Board should insist on taking that from New Cross to London only, as being a distinct fare, the toll would be as follows:—

	s.	d.
Suppose the fare from New Cross to London to be	0	6
Deduct one fourth	0	1½
Leaving as toll for 3 miles	0	4½
If 3 miles earn 4½d. : 1¼ miles earn	0	1¾

Instead of which it is now proposed to charge upon a fare of 6d. a toll of *three-pence three farthings*, a result at which you arrive by allowing the Greenwich Railway Company their mileage proportion of toll as above (1¾d.), and the bare cost of conveyance (estimated at only *three farthings* for *three miles* of distance), and claiming all the remainder as toll for the Croydon Company, thus depriving the Greenwich Company of *all profit as carriers on their own line*, to which your original proposition regarded them as entitled.

Reverting to the original position, in which the Croydon Board commenced this correspondence, viz.—that the toll at present charged by the Greenwich Railway Company is too heavy in proportion to the fares received by the Croydon Company, the Directors beg to call the attention of your Board to the fact, that whilst the Greenwich Company are charging a toll of 3d. for the use of 1¾ miles, from London to Corbett's-lane, the Croydon Company are claiming *under the very same fares*, viz.—8d. for second class, and 1s. for first class passengers, a toll of 5¾d. on the former, and 9¾d. on the latter for the use of only 1¼ miles of their railway.

Nothing appears to the Directors of the Greenwich Company more clear than that such a scale cannot be equitable; and that it must be most injurious to the interests of both of the Railway Companies and of the public:—for so heavy a charge must be prohibitory of all traffic on the road, instead of affording that co-operation for the public convenience which the Greenwich Company are anxious to promote.

I am, Sir, your most obedient servant,
(Signed) J. Y. AKERMAN, Sec.

R. S. Young, Esq., Secretary,
Croydon Railway Company.

London and Croydon Railway Company,
205, Tooley-street—5th December, 1840.

Sir,—In acknowledging the receipt of your last letter, and in reference to the attempt there made to fasten an apparent inconsistency upon the Directors of this Company, I am desired to refer you to my letter of the 20th November, in which it is stated distinctly, thay "if the Greenwich Directors propose to them-

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selves by any arrangement with this Company, to make such a charge from New Cross as would check the full developement of the traffic, and give themselves an undue share of the benefit to be derived from passengers brought at low fares from Croydon, the Directors of this Company cannot, consistently, with a regard to the interest of the public, or that of their own proprietors, afford the Greenwich Directors any facilities for so doing.

"The only toll, therefore, which the Croydon Directors could consent to take, would be such as would divide the whole fares, less the cost of conveyance, between the two Companies, in proportion to the length of line appertaining to each Company in respect of which such fares are charged."

I am desired further to observe, that the sole object of the Croydon Directors, as shown in the entire correspondence, has been to effect an equitable division of the whole sum charged as fare between the two Companies; and that the last table as well as the first, is calculated upon the basis of such division. Your Directors must have perceived, that it has reference solely to an assumed low rate of fare from Croydon to London Bridge, and that if they confine themselves to the same low rate of fare, it merely imposes the same proportionate rate of toll, which by the first table the Croydon Company proposes to pay to the Greenwich Company: it is only when the rate of charge made by the Greenwich Company, is out of proportion to the whole fares charged by both Companies, that this table calls for a refunding of the excess in the shape of toll to the Croydon Company, and if the scale were carried out upon a higher rate of fare, and the rate of charge made by the Greenwich Company were to be *less* in proportion to the whole fares charged by both Companies, the toll would be reduced still further, until the Croydon Company might even be required to refund some part of its receipts to the Greenwich Company.

The Directors of this Company are satisfied that this arrangement is perfectly equitable, and entirely in accordance with the principle laid down in their first letter. The Greenwich Directors must see, that whatever may be the amount of toll payable by that table, the sum charged to the public between Croydon and London Bridge would be precisely the same, as would also be the sum receivable by the Croydon Company for the use of their railway; and the public will not fail to perceive, that the proposition of the Greenwich Company to run their trains to New Cross is, as far as regards the public convenience, a mere pretence; and that the sole object of such proposition is to obtain a disproportionate division of profits between the two Companies, and that its effect would be, to defeat the desire of the Croydon Company, to establish a low rate of fares between Croydon and London Bridge.

I am, Sir, your most obedient servant,
(Signed) R. S. YOUNG.

J. Y. Akerman, Esq., Sec.
Greenwich Railway Company.

[Here ends the correspondence as printed by the Croydon Board and laid before the proprietors of that Company. Since we commenced republishing it, we have received the following additional letters:—]

To the Editor of the Railway Times.

Sir,—As you have published the correspondence which took place between this Company and the Croydon Railway Company last year, I am desired to forward you a copy of the letter which concluded that correspondence, with a request that you will publish that also.

I am, Sir, yours very obediently,
J. Y. AKERMAN, Secretary.

Greenwich Railway Company's Offices,
Southwark, Dec. 8, 1841.

Greenwich Railway Office,
London Terminus, Dec. 8, 1840.

Sir,—I am in receipt of your letter of 5th, and have laid it before the Board, who desire me to express their regret that the Directors of the Croydon Railway Company in carrying on a business correspondence should permit themselves to indulge in such an offensive and unfounded insinuation as the one contained in your letter, characterising their negociation for the use of a portion of your railway as "a mere pretence." Not wishing to reply in the same hasty and angry spirit which cannot conduce to a settlement of the matter in hand, they request me at once, regardless of its tone, to give the fullest refutation to such an expression by stating what they are prepared to do.

If your Board really entertains the project of stopping all the second class carriages at New Cross, and will give timely notice of such intention to this Company, the Directors will be prepared to find conveyance for your second class passengers from New Cross to London, provided you will fix the toll not higher than one penny five-eighths per passenger. This is the same rate per mile that they receive for the use of their railway by your Company; deducting from the gross amount the proportion chargeable thereon as parochial rates, which would not have to be paid by your Company in respect of the toll they would thus receive: and though they consider such a toll much too high for a line which has cost comparatively so little money, they will be prepared to pay it rather than lose the traffic of your second class passengers.

As your Board have decided on making the correspondence public the Directors trust you will give the same publicity to this letter.

I am, &c. &c.
(Signed) J. Y. AKERMAN, Sec.

R. S. Young, Esq., Secretary, &c.
Croydon Railway Company.

To the Editor of the Railway Times.

Sir,—By a notice to correspondents in your last week's journal it appears that a letter has been forwarded to you by Mr. Akerman, which you purpose to append to the correspondence between the Croydon and Greenwich Company already in your hands.

There were *two* other letters which terminated this correspondence, but as they were never published you could not be possessed of their contents; as, however, it seems that a publication of them is desired I send you copies of *both*.

I am, Sir, your very obedient servant,
R. S. YOUNG.

205, Tooley-street, Dec. 13, 1841.

[The first of these is given above, the other is as follows:]—

205, Tooley-street, 11th Dec. 1840.

Sir,—The Directors of the London and Croydon Railway Company desire me to assure the Directors of the Greenwich Railway Company that no offence was intended by the expression complained of in your letter of the 8th instant, and they can only conceive that it must have been misunderstood, since if read in connection with the words, "as far as regards the public convenience," there is really nothing which could justify the tone of your reply, as the Greenwich Directors cannot have overlooked the fact, that their plan would subject the public to a change of carriages and a higher fare.

In answer to the latter part of your letter, I am desired to state, that the Croydon Directors cannot agree to your proposal of their receiving 1¼d. as toll for their line from New Cross to Corbett's-lane, without any limit to the charge which the Greenwich Company may make to the public, for the reason so often stated in the course of this correspondence; namely, that such an arrangement would have the effect either of obliging the Croydon Directors to keep up or increase the present rate of their fares, in order to receive their proper share of income, or if they were to lower them it would transfer more than the fair proportion of such income into the hands of the Greenwich Company, which would be yielding the whole point in dispute between the two Companies. The Directors of this Company are more satisfied in coming to this determination, from the consciousness of having done all that could be expected in proof of the fairness of the proposition, when they offered the use of their whole line to the Greenwich Company upon the same terms as those which they propose to pay for the use of the Greenwich line, and they desire to conclude this correspondence by expressing their conviction that, sooner or later, the Greenwich Company will be induced to accede to the principle propounded by the Croydon Company.

The Croydon Directors would have had great pleasure in printing your letter of the 8th instant, with the previous correspondence, in order to lay the whole before their proprietors at the general meeting on Tuesday, but as that opportunity is past, and as the proposition contained therein presents no approximation to the principle advocated by this Board, and which they are assured would, if adopted, be mutually beneficial to the two Companies, they must decline printing any more of this correspondence for the present.

I am, Sir, your very obedient servant,
R. S. YOUNG, Secretary.

J. Y. Akerman, Esq., Secretary,
Greenwich Railway Company.

THE TOLL QUESTION—CROYDON AND GREENWICH RAILWAYS.

To the Editor of the Railway Times.

Sir,—The unique epistle of your irate correspondent "Verus," has led me to pen the following "Official Notification" for the use of the Greenwich Directors.

"OFFICIAL NOTIFICATION.

"The Directors of the London and Greenwich Railway Company feeling that the discussion of the toll question has already led to the enlightenment of several members of their own body, and that its further discussion *must* result in the conversion of the entire Board, and of the proprietary generally, to the startling proposition that 4 twopences are more in amount than 2 threepences, think it right for the encouragement of all ignorant prejudices, unamiable passions, and sinister motives, to notify officially 'that all further discussion on this tiresome question is now and for ever closed,' and that therefore no communication from the Croydon Company, however respectfully worded, will be courteously acknowledged — no suggestion from them, however valuable, will be attended to—nor any offer however advantageous to the Greenwich Company will be accepted."

This, I think, would meet the enlarged views of "Verus," and render it unnecessary for any member of the Greenwich Board to "abandon" his "seat" to another.

I am, Sir, your constant reader,
SEVERUS.

Railway Accident in France.—A remarkable accident occurred on the 3rd inst., upon the Nismes and Alais railway. It was half-past five in the morning, and a train of 43 waggons of coal with a locomotive going to Beaucaire, was advancing, near Conilbiere, when a sudden fall of earth took place some way in advance of the train, and blocked up the road. The watchman at the spot was aware of the fall, knew that the train was coming, and ran forward, making the usual signs to stop; but on account of a curvature in the line, the engineer was unable to stop the train in time, and the whole dashed with the utmost violence against the obstacle. The shock was so tremendous that the tender which was placed before the locomotive was driven off the rails to one side of the road, and the locomotive to the other, while fifteen waggons of coal immediately following, were driven completely over the locomotive, and broken into a thousand pieces. The stoker had disappeared altogether, and had been buried under a heap of coal, but had fortunately been protected by the overturned tender, and after two hours' digging was got out unhurt. The engineer was thrown up several yards into the air, but fell with little injury. The conductor of the train was thrown into a foss of water, but, though soon taken out, had received so severe an internal injury, that he died in a few moments.—*Galignani.*

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RAILWAY COMMUNICATION WITH SCOTLAND—MEETING IN GLASGOW.

(From the *Glasgow Chronicle*, of Dec. 15.)

A PUBLIC meeting of the merchants, manufacturers, bankers, and other inhabitants of the City of Glasgow, was held to-day in the Black Bull Hall, at one o'clock, for the purpose of deliberating upon the measures which ought to be adopted in order to secure the completion of the line of railway between England and Scotland, approved of and recommended by the Government Commissioners. The Lord Provost was called to the Chair. The meeting was most numerously and respectably attended. Among those present we observed James Oswald, Esq. of Auchencruive, M.P.; Robert Wallace, Esq. of Kelly, M.P.; John Pollock, Esq.; Henry Dunlop, Esq.; William Gray, Esq., Dean of Guild; Robert Findlay, Esq.; John Houldsworth, Esq., Chairman of the Chamber of Commerce; James Lumsden, Esq.; John Mitchell, Esq.; James R. Dennistoun, Esq.; James Campbell, Esq.; William Cross, Esq.; W. L. Ewing, Esq.; James Davidson, Esq., of Ruchill; George Dick, Esq., Deacon Convener of the Trades' House, &c. &c.

The LORD PROVOST, on taking the Chair, was loudly applauded. His Lordship, after a few prefatory remarks, then introduced the deputation from Cumberland and Dumfrieshire, viz. Colonel Graham, of Mossknow, P. H. Howard, M.P. for Carlisle, and John Dixon, Esq., of Knells, late Mayor of Carlisle.

His Lordship then called on Colonel Graham to address the meeting.

Colonel GRAHAM then rose and said, I may perhaps be allowed to congratulate this meeting upon the vast interest now excited in favour of an undertaking which will, in all human probability, prove so highly advantageous to the trade and commerce of Glasgow; purposing to unite by one great trunk line of railway nearly the whole of Scotland, with the west of England; and to diminish the time and cost of land communication between the two countries by at least one half. (Hear, hear.) Any information, Gentlemen, that I am able to furnish, though perhaps of some importance, may be uttered in a very few moments of time. The Board of Management of the Grand Junction Railway Company (with whom I had the honour of an interview this day week) have, in conjunction with about half a dozen other Railway Companies, undertaken to complete a Parliamentary survey of the whole line from Lancaster to Glasgow and Edinburgh upon adequate funds being furnished them, and have for that purpose contributed to a considerable amount amongst themselves. The total sum to be raised should, if possible, exceed 2,000*l.*, of which, about one half falls to the shares of the Companies, counties, and cities to the south of the border, and a great portion of that sum has already been furnished and appropriated to the service intended. For the northern portion, Dumfries-shire has already furnished 200*l.*, and the Govan and Polloc Railway Company, in this neighbourhood, have subscribed 300*l.*, both of which sums are, I believe, transmitted to Messrs. Moss and Co. of Liverpool, the bankers of the Grand Junction Company: for I must call to the particular notice of this meeting the fact, that no unnecessary delay should be allowed to take place in the collecting or transmitting to Liverpool any sums that may be available for this purpose. The Board of the Grand Junction Company are too good men of business to take upon themselves any expensive movement, without first seeing deposited the adequate means in hard cash—(cheers and laughter)—and as the season is far advanced, and the plans and books, &c. of the survey require to be lodged by the 1st of March, no delay whatsoever is admissable; and so fully impressed with this fact was the meeting held at Carlisle on Monday last, for raising their quota of the fund for the city and county of Cumberland, that after about one-third of the amount required had been subscribed for by the persons present, a few gentlemen joined together, and became at once responsible that the whole sum should be raised, and that they immediately authorised Mr. Brown of the city bank to transmit the money to Messrs. Moss and Co., and which he actually did that evening. This gentleman, under the circumstances of the case, is one of the most business-like steps I have seen taken, and one that I could beg to recommend for imitation. (Renewed applause.) I believe it will be generally allowed that the undertaking in view has been fortunate in falling into the guidance of the Board of the Grand Junction, in unison with several other Railway Companies, for a body of men more disinterested, independent, or better informed, could perhaps not be selected; or a Company more able to assist the operations, and bear the responsibility of so great a work, could not be found; under their guidance, the whole line will be undertaken as one work; undivided in its management and interests, but for the object of the survey cost, for the present, into two or three sections; upon the first of which, extending from Lancaster to the Scotch border, the surveyors are at present in active employment, and it only remains for Scotland to do her part to carry the survey into the heart of her country. (Hear, hear.) Those Companies have engaged for the survey the able exertions of Mr. Locke, and his assistant Mr. Errington, with instructions to find and lodge plans and notices for the best and cheapest line, and they are now waiting on the Scotch border for orders to proceed with the survey. Between Lancaster and the Sark, all the arrangements are made; and I have it from Mr. Errington to state, that a cheap line can be formed over Shap, and one that will put to shame many statements made by persons adverse to the project. But this, gentlemen, is no rival line. The rivalry of any other project is excluded by the Government Commissioners' Report; other lines are proposed to meet the views of parties, but this is one recommended by highly disinterested and competent men, as the one, above all others, to be preferred as a national undertaking—preferred as the one that would save the traveller from the south to either Edinburgh or Glasgow, both time and money—preferred, as giving the shortest and cheapest route from both Edinburgh and Glasgow to Carlisle, Liverpool, Manchester, Birmingham, and London—preferred as the one uniting the trade and commerce of Scotland with the west of England—preferred as the one passing through the most populous counties and most mineral districts—and preferred as the line which can be executed at the smallest cost, and offers the best hope of remuneration. (Applause.) The mails are now conveyed along our excellent roads at a rate of ten miles per hour, where, as it is well known, that mechanical power can accomplish triple that speed, and spare one of the noblest animals in nature vast overexertion, constant accident, and premature death, for it can be shewn that not above one horse in twenty is able, be his breeding and feeding what you please, to withstand a continuance of a fair daily task at that speed, for more than a twelvemonth. On this score, I would call to the support of our project, the kind-hearted and the humane; I would ask for their assistance in suppressing this vast mass of animal suffering, by the mere substitution of mechanical power. (Renewed applause.) With the recommendation of the Government Commissioners, the support of wealthy bodies in the west of England, and the expressed wish of landowners along its course, this great national undertaking presents itself to the public under very peculiar advantages. The estimated cost of the whole work, it is clearly understood, has been fairly laid, and requires only the test of the contemplated survey to prove that fact. Certain Companies have already contemplated the propriety of investing, in their corporate capacity, large sums in the undertaking, and it is more than probable that a great moiety of the capital will be subscribed ere the share list is thrown open; and I repeat that it only now remains for Scotland to do her part with promptitude and energy, to subscribe a few hundred pounds for obtaining a Parliamentary survey of the proposed line, when the project will stand clearly before the public, and rest solely upon its own merits. Colonel Graham sat down amid loud applause.

Mr. FINDLAY of Easter-hill then rose—After the very satisfactory statement which the meeting had just heard from Colonel Graham, very little fortunately remained for him to say in introducing to the notice of the meeting the resolution with which the gentlemen who had taken charge of the business had done him the honour to entrust him. But he might be permitted to make one or two general observations, in the justice of which he was satisfied that numerous, intelligent, and influential meeting of his fellow citizens would readily concur. It was this, that the city of Glasgow, and the active, enterprising, and teeming population of the west of Scotland formed infinitely too important a portion of the empire to be left in an isolated position, either as regarded the government of the country, or the various plans which affected their peculiar interests when any improvement was in progress which affected their intercourse with other portions of the kingdom. (Applause.) They were all aware with him, that in these times of active and honourable rivalry between the manufacturing and commercial districts of this great empire, whether it referred to improvements in machinery or improvement in the mode of communication, that section of the country which did not keep pace with the spirit of the age in the march of improvement which is going on all around, must cease to advance, and when it ceased to advance, it must retrograde. It was with feeling of honest pride that he looked back to what the citizens of Glasgow had formerly done to promote this kind of improvement. It was 50 years since the citizens of Glasgow, led on by some leading men, regarding whom it was no disparagement to the men of the present day to say, that there never existed a class of citizens more active, intelligent, and enterprising than those who had then the guidance of the affairs of the city. It was under their guidance, he repeated, that the citizens of Glasgow came forward single-handed, with many thousand pounds of money to carry through an important line of road 50 or 60 miles from their own locality; and, to the astonishment of the county, gentlemen of Lanarkshire and Dumfries-shire, these ephemeral persons—these every-day merchants of the city of Glasgow—forced their way through the defiles of the Evan into the plains of Dumfries-shire, in order that they might avoid difficulties interposed by the route by Errickstane Brae, and improve their communication with England. (Loud applause.) At a still later period, viz., 1816, the citizens of Glasgow, aided by the county, commenced those important negociations which were intended to place them on a par with the districts in England and elsewhere, which had already adopted the improvement of Macadamised roads. (Applause.) And Government at that time were so much satisfied with the national importance of the object proposed, that they not only gave what had been contributed to the improvement of the Highland roads, but granted 50,000*l.* to be added to a similar sum raised by the citizens of Glasgow, and the county gentlemen around. He would now come to the important matter of the day. On that subject much might be said, but Colonel Graham had done this so well that little remained for him to allude to. He would only say that if the important towns of Liverpool, Manchester, Sheffield, Leeds, Birmingham, and others, had found it expedient to establish a rapid mode of intercourse between each other, and likewise with the metropolis of the country; and when they had the certainty that this railway communication with the west of Scotland would be extended to Carlisle, then it was certain, whether the line was remunerating or not, it was impossible that the west of Scotland could remain isolated. (Hear, hear, and loud applause.) They must come forward and obtain this rapid mode of communication between the important districts in the west of England and their own homes. He had no doubt that government would largely assist the undertaking. They knew that the great majority of the landed proprietors on the line had given their land at a moderate estimate, and taken the

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value in shares. They knew, too, that this railway would be largely assisted from England, and every thing induced him to anticipate that they never could come forward at a time when they were more likely to carry successfully into effect the objects of their meeting. (Loud applause.) He was happy to say that, in addition to the sums already stated, the Chamber of Commerce had contributed 100*l.* towards the survey; and though it might not be in their power, like in the case of Carlisle, to give an immediate order for the sum of 500*l.*, still when they looked to what would be done by the meeting of the county of Lanark, which Lord Belhaven had called together for Tuesday next, he might say that the 500*l.* now deficient, would most certainly be forthcoming from the citizens of Glasgow. He would therefore beg leave to move the first resolution, which had been placed in his hands. Mr. Findlay then moved the resolution, which, with the others, will be found in our advertising columns.

The Lord Dean of Guild Gray seconded the resolution.

The Lord Provost then put the resolution from the Chair, which was carried unanimously.

John Houldsworth, Esq., Chairman of the Chamber of Commerce, said, the resolution which he had to propose naturally followed those which had been already adopted, embracing as it did the approval of the Report of the Parliamentary Commissioners; and he might say that it was in consequence of that Report being so peculiarly beneficial to Glasgow, that the present meeting had been assembled. They were all satisfied of the great importance of railway communication. In England it had advanced in the most gigantic manner within the last few years. The commercial and manufacturing communities of Liverpool and Manchester, and other great towns, had shown the paramount importance which they attached to rapid communication, and it belonged to them now not to be idle, or to while away their time in thinking whether this line or that line is practicable or not, but to try by all means in their power to establish a communication with England by railway, by that line which was in contemplation, and which he thought had been satisfactorily shewn to be the best. (Applause.) It was the more necessary that immediate steps should be taken in reference to this matter, without delay, because the Government Commissioners had recommended that provided the line by Beatock was not gone into in a given short time, that the eastern line should receive the interest and sanction of Government, and what, he would ask, would be their situation if, by their supineness, they allowed the Government support to be given to the eastern line? The line between Glasgow and Liverpool would be 340 miles, which would require 17 hours to traverse by railway, while they could already go by steam-boat to Liverpool in nearly that time. The railway to England would be a dead letter in their hands were such a plan adopted, as the communication even in point of time would be equalled by their other modes of conveyance. The utility of having a direct communication with the manufacturing and commercial districts of England was so obvious, that he had no doubt the meeting would unanimously approve of the resolution, and that they would agree to co-operate to the greatest extent possible with the landowners on the line, and the Railway Companies in England, which took an interest in the matter, in carrying forward as speedily as possible to a consummation, this very desirable object. (Applause.)

The resolution was adopted unanimously.

The other resolutions having been passed,

Mr. Lumsden subsequently proposed that Messrs. Mitchell, Henderson, and Mitchell, should be interim Secretaries, and Mr. Robert Findlay, interim Treasurer to the Committee, which was agreed to by acclamation.

Baillie Mitchell proposed, and Mr. David Bell seconded a resolution, to the effect that the thanks of the meeting should be tendered to Colonel Graham, P. H. Howard, Esq., and John Dixon, Esq., Mayor of Carlisle, and the other strangers who had favoured the meeting with their presence, which was agreed to with acclamation.

Mr. Dick, the Deacon Convener, proposed a vote of thanks to the Lord Provost for his efficient conduct in the chair.

The meeting then adjourned.

USE OF ANTHRACITE ON RAILWAYS.

To the Editor of the Railway Times.

Sir,—Not knowing whether the merits of anthracite coal as fuel for locomotives have been fully tested, I beg to suggest that you would render an essential service to railway interests by bringing the question under the notice of Managers and Directors.

You are no doubt aware that it burns without flame or smoke, gives intense heat and is extremely durable, but it has the disadvantage of being difficult to ignite, requiring a very strong draught; this however may possibly be overcome by a particular construction of the fireplace. If it could be used instead of coke, the saving in fuel on those lines of railway which get their supply of coke coastwise would be enormous, and the Directors of such lines ought to institute the most diligent inquiry as to the practicability of making use of it. Those railways which pass through coal districts, and get their coke at a low rate, would not be so much benefited by it.

As an old subscriber, I think I may take the liberty of calling your attention to a subject which appears to me to be of great importance, and to request that at your earliest convenience you will bring it before the public.

Yours, &c.

A. B.

Birmingham, December 13, 1841.

[We have reason to believe that experiments in this matter are now making by a very intelligent Engineer, and we hope at the proper time to be enabled to publish the result.—Ed. R.T.]

LONDON AND BLACKWALL RAILWAY.

To the Editor of the Railway Times.

Sir,—The capital of the above Company consists of 1,002,000*l.*, viz.:—

24,000 shares at 25*l.*	£600,000	
24,000 „ 6½	152,000	
		752,000
Debentures		250,000
Total		£1,002,000
Working expenses per week	£480	
Interest on 250,000*l.* at 5 per cent. per annum	240	

Total expenses being £720 per week, to cover these expenses and yield a dividend of 5 per cent. on the shares will require a weekly receipt of 1,443*l.* or 75,060*l.* per annum; to pay 7½ per cent. a weekly receipt of 1,805*l.* or 93,860*l.* per annum; to pay 10 per cent. a weekly receipt of 2,166*l.* or 112,660 per annum.

Your correspondent "No Shareholder," says I have not proved his statement wrong; as if my asking how it required 1,825*l.* per week, less 672*l.*, to pay a dividend of 5 per cent. on 800,000*l.* required any further proof.

I am, Sir, your obedient servant,

J. H. LONGWORTH.

December 13, 1841.

BRISTOL AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

Sir,—Would it not be worth considering the propriety of adopting on the Bristol and Gloucester Railway, the gauge of the Birmingham and Gloucester Railway, in preference to the broad gauge? Without arguing which is the best, I as a railway proprietor should think it will be very much against the paying part of the business, to be under the necessity of removing all the goods that are to go north of Gloucester from one set of carriages to another.

I am happy to see the Direction have just awoke from their slumbers, and hope at the next meeting some proprietor will give them a friendly hint, that the proprietors are losing the interest of all the money called up, and that the sooner the railway is completed, the sooner dividends will be declared. This is unlike most other railways that have to form a traffic, for this is merely a connecting link of the grand chain, that will unite the north with the south, Bristol with Birmingham, Liverpool, Manchester, and all the great manufacturing towns, Newcastle and Scotland, so that the traffic may be said to be already formed.

A SHAREHOLDER.

December 14, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

Sir,—The receipts of the Manchester and Leeds Railway for the half-year *ending 30th June*, 1841, were not 104,070*l.*, as stated by your correspondent "R." in your last number, but only 77,286,162*l.*, and in this is included "balance of rent account and interest on surplus receipts 1,704*l.* 2s. 3d.," as may be seen on inspection of the last half-yearly statement—

The receipts for the current half-year up to 27th November, are	£100,740 11 5
Odd balance of rent account, and interest on surplus receipts, about	2,000 0 0
Four weeks still remaining to complete the half-year, say up to 25th December, 1841, at 3,500*l.* per week	14,000 0 0
	£116,740 11 5

being an increase this half-year of 39,453*l.* 15s. 3d or rather more than 51 per cent.

I am, Sir, your most obedient servant,

VERITAS.

P. S.—I hope some one at the meeting to be held at Manchester on the 23rd instant, will ask the Chairman *when the Oldham branch will be opened?* as it is not likely this can be effected in January next as promised; also, *why the half-yearly meetings are so long deferred after the end of the half-year?* the last not having been held till the 16th *September*, nor was the dividend paid till the 6th of October, being more than 3 months after the termination of the half-year!—apparently an unnecessary delay, needlessly distressing small shareholders who live upon their dividends. Surely by a little extra exertion on the part of railway clerks, the half-yearly statement might be forthcoming earlier than this!

The Chairman might further be asked, whether any endeavours had been made to economise the traffic expenditure, and whether the cost of working the line was likely to exceed that of last half-year, namely, 39 per cent. on the grosss receipts?

LATE DIVIDENDS.

To the Editor of the Railway Times.

Sir,—Being a shareholder in many of the railways, I hope the proprietors in general will adopt some means so as to get the Directors to convene the half-yearly meetings as early in February as possible, so that the dividends may be made payable by the end of that month, and not for the Directors to keep the proprietors until the end of March before it is paid. The London and South-Western and the Great Western, and several others, did not pay their dividends until the end of September last half-year, being three months after the half-year had expired.

A SUBSCRIBER.

December 14, 1841.

North Midland Railway.—Arrangements have been made with the Duke of Devonshire for the purchase of additional land contiguous to the Chesterfield station, to deposit minerals thereon, the traffic in which is greatly upon the increase. The ground attached to the Eckington station will be enlarged by taking a strip from Sir George Sitwell's park, on a portion of which will be erected a dwelling for the clerk. Mr. Frost, at present in the Leeds establishment, succeeds Mr. Patteson as secretary. Plate is ordered in Sheffield, to present to the latter gentleman upon his retirement.—*Derby Mercury.*

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MR. RICARDO'S PLAN FOR LESSENING THE EFFECTS OF RAILWAY COLLISIONS.

To the Editor of the Railway Times.

SIR,—During the period when accidents from collisions on railways were so frequently occurring, and when several collisions also took place between steam-boats and other vessels, in one of which cases the French steamer *Phœnix* was sunk, the public attention was much turned to the different means of lessening the shocks by gradually dissipating the momentum. Various modes were proposed, some by means of a succession of mattresses to deaden the shock,

"Like feather bed 'twixt castle wall,
And heavy brunt of cannon ball."

Others proposed the more mechanical arrangement of a succession of steel springs, permitting the opposing bodies to pass through considerable space previous to attaining the ultimate resistance. At the request of one gentleman who was much interested in steam-boat collisions, I went into a calculation of the spring power which might be practically disposed on the bows of a vessel in the form of a shield, so that even *direct* recoil might be insured without crushing, at the highest velocity, while with an indirect blow, staving-in might be rendered impossible.

Amongst the numerous mechanical plans offered for obviating railway collisions in a practical form, I believe one of the earliest was that of Mr. Ricardo, proposed for the Croydon line. That gentleman went to considerable expense and trouble in preparing models, so that his plan could not lie under the imputation cast on so many others, of being merely schemes on paper.

As it is probable Mr. Ricardo's plan may ultimately be brought to bear in practice, if not in its actual shape still with some modifications, I enclose you a sketch of it to lay before your readers, in order that it may be duly understood, in case future accidents should call for its adoption.

Fig. 1.

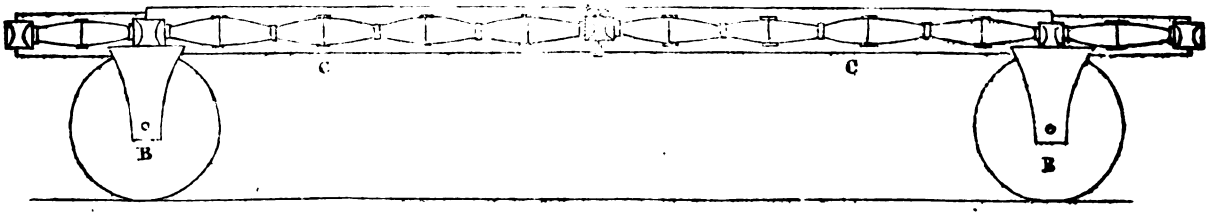


Fig. 2.

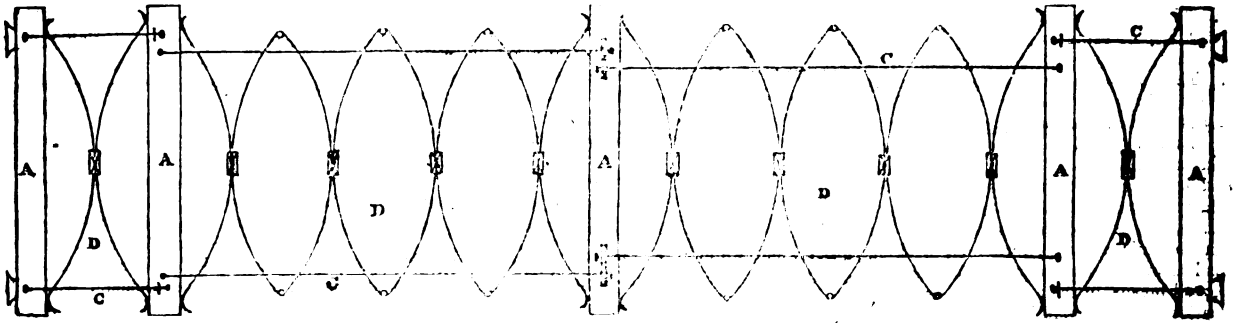


Figure 1 is the lateral elevation. Figure 2, the plan. A are cross bars, to two of which the wheels B are attached. The cross bars are connected together by rods C, on which they slide. D are elliptic or segmental springs, which, by their elastic action, keep the bars A C extended to their greatest length. In case of collision the springs will collapse until the frames are shortened to half their length, and in that position they may, if required, be retained by a ratchet in order to prevent recoil. It would, however, be essential to have strong side timbers instead of iron bars, in order to prevent the springs from buckling up or down, with the violent action of collision.

I am watching with much attention the mass of "facts" respecting locomotive engines now furnishing by your various correspondents, and if your columns be not better engaged, shall gladly contribute my remarks as to the results elicited, when the contest is further advanced.

I remain, Sir,
Your's obediently,
WILLIAM B. ADAMS.

December 6, 1841.

THIRD CLASS CARRIAGES—NORTHERN AND EASTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—I have read your own article in page 1287, and three others in page 1293, of your paper of the 11th inst., upon the subject of my having said at the meeting of the Northern and Eastern Railway Company on the 2nd inst., that "no railway establishments could be considered complete without two or three chimney-sweepers with their soot-bags. Whenever he saw an individual respectably dressed, getting into a third class carriage, he would send a sweep along with him. (Hear, hear, and a laugh)."

The words were accurately reported, as was also the "laugh" which followed. It would appear almost unnecessary to reply to the four articles, except by asking,—Can yourself, or any one else imagine that such a remark from the Chairman of a Railway Company could be intended otherwise than as jocular?

I shall not, however, screen myself under this justly admissible protection, but will say a few words upon the point which "my chimney-sweeps with their soot-bags" were proposed to remedy, namely, that of the better classes availing themselves of a mode of conveyance rendered so cheap by public Companies for the advantage of the poor, as to leave little or no emolument to the purveyors, were the whole community to adopt it.

Your own article states, that "it is doubtless much to be lamented that the accommodation provided for the poorer members of the community, should be the means of rendering the superior vehicles less profitable to the Companies; but we see no legitimate or proper remedy for the evil, except to dispatch the third class trains at different hours from the others, and at slower speed,"—which clearly indicates your own accordance in my feeling, that this accommodation on the part of Railway Companies, intended for the poor, has been improperly availed of by the rich, and that you see no legitimate or proper remedy for the *evil*, except to dispatch the third class passengers at different hours, or at a slower speed. This, Sir, I admit would be a prevention of a less dusty character to the rich than my chimney-sweep plan; but, is it more kind or charitable to the poor, to keep them longer on the road exposed to the wind, sun, or rain, in an uncovered carriage? Or, *quoad*, the number of third class passengers travelling, is it more likely to do good to the railway Companies?

In all my arguments you must allow me,—as you have taken up my plan so seriously,—to use my "chimney-sweeps" as though I had earnestly intended them as a part of a railway establishment, and I shall ask which you think would be preferable to the poor or rich,—to be next my chimney-sweep, who had been placed in juxta position to a gentleman, or to be started at an untimely hour of the morning or night, and conveyed at a slow speed, exposed as they are, in open carriages, for an unnecessarily longer period, to the inclemency of the weather?

I direct this question merely as to the charity or philanthropy of the relative plans proposed by you and myself for "correcting the evil;" and here let me remark, that there is nothing more offensive in my chimney sweep plan, than might occur without it being a part of a railway establishment; for I know of no bye-law to prevent a sweep, with his soot bag, entering a third class carriage, provided he pays his fare, any more than the itinerant fishmonger with his basket of fish.

The letter of a "Railway Proprietor" concludes his remarks by saying, that "language like that reported to be used by me is detrimental to the interests of the Northern and Eastern Railway Company, and derogatory to the character of a chairman."

Had I really and seriously proposed my chimney sweep scheme for the adoption of the meeting, or alluded to it in any but a jocular way, it would certainly be derogatory to the character of a chairman; but it could scarcely have been injurious to the Northern and Eastern Company, as I have too good an opinion of my brother-Directors and shareholders to think that they would have adopted or sanctioned my "chimney sweep scheme," though they laughed at what they knew I intended as a joke.

You must allow me to answer your correspondent, that when I enter an omnibus, there is no better place than the sixpenny one—that no superior accommodation is afforded for the rich, or inferior

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for the poor. It is a mode of conveyance for a certain distance, open to "*all*" for 6d., and 6d. only; but a Northern and Eastern Railway train had three grades of accommodation at all times, adapted to the different grades of society; and on that railway, of which I hold the office of Chairman, I will venture to say that the first class accommodation is perfectly suitable; the second superior in comfort and protection to that of many, even of the celebrated Great Western; and the third class has been afforded more liberally by far than by that justly called "Best of Railways!" Until the late alteration, we ran, on the Northern and Eastern Railway, third class carriages with every train; but such was the number of "gentlemen" who were seen taking advantage of this cheap mode of conveyance, to the serious neglect of occupancy of the better carriages, that the Committee of Management, which however consists of three gentlemen only of the Board, determined (and in which decision I took no part) to drop third class carriages with all but those trains which started at such periods as were considered to be most suitable to the accommodation of the poor and working classes. As your correspondent signs himself a "Railway Proprietor," I may be allowed to doubt whether, as a railway proprietor, he really approves of gentlemen travelling in the third class carriages, and whether on the railways in which he is a proprietor there is better accommodation afforded to the second and third class passengers than on the one over which I am allowed to preside as Chairman, namely, the Northern and Eastern Railway.

On the Great Western Railway there are no third class carriages at all, except in conjunction with the luggage trains, at 9 o'clock at night, and 4 o'clock in the morning. The second class carriages are not divided into separate compartments like those on the Northern and Eastern, and while I notice this, I may be allowed to say, as I am now taken to task on account of one jocular expression for want of courtesy and consideration to passengers, that when the Northern and Eastern second class carriages first came home, they were all open like those of the Great Western, and that the moment I saw them so, I took upon myself the responsibility of ordering them immediately to be divided, and closed up in separate compartments, as I would not be accessary to the possible death or probable injury by cold, of those persons who could not afford a first class conveyance. The extract from the *Chelmsford Chronicle* contends, that the interest of "the public is the first consideration." It may be so, as far as it leads to the interest of the railway; but, in candour I ask, did ever any Railway Company embark for this object only? or further than I state, as far as its conduces to the interest of the railway? Were I, as the Chairman of the Northern and Eastern Railway, to tell the shareholders that such was the interest which their Directors studied in the management of their concern, what, I ask, would be the reply? Would this alone be a fertile source of dividend to the shareholders?

I contend that railways, in affording three distinct species of accommodation in each train, are unfairly dealt by, by those gentlemen who can afford either of the other modes, *in using that which is intended for the poor and needy only*, and when I made use of the jocular suggestion of chimney sweep as a preventive of "the evil," I meant no species of insult to those who could not afford to ride in first or second class carriages, but a jocose reproof to those who could; for if Railway Companies go to the expense of providing comfort and superior accommodation for the rich, how are they to find remuneration for their outlay of capital and enterprise, if the rich adopt the low rates of fare intended for the poor?

One Railway Company endeavours to drive parties into the first class carriages by making the second so exposed as to be dangerous to health. I, by a joke, wished to reprove the richer for using the conveyance intended for the poorer, but beyond this I meant no more, and I trust that the travellers upon the Northern and Eastern Railway of all grades, have had reason to be satisfied with the accommodation respectively afforded them, and also with the civility and attention of every servant in the employ of the Company, and whenever a complaint to the contrary may be made they may rely upon the personal attention and courtesy of the Directors, and, Sir,

Your obedient servant,
WILLIAM CRAWSHAY,
The Chairman.

Cavenham Park, Dec. 13, 1841.

P.S. Having, I trust, said sufficient to exculpate myself from the charge of uncourteous intention in the use of "the language attributed to me," I must here end my correspondence upon the subject.

FOUR-WHEELED AND SIX-WHEELED ENGINES.

To the Editor of the Railway Times.

Sir,—In continuation of the discussion on four-wheeled and six-wheeled engines, I beg to reply to the remarks of the several correspondents who have written in your journal since the date of my last letter. In doing so I propose following the order in which the various letters are placed in your journal; and if my letter extends to an unusual length, I must rely for my apology on the voluminous nature of the arguments to which I have to reply. As I must, however, omit many things which your correspondents have touched upon, I beg to assure them that in the selection of the several points I have been guided solely by what appears to me their relative importance; but if I omit anything which appears to them to be important to the elucidation of the subject, I shall be happy to discuss it fully with them in a subsequent letter, as I am quite convinced there is no one point yet touched upon by the advocates of six-wheeled engines, that is not capable of being completely answered.

Mr. Roberts's letter I have read with much attention; in the full expectation that a gentleman of his standing in the profession as a practical machinist, would not propound anything that had not received his deepest consideration, and could be substantiated by undeniable arguments: and the important nature of the several points which he states in the introductory part of his letter he is about to bring forward, also impressed me with the conviction of the value of a communication from so practical a man. The first illustrative paragraph of his letter is that wherein he explains the vertical pitching of four-wheeled engines, by the familiar example of a long plank swayed across either one or two supports placed near its centre. The magnitude of these vibrations is very clearly explained to depend upon the application of successive impulses at the proper moment; and Mr. Roberts decides that the pitching motion of the engine is identical with the vertical vibration of the plank, and the successive strokes of the pistons he compares to the successive impulses which are given to the plank by boys when playing at their well-known game of see-saw. But in order to make the cases identical, I imagine the impulses must be given in the same direction. In the boy's game, the impulses are given *vertically*, in the same direction in which the plank is moving; in the engine the motion on the contrary is given *horizontally*; and therefore if the analogy is to hold good, we have a right to conclude, that as a violent blow given horizontally at the end of the plank as it passes its centre, would almost entirely stop its gyration, so the impulse from the pistons being also horizontal must likewise stop the vertical motion of the engine! I leave to Mr. Roberts to reconcile this deficiency of the illustration, for to me it appears to be wholly inapplicable, but in a former letter I have explained the cause of the pitching motion of locomotive engines, which arises from a totally different cause.

The next statement of Mr. Roberts is, that unless the road is in bad order, each pair of wheels in a six-wheeled engine presses upon the rails with nearly a uniform weight. In all six-wheeled engines that I have ever seen, or heard of, the weight on the driving, leading, and trailing wheels, varies in the proportion of about six, four, and two tons respectively; and as the great defect of six-wheeled engines is the want of adhesion of the driving wheels to the rails, it appears to me that an engine constructed according to Mr. Roberts's plan, of equal weight on each pair of wheels, would scarcely be able to move its own weight—except under the most favourable state of the rails. Mr. Roberts claims for himself the invention of many of the modern improvements in engineering and practical mechanics; and though others have often disputed with him the honour of being the real inventors, I feel assured that in this instance he will obtain undisputed possession of all the merit which belongs to this novelty in railway locomotion.

Again, Mr. Roberts, in common with some of the other advocates of six-wheeled engines, agrees that the angle which the engine forms with the rails is twice as great with four-wheeled as with six-wheeled engines. I have already shown that this is by no means the case, as the play of the wheels is only one-half as much in four-wheeled as in six-wheeled engines. But supposing for a moment his assertion to be correct, he also asserts that as the axles of four-wheeled engines "make nearly twice as great an angle with the rails as the axles of the six-wheeled engines are liable to do, consequently at each oscillation the blows given to the rails by the four-wheeled will be more than *four* times, and may be *seven* times, as great as those given by the six-wheeled engines." This I am quite unable to comprehend, because, as the force of a moving body is well known to be in the compound ratio of the velocity and quantity of matter; and the magnitude of the stroke on the recipient body is directly as the momentum, and the sine of the angle of incidence, (*Emerson, prop.* 9, *coroll.* 1,) it follows, that with equal weights and velocities the force of the blow would be less than double under these circumstances, instead of being either four or seven times as great as stated by Mr. Roberts; for if the angles of incidence be 5° and 10° respectively, the force of the blow in the two cases would be as ·0871 is to ·1736. But if we remember that the weight of the four-wheeled engine is one-third less than the six-wheeled, and that on account of the play of the wheels being only one-half in the former to what it is in the latter, the angle will be the same; then the force of the blow will be exactly in proportion to the respective weights of the engines, or as 10 is to 15, the greater blow being given by the six-wheeled engine. Mr. Roberts has given no formula of his mode of calculation, but it is evident he is unacquainted with the difference between the *square* of the angle, and the *sine* of the angle, when he states that twice the original angle will give *four* times the primary force of the blow. How he makes out that *it may be seven times*, I am quite at a loss to imagine. Either one or the other, however, is quite as new a discovery in mathematics as the equalization of the weight of the wheels of an engine is in mechanics, or as the method of increasing the vertical vibrations of an oscillating body by a horizontal impulse is new in dynamics. These being the three principal points on which all the arguments in this letter are based, it were a work of supererogation to scrutinise further any deductions from such premises. They harmonise so well with each other, that it were a pity to disturb their perfect repose. But nothing can more clearly show the utter poverty of the arguments in favour of six-wheeled engines than the fact, that a gentleman like Mr. Roberts, who has devoted years to the study of this form of engines, and has had opportunities of learning their advantages which few can possess, is unable to bring forward in their favour even one single argument which the touch-stone of science does not so completely dissipate as to leave not behind even "the shadow of a shade."

With Mr. Whishaw's arguments I have more difficulty in dealing than with the preceding; their generality effectually prevents any refutation of them. The same arguments would do equally well to illustrate the expansive working of steam, the combustion of smoke, the toll question on railways, or the suppression of Sunday travelling; they are

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arguments, in short, which would pass current on all occasions—for what they are worth. But as Mr. Whishaw is known for his labours as a collector of a considerable quantity of valuable statistical information, I would beg to point out to him a few inaccuracies in his list of railways using respectively the four-wheeled and the six-wheeled engines; for while he has carefully inserted all that use the six-wheeled he has accidentally omitted several which employ four-wheeled engines, as he may see by referring to a letter of mine on this subject of the 15th October last.

In Mr. Theodore Cruickshank's letter (who, by the bye, now spells his name differently to what he did in his former letter,) there are a few remarks which I would wish to notice. In objecting to my statement respecting the respective weights of four and six-wheeled engines, he gives a mode of calculating the power by the size of the cylinders. Although this mode of calculation is very well with engines of a similar description, it will not ascertain the real working power of two engines differing so much as the two classes under consideration. For the additional weight of the six-wheeled engines so materially reduces their relative power in ascending inclines, and even in common ascending gradients of any considerable length, in consequence of the effects of gravity, that unless many more circumstances than the mere diameter of the cylinders be taken into account, no calculation of their relative power can be obtained.

In the next paragraph your correspondent accuses me of misquoting him. I beg to state that I quoted correctly what I understood to be his meaning, and which on again reading his corrections, I still consider it to be the case. His exact sentences I scrupulously abstained from quoting, as I invariably do whenever the proper meaning and explanations can be given without it. For I consider the mode which some persons adopt, of endless quotations from an opponent's writings, to be as ungentlemanly in the writer, as it is offensive to the party against whom it is used; and it is seldom adopted by any but those who make amends for poverty of argument by violence of language. If I have failed then in giving the meaning of your correspondent, I regret the circumstance; but I cannot see that the subjects to which he alludes in the paragraph in question—namely, the question of the mode of inside framing being characteristic of four-wheeled engines, and the adoption of driving wheels without flanges, by some makers of six-wheeled engines—need be here again discussed. But in a subsequent paragraph he again considers I have intentionally misquoted his observations about six-wheeled engines going round the curves on railways; and denies that he had assumed these curves to be of a mile radius. The passage on which I commented was this:—"The same cause which contributes to their superior steadiness when passing vertical irregularities, viz., greater length of base in proportion to the length of the body carried over, and also in proportion to the distance between the rails, must in like manner produce a steadier motion also when going round curves—for a curve *of one mile radius* is practically, as far as regards the moving of a parallelogram 11 feet long, to all intents and purposes a straight line." It was on this passage then that I stated he had assumed the curves to be a mile radius; and that I was correct in this statement, the above quotation will show. But Mr. Cruickshank gives in his last letter the best refutation to his former theory of curves which it is possible to have. He states that all engines when passing curves have both their fore and aft wheels in close contact with the exterior rail. I have very recently heard this asserted by another and a very able advocate of six-wheeled engines, who states he has deduced it from actual experiments. The fact is by no means generally known, that *both* wheels are always thus in contact; and I have not met with any one else who appeared to be aware of it. But I assume the fact to be as stated; and it much simplifies the theory of engines passing round curves, as it leaves out of the question all considerations respecting the difference in the gauge of the wheels. The question then simply resolves itself into the angle which a cord line of 5½ feet will form with the tangent of the circle compared with a cord line of 11 feet. As it must be evident this angle will be double in the one case to what it is in the other, I really cannot see how any person can assert that the engines which forms the greatest angle will more easily pass round the curve. That such should be the case is alike contrary to theory and to experience: and to avoid this difficulty by asserting that such or such curves *are tantamount* to a straight line, is no solution, because if the curve be sufficient to cause the enlarged circumference of the cone of the engine wheels to press the flanges close against the exterior rail (notwithstanding the laws of gravity would make them press against the inner and lower rail), it is clear there is a tangential force then in operation of no inconsiderable amount; and whatever that amount may be, it is double in the six-wheeled to what it is in the four-wheeled engine. The argument, based upon the smallness of the versed sine of the arc, of which the cord line is represented by the distance between the extreme points of support of the engine, is therefore quite inconclusive, when we consider the high velocities with which the engines move, and the decisive evidence of the tangential force here stated. For if we are to assume, as this writer asserts, that when the versed sine which the engine wheels form with the rails is only one-eighth of an inch, it is quite immaterial, why should we stop here? Why not make it a quarter of an inch? and if we make it this amount, then the radius of the curve will be (supposing the cord line represented by the engine to be 11 feet) $5{\cdot}5^2 + {\cdot}0283 + 2 = 726$ feet, showing a radius of just 11 chains—the smallest, I believe, on any railway in the main lines, and one which certainly cannot be considered at all safe, though according to his theory it *ought* to be safe for four-wheeled engines, because the versed sine of their cord line will only be, in such a case one-eighth of an inch.

The assertion made by your correspondent, that I have avoided some of his arguments as if they had been bull terriers just let off the chain, is not very complimentary to himself. As I have never engaged in any amusements unbecoming the high bearing of a gentleman, I am quite unable to judge of the justness of his simile; but your correspondent, no doubt, best knows his own merits, though I never before met with any person who took credit for the *ferocious* character of his arguments. For myself, I can only say I have no desire to avoid any argument on this subject, so long as my opponents conduct their controversy in a proper and becoming manner; but when this ceases to be the case, I doubt not that both myself, and all who desire the discovery of truth by the calm discussion of this subject, will know how to treat such communications in the way they merit.

With respect to Mr. Gray's observations I would remark, that the statements respecting the various kinds of engines successively used on the Manchester and Liverpool Railway, are very erroneous. All the early four-wheeled engines used on that line had *outside cylinders*, and in addition were so defective that no comparison can be made between them and the present excellent form of four-wheeled engines. These engines, it is perfectly true, were not altered in their fire-boxes. But after the *Liverpool* was introduced by Mr. Bury—which was the first engine ever made with inside horizontal cylinders and crank axles, and which in fact was the model on which the modern engines are now made—his fire-box being found larger and much superior to the others then in use, new fire-boxes were added to the other engines, and other alterations were adopted which had the effect of destroying the proper balance of the engines, and caused the additional pair of wheels to be then added. Mr. Bury's fire-box was circular, while the others were either square or oblong; and it was this which increased the weight so much behind the driving wheels of the altered engines as to render additional wheels necessary, and which ultimately led to the use of the six-wheeled engines. The present form of four-wheeled engines have therefore never been fairly tried on the Liverpool and Manchester line; for although Mr. Bury's engine the *Liverpool* was used, being the first of the kind, it was not likely to be so effective as the present engines, and the crank axle was certainly deficient in strength. All the arguments therefore about the experience of this line, with four-wheeled engines *of the present construction*, is absolutely fallacious. I deny likewise the admission in the way in which Mr. Gray states I have made it, respecting the greater steadiness of the outside bearings: my expression was, that "the outside bearings would undoubtedly, *when considered simply by themselves, and without reference to other causes*, give greater steadiness." All the words in italics Mr. Gray omits; and which so completely alters the sense, that no one can avoid discovering the difference.

But there is one part of his letter in which at least we appear likely to approach more nearly towards similarity of opinion. He states that upon "a road of sufficient strength I do not contend for six wheels over four, as possessing any additional safety, except in the present form of locomotives, where it is better for various reasons. I believe that if the weight of materials in three pair of wheels and axles be put into two pair of wheels and axles, *the latter will be the safer engine of the two*, provided the extreme distance of the axles and springs be the same in both cases." Now, in the principal part of this opinion I think we shall not differ. For, granting that the same weight of materials that now exists in the three pair of wheels and axles should be put into two pair, for the same weight of engine, it follows as a necessary consequence, that if we leave the weight of the two pair of wheels and axles as they now are, and proportionably reduce the superincumbent weight, we shall arrive at precisely the same result. Now this is exactly the case with the four-wheeled engines. I have now before me the weight of all the several parts of a considerable number of both four and six-wheeled engines, and I find that the two pair of wheels and axles of the one class weigh 46 cwts., and the three pair of the other class, weigh 63 cwts., while the body of the four-wheeled engines with all its necessary complement of water, &c., weighs 8 tons, and that of the six-wheeled weighs 11 tons. If then we try these proportions we shall find that 46 : 63 :: 8 : 11, or that these several weights are exactly in the same ratio. What then remains of Mr. Gray's argument? Simply that he contends for an additional length between the axles. But this it is evident to any one conversant with the subject, would so much diminish the weight upon the driving wheels, that the engine would be comparatively inefficient.

Respecting the question of inside and outside frames, the advocates of inside framings for engines are charged with inconsistency for adopting the outside bearings for carriages. I would merely remark, if this be so, the principal advocate for outside framings, Mr. Robert Stephenson, is still more chargeable with inconsistency, in consequence of having adopted only inside framings (instead of as heretofore both inside and outside,) to his new engine just now made for the York and North Midland Railway; and which he considers far superior to all his other plans. Mr. Gray perhaps is not aware of the change which has taken place in the opinion of Mr. Stephenson in this respect, otherwise he, as an old pupil of Mr. Stephenson, would perhaps scarcely hold so tenaciously to the now exploded opinion.

On the subject of the working expenses of the different lines using four and six-wheeled engines, I shall merely remark, that my statements are strictly correct, and admit of the clearest proof from authentic sources. But my arguments are simply confined to the question of safety, and not to the economy of the two different classes of engines; and I shall therefore proceed to remark on Mr. Gray's chapter of accidents.

The Liverpool and Manchester Company will not, perhaps, much thank Mr. Gray for publishing his list of accidents; for out of the 55 cases he has

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numerated, 26 have occurred on that line. This Company, however, stands too high in public estimation to suffer by such statements. I have already remarked that the four-wheeled engines formerly used on that line were not similar in construction to those of the present day, and some of the four-wheeled engines indeed which are brought forward as illustrating the liability to accident of this form of engine, were of so totally different a construction that they scarcely possess any points of similarity. But I will particularise a few of the cases in order to show whether these are fair statements or not, though of many of the other cases I know nothing whatever, and can only judge of them by reference to those with which I am acquainted.

The accident No. 1 was caused by a switch which was too narrow to allow the wheel to pass, and the engine ran up an embankment.

No. 2 is quoted as a parallel case with a six-wheeled engine; but in this case the engine ran off the rails into the bog at Chat Moss, and therefore could not upset.

No. 3. This four-wheeled engine had outside framing, and was not similar to the present form.

No. 7. This four-wheeled engine had *outside cylinders*.

No. 11. This engine ran over *three* cows instead of *one* as stated, and the last cow threw the engine off against a rock.

No. 19. This four-wheeled engine had VERTICAL *cylinders* between the wheels, and never could run at high speeds. This case does not appear to be *peculiarly* illustrative of the safety of the *present* form of engines.

Nos. 21 and 23. These engines had outside bearings.

No. 25. This four-wheeled engine ran over *five* horses, and not *one* horse, as stated, and ran off the rails, but was not upset.

No. 29. One engine caught another engine in the act of crossing over a switch.

No. 41. This engine had a third pair of wheels added to her by Mr. Hargraves, the maker.

No. 53. This engine had outside bearings.

The case No. 9 presents a remarkable circumstance connected with animal physiology. It is well known that some species of *zoophites*, and also some of the *crustaneous* tribes (of which the common lobster is a well known species), possess the power of re-producing new limbs at pleasure. It was not however known that enginemen possessed the same peculiarity. In this case Mr. Gray asserts that the engineman had *his legs cut off* by the engine running off at the points; and although this only occurred a few months since, the man is now walking about with two full grown legs precisely similar to those of any other person! This case certainly deserves the attention of the *Linnæan Society*.

Mr. Gray remarks that if 99 cases of broken axles to six-wheeled engines could be ascertained it would prove nothing but want of sufficient strength. What will he say if I argue in the same way, and assert that if he could bring forward 99 cases of four-wheeled engines running off the rails, it would prove nothing but some imperfection in those particular engines, and could not affect the character of the class to which they belong? The cases are parallel. And deducting those cases which I have stated above to be incorrectly described—and no doubt several others are equally inaccurate, though I do not happen to be acquainted with the particulars—it will be found that when we really confine our inquiries to four-wheeled engines of the present construction, they are, as Mr. Gray very justly says, "the safer engine of the two."

In the *Railway Times* of the 11th inst. another correspondent, under the signature of "Mechanicus," writes upon the same subject, and I may as well reply to his observations before closing the present letter. His style of reasoning is very amusing, though it is to be hoped he is a better mechanic than he is a logician. Proof with him seems quite an unnecessary incumbrance to his argument; and probably he would find it not a little difficult to prove such assertions as this—"with engines of the same length and weight, in curves, the tendency to go off the rails moving at a given speed, *is in an* INVERSE *proportion to the distance between the points of contact of the extreme wheels with the rails.*" Whether this is proved mathematically, practically or *conjecturally*, we are not informed; but the writer appears to have studied his philosophy in the same school as the gentleman already alluded to at the beginning of this letter, who finds that a blow given *horizontally* increases the gyrations of a body vibrating *vertically*, and that by doubling the angle of percussion we increase the force of the blow *sevenfold!* I might follow this writer through several more equally strange assertions, but I really consider the task unnecessary, except in one instance, where he charges me with a treacherous memory for stating that no instance of accidents has occurred to four-wheeled engines *from any failure of their machinery*. In proof of the incorrectness of this he mentions an accident which occurred twelve months ago by an engine running off the rails, in consequence of being driven at frightful speed down a very steep inclined plane. This accident, however, occurred from *no failure of the machinery*; for after the occurrence the engine was found quite perfect, except a hole through the fire-box caused by the rails in their disruption from the chairs. If "Mechanicus" were to employ a man to attend an engine, and he allowed the fire to go out, and the engine and machinery should consequently be stopped, what would he say to any person who should tell him that his engine was useless and his machinery had failed? The two cases are similar; whatever answer he would give in the latter case, I am content to abide by as my answer to the former.

It is not a little remarkable that all the several writers who have hitherto discussed the merits of the six-wheeled engines, have each insisted on a different point as constituting the peculiar excellence of this form of engine. The following are their several points of excellence:—

Mr. Roberts considers that the equality of weight on all the three pair of wheels is the *ne plus ultra* of perfection; and that a six-wheeled engine only strikes the rails with *one-seventh* part of the force of the four-wheeled.

Mr. Cruickshank considers the peculiar steadiness of six-wheeled engines, when passing round curves, to be their great advantage.

Mr. Gray commenced by advocating the superior safety of six wheels and outside frames; but he concludes by determining four wheels to be safer, provided they contain as much weight of materials as six wheels; though he strongly insists on the advantages of outside frames, after every body else, even Mr. Robert Stephenson, has abandoned them as far as possible.

"Mechanicus" insists that the advantage of six-wheeled engines consists in their being less liable to run off the rails at curves, the tendency to go off the rails being (according to his philosophy), *inversely* proportional to the distance between the points of contact with the rails! And one of two writers have insisted that the extra pair of wheels is the only advantage they possess over the four-wheeled engines.

Is this the state of practical science at the present day? And, are all these parties right, or are they all wrong? To those who have read the preceding remarks in this letter, I leave the decision of these questions. *Reddere quæ ferrum valet, exsors ipsa secandi.*

I am your obedient servant,

CHARLES HOOD.

Earl-street, 13th December.

THE SLIP ON THE CROYDON RAILWAY.

We learn that the gullet is nearly completed at the New Cross slip, and there is every probability of the traffic running through before the issuing of our next number. No change has taken place in the character of the slip since our last notice.

NORTHERN UNION RAILWAY—CAPTAIN WATTS.

To the Editor of the Railway Times.

Sir,—In your Editorial note appended to my letter in your journal of the 4th instant, you require me to excuse your free and extensive mutilations, upon the plea that I had made use of epithets "unnecessarily offensive to individuals," though what the equivocal phrase, "unnecessarily offensive" means, I am in doubt about. Now with every desire to give you credit for a laudable intention to do justice to every one, I cannot in this case excuse you, and for the following reasons. In the first place, the strictures appearing in my *own name*, I am sufficiently tangible to become responsible for my own acts. Secondly.—As you were requested not to curtail my letter, it ought to have been inserted entire, or not at all. Thirdly—In sparing the feelings of others, you have unwittingly, I am sure, been forgetful of mine—inasmuch as, whosoever might read your comment, would be justified in imagining that my serio-comic remarks had strongly savoured of something akin to either slander, malevolence, or scurrility—for the imagination has an illimitable margin, and its discursive wanderings often, in practice, supply the place of facts. And this last word leads me to the last and most important of my objections—namely, that in the suppression of my epithets you have likewise suppressed facts, which might authorise the exercise of the most caustic reprobation. Here is Mr. Hudson, the Chairman of the York and North Midland Railway, voluntarily addressing me at the public station in the voice of a Stentor, and with the publicity of a common crier in terms of exultation at carrying his point against me at the North Midland meeting; and when I state that my main objection to the measure arises from its being a violation of principle, his rejoinder is, "pooh, pooh, we don't mind principle in matters of business." And yet with such a fact to build my animadversions upon, you wholly suppress it, and at the same time impress a belief by your mode of expression, that the objections taken are chiefly in consequence of offensive epithets to individuals. As a constant reader of your journal from its outset, I retain a pretty lively recollection of your exposure of the "sayings and doings" of the Eastern Counties' Direction. Now in the continuous prosecution of your task, let us suppose, such a declaration as the one above quoted, had been unblushingly put forth by the Chairman of that Board, would aught have induced you to interpose your Editorial mantle in order to conceal his delinquency? Your answer must go to negative such a supposition. And why then deal out such unequal measures, to equal degrees of turpitude? To dive into the recesses of domestic life or private character in order to detect and expose the weaknesses or defects of others, is not my duty, and shall never be my practice. My strictures being applicable to railway interests in which my own are involved, were fully justified by the occasion, and you may rest assured that you never performed an act of more perfect supererogation, than in bestowing your sympathy and tenderness upon one, who in contradistinction *to principle*, makes expediency his rule of action—and when told it is wrong, only laughs in your face for your pains. Where there is shame there may still be virtue; but the man who boldly derides the observance of principle in the concerns of life can lay no claim to it, and shall never lead nor daunt me into acquiescence. All this I told him, and moreover applied personally to his conduct most of those very epithets to which you have taken an exception. And if perchance I, in addition bestowed upon him the derisive *sobriquet* of the Boanerges or Jupiter Tonans of the north—as descriptive of his noisy and tempestuous efforts to carry his point, and added, that however much he might fancy it grand and imposing, it was of no more weight than so many squibs and crackers in my estimation, and only served to strengthen my determination to resist what was there so very exceptionable in all this? Was it not sufficiently grave and didactic for your columns? Really, Mr. Editor, it is well to let people

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sometimes put forth their opinions in their own style, although it may be somewhat in contravention of the conventional routine of every day colloquy, for variety constitutes the charm of life, and there seems to be no reason why your pages should not now and then supply a sample to your readers.

Before I dismiss the subject, let me call to your recollection that the project I am resisting, has for its object to enable parties to perpetrate with impunity a repetition of the very act you so strenuously and perseveringly condemned in the case of the Eastern Counties' Direction. Pecuniary embarrassment was the reason assigned for its partial abandonment, as is the case with the Great North of England, and yet in your pages I look in vain for one sentence of condemnation, or one stricture bearing the remotest affinity to those you formerly put forth. It is not for me to impute motives—but taking this fact in conjunction with your tenderness towards Mr. Hudson, it carries with it an air of partizanship, which, relying upon your candour and impartiality, I am sure you will hasten to dissipate by the publication of these remarks at your earliest convenience.

I remain, Sir, yours very faithfully,

G. G. WATTS.

Langton Grange, Darlington, Dec. 10, 1841.

NOTE BY THE EDITOR.

We have given *this* letter unabridged, and so far we trust Captain Watts is satisfied. With respect to the previous letter, we certainly have no recollection of having been requested to give it entire, and even if it were so, we do not know that we should have acted otherwise than we did—for however much we may feel honoured and obliged by the communications of intelligent correspondents like Captain Watts, we must be allowed to conduct this journal after our own fashion, giving or withholding papers or passages at our sole discretion. Captain Watts says he is in doubt as to the meaning of our phrase "unnecessarily offensive," as applied to certain expressions in his letter. We will not quarrel about a word, but what we *meant* to convey was, that Captain Watts's epithets were not necessary, nor at all likely, to add weight to his facts or cogency to his arguments. There may be cases in which it is both *necessary* and salutary that personal offence should be given, but we did not, and do not, think the case in question to be one of these. Captain Watts appears to think that because his name was attached to his letter, and as he is without question "sufficiently tangible to become responsible" for his own acts, we ought to have inserted the whole of his strictures without scruple. Our gallant correspondent greatly mistakes our motives, if he thinks that it was the dread of legal consequences that led to the suppressions complained of. But when we find a respectable individual designated "an empiric in speculation," charged with "bluster and bullying," and "inflated and self-important" notions, when we find him described as "crowing like a cock upon his own dunghill in the full plenitude of his tumultuary and noisy powers," and seeking by "threats and intimidation" to "cover his own insidious and selfish ends," when we hear sneers at "sapient Chairmen" and "York Aldermen," not even the name of Captain Watts shall induce us to "supply a sample" of *such* "opinions" to our readers. We say at once that language such as this ought not to be used by one gentleman to another, and we at least shall not be parties to it. Captain Watts speaks of passages of his letter as "serio-comic remarks;" to us they look very much like "poisoning in jest." Captain Watts may again apply personally to his opponent (as he states he has already done,) "most of those very epithets to which" we "have taken an exception;" *we* must decline becoming the medium of laying them before the public. We may add, that the only fact, or semblance of a fact, which we suppressed, was the statement now repeated by the Captain, as to Mr. Hudson's alleged scoff at "principle," in matters of business. The simple reason was, that we did not believe, nor do we now believe, that Mr. Hudson's words or meaning can have been rightly understood by Captain Watts. The allusion in Captain Watts's present letter, to the case of the Eastern Counties' Railway, we need not notice, as Captain Watts ought to know that the writer of this note, and of the note which has excited his ire, is in no way responsible for what may have been written, in the *Railway Times*, of *that* Company prior to August last. We have very unwillingly entered into this matter, and at some length, as perhaps a statement of our views in reference to "personalties" may prevent future misunderstanding.

LIVERPOOL AND MANCHESTER AND MANCHESTER AND LEEDS RAILWAYS.

To the Editor of the Railway Times.

SIR,—From your well-known impartiality to Railway Companies, and your expressed desire that the public should be accommodated, I am induced to think that some of your remarks made on the Liverpool and Manchester and Manchester and Leeds Railways, may have been formed in error. Allow me, therefore, to submit, that you will find in Whishaw's Analysis of Railways, published in 1837, page 155, that a connection railway to unite all the railways at Manchester was projected by J. U. Rastrick, Esq., Engineer, and a prospectus and plan issued, and a section lodged with the Clerk of the Peace at Preston, which project has I presume been defered *sine die*, owing to the misconceptions existing between the Directors of the railways from Manchester to Birmingham and Rugby, and latterly from the state of the money market and the depression of the price of railway shares, and not from any abandonment of this projected junction, as stated in the Manchester and Leeds Directors' Report of the 12th March, 1841. Parliament admits "An Act to *amend* an Act;" so may the Directors of railways be allowed to view things in an amendable state. I fully agree with the statements made by "A Liverpool Proprietor," which I am perfectly aware cannot be refuted, but might have been more explicit, respecting the Manchester, Bolton, and Bury Company's heavy tolls, and the extension of the line to Cross-lane, contrary to the original plan of the Manchester and Leeds Directors, (which it may be expedient to explain hereafter); but that the public may not be injured by the difference of opinion of Directors, who are ordered by Parliament to *obey* proprietors, allow me to observe that the proprietors of the Manchester and Leeds, the Manchester and Birmingham, and the Sheffield, Ashton-under-Line and Manchester Railway Companies, each hold forth to the public the necessity of an uninterrupted line to Liverpool, as the only western port of exportation, and therefore I am of opinion that a meeting of the Directors of these lines should be convened, to take into their fullest consideration what they may deem the best line of connection for the public accommodation, without respect to their individual interests, and without any reference to their by-gone errors. Should they unfortunately not agree, I respectfully submit that application be made to Government that they be pleased to direct some competent person to examine, and report what appears to him the most eligible line of junction for the benefit of the public.

I am, Sir, your obedient servant,

A PROPRIETOR OF THE MANCHESTER AND LEEDS RAILWAY.

LIVERPOOL AND MANCHESTER AND MANCHESTER AND LEEDS RAILWAYS.

[From the *Liverpool Standard.*]

OUR contemporary of the *Railway Times* is this week a little severe upon the Directors of the Manchester and Liverpool Railway Company, on account of their declining, for the present at least, to hurry on the formation of the proposed junction line between their present terminus in Water-street Manchester, and the Manchester and Leeds line for which, it will be remembered, the requisite powers have already been obtained. The Liverpool and Manchester Directors allege, it appears, as one of their objections to going on with the junction in question, that, on inquiry, they have found the estimates of the traffic likely to come upon it very much over-rated; and our contemporary—dissatisfied with the allegation itself, and with the means as well by which the estimates are said to have been tested—calls upon the Directors either to employ the same means in examining the estimates as those used in framing them, or, as the alternative, to give up the powers of their Act of Parliament for executing the line into other hands.

Now, with due submission to our able contemporary, we cannot see that the Directors of the Liverpool and Manchester line are bound to accept either of these two alternatives, or to proceed with the junction line as at present laid down, without being fully satisfied as to its being the *best* communication that can be formed through the town of Manchester. Upon this point *we* are not at all so well satisfied; and consider, besides, that circumstances and measures which are at this very moment in contemplation, may contribute to render the profitable working of *any junction line whatever* through the town of Manchester very problematical. The principal benefit which has been held out as likely to arise from the formation of a junction line has been the saving to be effected by merchandise and produce being forwarded direct from Liverpool to the manufacturing towns upon the Leeds line—the saving of unloading and reloading, cartage, porterage, &c. The supposition upon which the Companies have ever gone has been that Liverpool was to continue the depot for bonding this produce; and now, when it has become almost matter of certainty that the privilege of bonding is about to be conferred upon Manchester itself, and that a portion at least of the foreign produce for which the consumers in the manufacturing towns upon the Leeds line have heretofore looked upon Liverpool as their market, will in all probability, before long, be deposited under bond in Manchester—this saving by *through* carriage is no longer so practicable, or the advantage and profitable working of a junction line so evident.

But even conceding the fact (which we are quite prepared to do), that a junction line must ultimately be made between the Manchester and Leeds and the Liverpool lines, are there not, we ask, other lines from Manchester to the south and north which have a claim to be considered in the formation of such a junction? The Manchester and Sheffield and Manchester and Birmingham lines, seek as well as the Manchester and Leeds, a connection with Liverpool; and we think it must strike our contemporary that if it is possible to project a line which will satisfy the wants of these Companies and the reasonable claims of the Leeds Company as well, that line it is which, under existing circumstances and existing prospects, ought to be taken up by the Liverpool and Manchester Company.

That such a line *can* be made has already been shown—a line, we believe, even less expensive than the present projected line; and we are not perhaps far wrong when we state, that to the prospect ultimately of uniting themselves at once by this line with the *three railways* which seek a communication with them, is to be attributed this justifiable unwillingness to be dragged into the formation of a junction with the Leeds and Manchester solely.

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SHEFFIELD AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—The published opinion of one of the most celebrated Engineers of the day, respecting this line,* confirming the extensive character of it, and the great amount of confluent traffic which it must receive, renders it unnecessary to solicit any particular advocacy in its favour; and all that I ask for it is, that it may be left to make its own way in the railway market, and not be made a sacrifice to the unfortunate differences between its Directors and the late Engineer (Mr. Vignoles); for these in fact have been the origin of all the prevailing opinions against it. I observe that "Traveller per Rail," in your last number, exclaims—"Why, you have made only seven miles of the line; 33 miles of it are yet to make, and three miles of this is a tunnel, and you have called up 72*l.* 10s. per share of the capital" ! ! The wished-for inference from this notable paragraph is, that three-fourths of the capital have been expended in making seven miles of the line!

The "Traveller per Rail" ought to have known from Mr. Locke's printed Report already alluded to, that the works contracted for up to Glossop, which extend four miles beyond the portion recently opened, and are of a worse character than any other similar length of the whole line, can absorb only 253,000*l.*, or one-fourth, instead of three-fourths, of the estimated cost. The fact which this writer ushers forth with its false inference is therefore capable of another conclusion than the one he seeks to fasten upon it, which is, that three-fourths of the capital have been expended on the seven miles—that the undertaking is bad, and must therefore be abandoned.

The insolvency of a great number of the shareholders, I understand, has compelled the Directors of this line to make frequent and heavy calls, but this is extrinsic of the value of the undertaking, and implies no consequent sacrifice of its capital, and the road may, most undoubtedly, be completed by the same aids and resources which the most vaunted lines of the day have repeatedly made use of, for their successful termination.

Where then is the basis for the unjust and illogical detractions respecting it, and the admitted fears entertained by many about its completion? As a shareholder I feel none of these things, and my confidence in it is doubly strengthened by thd manly and dignified offer of its celebrated engineer, that he is ready to find parties who will give the guarantee required to perfect the undertaking at the estimated cost of 1,113,500*l.*, which, including stations, engines, and all appliances, makes only 27,837*l.* per mile.

Your Editorial columns have intimated that the conduct of the Directors of this line has been of a reprehensible kind. It is satisfactory to me at least as a considerable shareholder, that they have cleared the rock which has been so fatal to many undertakings of the same character—they have *not wasted my money*, and what they have done in the execution of the works has been done with laudable economy, and thus far extends my defence of these gentlemen.

ATTICUS.

Sheffield, Dec. 15, 1841.

* See Mr. Locke's Report, dated London, 8th Nov., 1841.

LIVERPOOL AND MANCHESTER RAILWAY.

To the Shareholders of the Liverpool and Manchester Railway Company.

GENTLEMEN,—I think it my duty to lay before you the following facts, which will point out to you some of the reasons why your receipts are falling off. Last week, for instance, being 338*l.* less than the corresponding week of last year, and the months of October and November, 1841, less by 1,400*l.* than the same months in 1840.

Sheffield goods are now taken round by Derby and Birmingham and by the Grand Junction to Liverpool for 25s. per ton. Of this your Company get only 3s. 9d. from Newton to Liverpool, whereas if the goods went by Manchester, their long accustomed route, and with a saving in distance of 70 miles, they would then pass over the whole length of your line, and you would get 10s. per ton; instead of which your interest is clearly sacrificed to the Grand Junction Company to the extent of 6s. 3d. on every ton of goods, viz., the difference between 3s. 9d. and 10s.

This extraordinary proceeding would appear inexplicable, but I am informed the majority of your Directors are also Directors of the Grand Junction, and hold a very large interest in the latter, but only a very insignificant interest in your Company.

Goods from Birmingham to Liverpool are now carried by the Grand Junction for 15s. per ton, a portion of which are taken by rails to Preston Brook, and then put into flats belonging to the "Bridgewater Trust," (whose representative at your Board is Mr. Loch, M.P.,) and thereby you lose even this 3s. 9d. per ton.

Repeated applications have been made to the executive of your Company to take these goods by Manchester at some reduction from 10s. per ton, and the consequences of their refusal have been clearly pointed out to them, but the applications have been of no avail whatever. Very different indeed has been the result of our communications with Mr. Loch and his agents, as regards the Bridgewater Trust; immediately on a proper representation of the case being made to them, they saw the policy of at once making the required reduction in the water rates for Sheffield and Liverpool goods, and the consequence is, that your line is entirely deprived of this traffic, which hitherto it has had exclusively.

For many years it has been most industriously circulated by your Directors, that it would have been better for the interests of your Company had they never carried goods at all, even at the rate of 4d. per ton per mile, and yet an advertisement has just appeared offering a reduction of 5 per cent. off the alleged losing rate; and, more extraordinary still, the same Directors, sitting at the Grand Junction Board, are now carrying London and Sheffield goods at about 1d. per ton per mile, namely—goods from Manchester to London 57s. 6d. per ton, out of which they have to pay the Liverpool Company for toll, &c., 3s. 9d., the London and Birmingham Company 35s., Chaplin and Horne for agency and delivering, 10s., total, 48s. 9d., which taken from 57s. 6d. leaves only 8s. 9d. per ton for carrier's risk and sheets for the whole distance and toll, locomotive power, and waggons for 98 miles being a fraction more than a 1d. per ton per mile!

Now, the most interesting part of this question as regards yourselves is, how happens it that your line pays only 9¼ per cent., with a rate of 4d. per ton per mile, whilst the Grand Junction Company, with essentially the same Direction, even at the low rates above named, pay 14 per cent. dividend!

I am, Gentlemen, your obedient servant,
A SHEFFIELD CARRIER.

Sheffield, December, 15, 1841.

RAILWAY TAXATION—EDINBURGH AND DALKEITH RAILWAY.

THE following is the Memorial referred to in another column:—

Unto the Right Honourable the Lords Commissioners of Her Majesty's Treasury: the Memorial and Statement of the Edinburgh and Dalkeith Railway Company, incorporated and established by Act of Parliament passed in the 7th year of the reign of his late Majesty King George the Fourth, cap. 98.

In the year 1839, 1840, and in the beginning of the present year, the Memorialists presented petitions to the House of Commons, and also memorials to the Chancellor of her Majesty's Exchequer, representing that the mileage tax on railway travelling as established by law was so unequal in its incidence as to amount to 12½ per cent. on the gross receipts drawn from the conveyance of passengers on this railway, and other railways in the poorer parts of the kingdom, while on railways of the first class it amounted to only about a third part of that rate.

The memorialists then proposed that, in lieu of the existing taxes, a tax might be imposed by way of a per centage on the gross receipts drawn from the conveyance of passengers, which would be the most easily and cheaply ascertained and collected, the most difficult to be evaded, and the least oppressive to the trade.

The memorialists presented also, in the beginning of the present year, a petition to the House of Commons, and a memorial to the Chancellor of her Majesty's Exchequer, representing that, on account of horses being the power employed on this railway, they were liable by law to the following assessed taxes, over and above those to which they were subject in common with railways worked by steam, viz.:—

For each coach	£4	10	
For each horse	3	6	
For each driver	1	5	

These taxes, although the horse tax is at present remitted by special authority from your Lordships, make it unprofitable to afford conveyance for extraordinary numbers of the working class of a very large population on holidays, and operate towards discouraging the use of horse power on railways, as is explained by the following statement:—

On this railway there are five or six occasions, annually, on which the working class travel in extraordinary numbers, and more than half of the carriages kept are never used except on those occasions.

One coach with a horse and driver can convey in 6 days 480 passengers, the fares of which give a gross receipt of				£14	13	4
Charges—Horse and driver	£3	13	4			
Assessed taxes—coach	4	10	0			
on driver	1	5	0			
Mileage tax	1	7	6			
Repairs and wear and tear of coach, 10 per cent. on 80*l.*	8	0	0			
				£18	15	10
Loss on each supernumerary carriage				£4	2	6

Hence it is evident that if the memorialists lose hope of being relieved from the whole of the assessed taxes, they must give up keeping more carriages than are sufficient for the every day traffic.

The memorialists respectfully submit, that it is not for the advantage of the public that the use of horse power on railways should be discontinued; because it is applicable in many cases in which steam power could not be employed without loss and inconvenience—for example, on short branches or feeders to the passing stations of great trunk lines of railway; in affording frequent communication, with a moderate traffic; in the suburbs of towns, where frequent stoppages are required; and in conveying the traffic of great steam-power railways between their principal termini in the vicinity and sub-termini in the interior of towns, without the inconvenience of changing carriages, and the nuisance and danger of steam-engines. The safety of admitting communication between horse-power railways and highways or streets has been proved by this railway, which crosses or goes along 17 highways or streets on a level, and has been open above 10 years, without any serious accident.

The Edinburgh and Dalkeith Railway Company therefore beg leave respectfully to propose to your Lordships that, in the event of any Bill being introduced by her Majesty's Government for the purpose of altering and amending the laws of taxation on railway travelling, the carriages, horses, and drivers employed in the conveyance of passengers on railways may be exempted from the assessed taxes; and that the taxes on travelling may be alike on all railways, whether worked by animal or by mechanical power; and may be imposed by the simple and equal method of a per centage on the gross receipts from the conveyance of passengers; which amendment, if carried into effect, the memorialists confidently believe will increase the traffic upon railways worked by horse power, and to that extent increase also the public revenue.

RAILWAY SHARE-LISTS.

The London Prices are supplied by Mr. Wetenhall; the Liverpool by Mr. C. J. Townley; the Edinburgh (marked *) by Mr. R. Allan; and the Glasgow (marked †) by Mr. J. Watson.

Length Rail.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..	..	..
....	....	680	25	25	Ballochney	..	80†	..	..	..	..	..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	57	..	..	..
—	—	6300	33½	25	Ditto (*Thirds*)	..	..	..	..	..	..	..
55	55	9500	100	100	Birmingham and Gloucester	..	..	..	..	..	..	..
—	—	10000	17½	12½	Ditto (*New*)	5⅜	..	..	..	..	..	..
76	33	15000	100	60	Bristol and Exeter	..	..	..	28	28	..	..
27½	....	8000	50	14	Bristol and Gloucester	..	..	..	64	65	65	..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..	..	..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..	..	..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
42	18	7500	100	72½	Cheltenham and Gt. Western	..	22½	21	..	22½	22½	..
36	3·	3000	100	100	Clarence	..	..	..	..	..	..	..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..	..	..
78¼	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..	..	..
....	....	4000	25	25	Dundee and Arbroath	25*	24†	..	..	..	..	..
....	....	800	100	100	Durham Junction	..	..	..	..	..	..	..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..	..	..
26	17½	44000	25	23	Eastern Counties'	..	8⅜	8	8⅜	8⅜	3⅜	8⅜
—	—	64000	8¼	8⅜	Ditto (*Debentures*)	10	..	10½	..	..	..	10½
66	....	18000	50	50	Edinburgh and Glasgow	43*	43½†	..	..	..	..	43½
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..	..	..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..	..	..
....	....	5000	20	20	Edin., Leith, & Newhaven	3*	..	..	..	..	..	..
....	....	1950	25	25	Glasgow and Garnkirk	38½*	40†	..	..	..	..	..
51	40	12500	50	50	Glasgow, Paisley, & Ayrshire	35*	34†	..	..	..	..	..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	23*	22½†	..	..	..	..	22⅜
15½	..	6000	50	50	Gosport	..	..	..	55½	..	..	..
83½	83½	10918	100	100	Grand Junction	..	..	..	..	..	..	198
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..	..	98½
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	26⅜
—	—	17627	25	2½	Ditto (*Ditto*)	..	..	..	..	..	..	..
74	45	10000	100	90	Great North of England	..	..	..	..	66	66	..
118	118	25000	100	65	Great Western	84½	84½	83⅜	84½	85	85	83
—	—	25000	50	50	Ditto (*New Shares*)	59	59⅛	59⅛	..	61⅛	61¼	59
—	—	37500	20	4	Ditto (*Fifths*)	9⅜	9⅜	9⅜	9⅜	9⅜	9⅜	9½
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	38½	..	..	..	38
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..	..	..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..	..	..
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..	..	..
31	31	5130	100	100	Liverpool and Manchester	..	..	..	..	..	..	196
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
—	—	7468	50	50	Ditto (*New Half Shares*)	..	..	..	..	..	..	..
..	..	....	..	..		..	..	..	..	..	..	..

Length Rails.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W	Th.	Fri.	S	Liverpool.
112½	112½	25000	100	90	London and Birmingham	162	..	..	..	164	164	163
—	—	25000	25	5	Ditto (*Quarter Shares*)	22⅜	..	23	..	23½	23½	23
—	—	31250	32	32	Ditto (*Thirds*)	5⅛	..	5⅝	..	..	..	5⅝
.....	.....	.....	32	2	Ditto (*New Shares*)	25½	25⅛	..	26	..	..	25⅜
33	33	24000	25	25	London and Blackwall	10	10	..	10½	10⅜	10⅜	..
....	....	....	6½	4½	Ditto (*New*)	..	..	..	6⅜	..	..	..
56	56	36000	50	50	London and Brighton	36½	36⅜	36⅜	38½	38¼	38⅜	36⅜
10½	10½	33000	avr.	13⅜	London and Croydon	11¼	..	..	..	..	..	..
33	31	20000	20	20	London and Greenwich	..	..	..	..	..	..	..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..	..	..
.....	.....	.....	....	6½	Ditto (*Scrip*)	..	..	..	..	6⅜	6⅜	..
77	77	36000	avr.	38¼	London and South-Western	56⅜	56⅜	57	57⅛	57¼	57¼	57
—	—	42000	5	5	Ditto (*Tenths*)	10⅜	..	..	..	..	..	43
50	50	13000	100	70	Manchester and Leeds	65	67	66	..	65¼	65½	65
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	27⅛	27⅛	27⅛
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	3⅜	3⅜	..	..	..	4
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..	..	52⅜
40	5	30000	70	40	Manchester and Birmingham	..	30	..	28½	29¼	29½	..
40	7	7000	100	82½	Manchester and Sheffield	..	..	..	..	..	..	..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..	..	..
57	57	10000	100	100	Midland Counties	84	84½	83¾	..	85	86	85¾
—	—	10000	25	15	Ditto (*Quarter Shares*)	..	23	..	..	..	..	21½
....	....	1940	25	25	Monkland and Kirkintilloch	..	56½†	..	..	..	..	..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..	..	..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..	..	..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..	..	..
72½	72½	15000	100	100	North Midland	..	..	..	73	72	72	72
—	—	15000	50	40	Ditto (*New*)	..	..	..	..	..	..	33½
—	—	15000	21⅜	15	Ditto (*Thirds*)	15	15½	16	15½	16⅜	16⅜	16½
32½	30½	7200	50	35	Northern and Eastern	..	..	..	..	23½	23⅜	..
22	22	6329	75	75	North Union	..	..	..	..	..	..	76
19	19	2600	50	50	Preston and Wyre	..	..	..	..	..	..	..
—	—	3290	25	25	Ditto (*New Shares*)	..	..	..	..	..	..	..
5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..	..	..
25	25	1000	100	100	Stockton and Darlington	..	..	..	..	..	..	..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..	..	..
.....	.....	3000	50	2¼	South Durham	..	..	..	..	..	..	..
—	—	4000	12½	7⅜	Ditto (*New*)	..	..	..	..	..	..	..
67	....	28000	50	43	South-Eastern and Dover	18	..	..	..	20	20	..
27	27	3000	100	100	Taff Vale	..	..	..	..	..	..	..
15¼	....	9000	50	7½	Thames Haven	..	..	..	..	..	..	..
.....	.....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..	..	..
27	27	6700	50	50	York and North Midland	..	89	89	89	90	90	87
—	—	6700	25	15	Ditto (*New*)	..	..	30½	..	..	..	31

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	†Arbroath and Forfar	1	15	Dec. 11	1,240	£54 7 0	£93 17 7	£148 4 7½	£1 12 11½	£9 17 7½	£100 5 7½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Dec. 11	..	686 1 11	314 1 11	1,000 3 10	3 5 6½	22 18 11½	1,232 17 3	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	55	Dec. 10	4,394½	1,117 1 8	207 14 1	1,324 15 9	3 8 9½	24 1 8½	669 8 2	31
450,000 0 0	437,693 10 8	5 0 0	Brandling Junction	4	25	Dec. 12	8,809	340 14 9	365 8 9	706 3 6	4 0 8½	28 4 11½	....	..
499,999 0 0	456,683 10 1	....	Chester & Birkenhead	5	14½	Dec. 13	3,931	299 16 3	29 17 8	329 3 11	3 4 11½	22 14 9	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	6	6	Dec. 12	20,958	....	....	464 11 7	11 1 2½	77 8 7	488 19 11	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	7	16¾	Dec. 12	3,168½	137 9 2	67 12 11	205 2 1½	2 16 8½	17 0 5	165 2 0½	16¾
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	8	17½	Dec. 12	9 699	....	....	640 11 9	5 4 7	36 12 1	438 15 5	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	9	40	Dec. 11	10,004	554 16 6	295 1 11	849 18 5	3 10 9½	21 4 11	564 2 5	..
....	....	....	†Glas., Pais., & Green.	10	22½	Dec. 11	9,245	473 16 1	128 13 0	602 9 1	4 8 10½	26 13 3½	....	..
1,957,800 0 0	2,233,220 8 3	11 0 0	Grand Junction	11	88½	Dec. 11	..	5,078 2 0	1,789 19 4	6,868 1 4	7 5 7½	50 19 4½	6,789 19 5	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	12	45	Dec. 13	..	625 5 6	522 8 3	1,147 13 9	3 12 10½	25 10 1	....	..
5,331,527 9 10	5,877,120 7 8	3 0 0	Great Western	13	118	Dec. 12	..	8,398 1 7	2,132 1 7	10,530 3 2	8 17 9	62 4 3½	4,761 17 4	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	14	31	Dec. 11	2,793	365 13 2	345 8 10	711 2 0	3 5 6½	22 18 9½	478 17 2	..
488,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	15	20¼	Dec. 11	1,758	349 14 5	50 5 1	399 19 6	2 15 8½	19 10 2½	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	16	31	Dec. 10	..	1,964 1 4	1,905 10 2	3,869 11 6	17 16 7½	124 16 6	4,223 15 4	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	17	112¾	Dec. 11	..	10,482 14 0	2,928 5 9	13,410 19 9	16 0 8	112 4 8	13,197 17 3	112¾
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	18	3⅜	Dec. 16	29,006	....	....	552 6 4	21 0 9½	147 5 8½	378 12 6	3⅜
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	19	56	Dec. 11	4,358	1,299 6 10	43 7 6	1,342 14 4	3 7 5½	23 12 4½	44 18 3	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	20	10½	Dec. 14	3,900	....	....	232 5 5½	3 3 2½	22 2 6	478 10 3	10½
993,300 0 0	748,156 18 4	2 0 0	London & Greenwich	21	3⅜	Dec. 16	24,237	....	....	733 11 0	27 17 5½	195 12 3	760 4 4	3⅜
2,540,100 0 0	2,420,172 19 11	7 14 3	London & South-West.	22	77	Dec. 13	..	2,893 11 5	770 15 5	3,664 6 10	6 15 11½	47 11 9½	3,051 1 2	77
2,000,000 0 0	1,515,045 2 1	....	*Manchester & Birm	23	5	Dec. 13	..	....	....	352 3 5	10 1 2½	70 8 8	253 14 0	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	24	10	Dec. 9	..	386 16 0	181 14 11	568 10 11	8 2 5	56 17 1	534 12 6	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	25	50	Dec. 11	..	1,946 3 9	1,703 13 5	3,639 17 2	10 7 11½	72 15 11½	....	12¾
1,533,000 0 0	1,530,375 3 5½	5 9 0	Midland Counties'	26	57	Dec. 11	7,244½	1,372 13 0	856 8 7	2,229 1 7	5 11 8½	39 2 1	940 17 8	57
250,000 0 0	....	6 0 0	Newcastle & Carlisle	27	61	Dec. 11	..	447 19 2	958 0 11	1,406 0 1	3 5 10½	23 0 11½	1,562 17 10	61
3,000,000 0 0	3,065,032 13 11	4 5 8½	North Midland	28	72½	Dec. 11	..	2,060 11 1	1,467 9 4	3,528 0 5	6 18 6½	48 9 10½	2,323 13 1	72½
780,000 0 0	560,000 0 0	6 13 4	North Union	29	22	Dec. 10	2,798	684 16 3	230 15 2	915 11 5	5 18 10½	41 12 4	844 17 0	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	30	30½	Dec. 12	5,277	....	....	806 2 8	3 16 1½	26 12 11½	341 10 2	..
533,000 0 0	317,695 0 8	4 0 0	Preston & Wyre	31	19	Dec. 11	1,204	87 1 0	109 16 9	196 17 9	1 9 7½	10 7 3	....	..
....	....	....	Sheffield & Manchester	32	7	....	..	....	....	....	....	....	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	33	20	Dec. 12	4,979	....	....	270 11 0	1 18 7½	13 10 6½	141 14 1	8
446,666 0 0	547,136 0 0	9 0 0	York & North Midland	34	27	Dec. 13	5,466	....	....	1,372 8 9	7 5 2½	50 16 7½	910 8 8	23

2. *Minus* toll to London and Birmingham 116*l.* 13s. 3d.

3. Main line, 53 miles; Tewkesbury branch, 2.—Total length, 55 miles.

4. The total length of line and branches is 25 miles:—15 miles of passenger and general traffic, and 10 miles of coal traffic alone.

8. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

10. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

11. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the L. and M. and C. and C. lines, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 134⅔ (83+21+31.)

13. The 5,231,527*l.* 9s 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

16. Ten per cent. is the maximum dividend allowed by the Company's Act.

17. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

19 The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

20. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

21. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll.

22. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, and is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Including Toll, &c., from Sheffield Company.

24. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

omnibus charges, and payments to other Companies. The dividend is from the time of opening.

26. The receipts for goods, &c. include, carriages, 30*l.* 4s. 2d.; horses, 25*l.* 11s. 0d.; dogs, 1*l.* 8s. 6d.; parcels, 171*l.* 8s. 5d.; cattle, 68*l.* 19s. 6d.; corn, 4*l.* 8s. 1d.; heavy goods, 426*l.* 10s. 10d.; coal, 127*l.* 18s. 1d.—Total, 856*l.* 8s. 7d. The dividend is from the time of opening.

28. The details of the receipts are as follows:—Passengers, 1,769*l.* 4s. 5d.; parcels, carriages, horse, and mails, 291*l.* 6s. 8d.; merchandise, 1,146*l.* 8s. 8d.; minerals, 290*l.* 11s. 6d.; cattle, 30*l.* 9s. 2d. — Total, 3,528*l.* 0s. 5d.; including North Midland proportion of Manchester and Leeds traffic, amounting to 100*l.* 15s. 2½d. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

29. The receipts are after deduction of L. and M. toll.

30. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

31. The capital of 533,000*l.* includes that provided for harbour and works as well as railway. The dividend is for a year (since opening of line).

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TO CORRESPONDENTS.

Le Chemin de Fer.—*Under this title a weekly newspaper has recently made its appearance at Brussels. Its objects are, as the name implies, analogous to those of our own journal. From the few numbers of it yet issued, it appears to be conducted with considerable talent, and promises to be very useful in a country where the railway system has made such rapid strides.*

A Constant Reader.—*The Edinburgh publication is, in our opinion, as good as any other—certainly much superior to the other work named by our correspondent.*

Verax.—*Enough has been said for the present.*

We have seen the first and second numbers of a publication called the Hand Book for Plain and Ornamental Mapping and Engineering Drawing, by B. P. Milne, C.E. *It is published by Mr. Weale, of Holborn. The object of the compiler appears to be to instruct by example rather than by precept. The plates are well executed, and we have no doubt the work will be acceptable to the profession.*

In the letter of A Railway Shareholder *published in our last, the word "re-quires," in the second paragraph, should have been "ac quires," and "comfort himself" should have been "comport himself."*

Viales, No. 2.—*It is quite absurd to assume that the traffic will for the next ten years at least "increase to double its present amount."*

Locomotive the First.—*Of course we would recommend the* Railway Times. *Much useful information may likewise be got from Mr. Whishaw's "Railways of Great Britain."*

Bristolian.—*No person is employed to draw designs for the improvements of Holborn Hill, the Corporation not having resolved to make them; but in 1834 Mr. H. F. Pocock of Knightsbridge submitted a plan, and within the last fortnight Mr. James Moon, of Gray's Inn Square, has also submitted a model and drawing of a level viaduct, to be 87 feet wide, extending from Thavies Inn to Sea Coal Lane, the height of the carriage way being 20 feet above the level of Farringdon street.*

A Proprietor at Poplar.—*We think it would be extremely injudicious to abridge in any way the accommodation offered to the public. Besides, the saving recommended would amount to little, if anything.*

Scrutator *was anticipated by another correspondent.*

X. N.—*The number of Directors was originally 16, but was subsequently reduced to 12. We hear that a further reduction is not unlikely. Eight properly qualified members of the Board would be ample.*

London and Birmingham Railway.—"An original promoter of the circulation of the *Railway Times* would be glad to be informed, through that periodical, whether the Directors of the London and Birmingham Railway Company are legally warranted in making *a Call of 40l. per share*, though some of them are divided into four parts."—*In reply we have to state, that the Directors, under the powers of the Company's first Act, could only call for 10l. at a time on their 100l. shares, but by their second Act, under which the 25l. shares are created—(5th and 6th of William IV, section 116)—they are empowered to make calls at such times, and for such amounts, as they may think fit.*

W. B. (*Liverpool*).—*We cannot understand what our correspondent means when he speaks of the gentleman whom he names having "resumed his late Secretaryship."*

A Shareholder of the Northern and Eastern Railway *has our best thanks.*

Occator's *jocularity is misplaced. There can be no doubt as to the facts upon which he comments.*

"Warwick's House of Commons."—*This is a very useful manual, embracing more of the personal and political history of the members of the Lower House than any similar work that has come under our notice.*

C. B.—*The Box tunnel is 9,680 feet in length; 39 feet high; and 35 feet wide to the outside of the brickwork.*

Railway Communication with Scotland.—*The letter of* C. B. *shall appear next week.*

Observator's *remarks shall have a prominent place in our next. We shall be happy to hear from him again in the same strain.*

Zeta.—*We had extracted the article before receiving our correspondent's note.*

J. T. S.—*We are much obliged to our correspondent for his suggestions. It is too late to carry them into effect in the present volume, but we shall probably carry them out in the new year. As to the matter mentioned in our correspondent's postscript—if there was any error it was not ours*

Inquirer (*Manchester*).—*The "improvement" consists in the adoption of triangular sleepers.*

Amicus (*London*).—*We should say that the* rise *is not attributable to the cause hinted at. We do not think the project is likely to be revived.*

We should be happy to receive a notice of the case referred to in a private letter dated, "Bristol, 16th December."

Several letters are in type and shall appear next week.

THE RAILWAY TIMES.

SATURDAY, DECEMBER 18, 1841.

We have much pleasure in giving in another column a copy of a Memorial addressed to the Lords Commissioners of Her Majesty's Treasury, by the Managers of the Edinburgh and Dalkeith Railway Company, in reference to certain imposts to which that Company are subjected—imposts from which most other Railway Companies are exempt.

It is necessary to premise, that the line in question is worked by horse power, and that in addition to the usual railway tax of one-eighth of a penny per passenger per mile (from which, however, the Scotch Companies have hitherto been in a great measure relieved,) this Company are liable to a heavy annual amount of assessed taxes, namely, for every coach, 4*l.* 10s.; every horse, 3*l.* 6s.; every driver, 1*l.* 5s.—making an aggregate for one vehicle of upwards of 9*l.* a year; and it is from the whole of this tax (a portion being already remitted) that they pray to be freed. The circumstances of their case are somewhat peculiar. It seems that in the district of this railway there are five or six occasions annually on which the working classes travel in extraordinary numbers, and that to accommodate these parties the Company are compelled to keep twice the number of carriages required for the ordinary working of the railway. As all these carriages are liable to the Government duty, it appears that when the assessed taxes payable in respect of them are enforced, the mileage duty paid, and a moderate per centage allowed for wear and tear, the Company are out of pocket upwards of 4*l.* upon every such supernumerary vehicle! Surely such a state of things cannot be expected to continue! and equally clear is it, that if on the extraordinary occasions above referred to, the poorer classes of the community should be subjected to inconvenience from the lack of suitable accommodation, the Company will not be to blame, but the Government, which practically puts a stop to the running of extra trains, to the great loss of the proprietors, and the serious injury of the public. We would fain hope that the plain unvarnished statement put forth by the Managers of the Edinburgh and Dalkeith Company will immediately command the attention of the Lords Commissioners, and that in this particular case the operations of the law will be suspended, the more especially as the Company are conferring a great boon upon the inhabitants of the locality, at the smallest possible rate of remuneration to themselves.

But it is not alone to the circumstances of the Edinburgh and Dalkeith line that the prayer of the Memorial is applicable. We would call attention especially to that part of it which opens up a somewhat novel subject—that of branch railways worked by horse power for the purpose of connecting the termini of *steam* railways with sub-termini in the interior of towns. We have reason to believe that the merit of suggesting this view of the matter is due to Mr. Rankine, the able and active Manager of the Dalkeith Company, whose exertions for a repeal or modification of the railway tax have been such as might have been expected from a gentleman whose observation and experience have proved how seriously the impost in question tends to hamper the efforts of the existing Companies, and to prevent an extension of the system. There is no more common complaint urged against railways than that whenever they approach towns, the occupiers of villas, and the inhabitants generally of contiguous hamlets, are inconvenienced by the withdrawing of the common-road vehicles, while no equivalent is supplied by the railway, as it is not convenient to stop the trains so frequently as would be required. There is, moreover, to be considered the great expense, and not unusually the insurmountable difficulty, of bringing the terminus of a steam-worked railway to any considerable distance within a town; whereas if these supplementary horse-railways were instituted, the travelling public would substantially receive the desired accommodation, while other parties would not be sensibly inconvenienced. Let us take the case of a most important railway in the immediate neighbourhood of the Edinburgh and Dalkeith—we mean the Edinburgh and Glasgow line. The present terminus of that undertaking is fully a mile from the centre of the city—a point to which it could be extended with great ease, were it not that the route is along the side of the Princes-street gardens, the proprietors and lessees of which are opposed to the introduction of steam engines, with their disagreeable noise, into the vicinity of those beautiful grounds. If, however, the Edinburgh and Glasgow carriages were to be drawn by horses from the existing suburban terminus through these gardens, no objection could be made, at least none that Parliament would listen to; for then there would be no greater "nuisance" to complain of than that to which the parties are at present exposed. The change of power for the last mile need not cause a loss of more than five minutes (which in a journey of two hours is next to nothing), since on the Dalkeith line a very ordinary stage-coach horse draws a coach and passengers, weighing in the gross five tons and upwards, at the rate of from 10 to 12 miles an hour, on the level and slightly inclined parts of the railway. But here the impost of which the Dalkeith Company very justly complain, comes into operation to impede a great public convenience, for in addition to the ordinary tax, the Edinburgh and Glasgow Company, after paying heavily no doubt for permission to penetrate into the town, would be liable to a further amount of upwards of 9*l.* per annum for every vehicle, horse, and driver employed upon the extension line. Except under very favourable circumstances indeed, such taxation as this must amount to a virtual prohibition of horse railways.

Nor is it solely in connection with terminal towns of a large size that horse railways might be advantageously laid down. Very many second, or third, or fourth-rate places could thus be accommodated, which will have to wait in expectation of railway facilities long enough, if they do not obtain them until steam lines upon the magnificent scale now in vogue are undertaken with hopes of realising a profit.

It may be that some of our Engineers would scarce condescend to lay out or execute so humble a work as would suffice for horse traction, but there are, we doubt not, a sufficient number who would—the rather as we suspect there will be few opportunities for some time

to come of constructing splendid lines of communication. The Tewkesbury branch (two miles in length) of the Birmingham and Gloucester Railway is, we believe, usually worked by horses, and very many other towns at the same or a greater distance from main lines, might be accommodated in the same way, with advantage to all parties. We hear daily of the injury inflicted upon particular towns by the diversion of the stream of traffic from its ancient channels—and no doubt a vast deal of distress, although inseparable from the first introduction of every great improvement, has resulted from this cause—but if the parties interested were to exert themselves in the promotion of branch lines such as are now suggested, much of the ruin which threatens them might, we are convinced, be avoided. It is no wonder that individuals should be deterred from embarking in railway speculations when they find that, under the present system, a line is reckoned cheap if its cost per mile is *estimated* not to exceed 25,000*l.* or 30,000*l.* per mile, and when they find that even that amount not unfrequently rises in the end to 40,000*l.* or 50,000*l.*, they would be indeed devoid of all prudence, were they to think of organising such schemes without the certainty of a very large traffic. If, however, the first cost could be reduced about one-half, and the same or nearly the same amount of real accommodation secured to the public, the case would wear a very different complexion. And that it would be so by the adoption of inferior lines such as might readily be worked by horse power, is the opinion of many persons more acquainted practically with the subject than we have the good fortune to be.

The matter is, we think, well worth investigation and discussion, and although in the meantime the taxes from which the Dalkeith Company entreat to be relieved would materially interfere with such projects, we have little doubt that ultimately no practical hindrance would arise from that cause. Indeed it is clear that, as the railway system becomes further developed, some very extensive alterations in the mode and amount of locomotive taxation generally must take place Already stage coach proprietors and post-masters are complaining, and not without good reason, of the extreme and unequal pressure of their burdens as compared with railways and steam navigation, (the last-named means of communication being, as our readers are aware, wholly exempt from taxation); and with the constantly increasing development of travelling generally, it is not unreasonable to suppose that, even allowing steam-boats to go free—which, however is not fair to other modes of conveyance—and without imposing any additional tax upon railways, the stage-coach and post-horse duties may, at no distant day, be materially lightened, and the public revenue still remain unhurt. There can be no real rivalry between railways and common roads, but they might be made to contribute to the benefit of each other much more effectually than is the case at present.

One of the "coolest" things of the kind that we have seen for some time is a document purporting to be an address or memorial, or something of the sort, to the Directors of the London and Greenwich Railway Company, in reference to the often-discussed claims set up by Mr. George Walter, formerly Manager of that concern. We have not had the good fortune to catch sight of the original, but the following is a verbatim copy, as given in the columns of a contemporary:—

"We, the undersigned shareholders in the London and Greenwich Railway Company, having given much consideration to the various causes which have reduced the value of the stock of the Company to 80 per cent. discount, and having also ascertained that one of the chief causes for this great and continued depression in the market price of the shares of the Company is the unsettled claim of Mr. George Walter, the late Managing Director of the Company, and the consequent series of pamphlets published by that gentleman, month by month, assuming to expose the gross mismanagement, and total incapacity of the present Managers of the Company, and the certain ruin in which the monetary system of the Company must be irretrievably involved, unless an immediate change of Directors and management takes place, are of opinion, that it is most desirable that measures shall be taken to put an end to Mr. Walter's claim, and thereby silence his attacks. And in making this recommendation, we are guided by feelings of justice towards Mr. Walter (as well as for the interests of the proprietors in general), who, we think, has been hardly and unjustly dealt by, and that in refusing to recompense him for the great service which he rendered to the Company in placing the shares at a time of urgent necessity and difficulty, the Directors have been mistaken in their judgment, and the consequences have been, that by objecting to pay Mr. Walter what we conceive his contract justly entitled him to, the proprietors have lost by the fall in the price of the stock (mainly produced by Mr. Walter's pamphlets) at least a thousand pounds for each pound which Mr. Walter has been wrongly deprived of. And we do, therefore, urge upon the Directors of the Company, for the sake of the proprietors, at once to make such an arrangement with Mr. Walter for the liquidation of his claim, as will free the management and affairs of the Company from his unceasing and destructive expositions, and thus relieve the property of the Company from attack—one of the causes of its present depression."

We make no comments upon the literary merits of the above, for in truth its manner is a very secondary consideration, compared with its matter. It is in effect an apology for extortion—a recommendation to the representatives of the "undersigned shareholders," (and not of them only, but of the shareholders at large,) to bribe to silence a party whom these representatives believe to have no just claim upon the Company whose interests they have taken upon themselves to protect and promote. Mr. Walter's claims have been argued and re-argued, decided and re-decided not only by the Directors of the Company, but by the proprietors in public meeting assembled; yet here are parties professing to be shareholders in the undertaking, who openly stand forth to counsel "an arrangement with Mr. Walter for the liquidation of his claim," with the avowed object of freeing the Company from that individual's "unceasing and destructive expositions" of the state of the Company's affairs! What is this but holding forth a premium to unscrupulous calumniators? We do not class Mr. Walter among such, for really we have not had the pleasure of seeing any one of the "series of pamphlets" alleged to be "published by that gentleman month after month," and therefore are not in a position to say whether his strictures are deserved or not. But admitting Mr. Walter to be entirely in the right and the Directors entirely in the wrong—granting "the gross mismanagement and total incapacity of the present Managers of the Company," for which it would seem Mr. Walter contends—is it to be imagined for a moment that the proposed mode of "silencing attacks," would, if carried out, be lost upon the thousand and one libellers who are the curse of overgrown towns? The memorialists, it is to be observed, say very little as to the justice of Mr. Walter's claims. They merely mention in passing that they conceive he "has been hardly and unjustly dealt by," while the whole scope of their address points to the expediency of putting a stop, after a particular fashion, to the attacks which it is said Mr. Walter is in the habit of making—the memorialists not appearing to care whether these attacks be merited or not by their objects. Mr. Walter in his "series of pamphlets," either speaks the truth or he does not. If he does *not*, then his "unceasing expositions" are but the ebullitions of a disappointed man, and his "attacks" are certain to be "destructive" to none but himself. If on the contrary Mr. Walter speaks the truth and nothing but the truth, the matter is one not to be stifled by pecuniary bribes, but to be carefully and minutely sifted. In the one case the memorialists are guilty of recommending that the funds of the Company be applied to purchase the silence of a libeller; in the other they would attempt by the same means to screen evil-doers from the well merited exposures of an honest man. We leave them to choose either horn of the dilemma.

We cannot believe that Mr. Walter himself is a party to this memorial, and certainly no *real* friend of his would countenance such a document. What a poor compliment do they pay Mr. Walter in taking it so coolly for granted that if his claim for compensation were admitted, he would cease to expose what we are bound to believe he conscientiously considers to be "gross management and total incapacity" on the part "of the present Managers of the Company"—mismanagement and incapacity, which if allowed to continue, must, he says, entail "certain ruin" on the "monetary system of the Company." What should we think of Mr. Walter's repeated protestations of deep anxiety for the well-being of his fellow proprietors, were he to allow the settlement of his own account to shut his mouth, when he has the means, in "a series of pamphlets," of exposing iniquity practised towards others? Well may Mr. Walter exclaim, "Save me from my friends!"

We should like much to know who the "undersigned shareholders" are, and their several stakes in the undertaking, who after "*much consideration*" can find no more probable cause for the "great and continued depression in the market price of the shares of the Company than "the unsettled claim of Mr. George Walter"!! We seek not to disparage the pamphleteering prowess of Mr. Geo. Walter, but the causes of the present condition of Greenwich stock lie much deeper, and (if his self-styled friends speak truth) will be more difficult to remove than "the unceasing and destructive expositions" of "the late Managing Director of the Company."

The *Liverpool Standard*—a journal which bestows more attention upon railway matters than any other general newspaper with which we are acquainted, and moreover treats them with much greater ability—has briefly noticed our last article on the Liverpool and Leeds proposed junction line. We elsewhere reprint our contemporary's observations, and embrace this opportunity of expressing our satisfaction that our comments on this subject have excited so much attention in the neighbourhood of the two lines, as we understand they have

been honoured withal. We have, and can have, no prejudice or partiality in the matter, our sole aim being the mutual benefit of the two Companies as connected with the accommodation of the public.

Our contemporary brings forward another, and to us an entirely new, reason for the singular apathy of the Liverpool Directors, namely, that there is a prospect of another junction which would connect the Liverpool line not merely with the Manchester and Leeds, but with the Manchester and Birmingham, and of necessity with the Manchester and Sheffield —a line too which our contemporary believes would be "even less expensive than the present projected line." We need scarcely say, that if such a line is likely to be carried out, it shall have our warmest support, as still further promoting the public convenience; but then we should like to see some demonstration on the part of the Liverpool Company that they are really in earnest in patronising this new project,—that it is not merely for the purpose of putting aside their own recorded agreement with respect to the Hunt's Bank junction line, that they are, or affect to be, so convinced of the superior facilities offered by another route. Are they making preparations for carrying forward this new scheme? A considerable period must necessarily elapse before the indispensable sanction of Parliament can be secured for it; whereas the Directors can at once proceed, if it so pleases them, with their moiety of the Leeds junction, and we should be glad to have some promise or pledge that they are to proceed with either. As they have suffered the Leeds Company to purchase property to a considerable amount, on the faith that the Act of Parliament would be carried out, we must be excused for dreading a repetition of the same conduct, should powers be obtained for the construction of the new line alluded to by the *Liverpool Standard*.

But our contemporary, who in one sentence readily concedes the fact "that a junction line must ultimately be made between the Manchester and Leeds and the Liverpool lines," is, in another sentence, of opinion "that circumstances and measures which are at this very moment in contemplation may contribute to render the profitable working of *any junction line whatever*, through the town of Manchester very problematical." These measures and circumstances would appear to be the prospect of having the privilege of bonding conferred upon Manchester itself, thus rendering it necessary that there should be at Manchester unloading and re-loading of all that produce intended for the manufacturing towns on the Leeds line, which being now bonded in Liverpool alone, might then be transferred to Manchester. But not to dwell upon the fact that if there were a continuous line of railway throughout, the parties putting their goods in bond, might still prefer Liverpool, and thus obviate the necessity of unloading and re-loading at Manchester, surely there must be a vast amount of traffic passing over the two lines which would not be affected by the establishment of any additional bonding depot. Be this, however, as it may, we cannot perceive how "circumstances and measures which are at this very moment in contemplation," apparently for the first time, can account for or justify the *past* apathy of the Liverpool Board; and for ourselves we are constrained to impute to the same "measures and circumstances" which have heretofore influenced them, their *present* unwillingness to be *dragged* [as our contemporary calls it, though the phrase seems rather inapplicable to a manifestly voluntary arrangement] into the formation of a junction with the Leeds and Manchester."

Mr. Crawshay, Chairman of the Northern and Eastern Railway Company, has addressed to us a letter, which will be found in another page, in reference to the terms in which, (as reported in our journal of the 4th inst.), that gentleman had spoken of third class passengers at the late meeting. Mr. Crawshay admits that his words were accurately reported, but maintains that being uttered in joke, and apparently taken in joke, we and others who found fault with their use, have been complaining without any sufficient cause. Mr. Crawshay surely does not suppose that we or any one else could for one moment have dreamt of any serious intention on his part to recommend the actual engagement on a railway of so many sweeps with their soot-bags; it was the *spirit* of his jocose proposition which *we* condemned,—a spirit which, notwithstanding the explanation now offered tends, in our opinion, most directly to sanction, and even counsel, a studied insult to the Company's customers—not only to those who, being able to pay for superior accommodation, choose to occupy a third-class carriage, but to that larger class who would gladly avail themselves of a better vehicle if they could. It is, in effect, conduct precisely analogous to that of the Company to whom Mr. Crawshay alludes in the last paragraph of his letter, and who, as he alleges, "endeavour to drive parties into the first-class carriages by making the second so exposed as to be dangerous to health." The Directors referred to (whoever they may be) seek to effect their object by attacking one class of *feelings*; Mr. Crawshay would accomplish his by attacking another. It has been remarked that an injury is frequently forgiven, but an insult never; and we should not feel surprised if many an occupant of a third class carriage would sooner submit to the infliction of physical inconvenience than to contact with the soot-bag of the sweep, when he knew for what purpose it was placed there, or to ride in the same vehicle *with pigs*, according to the (late) custom of a Company in the north.

We said, and we repeat, that it is an "evil," and a very serious one, that Companies should be deprived of their legitimate profits by the course of conduct of which Mr. Crawshay complains; but we would not for that reason remedy one grievance by the infliction of another. Mr. Crawshay argues truly that third class carriages are intended for the accommodation of the poorer members of the community, and for them alone; and it was the consideration that to such parties money is usually more valuable than time, which led us to recommend a different hour of departure, and a slower rate of speed, as tending to prevent "gentlemen" from using these trains. This arrangement has the additional recommendation, that as there need be little fear of abstracting passengers from the superior carriages, the charges by the slow trains might be reduced to a very low rate indeed. On the Northern and Eastern Railway, where there is (as yet) but a very small traffic in goods, such a disposition of third class trains as is in use on the Birmingham and Great Western lines, may not be convenient or practicable; but generally, we think this will be found to be on the whole the best for the interests of the Companies, and for the accommodation (including in this phrase the pecuniary means) of the public. Mr. Crawshay thinks that *his* plan is more charitable towards the poor than ours; *we*, for the reasons above hinted at, of course think otherwise, and our readers must decide.

Of Mr. Crawshay's anxiety to promote the public convenience in every way consistent with what he deems the true interests of the Company over which he so ably presides, we never entertained a doubt; and we are bound to say that general report speaks well of the travelling arrangements of the Northern and Eastern line. We are sorry, nevertheless, that even in joke he should have given occasion, however unintentionally, for the shadow of a suspicion that any Board of Management was neglectful of, or indifferent to, the accommodation of the masses. Such jokes may lead to very serious results.

In the *Sun*, a few days ago, appeared the following paragraph:—"The *Cork Reporter* publishes a correspondence between the Lord Lieutenant's Private Secretary and Mr. Dillon Croker, the Secretary of the Cork Railway Committee, relative to the presentation of a memorial connected with the establishment of railway communication in Ireland, from which it is evident, says that journal, that 'Government has no intention whatever of taking up the project of railways in Ireland as a great public measure.'" Not having ourselves seen the Cork paper, we cannot say how far the correspondence referred to bears out the inference with which the paragraph concludes, but we trust that the expression of the Lord Lieutenant's opinion does not imply that Government will not afford every facility to the capitalists who have come forward with a plan for (so far) effecting this important object. We would much rather that the original plan of the Commissioners were carried out in its integrity; but at the same time, any scheme that is likely to promote the prosperity of Ireland, by the improvement of the means of internal communication, ought to have the support of every friend to the country.

It appears that the Cork meeting, to which we have on previous occasions alluded, has given an impetus to the proceedings of the Dublin and Kilkenny Company, whose project has been so long in abeyance. It appears from a statement in one of the Irish papers that the Company are ready to undertake the work without charge or risk to the public. All they ask is a Government guarantee for the interest of money to be borrowed, and, as they will not have occasion to resort to a loan until, perhaps, a full fourth of the line to Kilkenny is completed, Government will have ample security in case of any default. The expense is calculated at

From Dublin to Kilkenny..... £800,000
From Kilkenny to Cork..... £1,000,000

They have upwards of 200,000*l.* already subscribed, and what they propose is, to execute the line as far as that will go. They then borrow—say 50,000*l.* or 100,000*l.*, the Government guaranteeing the payment of interest to the lenders, and the Company giving the Government as security the work that shall have been executed. When this sum is expended, the Government credit is to be again used, the Company expending on the work a further sum equal to the further loan, and giving as security the work completed, and so on until the railway is brought from the metropolis to Cork. "If (says the journal referred to) of this object the city and county approve, why not strengthen the Company by the assurance of their support? Is there any objection to the plan? It causes neither cost nor in-

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convenience to the public, and it appears to us the least objectionable by which railways can be made. Government we cannot expect to undertake one. Sir ROBERT PEEL has already said that with undertakings which are properly the objects of individual enterprise he will not interfere. The principle is right, though there are occasions on which departure from it might be advisable. That, however, is a question which we are not called on to discuss just now. The offer of the Company enables us with Government assistance to dispense: all they ask is—what from the present ministry they have no reason to apprehend—that they will not, by partiality to other Companies, be damaged or interfered with. For such regulations as may be requisite to preserve the public from annoyance, injustice, or inconvenience, Government can stipulate, and we presume will."

THE mention by Mr. GRAY, in one of his recent letters, of an accident on the Eastern Counties' Railway, to one of the Company's servants, named COX, has reminded us of a circumstance which we deem as creditable to that party, as it is *dis*creditable to an individual, who we have no doubt would feel highly indignant were we to describe him otherwise than as an honourable member of an honourable profession. We would observe, however, by the way, that the injuries inflicted upon COX were by no means so serious as the statement of Mr. GRAY would imply. So far from having "lost one or both of his legs," COX has lost neither of them, and is still in the Company's service.

The circumstance to which we have alluded is this. While COX was lying in the London Hospital, he received from a professional *gentleman* a communication, recommending an action against his employers for the recovery of damages. It would be a pity to suffer so creditable a document to remain in obscurity, and therefore we take the trouble of transcribing it verbatim from the original now lying before us. It is as follows:—

"16, Cateaton-street, City,
18th May, 1841.

"Sir,—Seeing an account of the most unfortunate accident which has befallen you, and perceiving that it was occasioned through negligence, I inform you that under the circumstances I can get I should think without doubt 200*l.* at the least would be allowed by the Company to you for the injuries received.

"If you wish I shall be willing to take up your case, as your Solicitor, and if I don't succeed (which I do not think at all likely), I will charge you nothing.

"Please to drop me a line.

"Yours obediently,

"J. K. MAYO."

Addressed "Mr. COX, London Hospital."

Much to the honour of COX, he refused to have anything to do with Mr. Solicitor MAYO, declaring that he would suffer anything rather than be a party to hostile proceedings against those who had treated him with every kindness and consideration under the melancholy circumstances in which he was placed. We hope and believe that COX has not been a loser by the course which he pursued. But what shall be said of the conduct of his self-constituted legal *adviser?* Cost-hunting attorneys are, in the present state of the law of libel, dangerous game to follow up, and therefore we must leave it to our readers to supply the fitting epithets.

It is lamentable to think that Railway Companies should be so much at the mercy as experience shows them to be, of parties who live by stirring up strife between man and man. The *respectable* members of the legal profession (and we rejoice to say they form a large majority) repudiate all pettifogging practices, whether directed against individuals or public bodies.

In connection with this subject, we would direct attention to a report of a case, given in another column, in which the London and Blackwall Company were concerned. Did the plaintiff in that case receive a letter of the *Mayo* character?

WE call attention to the Report of a meeting held in Glasgow, on Wednesday last, in reference to the construction of a line of railway from England to Scotland. The influential character of the meeting, and the zeal and energy displayed, promise well for the accomplishment, at an early day, of this most desirable object.

A MEETING of the Committee upon whom devolves the duty of instituting the preliminary enquiries relative to the construction of a railway through Cornwall, held a meeting at Truro, on Wednesday week, the Earl of FALMOUTH in the Chair, for the purpose of agreeing to a Report to be submitted to a county meeting, which it is proposed shall be held at Bodmin, on the 5th of January next. We have looked in vain in the local papers for a copy or even an abstract of the Report in question; indeed we gather from one of them (the *Falmouth Packet*) that the Committee have resolved not to allow its contents to transpire previous to the meeting referred to. In common with our contemporary, we cannot but deprecate so impolitic a course as this. There seems indeed to be a great absence of judicious "management" in arranging the preliminaries for these Cornish meetings. Of what use is it that a most active and able engineer, like Captain W. S. MOORSOM, should collect a vast amount of information as to the nature of the country and the probable amount of future traffic, if the results are to be confined to a Committee-room until the very moment when the county at large is to be called upon to give a final judgment as to the propriety of embarking in the venture? Our contemporary already referred to puts this point well:—"The Report (he says) agreed to by the Committee, it appears to us, ought at once to be made public, that the inhabitants of the county at large may have the opportunity of making themselves acquainted with its details, and thus be prepared to discuss the question of proceeding without further delay to the carrying out this great work. It will be impossible to come to a calm and deliberate decision upon an affair of such vast importance, and in which so many interests and considerations are involved, upon a Report read in a public meeting. It was, too, if we recollect rightly, understood at the last county meeting that the Committee should publish their forthcoming Report previously to the holding of another meeting. We see no benefit whatever that can accrue from withholding the publication of the Report; but we perceive great public inconvenience and the loss of much valuable time by such a course of proceeding. * * * If the Committee have faithfully performed the duty with which they were charged—and we do not for a moment imagine that they have not, on the contrary, we have an assurance in their station and character that they have duly consulted the welfare of the county in the task in which they have been engaged,—they must have collected a sufficient amount of details to enable every practical-minded man to come to a sound decision on the question. Two meetings have already been held on the subject, and at the meeting about to be held all parties should be in a condition to come to a determination respecting the construction of a railway through the county—Aye or No." If publication in the local papers is not deemed desirable, it can scarcely be expected that *we* should be favoured with the Report, although we could enumerate many weighty reasons why the results of the Committee's investigations should be laid at once before the railway public, through a medium such as perhaps no existing journal but this can supply.

It is stated in the *Packet*, that although it is understood that the Committee's Report "will not be so favourable a document as some of the most sanguine of the advocates for a railway through the county may anticipate, yet it will contain sufficient evidence to show, that this *desideratum* may be accomplished at the estimated cost of *one million three hundred thousand pounds*, and that the present traffic would ensure a profit on the capital expended of *seven per cent.*" We sincerely trust that this supposition is correct. A fair prospect of *one-half* of the anticipated *seven per cent.* ought to be sufficient to arouse the landowners of Cornwall to the most vigorous exertions, *taking into account the collateral advantages which must inevitably result from the construction of such a work.* If "seven per cent." could be guaranteed, we make no question that a railway would soon be constructed through Cornwall, how apathetic soever those might be who *ought* to be the most active.

We shall look with some interest to the issue of the approaching county meeting. In the meantime, we have much pleasure in giving an extended publicity to the following sensible remarks of the journal above referred to:—

"We have met with persons who look upon the construction of railways through this county as a very fine thing to talk about, but as to its accomplishment it will not, they assert, take place in our time! and, say what you will to them with the view of removing the impression from their minds, they still look upon the affair as a mere chimera. Other persons again—the "slow coaches" of society—say, let us wait—there is no hurry—time enough yet—something may by and by be invented that will supersede the necessity of laying down iron rails—and such other sage expressions, are perpetually dropping from their lips. *We hope the Committee is not encumbered with either of these classes of people—'the drags' on the spirit of improvement.* They form, we regret to say, much too large a portion of the people of Cornwall, and they are especially to be found among the landed and agricultural interest. In this respect, in some other districts, the contrast is very remarkable. In Cumberland, for instance, which is as far north as Cornwall is west of London, we learn that the landowners are actively engaged in rousing all other classes to the construction of a railway through that county; and we hope, on the publication of the Report of the Committee, it will not appear that the landowners of Cornwall are indifferent to the immediate commencement of a railway, which is not only of vital importance to the county in general, but which must continually prove a source of incalculable profit to themselves, from

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the enhanced value which their several estates would acquire."

A CORRESPONDENT of the *Scotch Reformers' Gazette*, in a letter to the Editor of that journal, gives the following account of the alleged conduct of one of the principal agitators against Sunday travelling :—

"Having occasion [he says] to be in Edinburgh the other day, I dined in a friend's house, in company with several gentlemen, and among other topics the conversation related to what has lately occupied so much of your notice, Sunday travelling —particularly in reference to the attempts of the "anco guid" to prevent railway travelling on that day. Speaking of individuals, your godly friend, Mr. John Leadbetter, of this city, was named, when one of the gentlemen present expressed his surprise to find the active part taken by Mr. L. in the exertions now being made for the "*bitter* observance of the Sabbath," because he, the gentleman in question, had seen Mr. John Leadbetter, along with his son, proceeding on a pleasure tour by the banks of Loch Tay on a Sunday, in August last; their conveyance being a *hired carriage* from Kenmore, which place Mr. Leadbetter and his son had left the same morning *(Sunday)* after inspecting the princely mansion and grounds of Taymouth. This would, to some people, have been incredible, but for the fact that the narrator of the story was personally acquainted with Mr. Leadbetter, and saw the names inscribed at Taymouth Castle, in the list of visitors. Of the fact, therefore, there can be no doubt, and for comment there is no occasion."

Upon this the Editor remarks :

"Yes, there is room for a *leetle bit* of comment on our part. We could have seen nothing very wrong on the part of Mr. Leadbetter or any other man travelling decently or respectably to visit the scenery at Taymouth on Sunday. But, when Mr. Leadbetter places himself in a prominent public position, and puts on sanctified airs in his place as Chairman of the Edinburgh and Glasgow Railway— when he deliberately votes for the stoppage of the railway on Sunday, on the special ground that it would be an act of Sabbath desecration, we are surely entitled to turn round and charge him either with hypocrisy or gross inconsistency, after he has been detected oftener than once in the very act of travelling himself *on the Sunday*, for business we presume as well as pleasure. Let him answer this if he can. We have authority to give the name of our correspondent at once."

To show the lengths to which the Puritanical party in Scotland seem disposed to go, it is only necessary to state, that they have recently excommunicated a poor man and his wife, for the heinous crime of burying a beloved child "on the Lord's-day!" What next?

—o—

LAST week a boy was run over and killed by an engine on the Dallam-lane colliery branch of the Grand Junction Railway. It appears that the public road which runs parallel to the railway is in such a bad state of repair that, notwithstanding the orders of the Directors, passengers walk along the railway. The jury returned a verdict of "Accidental death," accompanied by a recommendation to the Railway Company to summon the overseers of the highway, with a view to the proper repair of Dallam-lane. A deodand of 20s. was laid on the engine. We trust the recommendation of the jury will not be lost upon the Directors.

—o—

THE *Liverpool Standard*, after quoting the notice which appeared in our last number, of the increase of traffic on the Canterbury and Whitstable Railway since the reduction of fare, says :—

"Satisfactory as must be the above statement, as to the increase of gross receipts which results from the reduction of railway fares, the example would be far more likely to be followed if a better arrangement could be come to with the Government with respect to the mode of levying the passenger duty. The amount *per head* charged by the revenue ought surely to be proportioned to the amount levied by the Company; and we would suggest that Railway Directors could not be better employed during the approaching session than by impressing the justice of such an arrangement upon the present Chancellor of the Exchequer."

We cordially join in this recommendation.

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THE *Leeds Mercury* gives another instance of the depreciation of turnpike property. It appears that at the toll-letting on the Sheffield and Wakefield turnpike-road, a few days ago, there was not a single tender delivered, and the trustees of the road were therefore compelled to take the tolls themselves. There was a similar scarcity of contractors at the letting of the iron bridge tolls on the Wakefield and Denbydale road.

RAILWAY OFFENCES AND OFFENDERS.

ON Monday a stoker named Lightfoot, in the service of the London and Birmingham Railway Company, was charged by the Directors before Mr. Rawlinson, the presiding magistrate at Marylebone police-office, with being drunk while on duty. It was proved that at the time when the nine o'clock night train, on which the prisoner was engaged, was about to start, he was discovered to be drunk, and another man was appointed in his room. By some means or other *the prisoner contrived unperceived to seat himself on the "couplings" between two carriages*, and was not discovered until the train arrived at Watford. His excuse was, that he wished to get home to his wife and family at Rugby. His Worship put out some sage remarks upon the necessity of making examples in such cases, but as usual contented himself with inflicting a fine of 40s. The man of course will be discharged, and the Railway Authorities have done *their* duty. It is a pity, however, that the offender was not taken into custody immediately it was found that he was intoxicated. Had he lost his life through his own recklessness, what a stir would have been made by the anti-railway press!

Another case of drunkenness, and in which, also, the life of the party had nearly been sacrificed, occurred last week on the Great Western Railway. The offender was a farm labourer named Shoesmith, who it appears had scrambled up an embankment near the Hanwell station, just as a train was starting, and most miraculously escaped destruction. He was "very drunk," and when ordered to quit the line became insolent. He was taken before the Brentford magistrates, who let him off with a fine of 10s.

It is high time that the attention of the Board of Trade should be attracted to these most inadequate punishments. The prompt interference of the Secretary of State, in a recent case at Croydon, leads us to believe that the following circular, recently issued by the Board of Trade, may have for one of its objects further information upon this subject. The publication of the names of the convicting magistrates cannot fail to have a good effect :—

"Railway Department, Board of Trade, Whitehall, 8th Dec., 1841.

"Sir,—The Act for Regulating Railways having imposed on the Lords of the Committee of Privy Council for Trade the duty of revising the bye-laws and regulations of Railway Companies, which impose penalties on the public, it appears very desirable that their lordships should be furnished with authentic returns of prosecutions instituted under such bye-laws or regulations, or under the corresponding provisions of any Acts of Parliament. Their lordships, therefore, request that if the Directors of the ——— and ——— Railway Company do not object to furnish this information, a return may be made to this department, according to the subjoined form, commencing with 1st October, 1841, and to be continued regularly in future as prosecutions occur.

"I am, Sir, your obedient servant,

"S. LAING.

"To the Secretary of the Railway."

"Return of prosecutions instituted by ——— Railway Company against persons, other than servants of the Company, under the Bye-Laws or Regulations or Acts of Parliament of the Company, and under the Act 3 and 4 Victoria, c. 97, for Regulation of Railways. Date of offence; description of offence; name of accused; bye-law, regulation, or clause of Act of Parliament under which the prosecution was instituted. Magistrate before whom the case was tried; date of trial; result of trial."

The *Leeds Intelligencer* of last Saturday states, that a few days previously a gate, which had been removed from a field, and a large water tub, were thrown on the North Midland line, near Woodlesford. They were discovered and removed before the passing of a train, or the consequences might have been serious. The Company have offered a reward of 5*l.* for the discovery of the perpetrator of this outrage.

THE *Aylesbury News* states, that one day last week, as a train on the London and Birmingham line was on its way, some dastard, from the bridge near Pendley station, threw a stone at it, which hit the stoker a violent blow on the face, and very much injured him. We sincerely trust the scoundrel will be discovered.

Mr. Slater, Solicitor to the Manchester and Birmingham Railway Company, applied to Mr. Walker, at the Manchester Borough Court, on Tuesday week, for a committal under Lord Seymour's Act, against a person of the name of John Wood, for assaulting one of the Company's servants in the execution of his duty, at the Manchester station, on the arrival of the seven o'clock train from Stockport, on the previous Monday evening. It appeared, from the statement made, that the prisoner had travelled from Stockport in one of the Company's carriages, without a ticket; and that, on the Company's policeman demanding his ticket, and refusing to allow him to pass the station without it, Wood assaulted the policeman by a blow on the head. Mr. Slater remarked, that the prisoner had rendered himself liable to two penalties; first, for the assault under Lord Seymour's Act, he had become liable to a penalty of 5*l.*, and in default of payment, to imprisonment; and secondly, for riding in the Company's carriage without a ticket, he had made himself liable, under the Company's own Act, to a penalty of 40s.; but that the Company were only disposed, in this instance, to press the case for the assault. After hearing the evidence, Mr. Walker, taking into consideration the apparent poverty of the prisoner, gave him a severe reprimand for his conduct, and fined him in the mitigated penalty of 20s. and costs, and in default of payment ordered him to be imprisoned in the New Bailey for one calendar month. The money was however subsequently paid and the defendant liberated.

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RAILWAYS IN GERMANY.

To the Editor of the Railway Times.

SIR,—The success which attended my effort last winter, to warn the English public against Danish Railway schemes, induces me to address you again, as I am informed that an appeal is about to be made to English enterprise on behalf of a railway from Gluckstadt to Kiel. The subject of my former letter was a railway from Altona to Kiel, a long and expensive line as compared with one from Hamburg to Lubeck. Some parties in Denmark, finding that that scheme did not succeed, proposed a railway from Gluckstadt to Kiel; and a certain Mr. Holmes, who amuses himself in Denmark by decrying some that are better known than himself here, has prepared plans and estimates of works and revenue. I have not seen these, but I have no doubt the latter have not suffered from being dressed by English hands. Gluckstadt is a small Danish port, situated about half way between the mouth of the Elbe and Hamburgh. It is at present of small importance; and the hope is, to draw away the Baltic trade of both Altona and Hamburg, and establish it in this inferior town. The two pleas, on which the superiority of this line to any other is founded, are 1st., that goods may be landed and conveyed into the interior, or across the country without being subject to the Stade duties; and, 2ndly, that there is a bar at Blankanese, about five miles below Hamburg, which prevents vessels ascending except at or near high water. With respect to the first plea, the probable junction of Hanover with the Commercial League annihilates the force of the argument, by the consequent fusion of the Stade duties in those of the League, and the junction of Holstein will assimilate the countries on the opposite shores of the Elbe in that respect. As to the second plea, it is perfectly true, that the present bar is a great obstacle to the trade, and a great disgrace to the enterprise of Hamburg; but it is equally true, that it will not long be suffered to remain in its present state. An offer from a person in the north of England, to remove it and preserve a clear channel for fifteen years at a comparatively trifling expense, is now under consideration by the authorities of Hamburg. I am quite certain that something will shortly be done for the removal of the nuisance of a bar at the very entrance of this flourishing port.

Thus the sole grounds on which an argument in favour of the scheme of a railway from Gluckstadt to Kiel could be founded, are completely cut away. It is indeed a miserable scheme; and I should not have troubled you with any remarks concerning it, but that, as I have already said, I am informed that application is to be made to British capitalists in support of it. In conclusion, I say, as I did before, Let them beware!

I am, Sir, your obedient servant,

W. N.

London, Dec. 15, 1841.

RAILWAYS IN GERMANY.

[From the *Times*, December 16.]

1. The Kaiser Ferdinand's Nordbahn, from Vienna, by the way of Lundenburg (side railway to Brunn, 8 Prussian, about 38 English miles long,) Hradisch Prezau (again side railway) hence to Olmutz, 14 English miles long, Ostrau, (whence a side railway to Troppau, about 17 English miles long,) thence to Podgorze and Cracow to Bochnia. There is also another side railway in the direction from Linz to Stockerau complete for about 12 English miles. The whole length of the main line is about 60 German miles (about 280 English;) of these 26 are completed to Leipnic. The side lines are together about 20 German miles long, and those to Stockerau, Brunn, and Olmutz are finished, while a similar one is contemplated to Presburg; the 23 miles from Vienna to Brunn have cost 3,765,000 rix dollars. The first portion of this railway to Wagram was opened in 1837, and the side line to Olmutz on October 17, 1841.

2. Vienna and Raab railway, by way of Baden and Nieukirchen, finished for 8 German miles; the 10 miles to Glognitz (6½ of which have double rails) are to cost 4,550,000 rix dollars. It was opened to Nieukirchen in October, 1841.

3. Badweis and Linz, 17 German miles; from there to Graunden, 11 German miles, worked by horses. This cost 1,680,000 rix dollars. That to Linz was opened in 1832, the division to Graunden in 1836.

4. Prague and Pilsen Railway, 14 German miles long, is now complete to Lena, is 6½ miles, and has cost 210,000 rix dollars. This is also worked by horses.

5. Berlin and Potsdam, is 3½ miles long, cost 1,378,000 rix dollars. Opened on the 30th October, 1838.

6. Berlin and Anhalt, by way of Wittemberg and Dessau to Kothen, about 20 German miles long; cost 4,200,000 rix dollars. The first part opened in September, 1840; the whole length in September, 1841.

7. Berlin and Frankfort-on-the-Oder, 10¼ German miles long; computed cost 2,200,000 rix dollars; not yet finished. Most likely will be complete towards the end of 1842.

8. Berlin and Stettin, 18 miles long; computed cost 3,028,000 rix dollars; will be finished in 1843.

9. Magdeburg and Leipsic, by way of Kothen (where it meets the Berlin and Anhalt line) and Halle, is, to the Saxon frontier, 14½ German miles long; and cost 3,020,000 rix dollars. The whole line was opened in August, 1840.

10. The Upper Silesian railway begins at Breslau and goes by way of Ohlau, Brieg, Oppeln, &c., to Neuberun on the Weischel, where it is intended to unite with the Kaiser Ferdinand's Nordbahn, (or North Railway.) It will be 28 German miles long, already far advanced towards Oppeln; *i. e.*, 10¾ German miles, which will cost 1,467,000 rix dollars.

11. Rhenish Railway, from Cologne by Duren to Aix-la-Chapelle, is 94-10ths German miles long from the latter place to the Belgian frontier, 1 9-10th German miles long. Has cost to Aix-la-Chapelle 5,000,000 rix dollars, and the continuation will cost 1,567,000 rix dollars more. The whole line to Aix-la-Chapelle was opened in September, 1841.

12. Dusseldorf and Elberfield line is 3¾ German miles long; cost 1,620,000 rix dollars; was opened in its whole length in September, 1841.

13. Nuremburg and Furth, 1 German mile long; cost 124,770 rix dollars; opened in December, 1835.

14. Munich and Augsburg line is 8½ German miles long; cost 2,334,000 rix dollars; opened to Augsburg in October, 1840.

15. Saxon and Bavarian line from Leipsic, by way of Altenburg and Plauen, to the Bavarian frontier at Hoff, which is 19 German miles; will have a side line of one mile from Werdan to Zuickaw: is now in progress of construction, and is computed to cost 6,000,000 rix dollars. It will afterwards be extended over the frontier to Bamberg and Nuremburg.

16. Leipsic and Dresden line, by way of Wurzen and Riesa; is 17 miles long; cost 6,000,000 rix dollars. Opened in its whole length April, 1839.

17. The Baden line, between Manheim and Basil, and is intended to pass Heidelberg, Carlsruhe, Rastadt, Appenwier (whence is a one mile long line to Kehl on the Rhine,) Offenburg, Freiburg, and Mulheim. The cost of this line, which will be 37 German miles long, is computed at 9,698,000 rix dollars, with one rail; but at 13,138,000 for double rails. The distance from Manheim to Heidelberg was opened in September, 1840, is about two German miles long, and cost 693,000 rix dollars.

18. Taunus Railway, between Frankfort and Wiesbaden, has a side line worked by horses to Biberich; is 5½ German miles long; cost 1,831,000 rix dollars. Opened in April, 1840.

19. Brunswick and Harzburg Railway, by way of Wolfenbuttel; is 5¾ German miles long, with a side line from Vienerburg to Goslau. Opened October, 1841. The side line not yet completed. The 1 3-5th mile to Wolfenbuttel cost about 250,000 rix dollars.

20. The Hamburgh and Bergerdof Railway will be opened in 1842; is 2 1-10th German miles long, and is to cost 750,000 rix dollars.

It appears from the above that Germany has already 175 German miles of railway completed, and 166 German miles in process towards completion. The first cost 38,940,000 rix dollars—*i. e.*, on an average for the mile 222,000 rix dollars. The latter, it is expected, will cost 43,357,000 rix dollars.

II. RAILWAYS, THE BUILDING OF WHICH APPEARS PRETTY CERTAIN.

I. Magdeburg to Oschersleben, about 6¾ German miles; cost computed at 1,700,000 rix dollars. Company already formed, and shares taken.

2. Oschersleben to Wolfenbuttel, about 6½ German miles long. To be built at the expense of the Brunswick Government; will cost the same as the former.

3. Breslau and Freiburg Railway, with side line to Schweidnitz, 8½ miles long; will cost 2,000,000 rix dollars.

4. Rhine and Weser Railway, from Deutz (near Cologne), by Elberfeld, Westhofen, and Ham, to Minden, will most likely be built, as it is a highly necessary one; will be 34 German miles long, and may cost about 6,120,000 rix dollars.

5. Bonn and Cologne Railway, 4 miles long, will cost 750,000 rix dollars; has already gained the permission of the Government.

6. Nuremberg to Bamberg and Hof on the frontier continued; one of the Saxon and Bavarian lines. The expense of this line, which will be about 20 German miles long, is computed at 4,667,000 rix dollars. The part from Nuremberg to Bamberg is 7½ German miles long, and will cost 1,226,000 rix dollars.

7. Frankfort, Darmstadt, and Manheim, will be built at a cost of 2,880,000 rix dollars; will be 8½ miles long.

8. Chemnitz and Zwickau will join the side line of the Bavarian and Saxon Railway, which is about six German miles long, and cost 1,400,000 rix dollars. A part of the Company wish to build it as far as Riesa, which will cost in all 3,000,000 rix dollars, and be 15 German miles long.

9. Brunswick and Hanover Railway to Minden.—This forms a part of the Grand line from Magdeburg to Minden. A treaty is already made between the various Governments through which it passes for its erection. The divisions to Magdeburg, Oschersleben, and Wolfenbuttel are already mentioned. The Hanover division will be 17 miles long, and cost 3,230,000 rix dollars. Uncertain whether the Government of Hanover will build it or a private Company.

10. The railway from Altona to Kiel appears to be the most likely for the joining of the North Sea with the Baltic; it will also be the most profitable line. A Company already is formed and privileged. It will be 13 German miles long, and the cost is computed at 2,794,000 rix dollars.

The line mentioned in this division will have a gross length of 124 German miles, and the cost in round numbers will be 27,240,000 rix dollars.

III. RAILWAYS WHICH ARE SERIOUSLY CONTEMPLATED, ALTHOUGH NO COMPANIES HAVE BEEN FORMED, AND THERE IS NO CERTAINTY AT PRESENT ON THE SUBJECT.

(Herein are mentioned only the greater and national undertakings.)

1. Dresden, Bautzen, Lobau, Gorlitz, and Liegnitz, to Breslau, 33 German miles.

2. Frankfort-on-the-Oder to Breslau, 32 German miles long.

3. Augsburg, by Donauworth, to Nuremberg (pretty certain), 17 German miles.

4. Augsburg to Lindau, 18 German miles.

5. Munich to Salzburg, 17 German miles.

6. Dresden to Prague, 20 German miles.

7. Berlin to Bergerdorf, 30 German miles.

8. Wismar and Schwerin to Boitzenburg, 12 German miles.

9. Vienna, by Schlotswein, Gratz, Laybach, Podlige, Loitzeh, Adelburg, Prewald, St. Veit, Montfalcone, and Duino, to Trieste, 80 German miles.

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10. Frankfort, by Friedberg, Giessen, and Marberg, to Cassel, 21 German miles.

11. Cassel, by Mulhausen, to Halle, 26 German miles (or by way of Eisenach, Gotha, and Erfurth.)

12. Cassel, by Carlshaven, Litstadt, to Hamm, 18 German miles.

13. Heilbronn, by Stutgard, to Ulm, 16 German miles.

14. Ulm, through the Illenthal, to Leutkirch, thence by Wagen to Friedericksbaven, 14 German miles. This division comprises 363 German miles of railway, the cost of which would probably be about 80,586,000 rix dollars.

N. B.—A German mile may be considered equal to 4¾ English.

AMERICAN ENGINES — BIRMINGHAM AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

Sir,—When the present Chairman of the Birmingham and Gloucester Railway took upon himself the duties of his office, great expectations were raised that his proposed new system (for which he asked six months trial) would have worked well for the interest of the undertaking, and that it would have laid out a new and advantageous system of management, increasing the revenue and economising the expenditure. Indeed, one of the professed greatest savings was to be in the locomotive power by its more economical application to the combined purposes of passengers and goods traffic, and as results only establish facts it is necessary to follow the new Management from its commencement, in which it will be observed that up to the time the Executive was in the Superintendent's hands the goods trucks were tracked by the passenger trains, the same arriving at the different stations with a precision satisfactory to every one, and more particularly to those who knew the kind of material to accomplish it, inefficient for all useful purposes, and generally out of repair.

On the Superintendent leaving, the Board in its new character came into operation, the four Directors taking executive duties, and immediately commenced the irregularity so much complained of, and so prejudicial to the character of the line. This became so notorious, that it deterred many persons from availing themselves of the route, and forced upon the Directors the necessity of some fresh regulations, one of which, a month since, was to relieve the passenger trains of the goods' trucks, and put goods' trains on twice a-day each way. As this materially alters the cost of locomotive power employed, it is necessary to compare the quantity of work done under the first and last arrangement. Under the former the engines had an average load only of 28 tons, about one-half the average weight of trains on either of the leading lines, at a cost in locomotion of 1s. 10¼d. per mile (see Report), a cost much above that of lines where double the weight is trucked; still this could not be accomplished with regularity, and the new plan is in operation of sending goods' trains twice a day each way, at a low speed, twelve miles per hour. As the profit on the traffic is that only from which legitimate dividends can be made, how stands this part of the proceeds?

The earnings for the last four weeks published, say November 12 to December 3, were 882*l.* 10s. with 4,992 miles of locomotive power, which at 1s. 10¼d. per mile, adding 9d. per mile for depreciation of stock, amounts to 650*l.* 4s., as a cost in moving only, leaving a balance of 232*l.* 6s., or about 25 per cent. to cover porters, stations, trucks, cloths, and tolls. My present purpose is not so much to show the mode the Company adopt to carry on their merchandise traffic, making it a loss and not a gain, as to expose if possible the ruinous loss to the proprietors in perpetuating an evil in the employment of such machines as are now in use for no other reason than they were adopted by the present Directors or their connections. It is sufficient to show that if the Management could carry on their goods traffic with their passenger trains, as done some months since when the quantity was equal to what it is now, there would be a saving of 650*l.* monthly, or equal to 16s. 5d. per annum on each share. If such be the fact with the present miserable goods traffic, how much more forcibly will this apply if the quantity were quadrupled, which it should be, and the engines on the line were equal in power to those on other lines? The trains then would equal in weight only those tracked at twenty miles per hour on the leading lines, and this after making the allowance for the disadvantage of gradients on this line. It is true, unfortunately for the proprietors, that some 20,000*l.* has been expended on these American toys, and on being asked by a Director what they could do but use them after purchasing, my recommendation was and is, run them into the sheds and break the worst of them up, using such part of the material as can be made available. By purchasing in lieu, engines that will do the quantity of work requisite, a saving would be made equal to the cost of more engines than the line would require.

The proprietors, more particularly those having daily opportunities of seeing the inefficiency of the present arrangements have made representations without producing more than the hacknied phrase, "only have confidence until we can perfect our professed arrangements, and everything will go on well."

A general meeting will soon take place, at which every shareholder, if he does his duty, can record his vote, and I would recommend them diligently to read many valuable leading articles in your publication in reference to an unlimited confidence being placed in Boards of Directors.

I remain, Sir,
A SHAREHOLDER.

Edgbaston, Birmingham, Dec. 14, 1841.

MR. SAMUEL HALL'S LOCOMOTIVE IMPROVEMENTS.

To the Editor of the Railway Times.

Sir,—I have been requested by Mr. Hall to forward you my observations as to "the accurate consumption of smoke in the *Bee*, with any remarks" I might "think proper to make."

In reply, I beg to state, that such was the working of Mr. Hall's apparatus on the *Bee*, that it would be as great an injury to the truth, as it would be an act of injustice to Mr. H., were I to refrain from stating the *fact*, that the consumption of smoke was *very complete*.

Where suitable coal* can be reasonably purchased, I have no doubt that it will in a great measure (at least) supersede the use of coke; however, notwithstanding Mr. Hall has the consumption of smoke *at command and under control*, until the use of coal is better understood, and becomes *more general*, I am of opinion that (for a time at least) the use of coal will rather be *retarded* than promoted by its *exclusive use*; and would decidedly recommend Mr. Hall to use about one half coke when the engine has to stand for an hour or two about the principal stations. This would in a great measure supersede the use of the steam draft about the stations, and as the fire must go down more quickly by its application, that will be found nearly (if not quite) equal to the extra cost of a small quantity of coke used upon such occasions, whilst the removal of extra noise about the stations would prevent a degree of hostility and prejudice, which may prove as injurious to railway interests as it would be to Mr. Hall's invention. The difference when Mr. Hall's apparatus was on, and when it was shut off in the stationary engines, was also very conclusive as to its effects in consuming smoke.

I am, Sir, your obedient servant,
JOHN GRAY.

Hull and Selby Railway,
Kingston street, Hull, 15th Dec. 1841.

* Mr. Hall informs us that he has sent several tons of Manchester, Leeds, and Bradford coal, (including the black bed coal from the latter place,) to Derby, for trial with an engine there, to which his apparatus is applied, and that the smoke from all the sorts respectively was perfectly consumed. The Bradford black bed coal is considered to emit more smoke than any other kind.—Ed. R. T.

EDINBURGH AND GLASGOW RAILWAY—SUNDAY TRAVELLING.

To the Editor of the Railway Times.

Sir,—I have read your strictures at different times on the subject of Sunday travelling on the Edinburgh and Glasgow Railway, in all of which I most heartily concur. My immediate object in writing this letter is to suggest, that a meeting be called of the English proprietors either at Liverpool or Manchester, or both, to determine upon the steps to be taken at the general meeting in February next. The shareholders must recollect that a very large number of proxies are in the hands of Mr. Leadbetter *which were given him for another purpose*, and he should be required to return them and fresh ones be filled up and intrusted to parties who will do justice to the majority of the shareholders. It must also be recollected that notice has been given to Parliament to apply for fresh powers, and it will be highly necessary that the long and irritating question as to the appointment of Directors should be settled, and the constitution of the Board placed on a proper footing without the suspicion of squabbling for patronage.

Upon the proceedings of the meeting in February depends the future prosperity of this noble undertaking, and it is high time the proprietors should be stirring and looking after their railway, and not leave it to be swamped by the prejudices and bigotry of a body of men who have no interest whatever in the concern.

I am, Sir, your obedient servant,
A MANCHESTER SHAREHOLDER.

Manchester 13th December, 1841.

EDINBURGH AND GLASGOW RAILWAY.

To the Editor of the Railway Times.

Sir,—As a shareholder in the Edinburgh and Glasgow Railway, I should be glad if any of your correspondents would inform me when this line, which should, according to the Engineer, have been completed in August last, then in September, afterwards in October, and lastly in November or December, will actually be opened throughout?

I am, Sir, your most obedient servant,
OBSERVATOR.

LONDON AND BIRMINGHAM AND GREAT WESTERN RAILWAYS.

To the Editor of the Railway Times.

Sir,—Your correspondent, "A Great Western Proprietor," in this day's paper, is mistaken in his arithmetic. He gives the following as the receipts on the London and Birmingham and Great Western lines:—

	London and Bir.	Great Western	Differences.
	£.	£.	£.
From Sept. 4 to Sept. 25	73,170	58,358	14,812
From Nov. 7 to Nov. 28	55,157	41,849	13,308

and he reasons, that because the difference between the compared lines in the first period is 14,812*l.*, and but 13,308*l.* in the second, the Great Western is proportionably *more* productive as a winter line than the London and Birmingham.

But if he will work the following rule of three sum:—

73,170 : 55,157 :: 58,358 (: 43,991)

he will see his mistake, for it will show him that if the lines were even *equally* productive proportionably during the two assigned periods; that is, if the decrements in their respective returns were proportional to the amounts of those returns; the Great Western should have produced 43,991*l.* instead of 41,849*l.*; and has consequently lost ground on the comparison to the extent of 2,142*l.*; or, to put it in your correspondent's own way, the difference during the latter period should have been 11,166*l* instead of 13,308*l.*

He has forgotten Euclid's theorems about ratios of greater and less inequality.

I am, Sir, your obedient servant,
DEFEND ME FROM MY FRIENDS.

London, December 11, 1841.

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YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—Being at all times ready to give a reason for the faith that is in me, I will, with your permission, offer a few remarks in reply to the letters of your correspondents, "Observer" and "Philo-Observer," inserted in your paper of the 11th instant.

I will first examine the *facts* embodied in "Observer's" calculation; some of which said *facts* will, I think, be found to be merely *opinions*—and not very sound ones. For instance, it cannot yet be assumed to be a fact that the working expenses of the York and North Midland Railway will not exceed 32 per cent. of the traffic receipts. On the contrary, there is every reason to believe that 32 per cent. is much too low an estimate; and in support of this view of the case, I here subjoin an account of the expenses, extracted from the Directors' two last Reports:—

	Receipts.	Working.	Per Ct.
Half-year ending 31st Dec. 1840	£. 24071	£. 7606 =	£. 31¼
Ditto ditto 30th June, 1841	31564	12014 =	38
Year ending 30th June, 1841	55635	19620 =	35

Hence it appears, that contrary to all experience on other lines, the expense of working this one has increased in a much larger ratio than the traffic; and if the same principle should hold during the current half year in the same degree, the proportion will be 47 per cent.

However, in order that I may leave myself open to no charge of unfairness, I will assume that the average per centage for the two last half-years will be sufficient, namely, 35 per cent.

The next item is interest on borrowed capital, which I believe will be rather more than last half-year—but perhaps not much; I will therefore pass it over.

"Observer's" next fact is, that 10*l.* per share is paid on the new shares; whereas I believe 15*l.* either is, or ought to have been, paid. But possibly your correspondent has forgotten to pay the last call; and if so, I have great pleasure in having the present opportunity of reminding him of the matter, and for which I doubt not he will in his next communication acknowledge himself my debtor, as it may possibly prevent the very unpleasant circumstance of a forfeiture.

With the above little corrections, "Observer's" calculation will stand thus:—

Receipts for the half-year		£42,000
Working expenses 35	£14,700	
Interest on loans	3,682	
		18,382
Net profit		£23,618
Dividend on 6,700 shares at 2*l.* 10*s.* =	16,750	
Ditto ditto at 15*s.* =	5,025	
		21,775
Surplus		£1,843

To the above calculation I would beg to call the attention of your other correspondent, "Philo-Observer"; and I apprehend he will find it to be equally as good an authority as his friend "Cocker." "Philo-Observer," unlike his *protegé*, appears not to be a dealer in plain matter of fact. He is a man of fervid imagination; and has, moreover, a predilection in favour of even numbers.

He asserts the traffic for the present half-year to exceed by nearly 50 per cent. that of the last half year, and by nearly 100 per cent. that of the preceding half year. But if he refers to the former part of this letter he will find it necessary to substitute 33 per cent. for 50 per cent., and 75 per cent. for 100 per cent.

Now, although the traffic on the York and North Midland Railway *has* increased in the above ratio. I cannot perceive, Mr. Editor, that it therefore follows of necessity that a still further increase *must* take place. Neither can any just comparison be made with any other railway in this respect, because the circumstances which regulate the period requisite for the full development of the traffic of every railway are different from those of every other.

All the railways running directly into the York and North Midland Railway are now open, and in full operation; I cannot therefore see whence any further *material* increase is to arise. On the contrary, I see many possibilities of a decrease from the projection of other lines; and it appears to me that the shareholders generally entertain the same opinion, otherwise they would not have voted an unlimited authority to their Board of Directors, to guarantee the payment of an unlimited portion of the profits of their own line, in order to secure the execution of the Northern Union Railway.

I remain, Sir, your obedient servaant,

EXAMINER.

Rotherham, December 13, 1841.

GLASGOW AND GREENOCK RAILWAY.

To the Editor of the Railway Times.

SIR,—In your last a correspondent under the signature of "A Lancashire Shareholder," disputes the accuracy of some of my statements; *that* I do not object to, but I decidedly say, that abusive language never will carry conviction to the mind of any person.

One sentence in his letter, particularly as coming from a shareholder, amuses me very much. He says, "the working expenses should not exceed 900*l.* per mile per annum, and many similar lines are worked much cheaper, *while this has the* ADVANTAGE *of being* CLOSED *on a Sunday.*" This is certainly a novel and most extraordinary method of making railways pay; why not carry the idea out further, and close the line the remaining six days of the week also? He also talks about carrying away the trade from the "devoted river," and mentions that the Directors are prepared to reduce their freights to secure this. I hope the Directors have more sense than attempt such a thing. "Live and let live" should be their motto, and were they to direct their attention to the more economical working of the line, they would be much better employed than needlessly attempting to carry either goods or passengers as cheap as the vessels on the river.

Your "Lancashire" correspondent asserts, that the cost of the line is not doubled. The Directors, at their annual meeting in December, 1838, informed the shareholders that the whole line was contracted for, and would be completed *under* the estimates, and that no more than 20*l.* per share, or 80 per cent. upon the subscribed capital, would be called up. So far from this being the fact, however, the whole 400,000*l.* was called for, 133,000*l.* borrowed, and a new Act obtained in 1841 to create new shares to the extent of 100,000*l.*, without which the works must have remained unfinished. Besides all this, the Ayrshire Company have paid one-half the cost of six or seven miles, which is used by both Companies, although it was at first intended that the whole length of the line, 22½ miles, should be completed by the Greenock and Glasgow Railway Company, and that the whole cost should not exceed 400,000*l.*

Your correspondent evidently flatters himself that a great deal more traffic will be obtained next year. No doubt the traffic will increase; and much need it has, so as to be able to meet the enormous expenditure, and also to finish the works, which it will take a great deal of money to do. He flatters himself, also, that the Greenock line "is only just surmounting" the severe competition. I am rather sure he will find, and that too before six months are over, that the *severe competition* is yet to commence.

I beg of your correspondent not to put himself in a passion, but to take things coolly. The line has been of immense advantage to the town and people of Greenock, who made a very handsome thing of it when the shares were at a *premium*, and who now look on with the greatest complacency, congratulating themselves on the enhanced value of house property, and the great facility with which they can now transact business in Glasgow and return to Greenock in time for dinner, caring nothing for the "Lancashire" and other shareholders, *who are at the expense of keeping up the accommodation.* I am, yours, &c.

DIVIDEND.

Greenock, 13th December, 1841.

RAILWAY ADJUDICATIONS.

HERBERT AND THE LONDON AND BLACKWALL RAILWAY COMPANY.

Sheriff's Court, Dec. 11.—This was a precept directed to the Sheriff to inquire what amount of compensation the claimant was entitled to receive from the above Railway Company, by reason of the damage alleged to have been sustained by him by the construction of the railway.

Mr. F. KELLY, Q. C., and Mr. BUTE appeared for the claimant, and the SOLICITOR-GENERAL and Mr. AUSTIN for the Company.

Mr. KELLY stated that the claimant, Mr. John Herbert, was lessee of certain premises in Anthony-street, St. George's in the East, and had been reduced by a moral necessity to bring his case before a jury. The Act of Parliament under which the railway was constructed was obtained by a Company of individuals on the 28th of July, 1836. This railway differed from every other that had been made in the United Kingdom, for, as they were no doubt already aware, the London and Liverpool and the Great Western Railways passed far below the level of the surrounding houses, but the Blackwall Railway, on the contrary, intersected a densely populated neighbourhood. It had, therefore, been thought by the legislature that persons occupying houses within 50 feet of the railway might be incommoded, and their property deteriorated in value, and upon this ground it had wisely considered it necessary that such parties should have an equitable claim upon the Company for compensation. The 51st section of the Company's Act, under which the jury were empanelled, provided that, although a person's property was not entirely destroyed, yet if it was damaged and lessened in value, the Company should be bound to purchase it if required so to do. The first question for their consideration, therefore, was, were the premises deteriorated in value? And the next would be, if they were, what was the value of those premises? It was not the duty of the jury to say what exact amount of damage was done to the premises, but they must assess the whole value of the premises if any portion of them were at all deteriorated or damaged. Mr. Herbert had lived to an advanced age, above eighty years old, and in consequence of the constant passing and repassing of the trains, and the noise produced by the rope, almost incessantly passing over the iron sheaves along the line, and the vibration occasioned thereby, shaking as it did the fire-places, glasses, and other articles from the top to the bottom of the adjoining houses, the claimant would be compelled to leave his premises. The claimant, whose boundary-wall was from twenty to twenty-two feet, had borne this nuisance and annoyance as long as he could, but he now found he could endure it no longer. The noise agitated his nerves, and kept him in a constant state of excitement and tremor, which his medical attendant would prove had seriously affected his health. Another annoyance arising from the railway was that the rope, by which the trains were propelled, very frequently broke, and when that occurred a shower of stones was hurled with great violence against the windows of the neighbouring houses. Indeed, it would be proved that no less than nine panes of glass had been thus destroyed in this old man's house, and upon one occasion one of the inmates received a severe contusion upon his head. It appeared that the claimant held a lease of these premises, forty-six years of the term of which were unexpired, and in 1833 he purchased them at a premium of 250*l.*, at a nominal rent of 3*l.* 3*s.* per year. He had since expended 140*l.* in converting the house from a private dwelling into a shop, in which he had carried on the trade of an oil and colourman, and where he had hoped to spend the remainder of his days. Several eminent surveyors would prove that the improved rent of the premises before the construction of the railway was 35*l.* per annum, and that it was now reduced to 26*l.* odd per year; therefore the claimant sought to recover for his loss in this respect 355*l.* 2*s.* 9*d.* Mr. Herbert had also laid out in improvements 140*l.*, which he was entitled to receive. Then there was his business. He was netting a profit of about 120*l.* per

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annum down to the completion of the railway. He claimed for goodwill, therefore, two years' value, amounting to 240*l.*, and 37*l.* for fixtures, making in all between 700*l.* and 800*l.* He (Mr. Kelly) would conclude by remarking that whatever was the result of this inquiry, Mr. Herbert would be compelled, for the safety of his own life, to quit the premises, and he was sure they would therefore do him that justice which the poor as well as the rich were entitled to receive at their hands.

The lease of the premises having been put in,

Charles Herbert, a son of the claimant, proved the annoyance experienced by his father from the railway trains. The rattling and vibration caused by the passing of the trains made his father so nervous that it was sometimes quite "disheartening" to see him. The noise had made witness's head "bad" when he had been at home, and he had seen the cruets and the glasses shake upon the tables when the trains passed.

Cross-examined by the SOLICITOR-GENERAL—Witness had been annoyed by the passing of carriages in Fleet-street and the Strand when he had entered a shop in those thoroughfares. He was very nervous. He was acquainted with the Greenwich and the Eastern Counties' Railways, and had seen the locomotive engines passing along them, but they did not affect his nerves. (A laugh.) It was the constant "whiz" upon the Blackwall Railway that made him nervous.

Richard Herbert, another son of the claimant, proved that he had assisted his father in his business for the last four or five years. The noise of the trains confused him when behind the counter, and he was likely to give change for a *shilling* instead of a *sixpence*. (Much laughter.) The noise upon the railway in summer time lasted until after ten o'clock at night. It disturbed his father's comforts, for he had been in the habit formerly of taking "a nap" after his dinner, but now the trains would not allow him to sleep. (Great laughter.) The witness then stated that several of his father's windows had been smashed upon the breaking of the railway rope. Upon one occasion a stone struck his head, and made it bleed. Since the construction of the railway his father's business had considerably fallen off, and his profits decreased. (The claimant's books were here produced, and the witness underwent a lengthened cross-examination by the Solicitor-General, but nothing material was elicited.)

Mr. George Smith, surveyor to the Mercer's Company, stated that he was well acquainted with the value of property in Mr. Herbert's neighbourhood, and if the railway had not been constructed (he witness) would have estimated the value of Mr. Herbert's premises at 355*l.*, that was, taking them at 15½ years purchase. He believed the railway had deteriorated the property about 5*l.* 5s. per year, or in money 81*l.*

Mr. R. Nicholas, surgeon, stated that he had attended Mr. Herbert since 1840, and had observed that his health was much impaired of late for want of natural rest. Witness understood that in consequence of the advanced age of Mr. Herbert he had been in the habit of taking some sleep every day, but the noise of the railway had latterly prevented him doing so, and if by chance he got into a doze, he would awake in a fright, and appear to be labouring under painful nervousness. Witness had advised Mr. Herbert to remove from his present premises, as he considered it was necessary that he should have repose after dinner, owing to his suffering severe bodily affliction.

Mr. Goodfellow, a neighbour of the claimant, proved the "dancing" of the crockery-ware and glasses upon the tables of his house. Sometimes the things were shaken off and broken.

Mr. Furnell, an accountant, stated that from January, 1837, to December, 1837, the books showed a profit of 164*l.* 14s. 10d. In 1838, 91*l.* 8s. 9d. In 1839, 77*l.* 18s. 2d.; and in 1840, 101*l.* 3s. 3d.

Several witnesses were then called to show the expenses of the claimant for rent, taxes, gas, &c., which Mr. Kelly requested the jury to deduct from the amount of the gross profits.

Mr. Matthew Wharton, a retired builder and surveyor, stated that he had 300 or 400 houses belonging to him, and he knew that the houses within 50 feet of the railway were of less value than those at a greater distance from it.

The SOLICITOR-GENERAL then addressed the jury in mitigation of damages. He observed that the Company resisted this claim because they believed it was not a *bona fide* one made by Mr. Herbert, but that it was got up by some parties who speculated upon certain clauses of the Railway Company's Act. Whatever the result of this case was, the Company were not desirous of purchasing the claimant's premises, and the first question for the consideration of the jury was whether this was a case in which the Company were compelled to take the premises. Although this claim was small, yet their verdict was of very considerable importance to the Company, because if the Solicitor was successful in this, his first speculation, there would be no end to the exorbitant demands and number of actions that would be brought against the Company. The learned gentleman then contended that the Act of Parliament providing for compensation to be paid for any deterioration done to the houses within fifty feet of the railway, applied only to those cases in which substantial and permanent damage was done to the buildings. The statute awarded compensation for any damage done by the "construction" of the railway, but not by the "use" of it; and that this was the intention of the legislature was manifest from this fact, that all the noise that was now complained of might at no distant period be removed. It had never been intended to give compensation for any deterioration of value to premises by the removal of houses in the neighbourhood, and the diminution of the inhabitants. The Act of Parliament provided that all claims should be sent in within twelve months after the opening of the railway, and this clearly showed that the only deterioration that the legislature intended to refer to was substantial injury done to the freehold only. And if this was not so the statute would be imperfect, because the Company might for the first year after the opening of the railway have carried on their works without any annoyance to the neighbouring residents, and afterwards have employed locomotive engines or prosecuted their undertaking in any manner they might have thought proper, and no claim could be made upon the Company. Again the Act of Parliament referred only to "owners" and "lessees" of houses, and not to "occupiers;" thereby showing most plainly that the compensation was intended to apply to injury done to the buildings, and not to any loss, either direct or consequential, that might be sustained in trade or to individuals. The Company's Act had limited the breadth of the railway to 27 feet; but if the jury decided that the Company were compelled to take all property within 50 feet of their works, it would be, in point of fact, extending the width of the railway to 77 feet, and would exhaust the funds of any Company, however wealthy it might be. Mr. Herbert, who was old and nervous, and afflicted by a painful complaint, could not sleep after dinner; but surely the jury would not say on that account that the house was deteriorated in value. The learned Solicitor-General then commented at great length upon the evidence, and the various items of the claim, and appealed to the jury if it was right that ruinous expenses should be entailed upon the Company in trumpery cases of this kind?

The Learned UNDER-SHERIFF read to the jury 51st clause of the Company's Act, under which the claim was made, and summed up with minuteness.

The jury, after consulting together for a few minutes, returned into Court and said, "We find that the property is not deteriorated in value by the construction of the railway."

The inquiry commenced at eleven o'clock, and did not terminate until half-past seven o'clock.

In consequence of a great number of cases depending upon the result of the above claim, a very strong interest was excited.

AUDELINE *v.* THE LONDON AND SOUTH-WESTERN RAILWAY COMPANY.

Court of Exchequer (Yesterday.)—This was an action brought by the plaintiff, a French fruiterer, to recover compensation from the London and Southampton Railway Company for damage sustained by him by reason of their having converted a quantity of the defendant's goods to their own use.

The circumstances of the case were as follow:—In the month of August last the plaintiff consigned to a fruiterer in Covent-garden market a quantity of plums, which were shipped from France on board a Southampton steam-packet, and by the agent of that packet sent to the railway station to be forwarded to town. The packets containing the plums were received at the station before eight o'clock on the night of the 7th August, with an intimation that 12*l.* 10s. was to be received by the Company in London for carriage by the packet. About seven minutes after eight o'clock the agent called at the station and gave a memorandum to the clerk to the effect that the 12*l.* 10s. was to include all railway charges. The luggage train was to start at half-past eight, and at the time the agent called the way-bill had been made out. He was accordingly told that it was against the "rules" of the Company to alter the way-bill, and that their goods must wait for conveyance by the next train. They were sent by the next train, but on being presented for delivery next morning, a question arose as to the amount to be paid for their carriage, and finally the carrier took the baskets back to the railway station, where it was found that the Company's clerks had made a mistake, and that the salesman to whom they had been delivered had made a full and proper tender in payment for carriage. Finally the goods, which should have been delivered at eight o'clock in the morning, were sent to Covent Garden market at about one in the afternoon, when they were received by the salesman, with reservation for the amount of the loss incurred, which by the alteration in the state of the market, and the damage done to the plums amounted to nearly 40*l.*

For the defence it was contended first, that there was no conversion to the defendants use, and, secondly, that the fault lay with the steam packet agent at Southampton who had not complied with the Company's rules.

The Learned JUDGE, however, in summing up, expressed an opinion that a conversion had been established. On the second point, his Lordship scouted the idea that the public were to be bound by any rules a Company might choose to lay down. The Company were only common carriers, and must be bound by the law as regarded that body. It was their duty to deliver the goods committed to their charge with every due facility and care, and if through the negligence, inattention, and obstinacy or incapacity of their officers any injury was sustained by persons dealing with them, they must be bound as other carriers were to satisfy the damage.

The jury instantly found for the plaintiff damages 32*l.* 10s.

NORTH UNION AND LANCASTER AND PRESTON RAILWAYS.—We understand, that the arrangements which have hitherto subsisted between the Lancaster Railway Company and the North Union Company, by which the former agreed to take the Lancaster passengers up at the North Union station at Preston, will cease on the 31st instant. The distance between the North Union Railway and the Lancaster Railway is said to be only about 200 yards, but has cost the North Union Company a sum of about 20,000*l.* Under these circumstances the latter Company will be quite justified in making a small addition to such of their fares as may pass over that very expensive part of their line; and it may remain a question whether the Lancaster Company, in justice to those who travel northward, will make a corresponding *reduction*, as it is manifest they will save the conveyance, tolls, or whatever they may have hitherto paid the North Union Company for that short distance.—*Liverpool Courier.*

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COLLISION ON THE GRAND JUNCTION RAILWAY.

An accident, which might have been attended with the most fatal consequences, took place on the Grand Junction Railway on Thursday night. About twelve o'clock the Eagle engine was dispatched from the Warrington station, at Bank-quay, for the purpose of fetching the luggage train from the Dallam-lane station. On its arrival at the Dallam-lane junction, the points were turned, and the engine and tender went on that branch. *The policeman whose duty it was to turn the points, accompanied the engineer a few yards down the line without reversing them*, and had only gone as far as Jockey-lane, which the railway crosses, when he heard the Manchester luggage train coming up, it being nearly a quarter of an hour earlier than he expected it. He immediately ran to his station to turn the points, and hoist the signal for the Manchester train to stop, but unfortunately was too late to prevent the engine coming on the Dallam line. The driver of the Manchester engine perceiving that he was going on the wrong line, immediately turned off the steam, and did all in his power to stop the engine. Notwithstanding all his efforts, the engine ran into the tender of the Eagle, which it crushed, but fortunately, indeed, we may say miraculously, the engineers and firemen of both engines escaped without injury, which is the more extraordinary as the Manchester engine had nearly its full power of steam on at the time, in consequence of having a rather heavy train behind it. After a delay of about an hour and a half, another engine was procured from the Warrington station, and the Manchester train was forwarded on its way to Birmingham. —*Manchester Courier*, Dec. 11. [Has the policeman's conduct been inquired into?—Ed. R. T.]

THE IRON TRADE.

Our attention has been called by an intelligent ironmaster, and also one extensively engaged in the trade, to the following sentences, which commence a harsh attack on the ironmasters, published in the *Staffordshire Examiner* of the 4th instant. The whole paragraph, in order that no ground for any charge of improper selection may be afforded, follows. It is—

"The Scotch have acceded to the proposition of the Staffordshire and Welsh ironmasters, *and the appearance of the sky, in this district, on the night of the 1st instant, showed that the work of blowing out furnaces had promptly commenced. One-fourth of the* immense body of *workmen employed* in the iron trade *must, consequently, be thrown out of employment;* unless, indeed, a portion should be retained, to diminish the wages of those still employed, by sharing their labour. If, taking into consideration the season of the year and other circumstances, this be not an appalling state of things, we know not what constitutes the truly horrible."

We know not, of course, from what source the writer may have obtained his information, but we are exceedingly happy to state, that every word respecting the blowing out of furnaces on the 1st instant, or subsequently, is pure and unadulterated fiction. Not a single furnace, we are, from the best authority, informed, notwithstanding the exceedingly circumstantial manner in which the alleged fact is narrated, has in this neighbourhood been blown out. Nor would "one-fourth of the workmen"—we speak from the same excellent authority—"be thrown out of employment." The number would probably be from one-eighth to one-tenth, and nearer to the latter than the former amount. It would be improper to conceal, however, that an intention exists to reduce the make of pig iron one-fourth (with some exceptions) on the 24th instant. This evil is bad enough, and needs no exaggeration from fictitious statements; but we are happy to mention, that a hope exists in some quarters—though, we sincerely regret to say, it is a slight one—that the decrease of the make may not be carried into effect.—*Wolverhampton Chronicle.*

Eastern Counties' Railway.—On Saturday morning, about 10 o'clock, the inhabitants at the lower end of the village were considerably alarmed, by the falling of one of the arches over the road leading to Coggeshall. By the perseverance of the contractors, great progress had been made when the weather permitted, and the first arch was nearly completed. At the time mentioned, about fourteen or fifteen workmen were employed on the arch, when in an instant the crown of the arch gave way, the ends collapsed, and the whole fell with a tremendous crash. The workmen fell a height of about 18 feet, and, miraculous as it may appear, no lives were lost, nor were any bones fractured. Ten of the men were more or less injured, but every attention was paid to their condition, and we are happy to learn that they are all going on favourably. We are informed, that the loss will be sustained by the contractors, on account of their not complying with the instructions they received from the engineers.—*Chelmsford Chronicle.*

Northern and Eastern Railway.—We last week related the particulars of the Rev. C. B. Marriott, whilst travelling on the Northern and Eastern Railway, having been conveyed to London instead of being left at a station on the line, for which he had taken a ticket. The Rev. gentleman applied to the secretary of the Company, and obtained payment of the hotel expences which he had incurred during his temporary detention in the metropolis; and the ready compliance of the Company with his demand will show that passengers who may be similarly aggrieved have the remedy in their own hands, though in most cases it must be a partial one. We trust also that the publicity given to the circumstance will tend to ensure increased attention on the part of all officers connected with railways. —*Chelmsford Chronicle.*

The late Fire at the Exeter Railway Station.—The claim on the fire-offices for the amount of the property destroyed by fire has been settled, and we hear that the sum of 11,550*l.* has been obtained as a compensation for the loss.—*Bristol Mirror.*

American Railways.—"The Last Link."—But eight miles remain to be finished of the railroad between Batavia and Buffalo, which, with the Boston road, will complete a continuous road from Boston to Buffalo, 600 miles, the longest in the world.—*New York Weekly Herald.*

TO RAILWAY PARTIES.—Any Person who will inform the undersigned, by Letter, of the present abode of Mr. William Brierly, who about four years since resided at Bull's Bridge, near Hayes, Middlesex, then in the employ of the Great Western Railway Company, afterwards Landlord of the Public House known by the sign of the King of Prussia, in the neighbourhood of Whitechapel, and who was subsequently engaged on the Eastern Railway, shall be rewarded for their trouble.

EDWARD WOOLLS, Uxbridge.

15th December, 1841.

RAILWAY TRAFFIC MANAGER.—The Directors of the Birmingham and Derby Junction Railway are desirous of engaging the services of a Gentleman fully competent to perform the duties of the office of Traffic Manager. Applications in writing, stating the age and previous occupations of the Applicant, with references, to be addressed under cover to the Chairman of the Directors, at their offices, Waterloo-street, Birmingham, on or before the 10th January next.



T. H. RYLAND AND CO., Ozell's Street, Broad-Street, Birmingham, Patentees and Manufacturers of Wood Screws and Screw Bolts, for Railways, &c.

The quality of these Screws is acknowledged to be superior to that of any other maker, and T. H. R. and Co. have, by their improved means of manufacture, so greatly reduced the price, that they will be found not to exceed in cost the common driving pin; and that they are more efficient for the purpose will be obvious, from the fact that one of these screws will require a force equal to from 2 to 4 tons weight, to tear it from the wood.

T. H. R. & Co. have to dispose of

A 12-horse high-pressure engine, metallic piston, with or without boiler.

Two boilers, quite new, 18 feet by 4 feet.

BERDOE'S VENTILATING WATERPROOF for rendering every description of Woollen Cloth, &c., thoroughly impervious to rain, without confining perspiration, or imparting any objectionable property whatever. After more than three years' extensive and most successful trial, public attention is again invited to this invention, and which is confidently recommended to Travellers, and all who are exposed to the rain. Many of the principal Railway and other public Companies have already adopted it for their servants' clothing.

W. B. also invites especial attention to his well-known and much approved

WATERPROOF CODRINGTON FROCK,

a light and gentlemanly garment, adapted for general use at all seasons, and described by those who have tried them as the most convenient and valuable protection from the weather ever invented. Also his

WATERPROOF SHOOTING JACKET,

made from a new, very strong, and much approved material, manufactured for this express purpose.

The above made only by

WALTER BERDOE, TAILOR, &c., 69, CORNHILL.

(Eight doors from Bishopsgate-street.)

THE THAMES TUNNEL IS OPEN DAILY, (Sunday excepted) from Nine in the morning until Six in the evening, and lighted with gas.

The present entrance is on the Surrey side of the river, close to Rotherhithe Church. The Shield has now reached the Shaft at Wapping, thus making the length of the Tunnel 1176 feet. Admittance 1s. each.

Notice.—The Tunnel will be shortly closed to the public, in order to make the necessary preparations for opening it as a thoroughfare for foot passengers.

By order of the Board,

J. CHARLIER, Clerk of the Company.

Company's Office, 2, Walbrook Buildings, City, 3rd December, 1841.

N.B. Conveyances to Rotherhithe, by Omnibus, from Piccadilly, Charing Cross, Fleet street, and Gracechurch-street; and by steam-boats from Chelsea, Vauxhall, Lambeth, Hungerford, Adelphi, Old Shades Pier, and London Bridge, to the Tunnel Pier at Wapping. Books, with Plates descriptive of the works, are sold at the Tunnel, Price One Shilling.

On the 1st January will be published,

TEMPLETON'S RAILWAY STATISTICS, containing the Names and Termini, Length in Miles and Chains, Counties through which they pass, Rail'ng Gradients, Rise in Feet per Mile, Effect of Gravity, Gauge of Way, Date of Royal Assent to Bill, Number of Shares, Total of Capital, when Opened, and Average Time in running the Trains, of all the Principal Railways in Great Britain, in a Tabular Form. Price, in Sheets, 1s. 6d.; on Canvass in Case, 2s. 6d.; mounted on Rollers and varnished, 3s 6d.

Railway Times Office, 122, Fleet-street.

Just published, 7th edition, price 3s., and sent free on receipt of a Postoffice order, for 3s. 6d.

MANHOOD: the Causes of its Premature Decline, with plain Directions for its Perfect Restoration; addressed to those suffering from the destructive effects of excessive indulgence, solitary habits, or infection; followed by observations on the treatment of Syphilis, Gonorrhœa, Gleet, &c., illustrated with cases, &c. By J. L. CURTIS and Co., Consulting Surgeons, London.

SEVENTH EDITION.—Published by the Authors, and sold by Balliere, Medical Bookseller to the Royal College of Surgeons, 219, Regent-street; Strange, 21, Paternoster-row, London; Guest, Steelhouse-lane, Birmingham; T. Sowler, No. 4, St. Ann's square, Manchester; G. Philip, South Castle-street, Liverpool; Tannis and Co., 41, Grafton street, Dublin; Duncan, 114, High-street, Edinburgh; and to be had of all Booksellers.

The following are a few of the numerous testimonials this popular work has received, and which the limits of an advertisement will only allow of being published:—

Messrs Curtis's work, entitled MANHOOD, is one of the few books now coming before the public on such a subject which can lay claim to the character of being strictly professional, at the same time that it is fully intelligible to all who read it. The moral and medical precepts given in it, render it invaluable.—*Magnet.*

The perusal of Messrs. Curtis's book, entitled MANHOOD, has really astonished us by developing a series of maladies, the never failing consequence of the vicious habit of which it treats. The clear connexion pointed out between the assigned cause and the effects is perceptible to every capacity. We strongly recommend the work.—*Age.*

We recommend the work, entitled MANHOOD, &c., to the careful perusal of persons of all classes. The moral as well as physical advantages sure to result from such perusal, will be most readily recognised and felt by those who stand most in need of them.—*Statesman.*

Messrs. Curtis and Company are to be consulted daily at their residence, No. 7, Frith street, Soho-square, London.

Country Patients are requested to be as minute as possible in the detail of their cases. As to the duration of the complaint, the symptoms, age, general habits of living, and occupation in life of the party; the communication must be accompanied by the usual consultation fee of £1, without which no notice whatever can be taken of their application, and in all cases the most inviolable secrecy may be relied on.

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RAILWAY BETWEEN SCOTLAND AND ENGLAND.—At Glasgow, within the Hall of the Black Bull Inn, on Wednesday, the 15th day of December, 1841, at One o'Clock afternoon, at a Public Meeting of the Citizens of Glasgow, favourable to the projected line of Railway between ENGLAND and SCOTLAND, recommended by the Government Commissioners, called by the Lord Provost by Advertisement in the Newspapers, for the purpose of deliberating upon the measures which ought to be adopted for securing the completion of that Line.

On the motion of John Pollok, Esq., the Hon. James Campbell, Lord Provost of Glasgow, was unanimously called to the Chair.

The Lord Provost introduced to the Meeting a Deputation from England, consisting of Colonel Graham, of Mosskinow, P. H. Howard, Esq., M.P. for Carlisle, and John Dixon, Esq., of Knells, late Mayor of Carlisle. A letter from William Brooks, Esq., dated 14th December, 1841, was read by Mr. Andrew Mitchell, as Clerk to the meeting, and referred to the Committee after named. The meeting having heard statements by Colonel Graham, of Mosskinow, relative to the advantages of the proposed line of Railway thereafter,

It was moved by Robert Findlay, Esq., Banker in Glasgow, and seconded by William Gray, Esq., Lord Dean of Guild of Glasgow, and unanimously agreed to.

First.—That from the Report of the Royal Commissioners appointed to inquire into the various lines of railway communication between England and Scotland, it appears that after a most anxious and careful investigation into the comparative merits of each of the five different lines of which surveys and estimates were submitted to them, the Commissioners have expressed a strong and decided opinion that the line by Lockerby and Clydesdale is preferable to all the others, and deserving of the support of the Government and the Public, as being the line which will secure the greatest amount of national and general advantage, by affording the shortest and least expensive means of communication to the largest amount of population, and therefore holding out the best prospect of remuneration to the shareholders.

It was moved by John Houldsworth, Esq., Chairman of the Chamber of Commerce, and seconded by John Mitchell, Esq., Merchant in Glasgow, and unanimously agreed to,

Second.—That this meeting cordially approve of the Report of the Commissioners; and as this line is obviously and beyond all doubt calculated to benefit Glasgow and the West of Scotland, in a peculiar manner, that it is of the utmost importance that effective measures should be adopted for co-operating with the landholders and inhabitants of towns along the line, the great English Railway Companies, and others interested in embracing the favourable opportunity which is thus afforded of securing a direct communication between Glasgow and every part of England, more particularly asunless such measures be soon adopted, the support of Government will, in terms of the Commissioners' Report, be transferred to the line from Newcastle to Edinburgh by the east coast of Scotland.

It was moved by Henry Dunlop, Esq., merchant in Glasgow, seconded by James Lumsden, merchant in Glasgow, and unanimously agreed to—

Third.—1. That in these circumstances it is expedient that a Committee be appointed to co-operate with and assist the Grand Junction, and other Railway Companies, in making the necessary surveys for ascertaining the best and cheapest line of communication, and taking the other preliminary steps requisite to obtain the authority of Parliament, and the support and assistance of Government to the undertaking, with power to this Committee, of whom five shall be a quorum, to add to their number, and to appoint sub-Committees for any of the purposes aforesaid; and this meeting authorise and instruct them to call upon the public bodies and authorities of the city, and all others interested, to contribute liberally to the furtherance of a measure of such vital importance to Glasgow and the whole west of Scotland.

2. That this Committee do consist of the following gentlemen, viz.:—

James Campbell, Esq., Lord Provost of Glasgow.
James Oswald, Esq., of Auchencruive, M. P.
John Dennistoun, Esq., M.P.
Alexander Johnstone, Esq., of Shieldhall, M.P.
Messrs. Charles Gray, Chief Magistrate of Gorbals.
Robert Bartholomew, Provost of Calton.
William Gray, Lord Dean of Guild of Glasgow.
George Dick, Deacon Convener of the Trades' House of Glasgow.
John Houldsworth, Chairman of the Chamber of Commerce of Glasgow.
Kirkman Finlay, merchant, Glasgow.
Alexander Dennistoun, merchant, Glasgow.
John Pollok, merchant, Glasgow.
Robert Findlay, banker, Glasgow.
William Stirling, merchant, Glasgow.
James Baird, of Gartsherrie.
Allan Gilmour, merchant, Glasgow.
Henry Dunlop, merchant, Glasgow.
James Lumsden, merchant, Glasgow.
Laurence Robertson, banker, Glasgow.
John Fleming, merchant, Glasgow.
Alexander Baird, of Gartsherrie.
James A. Anderson, banker, Glasgow.
William Gilmour, merchant, Glasgow.
John Anderson, merchant Glasgow.
Henry Brock, Banker, Glasgow.
Archibald M'Lellan, Merchant, Glasgow.
William Cross, Merchant, Glasgow.
Humphrey E. Crum, Merchant, Glasgow.
John Whitehead, Merchant, Glasgow.
John Mitchell, Merchant, Glasgow.
Robert Rodger, Merchant, Glasgow.
William Bankier, Merchant, Glasgow.
William L. Ewing, Merchant, Glasgow.

3. That these Resolutions be published in such newspapers as the Committee may direct.

It was moved by James Lumsden, Esq., and carried by acclamation, that Robert Findlay, Esq., should be appointed Interim Treasurer, and Messrs. Mitchell, Henderson, and Mitchell, writers, should be appointed Interim Secretaries to the Committee before named.

On the motion of George Dick, Esq., convener of the Trades' House, seconded by P. H Howard, Esq., M.P., the thanks of the meeting were voted to the Lord Provost, for his conduct in the Chair.

On the motion of John Mitchell, Esq., seconded by David Bell, Esq., Merchant in Glasgow, the thanks of the meeting were voted to Colonel Graham; P. M. Howard, Esq., M.P.; John Dixon, Esq.; and the 'other strangers who have honoured the meeting with their presence.

(Signed) JAMES CAMPBELL,
Lord Provost.

TAFF VALE RAILWAY.—REPAIRS of the PERMNENT WAY, &c.—The Directors will meet at the Railway Office, Cardiff, on Wednesday, the 29th instant, to receive TENDERS for the Repairs of the Permanent Way and Works on this Railway.

The specification may be seen at the Railway Office, on and after Monday, the 20th inst.

Sealed Tenders to be addressed to the Secretary, and delivered at the Railway Office, before 12 o'clock on Tuesday, the 28th instant.

By Order,
WILLIAM BURGESS,
Secretary and Superintendent.

Cardiff, Dec. 9, 1841.

LONDON AND SOUTH-WESTERN RAILWAY.—PORTSMOUTH and GOSPORT BRANCH.—This Branch will be OPENED for the Conveyance of Goods only, on and after MONDAY, 20th December, 1841.

By Order,
ALFRED MORGAN, Secretary.

December 18, 1841.

TENDERS INVITED for the supply of IRON RAILS, required by the Royal Bavarian Commission for the construction of Railroads at Nurnberg.—Measures and Weights are Bavarian, viz.—1 foot Bavarian = 0 29·1859 French metre; 100 lb. Bavarian = 56 French kilogrammes.

The quantity required amounts to 120,000 quintals of 100 lbs. each, and is to be contracted for, either in several lots, or for the whole. The Rails are to be of the form of the so-called "parallel double T rails," of the weight of 12 Bavarian pounds per Bavarian foot, and of the length of 17½ Bavarian feet. However, a proportion of shorter rails, say of 14½ Bavarian feet length, will be received to the amount of 5 per cent. of the whole quantity.

The Rails must be manufactured of the best Iron known in England under the denomination of No. 3, and part of a rail of the length of three or four feet, is to be sent to the Royal Commission at Nurnberg, to serve as a pattern before the conclusion of the contract.

The detailed conditions respecting the periods of delivery, mode of payment, &c., as well as the drawing, are to be obtained on application at the Office of the undersigned Commission, in Nurnberg.

The Tenders must be delivered at Nurnberg, under seals and franked covers, on or before the 31st January, 1842, to the Royal Bavarian Commission for the Construction of Railroads.

DENIS, PAULI, DURIG.

PEOPLE'S EDITION OF SIR WALTER SCOTT'S NOVELS.

On Saturday, 1st January, 1842, and to be continued each Saturday till the whole is completed, No. 1, price Twopence, containing One Sheet, Royal Octavo, double columns, of

WAVERLEY; OR, 'TIS SIXTY YEARS SINCE. With all the Author's Introductions and Notes; to be immediately followed by GUY MANNERING, THE ANTIQUARY, and all the other novels and romances of Sir Walter Scott.

The Proprietors are anxious to meet the wishes of many intelligent correspondents among the working classes, who represent that, notwithstanding the great circulation and unparalleled celebrity of

THE WAVERLEY NOVELS,

thousands upon thousands of our industrious countrymen have yet to form acquaintance with Baron Bradwardines and Fergus M'Ivors, the Meg Merilees and Dominie Samsons, the Edie Ochiltrees, Old Mortalities, Die Vernons, Rob Roys, Jeanie Deanses, and numberless other immortal creations of the Prince of Novelists. The Edition now announced will, it is hoped, be allowed to put these marvellous performances within the reach of the masses.

It is expected that the entire Novels will comprize about 260 sheets; and, besides the Weekly Issue, a Monthly stitched Part, price Ninepence, will be delivered with the Magazines.

ROBERT CADELL, Edinburgh; HOULSTON and STONEMAN, London.

LOCOMOTIVE ENGINE.—TUBES WITHOUT SEAM.—GREEN'S PATENT.—These Tubes possessing great advantages over the ordinary brass tubes used in locomotive and other boilers, may now be obtained in any quantity and of any dimensions.

Testimonials from eminent Engineers and samples may be seen by application to W. C. Alston, Birmingham, or Braithwaite, Milner, and Co., New Road London.

NATIONAL LOAN FUND ASSURANCE SOCIETY, for granting Life Assurances, Deferred Annuities, &c. &c., 26, Cornhill.—Capital, £500,000.—Empowered by Special Act of Parliament.

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T. Lamie Murray, Esq., Chairman.

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John Griffith Frith, Esq.	John Riddie Stodart, Esq.
H. Gordon, Esq.	Clement Tabor, Esq.
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LIFE ASSURANCE.

Advantages.—Perfect security from a large paid up Capital and accumulations——Equitable Rates—Power to borrow two-thirds Premiums paid, without expense or forfeiture—and Profits *annually* divided.

N. B. Policies for short periods, at lower rates than at any other Office, with option of continuance for Life, at the usual rates.

DEFERRED ANNUITIES.

The best and most varied provision for after life hitherto offered,—*2l.* 12s. per annum (1s. a week,) at 20, will at 65, give the Policy-holder the choice of an Annuity of *47l.* 16s. 6d. or *349l.* 11s. cash, or Policy at death of *466l.* Similar advantages at 50, 55, and 60,—two-thirds payments lent at any time, and two-thirds returned in case of premature death.

The detailed Plans and last Annual Report to be had at the Office, at any of its Branches, or, on application, will be forwarded post-free.

F. FERGUSON CAMROUX, Secretary.

LONDON, EDINBURGH, AND DUBLIN GUARANTEED MUTUAL and PROPRIETARY LIFE ASSURANCE COMPANY, 3, Charlotte-row, Mansion House; St. Andrew's-street, Edinburgh; Fleet-street, Dublin.

DIRECTORS.

Alexander Anderson, Esq.	John Johnson, Esq., Ald.
John Atkins, Esq.	Kennett Kinsford, Esq.
James Bidden, Esq.	John M'Guffie, Esq.
Captain F. Brandreth	John Maclean Lee, Esq.
James Hartley, Esq.	J. Marmaduke Rosseter, Esq.
Vice-Admiral Robert Honyman	Alexander Robertson, Esq., Managing Director.
Benjamin Ifill, Esq.	

Solicitors—Messrs. Palmer, France, and Palmer.
Secretary—F. Edgell, Esq.

Important improvements have been introduced into Life Assurance practice by this Company.

The Policies are indefeasible and indisputable, unless they have been obtained by fraudulent misrepresentation.

The Board of Directors satisfy themselves upon the various questions proposed before they enter into contracts of Assurance; and frame their Policies in such terms as to preclude all future questions as to their validity, and thus render them indisputable and negotiable documents of future debt against the Company.

Parties may be assured either upon the participating or non-participating plan; the assured are relieved of all responsibility, and the participating class is entitled to the whole of the profits upon that branch of the business.

Table to assure £100, with addition of Profits.

Age 25.	Age 35.	Age 40.	Age 45.	Age 50.	Age 55.
£2 2 7	£2 15 10	£3 5 0	£3 15 5	£4 10 7	£5 18 8

Persons interested in the Lives of Nominees or Debtors may, for a trifling extra Premium, be relieved from the risk of their Policies being forfeited by the parties going to foreign countries.

One-half of the Premiums may remain unpaid for seven years, affording a greater facility for loan transactions and family provisions than any other plan which has been suggested.

Credit Table to assure £100, payable at death.

Age 20.	Age 25.	Age 30.	Age 40.	Age 45.	Age 50.
£0 18 0	£1 0 7	£1 3 7	£1 11 5	£1 16 6	£2 3 0

The usual Commission allowed to Solicitors and Agents; and Medical Gentlemen are in all cases remunerated for their reports.

MUTUAL LIFE ASSURANCE.

SCOTTISH WIDOWS' FUND SOCIETY.—Instituted A. D. 1815.—Head Office, Edinburgh, 5, St. Andrew-square.

The Oldest and most Extensive Life Office in Scotland.

Accumulated Fund exceeding
ONE MILLION AND FORTY THOUSAND POUNDS.

Annual Revenue exceeds
ONE HUNDRED AND EIGHTY THOUSAND POUNDS.

Bonus Additions, varying from 11 to 80 per cent. on the sum assured, according to the date of assurance.

The whole profits belong to the Assured.

Assurances effected previous to 31st December, are entitled to participate in the Profits of the current year.

JOHN MACKENZIE, Manager.

Edinburgh, September, 1841.

HUGH Mc KEAN, 7, Pall Mall,
Agent for London.

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BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Halifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

BRISTOL AND GLOUCESTER RAILWAY. CONTRACT FOR WORKS.—NOTICE is hereby given, That the Directors will receive, at their offices, Exchange-buildings, Bristol, on or before 12 o'clock on Monday, the 3rd day of January, 1842, Tenders for the Excavation and Formation of the Earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying of the permanent rails, of that portion of the railway included in the following contracts:—

Contract No. 5, commencing from a point 200 feet south of the Road No. 15, in the parish of Berkeley (being the end of No. 4 Contract), and terminating in Field No. , in the parish of Stinchcombe, being about the distance of 2 miles and 53¼ chains.

Contract No. 6, commencing from a point in Field No. 1, in the parish of Stinchcombe (the end of No. 5 Contract), and terminating in Field No. 37, in the parish of Cam, being about the distance of 3 miles and 22 chains.

Contract No. 7, commencing from a point in Field No. 37, in the parish of Cam (the end of No. 6 Contract), and terminating at a brook boundary between the parishes of Frocester and Leonard Stanley (the commencement of No. 8 Contract), being about the distance of 2 miles and 67 chains.

Contract No. 11, commencing from a point in Field No. 6, in the parish of Yate (being the end of No. 12 Contract), and terminating at the north side of the Road marked No. 87 in the same parish, being about the distance of 2 miles and 67 chains.

Contract No. 12, commencing at the junction of the Bristol and Gloucestershire Railway, and terminating in Field No. 6, in the parish of Yate (the beginning of No. 11 Contract), being about the distance of 2 miles and 58 chains.

Drawings and Specifications of the above works may be seen on and after Monday, the 6th day of December next, at the Company's offices, Exchange-buildings, Bristol.

Tenders are to be made on printed forms, provided for that purpose, which may be obtained on application at the office.

The Directors will not consider themselves bound to accept the lowest tender; and they expect the several parties to attend at the office on the 3rd of January, at 12 o'clock.

ROBERT FLETCHER, Secretary.

Bristol, 23rd Nov. 1841.

MANCHESTER AND LEEDS RAILWAY.—NOTICE is hereby given, That a Special General Meeting of the Proprietors of the Manchester and Leeds Railway will be held at the Company's Offices, Clowes' Buildings, Hunt's Bank, in Manchester, in the County of Lancaster, on Thursday, the 23rd day of December, inst., at 12 o'Clock at noon, for the purpose of taking into consideration a proposal that the said Company shall unite with certain other Railway Companies in taking a Lease, upon certain terms to be submitted to the Meeting, of a Railway which is proposed to be made from Darlington, in the County of Durham, to join the Durham Junction Railway in the same County, and of adopting such measures in reference thereto as may appear advisable. And also for the purpose of considering and determining upon the propriety of proceeding with the formation of the projected Extension of the Manchester and Leeds Railway to Hunt's Bank, in the Town of Manchester, under the powers obtained by Act of Parliament for that purpose.

Dated this 8th day of December, 1841.

H. HOULDSWORTH, Chairman.

LARCH TIMBER FOR SALE.—The LOW PORTION of the KNOCK PLANTATION of MONZIE, situated near Crieff, in the county of Perth, and within 16 miles of the shipping port of Perth, will be exposed to SALE by Public Roup, on the spot, on Wednesday, the 12th day of January next, at Twelve o'clock, noon. It consists of 38 imperial acres, and will be exposed in one, two, or three separate lots. There are 5,169 trees of Larch, and 991 of Scotch Fir. The other intermixed Timber is to be reserved. The Larch is of very superior quality, and is upwards of 60 years old. Much of it is of very large scantling, and well suited for Railway Sleepers, Ship-building, and other purposes requiring heavy Timber. There is a ready market in the neighbourhood for the Tops and Brush, and also a good situation adjoining for a Saw-mill, with a plentiful supply of Water.

For further particulars application may be made to Messrs. Davidsons and Syme, W.S., Edinburgh; or to Mr. William Blackadder, C.E., Glammis, Forfarshire; and the Timber will be shown by James Taylor, forester at Monzie.

November, 1841.

MIDLAND COUNTIES' RAILWAY.—The Directors of this Company are receiving Money on their Loan Notes, in sums of not less than £400, for either Three, Five, or Seven Years, to be exchanged for Debentures in September next. Interest, after the rate of Five per Cent. per Annum, is allowed and paid half-yearly, on the day it becomes due.

By order,

J. F. BELL, Secretary.

Leicester, 29th November, 1841.

LONDON AND BIRMINGHAM, GRAND JUNCTION, CHESTER, LANCASTER, MIDLAND COUNTIES', NORTH MIDLAND, YORK AND DARLINGTON RAILWAYS.

In connection with the above lines of Railway, Places can be secured by

DAY AND NIGHT MAILS,

TO

Edinburgh,	St. Asaph,
Holyhead *via* Oswestry,	Bangor,
Holyhead *via* Chester,	Leamington,
Newcastle-on-Tyne,	Shrewsbury,
Banbury,	Lichfield,
Stratford-on-Avon,	Brackley,
Carlisle,	Warwick,
Carnarvon,	Holywell,
Alnwick,	Berwick.

ALSO

BY COACHES

TO

Ashby-de-la-Zouch	Newcastle-on-Tyne
Atherstone	Northampton
Buckingham	Newark
Bourne	Oundle
Brackley	Olney
Boston	Peterborough
Banbury	Stamford
Deeping	Sleaford
Edinburgh	Shrewsbury
Folkingham	Spalding
Glasgow	Stratford-on Avon
Grantham	Thame
Harborough	Thrapstone
Kettering	Wellingborough
Lincoln	Weldon
Leamington	Winslow.
Lichfield	

From the

Spread Eagle, Gracechurch-street.
Cross Keys, Wood street, Cheapside.
Swan with Two Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent's-circus.
Griffin's Green Man and Still.
Golden Cross, Charing-cross; and the Euston Station.

HORNE AND CHAPLIN, Agents.

Parcels for 8½ p.m. Mail Train, viz., Boxes, Trusses and General Merchandise, received at the above Offices until 7 p.m.; Solicitors' and light Parcels until 7½ p.m.; for the above Places, and all Parts on the several Lines of Railway.

DUBLIN PARCELS,

	s.	d.
Not exceeding 15lbs. weight..	4	2
Ditto 16lbs. do. ..	4	7
Ditto 18lbs. do. ..	4	9
Ditto 28lbs. do. ..	7	1
Ditto 40lbs. do. ..	9	10
Ditto 56lbs. do. ..	12	6

} including delivery.

OMNIBUSES TO AND FROM EVERY TRAIN—FARE SIX-PENCE.

Post Horses for hire, may be had on application at the above Offices, to convey Carriages to or from the Railway and any part of London (within Five Miles,) including the Driver, 10s. 6d. each pair.

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.

Bolts for Machinery, Architectural, Agricultural, Ship and Coach Building. Gas Water, and other works, &c.

Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,

JNO. ATLEE, Secretary.

LOCOMOTIVE ENGINES.—For Sale, one new Locomotive Engine and Tender, with 14-inch cylinders, 18-inch stroke, 6 wheels, 5-feet 6-inch driving wheels, brass tubes, and copper fire box. Also, one Locomotive Engine and Tender, with 12 inch cylinder, and 16-inch stroke, 6 wheels, two pair of 5-feet coupled, new brass tubes, and new iron box; has been employed on contracts as earth and ballast engines, and is in good repair.

For price and particulars, apply to Mr. Scott, Locomotive Department, North Midland Station, Leeds, where the engines are now standing for inspection.

Leeds, December 4th, 1841.

GUARANTEE SOCIETY.—To afford Security to Bankers, Merchants, Commercial and Trading Communities in general, is the *first* object of this Society. To relieve Relatives and Friends from painful obligations and responsibilities the *second*.

The experience of the first year (during which the Society has been eminently successful) already numbers amongst its patrons the principal Bankers, Merchants, and Public Institutions in the metropolis, and provincial districts, and by providing Guarantee for their integrity, has secured a competency for several hundred individuals.

DIRECTORS.

Thomas Attree, Esq.	G. Palmer, Esq.
David Cannan, Esq.	Major Prosser, F. G. S.
James Colquhoun, Esq.	James Row, Esq.
William Croft, Esq.	G. Scovell, Esq.
James Law Jones, Esq.	G. E. Shuttleworth, Esq.
John F. Maubert, Esq.	Henry Vaughan, Esq.
Lieut.-Col. Moody, R.E.	B. G. Windus, Esq.

STANDING COUNSEL—R. Ryder Dean, Esq.

SOLICITORS—Messrs. W. & S. Cotton, No. 76, Basinghall-street.

This Society presents to the Public (and particularly to Bondsmen) the following advantages:—

1. No individual need hereafter incur the responsibility of becoming security for the integrity of another.

2. Individuals who are already surety for the fidelity of others, may immediately protect themselves from loss by insuring with the Society.

3. The expense and painful obligation of obtaining approved Sureties, or of replacing them when removed by death or otherwise will be altogether obviated.

4. All risks attending irresponsible sureties will be removed.

5. The submission to the loss, or the distressing alternative of instituting legal proceedings against the friends who are surety, will be avoided.

Also to Agents, Travellers, and Clerks holding, or being desirous of holding, confidential and responsible situations, the Guarantee Society presents immediate facilities, where for a moderate premium, surety for integrity may be acquired.

The Prospectus, Form of Application, and other particulars, may be obtained at the Office, No. 28, Poultry, London.

By order,

THOMAS DODGSON, Secretary.

NEW EDITIONS of the following useful Works are just published at the *Railway Times* Office, 122, Fleet-street:

I.

ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

II.

ROBINSON'S RAILWAY DIRECTORY FOR 1842, containing the Names of the Directors and principal Officers of the Railways in Great Britain, derived from authentic sources, price 1s.

III.

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

IV.

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway information. In paper cover 1s., in cloth 1s. 6d.; on canvass, 2s. 6d.

V.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the METROPOLIS, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

VI.

TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street, (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, December 18, 1841.

The Railway Times.



"Lord Bacon saith truly, there are three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another; to which, let me add knowledge and freedom."—Bishop Hall.

No. 208. Vol. IV.—No. 52.] SATURDAY, DECEMBER 25, 1841. [Price 6d.

IMPROVEMENT IN THE RAILWAY SHARE-MARKET.—The attention of the Proprietors of Railway Shares is requested to an important reduction in the expense of working Locomotive Engines, which, if adopted, must have the effect of improving the dividends, and of course the prices of railway property.

The economy above-mentioned is effected by the use of coal (its smoke being consumed agreeably to Act of Parliament) in lieu of the expensive article of coke.

Taking the cost of coal and coke respectively on the Midland Counties' Railway as the data for calculation £100 worth of coal will evaporate as much water, and propel a train as many miles as £235 worth of coke. For the correctness of this statement, application may be made to Jos. Kearsley, Esq., Derby, Chief Engineer, on the above Railway, and no doubt the Directors would afford all requisite information to any Railway Company.

Further particulars, with drawing, &c. &c., may be obtained of the Patentee (of the apparatus) Samuel Hall, No. 18, Kings Arms Yard, London.

LONDON AND GREENWICH RAILWAY SCRIP.—The holders are reminded that the final instalment became due on the 15th of October last, and that interest at the rate of 5 per cent. per annum is now charged on all instalments in arrear; and that unless paid in full on or before the 15th of January next, the whole of the amounts already paid *are subject to forfeiture*.

The books of the Company will be closed on 31st Dec., before which day the Scrip must be paid in full, and registered, in order to entitle the holder to any dividend which may be declared at the next general meeting.

By order of the Board,

J. Y. AKERMAN, Sec.

Offices, 37, Canterbury-square, Southwark,
14th December, 1841.

SOUTH-EASTERN LONDON AND DOVER RAILWAY COMPANY—TENDERS FOR LOANS ON MORTGAGE.—The Directors of this Company are prepared, under the powers of their Acts of Parliament, to receive Tenders for the Loan of Money for a term of Three, Five, Seven or Ten Years, at the option of the Lender, and to grant Mortgages of the Rates and Tolls of their undertaking as security for the same, bearing interest at the rate of 5 per cent. per annum, payable half yearly at the Bank of Messrs. Glyn and Co., London. The Tenders are to express the sums and term of years for which the Loan is proposed to be made, and are to be addressed to the Secretary at the Company's office, 10, Coleman-street, London.

By order of the Board of Directors,

J. S. YEATS, Secretary.

TAFF VALE RAILWAY.—REPAIRS OF THE PERMANENT WAY, &c.—The Directors will meet at the Railway Office, Cardiff, on Wednesday, the 29th instant, to receive TENDERS for the Repairs of the Permanent Way and Works on this Railway.

The specification may be seen at the Railway Office, on and after Monday, the 20th instant.

Sealed Tenders to be addressed to the Secretary, and delivered at the Railway Office, before 12 o'clock on Tuesday, the 28th instant.

By order,

WILLIAM BURGESS,
Secretary and Superintent.

Cardiff, December 9, 1841.

TO ENGINEERS, MILLWRIGHTS, FOUNDERS, SMITHS, AND OTHERS.—To be Disposed of, an Old Established Engineers, Millwrights, and Founders Concern, (the present Proprietor retiring from the Manufacturing Department,) situated in London. The Premises and Plant are arranged for a most extensive business, and have been erected during the last 25 years, at a considerable cost, but from the above cause will be Disposed of upon extremely favourable terms; the Premises will be let on lease, and the Machinery and Tools disposed of at a valuation.

Apply for Particulars to John Evans, Esq., 51, Lincoln's Inn Fields.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE, PATENTEES.—The attention of Railway Companies, Engineers, and other Parties requiring a certain and instantaneous mode of communicating intelligence between distant points, is invited to Messrs. Cooke and Wheatstone's Electric Telegraph. This invention, besides its superiority for general telegraphic purposes, in point of expedition, secresy, night action, and preliminary warning, is peculiarly adapted to the use of Railways, as a portable Telegraph to be carried with every train, and as a self-acting Telegraph for giving notice of the approach of trains to tunnels, level crossings, stations, and inclined planes, whether worked by stationary or assistant engines. It affords means of working a single line of rails, with perfect safety, in both directions at the same time. It is also well adapted for mines, coal-pits, docks, &c.

Mr. Cooke is willing to superintend the laying down of the Telegraph for parties taking Licenses, or he will undertake the completion of the work in any part of the United Kingdom.

For further Information, and for Drawings and Descriptions of the Apparatus, apply to W. F. Cooke, Esq.; or Robert Wilson, Esq., Solicitor, No. 1, Copthall Buildings, London.

RAILWAYS.—Parties contemplating purchases in Railways at the present low prices may obtain detailed information as to their existing condition and future probable results, upon application at the Offices of THOS. ALLSOP, 34, Cornhill, and 280, Regent-street. T. Allsop will also furnish persons seeking permanent investment with data which, by judicious comparison, may avert the loss and even ruin which have frequently attended purchases made upon slight information, or upon the erroneous anticipation both as to cost and charges made at the outset of these undertakings.

The prices of many of the great lines of Railroad are certainly below their real value; price, however, alone is not a sound criterion of value, which must be sought, as regards permanent investment, on far different grounds. The purchases made at present may be referred chiefly to local or personal feeling, and to the general importance or estimation of the particular undertaking, not to its real worth as compared to its price; and to these points, as constituting the best tests of value, T. Allsop has directed particular attention.

This day is published,

TUCK'S ROLLER CALENDAR FOR 1842.—This is a mode of affixing the Calendar for the whole year on two revolving cylinders, within an elegant case, so as to exhibit each day's information in a bold and novel manner, presenting Daily Memoranda indispensible to every housekeeper and man of business. It possesses the advantage of a Date Box and Almanac, and is adapted for the Library, Board Room, Counting House, Warehouse, or Parlour; and is the best application of the Calendar ever yet devised. In Mahogany Box, price 5s. 6d.; in Ornamented Box, 6s. 6d. In addition to much useful information relating to business, &c., the Calendar contains the time of High Water at London, Liverpool, Dublin, Glasgow, Leith, Bristol, and Hull, for every day in the year.

Railway Times Office, Fleet-street; Letts, Cornhill; and Ackerman, Strand.

CRANES AND HOISTING TACKLE of every description, of the best materials and workmanship, and capable of lifting from 5 cwt. to 20 tons and upwards, with or without steam power, made by ELLIS & NOTON, who take this opportunity of respectfully soliciting an inspection of their Drawings and Patterns, at the IRWELL FOUNDRY, Salford, Manchester.

LOCOMOTIVE ENGINE.—TUBES WITHOUT SEAM.—GREEN'S PATENT.—These Tubes possessing great advantages over the ordinary brass tubes used in locomotive and other boilers, may now be obtained in any quantity and of any dimensions.

Testimonials from eminent Engineers and samples may be seen by application to W. C. Alston, Birmingham, or Braithwaite, Milner, and Co., New Road, London.

PROPOSED PLAN for the establishment of a GENERAL OFFICE for the use of TRAVELLERS BY RAILWAY and STEAM NAVIGATION, where the public could readily obtain every species of information that might be useful to or required by Travellers, either on business or pleasure, by any of the various Railway and Steam Navigation Conveyances throughout the United Kingdom, more especially as relates to the hours of departure and arrival, the scale of fares, and the different regulations of each, for conveying Passengers and Goods; to be formed under the sanction and patronage of the several Boards of Direction and Management of the Companies now in existence.

It is proposed that a complete Register be kept of all the Railway Conveyances, systematically arranged for the convenience of immediate reference, setting forth every station at which the trains stop on the respective lines, and the several stations and booking offices from whence passengers and goods may be conveyed.

That the proposed Office be furnished with the printed placards and hand-bills from all the different Companies, for reference and distribution to the public, who should receive gratuitously every information required.

That a like Register be kept of all the Steam Navigation Conveyances, and a similar distribution be made of the hand bills of the different Companies, and every information respecting them be given in the same manner.

That a communication be opened for correspondence with the respective Secretaries to enable the Manager of the Office to give answer to such inquiries as might arise, and which their printed hand-bills do not furnish, and that the Secretaries would from time to time give the Manager immediate notice of every alteration affecting the conveyance of passengers and goods.

The Manager of the Office would undertake to transmit by post any hand-bill or specific information, which might be required by persons residing in the country, and who could not conveniently attend personally to obtain it.

That such Office be fixed at some centrical point (being a public thoroughfare) at the West End of the Town, holding connection with a similar establishment in the City, and to be open to the public every day, Sundays excepted, and that the Office shall be furnished with geographical maps and plans of the Railways.

It is proposed that arrangements should also be made which would embrace an extension of the plan, by collecting information of the various establishments on the Continent of Europe and elsewhere, for conveyance by Railway and Steam Navigation, as it is considered that by centralizing these various objects at one place, a complete Emporium will be formed for obtaining that general information which Travellers so much require, and this concern founded upon such an enlarged and comprehensive scale as would ensure the contemplated benefit and advantage to the several Companies interested, as well as for its becoming a medium of the greatest public utility.

NATHANIEL W. SYMONDS.

Lombard Street Chambers, Clement's Lane,
27th October, 1841.

*** Any suggestion to improve or add to the usefulness of the above plan will be thankfully received.

ANDREW SMITH'S PATENT WIRE ROPES, for STANDING RIGGING, LIGHTNING CONDUCTORS, STROPPING OF BLOCKS, MINING, RAILWAY, and GENERAL PURPOSES; about half the Size and Weight of Hempen Ropes, and 25 per cent. cheaper. Testimonials to that effect, with Specimens, may be seen, and every information obtained, at the Manufactory, Mill-wall, Poplar; and also of the following Agents:

Robertson and Co., 12, Goree Piazzas Liverpool,
Mathias Dunn..... Newcastle-upon Tyne
Joseph Bothway..... Plymouth.
John Thompson and Co..... Wigan.
J. T. Tregellas..... Truro.
Thomas Mooney and Son..... Dublin.
Coates and Young..... Belfast.
James Kibble and Co. ..... Glasgow.
James Gunn..... Leith.
John M. Beatts, 14, Clement's-lane, High-street, Dundee.

This Rope has been in use for standing rigging in her Majesty's navy, and a great number of merchant vessels, for upwards of six years, and is giving the highest satisfaction. It is also employed in various mines and railways in different parts of the kingdom.

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RAILWAY COMMUNICATION WITH SCOTLAND.

(From the *Carlisle Journal*, December 18.)

AN adjourned meeting in favour of this project was held in the Council Chamber, Town Hall, on Monday last; the Mayor, G. G. MOUNSEY, Esq., in the Chair. It was not numerously but very respectably attended.

The MAYOR stated the object of the meeting. It was called for the purpose of taking additional steps with regard to the projected western line of railway from Lancaster to Glasgow and Edinburgh by way of Carlisle. They were all doubtless deeply impressed with the value of such a line of railway to this part of the country; but at the same time it was necessary to bear in mind that, unless they kept progressively advancing, it could not be obtained. (Hear.) At present there were circumstances very favourable to the project, but if they did not maintain them by getting forward, step by step, they would be of no avail, as they would run the risk of having another proposition brought forward by other parties. If they continued to advance, and exerted themselves, all was in their favour; but if they halted, all was lost, for the parties who wished the line to be taken in another direction would naturally take advantage of any luke-warmness that might be shown in this part of the island. A movement had been made in several places, and it behoved those who resided in Carlisle and the neighbourhood to come forward and assist in carrying the project into effect. The object now to be attained was a regular Parliamentary survey of the whole line. It had been commenced in certain parts, and their object now was to make it general, and to open a subscription for the purpose of defraying the expense. They should then be able to submit their survey to Parliament next session, and would be following up the recommendation of the Commissioners in their favour. He was happy to say that there had been a movement in Glasgow which would be of great importance to the undertaking. That, however, ought to have the effect of stimulating them, instead of rendering them lukewarm, for it was only by a movement in all parts of the line that their object could be accomplished. (Applause.) He trusted that Carlisle would do its part without difficulty. (Applause.)

Col. GRAHAM then urged the following statement to the meeting:—I may be allowed to preface what I have to say by assuring the present meeting that the object the Central Committee has in view, is of a purely disinterested nature,—that they have no personal motive to serve, and that their properties and interests will only be benefited in like proportion to that of a mass of other men, to whom, of course, great advantages will accrue by the opening of a railway communication from this city to all parts of the island; for not only would trade and employment flow by that source into a town situated in so central a position as this is, but by it will also be supplied the wants of an extensive district both to the north and south. I may also preface my observations by stating that this is no party contest,—that no jealousy of rival projects is felt here. The superiority of this line is made manifest by the Report of the Government Commissioners. They have by that clear and impartial document set the question altogether at rest, and stamped it as a great national undertaking; and now that their their opinion, so decidedly and candidly given, has had time to assume its deserved influence and weight, parties are from various quarters offering their assistance, so that it would appear only to require one combined effort to achieve the undertaking. The undertaking, gentlemen, is proposed to be one line from Lancaster to Edinburgh and Glasgow, undivided in its management and interests, though it may be apportioned into two or three sections for the purpose of facilitating its formation; it is proposed to carry it in the most direct, and at the same time, most easy route; and it is supposed that little or no opposition will be offered to its passing through the country; on the contrary, landowners in many districts stand pledged to act with liberality,—and I have authority for saying that it will be "a cheap line, and will put to shame many of the adverse statements." The project purposes to connect together by one line the whole trade and commerce of Scotland with the West of England, and has been declared (by the Commissioners) as the one to be preferred to all others by the traveller from the south, who wishes on his way to Edinburgh or Glasgow to economise his money and his time; and I hold in my hand a table drawn from the Commissioners' Report, showing its obvious advantages, proving that the distance from Edinburgh and Glasgow is shorter by it to London, Liverpool, Manchester, and Birmingham, than by any other route. I had the pleasure of meeting, on our way from this town to Liverpool, one of your most enterprising citizens, who, I suppose, consulted his comfort, and took an inside seat from this to Lancaster at a charge of 1*l.* 5s., and an expenditure of his valuable time of about six hours, the distance 64 miles; but when he got upon the railway at Lancaster to accomplish about the same distance from thence to Liverpool, he had only to pay 12s. 6d. for one of the best seats, and to spend about three hours in its accomplishment. The same calculation would hold good with respect to Glasgow, and a small effort is now only required by the inhabitants of the district to make their communication both with Liverpool and Glasgow so easy and expeditious, as to enable them to go to either of those emporiums of trade, transact business, and return home the same day. The effort to which I allude is not of a gigantic nature, seeing that the Railway Companies in Lancashire are willing to lend their assistance, and that a Parliamentary survey of part of the line is actually commenced, under the superintendence of Mr. Locke, and his able assistant Mr. Errington, with the intention of lodging the plans before Parliament in March next, and that a small but inadequate sum has been raised for that purpose by some of the Railway Companies interested. I have received a letter from the Secretary of the Grand Junction Company, stating that he has been directed to write to Mr. Locke, and ascertain the cost of completing the whole, without delay; and he adds, that "it now remains for you, and your other coadjutors in the English and Scotch counties and boroughs, to procure your part of the necessary fund, in order that the survey may not be delayed. May I suggest that, as the undertaking is assuming so tangible a shape, and the balance of the fund appears to be within your reach, you should collect all you can with as little delay as possible, so as to make it available for the purpose intended." This, gentlemen, is from the Secretary of the Grand Junction Railway, and under the orders of the Board of Management of that Company. A survey of the whole line will be made upon their being furnished with adequate funds. I consider this a most fortunate circumstance, as no body of men can be better qualified for such superintendence—alike disinterested and independent, and fully informed upon the subject, they will, under the guidance of Mr. Locke, the most correct and intelligent engineer of the day, lay down such a line of communication as would undoubtedly prove a great national benefit. The county of Dumfries has already raised for the purpose of the general survey the sum of 200*l.*, and the Pollock Railway Company has given 300*l.* A meeting, called upon the requisition of the most wealthy and influential merchants of Glasgow, is to assemble on Wednesday next, with the Lord Provost in the chair; and the county of Lanark is to be assembled under the auspices of Lord Belhaven, on the 21st inst., when the subject now before this meeting will probably meet with favourable consideration and great support. The Chamber of Commerce of Glasgow, as well as the Merchants' House and Trades' House of that city, have come forward with their influence and funds in support of this project; and several other corporations, and trading communities, are expected to follow their example. By a calculation made, it would appear that the quota which should be raised by the county of Westmoreland is 200*l.* and that by the county of Cumberland and the city of Carlisle, about 300*l.*; and to prevent delay in the great undertaking we have in view, I should beg leave to recommend that the example of the county of Dumfries be followed in this particular, viz., the money to be subscribed for the "general survey," and remitted without delay to Messrs. Moss and Co., bankers, Liverpool, who are the bankers of the Grand Junction Company, and will see that the sums are applied only to the purpose intended, and paid only to the orders of the Board of Directors. Gentlemen, identified as my interests are with this part of the country, I confess it would be with deep sorrow I should see this opportunity pass away. It would be with deep regret I should see all the influence and funds now offered in support of the project idly thrown aside. Other towns and counties have enacted their part, and subscribed their allotted sums, and I trust that Westmoreland, and Cumberland and Carlisle, will not be found wanting.

P. H. HOWARD, Esq., M.P., said their whole attention would now of course be directed towards the survey.

Colonel GRAHAM announced that the Grand Junction Railway Company had undertaken to make the survey if they were supplied with a sufficient sum of money to meet Mr. Locke's charges.

Mr. P. H. HOWARD inquired if the services of Mr. Larmer had been retained?

Colonel GRAHAM replied that those of both Mr. Larmer and Mr. M'Callum, of Glasgow had been secured. Those two gentlemen had been engaged on different parts of the line for a considerable length of time, and it was clear that they would be much better acquainted with this part of the country than any stranger could. (Hear.)

Mr. DIXON congratulated the meeting upon the formation of a Central Committee. When it was first formed they were not in possession of much information which had since been laid before them. They were much indebted, he thought, to the indefatigable exertions of Colonel Graham for the position they now occupied. When the Committee was first formed there was great lukewarmness shown in Glasgow, but since information had been diffused in that quarter great interest had been shown towards the project. Every thing that had transpired had tended to strengthen and confirm them in their opinion that the western route which was recommended by the Government Commissioners, was the best, and ought to be executed. The Grand Junction Railway Company had undertaken the management of the survey, if the money were provided, and he had no doubt that it would be efficiently done under their direction. The only thing that was now to be done was the furnishing of the requisite funds for completing the survey. Lanark and Glasgow were shortly to have meetings on the subject and would doubtless contribute a considerable sum. The sum required from Carlisle was 300*l.*, and he did not doubt that that would very speedily be raised.

P. H. HOWARD, Esq., M. P., then moved,

That this meeting, having heard the communications made to them by Colonel Graham, and taking into consideration the increasing interest which is excited in favour of the proposed western line of railroad into Scotland, from Lancaster, by Carlisle and Beattock to Glasgow and Edinburgh, as recommended by the Government Commissioners—the advantages of which, over every other, gave ground to believe that there is no doubt of its being adopted, if not anticipated by another; and impressed with the necessity of procuring, immediately, the necessary survey of the proposed line, in order to obtain during the ensuing session, the approval of Parliament, as the basis on which the public and the capitalists can safely invest the requisite funds for such an undertaking.

RESOLVE—I. That this meeting recommend in the strongest manner, to the landowners and gentlemen, and all parties interested in the counties and towns through which it will pass, to co-operate and raise a sufficient sum to have the survey completed throughout the whole extent of the line, from Lancaster to Glasgow, at once.

Mr. DIXON seconded the motion, which was put and carried.

Major MACLEAN then moved,

II. That this meeting learns with much satisfaction, that the counties of Dumfries and Lanark, and the town of Glasgow, are proceeding in this view to meet the expenses of the projected survey, which is already commenced at the southern extremity; and that a subscription list be now opened for the county of Cumberland and the city of Carlisle, in aid of this primary and most necessary measure.

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No place would be more benefitted than Carlisle by the line, and he thought it would be unbecoming and illiberal if they did not come forward and contribute their quota towards the fund for a survey, for the purpose of having the question brought before Parliament.

Major WILDE seconded the resolution.

Major MACLEAN said he had received a letter from Mr. Hasell, of Dalemain, who said he fully entered into the interest excited by the project; he was convinced that it would be of great benefit to this county; and was ready to subscribe towards the project being carried into effect.

Colonel GRAHAM said he understood 800*l.* would be subscribed at the Glasgow meeting.

Mr. THOMPSON, of Kirkhouse, moved—

III. That the Secretary be requested to make the proceedings of this meeting public, and to apply, by circulars, to all parties interested, for subscriptions towards the proposed survey.

Mr. BROWN seconded the motion.

Mr. DIXON said, it would of course be understood that all money now subscribed would be a subscription to the share list.

A subscription was then entered upon, and that no time might be lost, a few gentlemen became guarantees for the whole sum, 300*l.*, which was, we understand, forwarded from Carlisle on the same evening. It was agreed that subscription lists should be opened at the City and District, and Carlisle and Cumberland Banks, Messrs. Head and Co.'s Bank, and at Mr. Thurnam's, bookseller, Carlisle; also at the Cumberland Union Bank, Workington, their agent at Penrith; Mr. S. Rigg's, Wigton; Mr. Ostell's, Maryport; and at the office of the City and District Company's agent, at Cockermouth.

A vote of thanks having been passed to the Chairman, the meeting separated.

RAILWAY COMMUNICATION WITH SCOTLAND—THE NORTHERN UNION RAILWAY.

To the Editor of the Railway Times.

SIR,—The most interesting topic discussed at present in your columns is the proposed extension of the railway system towards Scotland. I shall take the liberty of troubling you with a few remarks upon the subject—upon that part of it, however, which relates to the meditated Northern Union Railway, being convinced as I am, notwithstanding much that has been said on the other side, that the extension of the railways on the east coast of England to Newcastle, is all that we can hope to see accomplished for a very considerable period in the way of continuous railway communication with Scotland. This I know to be the opinion of far more competent judges than I wish to be considered. I was told not long ago by a first rate railway authority—"It will be years before Scotland has a railway." The difficulties in the way are serious—arising from the stubborn unyielding nature of the country—the caution and backwardness of the Scotch themselves in encouraging the enterprise—the destruction of all confidence in estimates—the indisposition of the public generally to embark in fresh railway projects—the relaxation of commerce, and the general stagnation of the money interests. Indeed, as regards railways, the occurrences of the last six or eight years have wonderfully changed men's minds, and it is not too much to say that except under peculiar circumstances, such as those under which this Northern Union Railway is brought forward—the raising of any amount of capital for any railway would be a work of great difficulty, if not altogether impracticable. Accordingly I find on referring to the list of Parliamentary Notices in one of your late journals, that there is not, with the exception of this Northern Union line, a single new Railway Bill for next session. The question then arises, in such a state of things as this—Is there to be nothing done? No farther extension of railway communication to Scotland east or west? Are things to remain as they are? And for years? Are the present termini to be Lancaster on the west, and Darlington on the east? leaving on both sides of the island many weary miles between those places and the great Scotch towns? Whatever the public may think of these matters, and in whatever degree they may feel interested in them, there are parties who believe that the interests of this same public and their own, will be greatly promoted by the immediate extension of the main east coast lines to Newcastle. These parties are, with a few dissentients, the proprietors of the various railways between Rugby and Birmingham and Darlington, whose object is, by a conjunction with other parties, to complete the communication to Newcastle at the earliest possible period. The prominent feature of this undertaking, and to which the attention of all, for various and opposite reasons is directed, is this. There can, it is thought, I suspect by *all*, be scarcely a doubt, that the east coast main trunk railway, as it will then terminate at Newcastle, must, by outstripping our friends on the west, and joining the Newcastle and Carlisle at the former town, the two railways having a common terminus and meeting on a level, attract to itself, and under the most unfavourable view of its position, retain for a long period the greater part, if not the whole, of the Scotch traffic both east and west. Whatever may be the ultimate fate of the more ambitious projects, under any possible circumstances, taking a lengthened period to complete,—this, by comparison, would be the immediate effect of the extension of the existing lines to Newcastle. I think this is *felt* to be certain. The parties promoting the scheme hope and believe it; their opponents fear it.

I need only advert, for a confirmation of this view of the subject, to the meeting of Liverpool shareholders of the Midland Counties' Railway—*a large majority of them being Grand Junction proprietors*, and as such, and to the extent of their holdings, having a direct interest in the rejection of any scheme which, as this, would most certainly mar the prosperity of this very prosperous undertaking. I confess I cannot, at this time of day, and with my share of disappointment regarding railways, bring myself to regard with any great degree of interest or attention, the long array of figures with which your pages have recently been filled in connection with this subject; to the recapitulation of curves, viaducts, tunnels, and bridges, with which each party taunts the other. I cannot divest myself of the idea of the impracticableness of either party attaining their wishes, for the reasons I have already adverted to. My views and wishes are more moderate. I advocate this line—the northern Union, a very insignificant section, I am aware, of those magnificent ones proposed by others, because I think it is feasible—that the parties promoting it are in earnest—and, better than all, that the money will be obtained to carry it into effect. Anything beyond this I do not think can be looked for—I will only say at present. The only thing that would give an impetus to either of the more extended lines, would be the pecuniary assistance of Government. This cannot be expected. We have therefore only private enterprise to look to—and private enterprise under the present adverse circumstances, discouraged by the reverses it has met with, and deceived by the "estimates" it has relied upon, cannot be brought to foster any enterprise unless it be on a moderate scale, and more than this, under a guarantee that the dividend payable to the proprietors shall not be less than the very respectable figure of 6 per cent. So much for private enterprise!

No, Sir, we must be content for the present with the Northern Union Railway.

Yours obediently,

C. R.

P.S. There appears to be to some extent a wilful error indulged in as to names and persons in connection with this Northern Union line. Some parties—I don't know why—will have it that *George* Stephenson, against whom such a strong feeling exists on account of his reckless expenditure, is to be the Engineer. Now, he is not. The Engineer is *Robert* Stephenson, of the London and Birmingham, whose calculations and estimates are regarded with a considerable degree of confidence by the railway world, and who had nothing to do with those costly lines, the North Midland and Manchester and Leeds. Whilst on this subject, it may be as well to mention that a very general feeling is gaining ground that engineers should be required to guarantee their employers against anything beyond a certain per centage of excess over their estimates. I understand Mr. Locke has entered into an engagement of this kind with regard to a line he is engaged upon. What may be the value to a Company of a guarantee like this I cannot undertake to say, but it is clear that up to this period Engineers have had it all their own way, and any plan which would have the effect of placing *some* restraint upon them is anxiously desired by the whole body of railway proprietors.

—o—

RAILWAY COMMUNICATION WITH SCOTLAND.—Conjointly with the demolition of the Western Railway case, * * * we have this week the felicity of referring to another intimation of the utmost consequence to the east line of coast betwixt this and Leith. We allude to the Harbour of Refuge about to be erected at Dunbar, the communication of the sanction of the Lords of the Treasury, to which important object, it will be seen, from the account in another column, was hailed so enthusiastically in Dunbar. We would augur from such things as this the certainty of carrying through the East Coast line in the face of apathy itself. The railway to Dunbar *must* now go forward. But will the people of Newcastle do nothing whatever? —*Berwick Warder.*

RAILWAYS AND THE SUPPLY OF WATER TO THE METROPOLIS.

A CORRESPONDENT of the *Examiner* of Sunday week (who dates from Naples) throws out the following suggestions which appear to be well deserving of consideration:—

Sir,—Having seen in several of the recent numbers of the *Examiner* communications on the subject of the "Supply of Water to the Metropolis," I take the liberty of forwarding to you a suggestion which has frequently occurred to me on witnessing the remains of the splendid works which the ancient inhabitants of this country adopted for the purpose. There would be many obvious objections to the establishment of aqueducts in England; but, in fact, we do not want them; we possess, already made to our hands, the most expensive part of the machinery required for the conveyance of water. By sinking large pipes in the railways, they might be rendered applicable to the purpose of aqueducts, without diminishing their solidity; advantage might be taken of good or abundant springs in any part of the country within reach of the railways, and commanding a sufficient tract. Reservoirs might be established in places convenient as to distance and level, and branch pipes might afford a supply to other towns on the line as well as to London. Several reservoirs, in addition to those already in use, might thus receive a constant supply of water, and the greater the draught upon them in London, so much the less danger would there be of the water in any of the reservoirs being deteriorated by remaining in a stagnant state. The supply might thus be almost unlimited; all that would be necessary would be to secure a sufficient fall to the London reservoir, where the assistance of the steam-engine would be required, as at present, to raise the water to the heights required. That there would be expense and difficulty in works of this nature I am well aware; but no plan has ever been mentioned which is not subject to these objections, and to the still more important one of not affording a hopeful prospect of adequate supply of an article so necessary to the health and comfort of all classes of the community. The tax which we now pay in London is extremely high; we are entirely at the mercy of the water companies, and the complaints both of the supply and quality of the water, and of the charge for it, are very general.

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THE NORTHERN UNION RAILWAY—CAPTAIN WATTS.

To the Editor of the Railway Times.

SIR,—"Happy is the man," as Benedict says, "that can hear his detractions and put them to mending." For the kindness you have either exhibited or intended in the administration of the rod, I thank you, and for aught beyond this I freely forgive you. Apostrophizing you then in the words of the celebrated Grecian "Strike but hear!" I claim your indulgence for a few parting words of explanation and remonstrance.

I am quite of opinion, that those who substitute abuse for argument, and unscrupulous, unsupported, and illiberal assertions for facts, do in reality lose the sympathy of their fellows, and may be said "to commend the poisoned chalice to their own lips." The question then is, have I done this? Let us see. You admit "there *may* be cases in which it is both necessary and salutary, that personal offence should be given, but this is not one of them." Disclaiming as I do absolutely, every intention towards personality in *all cases*, as a leading motive, I confess this declaration of yours is to me at once astounding and curious. Astounding, that any one according to my view of the subject, can arrive at such a conclusion, and a matter of curiosity by what process of reasoning it is accomplished. For in the course of my experience, I have not been cognizant of a more flagrant instance of impropriety in a public servant than in the one I have felt it my duty denounce and expose. You taunt me for using language that ought not to be applied by one gentleman to another. Granted, if by this is meant the individual in his *private* capacity. But I have indeed lived to little purpose, and in a strange state of delusion, if such an exemption can be claimed for one holding a public, responsible, and influential office, and who availing himself of the power it confers, threatens to invade my rights, to sequestrate my property, and eventually to destroy it, as far as he is able altogether, if I and others who think with me, presume to oppose his views.

"In such a case as this, it is not meet
That every nice offence should bear his comment."

And see to his mode of accomplishing this. "If you carry the motion against me at the Midland Counties' meeting—I, (mark the potential mood)—I will not allow a passenger to be booked by that line, but will divert the whole of the traffic to the Derby and Birmingham,"—thus showing that the public convenience, which, in his official capacity, it is his bounden duty to promote and protect, is his last consideration. And when to all this is superadded, his ridicule of principle, his arrogant tone, his impetuous manner, more nearly resembling a tornado, than a common storm, I appeal, Sir, to your good sense, as the conservator of principle as well as propriety, whether I have not made out a case of turpitude deserving of the severest reprehension, and coming, moreover, strictly within the limits of your own category.

Credit me when I say, that could it by possibility be made out, that (as you charitably suppose) I had mistaken Mr. Hudson's words or meaning, I would at once promptly and cheerfully acknowledge and apologise for my error. Yes, my recantation should be as public and ample as my exposition has been. But it cannot be; my own identity is not in my belief more certain than are the facts I state. It may be questionable with you and others, whether I have performed my task in the most suitable way—for that is a matter of taste—but let it be borne in mind, that to establish my facts, it was barely possi-

[illegible] them from that degree of perso[illegible] you have taken an exception—

"Vice it e'er can be abas'hd,
Must be or ridicul'd, or lash'd."

I now dismiss the subject, together with its object to the "tomb of all the Capulets," and trust to be instrumental, if need be, in consigning his project to keep them company.

Upon that project it was my purpose to have dilated a little in answer to some letters which I have received, and to one or two of your correspondents. But I shall reserve my observations for a future letter, in the meantime, requesting leave to add a few remarks applicable to the points at issue between ourselves.

In the first place, when I penned my last letter, I did not advert to any change of Editorship since last August, and if I had, it would have made no difference. Because, until the contrary be proved, I have a right to suppose that a public journal is the exponent not of individual feeling, but of first principles, which are not only universal but unchangeable.

Secondly. I am of opinion, that it is neither birth, rank, station or wealth, that makes a "respectable individual," they are merely subsidiary. It is his propriety of conduct, his amenity of manner, and his sterling honesty; and he who exhibits such characteristics shall never, however opposite in opinion, be assailed by me in "language which one gentleman should not use to another."

Thirdly. As every one has a right to do what he pleases with his own, I am bound to admit your claim to "conduct your journal after your own fashion," to the extent of rejecting or admitting whatever may be submitted for insertion. But when you interpose an equal claim to alter or abridge, without the sanction of the writer, it presents itself to my mind in a dubious shape. Take my case as an example. There was no absolute necessity for inserting a part more than the whole of my letter. Had you merely lopped a useless expletive or two, or wholly suppressed it, I should have submitted in silence. The fact which you kept back formed the very *gravamen* of my argument, and was quoted, not for the ignoble motive of personality, but to prove to those whom it might concern, that no reliance could fairly be reposed in the specious statements of one who derided the observance of principle in the occurrences of life. If as you say you doubted the accuracy of my conviction, better have expressed yourself to that effect in your note, with an intimation that you would most gladly insert a disclaimer in your columns by the accused party.

Fourthly. The mode in which you have dissected my letter in order to justify yourself, is hardly fair. Separate in any case the subject from its context, the relative from its antecedent, and how invidious and objectionable may the most splendid effusions of the human mind be made to appear.

Lastly. The similitude of "poisoning in jest" cannot be applicable to one who acts openly and fearlessly in the cause of justice and truth. It is he who basely and secretly pours into other ears "the lep'rous distilment" of distrust, of calumny, and slander, that commits such a moral assassination. And I greatly marvel that one of your intellectual calibre should apply such phraseology to one of whom, whatever may be thought of his tact and judgment, in conducting the attack, it cannot be denied, that he is at least entitled to all the merit which can result from openness and publicity.

Before I conclude I beg to say, that I am desirous to correct an ambiguity in my letter. In the sentence, "And this last word leads me to the most important of my objections, namely, that in the suppression of my epithets you have likewise suppressed facts, which *might* authorise the exercise of the most caustic reprobation." It ought to have been, "which *I thought* fully authorised." The above reading renders it doubtful whether the castigation is applicable to the facts or the suppressor of them; whereas it was in *no way* intended for you. I think it but right to give this explanation, accompanied by my sincere apology, and which I hope you will accept as a sufficient and becoming *amende*.

This discussion is now, I hope, ended for ever, and reciprocating the wish that, with a better understanding between us, there may be no future collision.

I remain, Sir, yours, very sincerely,

G. E. WATTS.

Langton Grange, Darlington, Dec. 21, 1841.

AUDELIN v. SOUTH-WESTERN RAILWAY COMPANY.

To the Editor of the Railway Times.

SIR,—May I be permitted to inquire, through the medium of your valuable journal, whether in your report of the affair "Audelin v. South-Western Railway," (see *Railway Times*, December 17), it is to be understood as a precedent upon which to decide all future appeals that a goods train is to be detained for amended instructions, which, through the negligence of the consignee were omitted to be forwarded in the first instance.

The decision of the jury in awarding compensation for damage in a case involving principles of such paramount importance to railway interests, among which the *punctuality* of trains is not the least prominent, has induced me to transmit the above in the hope that it may be instrumental in warning others from this "judicial Maelstrom," which must evidently swamp all that is drawn within the vortex of its malevolent influence.

"Telle est la Loi, mais ou la justesse?"

Your obedient servant,

F. B.

BRISTOL AND GLOUCESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—"A Shareholder," in your last number, suggests the "propriety of adopting on the Bristol and Gloucester Railway the gauge of the Birmingham and Gloucester Railway." Allow me to inform him, that no other was ever intended from the commencement, and in the opinion of the Directors no option was open to them, this line forming as it will an integrant portion of a continuous line from hence northward, the whole of which is formed on the narrow gauge.

It is not necessary here to enter into a discussion of the comparative merits of the wide and narrow gauge; public opinion has fully determined the question in favour of the former, and, in my opinion, most justly.

The advantages of the wide gauge on the Great Western are so manifest, that could the railway world with present experience commence *de novo*, I have no doubt that it would, without exception, be adopted; whether 7 feet or 6 feet is a question on which there would be difference of opinion.

The "slumbers" of the "Direction," therefore, have not been so profound as to cause this important feature to escape their notice; nor are they but just "awoke" from *these*. If "A Shareholder" is *not slumbering*, he must be aware, that the call due on the 11th instant is the third since the payment of the deposit, and he might rest assured, that the progress of the works has kept pace with, or rather anticipated, the calls.

I quite agree with your correspondent that this is unlike most other railways that have to form a traffic; the traffic is certain, and without the chance of its being diverted into any other channel.

The proprietors of this line are not the only parties interested in its completion; the Birmingham and Gloucester shareholders are equally interested. Their railway, with all its local advantages (and I believe at no distant period it will rank among the most profitable) will not, nor can it be expected to, develop the extent of its traffic, until the road from this city to Birmingham is complete.

I am, Sir, yours, &c. &c.,

GEORGE JONES.

Bristol, December 21, 1841.

SOUTH-EASTERN RAILWAY.—ASHFORD, DEC. 17.—The contractors of the South Eastern Railway, and several of the workmen, have arrived at Ashford, and active preparations are making for the commencement of the works in that district immediately. Mr. Betts, who has lately completed a large portion of the Midland Counties Railway, has taken the contract from Ashford to Marden, which is to be completed by the end of the next year, when the whole line from Ashford to London will be open.—*Kentish Observer.*

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THE STOCK EXCHANGE—TRANSACTIONS IN THE FUNDS AND IN SHARES.

THE following very useful and instructive explanatory statement of the forms and regulations according to which the purchase, sale, and "carrying over" of stock and shares are effected by the brokers belonging to the "Stock Exchange," we borrow from our contemporary the *Times*.

This curious and complicated subject may be explained and discussed under three different heads,—viz., first, the parties engaged in stock transactions, whether brokers or jobbers; secondly, money and time bargains; thirdly, the rules and regulations by which these operations are conducted.

The clearing-house in Lombard-street affords the greatest facilities to the transactions of the Stock Exchange, inasmuch as, without its intervention, difficulties and embarrassments would present themselves in the final settlement on adjustment of those transactions, of an almost insurmountable character. By means of this clearing-house all the great monetary transactions of the day are brought to a close by five o'clock in the afternoon, whereas, in the ordinary mode of paying or receiving money, whether in notes or hard cash, their settlement might not be finally effected for several days afterwards, to say nothing of the security afforded to all parties concerned by the operation of the clearing-house.

The members of the Stock Exchange are divided into two distinct classes—viz., the brokers and the jobbers. It is the business of the brokers to receive and to execute the orders of merchants, bankers, capitalists, and private individuals who are out of "the house;" the Stock Exchange being amongst its own members honoured with that dignified appellation!

The jobbers remain stationary in "the house," and ready to act upon the orders thus received by the brokers. And here it may be as well to explain the nature and character of the business transacted by these jobbers, who, being men possessed of more or less capital, endeavour to turn it to account in the manner we are about to explain. It is their business to be always prepared to make a price to the brokers whenever the latter present themselves; the readiness which they display in offering to do business to large amounts at the apparently small difference of one-eighth per cent. would appear extraordinary, were it not that they are so numerous that an eager competition is excited amongst them for the favours of the brokers. When one of the latter appears in the market, he is surrounded by a knot of jobbers, who announce themselves ready to buy or sell whatever amount of stock he has to deal in, at a price varying only one-eighth per cent. For instance, if a broker has to do business in 5,000*l.* consols (the market price being about 90) the jobber offers to buy his 5,000*l.* at 90, or to sell him that amount at 90⅛, without being in the slightest degree aware whether the orders of the broker are to buy or to sell, and thus taking upon himself the risk of selling that which he does not possess, or of buying what he does not intend to keep; his only object being to undo his bargain, at a difference of one-eighth per cent. (or even less) with another broker, who may have to effect an operation the very reverse of the other, which one-eighth or even one-sixteenth constitutes his profit.

The business of the jobber is one of loss as well as profit; he would soon grow rich were he sure of realising his one-eighth per cent. on all his transactions. He runs, however, considerable risk, inasmuch as, after having concluded a bargain, and whilst endeavouring to obtain a profit thereon, the market may suddenly change, either in consequence of extended sales or of continued purchases by other individuals; he is thus exposed to a loss. A clever and experienced jobber will, however, often extricate himself from his unpleasant and awkward situation, either by borrowing stock to deliver to the broker, or money wherewith to pay for the stock (as the case may be); and thus wait for a more favourable opportunity of undoing his bargain. He may also have recourse to an "option," a transaction, however, which, besides being illegal and not recognised by the Committee of the Stock Exchange, is chiefly confined to the speculators within the house, and is, moreover, so intricate and complicated, and at the same time depends so much upon the opinion and caprice of the parties who deal in them, that any explanation respecting it would be extremely difficult, if not utterly superfluous.

Without the intervention of the jobber, therefore, it will be seen that there would exist a vast difficulty in effecting the transactions which daily take place: the jobbers are, in fact, the "middle-men," who stand in the house in the character of dealers, always ready to buy or sell, thus obviating the necessity of the broker's going in quest of a second broker, with whom he might transact his business; or in other words, whom it might suit to buy what the other broker had to sell, or *vice versa*. Again, if one were at hand, he might not be able to concur in the actual amount of stock which the other wished to deal in, whereas the jobber is ready to do business to any amount, even to the smallest fraction, and hence a great deal of time is saved. It often happens that a broker who has to dispose of shares not currently dealt in, is frequently obliged to wait for months before he can find a purchaser; whereas, in the case of stock, the jobbers offer themselves as buyers or sellers at a moment's notice, and thus offer facilities for transactions in the public funds which could not be effected without them.

Having thus endeavoured to explain the difference between broker and jobber, and confined our attention hitherto to money transactions, we next proceed to describe the nature of "time-bargains," which form so essential a feature in stock business. Indeed, the very existence of the Stock-Exchange, as at present constituted, depends upon speculations in time-bargains, for where there exists a body of 600 members, the actual *bona fide* business would not be sufficient to provide employment for them all, notwithstanding the magnitude of the national debt. Time-bargains consist of purchases and sales of stock made for a certain fixed period, regulated by the Committee. There can be little doubt that they had their origin in the business which has always been transacted in the funds during the periods when the stocks are shut. For instance, consols usually close about the beginning of June and December; that is to say, the transfer books at the Bank are shut for the space of five or six weeks, in order to afford time for the preparation of the dividend-warrants, which are paid in the following July and January. Hence it is clear that a person wishing to buy or sell that particular stock during the period referred to, would be unable to effect this object; but in order to secure the price of the day, he buys or sells the stock "for the opening"—that is, for actual transfer on the day on which the transfer books are re-opened. This mode of doing business is legitimate enough, but this practice has no doubt given rise to operations of the greatest magnitude, founded, not on actual necessities, but merely on speculation; and this method being found convenient for one period, has been continued on other occasions, without, however, possessing the same pretext for its adoption. Periodical dates have, consequently, been fixed upon by the Committee, similar to the "opening" at intervals of about six weeks, making altogether about eight "settling days," as they are called, in the course of the year. On these "settling days" are arranged and adjusted all the bargains made during the preceding six weeks, for that particular day; those who sold stock having to deliver it, on the one hand, and those who purchased having to accept and pay for it, on the other. But as the majority of the speculators have no intention of doing either the one or other, their bargains having been of a purely speculative character, founded on their anticipations of a rise or fall in the value of the securities, so whatever difference may exist between the price at which a party commenced his speculation, and that at which he finally closed it, is settled on this important day; and his operations most likely not having been confined to the same jobbers, but having been effected with several, it becomes necessary to balance them with the parties concerned, and much the same process takes place on this occasion as that practised at the bankers' clearing-house, by establishing balances between each other. Whatever balance remains unsettled is adjusted by the names of the *bona fide* purchasers of the stock (who intends to pay for it) being passed from one broker, or jobber, or speculator to another, until it comes into the hands of the party who intends to deliver or transfer the stock, by which means all the intermediate persons through whose hands it passes (the price given by the purchaser being marked on the ticket) are enabled to close their accounts with each other at that particular price, and to pay and receive the differences accordingly. In short, all transactions kept open until the settling day must then be closed, and the party who delays this operation until the last moment is often exposed to a loss, from the difficulty of finding others, who, having adjusted their own accounts, are unable or unwilling to enter into a fresh transaction on this "day of reckoning," whereby he is compelled to pay something extra in the price to those who have it in their power to afford him this facility, in order to enable him to settle his account.

But as many of the bargains made for this particular day are really *bona fide* transactions, the stock bought and sold being in point of fact delivered by the actual holder and taken by the new purchaser, but let us briefly explain how this is effected. This process is one of daily occurrence, and is not necessarily confined to a settling day, although on such occasions it usually amounts to a considerable item, from its having extended over a wider period. In either case, however, the following is the way in which the matter is settled between the broker and his principal who has sold stock: The broker usually passes his check for the proceeds of the sale to his principal, taking the precaution of crossing it—i. e., writing a banker's name across the check. When, however, Bank of England notes are demanded in lieu of crossed checks, (as is sometimes the case,) the bargain is made accordingly; in this case, the jobber who buys the stock provides them either by borrowing of those who happen to have large balances at their bankers, or from their own private bankers. The notes so borrowed by the jobber are then paid over to the broker, and by him to his principal. This operation is, however, seldom resorted to by men of business where there is no reason to doubt the credit of the party drawing the check.

The jobber, on the other hand, having sold the stock to some other broker, who buys for his principal, receives in return, his check, so that by this simple process of passing four checks,—viz., that of the purchaser to his broker, that of the broker to the jobber, that of the jobber again to the broker who first sold the stock, and that of the latter to his principal, the whole transaction is completed.

To advert to another technical peculiarity appertaining to the Stock Exchange, which may appear puzzling to the uninitiated. The terms "Bull" and "Bear" are doubtless familiar to most even of our country readers, without their being aware, probably, of their meaning. A Bull is one who speculates for a rise, whereas a Bear, on the contrary is he who speculates for a fall. The "Bull" would, for instance, buy 100,000*l.* consols for the settling day, or, as it is technically termed, "for the account," with the object of selling them again during the intervening period at a higher price. The "Bear," on the other hand, would sell the 100,000*l.* stock (which however he does not possess) "for the account," with a view of buyiug them in for the purpose of balancing the transaction at a lower price than he originally sold them at. In stirring periods, when fluctuations of 4 or 5 per cent. often occur during "one account," vast profits may be realised, or equal losses sustained, by these gambling operations.

The transactions in the foreign market are carried on much in the same way as in that of the English stocks, with the exception that the settling days are much more frequent, occurring as they do once in every fortnight. The Foreign "House" is quite of modern origin, but it is subject to the

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same rules and regulations as the English, with a few exceptions. The dealings are there carried on in all the foreign stocks, as well as in railway, mining, and other shares. The jobbers are distinct from those in the English house, although there is nothing to prevent them from dealing in both, if they possess sufficient intelligence to enable them to give their attention in two places at once.

In connection with time bargains may be noticed that important branch of business which goes under the denomination of "continuation," or "carrying over." This is nothing more than interest for money borrowed or lent on security of stock. The rate of this continuation or interest varies according to the abundance or scarcity of money, and the nature of the security offered. For instance, on British stocks, even when money is very scarce, it seldom exceeds the rate of 5 per cent. per annum from one account to another; whereas, in the foreign market, where the security consists of foreign bonds of various and doubtful descriptions, it ranges from 5 to 10 per cent. or even more, on particular occasions, when it reaches 15 per cent. per annum.

There are several causes which tend to produce this extraordinary variation in the rates of continuation; for in the case of consols, which constitute the only stock for speculation in time-bargains in the English market, the price varies so little in comparison with the value of the stock, in the course of an "account," that the security is considered good in itself, and therefore no extra charge is superadded by the party who lends his money. This is not the case with regard to foreign stocks, which are constantly fluctuating in value, a fact to be accounted for by the extremely precarious nature of this description of property. Most of the bonds in circulation in the foreign house have ceased to bear any interest whatever, and many bear on them the marks of shame and disgrace in the shape of the arrears of interest, called "coupons," overdue for several years. It is not therefore to be wondered at that foreign securities of this description do not command the same credit as our own English stocks, and it must hence follow as a matter of course, that parties who wish to raise money upon them must consent to pay a higher rate of interest for the accommodation.

A great deal of business is transacted in this way, and some brokers, who possess the means of obtaining large sums of money without much difficulty, devote their entire attention to it. The process by which the operation is effected is simple, both in the English and foreign market. The present rate of continuation in the Consol market is 9-16ths per cent. until the opening; and if a person, we will suppose, wishes to lend money on that stock, from the shutting (on the 2nd of December) to the opening (on the 14th of January, 1842), his broker procures him 1,000*l.* Consols as security, for which he furnishes the money at the actual price of the day, which is 90, making 900*l.*, and re-sells, at the same time, the said 1,000*l.* stock for the opening (on the 14th of January), at 99 9-16, making 915*l.* 12s. 6d., and thereby leaving a difference in his favour of 5*l.* 12s. 6d. for the loan of 900*l.* during the above period of 44 days, which will be found to be at the rate of 5*l.* 3s. 8d. per cent. per annum. On foreign securities the principle is the same; supposing he lends on the security of Spanish Bonds, he receives as security 5,100*l.*, for which he pays on the 30th of November, at the price of 24¼ per cent., 1,249*l.* 10s., but sells it to the same party for the 15th of December (the next settling day) at 24 9-16ths, producing 1,252*l.* 13s. 9d., leaving a difference in his favour of 3*l.* 3s. 9d., or 1-16th upon the stock bought and resold, which, for 15 days, is equal to one-eighth per cent. per month, or twelve-eighths per cent. per annum, equal to 76*l.* 16s., being at the rate of about 6*l.* 2s. 6d. per cent. per annum interest. This calculation is made upon the current rate of interest for the "continuation" of that stock on the 30th of November, which was considered as extremely low.

The continuation on shares, in which a great deal of business is also done, varies but little from the above; but a difficulty here arises which offers a great obstacle to the lending of money for short periods.

The *stamps*, which by law are necessary for the due transfer of property of this description, and without which transfer of property of this description, and without which transfer there could be no security to the lender of money, are so onerous, and press so heavily on all *bona fide* transactions, that, notwithstanding the many attempts made at various times to evade them, they operate materially against the parties who lend money upon them, and, in fact, neutralise all profit for short periods.

Persons who have sold shares or stock, if they are not in immediate want of their money, frequently avail themselves of this method of "continuation" in order to obtain interest for it, until they actually deliver the stock. On the other hand, speculators for the rise are by this means able to carry over their purchases from one account to another; and although it may appear strange that they should be paying at the rate of 5 and even 10 per cent. per annum interest on a stock which, in the instance of Consols, pays them only 3 per cent., and in that of Spanish pays them actually nothing; still, when viewed solely in the light of speculations, the rise in either security, if it take place, will more than compensate for this apparent inconsistency.

The proceedings of the Stock Exchange are regulated by a Committee consisting of 30 members, who are elected from the general body every Lady-day, each member having one vote. They take care that the rules and regulations enacted for the admission and expulsion of members, and for the set tlement of disputes, are properly observed, and although some of their laws are at variance with the established laws of the country, they are not so strictly enforced by the Committee as to bring them into collision with the Courts of Justice; they fully answer the purpose for which they were intended, and all members previously to their admission subscribe to the conditions there laid down.

All members, on being admitted, are obliged to produce three securities of 300*l.* each, for the first two years of their probation, which 900*l.* becomes forfeited in the event of their failure, and goes to the creditors of the new member. In consequence of their being interdicted from engaging in any other business, on becoming members of the Stock Exchange, they are no longer subject to the bankrupt laws, and therefore, in the event of failure, all their assets are secured to the creditors *in* the house, to the exclusion of those *out* of it. This rule is enforced in order to secure the house from the loss which would ensue to its members, were the legal creditors (if any existed) to step in and lay claim to their property.

The tendency of the above regulation is to insure honesty amongst its members. Should any principal have reason to complain, he has only to appeal to the Committee, who instantly take cognizance of the matter, and subject it to the strictest investigation. Defaulters whose conduct has been dishonourable are punished, and an example is made of them by publicly affixing their names in the house on what is termed the "*black board*;" this is the heaviest disgrace which a member can possibly experience. Such is the manner in which the business of the Stock Exchange is carried on and transacted.

EASTERN COUNTIES RAILWAY.

The works have been steadily pushed forward whenever the weather has been sufficiently settled to permit an extra number of men to be placed on the line. Of course, now winter may be fairly said to have set in, it cannot be expected that any very great progress will be made until the ope nweather of spring enables the contractors to get their men steadily at work. What has been accomplished during the last few months has, however, completely redeemed the pledge of the Directors to get the line so forward as to be able to promise the shareholders that its completion should be within a much earlier period than what report had fixed. With respect to the labourers, who are, from the very nature of their occupation—thrown periodically out of work—they have hitherto conducted themselves very well, and it is due to the Directors to say, that they have done every thing to ensure good order among them, and to relieve as much as possible their temporary difficulties. On Saturday, a very exaggerated report of an accident at Kelveden was prevalent at Colchester. It was currently said that ten men had been killed at the bridge now in course of erection over the Blackwater, but on inquiry we find that the accident was even below, in importance, the reports that have appeared in contemporary journals. The facts are these:—The sub-contractor, notwithstanding express directions from the engineers, chose to disregard the indispensable precaution of loading both arches with a proportionate weight while carrying the wings of the centre arch. The consequence of this neglect was what any scientific man would have predicted—the arch fell in, and the whole of the men, including the sub-contractor, were involved in the rubbish. Fortunately, no one sustained serious injury. Five of the men resumed work, and the other five will be allowed in a short period to do the same. It is expected that the contractors will, within three or four weeks, commence operations at Colchester, and when they are fairly at work we hope the Corporation will see the necessity of meeting the judicious exertions of the Directors in a fairer and more liberal spirit than they hitherto have evinced. We hear that all the necessary proceedings for a railway from Kelvedon to Bury are sufficiently in a state of forwardness to place the projectors in such a situation that they can apply to Parliament for the necessary power the next session—a step of which they intend shortly to give the requisite notices. While we are on the subject of this railway, we may just advert to the activity of the railway constables, and to the little assistance and co-operation the rural police appear disposed to afford them. The Railway Directors, with a view of ensuring the further security of the residents along the line, from evil-disposed persons, have given orders to their constables not to confine their patrol to the line, but to extend their surveillance on both sides of it to some distance. The railway constables have acted upon these instructions, and last week one of them succeeded in taking into custody a man who had been stealing wheat. We have been told that the rural police, with a petty jealousy, which reflects, if true, great discredit on them, attempted to make out that the capture was illegal, on the ground that the railway constables were not authorised to act in the capacity of police. If the attempt was made, it completely failed, as the case was too clear to admit of doubt. The whole proceeding reflects great credit on the vigilance of the constables, and may serve in addition, to show that much of that depredation which farmers have recently complained of, may have been the work of persons in no way connected with the railway as labourers.—*Essex Mercury.*

South-Eastern Railway.—The excavations at Chart Hill, near Ashford, were commenced on Wednesday last. The works on this portion of the line, which are comparatively light, will be pushed forward vigorously for the purpose of opening the line to Ashford at the time promised by the engineer, Mr. Cubitt. The Warren and Folkestone contracts for cutting are both finished, and considerably more than half the labour is completed at the Shakspeare works. Two more falls of the Cliff have lately taken place without in the least injuring the works in progress; and we learn that all the dangerous portions of the Cliff, for the removal of which preparations had been commenced, have now fallen (with one exception at Round Down), and left so firm a facing as to prevent any fear of further danger.—*Dover Telegraph.*

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RAILWAY TRAVELLING ARRANGEMENTS.

To the Editor of the Railway Times.

SIR,—In your last week's number, a correspondent, who subscribes himself a "Railway Proprietor," offers several suggestions relative to Railway Management, which are well worth the consideration of those to whom they are addressed. Amongst others, he says, "that no means of communication have yet been adopted between the guard and engine-driver during the progress of a train," and he proposes a bell for that purpose. I should however propose, as far preferable, the boatswain's whistle, which can be heard through the war of the storm, with sufficient distinctness to regulate the movements of a ship, and might therefore be applied with equal success to govern and control the train on a railway. Indeed, were it not for the mischief which might at times result from it, it would be well to provide every carriage with one, so that in case of anything happening to that particular part of the train, passengers themselves might make the engineman aware of it. The guard, however, ought by all means to be provided with one, which would at all times enable him instantly to arrest the attention of the engineman, and by means of a few signals made by the arms, give such instructions as the circumstances would require.

On another subject of equal, or, in my estimation, greater importance, your correspondent makes some observations with which I quite agree; I allude to that part of his communication which has reference to the number of timid, or rather prudent, persons to whom, so far from its being desirable, it is exceedingly disagreeable to be whirled along at the rate of 20 or 30 miles an hour; and he suggests that a train for their especial accommodation should be provided which should not travel at a greater rate than 15 or 16 miles an hour; but it would be far safer, cheaper, and infinitely more comfortable both to the passengers and proprietory, were the 15 or 16 miles an hour the *rule*, and the 20 or 30 the *exception*. With the present rate of travelling the timid and prudent are kept from the railway entirely, whereas by reducing the speed to 15 or 16 miles an hour they would at once avail themselves of it, and a very considerable accession would be made to the numbers of travellers by railway without the loss of one of those who have, I suppose, been born a little behind time, and have never since been able to overtake themselves. Had no greater speed than 15 miles an hour ever been found practicable, railways would have been much more profitable than they are now likely to be, and travelling by them would have been much cheaper and far more agreeable, and free from terror than at present. The public, too, would have been equally as well satisfied as they are now, perhaps more so, as I have more than once heard people, *apparently* in their senses, express a wish that they could always travel at the rate of 60 miles an hour!

I am, Sir, yours very respectfully,

A RAILWAY ENGINEER.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—I am induced, for the sake of information, to inquire, through the medium of your journal, from the Directors or shareholders of the Company, whether the question of the desireableness, has ever been entertained, of connecting the Leeds and Birmingham Railways by means of an extension of the former line, and bringing its terminus into the station which is now being formed by the Birmingham Company for their railway in Store-street. Two very important objects would be obtained by the formation of the junction, viz., a great saving of expenditure to the shareholders of the Leeds Company, and a manifest improvement to the town of Manchester. By bringing their terminus into the Store-street station, the Leeds Company would save the large outlay of capital which must be expended in working a separate one for themselves, and would moreover bring their line into the *best*—because the most central—station which can be found in Manchester.

The terminus of a railway has always been found the most costly part of the undertaking. It is the saving of such expenditure which has made the Grand Junction Railway the cheapest in the kingdom; and there does not appear to be any satisfactory reason why the Leeds Railway Company should not follow so good an example.

With regard to the second point, it is not necessary for me to say much. Those of your readers who are acquainted with the town, will at once admit that the station in Store-street is much superior to any which can be found at Hunt's Bank. And it is sufficiently evident, that it would conduce much to the convenience and facilities of travelling, to bring the different railways, as far as possible, to one central position.

Considering the many advantages which the Store street station would possess, it is difficult to conceive how it could escape the observation of the Directors of the Leeds Railway, and how they could fail to bring it under the consideration of their proprietors. It has indeed been said, that some of the Directors are largely interested in land over which the extension line to Hunt's Bank must pass, or what is worse, that they have been purchasing land, &c., with a fore-knowledge that the extension of their railway was determined upon by themselves; that they have been serving their "personal" interests at the expense of the Company; and that they will be unwilling to entertain the consideration of the *advantages* which would result to the shareholders, from connecting their line with the Birmingham Railway, because they might have to forego the *advantages* which will accrue to themselves from their speculations in land, &c., &c. I trust however there is no foundation for a report so seriously affecting their character as men of integrity and honour. The public will feel loath to entertain an unfavourable opinion of individuals—who have hitherto conducted their undertaking with so much spirit and credit to themselves. It is because such a report has had a more general circulation than the Directors may be themselves aware of, that I notice it. And I conceive that I am doing a service to the gentlemen by bringing it forward; in order that they may have the opportunity of disclaiming publicly any such unworthy motives.

I am, Sir, your obedient servant,

G.

Manchester December 15, 1841.

MANCHESTER AND LEEDS RAILWAY.

To the Editor of the Railway Times.

SIR,—The amount of capital upon which a dividend will have to be paid for the current half-year is not likely to be less than 2,860,000*l.*—interest upon which sum at 5 per cent. is 71,500*l.* I find the receipts for the half year are likely to amount to 115,000*l.*; deduct 40 per cent. working expences, 46,000*l.*, and we have 69,000*l.* left for dividend. I say nothing here of the usual sum put aside for depreciation of stock, and that paid for keeping the line in repair; but these two sums are not likely to amount to less than 40,000*l.* per annum, or 20,000*l.* for the half year. Where then is the 3 per cent. for the half year to come from, being at the rate of 6 per annum? This may explain to your correspondent "P." why the shares are so low. Another matter in which the public are concerned, and upon which they ought to have correct information given them, is the one concerning the new quarter shares just issued. They are to bear interest at 10 per cent. for five years, a call of 2*l.* has been paid upon them. Now, it is well known here that the Directors have no intention of calling again upon these shares, and for the best of reasons, they can borrow the remaider of the money at 5 per cent., or even less. I am told that the brokers here and in Liverpool have had a pretty picking out of these shares, since they were issued, by misrepresentation to their friends, that the Directors intended calling the whole of the money up periodically; the consequence is, that some hundreds, if not thousands, of the shares have been sold as high as 35s. to 42s. 6d. premium. Now all the interest that a holder will be entitled to at the expiration of five years is only 20s. per share, to say nothing that the probability is that the line will then barely pay five per cent. Among well-informed people it is considered that the resources of this line are nearly developed. The average receipts per week I find will be about 4,400*l.* for the half-year; any one who is sanguine enough to expect the next half year will be as great will be grievously disappointed. In March the Manchester and Birmingham line opens, when a portion of the traffic that now passes on the Leeds line will be abstracted. In three or four years, we shall have the Manchester and Sheffield line open with a branch from Pershore to the North Midland Railway near Barnsley when the distance to Leeds and the north east will be shortened eight miles; after which the Leeds line will have to depend mainly on the local traffic.

I am, Sir, your obedient servant,

WILLIAM WHITE.

Salford, December 15, 1841.

LIVERPOOL AND MANCHESTER AND MANCHESTER AND LEEDS RAILWAYS.

To the Editor of the Railway Times.

SIR,—I have read with much interest your own and correspondent's remarks on the Liverpool and Manchester *versus* Leeds and Manchester Railway respecting the junction of the two lines, both as it regards the profit or loss of the shareholders, and the public convenience. As one concerned in both these respects, perhaps you will allow me to say, that whether the hinderance to this junction lies with grave men of business or with others, I only wish they felt by experience, and that daily, the annoyance, expense, and delay of being removed, bag and baggage, from one station to the other by omnibus, cab, &c., and then they would understand that part of the question better. If, as your correspondents say, the "stick" is with a noble proprietor in the Liverpool line, the representative of this division of the county in parliament (to place him in which position the writer contributed by his vote) his constituents should look for better things, even if it were at the expense of his own interest; but really it appears to me that such loss is only imaginary. You have well exposed the pretext that the traffic on the canal did not justify the statement made—by whom? why, by the very parties most interested in opposing the junction. How can it be known, excepting by actual experiment, what the traffic would be when *connected?* Look at the saving in time, the difference in miles by canal and by railway. So well satisfied am I that the union traffic would not only equal but *exceed* any estimates ever represented to the Liverpool Company, that I would willingly be a party as proprietor to the Leeds Directors offering to *guarantee* the Liverpool Company from loss if after one year's fair trial the proceeds did not come up to the amount originally represented, on condition of course that the latter Company would hand over the excess to the Leeds Company. However, if *self-interested* fears are to predominate, then the supposed party, as a wise man, has to make a choice of evils, for the Leeds Directors being about to commence operations for joining the Mersey and Irwell Company at Manchester, and the latter company meeting them both there and at this port with similar preparations, then comes the question—shall I allow a junction with a rival navigation company, in whom I have no interest, or join a company in which I have such a preponderating influence as to decide whether this junction shall or shall not take place? I hope that public spirit and public benefit will still prevail—that the passenger traffic, which seems to be lost sight of, will be considered—and that good people are of more value than to be passed about as so many bags of cotton or bales of wool.

I am, Sir, your's respectfully,

A LEEDS PROPRIETOR.

Liverpool, 15th December, 1841.

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BRIGHTON, CROYDON, AND DOVER RAILWAYS

To the Editor of the Railway Times.

SIR,—You have done the railway public good service, by giving in your valuable journal the whole of the correspondence which took place in the autumn of last year, between the Croydon and Greenwich Companies; also the whole of Mr. Wilkinson's pamphlet (the respectable and intelligent Chairman of the Croydon Board of Directors), together with various effusions from other hands—all of more or less merit bearing on the toll question; and although they have reference more especially to the railways terminating at London Bridge, yet I fully believe that, in every future case of dispute between a toll-paying and a toll-receiving Company, your pages will be examined, as recording the just standard and right principles by which contending parties may aim at truth.

It may be said that I have advanced and raised a paradox, the correspondence *pro* and *con*, though long and voluminous enough, having ended in smoke. Nothing has been done; things remain precisely in the same position as when they began to agitate the question. In one sense this is true; but this only shows the blindness or perversity of one party—in the estimation of all right-minded men. That a different result has not been come to is no fault of the correspondence; others may, and I firmly believe will, come to very different conclusions, more especially when it is recorded in the same periodical that depreciation of property and ruin followed close upon the heels of every letter which issued from the office of the toll-receiving Company. However, without indulging in reflections which are useless, and only painful to think of, my object in writing this letter is to draw the attention of my fellow sufferers in the above lines of railway to a very important point. Let us bestir ourselves, and that without loss of time, to incorporate the three Companies into the singular number, and then all our real difficulties vanish at once—then, a fig for the Greenwich obstructions, and their Management to. Let us do this, and then our property will at once assume that character and standing in the market, which will be as satisfactory to our feelings and wishes as we could desire.

This subject was discussed years ago by several correspondents at some length in the pages of the *Railway Times*, and its desirableness universally approved of; but somehow the matter dropped to the ground. I never heard but of one valid reason for its failure, and this was it was said, the proposition was premature. Granted that this was a sufficient reason *then*, it can no longer be pleaded as an excuse. The Croydon is finished and paid for; the Brighton also. The Dover is so far advanced that a very near approximation of cost may be come to. But supposing that the fitting time has not arrived for incorporating the Dover with the Brighton, or *vice versa*. Yet this is no reason why these Companies should not unite themselves with the Croydon, as a preparatory step to uniting themselves. I may here observe, that the value of the shares in both Companies is at about the same discount, all things considered, therefore in the estimation of the public, supposing they were to unite themselves to-morrow, neither would suffer loss.

At the last half-yearly meetings of the Brighton and Croydon Companies, some faint attempts were made to bring the parties together. But little was said at the Brighton meeting. At the Croydon, much was said but nothing done. The fact is, a public meeting is the worst of all possible places for doing anything but the common routine business of the day. In a matter of so much importance as the uniting of these three Companies, in which millions of money are invested, and the weal and woe of thousands of families at stake, one may well excuse the fears and apprehensions of well-meaning men, when a subject of so much moment is for the first time brought before them. There was nothing, however, passed at either meeting showing a disinclination for union.

It may be asked how I would proceed to bring about a union of these concerns, and by which the real value and efficiency of the whole would be so much enhanced. I will proceed to show: Let the Brighton and Dover Companies in the first place make the Croydon Company a *bona fide* substantial offer for their line. Not a timid hole-and-corner advance, but an honest, open, candid, offer: one that can be brought before the proprietors in a tangible form, for their deliberation. This is, undoubtedly, the first step to be taken.

There have been various opinions expressed about the value of the Croydon shares; so that without arrogance or laying myself open to the scoffs or sneers of those who may have an object in raising or depreciating their value, I may be permitted for the purpose of illustrating my proposition, to say that there cannot be a doubt about their value being somewhere between 15*l.* and 30*l.* per share. Suppose we take the medium and adopt it as the basis of the intended agreement, it would stand thus—33,000 shares of 22*l.* 10s. each, the Brighton and Dover taking upon them the bonded debt now owing by the Croydon Company. I believe it is a fact which no one will attempt to deny, that the Croydon Company would ultimately receive more than this for tollage. To provide against this additional value, the Brighton and Dover might very safely guarantee them 5 per cent. upon this amount which would secure the Croydon proprietors 1*l.* 2s. 6d. per share per annum, or 37,122*l.* 5s. gross, a sum about equal to their present earnings. They might also offer them 2s. 6d. per share additional at the end of five years; in ten years another advance, provided the receipts were paying the united Company's increased dividends. This is the only outline which I can give at the present moment, but I wish it to be distinctly understood that it is nothing more than an idea thrown out to be improved upon.

Having agreed with the Croydon the amalgamation of the Dover and Brighton might without material loss be postponed for a time, until the former was nearer completion, but the desirableness, nay the urgent necessity, for agreeing with the Croydon is too self-evident to require further comment. Can anything be more ruinous to the shareholders in the Croydon and Brighton lines, than the present system of conducting the traffic? Running the ground twice over when one engine would take double the amount of traffic passing along the line. Keeping up two complete and expensive establishments when a very little addition to either would be equally efficient!!! Now I will for the present take my leave, trusting some other and abler hands will take up the sketch which I have attempted to draw and bring it to perfection, and in the hope that the Managers of these Companies will set about reducing the plural into the singular number, and doubling our property in the estimation of ourselves and the public in general,

I am, Sir, your obedient servant,

A PRESENT SUFFERER IN THE PLURAL NUMBER.

THE TOLL QUESTION.

To the Editor of the Railway Times.

SIR,—The rapid spread of railways throughout England and Scotland, and the many instances which must in consequence necessarily occur, of the junction of one line of railway with another, render it highly important that the question of tollage should be settled upon sound and well defined principles. Unless this be speedily done, the most serious disputes will arise (as in the case of the Croydon and Greenwich Boards) between Railway Directors, and the results will be highly prejudicial to the interests of shareholders. It is of essential importance to the ultimate success of railways generally, that a friendly spirit should exist between the various Boards of Management; and, that so far from manifesting an *undue* desire to promote their own immediate interests, and indulging in unwise competitions with each other, they should rather co-operate in increasing the facilities of communication between the various parts of this great empire, and in promoting the convenience and safety of the travelling public.

The primary object of every Railway Management should be to arrange the scale of fares in such a manner as will produce the largest profitable amount of gross receipts. It would be injudicious in the extreme to determine the rate of fares by the cost of the line of road, because, were this practice to obtain, it would have the effect of virtually closing all the more expensive lines as far as the majority of the people is concerned. This principle is practically admitted by all parties, and of its justice no one can entertain any reasonable doubt. Here then we have sufficient data upon which to determine the principles by which the rates of tollage ought to be regulated. As tolls are strictly analogous in their nature to fares, it is obvious that they ought to be framed upon the same principles; that is, they should have no reference to the original cost of the line, but be charged at a rate which is calculated to produce the largest revenue. If, for instance, the Directors of the Greenwich Railway by increasing their present toll, could still retain such a portion of the Croydon traffic as would produce a larger sum than they are now receiving from this source, it would be their duty, in justice to their shareholders, to do so. If, on the contrary, by making a judicious reduction of the present charges, they could superinduce so much additional traffic as would increase the total amount of their receipts for tollage, they are equally bound to make this reduction. In order to show my meaning still more clearly, I will suppose that the Greenwich Company carries at the present time, 2,000 Croydon passengers per day, at a uniform toll of 3d. each, which would yield 25*l.* Now, if by increasing the toll to 4d., they could still retain 1620 passengers, which would produce 27*l.*, it would be evidently their interest to do so. But if, by reducing the toll to 2d., they could obtain 4,200 passengers, which would give 35*l.* as the amount of tollage, they must be exceedingly indifferent to their own interests if they did not immediately make the reduction. I would not be understood as taking any part in the dispute pending between the Greenwich and Croydon Directors, these remarks being merely made with a view to define the principles upon which I consider all charges for toll ought to be based.

It is admitted on all hands that the public determine the degree of support which they give to any railway, by its convenience, speed, safety, and fares, and not by the amount of capital expended in its construction. If then, the Directors of the more expensive lines were to adopt the latter standard in arranging their scale of fares, they need expect but little support from the public. Accordingly they wisely endeavour to fix the charges at such a rate as will yield the largest amount of profitable traffic, avoiding the evil of very excessive charges on the one hand, and of very low fares on the other. Then, as it is the interest of Directors to act upon this principle, (which it must be borne in mind is altogether independent of the outlay incurred in making), in regard to the *passengers* who travel on their several lines, I see no just reason why they should depart from it in deciding the rate of toll to be paid by any *Company* which may be necessitated to use their lines. I will assume by way of illustration, that the toll charged by the Greenwich to the Croydon Company is regulated by the cost of the former railway. It should be remembered that the public travelling on these joint lines will only pay according to the distance, irrespective of the cost of either road. The Croydon Company would therefore have to pay a *high tollage*, proportionate to the *cost* of the line, while they would only be able to charge a *moderate* fare, proportionate to the *distance*. This plan is therefore obviously unjust, and must eventually be entirely repudiated.

From these considerations, it would appear that in determining both fares and tolls, Directors should endeavour to fix them at such a rate as will induce the greatest amount of profitable traffic, setting entirely aside all considerations of the cost of con-

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struction. The interest of all joint lines are inseparably connected, and any arrangement which would benefit the one, would, if judiciously carried out, also tend to benefit the other.

I am, Sir, your obedient servant,

E. D. C.

London, Dec. 20th, 1841.

GREAT WESTERN RAILWAY.

To the Editor of the Railway Times.

Sir,—Having seen many statements in your columns from correspondents, so various in result with regard to the dividend and prospects of the Great Western Railway, it appears to me that it would indeed be not a little puzzling to draw any accurate conclusion from such extremes. I have endeavoured by taking hold of known data to put a few figures together so as to come to a probable result for the current half-year, and first half-year of 1842.

These data I may thus state:—

Share capital, being amount called		£3,025,000
Amount expended by last report to the 30th June		5,877,120
Amount estimated by last report, as required June 30, 1841.		6,300,000 Dec. 31, 1841.
Leaving borrowed capital....	£2,852,120 ..	£3,275,000
Being interest at 5 per cent..	71,300 ..	81,850

Or 71,300*l.* for interest in the current half-year, and 83,750*l.* for next half-year, and permanently unless increased again by additional expenditure.

Tolls to Cheltenham.....	£17,000	
" Bristol and Exeter.....	34,000	
An allowance for head money, say ..	9,000	
		£59,000

Being 30,000*l.* half-year tollage to branch lines.

The traffic may be thus stated—

	1841.
July, August, September, October, and November, as published	£289,600
December, say	45,000
Gross	334,600
Expenses, say 40 per cent.	133,600
Net	£201,000
Tolls as above £30,000	
Interest ditto..... 71,100	
	101,300
Available for dividends	99,700
Say 3 per cent.....	90,750
	£6,950

1842. Weeks.	
January and Feb., 8 3-7th at 10,000 per week	£84,500
March, 4 3-7th at 11,500	51,000
April, 4 2-7th at 12,000	51,500
May, 4 3-7th at 13,000	58,000
June, 4 2-7th at 14,000	60,000
Gross.....	305,000
Expenses 40 per cent. say.....	122,000
Net.....	£183,000
Tolls as above 30,000	
Interest ditto 81,850	
	111,850
	£71,150
Available for dividend, say 2 per cent.....	60,500
	£11,650

Balance 31st Dec., 1841....	£6,950
Ditto 30th June, 1842	11,650
Ditto remaining last report	1,004
	£18,604

Being 3 per cent. for current half-year, and 2 per cent. for ensuing half-year, and a balance which would admit a further division of one-half per cent., but in that case leave only an undivided surplus of 3,300*l.* and no depreciation fund, an item for which the London and Birmingham last half-year placed aside a sum not less than 14,500*l.*, an equivalent to which would just about require the whole 18,604*l.* (the undivided surplus over the dividend of 5 per cent. on the *current year*,) to be placed to "depreciation account," for *half-year* ending 30th June, 1842; the Western requiring stock to work 168 miles against 112½ length of Birmingham. And if the principle be legitimate, which has been admitted on all the best conducted lines, and seems unquestionable in point of reason, it seems high time such an account should be opened on the Great Western, when it is considered that the whole line will by the summer of 1842 have been open a year, half the line for two years, and a considerable part for more than four years.

I have adopted the mode which all railway calculators delight to follow. I may now examine the details. The statements of interest and tolls are facts, the amount of traffic of this half-year is now almost certain and cannot err above 1 or 2000*l.* For the spring half-year, I give the plan upon which I have come to an estimate. The half-year is shorter by three days, besides being less favourable for traffic, and in giving a decrease of less than 30,000*l.* I have not exceeded the decrease on the Birmingham, and come much within the decrease on the South-Western, which was 15 per cent. in the period ending June, 1841, over the autumnal six months of 1840.

The great mystery as yet remains in the working expenses of the Great Western, which I have fixed at a rate I believe the most sanguine will hardly deny, and which of my assumed data I fear is the least likely to be realised.

A writer in your journal, "S. P." has recently tried to fix this item at 2,600*l.* per mile, as the rate on the Birmingham. I am by no means prepared to deny that this is not in some measure a legitimate mode of estimating expenditure, but then, it can only be so far as regards the expenses not appertaining to the locomotive department, such as maintenance, police, salaries, &c. and which could they be accurately ascertained, might be deducted from the gross receipts on the same principle as a fixed toll. Other expenses, as coke, oils, repairs of carriages and engines, and their depreciation, Government duty, &c., can have no reference to length of railway, but more properly to aggregate of miles run over it; and I contend therefore, that the only legitimate principle of estimating what I call locomotive expenses is by ascertaining the expense of carrying a single passenger per mile, *and calculating the per centage upon rate of fare.* Taking this as the test, I find upon examination of fare tables that the London and Birmingham Company's charge on their line is considerably higher; thus, 30s. for 112½ miles, or 3¼d., second class, 20s., 2¼d.; Great Western, 38s. and 26s. 6d. respectively, for 151 miles, or just 3d. and 2d., no inconsiderable difference when admitted as just 5 per cent., which is of course all loss on lower fare. This is apparent, for presuming all expenses to be the same, they will come to the same amount in carrying 100,000*l.* on the Great Western as 105,000*l.* on the Birmingham, nor does the matter improve with Westerns on shorter journeys, for we find fares 4s. 6d. and 2s. 6d. to Slough, a distance of 18 miles.

Nor can I perceive any item of expenditure in which the Great Western is likely to economise so as to compensate for this lower rate of fares; on the contrary, I find the article locomotive power 11¼ per cent. of the London and Birmingham Company, and 16 per cent. of expenses in last Report of the Great Western—a difference which may be reduced, but probably never equalised within 3 per cent.—coke being not only much dearer on the Great Western line, but also because a larger quantity must be consumed, from the additional weight and greater size of carriages and locomotives; as well as the fact that, from the number of short passengers, the Great Western must have a greater number of carriages to accommodate the same number of passengers. It may be also noted, that the Great Western runs many more trains per day, which is prejudicial to economy in fuel as well as requiring a greater quantity of stock to work the line, and greater depreciation by wear and tear.

Examining the South Western in comparison with Great Western, I find several of the data bearing very accurate comparison; but I confine myself to the rate of fare, which is the same exactly. I find the working expenses on the half year ending December, 1840, exceeded 42 per cent., and on half year ending June, 49 per cent., but this was evidently under the mark, as it was plainly developed at the meeting that a considerable part of the Government duty was withheld, and it was therefore but a fair presumption that where this was discovered in the only item which could be accurately checked, there was the same process of clipping and paring off other other details, when there remained but 500*l.* surplus, and 8,000*l.* of previous surplus was required to maintain the dividend, and no depreciation fund formed.

I am from these comparisons disposed to think that the Great Western expenses will exceed 40 per cent., and though less than the South Western perhaps in the spring half year, will be nearer 42 per cent. on autumn, and 44 or 45 per cent. on the spring receipts, a difference which would fully require the 18,600*l.* of surplus, and limit the dividends to 3 per cent. and 2 per cent., without any depreciation fund.

A great deal has been written upon the future developement of Great Western traffic; but I cannot agree with the sanguine, who again compare it with Birmingham. The latter has at several times had much more powerful feeders than can be looked for on the Western. I may mention the G. N. of E. and Hull and Selby, both of which must have diverted many passengers, who formerly went by coasting steamers from Hull and the northern parts of the island, as well as affording increased facilities to large mercantile cities. The Great Western has now no large town to approach, and will pass through a thinly-peopled district, while it is about to lose considerable traffic from a change of packet station from Falmouth.

Nor can it be said that it suffers from depression of trade, the population on its length being scarcely mercantile, nor likely to become so unless by a gradual process. I ought further to have noticed, that in carriage of goods at present their expenses will exceed those of the Birmingham Company, as the latter only find the locomotive power, whilst the Great Western are themselves carriers.

As to its prospects in future, it cannot be quite overlooked that as yet this railway is unfinished, and at all events has no London station; and that if able to pay more than 5 per cent. after 1842, that increased dividend must be distributed over greater share capital.

Yours, &c.,

S. H. G.

MR. SAMUEL HALL'S LOCOMOTIVE IMPROVEMENTS.

To the Editor of the Railway Times.

Sir,—Having been requested by Mr. Hall to state my opinion in reference to the consumption of the smoke of coal used in the *Bee* engine, as tried upon the Midland Counties' Railway on the 3rd instant, I beg to say, that the working of Mr. Hall's apparatus upon the same was very complete, not leaving the *least tinge* of smoke upon the steam from the chimney. With suitable coal it bids fair to become of great importance to railway proprietors. How far the steam draft when standing at a station may be approved of I leave the public to decide.*

I am, Sir, your obedient servant,

JOHN NICHOLSON.

Leicester and Swannington Railway Office,
December 20th, 1841.

Money left in Railway Carriages.—In the course of last week two instances occurred in which the sums of 7,000*l.* and 6,000*l.* were left behind in the Brighton Railway train by passengers. The money was carefully secured and faithfully restored to the owners.—*Sussex Express.*

—o—

The late Secretary of the Brighton Railway.—No trace has been yet obtained of Mr. Wood, the late Secretary to the London and Brighton Railway Company, although some old and experienced officers are on the look-out for him. His defalcations to the Company are, as already stated, small; but we regret to say that several individuals, of whom he borrowed money on the very eve of his flight, are among the sufferers by his conduct.—*Brighton Gazette.*

* As the waste steam when issuing from the safety valve makes as much noise as when passed through the chimney, we are inclined to think that there will not be found to be an objection.—Ed. R.T.

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RAILWAY SHARE-LISTS.

The London prices are supplied by Mr. Wetenhall; the Liverpool by Mr. C. J. Townley; the Edinburgh (marked *) by Mr. R. Allan; and the Glasgow (marked †) by Mr. J. Watson.

Length Rail.	Miles opened	No. of shares	Am. of Share	Amt. paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
7	7	2500	20	20	Aylesbury	..	..	..	..	..		..
....	....	680	25	25	Ballochney	..	80†	..	..	..		..
48½	38½	6300	100	100	Birmingham and Derby	..	..	..	..	..		..
—	—	6300	33⅓	25	Ditto (*Thirds*)	..	..	..	..	..		..
55	55	9300	100	100	Birmingham and Gloucester	..	..	60	..	..		..
—	—	10000	17½	12½	Ditto (*New*)	..	..	..	..	..		..
76	33	15000	100	60	Bristol and Exeter	..	..	28½	28	..		..
27½	....	8000	50	14	Bristol and Gloucester	..	..	..	..	..		..
—	—	.....	....	2½	Ditto (*New*)	..	..	..	..	..		..
14½	14½	5000	50	50	Chester and Birkenhead	..	..	..	..	..		..
—	....	5000	25	20	Ditto (*New Shares*)	..	..	..	..	..		..
42	18	7500	100	73½	Cheltenham and Gt. Western	..	..	..	..	..		..
36	36	4000	100	100	Clarence	..	..	..	..	..		..
32	....	6000	75	22½	Dublin and Drogheda	..	..	..	..	..		..
73½	....	8000	100	7½	Dublin and Kilkenny	..	..	..	..	..		..
....	....	4000	25	25	Dundee and Arbroath	25*	24†	..	..	..		..
....	....	800	100	100	Durham Junction	..	..	..	..	..		..
16	16	2040	50	50½	Durham and Sunderland	..	..	..	..	..		..
26	17½	64000	25	23	Eastern Counties'	8½	..	8½	..	..	Holiday.	8½
—	—	64000	8½	8½	Ditto (*Debentures*)	..	..	..	..	..		10½
66	....	18000	50	50	Edinburgh and Glasgow	43*	43½†	..	..	..		43
....	....	1200	50	50	Edinburgh and Dalkeith	54*	..	..	..	..		..
....	....	2000	25	25	Edin., Leith, & Dalkeith Br.	16*	..	..	..	..		..
....	....	5000	20	20	Edin., Leith, & Newhaven	3*	..	..	..	..		..
....	....	1960	25	25	Glasgow and Garnkirk	38½*	40†	..	..	..		..
51	40	12300	50	50	Glasgow, Paisley, & Ayrshire	34*	34*	..	..	..		..
22½	22½	16000	25	25	Glasgow, Paisley, & Greenk.	23*	22½†	..	..	..		23½
15½	..	6000	50	50	Gosport	56½	56½	..	..	..		..
83½	83½	10918	100	100	Grand Junction	..	..	..	..	..		194
—	—	10918	50	50	Ditto (*New Shares*)	..	..	..	..	..		97½
—	—	5000	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..		..
—	—	17627	25	24	Ditto (*Ditto*)	..	..	..	..	..		..
74	45	10000	100	90	Great North of England	..	69	67½	..	..		67½
118	118	23000	100	65	Great Western	84	..	84	83½	..		84
—	—	25000	50	50	Ditto (*New Shares*)	59½	59½	59½	59½	..		59
—	—	37500	20	4	Ditto (*Fifths*)	9½	9½	9½	9½	..		9½
31	31	8000	50	50	Hull & Sel., or Hull & Leeds J.	..	..	..	..	..		38
20½	20½	5000	50	47	Lancaster and Preston	..	..	..	..	..		..
....	....	5000	37½	19	Ditto (*Three-quarter Shares*)	..	..	..	..	..		17½
20	20	2100	100	100	Leeds and Selby	..	..	..	..	..		..
31	31	5100	100	100	Liverpool and Manchester	..	..	..	..	..		196
—	—	12021	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..		46½
—	—	7268	50	50	Ditto (*New Half Shares*)	..	..	..	..	..		..
112½	112½	25000	100	90	London and Birmingham	165	..	165	165	..		168

Length Railw.	Miles opened	No. of shares	Am. of Share	Amt paid up.	NAME OF COMPANY.	London. M.	Tu.	W.	Th.	Fri.	S.	Liverpool.
—	—	25000	25	5	Ditto (*Quarter Shares*)	..	..	..	22½	..		23½
—	—	31250	32	32	Ditto (*Thirds*)	..	..	..	..	..		55½
—	—	.....	32	2	Ditto (*New Shares*)	27	26½	..	27	27½		27
32	32	24000	25	25	London and Blackwall	..	10½	..	..	..		..
—	—	....	6½	4½	Ditto (*New*)	..	6	..	6½	..		..
56	56	36000	50	50	London and Brighton	37½	38	37½	38	38		37½
10½	10½	23000	avr.	13⅓	London and Croydon	..	..	12	..	..		..
3½	3½	20000	20	20	London and Greenwich	..	6½	..	..	..		..
—	—	.....	....	20	Ditto (*New Shares*)	..	..	..	..	..		..
—	—	.....	....	6½	Ditto (*Scrip*)	7	..	6½	..	..		..
77	77	36000	avr.	38½	London and South-Western	57½	58	58	58½	..		58½
—	—	42000	5	5	Ditto (*Tenths*)	..	..	..	..	..		..
50	50	13000	100	70	Manchester and Leeds	..	64½	..	64½	..		64½
—	—	13000	50	30	Ditto (*New Shares*)	..	..	..	..	..		..
—	—	19500	25	2	Ditto (*Quarter Shares*)	..	..	..	..	..		3½
10	10	6201	125½	93	Manchester, Bolton, & Bury	..	..	..	..	..		51½
40	5	30000	70	40	Manchester and Birmingham	28½	..	..	..	..		28
40	7	7800	100	82½	Manchester and Sheffield	..	..	..	..	..		..
28	7	4000	50	47	Maryport and Carlisle	..	..	..	..	..		..
57	57	10000	100	100	Midland Counties	84½	..	85½	85½	..		84½
43	—	10000	25	15	Ditto (*Quarter Shares*)	..	21½	..	..	..		21½
....	....	1940	25	25	Monkland and Kirkintilloch	..	56½†	..	..	..		..
61	61	3000	100	100	Newcastle and Carlisle	..	..	..	..	..		..
—	—	3600	25	25	Ditto (*Quarter Shares*)	..	..	..	..	..		..
7	7	2400	50	45	Newcastle and N. Shields	..	..	..	..	..		..
72½	72½	15000	100	100	North Midland	..	71	70	70½	..		70½
....	....	15000	50	40	Ditto (*New*)	..	..	..	..	..		35
—	—	15000	21½	15	Ditto (*Thirds*)	..	..	..	16½	..		16
32½	30½	7200	50	35	Northern and Eastern	24½	..	25	25½	..		..
22	22	6329	75	75	North Union	..	..	..	..	..		75½
19	19	9500	50	50	Preston and Wyre	..	..	..	..	..		..
....	....	3200	25	25	Ditto (*New Shares*)	..	..	..	..	..		..
5½	5½	4000	25	25	Sheffield and Rotherham	..	..	..	..	..		..
25	25	10000	100	100	Stockton and Darlington	..	..	..	..	..		..
—	—	1000	50	50	Ditto (*Half Shares*)	..	..	..	..	..		..
....	....	3000	50	25	South Durham	..	..	..	..	..		..
—	—	4000	12½	7½	Ditto (*New*)	..	..	..	..	..		..
67	....	28000	50	43	South-Eastern and Dover	20½	20½	19½	..	..		19½
17½	....	....	....	..	Ditto (*New*)	8½	..	8½	8½	9		..
27	27	2000	100	100	Taff Vale	..	..	..	..	..		..
15½	....	9000	50	7½	Thames Haven	..	..	..	..	..		..
....	....	.....	25	25	Wishaw and Coltness	40*	40†	..	..	..		..
27	27	6700	50	50	York and North Midland	..	..	89	..	..		90
—	—	6700	25	15	Ditto (*New*)	..	31	31	31	..		31

OFFICIAL RAILWAY TRAFFIC RETURNS.

Total amount authorized to be raised by Shares and Loans.	Total amount expended to dates of latest Balance Sheets.	Last dividend at per cent. per annum.	NAME OF RAILWAY. Thus (*) marked carry no heavy goods; and thus (†) do not run trains on Sundays.	Index No.	Length opened.	Week ending	Number of Passengers.	Receipts. Passengers, Parcels, &c.	Goods, Cattle, &c.	Total.	Mile per Day.	Mile per Week.	For nearest corresponding Week of 1840.	Length then opened.
£160,000 0 0	£131,644 16 6	£3 10 0	†Arbroath and Forfar	1	15	Dec. 18	1,132	£48 4 3	£110 17 7	£159 1 10	£1 15 4	£10 12 1	£149 11 9½	15
1,056,666 0 0	853,044 9 6	1 10 0	Birm. & Derby Junct.	2	38½	Dec. 18	..	768 14 5	372 5 3	1,140 19 8	3 15 10½	26 10 11⅔	1,058 6 2	38½
1,266,666 0 0	1,320,716 16 2	....	Birm. & Gloucester	3	55	Dec. 17	5,150	1,286 16 7	205 10 7	1,492 7 2	3 17 6½	27 2 8	803 15 2	31
450,000 0 0	437,693 10 8	5 0 0	Brandling Junction	4	25	....	....	....	....	....	....	....	....	..
499,999 0 0	456,663 10 1	....	Chester & Birkenhead	5	14½	Dec. 20	4,308	337 15 9	27 4 10	365 0 7	3 11 11	25 3 5⅔	....	..
370,000 0 0	333,287 15 6	4 0 0	Dublin & Kingstown	6	6	Dec. 19	21,127	....	....	431 11 5	10 5 6	71 18 6⅔	440 19 2	..
140,000 0 0	143,552 5 8	5 0 0	†Dundee & Arbroath	7	16⅓	....	..	....	....	....	....	....	....	16⅓
2,133,333 0 0	1,654,888 4 3	2 3 6	*Eastern Counties'	8	17½	....	..	....	....	....	....	....	....	..
833,000 0 0	786,866 12 11	2 10 0	†Glas., Paisley, & Ayr	9	40	Dec. 18	9,859	530 19 9	293 4 11	824 4 8	3 8 8	20 12 1½	574 1 8	..
....	....	....	†Glas., Pais., & Green.	10	22½	Dec. 18	9,368	489 14 5	155 13 10	645 8 3	4 15 7½	28 13 8½	....	..
1,957,800 0 0	2,233,220 8 3	11 0 0	Grand Junction	11	83⅔	....	..	....	....	....	....	....	....	83
1,000,000 0 0	997,147 19 10	5 0 0	Great North of England	12	45	Dec. 20	..	735 11 7	430 7 7	1,165 19 2	3 14 0½	25 18 2½	....	..
5,381,527 9 10	5,877,120 7 8	3 0 0	Great Western	13	118	Dec. 19	..	9,056 4 9	2,518 17 4	11,575 2 1	9 15 4⅔	68 7 9½	4,924 2 7	75
533,333 0 0	570,000 0 0	2 0 0	Hull & Selby	14	31	Dec. 18	3,098	410 13 2	371 11 9	782 4 11	3 12 1	25 4 8	440 15 0	..
488,000 0 0	435,399 1 2½	5 0 0	Lancaster & Preston	15	20½	Dec. 18	1,807	379 1 3	35 5 8	414 6 11	2 17 8⅔	20 4 2⅔	....	..
1,832,375 0 0	1,410,000 0 0	10 0 0	Liverpool & Manchester	16	31	Dec. 17	..	2,103 19 0	1,983 1 6	4,087 0 6	18 16 8⅔	131 16 9⅓	4,223 15 4	31
5,750,000 0 0	5,724,807 0 0	9 8 10	London & Birmingham	17	112½	Dec. 18	..	11,139 13 1	2,752 5 5	13,892 10 6	16 17 9⅓	118 4 8	13,197 17 3	112½
1,000,000 0 0	983,464 7 1	....	*London & Blackwall	18	3⅔	Dec. 22	25,357	....	....	487 16 10	21 13 4⅔	130 0 5	378 12 6	3⅔
2,400,000 0 0	1,951,906 17 4	....	*London & Brighton	19	56	Dec. 18	4,632	1,590 4 11	88 12 8	1,678 17 7	4 5 7⅔	29 19 7	81 6 5	5½
741,000 0 0	631,815 14 6½	....	London & Croydon	20	10½	Dec. 21	3,982	....	....	239 3 6	3 5 0⅔	22 15 6⅔	363 19 5	10½
993,300 0 0	748,186 13 4	2 0 0	London & Greenwich	21	3⅓	Dec. 22	21,792	....	....	662 13 0	29 9 0½	176 14 1½	760 4 4	3⅓
2,540,100 0 0	2,420,172 19 11	7 14 8	London & South-West	22	77	Dec. 20	..	8,643 12 8	1,015 14 1	4,659 6 9	8 12 10⅔	60 10 2⅔	3,051 1 2	77
2,900,000 0 0	1,515,045 2 1	....	*Manchester & Birm	23	5	Dec. 20	..	....	....	318 5 2	9 0 5	63 3 0⅔	253 14 0	5
778,116 16 8	777,956 13 2	3 0 0	Manchester & Bolton	24	10	Dec. 16	..	328 19 0	216 15 2	545 14 2⅔	7 15 11	54 11 5	554 12 6	10
3,249,000 0 0	2,728,270 1 10	5 14 4	Manchester and Leeds	25	50	Dec. 18	..	2,054 18 6	1,645 11 11	3,700 10 5	10 11 5½	74 0 2½	....	13½
1,533,000 0 0	1,580,375 3 5½	5 0 0	Midland Counties'	26	57	Dec. 18	7,126	1,378 0 9	930 5 4	2,308 6 1½	5 15 8⅔	40 9 11⅔	940 17 8½	57
950,000 0 0	....	6 0 0	Newcastle & Carlisle	27	61	....	....	....	....	....	....	....	....	61
3,000,000 0 0	3,065,032 13 11	4 5 8½	North Midland	28	72½	Dec. 18	..	2,148 12 7	1,319 12 1	3,738 4 8½	7 6 9⅓	51 7 8½	2,323 13 1	72½
730,000 0 0	560,000 0 0	6 13 4	North Union	29	22	....	....	....	....	....	....	....	....	..
720,000 0 0	468,359 0 0	5 0 0	Northern & Eastern	30	30½	Dec. 19	5,783	....	....	905 0 10	4 5 8⅓	30 0 0½	341 10 2	..
533,000 0 0	317,695 0 8	4 0 0	Preston & Wyre	31	19	Dec. 18	1,420	125 11 7	65 3 2	190 14 9	1 8 8	10 0 9½	....	..
....	....	....	Sheffield & Manchester	32	7	....	..	....	....	....	....	....	....	..
600,000 0 0	267,524 7 9	4 0 0	Ulster	33	20	....	..	....	....	....	....	....	....	8
446,666 0 0	547,136 0 0	9 0 0	York & North Midland	34	27	Dec. 20	6,499	....	....	1,603 17 6	8 9 8½	59 8 0½	976 1 2	28

2. *Minus* toll to London and Birmingham 118*l.* 16s. 4d.

3. Main line, 53 miles; Tewkesbury branch, 2.—Total length, 55 miles.

4. The total length of line and branches is 25 miles:—15 miles of passenger and general traffic, and 10 miles of coal traffic alone.

8. Receipts include the Northern and Eastern toll, &c. The dividend is from the time of opening.

10. The part between Glasgow and Paisley was made at the joint expense of the Glasgow Paisley and Greenock, and Glasgow Paisley and Ayr Companies, but each Company's receipts in respect of that part are now merged in the general returns of each.

11. Capital of 1,957,800*l.* is exclusive of the Chester and Crewe line, which cost 458,333*l.* The receipts include those derived from the use of the L. and M. and C. and C. lines, 31 miles. The divisor employed to ascertain the daily receipts per mile is therefore 134⅔ (83⅓+21+31.)

13. The 5,231,327*l.* 9s. 10d. is the amount actually raised according to latest balance-sheet. The receipts include those derived from the Cheltenham and Exeter branches; the former opened for 18 miles, and the latter for 33. The divisor employed to ascertain the daily receipts per mile is therefore 169½ (118½+18+33.)

15. The 35*l.* 5s. 8d. from goods, &c. is for toll only.

16. Ten per cent. is the maximum dividend allowed by the Company's Act.

17. Deduct from receipts 48*l.* 1s. 6d. for weekly rent of Aylesbury line. On the quarter shares the dividend is at the rate of 42½ per cent. In calculating the receipts per mile, the seven miles of the Aylesbury line are included.

18. The returns are for six days only.

19. The length stated includes the Shoreham branch. The Croydon and Greenwich tolls are not deducted from the amount stated in the Table.

20. The capital of 741,000*l.* includes the new capital for London and Brighton station. The amount in the Table does not include the Toll from the Brighton Company.

21. Capital of 993,300*l.* includes new capital for widening the line, &c. The dividend mentioned does not refer to the preference shares on which 5 per cent. is guaranteed. The amount in the Table is exclusive of Brighton and Croydon toll. The returns are for six days only.

22. Capital includes that provided for the Gosport branch, out of which 5 per cent. is paid to the Gosport shareholders, but the dividend is on the capital invested in the main line only, an i is calculated on the money actually paid up, a portion of the shares having been issued at 50 per cent. discount.

23. Including Toll, &c., from Sheffield Company.

24. Canal cost, 100,000*l.*; railway, 672,165*l.* 16s. 1d. The receipts given are however those from the railway only.

25. The 3,700*l.* 10s 5d. are the receipts after deducting omnibus charges, and payments to other Companies. The dividend is from the time of opening.

26. The receipts for goods, &c. include, carriages, 24*l.* 8s. 0d.; horses, 93*l.* 3s. 0d.; dogs, 0*l.* 17s. 0d.; parcels, 215*l.* 0s. 8d.; cattle, 34*l.* 12s. 0d.; corn, 13*l.* 15s. 8d.; heavy goods, 400*l.* 13s. 0d.; coal, 147*l.* 16s. 5d.—Total, 936*l.* 5s. 4d. The dividend is from the time of opening.

28. The details of the receipts are as follows:—Passengers, 1,972*l.* 1s. 10½d.; parcels, carriages, horses, and mails, 446*l.* 10s. 8⅔d.; merchandise, 1,025*l.* 16s. 0d.; minerals, 261*l.* 8s. 5d.; cattle, 32*l.* 7s. 8½d.—Total, 3,738*l.* 4s. 8½d.; including North Midland proportion of Manchester and Leeds traffic, amounting to 98*l.* 16s. 5½d. The dividend includes a sum of 31,786*l.* earned previous to the last half-year.

29. The receipts are after deduction of L. and M. toll.

30. The returns are subject to the deduction of rent to the Eastern Counties' Company (about 100*l.* weekly), and to a toll of 4d. on such portion of the passengers as pass over their railway. The 26 miles stated as being open for traffic, include the portion of the Eastern Counties' line passed over by this Company.

31. The capital of 533,000*l.* includes that provided for harbour and works as well as railway. The dividend is for a year (since opening of line).

34. The traffic stated does not include the Leeds and Selby.

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TO CORRESPONDENTS.

A Shareholder *(in the Edinburgh and Glasgow Railway) has our best thanks. We had received previous to his communication a copy of the documents from another quarter.*

X.—*We shall be glad to give the list, if our correspondent can supply us with it.*

We cannot enter into a discussion of Mr. George Walter's claims on the Greenwich Railway Company, nor does our article of last week render it necessary that we should, as we pronounced no opinion on either side.

An English Shareholder —*We think the Directors are quite right in not forcing on the opening of the line at present. With respect to the anti-Sunday travelling agitation, we are entirely of our correspondent's opinion, and think the proprietors should speak out decidedly on the subject.*

A Subscriber *(Greenock).—The suggestion shall not be lost sight of.*

Errata *in Mr. Hood's letter on Four wheeled Engines—Page 1304, 2nd column, the divisor ·0283 is misprinted for ·02083. Near the conclusion of the letter "one of two" should be "one or two;" and part of the quotation at the conclusion was omitted; it should have been—*

—— Fungar vice cotis, acutum
Reddere quæ ferrum valet, exsors ipsa secandi.

A Sheffield Carrier.—*In the letter inserted under this signature last Saturday, there was an error: Page 1307, 2nd column, 43rd line, "reduction of 5 per cent." should have been "reduction of 15 per cent."*

Birmingham and Gloucester Railway—American Engines.—*The letter of* Another Shareholder, *next week.*

Four-wheeled and Six-wheeled Engines —*The letters of Mr. Adams, and other correspondents, shall be given in our next number.*

Being obliged to go to press several hours earlier than usual, in consequence of Christmas day, we have to apologise for not noticing several communications received at a late period in the week. Due attention shall be given to them in our next publication.

THE RAILWAY TIMES.

SATURDAY, DECEMBER 25, 1841.

In concluding the volume of the *Railway Times* for 1841, it is satisfactory to find that during the year the system which it is our duty to uphold has been surely, if slowly, progressing. That from its very commencement it has been compelled to run the gauntlet through a succession of trials and difficulties, such as perhaps have never been equalled, must be clear even to the most casual observer; and that it has nevertheless escaped from the midst of them, coming off, comparatively speaking, almost unscathed, is a strong proof of its having been originally founded on a sound, true, and immoveable principle. Neither the very foolish extravagance, nor the discreditable inaccuracy of Railway Engineers—the lamentable mismanagement of too many Directors and officials—the strong prejudices of the public—the unaccountable enmity of a large portion of the press—the determined opposition of Canal Proprietors and Turnpike Trustees—the extortion of the landed interest—the jealousy of the nobility and gentry—the questionable conduct of the Legislature and Government—the trickery and jobbing on the Stock Exchange—the American monetary difficulties—the troubles and revolt in Canada—the threat of war at one time with France, and afterwards with the United States—the war in Affghanistan—the Syrian war, and then that with China—the difficulty of raising 60 millions of money in the face of the bad harvest, import of corn, export of gold to the extent of 5½ millions, and consequent withdrawal of the circulating medium in 1838—again in 1839 with *a second* export of 5½ millions of bullion—further in 1840 with *a third* export of 5½ millions—and lastly in 1841, with *a fourth* large abstraction of bullion from the kingdom—no; not all these "untoward events," though assailing it on every side, have had the effect of putting a stop to, or even greatly retarding the developement of, the system. On the contrary nearly every one of the lines to which Parliament was induced to grant its tardy sanction, is—and this, too, in spite of many confident predictions to the contrary—either altogether completed and in active operation, or very soon will be. A foundation has in all human probability been laid of a state of prosperity for these realms, such as it is yet impossible fully to contemplate or fairly to appreciate. The great towns and districts of the kingdom have virtually been moved forward, and drawn so much nearer each other, by this new and most wonderful mode of locomotion, that they may be said, for all the purposes of communication, to be united, concentrated as it were in the immediate neighbourhood of London, thus greatly stimulating the energies, and adding considerably to the power of this highly-favoured nation! Lastly—and this is very far from being a matter of little consequence—it may at length be perceived that the long and anxiously looked for reward is about to be received by those spirited individuals who have ventured to advance, and have so long laid out almost without any interest—THE SIXTY MILLIONS OF MONEY TO ACCOMPLISH ALL THIS! The internal traffic of the country now greatly exceeds that which existed under the old system; the receipts on all the railway lines are gradually and considerably increasing, and each succeeding dividend proves greater than the preceding one. Indeed nothing but further bad harvests—bringing along with them, as these afflictions inevitably must, monetary difficulties—or grievous mismanagement on the part of Railway Directors, in refusing to carry out that necessary economy in the working expenses, called now so loudly for on all sides, can much longer prevent the Railway System from occupying that position amongst the other great interests of the State, to which every one must at length confess it is so well entitled.

We adverted last week to the course pursued by the Committee appointed to inquire respecting the formation of a railway through Cornwall, in declining to put forth the result of their investigations prior to the approaching meeting of the county. This decision we cannot but consider a most unwise one, and likely to prove prejudicial to the object which the Committee are so laudably anxious to promote. We have heard that their objection to the prior publication of their Report arises from a fear that such a step would destroy the interest of the public meeting. We think the effect would be just the reverse. Copious and satisfactory as we understand the Report is, there must still be much information which it cannot comprise, and which nothing but *viva voce* explanations can reach; and how are these to be elicited if parties go to the meeting totally unacquainted with the course the Committee have been pursuing, and with a general statement of the results or the recommendations that may be offered for the approval of the county? By having the Report in their hands previous to the day of meeting, the inhabitants would have an opportunity of carefully and dispassionately considering its details, of comparing one part of it with another, and of applying to its statements and inferences such tests as their own experience and local and commercial acquaintance with the peculiarities of the case might suggest. If further illustration or confirmation were required, then would be the time to ask for and obtain it; but in the bustle and excitement of a public meeting, it is difficult if not impossible to come to a cool and deliberate conclusion upon a matter of which the details have for the first time been laid before them in so hurried a way as the reading of a document of this kind must necessarily involve. Admitting, however, that the interest of the meeting, *as a meeting*, should be weakened, what then? It is not to demonstrations of the kind, likely to occur on such an occasion, that the Committee and the county have to trust for the construction of the railway. Speeches will of course be made, and appropriate resolutions passed, but it is subscription for shares which is required; and is it probable that any prudent man will venture upon such a step, without first having had an opportunity of examining minutely into the data upon which the hope of remuneration rests? He may be fully sensible of the advantages, local and general, which such a work would confer, but he will have little of the caution for which Cornishmen are famed, if he do not postpone his investment until he can give to the Committee's Report that attention which its importance demands. Deferring the publication of that document is therefore giving rise to further delay, whereas promptitude is in this case beyond most others essentially requisite. They have had meeting after meeting, and yet nothing has been done. What is wanted *now* is, that at the *next* meeting parties should come prepared to settle the matter either one way or the other.

With respect to the prospects of a profitable undertaking, we stated last week, on the authority of a local journal, that the estimates of traffic showed a probable return of 7 per cent. upon the capital required. We have since been favoured with further details, from which it would appear that the estimate of construction as given by a most competent authority, (Captain W. S. MOORSOM,) after a very careful survey, is under a million and a half sterling, but even were it to rise to two millions, the net dividend is likely to be at least 6 per cent. We have reason to believe that the traffic has been taken with the strictest attention to accuracy, and such being the case, we must confess that the prospect of so large a dividend has very agreeably surprised us. We had looked less for a direct pecuniary re-

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turn to those who might embark in the scheme than to the vast and beneficial influence which such an undertaking must confer upon the property of the district. If both can be combined, there is no doubt of very speedy success in organizing a Company to carry the railway into effect.

The Report of the Committee commences, we understand, by detailing the steps taken by them to carry out the resolutions of the county meeting, held at Bodmin, in October, 1840; from which it would appear that Captain MOORSOM began the survey in the last week of November, and having carried it on with great energy and judgment during the remarkably inclement winter which followed, completed it within the specified time, and on the 27th of February last, submitted to the Committee his plans and sections of the proposed line. The Committee having decided that the preliminaries required by the Standing Orders of Parliament as to notices should be complied with, plans were deposited with the several clerks of the peace, and at the proper Parliamentary office. The Committee were induced to give these notices without delay, in consequence of the attempt then making to bring forward a much inferior line from Exeter to Plymouth, and with the hope that an inspection of the plans might lead to many valuable suggestions from the landowners and others respecting such deviations from the original line as might be required to meet local views and obviate objections. Cheaply as the survey has been made, it is stated that the subscription already entered into has been, from various causes, exhausted.

The Committee then proceed to eulogize the Report of Captain MOORSOM, which will be laid before the coming meeting, and state that from that gentleman's calculations it appears the cost of making a suitable railway from Exeter to Falmouth, and providing the requisite stock, would be about 1,397,290*l.*, an estimate which it is stated has been submitted to competent judges in the county, and by them pronounced "ample." The Report then proceeds to mention in what manner the traffic estimates have been taken, which estimates exhibit a revenue of 226,699*l.* per annum, including the traffic to and from Plymouth, over that part of the line which would form a common trunk. It is explained that the average rate which each passenger is estimated to pay is taken at 1¾d. per mile, whereas the more usual average is 2d. per mile. It is further stated that the amount of traffic included as that belonging to Plymouth, is not so large by nearly 25 per cent. as has been put forth in a publication authorised by the Plymouth Railway Committee.

The Report then enters into various interesting details relative to the increase of traffic which invariably follows increased facility of communication, specifying an instance in that immediate district, and then refers, as before stated, to the expected dividend of upwards of six per cent. upon a capital of two millions.

The Committee next go on to observe, that, however opinions may differ as to the general merits of the railway system, the county of Cornwall has no choice but to place itself in this respect on a footing with other districts. Already, it is forcibly argued, has Falmouth, nothwithstanding its great and, in some respects, unrivalled facilities, suffered from the opening of the South-Western Railway, and the transfer of the Halifax packets to Liverpool, and nothing but the most strenuous exertions can retain for it the advantages resulting from its being the port for the dispatch and receipt of the mails. The opinion of his Grace the Duke of WELLINGTON as to the great advantages which would result from the establishment of a military depot at Falmouth is quoted, and it is hoped that a consideration of these advantages will lead Government to grant every facility towards the construction of the proposed railway.

The benefits to all classes from such a work being carried out are then briefly alluded to, and the Committee come to a notice of the means whereby these benefits may be secured. They state that, in the present state of monetary matters, they do not feel justified in offering any recommendation of their own, but should a Company be formed in the usual way, they suggest that a local Committee might render much assistance, by applying to the landowners, merchants, and others, so as to induce them to subscribe for shares, and by endeavouring to prevail upon them to part with their land upon reasonable terms, and to take shares in the railway to the amount of compensation. The Report concludes by recommending promptitude, energy and perseverance as the watchword of the county in its endeavours to secure and confirm the immense nautical advantages resulting from its south-westerly position. The question, it is very properly represented, is not merely a local question, but one in which every individual residing westward of Exeter is more or less interested, and one therefore to which the united energies of ONE and ALL should be at once and vigorously applied.

Such, we are given to understand, is an outline of the Committee's Report. We wish they had been somewhat more definite as to the organization of a Company, but we trust that at the meeting something will be done in this way, were it only as a beginning. Much energy and perseverance will be required to carry out the preliminary details, and it is sincerely to be hoped that the Committee will be fortunate in their selection of parties to whom the management of such details must of necessity be entrusted.

THE more nearly the appeal to the Edinburgh and Glasgow Railway proprietors as to Sunday travelling on that line approaches to an issue, the more indefatigably do the Sabbatarian agitators exert themselves to effect their object. We wish we could say that similar energy is developed on the other side. We had hoped before this to have seen some intimation of a meeting in Liverpool or Manchester of the English shareholders, so as fully and unequivocally to have the sentiments of that body expressed. It is not enough that such meeting should be held previous to the general meeting of the Railway Company; it should be convened at once, so as in some measure to counteract the efforts of the Puritan party, who may in the meantime obtain proxies from uninformed individuals, or as is more probable from persons who would gladly oppose the fanatical pretences and practices of the "unco guid," *provided they found themselves duly upported*, but who have not sufficient moral courage to stand forth of themselves in defence of what they believe to be right, or to stem the current of narrow-minded bigotry with which Scotland seems to be cursed. We would therefore (at the risk of recurring too frequently to so hackneyed a topic) earnestly recommend the *English* shareholders of the Edinburgh and Glasgow Railway to bestir themselves without delay. The result will not affect merely this particular Scotch line—although that is a matter of no trifling importance—but should it prove such as we anticipate will strike a heavy blow at the system of which this anti-Sunday travelling crusade is but an off-shoot. We do not, we trust, go beyond our province in expressing an opinion that upon this seemingly unimportant matter, may turn consequences of the utmost importance to the comfort and the character of the nation. We have said "*seemingly* unimportant," but we might have used a much stronger phrase, for we are satisfied that should the Sabbatarian party prevail, and carry out, or attempt to carry out their schemes to any great extent, the interference of Parliament, will become indispensable, and will moreover speedily be interposed to check the inroads, and counteract the effects of so glaring a sacrifice of the privileges of the many, to the caprices of the few. It appears never to strike those anti-Sunday agitators that no one compels or seeks to compel *them* to use a railway on the "Lord's Day;" all that is asked, and all that ought to be and will be enforced, is the opportunity of allowing others to avail themselves of locomotive facilities should their consciences permit.

The Edinburgh Sabbatarians have called the LORD PROVOST of the city to their aid, and under that personage's signature have circulated an appeal to the shareholders of the Company which, but for the sacrifice of so much valuable space, we would give entire, as an excellent specimen of the hypocritical cant which is so current upon such occasions. For one or two of the concluding sentences we must, however, find room:—

"If [says the body of whom 'James Forrest, Lord Provost,' is the mouth-piece] you, as the servants of the public, may break the Sabbath for their real or fancied accommodation, why may not the shopkeeper, and the tradesman, and the caterer for public amusement, do the same? Why not "accommodate" the public with fresh bread, or meat, or groceries, on Sunday, as well as on other days of the week? Nay, if you and those who employ your trains are to be judges of what the public requires of the accommodation which you provide, why may not the publican and his customers, or the manager of the theatre and its frequenters, be allowed to determine the same thing in respect of the pursuits in which they are interested? Where, we ask you, ladies and gentlemen, is such a principle to stop? We challenge you to set any limits to it short of those at which we have hinted above. Pause, then, we entreat you, before you adopt it. Pause before you give the sanction of your high authority and example to a course which needs only to be commenced, to array in its defence all the elements of ungodliness, insubordination, and vice in our country,—to place yet unexperienced obstacles in the way of the religious instruction of the people, and to bring down upon our land all the countless evils which have ever been found to accompany the general and systematic neglect of the Sabbath.

"On the other hand, you have it now in your power, by determining to close your railway on the Lord's day, to set an example of respect for the Sabbath, and for that religion of which it is an essential institute, the effect of which may be propagated in ever-widening circles of happy influence, long after you yourselves have ceased to be interested in the affairs of earth. 'The use of the Sabbath,' as Bishop Horsley has said, 'as it began,

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will end only with the world itself.' Circumstances may occur to render men for a time forgetful of its benefits, or to lead to its abuse; but as the religion of Christ extends its influence, and his righteous reign is advanced among men, THAT DAY, which is the standing memorial of His resurrection from the dead, will draw to it the reverence and love of that world for which he died."

We might apply the *argumentum ad hominem* to my LORD PROVOST, and ask how it comes that he and his worthy coadjutors Sir ANDREW AGNEW and others, can without "profanation," avail themselves of the services of man and horse, to carry them to their several churches or conventicles on Sunday, while the industrious artizan, pent up for six days in a crowded locality, may not, without offence, recreate his bodily and mental energies, and perhaps show himself in form as well as in spirit, quite as devotionally disposed as his so-called superiors. Does the LORD PROVOST of Edinburgh—does Sir ANDREW AGNEW—do the clerical and lay agitators, who dictatorially intermeddle in the management of an establishment in which they have no direct or remote interest—do these pious personages content themselves with a cold dinner and an unarranged chamber on Sundays? Are they so peculiarly scrupulous of infringing upon a "Divine command," that they give rest on the "seventh day" to their "man servant, their maid servant, their ox, and their ass?" Do they dispense with creature comforts for the sake of spiritual edification—do they in a word mete out to themselves the same measure they would mete out to others? Not they; and therefore it is that we denounce their practices and expose their pretensions.

The "appeal" of the LORD PROVOST has been circulated with the following letter, which we give as *another* specimen of the pains taken by the Sabbatarian party to effect their ends, and as a warning to the shareholders generally of the well organised opposition with which they will have to contend. We again most earnestly recommend a corresponding exhibition of zeal on the part of all who would see true piety and common sense triumphant over bigotry and pretence:—

"Edinburgh, 15th December, 1841,
23, Claremont-street, East.

"I have been directed by the Committee of the inhabitants of Edinburgh, of all religious denominations, for the prevention of Sabbath desecration on the Edinburgh and Glasgow Railway, to send the enclosed appeal to every one of the shareholders, and to request their serious and attentive perusal of it; and also to request that they will vote, at the meeting of the shareholders in February next, FOR KEEPING THE RAILWAY CLOSED DURING THE ENTIRE TWENTY-FOUR HOURS OF THE LORD'S DAY.

"I have authority for requesting you, on filling up the annexed forms of proxy, to forward them to John Henderson, Esq., Director of the Edinburgh and Glasgow Railway, Glasgow.

"Earnestly soliciting your IMMEDIATE attention to this,

I have the honour to be,
Your most obedient servant
DANIEL BAGOT,
(Minister of St. James' Chapel),
Covener to the Sub Committee.

"———— One of the proprietors of "the Edinburgh and Glasgow Railway Company," hereby appoints John Henderson, Esq., of Glasgow, one of the Directors of the said Company, to be the proxy of the said ———— to vote, or give his assent to any motion or resolution for keeping the railway closed during the entire twenty-four hours of the Lord's Day, which may be proposed at any General or Special Meeting of the said Company. In witness whereof the said ———— hath hereunto set hand, the day of eighteen hundred and forty ."

WE give to-day some further accounts of the progress of the movement for securing a railway communication between England and Scotland. In addition to the meetings already held for the furtherance of the west coast line, we understand that similar demonstrations will speedily take place in other districts, when there can be little doubt that *at least* the preliminary expenses, indispensible for bringing the question fairly before Parliament, will immediately be guaranteed by subscription.

In reference to these subscriptions, we have been requested to state, that "they are by no means to be considered as money sunk, inasmuch as when the Company is fully formed, a share-list opened, and a portion of the capital required for the work raised, the whole of the amount at present subscribed for preliminary expenses will be paid from the general fund, and allowed in the price of the shares that may be taken by the different subscribers. All, therefore [it is added], who are anxious to promote the proposed railway, or who purpose to become shareholders when it has obtained the sanction of the legislature, should now come forward and give their names, their sub scriptions, and their personal influence and exertions to an object from which they expect to reap so great and permanent an advantage."

One of the most numerous and influential county meetings recently held took place on Tuesday last at Lanark in support of the west coast line. We have not room for the details, but may state that resolutions similar to those of the Glasgow meeting which appeared in our advertising columns last week were enthusiastically carried, and a sum of 200*l.* subscribed towards the preliminary expenses.

SINCE our last publication we have seen a copy of the answer of the Lord Lieutenant of Ireland to the Memorial of the large and influential meeting recently held in Cork on the subject of Irish railways. Although much less satisfactory than we could have wished, we do not think it at all bears out the inference of the Cork paper, upon which we commented last week, namely, that Government has no intention to take up the question. Our readers may judge for themselves. The Earl of BANDON forwarded the Memorial to the Government, and the following was the answer received:—

"Vice-regal Lodge, Dec. 10, 1841.

"My Lord,—I have to acknowledge the receipt of the memorial of the inhabitants, &c., of Cork, upon the subject of railways, entered into at a meeting, with your Lordship in the chair. Without entering at the moment into the extensive and difficult subject of the question at large, I will beg your Lordship to inform the gentlemen who took an interest on the occasion, that I have received their memorial, and that I will bear in mind their suggestions whenever the occasion may arise.

"I have the honour to remain, your Lordship's most obedient servant,

"DE GREY.

"The Earl of Bandon."

THE *Yorkshire Gazette* states that one of the most singular effects of railways upon the growth of towns is to be found at Middlesborough, a shipping port, on a branch of the Stockton and Darlington Railway. This little town at the terminus of the railway has sprung completely into existence in the course of about ten years, and now numbers about 5,000 inhabitants, with a church, market, and all the appurtenances of a town of active industry and business. Many of its houses bear the appearance of being occupied by persons in very comfortable circumstances, and the town looks more like one of settled and matured habits than of recent growth. It is a good specimen of what trade induced by railways can do. As a set off to the above statement, the *Berkshire Chronicle* states, that in consequence of the ruinous effect of the Great Western Railway on the business of Thatcham, 45 houses are at this time untenanted in the parish.

—o—

THE *Morning Chronicle* states, that in the course of last week a deputation from the London Mercantile Committee on Postage, consisting of Sir G. Larpent, Messrs. Travers, Lestock, Wilson, and Moffatt, had an interview with the Postmaster-General, for the purpose of urging upon his lordship the desirability, as well for the interests of the revenue as for those of the public, of perfecting Mr. Rowland Hill's plan of penny postage. The chief points brought before his lordship were, those of increased facilities for posting and delivering letters in the metropolis and the suburbs, similar measures in the chief provincial towns, and an extension of Post-office conveniences to country districts at present destitute of them. The statements of the deputation received [it is said] every attention from the Postmaster-General, who expressed his desire to give them his best consideration, and assured them that there was equal willingness with himself as with his predecessor to carry out Mr. Hill's plan. The extension of the Railway System has given a new character to the Post-office arrangements, and we trust that the present opportunity of perfecting the details of that noble establishment will not be lost sight of That there is much room for improvement as well in regard to the Post-office authorities as to the managers of a particular railway will be gathered from the following paragraph which we extract from the *Scotch Reformer's Gazette* (a Glasgow paper.) The case bears also upon the question of Sunday travelling:—

"The Portpatrick mail bags were forwarded from Glasgow *via* Kilmarnock and Ayr, by a two-horse mail coach, until within the last fortnight; they are now sent as far as Ayr by the railway on six days of the week, and on Sunday by a mail gig; and the letter bags, instead of being sent from Ayr to Glasgow by a coach as formerly, are sent by a gig. From the alteration made as above the public suffer the following inconveniences: Having no conveyance to Ayrshire, Wigtonshire, Ireland, &c., on a Sunday (no Saintly interference caused this), passengers from the said districts, who may arrive in Ayr by the mail from Portpatrick, are obliged to remain in Ayr all night, instead of getting forward as formerly, and arriving in Glasgow about two o'clock in the morning, and who, if they wish to proceed further north or east, could do so easily by the early coaches. This is one of the disadvantages of the Ayrshire Railway, they run off the coaches on the road, and then dictate to the public their own terms: they are now trying to run the boats off the canal, and if they succeed, the public will find themselves obliged to put up with whatever accommodation the Railway Company choose to give. The Postmaster-General should be memorialised on the subject—the Railway Company should give

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the same accommodation as the mail coach. The mail, we may observe, leaves Glasgow half an hour earlier than formerly."

—o—

THE Directors of the London and Greenwich Railway have, it will be seen from an advertisement in another column, determined on and after this day week to discontinue the use of second class carriages, and to reduce the fares by the first class carriages. Henceforth the trains will consist solely of "closed carriages at 9d. per passenger," and "open ditto, without seats, at 6d." These charges are still very much higher than those of the Blackwall Railway, which is of the same length.

—o—

THE Gosport branch of the South-Western Railway has been re-opened for goods traffic only. We hear that it is not intended to re-commence running passenger trains for some months.

RAILWAY OFFENCES AND OFFENDERS.

IN another page will be found a notice of a case of alleged "offence" that occurred last week on the Croydon line.

Last week a man named Joseph Nicholson, was brought before Sir Thomas Potter and Mr. Armitage at Manchester, charged with riding from Manchester to Elland, in one of the Manchester and Leeds Railway Company's first class carriages, without a ticket. James Sunderland deposed that on Tuesday afternoon, about six o'clock, the prisoner got out of the first class carriage, at the Elland station. On being asked for his ticket, he said he had got one at Manchester, and had perhaps lost it. He was brought back to Manchester, and given into custody. The prisoner in defence pleaded intoxication, and said that he had taken a third class ticket at Manchester, but after passing Rochdale, as it rained very heavily, on the invitation of some one whom he did not know, he got into a first class carriage. He had lost the ticket, not knowing that it would be demanded of him at the end of his journey. In answer to questions from the Bench, the prisoner said he was a pattern-designer, and was going to take a situation at Halifax. He was convicted, under the 126th clause of the Company's Act, in a mitigated penalty of 10s., and in default of payment was committed for 14 days.

FRENCH RAILWAYS.—There is a controversy going on between the partisans of a railway from Paris to Strasburg by Metz or Nancy, and of one to some important frontier town by Dijon. The principal towns on each line make large offers. Troyes proffers 20,000*l.* in support of the one, Nancy 20,000*l.* for the commencement of the other. Strasburg is, of course, for the more direct line; and this is abetted by the Finance Minister, who is deputy for Strasburg. The military people declare against the direct line, as too far north, and too near the Prussian frontier on the Saarre. The *Courrier Francais* says, that the present two great lines, such as that to Belgium and that to Strasburg, exclusively for the north and east, would excite the jealousies of the south and west, the deputies of which would league together to throw out the project. Better, it says, to run the indirect line to Strasburgh by Dijon, which would also be a line to Marseilles and the Rhone. This discussion is carried on with more vivacity from its being known to be the Minister's intention to devote a certain portion of the loan to one or two chief railways.—*Globe.*

LONDON AND BRIGHTON RAILWAY.—Notwithstanding the delay occasioned by the slip on the Croydon Railway, the Brighton trains now perform the whole distance from Brighton to London in two hours and a half.—*Brighton Gazette.*

YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—The figures of "Examiner" in your last number, are by no means so clear as is his *animus scribendi.*

The gratitude of the proprietors is due, in an eminent degree, to Mr. Hudson, the Chairman of the Directors, for his successful exertions on their behalf, and under these circumstances neither the scurrilities of Captain Watts, nor the insinuations of "Examiner," will, I am sure, give him the smallest uneasiness.

The following will be found to be a correct account of the present half year's receipts and expenses :—

Weekly traffic to the 13th December, exclusive of two mails		£40,687
24 weeks to 31st December, say		3,300
Two mails for six months, say		300
Expenses 33*l.* 6s. 8d., or 1s. 3d. per cent.		14,762
		£29,525
Profit of the Leeds and Selby line		1,500
		£31,025
Dividend on 6,700 shares of 50*l.* each, at 55s. per share, or 11 per cent.	£18,425	
Ditto on 6,700 shares of 15*l.* (on each 6s. paid), at 16s. per share, or 11 per cent.	5,360	
Interest on loans	4,000	
		27,785
Surplus		£3,240

I have no means of judging accurately of the charge for the two mails, but have named I believe a low sum. The last call on the half shares, of 5*l.* having been made only on the 1st September last, I have said 16s. instead of 16s. 6d. per share, which latter sum would be required to pay 11 per cent. for the *whole* of the half year.

It was ascertained in October last, that for the first three months of the present half year, the profit of the Leeds and Selby line was 900*l.* net. I think, therefore, there can be no doubt that the next dividend of this Company *will be* 11 *per cent at least*; indeed 12 per cent. *might* be declared, and still leave a sufficient surplus.

I am, Sir, yours, faithfully,
SCRUTATOR.

London, December 20, 1841.

YORK AND NORTH MIDLAND RAILWAY.

To the Editor of the Railway Times.

SIR,—Your Rotherham correspondent, under the signature of "Examiner," I suspect has made a trifling mistake and parted with his shares in the above railway, otherwise he would not betray so much anxiety or labour so hard in his endeavours to depreciate that property. I advise him as a friend to lose not a moment (supposing he ever held shares in the York and North Midland Railway) in replacing them, for "Examiner" may rest assured that despite his endeavours, by erroneous statements to mislead the public, the shares will in all probability be at 50*l.* premium before the meeting in January, whereas he may now, by acting promptly, upon my advice, get them perhaps at their present price, 40*l.* premium.

I think I am warranted in coming to this conclusion from the statement of receipts and expenditure for the current half-year, given below, which after affording a dividend after the rate of 11*l.* per cent. on the shares (supposing it may be thought advisable to do so at the meeting) will leave a balance of nearly 4,000*l.* towards depreciation of stock. This is no exaggerated statement put forth to enhance the value of the shares, but furnished for the purpose of disabusing the minds of individuals, who might otherwise be induced by the apparently plausible statement of "Examiner" to part with their property, in this proverbially well-managed railway. I have assumed with "Examiner" 35*l.* per cent. as the probable charge on the gross receipts, nor do I think it likely that that per centage is likely to be exceeded—for we shall not have the heavy item for compensation this half-year, which appeared in the last half-yearly accounts. I have (as I had a right to do) taken credit for the surplus balance of last half-year, and also the charge for carrying the mails, neither of which items appear in "Examiner's" statement—and I might, though I have not, have assumed something as profit on the working of the Leeds and Selby Branch—amounting, I have no doubt, to a sum little less than 1,500*l.* for the half year. Neither will the Company have to pay the amount "Examiner" puts down as dividend *on the quarter shares*, there being only four months interest due *on the last call of* 10*l.* instead of six months dividend on 15*l.* called up, as stated by "Examiner"—

Surplus balance June 30th, 1841, see Report			£2,409 12 4
Receipts this half year to week ending Dec. 11th			39,409 0 0
Assume, receipts for 3 weeks to Dec. 31st, 1,300*l.* per week			3,900 0 0
Carriage of mails 26 weeks, at 40*l.* per week			1,040 0 0
			46,758 12 4
Deduct 35 per cent. working expenses	£16,365	0 0	
Do. interest on debent., &c.	3,682	0 0	
			26,711 12 4
Deduct at 11 per cent. on 6,700 shares of 50*l.*	18,425	0 0	
Ditto ditto, for 6 months do., 2 shares, 5*l.* paid	1,842	10 0	
Ditto, ditto, for 4 months do. 10*l.* paid	2,456	13 4	
			22,724 3 4
Leaving for depreciation of stock the sum of independent of what profit arises from Leeds and Selby.			3,987 9 0

I am, Sir, yours obediently,
A YORKSHIREMAN.

Leeds, Dec. 21, 1841.

GLASGOW AND GREENOCK RAILWAY.

To the Editor of the Railway Times.

SIR,—Since you published two short letters of mine a few weeks ago, I have been assailed by two or three writers, and especially by one under the signature of "Dividend," who very bitterly abuses the Directors for expending too much money upon the construction of the railway, and charges me with endeavouring to throw dust into the eyes of the shareholders.

The attack upon the Directors seems to me something like "a little dog barking at the moon," but since I have been the cause of this abuse, I can not allow the subject to drop. True it is that the concern has cost a very great deal more money than contemplated, but who is to blame for this? Certainly not the Directors, for they spared neither pains nor expense in endeavouring to ascertain what the actual cost would be. Before commencing the work, several of the first Engineers in the kingdom were consulted, and employed, and their opinions obtained privately, as well as in Parliament,—and I beg to quote here part of the evidence as published in a pamphlet four years ago, which "Dividend," and any body else might have seen, viz. :—

Mr. Grainger examined in Committee :—"The sum of the whole estimate, including the two branches, is 393,000*l.* :—Thinks the estimate made will ensure its being completed in a very perfect mannner, so that the expense of maintenance will be very inconsiderable."

Mr. Locke—"Has been examined as a witness on almost all the principal railways which have been before Parliament, was with Mr. Grainger when this line was selected, approves of the same; has examined the prices which Mr. Grainger has attached to the amount of the work, and is satisfied they will be sufficient. Thinks the cost of working the railway will be rather smaller than usual, in consequence of the very favourable gradients, and the great number of passengers. There is no engineering difficulty whatever on the line; it is one upon which *no extra cost* will be required."

Now, after reading the evidence of such men, who would blame the Directors? If blame be attachable any where, it must be to the Engineers.

As for myself, I am charged with representing that the concern will yield 7½ per cent. for a dividend. I deny this charge. I have only stated the plain unvarnished truth as to the traffic of the first year, assuming the *gross receipts* at 45,000*l.*, which is 7½ per cent. on the 600,000*l.* expended. Since making up that statement, however, I find that the winter traffic will be much less than I expected.

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The gross receipts for the year, from the end of March, 1841, till the end of March, 1842, will be about £43,500

And allow me to assume the expenditure of the York and North Midland as fair data, the line being about same length, and much less work done upon it—13,000*l.* a half year 26,000

£17,500

To be apportioned thus—

£200,000 of loans at 5 per cent. £10,000
£400,000 of shares at 2 per cent..... 7,500

£17,500

At the time the railway was projected, December 1835, it was expected that the construction would not exceed 10,000*l.* a mile; but in order to err on a safe side, the cost was put down in the *prospectus* at 250,000*l.* When applying for a Bill, however, the Engineers recommended that the cost should be increased, and the capital put down at 400,000*l.*, which would certainly cover everything.

I am respectfully, Sir, your obedient servant,

GREENOCKIAN.

Greenock, 13th Dec. 1841.

RAILWAY REFORMS—SOUTH-WESTERN RAILWAY.

To the Editor of the Railway Times.

SIR,—It is not without reason in my opinion, that much disapprobation has been very generally expressed against the Directors of Railway Companies at the manner in which the business is conducted at the half-yearly meetings. The accounts are passed in such a manner that it is impossible for any except the Directors to understand them, and the proprietors are expected to give their sanction to matters of importance of which they have only just before been informed. I write this not to complain of the South Western Directors. As far as I have any means of knowing the business of that railway, it has been well conducted, but the South-Western is the railway in which I am more concerned, and as I believe the Directors have not done anything that need be kept in darkness, they may easily fall in with the suggestion I wish to make, and which I think ought to be adopted in all Railway Companies.

What I propose is, that the Directors should meet about a fortnight previous to the general meeting, and at that previous meeting should draw up and circulate among the proprietors the Report which is intended to be submitted to the general meeting. The proprietors would then be able to approve or disapprove of the measures brought before them. In this Report there ought to be contained the heads of all the business to be done—a full statement of accounts—the dividend to be declared—the names of the Directors who go out of office, and whether they are candidates for re-election, &c. &c.

I again repeat, that this is not intended as any complaint against the South-Western Directors, who, I believe, deserve well, but to suggest what I think would be an improvement.

I am, Sir, your humble servant,

A PROPRIETOR.

SHEFFIELD AND MANCHESTER RAILWAY.

To the Editor of the Railway Times.

SIR,—Your correspondent, "Atticus," is satisfied that the entire cost of the Sheffield line will not exceed (plant included) the sum of 1,113,500*l.*, *because*, forsooth, "the Engineer has pledged himself to find contractors to undertake the lots, finding security." When "Atticus" has a little more experience in railway matters, he will find that the actual cost generally vastly exceeds the amount at which the lots are let. Is he aware that the summit tunnel on the Leeds line was let in 1838 for 105,000*l.*? The contractor, however, was forced to abandon the undertaking, forfeiting 4,000*l.*; the Directors had to take it into their own hands, and the ultimate cost was 251,000*l.* The tunnel on the Sheffield line is nearly double the length of that on the Leeds, and will in all probability cost some 450,000*l.*, if it does not even reach half a million! The *works* on the Leeds line cost about double the sum the various contracts were actually let for: so it is on most lines; for when any unforeseen difficulty occurs, the contractor either fails, or the Company indemnify him in order to secure a speedy completion of the contract.

Is "Atticus" aware that his much-vaunted estimate of 1,113,000*l.* only allows the small sum of 128,000*l.* for stations and carrying stock? Why, it will require at least double that sum. Those items have already cost the Leeds Company (which I again quote as a case in point) upwards of 320,000*l.* As the Leeds line is only 10 miles longer than the Sheffield, the cost of those items to the latter Company may be estimated at 256,000*l.*

I could say a great deal more, Mr. Editor, on this subject, but I have said enough to prevent any of your readers who are ignorant of the actual state of the case from being misled by the very favourable opinions recently expressed by several of your correspondents regarding the Sheffield line. I have seen too much misery incurred by parties buying shares on the faith of such partial and puffing statements to remain silent. If the Sheffield line is ever completed, which I consider very doubtful, it will most likely cost at least double the estimate, or say, 55,000*l.* per mile.

I am, Sir, yours respectfully,

EXPERIENCE.

December 20th, 1841.

RAILWAY ADJUDICATIONS.

ROBERTSON *v.* THE EASTERN COUNTIES' RAILWAY COMPANY.

Rolls Court, December 18.—Mr. TURNER stated that the object of this suit was to obtain an account from the defendants. It was stated, that in the year 1835, the plaintiff, in conjunction with Mr. Braithwaite, projected a scheme for making the Eastern Counties' Railway, and in doing so it was alleged that he expended large sums of money. A provisional Committee was formed, and they applied for, and in the seventh year of the reign of William the Fourth obtained, the Bill incorporating the Company. The Act provided that the full capital of the Company should be subscribed, and that the certificate of the justices should be taken as conclusive evidence of that fact. The Provisional Committee and three other persons were chosen as Directors, and Mr. Robertson was appointed as the Secretary, with a salary of 800*l.* a year, and Messrs. Blunt, Roy, and Blunt, were appointed as the Solicitors. The Directors of the Company adopted the proceedings of the Provisional Committee, and it was agreed that the capital of the Company should be 1,600,000*l.*, which was to be divided into 64,000 shares of 25*l.* each. In 1836 there was a meeting of the Directors, and it was ascertained that 61,676 shares had been subscribed for, and 2,324 shares remained to be disposed of, and there was found to be some difficulty in filling up the subscription list, in consequence of which the powers of the Act could not be put in force. To obviate this difficulty, in 1837 an arrangement was made by Mr. Robertson and Messrs. Blunt, Roy, and Blunt, through Mr. Duncan, that they should take the 2,324 shares, in order to fill up the list, and hold them in trust for the Railway Company. The plaintiff himself also subscribed for a great number of shares, and covenanted to pay the calls. By these means the Railway Company obtained the certificate of the magistrates, and proceeded to take lands to carry into effect the undertaking. In August, 1838, a question arose respecting the accounts, which were kept by the plaintiff, Mr. Robertson. Mr. Johnson, an accountant, was appointed to investigate the same; but on the 27th of February, 1839, Mr. Robertson gave up his appointment and retired, and was succeeded by Mr. Archibald Bulkeley. Mr. Robertson, upon his retirement, left all the books and papers belonging to the Company, and, as alleged, gave them all the information he could respecting the funds of the Company during the progress of the examination of the accounts in 1839 and 1840. Mr. Johnson made reports to the Directors from time to time, and on the 1st of August, 1840, the plaintiff received a letter from Mr. Bulkeley, containing two accounts, showing a balance of 904*l.* 4s. 9d. due to the Company. It was stated that Mr. Robertson was surprised at this, inasmuch as he supposed that the Company was considerably indebted to him; he therefore insisted that the accounts were wrong, and that the balance was the other way, and he requested that he might be allowed time to prepare his own accounts, and that he might have access to the papers of the Company, together with copies of the reports which had been made by Mr. Johnson to the Board of Directors. In consequence of this, some correspondence took place between the parties, and ultimately, upon the report of Mr. Davis, the accountant, who succeeded Mr. Johnson in examining the accounts, the defendants brought an action against the plaintiff for 2,500*l.* In consequence of this the present bill was filed, seeking to have an account of the expenditure of the Company, both before and after the passing of the Act of Incorporation; from the accounts which had been made out on behalf of the Company, it was said that some sums of money were due to the plaintiff for salary, but credit had been given for these. The defendants also denied that the plaintiff had subscribed for any shares for them, or that they had released him from the shares subscribed for him and Mr. Duncan; they also said that the plaintiff had transferred shares in the railway without payment of the calls, which, unless they were obtained from the plaintiff, never would be paid. The plaintiff, however, denied these statements, and by the present application sought to obtain an injunction to restrain the defendants from proceeding with the action, and also an order to compel the defendants to allow him to inspect the books and papers of the Company, to enable him to make out an account.

Mr. PEMBERTON stated that the application was irregular, as to so much as asked for an injunction, as it appeared that the plaintiff had already obtained an order for the common injunction. The plaintiff, therefore, had no right to treat that order as a nullity, and apply specially for an injunction. The defendants also denied that they ought to produce the books and papers.

Mr. TURNER submitted the plaintiff was entitled to the injunction, and also to the production of the books and papers, and asked for the cost of the application; but after giving time to search for cases as to the costs under similar circumstances.

Mr. PEMBERTON said, that the statements had been made wholly *ex parte*, and that from the course the application had taken they could not be contradicted; but he hoped the plaintiff would be made to pay the costs.

Lord LANGDALE, upon being informed that nothing could be found bearing upon this point, said that the application for a special injunction had made a great difference in the expense that had been incurred improperly, he must, therefore, refuse that part of the application. He thought, however, that the plaintiff was entitled to inspect the books and papers of the Company, but that they had a right to seal up, on oath, such parts as were not material to the plaintiff's case. The plaintiff must also pay the costs of this application.

THE ATTORNEY-GENERAL *v.* THE LONDON AND GREENWICH RAILWAY COMPANY.

Vice-Chancellor's Court, Dec. 23.—Mr. Wood on the part of the defendants, made an application to the Court to alter the words of its late decision in this case, as they appeared in the minutes of the Registrar. It appeared from the statement of Mr. Wood, that his Honour had made a certain order, adding the words, "on condition nevertheless that the Attorney General do prefer an indictment" against the Company, leaving it to the Attorney-General to proceed or not in the way specified, as he might think proper. The words, however, appeared in the minutes of the Registrar as follows:—"And let the Attorney-General proceed by indictment," which would compel him to proceed. The Registrar stated that he had copied the words of the decree, in part, from memory; and admitted that his

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Honour had used the words "on condition nevertheless," although they were omitted in the minute.

Mr. Bethell (who appeared for the Attorney-General) objected to the making any alteration in the minutes of the Registrar. Such a course would establish a very inconvenient precedent.

His Honour said that he was not inclined to alter the minute. If there was anything wrong, the defendants must have the case re-heard.

Mr. Wood said that he feared the matter would certainly come to that.

The application was then dismissed, but without costs.

Manchester and Leeds Railway Company, Appellants; the Township of Stansfield, Respondents.—It will be remembered that this appeal against a rate for the relief of the poor of the township of Stansfield, was entered for hearing at the last Bradford sessions, when it was agreed by the parties to refer the matter to the award of R. B. Armstrong, Esq., Recorder of Manchester. That gentleman has recently published his decision, by which the rate is confirmed, and the form in which it is laid is found sufficient. The award is important, inasmuch as the Railway Company had appealed against all the rates laid upon the line.—*Manchester Courier.*

ACCIDENT ON THE CROYDON RAILWAY.

An accident took place on Friday evening week, on the Croydon Railway, at the Sydenham station, by which we regret to say that eight or nine persons were injured, some very severely.

The followlng may be relied on as a correct statement of the facts of the case:—The down train from London to Croydon, consisting of seven carriages and the engine started at half-past five o'clock on Friday evening, and after passing the land-slip on the line near the New Cross station, (where the passengers are obliged to walk for about a quarter of a mile,) it proceeded in safety as far as the Sydenham station. The Sydenham passengers having alighted there, the train was about to start again, when another engine, without a train, which had been employed on the line for the removal of the fallen earth, ran into the back of the train, breaking the two last carriages, and a truck which was attached to the train. It was found that four or five passengers, as well as three or four railway labourers who were returning home after their day's work, had been bruised or wounded. The principal sufferers were a Mrs. Jackson, of Croydon, who had her face severely cut and some of her teeth knocked out by being violently dashed against the back of a seat in the carriage; a man named best, who it is said has had three of his ribs broken, and had received some internal contusions, and a Mr. Coulson, who was cut very severely upon the temple. The engine which caused this serious accident was one which had been lent by the Brighton Railway Company, and the driver of it, whose name is Goldsmith, is the man who drove one of the engines at the time of the melancholy collision of the trains on the Brighton Railway last summer, by which several lives were lost. It may be remembered that Goldsmith on that occasion was found lying under the tender, covered with sand and water, and that his evidence was obliged to be taken while lying in his bed, suffering under the severe injuries he had received. On Friday night it was asserted that the accident was caused by his being drunk at the time; he was, therefore, instantly taken into custody by the Railway Police, and kept at Sydenham until the following morning, when he was removed to Croydon, and brought before the sitting magistrates there. It was then found that Sydenham, where the accident occurred, being in the parish of Lewisham, the case should be sent to the Greenwich magistrates; accordingly the prisoner was removed there, and brought before Mr. Grove, at the police-office, charged by Mr. Rallett, the Superintendent of the London and Brighton Railway, with being drunk, and for wilfully running into the carriage train. This witness deposed that he was on the engine of the Croydon train at the time when it stopped at Sydenham station; that he felt a sudden concussion and got down to discover what had caused it, when he saw that another engine without any person on it, had run into the last carriages of the train. In a few seconds the prisoner, who was the driver of the engine that had done the damage, came up; in witness's opinion he was drunk.

James Davenport, the railway constable who took the prisoner into custody, was questioned as to the prisoner's being drunk, but he could not say positively that he was so.

The prisoner in his defence denied that he was drunk, and asserted that he could not see the red light in the back of the last carriage, in consequence of a man named Adams, who was standing up in the truck attached to the carriage, and whose person interposed between him and the light,

Adams, a labourer on the line, who had been sent with the truck from the Dartmouth Arms station, swore that he was sitting and not standing when the collision took place, and that the red lamp was three feet at least above his head.

Mr. Seaman, the Superintendent of the Dartmouth Arms station, deposed that he attached the truck to the passenger train at that place. He directed Adams to go with the truck, for the purpose of detaching it speedily at an intermediate station. At the time the train started from the Dartmouth Arms station, Adams was sitting in the truck, and the red signal light was quite correct, and perfectly visible. As soon as deponent heard of the accident he proceeded to Sydenham, and had the disabled engine and carriages removed from the line.

Mr. Gregory, the Engineer of the Croydon Railway, stated the number of persons who had been hurt by the accident. The Company, he added, had given every assistance in their power to the sufferers.

Mr. Grove, at the conclusion of the evidence, said, that in justice to all parties he would give no decision on the case until Thursday, in order to obtain further evidence respecting the signal light, as it was upon the fact of the light being visible or not to the prisoner that the case principally turned; in the meantime, he would admit him to bail.

The prisoner was then held to bail, himself in 20*l.* and two sureties in 10*l.* each, to appear before the magistrates on next Thursday.

On Thursday accordingly Goldsmith was re-examined. Mr. Russell, of the firm of Russell and Mackenzie, solicitors, of High-street, Southwark, appeared for the prisoner. Mr. Sutton, of Basinghall-street, solicitor to the Brighton Railway Company, attended to watch the proceedings.

Mr. Sutton said he begged to observe, that the present prosecution was not at the instance of the Brighton Railway Company, the prisoner not being in their employ at the time of the accident.

Mr. Grove said he had received a letter from Mr. Gregory, which stated that a number of gentlemen who had just left the train at Sydenham, when the collision took place, and who had charged the prisoner with being drunk, were not willing to come forward to swear to that fact.

Robert Jobson, an engine-driver in the employ of the Croydon Company, stated, that he drove the engine that propelled the train from the slip at New Cross to the Dartmouth Arms station. The red light at the back was then distinctly visible.

Cross-examined by Mr. Russell—Was not present at the accident. Had seen the prisoner during the day, when he appeared sober. He believed that the prisoner's inclination generally was to refrain from drinking.

John Rasten, servant to Ralph Price, Esq., stated, that he went to the Sydenham station to meet his master. Saw the train come up with a truck attached, a man was in it, holding up his hand, and calling out, "hold hard! hold hard!" to an engine that was approaching. He was standing in the middle of the truck, and must have obstructed the light which was behind the train. Several persons were hurt by the collision. Witness afterwards saw the prisoner, who appeared dreadfully agitated.

Mr. Grove said, that this completely contradicted the evidence of Adams, who was in the truck, who swore that he never stood up at all.

William Tadeney, assistant guard on the Croydon Railway, was on the train at the time of the accident, saw Adams standing up in the truck before the light. Some of the trucks have places to affix light to. Does not know if this one had.

Mr. Coulson, Superintendent of Works on the Croydon line, stated that he saw the prisoner about four o'clock, two hours before the accident took place, and he then appeared "three sheets in the wind." The orders to the prisoner do not emanate from me.

Mr. Russell—If you thought the prisoner was intoxicated, as you state, was it not your duty to remove him from the engine?—If the engine had been attached to a train I would have done so. Could not say what business the prisoner had on the line at the time of the accident.

William Willis, a person employed on the railway, stated that he saw the prisoner at the Dartmouth Arms, he appeared "rather cheerful," decidedly not drunk; rode afterwards with the prisoner on the engine to the Jolly Sailor station at Norwood; they followed the half-past four o'clock train from London; the prisoner acted most cautiously.

Mr. Seaman, the Superintendent of Railway Police, said the prisoner had no business on the line, Had sent him home to Croydon, from which place he retured to the Dartmouth Arms, and called out "Let me cross, the Brighton train is coming." Saw the Brighton train, and the switches were turned to allow the prisoner to get out of the way, Saw the red light behind the half-past five o'clock down train; there was a truck behind it, in which Adams was sitting down; the light was more efficient in the carriage than on the truck; the prisoner was told to wait for the train to pass; he did not appear intoxicated.

James Devonport, the policeman on duty at the Sydenham station, stated that the prisoner was given into his custody; he appeared to be sober. There being no passengers going from Sydenham to Croydon, I held up a white light to the train that was coming, and afterwards placed it on the road between the two lines, with the light towards the Dartmouth Arms, which would be visible to the prisoner, and would signify "all right."

By Mr. Russell—There was nothing to prevent the prisoner, if the red light was not visible to caution the prisoner, from going at a very rapid pace.

Mr. George Coulson, contractor for removing the slip at New Cross, was in one of the second class carriages, and had his leg hurt by the concussion. His attention was directed to his sister and brother, who were seriously injured. After the prisoner had been taken into custody, he begged of witness to take out the fire, as the engine was not safe. He appeared much excited; witness procured a red light and proceeded towards the Dartmouth Arms to prevent any other train coming.

In answer to Mr. Grove, Mr. Sutton said, the engine and driver had been lent to the Croydon Company for the last three weeks, and he received orders from Mr. Coulson.

Mr. Seaman said, it was usual for the engines to run up and down the line for the purpose of pumping water into the boiler. He expected to see the engine return from Croydon after he had sent the prisoner home.

Mr. Rallett was then examined as to the speed at which the prisoner was going, and stated that he thought it was not more than eight or ten miles an hour. Thirty miles is the usual pace.

Mr. Grove said, he did not consider the charge of drunkenness proved. It was therefore to be considered whether the prisoner had maliciously, wilfully, or negligently done any act to the danger of the life or limb of any person.

Mr. Russell, argued with considerable force in favour of the prisoner, contending that the signal of the white light would have justified his going at the rate of 30 miles an hour. The prisoner bore an excellent character, and so far from acting

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negligently, he considered that greater cautiousness could not have been adopted. He (Mr. R.) would be sorry to exculpate his client by imputing any thing to those having the inspection of the line. He would call a witness who would fully prove the innocence of the prisoner.

Jonas Copley stated, he was stoker to the prisoner. Upon arriving at Croydon, the prisoner went to see the fireman of the engines, which he failed in doing, and upon his return, he said it would be better to get some water into the engine. They went up the line for that purpose when the Brighton train came in sight, and they had no alternative but to fly before it to prevent being run down. They proceeded to the Dartmouth Arms before they could get on to the other line, and they were returning to Croydon when the accident took place. Saw a white light when about 300 yards from Sydenham station, and just as they were upon the train something moved from before the red light, and they then saw the danger. The engine was reversed and the break put on.

Mr. GROVE said, he did not consider blame attached to the prisoner, but to those who framed the regulations, and after remarking at considerable length on the evidence, said he would discharge the prisoner from any summary conviction, but he should require him to enter into his recognizances in the sum of 20*l.* to answer any complaint that might be laid against him by the Croydon Company at the next quarter sessions.

ACCIDENTS ON RAILWAYS, *NOT* "RAILWAY ACCIDENTS."

SATURDAY a fatal accident took place on the Birmingham Railway, at Cheddington, a few miles below Aylesbury. The up third class, or goods' train, had arrived within a short distance of the station, and the train had not yet stopped, when a man named William Gilley, foreman of the plate-layers of that division of the line, and who had come up as a passenger, imprudently jumped out of the train on the side next the road, at which moment the York passenger train was coming up at the rate of at least 30 miles an hour. Before poor Gilley could reach the ground he was caught in the back by the buffer of the engine by which the York train was being drawn, and of such fearful violence was the shock that his body was seen by the guards of the goods train apparently to fly to the extent of between 30 and 40 yards. It had not reached the ground the second time before his body was again caught and hurled forward by the front of the engine, the driver of which endeavoured to stop the speed, but was wholly unable to do so before the centre train, consisting of nearly 30 carriages, had passed over him. He was immediately picked up, and died a few seconds afterwards.—*Times.*

In reference to the paragraph giving an account of the accident on this railway, we have been requested to make the following correction:—When the third-class up-train stopped at Cheddington, Russell, a plate-layer, who was supposed to have joined the train at Leighton, attempted to quit the carriage on which he was riding; he was told to keep his seat by Melbourne and Wigram, the guards, and many of the passengers, but replied that he "would not keep his seat any longer," and jumped out; he had scarcely reached the ground when the buffer of the engine of the 6 p. m. down train, then coming up, struck him on the back, and sent him 20 or 30 yards at least, but the train did not go over him; he was taken to the station, and appeared to have life in him, but died shortly afterwards. *The servants of the Company constantly experience great difficulties in preventing passengers from attempting to get in and out of the carriages when the trains are in motion.* It cannot be too strongly impressed upon all parties travelling by railways that such attempts are attended with the greatest danger.—*Standard.* [We (Ed. R. T.) know from undeniable authority, that the passage which we have marked in *Italics* is strictly correct. Within a short period the firmness of the Company's servants, and their attention to the strict orders issued by their superiors, have in this way saved two persons from a premature death. One case occurred we believe at Wolverton, and the other at Rugby.]

On Saturday last, as Thomas Shipley, one of the plate-layers on the Great North of England Railway, at Northallerton, was shifting one of the iron slips, near the station-house at that place, in order for some ballast waggons to turn off the main line towards the depots, to make way for the mail train coming from the north, his foot unfortunately got fast in the iron rails, and some of the waggons passing over it, it was so fast jammed in by the pressure of the waggons, that it could not be extricated for more than half an hour by taking up some of the iron rails. He was found to be most severely injured, and mortification afterwards took place, which put an end to his earthly sufferings on Wednesday morning. He was a steady man, and much respected; he has left a pregnant widow to lament his death.—*Yorkshire Gazette.*

On Tuesday, a lad named Taylor was knocked down and killed by a train on the Liverpool and Manchester Railway near the Newton junction. He was in the act of crossing the railway, at a point where it intersects a common road.

LONDON AND GREENWICH RAILWAY.—REDUCTION OF FARE.—On and after the 1st of January next, the First Class Fare on this Railway will be reduced to nine-pence, and the Second Class Fare will be discontinued. The trains will consequently consist henceforward only of

Closed carriages at NINE-PENCE per passenger.
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By order,
J. Y. AKERMAN, Secretary.

Offices, London Terminus, 21st December, 1841.

MIDLAND COUNTIES' RAILWAY.—The Directors of this Company are receiving Money on their Loan Notes, in sums of not less than £400, for either Three, Five, or Seven Years, to be exchanged for Debentures in September next. Interest, after the rate of Five per Cent. per Annum, is allowed and paid half-yearly, on the day it becomes due.

By order,
J. F. BELL, Secretary.

Leicester, 29th November, 1841.

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By Order of the Board,
JOHN CHARLES DENHAM, Secretary.

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Fire Policies due at Christmas must be paid on or before the 9th of January.

On the 1st January will be published,

TEMPLETON'S RAILWAY STATISTICS, containing the Names and Termini, Length in Miles and Chains, Counties through which they pass, Ruling Gradients, Rise in Feet per Mile, Effect of Gravity, Gauge of Way, Date of Royal Assent to Bill, Number of Shares, Total of Capital, when Opened, and Average Time in running the Trains, of all the Principal Railways in Great Britain, in a Tabular Form. Price, in Sheets, 1s. 6d.; on Canvass in Case, 2s. 6d.; mounted on Rollers and varnished, 3s. 6d.

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BRISTOL AND EXETER RAILWAY COMPANY.—TENDERS FOR LOANS ON DEBENTURE.—The Directors of this Company are ready to receive Tenders of Loans of Money, on Debentures to be issued in conformity with the Act of Parliament, secured on their undertaking, and on the rents, rates, and tolls arising therefrom, in sums of not less than £200, for terms of three, five, seven, or ten years, on interest at the rate of Five per cent. per annum, payable half-yearly at the Bank of Messrs. Glyn, Hallifax, Mills, & Co., London.

The Tenders must express the sums and terms of years, and be addressed to the Secretary, at the Company's offices, in Prince's street, London, or Broad-street, Bristol.

By order of the Board of Directors,

J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol.

BRISTOL AND GLOUCESTER RAILWAY. CONTRACT FOR WORKS.—NOTICE is hereby given, That the Directors will receive, at their offices, Exchange-buildings, Bristol, on or before 12 o'clock on Monday, the 3rd day of January, 1842, Tenders for the Excavation and Formation of the Earthwork, including the diversion of streams and roads, and construction of bridges, culverts, and other masonry, and the entire completion of the works, including the ballasting, but exclusive of the laying of the permanent rails, of that portion of the railway included in the following contracts:—

Contract No. 5, commencing from a point 200 feet south of the Road No. 15, in the parish of Berkeley (being the end of No. 4 Contract), and terminating in Field No. , in the parish of Stinchcombe, being about the distance of 2 miles and 53¼ chains.

Contract No. 6, commencing from a point in Field No. 1, in the parish of Stinchcombe (the end of No. 5 Contract), and terminating in Field No. 37, in the parish of Cam, being about the distance of 3 miles and 22 chains,

Contract No. 7, commencing from a point in Field No. 37, in the parish of Cam (the end of No. 6 Contract), and terminating at a brook boundary between the parishes of Frocester and Leonard Stanley (the commencement of No. 8 Contract), being about the distance of 2 miles and 67 chains.

Contract No. 11, commencing from a point in Field No. 6, in the parish of Yate (being the end of No. 12 Contract), and terminating at the north side of the Road marked No. 87 in the same parish, being about the distance of 2 miles and 67 chains.

Contract No. 12, commencing at the junction of the Bristol and Gloucestershire Railway, and terminating in Field No. 6, in the parish of Yate (the beginning of No. 11 Contract), being about the distance of 2 miles and 58 chains.

Drawings and Specifications of the above works may be seen on and after Monday, the 6th day of December next, at the Company's offices, Exchange-buildings, Bristol.

Tenders are to be made on printed forms, provided for that purpose, which may be obtained on application at the office.

The Directors will not consider themselves bound to accept the lowest tender; and they expect the several parties to attend at the office on the 3rd of January, at 12 o'clock.

ROBERT FLETCHER, Secretary.

Bristol, 23rd Nov. 1841.

RAILWAY TRAFFIC MANAGER.—The Directors of the Birmingham and Derby Junction Railway are desirous of engaging the services of a Gentleman fully competent to perform the duties of the office of Traffic Manager. Applications in writing, stating the age and previous occupations of the Applicant, with references, to be addressed under cover to the Chairman of the Directors, at their offices, Waterloo-street, Birmingham, on or before the 10th January next.

COLES ON RAILROADS AND LOCOMOTIVE TRAVELLING.—A Description of COLES'S PATENT ANTI-FRICTION RAILWAY CARRIAGES, and Two distinct Plans of Rails, either of which will qualify the off-wheel to keep pace with the inner one. Price Twopence: published by WM. STRANGE Paternoster-row, and all Booksellers.



Side view of the inner rail, the step being lowered at A, when the inner wheel is made to run on its periphery or lesser part, whilst the outer wheel runs entirely on its flange when working a cant. (Verse 7 and 21; also Fig. 2, end view of Carriage.

ANTI-FRICTION *versus* FRICTION.

Some fifty years since, Sam. Coleridge left Ottery—
Where a waggon was burnt to the ground;
A hap'orth of oil, applied where it ought to be,
Wou'd save its owner three hundred pounds.

An action was brought, for the loss of some wine;
Why he defended it, he didn't know:
It cost him that money, minus his time,—
So very uncertain is Law.

What constitutes friction we very well know,
On Railways 'tis as hot as a piper;
Anti-friction Carriages plainly show,
That Friction's reduced to a cipher.

Their axles run level with the horizon,
They point to the centre of a curve,
They do what nothing else ever has done,
Their working wheels scarcely will move.

The off-rail of a curve is always the longest,
But why higher or *not laid level*,
Unless the off-wheel is *larger* or strongest,
Is productive of very great evil.

Let a socket be turned in the hind axle arm,
Let it pass to the opposite frame,
Let both of their wheels be key'd very firm,
The two halves one axle will form. (Fig. 1.)

Supposing both rails had a step on the edge,
The wheels would then run on their flanges;
Lower the step *here* and *there* on *the* ledge,
Fore wheels, vice versa, run changes.

Instead of raising the off-rail above level,
By this plan the rail's a step lower,
The off-wheel *runs faster*, though not bevel,
The inner one's made to *run slower*.

Not so with hind-wheels, because they would lock,
If they also ran on their flanges;
A two-wheel carriage will run true as a clock—
And be far less subject to changes.

The higher the load the more it will slant,
When the axle is rais'd at one end;
Prevent them from rocking, or reeling, they can't,
Till they find their own level again.

Some would inquire how they are united,
That depends on a rais'd or sunk rail;
It matters but little as rails are now fitted,
If they tried it I'm sure it would fail.

Elliptic spring buffers are new to the craft,
You'll find them on the ground plan;
Pulling or pushing you'll find they will waft,
Or resist it and come to a stand.

A four-wheeled carriage or an engine
Would run free upon the off-rail;
The first would run on the *step* with its rim,
The latter *not*, though a much quicker wheel.

Let one ounce stand for a one horse engine,—
Let the carriage be twelve pounds weight;
It requires forty ounces with the old plan
To draw a hundred and forty pounds net.

If thus we remove rubbing surfaces,
And introduce rollers in their stead,
Four ounces will draw it, *just ten times less*,
Which demonstrates the plan to be good.

To say nothing of the strain in their axles
When wheels run unlevel or oblique,
Their bodies are lower, which *greatly excels*
All others when running so quick.

Had we fifty carriages, all in a train,
Forty-nine should have but two wheels
I'm aware their axles would be lib'rating,—
The wheels won't run 'gainst the rails.

You'd think they ran on periphery and flange,
If you look 'twixt the wheel and the rail;
Scarcely would they experience a change,
Become centrifugal, or reel.

Besides the Friction, *in those axles of mine*,
We get rid of centrifugal force;
We'll do the work with a fifteen-horse engine,
Whilst they require one seventy-horse!

Our points of contact are not more than *two*;
How should this affect the off-wheel?
Engineers have express'd *their fears* it *won't do*,—
They are far more afraid that *it will*.

A curve, a mile long, is reduced to a cant,
We work it with periphery and rim; (A)
If we insure life, what more can *we* grant,
But assure it to our fellow-man,

A rais'd or sunk rail is invincible,
Nothing's more clearly understood;
'Tis a self-acting unerring principle,
Pray adopt it, if only a rood.

I now am addressing my master, John Bull;
'Tis said he's a very rich man,
Though he is sometimes a very great fool!
Not so when improving his land.

Does Baddeley* know how the wheels would run,
If he saw them stand on their flanges?
If the inner wheel ran on a ledge of its own,
Would their axle be subject to changes?

Look first at this Number,* then look at that,‡
Pure science can't flow in such channels;
They're too often straining at a gnat,
As often they swallow a camel.

That trams may be made for common roads too,
How few there are who can doubt it!
If Engineers should happen to say it won't do,
How many there are who will scout it!

Sharpe, Roberts,† and Co., make two engines a week,
An Anti-Friction carriage they plann'd;
Its rollers ran round, in a collar or break,
When working curves, it came to a stand.

Had they put *brakes* on the common wheels too,
Anti-Friction wheels would run faster;
In that case common wheels never would go,
Which then would have proved a disaster.

We are not to suppose the invention their own,
Mr. Garnet invented it for them;
He'd remove those impediments, *every one*,
Had he known, *like me*, where to find 'em.

Those axles a very great weight will sustain,
Garnet's were exceedingly small;
Their rollers would turn two hundred times, when
Those rollers would scarce turn at all.

They ran in Manchester, Liverpool, Birmingham,
They've gone thousands of miles *on the Sea*;
They're known in America, Germany, Belgium,
They were sent there by the *Patentee*.

These models have work'd in the Adelaide,
Others in *The Polytechnic*;
One on a large scale I also have made,
Which may run in The Pantechnic.

If Railway Directors were public protectors,
With engineers they must have a quarrel;
For nought will satisfy them but the oysters,
Whilst they are content with the shell.

Whoever attempts to teach them a lesson,
Will find it is labour in vain;
'Tis impossible to make an impression,—
The *cause* I beg here to explain.

The greatest improvement lies *in the rail*,
Whether Engineers adopt it or not;
'Tis prejudice prevents it—not their skill!
Why?—By Friction their living is got!

What is gain'd in speed is lost in power;
Craft lays *that* down as *an axiom*;
What fees are to Judges or Lawyers,
In that light Engineers regard *Friction*.

Railway Societies, to serve their own cause,
Keep improvements in the background;
Directors wink at this, every one knows;
Does this show their judgment is sound?

If engine concoctors, or Railway Directors,
Were compelled to drive their own engine,
Old Harry may drive us, and be our protectors,
A new era they sure would begin!

Not so with the driver, who ventures his neck,
Whatever he fears he dare not complain:
What if a thousand pounds were on him set?
Such sacrifices go to the Queen!

Eighty thousand men, at three-pence per head,
Would only deodand one thousand pound;
If Juries give that sum for one lying dead,
Is their judement in both cases sound?

What must we call it, LUCK, or good management,
That they havn't yet killed more than four?
'Twill be time enough to adopt improvement,
When they pick up dead men by the score.

You all have discover'd your system is bad,
That the people have got very shy,
Why barter life, when 'tis all that they had?
When they are not ready to die.

You see that your shares are in jeopardy,
That their prices are still going down,
How are you to retrieve your lost property,
But by making my system your own.

Should you subscribe to the Company,
How many shares will you take?
Move your stumbling-blocks out of the way,
A fortune you'll certainly make.

W. C.

---

* *Mechanics' Magazine*, No. 776.

† Such was the desire of the Directors of Railways to get rid of friction, that Mr. R. said there was not a principle of anti-friction wheels known, which had not been tried on railways in that quarter.

‡ The Northern Directors doubtless paid very dear for their whistle. If such boxes of rollers were now fitted into two separate frames, and two grindstones, or two fly wheels of steam-engines, were made to run with their axles in these boxes of rollers, one with its collars or brakes, the other not, it would operate upon them like a box of Grimstone's eye snuff, it would open their eyes. Mr. Moseley, of New-street, Covent-garden, has a grindstone fixed on this principle, which will (when set in motion) run almost as long as Mr. Roberts's peg top; a bit of lacquer was removed from it, because it acted as a brake on the top.—See *Mechanics' Magazine*, No. 747‡ and 776, and they will sufficiently demonstrate that peg tops cannot run too light, nor railway carriages too heavy.

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ILLUSTRATIONS TO COLES'S ADVERTISEMENT.

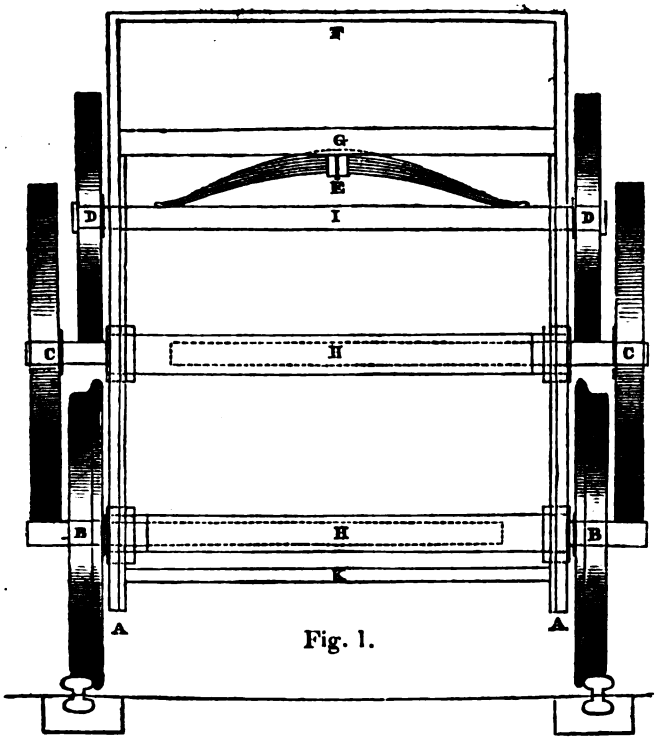


Fig. 1.

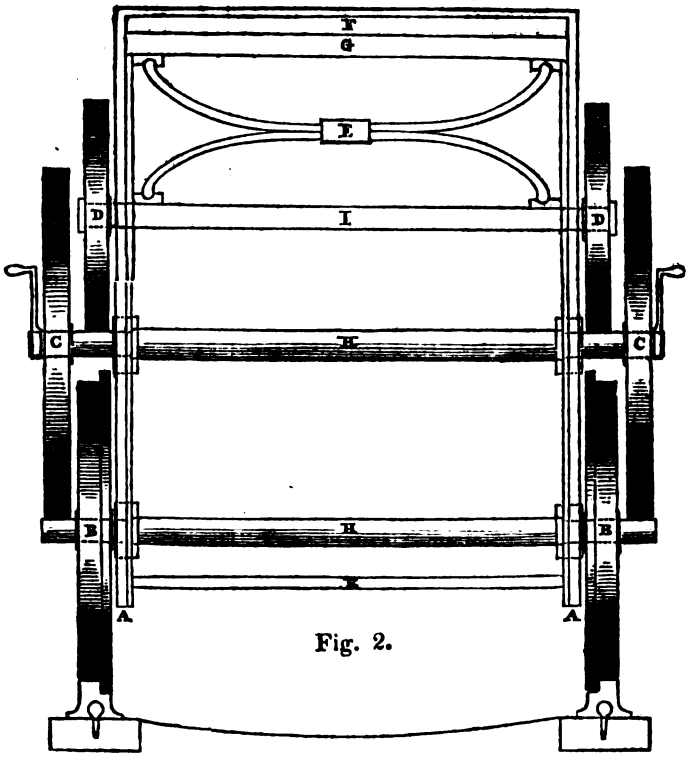
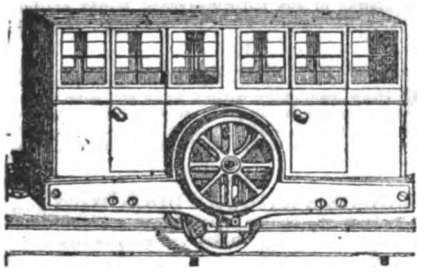
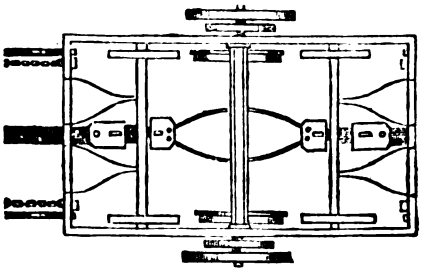


Fig. 2.

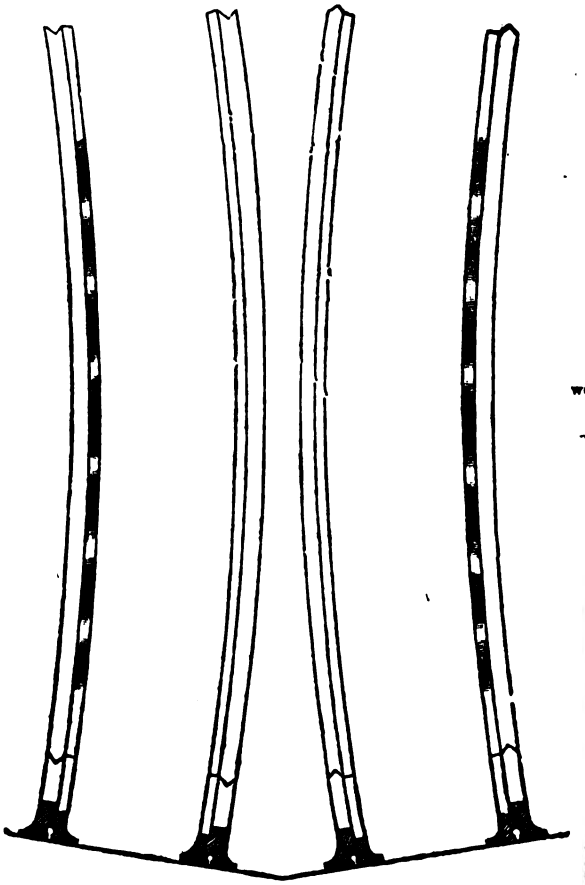


Every two-wheeled carriage would have their wheels inside the frame, not outside. It was my intention to fit up my large carriage with socket axles for common roads, when I found improvements were not wanted on railroads. (See end view, Fig. 2.)

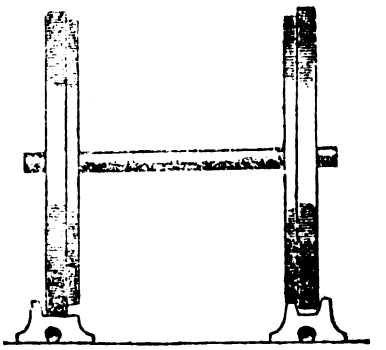


(Vide 12th verse.)

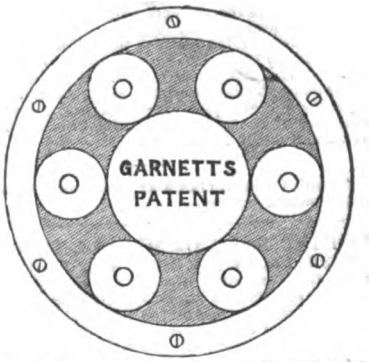
Mr. Scales, late partner with Alderman Thompson and Co., Iron Masters, examined the models of Mr. Coles' carriages and rail; he said they employed 90 horses in their mines, and it was his firm conviction that the same work might be done with nine. He further declared that the principle was applicable to all kinds of machinery.



Undulated Step-rail, by which the outer wheel is made to run on its rim, or flange, whilst the inner one will run alternately on its flange and periphery, when working curves to the right or left. (Vide 18th verse.) (See end view of carriage, Fig. 2.)



Self-acting Rail, to qualify the off-wheels, when working a curve, to run on their largest diameters. (Vide 24th verse.)



Garnett's Rollers are fixed in the nave of a wheel, which revolves round a fixed axle. A nephew of Sir Walter Scott declared the above to be the best principle of Anti-friction Rollers in this country; but he hesitated not to say, that Coles's Patent was worth a million of them. (Vide 27th verse.)

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(*Coles's Advertisement in continuation.*)

Letter from Geo. Stephenson, Esq. to Mr. Coles, in reference to his Anti-friction Wheeled Carriages.

Tipton House, October 22, 1839.

My Dear Sir,—On my arrival at home I found your letter of the 12th of October. When I saw you last I did expect that I should have been again in London ere this. As soon as I do come I will take care to call and look at your carriage; and if I can be the means of helping you on, I shall be glad to do so; but I should not be justified in leading you or any other person on to spend money without any chance to get it back again. In making your experiments, you ought to have your axletrees brought down to that thickness that would safely carry the weight. If I mistake not, your common axletree bearings were much too thick for the weight they had to carry; oil ought also to be applied to them. You must be aware that the bearings of an axletree revolving in oil are revolving on friction rollers. For the particles of oil being globular and intervening between two metallic bodies, the weight is carried upon those rollers. Now, your contrivance is to have metallic rollers, but much larger, with a great deal more machinery in the arrangement, and when brought into rough usage will be likely to get out of order. If a railway could be kept in perfect order, I think some benefit may be obtained from your carriage, although complicated; but such perfection of a rail way cannot be expected to be obtained. As you seem so anxious to have a trial made, I should have no objection to be one to subscribe to have a carriage made and tried on a railway, on a large scale. As soon as I arrive in London I shall call and discuss the point further with you.

I am, Sir, yours truly,
GEORGE STEPHENSON.

Mr. Coles's reply, January, 1842.

Dear Sir, 'Tis for the engine to complain of my axles, and not you,
For he, poor blundering devil, has all the work to do;
To furnish him with food to feed his over-crammd stomach,
Leaves shareholders without a dividend, even a "schronic."

Our names are almost immortal they say,
At least, if the world speak true;
'Twas William Cobbett immortalized me,—
Mr. Pease immortalized you.

Very few can boast as you and I've done,
Since our earnings were eightpence a day;
Whatever I get, your's is fifty to one,—
So enormous does railways pay!

Your son Robert appeared rather haughty,
He look'd on me with disdain:
His father could see with half of an eye,
Far more than I could explain.

He would'nt allow me to leave him my models,
Nor even to send him a drawing;
For many came to him with crack'd noddles,
Which occupied half of his time.

If Engineers' lathes, tools, and chissels,
Were imperfect like carriages and rail,
All the workmen would become blue devils,
Or their workshops a little hell.

I know I share the fate of all others,
Who do not belong to their clique;
Account for the apathy of shareholders
I cannot—and therefore I speak.

Mr. Coles, during twenty years, has never drawn a shilling from any man's pocket to aid him in bringing any of his valuable discoveries before the public, though he is proprietor of many useful and valuable patents. His hobby is railroads; and he is firmly persuaded, notwithstanding he has thrown away fifteen hundred pounds on one railroad,* in the short space of three years, which is not worth a groat, that there is not one railroad in ten, if managed with economy, that would not pay a handsome revenue to her Majesty, and to shareholders too. Verily the Government are too lukewarm on this subject.

☞ Further information on the subject of the Improved Railroad may be seen in *Pope's Journal of Trade, Boyle's Court Guide, The Royal Blue Book, Robson's Directory, The Railway Times* (December 25th), &c &c. A full development of the plan may be seen at the Office of the Patentee, W. COLES, No. 3, Charing Cross; or 13, Moreton Terrace, Kentish Town Road.

* South Durham, alias New South Durham, alias Weardale Junction Railway.

THIRD SALE OF MESSRS. THORNTON'S SUPERIOR DRAUGHT HORSES—MR. RIDLEY respectfully announces that he will submit for unreserved sale by Auction, on Thursday, December 30th, at eleven o'clock precisely, opposite the King and Queen Inn, Brighton, TWENTY CART HORSES, of a very superior description, particularly deserving the attention of Farmers, Carriers, Carters, and others. They have been in constant work on the London and Brighton Railroad, are all sound and young, and in excellent condition. They are the genuine property of Messrs. Thornton, the eminent contractors, and are parted with solely on account of the completion of a great portion of their work.

May be viewed early on the morning of Sale at the King and Queen Inn, or any day prior to the Sale at the Hassocks Station and Valebridge Common, and further particulars ascertained of the Auctioneer, 155, North-street, Brighton.

TWENTY-FIVE VALUABLE, YOUNG CART HORSES, AND THEIR HARNESS.—To be Sold by Auction by Mr. DIXON, at his Repository, Barbican, on Friday, December 31, 1841, commencing at one o'Clock precisely, 15 remarkable, fine-shaped, young, powerful Cart Horses, which have been employed on the Patent Coke Company's Works, Mill Wall, Poplar, and sold in consequence of the above Company being dissolved. Ten useful, powerful, seasoned Cart Horses, Brick and Rubbish Carts, Harness, &c., that have been employed on the Eastern Counties' Railway.

Colours—Blacks, Bays, Browns, Greys, and Roans.

☞ The above lot of fine young seasoned Cart Horses are worthy the attention of Coal and Coke Merchants, Tradesmen, Brewers, Distillers, Agriculturists, Contractors, Wholesale Warehousemen, and all persons wanting them for immediate work, being in remarkable fine condition, and positively for sale without reserve.

On view, and catalogues had two days before the Sale.

RHEUMATISM.—8, Cleveland-place, Bath, 3rd December, 1840.—Sir, I have delayed writing to you upon the subject of your Medicated Bands until I had ascertained what effect they produced. I have the pleasure to say I have derived very considerable relief from them, and am enabled to walk with much less pain than before. I suppose I am right in sleeping in them. I have since recommended them to several of my friends,—I am, dear Sir, yours, &c. P. D. FELLOWES.

The Rev. Wm. Wilder, of Carlton Rectory, near Newmarket, in a note, dated 20th October, 1835, says:—That he has suffered very severely from sciatica, for more than two years, that about three weeks since he obtained one of Coles's Medicated Bands, and the pain has during the short time he has worn it, nearly, if not entirely, left him. He had tried many supposed remedies without receiving any benefit.

General Wilder has a son in the army, who has been cured by the use of the Medicated Bands, and has cured others by lending them.

Dear Sir,—With pleasure I inform you that I put on one of your Medicated Bands sent me by a friend last night, being then in great pain, which I had endured for several weeks. Extraordinary to say, it acted upon me like a charm. When I got up this morning, I found that I could stand upright, and I walked about the room without pain, and since about the city on business, which I have been able to do for the last month.—I am, dear sir, yours, &c.,
GEORGE WALTER.

North Kent Railway Office, 42, Lombard-street,
February 26th, 1841.

Hampton Villa, New Parade Road, Jersey.

Dear Sir,—I feel great pleasure in recommending your Bands, having been almost a martyr to rheumatism for ten years, during which period I have consulted the first medical men, and taken various kinds of medicine; I have for six months together employed hot sea water and vapour baths, and during the last year I have worn your Medicated Bands when in pain, and I can truly say they never failed to release me from pain; I therefore pronounce your remedy for rheumatism to be invaluable.

I am, dear Sir, your obedient servant,
WILLIAM TAYLOR,
Capt. R. M. and Major in the Army.

St. Helier's, Jersey, 15th March, 1841.

To William Coles, Truss Maker to the Forces, and Rheumatic M.D., 3, Charing Cross, London.

Read Coles's advertisements in *Boyle's Court Guide, Royal Blue Book, Robson's Directory*, and *Pope's Journal of Trade*, for 1842.

CROYDON RAILWAY—WINTER TRAINS.—On and after SATURDAY, the 1st January, 1842, the following Trains will run:—

DOWN TRAINS FROM TOOLEY-STREET.
Morning—5 minutes after 9, 10, and 12.
Afternoon—20 minutes after 2, 4, 5, 6, and 8 o'clock.

UP TRAINS FROM CROYDON.
Morning—5 minutes after 8, 9, 10 and 11
Afternoon—20 minutes after 1, 3, 5, 7 and 9.

SUNDAY TRAINS.

DOWN TRAINS FROM TOOLEY-STREET.
Morning—5 minutes after 8 and 10.
Afternoon—20 minutes after 2, 4, 6, and 8 o'clock.

UP TRAINS FROM CROYDON.
Morning—5 minutes after 9.
Afternoon—20 minutes after 1, 3, 5, 7 and 9 o'clock.
R. S. YOUNG, Secretary.

205, Tooley-street, 24th Dec., 1841.

TO EXPORTERS, RAILWAY CONTRACTORS, ENGINEERS, SHIP BUILDERS, &c. &c.—The Patent Rolling and Compressing Iron Company having their works in full operation are ready to execute orders to any extent, for the undermentioned articles:—

Boiler and Tank Rivets of every description.
Bolts for Machinery, Architectural, Agricultural, Ship and Coach Building, Gas Water, and other works, &c.
Railway Pins, Hooks, Screws, &c.

Particulars may be obtained, and specimens seen, upon application to the Secretary, at the Company's Works, Upper Ordnance Wharf, Rotherhithe.

By order of the Board,
JNO. ATLEE, Secretary.

LONDON AND BLACKWALL RAILWAY.—Those holders of New Shares who have not paid the second instalment of £2 per share, which became due on the 16th November last, are reminded, that by the conditions on which the shares were issued, they have become subject to absolute forfeiture. To avoid such forfeiture being carried into effect, the payment of the call must be made forthwith, at the Company's Office, 60, Fenchurch Street.

By order of the Board,
J. WARMINGTON, Secretary.

Offices, 60, Fenchurch-street, Dec. 23, 1841.

N.B. The sealed Certificates of the New Shares registered are now ready for delivery.

TENDERS INVITED for the supply of IRON RAILS, required by the Royal Bavarian Commission for the construction of Railroads at Nurnberg.—Measures and Weights are Bavarian, viz.—1 foot Bavarian = 0·29,859 French metre; 100 lb. Bavarian = 56 French kilogrammes.

The quantity required amounts to 120,000 quintals of 100 lbs. each, and is to be contracted for, either in several lots, or for the whole. The Rails are to be of the form of the so called "parallel double T rails," of the weight of 12 Bavarian pounds per Bavarian foot, and of the length of 17½ Bavarian feet. However, a proportion of shorter rails, say of 14½ Bavarian feet length, will be received to the amount of 5 per cent. of the whole quantity.

The Rails must be manufactured of the best Iron known in England under the denomination of No. 3, and part of a rail of the length of three or four feet, is to be sent to the Royal Commission at Nurnberg, to serve as a pattern before the conclusion of the contract.

The detailed conditions respecting the periods of delivery, mode of payment, &c., as well as the drawing, are to be obtained on application at the Office of the undersigned Commission, in Nurnberg.

The Tenders must be delivered at Nurnberg, under seals and franked covers, on or before the 31st January, 1842, to the Royal Bavarian Commission for the Construction of Railroads.

N.B. Conditions and Drawings to be obtained on application at the Bavarian Consulate General's, 11, Bury-court, St. Mary Axe.

DENIS, PAULI, DURIG.

NEW EDITIONS of the following useful Works are just published at the *Railway Times* Office, 122, Fleet-street:

I.

ROBINSON'S RAILWAY TIME AND FARE TABLES, containing correct Time and Fare Tables of all the principal Railways in Great Britain, derived from original sources, with Map, and an official List of Coach and Cab Fares to all the Metropolitan Railways. Price 1s., in cloth.

II.

ROBINSON'S RAILWAY DIRECTORY FOR 1842, containing the Names of the Directors and principal Officers of the Railways in Great Britain, derived from authentic sources, price 1s.

III.

TUCK'S MAP OF THE RAILWAYS throughout ENGLAND and WALES to the Capital of Scotland, beautifully coloured, distinguishing the Lines open from those in progress, and showing the nearest route by Railway to the Continent, the north and south of Ireland, and the Lakes of Westmoreland and Cumberland. The cheapest Map ever published.

Bound in cloth, 1s. 6d.; in paper covers, 1s.; mounted on canvass, in cloth case, 2s. 6d.; on rollers, 3s. 6d.

IV.

MAPS OF ALL THE LINES OF RAILWAY through ENGLAND and WALES, showing the country in their immediate vicinity on a larger scale than was ever before displayed in a sheet pocket map, with a compendium of Railway Information. In paper cover 1s., in cloth 1s. 6d.; on canvass, 2s. 6d.

V.

TABLES OF HACKNEY CARRIAGE FARES from the BIRMINGHAM RAILWAY to all parts of the METROPOLIS, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

VI.

TABLES OF HACKNEY CARRIAGE FARES from the GREAT WESTERN RAILWAY to all parts of the Metropolis, by WM. HILL, of the Stamp and Tax Office, formerly of the Hackney Coach Office, Essex-street, Strand; with a Map of London. Price 6d.

LONDON: Printed by JOHN THOMAS NORRIS, 137 and 138, Aldersgate-street, in the Parish of St. Botolph Without, Aldersgate, in the City of London, and published by him at the *Railway Times* Office, No. 122, Fleet-street (facing Saint Bride's Church), in the Parish of Saint Bride's, Fleet-street, Middlesex.—Saturday, December 25, 1841.

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